



MEASUREMENT REPORT

FCC PART 15.209

FCC ID: 2A3NJ-Z10W06

APPLICANT: Sagittech Technology Co., Ltd.

Application Type: Certification

Product: Qi Wireless Car Charger

Model No.: Z10W06

FCC Classification: DCD-Part 15 Low Power Transmitter Below 1705 kHz

FCC Rule Part(s): Part 15.209

Test Procedure(s): ANSI C63.10-2013

Received Date: October 01, 2021

Test Date: October 04 ~ 30, 2021

Tested By : Fran Chen
(Fran Chen)

Reviewed By : Paddy Chen
(Paddy Chen)

Approved By : Chenz Ker
(Chenz Ker)



The test results only relate to the tested sample.

This equipment has been shown to be capable of compliance with the applicable technical standards as indicated in the measurement report and was tested in accordance with the measurement procedures specified in ANSI C63.10-2013. Test results reported herein relate only to the item(s) tested.

The test report shall not be reproduced except in full without the written approval of MRT Technology (Taiwan) Co., Ltd.

Revision History

Report No.	Version	Description	Issue Date	Note
2110TWF301-U1	1.0	Original Report	2021-12-02	

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§2.1033 General Information

Applicant	Sagitech Technology Co., Ltd.
Applicant Address	3F., No. 30, Sec. 1, Chongqing N. Rd. Datong Dist., Taipei City , Taiwan (R.O.C.)
Manufacturer	Dongguan Qilian Electronics Co., Ltd.
Manufacturer Address	No. 2, Zhongxing Road, Tianxin Second Industrial Zone, Qiaotou Town, Dongguan City, Guangdong Province
Test Site	MRT Technology (Taiwan) Co., Ltd
Test Site Address	No. 38, Fuxing Second Rd., Guishan Dist., Taoyuan City 333, Taiwan (R.O.C)
MRT FCC Registration No.	291082
FCC Rule Part(s)	Part 15.209
Test Device Serial No.	#1 ☐ Production ☒ Pre-Production ☐ Engineering

Test Facility / Accreditations

1. MRT facility is a FCC registered (Reg. No. 291082) test facility with the site description report on file and is designated by the FCC as an Accredited Test Firm.
2. MRT facility is an IC registered (MRT Reg. No. 21723) test laboratory with the site description on file at Industry Canada.
3. MRT Lab is accredited to ISO 17025 by the Taiwan Accreditation Foundation (TAF Cert. No. 3261) in EMC, Telecommunications and Radio testing for FCC (Designation Number: TW3261), Industry Taiwan, EU and TELEC Rules.

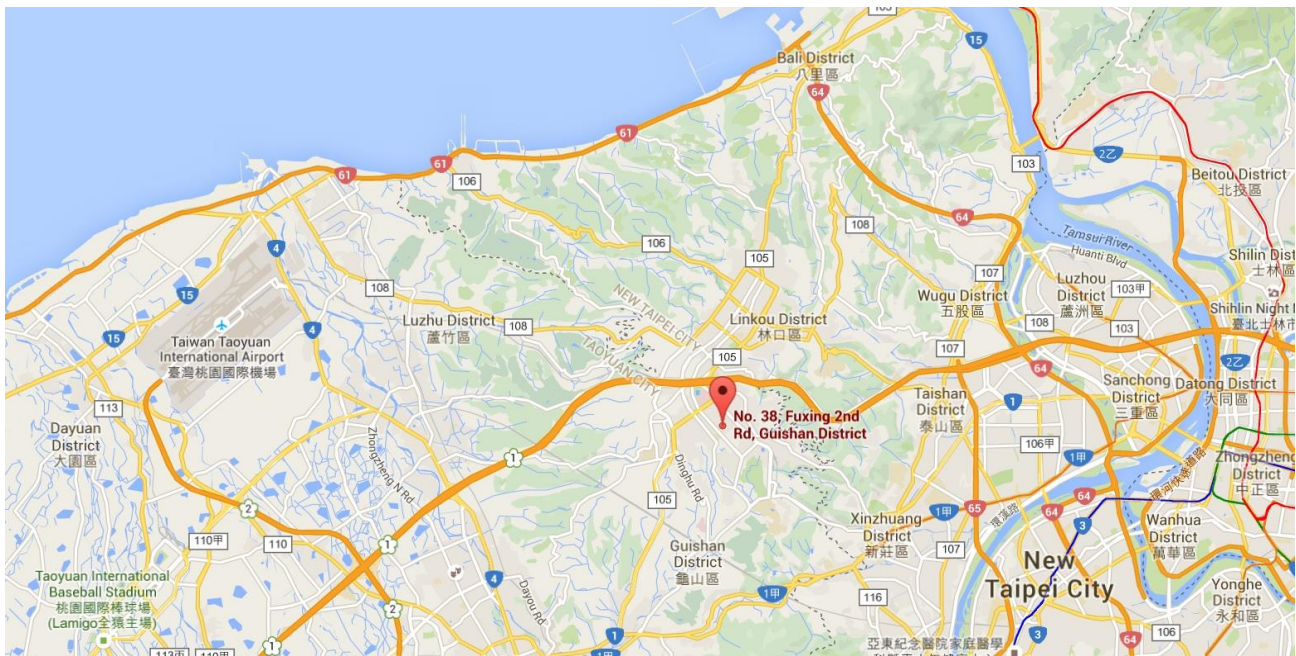
1. INTRODUCTION

1.1. Scope

Measurement and determination of electromagnetic emissions (EMC) of radio frequency devices including intentional and/or unintentional radiators for compliance with the technical rules and regulations of the Federal Communications Commission and the Industry Canada Certification and Engineering Bureau.

1.2. MRT Test Location

The map below shows the location of the MRT LABORATORY, its proximity to the Taoyuan City. These measurement tests were conducted at the MRT Technology (Taiwan) Co., Ltd. Facility located at No.38, Fuxing 2nd Rd., Guishan Dist., Taoyuan City 33377, Taiwan (R.O.C).



2. PRODUCT INFORMATION

2.1. Equipment Description

Product Name	Qi Wireless Car Charger
Model No.	Z10W06
Brand Name	Tunai creative
Frequency Radios	110kHz-205kHz
Modulation	ASK
Antenna Type	Loop Antenna Type
Specification	Output Power: 5W / 7.5W / 10W / 15W

2.2. Test Mode

Test Mode:	Mode1: Energy Transmission by WPC-5W Mode2: Energy Transmission by WPC-7.5W Mode3: Energy Transmission by WPC-10W Mode4: Energy Transmission by WPC-15W
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2.3. Test Software

N/A.

2.4. Test Configuration

The **Qi Wireless Car Charger** ANSI C63.10-2013 was used to reference the appropriate EUT setup for radiated spurious emissions testing and AC line conducted testing.

2.5. EMI Suppression Device(s)/Modifications

No EMI suppression device(s) were added and/or no modifications were made during testing.

2.6. Labeling Requirements

Per 2.1074 & 15.19; Docket 95-19

The label shall be permanently affixed at a conspicuous location on the device; instruction manual or pamphlet supplied to the user and be readily visible to the purchaser at the time of purchase.

However, when the device is so small wherein placement of the label with specified statement is not practical, only the FCC ID must be displayed on the device per Section 15.19(a)(5). Please see attachment for FCC ID label and label location.

3. DESCRIPTION of TEST

3.1. Evaluation Procedure

The measurement procedures described in the American National Standard for Testing Unlicensed Wireless Devices (ANSI C63.10-2013) were used in the measurement of the **Qi Wireless Car Charger FCC ID: 2A3NJ-Z10W06**

Deviation from measurement procedure.....None

3.2. AC Line Conducted Emissions

The line-conducted facility is located inside an 9'x4'x3' shielded enclosure. A 1m x 2m wooden table 80cm high is placed 40cm away from the vertical wall and 80cm away from the sidewall of the shielded room. Two 10kHz-30MHz, 50Ω/50uH Line-Impedance Stabilization Networks (LISNs) are bonded to the shielded room floor. Power to the LISNs is filtered by external high-current high-insertion loss power line filters. These filters attenuate ambient signal noise from entering the measurement lines. These filters are also bonded to the shielded enclosure.

The EUT is powered from one LISN and the support equipment is powered from the second LISN. All interconnecting cables more than 1 meter were shortened to a 1 meter length by non-inductive bundling (serpentine fashion) and draped over the back edge of the test table. All cables were at least 40cm above the horizontal reference ground-plane. Power cables for support equipment were routed down to the second LISN while ensuring that that cables were not draped over the second LISN.

Sufficient time for the EUT, support equipment, and test equipment was allowed in order for them to warm up to their normal operating condition. The RF output of the LISN was connected to the receiver and exploratory measurements were made to determine the frequencies producing the maximum emission from the EUT. The receiver was scanned from 150kHz to 30MHz. The detector function was set to peak mode for exploratory measurements while the bandwidth of the analyzer was set to 9kHz. The EUT, support equipment, and interconnecting cables were arranged and manipulated to maximize each emission. Each emission was also maximized by varying: power lines, the mode of operation or data exchange speed, or support equipment which determined the worst-case emission. Once the worst case emissions have been identified, the one EUT cable configuration/arrangement and mode of operation that produced these emissions are used for final measurements on the same test site. The analyzer is set to CISPR quasi-peak and average detectors with a 9kHz resolution bandwidth for final measurements.

An extension cord was used to connect to a single LISN which powered by EUT. The extension cord was calibrated with LISN, the impedance and insertion loss are compliance with the requirements as stated in ANSI C63.10-2013.

Line conducted emissions test results are shown in Section 7.6.

3.3. Radiated Emissions

The radiated test facilities consisted of an indoor 3 meter semi-anechoic chamber used for final measurements and exploratory measurements, when necessary. The measurement area is contained within the semi-anechoic chamber which is shielded from any ambient interference. For measurements above 1GHz absorbers are arranged on the floor between the turn table and the antenna mast in such a way so as to maximize the reduction of reflections. For measurements below 1GHz, the absorbers are removed. A MF Model 210SS turntable is used for radiated measurement. It is a continuously rotatable, remote controlled, metallic turntable and 2 meters (6.56 ft.) in diameter. The turn table is flush with the raised floor of the chamber in order to maintain its function as a ground plane. An 80cm high PVC support structure is placed on top of the turntable.

For all measurements, the spectrum was scanned through all EUT azimuths and from 1 to 4 meter receive antenna height using a broadband antenna from 30MHz up to the upper frequency shown in 15.33(b)(1) depending on the highest frequency generated or used in the device or on which the device operates or tunes. For frequencies above 1GHz, linearly polarized double ridge horn antennas were used. For frequencies below 30MHz, a calibrated loop antenna was used. When exploratory measurements were necessary, they were performed at 1 meter test distance inside the semi-anechoic chamber using broadband antennas, broadband amplifiers, and spectrum analyzers to determine the frequencies and modes producing the maximum emissions. Sufficient time for the EUT, support equipment, and test equipment was allowed in order for them to warm up to their normal operating condition. The test set-up for frequencies below 1GHz was placed on top of the 0.8 meter high, 1 x 1.5 meter table; and test set-up for frequencies 1-40GHz was placed on top of the 1.5 meter high, 1 x 1.5 meter table. The EUT, support equipment, and interconnecting cables were arranged and manipulated to maximize each emission. Appropriate precaution was taken to ensure that all emissions from the EUT were maximized and investigated. The system configuration, clock speed, mode of operation or video resolution, if applicable, turntable azimuth, and receive antenna height was noted for each frequency found.

Final measurements were made in the semi-anechoic chamber using calibrated, linearly polarized broadband and horn antennas. The test setup was configured to the setup that produced the worst case emissions. The spectrum analyzer was set to investigate all frequencies required for testing to compare the highest radiated disturbances with respect to the specified limits. The turntable containing the EUT was rotated through 360 degrees and the height of the receive antenna was varied 1 to 4 meters and stopped at the azimuth and height producing the maximum emission. Each emission was maximized by changing the orientation of the EUT through three orthogonal planes and changing the polarity of the receive antenna, which produced the worst-case emissions. According to 3dB Beam-Width of horn antenna, the horn antenna should be always directed to the EUT when rising height.

Radiated Emissions test results are shown in Section 7.2 & 7.3 .

4. ANTENNA REQUIREMENTS

Excerpt from §15.209 of the FCC Rules/Regulations:

“An intentional radiator antenna shall be designed to ensure that no antenna other than that furnished by the responsible party can be used with the device. The use of a permanently attached antenna or of an antenna that uses a unique coupling to the intentional radiator shall be considered sufficient to comply with the provisions of this section.”

- The antenna of **Qi Wireless Car Charger** is **permanently attached**.
- There are no provisions for connection to an external antenna.

Conclusion:

The **Qi Wireless Car Charger** unit complies with the requirement of §15.209.

5. TEST EQUIPMENT CALIBRATION DATE

Conducted Emissions – SR2

Instrument	Manufacturer	Type No.	Asset No.	Cali. Interval	Cali. Due Date
Two-Line V-Network	R&S	ENV216	MRTTWA00019	1 year	2022/3/23
Cable	Rosnol	N1C50-RG400-B 1C50-500CM	MRTTWE00013	1 year	2022/6/20
EMI Test Receiver	R&S	ESR3	MRTTWA00009	1 year	2022/3/24

Radiated Emissions – AC1

Instrument	Manufacturer	Type No.	Asset No.	Cali. Interval	Cali. Due Date
Broadband TRILOG Antenna	SCHWARZBECK	VULB 9162	MRTTWA00001	1 year	2022/10/4
EMI Test Receiver	R&S	ESR3	MRTTWA00009	1 year	2022/3/24
Active Loop Antenna	Schwarzbeck	FMZB 1519B	MRTTWA00002	1 year	2022/5/6
Broadband Horn antenna	SCHWARZBECK	BBHA 9120D	MRTTWA00003	1 year	2022/4/21
Breitband Hornantenna	Schwarzbeck	BBHA 9170	MRTTWA00004	1 year	2022/4/28
Broadband Amplifier	Schwarzbeck	BBV 9721	MRTTWA00006	1 year	2022/4/26
Broadband Preamplifier	SCHWARZBECK	BBV 9718	MRTTWA00005	1 year	2022/4/21
Cable	HUBERSUHNER	SF106	MRTTWE00010	1 year	2022/6/15
Cable	Rosnol	K1K50-UP0264- K1K50-4M	MRTTWE00012	1 year	2022/6/20

Test Software

Software	Version	Function
e3	9.160520a	EMI Test Software
EMI	V3	EMI Test Software

6. MEASUREMENT UNCERTAINTY

Where relevant, the following test uncertainty levels have been estimated for tests performed on the EUT as specified in CISPR 16-4-2. This uncertainty represents an expanded uncertainty expressed at approximately the 95% confidence level using a coverage factor of $k = 2$.

Conducted Emission- Power Line
Measuring Uncertainty for a Level of Confidence of 95% ($U=2U_c(y)$): 0.15MHz~30MHz: $\pm 2.53\text{dB}$
Conducted Measurement
Measuring Uncertainty for a Level of Confidence of 95% ($U=2U_c(y)$): 1.3dB
Radiated Spurious Emission
Measuring Uncertainty for a Level of Confidence of 95% ($U=2U_c(y)$): 9kHz~30MHz: $\pm 3.92\text{dB}$ 30MHz~1GHz: $\pm 4.25\text{dB}$ 1GHz~18GHz: $\pm 4.40\text{dB}$ 18GHz~40GHz: $\pm 4.45\text{dB}$

7. TEST RESULT

7.1. Summary

Product Name: Qi Wireless Car Charger

FCC Classification: DCD (For 115kHz – 205kHz Only)

FCC Part Section(s)	Test Description	Test Limit	Test Condition	Test Result	Reference
15.209	Radiated Spurious Emissions and Field Strength of Fundamental Emissions	FCC 15.209 limits	Radiated	Pass	Section 7.2
2.1049	20dB Bandwidth	N/A		Pass	Section 7.3
15.207	AC Conducted Emissions 150kHz - 30MHz	FCC 15.207 limits	Line Conducted	Pass	Section 7.4

Notes:

- 1) Determining compliance is based on the test results met the regulation limits or requirements declared by clients, and the test results don't take into account the value of measurement uncertainty.
- 2) All modes of operation and data rates were investigated. For radiated emission test, every axis (X, Y, Z) was also verified. The test results shown in the following sections represent the worst case emissions.
- 3) The analyzer plots shown in this section were all taken with a correction table loaded into the analyzer. The correction table was used to account for the losses of the cables and attenuators used as part of the system to connect the EUT to the analyzer at all frequencies of interest.
- 4) All antenna port conducted emissions testing was performed on a test bench with the antenna port of the EUT connected to the spectrum analyzer through calibrated cables and attenuators.

7.2. Radiated Spurious Emissions and Field Strength of Fundamental Emissions Measurement

7.2.1. Test Limit

All out of band emissions appearing in a restricted band as specified in Section 15.209 of the Title 47 CFR must not exceed the limits shown in Table per Section 15.209.

FCC Part 15 Subpart C Paragraph 15.209		
Frequency [MHz]	Field Strength [V/m]	Measured Distance [Meters]
0.009 - 0.490	2400/F (kHz)	300
0.490 - 1.705	24000/F (kHz)	30
1.705 - 30	30	30
30 - 88	100	3
88 - 216	150	3
216 - 960	200	3
Above 960	500	3

Note : The emission limits shown in the above table are based on measurements employing a CISPR quasi-peak detector except for the frequency bands 9-90 kHz, 110-490 kHz and above 1000 MHz. Radiated emission limits in these three bands are based on measurements employing an average detector.

7.2.2. Test Procedure Used

ANSI C63.10-2013 - Section 11.12.2.3 (quasi-peak measurements)

ANSI C63.10-2013 - Section 11.12.2.4 (peak power measurements)

ANSI C63.10-2013 - Section 11.12.2.5 (average power measurements)

Test Setting

Peak Power Measurement

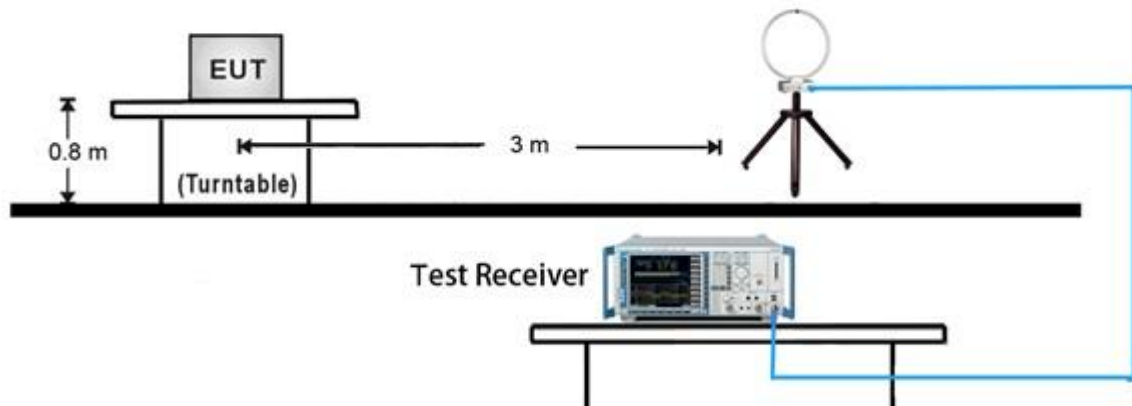
1. Analyzer center frequency was set to the frequency of the radiated spurious emission of interest
2. RBW = as specified in Table 1
3. VBW = $3 \times \text{RBW}$
4. Detector = peak
5. Sweep time = auto couple

Table 1 - RBW as a function of frequency

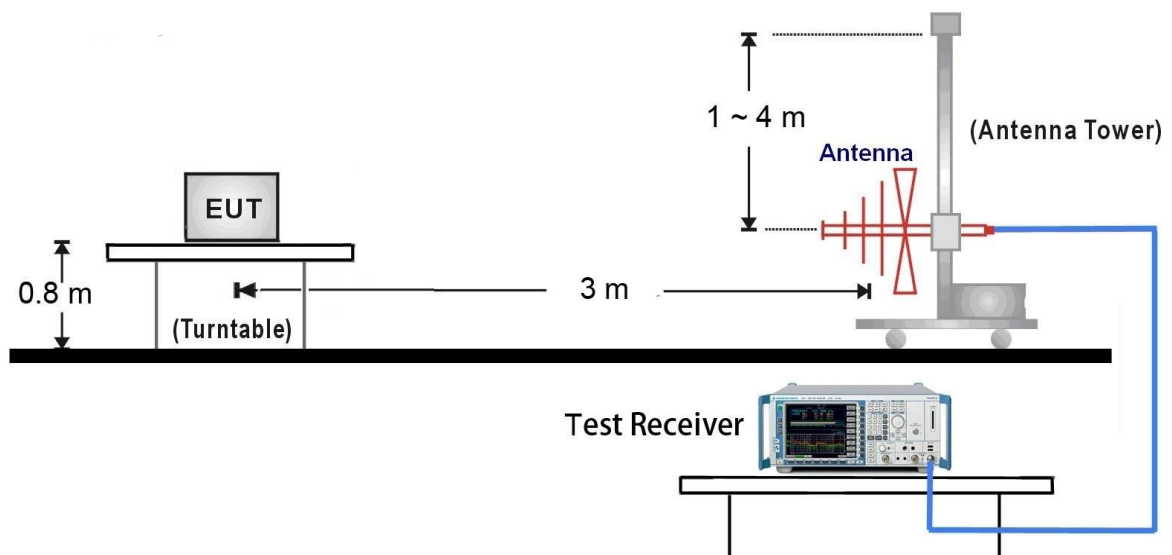
Frequency	RBW
9 kHz ~ 150 kHz	200 Hz ~ 300 Hz
0.15 MHz ~ 30 MHz	9 kHz ~ 10 kHz
30 MHz ~ 1000 MHz	100 kHz ~ 120 kHz
> 1000 MHz	1 MHz

7.2.3. Test Setup

9kHz ~ 30MHz Test Setup:

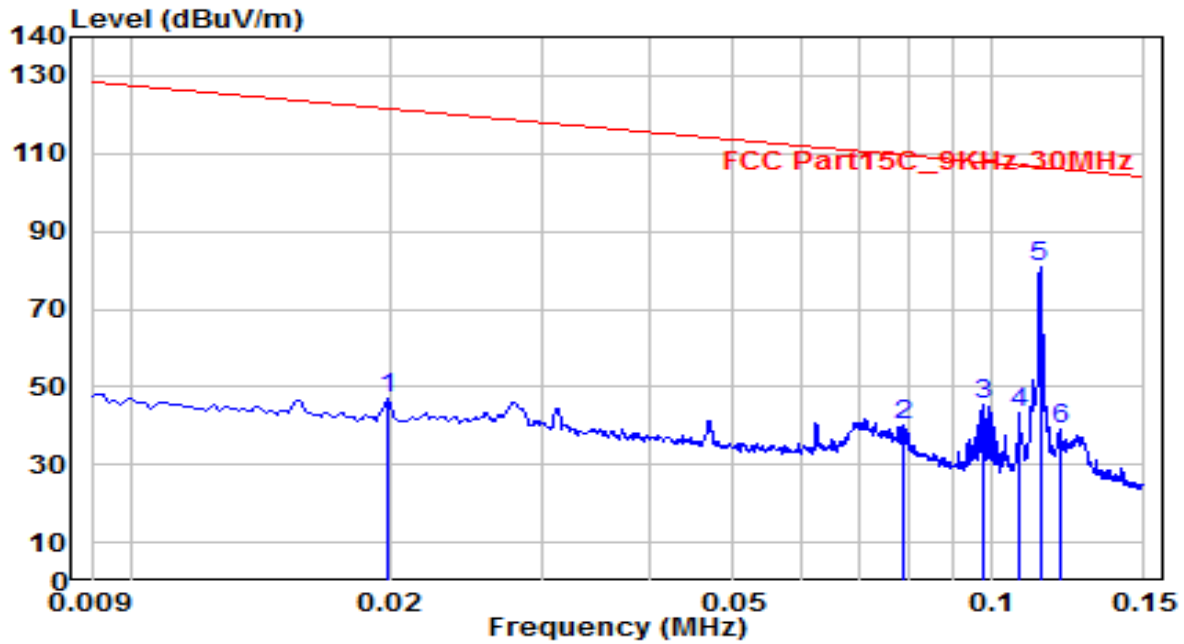


30MHz ~ 1GHz Test Setup:



7.2.4. Test Result

EUT	Qi Wireless Car Charger	Date of Test	2021-10-30
Factor	FMZB 1519B	Temp. / Humidity	24°C /67%
Polarity	Face On	Site / Test Engineer	AC1 / Volvo
Test Mode	WPC-5W	Test Voltage	AC 120V/60Hz

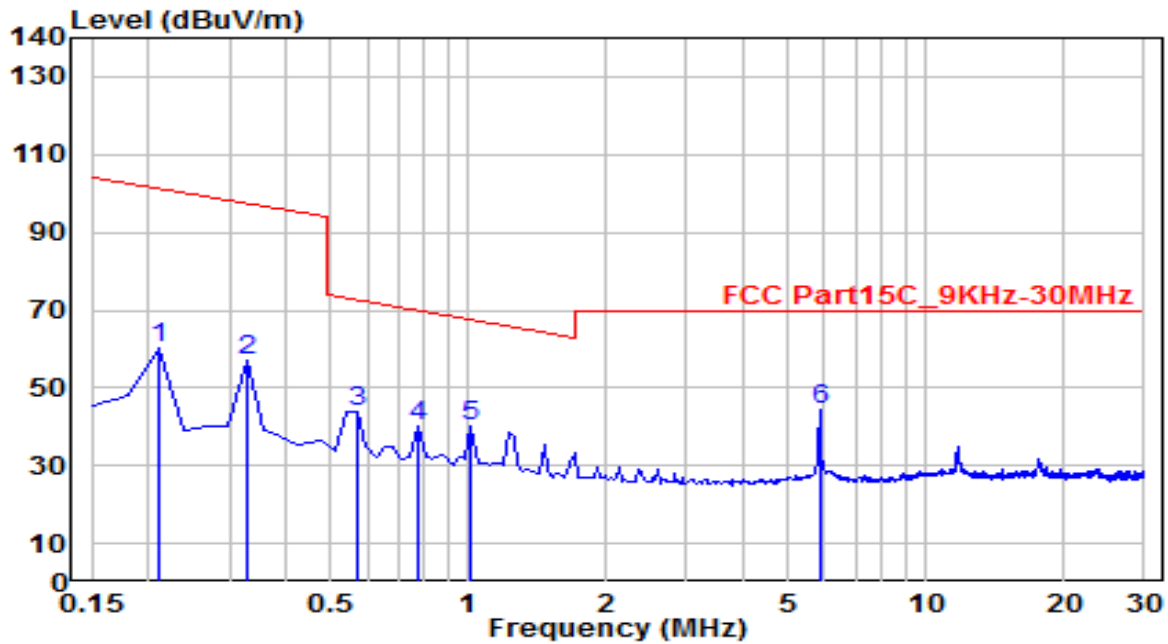


No	Frequency (MHz)	Reading (dBUV)	C.F (dB/m)	Measurement (dBUV/m)	Margin (dB)	Limit (dBUV/m)	Height (cm)	Angle (deg)	Remark (QP/PK/AV)
1	0.020	28.41	18.55	46.96	-74.67	121.63	100	360	Peak
2	0.079	21.38	18.77	40.15	-69.49	109.64	100	360	Peak
3	0.098	26.90	18.36	45.27	-62.55	107.81	100	360	Peak
4	0.108	24.73	18.33	43.06	-63.91	106.97	100	360	Peak
5	* 0.113	62.43	18.35	80.78	-25.72	106.50	100	360	Peak
6	0.120	20.77	18.37	39.14	-66.90	106.04	100	360	Peak

Note:

- " *", means this data is the worst emission level.
- C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
- Measurement (dBUV/m) = Reading(dBUV) + C.F (Correction Factor).
- The emission levels of other frequencies are very lower than the limit and not show in test report.

EUT	Qi Wireless Car Charger	Date of Test	2021-10-30
Factor	FMZB 1519B	Temp. / Humidity	24°C /67%
Polarity	Face On	Site / Test Engineer	AC1 / Volvo
Test Mode	WPC-5W	Test Voltage	AC 120V/60Hz

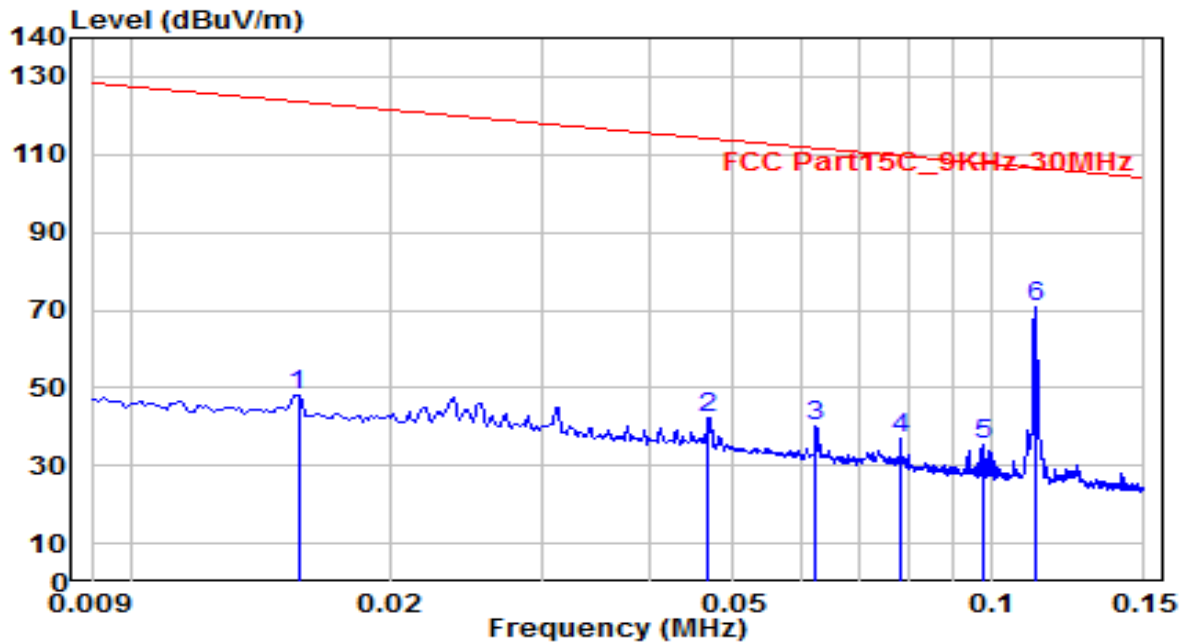


No	Frequency (MHz)	Reading (dBuV)	C.F (dB/m)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Height (cm)	Angle (deg)	Remark (QP/PK/AV)
1	0.210	41.69	18.64	60.33	-40.84	101.17	100	360	Peak
2	0.329	37.98	18.93	56.90	-40.35	97.26	100	360	Peak
3	0.568	25.02	18.96	43.98	-28.55	72.52	100	360	Peak
4	0.777	21.40	19.01	40.41	-29.39	69.81	100	360	Peak
5	1.016	21.32	19.07	40.39	-27.10	67.49	100	360	Peak
6	* 5.851	24.76	19.70	44.46	-25.04	69.50	100	360	Peak

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).
4. The emission levels of other frequencies are very lower than the limit and not show in test report.

EUT	Qi Wireless Car Charger	Date of Test	2021-10-30
Factor	FMZB 1519B	Temp. / Humidity	24°C /67%
Polarity	Face Off	Site / Test Engineer	AC1 / Volvo
Test Mode	WPC-5W	Test Voltage	AC 120V/60Hz

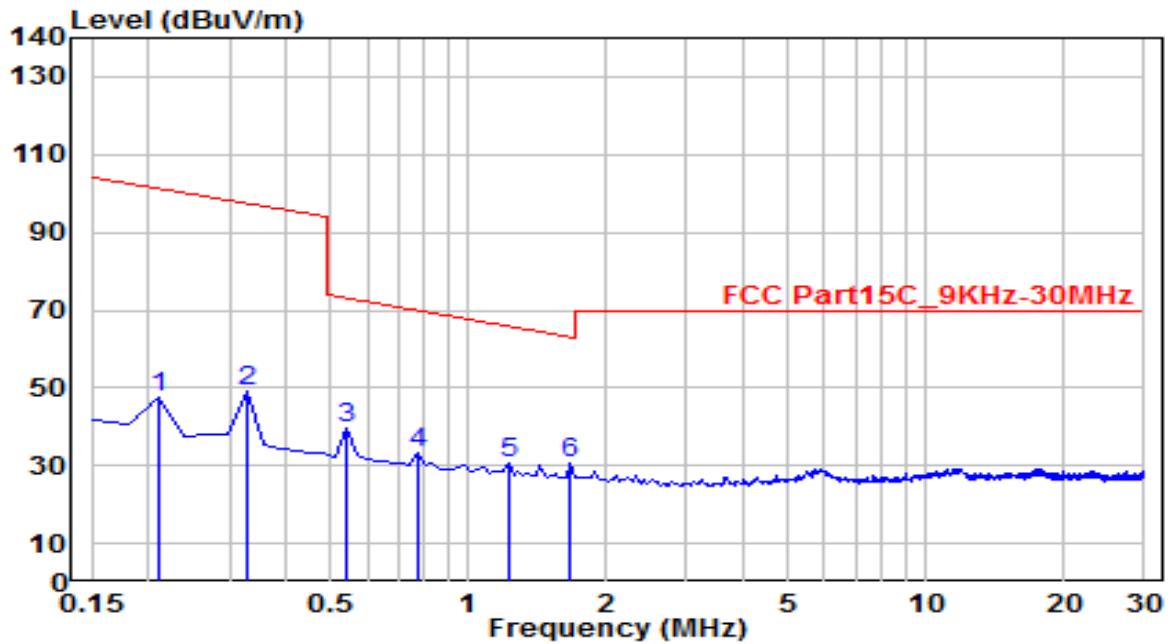


No	Frequency (MHz)	Reading (dBuV)	C.F (dB/m)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Height (cm)	Angle (deg)	Remark (QP/PK/AV)
1	0.016	30.03	18.14	48.17	-75.54	123.71	100	360	Peak
2	0.047	22.84	19.43	42.26	-71.93	114.19	100	360	Peak
3	0.062	20.91	19.14	40.04	-71.65	111.69	100	360	Peak
4	0.078	18.34	18.79	37.13	-72.62	109.75	100	360	Peak
5	0.098	16.82	18.36	35.19	-72.62	107.80	100	360	Peak
6	* 0.112	52.55	18.35	70.89	-35.72	106.61	100	360	Peak

Note:

1. " *", means this data is the worst emission level.
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3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).
4. The emission levels of other frequencies are very lower than the limit and not show in test report.

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Test Mode	WPC-5W	Test Voltage	AC 120V/60Hz

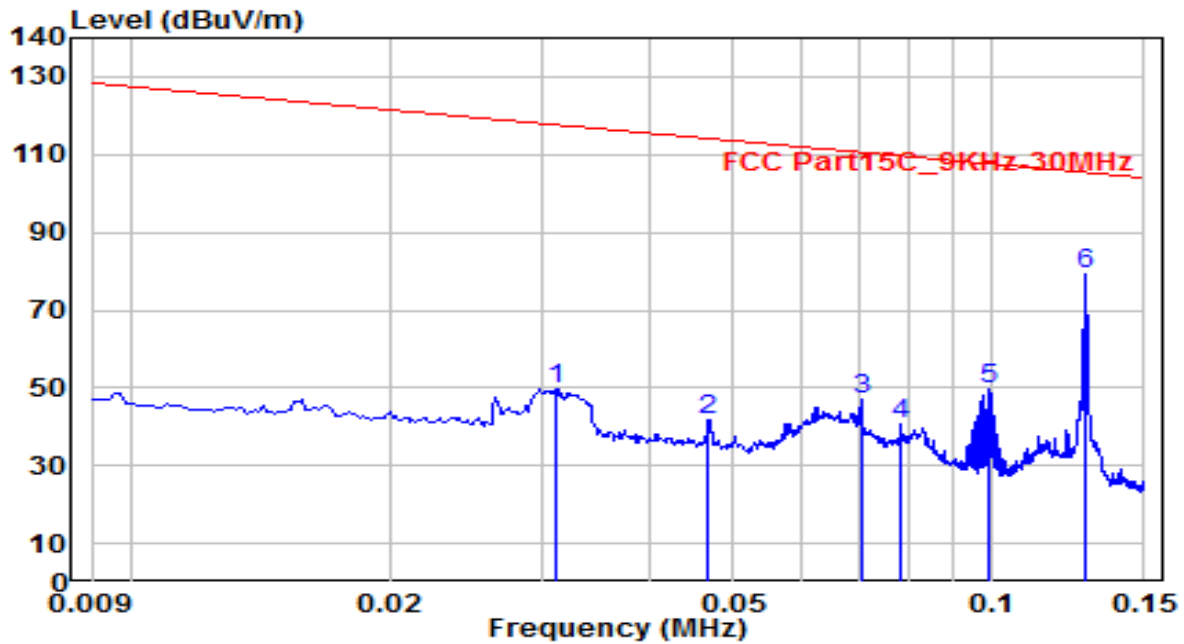


No	Frequency (MHz)	Reading (dBuV)	C.F (dB/m)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Height (cm)	Angle (deg)	Remark (QP/PK/AV)
1	0.210	28.70	18.64	47.35	-53.83	101.17	100	360	Peak
2	0.329	30.18	18.93	49.10	-48.15	97.26	100	360	Peak
3	0.538	20.59	18.95	39.54	-33.45	72.99	100	360	Peak
4	0.777	14.27	19.01	33.29	-36.52	69.81	100	360	Peak
5	1.225	11.61	19.04	30.65	-35.22	65.87	100	360	Peak
6	* 1.672	11.61	18.99	30.60	-32.57	63.17	100	360	Peak

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).
4. The emission levels of other frequencies are very lower than the limit and not show in test report.

EUT	Qi Wireless Car Charger	Date of Test	2021-10-30
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Polarity	Face On	Site / Test Engineer	AC1 / Volvo
Test Mode	WPC-7.5W	Test Voltage	AC 120V/60Hz

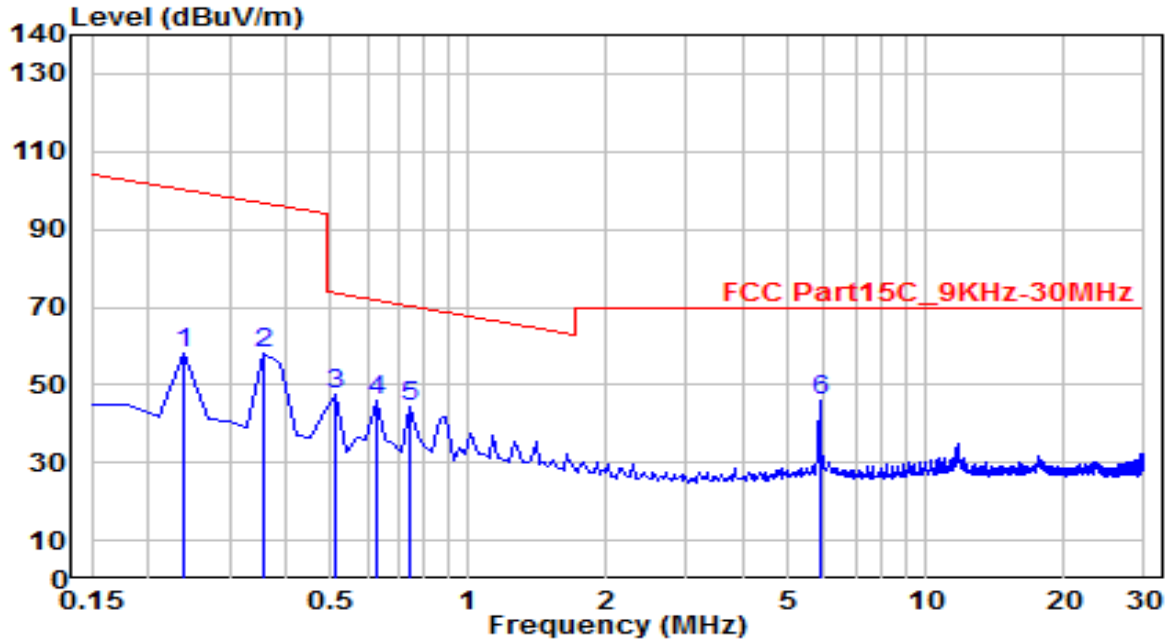


No	Frequency (MHz)	Reading (dBuV)	C.F (dB/m)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Height (cm)	Angle (deg)	Remark (QP/PK/AV)
1	0.031	30.00	19.50	49.51	-68.22	117.73	100	360	Peak
2	0.047	22.33	19.43	41.76	-72.44	114.19	100	360	Peak
3	0.070	27.85	18.96	46.81	-63.83	110.64	100	360	Peak
4	0.078	21.82	18.79	40.61	-69.14	109.75	100	360	Peak
5	0.099	31.09	18.33	49.43	-58.26	107.69	100	360	Peak
6	* 0.128	60.93	18.39	79.32	-26.14	105.46	100	360	Peak

Note:

- "*", means this data is the worst emission level.
- C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
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Polarity	Face On	Site / Test Engineer	AC1 / Volvo
Test Mode	WPC-7.5W	Test Voltage	AC 120V/60Hz

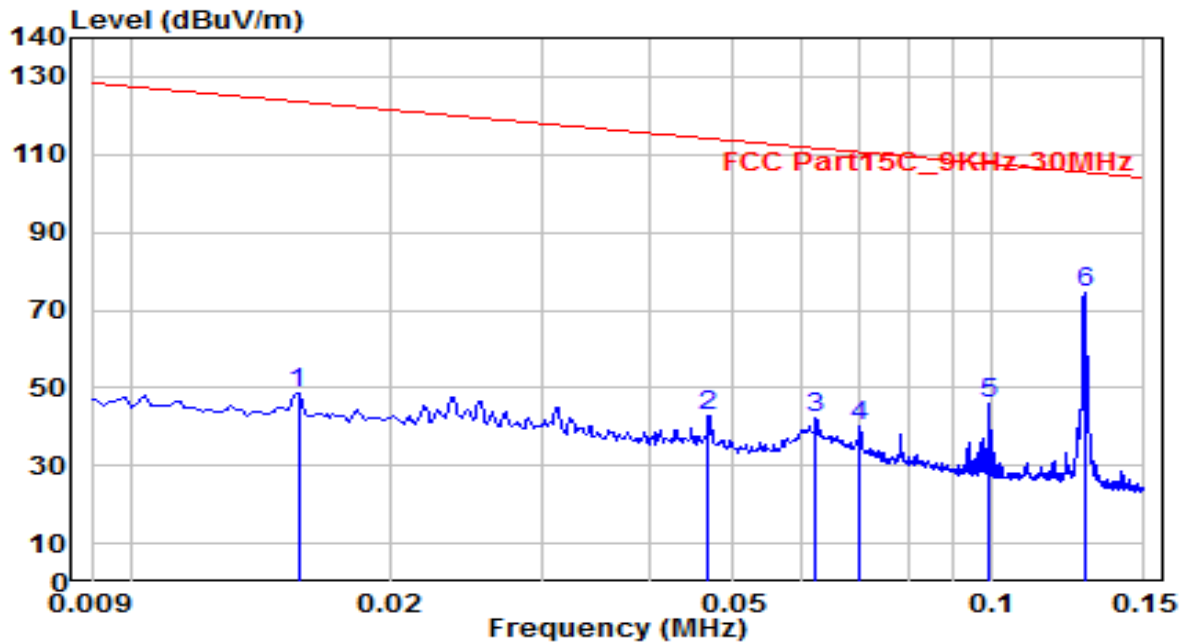


No	Frequency (MHz)	Reading (dBuV)	C.F (dB/m)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Height (cm)	Angle (deg)	Remark (QP/PK/AV)
1	0.240	39.41	18.74	58.15	-41.86	100.01	100	360	Peak
2	0.359	39.31	18.93	58.24	-38.26	96.50	100	360	Peak
3	0.508	28.35	18.94	47.29	-26.19	73.48	100	360	Peak
4	0.628	27.19	18.97	46.17	-25.49	71.66	100	360	Peak
5	0.747	25.50	19.00	44.51	-25.64	70.15	100	360	Peak
6	* 5.851	26.07	19.70	45.77	-23.73	69.50	100	360	Peak

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).
4. The emission levels of other frequencies are very lower than the limit and not show in test report.

EUT	Qi Wireless Car Charger	Date of Test	2021-10-30
Factor	FMZB 1519B	Temp. / Humidity	24°C /67%
Polarity	Face Off	Site / Test Engineer	AC1 / Volvo
Test Mode	WPC-7.5W	Test Voltage	AC 120V/60Hz

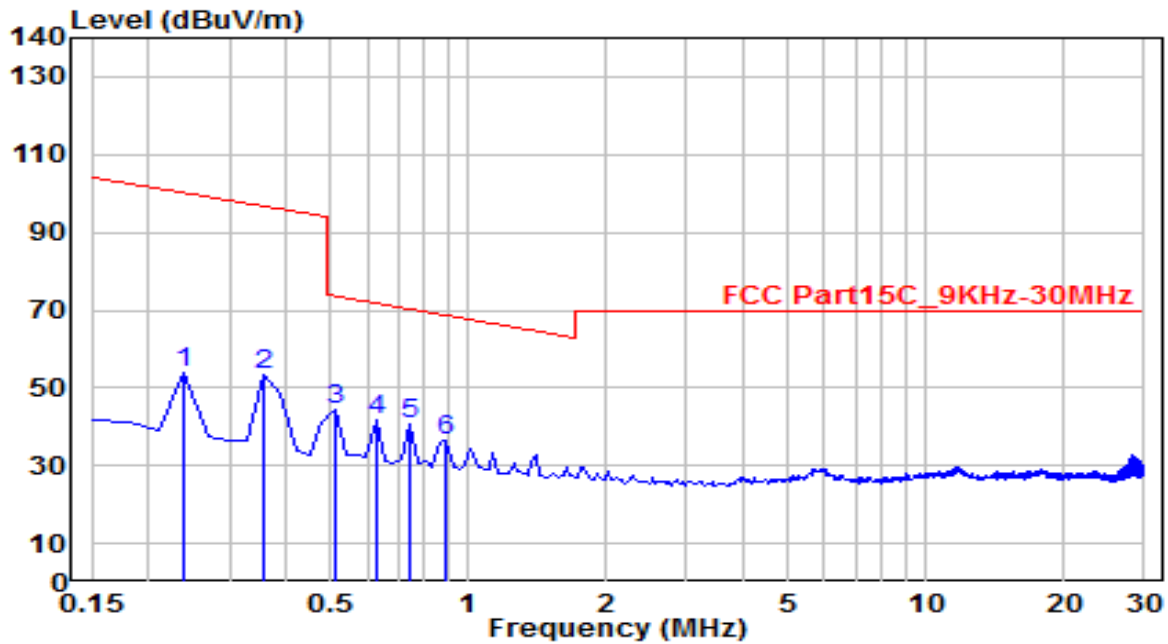


No	Frequency (MHz)	Reading (dBuV)	C.F (dB/m)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Height (cm)	Angle (deg)	Remark (QP/PK/AV)
1	0.016	30.54	18.14	48.68	-75.03	123.71	100	360	Peak
2	0.047	23.35	19.43	42.78	-71.42	114.19	100	360	Peak
3	0.062	22.91	19.14	42.05	-69.64	111.69	100	360	Peak
4	0.070	21.18	18.97	40.15	-70.52	110.67	100	360	Peak
5	0.099	27.57	18.33	45.90	-61.79	107.69	100	360	Peak
6	* 0.128	55.93	18.39	74.33	-31.15	105.48	100	360	Peak

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).
4. The emission levels of other frequencies are very lower than the limit and not show in test report.

EUT	Qi Wireless Car Charger	Date of Test	2021-10-30
Factor	FMZB 1519B	Temp. / Humidity	24°C /67%
Polarity	Face Off	Site / Test Engineer	AC1 / Volvo
Test Mode	WPC-7.5W	Test Voltage	AC 120V/60Hz

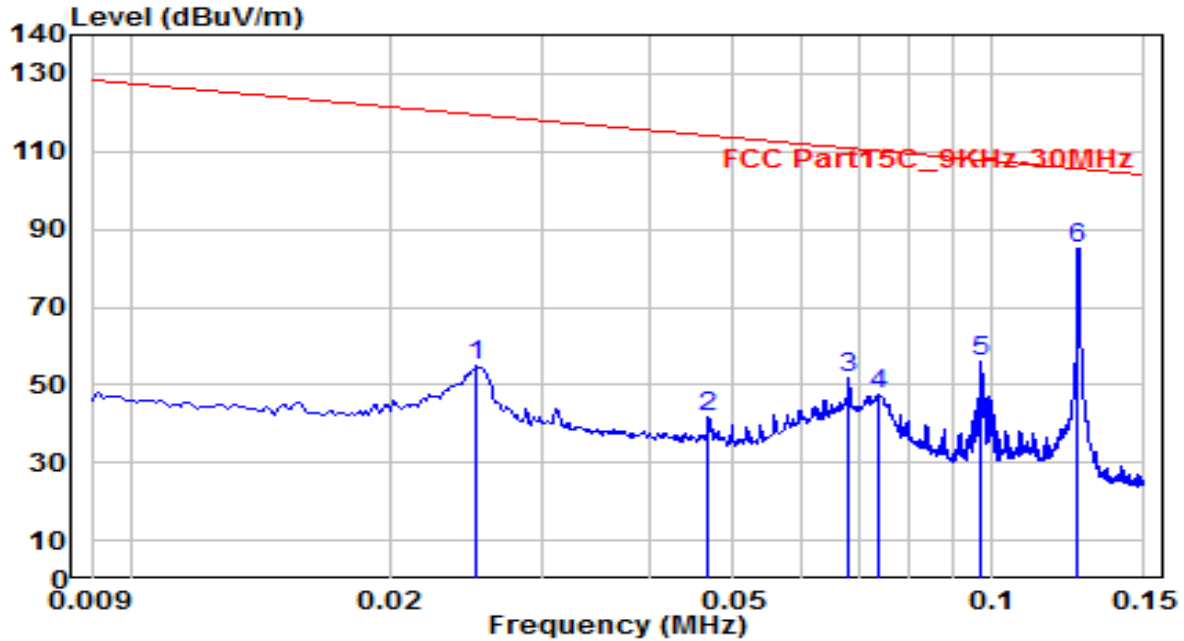


No	Frequency (MHz)	Reading (dBuV)	C.F (dB/m)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Height (cm)	Angle (deg)	Remark (QP/PK/AV)
1	0.240	35.14	18.74	53.87	-46.14	100.01	100	360	Peak
2	0.359	34.42	18.93	53.35	-43.15	96.50	100	360	Peak
3	* 0.508	25.28	18.94	44.23	-29.26	73.48	100	360	Peak
4	0.628	22.91	18.97	41.88	-29.78	71.66	100	360	Peak
5	0.747	21.61	19.00	40.61	-29.53	70.15	100	360	Peak
6	0.896	17.16	19.04	36.21	-32.36	68.57	100	360	Peak

Note:

- "*", means this data is the worst emission level.
- C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
- Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).
- The emission levels of other frequencies are very lower than the limit and not show in test report.

EUT	Qi Wireless Car Charger	Date of Test	2021-10-30
Factor	FMZB 1519B	Temp. / Humidity	24°C /67%
Polarity	Face On	Site / Test Engineer	AC1 / Volvo
Test Mode	WPC-10W	Test Voltage	AC 120V/60Hz

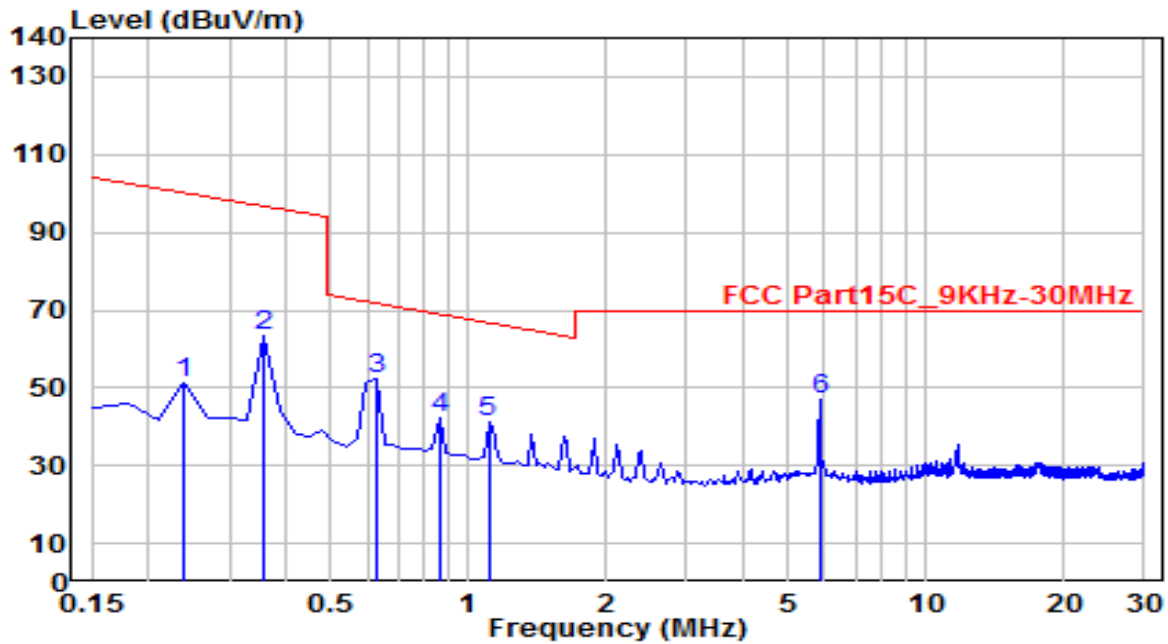


No	Frequency (MHz)	Reading (dBuV)	C.F (dB/m)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Height (cm)	Angle (deg)	Remark (QP/PK/AV)
1	0.025	35.80	19.06	54.86	-64.70	119.56	100	360	Peak
2	0.047	22.35	19.43	41.78	-72.41	114.19	100	360	Peak
3	0.068	32.73	19.01	51.74	-59.20	110.94	100	360	Peak
4	0.074	28.67	18.88	47.55	-62.66	110.21	100	360	Peak
5	0.097	37.88	18.38	56.26	-51.60	107.87	100	360	Peak
6	* 0.126	66.73	18.39	85.12	-20.49	105.61	100	360	Peak

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).
4. The emission levels of other frequencies are very lower than the limit and not show in test report.

EUT	Qi Wireless Car Charger	Date of Test	2021-10-30
Factor	FMZB 1519B	Temp. / Humidity	24°C /67%
Polarity	Face On	Site / Test Engineer	AC1 / Volvo
Test Mode	WPC-10W	Test Voltage	AC 120V/60Hz

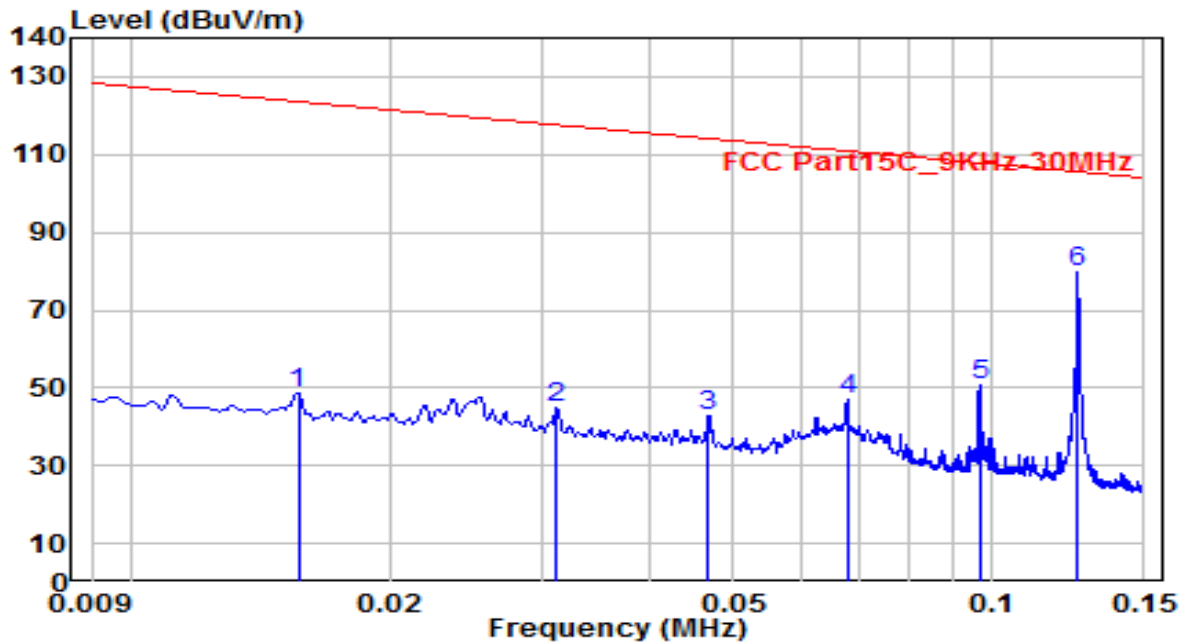


No	Frequency (MHz)	Reading (dBuV)	C.F (dB/m)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Height (cm)	Angle (deg)	Remark (QP/PK/AV)
1	0.240	32.55	18.74	51.29	-48.73	100.01	100	360	Peak
2	0.359	44.50	18.93	63.43	-33.08	96.50	100	360	Peak
3	* 0.628	33.08	18.97	52.05	-19.61	71.66	100	360	Peak
4	0.866	23.35	19.04	42.39	-26.47	68.86	100	360	Peak
5	1.105	21.98	19.06	41.04	-25.72	66.76	100	360	Peak
6	5.851	27.30	19.70	47.00	-22.50	69.50	100	360	Peak

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).
4. The emission levels of other frequencies are very lower than the limit and not show in test report.

EUT	Qi Wireless Car Charger	Date of Test	2021-10-30
Factor	FMZB 1519B	Temp. / Humidity	24°C /67%
Polarity	Face Off	Site / Test Engineer	AC1 / Volvo
Test Mode	WPC-10W	Test Voltage	AC 120V/60Hz

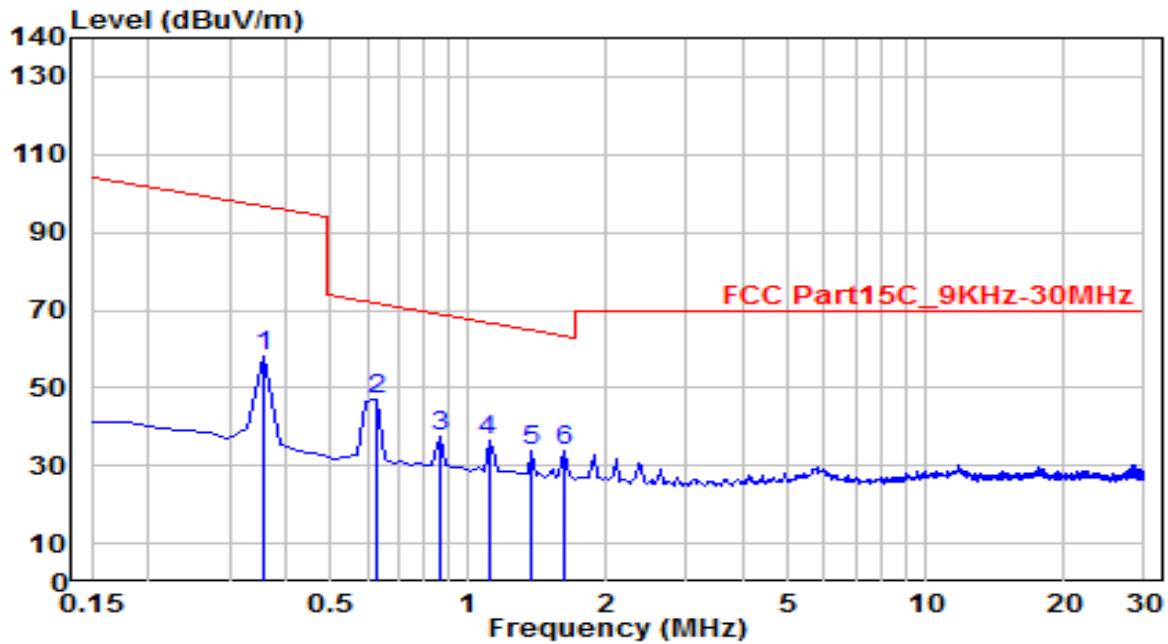


No	Frequency (MHz)	Reading (dBuV)	C.F (dB/m)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Height (cm)	Angle (deg)	Remark (QP/PK/AV)
1	0.016	30.39	18.14	48.53	-75.18	123.71	100	360	Peak
2	0.031	25.49	19.50	45.00	-72.73	117.73	100	360	Peak
3	0.047	23.60	19.43	43.03	-71.16	114.19	100	360	Peak
4	0.068	28.19	19.02	47.21	-63.76	110.97	100	360	Peak
5	0.097	32.30	18.39	50.68	-57.22	107.90	100	360	Peak
6	* 0.125	61.30	18.39	79.68	-25.95	105.63	100	360	Peak

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).
4. The emission levels of other frequencies are very lower than the limit and not show in test report.

EUT	Qi Wireless Car Charger	Date of Test	2021-10-30
Factor	FMZB 1519B	Temp. / Humidity	24°C /67%
Polarity	Face Off	Site / Test Engineer	AC1 / Volvo
Test Mode	WPC-10W	Test Voltage	AC 120V/60Hz

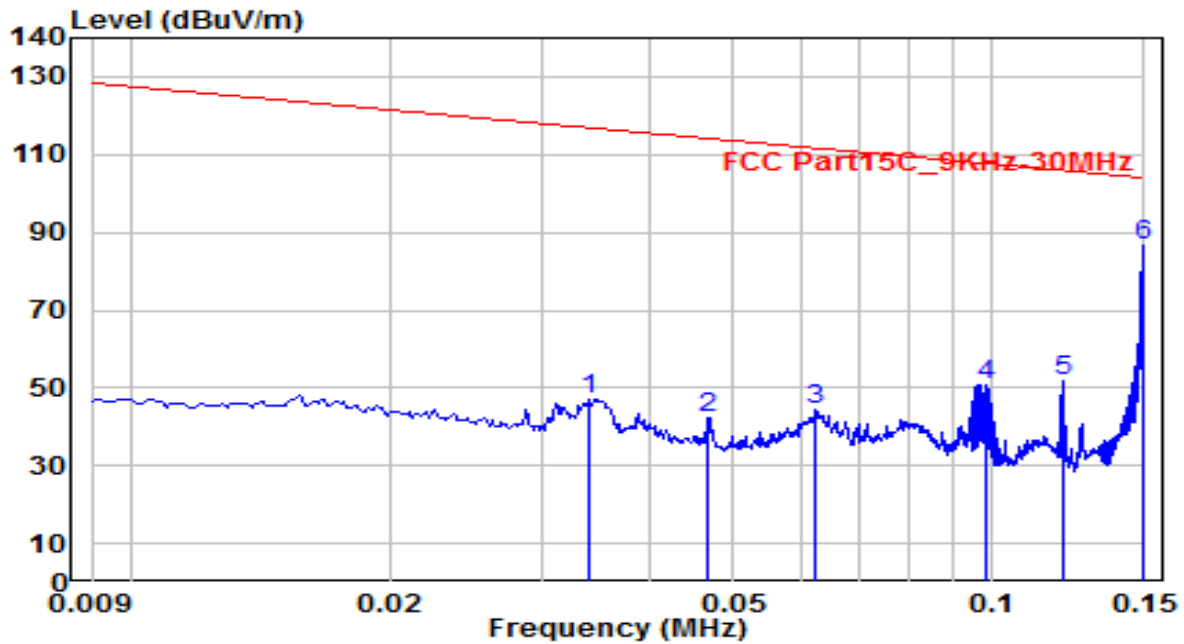


No	Frequency (MHz)	Reading (dBuV)	C.F (dB/m)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Height (cm)	Angle (deg)	Remark (QP/PK/AV)
1	0.359	39.14	18.93	58.07	-38.43	96.50	100	360	Peak
2	* 0.628	28.03	18.97	47.00	-24.65	71.66	100	360	Peak
3	0.866	18.53	19.04	37.57	-31.29	68.86	100	360	Peak
4	1.105	17.25	19.06	36.31	-30.44	66.76	100	360	Peak
5	1.374	14.91	19.03	33.93	-30.94	64.87	100	360	Peak
6	1.613	14.80	19.00	33.80	-29.68	63.48	100	360	Peak

Note:

- "*", means this data is the worst emission level.
- C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
- Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).
- The emission levels of other frequencies are very lower than the limit and not show in test report.

EUT	Qi Wireless Car Charger	Date of Test	2021-10-30
Factor	FMZB 1519B	Temp. / Humidity	24°C /67%
Polarity	Face On	Site / Test Engineer	AC1 / Volvo
Test Mode	WPC-15W	Test Voltage	AC 120V/60Hz

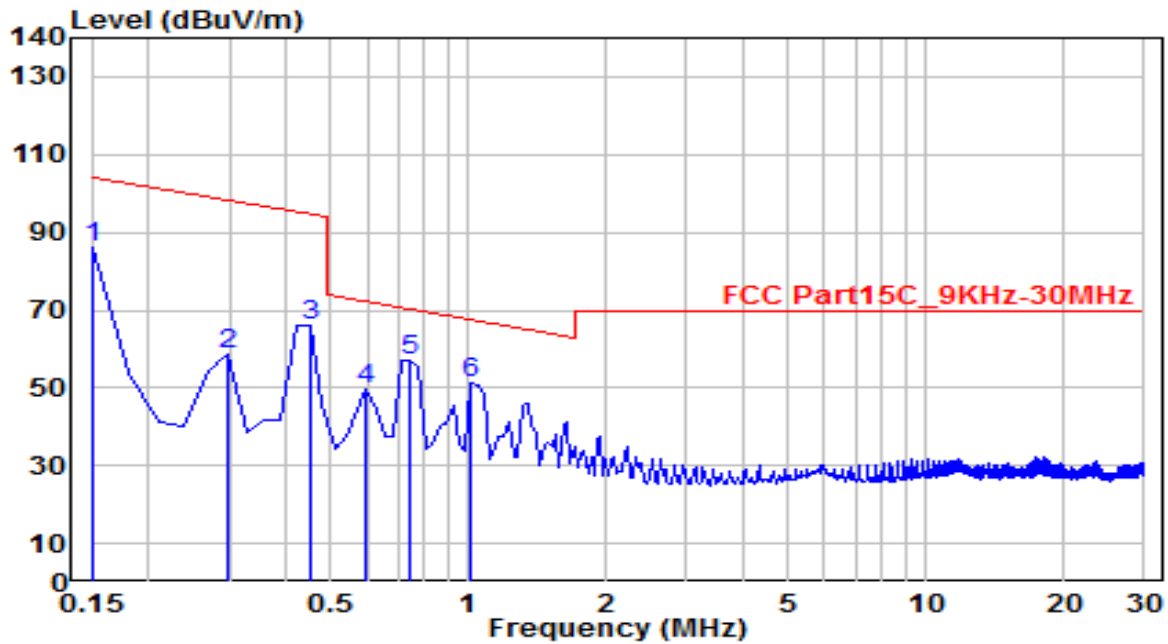


No	Frequency (MHz)	Reading (dBuV)	C.F (dB/m)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Height (cm)	Angle (deg)	Remark (QP/PK/AV)
1	0.034	27.78	19.49	47.27	-69.67	116.94	100	360	Peak
2	0.047	22.94	19.43	42.37	-71.82	114.19	100	360	Peak
3	0.062	25.19	19.14	44.32	-67.36	111.69	100	360	Peak
4	0.098	32.23	18.35	50.58	-57.19	107.78	100	360	Peak
5	0.121	33.49	18.37	51.86	-54.12	105.98	100	360	Peak
6	* 0.149	68.42	18.46	86.88	-17.23	104.11	100	360	Peak

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).
4. The emission levels of other frequencies are very lower than the limit and not show in test report.

EUT	Qi Wireless Car Charger	Date of Test	2021-10-30
Factor	FMZB 1519B	Temp. / Humidity	24°C /67%
Polarity	Face On	Site / Test Engineer	AC1 / Volvo
Test Mode	WPC-15W	Test Voltage	AC 120V/60Hz

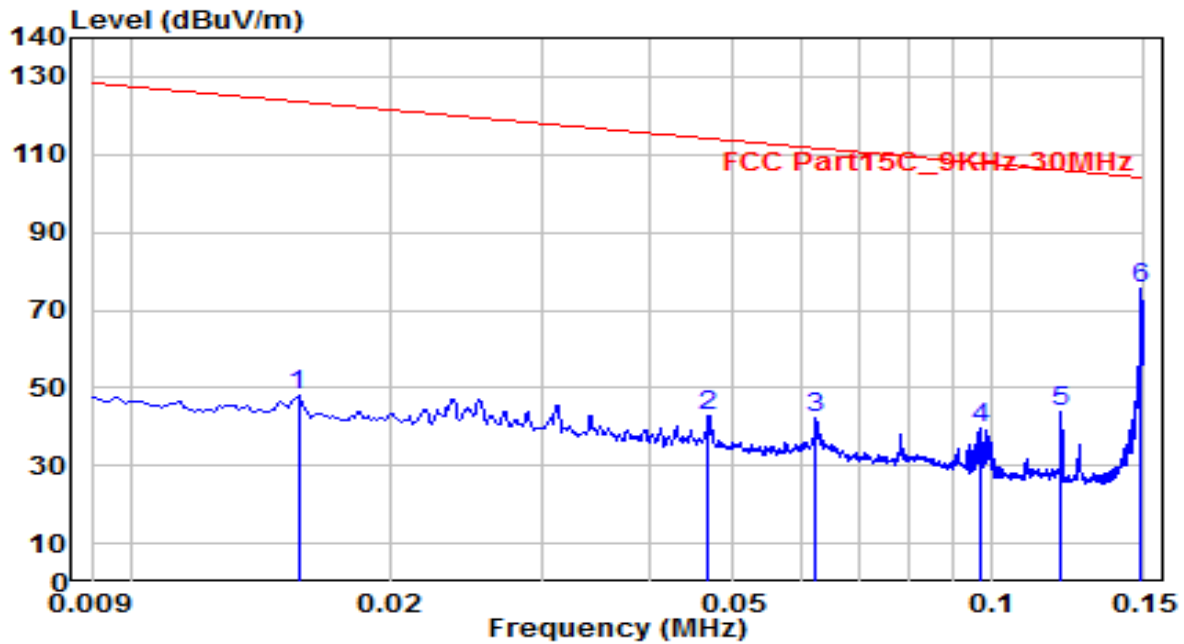


No	Frequency (MHz)	Reading (dBuV)	C.F (dB/m)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Height (cm)	Angle (deg)	Remark (QP/PK/AV)
1	0.150	67.41	18.46	85.87	-18.21	104.08	100	360	Peak
2	0.299	39.73	18.92	58.65	-39.44	98.08	100	360	Peak
3	0.449	47.30	18.94	66.24	-28.33	94.57	100	360	Peak
4	0.598	30.89	18.97	49.86	-22.22	72.08	100	360	Peak
5	* 0.747	38.13	19.00	57.14	-13.01	70.15	100	360	Peak
6	1.016	31.95	19.07	51.02	-16.47	67.49	100	360	Peak

Note:

- "*", means this data is the worst emission level.
- C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
- Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).
- The emission levels of other frequencies are very lower than the limit and not show in test report.

EUT	Qi Wireless Car Charger	Date of Test	2021-10-30
Factor	FMZB 1519B	Temp. / Humidity	24°C /67%
Polarity	Face Off	Site / Test Engineer	AC1 / Volvo
Test Mode	WPC-15W	Test Voltage	AC 120V/60Hz

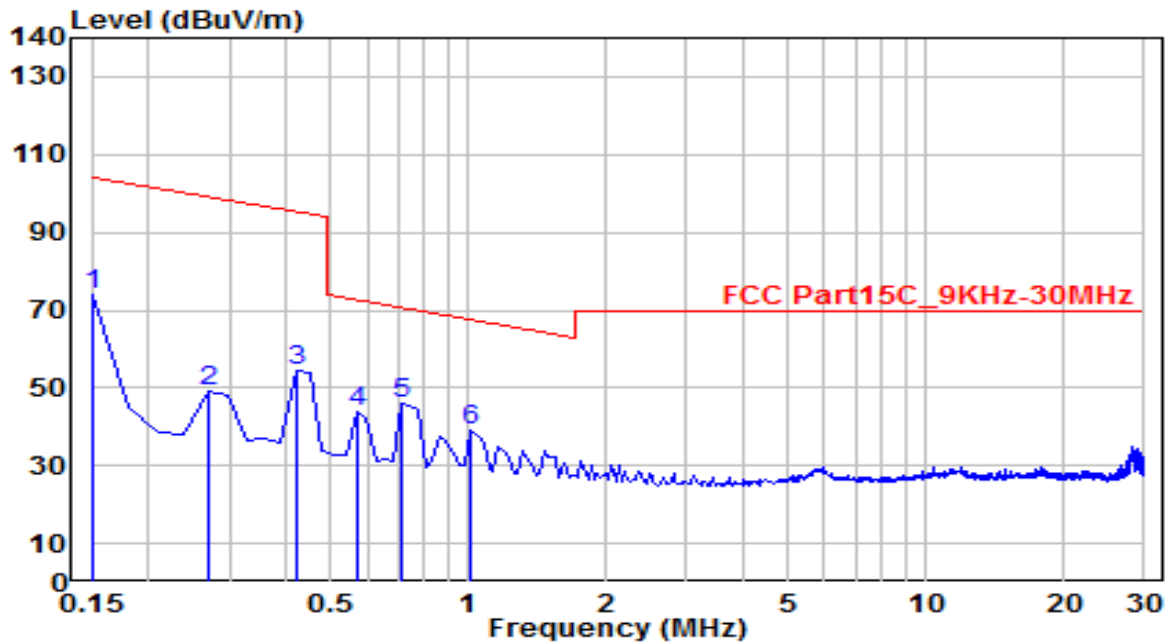


No	Frequency (MHz)	Reading (dBuV)	C.F (dB/m)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Height (cm)	Angle (deg)	Remark (QP/PK/AV)
1	0.016	29.80	18.14	47.95	-75.76	123.71	100	360	Peak
2	0.047	23.27	19.43	42.70	-71.49	114.19	100	360	Peak
3	0.062	22.88	19.14	42.02	-69.67	111.69	100	360	Peak
4	0.097	21.02	18.38	39.40	-68.48	107.88	100	360	Peak
5	0.120	25.37	18.37	43.74	-62.28	106.02	100	360	Peak
6	* 0.149	56.89	18.46	75.35	-28.80	104.15	100	360	Peak

Note:

- "*", means this data is the worst emission level.
- C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
- Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).
- The emission levels of other frequencies are very lower than the limit and not show in test report.

EUT	Qi Wireless Car Charger	Date of Test	2021-10-30
Factor	FMZB 1519B	Temp. / Humidity	24°C /67%
Polarity	Face Off	Site / Test Engineer	AC1 / Volvo
Test Mode	WPC-15W	Test Voltage	AC 120V/60Hz

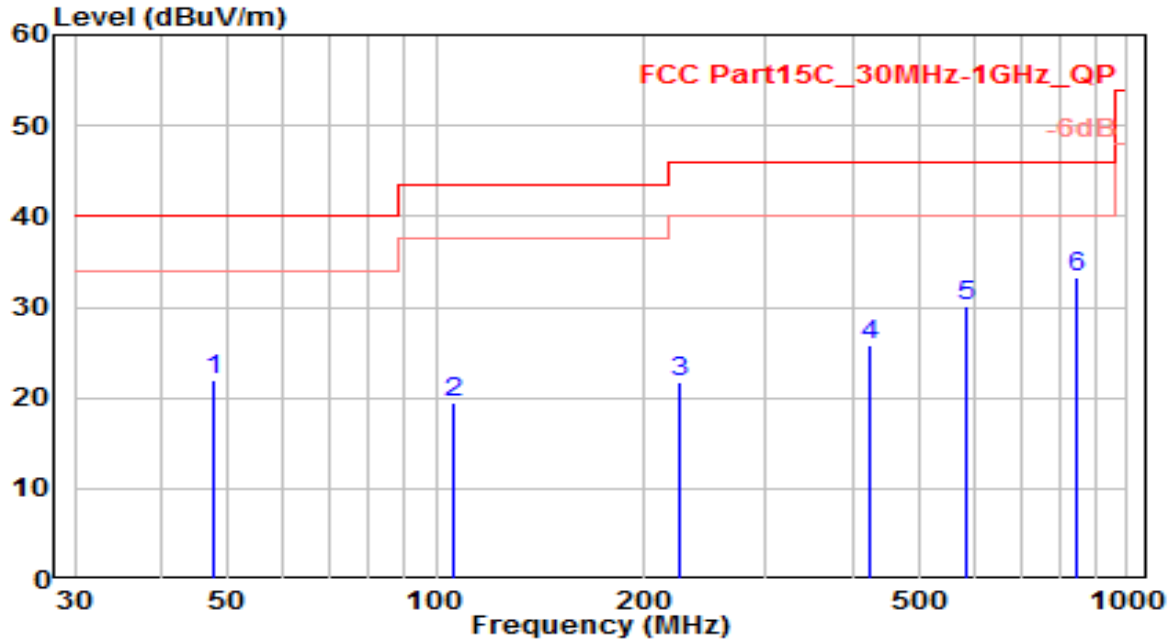


No	Frequency (MHz)	Reading (dBuV)	C.F (dB/m)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Height (cm)	Angle (deg)	Remark (QP/PK/AV)
1	0.150	55.73	18.46	74.19	-29.89	104.08	100	360	Peak
2	0.269	30.09	18.83	48.92	-50.08	98.99	100	360	Peak
3	0.419	35.28	18.93	54.21	-40.96	95.17	100	360	Peak
4	0.568	24.71	18.96	43.67	-28.85	72.52	100	360	Peak
5	* 0.717	27.19	19.00	46.18	-24.32	70.50	100	360	Peak
6	1.016	20.02	19.07	39.09	-28.40	67.49	100	360	Peak

Note:

- "*", means this data is the worst emission level.
- C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
- Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).
- The emission levels of other frequencies are very lower than the limit and not show in test report.

EUT	Qi Wireless Car Charger	Date of Test	2021-10-28
Factor	VULB 9162	Temp. / Humidity	22°C /61%
Polarity	Horizontal	Site / Test Engineer	AC1 / Volvo
Test Mode	WPC-5W	Test Voltage	AC 120V/60Hz

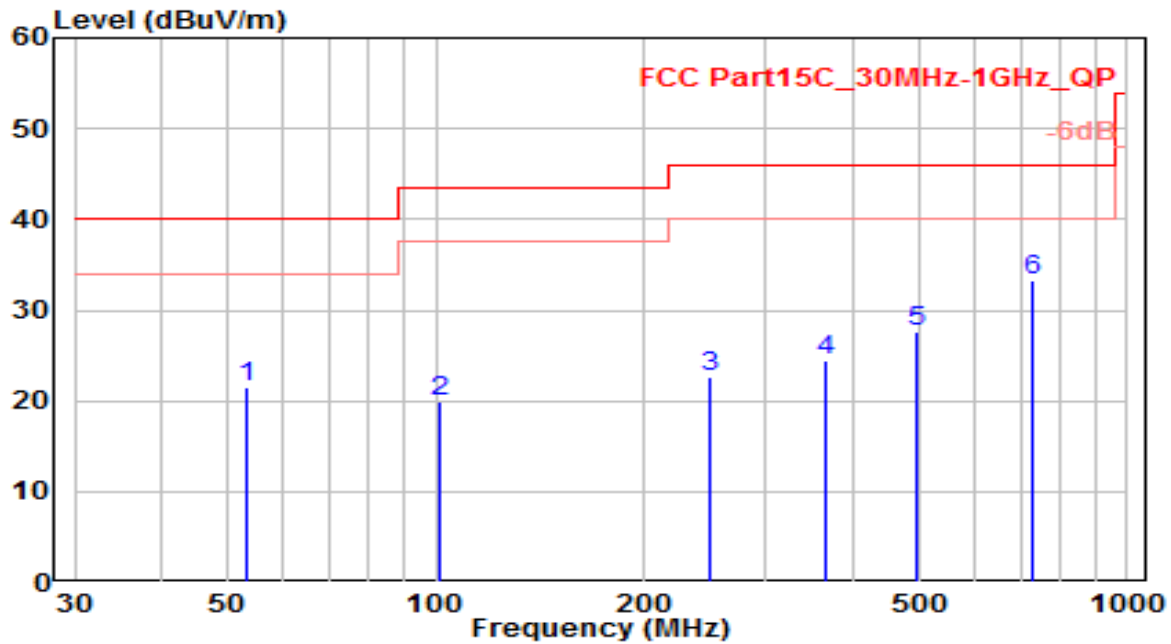


No	Frequency (MHz)	Reading (dBuV)	C.F (dB/m)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Height (cm)	Angle (deg)	Remark (QP/PK/AV)
1	47.460	0.54	21.38	21.91	-18.09	40.00	100	130	QP
2	105.660	0.57	19.01	19.58	-23.92	43.50	100	270	QP
3	225.940	2.21	19.56	21.78	-24.22	46.00	100	50	QP
4	423.820	1.45	24.46	25.92	-20.08	46.00	100	290	QP
5	586.780	2.43	27.66	30.09	-15.91	46.00	100	310	QP
6	* 845.770	2.01	31.29	33.31	-12.69	46.00	100	30	QP

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).
4. The emission levels of other frequencies are very lower than the limit and not show in test report.

EUT	Qi Wireless Car Charger	Date of Test	2021-10-28
Factor	VULB 9162	Temp. / Humidity	22°C /61%
Polarity	Vertical	Site / Test Engineer	AC1 / Volvo
Test Mode	WPC-5W	Test Voltage	AC 120V/60Hz

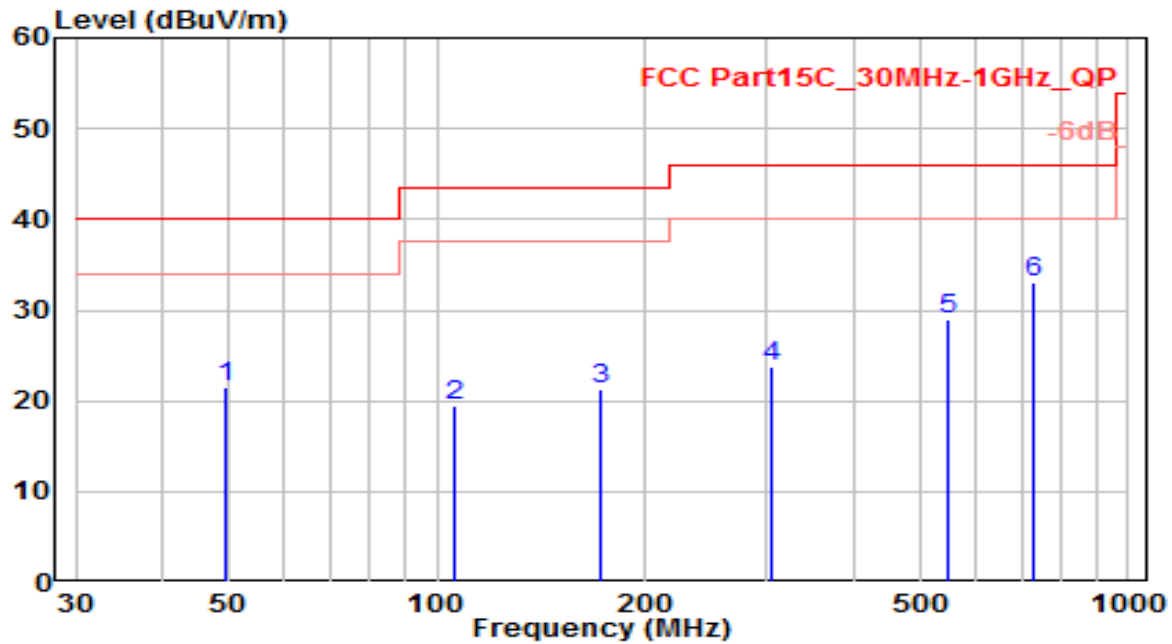


No	Frequency (MHz)	Reading (dBuV)	C.F (dB/m)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Height (cm)	Angle (deg)	Remark (QP/PK/AV)
1	53.280	0.66	20.94	21.61	-18.39	40.00	100	320	QP
2	100.810	0.68	19.24	19.93	-23.57	43.50	100	85	QP
3	248.250	1.88	20.85	22.72	-23.28	46.00	100	225	QP
4	367.560	0.94	23.53	24.46	-21.54	46.00	100	140	QP
5	496.570	1.64	25.93	27.56	-18.44	46.00	100	225	QP
6	* 729.370	3.45	29.73	33.17	-12.83	46.00	100	175	QP

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).
4. The emission levels of other frequencies are very lower than the limit and not show in test report.

EUT	Qi Wireless Car Charger	Date of Test	2021-10-28
Factor	VULB 9162	Temp. / Humidity	22°C /61%
Polarity	Horizontal	Site / Test Engineer	AC1 / Volvo
Test Mode	WPC-7.5W	Test Voltage	AC 120V/60Hz

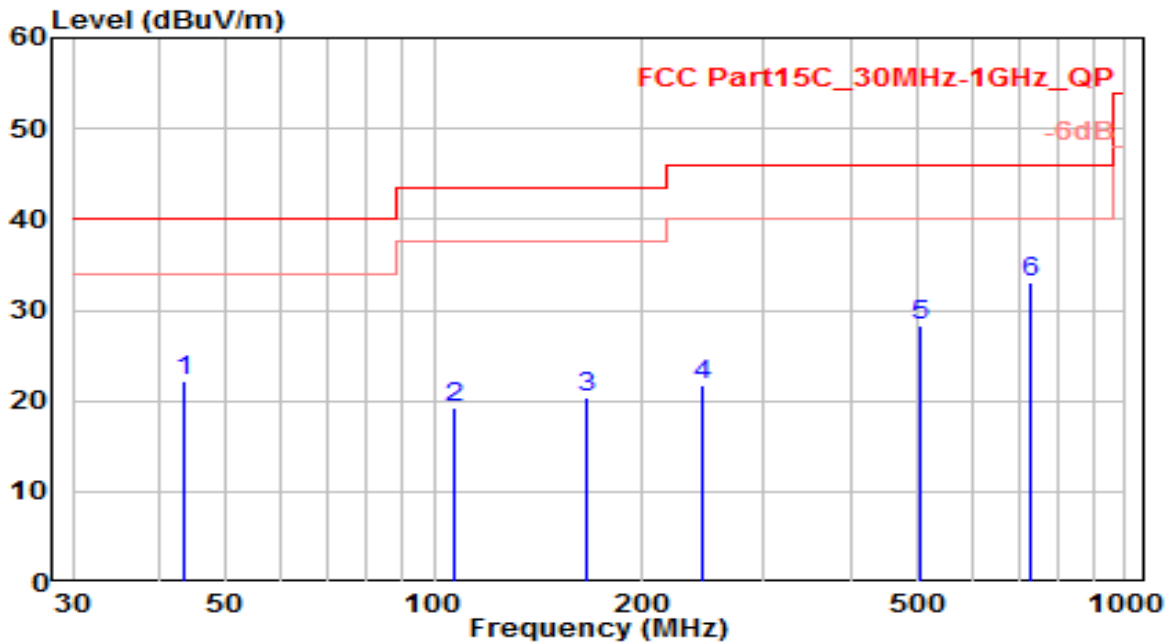


No	Frequency (MHz)	Reading (dBuV)	C.F (dB/m)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Height (cm)	Angle (deg)	Remark (QP/PK/AV)
1	49.400	0.13	21.43	21.56	-18.44	40.00	100	265	QP
2	105.660	0.36	19.01	19.37	-24.13	43.50	100	240	QP
3	172.590	4.61	16.79	21.39	-22.11	43.50	100	335	QP
4	303.540	2.25	21.62	23.87	-22.13	46.00	100	155	QP
5	549.920	2.19	26.71	28.90	-17.10	46.00	100	30	QP
6	* 729.370	3.34	29.73	33.07	-12.93	46.00	100	300	QP

Note:

- "*", means this data is the worst emission level.
- C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
- Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).
- The emission levels of other frequencies are very lower than the limit and not show in test report.

EUT	Qi Wireless Car Charger	Date of Test	2021-10-28
Factor	VULB 9162	Temp. / Humidity	22°C /61%
Polarity	Vertical	Site / Test Engineer	AC1 / Volvo
Test Mode	WPC-7.5W	Test Voltage	AC 120V/60Hz

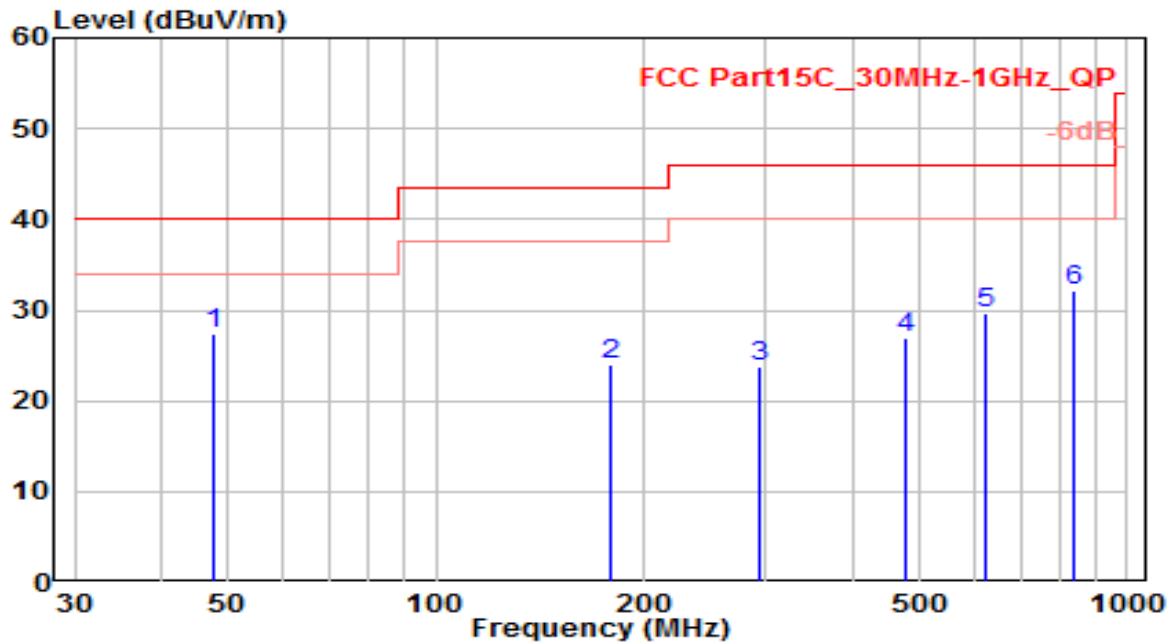


No	Frequency (MHz)	Reading (dBuV)	C.F (dB/m)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Height (cm)	Angle (deg)	Remark (QP/PK/AV)
1	43.580	1.13	21.01	22.14	-17.86	40.00	100	20	QP
2	106.630	0.20	18.97	19.17	-24.33	43.50	100	85	QP
3	165.800	3.79	16.51	20.30	-23.20	43.50	100	210	QP
4	244.370	1.15	20.64	21.79	-24.21	46.00	100	115	QP
5	503.360	2.31	26.07	28.38	-17.62	46.00	100	345	QP
6	* 730.340	3.41	29.74	33.15	-12.85	46.00	100	170	QP

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).
4. The emission levels of other frequencies are very lower than the limit and not show in test report.

EUT	Qi Wireless Car Charger	Date of Test	2021-10-28
Factor	VULB 9162	Temp. / Humidity	22°C /61%
Polarity	Horizontal	Site / Test Engineer	AC1 / Volvo
Test Mode	WPC-10W	Test Voltage	AC 120V/60Hz

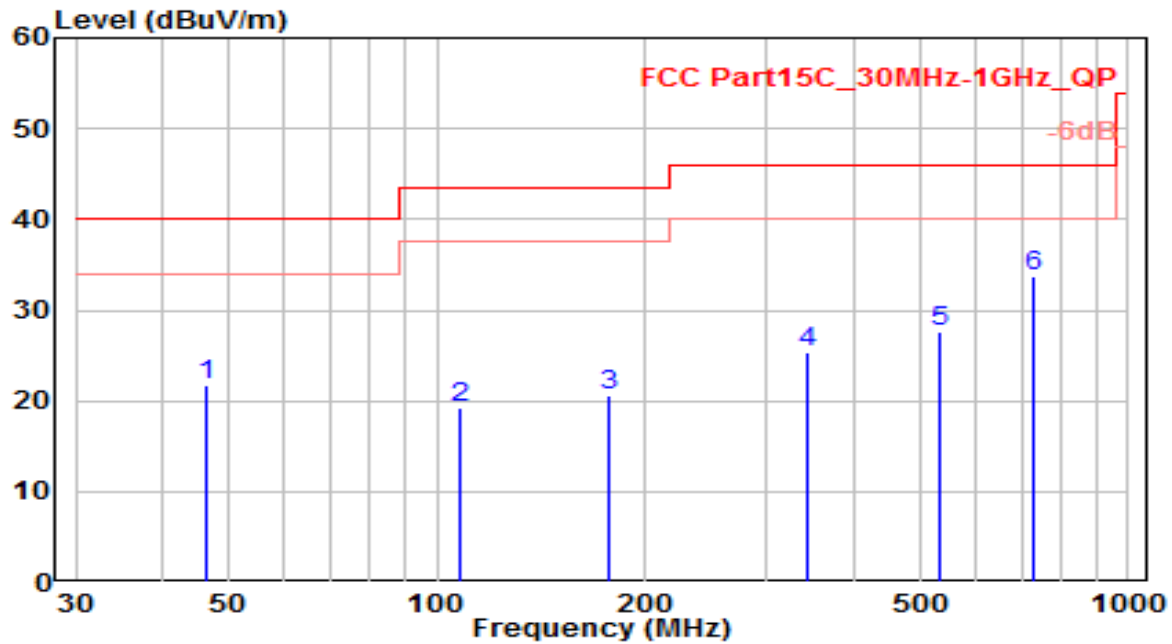


No		Frequency (MHz)	Reading (dBuV)	C.F (dB/m)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Height (cm)	Angle (deg)	Remark (QP/PK/AV)
1	*	47.460	6.05	21.38	27.42	-12.58	40.00	100	160	QP
2		178.410	6.91	17.10	24.01	-19.49	43.50	100	120	QP
3		294.810	2.30	21.38	23.67	-22.33	46.00	100	55	QP
4		479.110	1.42	25.46	26.89	-19.11	46.00	100	270	QP
5		625.580	1.48	28.26	29.74	-16.26	46.00	100	340	QP
6		838.980	1.09	31.15	32.23	-13.77	46.00	100	70	QP

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).
4. The emission levels of other frequencies are very lower than the limit and not show in test report.

EUT	Qi Wireless Car Charger	Date of Test	2021-10-28
Factor	VULB 9162	Temp. / Humidity	22°C /61%
Polarity	Vertical	Site / Test Engineer	AC1 / Volvo
Test Mode	WPC-10W	Test Voltage	AC 120V/60Hz

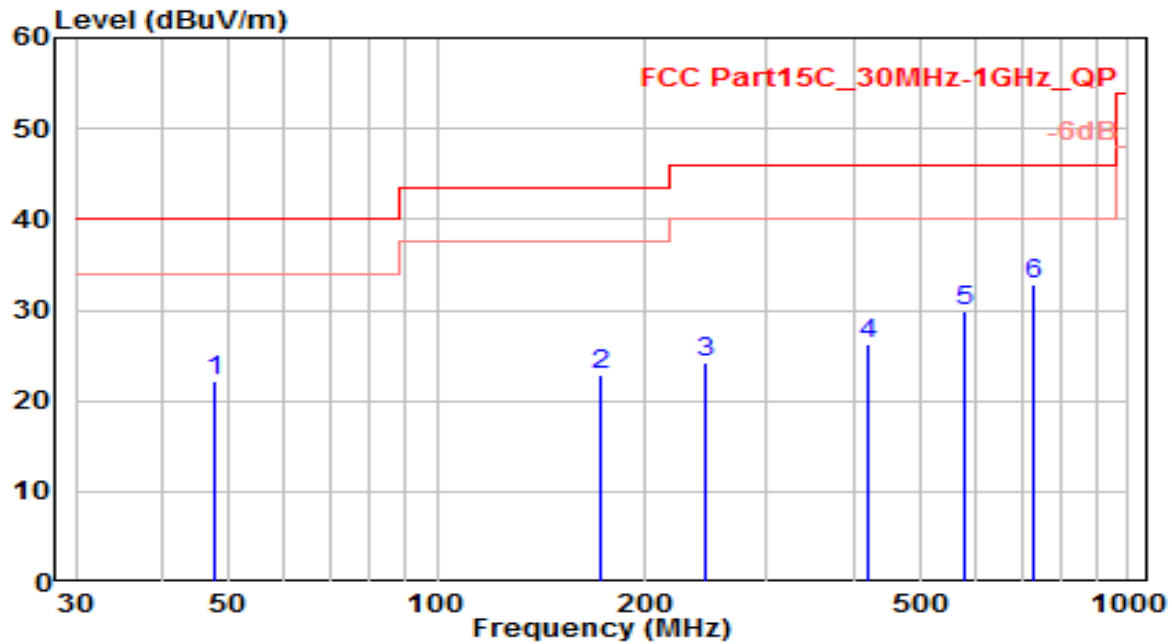


No	Frequency (MHz)	Reading (dBuV)	C.F (dB/m)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Height (cm)	Angle (deg)	Remark (QP/PK/AV)
1	46.490	0.28	21.35	21.63	-18.37	40.00	100	220	QP
2	107.600	0.31	18.92	19.23	-24.27	43.50	100	15	QP
3	177.440	3.45	17.04	20.49	-23.01	43.50	100	170	QP
4	344.280	2.41	22.94	25.35	-20.65	46.00	100	155	QP
5	535.370	1.19	26.51	27.69	-18.31	46.00	100	330	QP
6	* 729.370	4.04	29.73	33.76	-12.24	46.00	100	30	QP

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).
4. The emission levels of other frequencies are very lower than the limit and not show in test report.

EUT	Qi Wireless Car Charger	Date of Test	2021-10-28
Factor	VULB 9162	Temp. / Humidity	22°C /61%
Polarity	Horizontal	Site / Test Engineer	AC1 / Volvo
Test Mode	WPC-15W	Test Voltage	AC 120V/60Hz

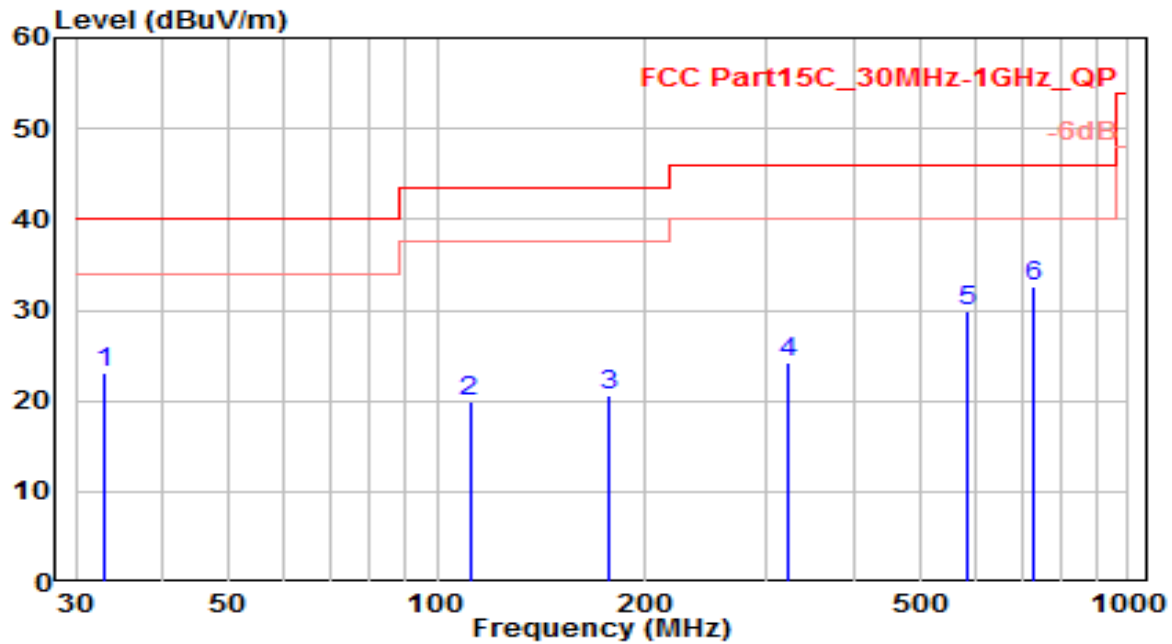


No	Frequency (MHz)	Reading (dBuV)	C.F (dB/m)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Height (cm)	Angle (deg)	Remark (QP/PK/AV)
1	47.460	0.83	21.38	22.20	-17.80	40.00	100	35	QP
2	172.590	6.06	16.79	22.84	-20.66	43.50	100	160	QP
3	245.340	3.57	20.69	24.26	-21.74	46.00	100	205	QP
4	418.970	1.81	24.42	26.23	-19.77	46.00	100	130	QP
5	579.020	2.41	27.46	29.87	-16.13	46.00	100	310	QP
6	* 730.340	3.05	29.74	32.79	-13.21	46.00	100	95	QP

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).
4. The emission levels of other frequencies are very lower than the limit and not show in test report.

EUT	Qi Wireless Car Charger	Date of Test	2021-10-28
Factor	VULB 9162	Temp. / Humidity	22°C /61%
Polarity	Vertical	Site / Test Engineer	AC1 / Volvo
Test Mode	WPC-15W	Test Voltage	AC 120V/60Hz



No	Frequency (MHz)	Reading (dBuV)	C.F (dB/m)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Height (cm)	Angle (deg)	Remark (QP/PK/AV)
1	32.910	5.24	17.77	23.01	-16.99	40.00	100	120	QP
2	111.480	1.26	18.62	19.88	-23.62	43.50	100	45	QP
3	177.440	3.67	17.04	20.71	-22.79	43.50	100	155	QP
4	321.000	2.11	22.18	24.30	-21.70	46.00	100	260	QP
5	584.840	2.38	27.61	29.99	-16.01	46.00	100	95	QP
6	* 730.340	2.82	29.74	32.56	-13.44	46.00	100	215	QP

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).
4. The emission levels of other frequencies are very lower than the limit and not show in test report.

7.3. 20dB Bandwidth Measurement

7.3.1. Test Limit

N/A

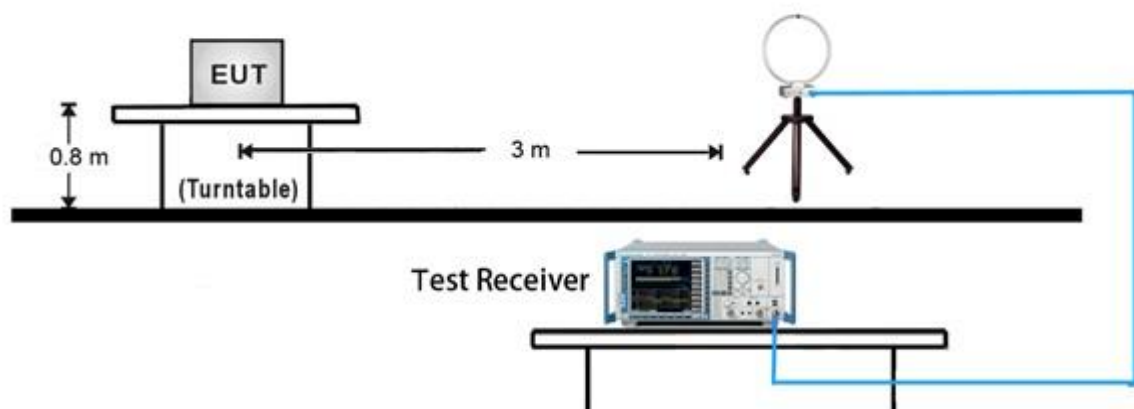
7.3.2. Test Procedure Used

KDB 789033 D02v01r01 – Section C.1

7.3.3. Test Setting

1. The analyzers' automatic bandwidth measurement capability was used to perform the 26dB bandwidth measurement. The "X" dB bandwidth parameter was set to $X = 26$. The automatic bandwidth measurement function also has the capability of simultaneously measuring the 99% occupied bandwidth. The bandwidth measurement was not influenced by any intermediated power nulls in the fundamental emission.
2. RBW = approximately 1% of the emission bandwidth.
3. VBW $\geq 3 \times$ RBW.
4. Detector = Peak.
5. Trace mode = max hold.

7.3.4. Test Setup

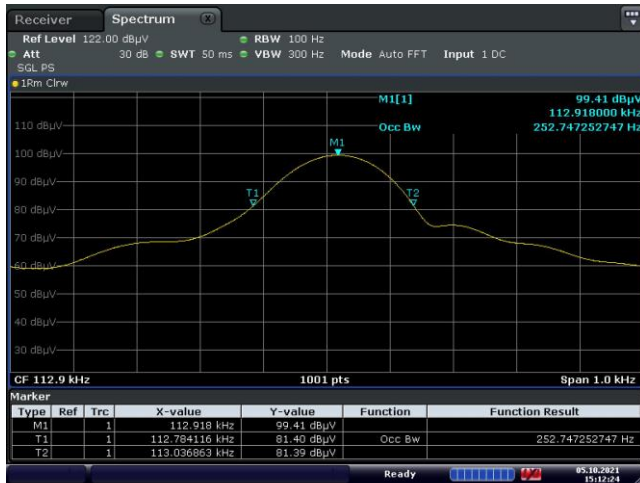


7.3.5. Test Result

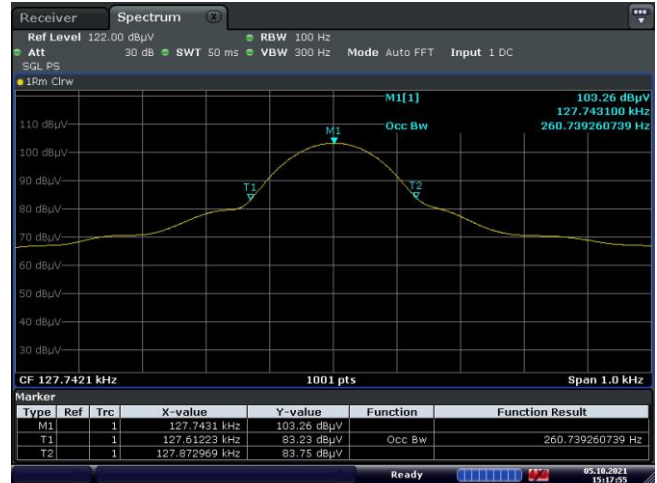
Test Mode	20dB Bandwidth (Hz)	99% Bandwidth (Hz)
WPC-5W	271.70	252.75
WPC-7.5W	263.70	260.74
WPC-10W	298.70	285.71
WPC-15W	296.70	259.74

20dB Bandwidth

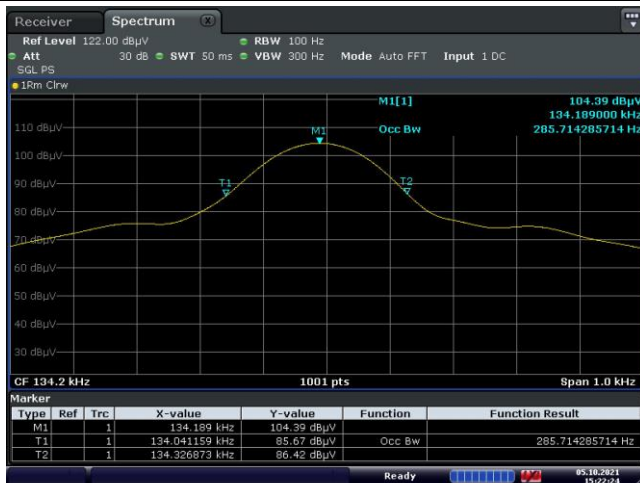
WPC-5W



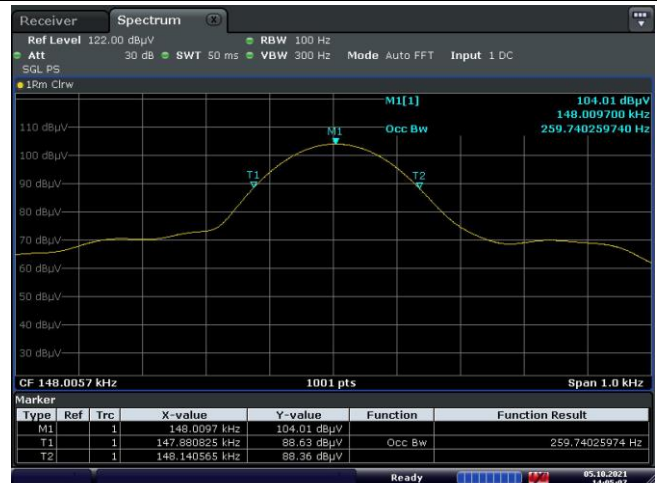
WPC-7.5W



WPC-10W

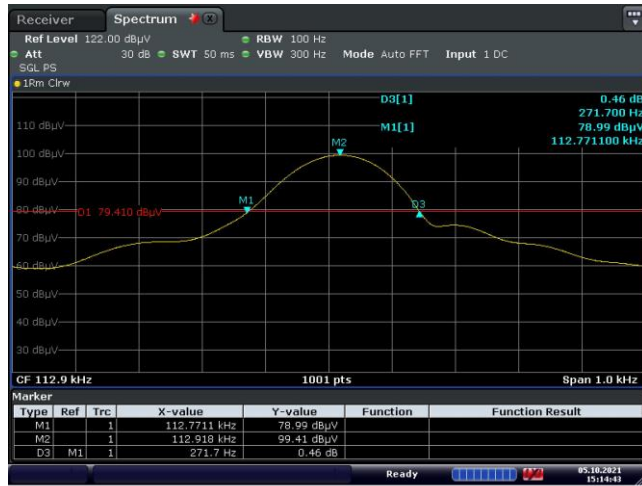


WPC-15W



99% Bandwidth

WPC-5W



Date: 5.OCT.2021 15:14:43

WPC-7.5W



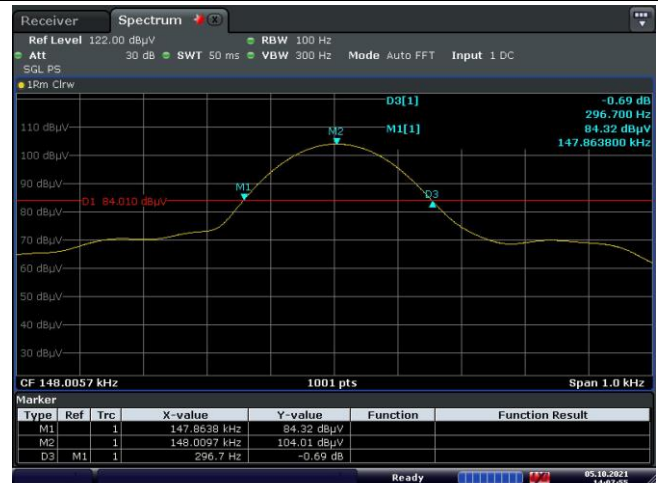
Date: 5.OCT.2021 15:19:17

WPC-10W



Date: 5.OCT.2021 15:23:27

WPC-15W



Date: 5.OCT.2021 14:07:55

7.4. AC Conducted Emissions Measurement

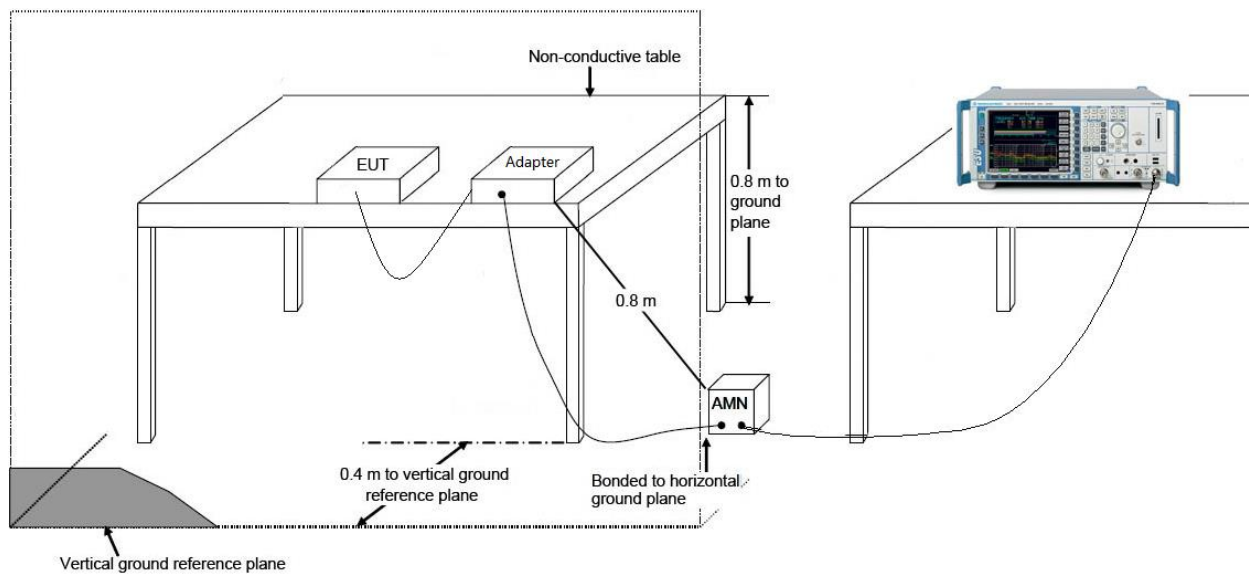
7.4.1. Test Limit

FCC Part 15 Subpart C Paragraph 15.207 Limits		
Frequency (MHz)	QP (dBuV)	AV (dBuV)
0.15 - 0.50	66 - 56	56 - 46
0.50 - 5.0	56	46
5.0 - 30	60	50

Note 1: The lower limit shall apply at the transition frequencies.

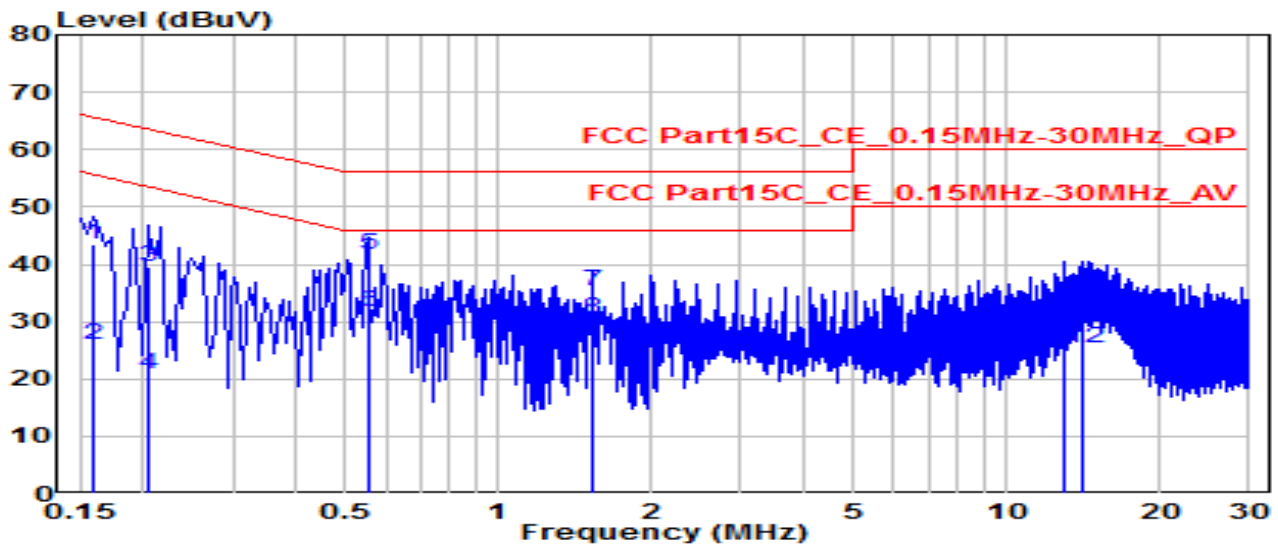
Note 2: The limit decreases linearly with the logarithm of the frequency in the range 0.15MHz to 0.5MHz.

7.4.2. Test Setup



7.4.3. Test Result

EUT	Qi Wireless Car Charger	Date of Test	2021-10-04
Factor	CE_ENV216-L1 (Filter ON)	Temp. / Humidity	26.2°C /52%
Polarity	Line1	Site / Test Engineer	SR2 / Dean
Test Mode	WPC-5W	Test Voltage	AC 120V/60Hz

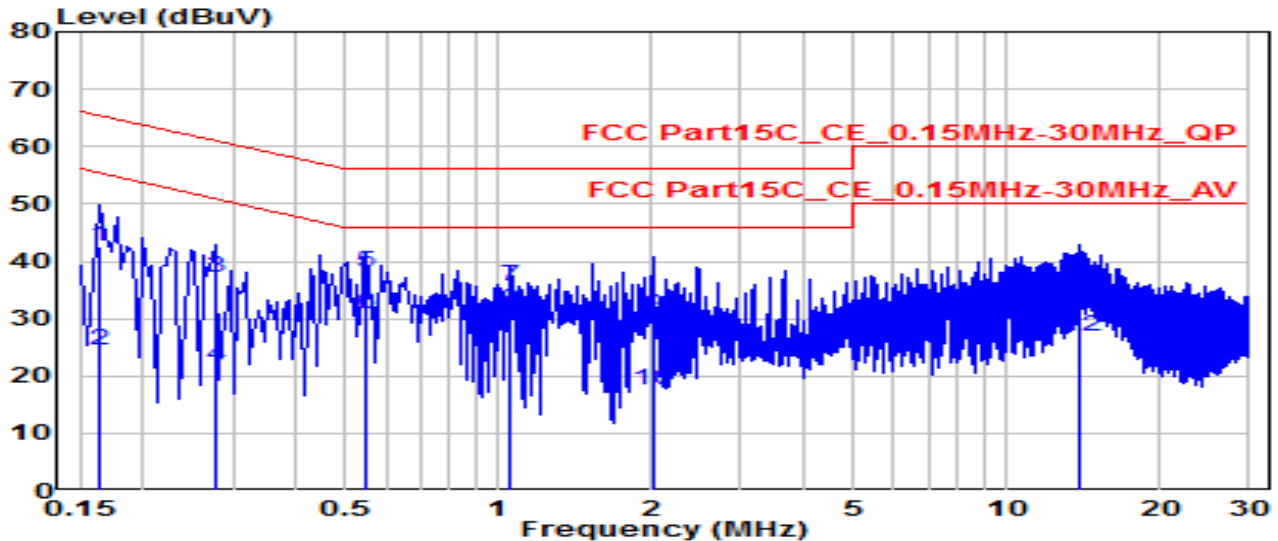


No	Frequency (MHz)	Reading (dBuV)	C.F (dB)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Remark (QP/PK/AV)
1	0.159	33.99	9.61	43.60	-21.91	65.52	QP
2	0.159	16.22	9.61	25.83	-29.69	55.52	Average
3	0.204	29.97	9.61	39.58	-23.87	63.45	QP
4	0.204	11.28	9.61	20.89	-32.55	53.45	Average
5	* 0.555	32.13	9.63	41.76	-14.24	56.00	QP
6	* 0.555	22.00	9.63	31.63	-14.37	46.00	Average
7	1.531	25.78	9.68	35.45	-20.55	56.00	QP
8	1.531	20.87	9.68	30.54	-15.46	46.00	Average
9	12.974	20.40	9.90	30.30	-29.70	60.00	QP
10	12.974	19.15	9.90	29.05	-20.95	50.00	Average
11	14.144	23.09	9.91	33.00	-27.00	60.00	QP
12	14.144	15.59	9.91	25.50	-24.50	50.00	Average

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).

EUT	Qi Wireless Car Charger	Date of Test	2021-10-04
Factor	CE_ENV216-N (Filter ON)	Temp. / Humidity	26.2°C /52%
Polarity	Neutral	Site / Test Engineer	SR2 / Dean
Test Mode	WPC-5W	Test Voltage	AC 120V/60Hz

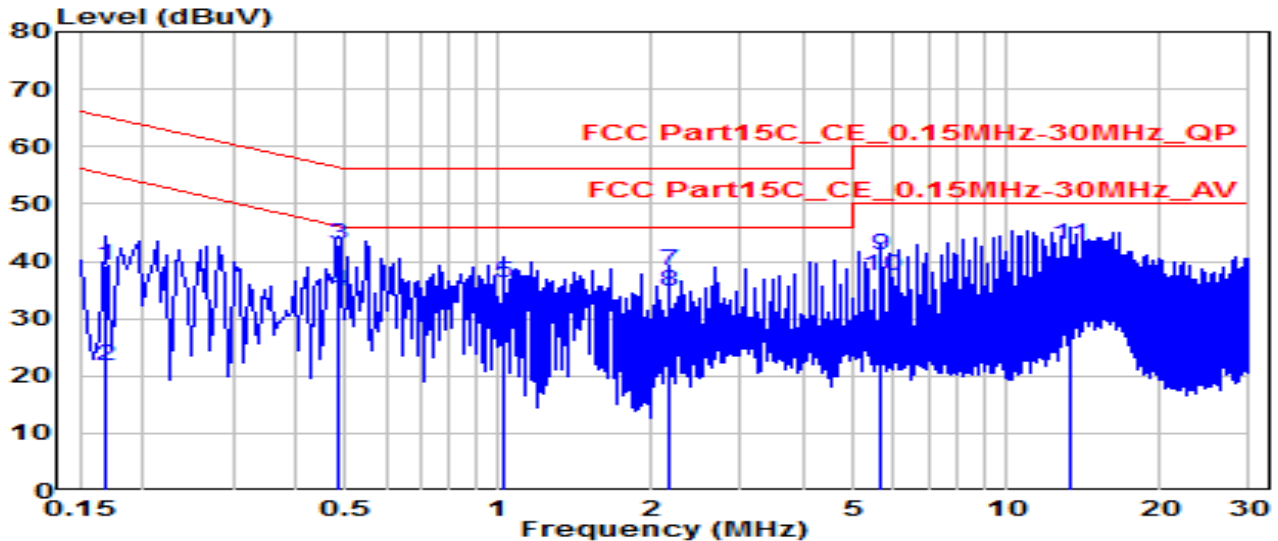


No	Frequency (MHz)	Reading (dBuV)	C.F (dB)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Remark (QP/PK/AV)
1	0.163	32.85	9.62	42.47	-22.82	65.28	QP
2	0.163	14.69	9.62	24.31	-30.98	55.28	Average
3	0.276	27.51	9.62	37.13	-23.81	60.94	QP
4	0.276	12.01	9.62	21.62	-29.31	50.94	Average
5	0.546	28.37	9.64	38.01	-17.99	56.00	QP
6	0.546	21.07	9.64	30.70	-15.30	46.00	Average
7	* 1.059	26.03	9.67	35.70	-20.30	56.00	QP
8	* 1.059	21.63	9.67	31.30	-14.70	46.00	Average
9	2.008	20.82	9.69	30.51	-25.49	56.00	QP
10	2.008	7.70	9.69	17.40	-28.60	46.00	Average
11	13.959	25.69	9.95	35.64	-24.36	60.00	QP
12	13.959	16.93	9.95	26.88	-23.12	50.00	Average

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).

EUT	Qi Wireless Car Charger	Date of Test	2021-10-04
Factor	CE_ENV216-L1 (Filter ON)	Temp. / Humidity	26.2°C / 52%
Polarity	Line1	Site / Test Engineer	SR2 / Dean
Test Mode	WPC-7.5W	Test Voltage	AC 120V/60Hz

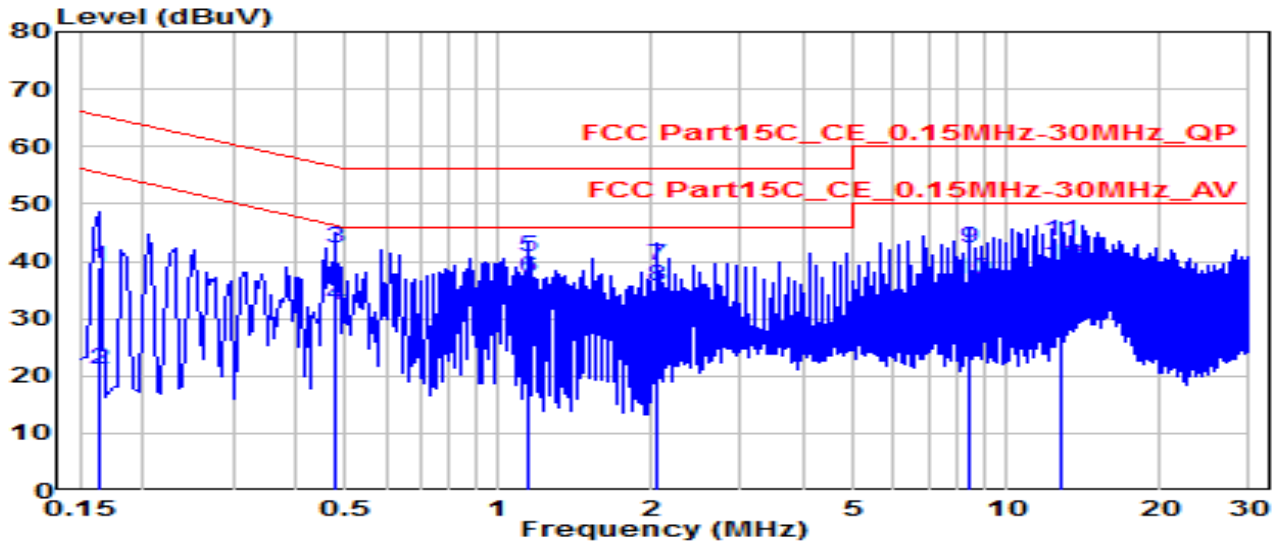


No	Frequency (MHz)	Reading (dBuV)	C.F (dB)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Remark (QP/PK/AV)
1	0.168	29.59	9.61	39.20	-25.86	65.06	QP
2	0.168	12.26	9.61	21.87	-33.19	55.06	Average
3	0.483	33.28	9.63	42.91	-13.37	56.29	QP
4	0.483	24.97	9.63	34.60	-11.69	46.29	Average
5	1.027	26.50	9.66	36.16	-19.84	56.00	QP
6	1.027	17.48	9.66	27.14	-18.86	46.00	Average
7	* 2.170	28.61	9.69	38.30	-17.70	56.00	QP
8	* 2.170	25.01	9.69	34.70	-11.30	46.00	Average
9	5.621	31.22	9.75	40.98	-19.02	60.00	QP
10	5.621	27.81	9.75	37.56	-12.44	50.00	Average
11	13.284	32.83	9.90	42.73	-17.27	60.00	QP
12	13.284	26.96	9.90	36.86	-13.14	50.00	Average

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).

EUT	Qi Wireless Car Charger	Date of Test	2021-10-04
Factor	CE_ENV216-N (Filter ON)	Temp. / Humidity	26.2°C / 52%
Polarity	Neutral	Site / Test Engineer	SR2 / Dean
Test Mode	WPC-7.5W	Test Voltage	AC 120V/60Hz

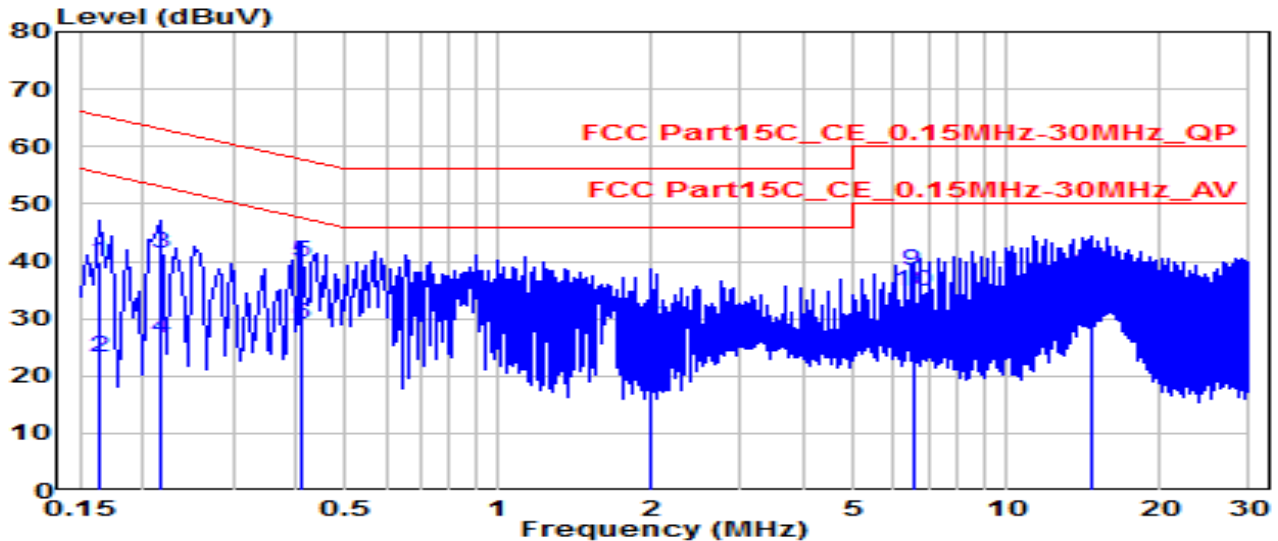


No		Frequency (MHz)	Reading (dBUV)	C.F (dB)	Measurement (dBUV/m)	Margin (dB)	Limit (dBUV/m)	Remark (QP/PK/AV)
1		0.163	29.34	9.62	38.96	-26.32	65.28	QP
2		0.163	11.49	9.62	21.11	-34.18	55.28	Average
3		0.478	32.75	9.63	42.38	-13.99	56.37	QP
4		0.478	22.60	9.63	32.24	-14.13	46.37	Average
5	*	1.149	31.06	9.67	40.73	-15.27	56.00	QP
6	*	1.149	27.41	9.67	37.09	-8.91	46.00	Average
7		2.044	29.51	9.69	39.20	-16.80	56.00	QP
8		2.044	26.02	9.69	35.71	-10.29	46.00	Average
9		8.429	32.28	9.85	42.13	-17.87	60.00	QP
10		8.429	27.01	9.85	36.85	-13.15	50.00	Average
11		12.780	33.45	9.93	43.38	-16.62	60.00	QP
12		12.780	29.36	9.93	39.29	-10.71	50.00	Average

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBUV/m) = Reading(dBUV) + C.F (Correction Factor).

EUT	Qi Wireless Car Charger	Date of Test	2021-10-04
Factor	CE_ENV216-L1 (Filter ON)	Temp. / Humidity	26.2°C / 52%
Polarity	Line1	Site / Test Engineer	SR2 / Dean
Test Mode	WPC-10W	Test Voltage	AC 120V/60Hz

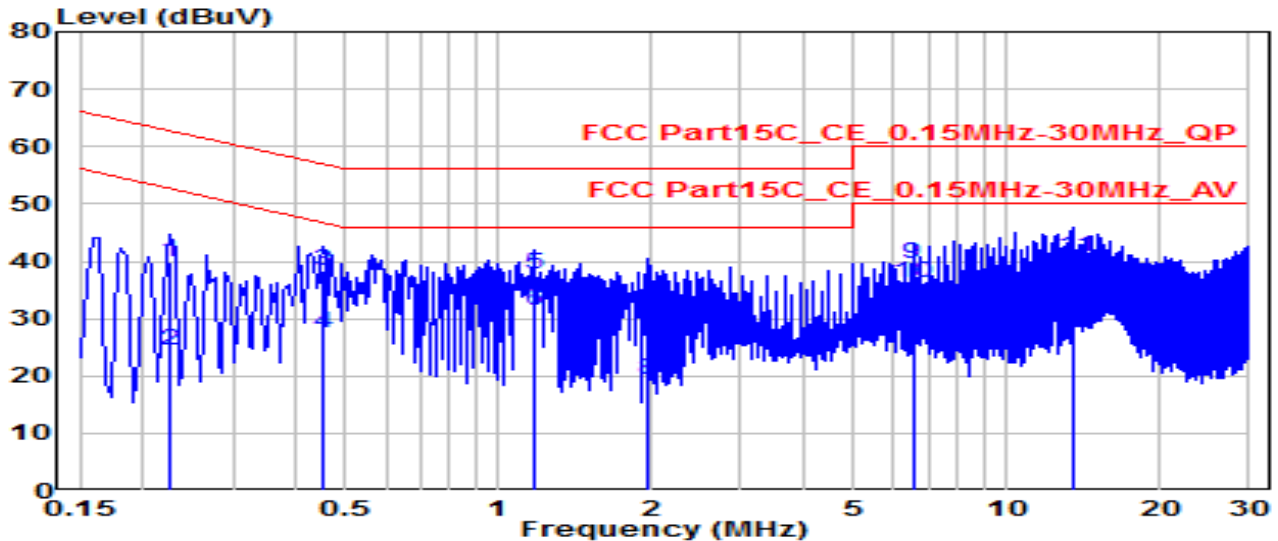


No		Frequency (MHz)	Reading (dBuV)	C.F (dB)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Remark (QP/PK/AV)
1		0.163	30.37	9.61	39.98	-25.30	65.28	QP
2		0.163	13.72	9.61	23.33	-31.95	55.28	Average
3		0.217	31.72	9.61	41.33	-21.58	62.91	QP
4		0.217	16.91	9.61	26.52	-26.39	52.91	Average
5		0.411	30.27	9.63	39.89	-17.74	57.63	QP
6		0.411	19.51	9.63	29.13	-18.50	47.63	Average
7		1.990	18.73	9.69	28.42	-27.58	56.00	QP
8		1.990	7.70	9.69	17.39	-28.61	46.00	Average
9	*	6.530	28.42	9.78	38.20	-21.80	60.00	QP
10	*	6.530	25.05	9.78	34.83	-15.17	50.00	Average
11		14.621	28.02	9.92	37.94	-22.06	60.00	QP
12		14.621	21.84	9.92	31.76	-18.24	50.00	Average

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).

EUT	Qi Wireless Car Charger	Date of Test	2021-10-04
Factor	CE_ENV216-N (Filter ON)	Temp. / Humidity	26.2°C /52%
Polarity	Neutral	Site / Test Engineer	SR2 / Dean
Test Mode	WPC-10W	Test Voltage	AC 120V/60Hz

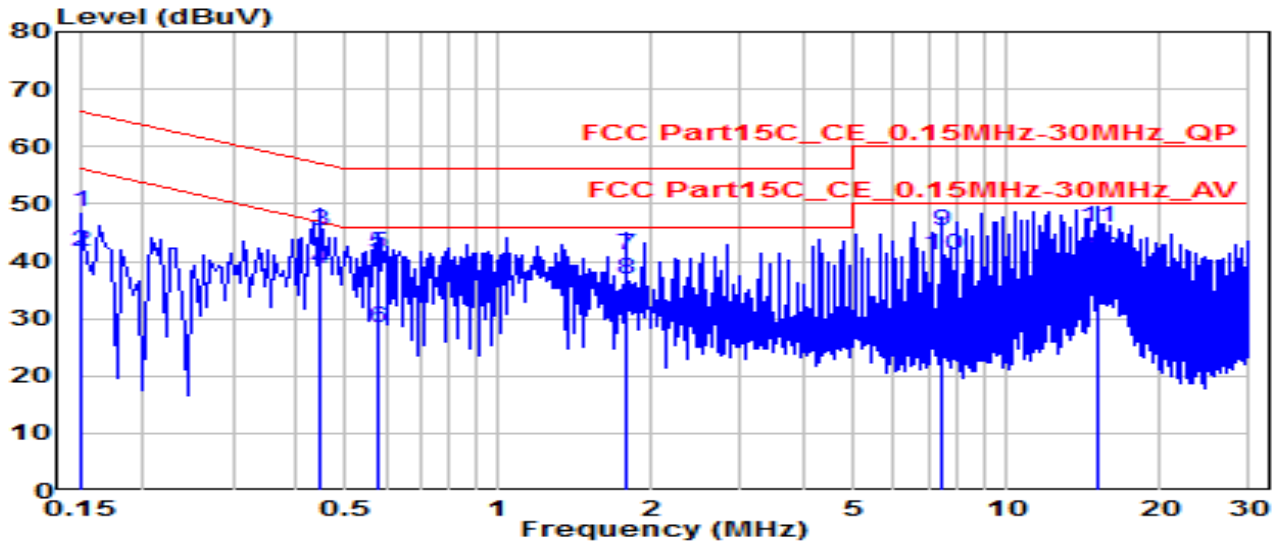


No		Frequency (MHz)	Reading (dBuV)	C.F (dB)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Remark (QP/PK/AV)
1		0.226	30.20	9.61	39.81	-22.77	62.58	QP
2		0.226	14.81	9.61	24.43	-28.15	52.58	Average
3		0.451	28.83	9.63	38.46	-18.39	56.85	QP
4		0.451	17.77	9.63	27.40	-19.45	46.85	Average
5		1.176	28.16	9.67	37.83	-18.17	56.00	QP
6		1.176	21.72	9.67	31.39	-14.61	46.00	Average
7		1.972	21.83	9.69	31.52	-24.48	56.00	QP
8		1.972	9.63	9.69	19.32	-26.68	46.00	Average
9	*	6.530	29.83	9.79	39.62	-20.38	60.00	QP
10	*	6.530	26.39	9.79	36.19	-13.81	50.00	Average
11		13.581	30.70	9.94	40.64	-19.36	60.00	QP
12		13.581	25.36	9.94	35.30	-14.70	50.00	Average

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).

EUT	Qi Wireless Car Charger	Date of Test	2021-10-04
Factor	CE_ENV216-L1 (Filter ON)	Temp. / Humidity	26.2°C / 52%
Polarity	Line1	Site / Test Engineer	SR2 / Dean
Test Mode	WPC-15W	Test Voltage	AC 120V/60Hz

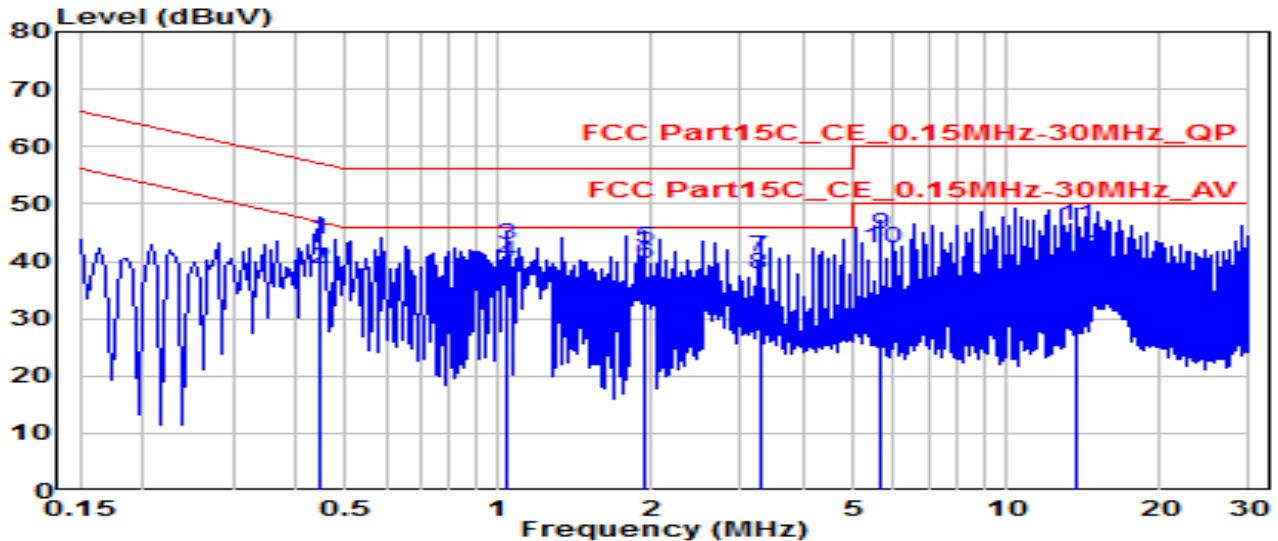


No	Frequency (MHz)	Reading (dBuV)	C.F (dB)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Remark (QP/PK/AV)
1	0.150	38.94	9.61	48.55	-17.45	66.00	QP
2	0.150	31.95	9.61	41.56	-14.44	56.00	Average
3	* 0.447	35.77	9.63	45.40	-11.53	56.93	QP
4	* 0.447	29.12	9.63	38.75	-8.18	46.93	Average
5	0.577	31.69	9.64	41.32	-14.68	56.00	QP
6	0.577	18.77	9.64	28.41	-17.59	46.00	Average
7	1.779	31.47	9.68	41.15	-14.85	56.00	QP
8	1.779	27.23	9.68	36.91	-9.09	46.00	Average
9	7.417	35.51	9.80	45.31	-14.69	60.00	QP
10	7.417	31.15	9.80	40.96	-9.04	50.00	Average
11	15.142	36.10	9.92	46.02	-13.98	60.00	QP
12	15.142	30.62	9.92	40.54	-9.46	50.00	Average

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).

EUT	Qi Wireless Car Charger	Date of Test	2021-10-04
Factor	CE_ENV216-N (Filter ON)	Temp. / Humidity	26.2°C /52%
Polarity	Neutral	Site / Test Engineer	SR2 / Dean
Test Mode	WPC-15W	Test Voltage	AC 120V/60Hz

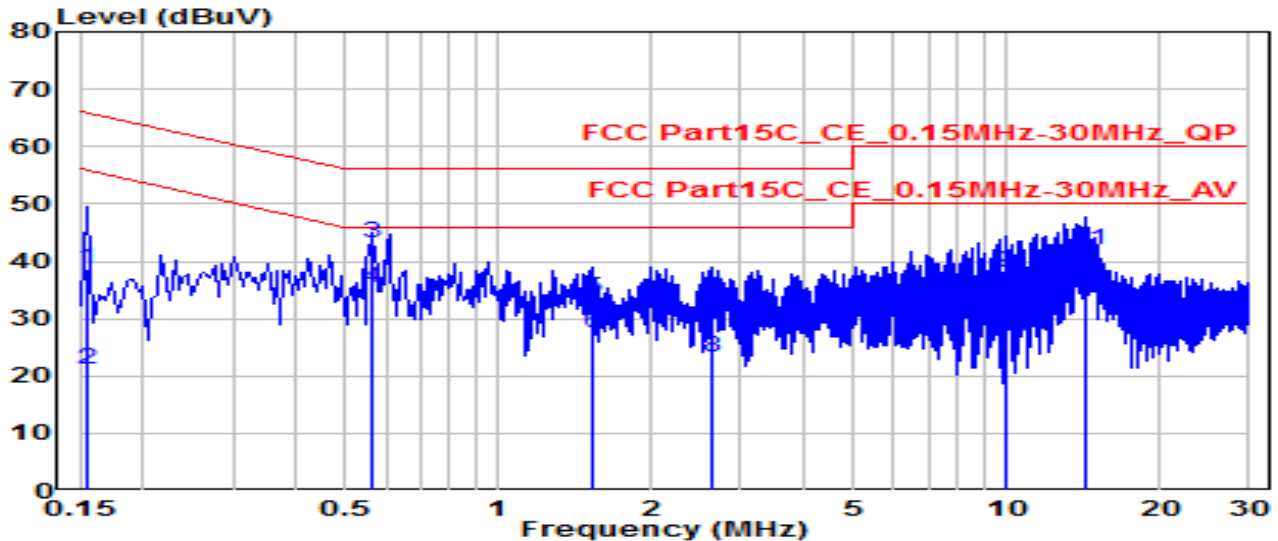


No	Frequency (MHz)	Reading (dBuV)	C.F (dB)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Remark (QP/PK/AV)
1	0.442	34.27	9.63	43.90	-13.11	57.02	QP
2	0.442	28.95	9.63	38.58	-8.44	47.02	Average
3	* 1.041	33.14	9.67	42.81	-13.19	56.00	QP
4	* 1.041	30.06	9.67	39.73	-6.27	46.00	Average
5	1.927	32.71	9.69	42.40	-13.60	56.00	QP
6	1.927	29.77	9.69	39.46	-6.54	46.00	Average
7	3.264	30.98	9.72	40.70	-15.30	56.00	QP
8	3.264	28.09	9.72	37.81	-8.19	46.00	Average
9	5.639	34.96	9.77	44.73	-15.27	60.00	QP
10	5.639	32.40	9.77	42.16	-7.84	50.00	Average
11	13.662	36.33	9.94	46.28	-13.72	60.00	QP
12	13.662	30.69	9.94	40.64	-9.36	50.00	Average

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).

EUT	Qi Wireless Car Charger	Date of Test	2021-10-04
Factor	CE_ENV216-L1 (Filter ON)	Temp. / Humidity	25.9°C /53%
Polarity	Line1	Site / Test Engineer	SR2 / Dean
Test Mode	WPC-5W	Test Voltage	AC 240V/60Hz

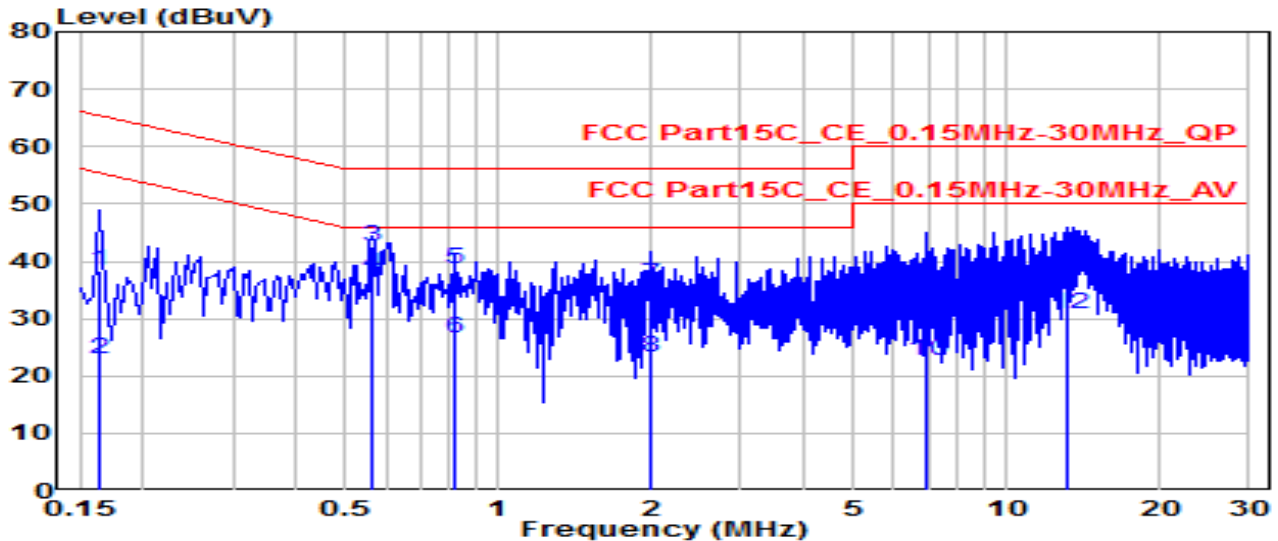


No	Frequency (MHz)	Reading (dBuV)	C.F (dB)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Remark (QP/PK/AV)
1	0.154	29.01	9.61	38.62	-27.13	65.75	QP
2	0.154	11.54	9.61	21.15	-34.60	55.75	Average
3	* 0.564	33.45	9.64	43.09	-12.91	56.00	QP
4	* 0.564	25.61	9.64	35.24	-10.76	46.00	Average
5	1.522	23.95	9.68	33.62	-22.38	56.00	QP
6	1.522	17.79	9.68	27.47	-18.53	46.00	Average
7	2.643	23.77	9.70	33.47	-22.53	56.00	QP
8	2.643	13.50	9.70	23.20	-22.80	46.00	Average
9	10.022	28.10	9.87	37.97	-22.03	60.00	QP
10	10.022	16.55	9.87	26.42	-23.58	50.00	Average
11	14.351	32.12	9.91	42.03	-17.97	60.00	QP
12	14.351	23.50	9.91	33.41	-16.59	50.00	Average

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).

EUT	Qi Wireless Car Charger	Date of Test	2021-10-04
Factor	CE_ENV216-N (Filter ON)	Temp. / Humidity	25.9°C /53%
Polarity	Neutral	Site / Test Engineer	SR2 / Dean
Test Mode	WPC-5W	Test Voltage	AC 240V/60Hz

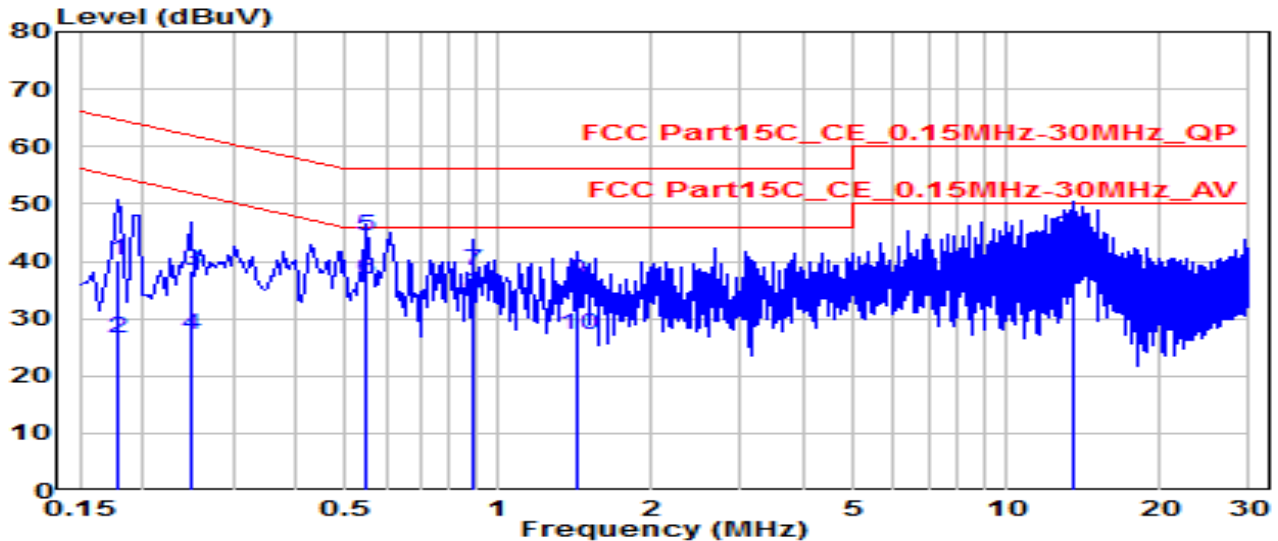


No		Frequency (MHz)	Reading (dBuV)	C.F (dB)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Remark (QP/PK/AV)
1		0.163	28.63	9.62	38.25	-27.03	65.28	QP
2		0.163	13.26	9.62	22.88	-32.41	55.28	Average
3	*	0.564	33.03	9.64	42.67	-13.33	56.00	QP
4	*	0.564	28.02	9.64	37.66	-8.34	46.00	Average
5		0.816	29.11	9.66	38.77	-17.23	56.00	QP
6		0.816	17.04	9.66	26.70	-19.30	46.00	Average
7		1.999	26.25	9.69	35.94	-20.06	56.00	QP
8		1.999	13.67	9.69	23.36	-22.64	46.00	Average
9		6.913	24.98	9.80	34.78	-25.22	60.00	QP
10		6.913	12.87	9.80	22.68	-27.32	50.00	Average
11		13.127	29.82	9.94	39.76	-20.24	60.00	QP
12		13.127	20.92	9.94	30.85	-19.15	50.00	Average

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).

EUT	Qi Wireless Car Charger	Date of Test	2021-10-04
Factor	CE_ENV216-L1 (Filter ON)	Temp. / Humidity	25.9°C /53%
Polarity	Line1	Site / Test Engineer	SR2 / Dean
Test Mode	WPC-7.5W	Test Voltage	AC 240V/60Hz

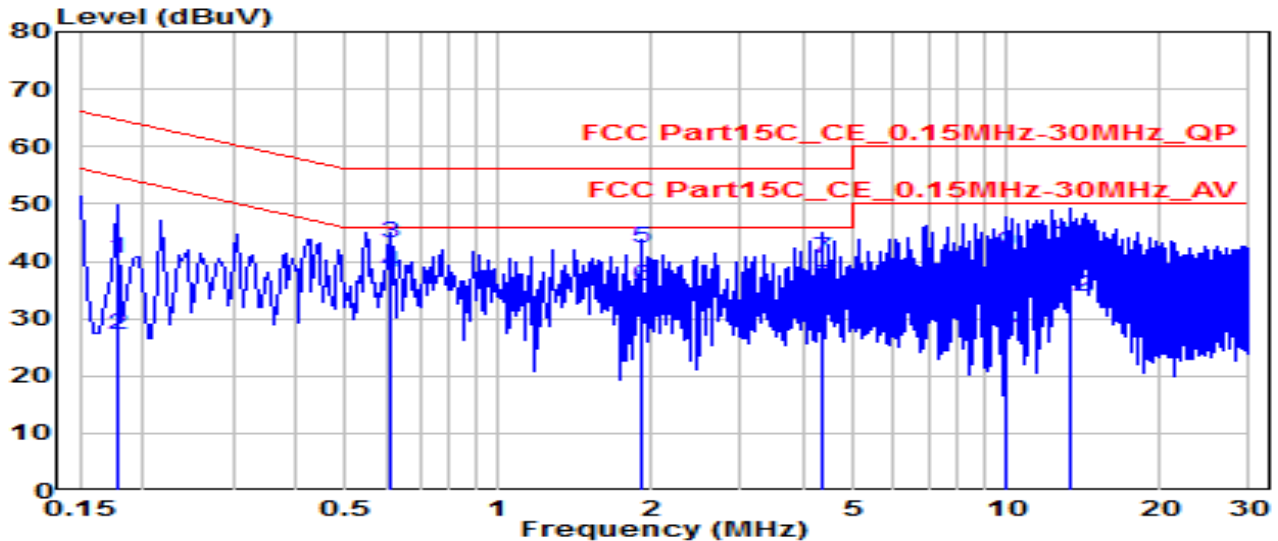


No	Frequency (MHz)	Reading (dBuV)	C.F (dB)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Remark (QP/PK/AV)
1	0.177	30.53	9.61	40.14	-24.48	64.63	QP
2	0.177	16.89	9.61	26.50	-28.12	54.63	Average
3	0.249	28.64	9.62	38.26	-23.54	61.79	QP
4	0.249	17.56	9.62	27.17	-24.62	51.79	Average
5	* 0.550	34.83	9.63	44.46	-11.54	56.00	QP
6	* 0.550	27.18	9.63	36.81	-9.19	46.00	Average
7	0.892	28.74	9.65	38.39	-17.61	56.00	QP
8	0.892	24.53	9.65	34.18	-11.82	46.00	Average
9	1.432	26.87	9.67	36.54	-19.46	56.00	QP
10	1.432	17.52	9.67	27.19	-18.81	46.00	Average
11	13.545	34.65	9.91	44.55	-15.45	60.00	QP
12	13.545	28.37	9.91	38.27	-11.73	50.00	Average

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).

EUT	Qi Wireless Car Charger	Date of Test	2021-10-04
Factor	CE_ENV216-N (Filter ON)	Temp. / Humidity	25.9°C /53%
Polarity	Neutral	Site / Test Engineer	SR2 / Dean
Test Mode	WPC-7.5W	Test Voltage	AC 240V/60Hz

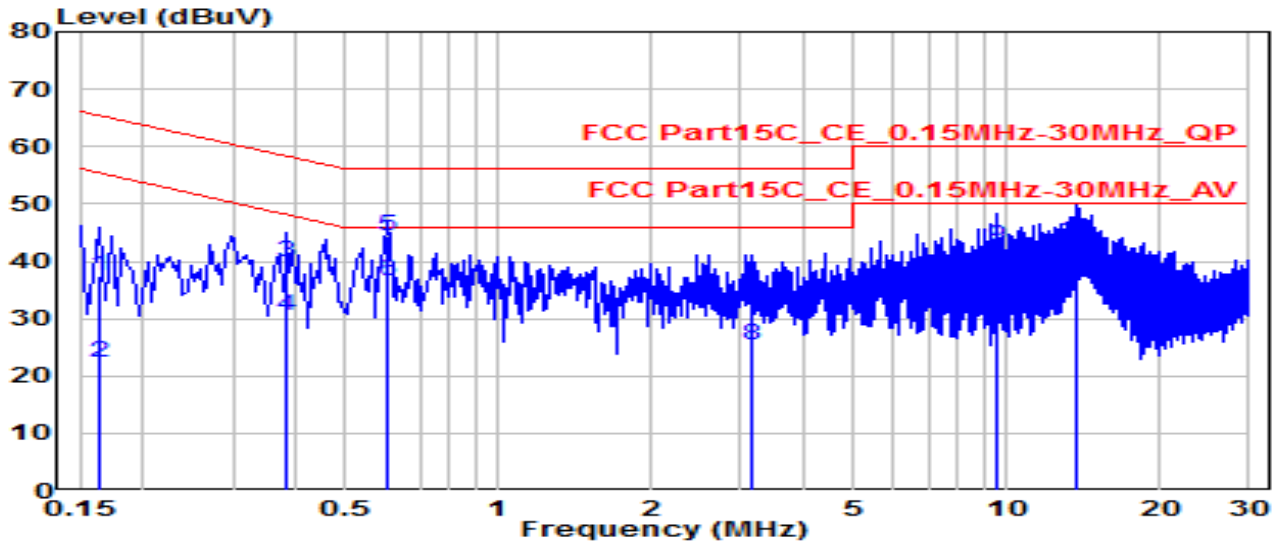


No	Frequency (MHz)	Reading (dBuV)	C.F (dB)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Remark (QP/PK/AV)
1	0.177	30.80	9.62	40.42	-24.21	64.63	QP
2	0.177	17.58	9.62	27.20	-27.43	54.63	Average
3	* 0.609	33.49	9.64	43.13	-12.87	56.00	QP
4	* 0.609	28.45	9.64	38.09	-7.91	46.00	Average
5	1.918	32.62	9.69	42.31	-13.69	56.00	QP
6	1.918	26.03	9.69	35.72	-10.28	46.00	Average
7	4.344	30.73	9.74	40.47	-15.53	56.00	QP
8	4.344	25.80	9.74	35.54	-10.46	46.00	Average
9	10.036	31.35	9.89	41.24	-18.76	60.00	QP
10	10.036	18.51	9.89	28.40	-21.60	50.00	Average
11	13.284	32.92	9.94	42.86	-17.14	60.00	QP
12	13.284	23.85	9.94	33.79	-16.21	50.00	Average

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).

EUT	Qi Wireless Car Charger	Date of Test	2021-10-04
Factor	CE_ENV216-L1 (Filter ON)	Temp. / Humidity	25.9°C /53%
Polarity	Line1	Site / Test Engineer	SR2 / Dean
Test Mode	WPC-10W	Test Voltage	AC 240V/60Hz

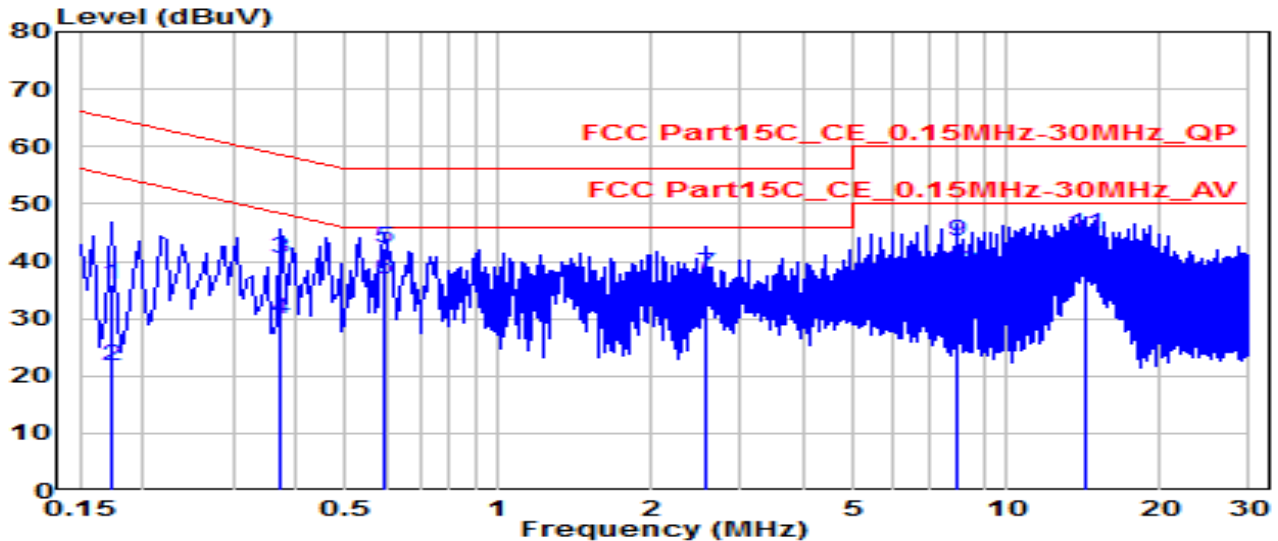


No		Frequency (MHz)	Reading (dBuV)	C.F (dB)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Remark (QP/PK/AV)
1		0.163	27.79	9.61	37.40	-27.89	65.28	QP
2		0.163	12.61	9.61	22.22	-33.06	55.28	Average
3		0.384	30.26	9.62	39.88	-18.31	58.19	QP
4		0.384	20.83	9.62	30.45	-17.74	48.19	Average
5	*	0.604	34.83	9.64	44.47	-11.53	56.00	QP
6	*	0.604	26.92	9.64	36.56	-9.44	46.00	Average
7		3.151	23.22	9.71	32.93	-23.07	56.00	QP
8		3.151	15.69	9.71	25.39	-20.61	46.00	Average
9		9.536	32.83	9.86	42.69	-17.31	60.00	QP
10		9.536	27.36	9.86	37.22	-12.78	50.00	Average
11		13.658	33.71	9.91	43.62	-16.38	60.00	QP
12		13.658	26.64	9.91	36.54	-13.46	50.00	Average

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).

EUT	Qi Wireless Car Charger	Date of Test	2021-10-04
Factor	CE_ENV216-N (Filter ON)	Temp. / Humidity	25.9°C /53%
Polarity	Neutral	Site / Test Engineer	SR2 / Dean
Test Mode	WPC-10W	Test Voltage	AC 240V/60Hz

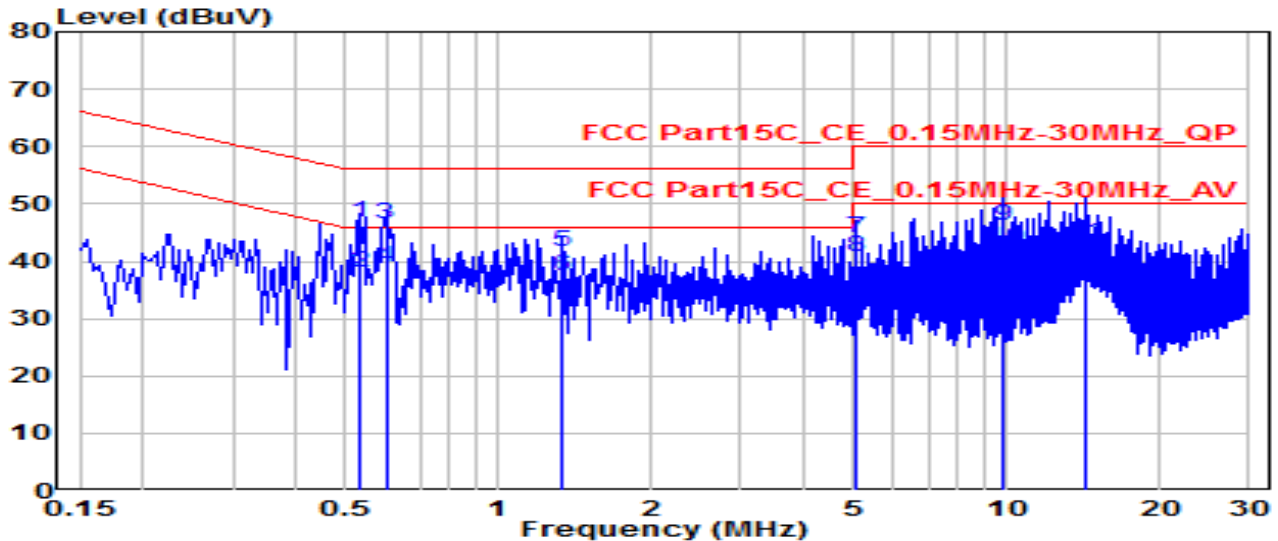


No	Frequency (MHz)	Reading (dBuV)	C.F (dB)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Remark (QP/PK/AV)
1	0.172	26.27	9.62	35.88	-28.96	64.84	QP
2	0.172	12.21	9.62	21.83	-33.01	54.84	Average
3	0.370	30.81	9.62	40.44	-18.05	58.49	QP
4	0.370	20.34	9.62	29.96	-18.53	48.49	Average
5	* 0.595	32.72	9.64	42.36	-13.64	56.00	QP
6	* 0.595	27.08	9.64	36.72	-9.28	46.00	Average
7	2.575	28.06	9.70	37.76	-18.24	56.00	QP
8	2.575	21.40	9.70	31.11	-14.89	46.00	Average
9	7.988	33.59	9.83	43.43	-16.57	60.00	QP
10	7.988	28.10	9.83	37.93	-12.07	50.00	Average
11	14.306	34.60	9.95	44.55	-15.45	60.00	QP
12	14.306	27.90	9.95	37.85	-12.15	50.00	Average

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).

EUT	Qi Wireless Car Charger	Date of Test	2021-10-04
Factor	CE_ENV216-L1 (Filter ON)	Temp. / Humidity	25.9°C / 53%
Polarity	Line1	Site / Test Engineer	SR2 / Dean
Test Mode	WPC-15W	Test Voltage	AC 240V/60Hz

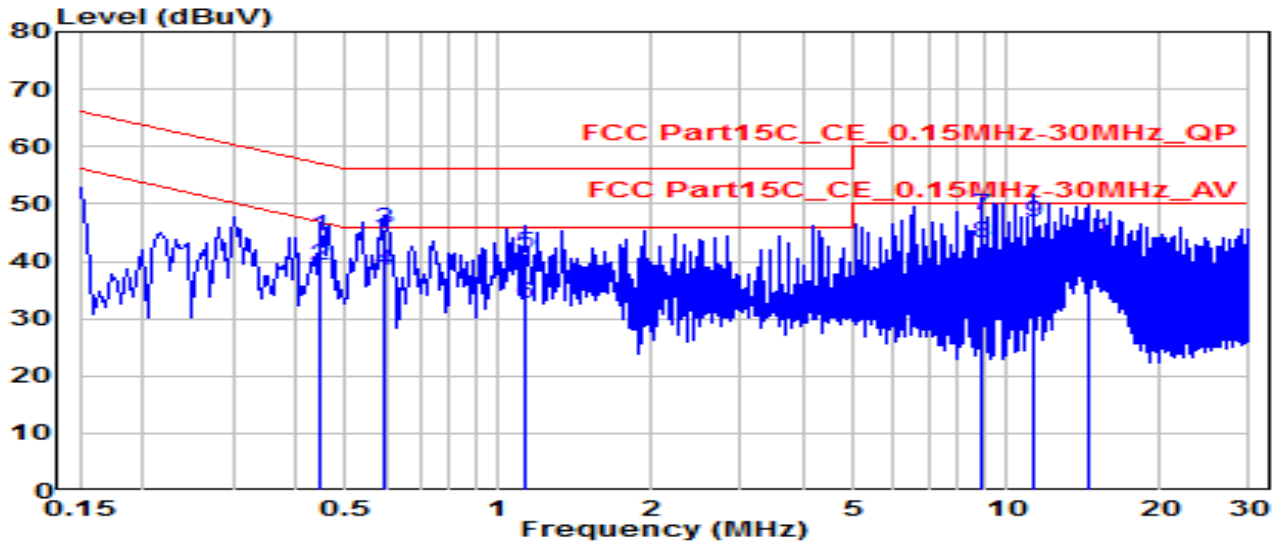


No	Frequency (MHz)	Reading (dBuV)	C.F (dB)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Remark (QP/PK/AV)
1	0.532	37.13	9.63	46.76	-9.24	56.00	QP
2	0.532	28.45	9.63	38.08	-7.92	46.00	Average
3	* 0.600	37.00	9.64	46.63	-9.37	56.00	QP
4	* 0.600	29.23	9.64	38.87	-7.13	46.00	Average
5	1.338	31.92	9.67	41.59	-14.41	56.00	QP
6	1.338	27.68	9.67	37.35	-8.65	46.00	Average
7	5.046	34.33	9.74	44.07	-15.93	60.00	QP
8	5.046	30.90	9.74	40.64	-9.36	50.00	Average
9	9.797	36.44	9.86	46.30	-13.70	60.00	QP
10	9.797	32.26	9.86	42.13	-7.87	50.00	Average
11	14.238	33.20	9.91	43.12	-16.88	60.00	QP
12	14.238	27.44	9.91	37.35	-12.65	50.00	Average

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).

EUT	Qi Wireless Car Charger	Date of Test	2021-10-04
Factor	CE_ENV216-N (Filter ON)	Temp. / Humidity	25.9°C /53%
Polarity	Neutral	Site / Test Engineer	SR2 / Dean
Test Mode	WPC-15W	Test Voltage	AC 240V/60Hz



No		Frequency (MHz)	Reading (dBuV)	C.F (dB)	Measurement (dBuV/m)	Margin (dB)	Limit (dBuV/m)	Remark (QP/PK/AV)
1		0.447	34.74	9.63	44.37	-12.56	56.93	QP
2		0.447	29.47	9.63	39.10	-7.83	46.93	Average
3		0.595	35.87	9.64	45.51	-10.49	56.00	QP
4		0.595	28.65	9.64	38.29	-7.71	46.00	Average
5		1.126	31.58	9.67	41.25	-14.75	56.00	QP
6		1.126	23.03	9.67	32.70	-13.30	46.00	Average
7	*	8.906	38.16	9.86	48.01	-11.99	60.00	QP
8	*	8.906	33.36	9.86	43.22	-6.78	50.00	Average
9		11.277	36.94	9.91	46.85	-13.15	60.00	QP
10		11.277	29.24	9.91	39.15	-10.85	50.00	Average
11		14.562	33.88	9.96	43.84	-16.16	60.00	QP
12		14.562	27.73	9.96	37.68	-12.32	50.00	Average

Note:

1. " *", means this data is the worst emission level.
2. C.F (Correction Factor) = Antenna Factor (dB)+ Cable Loss (dB).
3. Measurement (dBuV/m) = Reading(dBuV) + C.F (Correction Factor).

8. CONCLUSION

The data collected relate only the item(s) tested and show that the **Qi Wireless Car Charger** is in compliance with Part 15.209 of the FCC Rules.

_____ The End _____