

Radiated Emissions Test Results above 1GHz

EUT Name	DASH CAMERA	Model Name	MINI 3
Temperature	23.5°C	Relative Humidity	61.8%
Pressure	960hPa	Test Voltage	DC 5V by car charger
Test Mode	Mode 6	Antenna Polarity	Horizontal

Frequency (MHz)	Meter Reading (dBµV)	Factor (dB)	Emission Level (dBµV/m)	Limits (dBµV/m)	Margin (dB)	Value Type
4924.000	45.99	0.22	46.21	74	-27.79	peak
4924.000	38.58	0.22	38.8	54	-15.2	AVG
7386.000	41.74	2.64	44.38	74	-29.62	peak
7386.000	32.81	2.64	35.45	54	-18.55	AVG

Remark:

Factor = Antenna Factor + Cable Loss – Pre-amplifier.

EUT Name	DASH CAMERA	Model Name	MINI 3
Temperature	23.5°C	Relative Humidity	61.8%
Pressure	960hPa	Test Voltage	DC 5V by car charger
Test Mode	Mode 6	Antenna Polarity	Vertical

Frequency (MHz)	Meter Reading (dBµV)	Factor (dB)	Emission Level (dBµV/m)	Limits (dBµV/m)	Margin (dB)	Value Type
4924.000	46.13	0.22	46.35	74	-27.65	peak
4924.000	38.25	0.22	38.47	54	-15.53	AVG
7386.000	40.43	2.64	43.07	74	-30.93	peak
7386.000	31.55	2.64	34.19	54	-19.81	AVG

Remark:

Factor = Antenna Factor + Cable Loss – Pre-amplifier.

RESULT: Pass

Note:

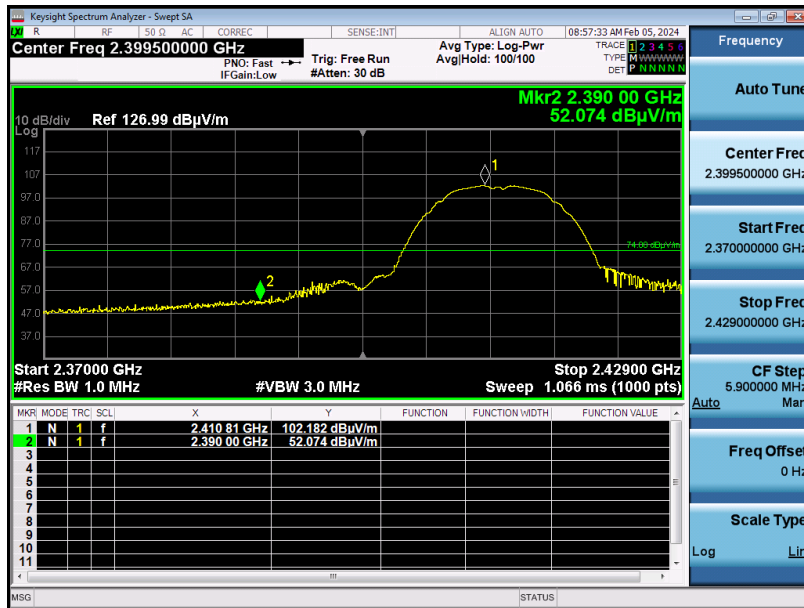
1. The amplitude of other spurious emissions from 1G to 25 GHz which are attenuated more than 20 dB below the permissible value need not be reported.
2. Factor = Antenna Factor + Cable loss – Pre-amplifier gain, Margin =Emission Level-Limit.
3. The “Factor” value can be calculated automatically by software of measurement system.
4. All test modes had been tested. The 802.11g modulation is the worst case and recorded in the report.

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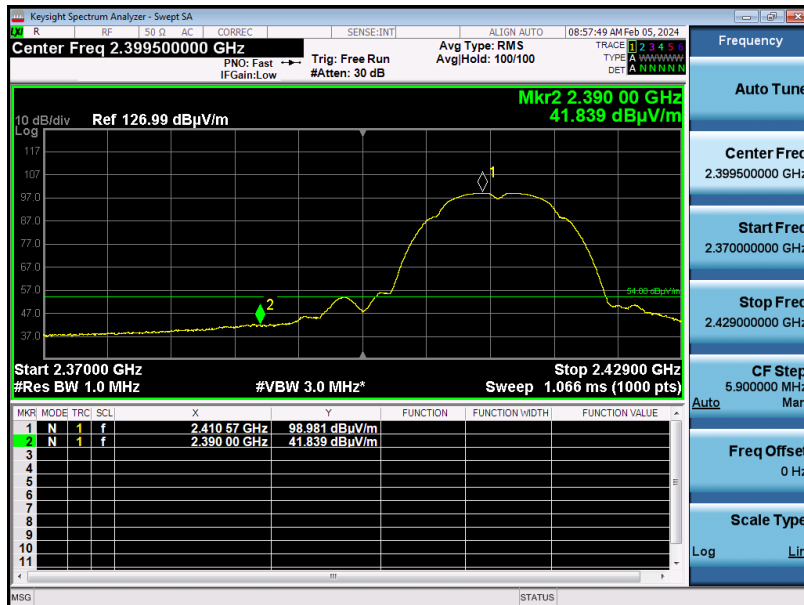
Band Edge Emission Test Results for Restricted Bands

EUT Name	DASH CAMERA	Model Name	MINI 3
Temperature	25°C	Relative Humidity	55.4%
Pressure	960hPa	Test Voltage	DC 5V by car charger
Test Mode	Mode 1	Antenna Polarity	Horizontal

Test Graph for Peak Measurement



Test Graph for Average Measurement



RESULT: Pass

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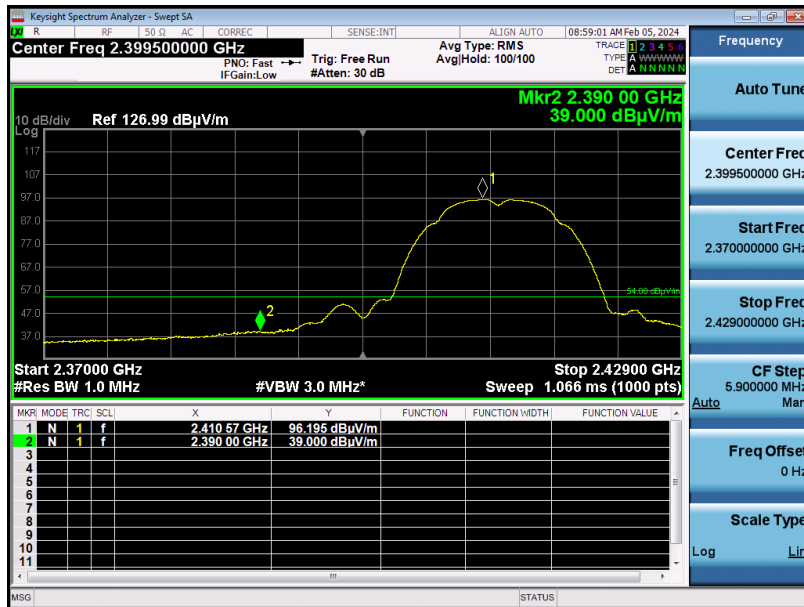
Band Edge Emission Test Results for Restricted Bands

EUT Name	DASH CAMERA	Model Name	MINI 3
Temperature	25°C	Relative Humidity	55.4%
Pressure	960hPa	Test Voltage	DC 5V by car charger
Test Mode	Mode 1	Antenna Polarity	Vertical

Test Graph for Peak Measurement



Test Graph for Average Measurement



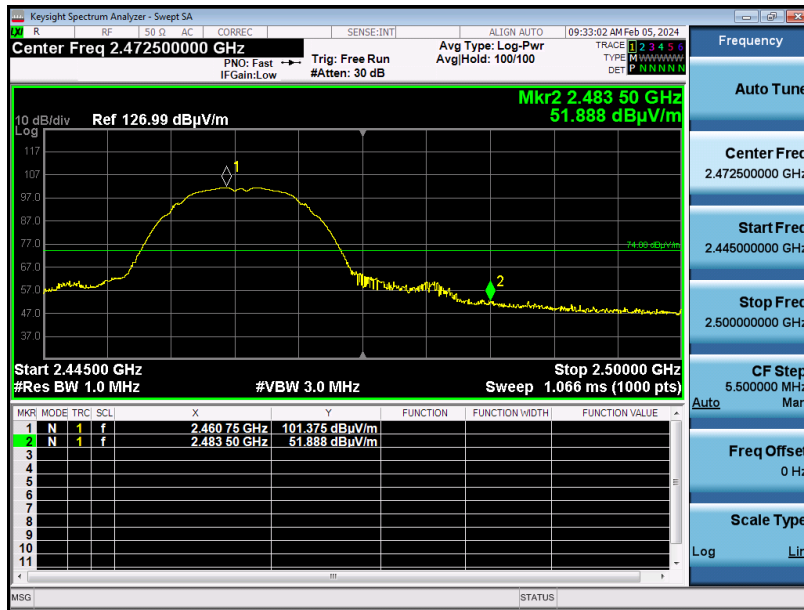
RESULT: Pass

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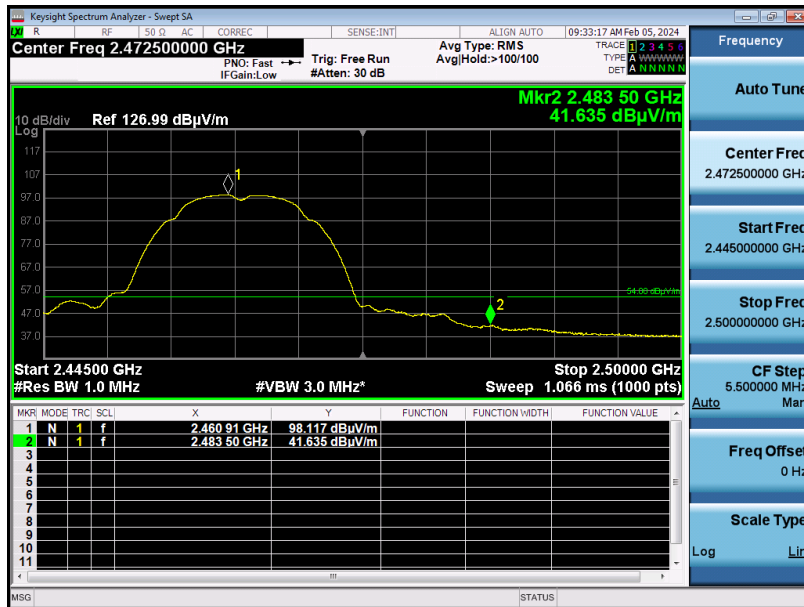
Band Edge Emission Test Results for Restricted Bands

EUT Name	DASH CAMERA	Model Name	MINI 3
Temperature	25°C	Relative Humidity	55.4%
Pressure	960hPa	Test Voltage	DC 5V by car charger
Test Mode	Mode 3	Antenna Polarity	Horizontal

Test Graph for Peak Measurement



Test Graph for Average Measurement



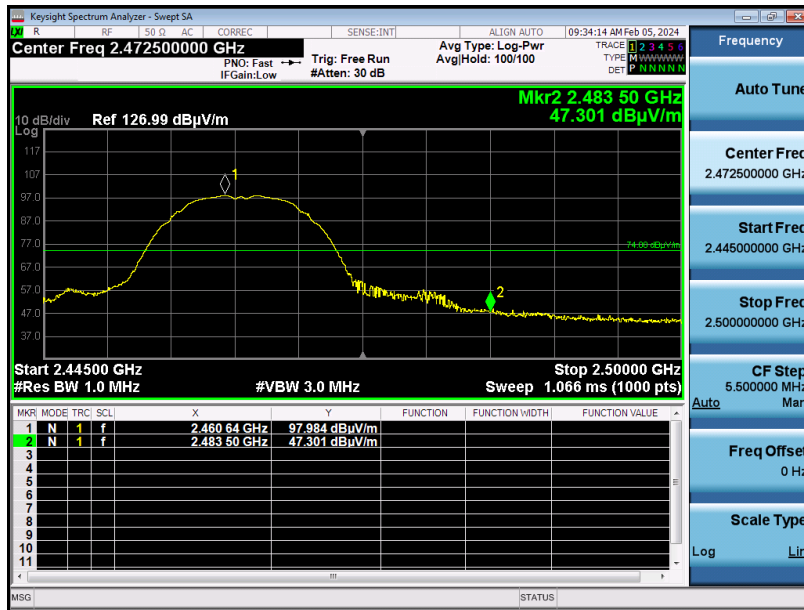
RESULT: Pass

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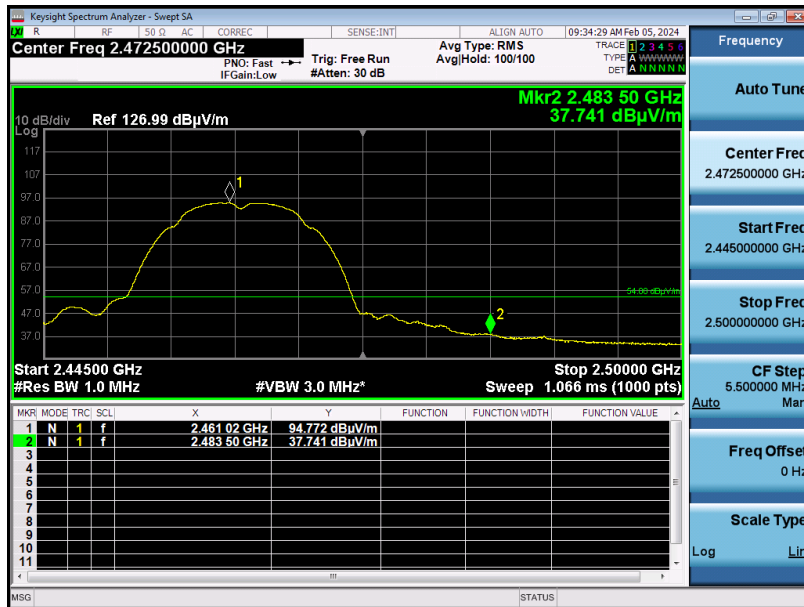
Band Edge Emission Test Results for Restricted Bands

EUT Name	DASH CAMERA	Model Name	MINI 3
Temperature	25°C	Relative Humidity	55.4%
Pressure	960hPa	Test Voltage	DC 5V by car charger
Test Mode	Mode 3	Antenna Polarity	Vertical

Test Graph for Peak Measurement



Test Graph for Average Measurement



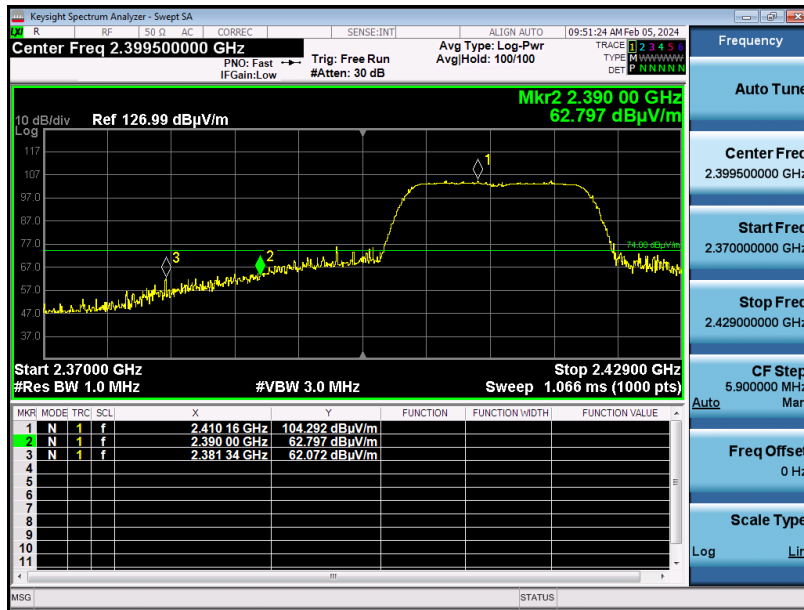
RESULT: Pass

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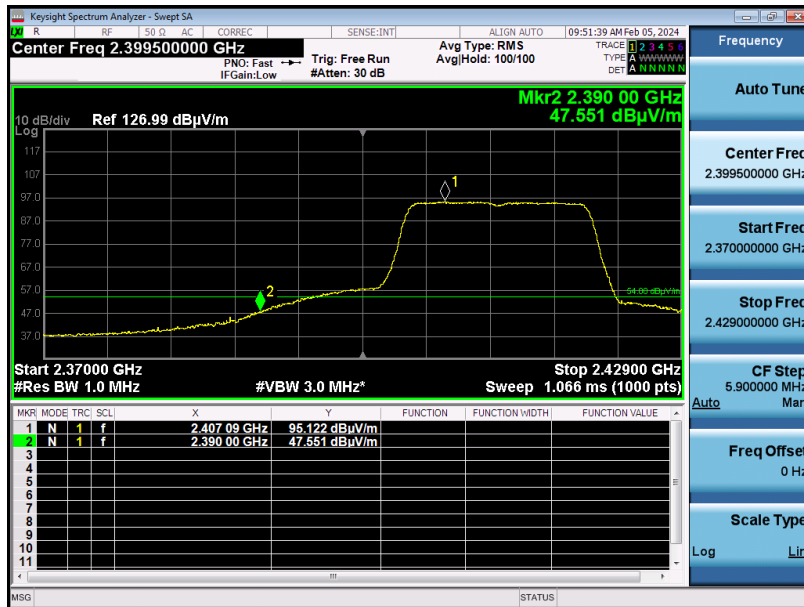
Band Edge Emission Test Results for Restricted Bands

EUT Name	DASH CAMERA	Model Name	MINI 3
Temperature	25°C	Relative Humidity	55.4%
Pressure	960hPa	Test Voltage	DC 5V by car charger
Test Mode	Mode 4	Antenna Polarity	Horizontal

Test Graph for Peak Measurement



Test Graph for Average Measurement



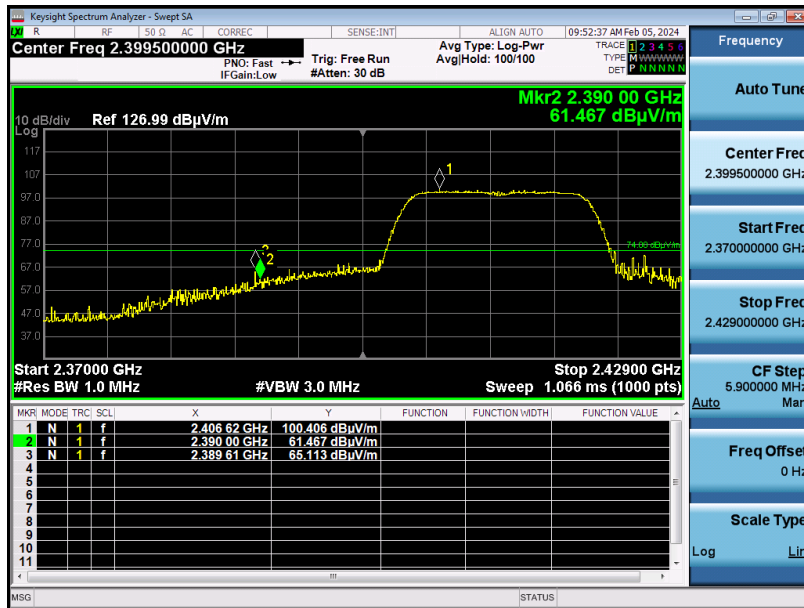
RESULT: Pass

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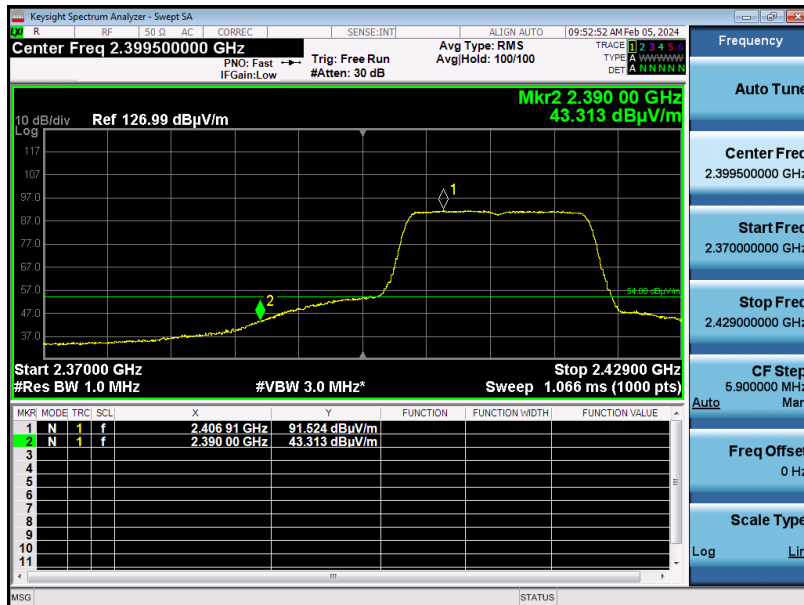
Band Edge Emission Test Results for Restricted Bands

EUT Name	DASH CAMERA	Model Name	MINI 3
Temperature	25°C	Relative Humidity	55.4%
Pressure	960hPa	Test Voltage	DC 5V by car charger
Test Mode	Mode 4	Antenna Polarity	Vertical

Test Graph for Peak Measurement



Test Graph for Average Measurement



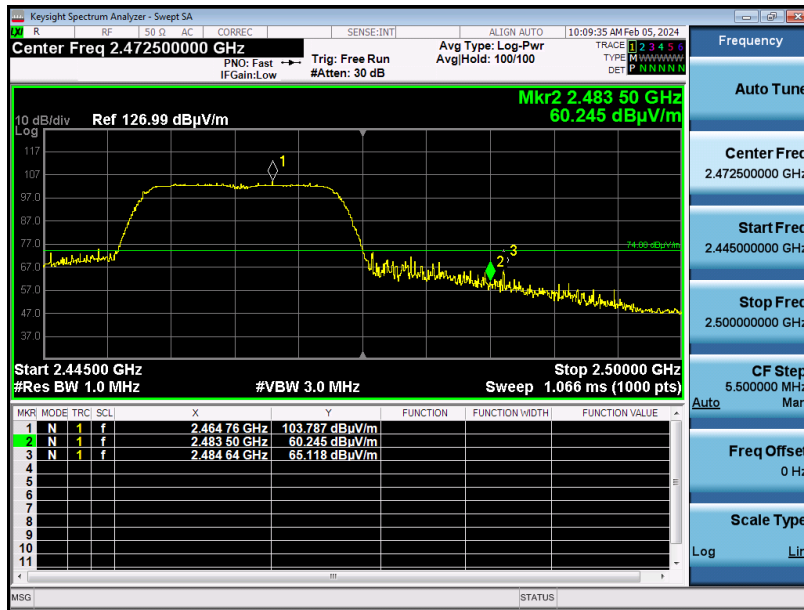
RESULT: Pass

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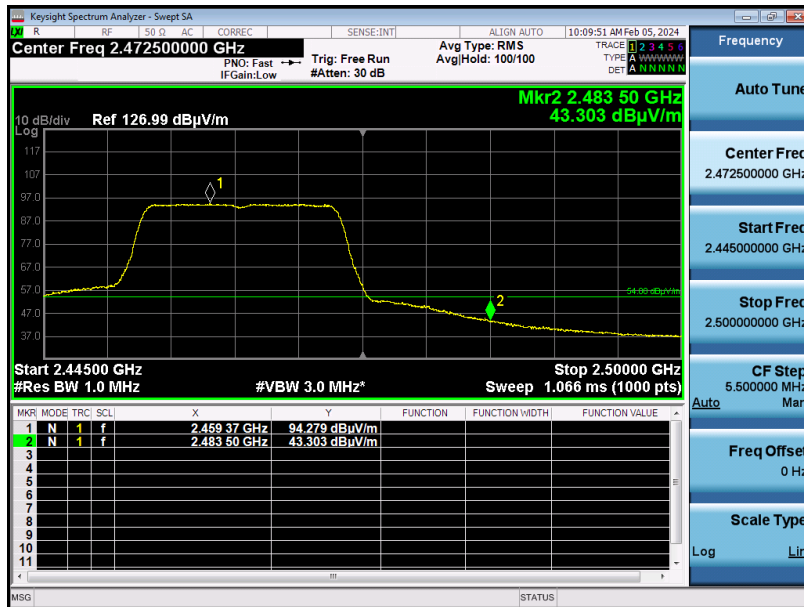
Band Edge Emission Test Results for Restricted Bands

EUT Name	DASH CAMERA	Model Name	MINI 3
Temperature	25°C	Relative Humidity	55.4%
Pressure	960hPa	Test Voltage	DC 5V by car charger
Test Mode	Mode 6	Antenna Polarity	Horizontal

Test Graph for Peak Measurement



Test Graph for Average Measurement



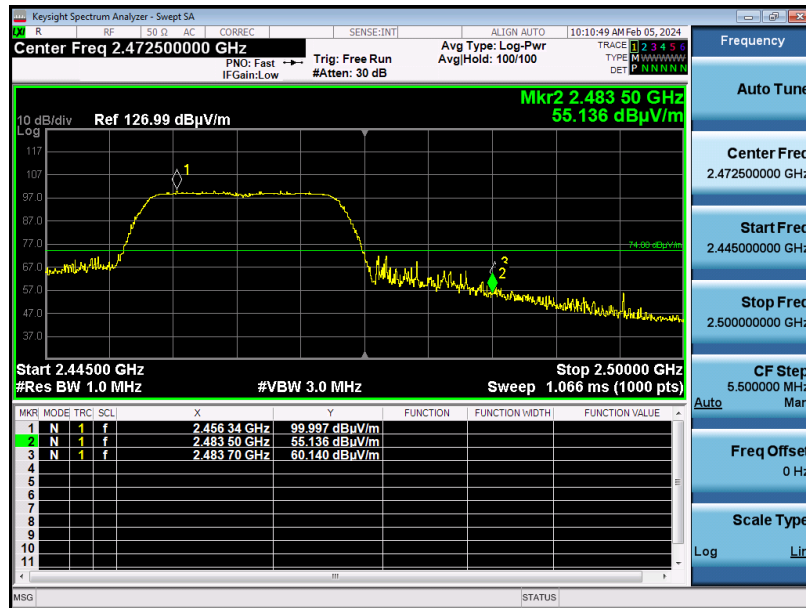
RESULT: Pass

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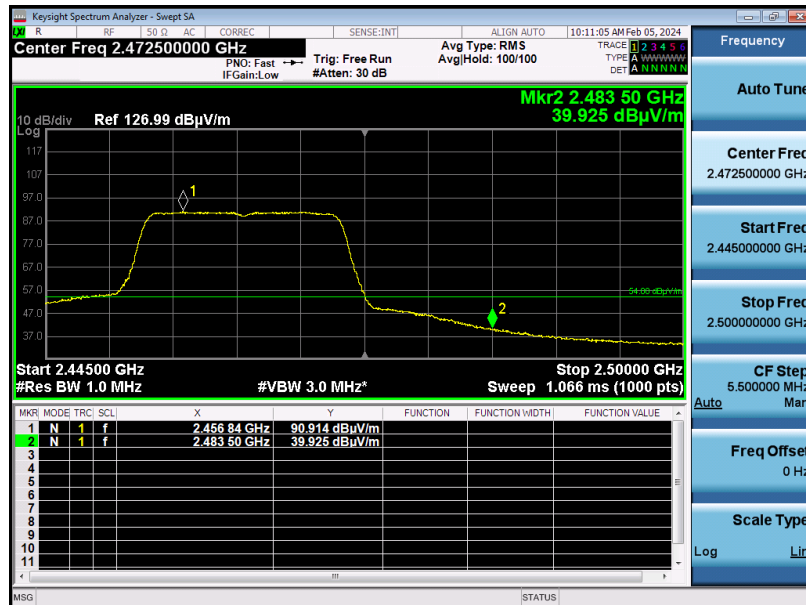
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EUT Name	DASH CAMERA	Model Name	MINI 3
Temperature	25°C	Relative Humidity	55.4%
Pressure	960hPa	Test Voltage	DC 5V by car charger
Test Mode	Mode 6	Antenna Polarity	Vertical

Test Graph for Peak Measurement



Test Graph for Average Measurement



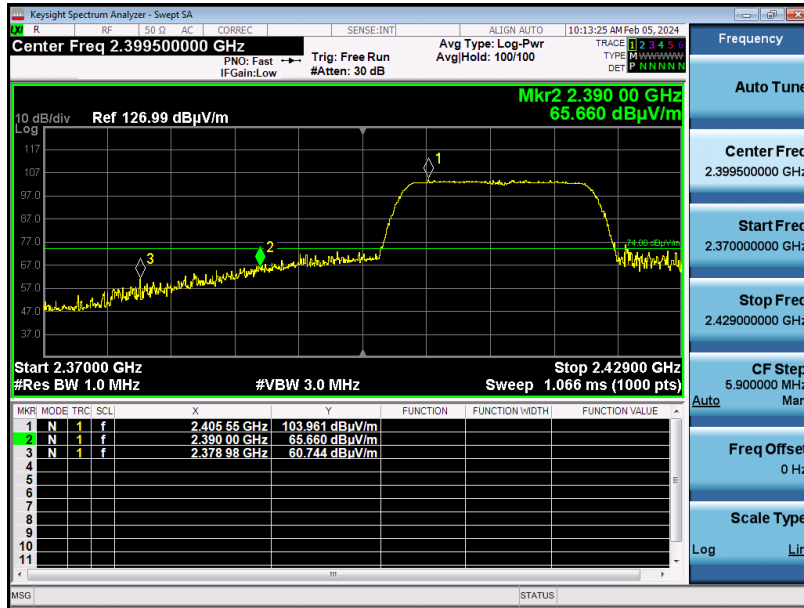
RESULT: Pass

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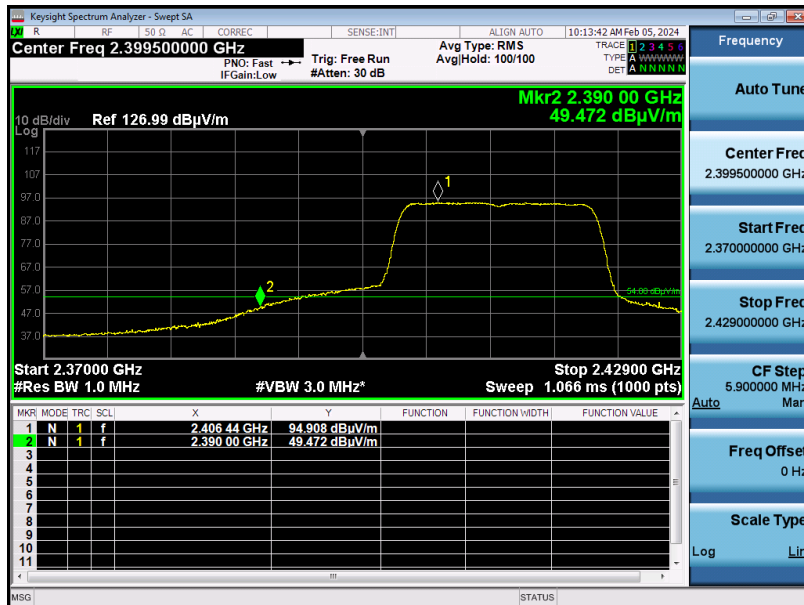
Band Edge Emission Test Results for Restricted Bands

EUT Name	DASH CAMERA	Model Name	MINI 3
Temperature	25°C	Relative Humidity	55.4%
Pressure	960hPa	Test Voltage	DC 5V by car charger
Test Mode	Mode 7	Antenna Polarity	Horizontal

Test Graph for Peak Measurement



Test Graph for Average Measurement



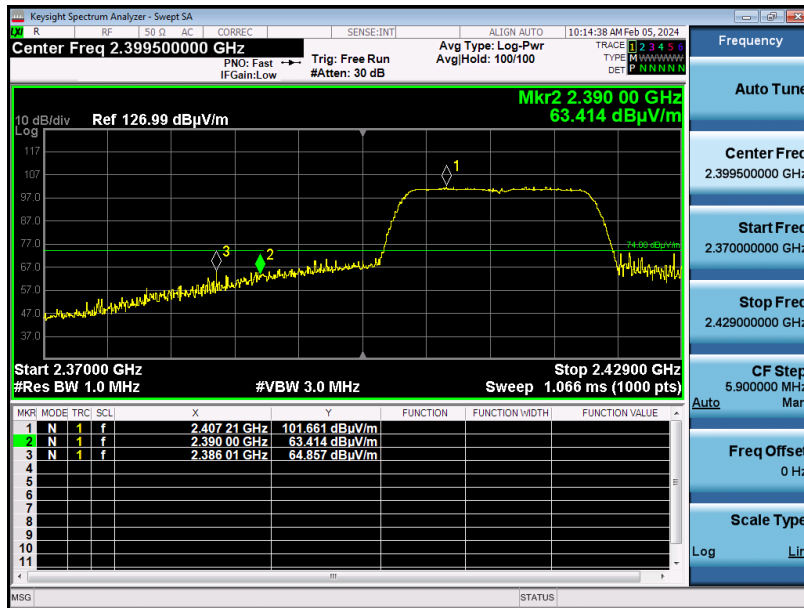
RESULT: Pass

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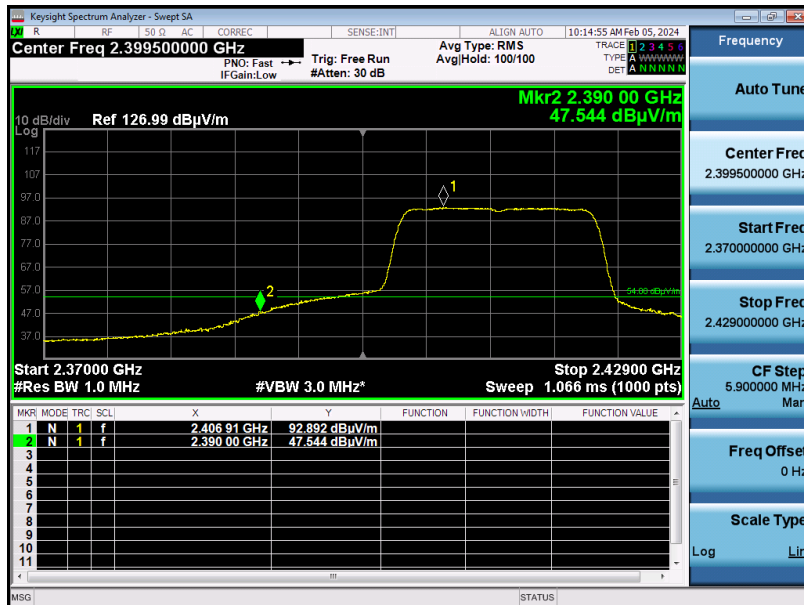
Band Edge Emission Test Results for Restricted Bands

EUT Name	DASH CAMERA	Model Name	MINI 3
Temperature	25°C	Relative Humidity	55.4%
Pressure	960hPa	Test Voltage	DC 5V by car charger
Test Mode	Mode 7	Antenna Polarity	Vertical

Test Graph for Peak Measurement



Test Graph for Average Measurement



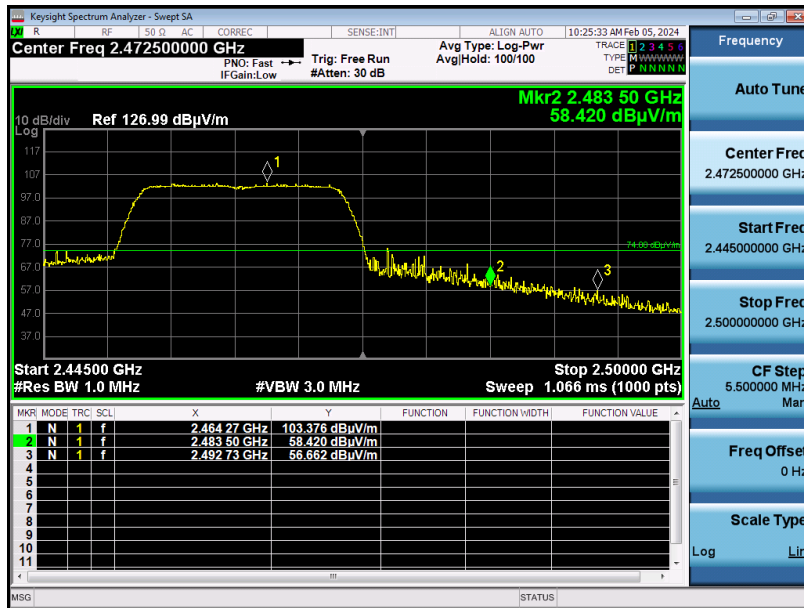
RESULT: Pass

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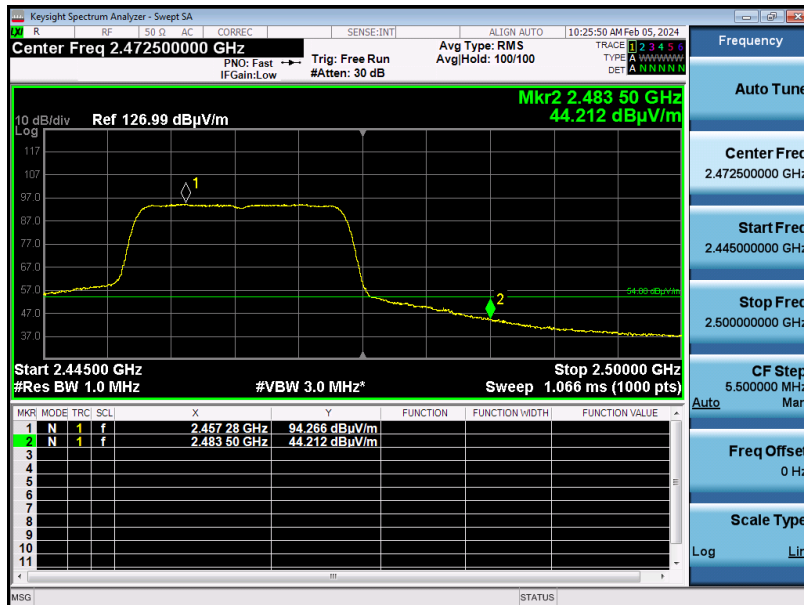
Band Edge Emission Test Results for Restricted Bands

EUT Name	DASH CAMERA	Model Name	MINI 3
Temperature	25°C	Relative Humidity	55.4%
Pressure	960hPa	Test Voltage	DC 5V by car charger
Test Mode	Mode 9	Antenna Polarity	Horizontal

Test Graph for Peak Measurement



Test Graph for Average Measurement



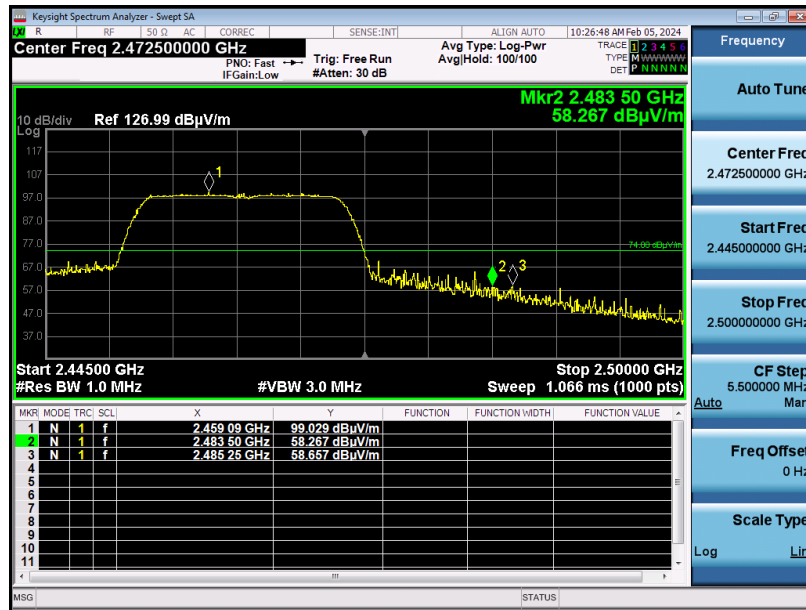
RESULT: Pass

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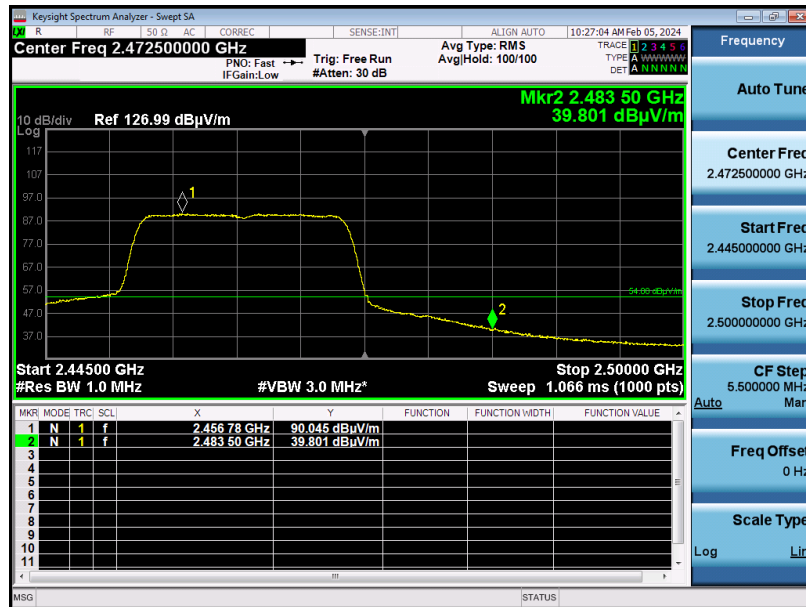
Band Edge Emission Test Results for Restricted Bands

EUT Name	DASH CAMERA	Model Name	MINI 3
Temperature	25°C	Relative Humidity	55.4%
Pressure	960hPa	Test Voltage	DC 5V by car charger
Test Mode	Mode 9	Antenna Polarity	Vertical

Test Graph for Peak Measurement



Test Graph for Average Measurement



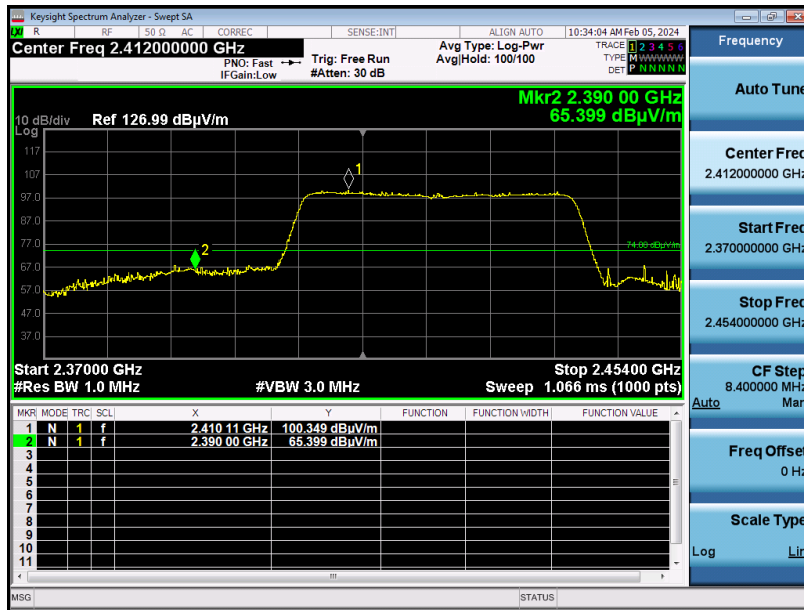
RESULT: Pass

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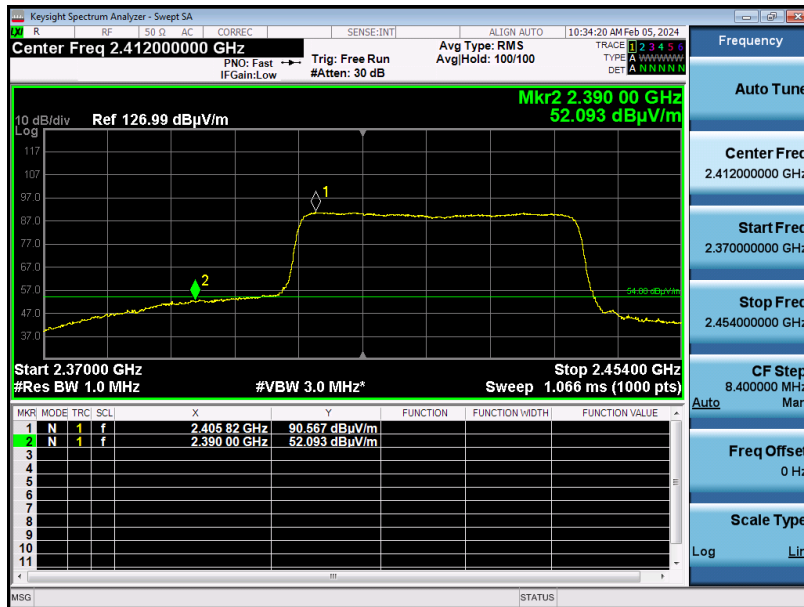
Band Edge Emission Test Results for Restricted Bands

EUT Name	DASH CAMERA	Model Name	MINI 3
Temperature	25°C	Relative Humidity	55.4%
Pressure	960hPa	Test Voltage	DC 5V by car charger
Test Mode	Mode 10	Antenna Polarity	Horizontal

Test Graph for Peak Measurement



Test Graph for Average Measurement



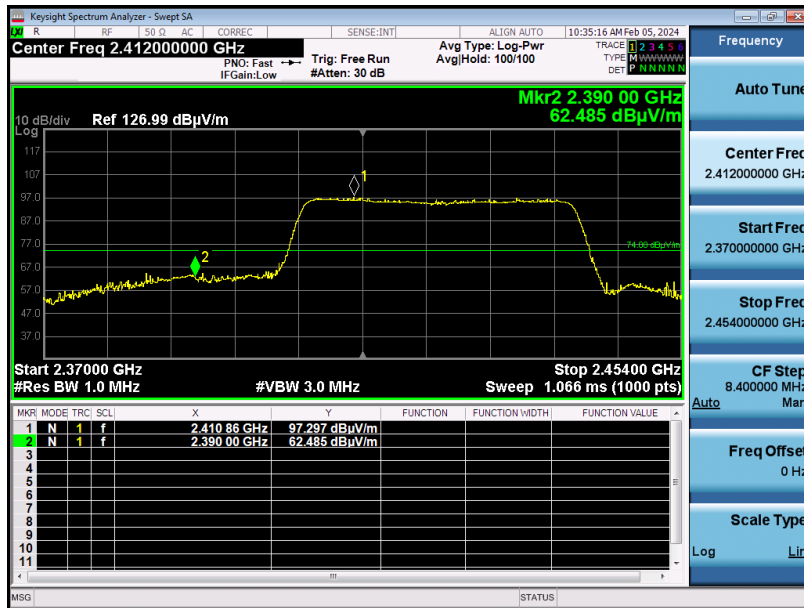
RESULT: Pass

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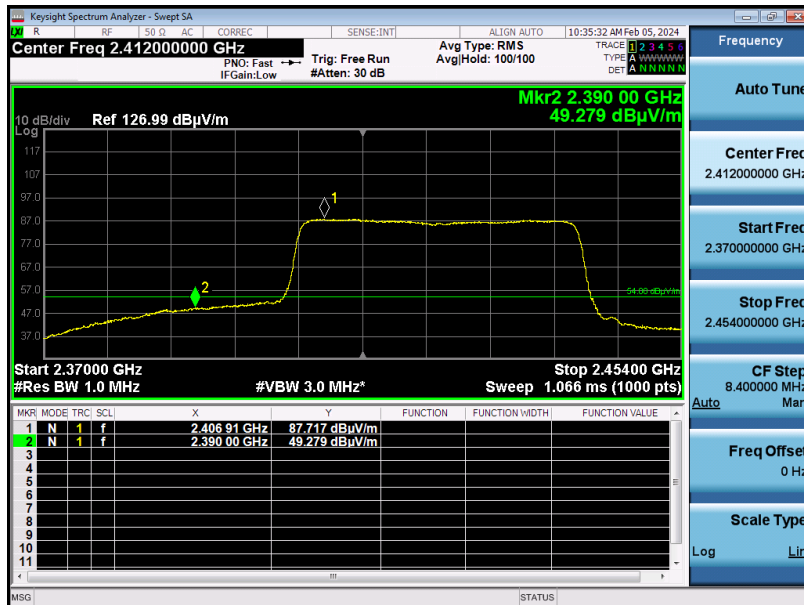
Band Edge Emission Test Results for Restricted Bands

EUT Name	DASH CAMERA	Model Name	MINI 3
Temperature	25°C	Relative Humidity	55.4%
Pressure	960hPa	Test Voltage	DC 5V by car charger
Test Mode	Mode 10	Antenna Polarity	Vertical

Test Graph for Peak Measurement



Test Graph for Average Measurement



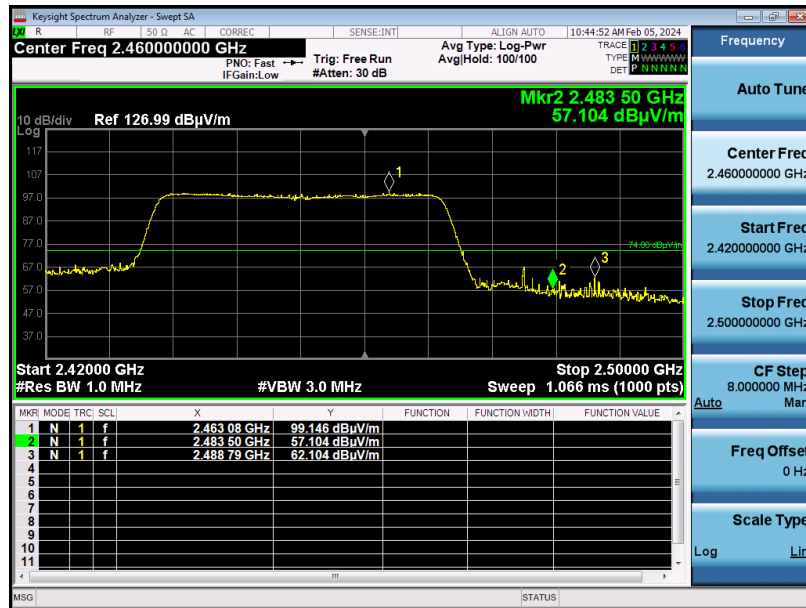
RESULT: Pass

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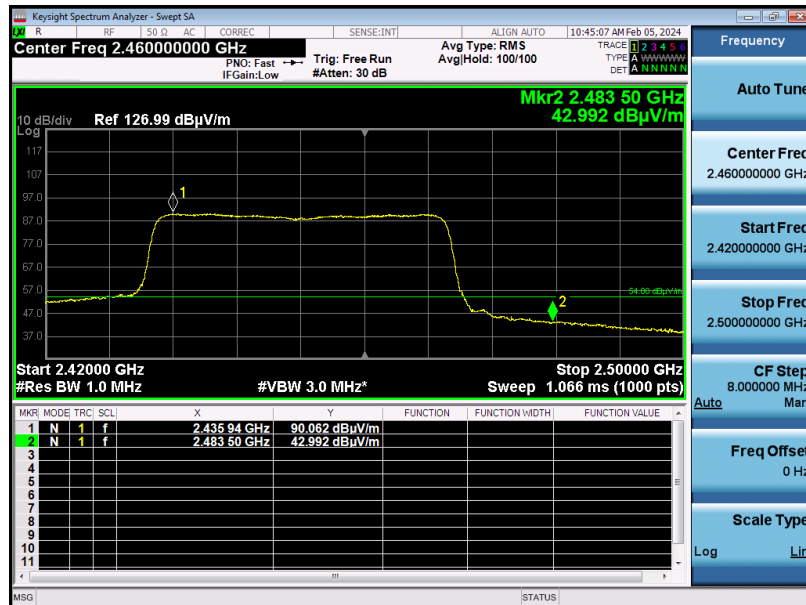
Band Edge Emission Test Results for Restricted Bands

EUT Name	DASH CAMERA	Model Name	MINI 3
Temperature	25°C	Relative Humidity	55.4%
Pressure	960hPa	Test Voltage	DC 5V by car charger
Test Mode	Mode 12	Antenna Polarity	Horizontal

Test Graph for Peak Measurement



Test Graph for Average Measurement



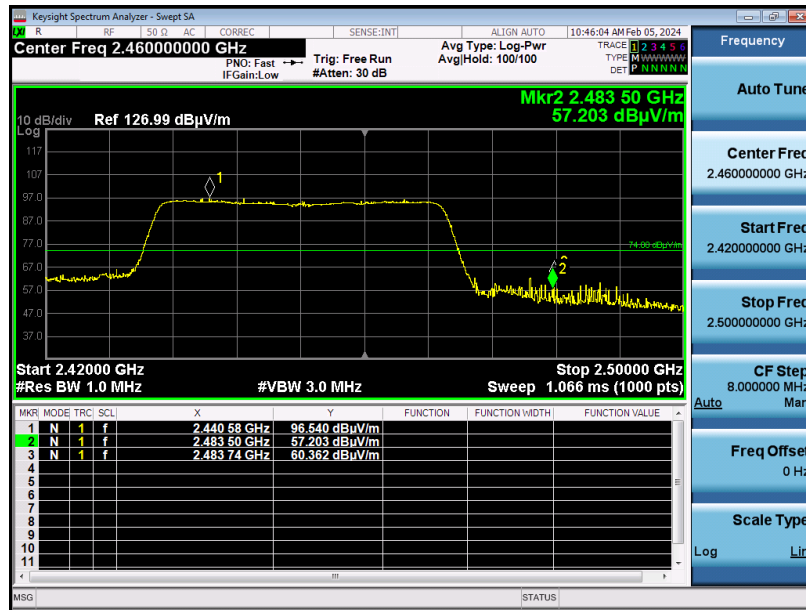
RESULT: Pass

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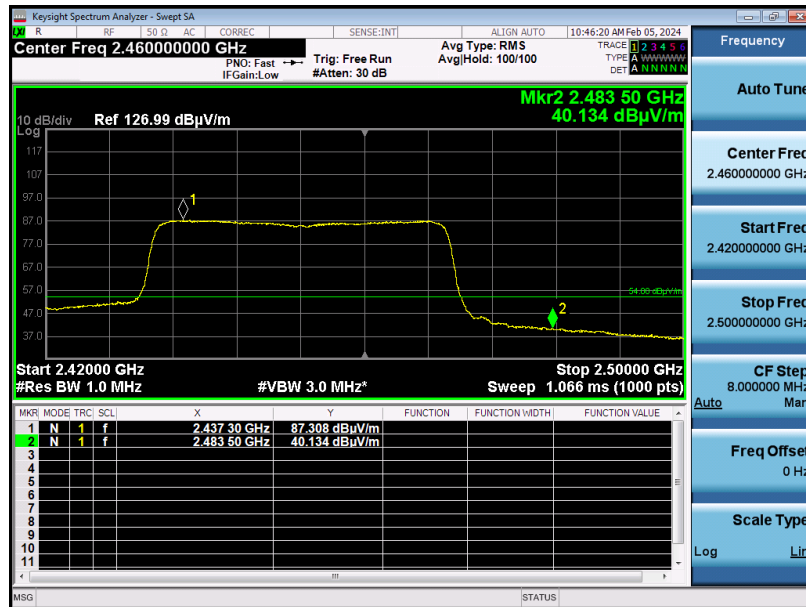
Band Edge Emission Test Results for Restricted Bands

EUT Name	DASH CAMERA	Model Name	MINI 3
Temperature	25°C	Relative Humidity	55.4%
Pressure	960hPa	Test Voltage	DC 5V by car charger
Test Mode	Mode 12	Antenna Polarity	Vertical

Test Graph for Peak Measurement



Test Graph for Average Measurement



RESULT: Pass

Note: The factor had been edited in the "Input Correction" of the Spectrum Analyzer.

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12. AC Power Line Conducted Emission

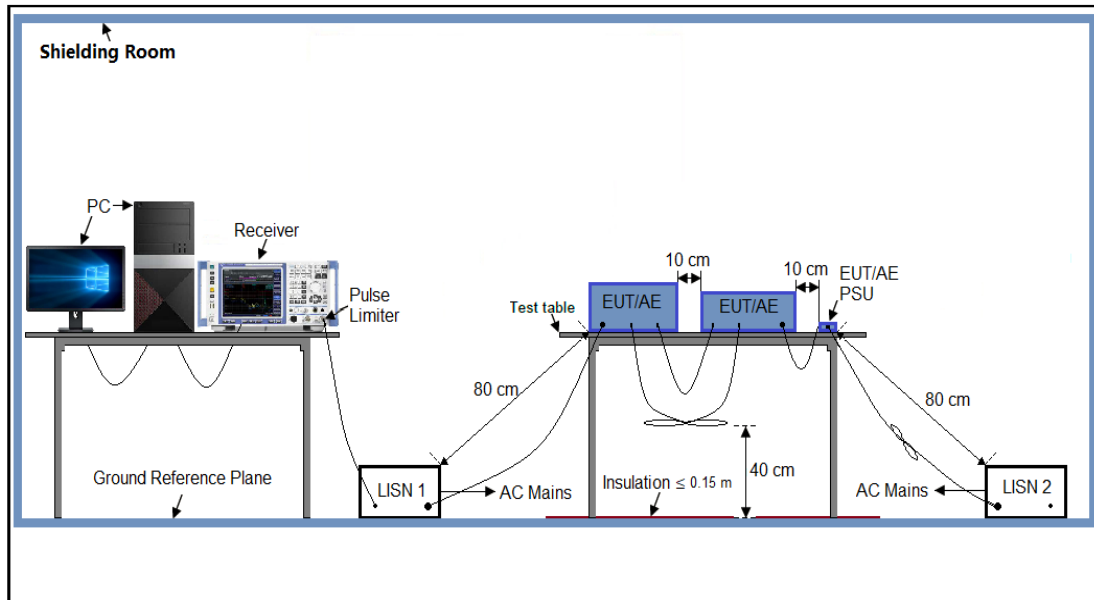
12.1 Measurement Limits

Frequency	Maximum RF Line Voltage	
	Q.P (dB μ V)	Average (dB μ V)
150kHz~500kHz	66-56	56-46
500kHz~5MHz	56	46
5MHz~30MHz	60	50

Note:

1. The lower limit shall apply at the transition frequency.
2. The limit decreases linearly with the logarithm of the frequency in the range 0.15 MHz to 0.50 MHz.

12.2 Block Diagram of Line Conducted Emission Test



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12.3 Preliminary Procedure of Line Conducted Emission Test

1. The equipment was set up as per the test configuration to simulate typical actual usage per the user's manual. When the EUT is a tabletop system, a wooden table with a height of 0.8 meters is used and is placed on the ground plane as per ANSI C63.10 (see Test Facility for the dimensions of the ground plane used). When the EUT is a floor-standing equipment, it is placed on the ground plane which has a 3-12 mm non-conductive covering to insulate the EUT from the ground plane.
2. Support equipment, if needed, was placed as per ANSI C63.10.
3. All I/O cables were positioned to simulate typical actual usage as per ANSI C63.10.
4. All support equipment received AC120V/60Hz power from a LISN, if any.
5. The EUT received DC 5V power from car charger which received DC12-24V power through battery.
6. The test program was started. Emissions were measured on each current carrying line of the EUT using a spectrum Analyzer / Receiver connected to the LISN powering the EUT. The LISN has two monitoring points: Line 1 (Hot Side) and Line 2 (Neutral Side). Two scans were taken: one with Line 1 connected to Analyzer / Receiver and Line 2 connected to a 50 Ohm load; the second scan had Line 1 connected to a 50 Ohm load and Line 2 connected to the Analyzer / Receiver.
7. Analyzer / Receiver scanned from 150 kHz to 30MHz for emissions in each of the test modes.
8. During the above scans, the emissions were maximized by cable manipulation.
9. The test mode(s) were scanned during the preliminary test.

Then, the EUT configuration and cable configuration of the above highest emission level were recorded for reference of final testing.

12.4 Final Procedure of Line Conducted Emission Test

1. EUT and support equipment was set up on the test bench as per step 2 of the preliminary test.
2. A scan was taken on both power lines, Line 1 and Line 2, recording at least the six highest emissions. Emission frequency and amplitude were recorded into a computer in which correction factors were used to calculate the emission level and compare reading to the applicable limit. If EUT emission level was less – 2dB to the A.V. limit in Peak mode, then the emission signal was re-checked using Q.P and Average detector.
3. The test data of the worst case was reported on the Summary Data page.

12.5 Test Result of Line Conducted Emission Test

Note: The conducted emission tests at AC port are not required for devices which received DC 5V power from car charger for operation.

Appendix I: Photographs of Test Setup

Refer to the Report No.: AGC01519240122AP02

Appendix II: Photographs of Test EUT

Refer to the Report No.: AGC01519240122AP03

-----End of Report-----

Any report having not been signed by authorized approver, or having been altered without authorization, or having not been stamped by the “Dedicated Testing/Inspection Stamp” is deemed to be invalid. Copying or excerpting portion of, or altering the content of the report is not permitted without the written authorization of AGC. The test results presented in the report apply only to the tested sample. Any objections to report issued by AGC should be submitted to AGC within 15days after the issuance of the test report. Further enquiry of validity or verification of the test report should be addressed to AGC by agc01@agccert.com.

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3. The Company shall not be called or be liable to be called to give evidence or testimony on the Report in a court of law without its prior written consent, unless required by the relevant governmental authorities, laws or court orders.
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8. The Company is not responsible for recalling the electronic version of the original report when any revision is made to them. The Client assumes the responsibility to providing the revised version to any interested party who uses them.
9. Subject to the variable length of retention time for test data and report stored hereinto as otherwise specifically required by individual accreditation authorities, the Company will only keep the supporting test data and information of the test report for a period of six years. The data and information will be disposed of after the aforementioned retention period has elapsed. Under no circumstances shall we provide any data and information which has been disposed of after retention period. Under no circumstances shall we be liable for damage of any kind, including (but not limited to) compensatory damages, lost profits, lost data, or any form of special, incidental, indirect, consequential or punitive damages of any kind, whether based on breach of contract of warranty, tort (including negligence), product liability or otherwise, even if we are informed in advance of the possibility of such damages.

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