To: Joel T. Schneider@EMC
From: Greg Czumak <GCZUMAK@fcc.gov>
Cc:
Bcc:
Subject: vehicle immobilizer transmitter -Reply
Attachment: Headers.822
Date: 6/3/99 08:36

This is in response to your e-mail dated May 26, 1999. We have approved many such products (vehicle immobilizer transmitters operating at low frequencies). To the best of my knowledge, without exception these devices have been tested in the steering column (into which they are normally installed), with the steering column placed on the test stand. They have not been tested in the entire automobile. In the interest of maintaining a uniform measurement practice (not to mention respecting precedent), please have the test lab test this device in a similar fashion.

I hope this has been responsive to your inquiry. Please contact me with any additional questions.

>>> "Joel T. Schneider" <jschneider@tuvps.com> 05/26/99 10:14am >>>
Hi, Greg. Our Germany lab wants to get certification to Part 15 Subpart C

Section 15.209 on a vehicle immobilizer system. The system operates at 135
kHz. They tested the transmitter installed in a car, supposedly the only one this system is designed for. I just want to make sure this is acceptable before we forward their submittal, I know some other types of
transmitters it was recommended that we test the transmitter in a stand-alone configuration. The German lab comment is included below. Thanks in advance.

3. Please contact the FCC before sending in the submittal. Siemens informed
me that this system will at the moment only installed in this type of car which we used during the measurement. If they will install it in an other type they will approve it new. A stand-alone configuration is in this case not possible. With the FCC I have no previous experience with this type of
transmitter in a vehicle but all the Notified bodies in Europe has accept it

To: Joel T. Schneider@EMC
From: Klaus Gegenfurtner@emv@stk
Cc:
Bcc:
Subject: Siemens VENUS
Attachment: 1382612.doc
Date: 6/11/99 14:36

Hi Joel,

sorry for the delay of the package with the documents which you demanded. I was last week in holiday and this week we had many problems with our network.

I would send you today the pages by fax for checking. But unfortunately it was not possible.
Please inform me if the following fax number is correct: +1 651 638 0298.

Attached you will find the pages which I will send you with the Test results of the magnetic field measurement in a table. Please inform me if this is o.k for you and the FCC.
The limit lines on pages A5 and A6 is also changed. Please note page 9 of 17 must not changed, because the emissions are still more as 10 db under the limit (see also attached tables). Should the informations o.k I will send the pages as soon as possible with UPS to you.

According the testing of transmitter in a stand-alone configuration I can give you the following information:
To test the immobilizer system in similar fashion as immobilizer in the steering column is with this version not practicable because they are fixed installed in the doors of the vehicle. So it is is the only realistic configuration to test it directly in the car. Please inform the FCC also that this immobilizer will only installed in this vehicle type (Mercedes W220) which we tested.
If it is possibile will Siemens not issue additional declarations.

If you have any questions please contact me.

Best regards and a nice weekend.

Klaus

limit calculations still incorrect