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| **Recommendation ITU-R SM.2110-1**  **(10/2019)** |
| **Guidance on frequency ranges  for operation of non-beam wireless  power transmission for electric vehicles** |
| **SM Series**  **Spectrum management** |

Foreword

The role of the Radiocommunication Sector is to ensure the rational, equitable, efficient and economical use of the radio-frequency spectrum by all radiocommunication services, including satellite services, and carry out studies without limit of frequency range on the basis of which Recommendations are adopted.

The regulatory and policy functions of the Radiocommunication Sector are performed by World and Regional Radiocommunication Conferences and Radiocommunication Assemblies supported by Study Groups.

# Policy on Intellectual Property Right (IPR)

ITU-R policy on IPR is described in the Common Patent Policy for ITU-T/ITU-R/ISO/IEC referenced in Resolution ITU‑R 1. Forms to be used for the submission of patent statements and licensing declarations by patent holders are available from <http://www.itu.int/ITU-R/go/patents/en> where the Guidelines for Implementation of the Common Patent Policy for ITU‑T/ITU‑R/ISO/IEC and the ITU-R patent information database can also be found.

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| Series of ITU-R Recommendations  (Also available online at <http://www.itu.int/publ/R-REC/en>) | |
| **Series** | Title |
| **BO** | Satellite delivery |
| **BR** | Recording for production, archival and play-out; film for television |
| **BS** | Broadcasting service (sound) |
| **BT** | Broadcasting service (television) |
| **F** | Fixed service |
| **M** | Mobile, radiodetermination, amateur and related satellite services |
| **P** | Radiowave propagation |
| **RA** | Radio astronomy |
| **RS** | Remote sensing systems |
| **S** | Fixed-satellite service |
| **SA** | Space applications and meteorology |
| **SF** | Frequency sharing and coordination between fixed-satellite and fixed service systems |
| **SM** | **Spectrum management** |
| **SNG** | Satellite news gathering |
| **TF** | Time signals and frequency standards emissions |
| **V** | Vocabulary and related subjects |

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| ***Note***: *This ITU-R Recommendation was approved in English under the procedure detailed in Resolution ITU-R 1.* |

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RECOMMENDATION ITU-R SM.2110-1

Guidance on frequency ranges for operation of non-beam   
wireless power transmission for electric vehicles[[1]](#footnote-1)\*

(2017-2019)

Scope

This Recommendation provides guidelines for the use of frequency ranges for the operation of non-beam wireless power transmission (WPT) for electric vehicles.

Keywords

Wireless power transmission, short-range devices, ISM, non-beam

Abbreviations/Glossary

CISPR In French “Comité International Spécial des Perturbations Radioélectriques”,   
 International Special Committee on Radio Interference

ICNIRP International Commission on Non‑ionizing Radiation Protection

IEC International Electrotechnical Commission

ISO International Organization for Standardization

ISM Industrial, scientific, medical

RR Radio Regulations

SAE Society of Automotive Engineers

SFTSS Standard frequency and time signal service

WHO World Health Organization

WPT wireless power transmission

WPT-EV Wireless power transmission for electric vehicles

WRC-19 World Radiocommunication Conference 2019

Related ITU Recommendations, Reports

Recommendation ITU-R SM.1056; Recommendation ITU-R SM.1896; Recommendation ITU-R SM.2129; Report ITU-R SM.2153; Report ITU-R SM.2303; Report ITU‑R SM.2451.

The ITU Radiocommunication Assembly,

considering

*a)* that wireless power transmission (WPT) is defined as the transmission of power from a power source to an electrical load wirelessly using the electromagnetic field;

*b)* that WPT technologies utilize various mechanisms, such as transmission via radio frequency radiated transmissions in the far-field (WPT beams) and near-field inductive, resonant and capacitive coupling (WPT non-beam);

*c)* that such WPT technologies are being considered for applications such as charging of electric vehicles;

*d)* that WPT standards are currently being developed at national, regional, and international levels;

*e)* that industrial alliances, consortia, and academia have investigated several frequency bands for WPT technologies, including; 19‑21 kHz and 55‑65 kHz for the shaped magnetic field in resonance for electric vehicles, 79‑90 kHz for magnetic resonant technology for electric vehicles;

*f)* that for the purpose of WPT studies the standard frequency and time signal and the radio astronomy services are to be treated as radiocommunication service;

*g)* that studies have been conducted on the impact of non-beam WPT to radiocommunication services in the bands 19-21 kHz, 55-57 kHz, 63-65 kHz and 79‑90 kHz;

*h)* that as more WPT devices proliferate globally, the use of WPT technologies may have an impact on radiocommunication services including the standard frequency and time signal service and the radio astronomy service, WPT must not cause harmful interference to radio communication services;

*i)* that to mitigate the impact of WPT devices on the operation of radiocommunication services some solutions utilize frequency bands designated for industrial, scientific, medical (ISM) applications,

recognizing

*a)* that WPT is not a radiocommunication service and has no status in the Radio Regulations (RR), but may be regarded as subject to RR Nos **15.12** or **15.13** as the case may be;

*b)* that the criteria to protect various radiocommunication services from harmful interference are specified in existing ITU-R Recommendations;

*c)* that both consumers and manufacturers may benefit from harmonized frequency ranges and technical conditions WPT technologies;

*d)* that some Administrations classify the non-beam WPT energy transfer as an ISM application, even for operation outside bands designated for ISM use;

*e)* that some Administrations classify non-beam WPT systems as radio application such as short-range devices;

*f)* that some non-ISM bands are taken into consideration for the global or regional harmonized use of specific WPT applications;

*g)* that the WPT energy transfer can be treated separately from data communications, especially when the receiving device receives data communications at a frequency different from that for the energy transfer;

*h)* that in the absence of a load, the WPT-EV does not transmit;

*i)* that for non-beam WPT-EV, the radiated power is much lower than RF power transferred. Most power is transferred to the receiver through mechanisms such as capacitive, resonant and inductive coupling;

*j)* that Recommendation ITU-R SM.1056 on the limitation of radiation from ISM equipment recommends that administrations consider the use of the latest edition of CISPR publication 11. These limits do not necessarily protect radiocommunication services,

noting

*a)* that the IEC TC 69 published IEC International Standard (IS) 61980-1 on general requirement of electric vehicle wireless power transfer systems, is developing IEC Technical Specifications (TS) and IS 61980-2 on communication and control of electric vehicle wireless power transfer systems by 2019 and 2020 respectively, and is developing IEC TS and IS 61980-3 on specific requirements for the magnetic field power transfer systems of electric vehicle wireless power transfer systems by 2019 and 2020 respectively;

*b)* that the International Organization for Standardization (ISO/TC22/SC37) is developing ISO International Standard (IS) 19363 on electrically propelled road vehicles – magnetic field wireless power transfer by 2019;

*c)* that the Society of Automotive Engineers (SAE) International J2954 published Recommended Practice (RP) on wireless power transfer for light-duty electric vehicles in 2017 and 2019;

*d)* that issues of non-ionizing radiation exposure are dealt with by international organizations such as the World Health Organization (WHO), the International Commission on Non‑ionizing Radiation Protection (ICNIRP), and International Electrotechnical Commission TC106, and that ICNIRP 2010 provides guidelines for limiting exposure (up to 10 MHz), and ICNIRP 1998 provides Guidelines for limiting exposure (up to 300 GHz),

recommends

**1** that the use of the frequency range, or portions thereof, listed in Table 1 below should be considered as guidance for the operation of non-beam WPT-EV systems;

**2** that the following Note is considered as integral part of this Recommendation.

NOTE – Additional guidance can be found in Table 1 on necessary steps that should be taken to ensure that non-beam WPT-EV applications and equipment minimize the potential for harmful interference to radiocommunication services including the standard frequency and time signal service (SFTSS) and the radio astronomy service, so that these remain protected from radio frequency energy emanating from WPT-EVfalling into all bands.

TABLE 1

Frequency range for operation of non-beam WPT systems for electric vehicles

|  |  |
| --- | --- |
| Frequency range | Suitable non-beam WPT-EV |
| 19-21 kHz | Magnetic induction technology or Magnetic resonant technology |
| 55-57 kHz(1) | Magnetic induction technology or Magnetic resonant technology |
| 63-65 kHz(1) | Magnetic induction technology or Magnetic resonant technology |
| 79-90 kHz | Magnetic resonant technology |
| (1) Not to be used for the fundamental frequency of WPT-EV. Assuming a minimum separation distance of 50 m between WPT-EV and SFTS receivers, the third harmonic must fall within the 64-65 kHz and 55‑56 kHz frequency range and the WPT emission be limited to 35 dBµA/m at 10 m. Where a separation distance of greater than 100 m between WPT-EV and SFTS receivers can be guaranteed, the third harmonic may fall within the 63-65 kHz and 55‑57 kHz and the WPT emission be limited to 44 dBµA/m at 10 m. | |
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1. \* The global harmonization of frequencies for WPT for electric vehicles will be addressed under WRC-19 agenda item 9.1, issue 9.1.6 (i.e. Item 1 in the Annex to Resolution **958 (WRC-15)**). [↑](#footnote-ref-1)