



## EMISSIONS TEST REPORT

Report Number: 3139325BOX-010a  
Project Number: 3139325

RF Exposure Testing performed on the

VCA100 Radio

Model: BAEVCA100-81FCGX-LF

To

CFR47 "Telecommunications" Part 1.1307

For

BAE Systems – Homeland Security Solutions

Test Performed by:  
Intertek – ETL SEMKO  
70 Codman Hill Road  
Boxborough, MA 01719

Test Authorized by:  
BAE Systems – Homeland Security Solutions  
2 Forbes Road  
Lexington, MA 02420

Prepared by:

Nicholas Abbondante

Date: 02/11/2009

Reviewed by:

Jeff Goulet

Date: 02/11/09

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## 1.0 Job Description

### 1.1 Client Information

This EUT has been tested at the request of:

**Company:** BAE Systems – Homeland Security Solutions  
2 Forbes Road  
Lexington, MA 02420

**Contact:** Mr. Ralph Lombardo

**Telephone:** 603-885-7172

**Fax:** N/A

**Email:** [Ralph.lombardo@baesystems.com](mailto:Ralph.lombardo@baesystems.com)

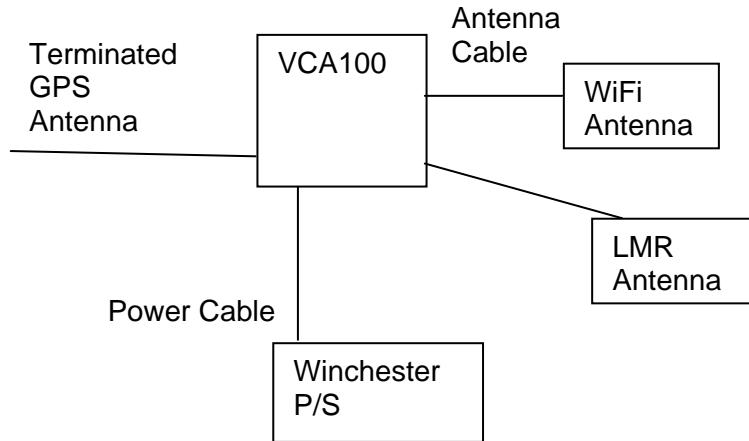
### 1.2 Equipment Under Test

**Equipment Type:** VCA100 Radio  
**Model Number(s):** BAEVCA100-81FCGX-LF  
**Serial number(s):** 0716HNH000075  
**Manufacturer:** BAE Systems – Homeland Security Solutions  
**EUT receive date:** 01/23/2009  
**EUT received condition:** Prototype in Good Condition  
**Test start date:** 01/23/2009  
**Test end date:** 01/23/2009

**1.3 Test Plan Reference:** Tested according to the standards listed.

### 1.4 Test Configuration

#### 1.4.1 Block Diagram



**1.4.2. Cables:**

Cable	Shielding	Connector	Length (m)	Qty.
WiFi Antenna Cable	Braid	SMA	4.2	1
GPS Antenna Cable	Braid	SMA	5.5	1
Power Cable	None	Plastic/Wire	3.25	1

**1.4.3. Support Equipment:**

Name: Antenex WiFi Antenna 2.4-2.5 GHz, 5 dBi/3 dBd

Model No.: A10245

Serial No.: N/L

Name: All-Start Winchester Portable Power Generator

Model No.: WPG103

Serial No.: N/L

Name: Antenex 5/8 Wave Antenna 806-866 MHz, 3 dBi

Model No.: B8063

Serial No.: N/L

Name: 2007 Jeep Commander

Model No.: 2007 Commander

Serial No.: N/A

**1.5 Mode(s) of Operation:**

During testing, the EUT was powered from a nominal 12V DC power supply. For the Land-Mobile Radio (LMR) testing, the EUT was fully powered and was transmitting an unmodulated one second burst with one second intervals. For the WiFi testing, the EUT was fully powered and was transmitting nearly continuously.

**1.6 Floor Standing Equipment:**

Applicable:\_\_\_\_\_

Not Applicable: X

## 2.0 Test Summary

TEST STANDARD	RESULTS	
CFR47 Part 1.1307		
SUB-TEST	TEST PARAMETER	COMMENT
Human RF Exposure FCC 1.1307, 1.1310	The aggregate Maximum Permissible Exposure must not exceed 100% of the limits in 1.1310 Table 1	Pass

### REVISION SUMMARY – The following changes have been made to this Report:

<u>Date</u>	<u>Project No.</u>	<u>Project Handler</u>	<u>Page(s)</u>	<u>Item</u>	<u>Description of Change</u>
01/29/09	3139325	Nick A.	All, 3	Report Number, Support Vehicle	Added reference to the vehicle used in testing to the support equipment section
02/11/09	3139325	Nick A.	All, 8-10, 16-18	Wifi Exposure Limit	Corrected limit to reflect the general population limit

### 3.0 Sample Calculations

The field strength is calculated by adding the Antenna Factor and Cable Factor, and subtracting the Amplifier Gain (if any) from the measured reading. The basic equation with a sample calculation is as follows:

$$FS = RA + AF + CF - AG$$

Where  $FS$  = Field Strength in  $\text{dB}\mu\text{V}/\text{m}$

$RA$  = Receiver Amplitude (including preamplifier) in  $\text{dB}\mu\text{V}$

$CF$  = Cable Attenuation Factor in dB

$AF$  = Antenna Factor in dB

$AG$  = Amplifier Gain in dB

In the following table(s), the reading shown on the data table reflects the preamplifier gain. An example for the calculations in the following table is as follows.

Assume a receiver reading of 52.0  $\text{dB}\mu\text{V}$  is obtained. The antenna factor of 7.4 dB and cable factor of 1.6 dB is added. The amplifier gain of 29 dB is subtracted, giving a field strength of 32  $\text{dB}\mu\text{V}/\text{m}$ . This value in  $\text{dB}\mu\text{V}/\text{m}$  was converted to its corresponding level in  $\mu\text{V}/\text{m}$ .

$RA = 52.0 \text{ dB}\mu\text{V}$

$AF = 7.4 \text{ dB}/\text{m}$

$CF = 1.6 \text{ dB}$

$AG = 29.0 \text{ dB}$

$FS = 32 \text{ dB}\mu\text{V}/\text{m}$

$$\text{Level in } \mu\text{V}/\text{m} = [10(32 \text{ dB}\mu\text{V}/\text{m})/20] = 39.8 \mu\text{V}/\text{m}$$

The following is how net line-conducted readings were determined:

$$NF = RF + LF + CF + AF$$

Where  $NF$  = Net Reading in  $\text{dB}\mu\text{V}$

$RF$  = Reading from receiver in  $\text{dB}\mu\text{V}$

$LF$  = LISN Correction Factor in dB

$CF$  = Cable Correction Factor in dB

$AF$  = Attenuator Loss Factor in dB

To convert from  $\text{dB}\mu\text{V}$  to  $\mu\text{V}$  or  $\text{mV}$  the following was used:

$$UF = 10^{(NF/20)} \text{ where } UF = \text{Net Reading in } \mu\text{V}$$

#### Example:

$$NF = RF + LF + CF + AF = 28.5 + 0.2 + 0.4 + 20.0 = 49.1 \text{ dB}\mu\text{V}$$

$$UF = 10^{(49.1 \text{ dB}\mu\text{V}/20)} = 254 \mu\text{V}/\text{m}$$

### **3.1 Measurement Uncertainty**

Compliance of the product is based on the measured value. However, the measurement uncertainty is included for informational purposes.

The expanded uncertainty ( $k = 2$ ) for radiated emissions from 30 to 1000 MHz has been determined to be:

$\pm 3.5$  dB at 10m,  $\pm 3.8$  dB at 3m

The expanded uncertainty ( $k = 2$ ) for mains conducted emissions from 150 kHz to 30 MHz has been determined to be:

$\pm 2.6$  dB

The expanded uncertainty ( $k = 2$ ) for telecom port conducted emissions from 150 kHz to 30 MHz has been determined to be:

$\pm 3.2$  for ISN and voltage probe measurements  
 $\pm 3.1$  for current probe measurements

### 3.2 Site Description

**Test Site(s):** Boxborough Parking Lot

Our OATS are 3m and 10m sheltered emissions measurement ranges located in a light commercial environment in Boxborough, Massachusetts. They meet the technical requirements of ANSI C63.4-2003 and CISPR 22:1993/EN 55022:1994 for radiated and conducted emission measurements. The shelter structure is entirely fiberglass and plastic, with outside dimensions of 33 ft x 57 ft. The structure resembles a quonset hut with a center ceiling height of 16.5 ft.

The testing floor is covered by a galvanized sheet metal groundplane that is earth-grounded via copper rods around the perimeter of the site. The joints between individual metal sheets are bridged with a 2 inch wide metal strips to provide low RF impedance contact throughout. The sheets are screwed in place with stainless steel, round-head screws every three inches. Site illumination and HVAC are provided from beneath the ground reference plane through flush entry ports, the port covers are electrically bonded to the ground plane.

A flush metal turntable with 12 ft. diameter and 5000 lb. load capacity (12,000 lb. in Site 3) is provided for floor-standing equipment. A wooden table 80 cm high is used for table-top equipment. The turntable is electrically connected to the ground plane with three copper straps. The straps are connected to the turntable at the center of it with ground braid. The copper strap is directly connected to the groundplane at the edges of the turntable. The turntable is located on the south end of the structure and the antennas are mounted 3 and 10 meters away to the north. The antenna mast is a non-conductive with remote control of antenna height and polarization. The antenna height is adjustable from 1 to 4 meters.

All final radiated emission measurements are performed with the testing personnel and measurement equipment located below the ground reference plane. The site has a full basement underneath the turntable where support equipment may be remotely located. Operation of the antenna, turntable and equipment under test is controlled by remote controls that manipulate the antenna height and polarization and with a turntable control. Test personnel are located below the ellipse when measurements are performed, however the site maintains the ability of having personnel manipulate cables while monitoring test equipment. Ambient radiated emissions are 6 dB or more below the relevant FCC emission limits.

AC mains power is brought to the equipment under test through a power line filter, to remove ambient conducted noise. 50 Hz (240 VAC single phase), 60 Hz power (120 VAC single phase, 208 VAC three phase), and 60 Hz (480 VAC three phase) are available. Conducted emission measurements are performed with a Line Impedance Stabilization Network (LISN) or Artificial Mains Network (AMN) bonded to the ground reference plane. A removable vertical groundplane (2 meter X 2 meter area) is used for line-conducted measurements for table top equipment. The vertical groundplane is electrically connected to the reference groundplane.

The EMC Lab has two Semi-anechoic Chambers and one Shielded Chamber. AC Mains Power is available at 120, 230, and 277 Single Phase; 208, 400, and 480 3-Phase. Large reference groundplanes are installed in the general lab area to facilitate EMC work not requiring a shielded environment.

**Test Results:** Pass

**Test Standard:** CFR47 Part 1.1307

**Test:** Human RF Exposure

**Performance Criterion:** The aggregate exposure must not exceed 100% of the limits in 1.1310  
Table 1

TABLE 1—LIMITS FOR MAXIMUM PERMISSIBLE EXPOSURE (MPE)

Frequency range (MHz)	Electric field strength (V/m)	Magnetic field strength (A/m)	Power density (mW/cm <sup>2</sup> )	Averaging time (minutes)
<b>(A) Limits for Occupational/Controlled Exposures</b>				
0.3–3.0 .....	614	1.63	*(100)	6
3.0–30 .....	1842f	4.89f	*(900/f <sup>2</sup> )	6
30–300 .....	61.4	0.163	1.0	6
300–1500 .....	.....	.....	f/300	6
1500–100,000 .....	.....	.....	5	6
<b>(B) Limits for General Population/Uncontrolled Exposure</b>				
0.3–1.34 .....	614	1.63	*(100)	30
1.34–30 .....	824f	2.19f	*(180/f <sup>2</sup> )	30
30–300 .....	27.5	0.073	0.2	30
300–1500 .....	.....	.....	f/1500	30
1500–100,000 .....	.....	.....	1.0	30

f = frequency in MHz

\* = Plane-wave equivalent power density

NOTE 1 TO TABLE 1: Occupational/controlled limits apply in situations in which persons are exposed as a consequence of their employment provided those persons are fully aware of the potential for exposure and can exercise control over their exposure. Limits for occupational/controlled exposure also apply in situations when an individual is transient through a location where occupational/controlled limits apply provided he or she is made aware of the potential for exposure.

NOTE 2 TO TABLE 1: General population/uncontrolled exposures apply in situations in which the general public may be exposed, or in which persons that are exposed as a consequence of their employment may not be fully aware of the potential for exposure or can not exercise control over their exposure.

### Test Environment:

Environmental Conditions During Testing:		Ambient (°C):	13	Humidity (%):	24	Pressure (hPa):	1019
Pretest Verification Performed		Yes		Equipment under Test:		BAEVCA100-81FCGX-LF	
Test Engineer(s):	Nicholas Abbondante			EUT Serial Number:		0716HNH000075	
Engineer's Initials:	NNA	Date Test Performed:	01/23/2008	Reviewer's Initials:	JO	Date Reviewed:	02/11/09

### Test Equipment Used:

TEST EQUIPMENT LIST					
Item	Equipment Type	Make	Model No.	Serial No.	Next Cal. Due
1	Digital 4 Line Barometer	Mannix	0ABA116	BAR3	06/01/2009
2	Electromagnetic Radiation Meter Set	Schaffner	EMC-20	AP-0044	10/13/2009

**Test Details:**

The EUT was activated at full power, and connected to each of the antennas listed in this report. Each antenna was placed at a typical mounting point. An isotropic electric field probe was used to take peak readings of the field strength at various test points outside and inside of the vehicle. The measurement probe position was varied at each point to produce the worst-case value. Below are diagrams showing the transmit antenna mounting point and the corresponding test point locations and designations.

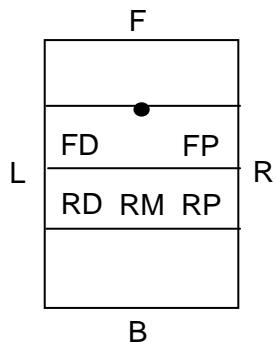
The readings from the field probe are in V/m. The limits are expressed in mW/cm<sup>2</sup>. An equation that relates these two values is

$$E = (377*10^6 P)^{1/2}$$

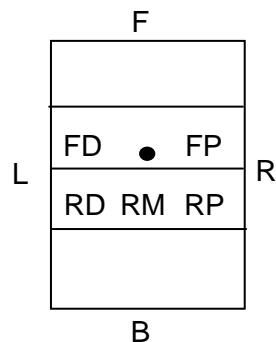
where E is the measured voltage in V/m, and P is the power density in mW/cm<sup>2</sup>. The factor 377 is the impedance of free space, a constant. The obtained power density can then be compared to the limits.

The power density limit for uncontrolled exposure is 1.0 mW/cm<sup>2</sup> at 2.4 GHz and f/1500 at the LMR frequency, where f is the transmit frequency. The worst case limits are at the lowest transmit frequency, and the measured RF output power of the EUT at the antenna port was maximum at the lowest transmit frequency. Therefore the lowest transmit frequency of 806 MHz was selected as the worst case limit, and the limit for Maximum Permissible Exposure (MPE) was determined to be 0.537 mW/cm<sup>2</sup>.

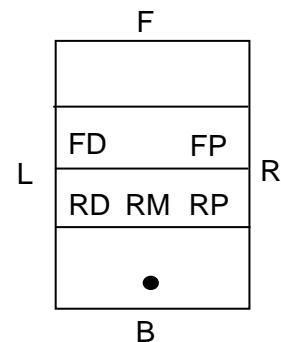
Front Center Mount



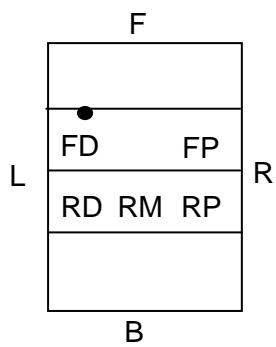
Front Center Mount 2



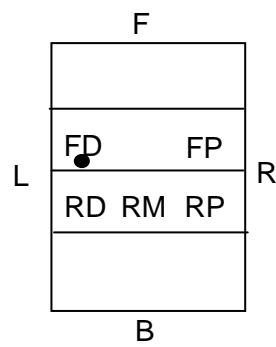
Rear Center Mount



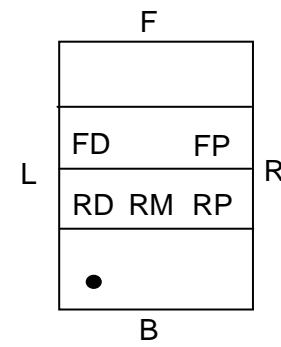
Front Left Mount



Front Left Mount 2



Rear Left Mount



F = Front

FD = Front Driver Side

L = Left

FP = Front Passenger Side

R = Right

RD = Rear Driver Side

B = Back

RM = Rear Middle

RP = Rear Passenger Side

● = Transmit Antenna

The Left, Right, Front, and Back locations were measured at the point adjacent to the antenna in order to maximize the results. At the internal vehicle locations, the entire volume that a passenger could occupy was investigated. Test distances are approximate.

## Front Center Mount

<b>Test Point</b>	<b>Test Point Distance (cm)</b>
Front	206
Back	292
Left	114
Right	114
Front Driver	51
Front Passenger	51
Rear Driver	122
Rear Middle	122
Rear Passenger	117

## Front Center Mount 2

<b>Test Point</b>	<b>Test Point Distance (cm)</b>
Front	270
Back	211
Left	102
Right	102
Front Driver	51
Front Passenger	51
Rear Driver	36
Rear Middle	31
Rear Passenger	36

## Rear Center Mount

<b>Test Point</b>	<b>Test Point Distance (cm)</b>
Front	406
Back	84
Left	89
Right	89
Front Driver	142
Front Passenger	142
Rear Driver	76
Rear Middle	66
Rear Passenger	76

## Front Left Mount

<b>Test Point</b>	<b>Test Point Distance (cm)</b>
Front	216
Back	280
Left	64
Right	127
Front Driver	25
Front Passenger	81
Rear Driver	112
Rear Middle	122
Rear Passenger	127

## Front Left Mount 2

<b>Test Point</b>	<b>Test Point Distance (cm)</b>
Front	290
Back	203
Left	64
Right	140
Front Driver	25
Front Passenger	64
Rear Driver	20
Rear Middle	50.8
Rear Passenger	69

## Rear Left Mount

<b>Test Point</b>	<b>Test Point Distance (cm)</b>
Front	407
Back	76
Left	51
Right	142
Front Driver	140
Front Passenger	163
Rear Driver	56
Rear Middle	92
Rear Passenger	97

LMR Antenna Antenex B8063, 3 dBi Gain Front Center Mount on SUV

<b>Test Point</b>	<b>Field Strength Reading (V/m)</b>	<b>Field Strength Reading (mW/cm<sup>2</sup>)</b>	<b>MPE Limit (mW/cm<sup>2</sup>)</b>	<b>% of MPE Limit</b>
Front	4.66	0.00576	0.537	1.1%
Back	3.99	0.00422	0.537	0.8%
Back, Hatch Open	2.45	0.00159	0.537	0.3%
Left	8.92	0.02111	0.537	3.9%
Right	8.95	0.02124	0.537	4.0%
Front Driver	3.41	0.00308	0.537	0.6%
Front Passenger	3.08	0.00252	0.537	0.5%
Rear Driver	2.47	0.00162	0.537	0.3%
Rear Middle	1.92	0.00098	0.537	0.2%
Rear Passenger	2.56	0.00174	0.537	0.3%

LMR Antenna Antenex B8063, 3 dBi Gain Front Left Mount on SUV

<b>Test Point</b>	<b>Field Strength Reading (V/m)</b>	<b>Field Strength Reading (mW/cm<sup>2</sup>)</b>	<b>MPE Limit (mW/cm<sup>2</sup>)</b>	<b>% of MPE Limit</b>
Front	5.06	0.00679	0.537	1.3%
Back	3.24	0.00278	0.537	0.5%
Back, Hatch Open	1.76	0.00082	0.537	0.2%
Left	14.46	0.05546	0.537	10.3%
Right	8.03	0.01710	0.537	3.2%
Front Driver	3.40	0.00307	0.537	0.6%
Front Passenger	2.53	0.00170	0.537	0.3%
Rear Driver	2.58	0.00177	0.537	0.3%
Rear Middle	2.19	0.00127	0.537	0.2%
Rear Passenger	2.23	0.00132	0.537	0.2%

## LMR Antenna Antenex B8063, 3 dBi Gain Front Center Mount 2 on SUV

<b>Test Point</b>	<b>Field Strength Reading (V/m)</b>	<b>Field Strength Reading (mW/cm<sup>2</sup>)</b>	<b>MPE Limit (mW/cm<sup>2</sup>)</b>	<b>% of MPE Limit</b>
Front	3.54	0.00332	0.537	0.6%
Back	6.47	0.01110	0.537	2.1%
Back, Hatch Open	2.79	0.00206	0.537	0.4%
Left	5.11	0.00693	0.537	1.3%
Right	6.43	0.01097	0.537	2.0%
Front Driver	2.17	0.00125	0.537	0.2%
Front Passenger	2.80	0.00208	0.537	0.4%
Rear Driver	2.39	0.00152	0.537	0.3%
Rear Middle	2.30	0.00140	0.537	0.3%
Rear Passenger	1.90	0.00096	0.537	0.2%

## LMR Antenna Antenex B8063, 3 dBi Gain Front Left Mount 2 on SUV

<b>Test Point</b>	<b>Field Strength Reading (V/m)</b>	<b>Field Strength Reading (mW/cm<sup>2</sup>)</b>	<b>MPE Limit (mW/cm<sup>2</sup>)</b>	<b>% of MPE Limit</b>
Front	3.40	0.00307	0.537	0.6%
Back	6.92	0.01270	0.537	2.4%
Back, Hatch Open	4.00	0.00424	0.537	0.8%
Left	8.85	0.02078	0.537	3.9%
Right	5.61	0.00835	0.537	1.6%
Front Driver	2.04	0.00110	0.537	0.2%
Front Passenger	1.61	0.00069	0.537	0.1%
Rear Driver	2.30	0.00140	0.537	0.3%
Rear Middle	2.21	0.00130	0.537	0.2%
Rear Passenger	1.26	0.00042	0.537	0.1%

## LMR Antenna Antenex B8063, 3 dBi Gain Rear Center Mount on SUV

<b>Test Point</b>	<b>Field Strength Reading (V/m)</b>	<b>Field Strength Reading (mW/cm<sup>2</sup>)</b>	<b>MPE Limit (mW/cm<sup>2</sup>)</b>	<b>% of MPE Limit</b>
Front	2.67	0.00189	0.537	0.4%
Back	12.93	0.04435	0.537	8.3%
Back, hatch open	7.93	0.01668	0.537	3.1%
Left	10.27	0.02798	0.537	5.2%
Right	10.35	0.02841	0.537	5.3%
Front Driver	2.45	0.00159	0.537	0.3%
Front Passenger	2.11	0.00118	0.537	0.2%
Rear Driver	1.69	0.00076	0.537	0.1%
Rear Middle	1.96	0.00102	0.537	0.2%
Rear Passenger	1.72	0.00078	0.537	0.1%

## LMR Antenna Antenex B8063, 3 dBi Gain Rear Left Mount on SUV

<b>Test Point</b>	<b>Field Strength Reading (V/m)</b>	<b>Field Strength Reading (mW/cm<sup>2</sup>)</b>	<b>MPE Limit (mW/cm<sup>2</sup>)</b>	<b>% of MPE Limit</b>
Front	2.59	0.00178	0.537	0.3%
Back	11.03	0.03227	0.537	6.0%
Back, Hatch Open	4.73	0.00593	0.537	1.1%
Left	12.4	0.04079	0.537	7.6%
Right	6.92	0.01270	0.537	2.4%
Front Driver	2.46	0.00161	0.537	0.3%
Front Passenger	1.63	0.00070	0.537	0.1%
Rear Driver	1.94	0.00100	0.537	0.2%
Rear Middle	1.58	0.00066	0.537	0.1%
Rear Passenger	2.49	0.00164	0.537	0.3%

WiFi Antenna Antenex A10245, 5 dBi Gain Front Center Mount on SUV

<b>Test Point</b>	<b>Field Strength Reading (V/m)</b>	<b>Field Strength Reading (mW/cm<sup>2</sup>)</b>	<b>MPE Limit (mW/cm<sup>2</sup>)</b>	<b>% of MPE Limit</b>
Front	0.7	0.00013	1.0	<0.1%
Back	0.43	0.00005	1.0	<0.1%
Back, Hatch Open	0.32	0.00003	1.0	<0.1%
Left	1.5	0.00060	1.0	<0.1%
Right	1.07	0.00030	1.0	<0.1%
Front Driver	1.04	0.00029	1.0	<0.1%
Front Passenger	1.15	0.00035	1.0	<0.1%
Rear Driver	0.9	0.00021	1.0	<0.1%
Rear Middle	0.66	0.00012	1.0	<0.1%
Rear Passenger	0.68	0.00012	1.0	<0.1%

WiFi Antenna Antenex A10245, 5 dBi Gain Front Left Mount on SUV

<b>Test Point</b>	<b>Field Strength Reading (V/m)</b>	<b>Field Strength Reading (mW/cm<sup>2</sup>)</b>	<b>MPE Limit (mW/cm<sup>2</sup>)</b>	<b>% of MPE Limit</b>
Front	1.06	0.00030	1.0	<0.1%
Back	0.44	0.00005	1.0	<0.1%
Back, Hatch Open	0.35	0.00003	1.0	<0.1%
Left	2.06	0.00113	1.0	0.11%
Right	0.65	0.00011	1.0	<0.1%
Front Driver	1.36	0.00049	1.0	<0.1%
Front Passenger	0.8	0.00017	1.0	<0.1%
Rear Driver	0.77	0.00016	1.0	<0.1%
Rear Middle	0.63	0.00011	1.0	<0.1%
Rear Passenger	0.65	0.00011	1.0	<0.1%

WiFi Antenna Antenex A10245, 5 dBi Gain Front Center Mount 2 on SUV

Test Point	Field Strength Reading (V/m)	Field Strength Reading (mW/cm <sup>2</sup> )	MPE Limit (mW/cm <sup>2</sup> )	% of MPE Limit
Front	0.50	0.00007	1.0	<0.1%
Back	0.55	0.00008	1.0	<0.1%
Back, Hatch Open	0.48	0.00006	1.0	<0.1%
Left	1.15	0.00035	1.0	<0.1%
Right	0.90	0.00021	1.0	<0.1%
Front Driver	1.6	0.00068	1.0	<0.1%
Front Passenger	1.24	0.00041	1.0	<0.1%
Rear Driver	1.07	0.00030	1.0	<0.1%
Rear Middle	1.37	0.00050	1.0	<0.1%
Rear Passenger	1.11	0.00033	1.0	<0.1%

WiFi Antenna Antenex A10245, 5 dBi Gain Front Left Mount 2 on SUV

Test Point	Field Strength Reading (V/m)	Field Strength Reading (mW/cm <sup>2</sup> )	MPE Limit (mW/cm <sup>2</sup> )	% of MPE Limit
Front	0.46	0.00006	1.0	<0.1%
Back	0.84	0.00019	1.0	<0.1%
Back, Hatch Open	0.80	0.00017	1.0	<0.1%
Left	1.15	0.00035	1.0	<0.1%
Right	0.99	0.00026	1.0	<0.1%
Front Driver	2.18	0.00126	1.0	0.13%
Front Passenger	2.13	0.00120	1.0	0.12%
Rear Driver	1.61	0.00069	1.0	<0.1%
Rear Middle	0.93	0.00023	1.0	<0.1%
Rear Passenger	1.26	0.00042	1.0	<0.1%

**WiFi Antenna Antenex A10245, 5 dBi Gain Rear Center Mount on SUV**

<b>Test Point</b>	<b>Field Strength Reading (V/m)</b>	<b>Field Strength Reading (mW/cm<sup>2</sup>)</b>	<b>MPE Limit (mW/cm<sup>2</sup>)</b>	<b>% of MPE Limit</b>
Front	0.52	0.00072	1.0	<0.1%
Back	2.16	0.00124	1.0	0.12%
Back, Hatch Open	1.64	0.00071	1.0	<0.1%
Left	1.1	0.00032	1.0	<0.1%
Right	1.06	0.00030	1.0	<0.1%
Front Driver	1.1	0.00032	1.0	<0.1%
Front Passenger	1.12	0.00033	1.0	<0.1%
Rear Driver	1.05	0.00029	1.0	<0.1%
Rear Middle	1.05	0.00029	1.0	<0.1%
Rear Passenger	1.15	0.00035	1.0	<0.1%

**WiFi Antenna Antenex A10245, 5 dBi Gain Rear Left Mount on SUV**

<b>Test Point</b>	<b>Field Strength Reading (V/m)</b>	<b>Field Strength Reading (mW/cm<sup>2</sup>)</b>	<b>MPE Limit (mW/cm<sup>2</sup>)</b>	<b>% of MPE Limit</b>
Front	0.37	0.00003	1.0	<0.1%
Back	1.98	0.00103	1.0	0.1%
Back, Hatch Open	0.83	0.00018	1.0	<0.1%
Left	1.46	0.00057	1.0	<0.1%
Right	0.85	0.00019	1.0	<0.1%
Front Driver	1.7	0.00077	1.0	<0.1%
Front Passenger	1.01	0.00027	1.0	<0.1%
Rear Driver	1.58	0.00066	1.0	<0.1%
Rear Middle	0.95	0.00024	1.0	<0.1%
Rear Passenger	1.09	0.00032	1.0	<0.1%

This radio has been tested and complies with the FCC RF exposure limits for Uncontrolled Exposure and Occupational exposure. The maximum exposure from the LMR was 10.3%, and the WiFi exposure did not exceed 0.13%, therefore the maximum human RF exposure would be 10.43%, peak.

Results: Passed
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**Setup Photos**



LMR General Test Setup



WiFi Test Overview

## Setup Photos



Front Left Mounting (LMR and Wifi)



Front Center Mounting (LMR and Wifi)



Front Left Mounting 2 (LMR and Wifi)



Front Center Mounting 2 (LMR and Wifi)



Rear Left Mounting (LMR and Wifi)



Rear Center Mounting (LMR and Wifi)