

FCC Test Report

Product Name	Car Audio
Model No.	77S0
FCC ID.	AX277S0

Applicant	Clarion Co., Ltd.
Address	7-2, Shintoshin, Chuo-ku, Saitama Shi, Saitama, 330-0081 Japan

Date of Receipt	Aug. 18, 2020
Issued Date	Sep. 18, 2020
Report No.	2080390R-E3032110108
Report Version	V1.0



The test results relate only to the samples tested.

The test results shown in the test report are traceable to the national/international standard through the calibration report of the equipment and evaluated measurement uncertainty herein.

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The test report shall not be reproduced without the written approval of DEKRA Testing and Certification Co., Ltd.

Measurement uncertainties evaluated for each testing system and associated connections are given here to provide the system information for reference. Compliance determinations do not take into account measurement uncertainties for each testing system, but are based on the results of the compliance measurement.

Test Report

Issued Date: Sep. 18, 2020

Report No.: 2080390R-E3032110108



Product Name	Car Audio
Applicant	Clarion Co., Ltd.
Address	7-2, Shintoshin, Chuo-ku, Saitama Shi, Saitama, 330-0081 Japan
Manufacturer	Clarion Co., Ltd.
Model No.	77S0
FCC ID.	AX277S0
EUT Rated Voltage	DC 12V by Battery
EUT Test Voltage	DC 12V by Battery
Trade Name	Clarion
Applicable Standard	FCC CFR Title 47 Part 15 Subpart C ANSI C63.4: 2014, ANSI C63.10: 2013
Test Result	Complied

Documented By : Jinn Chen
(Senior Adm. Specialist / Jinn Chen)

Tested By : Ivan Chuang
(Senior Engineer / Ivan Chuang)

Approved By : 
(Director / Vincent Lin)

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Attachment 1: EUT Test Photographs

Attachment 2: EUT Detailed Photographs

Revision History

Report No.	Version	Description	Issued Date
2080390R-E3032110108	V1.0	Initial issue of report.	2020-09-18

1. GENERAL INFORMATION

1.1. EUT Description

Product Name	Car Audio
Trade Name	Clarion
Model No.	77S0
FCC ID.	AX277S0
Frequency Range	2402 – 2480MHz
Channel Number	79
Type of Modulation	FHSS: GFSK(1Mbps) / π /4DQPSK(2Mbps) / 8DPSK(3Mbps)
Antenna Type	PCB Antenna
Channel Control	Auto
Antenna Gain	Refer to the table “Antenna List”

Antenna List

No.	Manufacturer	Part No.	Antenna Type	Peak Gain
1	Clarion Malaysia Sdn.Bhd.	N/A	PCB Antenna	4dBi for 2.4GHz

Note: The antenna of EUT conforms to FCC 15.203.

Center Frequency of Each Channel:

Channel	Frequency	Channel	Frequency	Channel	Frequency	Channel	Frequency
Channel 00:	2402 MHz	Channel 20:	2422 MHz	Channel 40:	2442 MHz	Channel 60:	2462 MHz
Channel 01:	2403 MHz	Channel 21:	2423 MHz	Channel 41:	2443 MHz	Channel 61:	2463 MHz
Channel 02:	2404 MHz	Channel 22:	2424 MHz	Channel 42:	2444 MHz	Channel 62:	2464 MHz
Channel 03:	2405 MHz	Channel 23:	2425 MHz	Channel 43:	2445 MHz	Channel 63:	2465 MHz
Channel 04:	2406 MHz	Channel 24:	2426 MHz	Channel 44:	2446 MHz	Channel 64:	2466 MHz
Channel 05:	2407 MHz	Channel 25:	2427 MHz	Channel 45:	2447 MHz	Channel 65:	2467 MHz
Channel 06:	2408 MHz	Channel 26:	2428 MHz	Channel 46:	2448 MHz	Channel 66:	2468 MHz
Channel 07:	2409 MHz	Channel 27:	2429 MHz	Channel 47:	2449 MHz	Channel 67:	2469 MHz
Channel 08:	2410 MHz	Channel 28:	2430 MHz	Channel 48:	2450 MHz	Channel 68:	2470 MHz
Channel 09:	2411 MHz	Channel 29:	2431 MHz	Channel 49:	2451 MHz	Channel 69:	2471 MHz
Channel 10:	2412 MHz	Channel 30:	2432 MHz	Channel 50:	2452 MHz	Channel 70:	2472 MHz
Channel 11:	2413 MHz	Channel 31:	2433 MHz	Channel 51:	2453 MHz	Channel 71:	2473 MHz
Channel 12:	2414 MHz	Channel 32:	2434 MHz	Channel 52:	2454 MHz	Channel 72:	2474 MHz
Channel 13:	2415 MHz	Channel 33:	2435 MHz	Channel 53:	2455 MHz	Channel 73:	2475 MHz
Channel 14:	2416 MHz	Channel 34:	2436 MHz	Channel 54:	2456 MHz	Channel 74:	2476 MHz
Channel 15:	2417 MHz	Channel 35:	2437 MHz	Channel 55:	2457 MHz	Channel 75:	2477 MHz
Channel 16:	2418 MHz	Channel 36:	2438 MHz	Channel 56:	2458 MHz	Channel 76:	2478 MHz
Channel 17:	2419 MHz	Channel 37:	2439 MHz	Channel 57:	2459 MHz	Channel 77:	2479 MHz
Channel 18:	2420 MHz	Channel 38:	2440 MHz	Channel 58:	2460 MHz	Channel 78:	2480 MHz
Channel 19:	2421 MHz	Channel 39:	2441 MHz	Channel 59:	2461 MHz		

Note:

1. The EUT is a Car Audio with built-in Bluetooth V2.1+EDR transceiver, this report for Bluetooth V2.1+EDR.
2. These tests were conducted on a sample for the purpose of demonstrating compliance of transmitter with Part 15 Subpart C Paragraph 15.247 for spread spectrum devices.
3. Regarding to the operation frequency, the lowest, middle and highest frequency are selected to perform the test.
4. The test mode is based on the Bluetooth technology, while testing 1Mbps, 2Mbps and 3Mbps, the worst case is 1Mbps and 3Mbps, and only worse case data is recorded in this report.
5. The EUT employs Adaptive Frequency Hopping (AFH) which identifies sources of interference namely devices operating in 802.11 WLAN and excludes them from the list of available channels. The process of re-mapping reduces the number of test channels from 79 channels to a minimum number of 20 channels.

Test Mode	Mode 1: Transmit - 1Mbps Mode 2: Transmit - 3Mbps
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1.2. Operational Description

The EUT is a Car Audio with built-in Bluetooth V2.1+EDR transceiver. The number of the channels is 79 in 2402-2480MHz. This device provides three kinds of transmitting speed and modulation, respectively GFSK(1Mbps) / π / 4DQPSK(2Mbps) / 8DPSK(3Mbps). The antenna is PCB Antenna.

The system receivers have input bandwidths that match the hopping channel bandwidths of their corresponding transmitters and shift frequencies in synchronization with the transmitted signals

Frequency hopping spread spectrum systems are not required to employ all available hopping channels during each transmission. The transmitter is presented with a continuous data stream. In addition, a system employing short transmission bursts must comply with the definition of a frequency hopping system and must distribute its 79 channels and over the minimum number of hopping channels (75 channels).

The incorporation of intelligence within a frequency hopping spread spectrum system that permits the system to recognize other users within the spectrum band so that it individually and independently chooses and adapts its hopsets to avoid hopping on occupied channels is permitted.

The coordination of frequency hopping systems in any other manner for the express purpose of avoiding the simultaneous occupancy of individual hopping frequencies by multiple transmitters is not permitted.

Antenna List

No.	Manufacturer	Part No.	Antenna Type	Peak Gain
1	Clarion Malaysia Sdn.Bhd.	N/A	PCB Antenna	4dBi for 2.4GHz

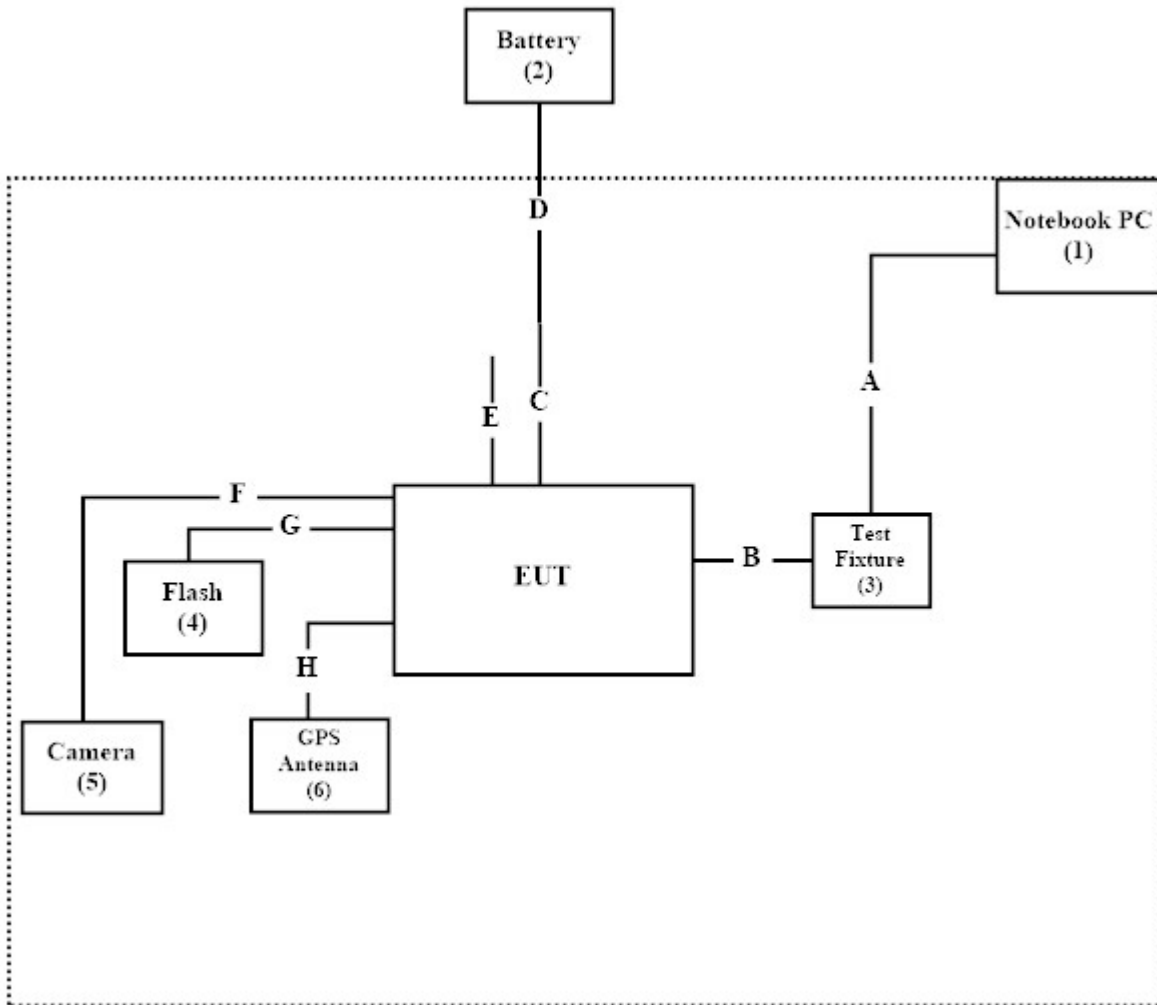
1.3. Tested System Details

The types for all equipment, plus descriptions of all cables used in the tested system (including inserted cards) are:

Product	Manufacturer	Model No.	Serial No.	Power Cord	
1	Notebook PC	DELL	Inspiron 15 3000	GT5JPJ2	N/A
2	Battery	YUASA	55B24L-CMF II	N/A	N/A
3	Test Fixture	Clarion	Clarion-01	N/A	N/A
4	Flash	Transcend	USB 3.0	N/A	N/A
5	Camera	NIPPON	56R	N/A	N/A
6	GPS Antenna	MITSUMI	R16-A551	N/A	N/A

Signal Cable Type	Signal cable Description	
A	USB Code	Shielded, 1.8m
B	Signal Cable	Non-shielded, 0.15m
C	Power Cable	Non-shielded, 0.5m
D	Power Cable	Non-shielded, 2m
E	Signal Cable	Non-shielded, 0.15m
F	Camera Cable	Non-shielded, 1.2m
G	USB Cable	Non-shielded, 0.55m
H	GPS Antenna Cable	Non-shielded, 0.6m

1.4. Configuration of Tested System



1.5. EUT Exercise Software

1. Setup the EUT as shown in Section 1.4.
2. Execute software "Broadcom Blue Tool v1.9.3.7" on the Notebook PC .
3. Configure the test mode, the test channel, and the data rate.
4. Press "OK" to start the continuous Transmit.
5. Verify that the EUT works properly.

1.6. Test Facility

Ambient conditions in the laboratory:

Performed Item	Items	Required	Actual
Radiated Emission	Temperature (°C)	10~40 °C	21.9 °C
	Humidity (%RH)	10~90 %	69.3 %
Conductive	Temperature (°C)	10~40 °C	23 °C
	Humidity (%RH)	10~90 %	56 %

USA : FCC Registration Number: TW0023

Canada : IC Registration Number: 25880

Site Description : Accredited by TAF
Accredited Number: 3023

Test Laboratory : DEKRA Testing and Certification Co., Ltd
Address : No.159, Sec. 2, Wenhua 1st Rd., Linkou Dist.,
New Taipei City 24457, Taiwan, R.O.C.

Phone number : 886-2-2602-7968
Fax number : 866-2-2602-3286
Email address : info.tw@dekra.com
Website : <http://www.dekra.com.tw>

1.7. List of Test Equipment

For Conducted measurements /ASR2

	Equipment	Manufacturer	Model No.	Serial No.	Cali. Data	Due. Data
X	Spectrum Analyzer	R&S	FSV30	103466	2019.12.16	2020.12.15
X	Peak Power Analyzer	KEYSIGHT	8900B	MY51000539	2020.05.13	2021.05.12
X	Power Sensor	KEYSIGHT	N1923A	MY59240002	2020.05.22	2021.05.21
X	Power Sensor	KEYSIGHT	N1923A	MY59240003	2020.05.22	2021.05.21
	Bluetooth Tester	R&S	CBT	101238	2020.02.10	2021.02.11

Note:

1. All equipments are calibrated every one year.
2. The test instruments marked with "X" are used to measure the final test results.
3. Test Software version : DEKRA Conduction Test System V9.0.5.

For Radiated measurements /ACB1

	Equipment	Manufacturer	Model No.	Serial No.	Cali. Data	Due. Data
X	Loop Antenna	AMETEK	HLA6121	49611	2020.03.16	2021.03.15
X	Bi-Log Antenna	SCHWARZBECK	VULB9168	9168-953	2020.01.03	2021.01.02
X	Horn Antenna	ETS-Lindgren	3117	00203761	2019.10.31	2020.10.30
X	Horn Antenna	Com-Power	AH-840	101087	2020.06.08	2021.06.07
X	Pre-Amplifier	EMCI	EMC001330	980316	2020.06.23	2021.06.22
X	Pre-Amplifier	EMCI	EMC051835SE	980313	2019.09.17	2020.09.16
X	Pre-Amplifier	EMCI	EMC05820SE	980309	2019.09.17	2020.09.16
X	Pre-Amplifier	EMCI	EMC184045SE	980314	2020.06.10	2021.06.09
X	Filter	MICRO TRONICS	BRM50702	G251	2019.09.03	2020.09.02
X	Filter	MICRO TRONICS	BRM50702	G249	2020.08.25	2021.08.24
	Filter	MICRO TRONICS	BRM50716	G187	2020.08.25	2021.08.24
X	EMI Test Receiver	R&S	ESR7	101602	2019.12.16	2020.12.15
X	Spectrum Analyzer	R&S	FSV40	101148	2020.03.16	2021.03.15
X	Coaxial Cable	SUHNER	SUCOFLEX 106	RF002	2020.07.03	2021.07.02
X	Mircoflex Cable	HUBER SUHNER	SUCOFLEX 102	MY3381/2	2020.06.10	2021.06.09

Note:

1. All equipments are calibrated every one year.
2. The test instruments marked with "X" are used to measure the final test results.
3. Test Software version : DEKRA Testing System V1.2.

1.8. Uncertainty

Uncertainties have been calculated according to the DEKRA internal document, and is described in each test chapter of this report.

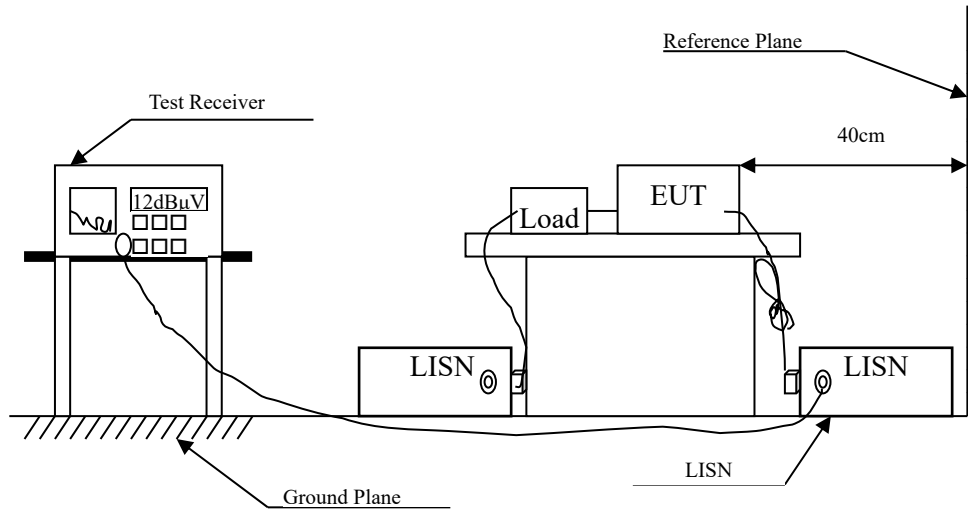
The reported expanded uncertainties are based on a standard uncertainty multiplied by a coverage factor of $k=2$, providing a level of confidence of approximately 95%.

Measurement uncertainties evaluated for each testing system and associated connections are given here to provide the system information for reference. Compliance determinations do not take into account measurement uncertainties for each testing system, but are based on the results of the compliance measurement.

Test item	Uncertainty	
Conducted Emission	±3.42 dB	
Peak Power Output	±0.91 dB	
Radiated Emission	Under 1GHz ±4.06 dB	Above 1GHz ±3.73 dB
RF Antenna Conducted Test	±2.53 dB	
Band Edge	Under 1GHz ±4.06 dB	Above 1GHz ±3.73 dB
Channel Number	N/A	
Channel Separation	±682.83 Hz	
Dwell Time	±2.31 ms	
Occupied Bandwidth	±682.83 Hz	
Duty Cycle	±2.31 ms	

2. Conducted Emission

2.1. Test Setup



2.2. Limits

FCC Part 15 Subpart C Paragraph 15.207 (dB μ V) Limit		
Frequency MHz	Limits	
	QP	AV
0.15 - 0.50	66-56	56-46
0.50-5.0	56	46
5.0 - 30	60	50

Remarks: In the above table, the tighter limit applies at the band edges.

2.3. Test Procedure

The EUT and Peripherals are connected to the main power through a line impedance stabilization network (L.I.S.N.). This provides a 50 ohm /50uH coupling impedance for the measuring equipment. The peripheral devices are also connected to the main power through a LISN that provides a 50ohm /50uH coupling impedance with 50ohm termination. (Please refer to the block diagram of the test setup and photographs.)

Both sides of A.C. line are checked for maximum conducted interference. In order to find the maximum emission, the relative positions of equipment and all the interface cables must be changed according to ANSI C63.4: 2014 on conducted measurement.

Conducted emissions were investigated over the frequency range from 0.15MHz to 30MHz using a receiver bandwidth of 9kHz.

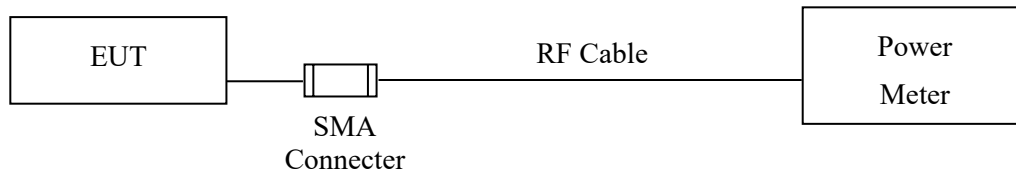
The EUT setup and the test procedure are according to ANSI C63.4, 2014 to comply with the requirements of FCC 47CFR Subpart C.

2.4. Test Result of Conducted Emission

Owing to the Battery operation of EUT, this test item is not performed.

3. Peak Power Output

3.1. Test Setup



3.2. Limit

For frequency hopping systems operating in the 2400-2483.5 MHz band employing at least 75 non-overlapping hopping channels, and all frequency hopping systems in the 5725-5850 MHz band: 1 watt. For all other frequency hopping systems in the 2400-2483.5 MHz band: 0.125 watts.

3.3. Test Procedure

Tested according to FHSS test procedure of KDB 558074 section 9 (b for compliance to FCC 47CFR 15.247 requirements.

3.4. Test Result of Peak Power Output

Product : Car Audio
Test Item : Peak Power Output
Test Mode : Mode 1: Transmit - 1Mbps
Test Date : 2020/09/17

Channel No.	Frequency (MHz)	Measurement (dBm)	Required Limit	Result
Channel 00	2402.00	-2.17	0.125W = 20.97dBm	Pass
Channel 39	2441.00	-1.53	0.125W = 20.97dBm	Pass
Channel 78	2480.00	-0.91	0.125W = 20.97dBm	Pass

Note: For AFH mode using 20 hopping channels, the maximum output power limit is 0.125W.

Product : Car Audio
Test Item : Peak Power Output
Test Mode : Mode 2: Transmit - 3Mbps
Test Date : 2020/09/17

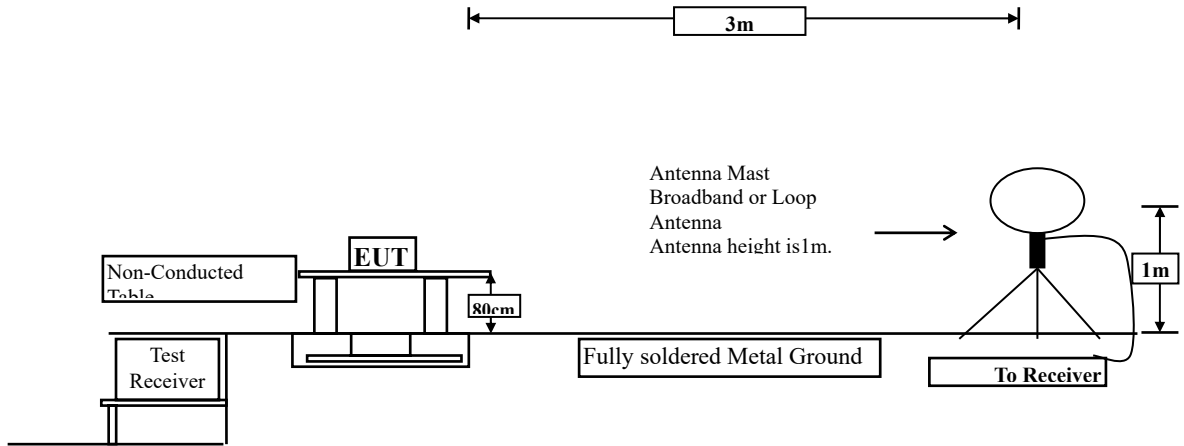
Channel No.	Frequency (MHz)	Measurement (dBm)	Required Limit	Result
Channel 00	2402.00	-3.18	0.125W = 20.97dBm	Pass
Channel 39	2441.00	-2.91	0.125W = 20.97dBm	Pass
Channel 78	2480.00	-2.61	0.125W = 20.97dBm	Pass

Note: For AFH mode using 20 hopping channels, the maximum output power limit is 0.125W.

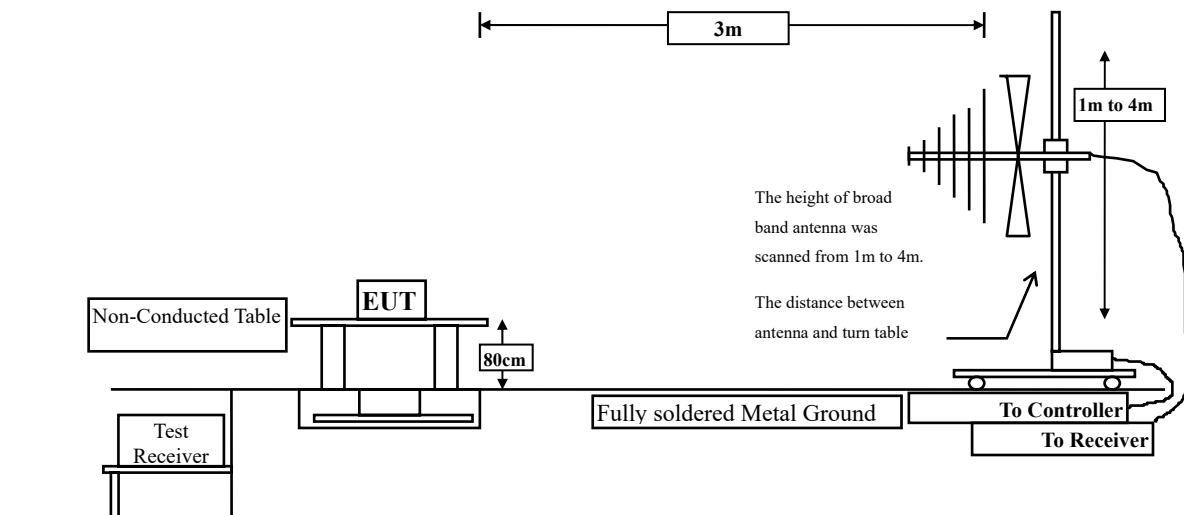
4. Radiated Emission

4.1. Test Setup

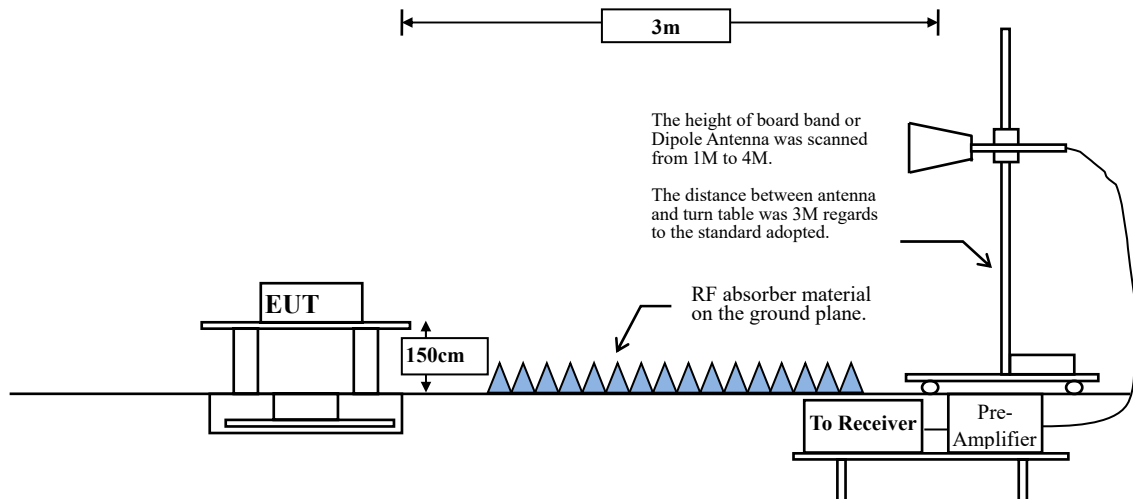
Radiated Emission Under 30MHz



Radiated Emission Below 1GHz



Radiated Emission Above 1GHz



4.2. Limits

➤ General Radiated Emission Limits

Emissions radiated outside of the specified frequency bands, except for harmonics, shall be attenuated by at least 20dB below the level of the fundamental or to the general radiated emission limits in paragraph 15.209, whichever is the lesser attenuation.

FCC Part 15 Subpart C Paragraph 15.209 Limits		
Frequency MHz	Field strength (microvolts/meter)	Measurement distance (meter)
0.009-0.490	2400/F(kHz)	300
0.490-1.705	24000/F(kHz)	30
1.705-30	30	30
30-88	100	3
88-216	150	3
216-960	200	3
Above 960	500	3

- Remarks:
1. RF Voltage (dBuV) = 20 log RF Voltage (uV)
 2. In the Above Table, the tighter limit applies at the band edges.
 3. Distance refers to the distance in meters between the measuring instrument antenna and the closed point of any part of the device or system.

4.3. Test Procedure

The EUT was setup according to ANSI C63.10, 2013 and tested compliance to FCC 47CFR 15.247 requirements.

Measuring the frequency range below 1GHz, the EUT is placed on a turn table which is 0.8 meter above ground, when measuring the frequency range above 1GHz, the EUT is placed on a turn table which is 1.5 meter above ground.

The turn table is rotated 360 degrees to determine the position of the maximum emission level.

The EUT was positioned such that the distance from antenna to the EUT was 3 meters.

The antenna is scanned between 1 meter and 4 meters to find out the maximum emission level. This is repeated for both horizontal and vertical polarization of the antenna. In order to find the maximum emission, all of the interface cables were manipulated according to ANSI C63.10: 2013 on radiated measurement.

The resolution bandwidth below 30MHz setting on the field strength meter is 9kHz and 30MHz~1GHz is 120kHz and above 1GHz is 1MHz.

Radiated emission measurements below 30MHz are made using Loop Antenna and 30MHz~1GHz are made using broadband Bilog antenna and above 1GHz are made using Horn Antennas.

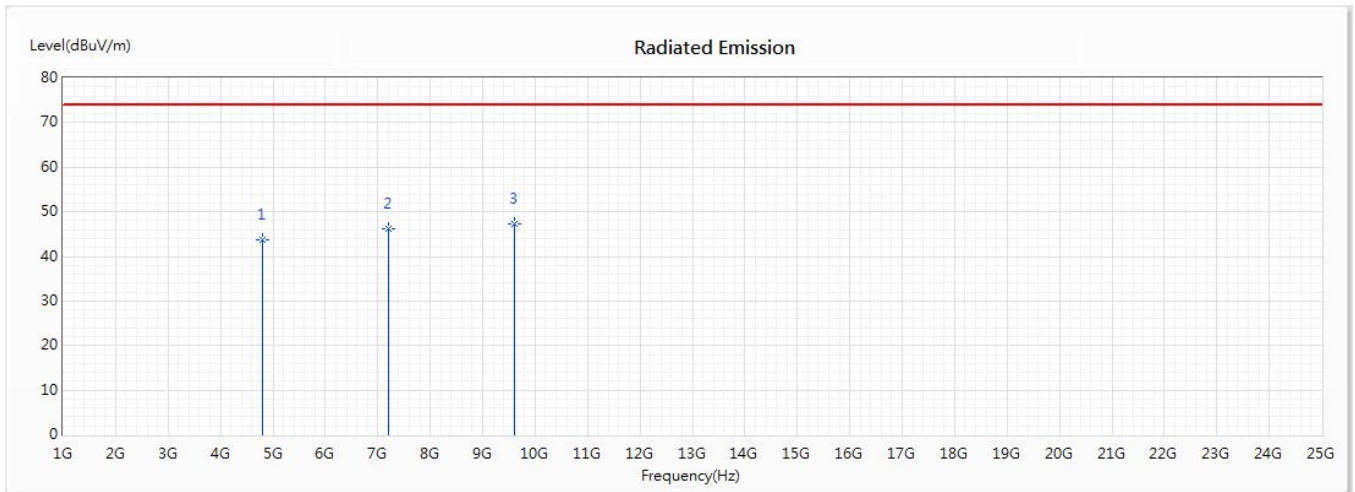
The measurement is divided into the Preliminary Measurement and the Final Measurement.

The suspected frequencies are searched for in Preliminary Measurement with the measurement antenna kept pointed at the source of the emission both in azimuth and elevation, with the polarization of the antenna oriented for maximum response. The antenna is pointed at an angle towards the source of the emission, and the EUT is rotated in both height and polarization to maximize the measured emission. The emission is kept within the illumination area of the 3 dB bandwidth of the antenna. The measurement frequency range from 9kHz - 10th Harmonic of fundamental was investigated.

4.4. Test Result of Radiated Emission

Product : Car Audio
 Test Item : Harmonic Radiated Emission
 Test Mode : Mode 1: Transmit - 1Mbps(2402MHz)
 Test Date : 2020/08/20

Horizontal



No	Frequency (MHz)	Emission Level (dBuV/m)	Limit (dBuV/m)	Margin (dB)	Reading Level (dBuV)	Correct Factor (dB/m)	Detector Type
1	4804	43.71	74.00	-30.29	45.42	-1.71	PK
2	7206	46.25	74.00	-27.75	44.39	1.86	PK
* 3	9608	47.24	74.00	-26.76	42.52	4.72	PK

Note:

- All Readings below 1GHz are Quasi-Peak, above 1GHz are performed with peak and/or average measurements as necessary.
- Peak measurements: RBW = 1MHz, VBW = 3 MHz, Sweep: Auto.
- Measurement Level = Reading Level + Correct Factor.
- Correct Factor = Antenna factor + Cable loss – Amplifier gain.
- The average measurement was not performed when the peak measured data under the limit of average detection.
- The emission levels of other frequencies are very lower than the limit and not show in test report.

Frequency (MHz)	Peak Measurement (dBuV/m)	Duty Cycle Factor (dB)	Average Measurement (dBuV/m)	Margin (dB)	Peak Limit (dBuV/m)	Average Limit (dBuV/m)
-----------------	---------------------------	------------------------	------------------------------	-------------	---------------------	------------------------

Average Detector:

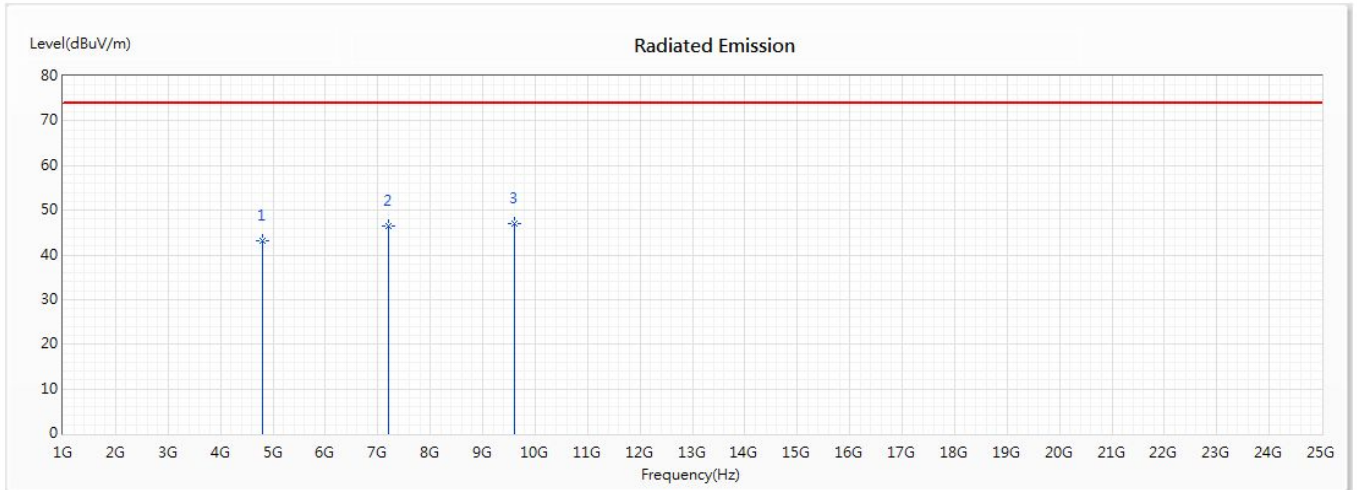
--					74.000	54.000
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Note:

- AVG Measurement=Peak Measurement + Duty Cycle Correct Factor
- The Duty Cycle is refer to section 11.

Product : Car Audio
 Test Item : Harmonic Radiated Emission
 Test Mode : Mode 1: Transmit - 1Mbps(2402MHz)
 Test Date : 2020/08/20

Vertical



No	Frequency (MHz)	Emission Level (dBuV/m)	Limit (dBuV/m)	Margin (dB)	Reading Level (dBuV)	Correct Factor (dB/m)	Detector Type
1	4804	43.08	74.00	-30.92	44.79	-1.71	PK
2	7206	46.40	74.00	-27.60	44.54	1.86	PK
* 3	9608	47.03	74.00	-26.97	42.31	4.72	PK

Note:

- All Readings below 1GHz are Quasi-Peak, above 1GHz are performed with peak and/or average measurements as necessary.
- Peak measurements: RBW = 1MHz, VBW = 3 MHz, Sweep: Auto.
- Measurement Level = Reading Level + Correct Factor.
- Correct Factor = Antenna factor + Cable loss – Amplifier gain.
- The average measurement was not performed when the peak measured data under the limit of average detection.
- The emission levels of other frequencies are very lower than the limit and not show in test report.

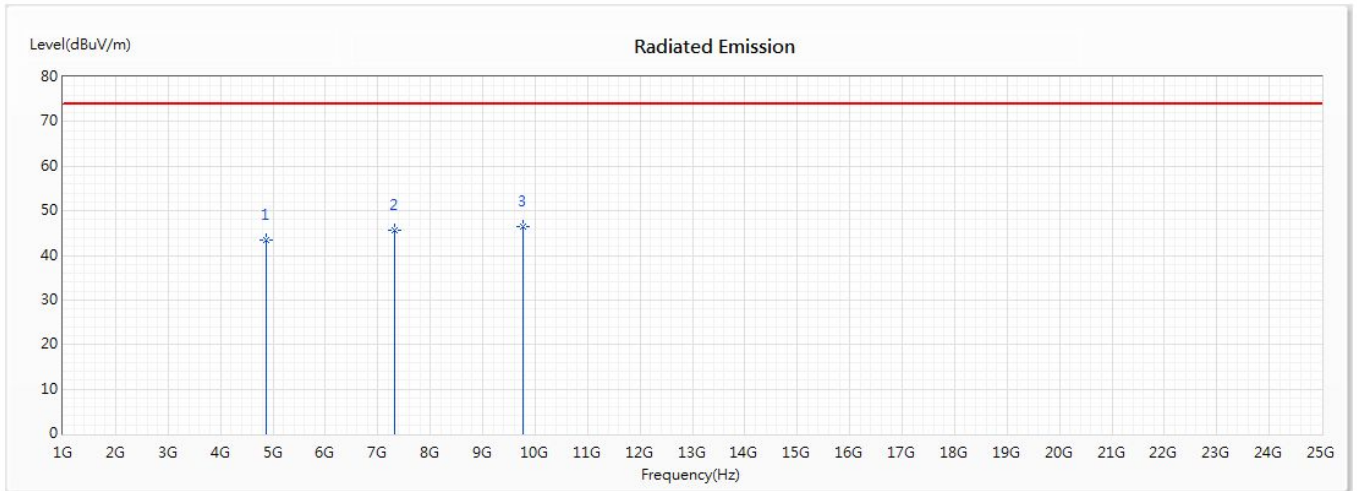
Frequency (MHz)	Peak Measurement (dBuV/m)	Duty Cycle Factor (dB)	Average Measurement (dBuV/m)	Margin (dB)	Peak Limit (dBuV/m)	Average Limit (dBuV/m)
--	--	--	--	--	74.000	54.000

Note:

- AVG Measurement=Peak Measurement + Duty Cycle Correct Factor
- The Duty Cycle is refer to section 11.

Product : Car Audio
 Test Item : Harmonic Radiated Emission
 Test Mode : Mode 1: Transmit - 1Mbps(2441MHz)
 Test Date : 2020/08/20

Horizontal



No	Frequency (MHz)	Emission Level (dBuV/m)	Limit (dBuV/m)	Margin (dB)	Reading Level (dBuV)	Correct Factor (dB/m)	Detector Type
1	4882	43.32	74.00	-30.68	45.08	-1.76	PK
2	7323	45.71	74.00	-28.29	43.86	1.85	PK
* 3	9764	46.50	74.00	-27.50	41.68	4.82	PK

Note:

1. All Readings below 1GHz are Quasi-Peak, above 1GHz are performed with peak and/or average measurements as necessary.
2. Peak measurements: RBW = 1MHz, VBW = 3 MHz, Sweep: Auto.
3. Measurement Level = Reading Level + Correct Factor.
4. Correct Factor = Antenna factor + Cable loss – Amplifier gain.
5. The average measurement was not performed when the peak measured data under the limit of average detection.
6. The emission levels of other frequencies are very lower than the limit and not show in test report.

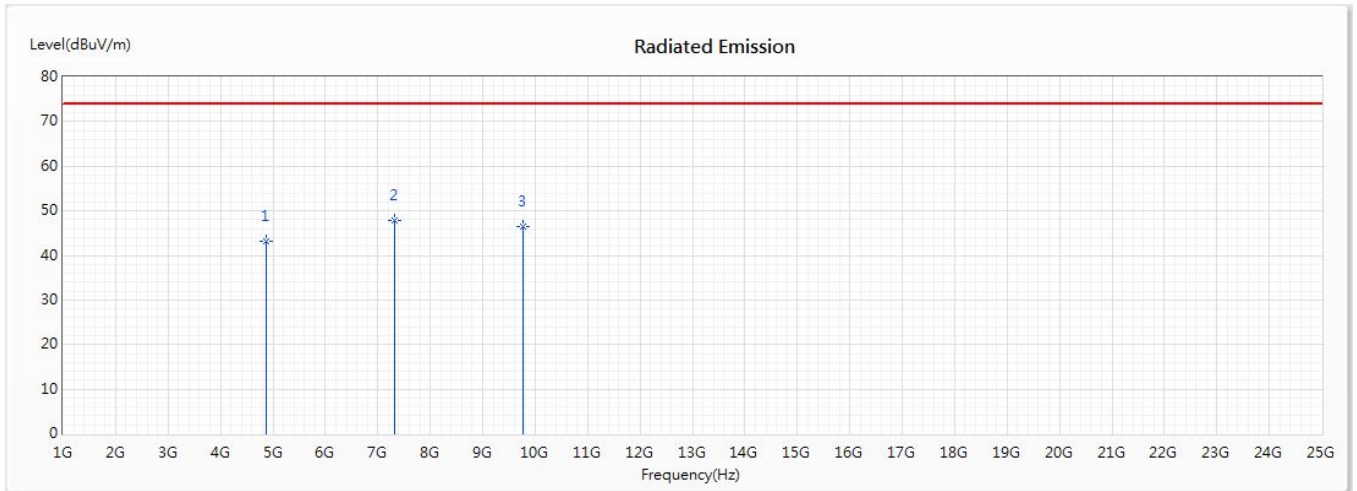
Frequency	Peak Measurement	Duty Cycle Factor	Average Measurement	Margin	Peak Limit	Average Limit
MHz	dBuV/m	dB	dBuV/m	dB	dBuV/m	dBuV/m
Average Detector:						
--					74.000	54.000

Note:

1. AVG Measurement=Peak Measurement + Duty Cycle Correct Factor
2. The Duty Cycle is refer to section 11.

Product : Car Audio
 Test Item : Harmonic Radiated Emission
 Test Mode : Mode 1: Transmit - 1Mbps(2441MHz)
 Test Date : 2020/08/20

Vertical



No	Frequency (MHz)	Emission Level (dBuV/m)	Limit (dBuV/m)	Margin (dB)	Reading Level (dBuV)	Correct Factor (dB/m)	Detector Type
1	4882	43.26	74.00	-30.74	45.02	-1.76	PK
* 2	7323	47.89	74.00	-26.11	46.04	1.85	PK
3	9764	46.44	74.00	-27.56	41.62	4.82	PK

Note:

1. All Readings below 1GHz are Quasi-Peak, above 1GHz are performed with peak and/or average measurements as necessary.
2. Peak measurements: RBW = 1MHz, VBW = 3 MHz, Sweep: Auto.
3. Measurement Level = Reading Level + Correct Factor.
4. Correct Factor = Antenna factor + Cable loss – Amplifier gain.
5. The average measurement was not performed when the peak measured data under the limit of average detection.
6. The emission levels of other frequencies are very lower than the limit and not show in test report.

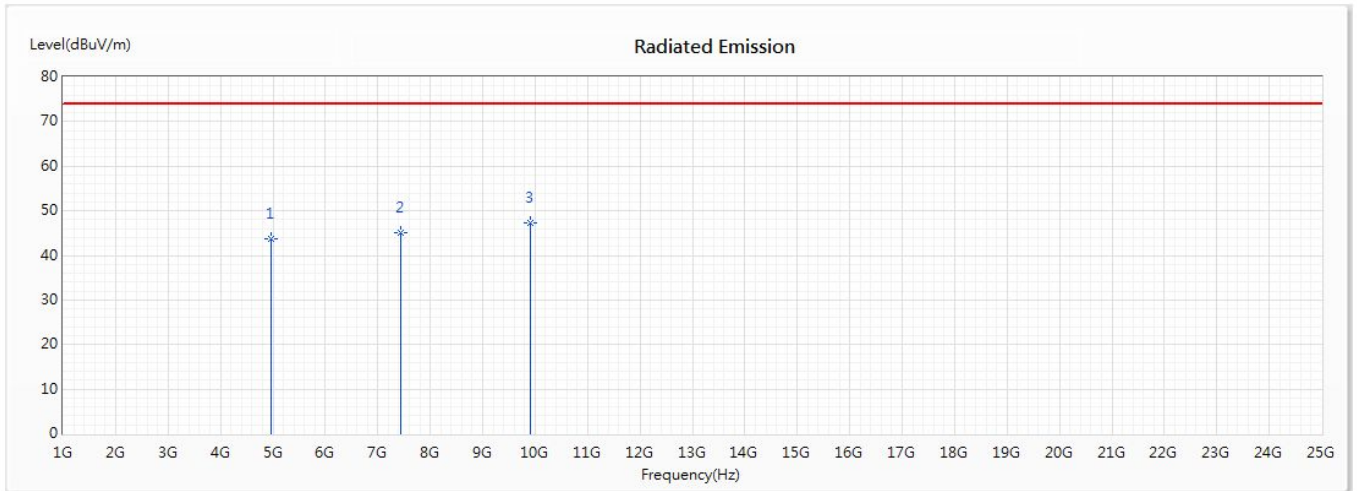
Frequency	Peak Measurement	Duty Cycle Factor	Average Measurement	Margin	Peak Limit	Average Limit
MHz	dBμV/m	dB	dBμV/m	dB	dBμV/m	dBμV/m
Average Detector:	--				74.000	54.000

Note:

1. AVG Measurement=Peak Measurement + Duty Cycle Correct Factor
2. The Duty Cycle is refer to section 11.

Product : Car Audio
 Test Item : Harmonic Radiated Emission
 Test Mode : Mode 1: Transmit - 1Mbps(2480MHz)
 Test Date : 2020/08/20

Horizontal



No	Frequency (MHz)	Emission Level (dBuV/m)	Limit (dBuV/m)	Margin (dB)	Reading Level (dBuV)	Correct Factor (dB/m)	Detector Type
1	4960	43.79	74.00	-30.21	45.27	-1.48	PK
2	7440	45.03	74.00	-28.97	43.15	1.88	PK
* 3	9920	47.29	74.00	-26.71	42.20	5.09	PK

Note:

1. All Readings below 1GHz are Quasi-Peak, above 1GHz are performed with peak and/or average measurements as necessary.
2. Peak measurements: RBW = 1MHz, VBW = 3 MHz, Sweep: Auto.
3. Measurement Level = Reading Level + Correct Factor.
4. Correct Factor = Antenna factor + Cable loss – Amplifier gain.
5. The average measurement was not performed when the peak measured data under the limit of average detection.
6. The emission levels of other frequencies are very lower than the limit and not show in test report.

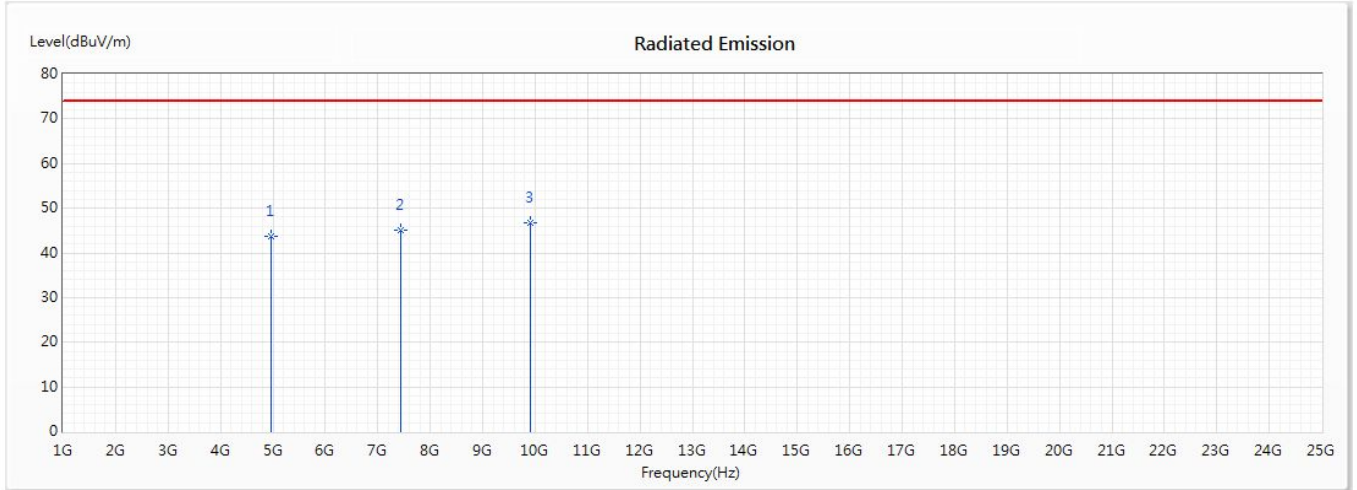
Frequency	Peak Measurement	Duty Cycle Factor	Average Measurement	Margin	Peak Limit	Average Limit
MHz	dBμV/m	dB	dBμV/m	dB	dBμV/m	dBμV/m
Average Detector:						
--					74.000	54.000

Note:

1. AVG Measurement=Peak Measurement + Duty Cycle Correct Factor
2. The Duty Cycle is refer to section 11.

Product : Car Audio
 Test Item : Harmonic Radiated Emission
 Test Mode : Mode 1: Transmit - 1Mbps(2480MHz)
 Test Date : 2020/08/20

Vertical



No	Frequency (MHz)	Emission Level (dBuV/m)	Limit (dBuV/m)	Margin (dB)	Reading Level (dBuV)	Correct Factor (dB/m)	Detector Type
1	4960	43.66	74.00	-30.34	45.14	-1.48	PK
2	7440	45.09	74.00	-28.91	43.21	1.88	PK
* 3	9920	46.82	74.00	-27.18	41.73	5.09	PK

Note:

1. All Readings below 1GHz are Quasi-Peak, above 1GHz are performed with peak and/or average measurements as necessary.
2. Peak measurements: RBW = 1MHz, VBW = 3 MHz, Sweep: Auto.
3. Measurement Level = Reading Level + Correct Factor.
4. Correct Factor = Antenna factor + Cable loss – Amplifier gain.
5. The average measurement was not performed when the peak measured data under the limit of average detection.
6. The emission levels of other frequencies are very lower than the limit and not show in test report.

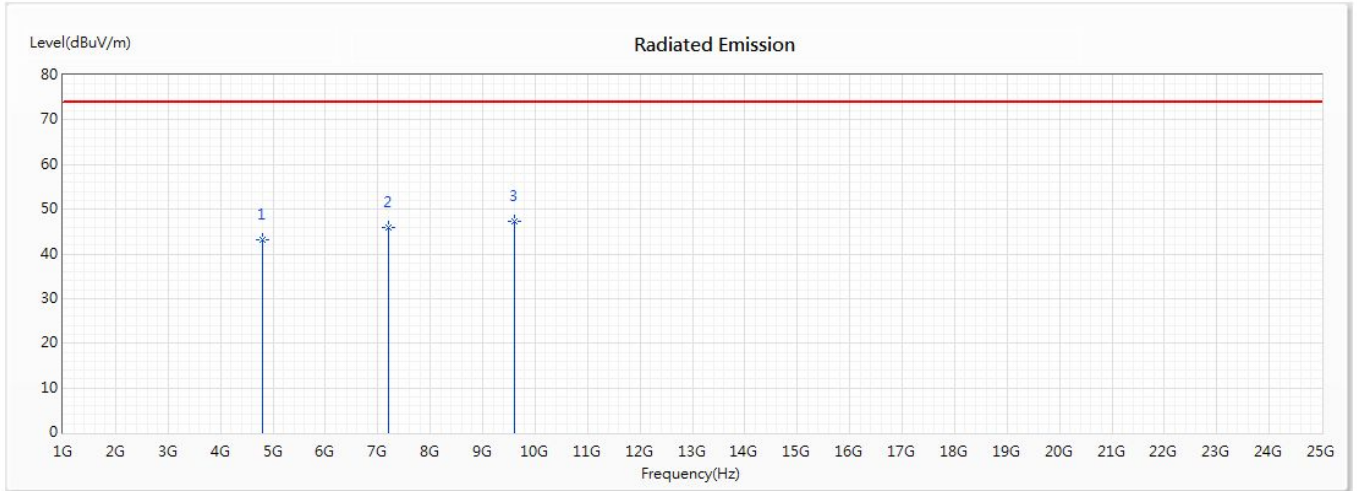
Frequency MHz	Peak Measurement dBμV/m	Duty Cycle Factor dB	Average Measurement dBμV/m	Margin dB	Peak Limit dBμV/m	Average Limit dBμV/m
Average Detector:						
--					74.000	54.000

Note:

1. AVG Measurement=Peak Measurement + Duty Cycle Correct Factor
2. The Duty Cycle is refer to section 11.

Product : Car Audio
 Test Item : Harmonic Radiated Emission
 Test Mode : Mode 2: Transmit - 3Mbps(2402MHz)
 Test Date : 2020/08/20

Horizontal



No	Frequency (MHz)	Emission Level (dBuV/m)	Limit (dBuV/m)	Margin (dB)	Reading Level (dBuV)	Correct Factor (dB/m)	Detector Type
1	4804	43.12	74.00	-30.88	44.83	-1.71	PK
2	7206	45.87	74.00	-28.13	44.01	1.86	PK
* 3	9608	47.37	74.00	-26.63	42.65	4.72	PK

Note:

1. All Readings below 1GHz are Quasi-Peak, above 1GHz are performed with peak and/or average measurements as necessary.
2. Peak measurements: RBW = 1MHz, VBW = 3 MHz, Sweep: Auto.
3. Measurement Level = Reading Level + Correct Factor.
4. Correct Factor = Antenna factor + Cable loss – Amplifier gain.
5. The average measurement was not performed when the peak measured data under the limit of average detection.
6. The emission levels of other frequencies are very lower than the limit and not show in test report.

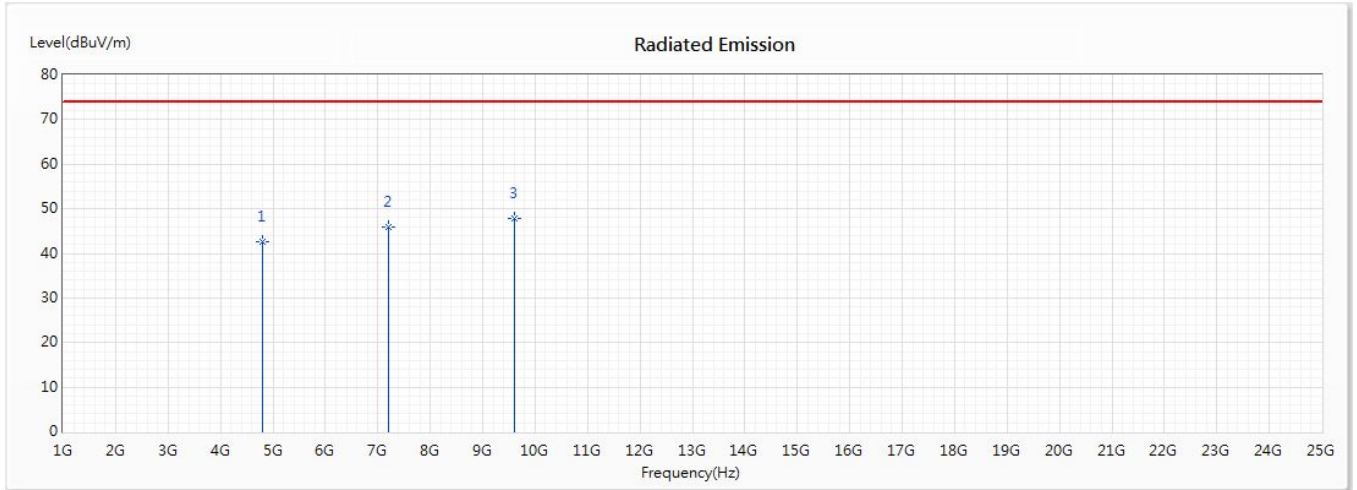
Frequency (MHz)	Peak Measurement (dBμV/m)	Duty Cycle Factor (dB)	Average Measurement (dBμV/m)	Margin (dB)	Peak Limit (dBμV/m)	Average Limit (dBμV/m)
--	--	--	--	--	74.000	54.000

Note:

1. AVG Measurement=Peak Measurement + Duty Cycle Correct Factor
2. The Duty Cycle is refer to section 11.

Product : Car Audio
 Test Item : Harmonic Radiated Emission
 Test Mode : Mode 2: Transmit - 3Mbps(2402MHz)
 Test Date : 2020/08/20

Vertical



No	Frequency (MHz)	Emission Level (dBuV/m)	Limit (dBuV/m)	Margin (dB)	Reading Level (dBuV)	Correct Factor (dB/m)	Detector Type
1	4804	42.70	74.00	-31.30	44.41	-1.71	PK
2	7206	45.86	74.00	-28.14	44.00	1.86	PK
* 3	9608	47.78	74.00	-26.22	43.06	4.72	PK

Note:

1. All Readings below 1GHz are Quasi-Peak, above 1GHz are performed with peak and/or average measurements as necessary.
2. Peak measurements: RBW = 1MHz, VBW = 3 MHz, Sweep: Auto.
3. Measurement Level = Reading Level + Correct Factor.
4. Correct Factor = Antenna factor + Cable loss – Amplifier gain.
5. The average measurement was not performed when the peak measured data under the limit of average detection.
6. The emission levels of other frequencies are very lower than the limit and not show in test report.

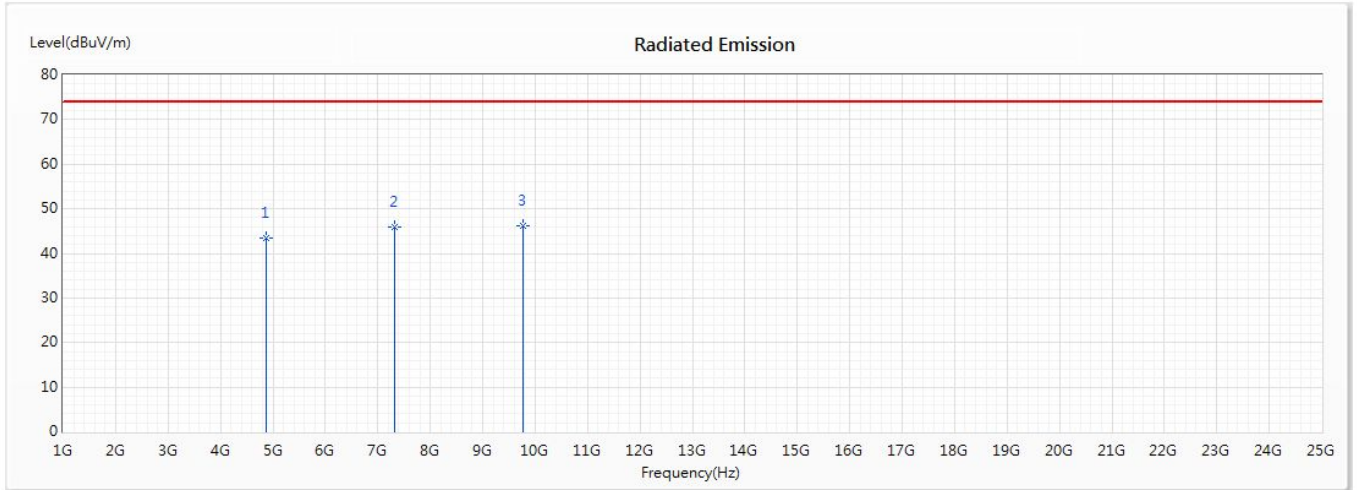
Frequency (MHz)	Peak Measurement (dBμV/m)	Duty Cycle Factor (dB)	Average Measurement (dBμV/m)	Margin (dB)	Peak Limit (dBμV/m)	Average Limit (dBμV/m)
Average Detector:						
--					74.000	54.000

Note:

1. AVG Measurement=Peak Measurement + Duty Cycle Correct Factor
2. The Duty Cycle is refer to section 11.

Product : Car Audio
 Test Item : Harmonic Radiated Emission
 Test Mode : Mode 2: Transmit - 3Mbps (2441MHz)
 Test Date : 2020/08/20

Horizontal



No	Frequency (MHz)	Emission Level (dBuV/m)	Limit (dBuV/m)	Margin (dB)	Reading Level (dBuV)	Correct Factor (dB/m)	Detector Type
1	4882	43.48	74.00	-30.52	45.24	-1.76	PK
2	7323	45.95	74.00	-28.05	44.10	1.85	PK
* 3	9764	46.08	74.00	-27.92	41.26	4.82	PK

Note:

1. All Readings below 1GHz are Quasi-Peak, above 1GHz are performed with peak and/or average measurements as necessary.
2. Peak measurements: RBW = 1MHz, VBW = 3 MHz, Sweep: Auto.
3. Measurement Level = Reading Level + Correct Factor.
4. Correct Factor = Antenna factor + Cable loss – Amplifier gain.
5. The average measurement was not performed when the peak measured data under the limit of average detection.
6. The emission levels of other frequencies are very lower than the limit and not show in test report.

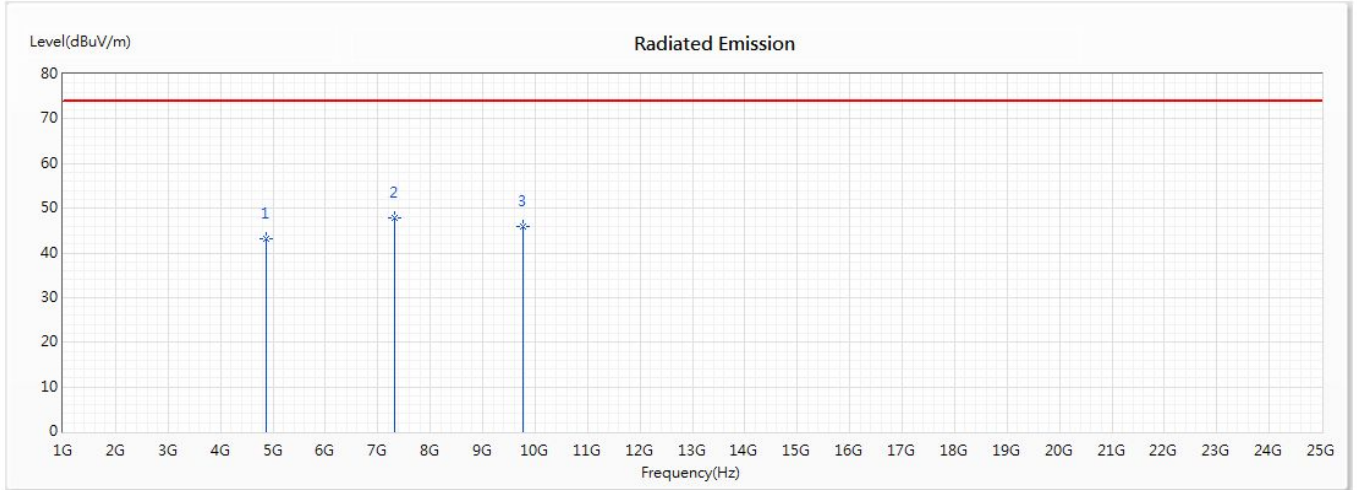
Frequency MHz	Peak Measurement dBμV/m	Duty Cycle Factor dB	Average Measurement dBμV/m	Margin dB	Peak Limit dBμV/m	Average Limit dBμV/m
Average Detector:						
--	--	--	--	--	74.000	54.000

Note:

1. AVG Measurement=Peak Measurement + Duty Cycle Correct Factor
2. The Duty Cycle is refer to section 11.

Product : Car Audio
 Test Item : Harmonic Radiated Emission
 Test Mode : Mode 2: Transmit - 3Mbps (2441MHz)
 Test Date : 2020/08/20

Vertical



No	Frequency (MHz)	Emission Level (dBuV/m)	Limit (dBuV/m)	Margin (dB)	Reading Level (dBuV)	Correct Factor (dB/m)	Detector Type
1	4882	43.28	74.00	-30.72	45.04	-1.76	PK
* 2	7323	47.88	74.00	-26.12	46.03	1.85	PK
3	9764	45.80	74.00	-28.20	40.98	4.82	PK

Note:

1. All Readings below 1GHz are Quasi-Peak, above 1GHz are performed with peak and/or average measurements as necessary.
2. Peak measurements: RBW = 1MHz, VBW = 3 MHz, Sweep: Auto.
3. Measurement Level = Reading Level + Correct Factor.
4. Correct Factor = Antenna factor + Cable loss – Amplifier gain.
5. The average measurement was not performed when the peak measured data under the limit of average detection.
6. The emission levels of other frequencies are very lower than the limit and not show in test report.

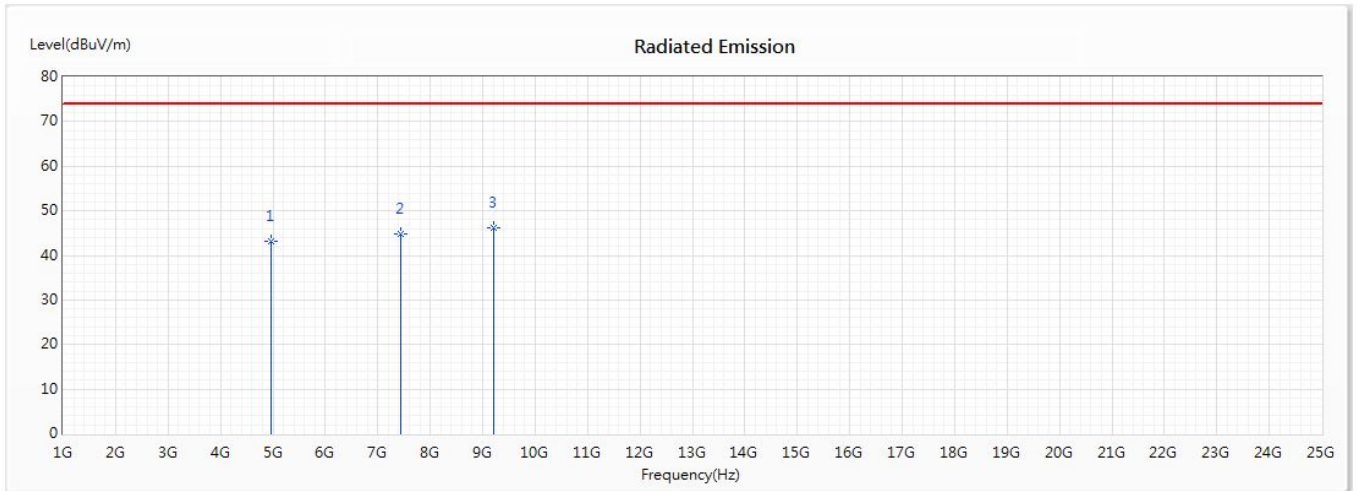
Frequency MHz	Peak Measurement dBμV/m	Duty Cycle Factor dB	Average Measurement dBμV/m	Margin dB	Peak Limit dBμV/m	Average Limit dBμV/m
Average Detector:						
--	--	--	--	--	74.000	54.000

Note:

1. AVG Measurement=Peak Measurement + Duty Cycle Correct Factor
2. The Duty Cycle is refer to section 11.

Product : Car Audio
 Test Item : Harmonic Radiated Emission
 Test Mode : Mode 2: Transmit - 3Mbps (2480MHz)
 Test Date : 2020/08/20

Horizontal



No	Frequency (MHz)	Emission Level (dBuV/m)	Limit (dBuV/m)	Margin (dB)	Reading Level (dBuV)	Correct Factor (dB/m)	Detector Type
1	4960	43.13	74.00	-30.87	44.61	-1.48	PK
2	7440	44.74	74.00	-29.26	42.86	1.88	PK
* 3	9220	46.23	74.00	-27.77	41.97	4.26	PK

Note:

1. All Readings below 1GHz are Quasi-Peak, above 1GHz are performed with peak and/or average measurements as necessary.
2. Peak measurements: RBW = 1MHz, VBW = 3 MHz, Sweep: Auto.
3. Measurement Level = Reading Level + Correct Factor.
4. Correct Factor = Antenna factor + Cable loss – Amplifier gain.
5. The average measurement was not performed when the peak measured data under the limit of average detection.
6. The emission levels of other frequencies are very lower than the limit and not show in test report.

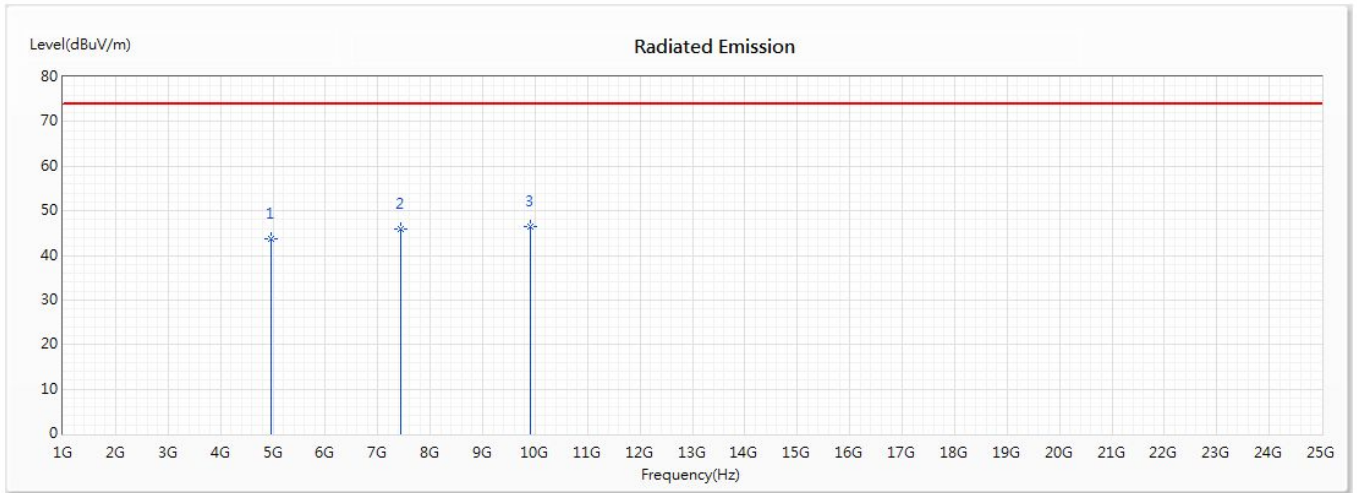
Frequency	Peak Measurement	Duty Cycle Factor	Average Measurement	Margin	Peak Limit	Average Limit
MHz	dBμV/m	dB	dBμV/m	dB	dBμV/m	dBμV/m
Average Detector:						
--					74.000	54.000

Note:

1. AVG Measurement=Peak Measurement + Duty Cycle Correct Factor
2. The Duty Cycle is refer to section 11.

Product : Car Audio
 Test Item : Harmonic Radiated Emission
 Test Mode : Mode 2: Transmit - 3Mbps (2480MHz)
 Test Date : 2020/08/20

Vertical



No	Frequency (MHz)	Emission Level (dBuV/m)	Limit (dBuV/m)	Margin (dB)	Reading Level (dBuV)	Correct Factor (dB/m)	Detector Type
1	4960	43.72	74.00	-30.28	45.20	-1.48	PK
2	7440	45.81	74.00	-28.19	43.93	1.88	PK
* 3	9920	46.41	74.00	-27.59	41.32	5.09	PK

Note:

1. All Readings below 1GHz are Quasi-Peak, above 1GHz are performed with peak and/or average measurements as necessary.
2. Peak measurements: RBW = 1MHz, VBW = 3 MHz, Sweep: Auto.
3. Measurement Level = Reading Level + Correct Factor.
4. Correct Factor = Antenna factor + Cable loss – Amplifier gain.
5. The average measurement was not performed when the peak measured data under the limit of average detection.
6. The emission levels of other frequencies are very lower than the limit and not show in test report.

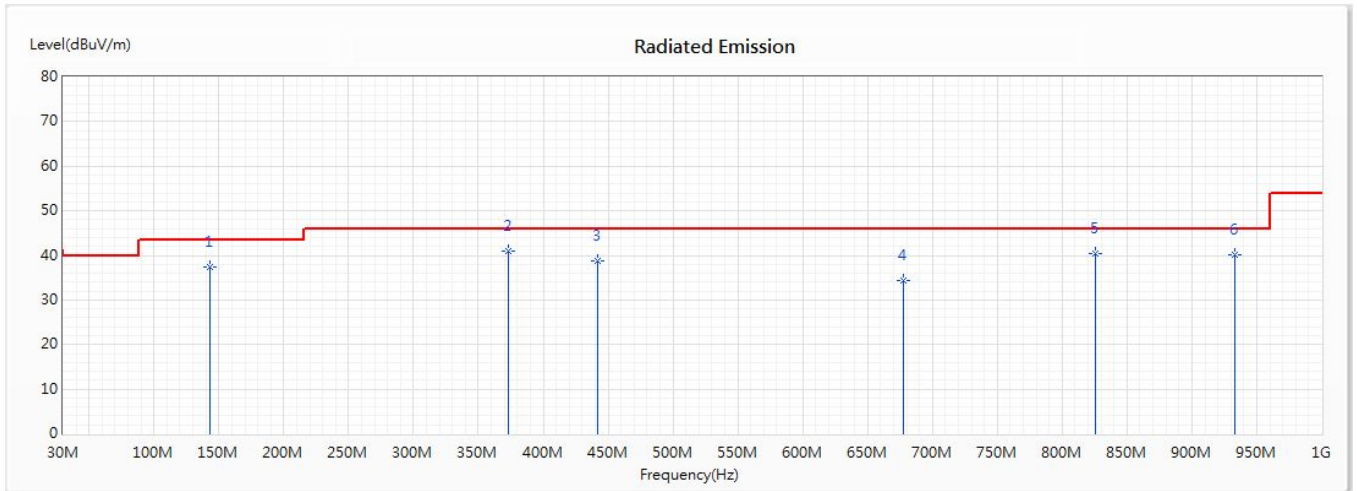
Frequency	Peak Measurement	Duty Cycle Factor	Average Measurement	Margin	Peak Limit	Average Limit
MHz	dBμV/m	dB	dBμV/m	dB	dBμV/m	dBμV/m
Average Detector:	--				74.000	54.000

Note:

1. AVG Measurement=Peak Measurement + Duty Cycle Correct Factor
2. The Duty Cycle is refer to section 11.

Product : Car Audio
 Test Item : General Radiated Emission
 Test Mode : Mode 1: Transmit - 1Mbps (2441MHz)
 Test Date : 2020/09/10

Horizontal



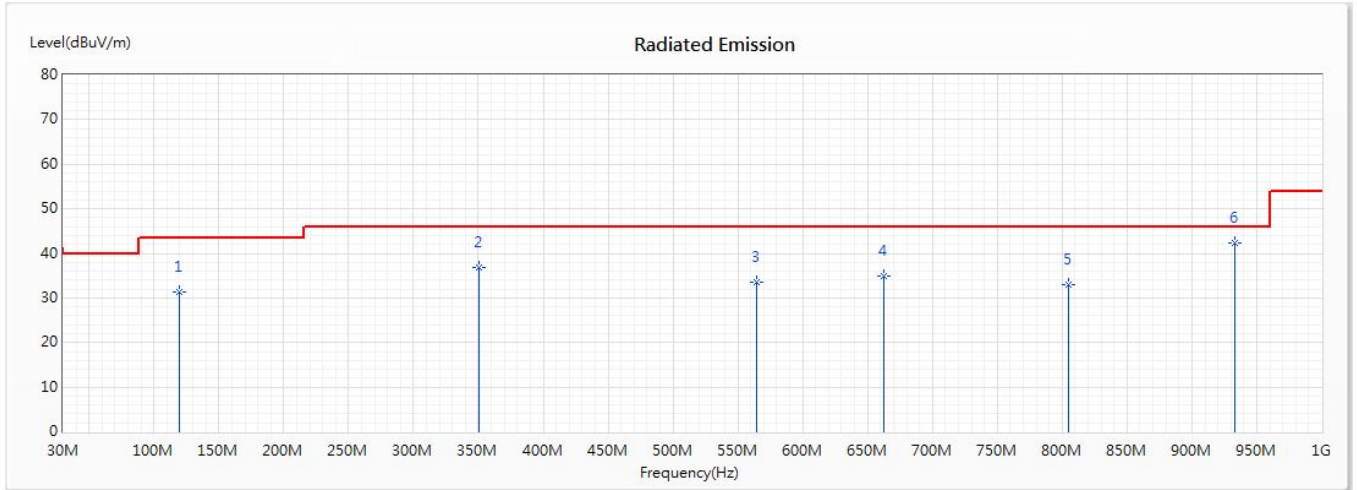
No	Frequency (MHz)	Emission Level (dBuV/m)	Limit (dBuV/m)	Margin (dB)	Reading Level (dBuV)	Correct Factor (dB/m)	Detector Type
1	142.89	37.50	43.50	-6.00	48.14	-10.64	QP
* 2	373.38	40.99	46.00	-5.01	47.93	-6.94	QP
3	442.25	38.64	46.00	-7.36	44.17	-5.53	QP
4	677.96	34.44	46.00	-11.56	36.24	-1.80	QP
5	825.4	40.35	46.00	-5.65	39.45	0.90	QP
6	933.07	40.03	46.00	-5.97	37.92	2.11	QP

Note:

1. All Readings below 1GHz are Quasi-Peak, above 1GHz are performed with peak and/or average measurements as necessary.
2. Measurement Level = Reading Level + Correct Factor.
3. Correct Factor = Antenna factor + Cable loss – Amplifier gain.
4. The emission levels of other frequencies are very lower than the limit and not show in test report.
5. No emission found between lowest internal used/generated frequency to 30MHz.

Product : Car Audio
 Test Item : General Radiated Emission
 Test Mode : Mode 1: Transmit - 1Mbps (2441MHz)
 Test Date : 2020/09/10

Vertical



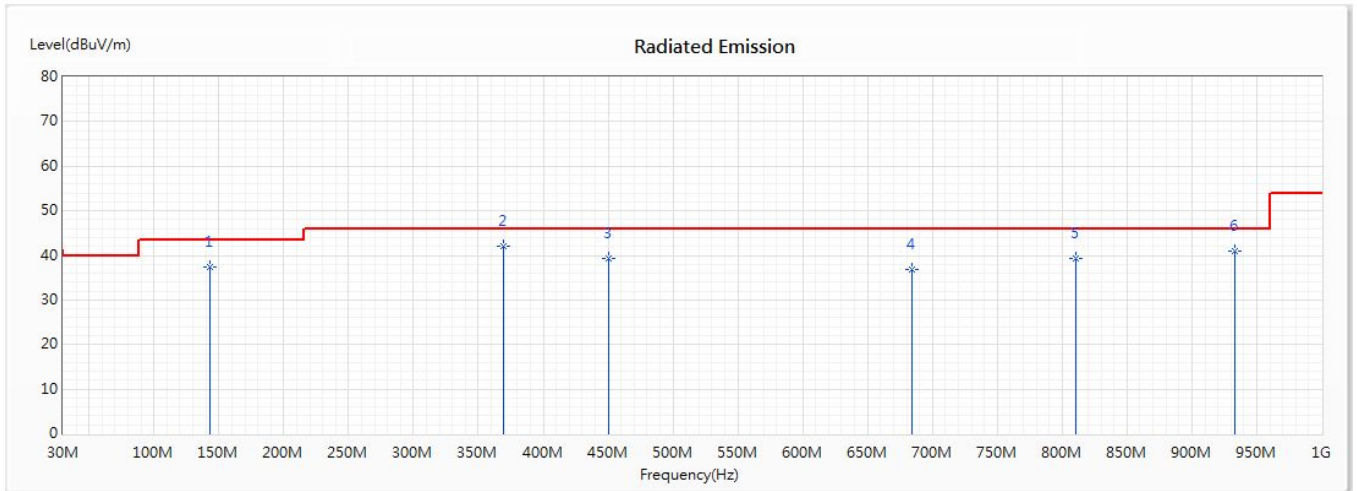
No	Frequency (MHz)	Emission Level (dBuV/m)	Limit (dBuV/m)	Margin (dB)	Reading Level (dBuV)	Correct Factor (dB/m)	Detector Type
1	119.24	31.30	43.50	-12.20	44.60	-13.30	QP
2	350.1	36.77	46.00	-9.23	44.47	-7.70	QP
3	564.47	33.46	46.00	-12.54	36.60	-3.14	QP
4	662.44	34.97	46.00	-11.03	36.64	-1.67	QP
5	805.03	32.92	46.00	-13.08	32.33	0.59	QP
* 6	933.07	42.44	46.00	-3.56	40.33	2.11	QP

Note:

1. All Readings below 1GHz are Quasi-Peak, above 1GHz are performed with peak and/or average measurements as necessary.
2. Measurement Level = Reading Level + Correct Factor.
3. Correct Factor = Antenna factor + Cable loss – Amplifier gain.
4. The emission levels of other frequencies are very lower than the limit and not show in test report.
5. No emission found between lowest internal used/generated frequency to 30MHz.

Product : Car Audio
 Test Item : General Radiated Emission
 Test Mode : Mode 2: Transmit - 3Mbps (2441MHz)
 Test Date : 2020/09/10

Horizontal



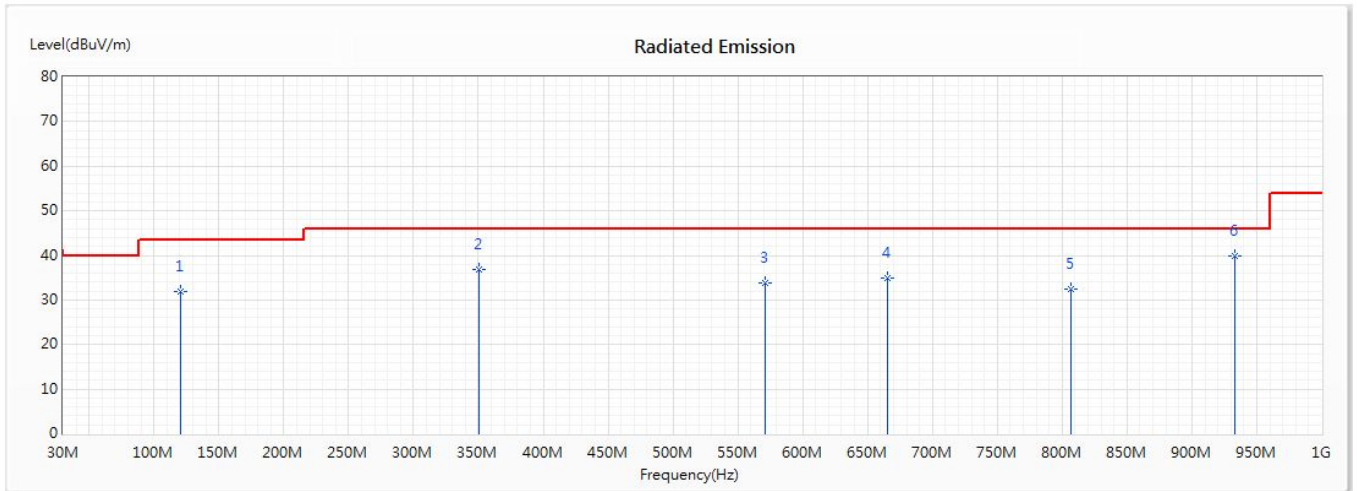
No	Frequency (MHz)	Emission Level (dBuV/m)	Limit (dBuV/m)	Margin (dB)	Reading Level (dBuV)	Correct Factor (dB/m)	Detector Type
1	142.89	37.50	43.50	-6.00	48.14	-10.64	QP
* 2	369.5	42.02	46.00	-3.98	49.07	-7.05	QP
3	450.01	39.36	46.00	-6.64	44.59	-5.23	QP
4	683.78	36.78	46.00	-9.22	38.00	-1.22	QP
5	810.85	39.32	46.00	-6.68	38.60	0.72	QP
6	933.07	40.94	46.00	-5.06	38.83	2.11	QP

Note:

1. All Readings below 1GHz are Quasi-Peak, above 1GHz are performed with peak and/or average measurements as necessary.
2. Measurement Level = Reading Level + Correct Factor.
3. Correct Factor = Antenna factor + Cable loss – Amplifier gain.
4. The emission levels of other frequencies are very lower than the limit and not show in test report.
5. No emission found between lowest internal used/generated frequency to 30MHz.

Product : Car Audio
 Test Item : General Radiated Emission
 Test Mode : Mode 2: Transmit - 3Mbps (2441MHz)
 Test Date : 2020/09/10

Vertical



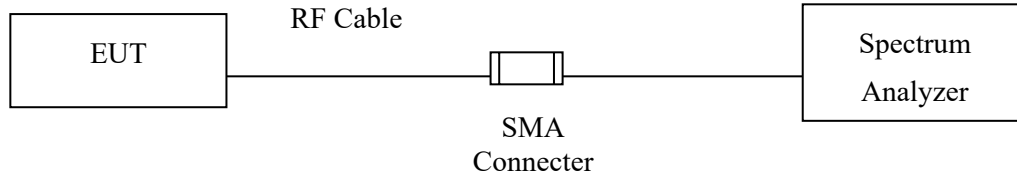
No	Frequency (MHz)	Emission Level (dBuV/m)	Limit (dBuV/m)	Margin (dB)	Reading Level (dBuV)	Correct Factor (dB/m)	Detector Type
1	120.21	31.94	43.50	-11.56	45.13	-13.19	QP
2	350.1	36.95	46.00	-9.05	44.65	-7.70	QP
3	571.26	33.81	46.00	-12.19	36.81	-3.00	QP
4	665.35	34.79	46.00	-11.21	36.42	-1.63	QP
5	806.97	32.45	46.00	-13.55	31.81	0.64	QP
* 6	933.07	40.00	46.00	-6.00	37.89	2.11	QP

Note:

1. All Readings below 1GHz are Quasi-Peak, above 1GHz are performed with peak and/or average measurements as necessary.
2. Measurement Level = Reading Level + Correct Factor.
3. Correct Factor = Antenna factor + Cable loss – Amplifier gain.
4. The emission levels of other frequencies are very lower than the limit and not show in test report.
5. No emission found between lowest internal used/generated frequency to 30MHz.

5. RF Antenna Conducted Test

5.1. Test Setup



5.2. Limits

According to FCC Section 15.247(d). In any 100 kHz bandwidth outside the frequency band in which the spread spectrum or digitally modulated intentional radiator is operating, the radio frequency power that is produced by the intentional radiator shall be at least 20 dB below that in the 100 kHz bandwidth within the band that contains the highest level of the desired power, based on either an RF conducted or measurement, provided the transmitter demonstrates compliance with the peak conducted power limits. If the transmitter complies with the conducted power limits based on the use of RMS averaging over a time interval, the attenuation required under this paragraph shall be 30 dB instead of 20 dB.

5.3. Test Procedure

Tested according to FHSS test procedure of KDB558074 section 9 b) for compliance to FCC 47CFR 15.247 requirements.

5.4. Test Result of RF Antenna Conducted Test

Product : Car Audio
 Test Item : RF Antenna Conducted Test
 Test Mode : Mode 1: Transmit - 1Mbps
 Test Date : 2020/08/19

Figure Channel 00:

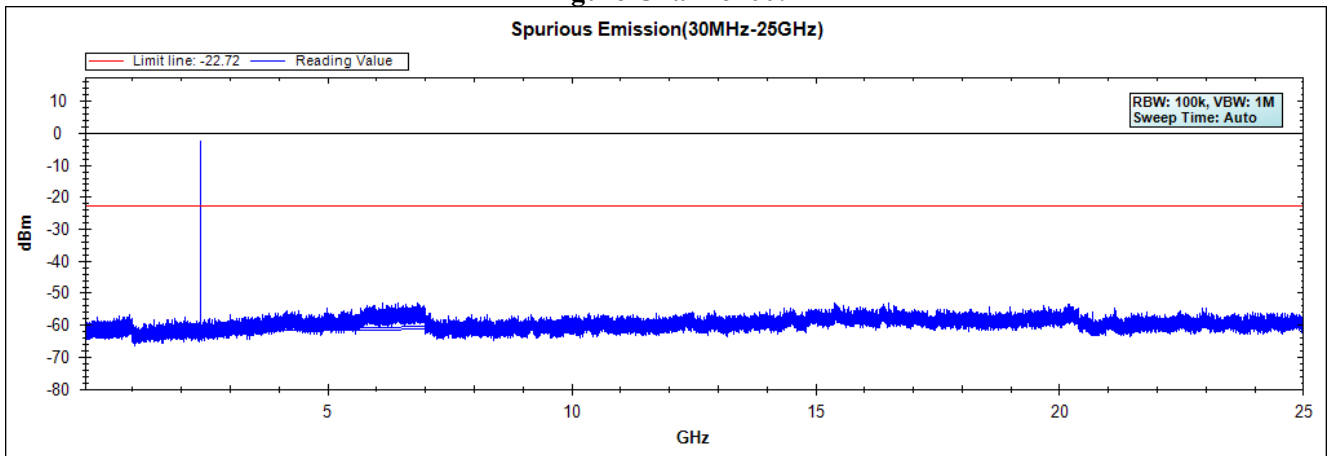


Figure Channel 39:

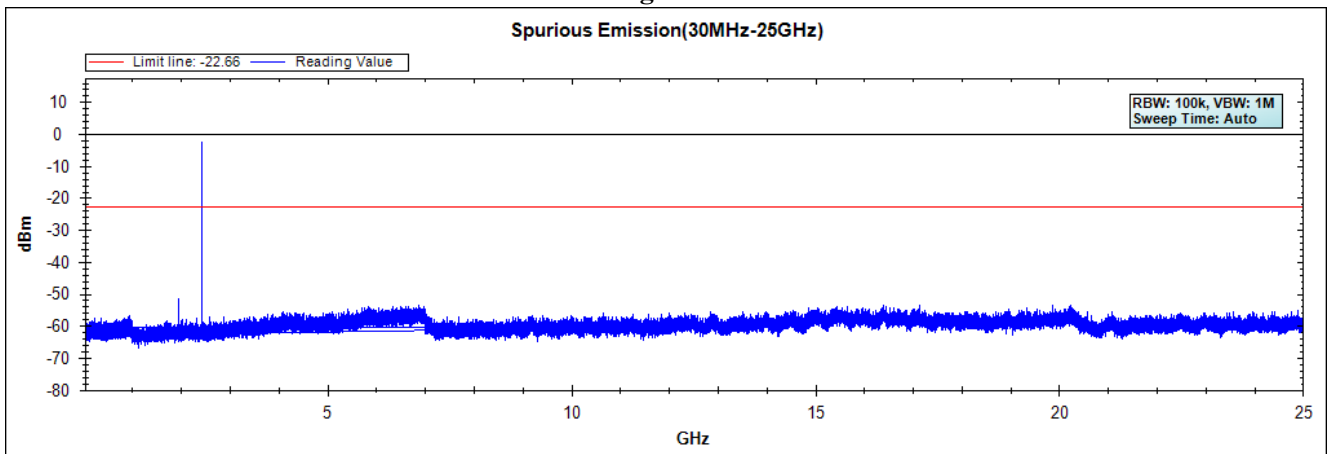
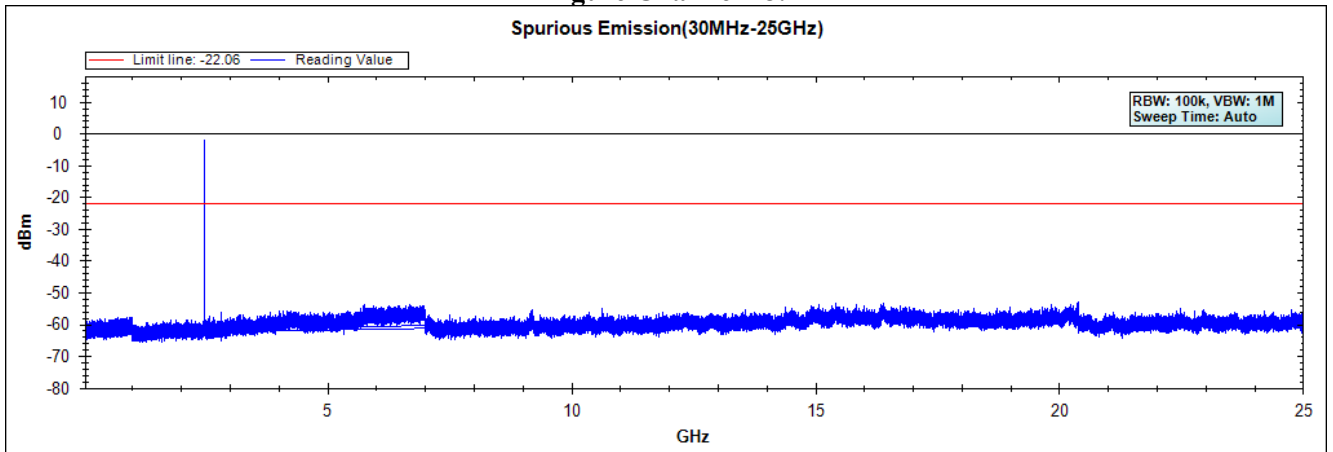


Figure Channel 78:



Note: The above test pattern is synthesized by multiple of the frequency range.

Product : Car Audio
Test Item : RF Antenna Conducted Test
Test Mode : Mode 2: Transmit - 3Mbps
Test Date : 2020/08/19

Figure Channel 00:

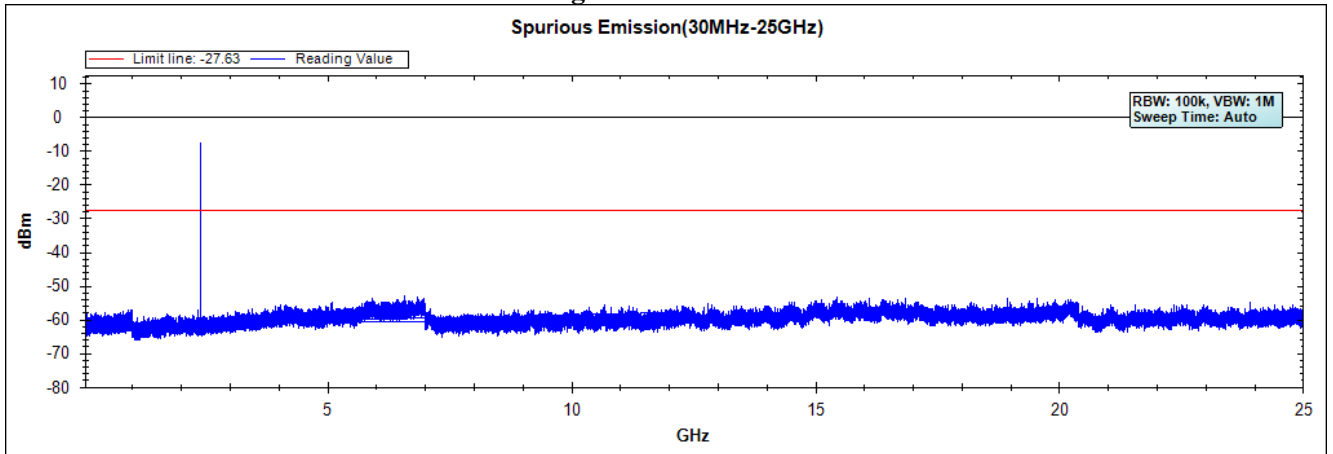


Figure Channel 39:

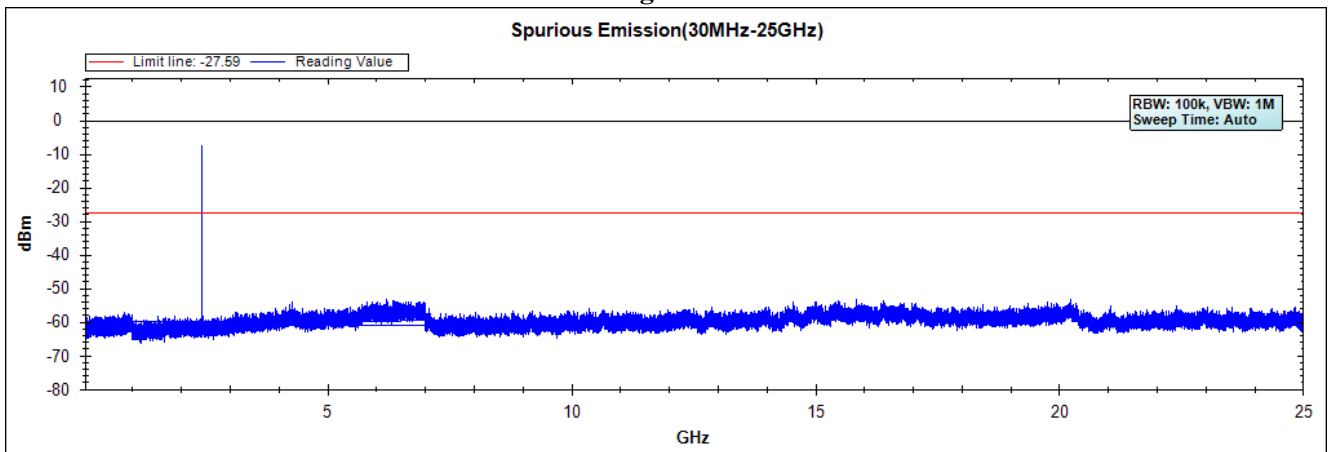
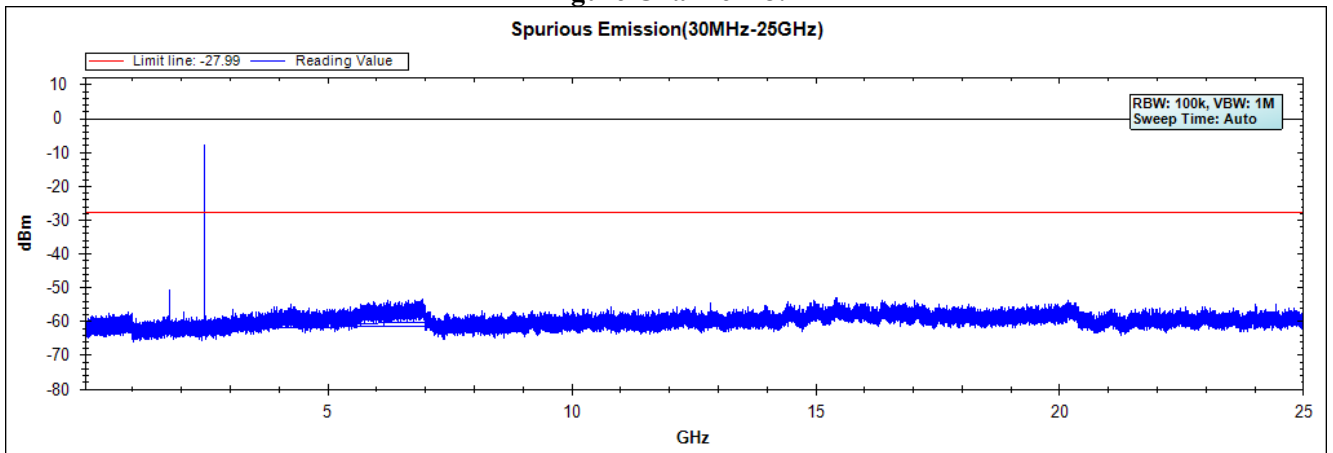


Figure Channel 78:

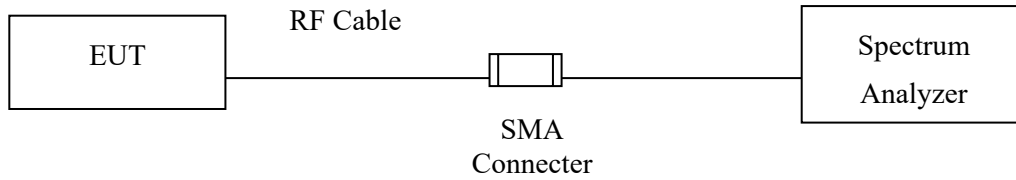


Note: The above test pattern is synthesized by multiple of the frequency range.

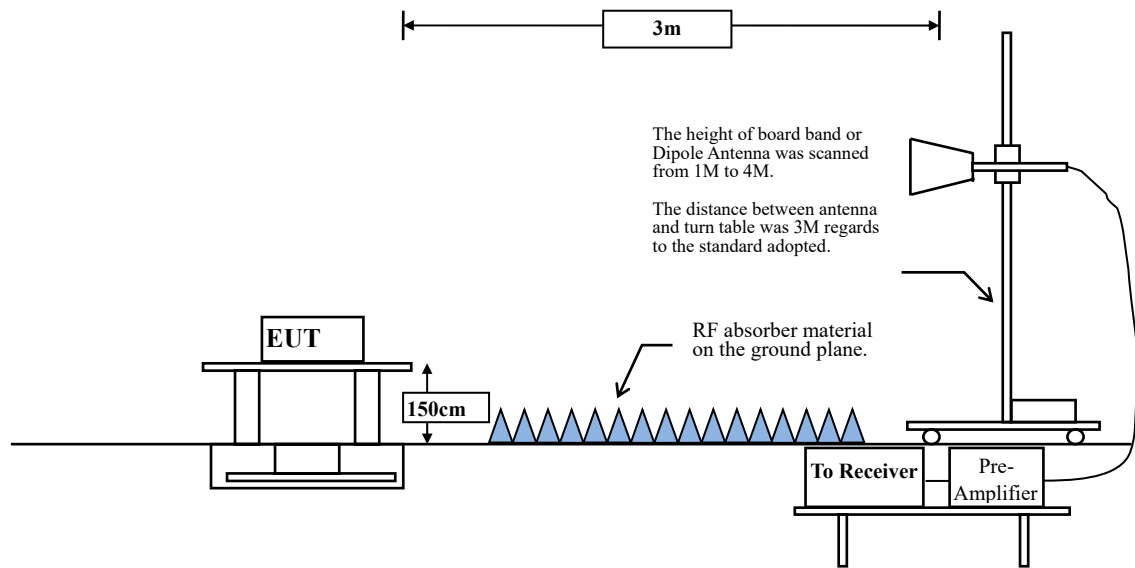
6. Band Edge

6.1. Test Setup

RF Conducted Measurement



RF Radiated Measurement:



6.2. Limit

According to FCC Section 15.247(d). In any 100 kHz bandwidth outside the frequency band in which the spread spectrum or digitally modulated intentional radiator is operating, the radio frequency power that is produced by the intentional radiator shall be at least 20 dB below that in the 100 kHz bandwidth within the band that contains the highest level of the desired power, based on either an RF conducted or measurement, provided the transmitter demonstrates compliance with the peak conducted power limits. If the transmitter complies with the conducted power limits based on the use of RMS averaging over a time interval, the attenuation required under this paragraph shall be 30 dB instead of 20 dB. Attenuation below the general limits specified in Section 15.209(a) is not required. In addition, radiated emissions which fall in the restricted bands, as defined in Section 15.205(a), must also comply with the radiated emission limits specified in Section 15.209(a) (see Section 15.205(c)).

6.3. Test Procedure

The EUT is placed on a turn table which is 1.5 meter above ground. The turn table is rotated 360 degrees to determine the position of the maximum emission level. The EUT was positioned such that the distance from antenna to the EUT was 3 meters.

The antenna can move up and down between 1 meter and 4 meters to find out the maximum emission level.

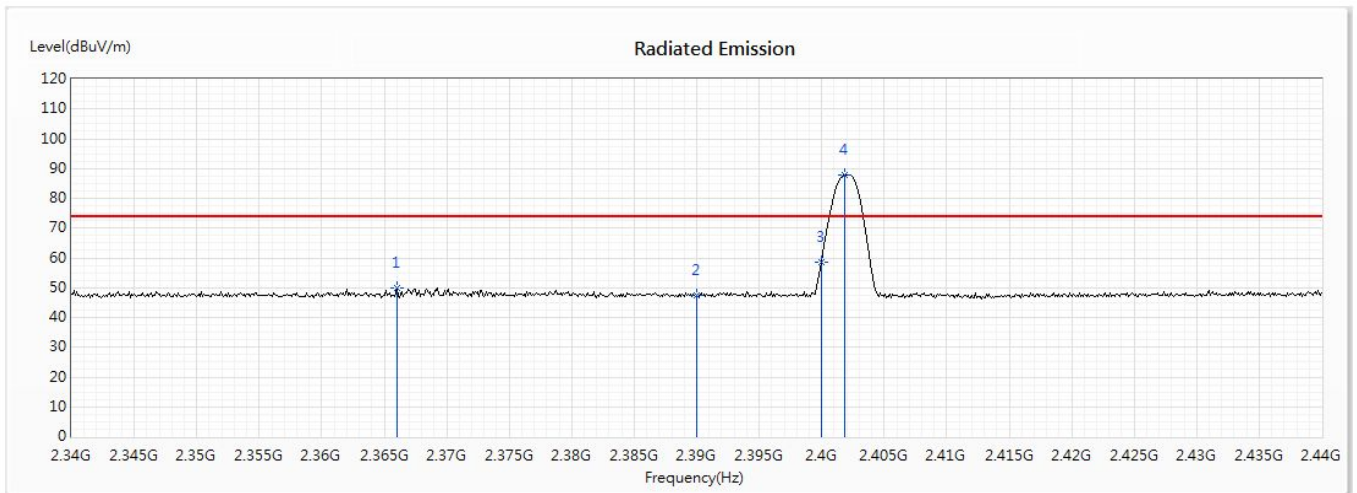
Both horizontal and vertical polarization of the antenna are set on measurement. In order to find the maximum emission, all of the interface cables must be manipulated according to ANSI C63.10: 2013 on radiated measurement.

The bandwidth setting below 1GHz and above 1GHz on the field strength meter is 120 kHz and 1MHz, respectively.

6.4. Test Result of Band Edge

Product : Car Audio
 Test Item : Band Edge
 Test Mode : Mode 1: Transmit - 1Mbps (2402MHz)
 Test Date : 2020/08/20

Horizontal



No	Frequency (MHz)	Emission Level (dBuV/m)	Limit (dBuV/m)	Margin (dB)	Reading Level (dBuV)	Correct Factor (dB/m)	Detector Type
1	2366	49.99	74.00	-24.01	38.68	11.31	PK
2	2390	47.57	74.00	-26.43	36.11	11.46	PK
3	2400	58.75	--	--	47.24	11.51	PK
4	2401.8	87.94	--	--	76.42	11.52	PK

Note:

1. All readings above 1GHz are performed with peak and/or average measurements as necessary.
2. Peak measurements: RBW = 1MHz, VBW = 3 MHz, Sweep: Auto.
3. Measurement Level = Reading Level + Correct Factor.
4. The average measurement was not performed when the peak measured data under the limit of average detection.

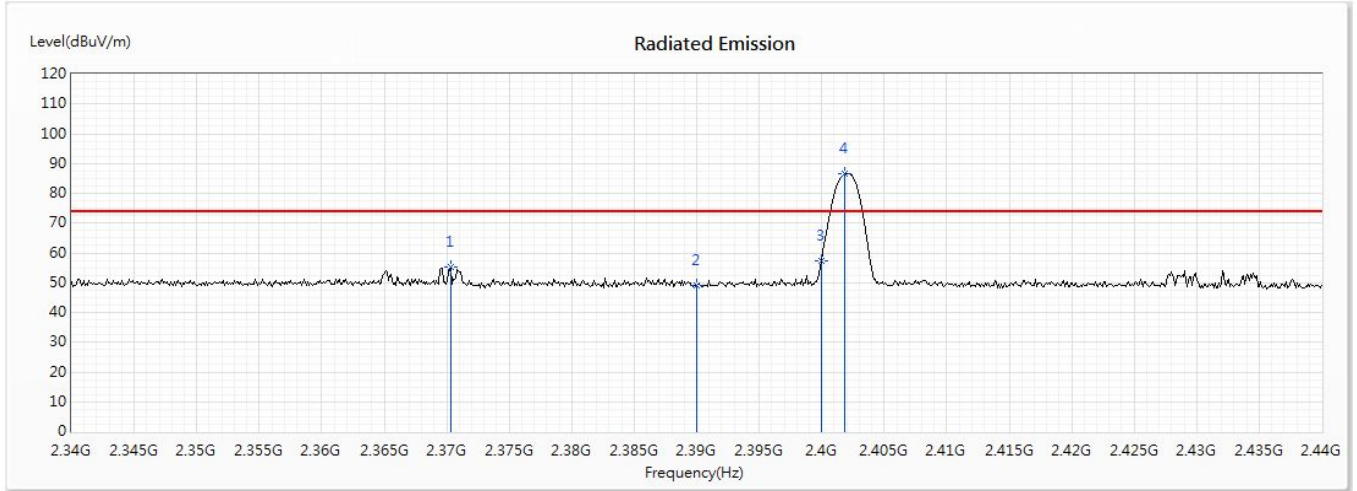
Channel No.	Frequency (MHz)	Peak Measurement (dBμV/m)	Duty Cycle Factor (dB)	Average Measurement (dBμV/m)	Margin (dB)	Average Limit (dBμV/m)	Result
00 (Average)	2366	49.99	-24.564	25.426	-28.574	54.000	Pass
00 (Average)	2390	47.57	-24.564	23.006	-30.994	54.000	Pass
00 (Average)	2400	58.75	-24.564	34.186	--	--	Pass
00 (Average)	2401.8	87.94	-24.564	63.376	--	--	Pass

Note:

1. Average Measurement=Peak Measurement + Duty Cycle Factor
2. The Duty Cycle is refer to section 11.

Product : Car Audio
 Test Item : Band Edge
 Test Mode : Mode 1: Transmit - 1Mbps (2402MHz)
 Test Date : 2020/08/20

Vertical



No	Frequency (MHz)	Emission Level (dBuV/m)	Limit (dBuV/m)	Margin (dB)	Reading Level (dBuV)	Correct Factor (dB/m)	Detector Type
1	2370.3	55.27	74.00	-18.73	43.93	11.34	PK
2	2390	49.09	74.00	-24.91	37.63	11.46	PK
3	2400	57.23	--	--	45.72	11.51	PK
4	2401.8	86.50	--	--	74.98	11.52	PK

Note:

1. All readings above 1GHz are performed with peak and/or average measurements as necessary.
2. Peak measurements: RBW = 1MHz, VBW = 3 MHz, Sweep: Auto.
3. Measurement Level = Reading Level + Correct Factor.
4. The average measurement was not performed when the peak measured data under the limit of average detection.

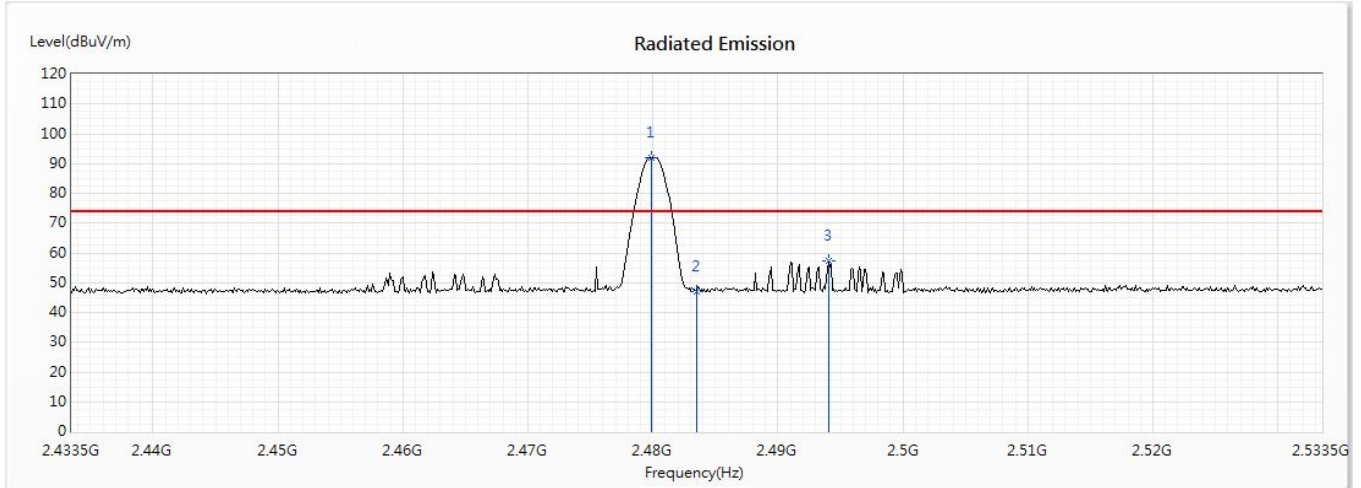
Channel No.	Frequency (MHz)	Peak Measurement (dBμV/m)	Duty Cycle Factor (dB)	Average Measurement (dBμV/m)	Margin (dB)	Average Limit (dBμV/m)	Result
00 (Average)	2370.3	55.27	-24.564	30.706	-23.294	54.000	Pass
00 (Average)	2390	49.09	-24.564	24.526	-29.474	54.000	Pass
00 (Average)	2400	57.23	-24.564	32.666	--	--	Pass
00 (Average)	2401.8	86.5	-24.564	61.936	--	--	Pass

Note:

1. Average Measurement=Peak Measurement + Duty Cycle Factor
2. The Duty Cycle is refer to section 11.

Product : Car Audio
 Test Item : Band Edge
 Test Mode : Mode 1: Transmit - 1Mbps (2480MHz)
 Test Date : 2020/08/20

Horizontal



No	Frequency (MHz)	Emission Level (dBuV/m)	Limit (dBuV/m)	Margin (dB)	Reading Level (dBuV)	Correct Factor (dB/m)	Detector Type
1	2479.9	92.00	--	--	79.81	12.19	PK
2	2483.5	46.98	74.00	-27.02	34.77	12.21	PK
3	2494.1	57.48	74.00	-16.52	45.20	12.28	PK

Note:

1. All readings above 1GHz are performed with peak and/or average measurements as necessary.
2. Peak measurements: RBW = 1MHz, VBW = 3 MHz, Sweep: Auto.
3. Measurement Level = Reading Level + Correct Factor.
4. The average measurement was not performed when the peak measured data under the limit of average detection.

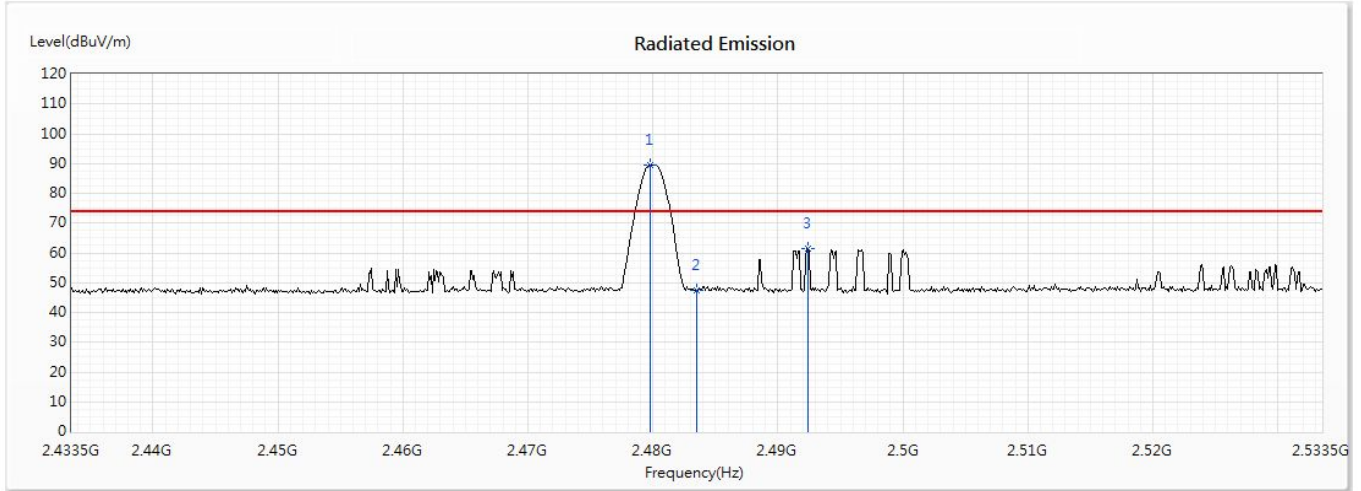
Channel No.	Frequency (MHz)	Peak Measurement (dBμV/m)	Duty Cycle Factor (dB)	Average Measurement (dBμV/m)	Margin (dB)	Average Limit (dBμV/m)	Result
78 (Average)	2479.9	92.00	-24.564	67.436	--	--	Pass
78 (Average)	2483.5	46.98	-24.564	22.416	-31.584	54.000	Pass
78 (Average)	2494.1	57.48	-24.564	32.916	-21.084	54.000	Pass

Note:

1. Average Measurement=Peak Measurement + Duty Cycle Factor
2. The Duty Cycle is refer to section 11.

Product : Car Audio
 Test Item : Band Edge
 Test Mode : Mode 1: Transmit - 1Mbps (2480MHz)
 Test Date : 2020/08/20

Vertical



No	Frequency (MHz)	Emission Level (dBuV/m)	Limit (dBuV/m)	Margin (dB)	Reading Level (dBuV)	Correct Factor (dB/m)	Detector Type
1	2479.8	89.61	--	--	77.42	12.19	PK
2	2483.5	47.29	74.00	-26.71	35.08	12.21	PK
3	2492.4	61.62	74.00	-12.38	49.35	12.27	PK

Note:

1. All readings above 1GHz are performed with peak and/or average measurements as necessary.
2. Peak measurements: RBW = 1MHz, VBW = 3 MHz, Sweep: Auto.
3. Measurement Level = Reading Level + Correct Factor.
4. The average measurement was not performed when the peak measured data under the limit of average detection.

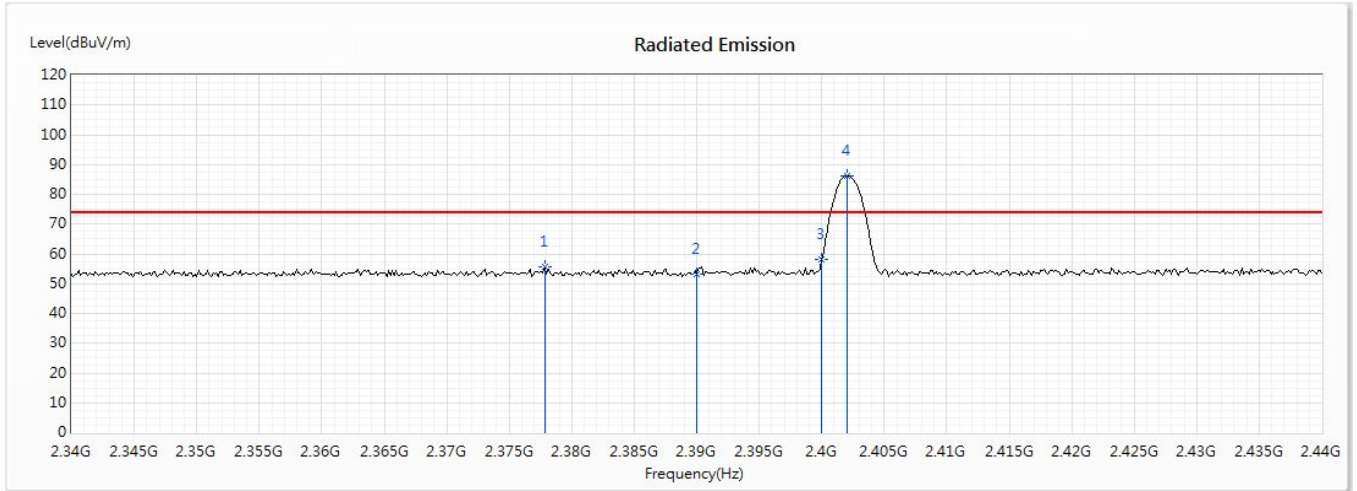
Channel No.	Frequency (MHz)	Peak Measurement (dBμV/m)	Duty Cycle Factor (dB)	Average Measurement (dBμV/m)	Margin (dB)	Average Limit (dBμV/m)	Result
78 (Average)	2479.8	89.61	-24.564	65.046	--	--	Pass
78 (Average)	2483.5	47.29	-24.564	22.726	-31.274	54.000	Pass
78 (Average)	2492.4	61.62	-24.564	37.056	-16.944	54.000	Pass

Note:

1. Average Measurement=Peak Measurement + Duty Cycle Factor
2. The Duty Cycle is refer to section 11.

Product : Car Audio
 Test Item : Band Edge
 Test Mode : Mode 2: Transmit - 3Mbps (2402MHz)
 Test Date : 2020/08/20

Horizontal



No	Frequency (MHz)	Emission Level (dBuV/m)	Limit (dBuV/m)	Margin (dB)	Reading Level (dBuV)	Correct Factor (dB/m)	Detector Type
1	2377.826	55.74	74.00	-18.26	44.35	11.39	PK
2	2390	53.09	74.00	-20.91	41.63	11.46	PK
3	2400	58.06	--	--	46.55	11.51	PK
4	2402.029	86.14	--	--	74.61	11.53	PK

Note:

1. All readings above 1GHz are performed with peak and/or average measurements as necessary.
2. Peak measurements: RBW = 1MHz, VBW = 3 MHz, Sweep: Auto.
3. Measurement Level = Reading Level + Correct Factor.
4. The average measurement was not performed when the peak measured data under the limit of average detection.

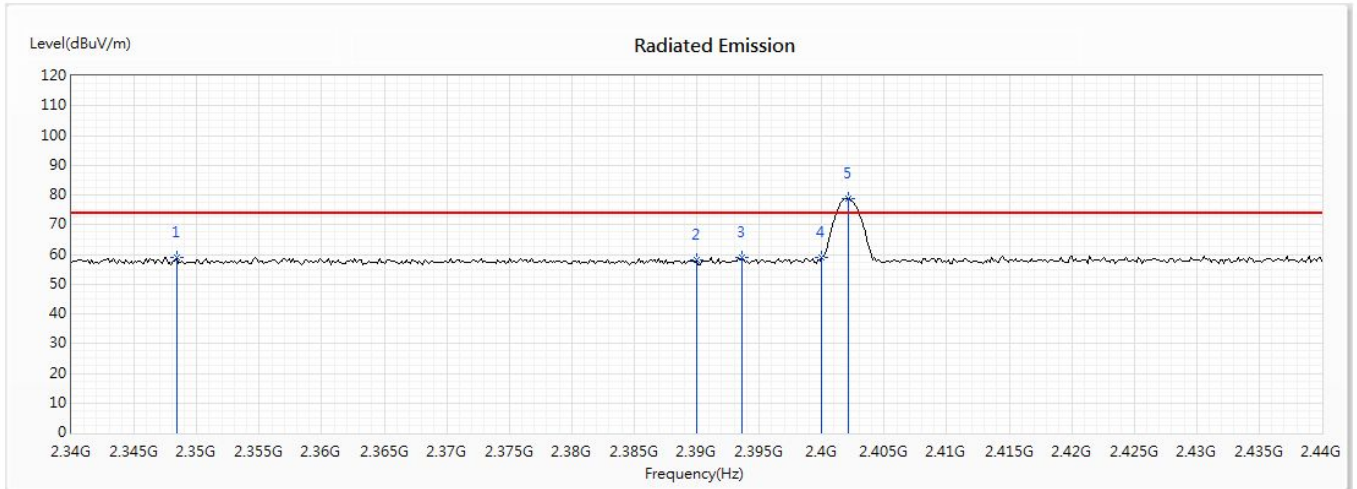
Channel No.	Frequency (MHz)	Peak Measurement (dBμV/m)	Duty Cycle Factor (dB)	Average Measurement (dBμV/m)	Margin (dB)	Average Limit (dBμV/m)	Result
00 (Average)	2377.826	55.74	-24.521	31.219	-22.781	54.000	Pass
00 (Average)	2390	53.09	-24.521	28.569	-25.431	54.000	Pass
00 (Average)	2400	58.06	-24.521	33.539	--	--	Pass
00 (Average)	2402.029	86.14	-24.521	61.619	--	--	Pass

Note:

1. Average Measurement=Peak Measurement + Duty Cycle Factor
2. The Duty Cycle is refer to section 11.

Product : Car Audio
 Test Item : Band Edge
 Test Mode : Mode 2: Transmit - 3Mbps (2402MHz)
 Test Date : 2020/08/20

Vertical



No	Frequency (MHz)	Emission Level (dBuV/m)	Limit (dBuV/m)	Margin (dB)	Reading Level (dBuV)	Correct Factor (dB/m)	Detector Type
1	2348.406	59.17	74.00	-14.83	47.93	11.24	PK
2	2390	58.13	74.00	-15.87	46.67	11.46	PK
3	2393.623	58.85	--	--	47.37	11.48	PK
4	2400	58.77	--	--	47.26	11.51	PK
5	2402.174	78.67	--	--	67.14	11.53	PK

Note:

1. All readings above 1GHz are performed with peak and/or average measurements as necessary.
2. Peak measurements: RBW = 1MHz, VBW = 3 MHz, Sweep: Auto.
3. Measurement Level = Reading Level + Correct Factor.
4. The average measurement was not performed when the peak measured data under the limit of average detection.

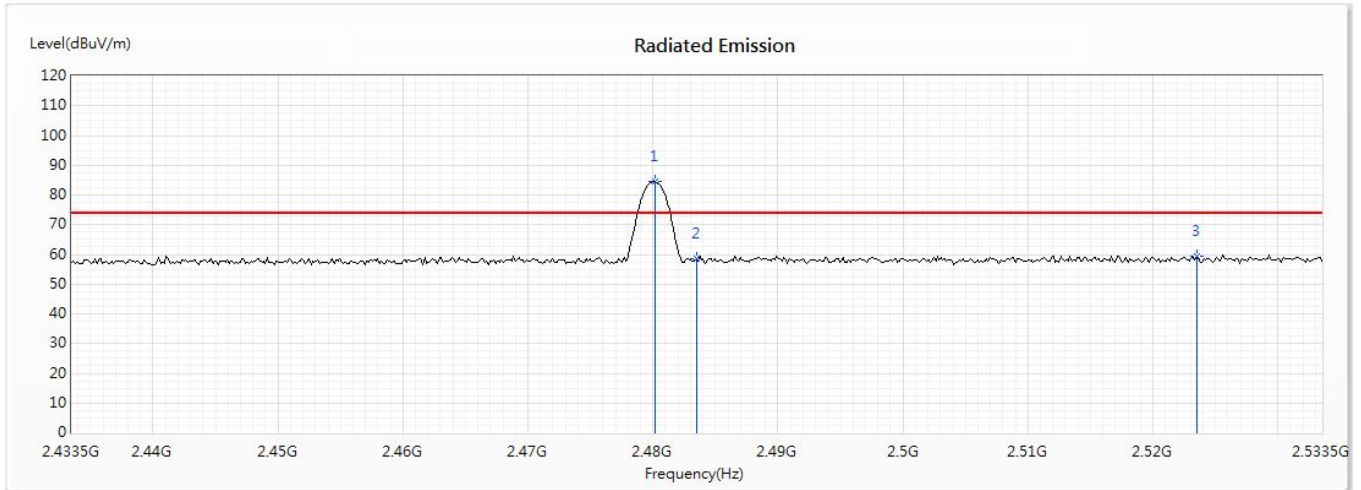
Channel No.	Frequency (MHz)	Peak Measurement (dBμV/m)	Duty Cycle Factor (dB)	Average Measurement (dBμV/m)	Margin (dB)	Average Limit (dBμV/m)	Result
00 (Average)	2348.406	59.17	-24.521	34.649	-19.351	54.000	Pass
00 (Average)	2390	58.13	-24.521	33.609	-20.391	54.000	Pass
00 (Average)	2393.623	58.85	-24.521	34.329	--	--	Pass
00 (Average)	2400	58.77	-24.521	34.249	--	--	Pass
00 (Average)	2402.174	78.67	-24.521	54.149	--	--	Pass

Note:

1. Average Measurement=Peak Measurement + Duty Cycle Factor
2. The Duty Cycle is refer to section 11.

Product : Car Audio
 Test Item : Band Edge
 Test Mode : Mode 2: Transmit - 3Mbps (2480MHz)
 Test Date : 2020/08/20

Horizontal



No	Frequency (MHz)	Emission Level (dBuV/m)	Limit (dBuV/m)	Margin (dB)	Reading Level (dBuV)	Correct Factor (dB/m)	Detector Type
1	2480.167	84.48	--	--	72.29	12.19	PK
2	2483.5	58.71	74.00	-15.29	46.50	12.21	PK
3	2523.5	59.47	74.00	-14.53	47.06	12.41	PK

Note:

1. All readings above 1GHz are performed with peak and/or average measurements as necessary.
2. Peak measurements: RBW = 1MHz, VBW = 3 MHz, Sweep: Auto.
3. Measurement Level = Reading Level + Correct Factor.
4. The average measurement was not performed when the peak measured data under the limit of average detection.

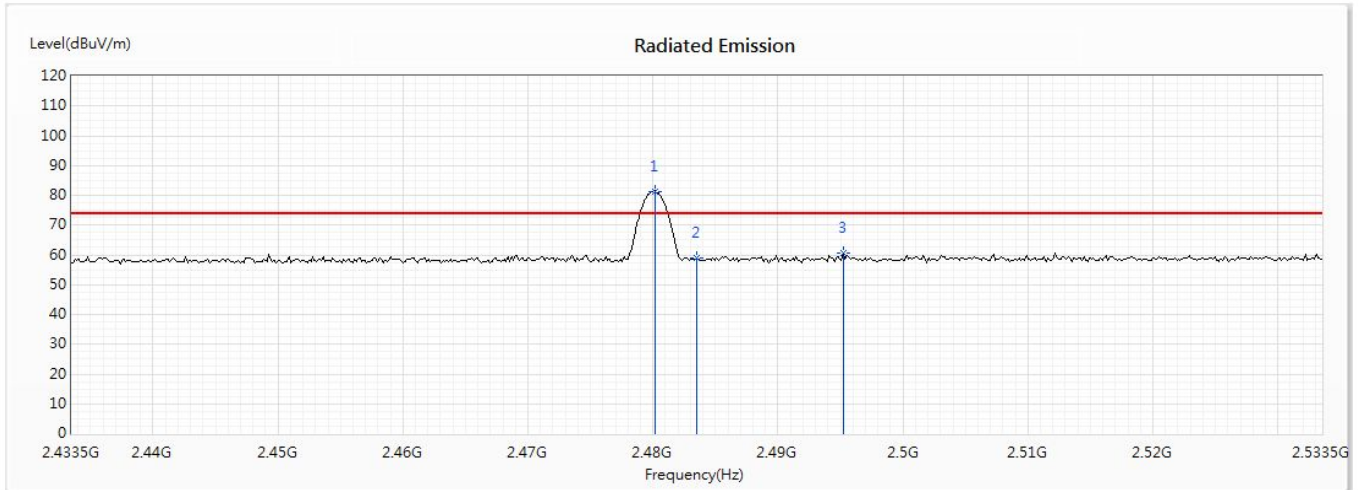
Channel No.	Frequency (MHz)	Peak Measurement (dBμV/m)	Duty Cycle Factor (dB)	Average Measurement (dBμV/m)	Margin (dB)	Average Limit (dBμV/m)	Result
78 (Average)	2480.167	84.48	-24.521	59.959	--	--	Pass
78 (Average)	2483.5	58.71	-24.521	34.189	-19.811	54.000	Pass
78 (Average)	2523.5	59.47	-24.521	34.949	-19.051	54.000	Pass

Note:

1. Average Measurement=Peak Measurement + Duty Cycle Factor
2. The Duty Cycle is refer to section 11.

Product : Car Audio
 Test Item : Band Edge
 Test Mode : Mode 2: Transmit - 3Mbps (2480MHz)
 Test Date : 2020/08/20

Vertical



No	Frequency (MHz)	Emission Level (dBuV/m)	Limit (dBuV/m)	Margin (dB)	Reading Level (dBuV)	Correct Factor (dB/m)	Detector Type
1	2480.167	81.44	--	--	69.25	12.19	PK
2	2483.5	58.88	74.00	-15.12	46.67	12.21	PK
3	2495.239	60.53	74.00	-13.47	48.24	12.29	PK

Note:

1. All readings above 1GHz are performed with peak and/or average measurements as necessary.
2. Peak measurements: RBW = 1MHz, VBW = 3 MHz, Sweep: Auto.
3. Measurement Level = Reading Level + Correct Factor.
4. The average measurement was not performed when the peak measured data under the limit of average detection.

Channel No.	Frequency (MHz)	Peak Measurement (dBμV/m)	Duty Cycle Factor (dB)	Average Measurement (dBμV/m)	Margin (dB)	Average Limit (dBμV/m)	Result
78 (Average)	2480.167	81.44	-24.521	56.919	--	--	Pass
78 (Average)	2483.5	58.88	-24.521	34.359	-19.641	54.000	Pass
78 (Average)	2495.239	60.53	-24.521	36.009	-17.991	54.000	Pass

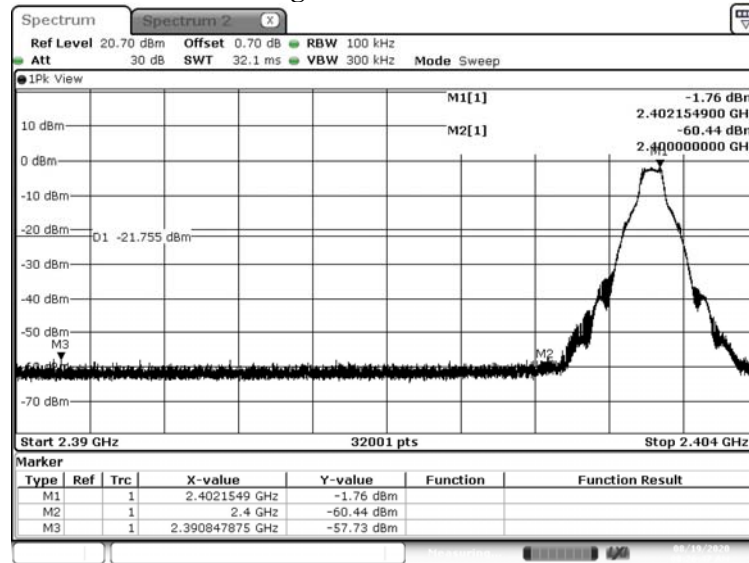
Note:

1. Average Measurement=Peak Measurement + Duty Cycle Factor
2. The Duty Cycle is refer to section 11.

Product : Car Audio
 Test Item : Band Edge
 Test Mode : Mode 1: Transmit - 1Mbps(Hopping off)
 Test Date : 2020/08/19

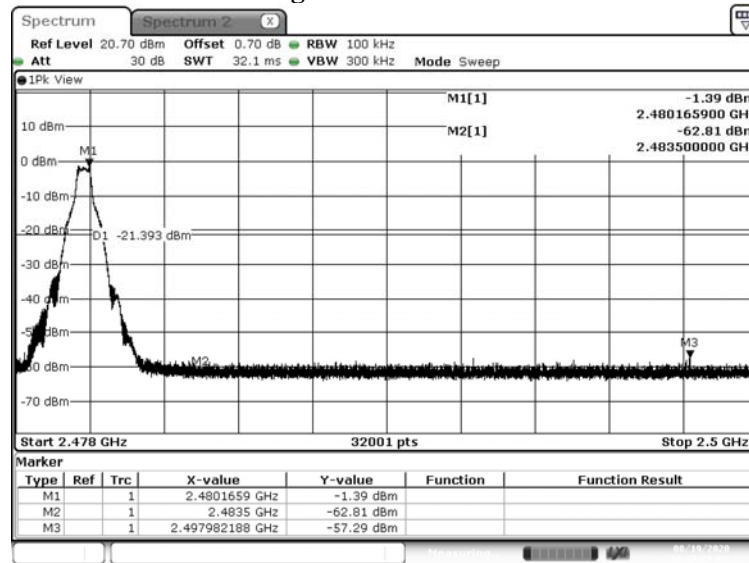
Measurement Level	Result
Δ (dB)	
> 20	PASS

Figure Channel 00:



Date: 19 AUG. 2020 08:26:47

Figure Channel 78:

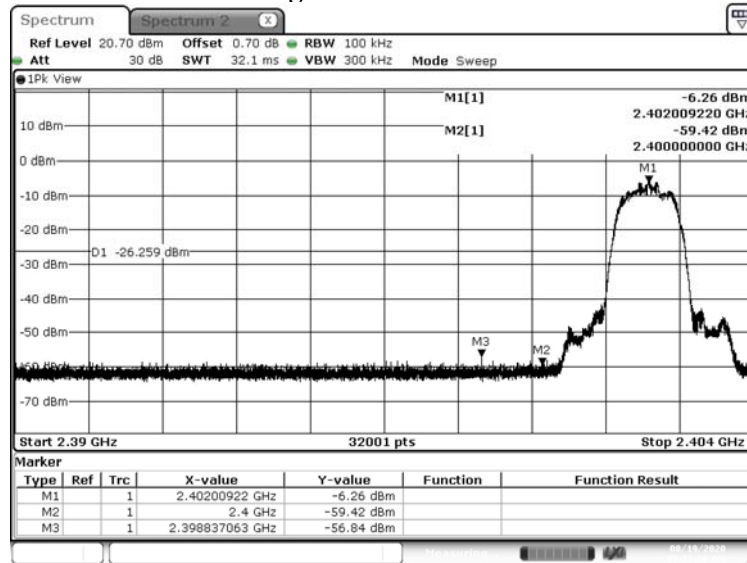


Date: 19 AUG. 2020 08:47:27

Product : Car Audio
 Test Item : Band Edge
 Test Mode : Mode 2: Transmit - 3Mbps (Hopping off)
 Test Date : 2020/08/19

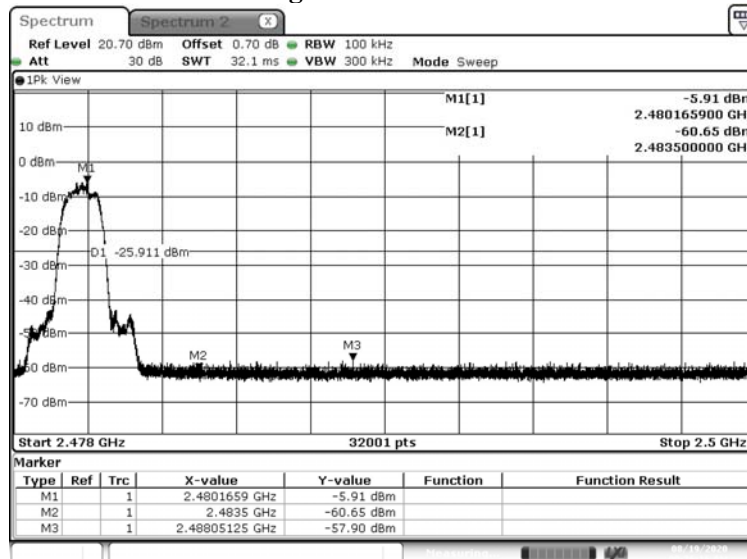
Measurement Level	Result
Δ (dB)	
> 20	PASS

Figure Channel 00:



Date: 19.AUG.2020 09:13:26

Figure Channel 78:

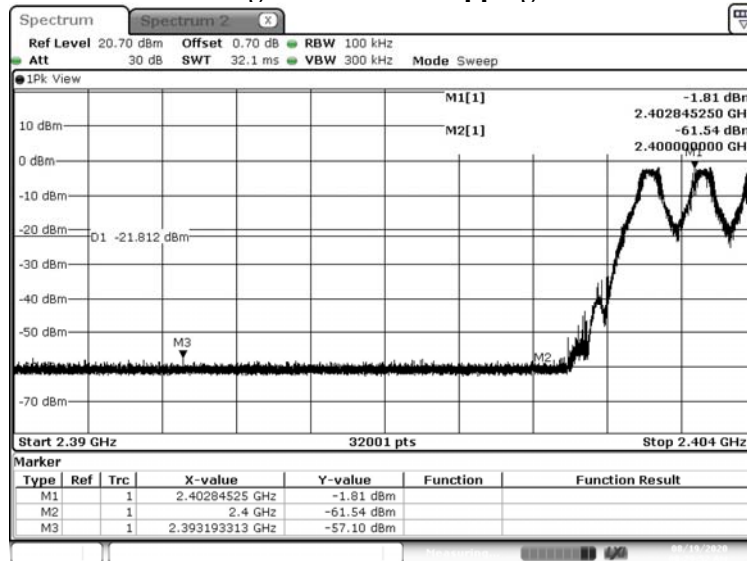


Date: 19.AUG.2020 09:36:16

Product : Car Audio
 Test Item : Band Edge
 Test Mode : Mode 1: Transmit - 1Mbps(Hopping on)
 Test Date : 2020/08/19

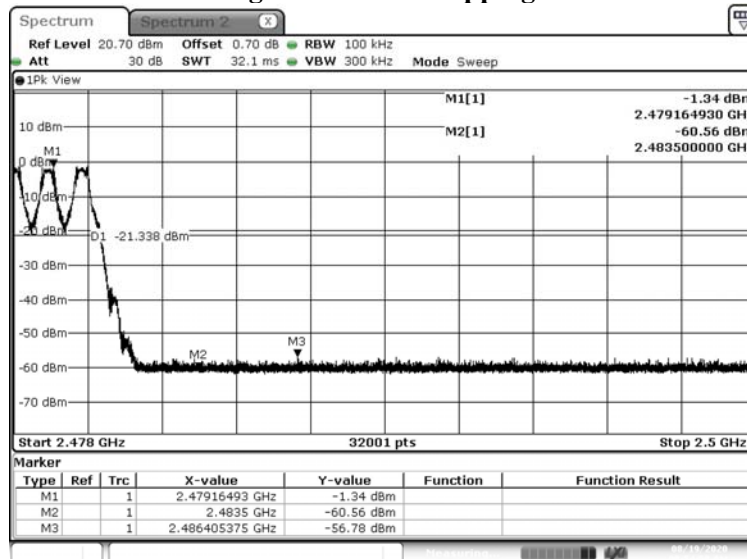
Measurement Level	Result
Δ (dB)	
> 20	PASS

Figure Channel Hopping:



Date: 19.AUG.2020 08:29:53

Figure Channel Hopping:

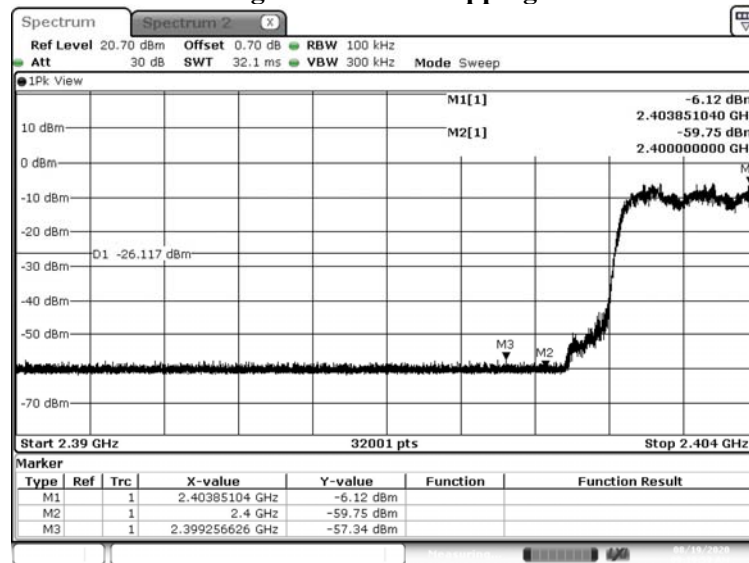


Date: 19.AUG.2020 08:54:59

Product : Car Audio
 Test Item : Band Edge
 Test Mode : Mode 2: Transmit - 3Mbps (Hopping on)
 Test Date : 2020/08/19

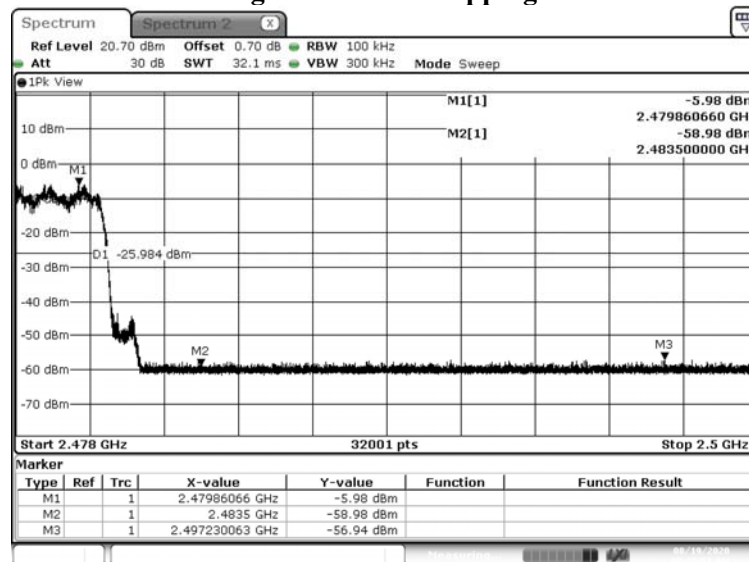
Measurement Level	Result
Δ (dB)	
> 20	PASS

Figure Channel Hopping:



Date: 19.AUG.2020 09:19:59

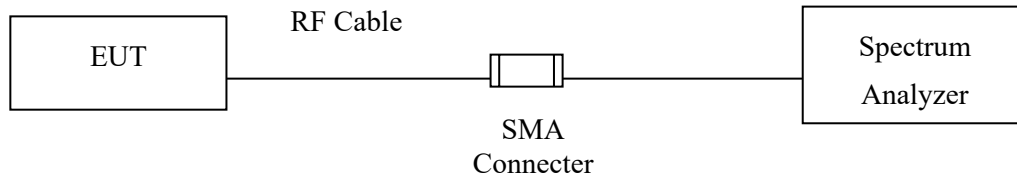
Figure Channel Hopping:



Date: 19.AUG.2020 09:42:51

7. Channel Number

7.1. Test Setup



7.2. Limit

Frequency hopping systems operating in the 2400-2483.5 MHz bands shall use at least 15 hopping frequencies.

7.3. Test Procedure

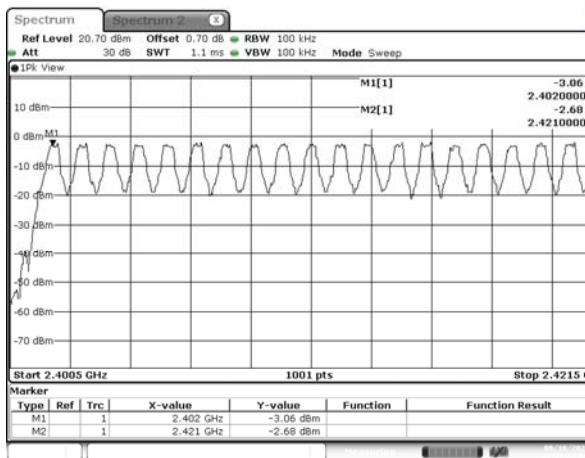
Tested according to FHSS test procedure of KDB558074 section 9 (b for compliance to FCC 47CFR 15.247 requirements.

7.4. Test Result of Channel Number

Product : Car Audio
 Test Item : Channel Number
 Test Mode : Mode 1: Transmit - 1Mbps
 Test Date : 2020/08/19

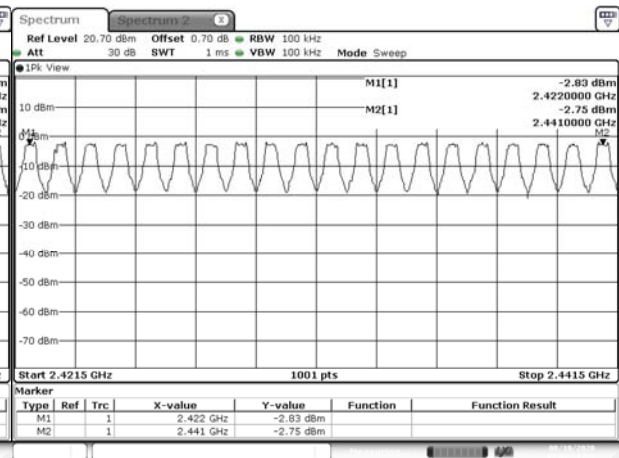
Frequency Range (MHz)	Measurement (Hopping Channel)	Required Limit (Hopping Channel)	Result
2402 ~ 2480	79	>15	Pass

2402-2421MHz



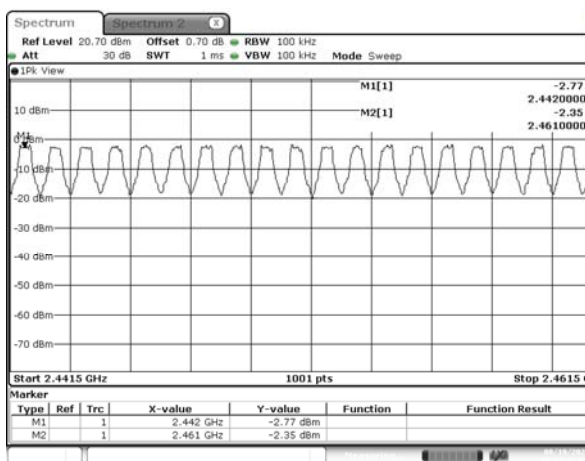
Date: 19 AUG 2020 08:59:45

2422-2441MHz



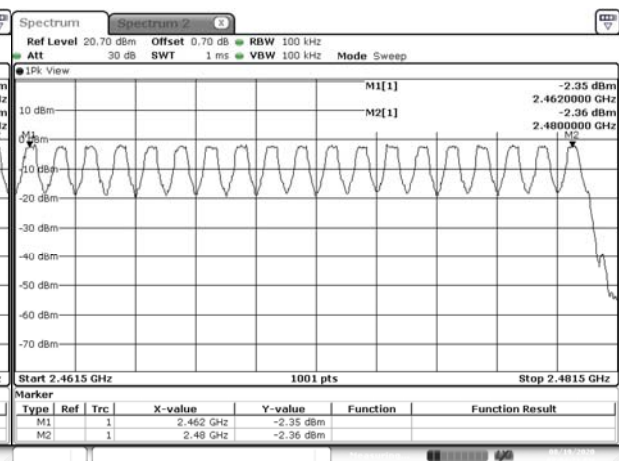
Date: 19 AUG 2020 09:01:15

2442-2461MHz



Date: 19 AUG 2020 09:02:41

2462-2480MHz

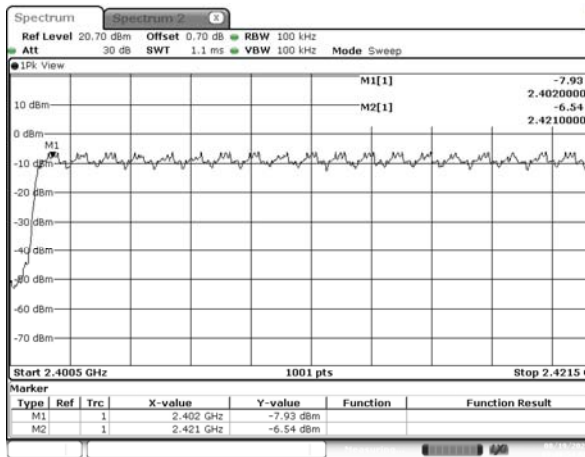


Date: 19 AUG 2020 09:04:21

Product : Car Audio
 Test Item : Channel Number
 Test Mode : Mode 2: Transmit - 3Mbps
 Test Date : 2020/08/19

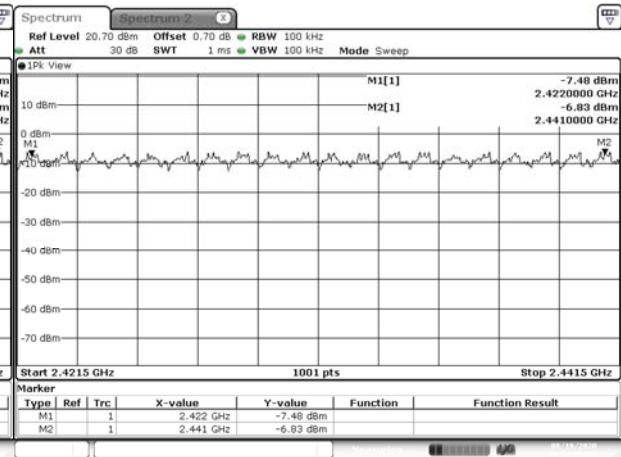
Frequency Range (MHz)	Measurement (Hopping Channel)	Required Limit (Hopping Channel)	Result
2402 ~ 2480	79	>15	Pass

2402-2421MHz



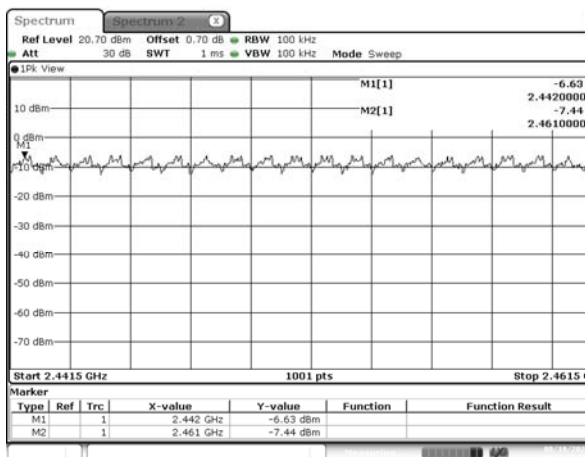
Date: 19 AUG 2020 09:48:54

2422-2441MHz



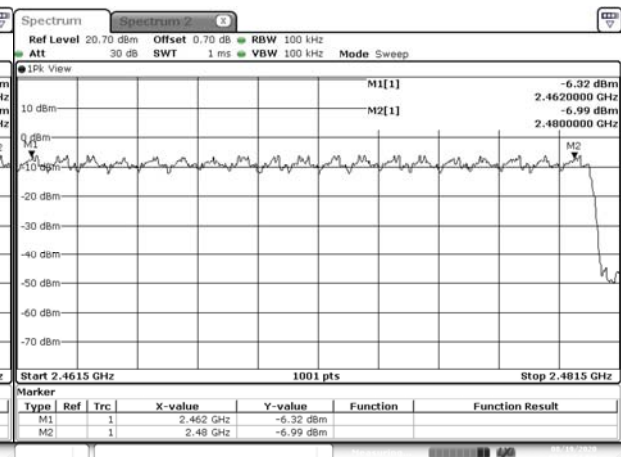
Date: 19 AUG 2020 09:52:12

2442-2461MHz



Date: 19 AUG 2020 09:55:23

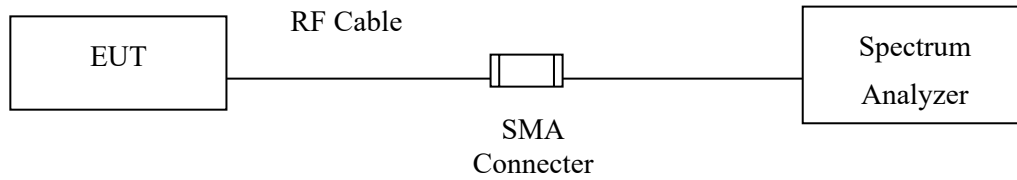
2462-2480MHz



Date: 19 AUG 2020 09:58:55

8. Channel Separation

8.1. Test Setup



8.2. Limit

Frequency hopping systems shall have hopping channel carrier frequencies separated by a minimum of 25 kHz or the 20 dB bandwidth of the hopping channel, whichever is greater.

8.3. Test Procedure

Tested according to FHSS test procedure of KDB558074 section 9 (b for compliance to FCC 47CFR 15.247 requirements).

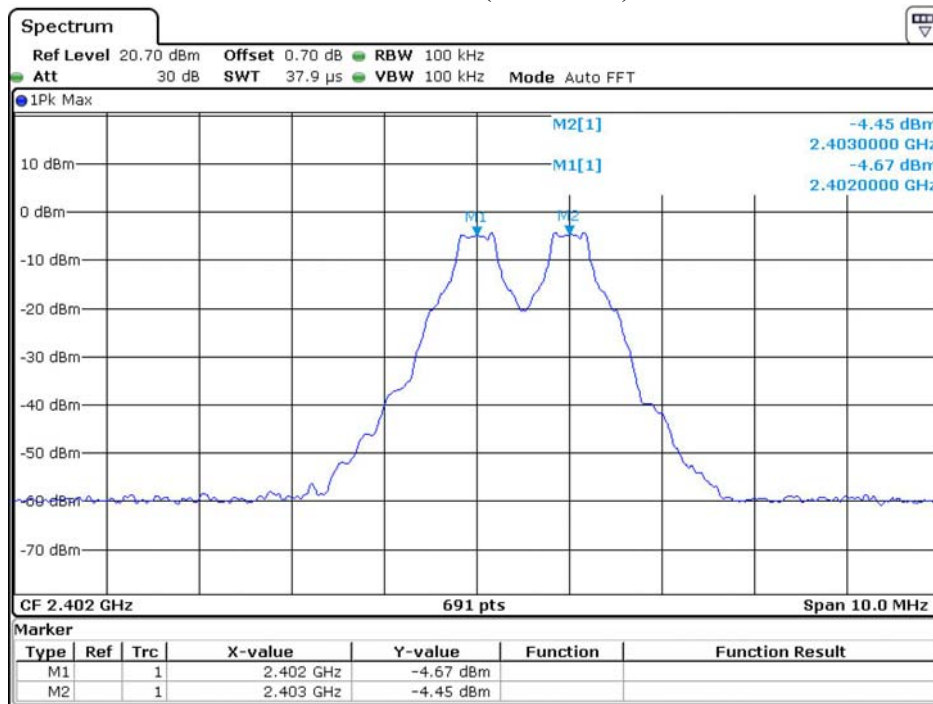
8.4. Test Result of Channel Separation

Product : Car Audio
 Test Item : Channel Separation
 Test Mode : Mode 1: Transmit - 1Mbps
 Test Date : 2020/09/17

Channel No.	Frequency (MHz)	Measurement Level (kHz)	Limit (kHz)	Limit of (2/3)*20dB Bandwidth (kHz)	Result
00	2402	1000	>25 kHz	654.0	Pass
39	2441	1000	>25 kHz	650.0	Pass
78	2480	1000	>25 kHz	654.0	Pass

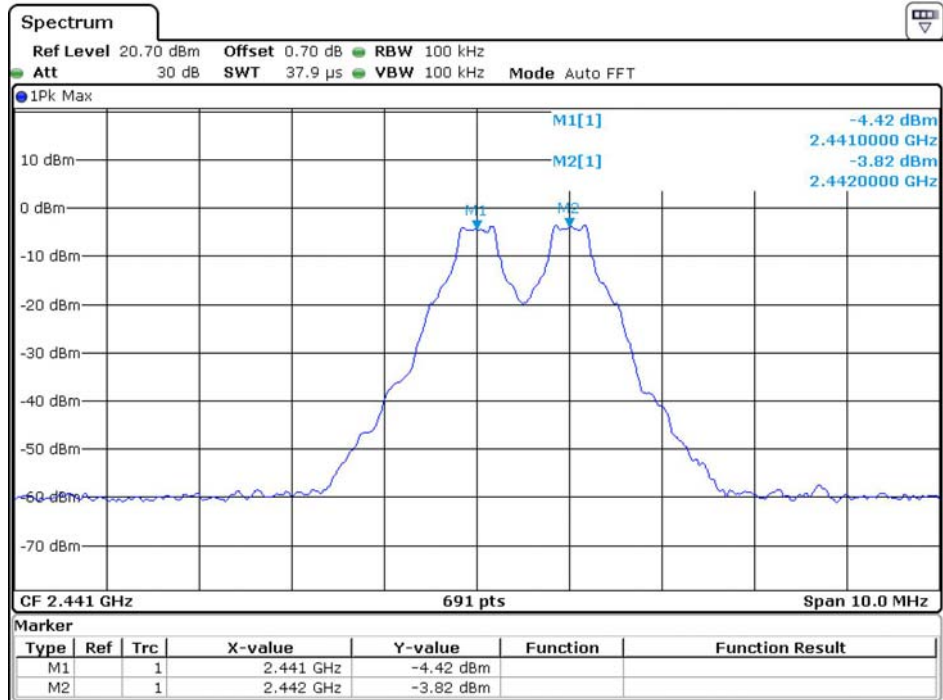
NOTE: The 20dB Bandwidth is refer to section 10.

Channel 00 (2402MHz)



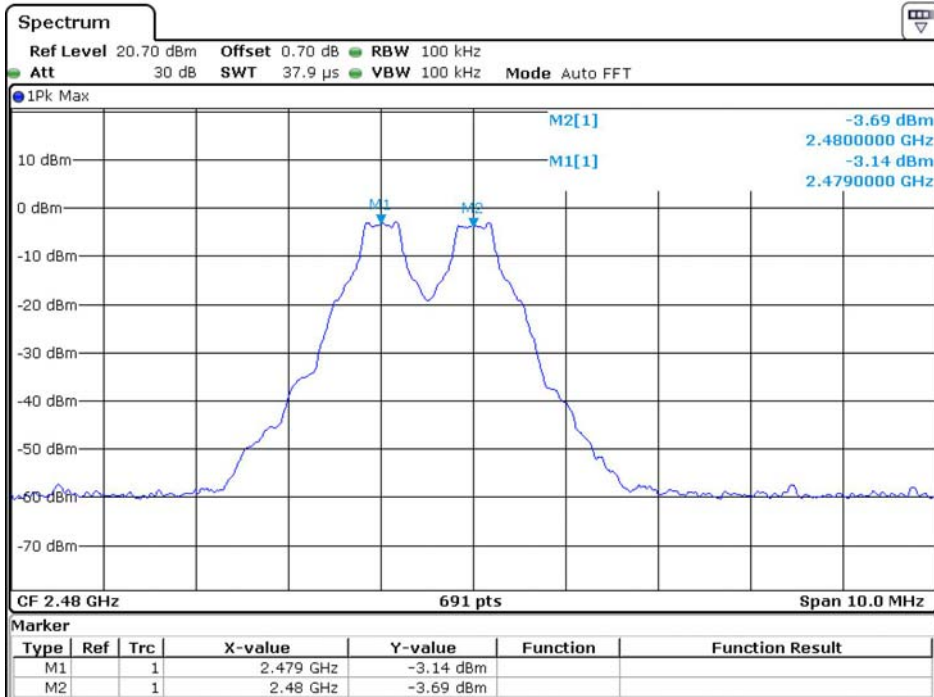
Date: 17.SEP.2020 15:57:20

Channel 39 (2441MHz)



Date: 17.SEP.2020 15:59:06

Channel 78 (2480MHz)



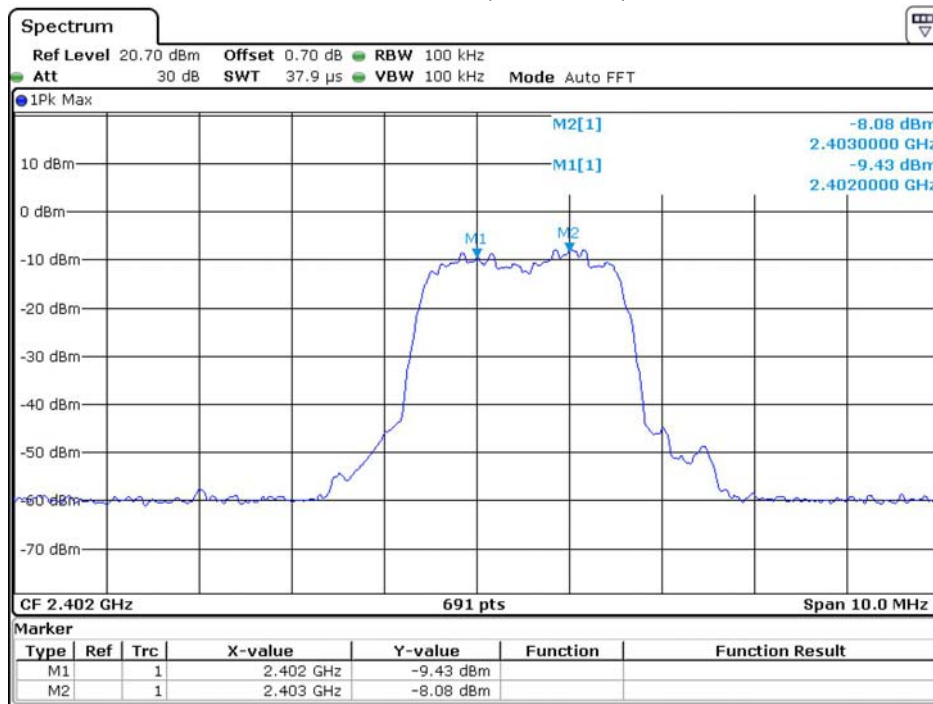
Date: 17.SEP.2020 16:01:11

Product : Car Audio
 Test Item : Channel Separation
 Test Mode : Mode 2: Transmit - 3Mbps
 Test Date : 2020/09/17

Channel No.	Frequency (MHz)	Measurement Level (kHz)	Limit (kHz)	Limit of (2/3)*20dB Bandwidth (kHz)	Result
00	2402	1000	>25 kHz	892.0	Pass
39	2441	1000	>25 kHz	890.0	Pass
78	2480	1000	>25 kHz	890.0	Pass

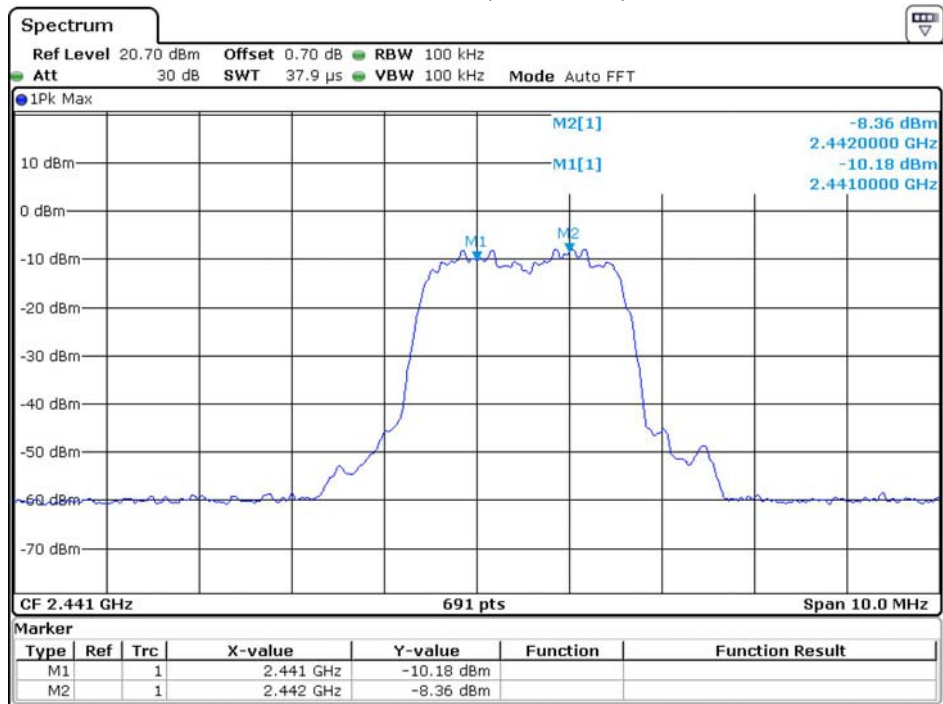
NOTE: The 20dB Bandwidth is refer to section 10.

Channel 00 (2402MHz)



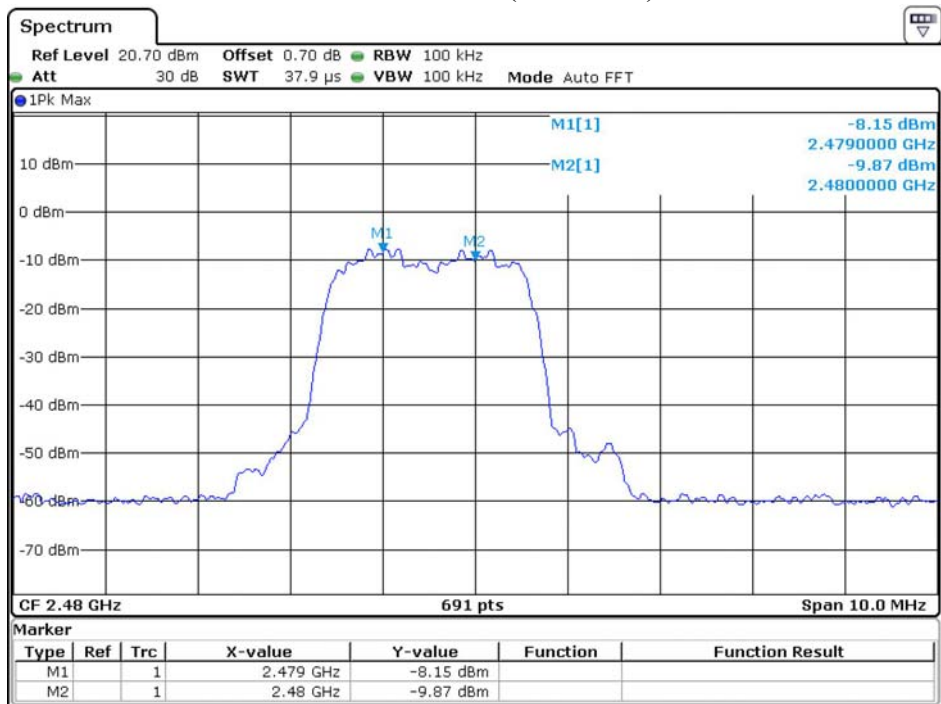
Date: 17.SEP.2020 17:03:13

Channel 39 (2441MHz)



Date: 17.SEP.2020 17:04:48

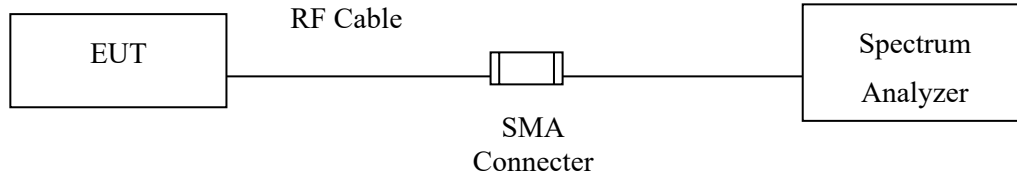
Channel 78 (2480MHz)



Date: 17.SEP.2020 17:06:29

9. Dwell Time

9.1. Test Setup



9.2. Limit

The average time of occupancy on any channel shall not be greater than 0.4 seconds within a period of 0.4 seconds multiplied by the number of hopping channels employed.

9.3. Test Procedure

Tested according to FHSS test procedure of KDB558074 section 9 (b for compliance to FCC 47CFR 15.247 requirements).

9.4. Test Result of Dwell Time

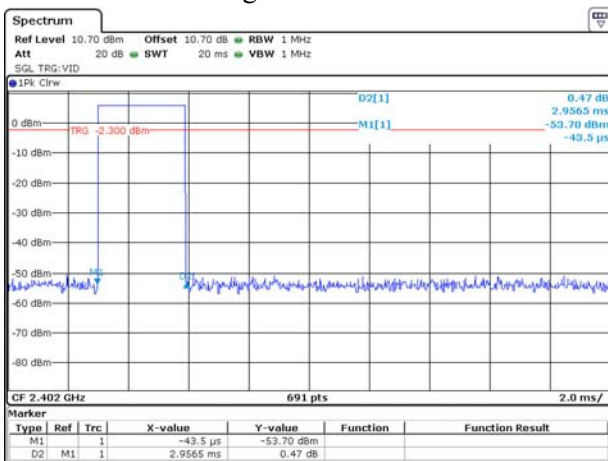
Product : Car Audio
 Test Item : Dwell Time
 Test Mode : Mode 1: Transmit - 1Mbps (Channel 00,39,78)
 Test Date : 2020/09/17

Frequency (MHz)	Time slot length (ms)	Hopping of Number	Sweep time (ms)	Dwell Time (ms)	Limit (ms)	Result
2402	2.9565	62	31600	183.303	400	Pass
2441	2.9565	69	31600	203.999	400	Pass
2480	2.9565	69	31600	203.999	400	Pass

Dwell time = Time slot length(ms)*Hopping of Number

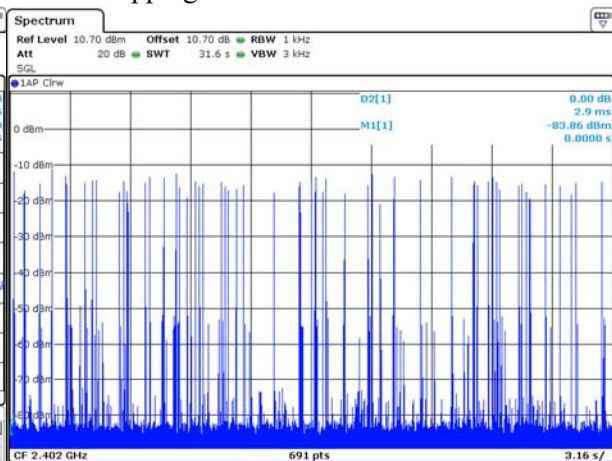
Dwell time in AFH mode / 20 channels with hopping rate 800 hops /sec.

CH 00 Time slot length



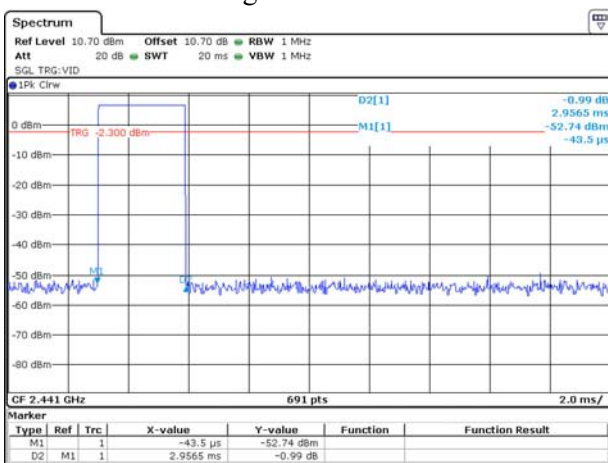
Date: 17.SEP.2020 15:32:41

CH 00 Hopping of Number



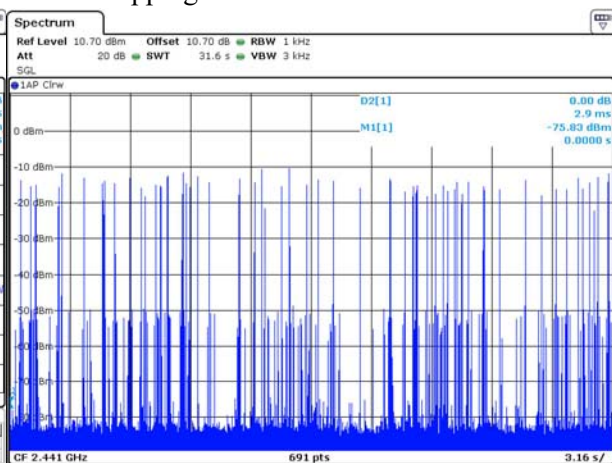
Date: 17.SEP.2020 14:56:05

CH 39 Time slot length



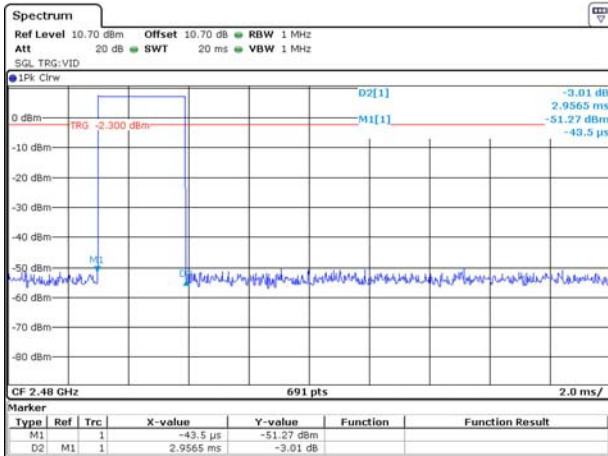
Date: 17.SEP.2020 15:33:12

CH 39 Hopping of Number



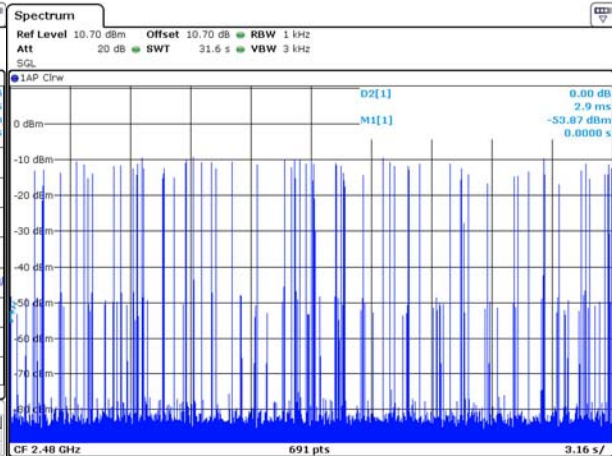
Date: 17.SEP.2020 14:56:59

CH 78 Time slot length



Date: 17.SEP.2020 15:35:22

CH 78 Hopping of Number



Date: 17.SEP.2020 14:57:49

Note:

The dwell times of the packet type of DH1, DH3, and DH5 are tested. Only the worst case is shown on the report.

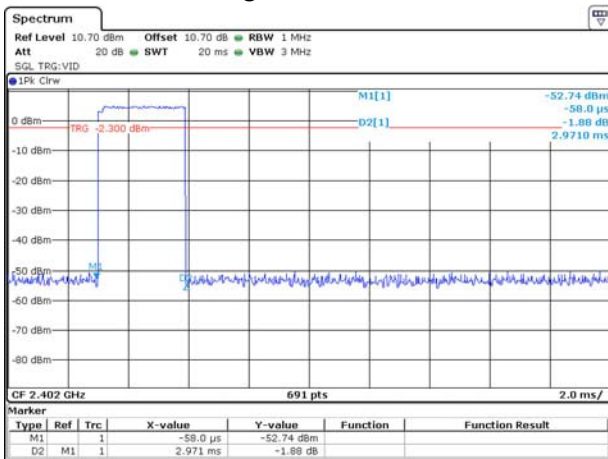
Product : Car Audio
 Test Item : Dwell Time
 Test Mode : Mode 2: Transmit - 3Mbps (Channel 00,39,78)
 Test Date : 2020/09/17

Frequency (MHz)	Time slot length (ms)	Hopping of Number	Sweep time (ms)	Dwell Time (ms)	Limit (ms)	Result
2402	2.9710	97	31600	288.187	400	Pass
2441	2.9710	111	31600	329.781	400	Pass
2480	2.9710	112	31600	332.752	400	Pass

Dwell time = Time slot length(ms)*Hopping of Number

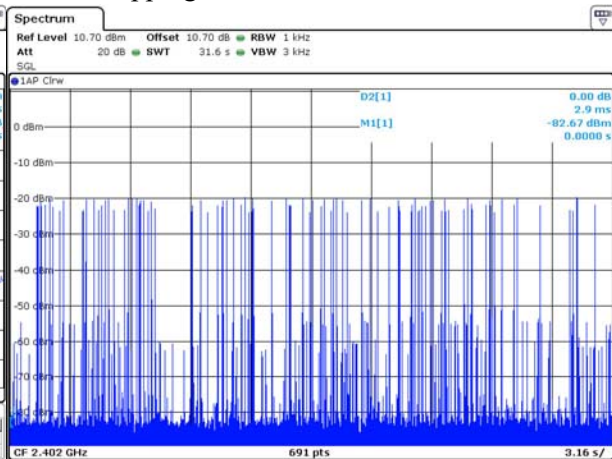
Dwell time in AFH mode / 20 channels with hopping rate 800 hops /sec.

CH 00 Time slot length



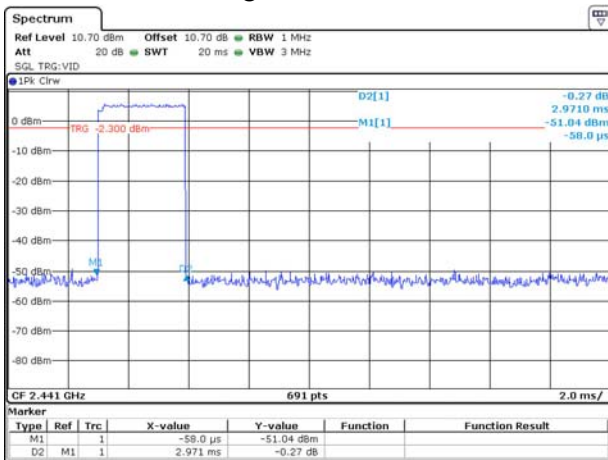
Date: 17.SEP.2020 15:09:06

CH 00 Hopping of Number



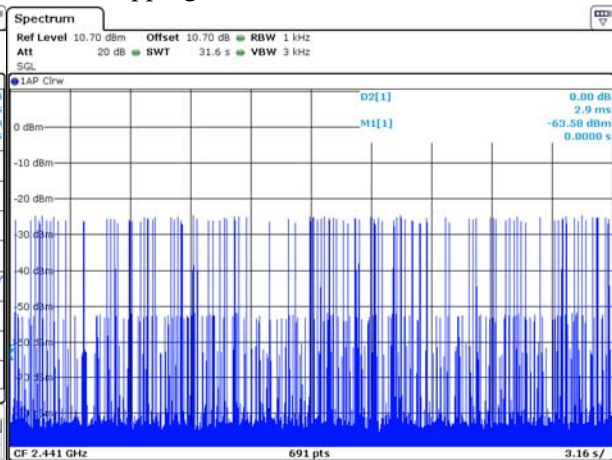
Date: 17.SEP.2020 15:10:48

CH 39 Time slot length



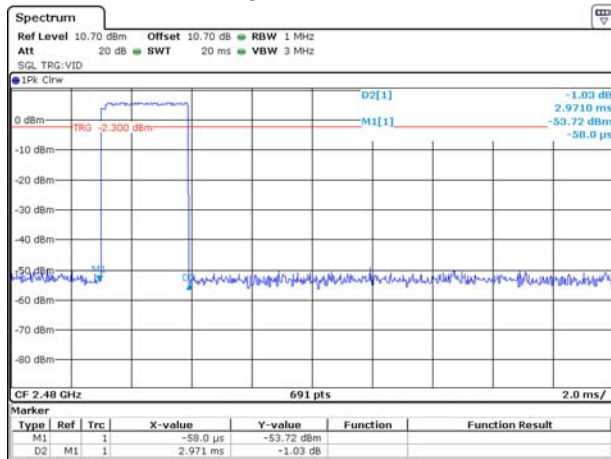
Date: 17.SEP.2020 15:08:39

CH 39 Hopping of Number



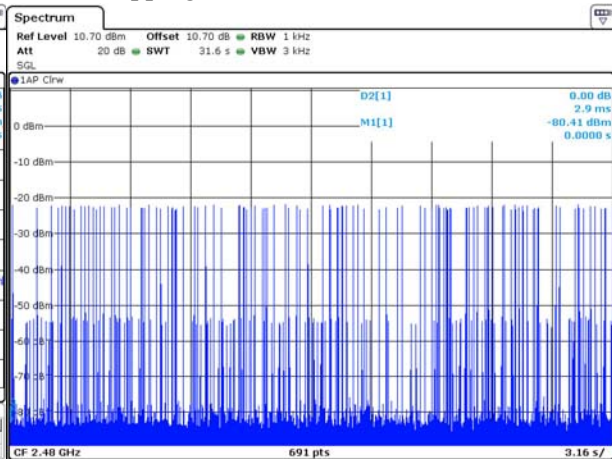
Date: 17.SEP.2020 15:13:50

CH 78 Time slot length



Date: 17.SEP.2020 15:09:25

CH 78 Hopping of Number



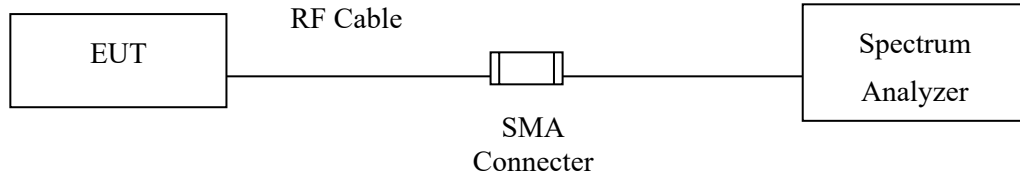
Date: 17.SEP.2020 15:14:41

Note:

The dwell times of the packet type of DH1, DH3, and DH5 are tested. Only the worst case is shown on the report.

10. Occupied Bandwidth

10.1. Test Setup



10.2. Limits

N/A

10.3. Test Procedure

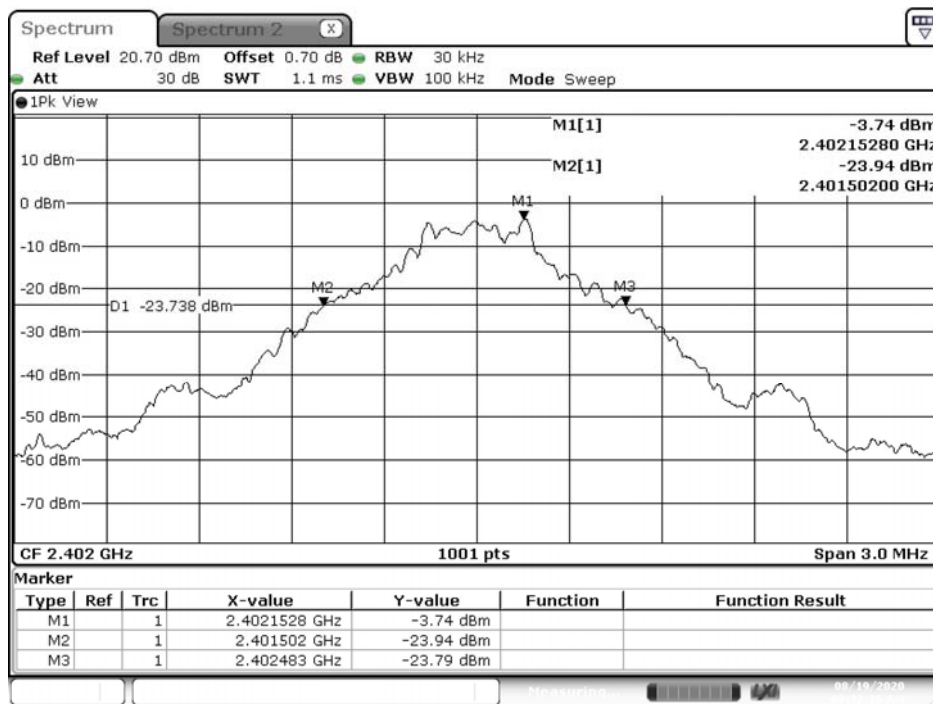
Tested according to FHSS test procedure of KDB558074 section 9 (b for compliance to FCC 47CFR 15.247 requirements.

10.4. Test Result of Occupied Bandwidth

Product : Car Audio
 Test Item : Occupied Bandwidth Data
 Test Mode : Mode 1: Transmit - 1Mbps
 Test Date : 2020/08/19

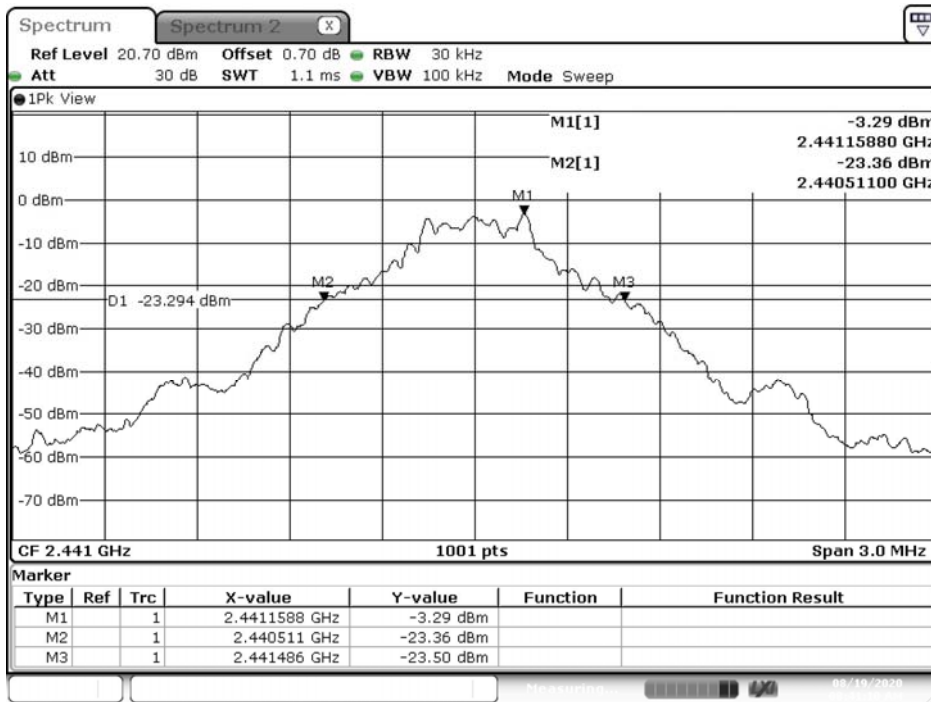
Channel No.	Frequency (MHz)	Measurement Level (kHz)	Required Limit (kHz)	Result
00	2402	981	--	NA
39	2441	975	--	NA
78	2480	981	--	NA

Figure Channel 00:



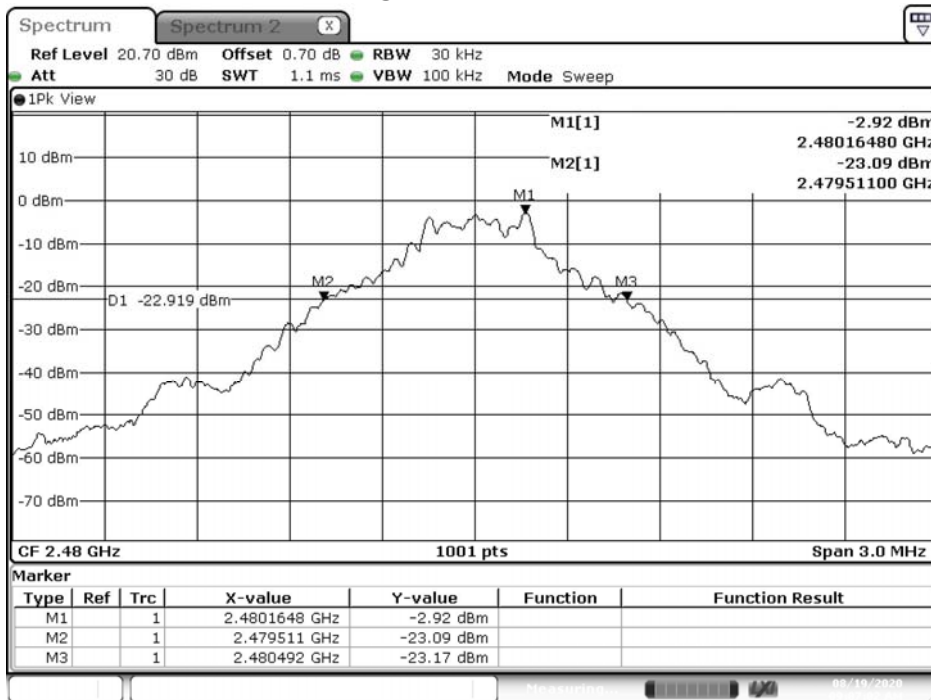
Date: 19.AUG.2020 08:32:16

Figure Channel 39:



Date: 19.AUG.2020 08:41:11

Figure Channel 78:

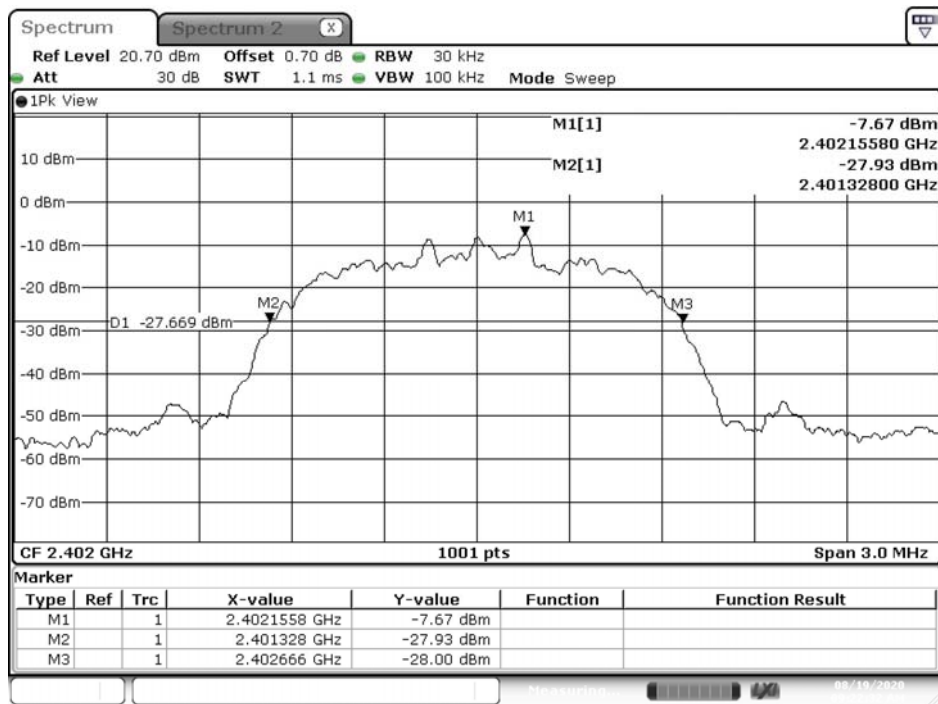


Date: 19.AUG.2020 09:07:03

Product : Car Audio
 Test Item : Occupied Bandwidth Data
 Test Mode : Mode 2: Transmit - 3Mbps (2402MHz)
 Test Date : 2020/08/19

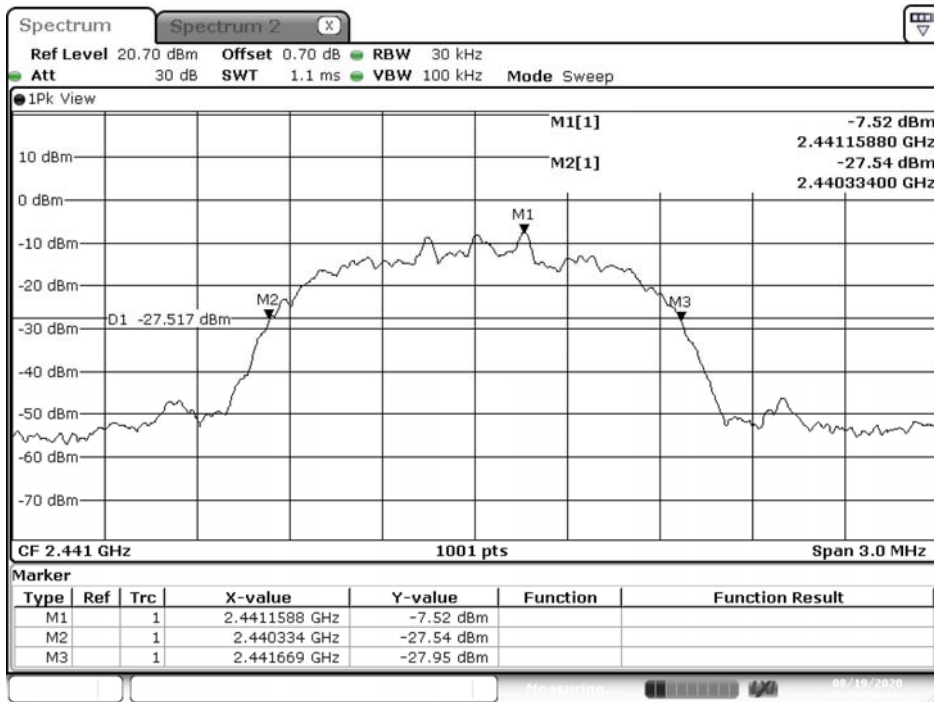
Channel No.	Frequency (MHz)	Measurement Level (kHz)	Required Limit (kHz)	Result
00	2402	1338	--	NA
39	2441	1335	--	NA
78	2480	1335	--	NA

Figure Channel 00:



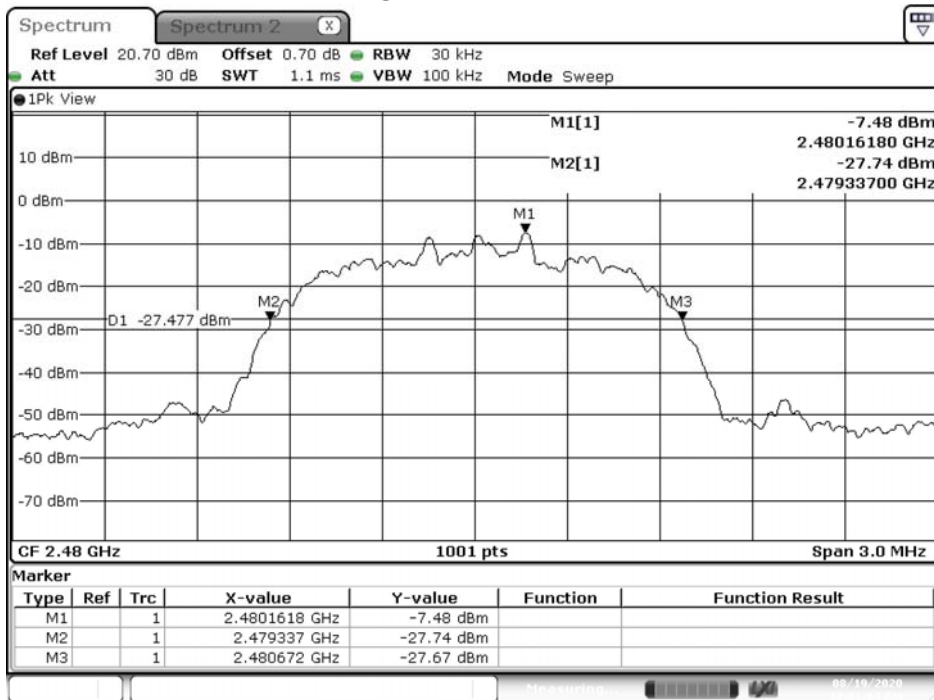
Date: 19.AUG.2020 09:22:33

Figure Channel 39:



Date: 19.AUG.2020 09:30:50

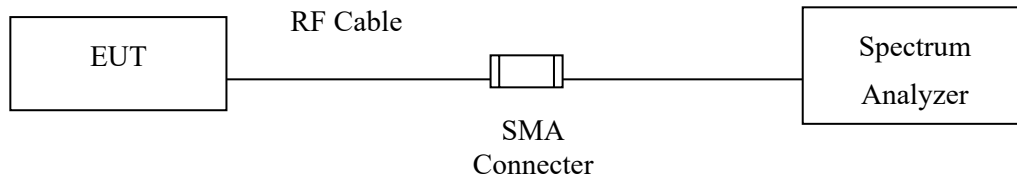
Figure Channel 78:



Date: 19.AUG.2020 10:01:05

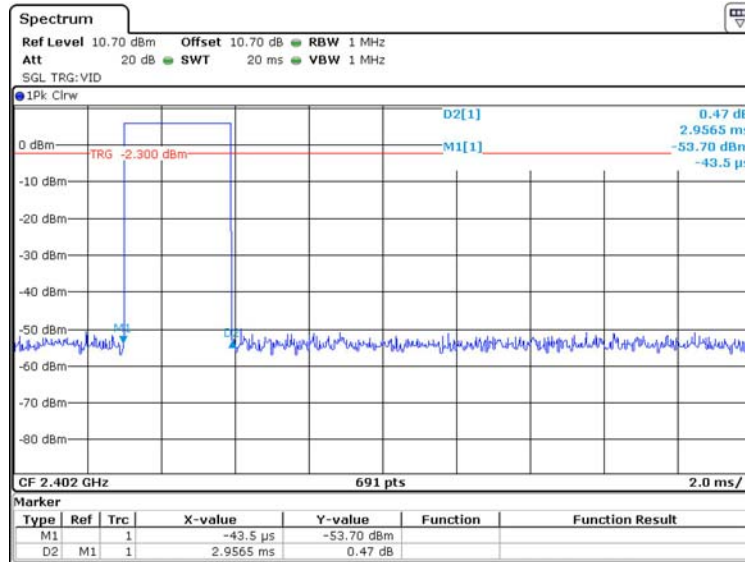
11. Duty Cycle

11.1. Test Setup

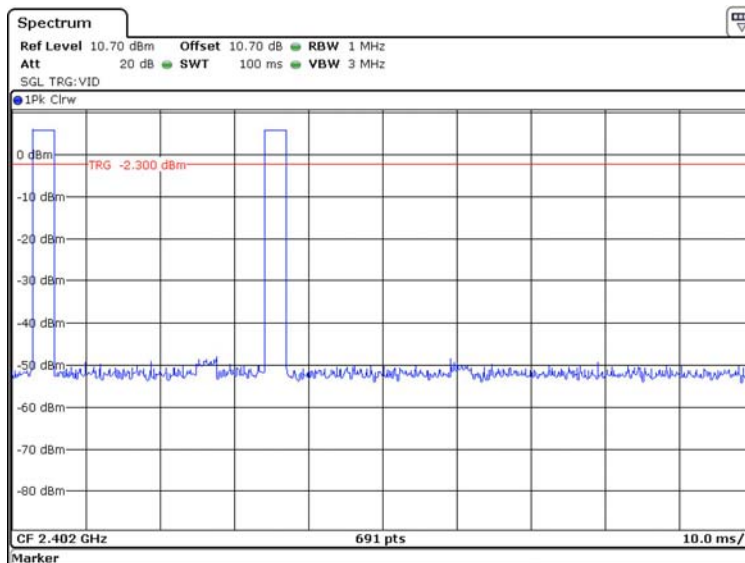


11.2. Test Result of Duty Cycle

Product : Car Audio
 Test Item : Duty Cycle Data
 Test Mode : Mode 1: Transmit - 1Mbps



Date: 17.SEP.2020 15:32:41



Date: 17.SEP.2020 15:28:07

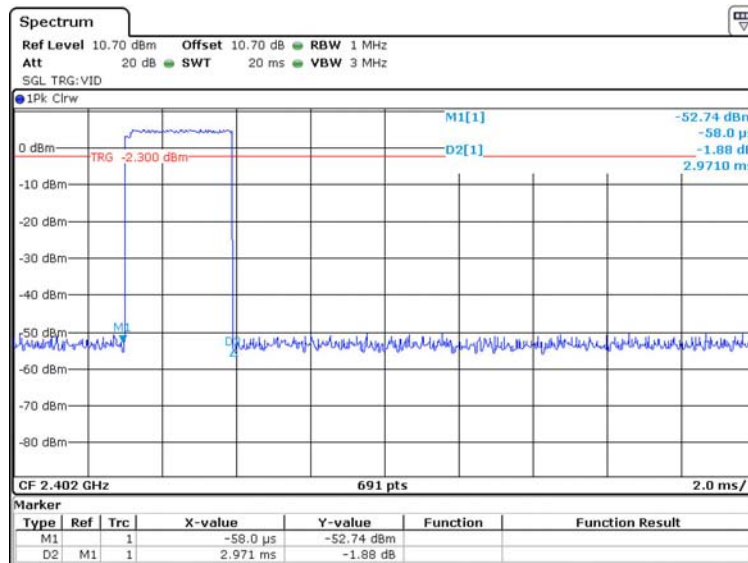
Time on of 100ms= 2.9565ms*2= 5.913ms

Duty Cycle=5.913ms / 100ms= 0.05913

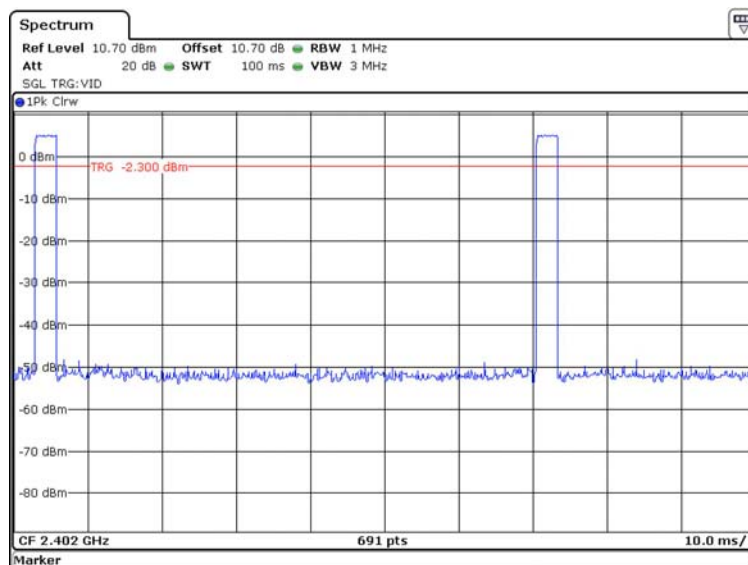
Duty Cycle correction factor= 20 LOG 0.05913= -24.564 dB

Duty Cycle correction factor	-24.564	dB
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Product : Car Audio
 Test Item : Duty Cycle Data
 Test Mode : Mode 2: Transmit - 3Mbps



Date: 17.SEP.2020 15:09:06



Date: 17.SEP.2020 15:25:34

Time on of 100ms= 2.971ms*2= 5.942ms

Duty Cycle=5.942ms / 100ms= 0.05942

Duty Cycle correction factor= 20 LOG 0.05942= -24.521 dB

Duty Cycle correction factor	-24.521	dB
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12. EMI Reduction Method During Compliance Testing

No modification was made during testing.