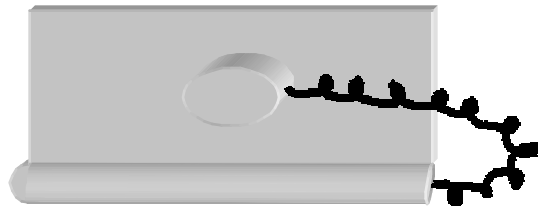
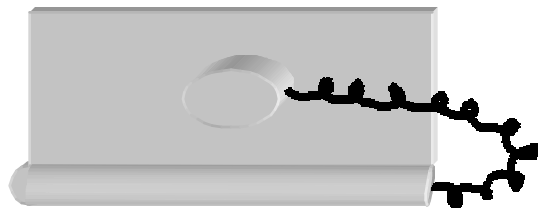


3.0 DESCRIPTION OF EUT CONFIGURATION

3.1 SKETCH OF EQUIPMENT AND CABLE CONFIGURATION



CARDIO



3.2 DESCRIPTION OF EUT AND PERIPHERAL EQUIPMENT

3.2.1 DESCRIPTION OF EUT

The EUT is a MIRZONE Universal FM Hands-Free Model: Cardio This unit is used to accept the audio from a vehicular cellular telephone and translate that audio to an FM low level signal intended to be received by the associated vehicular FM radio. Its extremely low power is intended to accommodate only the vehicle in which the unit resides so as to not interfere with any other licensed broadcast within the standard FM Broadcast band in which this product radiates.

Equipment:	Universal FM Hands-Free
Manufacturer:	MIRZONE
Model No.:	Cardio
Serial No.:	Engineering Prototype

Internal Frequencies:	18MHz
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Power Supply:	Internal Power Supply
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RFI Suppression Features:

Powerline Filter:	N/A
Ferrite Chokes:	N/A

Internal Components: N/A

Equipment:	N/A
Manufacturer:	
Model No.:	
Serial No.:	
Located:	

3.2.2 DESCRIPTION OF PERIPHERAL EQUIPMENT

- 1) Equipment N/A
Manufacturer:
Model No.:
Serial No:

3.3 TYPES OF CABLES USED:

Power Cords

- 1) Unit: N/A
Manufacturer:
Shielded:
Length:

I/O Cables - External

- 1) Connection: N/A
Manufacturer:
Shielded:
Connectors:
Length:

3.4 OPERATING MODES

The MIRZONE's Universal FM Hands-Free, Model: Cardio operated continuously during all tests.

The Universal FM Hands-Free, Model: Cardio operated continuously during all tests

Absolute emission level measurements were made with various orientations of the unit relative to the receiving antenna. Prior to actual OATS testing, a near-field RF probe was used to exhaustively survey the EUT for their internal Local Oscillator and clock frequencies. The emissions were quite weak.

All final data was taken with the EUT in the above mode of operation. The position of the peripherals (if required in the test set up) and interconnect cables (if required in the test set up) were varied to provide generally the highest emissions prior to the final tests.

Absolute emission level measurements were made in an automatic orientation fashion such that the EUT was uniquely positioned for each of the significant emissions detected in the prescan evaluation. Those data are hereby recorded.

