

SIRIUS XM

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Laboratory Division
Office of Engineering and Technology
Federal Communications Commission
7435 Oakland Mills Road
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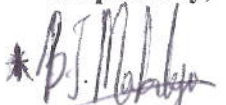
Re: FCC ID: NKRUPAST5

Dear Sir or Madam:

This application requests approval of a Class II permissive change in the antenna system for the above-referenced device, to allow for the use of the Sirius XM *PowerConnect* dock identified in the test report accompanying the application. Unlike the original antenna approved for use with this device, the *PowerConnect* dock feeds a modulated FM broadcast signal through the cigarette lighter adapter (iFMCLA) into the wiring harness of the automobile from which the signal is then radiated to the FM broadcast receiver in the automobile. If an FM coupling device is used with this *PowerConnect* dock, e.g. an FEA, the FM broadcast signal is re-routed through the 'FM Out' port of the device preventing any FM signal from passing through the automobile's wiring harness. Therefore, the iFMCLA application concept cannot simultaneously work with any external FM coupling device. The *PowerConnect* dock will greatly facilitate the installation of Sirius XM's receivers in automobiles by simplifying the connections that a customer must make.

After consultation with the staff of the FCC Laboratory, the staff asked Sirius XM to review prior test data for this device to determine the highest fundamental frequency previously measured during in-situ measurements (i.e. the prior measurement that showed the least margin to the FCC limit). As requested by FCC staff, these measurements were taken at the frequency of the worst case in-situ tests and not the worst case table-top tests. This same frequency was then used to perform in-situ tests on three different body sizes of automobiles using the *PowerConnect* dock designed for the receiver, to verify that the device continues to meet the FCC limits set forth in Section 15.239.

Respectfully,


James S. Blitz

