

## BLE

Frequency: 2402 MHz; Duty Cycle: 1:1.65653; Room Ambient Temperature: 23.0°C; Liquid Temperature: 22.0°C  
Medium parameters used:  $f = 2402$  MHz;  $\sigma = 1.73$  S/m;  $\epsilon_r = 38.189$ ;  $\rho = 1000$  kg/m<sup>3</sup>

DASY5 Configuration:

- Area Scan Setting: Find Secondary Maximum Within: 2.0 dB and with a peak SAR value greater than 0.0012W/kg
- Electronics: DAE4 Sn1486; Calibrated: 2024/5/16
- Probe: EX3DV4 - SN7369; ConvF(7.6, 7.66, 7.12) @ 2402 MHz; Calibrated: 2024/6/3
- Sensor-Surface: 1.4mm (Mechanical Surface Detection (Locations From Previous Scan Used)), Sensor-Surface: 1.4mm (Mechanical Surface Detection)
- Phantom: ELI V5.0 (20deg probe tilt); Type: QD OVA 002 AA; Serial: 1240

### Tire-pressure monitoring system/Edge3\_0mm/BLE\_2M\_Ch0/Area Scan (9x19x1):

Measurement grid: dx=12mm, dy=12mm

Maximum value of SAR (measured) = 0.387 W/kg

### Tire-pressure monitoring system/Edge3\_0mm/BLE\_2M\_Ch0/Zoom Scan

#### (7x7x7)/Cube 0:

Measurement grid: dx=5mm, dy=5mm, dz=5mm

Reference Value = 4.573 V/m; Power Drift = -0.03 dB

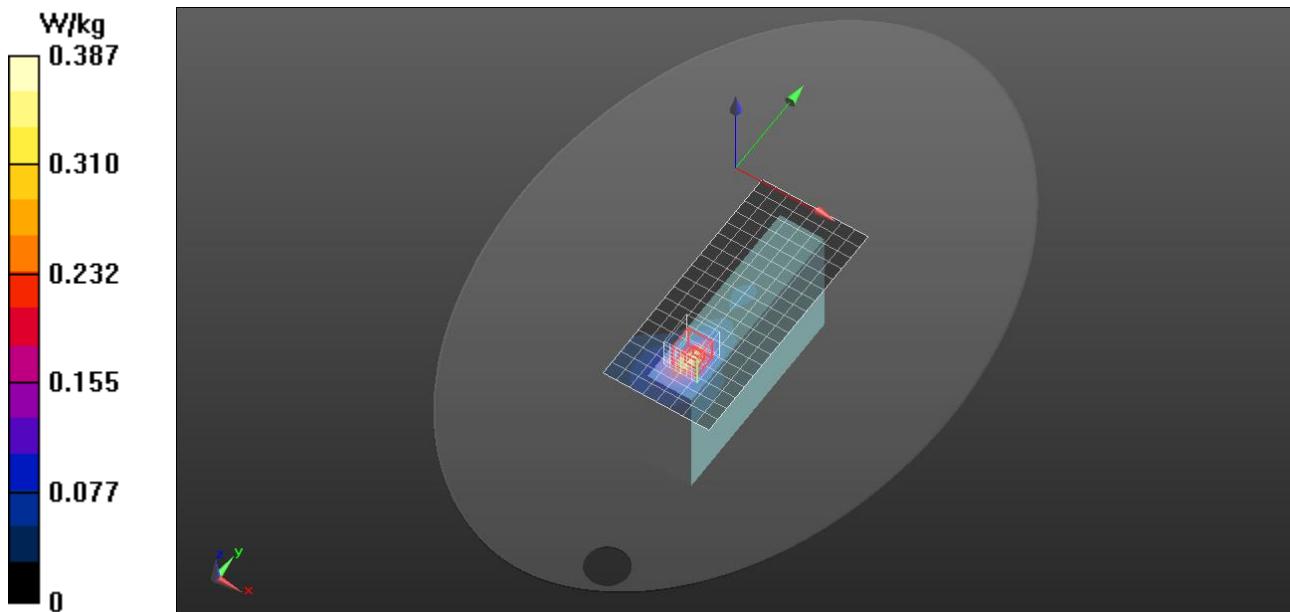
Peak SAR (extrapolated) = 0.666 W/kg

**SAR(1 g) = 0.246 W/kg; SAR(10 g) = 0.095 W/kg**

Smallest distance from peaks to all points 3 dB below = 6 mm

Ratio of SAR at M2 to SAR at M1 = 37.8%

Maximum value of SAR (measured) = 0.474 W/kg



## 2.4G OOK

Frequency: 2450 MHz; Duty Cycle: 1:1; Room Ambient Temperature: 23.0°C; Liquid Temperature: 22.0°C  
 Medium parameters used:  $f = 2450$  MHz;  $\sigma = 1.789$  S/m;  $\epsilon_r = 38.049$ ;  $\rho = 1000$  kg/m<sup>3</sup>

DASY5 Configuration:

- Area Scan Setting: Find Secondary Maximum Within: 2.0 dB and with a peak SAR value greater than 0.0012W/kg
- Electronics: DAE4 Sn1486; Calibrated: 2024/5/16
- Probe: EX3DV4 - SN7369; ConvF(7.6, 7.66, 7.12) @ 2450 MHz; Calibrated: 2024/6/3
- Sensor-Surface: 1.4mm (Mechanical Surface Detection)
- Phantom: ELI V5.0 (20deg probe tilt); Type: QD OVA 002 AA; Serial: 1240

### Tire-pressure monitoring system/Edge1\_0mm/Ch1/Area Scan (9x19x1):

Measurement grid:  $dx=12$  mm,  $dy=12$  mm

Maximum value of SAR (measured) = 0.253 W/kg

### Tire-pressure monitoring system/Edge1\_0mm/Ch1/Zoom Scan (7x7x7)/Cube 0:

Measurement grid:  $dx=5$  mm,  $dy=5$  mm,  $dz=5$  mm

Reference Value = 1.533 V/m; Power Drift = 0.05 dB

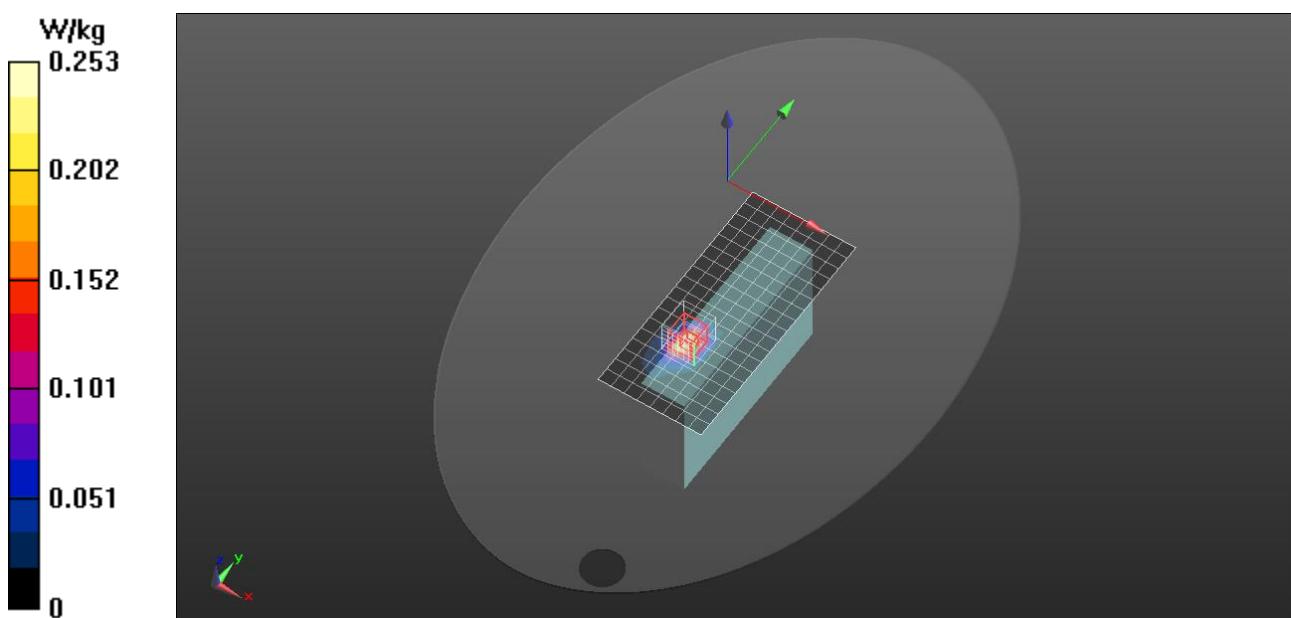
Peak SAR (extrapolated) = 0.388 W/kg

**SAR(1 g) = 0.178 W/kg; SAR(10 g) = 0.074 W/kg**

Smallest distance from peaks to all points 3 dB below = 7.6 mm

Ratio of SAR at M2 to SAR at M1 = 41.9%

Maximum value of SAR (measured) = 0.303 W/kg



## WIFI-2.4G

Frequency: 2437 MHz; Duty Cycle: 1:1; Room Ambient Temperature: 23.0°C; Liquid Temperature: 22.0°C  
Medium parameters used:  $f = 2437$  MHz;  $\sigma = 1.774$  S/m;  $\epsilon_r = 38.071$ ;  $\rho = 1000$  kg/m<sup>3</sup>

DASY5 Configuration:

- Area Scan Setting: Find Secondary Maximum Within: 2.0 dB and with a peak SAR value greater than 0.0012W/kg
- Electronics: DAE4 Sn1486; Calibrated: 2024/5/16
- Probe: EX3DV4 - SN7369; ConvF(7.6, 7.66, 7.12) @ 2437 MHz; Calibrated: 2024/6/3
- Sensor-Surface: 1.4mm (Mechanical Surface Detection (Locations From Previous Scan Used)), Sensor-Surface: 1.4mm (Mechanical Surface Detection)
- Phantom: ELI V5.0 (20deg probe tilt); Type: QD OVA 002 AA; Serial: 1240

### Tire-pressure monitoring system/Edge3\_0mm/802.11b\_Ch6/Area Scan (9x19x1):

Measurement grid: dx=12mm, dy=12mm

Maximum value of SAR (measured) = 0.216 W/kg

### Tire-pressure monitoring system/Edge3\_0mm/802.11b\_Ch6/Zoom Scan

#### (7x7x7)/Cube 0:

Measurement grid: dx=5mm, dy=5mm, dz=5mm

Reference Value = 2.836 V/m; Power Drift = 0.03 dB

Peak SAR (extrapolated) = 0.350 W/kg

**SAR(1 g) = 0.129 W/kg; SAR(10 g) = 0.049 W/kg**

Smallest distance from peaks to all points 3 dB below = 6 mm

Ratio of SAR at M2 to SAR at M1 = 36.6%

Maximum value of SAR (measured) = 0.248 W/kg

