

# TEST REPORT FROM RFI GLOBAL SERVICES LTD

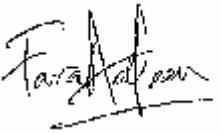
Test of: Lear Automotive (EEDS Spain)  
L322 Immobilizer Module

To: FCC Part 15.209

**Test Report Serial No:**  
RFI/MPTE1/RP71422JD01A

**This Test Report Is Issued Under The Authority  
Of Andrew Brown, Operations Manager:**



<b>Tested By:</b> Fara Razally	<b>Checked By:</b> Tony Henriques
	
<b>Report Copy No:</b> PDF01	

This report is issued in Adobe Acrobat portable document format (PDF). It is only a valid copy of the report if it is being viewed in PDF format with the following security options not allowed: Changing the document, Selecting text and graphics, Adding or changing notes and form fields.

This report may be copied in full. The results in this report apply only to the sample(s) tested.

**Test of:      Lear Automotive (EEDS Spain)**  
**L322 Immobilizer Module**  
**To:            FCC Part 15.209**

---

This page has been left intentionally blank.

Test of: **Lear Automotive (EEDS Spain)**  
**L322 Immobilizer Module**  
To: **FCC Part 15.209**

---

**Table of Contents**

<b>1. Client Information .....</b>	<b>4</b>
<b>2. Equipment Under Test (EUT) .....</b>	<b>5</b>
<b>3. Test Specification, Methods and Procedures .....</b>	<b>7</b>
<b>4. Deviations from the Test Specification.....</b>	<b>8</b>
<b>5. Operation of the EUT During Testing.....</b>	<b>9</b>
<b>6. Summary of Test Results.....</b>	<b>10</b>
<b>7. Measurements, Examinations and Derived Results .....</b>	<b>11</b>
<b>8. Measurement Uncertainty .....</b>	<b>14</b>
<b>9. Measurement Methods .....</b>	<b>15</b>
<b>Appendix 1. Test Equipment Used .....</b>	<b>16</b>
<b>Appendix 2. Test Configuration Drawing.....</b>	<b>17</b>

Test of: **Lear Automotive (EEDS Spain)**  
**L322 Immobilizer Module**  
To: **FCC Part 15.209**

---

## **1. Client Information**

<b>Company Name:</b>	Lear Automotive (EEDS Spain)
<b>Address:</b>	C/Fusters s.n. 43800 Valls Tarragona Spain
<b>Contact Name:</b>	Albert Escala

Test of: **Lear Automotive (EEDS Spain)**  
**L322 Immobilizer Module**  
To: **FCC Part 15.209**

---

## **2. Equipment Under Test (EUT)**

The following information (with the exception of the Date of Receipt) has been supplied by the client:

### **2.1. Identification of Equipment Under Test (EUT)**

<b>Brand Name:</b>	Lear
<b>Model Name or Number:</b>	L322 Immobilizer Module
<b>Serial Number:</b>	2440023882
<b>Country of Manufacture:</b>	Spain
<b>FCC ID Number:</b>	TTRL322
<b>Date of Receipt:</b>	03 October 2005

### **2.2. Description of EUT**

The L322 module (EUT) communicates with the Transponder placed in the Key Fob by means of a Low Frequency Energy Field. Once the key is validated, the EUT grants permission to start the vehicle engine by means of a CAN message.

### **2.3. Modifications Incorporated in the EUT**

During the course of testing the EUT was not modified.

Test of: **Lear Automotive (EEDS Spain)**  
**L322 Immobilizer Module**  
To: **FCC Part 15.209**

---

#### **2.4. Additional Information Related to Testing**

<b>Power Supply Requirement:</b>	DC Supply of 13.5 V		
<b>Intended Operating Environment:</b>	Automotive		
<b>Equipment Category:</b>	Mobile (Vehicular Use, powered via vehicle regulated supply)		
<b>Type of Unit:</b>	Transceiver		
<b>Interface Ports:</b>	PBT GF30 Interface/Power Port - Unshielded Multicore 1.5m		
<b>Frequency Range:</b>	125 kHz, single channel operation		
<b>Channels Tested:</b>	<b>Channel ID</b>	<b>Channel Number</b>	<b>Channel Frequency (MHz)</b>
	Single Channel	N/A	0.125
<b>Highest Fundamental Frequency:</b>	125 kHz		

#### **2.5. Support Equipment**

No support equipment was used to exercise the EUT during testing.

Test of: **Lear Automotive (EEDS Spain)**  
**L322 Immobilizer Module**  
To: **FCC Part 15.209**

---

### **3. Test Specification, Methods and Procedures**

#### **3.1. Test Specifications**

<b>Reference:</b>	FCC Part 15 Subpart B: 2004 (Sections 15.209)
<b>Title:</b>	Code of Federal Regulations, Part 15 (47CFR215) Radio Frequency Devices.

#### **3.2. Methods and Procedures**

The methods and procedures used were as detailed in:

ANSI/TIA-603-B-2003

Land Mobile Communications Equipment, Measurements and performance Standards

ANSI C63.2 (1987)

Title: American National Standard for Instrumentation - Electromagnetic noise and field strength.

ANSI C63.4 (2003)

Title: American National Standard Methods of Measurement of Electromagnetic Emissions from Low Voltage Electrical and Electronic Equipment in the Range of 9 kHz to 40 GHz.

ANSI C63.5 (1988)

Title: American National Standard for the Calibration of antennas used for Radiated Emission measurements in Electromagnetic Interference (EMI) control.

ANSI C63.7 (1988)

Title: American National Standard Guide for Construction of Open Area Test Sites for performing Radiated Emission Measurements.

CISPR 16-1: (1999)

Title: Specification For Radio Disturbance and Immunity Measuring Apparatus and Methods. Part 1: Radio Disturbance and Immunity Measuring Apparatus.

DA00-705 (2000)

Title: Filing and Frequency Measurement Guidelines for Frequency Hopping Spread Spectrum Systems.

#### **3.3. Definition of Measurement Equipment**

The measurement equipment used complied with the requirements of the standards referenced in the Methods & Procedures section above. Appendix 1 contains a list of the test equipment used.

Test of:      **Lear Automotive (EEDS Spain)**  
                  **L322 Immobilizer Module**  
To:              **FCC Part 15.209**

---

#### **4. Deviations from the Test Specification**

None.

Test of: **Lear Automotive (EEDS Spain)**  
**L322 Immobilizer Module**  
To: **FCC Part 15.209**

---

## **5. Operation of the EUT During Testing**

### **5.1. Operating Modes**

The EUT was tested in the following operating modes, unless otherwise stated.

Active mode.

### **5.2. Configuration and Peripherals**

The EUT was tested in the following configuration:

Connected to a transponder test box.

Test of: **Lear Automotive (EEDS Spain)**  
**L322 Immobilizer Module**  
To: **FCC Part 15.209**

---

## **6. Summary of Test Results**

Range of Measurements	Specification Reference	Port Type	Compliancy Status
Transmitter Radiated Spurious Emissions	C.F.R. 47 FCC Part 15: 2004 Section 15.209	Enclosure	Complied

### **6.1. Location of Tests**

All the measurements described in this report were performed at the premises of RFI Global Services Ltd, Ewhurst Park, Ramsdell, Basingstoke, Hampshire, RG26 5RQ, England.

Test of:      **Lear Automotive (EEDS Spain)**  
                  **L322 Immobilizer Module**  
To:              **FCC Part 15.209**

---

## **7. Measurements, Examinations and Derived Results**

### **7.1. General Comments**

7.1.1. This section contains test results only.

7.1.2. Measurement uncertainties are evaluated in accordance with current best practice. Our reported expanded uncertainties are based on standard uncertainties, which are multiplied by an appropriate coverage factor to provide a statistical confidence level of approximately 95%. Please refer to Section 8 for details of measurement uncertainties.

**Test of:** **Lear Automotive (EEDS Spain)**  
**L322 Immobilizer Module**  
**To:** **FCC Part 15.209**

---

## **7.2. Transmitter Radiated Spurious Emissions: Section 15.209**

### **7.2.1. Electric Field Strength Measurements (Frequency Range: 0.009 to 30 MHz)**

7.2.1.1. The EUT was configured for radiated emissions testing as described in Section 9 of this report.

7.2.1.2. Tests were performed to identify the maximum radiated spurious emission levels.

7.2.1.3. Limits below 30 MHz are specified at test distance of 30 metres, whilst below 0.49 MHz they are specified at a test distance of 300 metres. However as specified by section 15.31 (f)(2), measurements may be performed at a closer distance, and the measured level corrected to the specified measurement distance by using the square of an inverse linear distance extrapolation factor (40 dB/decade).

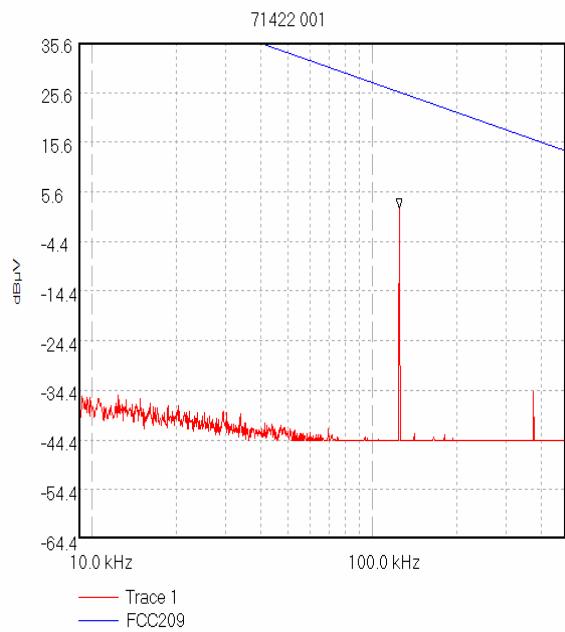
#### **Results:**

Frequency (MHz)	Antenna Polarity	Level (dB $\mu$ V/m)	Limit (dB $\mu$ V/m)	Measurement Distance (m)	Margin (dB)	Result
0.125	45°	-23.0	25.7	300	48.7	Complied
0.375	45°	-53.6	16.1	300	69.7	Complied
0.626	45°	-14.5	31.7	30	46.2	Complied
0.875	45°	-17.0	28.8	30	45.8	Complied
1.875	45°	-23.0	29.5	30	31.8	Complied

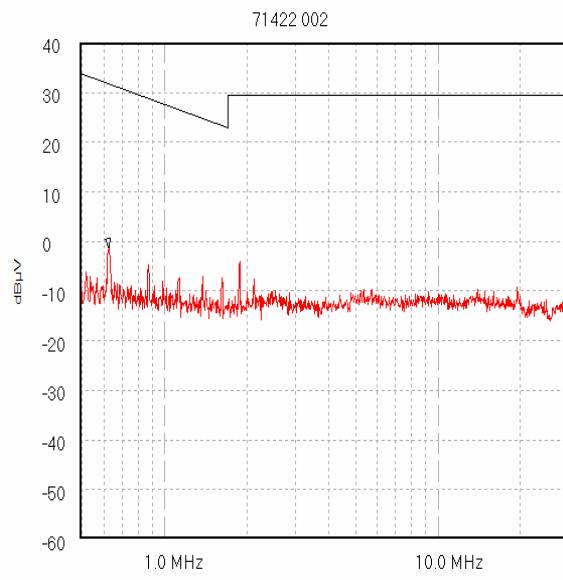
**Test of:** **Lear Automotive (EEDS Spain)**  
**L322 Immobilizer Module**  
**To:** **FCC Part 15.209**

---

**Transmitter Radiated Spurious Emissions: Section 15.209 (Continued)**



Start 9.0 kHz; Stop 490.0 kHz - Log Scale  
 Ref 35.6 dB $\mu$ V; Ref Offset -80.4 dB; 10 dB/div  
 RBW 200.0 Hz; VBW 300.0 Hz; Att 30 dB; Swp 60.0 S  
 Peak 124.771 kHz, 2.14 dB $\mu$ V  
 Limit/Mask: FCC209;  
 24/10/2005 11:34:57



Start 490.0 kHz; Stop 30.0 MHz - Log Scale  
 Ref 40 dB $\mu$ V; Ref Offset -23.8 dB; 10 dB/div  
 RBW 9.0 kHz; VBW 10.0 kHz; Att 0 dB; Swp 2.2 S  
 Peak 624.347 kHz, -1.26 dB $\mu$ V  
 Limit/Mask: FCC209;  
 24/10/2005 12:16:18

*Note: This plot is a pre-scan and for indication purposes only. For final measurements, see accompanying tables.*

**Test of:** **Lear Automotive (EEDS Spain)**  
**L322 Immobilizer Module**  
**To:** **FCC Part 15.209**

---

## **8. Measurement Uncertainty**

8.1. No measurement or test can ever be perfect and the imperfections give rise to error of measurement in the results. Consequently, the result of a measurement is only an approximation to the value of the measurand (the specific quantity subject to measurement) and is only complete when accompanied by a statement of the uncertainty of the approximation.

8.2. The expression of uncertainty of a measurement result allows realistic comparison of results with reference values and limits given in specifications and standards.

8.3. The uncertainty of the result may need to be taken into account when interpreting the measurement results.

8.4. The reported expanded uncertainties below are based on a standard uncertainty multiplied by an appropriate coverage factor, such that a confidence level of approximately 95% is maintained. For the purposes of this document “approximately” is interpreted as meaning “effectively” or “for most practical purposes”.

<b>Measurement Type</b>	<b>Range</b>	<b>Confidence Level (%)</b>	<b>Calculated Uncertainty</b>
Radiated Spurious Emissions	9 kHz to 30 MHz	95%	+/- 5.26 dB

8.5. The methods used to calculate the above uncertainties are in line with those recommended within the various measurement specifications. Where measurement specifications do not include guidelines for the evaluation of measurement uncertainty, the published guidance of the appropriate accreditation body is followed.

**Test of:** **Lear Automotive (EEDS Spain)**  
**L322 Immobilizer Module**  
**To:** **FCC Part 15.209**

---

## **9. Measurement Methods**

### **9.1. Radiated Emissions**

Radiated emissions measurements were performed in accordance with the standard, against appropriate limits for each detector function.

Initial pre-scans covering the entire measurement band from the lowest generated frequency declared up to the upper frequency detailed in Section 15.33(b) were performed within a screened chamber in order to identify frequencies on which the EUT was generating interference. This determined the frequencies from the EUT, which required further examination. In order to minimise the time taken for the swept measurements, a peak detector was used in conjunction with the appropriate detector measuring bandwidth (see table below). Repetitive scans were performed to allow for emissions with low repetition rates, and for the duty cycle of the EUT.

The initial scans were performed using an antenna height of 1.5 m and a measurement distance of 3 m. A limit line was set to the specification limit. Levels within 20 dB of this limit were measured where possible, on occasion, the receiver noise floor came within the 20 dB boundary. On these occasions, the system noise floor may have been recorded.

An open area test site using the appropriate test distance and measuring receiver with a Quasi-Peak detector was used for measurements below 1000 MHz, for measurements above 1000 MHz average and peak detectors were used. For the final measurements the EUT was arranged on a non-conducting turn table on a standard test site compliant with ANSI C63.4 -2003 Clause 5.4.

Below 30 MHz a calibrated loop antenna was used in line with the requirements of ANSI C63.4-2003 Clauses 8.2.1 on a test site compliant with ANSI C63.4 -2003 Clause 5.3.

On the open area test site, at each frequency where a signal was found, the levels were maximised by initially rotating the turntable through 360° and then varying the antenna height between 1 m and 4 m in the horizontal polarisation (above 30 MHz only). At this point, any signals found to be between the limit and a level 6 dB below it were further maximised by changing the configuration of the EUT, e.g. re-routing cables to peripherals and moving peripherals with respect to the EUT. The procedure was repeated for the vertical polarisation.

The final field strength was determined as the indicated level in dB $\mu$ V plus cable loss and antenna factor.

The test equipment settings for radiated emissions measurements were as follows:

<b>Receiver Function</b>	<b>Initial Scan (Below 30 MHz)</b>	<b>Final Measurements (Below 30 MHz)</b>
Detector Type:	Peak	Quasi-Peak (CISPR) or Average
Mode:	Max Hold	Not applicable
Bandwidth:	200 Hz or 9 kHz	200 Hz or 9 kHz
Amplitude Range:	60 dB	20 dB
Step Size:	Continuous sweep	Not applicable
Sweep Time:	Coupled	Not applicable

**Test of:** **Lear Automotive (EEDS Spain)**  
**L322 Immobilizer Module**  
**To:** **FCC Part 15.209**

---

### **Appendix 1. Test Equipment Used**

RFI No.	Instrument	Manufacturer	Type No.	Serial No.
A007	Loop Antenna	Rohde & Schwarz	HFH2-Z2	880 458/020
G0552	Power Supply	Farnell	AP60-50	000348
M028	Spectrum Analyser	Rohde & Schwarz	FSB	860 001/009 (RU), 860 161/007 (DU)
M088	Test Receiver	Rohde & Schwarz	ESBI	835 387/006 (RU), 835 862/018 (DU)
S212	Site 12	RFI	12	N/A
S201	Site 1	RFI	1	N/A

**NB** In accordance with UKAS requirements, all the measurement equipment is on a calibration schedule.

Test of: **Lear Automotive (EEDS Spain)**  
**L322 Immobilizer Module**  
To: **FCC Part 15.209**

---

## **Appendix 2. Test Configuration Drawing**

This appendix contains the following drawings:

Drawing Reference Number	Title
DRG\71422JD01\EMIRAD	Test configuration for measurement of radiated emissions.

**Test of:** **Lear Automotive (EEDS Spain)**  
**L322 Immobilizer Module**  
**To:** **FCC Part 15.209**

DRG\71422JD01\EMIRAD

