



Appendix B

Detailed Test Results

1. WIFI
WIFI 2.4GHz for Body
WIFI 5.2GHz for Body
WIFI 5.8GHz for Body





Date: 2024/12/2

Test Laboratory: LCS-SAR Lab

WIFI 2.4G 802.11b 1CH Front side 0mm**DUT: Handheld tire tread detection equipment; Type: TTM313; Serial: A241108104-1**

Communication System: UID 0, WIFI 2.4GHz (0); Frequency: 2412 MHz; Duty Cycle: 1:1.1114

Medium parameters used: $f = 2412$ MHz; $\sigma = 1.792$ S/m; $\epsilon_r = 39.287$; $\rho = 1000$ kg/m³

Phantom section: Flat Section

DASY Configuration:

- Probe: EX3DV4 - SN3805; ConvF(7.42, 7.42, 7.42); Calibrated: 2024/11/23;
- Sensor-Surface: 2mm (Mechanical Surface Detection)
- Electronics: DAE3 Sn373; Calibrated: 2024/1/3
- Phantom: ELI v5.0; Type: ELI; Serial: 2010
- DASY52 52.8.8(1222); SEMCAD X 14.6.10(7331)

Configuration/ Front side 0mm /Area Scan (11x13x1): Measurement grid: dx=12mm, dy=12mm

Maximum value of SAR (measured) = 0.619 W/kg

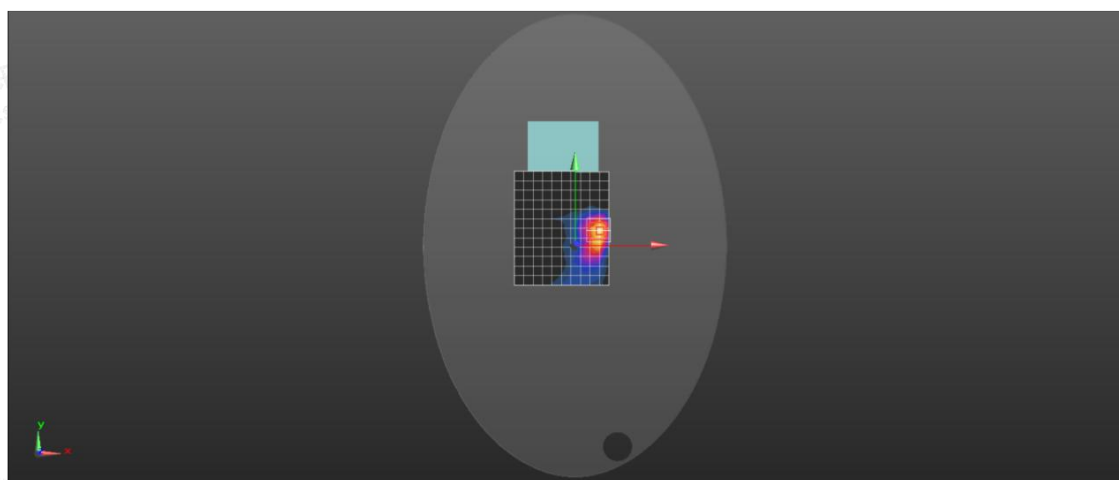
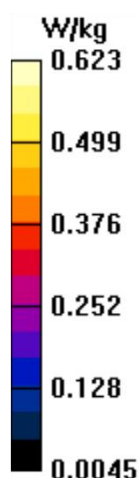
Configuration/ Front side 0mm /Zoom Scan (7x7x7)/Cube 0: Measurement grid: dx=5mm, dy=5mm, dz=5mm

Reference Value = 5.642 V/m; Power Drift = 0.07dB

Peak SAR (extrapolated) = 1.04 W/kg

SAR(1 g) = 0.482 W/kg; SAR(10 g) = 0.236 W/kg

Maximum value of SAR (measured) = 0.623 W/kg



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Scan code to check authenticity



Date: 2024/12/3

Test Laboratory: LCS-SAR Lab

WIFI 5.2G 802.11a 40CH Front side 0mm

DUT: Handheld tire tread detection equipment; Type: TTM313; Serial: A241108104-1

Communication System: UID 0, WIFI 5GHz (0); Frequency: 5200 MHz; Duty Cycle: 1:1.0293

Medium parameters used: $f = 5200 \text{ MHz}$; $\sigma = 4.644 \text{ S/m}$; $\epsilon_r = 35.984$; $\rho = 1000 \text{ kg/m}^3$

Phantom section: Flat Section

DASY Configuration:

- Probe: EX3DV4 - SN3805; ConvF(5.38, 5.38, 5.38); Calibrated: 2024/11/23;
- Sensor-Surface: 2mm (Mechanical Surface Detection)
- Electronics: DAE3 Sn373; Calibrated: 2024/1/3
- Phantom: ELI v5.0; Type: ELI; Serial: 2010
- DASY52 52.8.8(1222); SEMCAD X 14.6.10(7331)

Configuration/ Front side 0mm /Area Scan (12x15x1): Measurement grid: $dx=10\text{mm}$, $dy=10\text{mm}$

Maximum value of SAR (measured) = 0.471 W/kg

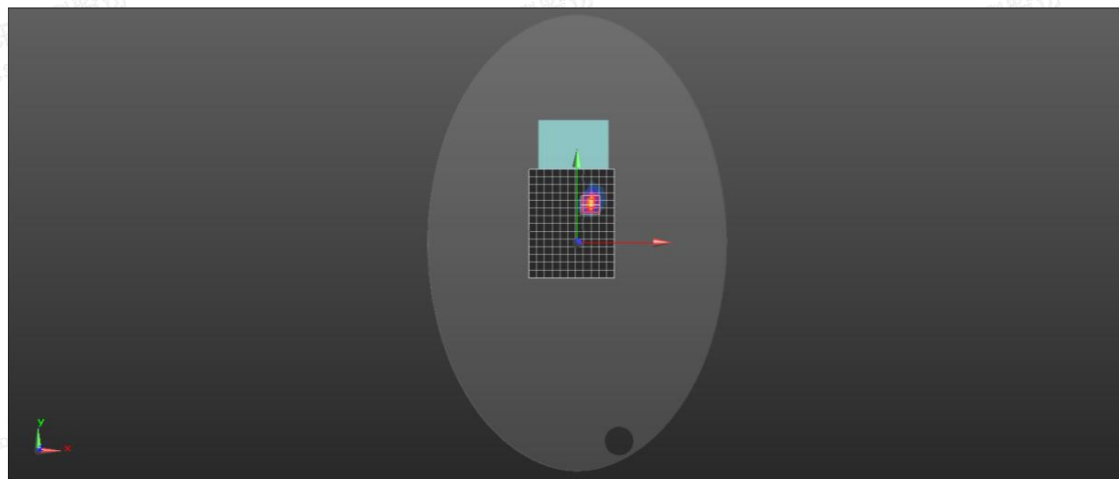
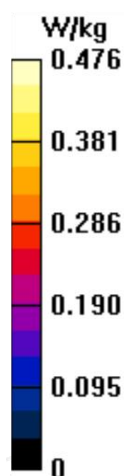
Configuration/ Front side 0mm /Zoom Scan (7x7x12)/Cube 0: Measurement grid: $dx=4\text{mm}$, $dy=4\text{mm}$, $dz=2\text{mm}$

Reference Value = 6.81 V/m; Power Drift = 0.05 dB

Peak SAR (extrapolated) = 0.827 W/kg

SAR(1 g) = 0.329 W/kg; SAR(10 g) = 0.148 W/kg

Maximum value of SAR (measured) = 0.476 W/kg



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Date: 2024/12/4

Test Laboratory: LCS-SAR Lab

WIFI 5.8G 802.11a 149CH Front side 0mm**DUT: Handheld tire tread detection equipment; Type: TTM313; Serial: A241108104-1**

Communication System: UID 0, WIFI 5GHz (0); Frequency: 5745 MHz; Duty Cycle: 1:1

Medium parameters used: $f = 5745 \text{ MHz}$; $\sigma = 5.231 \text{ S/m}$; $\epsilon_r = 35.646$; $\rho = 1000 \text{ kg/m}^3$

Phantom section: Flat Section

DASY Configuration:

- Probe: EX3DV4 - SN3805; ConvF(4.88, 4.88, 4.88); Calibrated: 2024/11/23;
- Sensor-Surface: 2mm (Mechanical Surface Detection)
- Electronics: DAE3 Sn373; Calibrated: 2024/1/3
- Phantom: ELI v5.0; Type: ELI; Serial: 2010
- DASY52 52.8.8(1222); SEMCAD X 14.6.10(7331)

Configuration/ Front side 0mm /Area Scan (12x15x1): Measurement grid: $dx=10\text{mm}$, $dy=10\text{mm}$

Maximum value of SAR (measured) = 0.415 W/kg

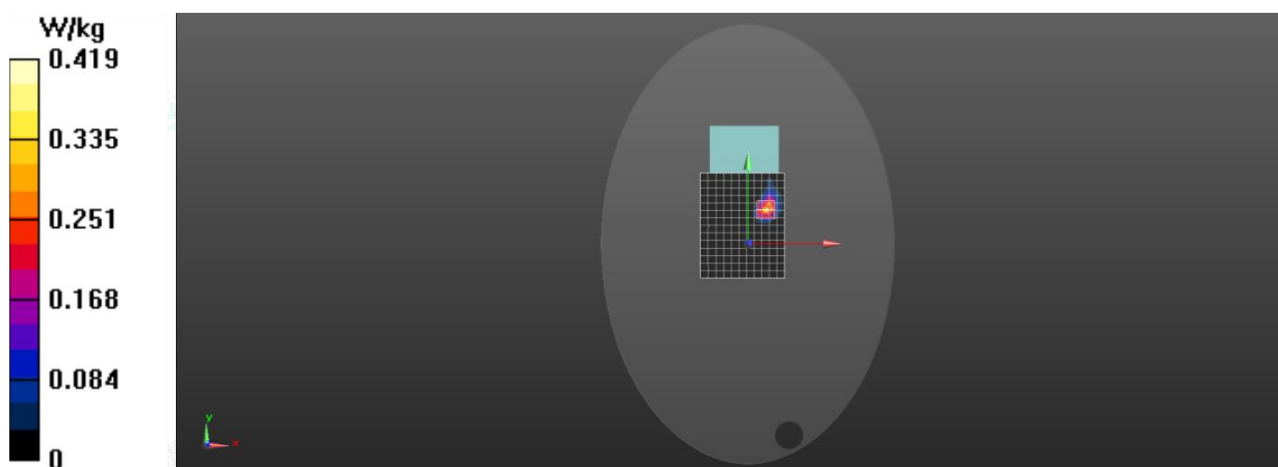
Configuration/Front side 0mm/Zoom Scan (7x7x12)/Cube 0: Measurement grid: $dx=4\text{mm}$, $dy=4\text{mm}$, $dz=2\text{mm}$

Reference Value = 0.439 V/m; Power Drift = -0.13 dB

Peak SAR (extrapolated) = 0.724 W/kg

SAR(1 g) = 0.312 W/kg; SAR(10 g) = 0.129 W/kg

Maximum value of SAR (measured) = 0.419 W/kg



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