

RE: TRW Automotive
FCC ID: GQ4-67T
IC: 1470A-48T
ATCB014823

The following is in response to the comments made on the above referenced application.

- 1) According to 15.231(a)(4) – For devices used for emergencies for safety of life, the device may TX more frequently but only during the pendency of the alarm condition. This usually expects sensors to trigger the set/unset events. Please explain as the alert mode appears to TX for 1 minute (timed duration – vs event triggered/untriggered).

The DUT is a tire pressure sensor. In the alert mode, the DUT is stated to transmit continuously for 60 seconds if triggered by a severe tire pressure change or high temperature event. In the event of such an emergency, the sensor transmits RF packets which must be received by the in-vehicle receiver. This receiver in turn sends data to the vehicle body control module, and then a warning is passed on to the vehicle driver. The driver must then stop the vehicle, inspect the tire's pressure and temperature, correct the pressure, wait for the tire to cool down, or possibly have the tire replaced in order to end the emergency.

Once a potential emergency is detected, the emergency state persists until a human confirms there is no longer an emergency. After 60 seconds, the normal periodic transmission, temperature, and pressure sampling resumes. It is inconceivable that a vehicle operator could perform all the tasks necessary to ensure they have eliminated the emergency condition in less than 60 seconds, the sampling rate of the sensor.

- 2) Section 2.1.2 seems to conflict with 1) above and operational description (i.e. alert modes), i.e. cites never less than 10 seconds.

Section 2.1.2 details the two key modes of operation tested, not all the modes of operation for the device. The Description of Operation exhibit details all the operating modes for consumer use.