

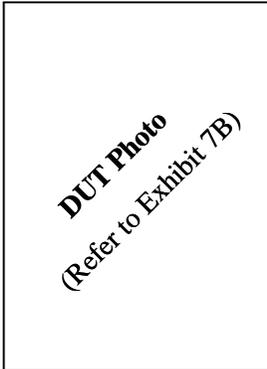


DECLARATION OF COMPLIANCE: MPE ASSESSMENT Part 1 of 2

Enterprise Mobility Solutions
EME Test Laboratory
 8000 West Sunrise Blvd
 Fort Lauderdale, FL. 33322

Date of Report: August 12, 2010
Report Revision: O
Report ID: SR8428_MPE rpt_APX7500_UHFR1_100W and VHF_100W Mobile_Rev O_100812

Responsible Engineer: Stephen C. Whalen (Principal Staff EME Test Engineer)
Report author: Kim Uong ((Principal Staff EME Test Engineer)
Date/s Tested: 5/26/2010, 6/2/2010 & 6/3/2010; 6/25/2010; 7/14/2010 (UHF); 4/28/08-6/5/08 (VHF)
Manufacturer/Location: Motorola, Schaumburg, IL
Date submitted for test: 6/02/2010
DUT Description: APX7500 Dual Band UHF R1 100W, 380 - 470 MHz And VHF 100W, 136-174MHz
Test TX mode(s): CW
Max. Power output: 120 Watts
TX Frequency Bands: 380-470MHz & 136-174MHz
Signaling type: Analog, APCO 25, and TDMA 1:2 (F2)
Model(s) Tested M30QTS9PW1AN (UHF), M30KTS9PW1AN (VHF)
Model(s) Certified: M30TXS9PW1AN
Serial Number(s): 123ABC4567 (M30QTS9PW1AN), 83 (M30KTS9PW1AN)
Classification: Occupational/Controlled Environment



Regulatory Identifications:

FCC ID: AZ492FT4898 – Part 22 & 90 (406.1-470 MHz & 150.8-173.4MHz), MPE results outside of Part 90 are not applicable for FCC compliance demonstration.

Approved Accessories:

Antenna(s):

Antennas for UHF		Antennas for VHF	
HAE4003A	(Vehicular Roof Mount, 450-470 MHz, ¼ Wave, 2.15dBi)	HAD4006A	(Roof Mount 136 - 144 MHz, 1/4 Wave, 2.15dBi)
HAE6012A	(Vehicular Roof Mount, 380-433 MHz, ¼ Wave, 2.15dBi)	HAD4007A	(Roof Mount 144-150.8 MHz, 1/4 Wave, 2.15dBi)
HAE4011A	(Vehicular Mount, 450-470 MHz, ½ Wave, 5.65dBi)	HAD4008A	(Roof Mount 150.8-162 MHz, 1/4 Wave, 2.15dBi)
HAE6010A	(Vehicular Mount, 380-433 MHz, ½ Wave, 5.65dBi)	HAD4009A	(Roof Mount 162 - 174 MHz, 1/4 Wave, 2.15dBi)
HAE6013A	(Vehicular Mount, 380-470 MHz, ½ Wave, 4.15dBi)	RAD4010ARB	(Thru-hole Mount 136 - 174 MHz, 1/2 Wave, 5.15dBi)
HAE6031A	(Vehicular Mount, 380-520 MHz, ½ Wave, 4.15dBi)	HAD4016A	(Roof Mount 136 - 162 MHz, 1/4 Wave, 2.15dBi)
HAE6011A	(Vehicular Roof Mount, 380-433 MHz, 5/8 Wave, 7.15dBi)	HAD4017A	(Roof Mount 146 - 174 MHz, 1/4 Wave, 2.15dBi)
RAE4014ARB	(Vehicular Mount, 445-470 MHz, 5/8 Wave, 7.15dBi)	HAD4021A	(Roof Mount 136 - 174 MHz, 1/4 Wave, 2.15dBi)

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 the national and international reference standards and guidelines listed in section 4.0 of this report. This report shall not be reproduced without written approval from an officially designated representative of the Motorola EME Laboratory.

I attest to the accuracy of the data and assume full responsibility for the completeness of these measurements.

This reporting format is consistent with the suggested guidelines of the TIA TSB-159 April 2006

The results and statements contained in this report pertain only to the device(s) evaluated herein.

Signature on file – Deanna Zakharia
 Deanna Zakharia EMS EME Lab Senior Resource Manager,
 Laboratory Director,

Approval Date: 8/13/2010

Certification Date:

Certification No.:

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REVISION HISTORY

Date	Revision	Comments
8/12/2010	O	Initial release

1.0 Product and System Description

Model M30QTS9PW1AN is a mobile transceiver that utilizes analog, APCO 25 & F2 digital two-way radio communications. The analog modulation scheme uses Frequency Modulation (FM). APCO 25 & F2 digital modes use C4FM of CQPSK family of modulation (Compatible 4-Level Frequency Modulation of Compatible Quadrature Phase Shift Keying). F2 is a TDMA 1:2 protocol that allocates portions of the RF signal by dividing time into two slots (2 slots TDMA). Transmission from a unit or base station is accommodated in time-slot lengths of 30 milliseconds and frame lengths of 60 milliseconds. This product supports voice in analog mode, and both voice and data modes in digital mode.

The maximum duty cycle for TDMA is 1:2 (50%) and is controlled by software. The FM signal is continuous. However, because of hand shaking or Push-To-Talk (PTT) between users and/or base stations a conservative 50% duty cycle is applied. The TDMA mode was not tested because its duty cycle is inherently 50% and would include an additional 50% duty cycle for PTT.

The intended use of the radio is PTT while the device is properly installed in a vehicle with an external antenna 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.

Accordingly this product 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.

(Note that "Bystanders" as used herein mean people other than operator)

2.0 Abbreviations / Definitions

APCO: Association of Public-Safety Communications Officials

C4FM: Compatible 4-Level Frequency Modulation

CNR: Calibration Not Required

CQPSK: Compatible Quadrature Phase Shift Keying

CW: Continues Wave

DUT: Device Under Test

F2: 2 slot Time Division Multiple Access

FM: Frequency Modulation

NA: Not Applicable

PTT: Push to Talk

TDMA: Time Division Multiple Access

MPE: Maximum Permissible Exposure

EME: Electromagnetic Energy

3.0 Additional Options and Accessories

Refer to previous MPE reports for additional offered antennas.

4.0 Measurement and Limit Standards

Measurements were performed according to the recommended guidelines in ICNIRP, IEEE/ANSI C95.3-2002 and compared to FCC Limits Per 47 CFR 2.1091 (d) for General Population/ Uncontrolled RF Exposure.

For test frequencies ranging from 380 - 470 MHz the MPE (Maximum Permissible Exposure) limits to electromagnetic energy in equivalent plane wave free-space power density are 0.20 – 0.24mW/cm² (ICNIRP) and 0.25 – 0.31mW/cm² (FCC) for General Population, and 1.0 – 1.18mW/cm² (ICNIRP) and 1.27 – 1.57mW/cm² (FCC) for Occupational.

5.0 Measurement System Uncertainty Levels

Uncertainty Budget for Near Field Probe Measurements

	Tol. (± %)	Prob Dist.	Divisor	u_i (±%)	v_i
Measurement System					
Probe Calibration	6.0	N	1.00	6.0	∞
Survey Meter Calibration	3.0	N	1.00	3.0	∞
Hemispherical Isotropy	8.0	R	1.73	4.6	∞
Linearity	5.0	R	1.73	2.9	∞
Pulse Response	1.0	R	1.73	0.6	∞
RF Ambient Noise	3.0	R	1.73	1.7	∞
RF Reflections	8.0	R	1.73	4.6	∞
Probe Positioning	10.0	R	1.73	5.8	∞
Test sample Related					
Antenna Positioning	3.0	N	1.00	3.0	∞
Power drift	5.0	R	1.73	2.9	∞
Combined Standard Uncertainty					
		RSS		12.2	∞
Expanded Uncertainty (95% CONFIDENCE LEVEL)					
		$k=2$		24	

6.0 Method of Measurement

6.1 EME measurements made with trunk mounted antenna(s) (Refer to APPENDIX A for antenna location and test distances)

6.1.1 External/Bystander vehicle EME measurement

(Antenna mounted at trunk center)

MPE measurements for bystander conditions are determined by taking the average of (10) measurements in a 2m vertical line for each of the (3) test locations indicated in appendix A with 20cm increments at the test distance of 90cm from the antenna under test. The measurement probe is positioned orthogonal to antenna (typically parallel to ground with a vertically mounted antenna) and aimed directly at the antenna's axis. 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 at the rear of the vehicle while maintaining a twenty (20) centimeter separation distance between the probe sensor and vehicle body. The worst case antenna was then tested at a 45° radial at the corner of the trunk, and 90° radial at the side of the trunk.

For the current test vehicle, the antenna to probe sensor separation distance is 90cm (directly behind vehicle), 104 cm (45 degree radial) and 110.5 cm (90 degree radial).

Note: The distance from the trunk-mounted antenna to the edge of the vehicle is 42cm and the distance from the edge of the vehicle's trunk to the Survey Probe Sensor is 48cm.

6.1.2 Internal/Passenger vehicle EME measurement

(Antenna mounted at trunk center)

MPE measurements for passenger conditions are determined by taking the average of the (3) measurements (Head, Chest, and Lower Trunk) inside the vehicle for both the front and back seats. The measurement probe is positioned orthogonal to antenna (typically parallel to ground with a vertically mounted antenna), and aimed directly at the antenna's axis while the antenna is at 85cm from the back of the backseat passenger's head. These measurements are representative of operator and passengers sitting in the front and back seat of the vehicle.

6.2 EME measurements made with roof mounted antenna(s)

(Refer to APPENDIX A for antenna location and test distances)

6.2.1 External/Bystander vehicle EME measurement

(Antenna mounted at roof center)

MPE measurements for bystander conditions are determined by taking the average of (10) measurements in a 2m vertical line for the test location indicated in APPENDIX A with 20cm increments at the test distance of 90cm from the antenna under test. The measurement probe is positioned orthogonal to antenna (typically parallel to ground with a vertically mounted antenna) and aimed directly at the antenna's axis. These measurements are representative of persons other than the operator standing next to the vehicle.

Note: Actual test distance was approximately 117cm from antenna to probe element (97cm from antenna 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/Passenger vehicle EME measurement

(Antenna mounted at roof center)

MPE measurements for passenger conditions are determined by taking the average of the (3) measurements (Head, Chest, and Lower Trunk) inside the vehicle for both the front and back seats. The measurement probe is positioned orthogonal to antenna (typically parallel to ground with a vertically mounted antenna) and aimed directly at the antenna's axis. These measurements are representative of operator and passengers sitting in the front and back seat of the vehicle.

7.0 Test Site

The test site is the Motorola open area test site located at 8000 W. Sunrise Blvd., Plantation, FL. 33322.

8.0 Measurement System/Equipment

Equipment Type	Model #	SN	Calibration Date
Automobile	2003 Ford Crown Victoria, 4-Door	NA	NA
Survey Meter / Probe – E-Field (Electric Field)	ETS Model HI-2200 / ETS Model E100	00086316 / 00109011	10/22/09

ETS equipments measured for E-field is in mW/cm² for E-field.

9.0 DUT Output Power

Power density measurements were performed with the test frequencies and associated power levels presented in the table below.

Test Frequencies (MHz)	Measured Initial Power (W)
380.0125	120
406.5	120
425.0125	120
432.9875	120
445.0125	120
450.0125	120
457.5	120
460.0125	120
469.9875	120

10.0 Test Set-Up Description

All antennas listed on the cover page of this report were considered in order to develop the test plan for this product.

a) All antennas listed on the cover page were assessed while mounted at the center of the roof of the test vehicle.

b) The ½ wave 4.15dBi gain antennas (HAE6013A & HAE6031A), 5.65dBi gain antenna (HAE4011A and HAE6010A) and 5/8 wave 7.15dBi gain antenna (HAE6011A & RAE4014ARB) were assessed while mounted at the center of the trunk of the test vehicle.

Assessments were performed with DUT (Device Under Test) installed on a test vehicle, while engine was at idle, at the specified distances and test locations indicated in section 5.0 and APPENDIX A.

11.0 Test Results Summary

The tables below summarized the MPE measurement results for each test configuration: antenna (model and description), antenna gain, TX frequency, maximum output power, initial power, E/H field measurements, probe frequency cal factor, test positions (BS-Bystander, PB-Passenger Back, PF-Passenger Front), average over body results, calculated power density results, max calculated power density results, % of the applicable specification limit, and applicable ICNIRP/IEEE/FCC specification limits.

MPE results for this mobile radio are based on 50% duty cycle which is in accordance with the User Manual instructions.

Below is an explanation of how the MPE results are calculated.

External to vehicle (Bystander) - 10 measurements are averaged over the body (*body_avg*).

Internal to vehicle (Passengers) - 3 measurements are averaged over the body (*body_avg*).

The Average over Body test methodology is consistent with IEEE/ANSI C95.3-2002 guidelines.

Therefore;

$$Pwr_density_calc = body_avg * (probe_frequency_cal_factor)^2 * duty_cycle$$

$$Pwr_density_max_calc = pwr_density_calc * \frac{max_output_power}{initial_output_power}$$

Note1: For initial output power > max_output_power; max_output_power / initial output power = 1

Note2: The probe frequency cal factors used for MPE evaluation of this product are based on the worse case.

Note 3: The calibration certificate's frequency cal factors were determined by measuring V/m for E-field probe and A/m for H-field probe. The results presented herein are power density (mW/cm²) and therefore the cal factors were squared as indicated in the formula above.

*Note 4: The H-field measurements were done in A/m. Therefore the calculated power density results were converted to mW/cm² using the formula: mW/cm² = (A/m)²*37.699.*

Table 1: E-field - MPE assessment data with antenna mounted on the trunk

Ant. Model/ Desc.	Ant. Gain (dBi)	Tx Freq (MHz)	Max Pwr (W)	Initial Pwr (W)	E/H Field	Test Pos.	Avg. over Body (mW/cm ²)	Calc. P.D. (mW/cm ²)	Max Calc. P.D. (mW/cm ²)	% of ICNIRP Spec Limit	FCC Spec Limit (mW/cm ²)	ICNIRP Spec Limit (mW/cm ²)
HAE6010A Antenna												
*HAE6010A, 1/2W (380-433MHz)	5.65	380.0125	120	120	E	BS	0.468	0.220	0.220	110	0.25	0.20
*HAE6010A, 1/2W (380-433MHz)	5.65	380.0125	120	120	E	PB	1.130	0.531	0.531	266	0.25	0.20
HAE6010A, 1/2W (380-433MHz)	5.65	380.0125	120	120	E	PF	0.283	0.133	0.133	67	0.25	0.20
*HAE6010A, 1/2W (380-433MHz)	5.65	406.5	120	120	E	BS	0.456	0.214	0.214	105	0.27	0.20
*HAE6010A, 1/2W (380-433MHz)	5.65	406.5	120	120	E	PB	1.280	0.602	0.602	296	0.27	0.20
HAE6010A, 1/2W (380-433MHz)	5.65	406.5	120	120	E	PF	0.273	0.128	0.128	63	0.27	0.20
HAE6010A, 1/2W (380-433MHz)	5.65	432.9875	120	120	E	BS	0.390	0.185	0.185	86	0.29	0.22
*HAE6010A, 1/2W (380-433MHz)	5.65	432.9875	120	120	E	PB	0.510	0.242	0.242	112	0.29	0.22
HAE6010A, 1/2W (380-433MHz)	5.65	432.9875	120	120	E	PF	0.113	0.054	0.054	25	0.29	0.22
HAE6011A Antenna												
*HAE6011A, 5/8W (380-433MHz)	7.15	380.0125	120	120	E	BS	0.480	0.226	0.226	113	0.25	0.20
*HAE6011A, 5/8W (380-433MHz)	7.15	380.0125	120	120	E	PB	0.717	0.337	0.337	168	0.25	0.20
HAE6011A, 5/8W (380-433MHz)	7.15	380.0125	120	120	E	PF	0.183	0.086	0.086	43	0.25	0.20
HAE6011A, 5/8W (380-433MHz)	7.15	406.5	120	120	E	BS	0.393	0.185	0.185	91	0.27	0.20
*HAE6011A, 5/8W (380-433MHz)	7.15	406.5	120	120	E	PB	0.803	0.378	0.378	186	0.27	0.20
HAE6011A, 5/8W (380-433MHz)	7.15	406.5	120	120	E	PF	0.183	0.086	0.086	42	0.27	0.20
HAE6011A, 5/8W (380-433MHz)	7.15	432.9875	120	120	E	BS	0.125	0.059	0.059	27	0.29	0.22
HAE6011A, 5/8W (380-433MHz)	7.15	432.9875	120	120	E	PB	0.083	0.040	0.040	18	0.29	0.22
HAE6011A, 5/8W (380-433MHz)	7.15	432.9875	120	120	E	PF	0.017	0.008	0.008	4	0.29	0.22
HAE4011A Antenna												
HAE4011A, 1/2W (450-470MHz)	5.65	450.0125	120	120	E	BS	0.460	0.221	0.221	98	0.30	0.23
*HAE4011A, 1/2W (450-470MHz)	5.65	450.0125	120	120	E	PB	0.960	0.461	0.461	205	0.30	0.23
HAE4011A, 1/2W (450-470MHz)	5.65	450.0125	120	120	E	PF	0.273	0.131	0.131	58	0.30	0.23
HAE4011A, 1/2W (450-470MHz)	5.65	460.0125	120	120	E	BS	0.419	0.201	0.201	87	0.31	0.23
*HAE4011A, 1/2W (450-470MHz)	5.65	460.0125	120	120	E	PB	0.933	0.448	0.448	195	0.31	0.23
HAE4011A, 1/2W (450-470MHz)	5.65	460.0125	120	120	E	PF	0.223	0.107	0.107	47	0.31	0.23
HAE4011A, 1/2W (450-470MHz)	5.65	469.9875	120	120	E	BS	0.253	0.123	0.123	52	0.31	0.23
HAE4011A, 1/2W (450-470MHz)	5.65	469.9875	120	120	E	PB	0.380	0.184	0.184	78	0.31	0.23
HAE4011A, 1/2W (450-470MHz)	5.65	469.9875	120	120	E	PF	0.123	0.060	0.060	25	0.31	0.23

Table 1 (continued): E-field - MPE assessment data with antenna mounted on the trunk

Ant. Model/ Desc.	Ant. Gain (dBi)	Tx Freq (MHz)	Max Pwr (W)	Initial Pwr (W)	E/H Field	Test Pos.	Avg. over Body (mW/cm ²)	Calc. P.D. (mW/cm ²)	Max Calc. P.D. (mW/cm ²)	% of ICNIRP Spec Limit	FCC Spec Limit (mW/cm ²)	ICNIRP Spec Limit (mW/cm ²)
RAE4014ARB Antenna												
RAE4014ARB, 5/8W (445-470MHz)	7.15	445.0125	120	120	E	BS	0.338	0.162	0.162	73	0.30	0.22
RAE4014ARB, 5/8W (445-470MHz)	7.15	445.0125	120	120	E	PB	0.330	0.158	0.158	71	0.30	0.22
RAE4014ARB, 5/8W (445-470MHz)	7.15	445.0125	120	120	E	PF	0.070	0.034	0.034	15	0.30	0.22
RAE4014ARB, 5/8W (445-470MHz)	7.15	457.5	120	120	E	BS	0.268	0.129	0.129	56	0.31	0.23
RAE4014ARB, 5/8W (445-470MHz)	7.15	457.5	120	120	E	PB	0.123	0.059	0.059	26	0.31	0.23
RAE4014ARB, 5/8W (445-470MHz)	7.15	457.5	120	120	E	PF	0.043	0.021	0.021	9	0.31	0.23
RAE4014ARB, 5/8W (445-470MHz)	7.15	469.9875	120	120	E	BS	0.084	0.041	0.041	17	0.31	0.23
RAE4014ARB, 5/8W (445-470MHz)	7.15	469.9875	120	120	E	PB	0.010	0.005	0.005	2	0.31	0.23
RAE4014ARB, 5/8W (445-470MHz)	7.15	469.9875	120	120	E	PF	0.003	0.002	0.002	1	0.31	0.23
HAE6013A Antenna												
*HAE6013A, 1/2W (380-470MHz)	4.15	380.0125	120	120	E	BS	0.708	0.333	0.333	166	0.25	0.20
*HAE6013A, 1/2W (380-470MHz)	4.15	380.0125	120	120	E	PB	1.617	0.760	0.760	380	0.25	0.20
*HAE6013A, 1/2W (380-470MHz)	4.15	380.0125	120	120	E	PF	0.490	0.230	0.230	115	0.25	0.20
*HAE6013A, 1/2W (380-470MHz)	4.15	425.0125	120	120	E	BS	0.710	0.337	0.337	159	0.28	0.21
*HAE6013A, 1/2W (380-470MHz)	4.15	425.0125	120	120	E	PB	1.153	0.548	0.548	258	0.28	0.21
HAE6013A, 1/2W (380-470MHz)	4.15	425.0125	120	120	E	PF	0.340	0.162	0.162	76	0.28	0.21
HAE6013A, 1/2W (380-470MHz)	4.15	469.9875	120	120	E	BS	0.455	0.221	0.221	94	0.31	0.23
*HAE6013A, 1/2W (380-470MHz)	4.15	469.9875	120	120	E	PB	0.740	0.359	0.359	153	0.31	0.23
HAE6013A, 1/2W (380-470MHz)	4.15	469.9875	120	120	E	PF	0.430	0.209	0.209	89	0.31	0.23

Table 1 (continued): E-field - MPE assessment data with antenna mounted on the trunk

Ant. Model/ Desc.	Ant. Gain (dBi)	Tx Freq (MHz)	Max Pwr (W)	Initial Pwr (W)	E/H Field	Test Pos.	Avg. over Body (mW/cm ²)	Calc. P.D. (mW/cm ²)	Max Calc. P.D. (mW/cm ²)	% of ICNIRP Spec Limit	FCC Spec Limit (mW/cm ²)	ICNIRP Spec Limit (mW/cm ²)
HAE6031A Antenna												
*HAE6031A, 1/2W (380-520 MHz)	4.15	380.0125	120	120	E	BS	0.617	0.290	0.290	145	0.25	0.20
*HAE6031A, 1/2W (380-520 MHz)	4.15	380.0125	120	120	E	PB	1.713	0.805	0.805	403	0.25	0.20
*HAE6031A, 1/2W (380-520 MHz)	4.15	380.0125	120	120	E	PF	0.470	0.221	0.221	110	0.25	0.20
*HAE6031A, 1/2W (380-520 MHz)	4.15	425.0125	120	120	E	BS	0.766	0.364	0.364	171	0.28	0.21
*HAE6031A, 1/2W (380-520 MHz)	4.15	425.0125	120	120	E	PB	1.123	0.534	0.534	251	0.28	0.21
HAE6031A, 1/2W (380-520 MHz)	4.15	425.0125	120	120	E	PF	0.183	0.087	0.087	41	0.28	0.21
*HAE6031A, 1/2W (380-520 MHz)	4.15	469.9875	120	120	E	BS	0.608	0.295	0.295	125	0.31	0.23
*HAE6031A, 1/2W (380-520 MHz)	4.15	469.9875	120	120	E	PB	1.030	0.500	0.500	213	0.31	0.23
HAE6031A, 1/2W (380-520 MHz)	4.15	469.9875	120	120	E	PF	0.457	0.221	0.221	94	0.31	0.23
45 degree												
*HAE6031A, 1/2W (380-520 MHz)	4.15	425.0125	120	120	E	BS	0.539	0.256	0.256	120	0.28	0.21
90 degree												
*HAE6031A, 1/2W (380-520 MHz)	4.15	425.0125	120	120	E	BS	0.607	0.288	0.288	136	0.28	0.21

Table 2: E-field - MPE assessment data with antenna mounted on the roof

Ant. Model/ Desc.	Ant. Gain (dBi)	Tx Freq (MHz)	Max Pwr (W)	Initial Pwr (W)	E/H Field	Test Pos.	Avg. over Body (mW/cm ²)	Calc. P.D. (mW/cm ²)	Max Calc. P.D. (mW/cm ²)	% of ICNIRP Spec Limit	FCC Spec Limit (mW/cm ²)	ICNIRP Spec Limit (mW/cm ²)
HAE6012A Antenna												
HAE6012A, 1/4W (380-433MHz)	2.15	380.0125	120	120	E	BS	0.290	0.136	0.136	68	0.25	0.20
HAE6012A, 1/4W (380-433MHz)	2.15	380.0125	120	120	E	PB	0.257	0.121	0.121	60	0.25	0.20
HAE6012A, 1/4W (380-433MHz)	2.15	380.0125	120	120	E	PF	0.077	0.036	0.036	18	0.25	0.20
HAE6012A, 1/4W (380-433MHz)	2.15	406.5	120	120	E	BS	0.340	0.160	0.160	79	0.27	0.20
*HAE6012A, 1/4W (380-433MHz)	2.15	406.5	120	120	E	PB	0.557	0.262	0.262	129	0.27	0.20
HAE6012A, 1/4W (380-433MHz)	2.15	406.5	120	120	E	PF	0.143	0.067	0.067	33	0.27	0.20
HAE6012A, 1/4W (380-433MHz)	2.15	432.9875	120	120	E	BS	0.268	0.127	0.127	59	0.29	0.22
HAE6012A, 1/4W (380-433MHz)	2.15	432.9875	120	120	E	PB	0.147	0.070	0.070	32	0.29	0.22
HAE6012A, 1/4W (380-433MHz)	2.15	432.9875	120	120	E	PF	0.077	0.036	0.036	17	0.29	0.22
HAE4003A Antenna												
HAE4003A, 1/4W (450-470MHz)	2.15	450.0125	120	120	E	BS	0.313	0.150	0.150	67	0.30	0.23
HAE4003A, 1/4W (450-470MHz)	2.15	450.0125	120	120	E	PB	0.197	0.094	0.094	42	0.30	0.23
HAE4003A, 1/4W (450-470MHz)	2.15	450.0125	120	120	E	PF	0.117	0.056	0.056	25	0.30	0.23
HAE4003A, 1/4W (450-470MHz)	2.15	460.0125	120	120	E	BS	0.317	0.152	0.152	66	0.31	0.23
HAE4003A, 1/4W (450-470MHz)	2.15	460.0125	120	120	E	PB	0.123	0.059	0.059	26	0.31	0.23
HAE4003A, 1/4W (450-470MHz)	2.15	460.0125	120	120	E	PF	0.197	0.094	0.094	41	0.31	0.23
HAE4003A, 1/4W (450-470MHz)	2.15	469.9875	120	120	E	BS	0.305	0.148	0.148	63	0.31	0.23
HAE4003A, 1/4W (450-470MHz)	2.15	469.9875	120	120	E	PB	0.120	0.058	0.058	25	0.31	0.23
HAE4003A, 1/4W (450-470MHz)	2.15	469.9875	120	120	E	PF	0.127	0.061	0.061	26	0.31	0.23
HAE6010A Antenna												
HAE6010A, 1/2W (380-433MHz)	5.65	380.0125	120	120	E	BS	0.136	0.064	0.064	32	0.25	0.20
HAE6010A, 1/2W (380-433MHz)	5.65	380.0125	120	120	E	PB	0.193	0.091	0.091	45	0.25	0.20
HAE6010A, 1/2W (380-433MHz)	5.65	380.0125	120	120	E	PF	0.073	0.034	0.034	17	0.25	0.20
HAE6010A, 1/2W (380-433MHz)	5.65	406.5	120	120	E	BS	0.190	0.089	0.089	44	0.27	0.20
*HAE6010A, 1/2W (380-433MHz)	5.65	406.5	120	120	E	PB	0.643	0.302	0.302	149	0.27	0.20
HAE6010A, 1/2W (380-433MHz)	5.65	406.5	120	120	E	PF	0.167	0.078	0.078	39	0.27	0.20
HAE6010A, 1/2W (380-433MHz)	5.65	432.9875	120	120	E	BS	0.138	0.066	0.066	30	0.29	0.22
HAE6010A, 1/2W (380-433MHz)	5.65	432.9875	120	120	E	PB	0.163	0.078	0.078	36	0.29	0.22
HAE6010A, 1/2W (380-433MHz)	5.65	432.9875	120	120	E	PF	0.080	0.038	0.038	18	0.29	0.22

Table 2 (continued): E-field - MPE assessment data with antenna mounted on the roof

Ant. Model/ Desc.	Ant. Gain (dBi)	Tx Freq (MHz)	Max Pwr (W)	Initial Pwr (W)	E/H Field	Test Pos.	Avg. over Body (mW/cm ²)	Calc. P.D. (mW/cm ²)	Max Calc. P.D. (mW/cm ²)	% of ICNIRP Spec Limit	FCC Spec Limit (mW/cm ²)	ICNIRP Spec Limit (mW/cm ²)
HAE6011A Antenna												
HAE6011A, 5/8W (380-433MHz)	7.15	380.0125	120	120	E	BS	0.206	0.097	0.097	48	0.25	0.20
HAE6011A, 5/8W (380-433MHz)	7.15	380.0125	120	120	E	PB	0.023	0.011	0.011	5	0.25	0.20
HAE6011A, 5/8W (380-433MHz)	7.15	380.0125	120	120	E	PF	0.010	0.005	0.005	2	0.25	0.20
HAE6011A, 5/8W (380-433MHz)	7.15	406.5	120	120	E	BS	0.207	0.097	0.097	48	0.27	0.20
HAE6011A, 5/8W (380-433MHz)	7.15	406.5	120	120	E	PB	0.083	0.039	0.039	19	0.27	0.20
HAE6011A, 5/8W (380-433MHz)	7.15	406.5	120	120	E	PF	0.010	0.005	0.005	2	0.27	0.20
HAE6011A, 5/8W (380-433MHz)	7.15	432.9875	120	120	E	BS	0.052	0.025	0.025	11	0.29	0.22
HAE6011A, 5/8W (380-433MHz)	7.15	432.9875	120	120	E	PB	0.077	0.036	0.036	17	0.29	0.22
HAE6011A, 5/8W (380-433MHz)	7.15	432.9875	120	120	E	PF	0.000	0.000	0.000	0	0.29	0.22
HAE4011A Antenna												
HAE4011A, 1/2W (450-470MHz)	5.65	450.0125	120	120	E	BS	0.284	0.136	0.136	61	0.30	0.23
HAE4011A, 1/2W (450-470MHz)	5.65	450.0125	120	120	E	PB	0.030	0.014	0.014	6	0.30	0.23
HAE4011A, 1/2W (450-470MHz)	5.65	450.0125	120	120	E	PF	0.027	0.013	0.013	6	0.30	0.23
HAE4011A, 1/2W (450-470MHz)	5.65	460.0125	120	120	E	BS	0.248	0.119	0.119	52	0.31	0.23
HAE4011A, 1/2W (450-470MHz)	5.65	460.0125	120	120	E	PB	0.023	0.011	0.011	5	0.31	0.23
HAE4011A, 1/2W (450-470MHz)	5.65	460.0125	120	120	E	PF	0.040	0.019	0.019	8	0.31	0.23
HAE4011A, 1/2W (450-470MHz)	5.65	469.9875	120	120	E	BS	0.160	0.078	0.078	33	0.31	0.23
HAE4011A, 1/2W (450-470MHz)	5.65	469.9875	120	120	E	PB	0.017	0.008	0.008	3	0.31	0.23
HAE4011A, 1/2W (450-470MHz)	5.65	469.9875	120	120	E	PF	0.017	0.008	0.008	3	0.31	0.23
RAE4014ARB Antenna												
RAE4014ARB, 5/8W (445-470MHz)	7.15	445.0125	120	120	E	BS	0.178	0.085	0.085	38	0.30	0.22
RAE4014ARB, 5/8W (445-470MHz)	7.15	445.0125	120	120	E	PB	0.027	0.013	0.013	6	0.30	0.22
RAE4014ARB, 5/8W (445-470MHz)	7.15	445.0125	120	120	E	PF	0.007	0.003	0.003	1	0.30	0.22
RAE4014ARB, 5/8W (445-470MHz)	7.15	457.5	120	120	E	BS	0.114	0.055	0.055	24	0.31	0.23
RAE4014ARB, 5/8W (445-470MHz)	7.15	457.5	120	120	E	PB	0.000	0.000	0.000	0	0.31	0.23
RAE4014ARB, 5/8W (445-470MHz)	7.15	457.5	120	120	E	PF	0.000	0.000	0.000	0	0.31	0.23
RAE4014ARB, 5/8W (445-470MHz)	7.15	469.9875	120	120	E	BS	0.015	0.007	0.007	3	0.31	0.23
RAE4014ARB, 5/8W (445-470MHz)	7.15	469.9875	120	120	E	PB	0.000	0.000	0.000	0	0.31	0.23
RAE4014ARB, 5/8W (445-470MHz)	7.15	469.9875	120	120	E	PF	0.000	0.000	0.000	0	0.31	0.23

Table 2 (continued): E-field - MPE assessment data with antenna mounted on the roof

Ant. Model/ Desc.	Ant. Gain (dBi)	Tx Freq (MHz)	Max Pwr (W)	Initial Pwr (W)	E/H Field	Test Pos.	Avg. over Body (mW/cm ²)	Calc. P.D. (mW/cm ²)	Max Calc. P.D. (mW/cm ²)	% of ICNIRP Spec Limit	FCC Spec Limit (mW/cm ²)	ICNIRP Spec Limit (mW/cm ²)
HAE6013A Antenna												
HAE6013A, 1/2W (380-470MHz)	4.15	380.0125	120	120	E	BS	0.299	0.141	0.141	70	0.25	0.20
HAE6013A, 1/2W (380-470MHz)	4.15	380.0125	120	120	E	PB	0.290	0.136	0.136	68	0.25	0.20
HAE6013A, 1/2W (380-470MHz)	4.15	380.0125	120	120	E	PF	0.097	0.045	0.045	23	0.25	0.20
HAE6013A, 1/2W (380-470MHz)	4.15	425.0125	120	120	E	BS	0.303	0.144	0.144	68	0.28	0.21
HAE6013A, 1/2W (380-470MHz)	4.15	425.0125	120	120	E	PB	0.177	0.084	0.084	39	0.28	0.21
HAE6013A, 1/2W (380-470MHz)	4.15	425.0125	120	120	E	PF	0.113	0.054	0.054	25	0.28	0.21
HAE6013A, 1/2W (380-470MHz)	4.15	469.9875	120	120	E	BS	0.254	0.123	0.123	52	0.31	0.23
HAE6013A, 1/2W (380-470MHz)	4.15	469.9875	120	120	E	PB	0.087	0.042	0.042	18	0.31	0.23
HAE6013A, 1/2W (380-470MHz)	4.15	469.9875	120	120	E	PF	0.123	0.060	0.060	25	0.31	0.23
HAE6031A Antenna												
HAE6031A, 1/2W (380-520 MHz)	4.15	380.0125	120	120	E	BS	0.253	0.119	0.119	59	0.25	0.20
HAE6031A, 1/2W (380-520 MHz)	4.15	380.0125	120	120	E	PB	0.243	0.114	0.114	57	0.25	0.20
HAE6031A, 1/2W (380-520 MHz)	4.15	380.0125	120	120	E	PF	0.077	0.036	0.036	18	0.25	0.20
HAE6031A, 1/2W (380-520 MHz)	4.15	425.0125	120	120	E	BS	0.313	0.149	0.149	70	0.28	0.21
HAE6031A, 1/2W (380-520 MHz)	4.15	425.0125	120	120	E	PB	0.183	0.087	0.087	41	0.28	0.21
HAE6031A, 1/2W (380-520 MHz)	4.15	425.0125	120	120	E	PF	0.110	0.052	0.052	25	0.28	0.21
HAE6031A, 1/2W (380-520 MHz)	4.15	469.9875	120	120	E	BS	0.334	0.162	0.162	69	0.31	0.23
HAE6031A, 1/2W (380-520 MHz)	4.15	469.9875	120	120	E	PB	0.130	0.063	0.063	27	0.31	0.23
HAE6031A, 1/2W (380-520 MHz)	4.15	469.9875	120	120	E	PF	0.283	0.137	0.137	58	0.31	0.23

12.0 Conclusion

The assessments for this device were performed with an output power range as indicated in section 8.0. The maximum allowable output power is equal to the upper limit of the final test factory transmit power specification of 120W for frequency range of 380 - 470MHz. The highest power density results for the mobile device scaled to the maximum allowable power output is 0.81mW/cm² for internal/passenger to the vehicle, and 0.36mW/cm² for external/bystander to the vehicle.

RF Exposure Results for FCC Part 90 (406.1-470 MHz)

	UHFR1 Band
Passenger - Max Calculated Power Density	0.60 mW/cm ²
Bystander - Max Calculated Power Density	0.36 mW/cm ²

RF Exposure Results (380-470MHz)

	UHFR1 Band
Passenger - Max Calculated Power Density	0.81 mW/cm ²
Bystander - Max Calculated Power Density	0.36 mW/cm ²

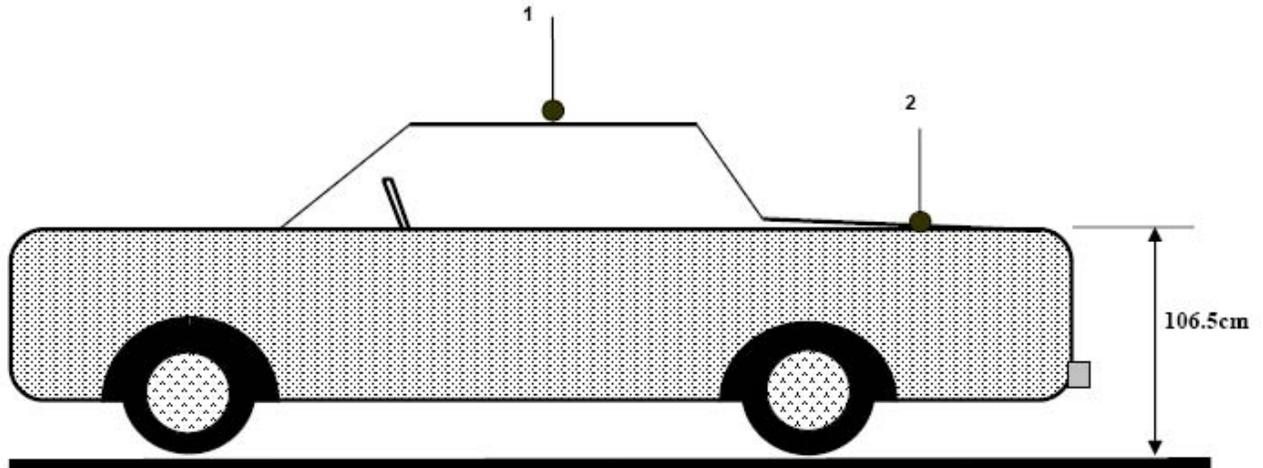
These MPE results herein demonstrate compliance to the FCC/IEEE/ICNIRP Occupational/Controlled Exposure limit. FCC rules require compliance for Passengers and Bystanders to the FCC General Population/Uncontrolled limits. Although MPE is a convenient method of demonstrating compliance, SAR is recognized as the "basic restriction". For those configurations exceeding the MPE limit noted (in bold with *) in section 11 tables 1 and 2, compliance to the FCC SAR General Population/Uncontrolled limit of 1.6mW/g is demonstrated in Appendix D via SAR computational analysis.

The computational results show that this device, when used with the offered antennas in accordance with the user manual instructions, exhibits the maximum peak 1-g average SAR values as indicated in the table below.

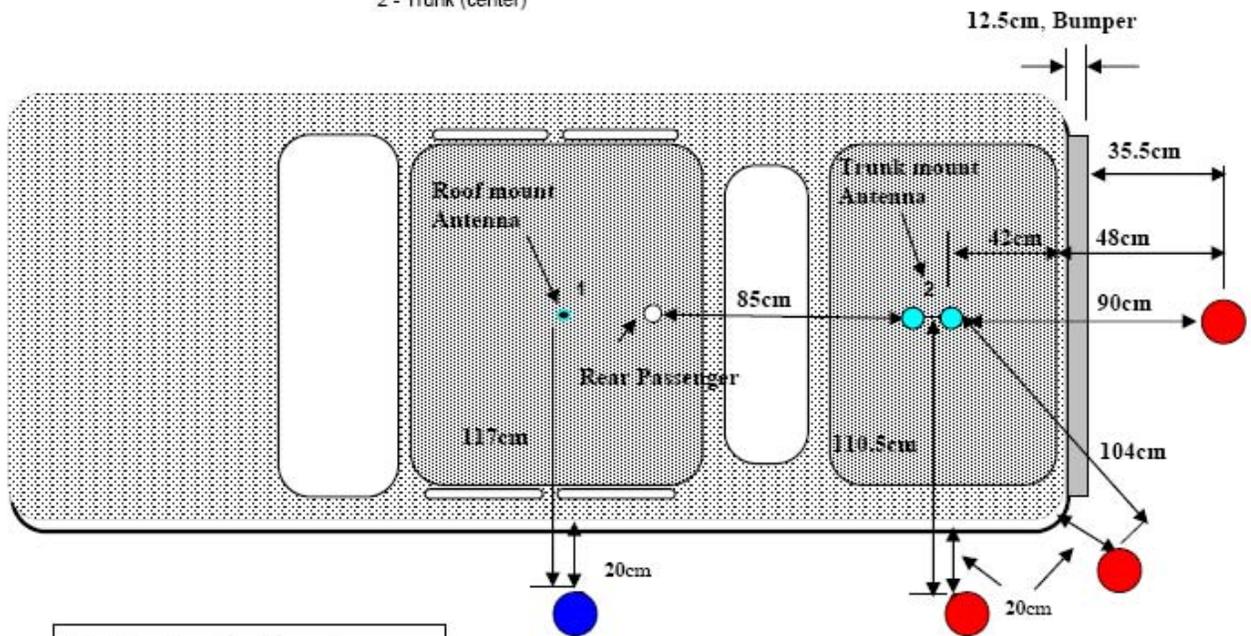
Maximum peak 1g average SAR	
RF Exposure Results for FCC Part 90 (406.1-470 MHz)	0.69 mW/g
RF Exposure Results (380-470MHz) – not applicable for FCC Part 90	0.90 mW/g

APPENDIX A
Illustration of Antenna Locations and Test Distances

Antenna Location Drawing with Test Locations Identified



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



By-Stander Test Locations

- Roof Mount
- Trunk Mount

APPENDIX B
Meter/Probe Calibration Certificates



Cert I.D.: 75742

Certificate of Calibration Conformance

Page 1 of 4

The instrument identified below has been individually calibrated in compliance with the following standard(s):

IEEE 1309 - 2005, Institute of Electrical and Electronics Engineers, Standard for Calibration of Electromagnetic Field Sensors and Probes, Excluding Antennas from 9 kHz to 40 GHz

Environment: Laboratory MTE is maintained in a temperature controlled environment with ambient conditions from 18 to 28 C, relative humidity less than 90%. The instrument under test has been calibrated in a suitable environment using an EMCO TEM Cell 5101C, GTEM! 5305 and an RF Shielded EMC Chamber which is conducive to maintaining accurate and reliable measurement quality.

Manufacturer:	ETS-Lindgren	Operating Range:	100kHz - 5GHz
Model Number:	E100	Instrument Type:	Isotropic Probe > 1 GHz
Serial Number/ ID:	00109011	Date Code:	
Tracking Number:	S000017735	Alternate ID:	
Date Completed:	22-Oct-09	Customer:	MOTOROLA INC. (FL)
Test Type:	Standard Field, Field Strength		

Calibration Uncertainty: Std Field Method 10kHz - 18000 MHz, +/-0.7 dB, 26.5GHz - 40GHz, +/- 0.95 dB
k=2, (95% Confidence Level)

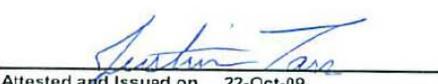
Test Remarks: Special calibration - Additional field levels added.

Calibration Traceability: All Measuring and Test Equipment (M/TE) identified below are traceable to the National Institute for Standards and Technology (NIST). Calibration Laboratory and Quality System controls are compliant with ISO/IEC 17025-2005.

Standards and Equipment Used:

Make / Model / Name / S/N / Recall Date	Condition of Instrument Upon Receipt:
Rohde & Schwarz 857.8008.0 Power Meter NRVD 828110/019 10-Feb-10	In Tolerance to Internal Quality Standards
Hewlett Packard 437B HP Power Meter 3110A03972 09-Jan-10	
Fluke 6060B RF Signal Generator 5690204 11-Jun-10	On Release:
Marconi 2022 Signal Generator 119019/077 25-Sep-10	In Tolerance to Internal Quality Standards
Rohde & Schwarz 857.8008.0 Power Meter NRVD 100451 18-Nov-09	
Hewlett Packard 83620B Signal Generator 3722A00541 25-Sep-10	


 Calibration Completed By
 Maynard Reich, Calibration Technician


 Attested and Issued on 22-Oct-09
 Justin Terr, Calibration Supervisor

This document provides traceability of measurements to recognized national standards using controlled processes at the ETS-Lindgren Calibration Laboratory. Uncertainties listed are derived from the methods described by NIST Tech Note 1297. This certificate and report may not be reproduced, except in full, without the written approval of ETS-Lindgren Calibration Laboratory in accordance with ISO/IEC 17025-2005. QAF 1127 (06/07)



Frequency Response Calibration Factors
Model E100 Serial Number 00109011
Date of Calibration 21 Oct 2009

Frequency (MHz)	Applied V/m	Probe Reading			Correction Factor			Avg
		X	Y	Z	X	Y	Z	
1.00	7.64	7.02	7.79	6.94	1.14	1.04	0.98	1.05
1.00	19.82	16.71	17.11	16.74	1.18	1.16	1.18	1.18
1.00	71.15	57.93	59.53	58.16	1.23	1.19	1.22	1.22
1.00	125.11	100.56	104.03	102.13	1.24	1.20	1.23	1.22
15.00	7.95	8.17	8.28	8.18	0.98	0.96	0.97	0.97
15.00	19.94	19.63	19.98	19.65	1.02	1.00	1.01	1.01
15.00	70.00	67.78	68.81	67.94	1.03	1.02	1.03	1.03
15.00	124.61	120.61	122.69	121.30	1.03	1.02	1.03	1.03
30.00	7.95	8.49	8.59	8.45	0.93	0.93	0.94	0.93
30.00	19.81	19.99	20.29	20.08	1.00	0.97	0.98	0.98
30.00	69.87	69.71	70.67	70.11	1.00	0.99	1.00	1.00
30.00	124.31	124.11	125.93	125.11	1.00	0.99	0.99	0.99
75.00	8.06	8.62	8.75	8.77	0.94	0.93	0.91	0.92
75.00	19.92	20.32	20.71	20.76	0.97	0.96	0.96	0.97
75.00	69.19	71.16	72.25	72.19	0.97	0.96	0.96	0.96
75.00	123.17	126.65	128.70	128.37	0.97	0.96	0.96	0.96
100.00	7.99	8.30	8.54	8.58	0.96	0.95	0.92	0.94
100.00	19.72	20.02	20.31	20.50	0.98	0.97	0.96	0.97
100.00	70.01	70.85	71.90	72.15	0.99	0.97	0.97	0.98
100.00	126.58	128.59	130.29	130.10	0.98	0.97	0.97	0.98
150.00	8.05	8.13	8.26	8.36	0.99	0.98	0.95	0.98
150.00	19.93	20.03	20.39	20.66	0.99	0.98	0.96	0.98
150.00	69.87	70.30	71.46	71.94	0.99	0.98	0.97	0.98
150.00	124.91	126.00	127.53	128.17	0.99	0.98	0.97	0.98
200.00	8.07	8.50	8.67	8.69	0.95	0.94	0.92	0.94
200.00	19.86	20.80	21.21	21.58	0.96	0.94	0.92	0.94
200.00	69.73	73.51	74.90	75.46	0.95	0.93	0.92	0.93
200.00	125.11	132.11	134.58	134.95	0.95	0.93	0.93	0.93
250.00	8.00	8.33	8.42	8.60	0.96	0.95	0.93	0.95
250.00	20.02	20.72	21.00	21.43	0.97	0.95	0.93	0.95
250.00	70.08	72.35	73.13	74.05	0.97	0.96	0.95	0.96
250.00	123.93	128.09	129.47	130.20	0.97	0.96	0.95	0.96
300.00	8.02	8.27	8.40	8.57	0.97	0.95	0.94	0.95
300.00	19.96	20.48	20.79	21.31	0.98	0.96	0.94	0.96
300.00	69.80	71.54	72.40	73.40	0.98	0.96	0.95	0.96
300.00	125.31	129.68	131.16	131.92	0.97	0.96	0.95	0.96
400.00	7.97	8.30	8.34	8.56	0.97	0.95	0.93	0.95
400.00	20.00	20.54	20.92	21.48	0.97	0.96	0.93	0.95
400.00	70.16	71.90	72.88	73.99	0.98	0.96	0.95	0.96
400.00	126.35	129.28	131.06	132.12	0.98	0.96	0.96	0.97
500.00	7.99	8.01	8.18	8.39	1.00	0.98	0.95	0.97
500.00	20.01	20.00	20.41	20.98	1.00	0.98	0.95	0.98
500.00	69.97	69.80	71.05	72.15	1.00	0.98	0.97	0.99
500.00	124.82	125.16	127.11	128.22	1.00	0.98	0.97	0.98
600.00	8.05	8.00	8.13	8.36	1.01	0.99	0.96	0.99
600.00	19.91	19.62	19.99	20.62	1.01	1.00	0.97	0.99
600.00	70.04	68.89	69.92	71.17	1.02	1.00	0.98	1.00
600.00	126.51	124.61	126.45	127.20	1.02	1.00	0.99	1.00



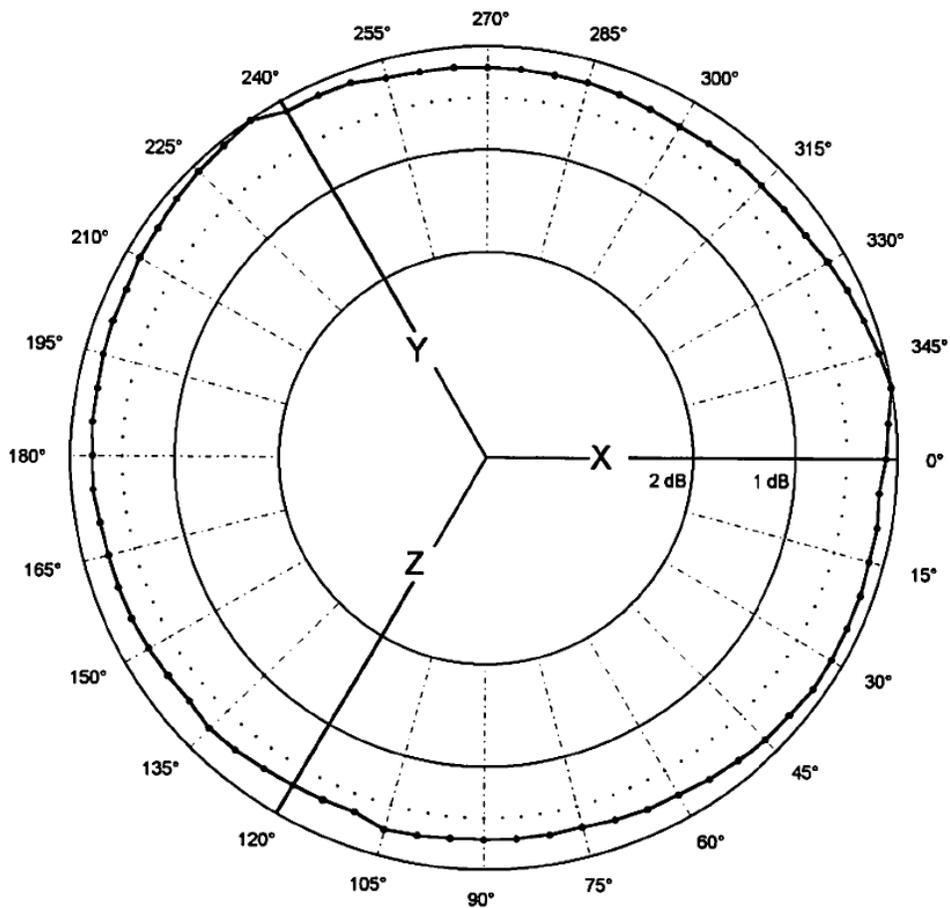
Frequency Response Calibration Factors
Model E100 Serial Number 00109011
Date of Calibration 21 Oct 2009

Frequency (MHz)	Applied V/m	Probe Reading			Correction Factor			Avg
		X	Y	Z	X	Y	Z	
700.00	8.00	7.97	8.10	8.33	1.00	0.99	0.96	0.98
700.00	19.96	19.73	20.08	20.70	1.01	0.99	0.96	0.99
700.00	70.92	70.15	71.10	72.40	1.01	1.00	0.98	1.00
700.00	126.17	124.81	126.29	127.81	1.01	1.00	0.99	1.00
800.00	8.03	7.80	7.94	8.18	1.03	1.01	0.98	1.01
800.00	20.00	19.25	19.67	20.30	1.04	1.02	0.99	1.01
800.00	70.11	67.44	68.66	69.87	1.04	1.02	1.01	1.02
800.00	124.80	120.51	122.51	123.68	1.04	1.02	1.01	1.02
900.00	8.00	7.62	7.82	8.04	1.05	1.02	1.00	1.02
900.00	20.12	19.05	19.57	20.18	1.06	1.03	1.00	1.03
900.00	69.94	66.19	67.78	68.96	1.06	1.03	1.01	1.03
900.00	124.54	118.24	120.95	121.59	1.05	1.03	1.02	1.04
1000.00	7.99	8.48	8.65	9.01	0.94	0.92	0.89	0.92
1000.00	19.88	21.08	21.49	22.22	0.94	0.92	0.89	0.92
1000.00	70.09	74.27	75.51	76.80	0.94	0.93	0.91	0.93
1000.00	126.71	134.43	136.66	137.97	0.94	0.93	0.92	0.93
2000.00	20.27	19.59	20.78	20.88	1.03	0.98	0.97	0.99
2450.00	19.89	18.55	19.38	19.12	1.07	1.03	1.04	1.05
3000.00	20.20	19.52	20.35	21.43	1.03	0.99	0.94	0.99
3500.00	19.95	20.73	22.23	21.00	0.96	0.90	0.95	0.94
4000.00	20.49	21.32	21.67	21.70	0.96	0.95	0.94	0.95
5000.00	20.26	16.24	17.62	17.17	1.25	1.15	1.18	1.19
5500.00	19.77	15.77	16.06	14.83	1.25	1.23	1.33	1.27
6000.00	19.99	14.67	16.77	16.40	1.36	1.19	1.22	1.26



PROBE ROTATIONAL RESPONSE

Model E100
S/N 00109011
Date 22-Oct-2009
Time 07:40:55
Variation 0.39 dB



• Isotropic response measured in a 20 V/m field at 400 MHz

Service Test Report
QAF 1126, 06/07
Report ID: 75744



Certificate of Test Conformance

Page 1 of 1

Reference: S 000017735

Customer: MOTOROLA INC. (FL)

The instrument listed below has been tested and verified to Internal Quality Standards. Test data is Not Applicable. Equipment used during instrument testing is controlled by laboratory compliance with ISO/IEC 17025-2005 using ETS-Lindgren Quality Management System internal procedures.

<u>Manufacturer</u>	ETS-Lindgren	<u>Status In</u>	Other
<u>Instrument Type</u>	RF Survey Meter	<u>Date Completed</u>	22-Oct-09
<u>Model</u>	HI-2200	<u>Status Out</u>	Compliant with Internal Quality Standards
<u>Serial Number/ID</u>	00086316		

Remarks

Secured mounting screw on LCD to remove lines - Functional Test Performed.

I would like to take this opportunity to express our appreciation for using ETS-Lindgren for your EMI test equipment services and I am looking forward to continued business with your organization. Please feel free to contact our offices at (512) 531-6400, if you have any questions regarding this report.

Sincerely,

Justin Tarr

Calibration Supervisor

Date Attested: 22-Oct-09

APPENDIX C
Photos of Assessed Antennas
(Refer to Exhibit 7B)

APPENDIX D
SAR Simulation Report



COMPUTATIONAL EME COMPLIANCE ASSESSMENT OF THE APX7500 SINGLE BAND UHF R1, MODEL #M30QTS9PW1AN MOBILE RADIO

August 3, 2010

Giorgi Bit-Babik, Ph.D., and Antonio Faraone, Ph.D.

Motorola Corporate EME Research Lab, Plantation, Florida

Introduction

This report summarizes the computational [numerical modeling] analysis performed to document compliance of the APX7500 Single Band UHF R1, Model Number M30QTS9PW1AN, 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 (26 in total) that did not conform with applicable MPE limits were 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]. In total 52 independent simulations have been performed. Thirty two simulations are addressing exposure of passenger and another twenty simulations are addressing exposure of bystander to the UHF mobile radios with trunk-mount antennas. For all simulations 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 relevant estimate of human exposure to RF energy.

Method

The simulation code employed is XFDTD™ v6.4, 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 [4], 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.

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. This CAD models has been incorporated into the IEEE 1528.2 draft standard.

For bystander exposure, the antenna position is in the center of the trunk, so as to replicate the experimental conditions used in MPE measurements. For passenger exposure, the antenna position is on the trunk and/or in the center of the roof and the distance of trunk mounted antennas from the passenger head when the passenger is located in the center of the back seat was set at 85 cm, also to replicate the experimental conditions used in MPE measurements. Figures 1 and 2 show the XFDTD™ computational models used for bystander exposure. According to the IEEE 1528.2 draft standard (January, 2010) for bystander exposure simulations from vehicle mount antennas the lossy dielectric slab with 30 cm thickness, dielectric constant of 8 and conductivity of 0.01 S/m has been introduced in the computational model to properly account for the effect of the ground (pavement) on exposure. Figure 3 shows some of the XFDTD™ computational models used for passenger exposure to trunk mounted antennas.

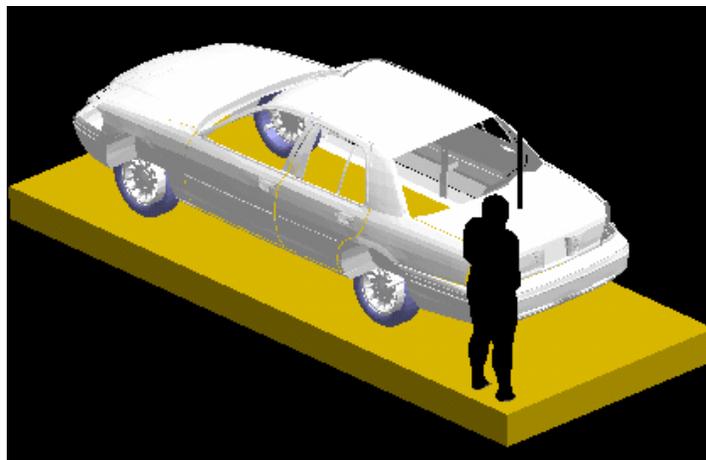
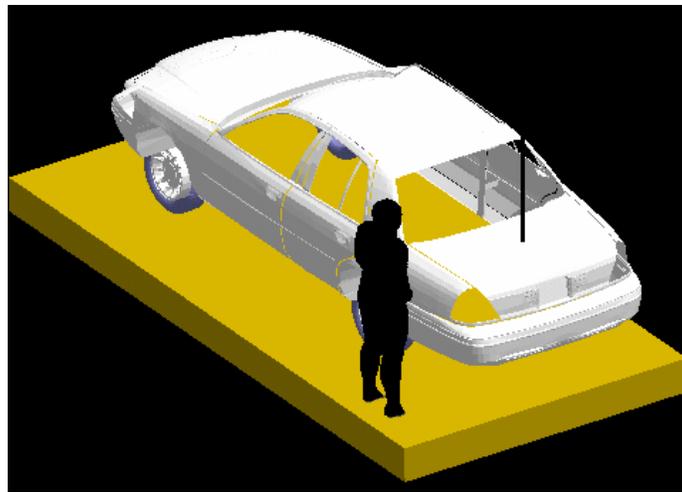
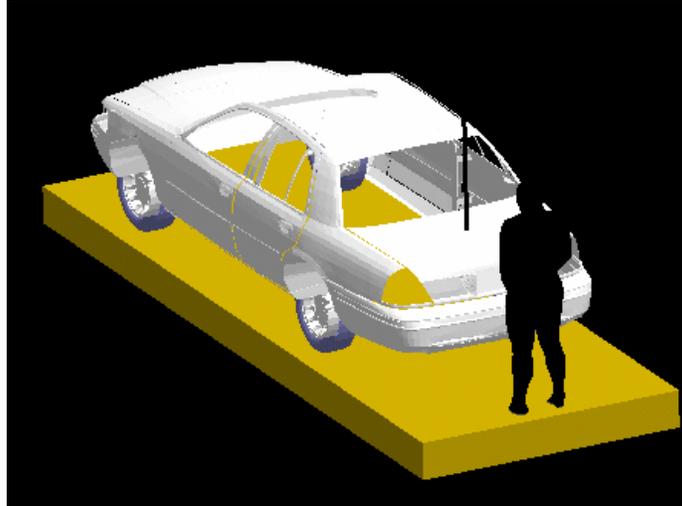
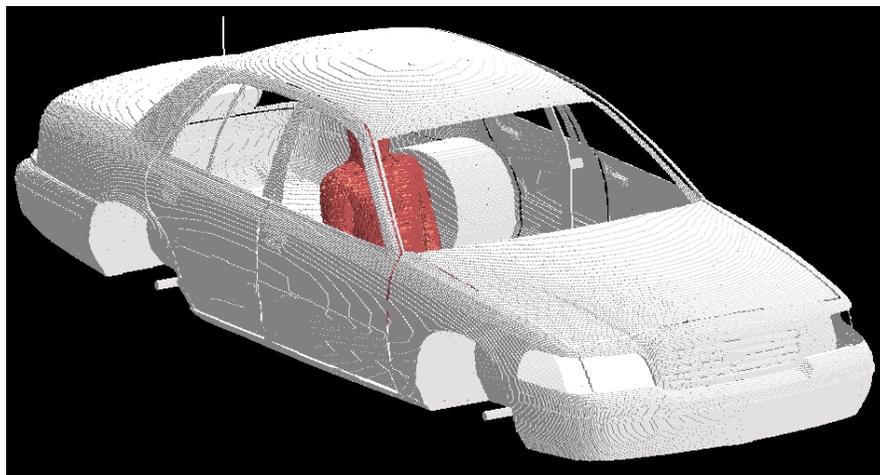
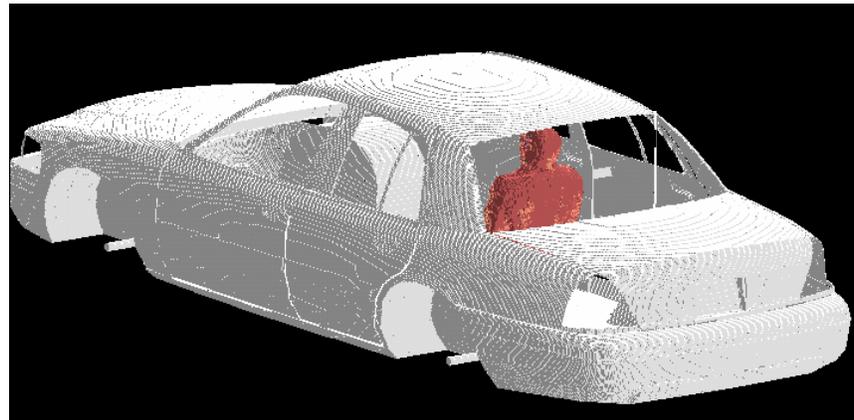


Figure 1: Bystander model exposed to a trunk-mount antenna: Bystander is located at the back, on the side or at the corner of the car replicating the measurement conditions. The antenna is mounted in the center of the trunk. The dielectric slab under the car is introduced to model the ground (pavement) effect on exposure.



Figure 2: Top view of bystander exposure model four different locations relative to the vehicle model that replicate the measurement conditions.



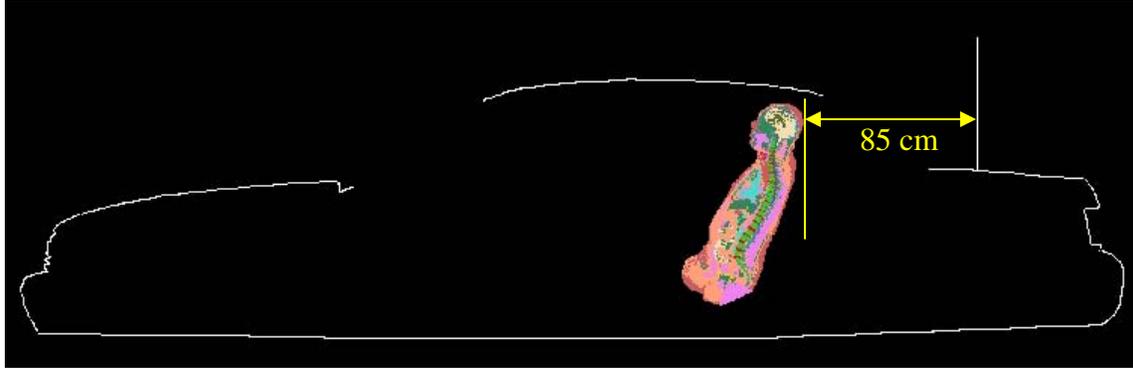


Figure 3: Passenger model exposed to a trunk-mount antenna: XFDTD geometry.
The antenna is mounted at 85 cm from the passenger located in the center of the back seat.

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 maximum output power from mobile radio antenna 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 average net output power.

Results of SAR computations for car passengers

The test conditions requiring SAR computations are summarized in Table I, together with the antenna data and the SAR results. The conditions are for antennas mounted on the trunk and on the roof. The antenna length in Table I includes the 1.8 cm magnetic mount base used in measurements to position the antenna on the vehicle. The passenger is located in the center or on the side of the rear seat and in two cases in the front 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 I have been simulated individually.

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

Mount location	Antenna Kit #	Antenna length with mag. mount base		Freq [MHz]	Exposure location	SAR [W/kg]	
		Physical	XFDTD			1-g	WB
Trunk	HAE6010A	64.8 cm	65 cm	380	Center	0.46	0.0251
					Side	0.42	0.0225
				406.5	Center	0.42	0.0263
					Side	0.47	0.0240
				433	Center	0.46	0.0251
					Side	0.56	0.0215
Trunk	HAE6011A	93.3 cm	95 cm	380	Center	0.46	0.0135
					Side	0.46	0.0113
				406.5	Center	0.69	0.0203
					Side	0.58	0.0211
Trunk	HAE4011A	74.5 cm	74.5 cm	450	Center	0.28	0.0126
					Side	0.26	0.0120
				460	Center	0.25	0.0127
					Side	0.42	0.0143
Trunk	HAE6013A	30.8 cm	31 cm	380	Center	0.75	0.0296
					Side	0.68	0.0292
				425	Center	0.38	0.0190
					Side	0.52	0.0198
				470	Center	0.58	0.0248
					Side	0.55	0.0289
Trunk	HAE6031A	29.8 cm	30 cm	380	Center	0.72	0.0292
					Side	0.67	0.0287
				425	Center	0.46	0.0268
					Side	0.52	0.0267
				470	Center	0.54	0.0250
					Side	0.54	0.0286
Roof	HAE6012A	20.0 cm	20 cm	406.5	Center	0.16	0.0080
					Side	0.14	0.0086
Roof	HAE6010A	64.8 cm	65 cm	406.5	Center	0.19	0.0090
					Side	0.15	0.0099
Trunk	HAE6013A	30.8 cm	31 cm	380	Front	0.31	0.0208
Trunk	HAE6031A	29.8 cm	30 cm	380	Front	0.40	0.0185

The SAR distribution in the passenger model in the exposure condition that gave highest 1-g SAR is reported in Figure 4 (380 MHz, passenger in the center of the back seat, HAE6013A antenna). The same condition produced highest whole body average SAR.

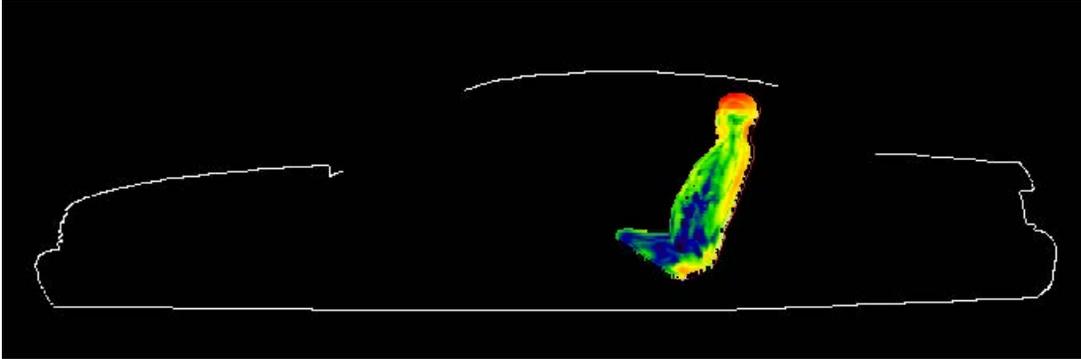


Figure 4. SAR distribution at 380 MHz in the passenger located in the center of the back seat, produced by the trunk-mount HAE6013A antenna. The contour plot in the figure is relative to the plane where the peak 1-g average SAR for this exposure condition occurs.

The two pictures below in Figure 5 show the E and H field distributions in the plane of the antenna corresponding to the condition in Figure 4.

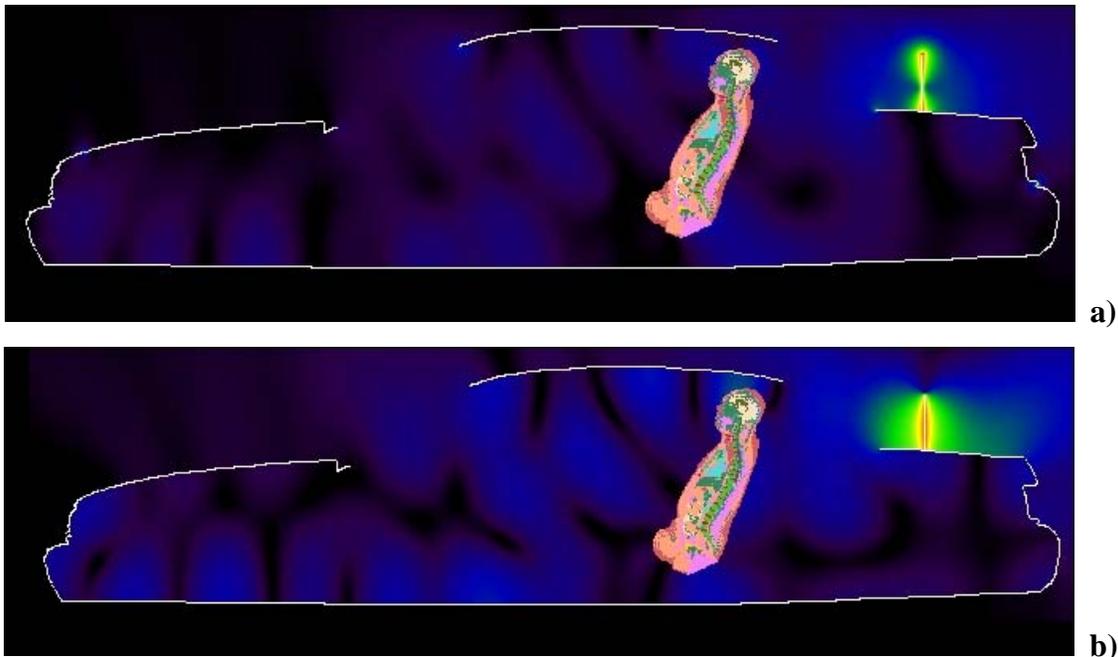
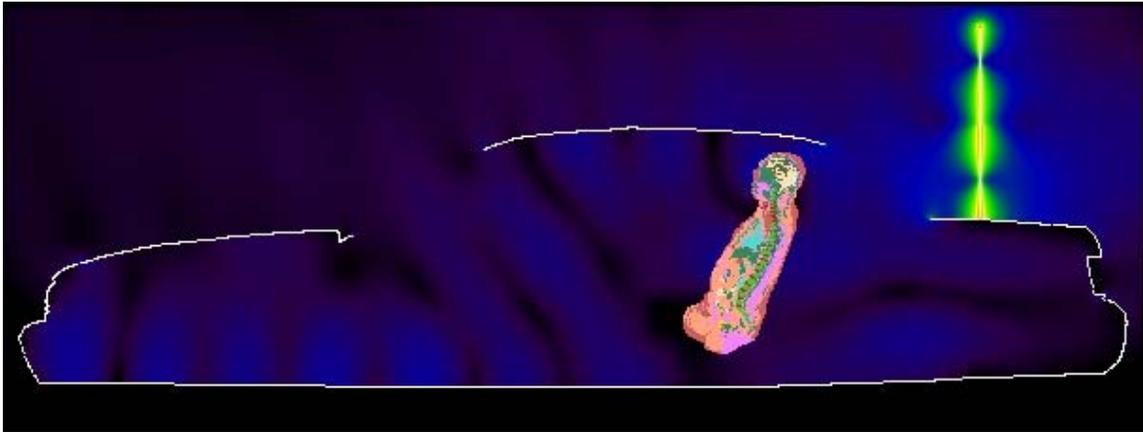
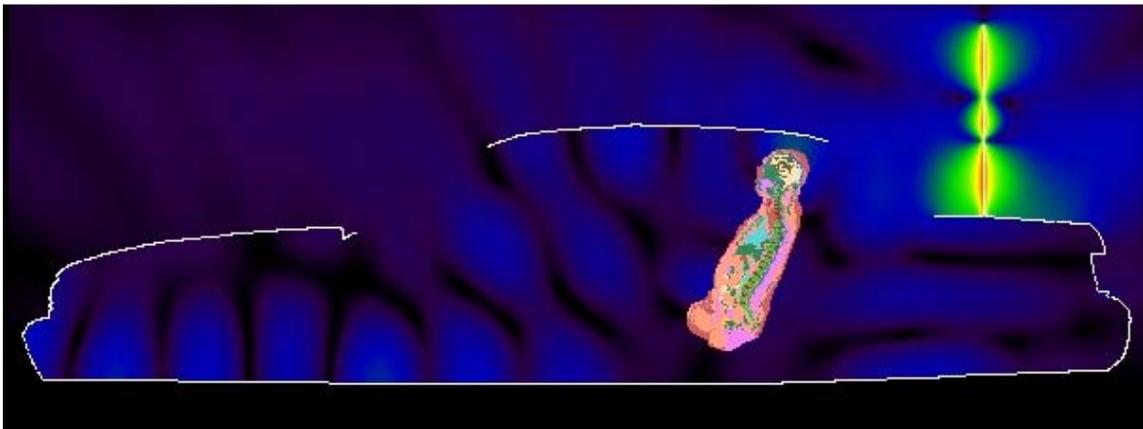


Figure 5. (a) E-field distribution corresponding to exposure condition of Figure 4, and (b) H-field distribution corresponding to exposure condition of Figure 4.

The electric and magnetic field distributions for the passenger exposure configuration and different type of simulated antenna (HAE6011A) relative to the plane where antenna is located are shown in Figure 6.



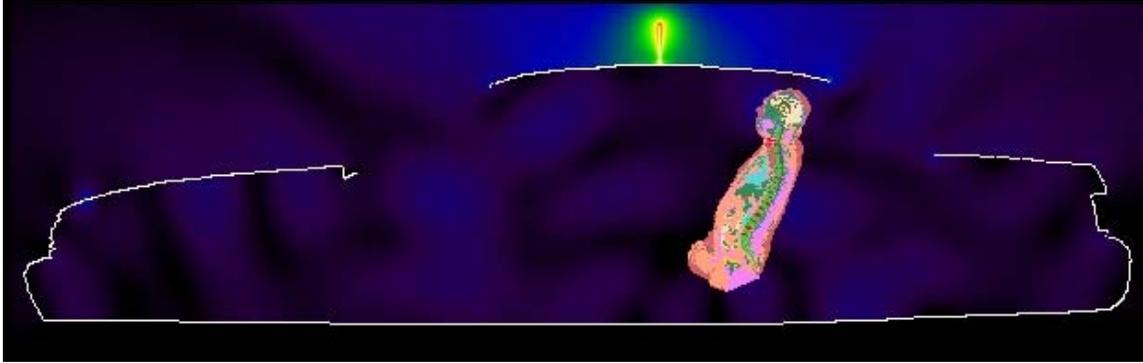
a)



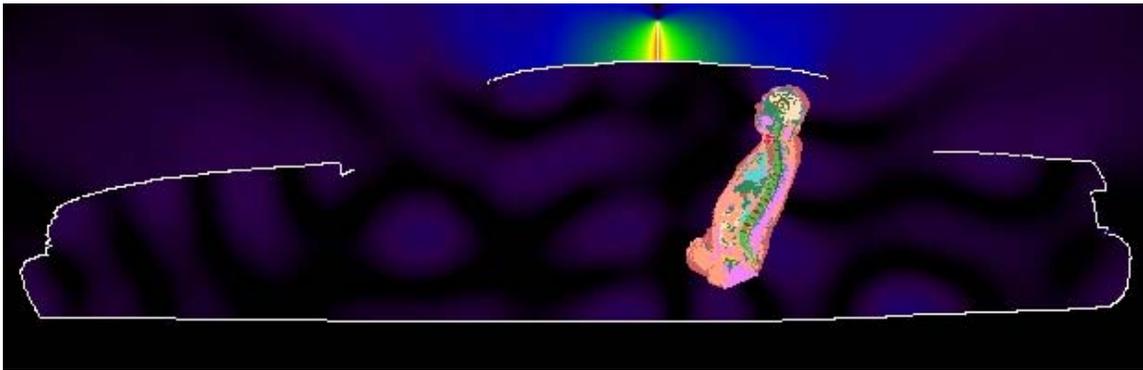
b)

Figure 6. (a) E-field distribution and (b) H-field distribution in the plane of the trunk mounted antenna (HAE6011A antenna at 406.5 MHz) corresponding to the passenger exposure condition

Another example of the E and H field distributions from the HAE6012A roof mount antenna is shown in Figure 7. The distributions are shown relative to the plane where the antenna is located.



a)



b)

Figure 7. (a) E-field distribution and (b) H-field distribution in the plane of the roof mount antenna (HAE6012A antenna at 406.5 MHz) corresponding to the passenger exposure condition

Results of SAR computations for bystanders

The test conditions requiring SAR computations are summarized in Table II, together with other relevant information and the SAR results. With trunk mount antennas, the bystander is placed at the corner of the trunk, at the back of the trunk or on the side of the trunk 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. Two cases of bystander - facing towards or away from the car - were simulated individually.

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

Mount location	Antenna Kit #	Antenna length		Freq [MHz]	Exposure location	SAR [W/kg]	
		Physical	XFDTD			1-g	WB
Trunk	HAE6010A	64.8 cm	65 cm	380	Front	0.45	0.0172
					Back	0.38	0.0193
				406.5	Front	0.56	0.0172
					Back	0.45	0.0196
Trunk	HAE6011A	93.3 cm	93.5 cm	380	Front	0.90	0.0189
					Back	0.63	0.0229
Trunk	HAE6013A	30.8 cm	31 cm	380	Front	0.57	0.0233
					Back	0.60	0.0284
				425	Front	0.53	0.0205
					Back	0.42	0.0238
Trunk	HAE6031A	29.8 cm	30 cm	380	Front	0.55	0.0233
					Back	0.59	0.0279
				425	Front	0.53	0.0205
					Back	0.41	0.0238
				470	Front	0.66	0.0197
					Back	0.52	0.0206
				425	Front, 45 deg	0.48	0.0180
					Back, 45 deg	0.56	0.0171
				425	Front, 90 deg	0.51	0.0148
					Back, 90 deg	0.52	0.0187

The SAR distribution in the bystander model in the exposure condition that gave highest 1-g SAR is reported in Figure 8 (380 MHz, bystander at the back of the trunk facing the car, HAE6011A antenna).

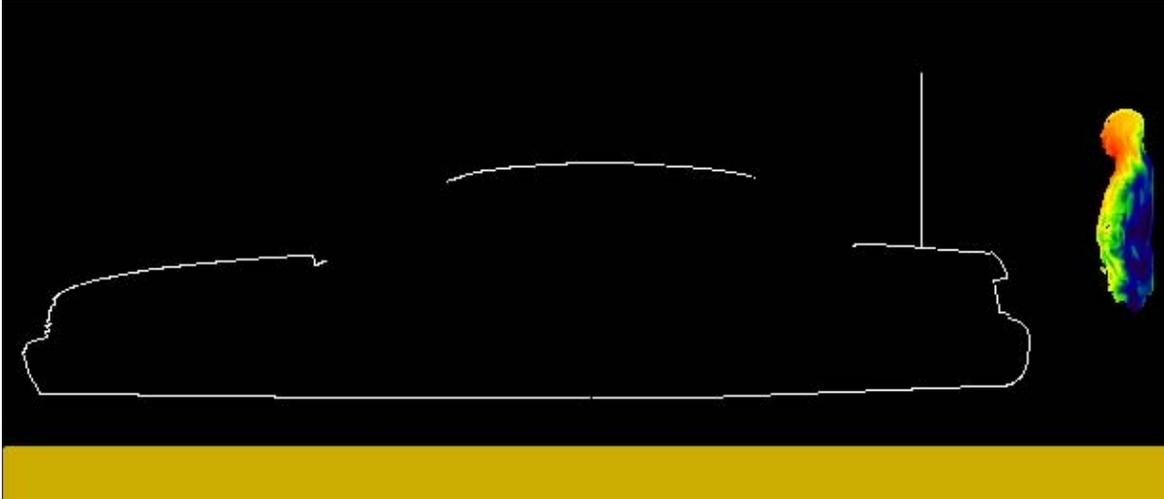
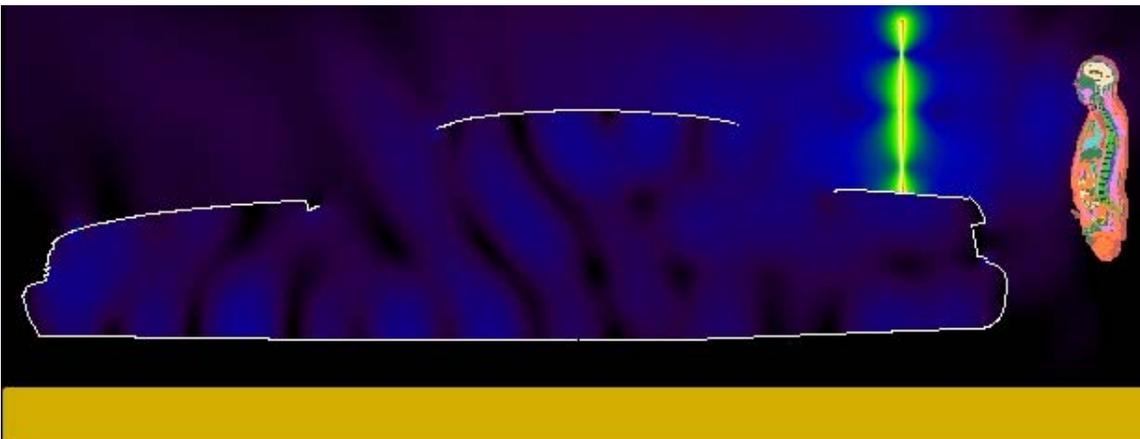
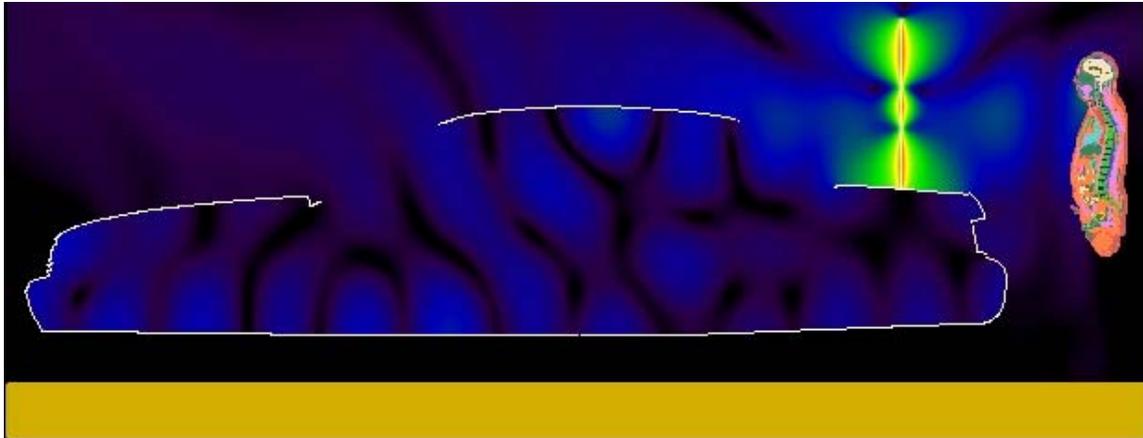


Figure 8. SAR distribution at 380 MHz in the bystander located at back of the trunk, produced by the trunk-mount HAE6011A antenna. The contour plot for SAR distribution in the figure is relative to the plane where the peak 1-g average SAR for this exposure condition occurs.

The two pictures below show the E and H field distributions in the plane of the antenna corresponding to the condition represented in Figure 8.



a)



b)

Figure 9. (a) E-field distribution in the plane of the antenna corresponding to exposure condition of Figure 7, and (b) H-field distribution corresponding to exposure condition of Figure 8.

Another example of the E and H field distributions from the trunk mounted antenna (HAE6013A) in the condition of the bystander exposure that produced highest whole body average SAR (380 MHz, bystander located at the back of the trunk facing away from the car) is shown in Figure 10.



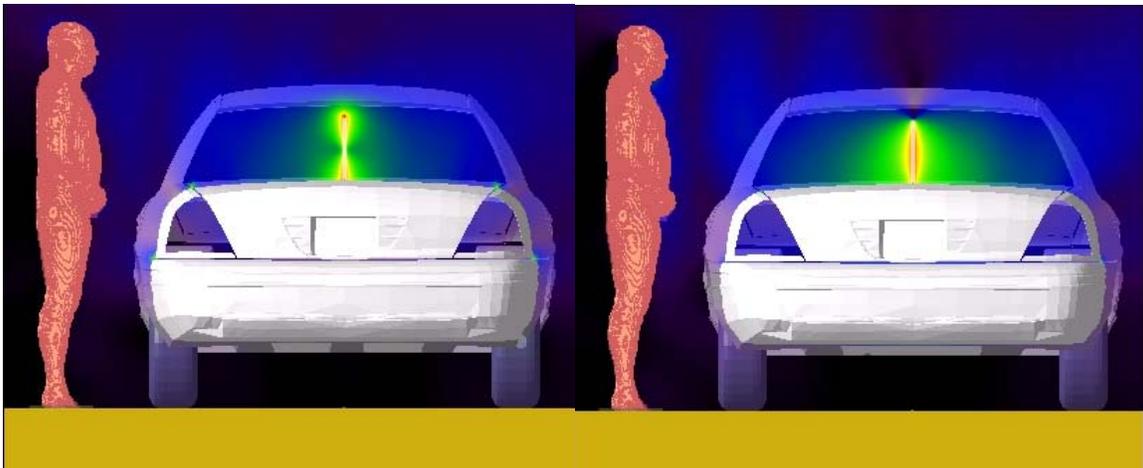
a)



b)

Figure 10. (a) E-field distribution and (b) H-field distribution in the plane of the antenna corresponding to the bystander exposure condition located at the back of the car (HAE6013A antenna at 380 MHz)

Finally, as another example, the E and H field distributions for the trunk mount antenna (HAE6031A) in the condition of the bystander facing the car and located on the side of the trunk is shown in Figure 11.



a)

b)

Figure 11. (a) E-field distribution and (b) H-field distribution in the plane of the antenna corresponding to the bystander exposure condition located at the side the trunk (HAE6031A antenna at 425 MHz)

The overall maximum peak 1-g SAR in all simulated conditions is 0.90 W/kg, less than the 1.6 W/kg limit, while the maximum whole-body average SAR is 0.0296 W/kg, less than the 0.08 W/kg limit.

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 draft IEEE 1528.1 and 1528.2 standards, and from the XFDTD™ v5.3 and v6.4. User Manuals. Remcom Inc., owner of XFDTD™, is kindly acknowledged for the help provided.

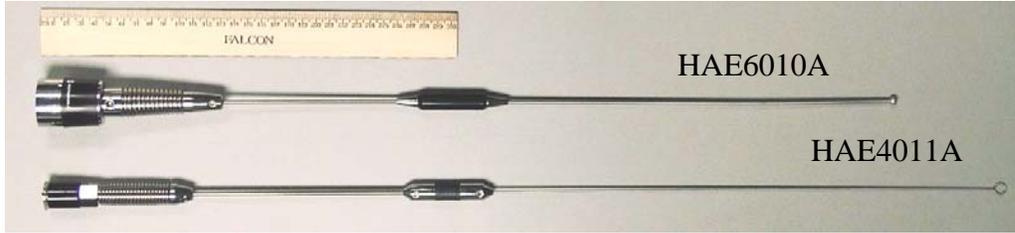
1) Computational resources

- a) A multiprocessor system equipped with two Intel Xeon X5570 quad-core CPUs was employed for all simulations.
- b) The memory requirement was from 7 GB to 10 GB. Using the above-mentioned system with 8-cores operating concurrently, the typical simulation would run for 3-5 hours.

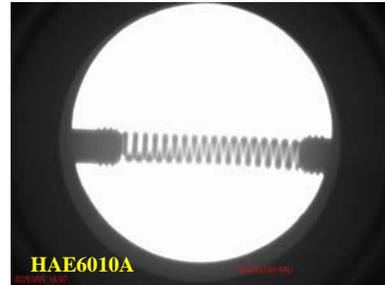
2) FDTD algorithm implementation and validation

a) We employed a commercial code (XFDTD™ v6.4, by Remcom Inc.) that implements the 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. Because the field impinges on the bystander or passenger model at a distance of several tens of voxels from the antenna, the details of antenna wire modeling are not expected to have significant impact on the exposure level.

Some antennas have inductive loading coils located in the mid section as shown in the picture below of the HAE 6010A or HAE 6011A antenna examples.



The X-ray of the reactive loads of the HAE4011A and HAE6010A antennas is also presented in the next pictures below. Those elements are significantly shorter than the length of the antenna and are about 1/40 of the wavelength at center operating frequency. They were modeled as lumped reactive elements. The comparison with measurements and validity of such simulation model has been summarized in [9].



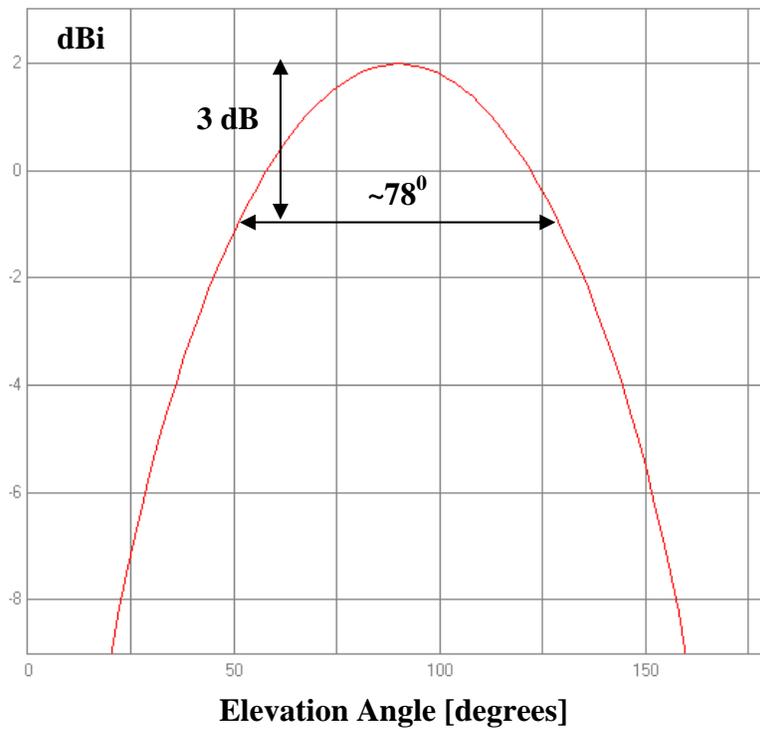
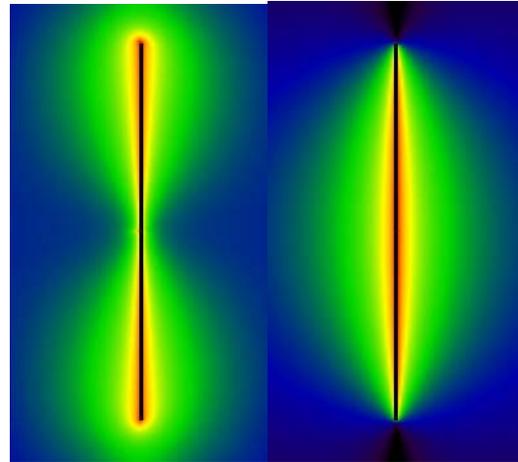
b) XFDTD™ is one of the most widely employed commercial codes for electromagnetic simulations. It has gone through extensive validation and has proven its accuracy over time in many different applications. One example is provided in [3].

We carried out a validation of the code algorithm by running the canonical test case involving a half-wave wire dipole. The dipole is 0.475 times the free space wavelength at 160 MHz, i.e., 88.5 cm long. The discretization used in the model was uniform in all directions and equal to 5 mm, so the dipole was 177 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 ($72.6 - j 11.6$ 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 beamwidth is about 78 degrees.

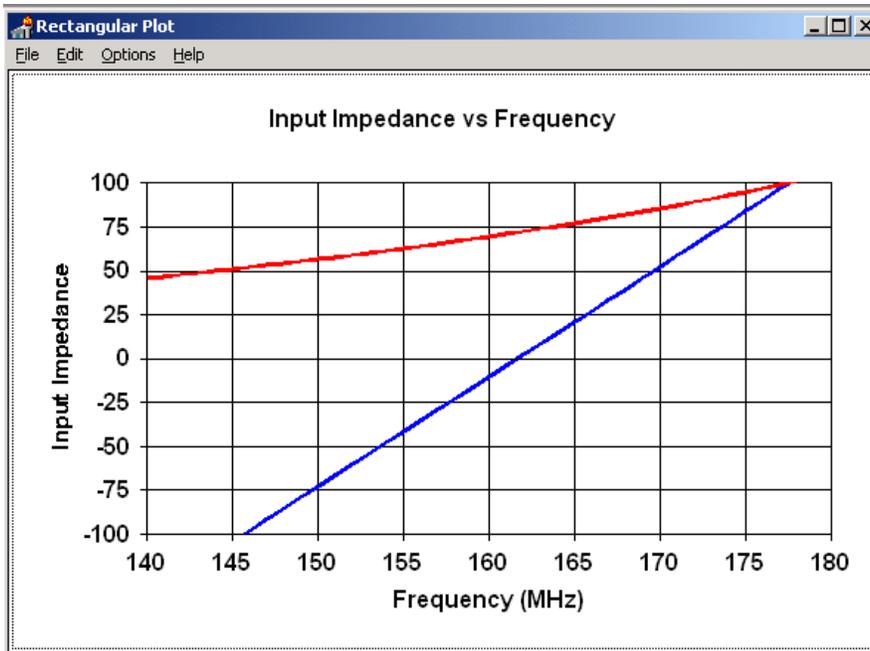
**Total
E-field**

**Total
H-field**

Complex Feed Point Impedance (Ohms)		
Feed	Real	Imaginary
1	72.553001	-11.623300



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 88.5 cm, and the discretization is 5 mm. The corresponding input impedance at 160 MHz is 69.5-j10.5 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 passenger computations with the trunk-mount antennas	425	1104	289
Maximum domain dimensions employed for bystander computations with the trunk-mount antennas	434	1243	580
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	Enough to reach at least -40 dB convergence		
Excitation	Sinusoidal (not less than 10 periods)		

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>).

a) 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.

b) 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.

#	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

Similarly, the table below reports the tissue dielectric properties at 155 MHz (mid-band for this VHF mobile radio product).

#	Tissue	ϵ_r	σ (S/m)	Density (kg/m ³)
1	skin	50.5	0.49	1125
2	tendon, pancreas, prostate, aorta, liver, other	59.3	0.63	1151
3	fat, yellow marrow	5.8	0.04	943
4	cortical bone	15.5	0.08	1850
5	cancellous bone	26.0	0.17	1080
6	blood	64.5	1.65	1057
7	muscle, heart, spleen, colon, tongue	73.6	0.84	1059
8	gray matter, cerebellum	71.5	0.73	1035.5
9	white matter	51.4	0.41	1027.4
10	CSF	73.9	2.29	1000
11	sclera/cornea	61.8	0.94	1151
12	vitreous humor	68.6	1.52	1000
13	bladder	19.1	0.28	1132
14	nerve	44.0	0.41	1112
15	cartilage	53.8	0.53	1171
16	gall bladder bile	86.6	1.49	928
17	thyroid	65.9	0.71	1035.5
18	stomach/esophagus	78.5	1.03	1126
19	lung	52.3	0.59	563
20	kidney	72.9	1.02	1147
21	testis	72.6	0.99	1158
22	lens	57.3	0.61	1163
23	small intestine	89.5	1.85	1153

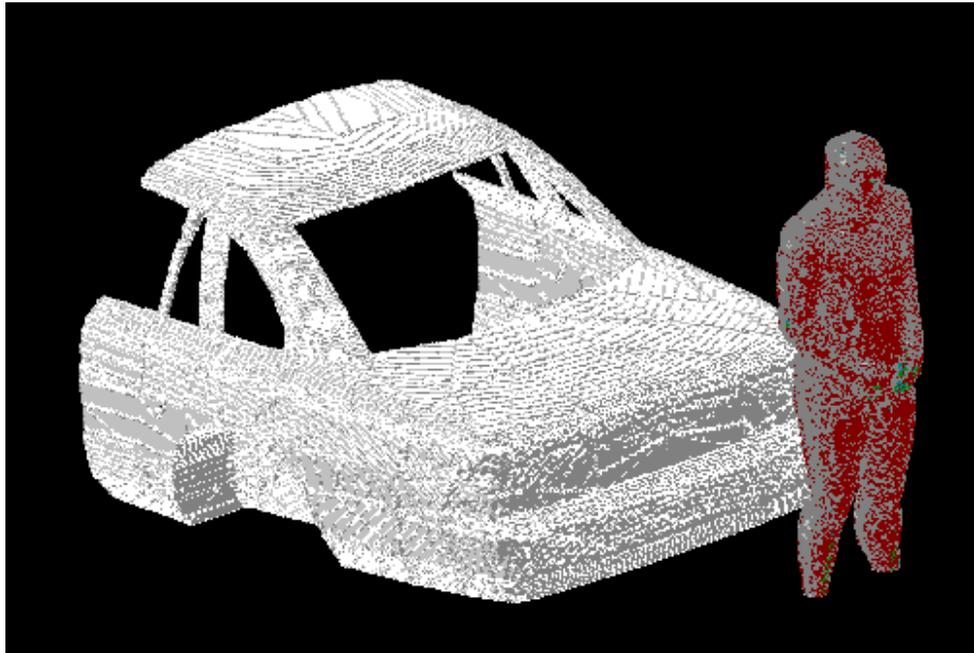
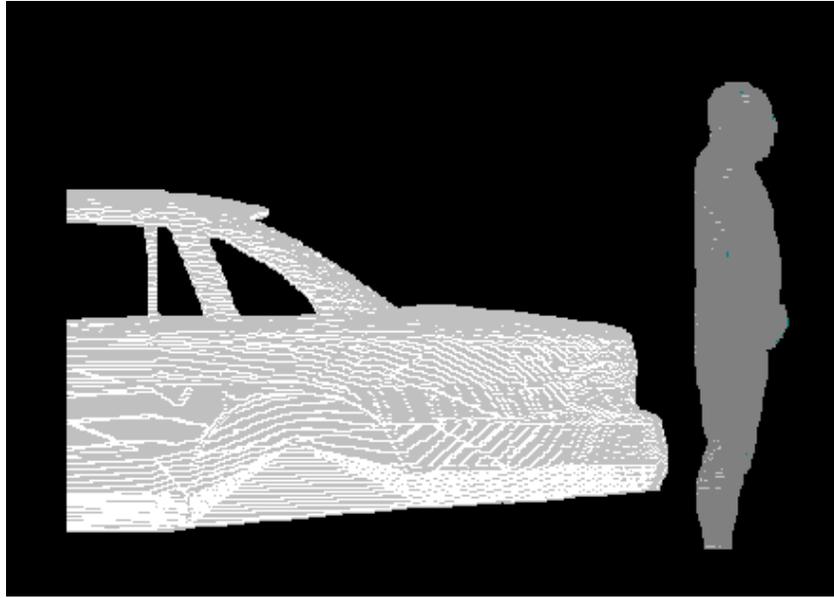
b) The tissue types and dielectric parameters used in the SAR computation are appropriate for determining the highest exposure expected for normal device operation, because they are derived from measurements performed on real biological tissues (<http://www.brooks.af.mil/AFRL/HED/hedr/reports/dielectric/home.html>).

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, even when 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. In case of low profile vertical monopole antenna (HAE6016A) which has an additional horizontal metal circular disk at the tip, the disk was included in the model and well represented in 5 mm resolution mesh.
- 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).

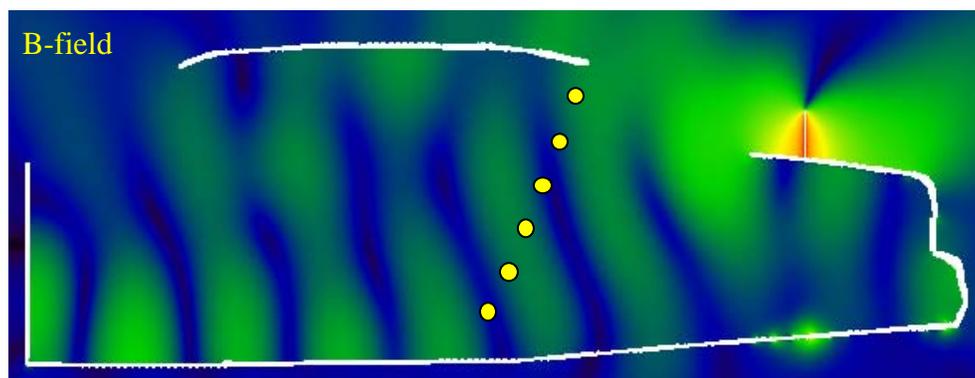
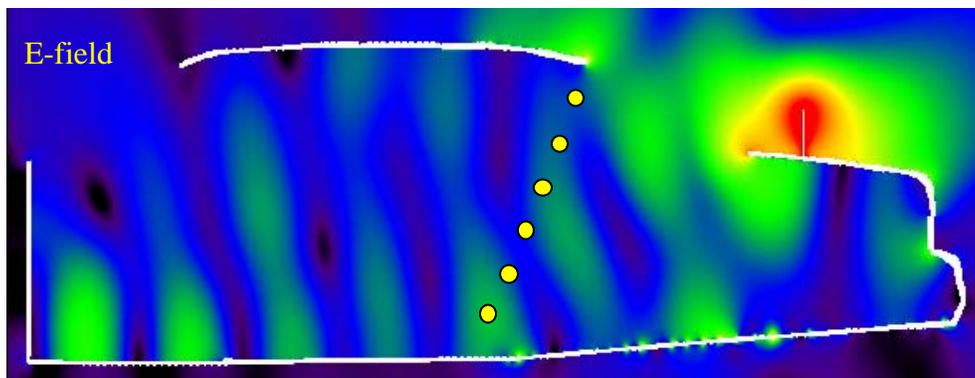


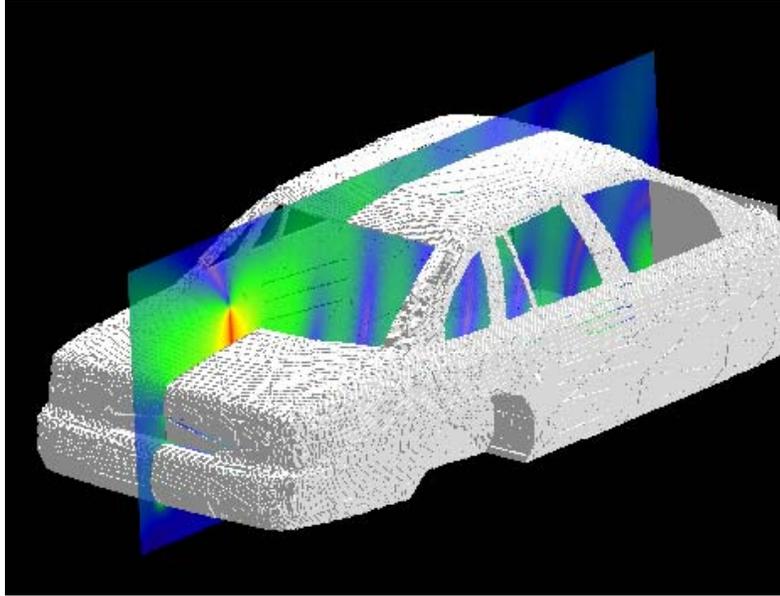
The car model is constituted by perfect electric conductor and does not include wheels in order to reduce its complexity. The passenger model is surrounded by air, as the seat, which is made out of poorly conductive fabrics, is not included in the computational model. The pavement has not been included 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 $2.25E-3$ 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 (0.29 mW/cm²), as derived from the measured E-field reported in the following table:

Position	SE (meas), 22 W output mW/cm ²
Head	0.38
Chest	0.33
Lower Trunk	0.16

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%).

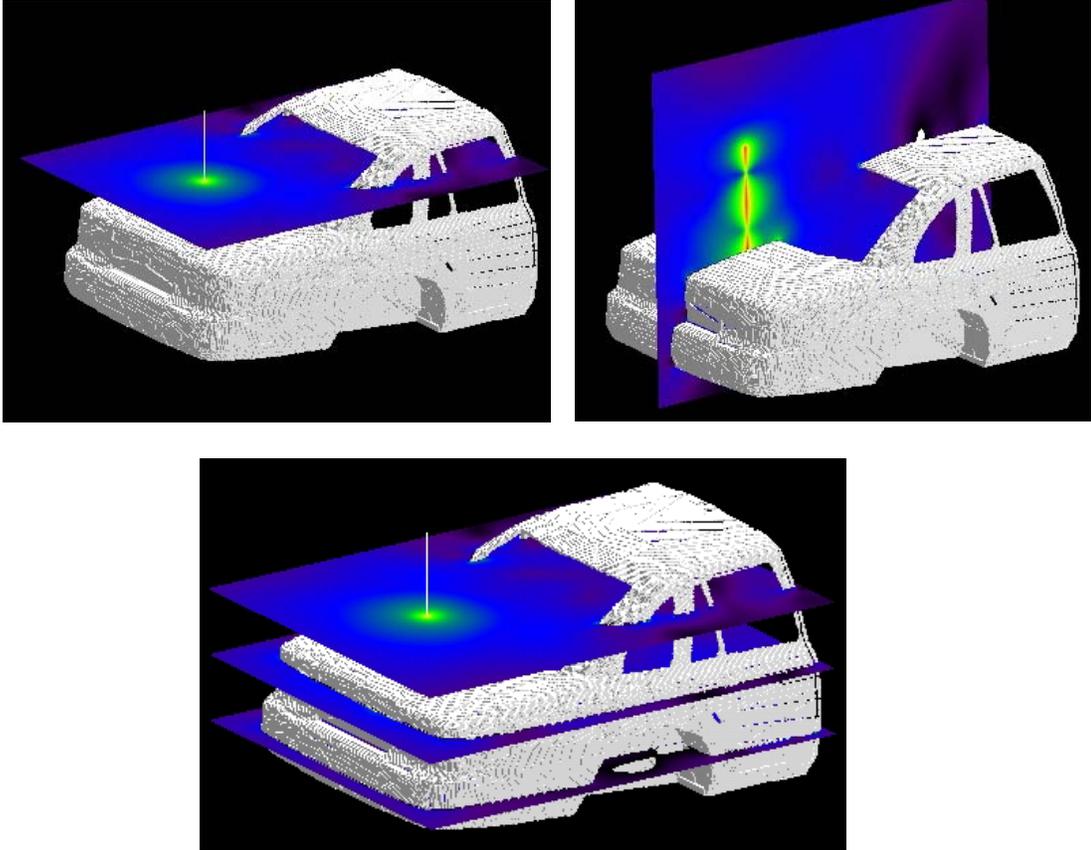
b) Descriptions and illustrations showing the correspondence between the modeled test device and the actual device, with respect to shape, size, dimensions and near-field radiating characteristics, are found in the main report.

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.

Passenger with 63.5 cm monopole antenna (HAE6010A 425 MHz)

The following figures show the car model with the field distribution in the horizontal planes where the MPE measurements have been performed. The comparison has been performed by taking the average of the computed steady-state field values at the three locations, corresponding to the head, chest, and lower trunk, and comparing them with the average of the MPE measurements performed at the head, chest and lower trunk locations. Such a comparison is carried out at the same rms power level (61.5 W, including the 50% duty factor) used in the MPE measurements.



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

Location Number	E-field, V/m	Eq. Power Density 1.0 V source	Scaled Power Dens. 61.5 W output, mW/cm ²
1	2.10E-01	5.85E-05	0.561
2	3.66E-01	1.78E-04	1.70
3	1.72E-01	3.92E-04	0.376
Equivalent average Power Density			0.88

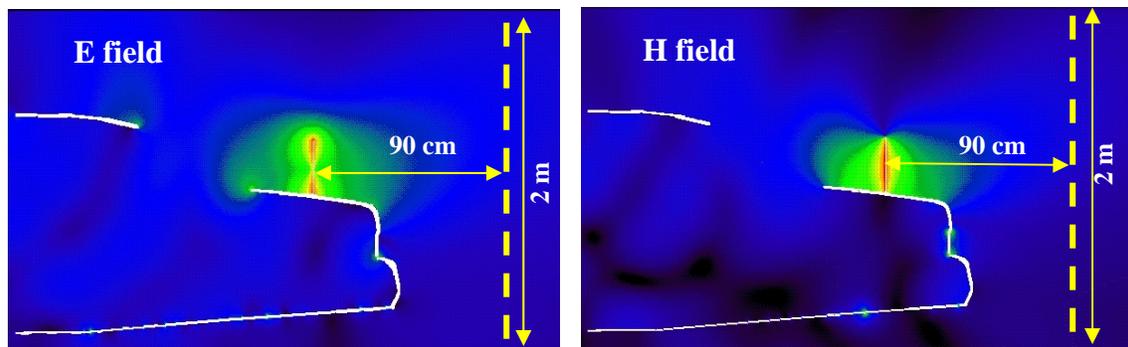
The corresponding scaled-up power densities are reported in the tables above, which show that the simulation overestimates the average power density from the MPE measurements (0.52 mW/cm²), as derived from the measured E-field reported in the following table:

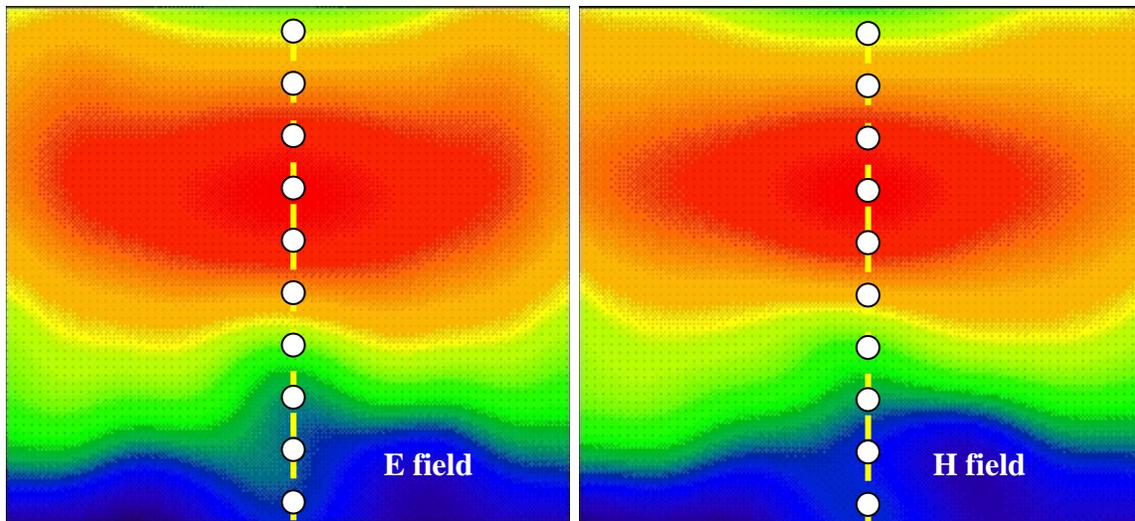
Position	SE (meas), 60 W output mW/cm ²
Head	0.72
Chest	0.64
Lower Trunk	0.19

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 exposure overestimates (about 69%).

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.

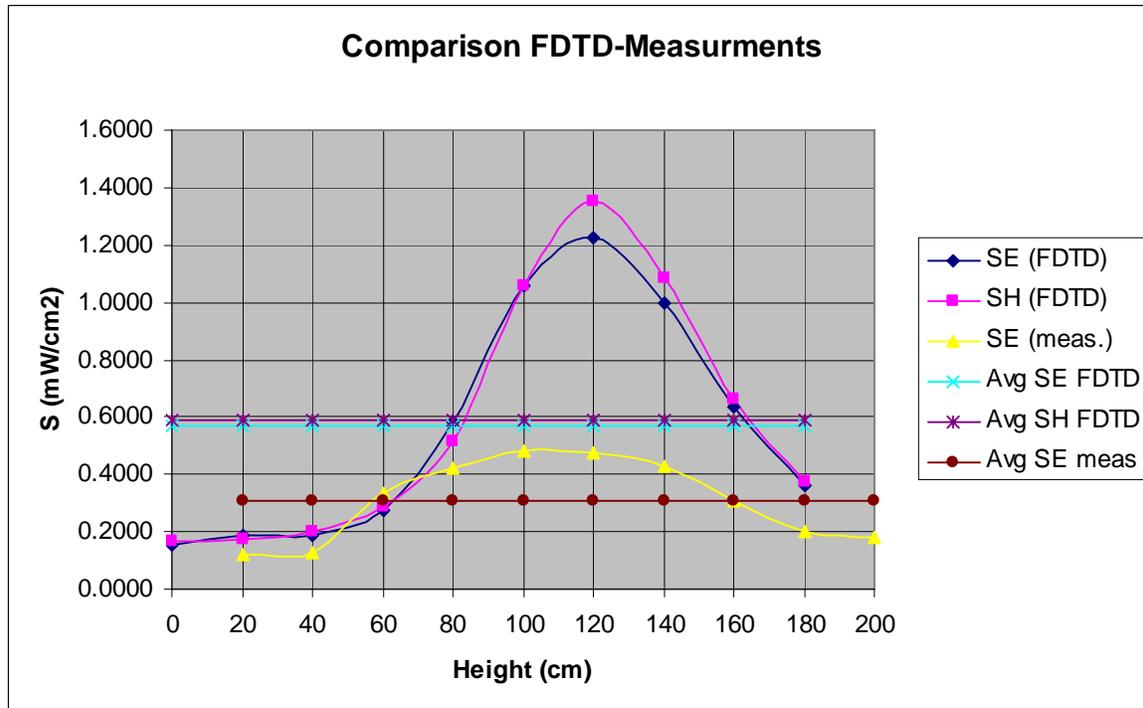




The following table reports the field values computed by XFDTD™ and the corresponding power density values. The average exposure levels are computed as well.

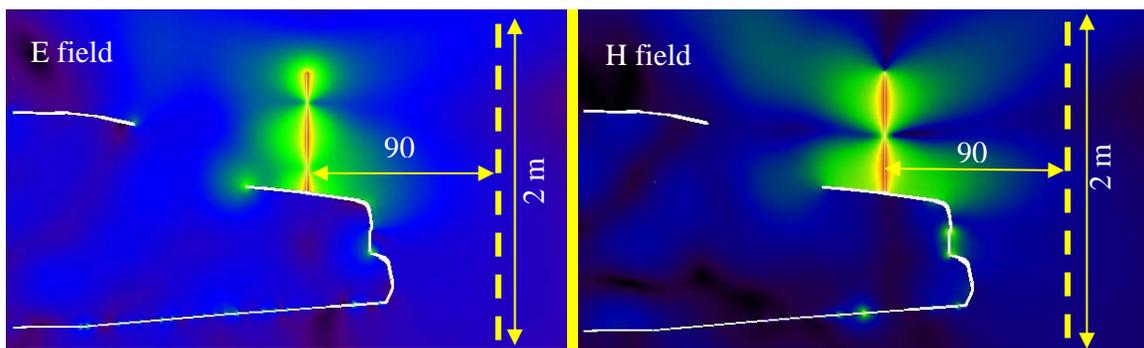
Height (cm)	E (V/m)	S _E (W/m ²)	H (A/m)	S _H (W/m ²)
0	1.05E-01	1.46E-05	2.90E-05	1.589E-05
20	1.14E-01	1.72E-05	2.90E-05	1.598E-05
40	1.16E-01	1.78E-05	3.14E-05	1.871E-05
60	1.39E-01	2.56E-05	3.75E-05	2.669E-05
80	2.03E-01	5.47E-05	5.03E-05	4.795E-05
100	2.73E-01	9.88E-05	7.23E-05	9.923E-05
120	2.94E-01	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

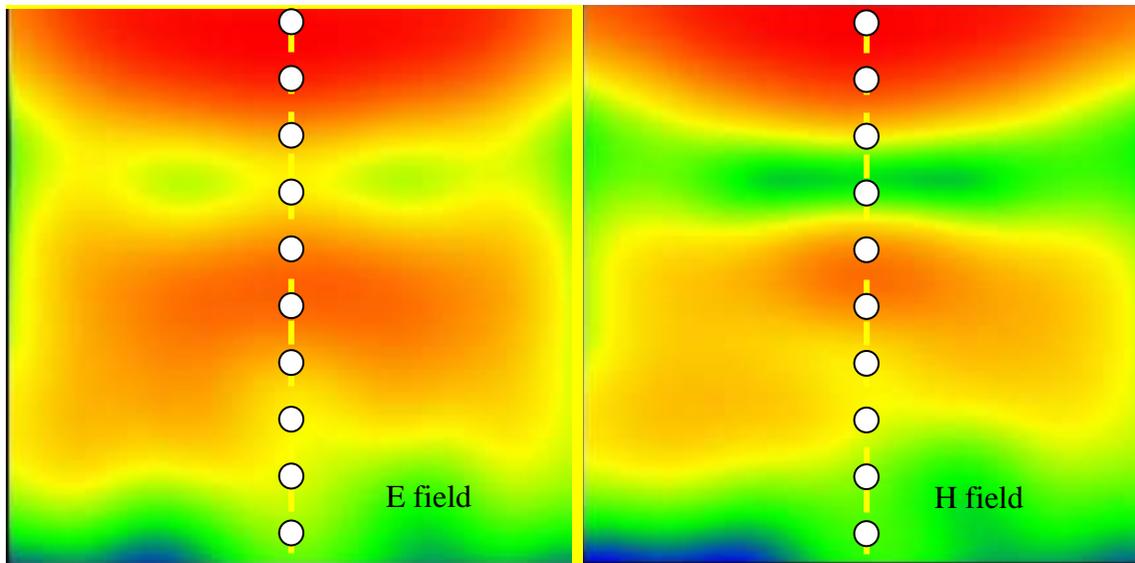
Since the conducted power during the MPE measurement was 123 W the calculated power density was then scaled up for 61.5 W radiated power (taking into account 50% talk time). This model does not include the mismatch loss, loss in the cable and finite conductivity of the car surface and as represents a conservative model for exposure assessment. The scaled-up power density values for 61.5 W radiated power are 5.67 W/m² (E), and 5.88 W/m² (H), that correspond to 0.57 mW/cm² (E), and 0.59 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 61.5 W radiated power.



Bystander with 63.5 cm monopole antenna (HAE6010A 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 HAE6010A.



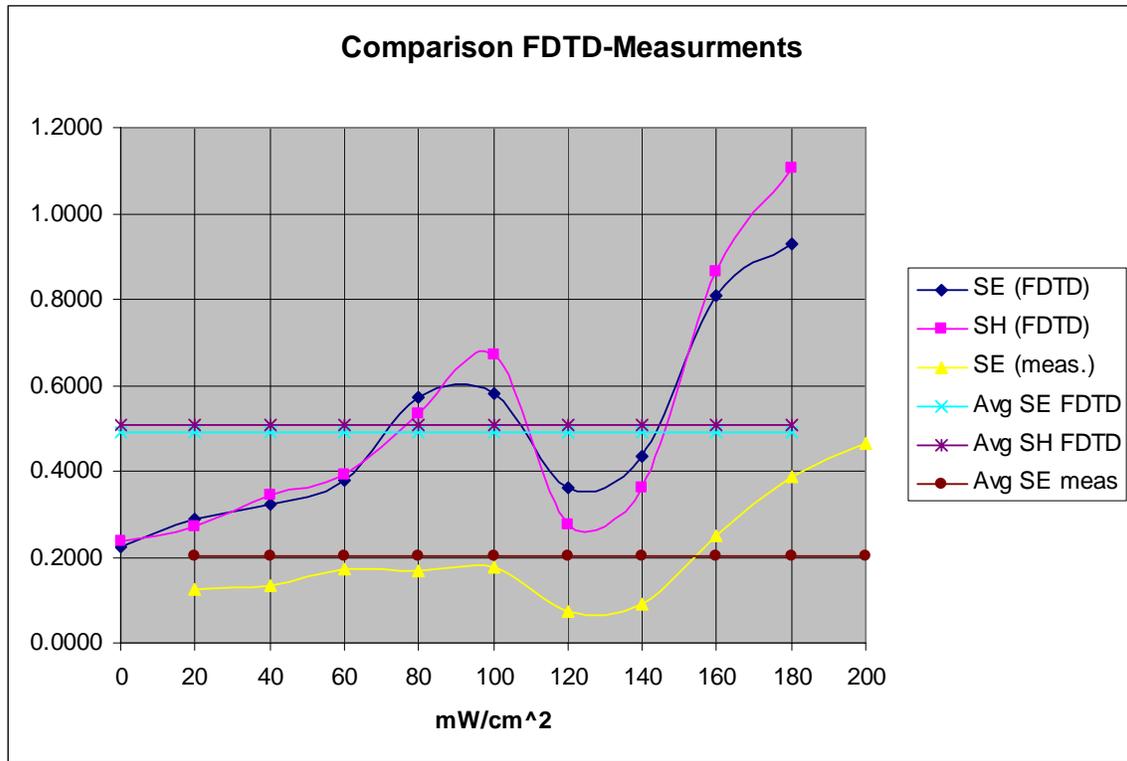


The following table reports the field values computed by XFDTD™ and the corresponding power density values. The average exposure levels are computed as well.

Height (cm)	E (V/m)	S _E (W/m ²)	H (A/m)	S _H (W/m ²)
0	1.32E-01	2.31E-05	4.51E-10	2.43E-05
20	1.49E-01	2.94E-05	4.82E-10	2.77E-05
40	1.58E-01	3.31E-05	5.44E-10	3.53E-05
60	1.71E-01	3.88E-05	5.79E-10	4.00E-05
80	2.10E-01	5.85E-05	6.78E-10	5.48E-05
100	2.12E-01	5.96E-05	7.60E-10	6.89E-05
120	1.67E-01	3.70E-05	4.86E-10	2.82E-05
140	1.83E-01	4.44E-05	5.57E-10	3.70E-05
160	2.50E-01	8.29E-05	8.62E-10	8.86E-05
180	2.68E-01	9.53E-05	9.75E-10	1.13E-04
Average S_E		5.38E-05	Average S_H	
			5.18E-05	

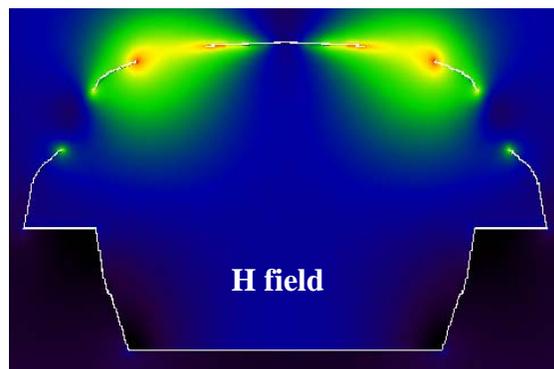
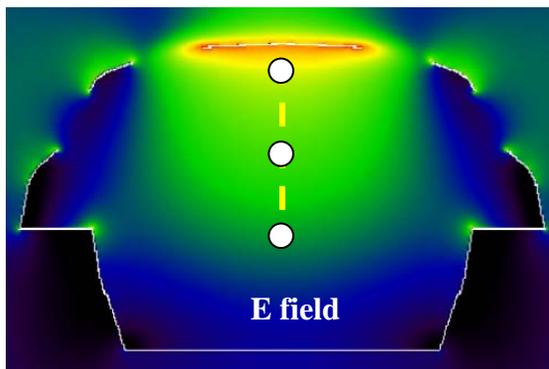
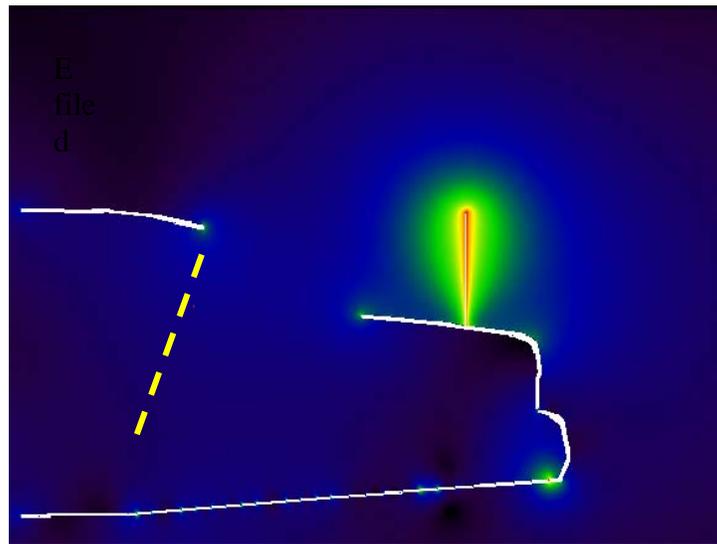
Since the conducted power during the MPE measurement was 123 W the calculated power density was then scaled up for 61.5 W radiated power (taking into account 50% talk time). This model does not include the mismatch loss, loss in the cable and finite conductivity of the car surface and as represents a conservative model for exposure assessment. The scaled-up power density values for 61.5 W radiated power are 5.25 W/m² (E), and 5.06 W/m² (H), that correspond to 0.52 mW/cm² (E), and 0.51 mW/cm² (H). Measurements yielded average power density of 0.204 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 61.5 W radiated power.



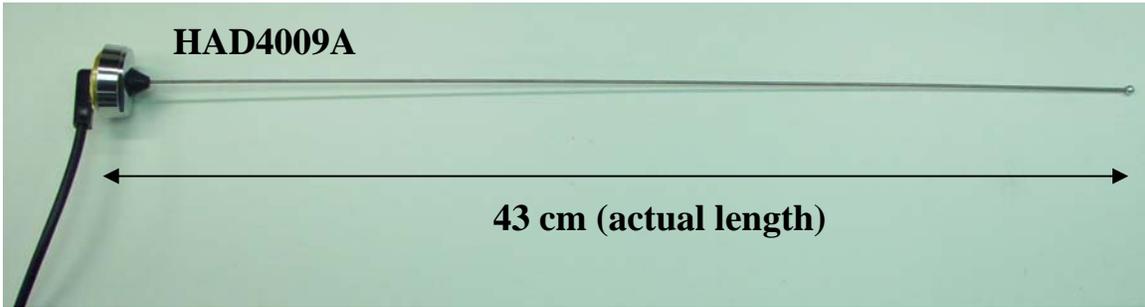
Passenger with 43 cm monopole antenna (HAD4009A 164 MHz)

The following figures of the test model show the empty car model, where the yellow dotted line represents the back seat, as it can be observed from the right-hand side figure showing the passenger. The comparison has been performed by taking the computed steady-state field values at the locations corresponding to the head, chest, and legs along the yellow line and comparing them with the corresponding measurements. Such a comparison is carried out at the same rms power level (56.5 W) used in the measurements. Steady-state E-field and H-field distributions at a vertical plane transverse to the car and crossing the passenger's head are displayed as well. Finally, a picture of the antenna is shown.



The highest exposure occurs in the middle of the backseat, which is also the case in the measurements. Therefore, the field values were determined on the yellow line centered at the middle of the backseat, approximately at the three locations that are shown by white dots. In actuality, the line is inclined so as to follow the inclination of the passenger's

back, as shown previously.



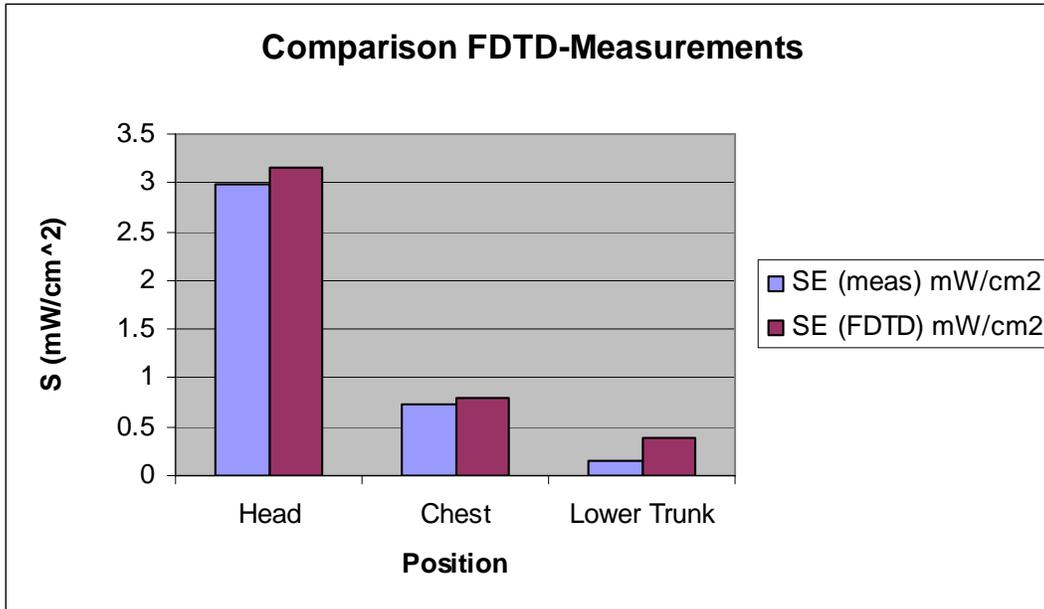
Because the peak exposure occurs in the center of the back seat, that was where we placed the passenger model to perform the SAR evaluations presented in the report. However, it can be observed that the H-field distribution features peaks near the lateral edges of the rear window. That is the reason why we also carried out one SAR computation by placing the passenger laterally in the back seat, in order to determine whether the SAR would be higher in this case.

As done in the measurements, the equivalent power density (S) is computed from the E-field, the H-field being much lower. The following table reports the E-field values computed by XFDTD™ at the three locations, and the corresponding power density.

Location	E-field magnitude (V/m)	S (W/m ²)
Head	1.10	1.33E-03
Chest	0.70	3.32E-04
Lower Trunk area	0.52	1.62E-04
Average S		6.07E-04

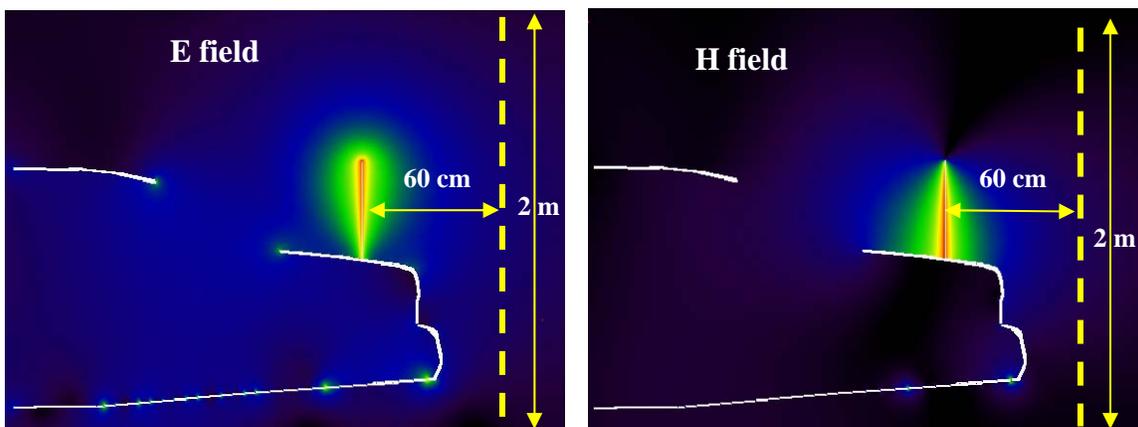
The input impedance is 32.4-j4.8 ohm, therefore the radiated power (considering the mismatch to the 50 ohm unitary voltage source) is 2.38E-3 W. The scaled-up power density for 56.5 W radiated power is 14.4 W/m², corresponding to 1.44 mW/cm². Measurements gave an average of 1.29 mW/cm², which is in agreement considering conservativeness of simulations model. The following table and the graph show a comparison between the simulated power density and the measured one (see also MPE report in FCC ID#ABZ99FT3046, Table 43), normalized to 56.5 W radiated.

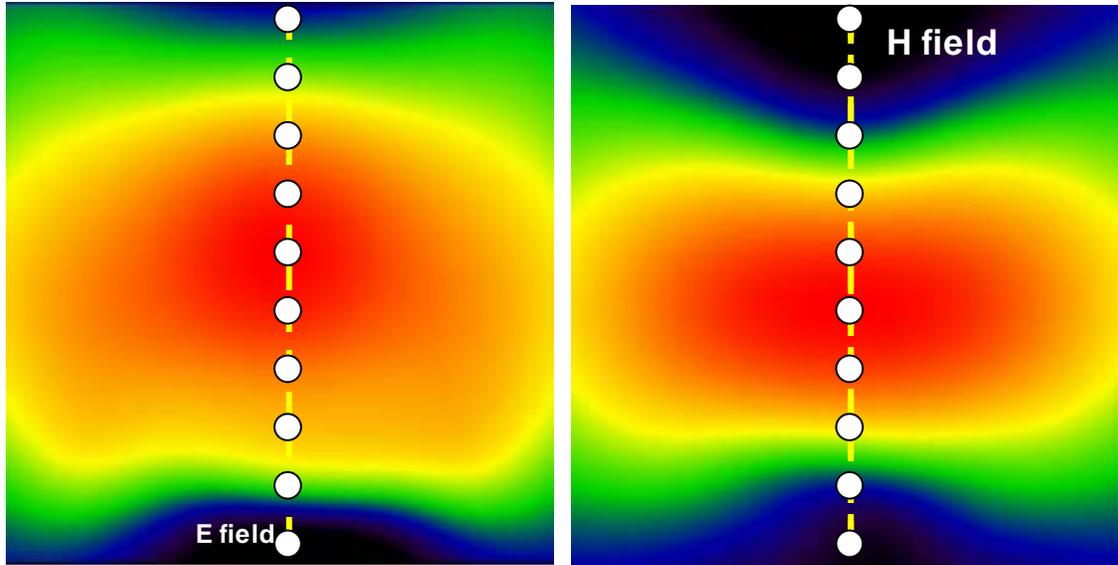
Position	SE (meas) mW/cm ²	SE (FDTD) mW/cm ²
Head	2.98	3.15
Chest	0.74	0.79
Lower Trunk	0.14	0.39



Bystander with 48 cm monopole antenna (HAD4007A 146 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 60 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 HAD4009A except for the length.



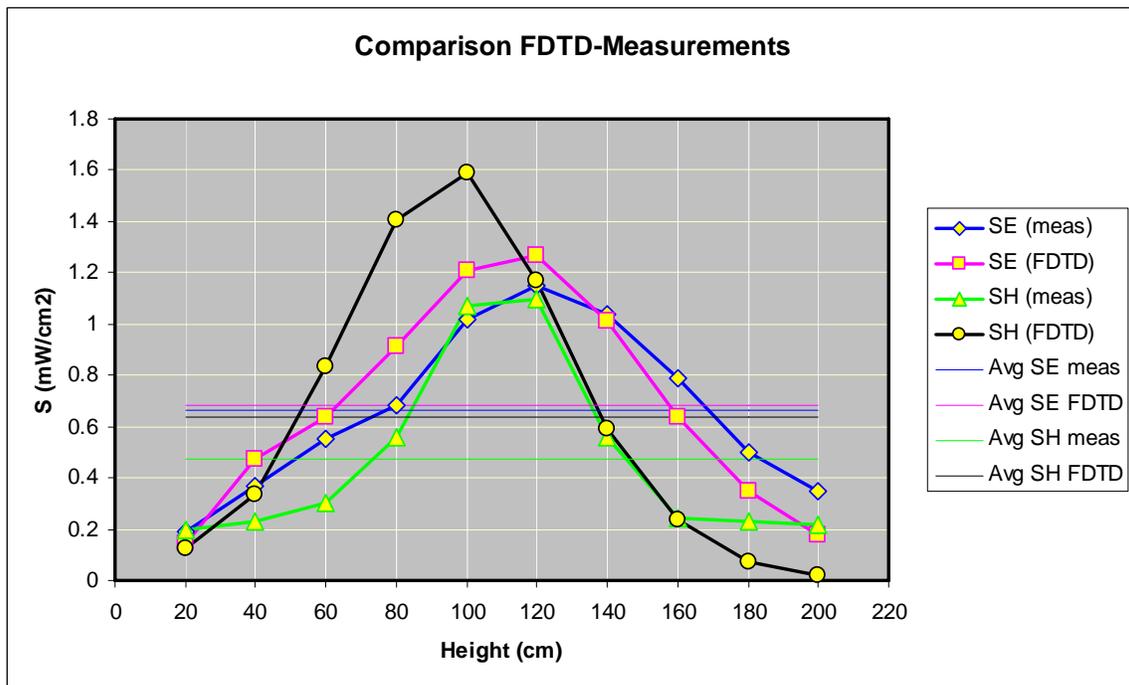


The following table reports the field values computed by XFDTD™ and the corresponding power density values. The average exposure levels are computed as well.

Height (cm)	E (V/m)	S _E (W/m ²)	H (A/m)	S _H (W/m ²)
20	2.12E-01	5.96E-05	5.21E-04	5.12E-05
40	3.86E-01	1.98E-04	8.59E-04	1.39E-04
60	4.48E-01	2.66E-04	1.36E-03	3.49E-04
80	5.36E-01	3.81E-04	1.77E-03	5.88E-04
100	6.17E-01	5.05E-04	1.88E-03	6.65E-04
120	6.32E-01	5.30E-04	1.61E-03	4.87E-04
140	5.65E-01	4.23E-04	1.15E-03	2.48E-04
160	4.47E-01	2.65E-04	7.21E-04	9.80E-05
180	3.30E-01	1.44E-04	4.07E-04	3.13E-05
200	2.35E-01	7.32E-05	1.93E-04	6.99E-06
Average S_E		2.85E-04	Average S_H	
			2.66E-04	

The input impedance is 27.9-j14.3 ohm, therefore the radiated power (considering the mismatch to the 50 ohm unitary voltage source) is 2.22E-3 W. The scaled-up power density values for 53.2 W radiated power are 6.81 W/m² (E), and 6.38 W/m² (H), that correspond to 0.68 mW/cm² (E), and 0.64 mW/cm² (H). Measurements yielded average power density of 0.664 mW/cm² (E), and 0.471 mW/cm² (H), i.e., which are in good agreement with the simulations. The following table and graph show a comparison between the simulated power density and the measured one, based on E (see MPE report in FCC ID#ABZ99FT3046, Table 1) or H fields (see MPE report in FCC ID#ABZ99FT3046, Table 13), normalized to 53.2 W radiated.

Height (cm)	SE (meas) mW/cm ²	SE (FDTD) mW/cm ²	SH (meas) mW/cm ²	SH (FDTD) mW/cm ²	Avg SE meas mW/cm ²	Avg SE FDTD mW/cm ²	Avg SH meas mW/cm ²	Avg SH FDTD mW/cm ²
20	0.19	0.14	0.2	0.12	0.664	0.681	0.471	0.638
40	0.37	0.47	0.23	0.33				
60	0.55	0.64	0.3	0.84				
80	0.68	0.91	0.56	1.41				
100	1.02	1.21	1.07	1.59				
120	1.15	1.27	1.1	1.17				
140	1.04	1.01	0.56	0.59				
160	0.79	0.63	0.24	0.23				
180	0.5	0.35	0.23	0.07				
200	0.35	0.18	0.22	0.02				



7) Test device positioning

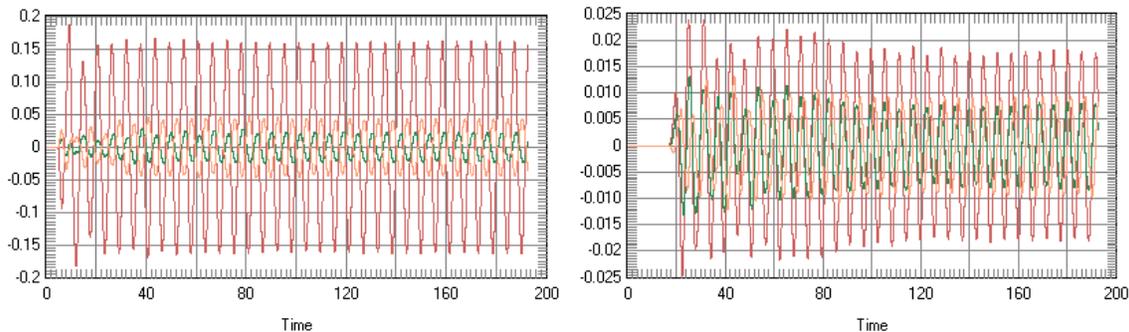
a) A description of the device test positions used in the SAR computations is provided in the SAR report.

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. The simulation projects were set to automatically track the field values throughout computational domain by means of XFDTD simulation control feature which ensures that “*convergence is reached when near-zone data shows a constant amplitude sine wave – when all transients have died down and the only variation left is sinusoidal. In this case “convergence” is tested on the average electric field in the space for its deviation from a pure sine wave. XFDTD automatically places points throughout the space for this purpose.*” [XFDTD Reference Manual, version. 6.4]. This convergence threshold was set to -40 dB.

In addition 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 in two opposite points in the computational domain. 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.



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 between 4% and 36%. 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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