

March 3, 2007

RE: Siemens Automotive Corporation
FCC: M3N5WY783X

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

1) IC requires 3 items as part of the labeling. While the Certification number is present, model number and Applicant Name as Certified are not found. Please review.

The location of the model/part number is clearly indicated on the label. The applicant name is marked on the PCB, visible when the battery is replaced. This meets IC's requirements.

2) Given the operational description, it is uncertain if this device is also subject to transmission at 125 kHz. Please explain.

The DUT contains a passive 125 kHz transponder coil, and is not capable of active transmission at 125 kHz.

3) In transponder mode, does the device automatically activate. Please explain what happens if the device stays within range of the 125 kHz transmissions for a long period of time. Does it start to transmit? How many times? How is it compliant to automatic transmissions requirements? If applicable, please show compliance to the 5 second requirement for automatic transmission as well.

The transponder portion of the device cannot initiate an RF transmission.

4) Please explain if the device was investigated both with the key extended and closed. We have seen devices where the worse case for the fundamental may be one condition, while for the spurious emissions may be worse under a different condition. Please confirm if the key condition was investigated for both the fundamental and spurious emissions and that the worse case for both the fundamental and spurious was the same condition.

The key you are referring to does not "extend," but may be removed by the user for use separate from the device. Emissions were measured with the key in place and removed, and it was determined that the emissions were worse with the key in place (as tested).

5) Please provide a REL Listing Letter for IC.

Our apologies, letters have been included with the application forms.