



MOTOROLA



Certificate Number: 1449-01

CGISS EME Test Laboratory

8000 West Sunrise Blvd
Fort Lauderdale, FL. 33322

MPE/SAR Compliance Test Report

Date of Report: September 28, 2004
Report Revision(s): Rev. O
Device Manufacturer: Motorola
Device Description: XTL5000; UHF 380-470 MHz automobile mobile transceiver;
25-100watts
Classification: Occupational/Controlled Exposure
FCC ID: AZ492FT4870
Device Model: M20QTS9PW1AN

Test Period: 8/11/04-8/12/04

Responsible Engineer: Stephen Whalen (Sr. EME Engineer)

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Based on the information and the testing results provided herein, the undersigned certifies that when used as stated in the operating instructions supplied, said product complies with all applicable national and international reference standards and guidelines.

Signature on file

9/29/04

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Date Approved



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REVISION HISTORY

Date	Revision	Comments
9/28/04	O	Release of Prototype Results



1.0 Product Description



FCC ID: AZ492FT4870, model M20QTS9PW1AN is a mobile transceiver that utilizes frequency modulation (FM) half duplex transmission technology. The modulation could be conventional analog voice, trunked analog voice, tone PL or C4FM modulation. The control data rates are 3600 and 9600 baud on the C4FM constant envelope carrier. The maximum duty cycle varies dependent on the loading of the system. The data mode characteristic of the device is packet based with a maximum packet size of 1500 bytes. The actual duty cycle performance will always be less than 10% due to the system's design restrictions and normal operating parameters of the device. Note that the device and the systems in which it operates do not allow streaming data as an intended functionality. Furthermore, the transmission signal in data mode uses standard APCO signaling as specified in TIA/EIA 102.CAAA paragraph 1.3.3.5 with C4FM modulation. This device is Project 25 compliant.

The intended use of the radio is Push-To-Talk (PTT) while the device is properly installed in a vehicle with the offered external antennas mounted at the center of the roof or trunk. This device will be marketed to and used by employees solely for work-related operations, such as public safety agencies, e.g. police, fire and emergency medical. User training is the responsibility of these agencies which can be expected to employ the usage instructions, safety information and operational cautions set forth in the user's manual, instructional sessions or other means. Motorola also makes available to its customers training classes on the proper use of two-way radios and wireless data devices. This device is classified as Occupational/Controlled Exposure. However, In accordance with FCC requirements, the passengers inside the vehicle and the bystanders external to the vehicle are evaluated to the General Population/Uncontrolled Exposure Limits. The transmit frequency band is 380-470 MHz. The nominal power of the device is 25-100 watts with a maximum conducted power output of 120 watts.

(Note that "By-standers" as used herein mean people other than operator)



2.0 Offered Options and Accessories

Antenna

RAE4014ARB	455-470 MHz 5/8 wave 7.15dBi antenna; 92.5cm
HAE4011A	449-470 MHz 1/2 wave 5.65dBi antenna; 73.1cm
HAE4003A	450-470 MHz 1/4 wave 2.15dBi antenna; 16.2cm
HAE6012A	380-433 MHz 1/4 wave 2.15dBi antenna; 18.2cm
HAE6011A	380-433 MHz 5/8 wave 7.15dBi antenna; 91.0cm
HAE6013A	380-470 MHz 1/2 wave 4.15dBi antenna; 28.4cm
HAE6010A	380-433 MHz 1/2 wave 5.65dBi antenna; 63.0cm

3.0 Measurement Standards

Measurements were performed according to FCC Limits Per 47 CFR 2.1091 (d) for General Population/Uncontrolled RF Exposure as well as with the recommended guidelines in IEEE/ANSI C95.1-1999.

For frequencies ranging from 380-470 MHz the MPE (Maximum Permissible Exposure) limit to electromagnetic energy in an equivalent plane wave free-space power density ranges from 0.25-0.31mW/cm².

4.0 Data Collection Consideration

Power density testing was performed with DUT installed in a 1991 Ford Taurus (4-door). Measurement data was taken with the vehicle running at idle and the vehicle battery measuring 14.0 volts.

5.0 Measurement System Uncertainty Levels

The information below presents an estimate of the possible errors that are associated with the measurement system.

<u>Description</u>	<u>Error</u>
NARDA Survey Meter	± 3%
Repeatability Accuracy	± 7%



6.0 Method of Measurement

6.1 EME measurements made on trunk mounted antennas

(For reference, see Antenna Location Layout drawings in Appendix)

6.1.1 External vehicle EME measurement

(Antenna mounted at trunk center)

MPE measurements for by-stander conditions are determined by taking the average of (10) measurements in a 2m vertical line directly behind the vehicle with 20cm increments at the standard test distance of 90cm from each of the 1/2 wave and 5/8 wave antennas. The measurement probe sensor is rotated 180° at each of the ten incremental measurements to ensure the highest result is captured. These measurements are representative of persons other than the operator standing next to the vehicle.

Each of the offered antennas mounted at the center of the trunk were assessed for the following (3) by-stander conditions while maintaining a twenty (20) centimeter separation distance between the probe sensor and vehicle body: (1) directly behind the vehicle, (2) 45° radial at the corner of the vehicle, and (3) 90° radial at the side of the trunk. The worst case test condition from above was then assessed at the transmit band edges.

For the current test vehicle, the antenna to probe sensor separation distance is 90cm (directly behind vehicle), 99.5 cm (45 degree radial) and 104 cm (90 degree radial).

Note: the distance from the trunk-mounted antenna to the edge of the vehicle is 26cm and the distance from the edge of the vehicle's trunk to the MPE vertical line assessment is 64cm (trunk to edge of bumper is 10cm). The radial distance measured at 45° from corner of trunk to vertical test line is 99.5cm. The radial distance measured at 90° from the side of the trunk is 104cm.

6.1.2 Internal vehicle EME measurement

(Antenna mounted at trunk center)

While rotating survey meter probe through 180 degrees to ensure that the highest level is found, scans were performed inside of the vehicle, both front and back seating areas, using each of the antennas tested herein at the trunk, to ascertain the highest level in each location. After the highest level is found, scans were performed vertically making two (2) additional measurements within an area approximately 40 cm wide (representing the width of a person) so as to have a total of three (3) measured points, indicated below, that are averaged.

- a) Head area
- b) Chest area
- c) Lower Trunk area



6.2 EME measurements made on center roof mounted antennas
(For reference, see Antenna Location Layout drawings in Appendix)

6.2.1 External vehicle EME measurement
(Antenna mounted at roof center)

MPE measurements for by-stander conditions are determined by taking the average of (10) measurements in a 2m vertical line directly beside the vehicle with 20cm increments at the standard test distance of 90cm from each of the applicable antennas. The measurement probe sensor is rotated 180° at each of the ten incremental measurements to ensure the highest result is captured. These measurements are representative of persons other than the operator standing next to the vehicle.

Note: Actual test distance was 110cm (60cm from antenna to roof edge; 30cm from roof edge to edge of car door; 20cm vertical test line to car door); this is the closest distance that can be achieved to an antenna mounted to the center of the vehicle used for MPE compliance assessment.

6.2.2 Internal vehicle EME measurement
(Antenna mounted at roof center)

While rotating survey meter probe through 180 degrees to ensure that the highest level is found, scans were performed inside of the vehicle, both at the front and back seating areas, using each of the antennas tested herein at the roof, to ascertain the highest level in each location. After the highest level is found, scans were performed vertically making two (2) additional measurements within an area approximately 40 cm wide (representing the width of a person) so as to have a total of three (3) measured points as indicated below that are averaged.

- a) Head area
- b) Chest area
- c) Lower Trunk area

7.0 Test Site

The test site is the Motorola Commercial Government Industrial Solution Sector (CGISS) world wide electromagnetic exposure (EME) open area test site located at 8000 W. Sunrise Blvd., Plantation, FL. 33322.



8.0 Measurement System/Equipment

The minimum equipment required will mainly consist of a test vehicle, radio frequency radiation test set consisting of an Electromagnetic Radiation Survey Meter, E/H-Field Test Probes, and typical antenna configurations.

Below are the test equipment used to assess compliance:

- a) Automobile: 1991 Ford Taurus, 4-Door
- b) Survey Meter - NARDA Model 8718 (01108); Cal. date: 4/7/04
- c) E-Field (Electric Field) Probe - NARDA Model 8722B (13001); Cal. date: 6/10/04
- d) Antennas – (¼ wave 2.15dBi, ½ wave 5.65dBi and 4.15dBi gain antennas, and 5/8 wave 7.15dBi gain antennas)

9.0 Test Unit Description

Power density measurements were performed on a representative sample of model number M20QTS9PW1AN. The serial number of the tested radio was U2A024. The frequency band of the DUT is 380-470 MHz; the tested frequencies were 380.0125, 425.0125, 450.0125, 460.0125, 469.9875 MHz. The ¼ wave 2.15dBi antennas, ½ wave 5.15dBi and 4.15dBi gain antennas, and 5/8 wave 7.15dBi antennas listed in section 2.0 were used to assess compliance to the applicable MPE limits.

10.0 Test Set-Up Description

The following are the standard mobile antenna test configurations used for this product. (For reference, see Antenna Location Layout drawings in the Appendix A)

- a) The ¼ wave 2.15dBi antenna models HAE4003A and HAE6012A, ½ wave 5.65dBi and 4.15dBi gain antenna models HAE4011A, HAE6013A, and HAE6010A, as well as 5/8 wave 7.15dBi antenna models RAE4014ARB and HAE6011A were mounted at the center of the roof of the test vehicle.
 - b) The ½ wave 5.65dBi and 4.15dBi gain antenna models HAE6013A, HAE6010A and 5/8 wave 7.15dBi antennas were assessed while mounted at the trunk.
- Assessments were made internal and external to the test vehicle at the specified distances and locations stated in sections 6.0, 11.0, and the APPENDIX A. Note that the ¼ wave antennas are restricted to roof mount operations for this filing.



11.0 Test Results Summary

Table A

Tables	Antenna Model	Antenna Location	Test Frequency (MHz)	E/H Field	Int./Ext.	Max Calc Pwr Density	% of Uncontrolled limit
Table 1	RAE4014ARB	Roof	470	E	Ext	0.019	6.13
Table 2	RAE4014ARB	Roof	470	E	Int	0.001	0.32
Table 3	HAE6011A	Roof	380	E	Ext	0.112	44.80
Table 4	HAE6011A	Roof	380	E	Int	0.012	4.80
Table 5	HAE6011A	Roof	425	E	Ext	0.084	30.00
Table 6	HAE6011A	Roof	425	E	Int	0.022	7.86
Table 7	HAE4003A	Roof	470	E	Ext	0.181	58.39
Table 8	HAE4003A	Roof	470	E	Int	0.179	57.74
Table 9	HAE6012A	Roof	380	E	Ext	0.218	87.20
Table 10	HAE6012A	Roof	380	E	Int	0.095	38.00
Table 11	HAE6012A	Roof	425	E	Ext	0.160	57.14
Table 12	HAE6012A	Roof	425	E	Int	0.121	43.21
Table 13	HAE4011A	Roof	460	E	Ext	0.164	52.90
Table 14	HAE4011A	Roof	460	E	Int	0.030	9.68
Table 15	HAE6013A	Roof	380	E	Ext	0.198	79.20
Table 16	HAE6013A	Roof	380	E	Int	0.086	34.40
Table 17	HAE6013A	Roof	425	E	Ext	0.208	74.29
Table 18	HAE6013A	Roof	425	E	Int	0.175	62.50
Table 19	HAE6013A	Roof	470	E	Ext	0.183	59.03
Table 20	HAE6013A	Roof	470	E	Int	0.174	56.13
Table 21	HAE6010A	Roof	380	E	Ext	0.106	42.40
Table 22	HAE6010A	Roof	380	E	Int	0.074	29.60
Table 23	HAE6010A	Roof	425	E	Ext	0.121	43.21
Table 24	HAE6010A	Roof	425	E	Int	0.159	56.79



Table A (continued)

Tables	Antenna Model	Antenna Location	Test Frequency (MHz)	E/H Field	Int./Ext.	Max Calc Pwr Density	% of Uncontrolled limit
Table 25	HAE6011A	Trunk	425	E	Ext	0.138	49.29
Table 26	HAE6011A	Trunk	425	E	Int.	0.173	61.79
Table 27	HAE4011A	Trunk	460	E	Ext	0.220	70.97
Table 28*	HAE4011A	Trunk	460	E	Int.	0.375	120.97
Table 29*	HAE6013A	Trunk	425	E	Ext	0.309	110.36
Table 30*	HAE6013A	Trunk	425	E	Int.	0.785	280.36
Table 31	HAE6010A	Trunk	425	E	Ext	0.204	72.86
Table 32*	HAE6010A	Trunk	425	E	Int.	0.516	184.29
By-stander assessment at 45° radial from the trunk mount antenna							
Table 33	HAE6011A	Trunk	425	E	Ext	0.154	55.00
Table 34	HAE4011A	Trunk	460	E	Ext	0.292	94.19
Table 35*	HAE6013A	Trunk	425	E	Ext	0.421	150.36
Table 36	HAE6010A	Trunk	425	E	Ext	0.252	90.00
By-stander assessment at 90° radial from the trunk mount antenna							
Table 37	HAE6011A	Trunk	425	E	Ext	0.122	43.57
Table 38	HAE4011A	Trunk	460	E	Ext	0.238	76.77
Table 39*	HAE6013A	Trunk	425	E	Ext	0.319	113.93
Table 40	HAE6010A	Trunk	425	E	Ext	0.204	72.86
Assessment at the band edges w/ worst case configuration from above							
Table 41	RAE4014ARB	Trunk	470	E	Ext	0.048	15.48
Table 42	RAE4014ARB	Trunk	470	E	Int.	0.014	4.52
Table 43	HAE6011A	Trunk	380	E	Ext	0.231	92.40
Table 44	HAE6011A	Trunk	380	E	Int.	0.109	43.60
Table 45	HAE4011A	Trunk	450	E	Ext	0.247	82.33
Table 46*	HAE4011A	Trunk	450	E	Int.	0.330	110.00
Table 47	HAE4011A	Trunk	470	E	Ext	0.266	85.81



Table A (continued)

Tables	Antenna Model	Antenna Location	Test Frequency (MHz)	E/H Field	Int./Ext.	Max Calc Pwr Density	% of Uncontrolled limit
Table 48	HAE4011A	Trunk	470	E	Int.	0.304	98.06
Table 49*	HAE6013A	Trunk	380	E	Ext	0.334	133.60
Table 50*	HAE6013A	Trunk	380	E	Int.	0.402	160.80
Table 51**	HAE6013A	Trunk	470	E	Ext	0.426	137.42
Table 52*	HAE6013A	Trunk	470	E	Int.	0.657	211.94
Table 53*	HAE6010A	Trunk	380	E	Ext	0.292	116.80
Table 54*	HAE6010A	Trunk	380	E	Int.	0.327	130.80

Note: * = Results exceeding applicable limits; ** = Worst case configuration external to vehicle

11.1 Test Results

Presented below is a summary of the tested frequencies and associated power outputs, measurement probe parameters and exposure conditions, results calculation methodology, applicable reference standards, as well as tables of the raw MPE data for all measured grid points.

The maximum calculated final results presented in the tables are based on a 50% duty cycle with the radio operating in accordance with the User Manual instructions. The bolded power density results represent the highest MPE results observed.

Raw MPE Data test frequencies and measured Po (W):

380.0125 MHz (Po=122.0), 425.0125 MHz (Po=123.0), 450.0125 MHz (Po=121.0), 460.0125 MHz (Po=123.0), 469.9875 MHz (Po=123.0)

Meter reads in % of controlled limit; controlled limit = f/300 for 300-1500 MHz (Cal factors presented herein are automatically accounted for in the meter used for assessments) General Population MPE limits = 0.25-0.31 mW/cm^2

External Vehicle Power Density (Pwr. Den. (cal.)) = average over body/2

Internal Vehicle Power Density (Pwr. Den. (cal.)) = average over (head/chest/lower trunk)/2

If initial power < RF Po max then Pwr Density Max Calc. = (RF Po Max/Initial Power)*Pwr Density Calc.

Note: The average over the body test methodology is consistent with IEEE/ANSI C95.1-1999 guidelines



Table 1

External Vehicle MPE Assessment @ 469.9875 MHz									
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
Roof (cnt)	RAE4014ARB	7.15	90	E	1.11	0.038	123.0	0.019	0.019
Measurement Grid									
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit
1	20	0.0%		6	120	0.9%		1.57	0.31
2	40	0.0%		7	140	1.8%			
3	60	0.0%		8	160	3.0%			
4	80	0.0%		9	180	5.9%			
5	100	1.0%		10	200	11.8%			
								RF Po (*Max)	120

Table 2

Internal Vehicle MPE Assessment @ 469.9875 MHz											
Antenna Location	Antenna	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Head, Chest, Lower Trunk Back/Front seats (mW/cm ²)		Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)	
						Back	Front				
Roof (cnt)	RAE4014ARB	7.15	Highest Reading	E	1.11	0.003	0.001	123.0	0.001	0.001	
Measurement Grid											
Test Position		% of Control Limit Head		% of Control Limit Chest		% of Control Limit Lower Trunk		IEEE Controlled Limit:		1.57	
Back Seat		0.5%		0.0%		0.0%		IEEE Uncontrolled Limit:		0.31	
Front Seat		0.2%		0.0%		0.0%				RF Po (*Max):	120



Table 3

External Vehicle MPE Assessment @ 380.0125 MHz									
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
Roof (cnt)	HAE6011 A	7.15	90	E	1.1	0.224	122.0	0.112	0.112
Measurement Grid									
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit
1	20	0.0%		6	120	6.3%		1.27	0.25
2	40	0.0%		7	140	18.5%			
3	60	0.0%		8	160	40.2%			
4	80	1.1%		9	180	57.3%			
5	100	3.3%		10	200	50.5%			

Table 4

Internal Vehicle MPE Assessment @ 380.0125 MHz										
Antenna Location	Antenna	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Head, Chest, Lower Trunk Back/Front seats (mW/cm ²)		Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
						Back	Front			
Roof (cnt)	HAE6011 A	7.15	Highest Reading	E	1.1	0.024	0.021	122.0	0.012	0.012
Measurement Grid										
Test Position		% of Control Limit Head	% of Control Limit Chest	% of Control Limit Lower Trunk		IEEE Controlled Limit:		1.27		
Back Seat		1.8%	2.1%	1.7%		IEEE Uncontrolled Limit:		0.25		
Front Seat		1.9%	1.4%	1.6%				RF Po (*Max):	120	



Table 5

External Vehicle MPE Assessment @ 425.0125 MHz									
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
Roof (cnt)	HAE6011 A	7.15	90	E	1.1	0.168	123.0	0.084	0.084
Measurement Grid									
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit
1	20	0.0%		6	120	4.2%		1.42	0.28
2	40	0.0%		7	140	11.3%		RF Po (*Max)	120
3	60	0.0%		8	160	25.1%			
4	80	2.4%		9	180	38.4%			
5	100	3.3%		10	200	33.7%			

Table 6

Internal Vehicle MPE Assessment @ 425.0125 MHz										
Antenna Location	Antenna	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Head, Chest, Lower Trunk Back/Front seats (mW/cm ²)		Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
						Back	Front			
Roof (cnt)	HAE6011 A	7.15	Highest Reading	E	1.1	0.045	0.023	123.0	0.022	0.022
Measurement Grid										
Test Position		% of Control Limit Head	% of Control Limit Chest	% of Control Limit Lower Trunk		IEEE Controlled Limit:		1.42		
Back Seat		2.7%	5.3%	1.5%		IEEE Uncontrolled Limit:		0.28		
Front Seat		1.1%	2.3%	1.4%		RF Po (*Max):		120		



Table 7

External Vehicle MPE Assessment @ 469.9875 MHz									
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
Roof (cnt)	HAE4003 A	2.15	90	E	1.11	0.363	123.0	0.181	0.181
Measurement Grid									
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit
1	20	2.5%		6	120	15.3%		1.57	0.31
2	40	2.8%		7	140	31.4%			
3	60	5.3%		8	160	53.6%			
4	80	7.4%		9	180	56.3%			
5	100	8.2%		10	200	48.7%			
								RF Po (*Max)	120

Table 8

Internal Vehicle MPE Assessment @ 469.9875 MHz										
Antenna Location	Antenna	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Head, Chest, Lower Trunk Back/Front seats (mW/cm ²)		Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
						Back	Front			
Roof (cnt)	HAE4003 A	2.15	Highest Reading	E	1.11	0.358	0.170	123.0	0.179	0.179
Measurement Grid										
Test Position		% of Control Limit Head	% of Control Limit Chest	% of Control Limit Lower Trunk		IEEE Controlled Limit:		1.57		
Back Seat		18.6%	31.4%	18.5%		IEEE Uncontrolled Limit:		0.31		
Front Seat		6.9%	5.5%	20.1%				RF Po (*Max):	120	



Table 9

External Vehicle MPE Assessment @ 380.0125 MHz									
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
Roof (cnt)	HAE6012 A	2.15	90	E	1.1	0.437	122.0	0.218	0.218
Measurement Grid									
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit
1	20	3.0%		6	120	38.4%		1.27	0.25
2	40	3.1%		7	140	42.3%			
3	60	9.9%		8	160	61.7%			
4	80	13.1%		9	180	68.4%			
5	100	27.5%		10	200	77.5%			
								RF Po (*Max)	120

Table 10

Internal Vehicle MPE Assessment @ 380.0125 MHz										
Antenna Location	Antenna	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Head, Chest, Lower Trunk Back/Front seats (mW/cm ²)		Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
						Back	Front			
Roof (cnt)	HAE6012 A	2.15	Highest Reading	E	1.1	0.189	0.140	122.0	0.095	0.095
Measurement Grid										
Test Position		% of Control Limit Head	% of Control Limit Chest	% of Control Limit Lower Trunk		IEEE Controlled Limit:		1.27		
Back Seat		20.2%	14.3%	10.3%		IEEE Uncontrolled Limit:		0.25		
Front Seat		15.6%	8.4%	9.1%				RF Po (*Max):	120	



Table 11

External Vehicle MPE Assessment @ 425.0125 MHz									
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
Roof (cnt)	HAE6012 A	2.15	90	E	1.1	0.321	123.0	0.160	0.160
Measurement Grid									
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit
1	20	2.0%		6	120	19.9%		1.42	0.28
2	40	2.1%		7	140	30.6%			
3	60	6.3%		8	160	45.1%			
4	80	11.7%		9	180	46.3%			
5	100	18.4%		10	200	44.1%			
								RF Po (*Max)	120

Table 12

Internal Vehicle MPE Assessment @ 425.0125 MHz										
Antenna Location	Antenna	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Head, Chest, Lower Trunk Back/Front seats (mW/cm ²)		Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
						Back	Front			
Roof (cnt)	HAE6012 A	2.15	Highest Reading	E	1.1	0.243	0.089	123.0	0.121	0.121
Measurement Grid										
Test Position		% of Control Limit Head	% of Control Limit Chest	% of Control Limit Lower Trunk		IEEE Controlled Limit:		1.42		
Back Seat		18.2%	24.5%	8.7%		IEEE Uncontrolled Limit:		0.28		
Front Seat		1.9%	8.2%	8.8%				RF Po (*Max):	120	



Table 13

External Vehicle MPE Assessment @ 460.0125 MHz									
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
Roof (cnt)	HAE4011 A	2.15	90	E	1.11	0.329	123.0	0.164	0.164
Measurement Grid									
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit
1	20	0.0%		6	120	4.7%		1.53	0.31
2	40	0.0%		7	140	23.4%			
3	60	2.1%		8	160	60.3%			
4	80	3.3%		9	180	70.1%			
5	100	3.8%		10	200	46.7%			
								RF Po (*Max)	120

Table 14

Internal Vehicle MPE Assessment @ 460.0125 MHz										
Antenna Location	Antenna	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Head, Chest, Lower Trunk Back/Front seats (mW/cm ²)		Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
						Back	Front			
Roof (cnt)	HAE4011 A	2.15	Highest Reading	E	1.11	0.061	0.037	123.0	0.030	0.030
Measurement Grid										
Test Position		% of Control Limit Head	% of Control Limit Chest	% of Control Limit Lower Trunk		IEEE Controlled Limit:		1.53		
Back Seat		3.3%	5.9%	2.7%		IEEE Uncontrolled Limit:		0.31		
Front Seat		2.1%	1.5%	3.6%		RF Po (*Max):		120		



Table 15

External Vehicle MPE Assessment @ 380.0125 MHz									
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
Roof (cnt)	HAE6013 A	4.15	90	E	1.1	0.396	122.0	0.198	0.198
Measurement Grid									
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit
1	20	3.2%		6	120	32.3%		1.27	0.25
2	40	3.3%		7	140	39.1%			
3	60	9.3%		8	160	56.3%			
4	80	12.4%		9	180	61.3%			
5	100	25.1%		10	200	70.5%			
								RF Po (*Max)	120

Table 16

Internal Vehicle MPE Assessment @ 380.0125 MHz										
Antenna Location	Antenna	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Head, Chest, Lower Trunk Back/Front seats (mW/cm ²)		Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
						Back	Front			
Roof (cnt)	HAE6013 A	4.15	Highest Reading	E	1.1	0.172	0.119	122.0	0.086	0.086
Measurement Grid										
Test Position		% of Control Limit Head	% of Control Limit Chest	% of Control Limit Lower Trunk		IEEE Controlled Limit:		1.27		
Back Seat		17.3%	13.4%	10.1%		IEEE Uncontrolled Limit:		0.25		
Front Seat		13.8%	8.3%	6.2%				RF Po (*Max):	120	



Table 17

External Vehicle MPE Assessment @ 425.0125 MHz									
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
Roof (cnt)	HAE6013 A	4.15	90	E	1.1	0.417	123.0	0.208	0.208
Measurement Grid									
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit
1	20	2.9%		6	120	28.3%		1.42	0.28
2	40	3.0%		7	140	39.4%			
3	60	8.1%		8	160	61.7%			
4	80	16.5%		9	180	58.7%			
5	100	24.1%		10	200	51.3%			
								RF Po (*Max)	120

Table 18

Internal Vehicle MPE Assessment @ 425.0125 MHz										
Antenna Location	Antenna	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Head, Chest, Lower Trunk Back/Front seats (mW/cm ²)		Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
						Back	Front			
Roof (cnt)	HAE6013 A	4.15	Highest Reading	E	1.1	0.350	0.116	123.0	0.175	0.175
Measurement Grid										
Test Position		% of Control Limit Head	% of Control Limit Chest	% of Control Limit Lower Trunk		IEEE Controlled Limit:		1.42		
Back Seat		18.3%	44.9%	10.9%		IEEE Uncontrolled Limit:		0.28		
Front Seat		3.1%	9.9%	11.5%				RF Po (*Max):	120	



Table 19

External Vehicle MPE Assessment @ 469.9875 MHz									
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
Roof (cnt)	HAE6013 A	4.15	90	E	1.11	0.366	123.0	0.183	0.183
Measurement Grid									
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit
1	20	2.3%		6	120	18.3%		1.57	0.31
2	40	2.1%		7	140	35.4%			
3	60	5.6%		8	160	60.7%			
4	80	8.1%		9	180	52.3%			
5	100	9.2%		10	200	39.7%			
								RF Po (*Max)	120

Table 20

Internal Vehicle MPE Assessment @ 469.9875 MHz										
Antenna Location	Antenna	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Head, Chest, Lower Trunk Back/Front seats (mW/cm ²)		Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
						Back	Front			
Roof (cnt)	HAE6013 A	4.15	Highest Reading	E	1.11	0.348	0.158	123.0	0.174	0.174
Measurement Grid										
Test Position		% of Control Limit Head	% of Control Limit Chest	% of Control Limit Lower Trunk		IEEE Controlled Limit:		1.57		
Back Seat		15.8%	41.0%	9.9%		IEEE Uncontrolled Limit:		0.31		
Front Seat		6.9%	10.1%	13.3%				RF Po (*Max):	120	



Table 21

External Vehicle MPE Assessment @ 380.0125 MHz									
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
Roof (cnt)	HAE6010 A	5.65	90	E	1.1	0.212	122.0	0.106	0.106
Measurement Grid									
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit
1	20	3.2%		6	120	24.3%		1.27	0.25
2	40	2.8%		7	140	22.1%			
3	60	9.3%		8	160	19.9%			
4	80	13.4%		9	180	19.0%			
5	100	20.1%		10	200	33.5%			
								RF Po (*Max)	120

Table 22

Internal Vehicle MPE Assessment @ 380.0125 MHz										
Antenna Location	Antenna	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Head, Chest, Lower Trunk Back/Front seats (mW/cm ²)		Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
						Back	Front			
Roof (cnt)	HAE6010 A	5.65	Highest Reading	E	1.1	0.149	0.123	122.0	0.074	0.074
Measurement Grid										
Test Position		% of Control Limit Head	% of Control Limit Chest	% of Control Limit Lower Trunk		IEEE Controlled Limit:		1.27		
Back Seat		16.4%	11.5%	7.3%		IEEE Uncontrolled Limit:		0.25		
Front Seat		14.3%	5.6%	9.2%				RF Po (*Max):	120	



Table 23

External Vehicle MPE Assessment @ 425.0125 MHz									
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
Roof (cnt)	HAE6010 A	5.65	90	E	1.1	0.242	123.0	0.121	0.121
Measurement Grid									
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit
1	20	3.3%		6	120	24.6%		1.42	0.28
2	40	4.9%		7	140	28.6%			
3	60	9.5%		8	160	24.3%			
4	80	15.1%		9	180	13.4%			
5	100	25.7%		10	200	21.7%			
								RF Po (*Max)	120

Table 24

Internal Vehicle MPE Assessment @ 425.0125 MHz										
Antenna Location	Antenna	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Head, Chest, Lower Trunk Back/Front seats (mW/cm ²)		Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
						Back	Front			
Roof (cnt)	HAE6010 A	5.65	Highest Reading	E	1.1	0.318	0.103	123.0	0.159	0.159
Measurement Grid										
Test Position		% of Control Limit Head	% of Control Limit Chest	% of Control Limit Lower Trunk		IEEE Controlled Limit:		1.42		
Back Seat		19.9%	40.2%	7.2%		IEEE Uncontrolled Limit:		0.28		
Front Seat		2.2%	10.9%	8.7%				RF Po (*Max):	120	



Table 25

External Vehicle MPE Assessment @ 425.0125 MHz									
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
Trunk (cnt)	HAE6011 A	7.15	90	E	1.1	0.277	123.0	0.138	0.138
Measurement Grid									
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit
1	20	4.8%		6	120	34.1%		1.42	0.28
2	40	5.3%		7	140	54.7%			
3	60	9.3%		8	160	34.9%			
4	80	10.2%		9	180	14.3%			
5	100	18.7%		10	200	9.2%			
								RF Po (*Max)	120

Table 26

Internal Vehicle MPE Assessment @ 425.0125 MHz										
Antenna Location	Antenna	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Head, Chest, Lower Trunk Back/Front seats (mW/cm ²)		Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
						Back	Front			
Trunk (cnt)	HAE6011 A	7.15	Highest Reading	E	1.1	0.346	0.161	123.0	0.173	0.173
Measurement Grid										
Test Position		% of Control Limit Head	% of Control Limit Chest	% of Control Limit Lower Trunk		IEEE Controlled Limit:		1.42		
Back Seat		37.5%	25.6%	10.1%		IEEE Uncontrolled Limit:		0.28		
Front Seat		14.7%	12.9%	6.4%				RF Po (*Max):	120	



Table 27

External Vehicle MPE Assessment @ 460.0125 MHz									
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
Trunk (cnt)	HAE4011 A	2.15	90	E	1.11	0.440	123.0	0.220	0.220
Measurement Grid									
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit
1	20	2.3%		6	120	74.8%		1.53	0.31
2	40	2.2%		7	140	83.7%			
3	60	4.4%		8	160	30.4%			
4	80	11.6%		9	180	17.3%			
5	100	37.9%		10	200	22.5%			
								RF Po (*Max)	120

Table 28

Internal Vehicle MPE Assessment @ 460.0125 MHz										
Antenna Location	Antenna	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Head, Chest, Lower Trunk Back/Front seats (mW/cm ²)		Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
						Back	Front			
Trunk (cnt)	HAE4011 A	2.15	Highest Reading	E	1.11	0.750	0.528	123.0	0.375	0.375
Measurement Grid										
Test Position		% of Control Limit Head	% of Control Limit Chest	% of Control Limit Lower Trunk		IEEE Controlled Limit:		1.53		
Back Seat		54.8%	63.5%	28.5%		IEEE Uncontrolled Limit:		0.31		
Front Seat		33.9%	42.7%	26.7%		RF Po (*Max):		120		



Table 29

External Vehicle MPE Assessment @ 425.0125 MHz									
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
Trunk (cnt)	HAE6013 A	4.15	90	E	1.1	0.618	123.0	0.309	0.309
Measurement Grid									
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit
1	20	17.3%		6	120	67.5%		1.42	0.28
2	40	18.4%		7	140	60.1%			
3	60	47.7%		8	160	43.5%			
4	80	59.8%		9	180	28.7%			
5	100	67.7%		10	200	25.4%			
								RF Po (*Max)	120

Table 30

Internal Vehicle MPE Assessment @ 425.0125 MHz										
Antenna Location	Antenna	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Head, Chest, Lower Trunk Back/Front seats (mW/cm ²)		Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
						Back	Front			
Trunk (cnt)	HAE6013 A	4.15	Highest Reading	E	1.1	1.570	0.782	123.0	0.785	0.785
Measurement Grid										
Test Position		% of Control Limit Head	% of Control Limit Chest	% of Control Limit Lower Trunk		IEEE Controlled Limit:		1.42		
Back Seat		198.9%	88.9%	44.7%		IEEE Uncontrolled Limit:		0.28		
Front Seat		90.7%	58.1%	16.8%				RF Po (*Max):	120	



Table 31

External Vehicle MPE Assessment @ 425.0125 MHz									
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
Trunk (cnt)	HAE6010 A	5.65	90	E	1.1	0.407	123.0	0.204	0.204
Measurement Grid									
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit
1	20	17.8%		6	120	10.6%		1.42	0.28
2	40	18.9%		7	140	12.8%			
3	60	24.1%		8	160	34.9%			
4	80	23.9%		9	180	54.3%			
5	100	24.7%		10	200	65.5%			
								RF Po (*Max)	120

Table 32

Internal Vehicle MPE Assessment @ 425.0125 MHz										
Antenna Location	Antenna	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Head, Chest, Lower Trunk Back/Front seats (mW/cm ²)		Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
						Back	Front			
Trunk (cnt)	HAE6010 A	5.65	Highest Reading	E	1.1	1.031	0.346	123.0	0.516	0.516
Measurement Grid										
Test Position		% of Control Limit Head	% of Control Limit Chest	% of Control Limit Lower Trunk		IEEE Controlled Limit:		1.42		
Back Seat		101.8%	90.1%	26.5%		IEEE Uncontrolled Limit:		0.28		
Front Seat		37.8%	26.5%	8.9%		RF Po (*Max):		120		



Table 33

External Vehicle MPE Assessment @ 425.0125 MHz Assessment at 45°										
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)	
Trunk (cnt)	HAE6011 A	7.15	90	E	1.1	0.309	123.0	0.154	0.154	
Measurement Grid										
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit	
1	20	2.5%		6	120	45.1%		1.42	0.28	
2	40	2.7%		7	140	56.7%				
3	60	6.5%		8	160	43.8%				
4	80	12.3%		9	180	21.7%				RF Po (*Max)
5	100	22.3%		10	200	4.2%				120

Table 34

External Vehicle MPE Assessment @ 460.0125 MHz Assessment at 45°										
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)	
Trunk (cnt)	HAE4011 A	2.15	90	E	1.11	0.584	123.0	0.292	0.292	
Measurement Grid										
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit	
1	20	2.9%		6	120	101.7%		1.53	0.31	
2	40	2.8%		7	140	105.1%				
3	60	6.3%		8	160	57.3%				
4	80	16.5%		9	180	17.5%				RF Po (*Max)
5	100	56.9%		10	200	13.6%				120



Table 35

External Vehicle MPE Assessment @ 425.0125 MHz Assessment at 45°										
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)	
Trunk (cnt)	HAE6013 A	4.15	90	E	1.1	0.843	123.0	0.421	0.421	
Measurement Grid										
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit	
1	20	9.2%		6	120	132.7%		1.42	0.28	
2	40	8.8%		7	140	107.5%				
3	60	33.4%		8	160	67.8%				
4	80	68.7%		9	180	32.1%				RF Po (*Max)
5	100	114.3%		10	200	20.5%				120

Table 36

External Vehicle MPE Assessment @ 425.0125 MHz Assessment at 45°										
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)	
Trunk (cnt)	HAE6010 A	5.65	90	E	1.1	0.504	123.0	0.252	0.252	
Measurement Grid										
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit	
1	20	11.3%		6	120	43.5%		1.42	0.28	
2	40	10.8%		7	140	18.9%				
3	60	32.1%		8	160	25.7%				
4	80	51.6%		9	180	44.6%				RF Po (*Max)
5	100	65.7%		10	200	51.7%				120



Table 37

External Vehicle MPE Assessment @ 425.0125 MHz Assessment at 90°										
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)	
Trunk (cnt)	HAE6011 A	7.15	90	E	1.1	0.244	123.0	0.122	0.122	
Measurement Grid										
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit	
1	20	2.2%		6	120	32.5%		1.42	0.28	
2	40	1.7%		7	140	45.7%				
3	60	4.5%		8	160	36.3%				
4	80	6.4%		9	180	18.8%				RF Po (*Max)
5	100	16.5%		10	200	7.9%				120

Table 38

External Vehicle MPE Assessment @ 460.0125 MHz Assessment at 90°										
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)	
Trunk (cnt)	HAE4011 A	2.15	90	E	1.11	0.475	123.0	0.238	0.238	
Measurement Grid										
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit	
1	20	4.1%		6	120	53.7%		1.53	0.31	
2	40	3.3%		7	140	78.9%				
3	60	11.5%		8	160	67.6%				
4	80	16.3%		9	180	27.5%				RF Po (*Max)
5	100	36.7%		10	200	10.2%				120



Table 39

External Vehicle MPE Assessment @ 425.0125 MHz Assessment at 90°										
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)	
Trunk (cnt)	HAE6013 A	4.15	90	E	1.1	0.637	123.0	0.319	0.319	
Measurement Grid										
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit	
1	20	13.9%		6	120	88.1%		1.42	0.28	
2	40	12.1%		7	140	76.5%				
3	60	34.3%		8	160	59.5%				
4	80	51.1%		9	180	25.6%				RF Po (*Max)
5	100	69.3%		10	200	19.3%				120

Table 40

External Vehicle MPE Assessment @ 425.0125 MHz Assessment at 90°										
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)	
Trunk (cnt)	HAE6010 A	5.65	90	E	1.1	0.407	123.0	0.204	0.204	
Measurement Grid										
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit	
1	20	9.1%		6	120	24.3%		1.42	0.28	
2	40	7.7%		7	140	15.7%				
3	60	23.5%		8	160	31.6%				
4	80	28.7%		9	180	53.4%				RF Po (*Max)
5	100	28.9%		10	200	64.5%				120



Table 41

External Vehicle MPE Assessment @ 469.9875 MHz Assessment at 45°									
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
Trunk (cnt)	RAE4014ARB	7.15	90	E	1.11	0.096	123.0	0.048	0.048
Measurement Grid									
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit
1	20	0.0%		6	120	2.1%		1.57	0.31
2	40	0.0%		7	140	7.5%		RF Po (*Max)	120
3	60	1.2%		8	160	18.9%			
4	80	1.1%		9	180	18.5%			
5	100	1.8%		10	200	10.1%			

Table 42

Internal Vehicle MPE Assessment @ 469.9875 MHz										
Antenna Location	Antenna	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Head, Chest, Lower Trunk Back/Front seats (mW/cm ²)		Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
						Back	Front			
Trunk (cnt)	RAE4014ARB	7.15	Highest Reading	E	1.11	0.029	0.016	123.0	0.014	0.014
Measurement Grid										
Test Position		% of Control Limit Head		% of Control Limit Chest		% of Control Limit Lower Trunk		IEEE Controlled Limit:		1.57
Back Seat		2.1%		2.4%		1.0%		IEEE Uncontrolled Limit:		0.31
Front Seat		1.2%		0.9%		1.0%		RF Po (*Max):		120



Table 43

External Vehicle MPE Assessment @ 380.0125 MHz Assessment at 45°									
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
Trunk (cnt)	HAE6011 A	7.15	90	E	1.1	0.462	122.0	0.231	0.231
Measurement Grid									
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit
1	20	2.1%		6	120	80.3%		1.27	0.25
2	40	1.7%		7	140	102.3%			
3	60	8.2%		8	160	71.9%			
4	80	17.4%		9	180	29.8%			
5	100	40.1%		10	200	10.6%			
								RF Po (*Max)	120

Table 44

Internal Vehicle MPE Assessment @ 380.0125 MHz										
Antenna Location	Antenna	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Head, Chest, Lower Trunk Back/Front seats (mW/cm ²)		Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
						Back	Front			
Trunk (cnt)	HAE6011 A	7.15	Highest Reading	E	1.1	0.217	0.075	122.0	0.109	0.109
Measurement Grid										
Test Position		% of Control Limit Head	% of Control Limit Chest	% of Control Limit Lower Trunk		IEEE Controlled Limit:		1.27		
Back Seat		23.4%	11.8%	16.2%		IEEE Uncontrolled Limit:		0.25		
Front Seat		9.2%	4.4%	4.1%				RF Po (*Max):	120	



Table 45

External Vehicle MPE Assessment @ 450.0125 MHz Assessment at 45°									
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
Trunk (cnt)	HAE4011 A	2.15	90	E	1.11	0.494	121.0	0.247	0.247
Measurement Grid									
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit
1	20	1.6%		6	120	80.1%		1.50	0.30
2	40	1.3%		7	140	90.5%			
3	60	9.9%		8	160	45.7%			
4	80	23.4%		9	180	13.1%			
5	100	52.3%		10	200	11.7%			
								RF Po (*Max)	120

Table 46

Internal Vehicle MPE Assessment @ 450.0125 MHz										
Antenna Location	Antenna	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Head, Chest, Lower Trunk Back/Front seats (mW/cm ²)		Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
						Back	Front			
Trunk (cnt)	HAE4011 A	2.15	Highest Reading	E	1.11	0.659	0.328	121.0	0.330	0.330
Measurement Grid										
Test Position		% of Control Limit Head	% of Control Limit Chest	% of Control Limit Lower Trunk		IEEE Controlled Limit:		1.50		
Back Seat		60.1%	49.5%	22.2%		IEEE Uncontrolled Limit:		0.30		
Front Seat		29.7%	21.2%	14.6%				RF Po (*Max):	120	



Table 47

External Vehicle MPE Assessment @ 469.9875 MHz Assessment at 45°									
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
Trunk (cnt)	HAE4011 A	2.15	90	E	1.11	0.532	123.0	0.266	0.266
Measurement Grid									
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit
1	20	1.4%		6	120	79.6%		1.57	0.31
2	40	1.7%		7	140	115.2%			
3	60	7.9%		8	160	43.5%			
4	80	18.3%		9	180	15.1%			
5	100	45.1%		10	200	12.0%			
								RF Po (*Max)	120

Table 48

Internal Vehicle MPE Assessment @ 469.9875 MHz										
Antenna Location	Antenna	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Head, Chest, Lower Trunk Back/Front seats (mW/cm ²)		Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
						Back	Front			
Trunk (cnt)	HAE4011 A	2.15	Highest Reading	E	1.11	0.492	0.608	123.0	0.304	0.304
Measurement Grid										
Test Position		% of Control Limit Head	% of Control Limit Chest	% of Control Limit Lower Trunk		IEEE Controlled Limit:		1.57		
Back Seat		47.8%	36.3%	10.2%		IEEE Uncontrolled Limit:		0.31		
Front Seat		46.1%	44.7%	25.7%				RF Po (*Max):	120	



Table 49

External Vehicle MPE Assessment @ 380.0125 MHz Assessment at 45°									
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
Trunk (cnt)	HAE6013 A	4.15	90	E	1.1	0.669	122.0	0.334	0.334
Measurement Grid									
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit
1	20	16.7%		6	120	105.1%		1.27	0.25
2	40	15.8%		7	140	86.7%			
3	60	29.3%		8	160	68.4%			
4	80	54.1%		9	180	43.5%			
5	100	77.3%		10	200	31.2%			
								RF Po (*Max)	120

Table 50

Internal Vehicle MPE Assessment @ 380.0125 MHz										
Antenna Location	Antenna	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Head, Chest, Lower Trunk Back/Front seats (mW/cm ²)		Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
						Back	Front			
Trunk (cnt)	HAE6013 A	4.15	Highest Reading	E	1.1	0.804	0.221	122.0	0.402	0.402
Measurement Grid										
Test Position		% of Control Limit Head	% of Control Limit Chest	% of Control Limit Lower Trunk		IEEE Controlled Limit:		1.27		
Back Seat		87.3%	56.1%	47.1%		IEEE Uncontrolled Limit:		0.25		
Front Seat		19.8%	18.3%	14.2%				RF Po (*Max):	120	



Table 51

External Vehicle MPE Assessment @ 469.9875 MHz Assessment at 45°									
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
Trunk (cnt)	HAE6013 A	4.15	90	E	1.11	0.852	123.0	0.426	0.426
Measurement Grid									
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit
1	20	8.5%		6	120	123.6%		1.57	0.31
2	40	10.2%		7	140	91.4%			
3	60	28.3%		8	160	53.3%			
4	80	56.4%		9	180	36.5%			
5	100	115.1%		10	200	20.4%			
								RF Po (*Max)	120

Table 52

Internal Vehicle MPE Assessment @ 469.9875 MHz											
Antenna Location	Antenna	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Head, Chest, Lower Trunk Back/Front seats (mW/cm ²)		Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)	
						Back	Front				
Trunk (cnt)	HAE6013 A	4.15	Highest Reading	E	1.11	1.314	1.166	123.0	0.657	0.657	
Measurement Grid											
Test Position		% of Control Limit Head		% of Control Limit Chest		% of Control Limit Lower Trunk		IEEE Controlled Limit:		1.57	
Back Seat		117.8%		95.4%		38.4%		IEEE Uncontrolled Limit:		0.31	
Front Seat		65.1%		93.1%		65.1%				RF Po (*Max):	120



Table 53

External Vehicle MPE Assessment @ 380.0125 MHz Assessment at 45°									
Antenna Location	Antenna Model	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Body (mW/cm ²)	Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
Trunk (cnt)	HAE6010 A	5.65	90	E	1.1	0.585	122.0	0.292	0.292
Measurement Grid									
Test Position	Height (cm)	% of Control Limit		Test Position	Height (cm)	% of Control Limit		IEEE Controlled Limit	IEEE Uncontrolled Limit
1	20	19.3%		6	120	40.8%		1.27	0.25
2	40	15.7%		7	140	40.3%			
3	60	32.4%		8	160	61.5%			
4	80	47.6%		9	180	75.6%			
5	100	46.3%		10	200	82.3%			
								RF Po (*Max)	120

Table 54

Internal Vehicle MPE Assessment @ 380.0125 MHz										
Antenna Location	Antenna	Gain (dBi)	Meas. Distance (cm)	E/H Field	Calibration Factor	Average over Head, Chest, Lower Trunk Back/Front seats (mW/cm ²)		Initial Power (W)	Pwr. Density Calc. (mW/cm ²)	Pwr. Density Max Calc. (mW/cm ²)
						Back	Front			
Trunk (cnt)	HAE6010 A	5.65	Highest Reading	E	1.1	0.654	0.130	122.0	0.327	0.327
Measurement Grid										
Test Position		% of Control Limit Head	% of Control Limit Chest	% of Control Limit Lower Trunk		IEEE Controlled Limit:		1.27		
Back Seat		72.1%	45.7%	37.2%		IEEE Uncontrolled Limit:		0.25		
Front Seat		13.8%	12.1%	4.8%		RF Po (*Max):	120			



12.0 Conclusion

Depending on the test frequency, compliance assessments were performed with an output power range of 121.0W to 123.0W. The maximum RF power allowable will be equal to the upper limit of the final test factory transmit power specification of 120.0W. The highest power density result scaled to the maximum allowable power output is 0.79mW/cm² internal to the vehicle and 0.43mW/cm² external to the vehicle.

The MPE results presented herein demonstrate compliance to the applicable Occupational/Controlled exposure limit of f/300 mW/cm² for the frequency range of 300-1500MHz.

Compliance to the General population/Uncontrolled limits is demonstrated by S.A.R. computational assessments of specific MPE non-compliant passenger and by-stander test conditions* (see section 11.0). APPENDIX D presents computational S.A.R. results demonstrating compliance to the applicable General Population/Uncontrolled S.A.R. exposure limit of 1.6mW/g and therefore also demonstrates compliance to the MPE General Population/Uncontrolled limits.

The computational results show that this device, when used with the offered antennas in accordance with the user manual instructions, exhibits a maximum peak 1-g average S.A.R. of 0.90mW/g for passengers internal to the vehicle and a maximum peak 1-g average S.A.R. of 1.03mW/g for by-standers external to the vehicle.

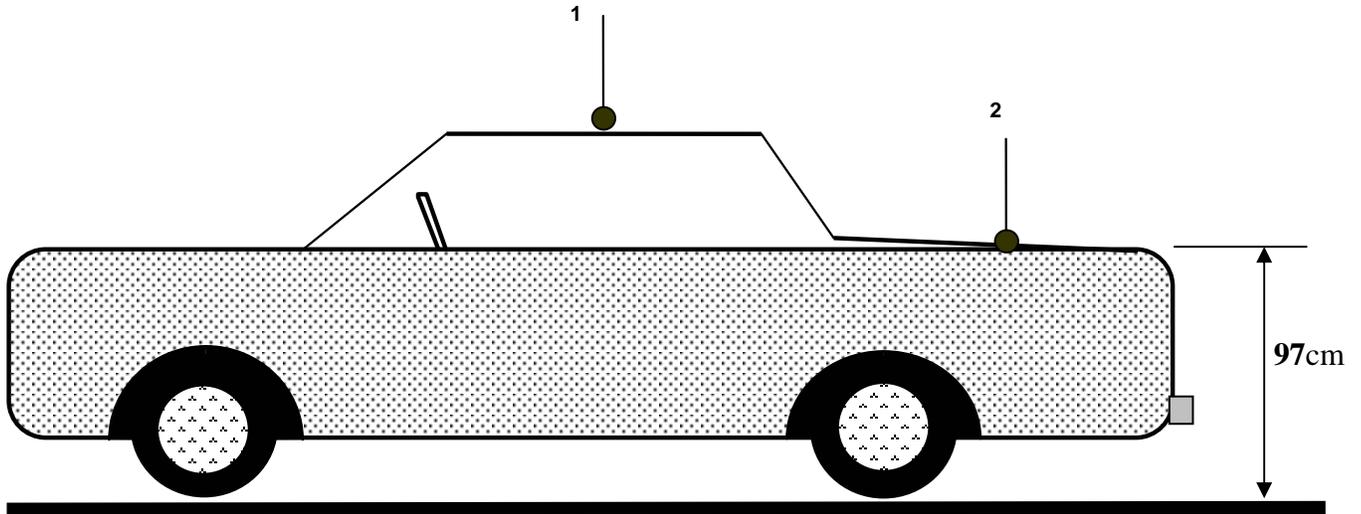
Notes:

1) Tables 28, 29, 30, 32, 35, 39, 46, 49, 50, 51, 52, 53, and 54 reflect the worst-case passenger and by-stander test configuration conditions that exceed the applicable MPE power density specification limits. The test conditions were analyzed computationally to assess performance to the applicable S.A.R. exposure specification limit. APPENDIX D of this report presents computational EME compliance assessment results for FCC ID: AZ492FT4870 performed by the Motorola Corporate Research Lab located in Plantation Florida using a commercial code based on FDTD (Finite Difference Time Domain) methodology. The computational results are provided herein in order to demonstrate the EME compliance of this device with respect to the IEEE Std C95.1-1999 specific absorption rate (S.A.R.) exposure limit.

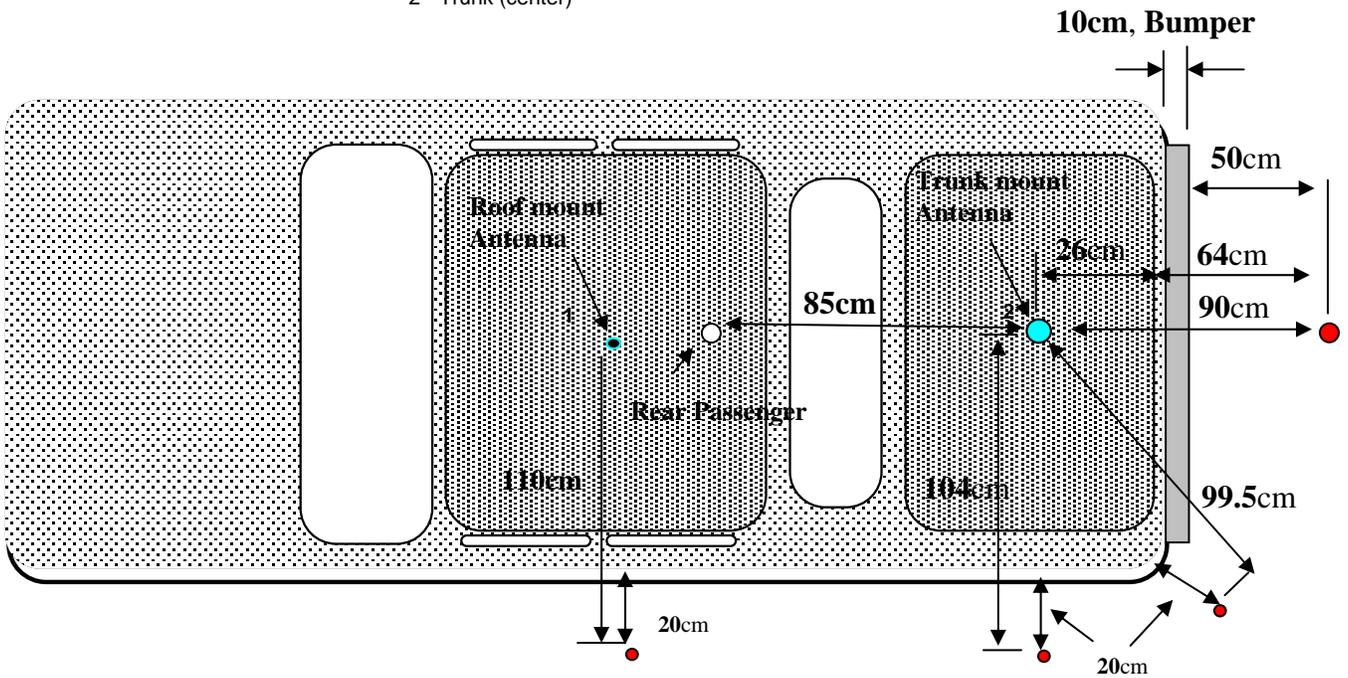


APPENDIX A

Antenna Location Drawing with Test Locations Identified



- 1 - Roof (center)
- 2 - Trunk (center)



Note: ● Test Locations



MOTOROLA



Certificate Number: 1449-01

APPENDIX B

Meter/Probe Calibration Certificates



MOTOROLA



Certificate Number: 1449-01



RFMR A002

Certificate of Calibration

L-3 Communications, Narda Microwave-East, hereby certifies that the referenced RF Radiation Hazard monitoring equipment has been calibrated in accordance with MIL-STD-45662A, ANSI Z540, ISO 10012 and ISO 9001: 2000.

The measured values were determined by comparison with our standards, which are traceable to the National Institute of Standards and Technology to the extent allowed by NIST's calibration facilities.

Customer: MOTOROLA INC
FORT LAUDERDALE, FL 33322

Certificate #: 44172.1

Model #: 8718-10

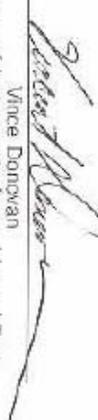
Serial #: 01108

Description: METER W/CABLE

PO #: NP1160429-V3

Date Calibrated: 04/07/2004

R.O. #: 44172


Vince Donovan
Manager of Instruments Assembly and Test


John C. Stine
Director of Quality Assurance

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MOTOROLA



Certificate Number: 1449-01



Certificate of Calibration

L-3 Communications, Narda Microwave-East, hereby certifies that the referenced RF Radiation Hazard monitoring equipment has been calibrated in accordance with MIL-STD-45662A, ANSI Z540, ISO 10012 and ISO 9001: 2000.

The measured values were determined by comparison with our standards, which are traceable to the National Institute of Standards and Technology to the extent allowed by NIST's calibration facilities.

Customer: MOTOROLA
SCHAUMBURG, IL 60168-0429

Certificate #: 46078 2

Model #: 8722B

Serial #: 13001

Description: RAD MONITOR 8722B

PO #: NP1244927

Date Calibrated: 06/10/2004

R.O. #: 46078


Vince Donovan
Manager of Instruments Assembly and Test


John C. Stine
Director of Quality Assurance

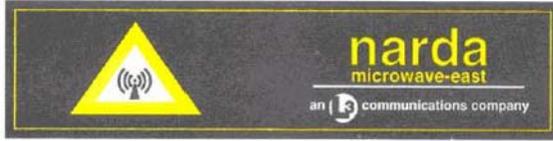
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MOTOROLA



Certificate Number: 1449-01



DATE 06-May-2003
REL HUMIDITY 26%

RELEASE # R35740
TEMP 25 DEG. C

NARDA MICROWAVE - EAST

MODEL # 8722B
SERIAL # 13001

Recal Probe - Date of Previous Probe Data = 03/28/2002

FREQ MHZ	PRE-CAL DATA	FINAL CAL DATA	ELLIPSE RATIO, dB	FINAL CORR. FACTOR	DEVIATION DELTA DB	PREVIOUS FINAL CORR
.30	0.72	0.77	+/- 0.40	1.30	-2.58	* 0.77
3.00	1.24	1.33	+/- 0.21	0.75	-0.43	0.73
10.00	0.86	0.92	+/- 0.20	1.08	-0.04	1.15
30.00	0.70	0.75	+/- 0.09	1.34	+0.06	1.46
100.00	1.23	1.32	+/- 0.14	0.76	-0.04	0.80
300.00	0.91	0.98	+/- 0.14	1.02	+0.38	1.20
750.00	1.16	1.24	+/- 0.19	0.80	-0.35	0.80
1000.00	1.25	1.34	+/- 0.24	0.75	-0.67	0.69
1700.00	0.97	1.04	+/- 0.45	0.96	+1.09	1.33
2450.00	1.09	0.99	+/- 0.40	1.01	+1.16	1.20
4000.00	1.03	0.93	+/- 0.21	1.07	+1.35	1.33
8200.00	1.21	1.09	+/- 0.69	0.91	+1.08	1.06
10000.00	1.16	1.05	+/- 0.63	0.96	+0.90	1.07
18000.00	1.38	1.25	+/- 0.83	0.80	+0.18	0.75
26500.00	1.25	1.13	+/- 0.98	0.89	+0.45	0.89
40000.00	0.89	0.80	+/- 0.92	1.25	+0.06	1.15

LOW FREQUENCY MULTIPLIER = 1.073 HIGH FREQUENCY MULTIPLIER = 0.905

FREQ. DEV. (3-40000 MHZ) = 2.549 DB

FREQ. DEV. (0.3-40000 MHZ) = 2.55 DB

MAX. ELLIPSE RATIO (0.3-40000 MHZ) = +/- 0.98 DB

PRE-CAL DATA REFLECTS THE MEAN ELLIPSE RATIO OF PROBE AS RECEIVED BY

NARDA CALIBRATION DEPARTMENT, OR IS THE INITIAL, UN-ADJUSTED RATIO.

(PRE-CAL x OLD CORR. FACTOR) - 1 = DEVIATION FROM PREVIOUS (OLD)

CALIBRATION DATA. NOTE: NOT APPLICABLE FOR NEW PROBES.

FINAL CAL DATA IS THE RATIO OF THE DISPLAYED TO THE APPLIED FIELD STRENGTH.

FINAL CORR. FACTOR IS THE RECIPROCAL OF FINAL CAL DATA.

FINAL CORR. FACTOR MULTIPLIED BY THE DISPLAYED FIELD STRENGTH READING

GIVES THE ACTUAL ("CORRECTED") FIELD STRENGTH.

ELLIPSE RATIO IS EXPRESSED IN dB DEVIATION FROM THE MEAN DATA

RMS Uncertainty = +/- 0.5db. ATP # = 502120 REV J

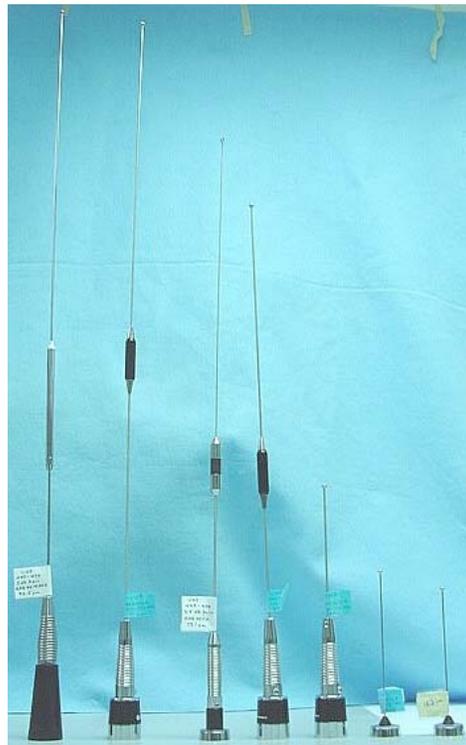
TESTER V. H.

Q.A. APPROVAL 



APPENDIX C

Photos of Assessed Antennas



Antenna kit numbers, from left to right; RAE4014ARB, HAE6011A, HAE4011A, HAE6010A, HAE6013A, HAE6012A, HAE4003A



MOTOROLA



Certificate Number: 1449-01

APPENDIX D

Computational EME SAR Compliance Assessment



**COMPUTATIONAL EME COMPLIANCE ASSESSMENT OF THE XTL5000
UHF MOBILE RADIO, MODEL # M20QTS9PW1AN, FCC ID AZ492FT4870**

September 17, 2004

Giorgi Bit-Babik and Antonio Faraone

Motorola Corporate EME Research Lab, Plantation, Florida

Introduction

This report summarizes the computational [numerical modeling] analysis performed to document compliance of the XTL5000 UHF, Model Number M20QTS9PW1AN, Mobile Radio and vehicle-mounted antennas with the Federal Communications Commission (FCC) guidelines for human exposure to radio frequency (RF) emissions. The radio operates in the 380 - 470 MHz frequency band.

This computational analysis supplements the measurements conducted to evaluate the FCC *maximum permissible exposure* (MPE) limits for this mobile device. All test conditions (19 in total) that did not conform with applicable MPE limits were subdivided into two groups — bystander exposures and passenger exposures — and analyzed to determine whether those conditions complied with the *specific absorption rate* (SAR) limits for general public exposure (1.6 W/kg averaged over 1 gram of tissue and 0.08 W/kg averaged over the whole body) set forth in FCC guidelines, which are based on the IEEE C95.1-1999 standard [1]. For both groups, a commercial code based on Finite-Difference-Time-Domain (FDTD) methodology was employed to carry out the computational analysis. It is well established and recognized within the scientific community that SAR is the primary dosimetric quantity used to evaluate the human body's absorption of RF energy and that MPEs are in fact derived from SAR. Accordingly, the SAR computations provide a scientifically valid and more accurate estimate of human exposure to RF energy.

Method

The simulation code employed is XFDTD™ v5.3, by Remcom Inc., State College, PA. This computational suite features a heterogeneous full body standing model (High Fidelity Body Mesh), derived from the so-called Visible Human [2], discretized in 5 mm voxels. The dielectric properties of 23 body tissues are automatically assigned by XFDTD™ at any specific frequency. The “seated” man model was obtained from the standing model by modifying the articulation angles at the hips and the knees. Details of the computational method and model are provided in the Appendix to this report, following the structure outlined in Appendix B.III of the Supplement C to the FCC OET Bulletin 65.

The car model has been imported into XFDTD™ from the CAD file of a sedan car having dimensions 4.98 m (L) x 1.85 m (W) x 1.18 m (H), and discretized in 5mm voxels. For trunk mounted antennas, the wheels and part of the hood were omitted in order to fit within the computational memory (3 GB) available. For roof mounted antennas, part of the trunk had to be removed while maintaining the integrity of the roof connection with the car body. These omissions would not be expected to affect the exposure calculations in any event.

For bystander exposure, the antenna position is 26 cm from the end of the trunk, so as to replicate the experimental conditions used in MPE measurements. For passenger exposure, the distance of trunk mounted antennas from the passenger head was set at 85 cm, so as to replicate the experimental conditions used in MPE measurements. Figures 1 shows one of the XFDTD™ computational models used for bystander exposure. Figures 2 shows one of the XFDTD™ computational models used for passenger exposure to trunk mounted antenna.

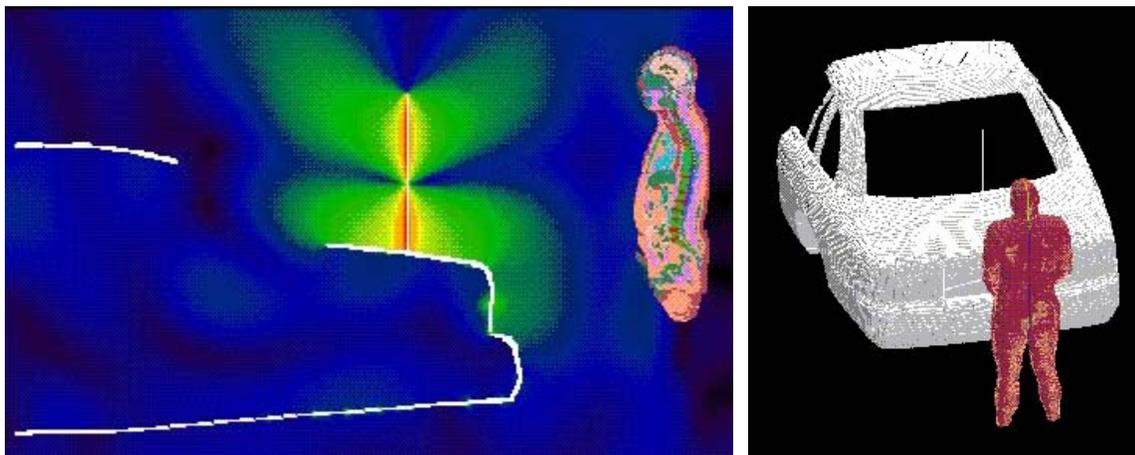
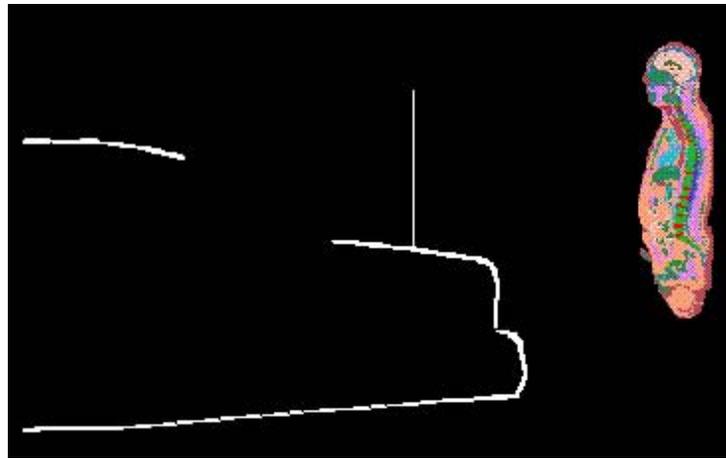


Figure 1: Bystander model exposed to a trunk-mount gain antenna (63.5 cm) operating at 380 MHz: XFDTD geometry, H-field and SAR distribution. The antenna is mounted in the center of the trunk.

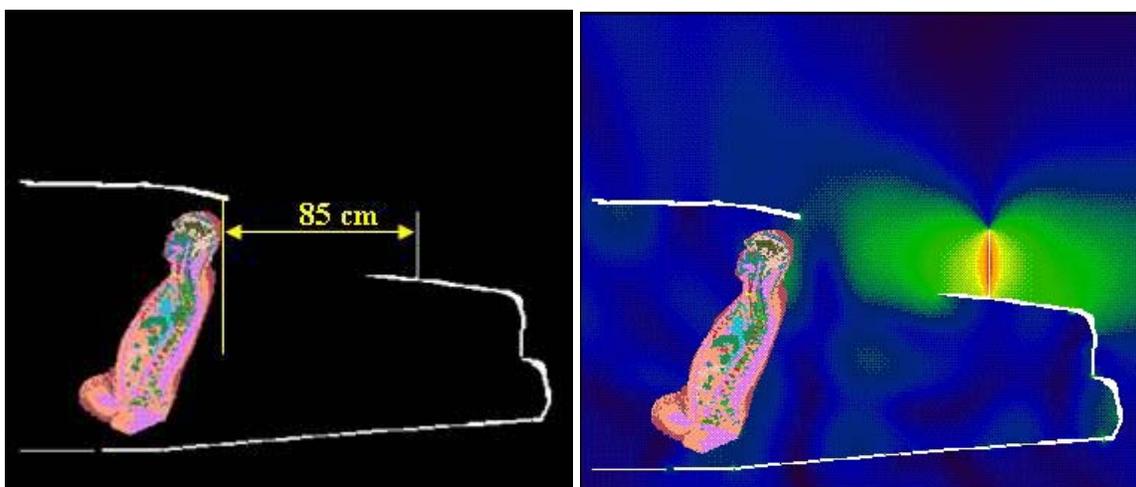


Figure 2: Passenger model exposed to a trunk-mount antenna (29 cm) operating at 470 MHz: XFDTD geometry and H-field distribution. The antenna is mounted at 85 cm from the passenger.

The computational code employs a time-harmonic excitation to produce a steady state electromagnetic field in the exposed body. Subsequently, the corresponding SAR distribution is automatically processed in order to determine the whole-body and 1-g average SAR. The product maximum output power is 120 W rms. Since the ohmic losses in the cable and in the car materials, as well as the mismatch losses at the antenna feed-point, are neglected, and source-based time averaging (50% talk time) is employed, all computational results are normalized to half of it, i.e., 60 W rms net output power.

Results of SAR computations for bystanders

The test conditions requiring SAR computations are summarized in Tables I, together with other relevant information and the SAR results. With trunk mount antennas, the bystander is placed next to the trunk of the car, straight back, at 45 degrees from the longitudinal car centerline, and at 90 degrees from it, at a distance of 90 cm from the antenna while maintaining at least 20 cm from the vehicle body, so as to replicate the conditions used in MPE measurements. Twelve cases of bystander - facing towards to or away from the car - were simulated individually.

Table I: Results of the SAR computations for bystander exposure (50% talk-time) behind the car at a separation distance of 90 cm from the trunk-mount antenna while maintaining at least 20 cm from the vehicle body.

Antenna Kit #	Antenna length		Freq [MHz]	Bystander exposure	Exposure angle	SAR [W/kg]	
	Physical	XFDTD				1-g	WB
HAE6013A	29 cm	29 cm	425	Front	0 deg	1.00	0.021
HAE6013A	29 cm	29 cm	425	Back	0 deg	0.66	0.023
HAE6013A	29 cm	29 cm	425	Front	45 deg	1.03	0.024
HAE6013A	29 cm	29 cm	425	Back	45 deg	0.72	0.025
HAE6013A	29 cm	29 cm	425	Front	90 deg	0.99	0.015
HAE6013A	29 cm	29 cm	425	Back	90 deg	0.55	0.016
HAE6013A	29 cm	29 cm	380	Front	45 deg	0.87	0.024
HAE6013A	29 cm	29 cm	380	Back	45 deg	0.95	0.025
HAE6013A	29 cm	29 cm	470	Front	45 deg	0.93	0.021
HAE6013A	29 cm	29 cm	470	Back	45 deg	0.69	0.021
HAE6010A	63.5 cm	63.5 cm	380	Front	45 deg	0.89	0.019
HAE6010A	63.5 cm	63.5 cm	380	Back	45 deg	0.54	0.020

The SAR distribution for the exposure condition (425 MHz, bystander at 45 degrees facing the car, trunk-mount HAE6013A antenna) that produced the highest peak 1-g SAR average is shown in Fig. 3.

The SAR distribution for the exposure condition (380 MHz, bystander at 45 degrees facing back to the car, trunk-mount HAE6013A antenna) that produced the highest whole body SAR average is shown in Fig. 4.

The overall maximum peak 1-g SAR is 1.03 W/kg, less than the 1.6 W/kg limit, while the maximum whole-body average SAR is 0.025 W/kg, less than the 0.08 W/kg limit.

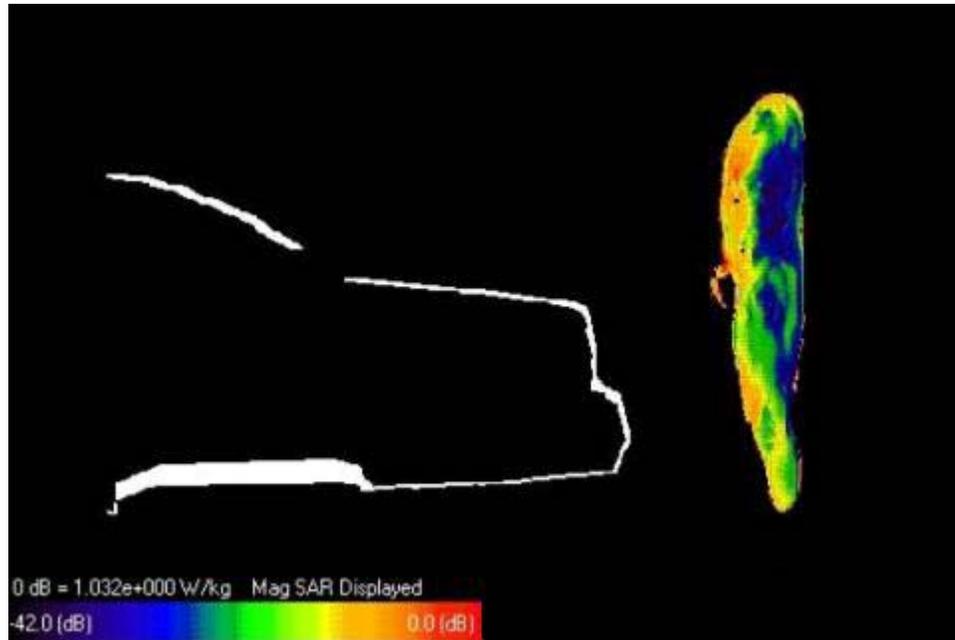


Figure 3. SAR distribution at 425 MHz for the bystander at 90 cm from the HAE6013A antenna, placed in the center of the trunk, when facing the car at 45 degrees. The contour plot in the figure is relative to the plane where the peak 1-g average SAR for this exposure condition occurs.

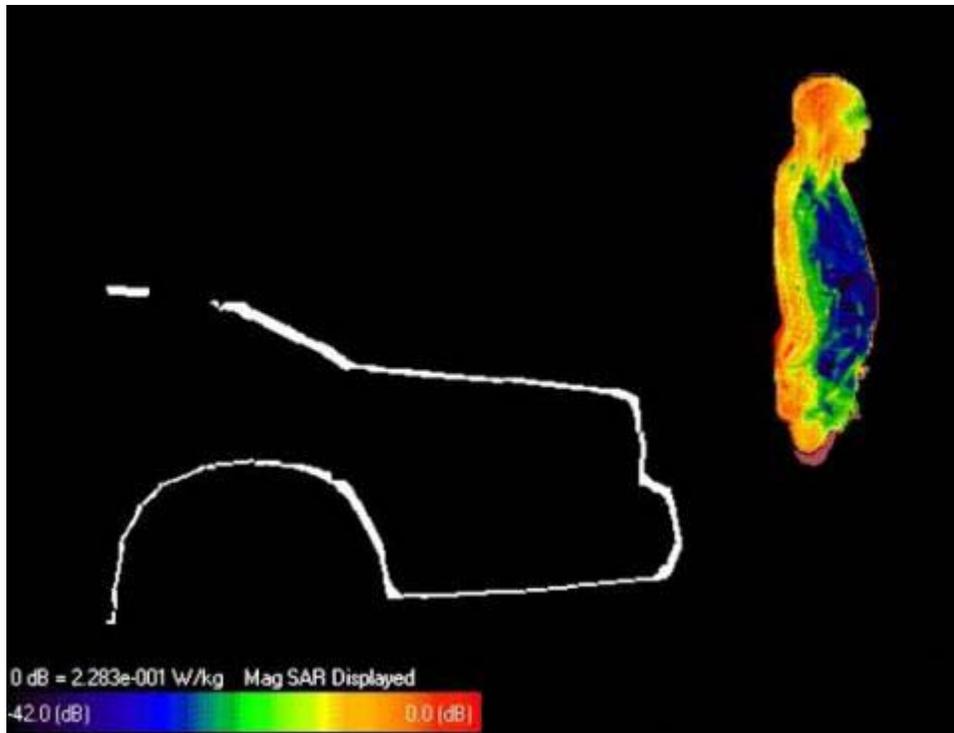


Figure 4. SAR distribution at 380 MHz for the bystander at 90 cm from the HAE6013A antenna, placed in the center of the trunk, when facing back to the car at 45 degrees. This is the condition with the overall maximum whole body average SAR for the bystander exposure. The contour plot in the figure is relative to the middle cut plane of the bystander.

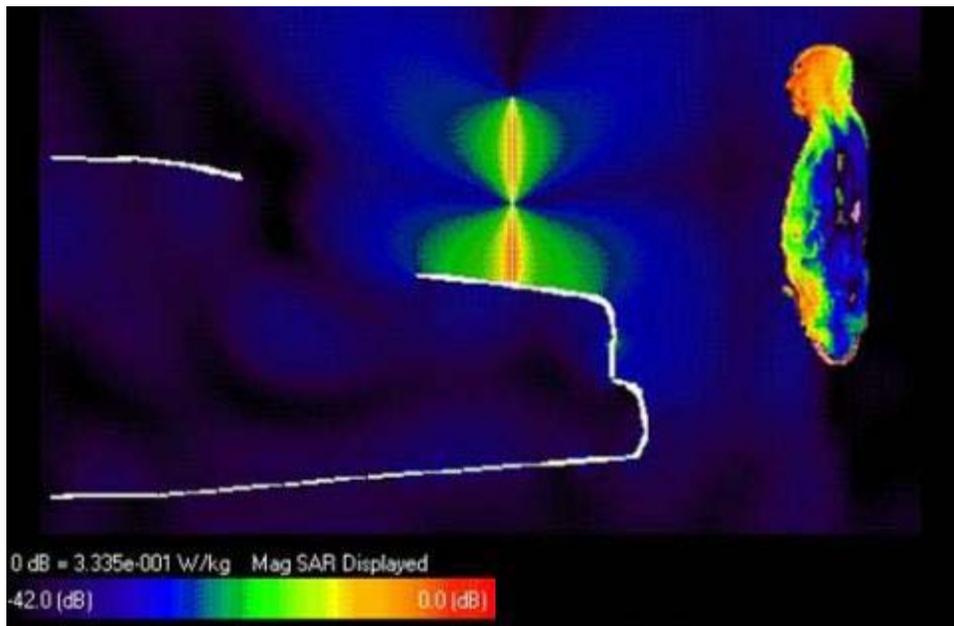


Figure 5. SAR and H field distribution at 380 MHz for the bystander at 90 cm from the HAE6010A antenna, placed in the center of the trunk, when facing the car at 0 degrees.

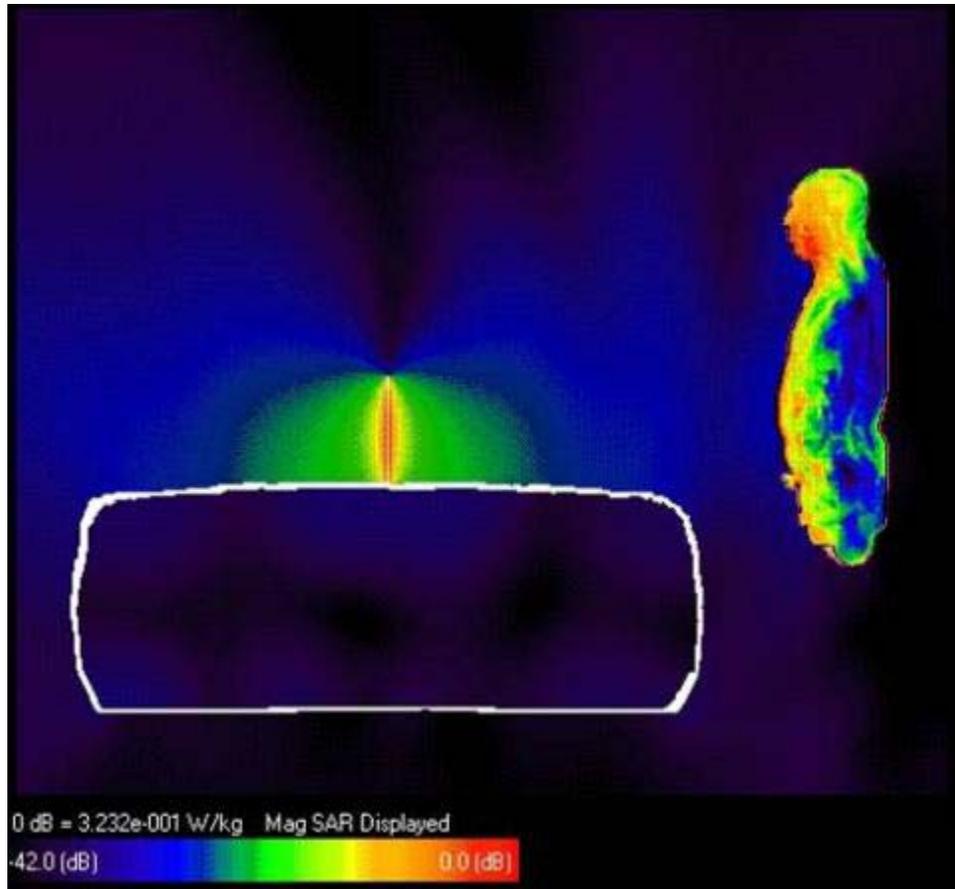


Figure 6. SAR and H field distribution at 425 MHz for the bystander at 90 cm from the HAE6013A antenna, placed in the center of the trunk, when facing the car at 90 degrees.

Results of SAR computations for car passengers

The 14 test conditions requiring SAR computations are summarized in Table III, together with the antenna data and the SAR results. The conditions are for antenna mounted on the trunk. The passenger is located in the center or on the side of the rear seat. The passenger model is surrounded by air, as the seat, which is made out of poorly conductive fabrics, is not included in the computational model. All the transmit frequency, antenna length, and passenger location combinations reported in Table II have been simulated individually.

The maximum peak 1-g SAR is 0.9 W/kg, while the maximum whole-body average SAR is 0.032 W/kg.

Table II: Results of the SAR computations for passenger exposure (50% talk-time).

Mount location	Antenna Kit #	Antenna length		Freq [MHz]	Exposure location	SAR [W/kg]	
		Physical	XFDTD			1-g	WB
Trunk	HAE4011A	72.7 cm	72.5 cm	460	center	0.28	0.010
Trunk	HAE4011A	72.7 cm	72.5 cm	450	center	0.43	0.014
Trunk	HAE6010A	63.5 cm	63.5 cm	425	center	0.42	0.020
Trunk	HAE6010A	63.5 cm	63.5 cm	380	center	0.41	0.021
Trunk	HAE6013A	29 cm	29 cm	425	center	0.52	0.022
Trunk	HAE6013A	29 cm	29 cm	380	center	0.53	0.026
Trunk	HAE6013A	29 cm	29 cm	470	center	0.51	0.018
Trunk	HAE4011A	72.7 cm	72.5 cm	460	side	0.45	0.009
Trunk	HAE4011A	72.7 cm	72.5 cm	450	side	0.50	0.013
Trunk	HAE6010A	63.5 cm	63.5 cm	425	side	0.51	0.021
Trunk	HAE6010A	63.5 cm	63.5 cm	380	side	0.55	0.022
Trunk	HAE6013A	29 cm	29 cm	425	side	0.62	0.028
Trunk	HAE6013A	29 cm	29 cm	380	side	0.90	0.032
Trunk	HAE6013A	29 cm	29 cm	470	side	0.71	0.025

The SAR distribution in the passenger model in the exposure condition that gave highest 1-g SAR is reported in Fig. 7 (380 MHz, passenger in the side of the back seat, HAE6013A antenna). The same condition produced highest whole body average SAR.



Figure 7. SAR distribution at 380 MHz in the passenger located in the side of the back seat, produced by the trunk-mount HAE6013A antenna. The contour plot in the figure is relative to the plane where the peak 1-g average SAR for this exposure condition occurs.

The SAR distributions for the passenger in the center of the back seat for different types of simulated antennas (HAE6013A, HAE6010A and HAE4011A) are shown in Fig. 8,

Fig. 9 and Fig. 10. Fig. 9 and Fig. 10 also show the H field amplitude distribution relative to the plane where antenna is located.

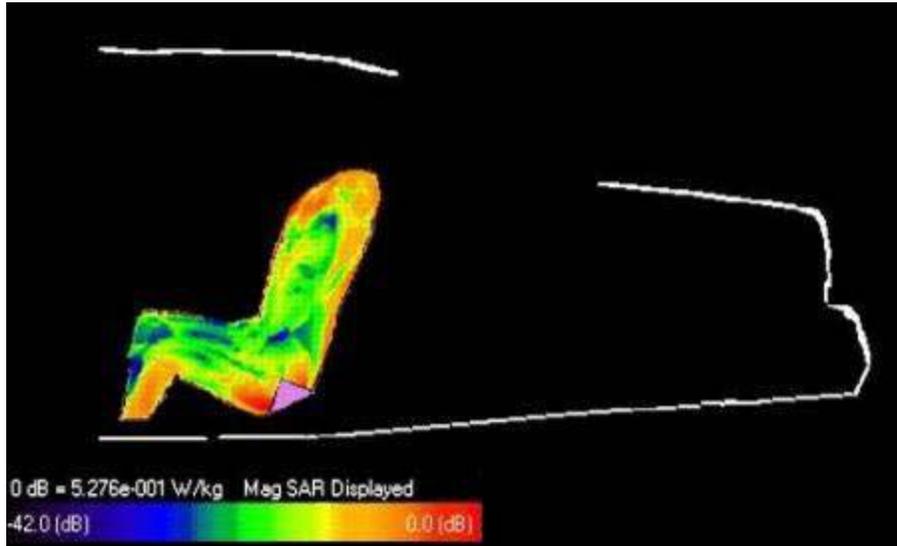


Figure 8. SAR distribution at 380 MHz in the passenger located in the center of the back seat, produced by the trunk-mount HAE6013A antenna. The contour plot in the figure is relative to the plane where the peak 1-g average SAR for this exposure condition occurs.

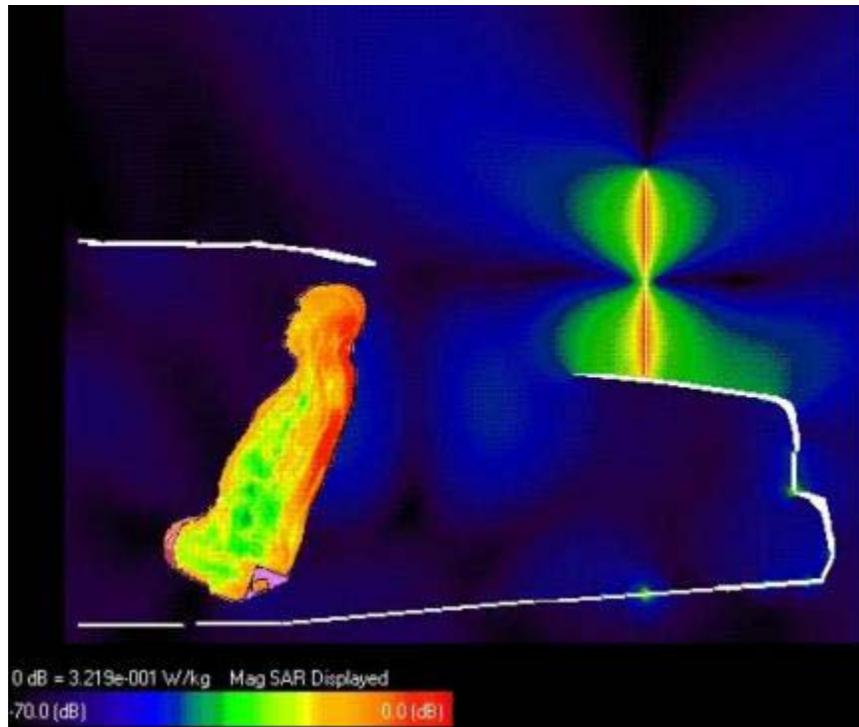


Figure 9. SAR and H field distribution at 380 MHz in the passenger located in the center of the back seat, produced by the trunk-mount HAE6010A antenna.

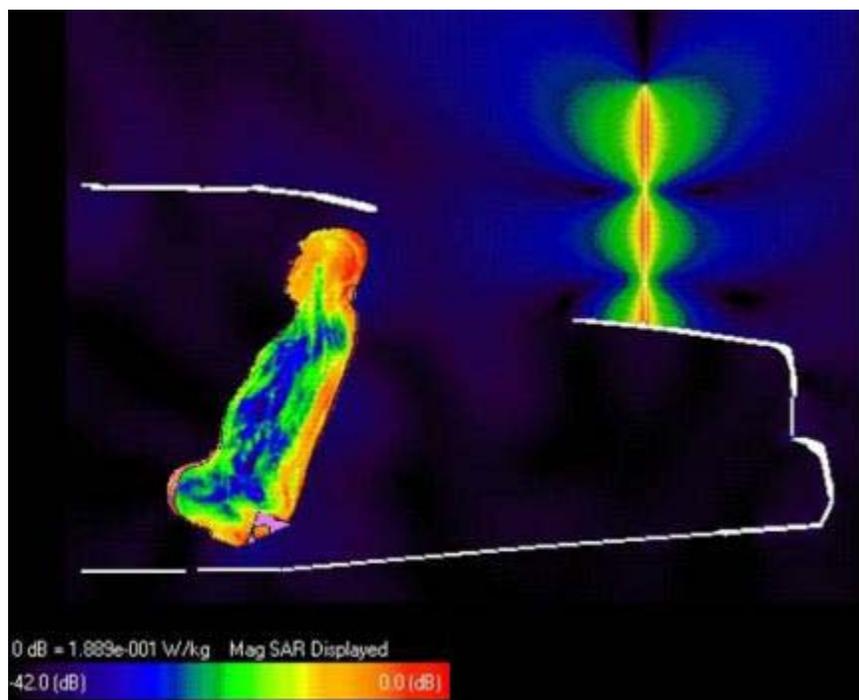


Figure 10. SAR and H field distribution at 450 MHz in the passenger located in the center of the back seat, produced by the trunk-mount HAE4011A antenna.

Conclusions

Under the test conditions described for evaluating passenger and bystander exposure to the RF electromagnetic fields emitted by vehicle-mounted antennas used in conjunction with this mobile radio product, the present analysis shows that the computed SAR values are compliant with the FCC exposure limits for the general public.

References

- [1] IEEE Standard C95.1-1999. *IEEE Standard for Safety Levels with Respect to Human Exposure to RF Electromagnetic Fields, 3 kHz to 300 GHz.*
- [2] http://www.nlm.nih.gov/research/visible/visible_human.html

APPENDIX: SPECIFIC INFORMATION FOR SAR COMPUTATIONS

This appendix follows the structure outlined in Appendix B.III of the Supplement C to the FCC OET Bulletin 65. Most of the information regarding the code employed to perform the numerical computations has been adapted from the XFDTD™ v5.3 User Manual. Remcom Inc., owner of XFDTD™, is kindly acknowledged for the help provided.

1) Computational resources

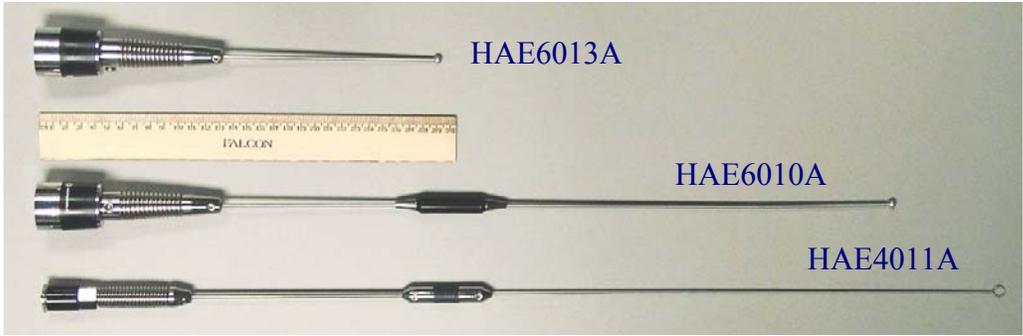
- a) A four-processor server (Mod. PowerEdge 6650, by Dell Computers Inc.) equipped with four 1.4 GHz Xeon microprocessors and 4 GB D-RAM (3 GB available for running applications) was employed for all simulations.
- b) The memory requirement was between 2 GB and 3 GB in all cases. Using the above-mentioned server with all four processors operating concurrently, the typical simulation would run for 22 hours.

2) FDTD algorithm implementation and validation

a) We employed a commercial code (XFDTD™ v5.3, by Remcom Inc.) that implements the classical Yee's FDTD formulation [1]. The solution domain was discretized according to a rectangular grid with a uniform 5 mm step in all directions. Sub-gridding was not used. Liao's absorbing boundary conditions [2] are set at the domain boundary to simulate free space radiation processes. The excitation is a lumped voltage generator with 50-ohm source impedance. The code allows selecting *wire objects* without specifying their radius. We used a wire to represent the antenna. The car body is modeled by solid metal. We did not employ the "thin wire" algorithm in XFDTD™ since the antenna radius was never smaller than one-fifth the voxel dimension. In fact, the XFDTD™ manual specifies that

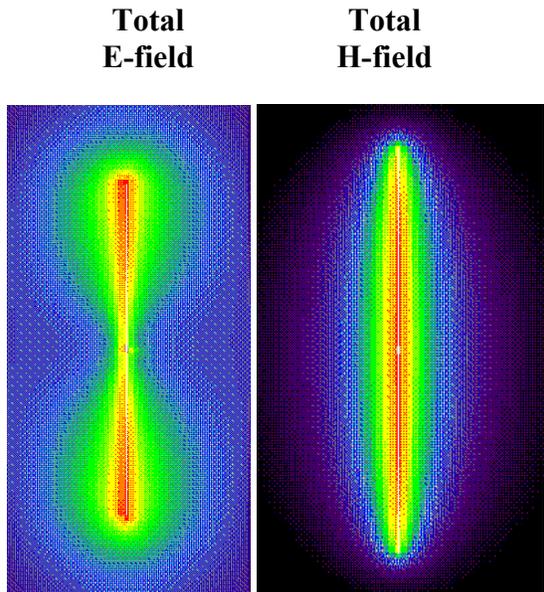
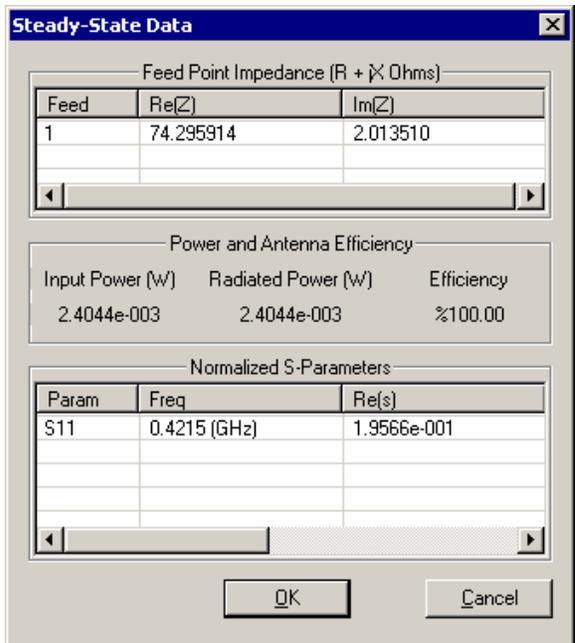
"Thin Wire materials may be used in special situations where a wire with a radius much smaller than the cell size is required... in cases where the wire radius is important to the calculation and is less than approximately 1/5 the cell size, the thin wire material may be used to accurately simulate the correct wire dimensions."

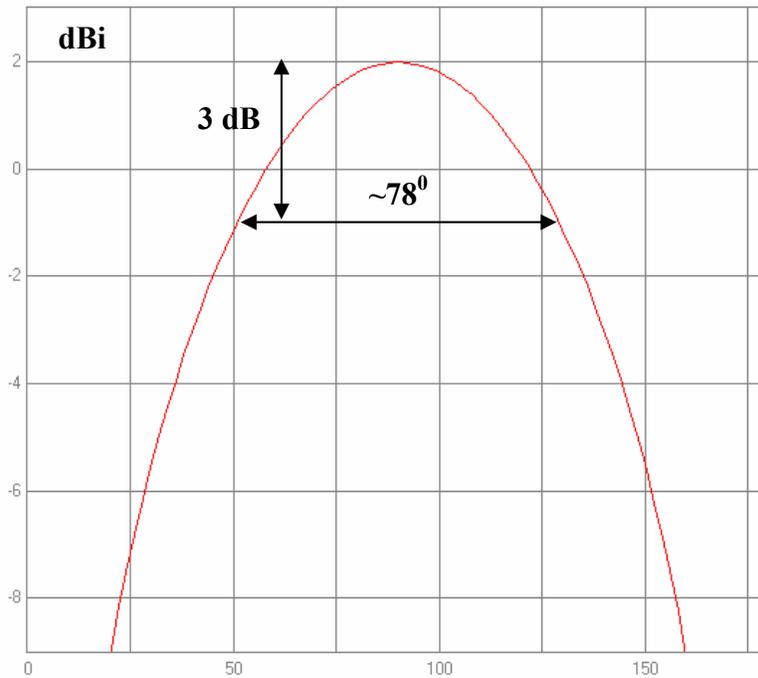
The voxel size in all our simulations was 5 mm, and the antenna radius is always at least 1 mm (1 mm for the short quarter-wave antennas and 1.5 mm for the long gain antennas), so there was no need to specify a "thin wire" material. Pictures of the HAE6013A, HAE6010A and HAE4011A antennas are presented below.



b) XFDTD™ is one of the most widely employed commercial codes for electromagnetic simulations. It has gone through extensive validation and has proven its accuracy over time in many different applications. One example is provided in [3].

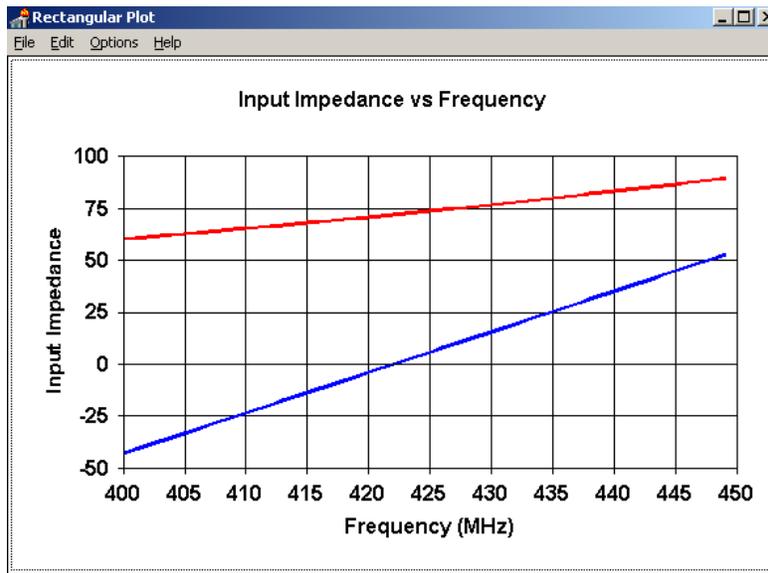
We carried out a validation of the code algorithm by running the canonical test case involving a half-wave wire dipole. The dipole is 0.47 times the free space wavelength at 421.5 MHz, i.e., 33.5 cm long. The discretization used in the model was uniform in all directions and equal to 5 mm, so the dipole was 67 cells long. Also in this case, the “thin wire” model was not needed. The following picture shows XFDTD™ outputs regarding the antenna feed-point impedance ($74.3 + j 2.0$ ohm), as well as qualitative distributions of the total E and H fields near the dipole. The radiation pattern is shown as well (one lobe in elevation). As expected, the 3 dB beam width is about 78 degrees.





Elevation Angle [degrees]

We also compared the XFDTD™ result with the results derived from NEC [4], which is a code based on the method of moments. In this case, we used a dipole with radius 1 mm, length 33.5 cm, and the discretization is 5 mm. The corresponding input impedance at 421.5 MHz is 71.7-j1.0 ohm. Its frequency dependence is reported in the following figure.



This validation ensures that the input impedance calculation is carried out correctly in XFDTD™, thereby enabling accurate estimates of the radiated power. It further ensures that the wire model employed in XFDTD™, which we used to model the antennas,

produces physically meaningful current and fields distributions. Both these aspects ensure that the field quantities are correctly computed both in terms of absolute amplitude and relative distribution.

3) Computational parameters

a) The following table reports the main parameters of the FDTD model employed to perform our computational analysis:

PARAMETER	X	Y	Z
Voxel size	5 mm	5 mm	5 mm
Maximum domain dimensions employed for bystander computations (in voxels), (for 0 degree and 45 degree bystander position)	407	476	430
Maximum domain dimensions employed for bystander computations (in voxels), (for 90 degree bystander position)	507	365	432
Maximum domain dimensions employed for passenger computations (in voxels)	400	489	419
Time step	Exactly equal to Courant limit (typically 10 ps at this frequency, with the body model)		
Objects separation from FDTD boundary (voxels)	>10	>10	>10
Number of time steps for passenger	At least 4000 in all simulations		
Number of time steps for bystander	4000 in all simulations		
Excitation	Sinusoidal (approx. 18 periods)		

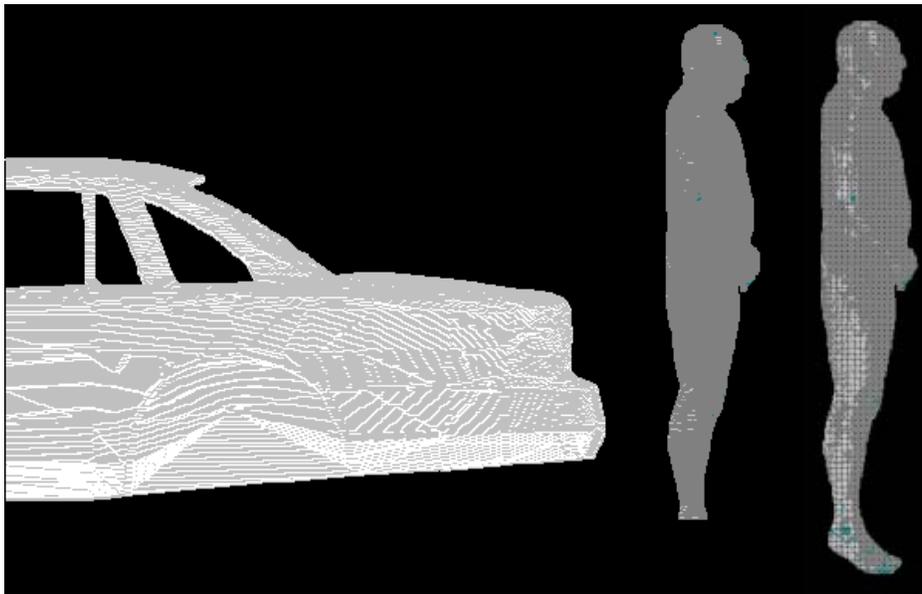
b) In order to fit the model within a grid size that would not use up the available memory, we chopped the hood of the car and the feet of the human model.

4) Phantom model implementation and validation

a) The FDTD mesh of a male human body was created using digitized data in the form of transverse color images. The data is from the *visible human project* sponsored by the National Library of Medicine (NLM) and is available via the Internet (http://www.nlm.nih.gov/research/visible/visible_human.html). The male data set consists of MRI, CT and anatomical images. Axial MRI images of the head and neck and longitudinal sections of the rest of the body are available at 4 mm intervals. The MRI images have 256 pixel by 256 pixel resolution. Each pixel has 12 bits of gray tone resolution. The CT data consists of axial CT scans of the entire body taken at 1 mm intervals at a resolution of 512 pixels by 512 pixels where each pixel is made up of 12 bits of gray tone. The axial anatomical images are 2048 pixels by 1216 pixels where each pixel is defined by 24 bits of color. The anatomical cross sections are also at 1 mm intervals and coincide with the CT axial images. There are 1871 cross sections. The XFDTD™ High Fidelity Body Mesh uses 5x5x5 mm cells and has dimensions 136 x 87 x 397. Dr. Michael Smith and Dr. Chris Collins of the Milton S. Hershey Medical

Center, Hershey, Pa, created the High Fidelity Body mesh. Details of body model creation are given in the *methods* section in [5]. The body mesh contains 23 tissues materials. Measured values for the tissue parameters for a broad frequency range are included with the mesh data. The correct values are interpolated from the table of measured data and entered into the appropriate mesh variables. The tissue conductivity and permittivity variation vs. frequency is included in the XFDTD™ calculation by a multiple-pole approximation to the Cole-Cole approximated tissue parameters reported by Camelia Gabriel, Ph.D., and Sami Gabriel, M. Sc. (<http://www.brooks.af.mil/AFRL/HED/hedr/reports/dielectric/home.html>).

In order to fit the car and bystander model within the volume allowed by the available RAM, the feet of the XFDTD™ High Fidelity Body Mesh were cut away, thereby reducing the model length by about 16 cm (32 voxels). Notice that the original model's feet are not flat and parallel to ground as if he were standing, but are inclined downwards. Therefore, we estimated that the actual reduction in body length is 9 cm. The following figure shows the cross section of the model used in the bystander computations, compared with the original XFDTD™ High Fidelity Body Mesh.



b) The XFDTD™ High Fidelity Body Mesh model correctly represents the anatomical structure and the dielectric properties of body tissues, so it is appropriate for determining the highest exposure expected for normal device operation.

c) One example of the accuracy of XFDTD™ for computing SAR has been provided in [6]. The study reported in [6] is relative to a large-scale benchmark of measurement and computational tools carried out within the IEEE Standards Coordinating Committee 34, Sub-Committee 2.

5) Tissue dielectric parameters

a) The following table reports the dielectric properties used by XFDTD™ for the 23 body tissue materials in the High Fidelity Body Mesh at 450 MHz (mid-band for this VHF mobile radio product).

#	Tissue	ϵ_r	σ (S/m)	Density (kg/m ³)
1	skin	41.5	0.57	1125
2	tendon, pancreas, prostate, aorta, liver, other	50.3	0.76	1151
3	fat, yellow marrow	5.02	0.05	943
4	cortical bone	13.4	0.11	1850
5	cancellous bone	21.0	0.23	1080
6	blood	57.2	1.72	1057
7	muscle, heart, spleen, colon, tongue	63.5	0.99	1059
8	gray matter, cerebellum	54.1	0.88	1035.5
9	white matter	39.7	0.54	1027.4
10	CSF	68.9	2.32	1000
11	sclera/cornea	54.4	1.04	1151
12	vitreous humor	68.3	1.56	1000
13	bladder	17.6	0.31	1132
14	nerve	35.5	0.50	1112
15	cartilage	43.4	0.66	1171
16	gall bladder bile	76.5	1.62	928
17	thyroid	59.8	0.82	1035.5
18	stomach/esophagus	74.4	1.13	1126
19	lung	52.8	0.72	563
20	kidney	57.0	1.16	1147
21	testis	65.2	1.13	1158
22	lens	51.9	0.71	1163
23	small intestine	73.7	2.07	1153

b) The tissue types and dielectric parameters used in the SAR computation are appropriate for determining the highest exposure expected for normal device operation, because they are derived from measurements performed on real biological tissues (<http://www.brooks.af.mil/AFRL/HED/hedr/reports/dielectric/home.html>).

c) The tabulated list of the dielectric parameters used in phantom models is provided at point 5(a). As regards the device (car plus antenna), we used perfect electric conductors.

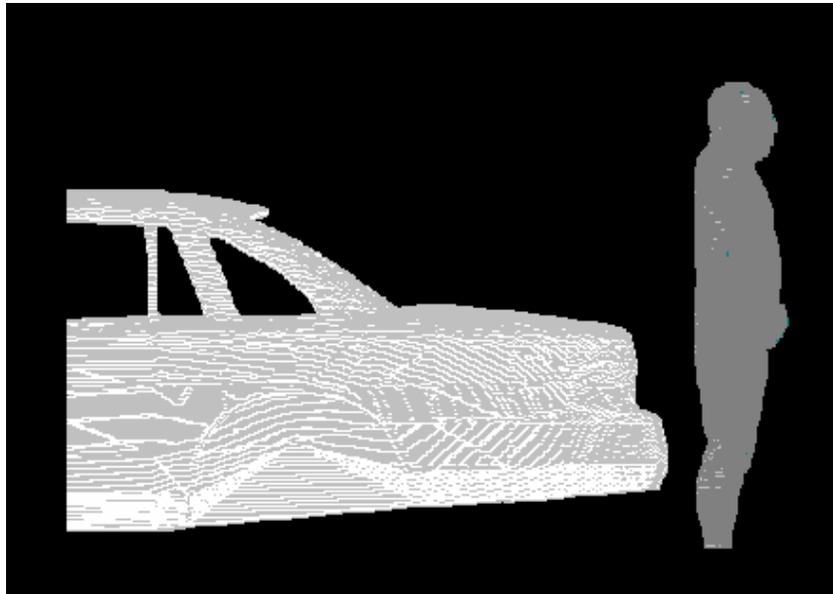
6) Transmitter model implementation and validation

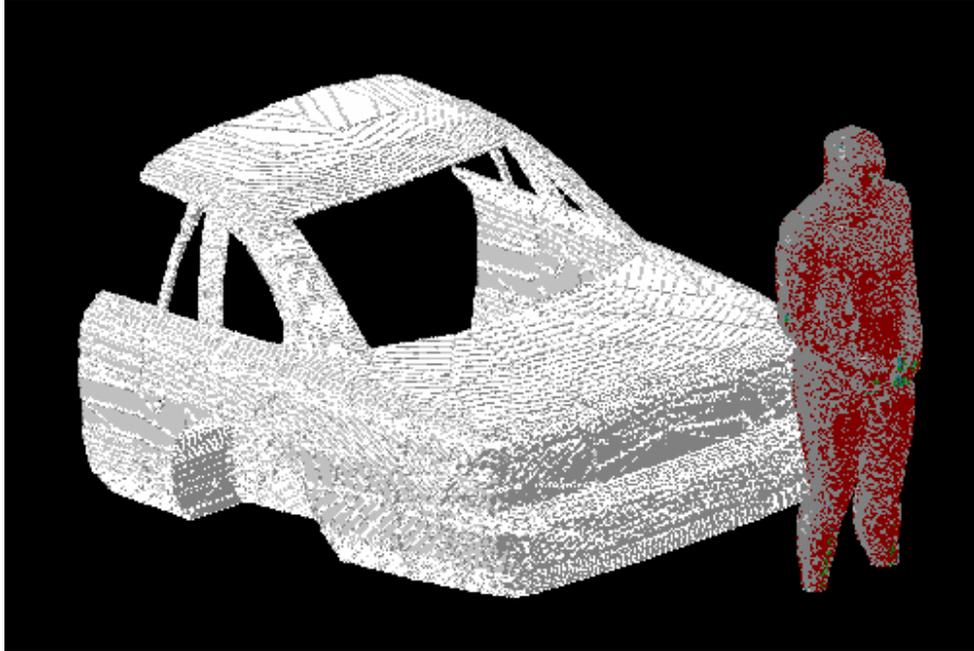
a) The essential features that must be modeled correctly for the particular test device model to be valid are:

- Car body. We developed one very similar to the car used for MPE measurements, so as to be able to correlate measured and simulated field values. The model was

imported in XFDTD™ from a CAD model that is commercially available at <http://www.3dcadbrowser.com/>

- Antenna. We used a straight wire in all cases, even though the gain antenna has a base coil for tuning. All the coil does is compensating for excess capacitance due to the antenna being slightly longer than half a wavelength. We do not need to do that in the model, as we used normalization with respect to the net radiated power, which is determined by the input resistance only. In this way, we neglect mismatch losses and artificially produce an overestimation of the SAR, thereby introducing a conservative bias in the model.
- Antenna location. We used the same location, relative to the edge of the car trunk, the backseat, or the roof, used in the MPE measurements. The following pictures show a lateral and a perspective view of the whole model (XFDTD™ does not show wires in this type of view, that is why the antenna is not visible).



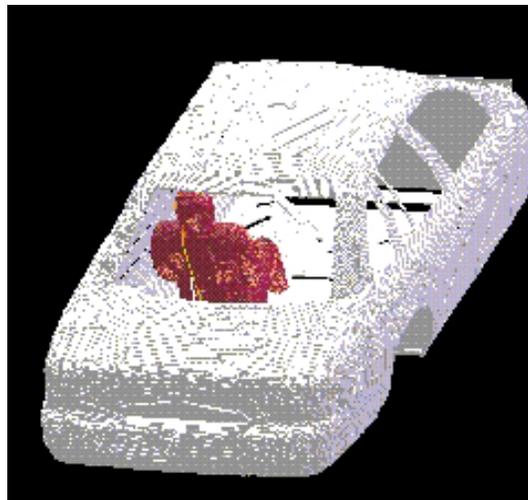
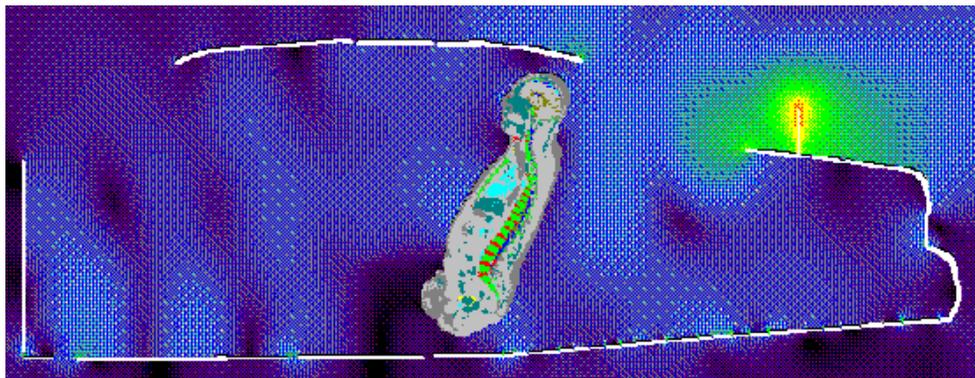
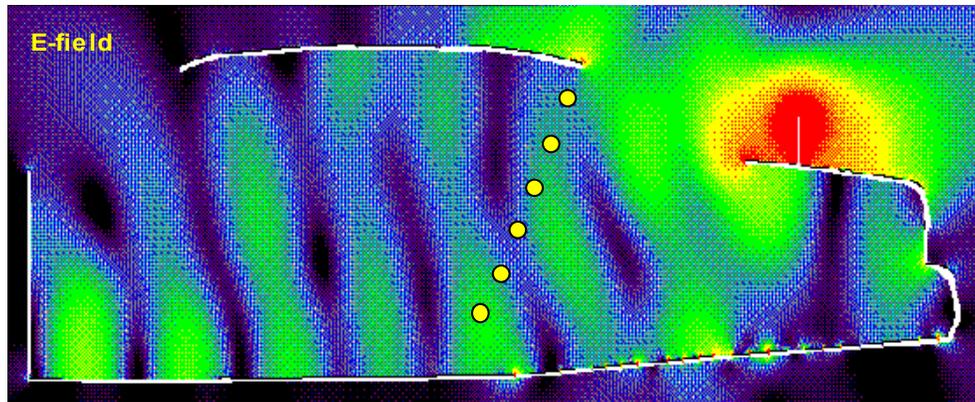


The car model is constituted by perfect electric conductor and does not include wheels in order to reduce its complexity. The passenger model is surrounded by air, as the seat, which is made out of poorly conductive fabrics, is not included in the computational model. The pavement has not been included in the model. The passenger and bystander models were validated for similar antenna and frequency conditions by comparing the MPE measurements at two VHF frequencies (146 MHz and 164 MHz) for antennas used for a VHF mobile radio analyzed previously in 2003 (FCC ID#ABZ99FT3046). The corresponding MPE measurements are reported in the compliance report relative to FCC ID#ABZ99FT3046. The comparison results are presented below, according to following definitions for the equivalent power densities (based on E or H-field):

$$S_E = \frac{|\mathbf{E}|^2}{2\eta}, \quad S_H = \frac{\eta}{2} |\mathbf{H}|^2, \quad \eta = 377 \Omega$$

Passenger with 17.5 cm monopole antenna (HAE4002A 421.5 MHz)

The following figure of the test model shows the car model, where the yellow dots individuate the back seat, as it can be observed from the other figure showing the cross section of the passenger. The comparison has been performed by taking the average of the computed steady-state field values at the six dotted locations, corresponding to the head, chest, and legs along the yellow dots line, and comparing them with the average of the MPE measurements performed at the head, chest and legs locations. Such a comparison is carried out at the same rms power level (22 W, including the 50% duty factor) used in the MPE measurements.



The equivalent power density (S) is computed from the E-field and the H-field separately. The following table reports the E-field values computed by XFDTD™ at the six locations, and the corresponding power density.

Location Number	E-field, V/m	Eq. Power Density 1.0 V source	Scaled Power Dens. 22 W output, mW/cm ²
1	5.83E-01	4.51E-04	4.41E-01
2	6.31E-01	5.28E-04	5.16E-01
3	6.50E-01	5.60E-04	5.48E-01
4	5.50E-01	4.01E-04	3.92E-01
5	4.50E-01	2.69E-04	2.63E-01
6	7.80E-01	8.07E-04	7.89E-01
Equivalent average Power Density			4.92E-01

Location Number	B-field, Weber/m ²	Eq. Power Density 1.0 V source	Scaled Power Dens. 22 W output, mW/cm ²
1	2.26E-09	0.00061	5.96E-01
2	9.00E-10	0.00010	9.45E-02
3	1.20E-09	0.00017	1.68E-01
4	2.20E-09	0.00058	5.65E-01
5	1.90E-09	0.00043	4.21E-01
6	9.00E-10	0.00010	9.45E-02
Equivalent average Power Density			3.23E-01

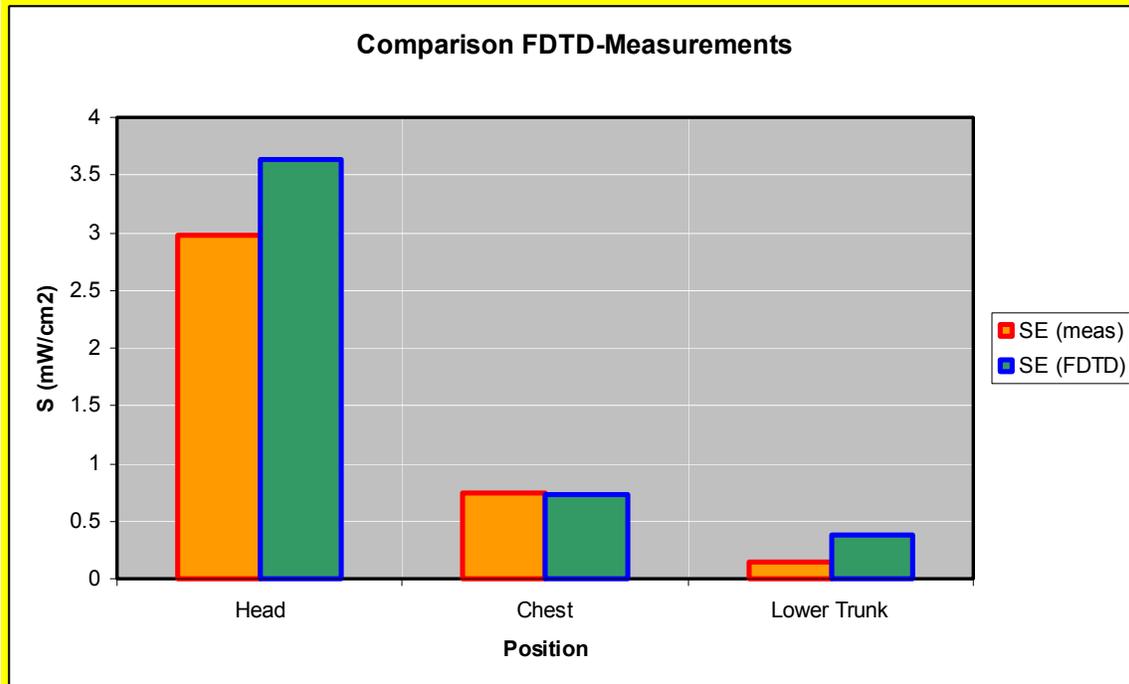
The input impedance is $36.2 + j24.8$ ohm, therefore the radiated power (considering the mismatch to the 50 ohm unitary voltage source) is 2.25×10^{-3} W, therefore a factor equal to 9779 is required to scale up to 22 W radiated. The corresponding scaled-up power densities are reported in the tables above, which show that the simulation overestimates the average power density from the MPE measurements (0.289 mW/cm^2).

The simulations tend to overestimate the average power density levels, which is understandable since there are no ohmic losses and perfect impedance matching is enforced in the computational models. Based on these results, we conclude that the simulation will produce slight exposure overestimates (about 12%).

b) Descriptions and illustrations showing the correspondence between the modeled test device and the actual device, with respect to shape, size, dimensions and near-field radiating characteristics, are found in the main report.

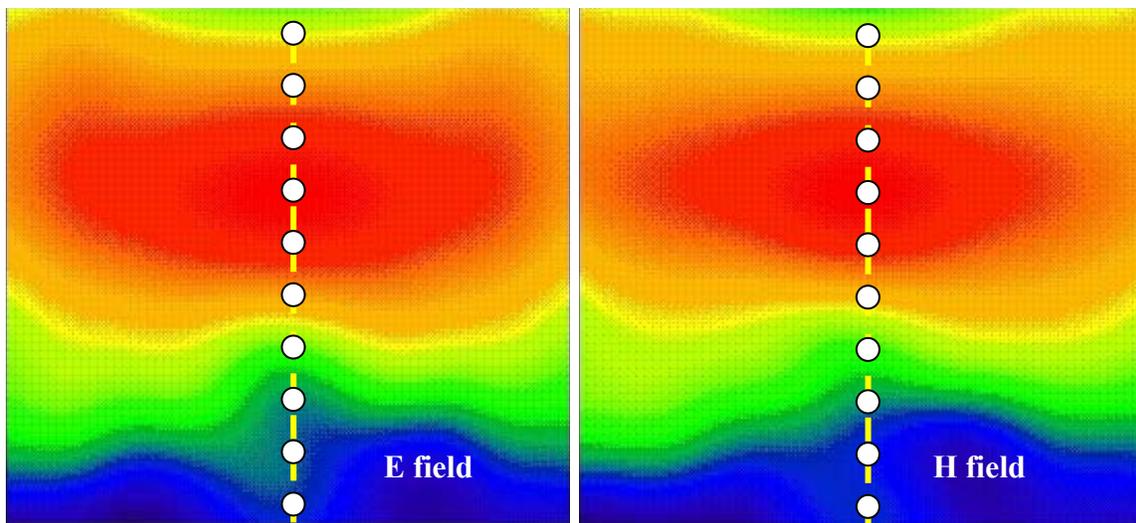
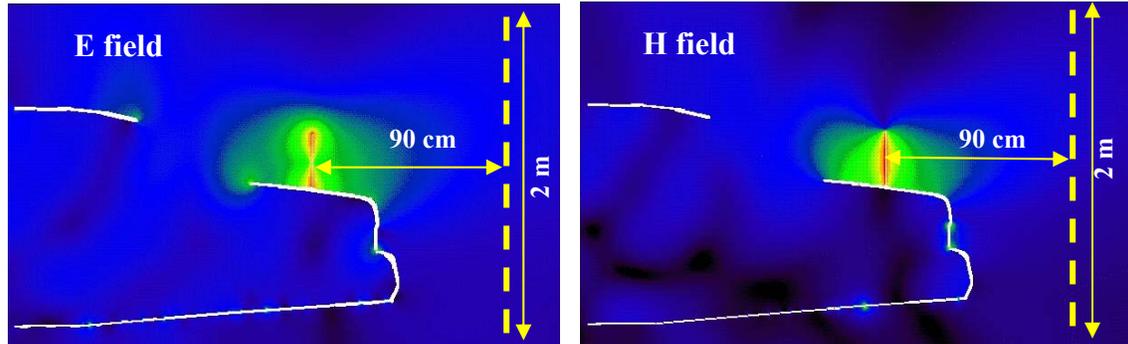
c) Verification that the test device model is equivalent to the actual device for predicting the SAR distributions descends from the fact that the car and antenna size and location in the numerical model correspond to those used in the measurements.

d) The peak SAR is in the neck region for the passenger, which is in line with MPE measurements and predictions.



Bystander with 29 cm monopole antenna (HAE6013A 425 MHz)

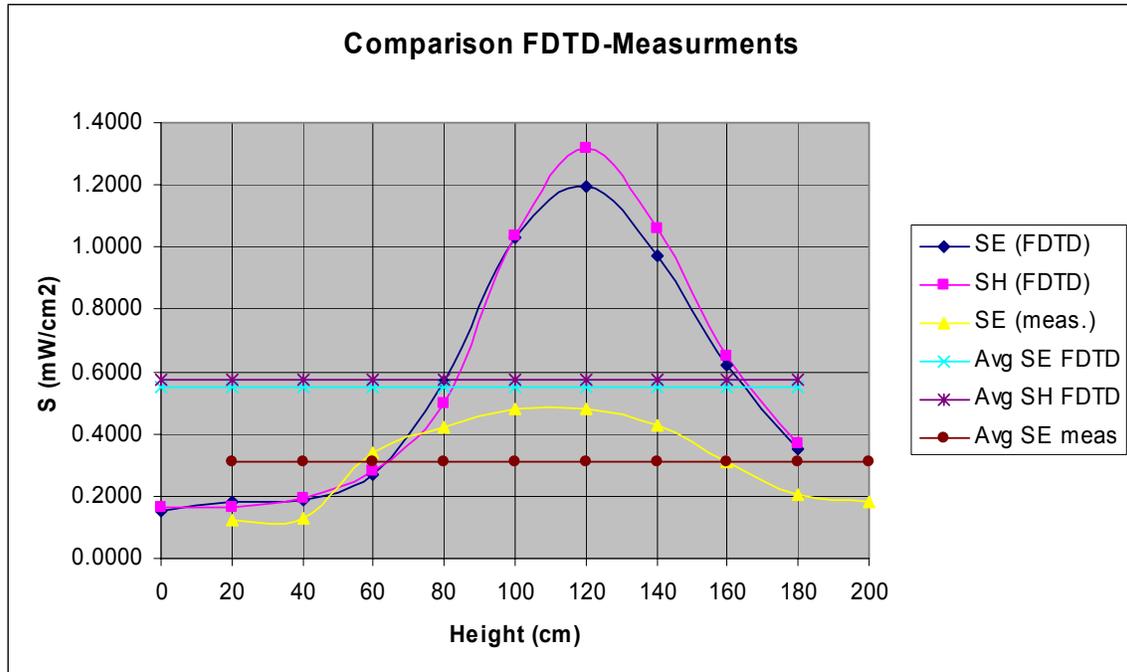
The following figures show the E-field and H-field distributions across a vertical plane passing for the antenna and cutting the car in half. As done in the measurements, the MPE is computed from both E-field and H-field distributions, along the yellow dotted line at 10 points spaced 20 cm apart from each other up to 2 m in height. These lines and the field evaluation points are approximately indicated in the figures. The E-field and H-field distributions in the vertical plane placed at 90 cm from the antenna, behind the case, are shown as well. The points where the fields are sampled to determine the equivalent power density (S) are approximately indicated by the white dots. A picture of the antenna is not reported because it is identical to the HAE6013A.



The following table reports the field values computed by XFDTD™ and the corresponding power density values. The average exposure levels are computed as well.

Height (cm)	E (V/m)	S _E (W/m ²)	H (A/m)	S _H (W/m ²)
0	1.05E-01	1.46E-05	2.90E-05	1.589E-05
20	1.14E-01	1.72E-05	2.90E-05	1.598E-05
40	1.16E-01	1.78E-05	3.14E-05	1.871E-05
60	1.39E-01	2.56E-05	3.75E-05	2.669E-05
80	2.03E-01	5.47E-05	5.03E-05	4.795E-05
100	2.73E-01	9.88E-05	7.23E-05	9.923E-05
120	2.94E-01	1.15E-04	8.17E-05	1.266E-04
140	2.65E-01	9.31E-05	7.32E-05	1.016E-04
160	2.12E-01	5.96E-05	5.73E-05	6.219E-05
180	1.60E-01	3.40E-05	4.32E-05	3.531E-05
	Average S_E	5.302E-05	Average S_H	5.501E-05

The calculated power density was scaled up for 60 W radiated power. This model does not include the mismatch loss, loss in the cable and finite conductivity of the car surface and as represents a conservative model for exposure assessment. The scaled-up power density values for 60 W radiated power are 5.53 W/m² (E), and 5.74 W/m² (H), that correspond to 0.55 mW/cm² (E), and 0.57 mW/cm² (H). Measurements yielded average power density of 0.309 mW/cm² (E), which shows that the calculated power density is overestimated. The following graph shows a comparison between the measured power density and the simulated one, based on E or H fields, normalized to 60 W radiated power.



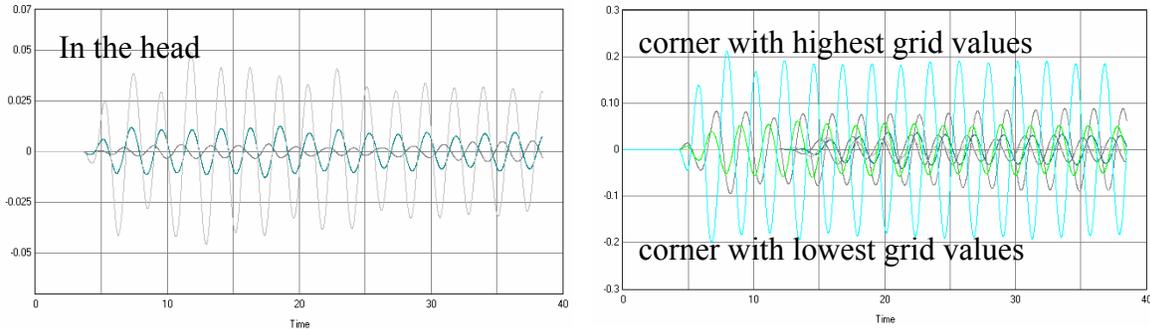
7) Test device positioning

- a) A description of the device test positions used in the SAR computations is provided in the SAR report.
- b) Illustrations showing the separation distances between the test device and the phantom for the tested configurations are provided in the SAR report.

8) Steady state termination procedures

- a) The criteria used to determine that sinusoidal steady-state conditions have been reached throughout the computational domain for terminating the computations are based on the monitoring of field points to make sure they converge. For at least one passenger and one bystander exposure condition, we placed one “field sensor” near the antenna, others between the body and the domain boundary at different locations, and one inside the head of the model. In all simulations, isotropic E-field sensors were placed at opposite

corners of the computational domain. We used isotropic E and H field “sensors”, meaning that all three components of the fields are monitored at these points. The following figures show an example of the time waveforms at the field point sensors in the head and in two opposite points in the computational domain. In the latter case, we selected points near the lowest and highest grid index points. They are shown together in the figure. The highest field levels are observed for the higher index point, as it is closer to the antenna. In all cases, the field reaches the steady-state after a few cycles.



b) 4000 time steps were used, with a time step approximately equal to 10 ps (meeting the Courant criterion), which corresponds to 18 wave periods at 450 MHz.

c) The XFDTD™ algorithm determines the field phasors by using the so-called “two-equations two-unknowns” method. Details of the algorithm are explained in [7].

9) Computing peak SAR from field components

a) The twelve E-field phasors at the edges of each Yee voxel are combined to yield the SAR associated to that voxel. In particular, the average is performed on the SAR values computed at the 12 edges of each voxel. Notice that in XFDTD™ the dielectric tissue properties are assigned to the voxel edges, thereby allowing said averaging procedure.

b) The IEEE Standards Coordinating Committee 34, Sub-Committee 2 draft standard P1529 (June 2000) discusses several algorithms for volumetric SAR averaging. It states that “It is observed that while the 12 components algorithm is the most appropriate from the mathematical point of view, the differences in 1g SAR calculated with either the 12 or 6 component methods are negligible for practical mesh resolutions (below 5mm). On the other hand, it is shown that the 3 components approach may lead to significant errors.” XFDTD™ employs the 12-component method, which is the one recommended in the draft standard, thus providing the best achievable accuracy.

10) One-gram averaged SAR procedures

a) XFDTD™ computes the Specific Absorption Rate (SAR) in each complete cell containing lossy dielectric material and with a non-zero material density. To be considered a complete cell, the twelve cell edges must belong to lossy dielectric

materials. The averaging calculation uses an interpolation scheme for finding the averages. Cubical spaces centered on a cell are formed and the mass and average SAR of the sample cubes are found. The size of the sample cubes increases until the total mass of the enclosed exceeds either 1 or 10 grams. The mass and average SAR value of each cube is saved and used to interpolate the average SAR values at either 1 or 10 grams. The interpolation is performed using two methods (polynomial fit and rational function fit) and the one with the lowest error is chosen. The sample cube must meet some conditions to be considered valid. The cube may contain some non-tissue cells, but some checks are performed on the distribution of the non-tissue cells. A valid cube will not contain an entire side or corner of non-tissue cells.

b) The sample cube increases in odd-numbered steps (1x1x1, 3x3x3, 5x5x5, etc) to remain centered on the desired cell. Since the visible human model employed herein has 5 mm resolution, the one-gram SAR is computed by averaging first over 1x1x1 voxels, corresponding to 0.125 cm³ (not enough yet), and then over a 3x3x3 voxel cube, corresponding to about 3.4 cm³, which is enough to include 1-g, and finally over a 5x5x5 voxel cube, corresponding to about 15.6 cm³, which includes 10-g. The 1-g average SAR is computed by interpolating these three data points. This procedure is repeated in the surroundings of each voxel that is constituted by lossy materials, so as to determine the 1-g and/or 10-g SAR distributions.

c) As mentioned at points 10(a) and 10(b), the 1-gram average SAR is determined by interpolating the average SAR for the 1x1x1, 3x3x3, and the 5x5x5 data points, corresponding to 0.125 cm³, 3.4 cm³, and 15.6 cm³, respectively. Because the interpolation is carried out across three data points, the error introduced should be negligible because the interpolating curve crosses exactly the data points.

11) Total computational uncertainty – We derived an estimate for the uncertainty of FDTD methods in evaluating SAR by referring to [6]. In Fig. 7 in [6] it is shown that the deviation between SAR estimates using the XFDTD™ code and those measured with a compliance system are typically within 10% when the probe is away from the phantom surface so that boundary effects are negligible. In that example, the simulated SAR always exceeds the measured SAR.

As discussed in 6(a), a conservative bias has been introduced in the model so as to reduce concerns regarding the computational uncertainty related to the car modeling, antenna modeling, and phantom modeling. The results of the comparison between measurements and simulations presented in 6(a) suggest that the present model produces an overestimate of the exposure up to 80%. Such a conservative bias should eliminate the need for including uncertainty considerations in the SAR assessment.

12) Test results for determining SAR compliance

a) Illustrations showing the SAR distribution of dominant peak locations produced by the test transmitter, with respect to the phantom and test device, are provided in the SAR report.

b) The input impedance and the total power radiated under the impedance match conditions that occur at the test frequency are provided by XFDTD™. XFDTD™ computes the input impedance by following the method outlined in [8], which consists in performing the integration of the steady-state magnetic field around the feed point edge to compute the steady-state feed point current (I), which is then used to divide the feed-gap steady-state voltage (V). The net *rms* radiated power is computed as

$$P_{XFDTD} = \frac{1}{2} \text{Re} \{VI^*\}$$

Both the input impedance and the net rms radiated power are provided by XFDTD™ at the end of each individual simulation.

We normalize the SAR to such a power, thereby obtaining SAR per radiated Watt (*normalized SAR*) values for the whole body and the 1-g SAR. Finally, we multiply such normalized SAR values times the max power rating of the device under test. In this way, we obtain the exposure metrics for 100% talk-time, i.e., without applying source-based time averaging.

c) For mobile radios, 50% source-based time averaging is applied by multiplying the SAR values determined at point 12(b) times a 0.5 factor.

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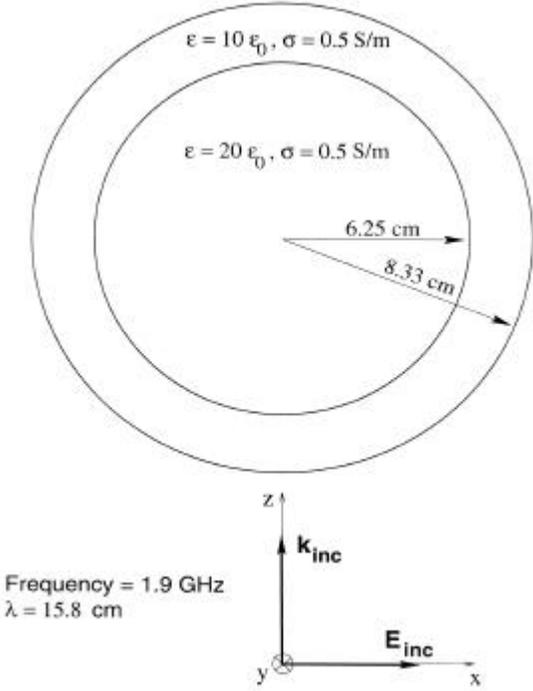
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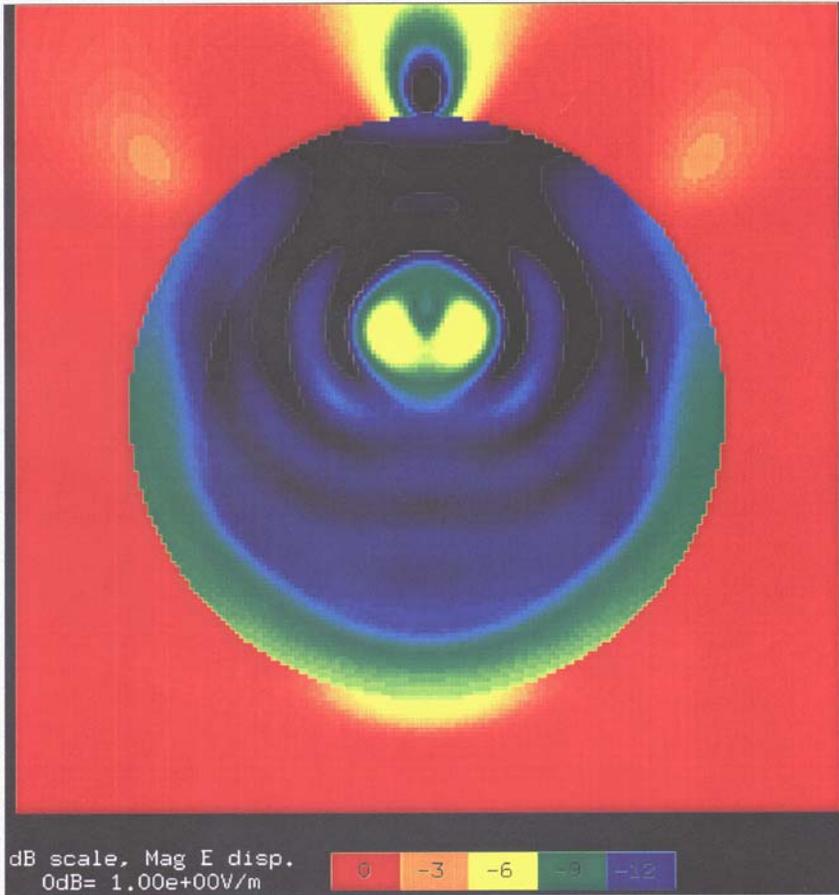
Validation Exercise: Layered Lossy Dielectric Sphere

- Inner radius: 6.25 cm, outer radius: 8.33 cm
- Frequency: 1.9 GHz, $\lambda = 15.8$ cm
- 1.28 mm FDTD cells, about 6×10^6 cells total, 4000 time steps
- Outer spherical shell: relative permittivity of 10, $\sigma = 0.5$ S/m
- Inner sphere: relative permittivity of 20, $\sigma = 0.5$ S/m
- Plane wave excitation
- FDTD results are compared to exact modal solution

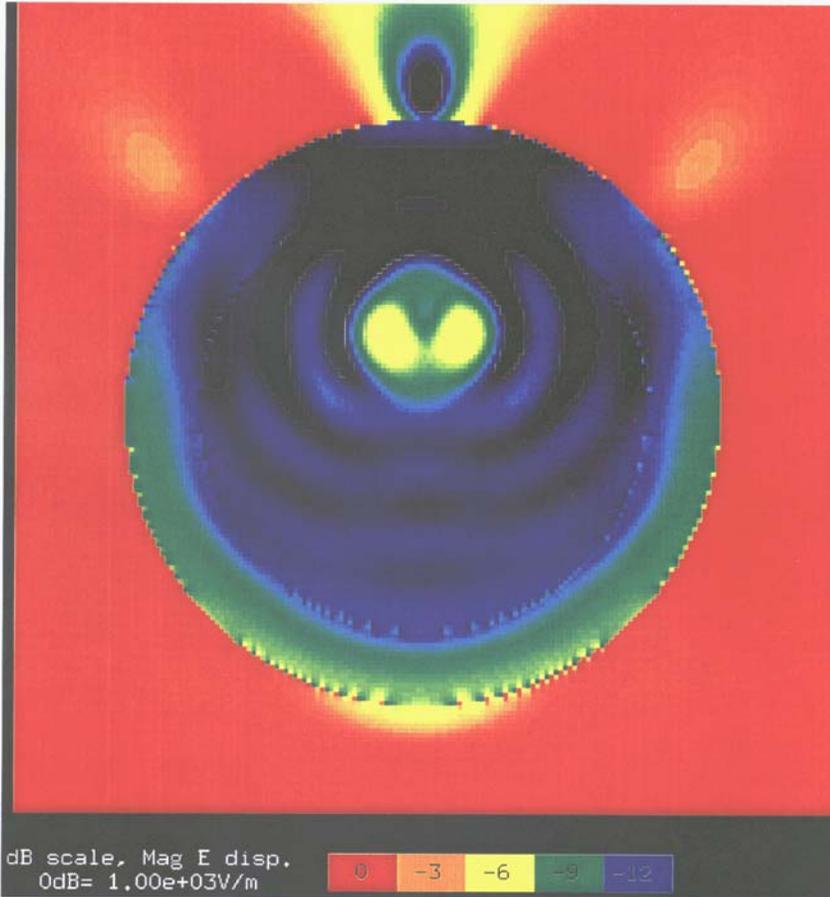
Validation Exercise: Layered Lossy Dielectric Sphere



Validation Exercise: Lossy Dielectric Sphere
Modal Solution for E-Field Magnitude



Validation Exercise: Lossy Dielectric Sphere
FDTD Solution for E-Field Magnitude



Calculations of B_1 Distribution, SNR, and SAR for a Surface Coil Adjacent to an Anatomically-Accurate Human Body Model

Christopher M. Collins^{1,3} and Michael B. Smith^{1,2*}

Calculations of the radiofrequency magnetic (B_1) field, SAR, and SNR as functions of frequency between 64 and 345 MHz for a surface coil against an anatomically-accurate human chest are presented. Calculated B_1 field distributions are in good agreement with previously-published experimental results up to 175 MHz, especially considering the dependence of field behavior on subject anatomy. Calculated SNR in the heart agrees well with theory for low frequencies (nearly linear increase with B_0 field strength). Above 175 MHz, the trend in SNR with frequency begins to depend largely on location in the heart. At all frequencies, present limits on local (1 g) SAR levels are exceeded before limits on whole-body average limits. At frequencies above 175 MHz, limits on SAR begin to be an issue in some common imaging sequences. These results are relevant for coils and subjects similar to those modeled here. *Magn Reson Med* 45:692–699, 2001. © 2001 Wiley-Liss, Inc.

Key words: calculations; SNR; power; MRI; high field

The desire for a greater signal-to-noise ratio (SNR) in magnetic resonance spectroscopy (MRS) and imaging of humans continues to fuel interest in MR research at increasing static magnetic (B_0) field strengths, and consequently with increasing radiofrequency (RF) magnetic (B_1) field frequencies. As B_1 frequency increases, the spatial distribution of the B_1 field in a given object becomes more complex. This makes predictions of both SNR and the specific absorption rate (SAR) more difficult. Although at frequencies up to 64 MHz a nearly linear increase in SNR with B_0 field strength is expected theoretically (1–3) and seen experimentally (2) in human geometries, prediction of SNR at frequencies higher than this requires consideration of all of Maxwell's equations in 3D structures similar to those of interest in experiment (4–10).

Calculations of the B_1 field patterns, SAR, and SNR as functions of frequency for a surface coil used for both transmit and receive against the human chest are presented here. Calculations were performed in such a way as to make comparison to previous experiments (11) possible, and results of SAR calculations are presented in a manner that should make prediction of SAR in particular experiments with a similar coil and subject possible.

METHODS

A model of the human body for use with the finite difference time domain (FDTD) method of numerical calculation for electromagnetics (12,13) was created by first segmenting the digital photographic data of the National Library of Medicine's Visible Male Project, and then creating a 3D grid of Yee cells (13) from the segmented data. The images of the Visible Male Project, with a resolution of 1/3 mm in the left-right (x) and anterior-posterior (y) directions, were segmented at 5-mm intervals in the inferior-superior (z) direction by a fairly manual process, reference to anatomical atlases, and assistance from two practicing radiologists and one medical student. A program was written to create a 3D grid of Yee cell cubes from the segmented images with a spatial resolution of 5 mm in each dimension ($\Delta_x = \Delta_y = \Delta_z = 5$ mm). In a previous study of the relationship between spatial resolution and SAR levels, as calculated in the human head with the FDTD method (14), it was found that maximum local (1 cm^3) SAR values calculated with 8 cells per cm^3 ($\Delta_x = \Delta_y = \Delta_z = 5$ mm) were different from those calculated with 100 cells per cm^3 by less than 20%, and that average SAR values calculated with 8 cells per cm^3 were different from those calculated with 100 cells per cm^3 by less than 7%. Since the layer of skin is very thin in some places, and some information regarding it may be lost in the creation of a model with 5-mm dimensions, a second program was written to ensure that a continuous layer of skin existed by assigning the properties of skin to the surfaces of all Yee cell cubes that are adjacent to air. This step was seen as important because the conductivity of skin is greater than that of the fatty tissue beneath it in most places by a factor of about 10, and skin is typically the closest tissue to the RF coil elements. Thus SAR levels in the skin are generally expected to be relatively high in comparison to other tissues (15). Several slices through the completed model are shown in Fig. 1. In this figure each Yee cell cube (consisting of 12 Yee cell elements, one along each edge of the Yee cell cube) is depicted as a single box, and it appears that the skin is discontinuous in some areas, such as on the anterior surface in the second axial image from the right. Another view of this region showing all Yee cell elements (Fig. 2) reveals that the Yee cell elements representing skin on the outer surface here do indeed form a continuous layer. Values for material density were taken from the literature (16–19), and values for electrical properties were derived at each frequency by linear interpolation from measurements by Gabriel (20) in each tissue.

A circular surface coil with a diameter of 22.9 cm was modeled near the chest of the whole-body model. The coil was placed at a distance of 1 cm from the tissue. This 1-cm

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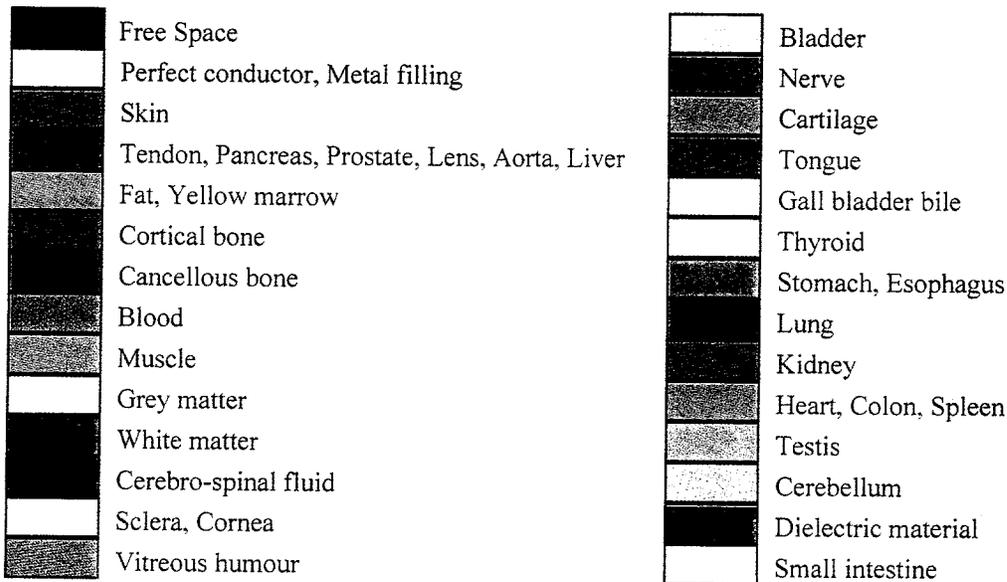
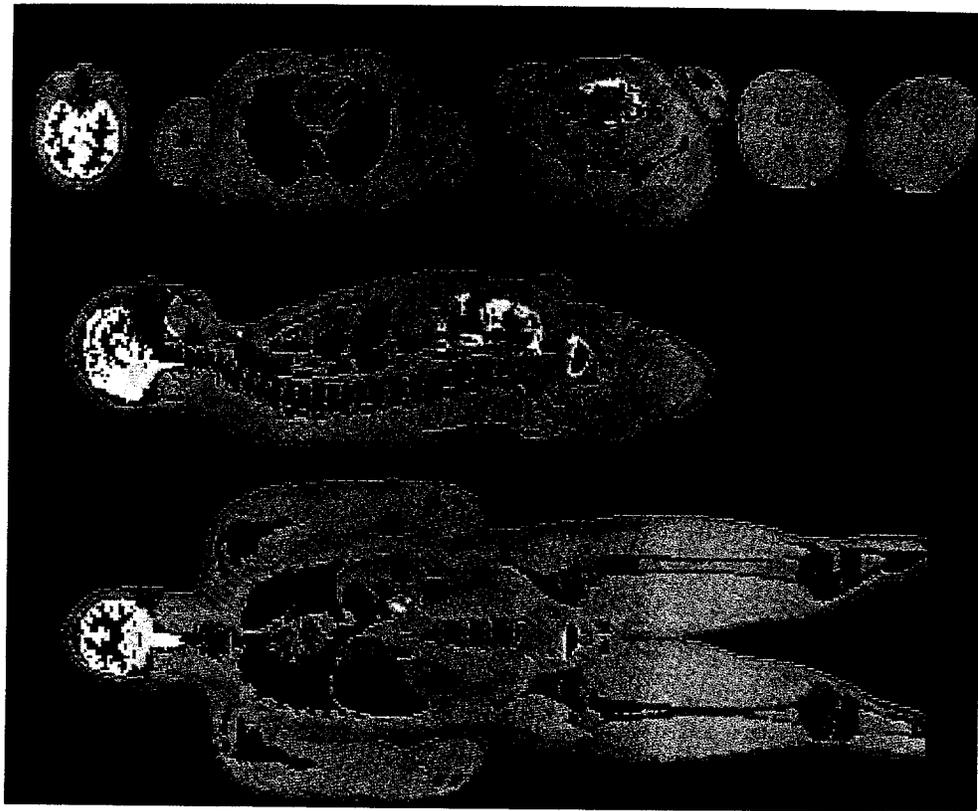


FIG. 1. Slices through a whole-body 3D model with 5-mm resolution in each dimension. Top: Axial slices through the head, thorax, abdomen, and thighs. Middle: Sagittal slice through the middle of body. Bottom: Coronal slice chosen to show the extent of the legs.

distance occurs where the pectoral muscles are more protrusive (left and right of center). Along the sagittal center-line (near the sternum), the distance between the coil and tissue is greater, with the greatest distance being almost 4 cm between the superior arc of the coil and the throat of the human body model. The coil model was driven with four voltage sources spaced evenly about the coil. The four voltage sources had identical magnitude and phase at each frequency. This is consistent with theoretical require-

ments for resonance of a symmetric four-capacitor coil, provided that the coil is loaded symmetrically and lengths of conductive segments are not long compared to one wavelength at the frequency of interest. This method can therefore be seen as an idealized approximation for this case with asymmetric loading, especially at frequencies of 260 and 345 MHz, where the length of the conductive segments is 0.156 and 0.207 times that of one wavelength, respectively. A surface coil of this size driven at only one

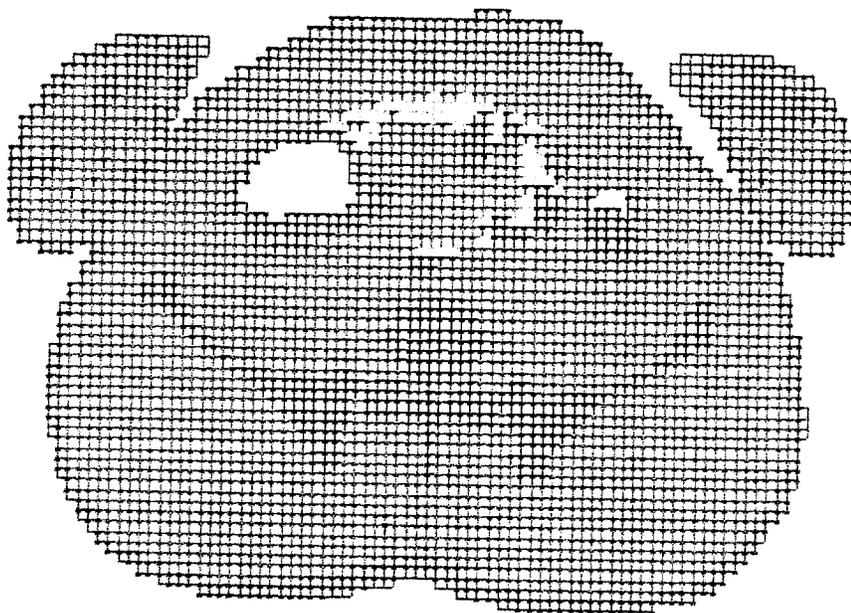


FIG. 2. In a view of an axial slice through the abdomen showing all Yee cell elements (x-oriented: horizontal lines, y-oriented: vertical lines, z-oriented: squares) it is apparent that not all Yee cell elements, such as the skin on the anterior surface of the abdomen, are shown when one Yee cell cube is displayed per pixel, as in Fig. 1.

location at 345 MHz would likely have a less symmetric field distribution than that shown here. Coils can be constructed and driven a number of different ways, however, and it is possible that a coil driven at more than one location could have a very similar field distribution to that shown here. For the purposes of this study, in which we attempted to examine the B_1 field distribution in the presence of a human sample and the effects of this distribution on MRI as functions of frequency, we preferred to keep the coil electrical behavior fairly constant. Electrical behavior of specific coils at these high frequencies, depending on location and number of drive points, type of capacitors (distributed or lumped-element), distance from the chest, and other design considerations should be the subject of future calculations.

All FDTD calculations were set up and performed with the aid of commercially-available software (XFDTD; Remcom, Inc., State College, PA). Calculations of steady-state B_1 fields and SAR were performed at 64, 125, 175, 260, and 345 MHz (corresponding approximately to B_0 field strengths of 1.5, 3.0, 4.0, 6.0, and 8.0 Tesla) with voltage source magnitudes equal to 1 volt. The complex (using phasor notation to include both magnitude and phase) RF electrical field (E) vector information and complex RF magnetic field (B_1) vector information at all vertices on the grid of Yee cells were derived from the FDTD calculation results. The amplitudes of the circularly-polarized components of the B_1 field on an axial plane through the chest were then calculated as (21):

$$B_1^+ = |(\hat{B}_x + i\hat{B}_y) \div 2| \quad [1a]$$

and

$$B_1^- = |(\hat{B}_x - i\hat{B}_y)^* \div 2| \quad [1b]$$

where \hat{B}_x and \hat{B}_y are complex values as denoted with a circumflex, i is the imaginary unit, the asterisk indicates the

complex conjugate, and imaginary components are 90° out of phase with real components at the frequency of interest. Whether B_1^+ or B_1^- is the component that rotates in the direction of nuclear precession and thus induces the flip angle depends on whether the B_0 field is oriented with or against the z-axis. In this work it is assumed that B_1^+ is the flip-inducing component.

The dimensionless normalization factor, V , which is necessary to produce a normalized field magnitude, VB_1^+ , equal to $1.957\mu\text{T}$ at a point approximately at the center of the heart, was determined at each frequency. This is the field strength necessary to produce a flip angle (α) of 90° in ^1H with a 3-msec rectangular RF pulse. Since B_1^+ is associated with driving voltages of 1 volt in the coil, the dimensionless normalization factor V is also equal to the driving voltage (in volts) necessary to produce the field pattern VB_1^+ .

The available signal from a group of nuclei from a very small volume (cubic voxel, 5-mm dimensions) was assumed to be proportional to the square of the frequency of precession f (1,2), the sine of the flip angle in that volume, and the sensitivity of the coil to the local precessing nuclear magnetism, which is proportional to B_1^- (21). Noise from the sample (the dominant source of noise at these frequencies) is proportional to the square root of the power absorbed by the sample, P_{abs} (2). Thus, neglecting signal from protons in lipid and relaxation effects (T_1 and T_2) for simplicity, SNR at a point near the center of the heart was calculated at each frequency as (21):

$$\text{SNR} \propto f^2 \frac{|\sin(VB_{1c}^- \gamma \tau) B_{1c}^-|}{\sqrt{P_{\text{abs}}}} \quad [2]$$

where B_{1c}^+ is B_1^+ of the center voxel, τ is the duration of the rectangular pulse (assumed to be 3 msec in these calculations), and γ is the gyromagnetic ratio of ^1H . P_{abs} , the absorbed power over the entire body, is calculated for use in Eq. [2] as (13):

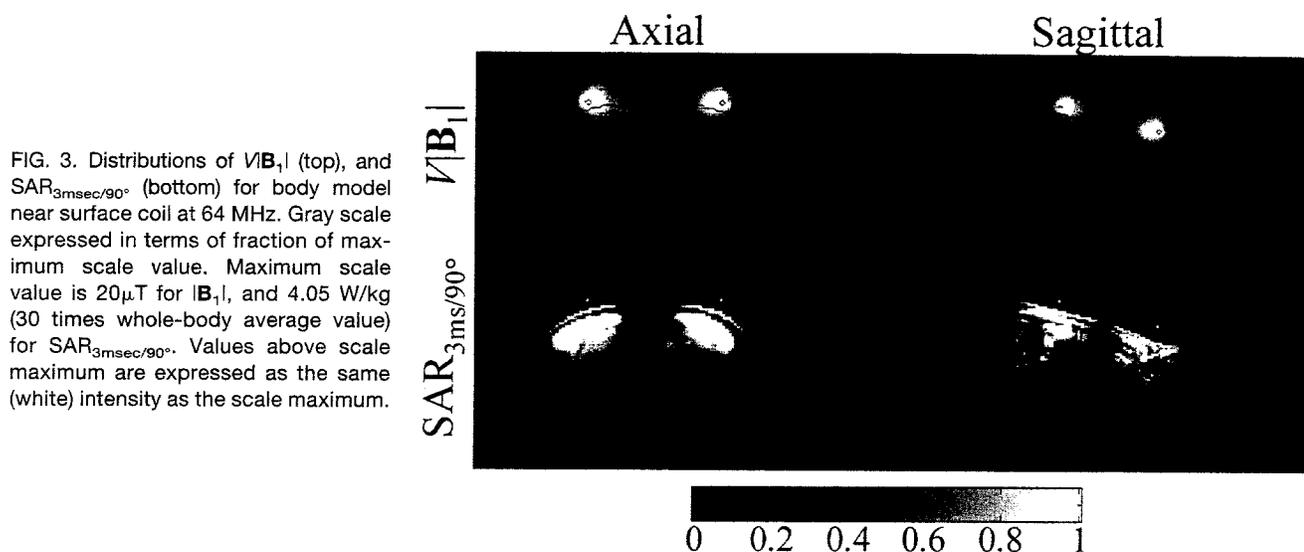


FIG. 3. Distributions of $V|B_1|$ (top), and $SAR_{3msec/90^\circ}$ (bottom) for body model near surface coil at 64 MHz. Gray scale expressed in terms of fraction of maximum scale value. Maximum scale value is $20\mu T$ for $|B_1|$, and $4.05 W/kg$ (30 times whole-body average value) for $SAR_{3msec/90^\circ}$. Values above scale maximum are expressed as the same (white) intensity as the scale maximum.

$$P_{abs} = \frac{1}{2} \sum_N (\sigma_{xn} E_{xn}^2 + \sigma_{yn} E_{yn}^2 + \sigma_{zn} E_{zn}^2) \Delta_x \Delta_y \Delta_z \quad [3]$$

where E_x , E_y , and E_z are the absolute magnitudes of the three orthogonal components of the electrical field E (calculated with the FDTD method), and σ is material conductivity. A dimensional analysis with σ having units of siemens/m, E having units of volts/m, and Δ_x , Δ_y , and Δ_z having units of meters shows the result to have units of watts. The subscript n indicates the n th voxel in the summation, and the subscripts x , y , and z indicate the orientation of the corresponding E field or σ components. The summation is performed over all N voxels in the human body model. Like B_1^+ , the values of E and P_{abs} correspond to the fields where $V = 1$.

The SAR during the excitation with $V = 1$ in each voxel in the body model was calculated as (13):

$$SAR_{V=1} = \frac{\sigma_x}{2\rho_x} E_x^2 + \frac{\sigma_y}{2\rho_y} E_y^2 + \frac{\sigma_z}{2\rho_z} E_z^2 \quad [4]$$

where ρ is the material density (having units of kg/m^3). The SAR during a 3-msec rectangular pulse resulting in a 90° flip at the center of the heart ($SAR_{3msec/90^\circ}$) is equal to $V^2 SAR_{V=1}$. For comparison with present limits on SAR (having units of watts/kg), the maximum SAR averaged over any one cm^3 and the average SAR over the entire body model are presented here.

RESULTS AND DISCUSSION

The distribution of $V|B_1|$ and SAR on two orthogonal planes through the center of the coil at 64 MHz are given in Fig. 3. At 64 MHz the field and $SAR_{3msec/90^\circ}$ distributions are similar to what is expected at lower frequencies (22). Contour plots of the flip angle (α) distribution at each frequency are given in Fig. 4. Numerical values for the normalization factor V , resulting $SAR_{3msec/90^\circ}$ levels (maximum $1 cm^3$ and whole-body average), P_{abs} , and SNR are

given in Table 1. Line plots of average $SAR_{3msec/90^\circ}$ and SNR as functions of frequency are given in Figs. 5 and 6.

Comparisons of calculated results in this work to previously-published results of Wen et al. (11) suggest that the trends in the B_1 field pattern and SNR with frequency calculated in a human sample are consistent with experiment—at least at frequencies up to 175 MHz. Determination of the accuracy of specific calculated quantities, especially SAR, will likely require further careful experiments and calculations.

Wen et al. (11) published B_1^+ maps made in two different human subjects with a 22.9-cm-diameter surface coil over the chest at 64 MHz (1.5T), 125 MHz (3T), and 175 MHz (4T). Despite differences in body shape and composition between their subjects and our model, calculated contours at $\alpha = 45^\circ$, 90° , and 180° (Fig. 4) are similar in shape and position to experimentally mapped contours in subject 1 of the study by Wen et al. (Fig. 4 of Ref. 11). In comparing these studies it is important to note that the left-right convention in this work is like that used by radiologists: the "right" side of the model is on the viewer's left. This is the opposite of the convention used by Wen et al. Also, the plane used in calculations (including the atria and ventricular outflow tracts of the heart) may be a centimeter or two (at most) superior to that used in subject 1 of the study by Wen et al. (which apparently includes primarily the ventricles of the heart). Given the substantial differences between the experimentally-measured B_1^+ maps in the two subjects of the study by Wen et al., the presence of the 450° contour in calculations at 64 and 125 MHz (which is absent in subject 1 of the study by Wen et al.) may be attributable to the (apparently) larger pectoral muscles in the model. This will both cause the coil to be farther from the center of the heart than in the experiments by Wen et al., and will require the calculated B_1^+ field to penetrate through more muscle tissue, which is lossier than lung, bone, and fat. Thus higher B_1^+ values near the surface of our model may be necessary in order to achieve a 90° flip at the center of the heart.

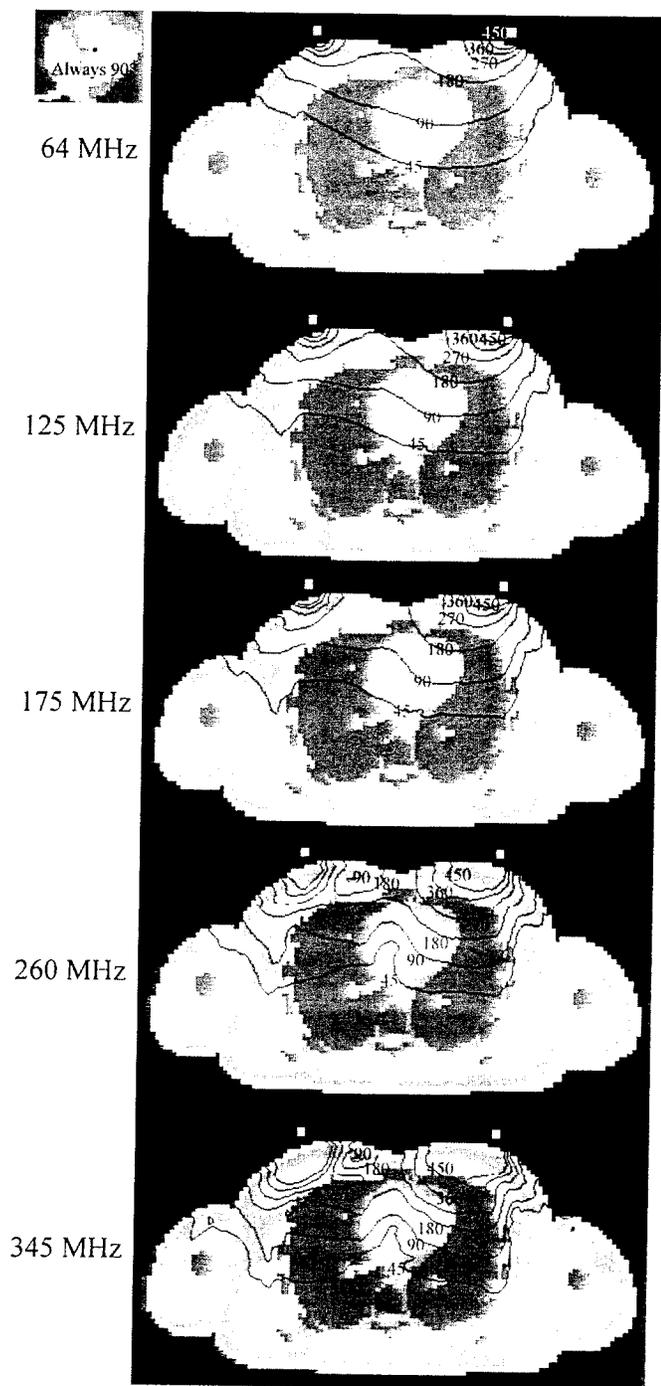


FIG. 4. Distribution of the flip angle α in chest as induced by a surface coil at several frequencies. Location of reference point (where $\alpha = 90^\circ$ at all frequencies) shown in upper-left view of mediastinum. Contours at 45° , 90° , 180° , 270° , 360° , and 450° are labeled accordingly. Tissues are assigned one of three shades: dark (low-conductivity tissues, including bone and lung), medium (fat, also a low-conductivity tissue), and bright (high conductivity tissues, including skin, muscle, heart, aorta, blood, tendon, etc.). The location of the coil is shown with white dots. Note that the left-right convention used in radiology is used here: the model's "right" side is on the viewer's left. This is the opposite of the convention used by Wen et al. (11).

Table 1
Normalization Factor V , SAR Levels, Absorbed Power, and SNR at Center of Heart for Whole-Body Model With a Surface Coil (for 3 msec Rectangular Pulse Producing 90° Flip at Center of Heart)

Frequency (MHz)	V	SAR _{3ms/90°} (W/kg)		$V^2 P_{\text{abs}}$ (W)	Relative SNR
		Max. one-cm ³	Average		
64	77.78	15.24	0.1349	12.91	1.000
125	158.3	58.41	0.4853	45.88	1.946
175	177.4	105.9	0.8883	83.65	2.713
260	378.3	309.8	2.731	200.6	3.895
345	533.8	774.0	6.130	557.0	5.021

Edelstein et al. (2) measured "intrinsic" SNR (ISNR) in the human head and in the human torso at several frequencies up to 64 MHz using linearly-driven volume coils. The results appeared to fall approximately along a straight line that intersected the origin. This agrees very well with calculations presented here for SNR in the torso using a surface coil at frequencies through 345 MHz (Fig. 6) at a location near the center of the heart. Experiments at frequencies of 64 MHz and below, however, are not necessarily good indicators of behavior much above 64 MHz because of the rapidly increasing complexity of the electromagnetic field spatial distribution at such frequencies (Fig. 4).

Both experiment (11) and the calculated results presented here suggest that at frequencies up to 175 MHz, SNR at the center of the heart should increase at a nearly linear rate in experiments using a surface coil near the chest. Our calculations indicate that at the center of the heart this nearly linear increase in SNR may continue to 345 MHz, but it is also important to examine the trend in SNR at locations other than what we have chosen as the center of the heart. At locations 2 cm anterior (location A), posterior (location P), left (reader's right: location L), and right (reader's left: location R) compared to the point at the center (location C), which is shown in Fig. 4 and used for all results presented up to now, the trend in SNR is shown

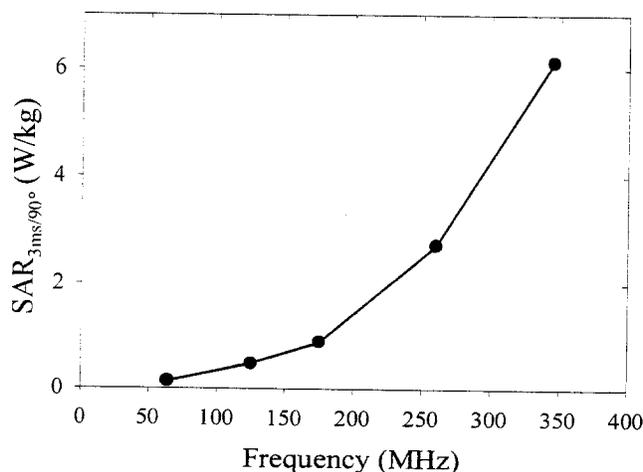


FIG. 5. Line plot of whole-body average SAR_{3ms/90°} as a function of B_1 frequency.

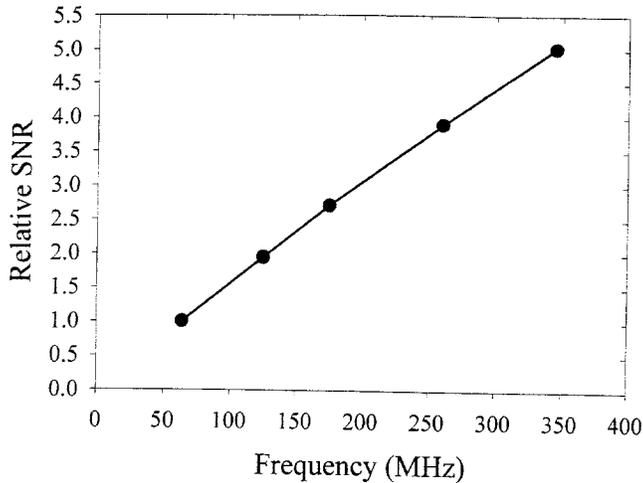


FIG. 6. Line plot of relative SNR as a function of B_1 frequency. Values are normalized to that at 64 MHz. A straight line passed through the two lowest-frequency points and extended towards the origin will very nearly pass through the origin. This suggests good agreement with theory and experiment at low frequencies (1-3).

in Fig. 7 for the 90° pulse defined at location C, and in Fig. 8 for the 90° pulse defined at each respective location. Clearly, at frequencies much above 175 MHz the trend in SNR is very dependent on location due to the changing RF field distribution. Up to about 175 MHz, the SNR increases at an approximately linear rate at each location (Figs. 7 and 8). If the excitation pulse is defined such that the flip angle is 90° at location C, as the RF field distribution becomes more complex with increasing frequency (Fig. 4) the flip angle at neighboring locations will get farther from 90° and the SNR at these locations will become lower than that at location C (Fig. 7). If we calculate SNR as if the flip angle is 90° at each location for its respective data points so that

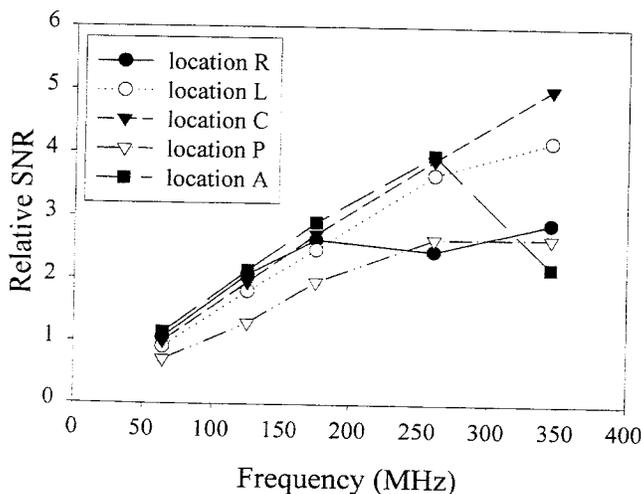


FIG. 7. Line plot of relative SNR at several locations as a function of B_1 frequency when the flip angle is 90° at location C. Locations are 2 cm anterior (location A), posterior (location P), left (reader's right: location L), and right (location R) compared to the point at the center (location C), which is shown in Fig. 4 and was used as the reference for results presented in Figs. 3-6 and Tables 1-2.

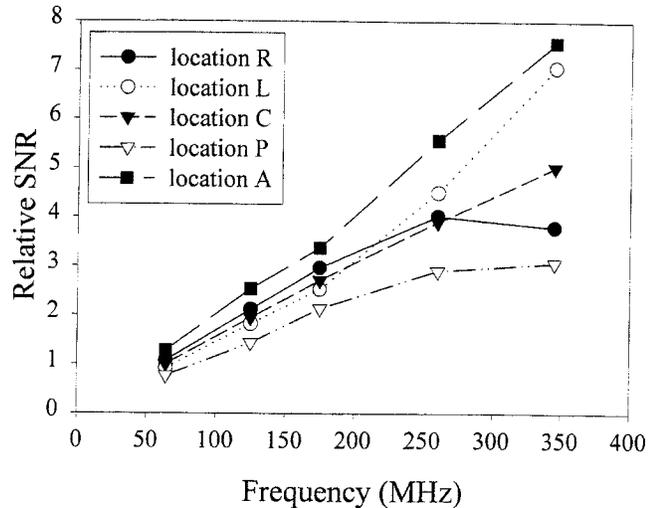


FIG. 8. Line plot of relative SNR at several locations as a function of B_1 frequency when the flip angle is 90° at each respective location.

SNR is maximized at each location, we see that above 175 MHz the rate of increase (slope) may increase (locations A and L) or decrease (locations P and R) depending on how the RF field pattern changes with frequency (Fig. 8). A similar range of SNR behavior with frequency has been predicted for a body-sized phantom with an elliptical cross-section depending on material properties (4), for a spherical sample excited by a surface coil depending on sample size (8,9), and for a simple axis-symmetric model of the chest depending on model complexity (7).

Methods of assessing SAR in experiment generally rely on measurements of temperature made in homogeneous samples, or on assumptions about what the quality factor of the loaded and empty coil can reveal about the percent of applied power absorbed in the sample (23). While these methods may give a good estimate of the average SAR in a patient, they tell nothing about the distribution of the SAR or the magnitude of the maximum local SAR in a patient. The International Electrotechnical Commission (IEC) has suggested limits on average SAR in the head, average SAR in the body, and SAR in any 1-g region (24). The present limits for the normal operating mode are 1.5 W/kg over any 15 min for whole-body SAR, 3 W/kg averaged over any 10 min for average SAR over the head, and 8 W/kg in any gram of tissue in the head or torso (12 W/kg in any gram of tissue in the extremities) over any 5 min. With methods published previously (25) and the calculated $SAR_{3ms/90^\circ}$ values in Table 1, it is possible to estimate the imaging parameters necessary to avoid exceeding the IEC limits in a number of possible experiments. The SAR levels induced during a pulse with flip angle α and duration τ would be:

$$SAR_{\tau/\alpha} = r \left(\frac{3ms}{\tau} \right)^2 \left(\frac{\alpha}{90^\circ} \right)^2 SAR_{3ms/90^\circ} \quad [5]$$

where r is a factor determined by the type of pulse used, calculated as a power ratio of the given pulse to a rectangular pulse with the same α and τ . If a rectangular pulse is

used, $r = 1.0$. If a Gaussian pulse is used, τ is defined as the full-width half-maximum of the Gaussian, and $r = 0.67$ (23). If a sinc pulse is used, τ is defined as the width of the central lobe at the zero crossings, and $r = 2.0$ (23). The SAR levels of a given pulse sequence will be equal to the sum of the energy absorbed from the pulses during the total image acquisition time divided by the total acquisition time. This can be written in general as:

$$\text{SAR} = \frac{\sum_{n=1}^N (\text{SAR}_{\tau n/\alpha n} \times \tau n)}{\text{TT}} \quad [6]$$

where αn and τn are the flip angle and pulse duration of the n th pulse in a sequence of N RF pulses, and TT is the total time necessary to acquire the image. Assuming the same N RF pulses are used in each repetition of a pulse sequence so that SAR over the total imaging time TT is equal to that over TR , we can calculate the minimum permissible TR to avoid exceeding some limit in SAR (SAR_{lim}) as:

$$\text{TR} \geq \frac{\sum_{n=1}^N (\text{SAR}_{\tau n/\alpha n} \times \tau n)}{\text{SAR}_{\text{lim}}} \quad [7]$$

where $\text{SAR}_{\tau n/\alpha n}$ can be calculated for any standard pulse type of duration τn and flip angle αn from the $\text{SAR}_{3\text{msec}/90^\circ}$ values in Table 1 with Eq. [5]. Since for soft tissues (where conductivity and SAR are typically highest) the material density is very near 1 g/cm^3 , the maximum SAR in one cm^3 will be very close to that for 1 g. The IEC normal operating mode limit for 1-g SAR in the body is greater than the limit for average SAR in the body by a factor of about 5.3. In Table 1 at every frequency the maximum 1- cm^3 SAR is greater than the whole-body average SAR by a factor of >100 . Thus, in every case calculated here the local SAR level is the limiting factor for imaging parameters.

Assuming that only rectangular 90° and 180° pulses (flip angle defined at center of heart) are used, that 90° pulses have $\tau = 3$ msec and 180° degree pulses have $\tau = 6$ msec, it is possible to calculate the minimum allowable TR for a number of imaging sequences using 8 W/kg as SAR_{lim} and the maximum 1- cm^3 SAR levels in Table 1 for $\text{SAR}_{3\text{msec}/90^\circ}$. The minimum allowable TR for several pulse sequences at several frequencies with these assumptions for a surface coil near a chest is given in Table 2. The values in Table 2 could be multiplied by appropriate factors to account for other pulse types and durations that might be used. These numerical results are technically only valid for the model and coil arrangement presented here. Nonetheless, these numbers may serve as a rough guide to what types of experiments should be possible at various frequencies with a large, muscular male subject and a surface coil on the chest. It appears that in experiments other than echo-planar imaging (EPI), gradient echo (GE), and spin echo (SE) sequences at 175 MHz and below, and perhaps the

Table 2

Minimum Allowable TR for Surface Coil on Chest With Several Pulse Sequences at Several Frequencies Assuming Only 3 msec Rectangular 90° and 6 msec Rectangular 180° Pulses Are Used

Frequency (MHz)	Minimum allowable TR (msec)				
	EPI	GE	SE	RARE 8	RARE 32
64	5.715	5.715	17.14	97.16	371.5
125	21.90	21.90	65.70	372.3	1242
175	39.71	39.71	119.3	675.1	2581
260	116.2	116.2	348.6	1975	7553
345	290.2	290.2	870.6	4933	18863

8-echo rapid acquisition with relaxation enhancement (RARE8) sequence at 64 MHz, SAR will be a consideration.

In these calculations the location of the maximum SAR in 1 g (cubic cm) of tissue occurs at nearly the same location at each frequency. This location is in the right medial portion of the pectoral muscle near the superior end of the sternum. This is interesting because this location is not the closest to the coil or to its voltage sources. We speculate that the SAR is highest here in this individual because the largest conductive bodies near the coil are the pectoral muscles, and since the thickness of these muscles diminishes as they approach the sternum, the current density will be increased in this region. In a subject with less pronounced pectoral muscles, this maximum might occur elsewhere. This emphasizes the importance of specific subject anatomy in determining the location of greatest SAR.

The FDA and IEC limits on SAR levels may change with time, but with the data and equations presented here it should be possible to estimate what imaging parameters are necessary to avoid exceeding future limits on SAR for coils and human geometries such as those modeled in this work.

CONCLUSIONS

Until recently, computational limitations have made calculations of SNR and SAR with increasing B_1 frequency impossible except in simple geometries. Here we have used numerical methods to predict SNR and SAR for a large, muscular male with a surface coil against his chest. Our calculations suggest that in this particular case, at frequencies above 175 MHz, SNR may increase or decrease with increasing B_1 frequency depending on the location and definition of the excitation pulse. This prediction is very dependent on the sample geometry and B_1 coil, as similar calculations for a head in a birdcage coil indicate that SAR and SNR will not pose problems at frequencies up to 8T (5). Clearly, there are major limitations and assumptions in these calculations. T_1 , T_2 , static field inhomogeneity, and a host of other factors are not considered. Still, in looking for fundamental relationships due to RF field behavior, the methods used here are well understood and generally accepted (2-9).

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Measurements and FDTD Computations of the IEEE SCC 34 Spherical Bowl and Dipole Antenna

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Summary

SAR and feedpoint impedance have been measured and FDTD computed for a spherical bowl and a $\lambda/2$ dipole at 835 MHz according to procedures outlined by IEEE SCC 34, WG 1. Good agreement between measurement and FDTD computation was found both for the SAR distribution in the bowl and for the antenna feedpoint impedance.

1 Introduction

In order to evaluate the ability of the current state-of-the-art dosimetric nearfield measurement systems and computational tools to assess and predictate the electromagnetic fields close to low power radio transmitters the IEEE SCC 34 working group 1 has specified a number of so called canonical problems for benchmark testing. One of the problems involves a spherical glass bowl filled with brain simulating liquid and a wire dipole antenna which is placed below the bowl for inducing EM fields in the liquid [1]. The test consists of measurements or computations of the antenna feedpoint impedance as well as mapping of the specific absorption rate (SAR) in the liquid. This report describes the performed measurements and FDTD computations and the obtained results for this test at the EMF laboratory at Ericsson Radio Systems AB in Stockholm during May and June 1998.

2 Measurements

The measurement procedures specify measurements of the SAR distribution from a $\lambda/2$ wire dipole at 835 MHz in a spherical pyrex glass bowl filled with brain simulating liquid and the feedpoint impedance of this antenna when it is placed both symmetrically and asymmetrically below the bowl as shown in Fig. 1. The bowl has an outer diameter of 224 ± 0.5 mm and a glass thickness 5 ± 0.5 mm and the dipole has an overall length equal to 168 mm and a coaxial wire thickness of 3.6 mm. The dimensions of the dipole [2] are shown in Fig. 2. The opening in the spherical bowl is 170 mm in diameter (D_2) and was chosen as to disturb the EM field distribution in the southern hemisphere as little as possible [1]. The liquid level was equal to 150 mm during all measurements.

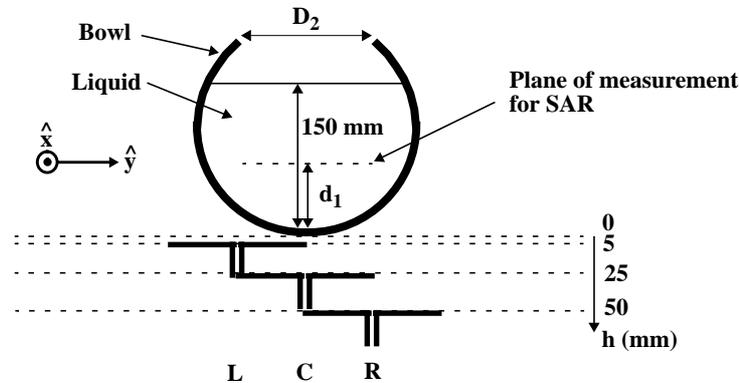


Figure 1. Three of the eleven different antenna positions below the spherical bowl. The separation between the bowl and the antenna is measured from the outer surface of both structures.

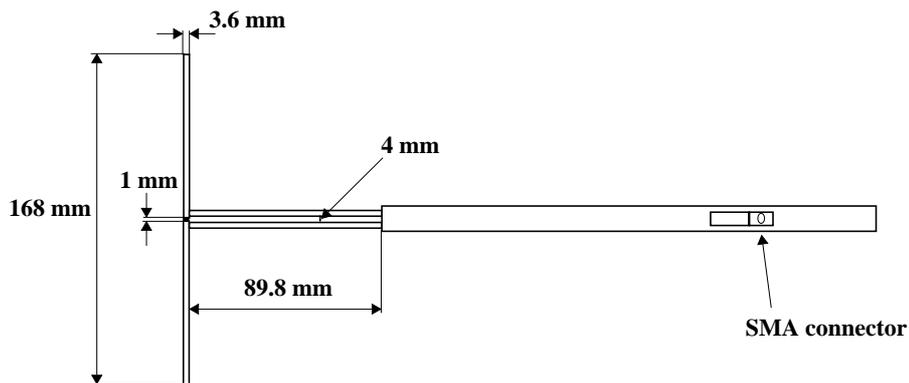


Figure 2. The 835 MHz $\lambda/2$ dipole used in the measurements. The antenna was manufactured by Schmid & Partner Engineering AG with the model number D835V2 (S/N:401).

The measurement protocol states that the spherical bowl is filled with brain simulating liquid with a relative permittivity equal to 44.0 and a conductivity of 0.90 S/m. A recipe for mixing such a liquid was found by modifying a recipe giving similar parameters [3]; 41.5% water, 56.0% sugar, 1.4% salt, 1.0% HEC and 0.1% Preventol-7. The electrical parameters for this liquid were measured with a HP87050B dielectric probe kit and found to be at 835 MHz $\epsilon_r=42.9\pm5\%$ and $\sigma=0.90\pm10\%$ S/m [4].

Fig. 3 shows the laboratory setup for the measurements. A metal tripod holds the antenna and in order to properly position the antenna and the bowl a special fiberglass table with a 200 mm hole in the upper surface had to be fabricated. The distance between the antenna and the bowl was determined by use of a vernier calliper and the overall alignment by a water level.

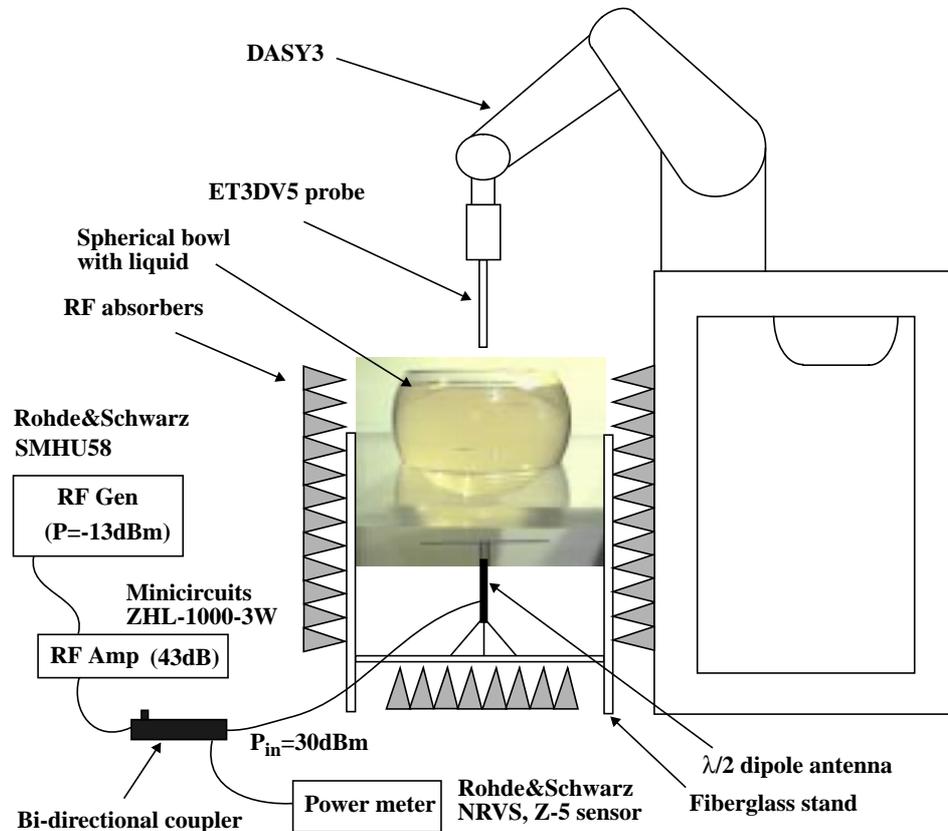


Figure 3. The laboratory setup for the IEEE SCC 34 spherical bowl and dipole experiment.

The dosimetric nearfield measurement system used for the SAR measurements was the DASYS3 [5] from Schmid & Partner Engineering AG with the isotropic E-field probe ET3DV5 [6]. The probe correction factor used for all SAR measurements in the bowl was equal to 6.1.

The impedance of the 835 MHz $\lambda/2$ dipole was measured with a HP8752C network analyzer when the antenna was placed in all eleven different positions with respect to the bowl; as centered at distances (denoted h) 5, 25 and 50 mm below the outer south pole and translated on both sides so that alternatively one of the antenna tips will be placed under the south pole at the same distances plus 0 mm. The SAR in the bowl was measured at the axis of symmetry for five of the positions; in the centered position with $h=5, 25$ and 50 mm and left/right translated with $h=0$ mm. Complete SAR scanning in horizontal planes at height d_1 from the inner south pole was performed for the centered position at $h=5$ mm and left/right position at $h=0$ mm. The impedance measurements were conducted five times giving eleven values for each series and the SAR measurements were repeated three times. The complete SAR scanning was performed once for every measurement series but each axis of symmetry measurement was repeated five times in sequence in order to give reliable results.

3 FDTD computations

The spherical bowl and the dipole were modeled in a cubical FDTD grid [7] with grid step equal to 2.5 mm, as shown in Fig. 4 and Fig. 5. This grid step was chosen as suitable for computing distances 5, 25 and 50 mm between the bowl and the antenna but also giving moderate modeling errors for the dimensions of both structures. Obviously, in order to have a symmetrical antenna, the length of the antenna model is always an odd number of cells and therefore the diameter of the bowl also has to be an odd number of cells if the antenna is to be placed in a true centered position below the bowl. This requires though that the antenna is modeled as a bar of cells rather than by a thin filament of FDTD components if the models are to be symmetrical also in the plane perpendicular to the antenna axis. However, when modeling the case with a asymmetrically positioned antenna the tip of the dipole is not possible to placed directly under the outer south pole but it will be a half grid step offset from this position.

The FDTD components in the glass-liquid boundary, i.e. on the inside of the bowl, were computed with the material parameters set equal to those for the liquid since the pyrex glass has a zero conductivity. In the 2.5 mm grid, the bowl has an outer diameter of 89 cells, i.e. 222.5 mm, and an inner diameter of 85 cells, i.e. 212.5 mm. The antenna is represented by two bars each 33 cells long with a one by one cell cross section giving an overall length, including the voltage source gap, of 67 cells or 167.5 mm.

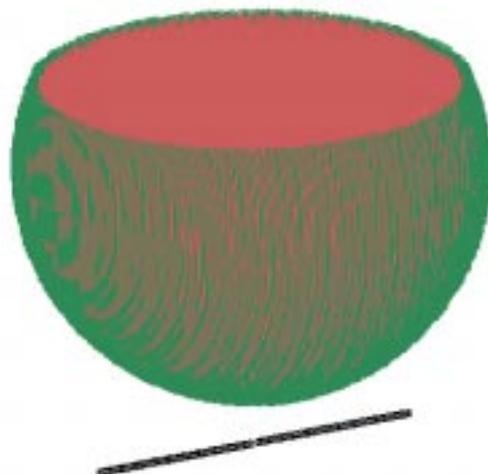


Figure 4. The FDTD models of the spherical bowl and the $\lambda/2$ dipole. The dipole is placed as centered 25 mm below the outer south pole of the bowl.

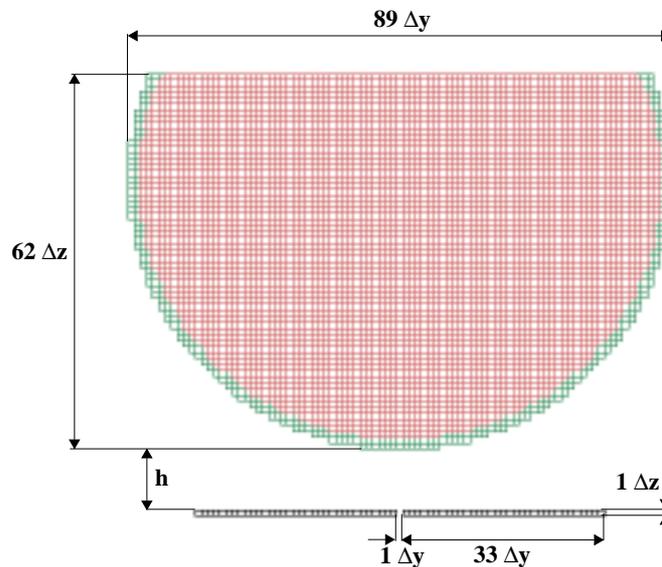


Figure 5. The dimensions of the FDTD models. The separation h between the bowl and the dipole, was 2, 10 and 20 cells corresponding to distances 5, 25 and 50 mm.

The bowl and the halfwave dipole were placed in the FDTD grid with a minimum distance to the Liao boundary of $\lambda/3$ giving a total computational volume of $165 \times 165 \times 165$ cells for the computations with the dipole in a centered position and $165 \times 190 \times 165$ cells for the case when it was placed asymmetrically. The memory requirements for these grids were 127 and 146 Mbyte respectively in the XFDTD version 4.04 code [8] and on the 300 MHz Sun Ultra-30 computer the computational time was about 5h 15min.

4 Measurement and FDTD Results

4.1 Antenna feedpoint impedance

Table 1 summarizes the obtained measured and FDTD computed feedpoint impedance of the half-wave dipole antenna when it was positioned in the different positions. Note, the FDTD data for the left translated antenna is only a copy of the right side data since computations of this case will give close to identical values, which is of course due to the symmetry of the applied models.

Position	h(mm)	Measured Re(Z), mean value (Ω)	Measured Im(Z), mean value (Ω)	FDTD Re(Z) (Ω)	FDTD Im (Z) (Ω)
Centered	5	49.7	-4.6	48.9	-2.8
Centered	25	53.9	14.8	48.9	18.5
Centered	50	74.9	23.4	66.0	29.6
Right	0	104.6	91.4	178.6	159.2
Right	5	82.0	45.5	90.5	44.2
Right	25	75.1	24.6	75.1	23.8
Right	50	84.2	20.6	78.8	22.3
Left	0	105.1	89.9	178.6	159.2
Left	5	82.8	43.6	90.5	44.1
Left	25	76.6	22.7	75.1	23.8
Left	50	85.8	18.9	78.8	22.3

Table 1 The measured and FDTD computed feedpoint impedance for the $\lambda/2$ dipole at 835MHz.

The maximum differences between the measured right side and the left side values are 1.6 Ω for the resistance and 2.0 Ω for the reactance. The standard deviation for the measured resistance ranges from 0.4 to 12.9 Ω and for the measured reactance 0.4 to 2.8 Ω . The maximum difference between the measured mean and the FDTD computed impedance for the centered position is of the order 6 to 9 Ω .

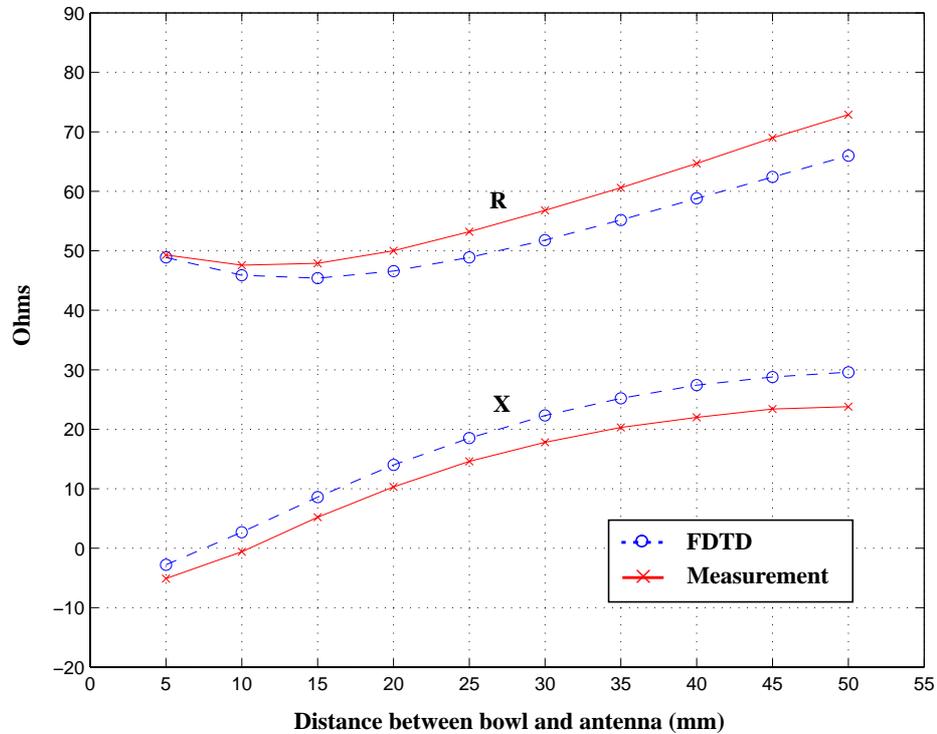


Figure 6. FDTD computed vs. measured dipole feedpoint impedance for centered antenna position. The measured impedance displayed are only based on one series of values.

An additional series of impedance measurements were performed for the case when the dipole was placed symmetrically below the bowl. The impedance was measured for distances $h=5$ to 55 mm in 5 mm steps in order to investigate the overall antenna-bowl separation dependence of the feedpoint impedance. Corresponding FDTD computations were also carried out and the results are shown in Fig. 6. The agreement between measurement and FDTD calculation is very good and the mean difference is only about 4Ω for both the resistance and the reactance. Obviously, the selected FDTD models seem suitable for computing the feedpoint impedance even though they are, in certain aspects, somewhat coarse.

4.2 SAR results

In order to properly compare the measured and the FDTD computed SAR distributions in the bowl, the FDTD values had to be calculated by averaging over several computational cells and E-field components [9]. All SAR values were normalized to 1W of radiated power.

4.2.1 SAR on the axis of symmetry

The measured and the FDTD computed local SAR on the axis of symmetry in the spherical bowl when the antenna was placed symmetrically below it is shown in Fig. 7. The agreement between measurement and FDTD computation is very good for all distances between the bowl and the antenna. The peak local SAR is, of course, located at the inner surface of the bowl and falls off quite rapidly with increasing height/distance from the inner surface. The measured SAR decreases somewhat faster though than the FDTD data close to the inner south pole. However, small deviations in probe positioning in this area lead to large variations in measured SAR which is shown by the standard deviation for these measurement points, about 1.7 W/kg for the distance 2.7 mm when h was equal to 5mm.

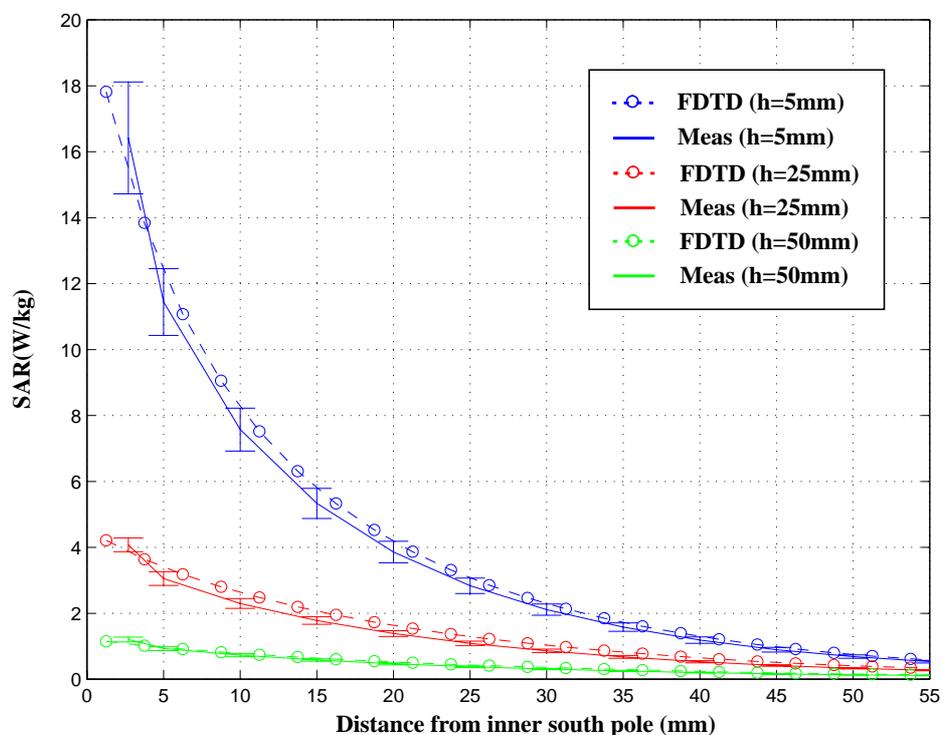


Figure 7. FDTD computed vs. measured SAR on the axis of symmetry for the spherical bowl. The dipole was placed as centered 5, 25 and 50 mm below the outer south pole.

The SAR decrease due to increased separation between the bowl and the dipole antenna is also clearly understandable and an increase in h from 5 mm to 50 mm decreases the maximum SAR almost by a factor of 10 both in the measurements and in the FDTD computations. The mean difference between the measurement and the FDTD data is 0.2 W/kg for $h=5$ mm, 0.1 W/kg for $h=25$ mm and only 0.03 W/kg for $h=50$ mm.

For the cases when the dipole antenna was translated to the left and right side of the bowl the measured and the FDTD computed local SAR on the axis of symmetry for the bowl are shown in Fig. 8. The agreement between measurement and computation is not as good as when the dipole antenna was placed in a centered position. Here, the FDTD computed SAR close to the surface is lower than the measured value. The maximum difference between the two data sets is for the left translated position about 5.4 W/kg close to the inner surface but the overall mean difference is only of the order 0.3 W/kg. For the right translated case the corresponding differences are 4.7 W/kg and 0.3 W/kg. However, the agreement between the two measurement data sets is rather good though which indicates good positioning and alignment of the laboratory setup.

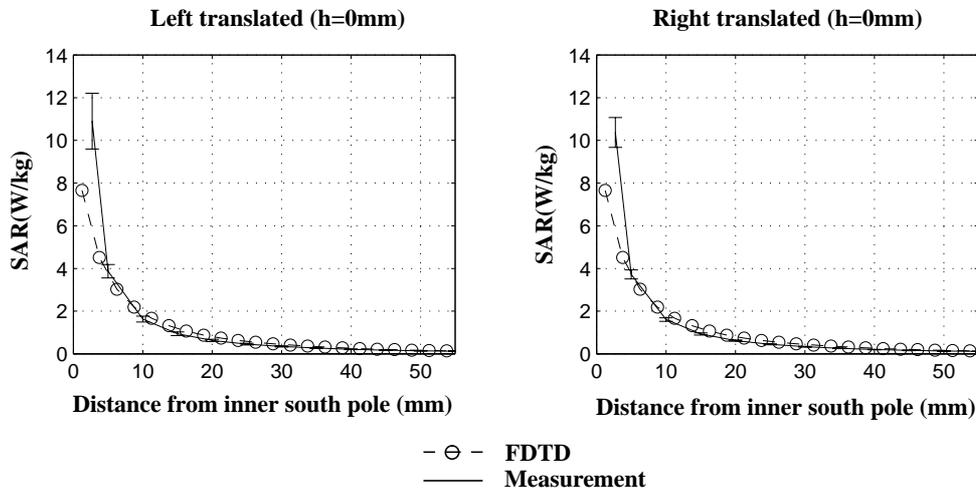


Figure 8. The measured and the FDTD computed SAR on the axis of symmetry for the spherical bowl. The half-wave dipole antenna was placed 0 mm below the outer south pole and translated to the left and right side.

4.2.2 SAR in horizontal planes at heights d_1 above the inner south pole

Local SAR measured and computed in horizontal planes at heights $d_1=30$ mm and $d_1=50$ mm from the inner south pole for the symmetrically positioned antenna at $h=5$ mm are shown in Fig. 9 and 10. The agreement between the measured and the FDTD computed SAR is quite good both in terms of absolute value and shape. The mean difference is only of the order 0.1 W/kg for both planes. At the height $d_1=30$ mm the axis of the antenna is clearly visible as a ridge in the SAR distribution along the y-axis but at $d_1=50$ mm the distribution is more or less symmetrical around the maximum value located at the center of the plane.

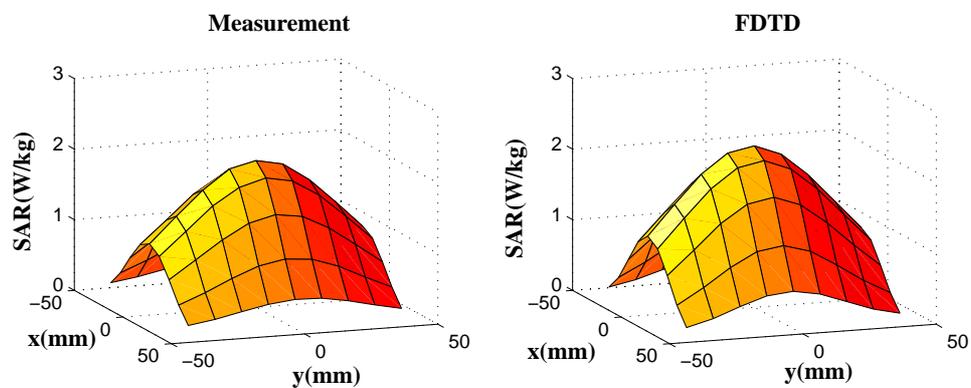


Figure 9. Local SAR in the plane $d_1=30$ mm for the center antenna position at $h=5$ mm. The maximum and the mean differences between the measurement and the FDTD computation are 0.3 W/kg and 0.1 W/kg.

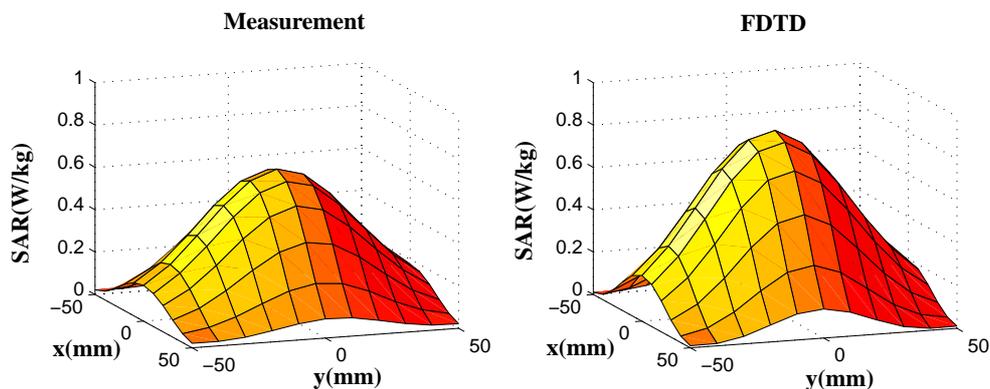


Figure 10. Local SAR in the plane $d_1=50$ mm for the center antenna position at $h=5$ mm. The maximum and the mean differences between the measurement and the FDTD results are 0.2 W/kg and 0.06 W/kg.

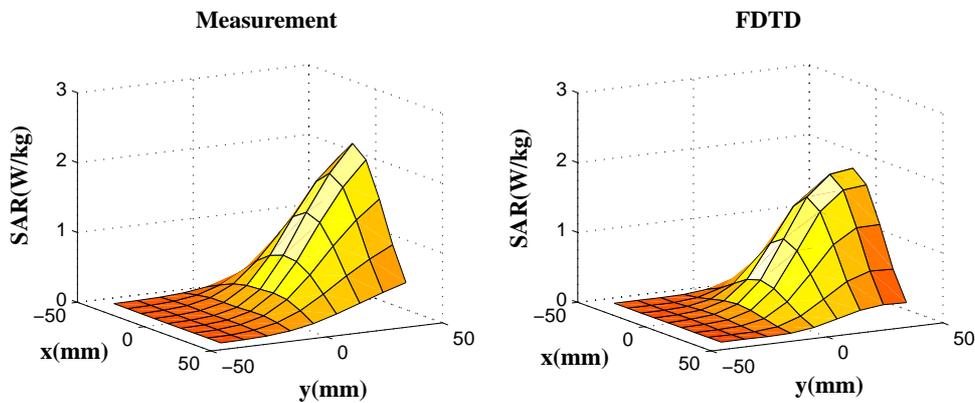


Figure 11. Local SAR in the plane $d_1=50$ mm for the right translated antenna position at $h=0$ mm. The maximum and the mean differences between the measurement and the FDTD computation are 0.4 W/kg and 0.1 W/kg.

In Fig. 11, the SAR distribution at $d_1=30$ mm for the right translated antenna position are shown. The maximum value of this distribution is located at the right side of the plane and here there are some differences between measurement and FDTD computation. This is probably due to the fact that the tip of the antenna in the FDTD model is not possible to perfectly position at the outer south pole but is located half a grid step to the right of the pole.

5 Conclusions and Future work

Measurements and corresponding FDTD computations have been performed for the IEEE SCC 34 spherical bowl and dipole benchmark test with good agreement in the obtained results both in terms of the antenna feedpoint impedance and the SAR distribution in the bowl. The mean difference between measured and FDTD calculated impedance was found to be around 6-9 Ω and the mean difference between the measured and the FDTD computed SAR in the bowl was of the order 0.05-0.4 W/kg. However, the uncertainties and errors affecting the measurement and the FDTD results both in terms of SAR and impedance have not yet been finally calculated but will be included and described in the next revision of this document.

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CALCULATION OF ELECTRIC FIELDS AND CURRENTS INDUCED IN A MILLIMETER-RESOLUTION HUMAN MODEL AT 60 Hz USING THE FDTD METHOD WITH A NOVEL TIME-TO-FREQUENCY-DOMAIN CONVERSION

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Abstract

The finite-difference time-domain (FDTD) method has previously been used to calculate induced currents in anatomically based models of the human body at frequencies ranging from 20 to 915 MHz and resolutions down to 1.31 cm [1]. Calculations at lower frequencies and higher resolutions have been precluded by the huge number of time steps which would be needed to run these simulations in the traditional way. This paper describes a new method used to overcome this problem and calculate the induced currents in a MRI-based 6-mm-resolution human model at 60 Hz. A new algorithm based on solving two equations with two unknowns is used for calculating magnitude and phase from the CW FDTD simulation. This allows magnitude and phase calculations to be made as soon as steady-state is reached, which is within a fraction of a cycle. For incident electric fields of 10 kV/m, local induced current densities above 16 mA/m² have been calculated in the torso, with even higher values up to 65 mA/m² for the legs. These are considerably higher than the 4 or even 10 mA/m² that have been suggested in the safety guidelines [10].

Introduction

The finite-difference time-domain method has been used extensively for analyzing steady-state frequency-domain behavior in numerous applications. Specific absorption rate (SAR) [1], radar cross section [2], current distribution [3], and S-parameters [4] are a few of the frequency-domain parameters calculated using the FDTD method. Since FDTD is a time-domain method, some conversion must be made from the time to frequency domains. Traditionally this is done with either a peak detection method or a Fourier transform method. Both of these methods require a large amount of computer time and memory, and require that the simulation be run at least half a cycle after convergence has been reached. For applications such as finding the complete current distribution within the human body, these time-to-frequency-domain calculations require as much memory and more computer time than the FDTD simulation itself. This paper describes an alternative to these traditional time-to-frequency-domain calculations which virtually eliminates the computer time required and can dramatically reduce or eliminate the storage requirements as well.

Novel Two-Equation Two-unknowns Time-to-Frequency-Domain Calculations

At a given location in space we can write

$$\begin{aligned}A \sin (\omega t_1 + \theta) &= q_1 \\A \sin (\omega t_2 + \theta) &= q_2\end{aligned}$$

where A is the amplitude, θ is the phase angle $\omega (= 2 \pi f)$ is the angular frequency. At two times, t_1 and t_2 , the values q_1 and q_2 are obtained from the FDTD simulation. Therefore, these equations can be solved for the unknowns, A and θ , to give direct relationships for these values

$$\theta = \tan^{-1} [q_2 \sin (\omega t_1) - q_1 \sin (\omega t_2) + q_1 \cos (\omega t_2) - q_2 \cos (\omega t_1)]$$

$$A = |q_1 / \sin (\omega t_1 + \theta)|$$

Double precision should be used for accuracy, even if the rest of the FDTD simulation is single precision. The choice of t_1 and t_2 depends on the simulation. For most FDTD simulations, the spatial resolution, Δ_x , is on the order of $\lambda/10$ to $\lambda/100$. For these simulations, t_1 and t_2 can be the last two time steps. For higher resolutions, as t_1 and t_2 become closer in seconds, the values of q_1 and q_2 also become closer and closer, and the roundoff errors become more significant. t_1 and t_2 are taken a few time steps apart (25 was used for this paper) to reduce the roundoff errors. This method provides accuracy similar to the Fourier transform method for both magnitude and phase. An additional source of errors which must be avoided is dc offsets and numerical noise in the time-domain data. Ramped sine excitations known not to cause a dc offset should be used [5]. These excitations have also been shown to reduce numerical noise [6].

This new method provides dramatic savings in computer time and memory over the traditional methods of peak detection or Fourier transformation as shown in Table 1. These savings are obtained because both the peak detection and Fourier transform methods require calculations to be made over the last half-cycle of the simulation, and the two-equation two-unknowns method requires only a single calculation. In addition to the savings from the computation of frequency-domain values, significant savings are also obtained for low-frequency calculations because the simulation does not need to be run for a full cycle past convergence as it must be for peak detection and Fourier transform.

Table 1. Comparison of peak detection, Fourier transform, and the two-equation two-unknowns methods of transforming from time domain to frequency domain methods. The FDTD model is $308 \times 99 \times 67$, cell size is 6 mm, Courant number is 0.5. E_x , E_y , and E_z are converted from time to frequency domain for all cells. Frequency is 10 MHz, number of time steps per cycle is 10,000. The FDTD simulation is run for 10,000 time steps.) Cputime is measured on an HP 755 workstation.

	cpumin	Mwords
FDTD time-domain simulation	2054	18.2
Discrete Fourier Transform	3640	15.1
Peak Detection	2147.1	7.56
Two-equation two-unknowns	2.9	7.56 (disk or RAM)

Millimeter-Resolution Model of the Human Body

In collaboration with Dr. James Lee of the Medical Imaging Laboratory, School of Medicine, and Dr. Mark Nielson of the Department of Biology, University of Utah, a millimeter-resolution model of the human body from the MRI scans of a male volunteer was developed. The resolution is 1.974 mm in the axial plane and 3 mm along the height of the body. The MRI sections were converted into images with defined 30 tissue types whose electrical properties are then specified at the radiation frequency. The tissues are fat, muscle, compact bone and bone marrow, cartilage, skin, brain, nerve, cerebrospinal fluid (CSF) intestine, spleen, pancreas, heart, blood, eye humor, sclera, lens, liver, kidney, lung bladder, stomach, ligament, testicle, spermatic cord, prostate, pineal gland, pituitary gland, and erectile tissue. The pineal gland is suspected of being involved in the bioeffects of power frequency EMFs and has, therefore, been separately identified.

Since it is impossible to run the $1.974 \times 1.974 \times 3$ mm resolution model with the memory sources readily available to us, the voxels were combined to give averaged electrical properties in a $6 \times 6 \times 6$ mm³ model. Using 5 cells to the second-order Mur absorbing boundaries, and a perfectly conducting ground plane under the feet, the model requires a calculation space of $99 \times 67 \times 308$ (approximately 2 million cells).

Currents and Fields

Current and SAR distributions have previously been calculated using FDTD in 1.31- and 2.62-cm-resolution models of the human body for frequencies from 20 to 915 MHz [1], and for a 1.31-cm-resolution model at 60 Hz [8]. These 60 Hz calculations demonstrated the usefulness of frequency scaling. Because of the quasi-static nature of the coupling to the human body at 60 Hz and 5 or 10 MHz, this method relies on equating the currents entering the human body due to electric and magnetic fields. The FDTD simulation is run at 10 MHz, and the results are scaled to 60 Hz by multiplying the fields by 60 Hz/10 MHz. For the 1.31-cm-resolution model, one period of the sine wave is 4580 time steps. In [8], the simulation was run for two cycles of the wave, and the peak was found using the peak detection algorithm over the last cycle. In the 6-mm-resolution model, one period of the 10 MHz wave has 10,000 time steps. Since this model is quite large, running even two cycles of the wave is prohibitively expensive. Hence, the two-equation two-unknowns method was developed and used.

The FDTD simulation was run for a frontally incident, vertically polarized electric field of 10 kV/m with an assumed magnetic field of 26.53 A/m (33.33 μ T) polarized from arm to arm of the model. Total vertical currents in each layer were calculated, and are shown in Fig. 1. These agree with the analysis of Deno [9]. The dashed line gives the total currents passing through the layer, as would be measured with a loop-type measuring device of the experimental method of Deno. As expected, the currents are passing from head to foot except for some upward-directed currents in the arms. The peak current densities in each layer are shown in Fig. 2. The torso regions have peak values above the recommended 10 mA/m² limit [10]. To be certain that these peak currents are not a numerical artifact on the external surface of the body, a detailed examination was made of the layers of the peak current. It was found that these peak currents are, indeed, deep within the body. The one exception is the region containing the arms and hands, which hang at rest at the sides of the body. For these layers, the peak current densities are

roughly in the center of the arm and hand, although large currents were also found in the chest region.

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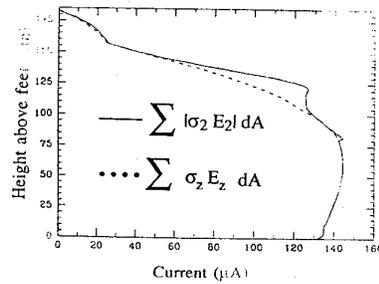


Fig. 1. Total vertical currents passing through the body.

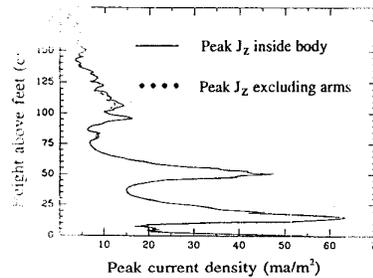


Fig. 2. Peak current density in each layer of the body.