

EXHIBIT 1

In Response To
FCC Form 442
Item No. 4(F)

Modulated Signal

The transmitter uses a 100% pulsed RF modulation technique. The data rate is less than 1000 bits per second. A certified 315 MHz superregenerative receiver of a similar design was measured to have a bandwidth of less than 1 MHz; hence, the necessary bandwidth request is 1 MHz. Similarly, in the 2.45 GHz and 5.8 GHz range, the measured receiver has a bandwidth of less than 5 MHz; hence, the necessary bandwidth request is 5 MHz.

The message starts with 12.3 millisecond preamble followed by 64 bits of information. Each bit is 4330 microseconds long. A logic one bit is encoded as a 1350 microsecond pulse of RF followed by a 2980 microsecond pause. A logic zero is encoded as a 460 microsecond pulse of RF followed by a 3870 microsecond pause.

The preamble starts with a 6 millisecond pulse of RF followed by a 2100 microsecond pause. The preamble continues with a 2100 microsecond pulse of RF followed by a second pause of 2100 microsecond.

The total message length is a little over 280 millisecond. the RF carrier is on for a maximum of 95 milliseconds during this time.

EXHIBIT 2

In Response To
FCC Form 442
Item Nos. 3, 8, 10

Explanation of Proposed Operation

United Technologies Automotive, Inc. (UTA) is currently authorized to operate Experimental Radio Service Station KF2XDC on frequencies 315.0 MHz and 433.92 MHz for testing in connection with the development of a Remote Vehicle Entry System (RVES) for the US market and 433.92 MHz for the European market.

UTA now requests modification of this authorization to include operation on the frequencies 2.45 and 5.8 GHz for testing in connection with the development of a RVES for the Global market. The RVES operation on 2.45 and 5.8 GHz is intended for application with automobile manufacturers and is to be certified with the appropriate regulatory agencies.

The system will consist of a small hand-held radio frequency transmitter, mounted on a key chain, that enables the user to lock and unlock an automobile's doors from up to 30 feet away. The system sends a pulse width modulated radio frequency signal at carrier frequencies of 2.45 GHz and 5.8 GHz.

Most of the testing of the transmitter will be done in Michigan, but some testing may be performed in Connecticut, and Florida. Accordingly, authorization to operate on frequencies

2.45 GHz and 5.8 GHz in the continental United States is requested.

In view of the low power level of 0.1 volts per meter (100 dBuV/M) at three meters and the short communications range, it is anticipated that no harmful interference will be caused to the primary users of the frequency.