

Evaluation Report 21-1-0165305T01a

EIRP Measurements of Different Antenna Versions when Installed on Car

Number of pages:	14	Date of Report:	2022-Dec-16
Testing company:	CETECOM GmbH Im Teelbruch 116 45219 Essen Germany Tel. + 49 (0) 20 54 / 95 19-0 Fax: + 49 (0) 20 54 / 95 19-150	Applicant:	Continental Advanced Antenna GmbH Römering 1, 31137 Hildesheim, Germany

Test Object / Tested Device(s):	Antennas to be used with RKE223E1 (mounted in car EQS SUV (X296))
--	---



Frequency Range:	434 MHz
EIRP Tests Method Following:	FCC Regulations: Title 47 CFR, Chapter I, Subchapter A, Subpart C: §15.231(b) ISED Regulations: RSS-210, Issue 10, Annex A European Regulations: EN 300 220-2 V3.2.1 and EN 300 220-1 V3.1.1

Signatures:	 
	Dipl.-Ing. Ninovic Perez Authorization of Test Report Timo Franke Test Execution and Author of Report

Table of Contents

1 General information3

1.1 Disclaimer and Notes.....3

1.2 Summary of Test Results3

2 Administrative Data5

2.1 Identification of Entity Providing the Service5

2.2 General Limits for Environmental Conditions.....5

2.3 Organizational Items5

2.4 Customer Details5

2.5 Equipment Under Test (EUT): Type and Short Descriptions6

2.6 Auxiliary Equipment: Type and Short Descriptions6

3 General Test Setup and Test Method9

4 Measurement Results11

4.1 Searching for the Worst Case Scenario11

4.2 Field Strength and EIRP Measurements with actual settings for Power and Modulation build in at a typical car12

4.2.1 FCC and ISSED Canada related Test Result12

4.2.2 EN Related Test Result13

5 Equipment lists14

6 Measurement Uncertainty14

7 References14

8 Versions of test reports (change history)14

1 General information

1.1 Disclaimer and Notes

The test results of this test report relate exclusively to the test item specified in this test report. CETECOM does not assume responsibility for any conclusions and generalizations drawn from the test results with regard to other specimens or samples of the type of the equipment represented by the test item. The test report may only be reproduced or published in full. Reproduction or publication of extracts from the report requires the prior written approval of CETECOM.

The testing service provided by CETECOM has been rendered under the current "General Terms and Conditions for CETECOM". CETECOM will not be liable for any loss or damage resulting from false, inaccurate, inappropriate or incomplete product information provided by the customer. Under no circumstances does the CETECOM test report include any endorsement or warranty regarding the functionality, quality or performance of any other product or service provided. Under no circumstances does the CETECOM test report include or imply any product or service warranties from CETECOM, including, without limitation, any implied warranties of merchantability, fitness for purpose, or non-infringement, all of which are expressly disclaimed by CETECOM. All rights and remedies regarding vendor's products and services for which CETECOM has prepared this test report shall be provided by the party offering such products or services and not by CETECOM. In no case this test report can be considered as a Letter of Approval. This test report is electronically signed and valid without handwritten signature. For verification of the electronic signatures, the public keys can be requested at the testing laboratory. The documentation of the testing performed on the tested devices is archived for 10 years at CETECOM.

1.2 Summary of Test Results

The EIRP and field strength data of a reference car, which is installed with RKE module, used in the homologation of the RKE module installed in car has been compared to different scenarios with realistic installations in different cars, which includes combinations of different antenna versions.

There are two different antenna versions for the 434 MHz band (BASE EN, BASE US) being tested.

The car related variant is the EQS SUV (X296).

The tests have been carried out in a test mode (CW mode).

Out of the above mentioned investigation of different variants, a worst case scenario in respect of antenna variant and installation (maximum EIRP) is identified.

For this scenario additional tests at different channels have been conducted in order to identify potential variations over frequency.

For this worst case scenario field strength measurements have been carried out according to the FCC / ISED test standards, and EIRP measurements according to the EN test standards applying the correct modulation and module RF power settings. The results of the field strength and EIRP values used for the homologation based on the reference antenna are summarized below.

Frequency Band	The maximum emission level has been found at
434 MHz	BASE, ANT1 at a measurement antenna height of 2.5 m

Tab 1: Scenarios creating a maximum emission level.

Test	Limit	Reference: Result for homologation using the reference antenna (see [2] and [3])	Measured field strength and EIRP on car	Conclusion
FCC and ISSED	80.8 dB μ V/m	76.8 dB μ V/m	76.77 dB μ V/m	Below the reference
Europe	10 dBm	8.1 dBm	7.54 dBm	Below the reference

Tab 2: Overview of the emission level test results.

2 Administrative Data

2.1 Identification of Entity Providing the Service

Company address:	CETECOM GmbH / Im Teelbruch 116 / 45219 Essen / Germany
Internet site:	www.cetecom.com
Responsible for laboratory:	Mr. Volker Briddigkeit
Accreditation scope:	DAkkS Webpage
Test location:	CETECOM GmbH / Mündelheimer Weg 35 / 40472 Düsseldorf / Germany

2.2 General Limits for Environmental Conditions

Temperature:	22±2 °C
Humidity:	45 ± 15% rH

2.3 Organizational Items

CETECOM project number:	21-1-0165305T01a
Test Date(s):	05.10.2022
Witness during tests:	n/a
Responsible for test report:	Timo Franke
Date of report:	2022-Dec-16

2.4 Customer Details

Customer address:	Continental Advanced Antenna GmbH / Römerring 1, 31137 Hildesheim, Germany
Customer internet site:	www.continental.com
Contact person:	Thomas Schuhbeck < thomas.schuhbeck@continental-corporation.com >
PO number:	n/a

2.5 Equipment Under Test (EUT): Type and Short Descriptions

Short description	PMT No.	Product / EUT	Mode / Type	S/N	HW status	FW status
EUT 1	21-1-01653S35_C01	RKE Module Base FCC	RKE223E1 / Application sample	000131	13612160B08V00	11.31
EUT 2	21-1-01653S29_C01	RKE Module BASE EN	RKE223E1 / Application sample	003521	13612160B08V00	11.31

Tab 3: EUT details.

2.6 Auxiliary Equipment: Type and Short Descriptions

Short description	PMT No.	Auxiliary Equipment	Type	S/N	HW status	SW status
AE 1	21-1-01653S38_C01	Testbox ¹⁾	Testbox programmable (USB)	180401C24	n/a	RKE223_V7.0
AE 2	21-1-01653S39_C01	Testbox ¹⁾	Testbox programmable (USB)	180401C21	n/a	RKE223_V7.0
AE 3	21-1-01653S40_C01	Testbox ¹⁾	Testbox programmable (USB)	180401B35	n/a	RKE223_V7.0
AE 4	21-1-01653S50_C01	Car	Mercedes Benz EQS SUV (X296)	n/a	n/a	n/a

Remark 1: the 3 different testboxes are just used to simplify the search for the valid power setting.

Remark 2: FCC initial testbox power setting was set to 0x34. For tests value was reduced to 0x29.

EN initial testbox power setting was set to 0x37. For tests value was reduced to 0x30.

Tab 4: Auxiliary equipment details.

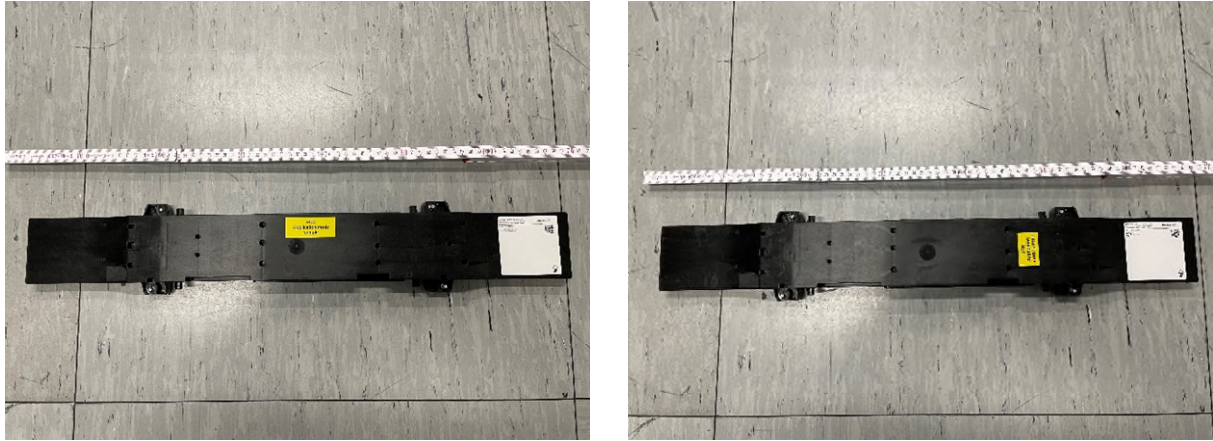


Fig 1: Photos of the antennas

Shorter antenna
arm: 434 MHz



Longer antenna
arm: 315 MHz



Always a system
with two diversity
antenna (arms):
ANT1 and ANT2

Fig. 2: Photos covering the differences of the antenna versions



Fig. 3: Photo and indication of antenna position

3 General Test Setup and Test Method

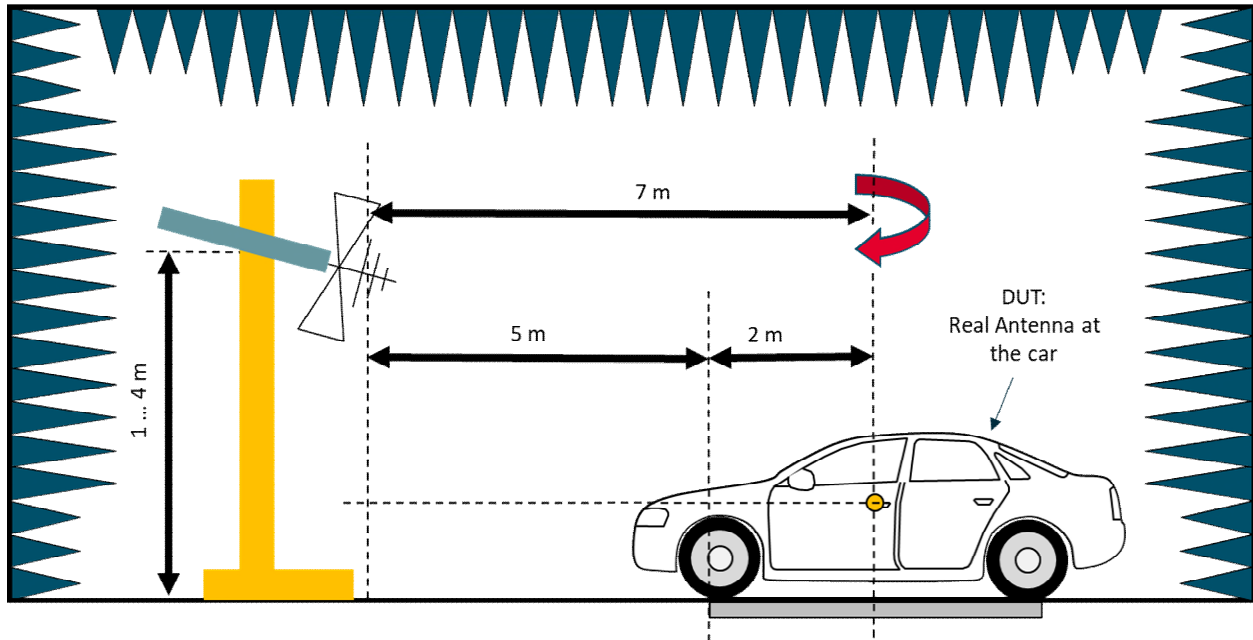


Fig. 4: Measurement set up using a movable antenna mast with tilt boresight (tilt) function

Antenna measurements at cars with the need for greater measurement distance are carried out in the CETECOM SAC5 chamber in Düsseldorf as shown in Fig. 4 and Fig. 5. A movable mast with an antenna tilt function is used.

The following test procedure related parameter has been used:

- The module was set to a fixed frequency in CW mode
- The turn table rotated between 0 and 360° and readings were gathered with an angular resolution of 5°
- Both polarization are taken into account
- The antenna height was varied between 1 and 4 m in steps of 0.5 m (7 levels) representing an angular resolution in elevation of approximately also 4°
- Out of the power measurements the antenna pattern was determined and the maximum EIRP values estimated.

This procedure has been used to test first the reference antenna and repeated for different antenna versions (see Fig. 2) at a car.



Fig. 5: Set up with EUT for test without absorbers at a car (EQS SUV (X296))



Fig. 6: EUT support details: set up when measuring the real antenna installed at the car (with cover)

4 Measurement Results

4.1 Searching for the Worst Case Scenario

The following relative results have been found for:

- Set up as shown in Fig. 5
- Test procedure as described in chapter 3: Resolution 5° in azimuth and 4° in elevation.
- Car: EQS SUV (X296)
- Antenna system variant "BASE"
- CW source

433.92 MHz	ANT1	ANT2
BASE	0.0 dB	-2.12 dB

Tab 5: Relative EIRP values found for 434 MHz antenna version.

In result the maximum EIRP values where found for:

- The 434 MHz antenna for: BASE, ANT1 at a measurement antenna height of 2.5 m.

At those positions the impact for frequency (channels) has been measured in terms of the whole antenna pattern at one plane (measurement antenna height). Those tests has been executed using the final set up, and using a modulated signal at the above mentioned worst case setups. The results are summarized in Tab 6. It was found a variation over frequency to be less than 0.5 dB. This is lower than the (heuristically determined) uncertainty for the relative measurement uncertainty of about ± 0.4 dB.

	Low (channel 1)	Mid (channel 3)	High (channel 2)
434 MHz band	433.47 MHz	433.92 MHz	434.37 MHz
BASE	0 dB	-0.50 dB	-0.22 dB

Tab 6: Relative values to the highest value found for different frequencies.

4.2 Field Strength and EIRP Measurements with actual settings for Power and Modulation build in at a typical car

For measuring the final maximum field strength and EIRP value the set up for the worst case scenario as determined by the measurements as reported in chapter has been used and the for the 434 MHz the channel 3 = 433.92 MHz. The measurement was done using a peak detector with a resolution bandwidth of 300 kHz. For calculating the right average field strength the timing results out of the report CETECOM_TR18_1_0257101T93a.pdf and CETECOM_TR18_1_0257101T97a.pdf has been used:

- For the FCC version at 434 MHz band: -17.35 dB

4.2.1 FCC and ISCED Canada related Test Result

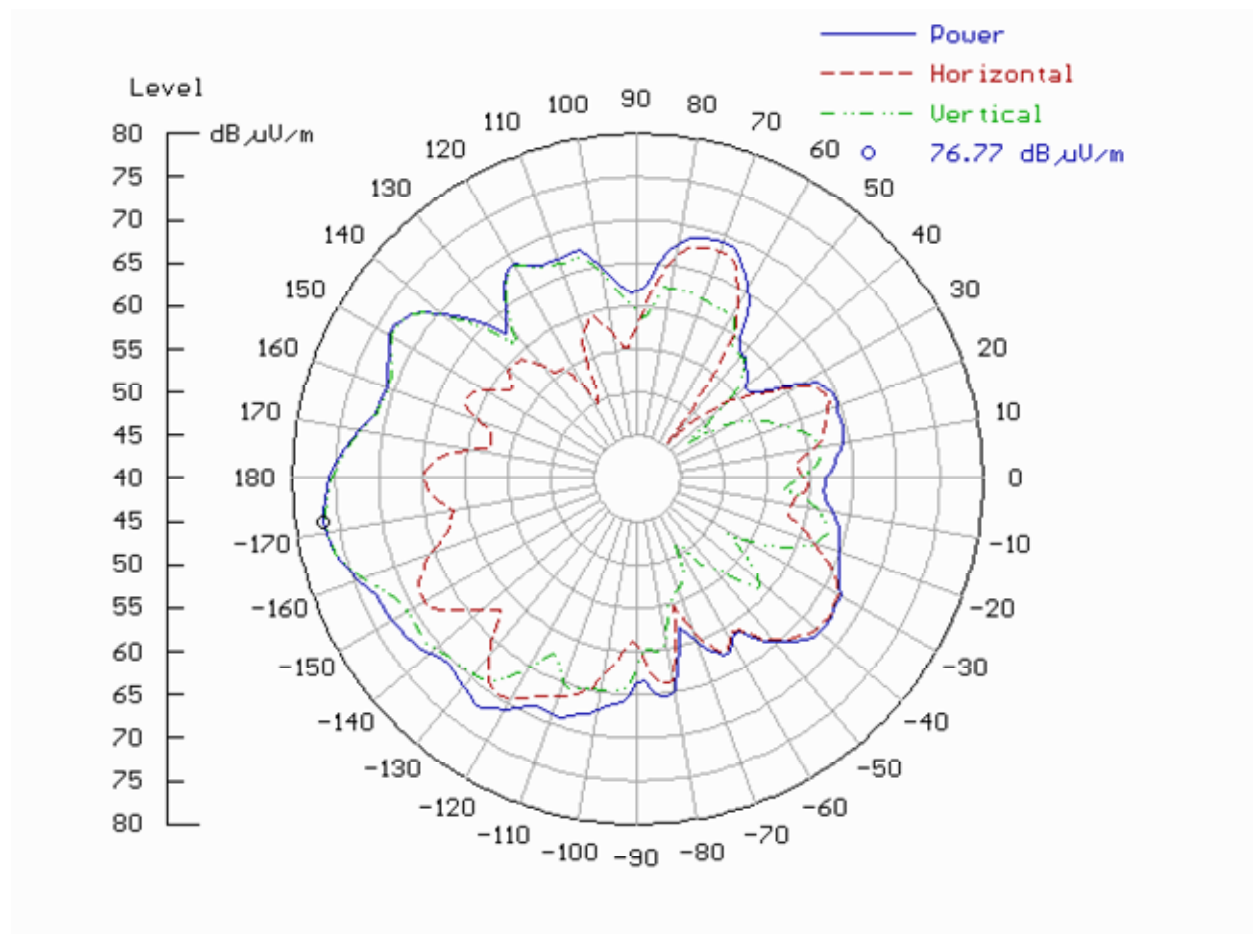


Fig. 7: Maximum EIRP value found for 434 MHz antenna when attached to real car in worst case scenario and when set to appropriate modulation, timing and power value 0x29.

4.2.2 EN Related Test Result

For assessment in respect of European norm no timing information is taken into account, because the limits and measured values are maximum peak data.

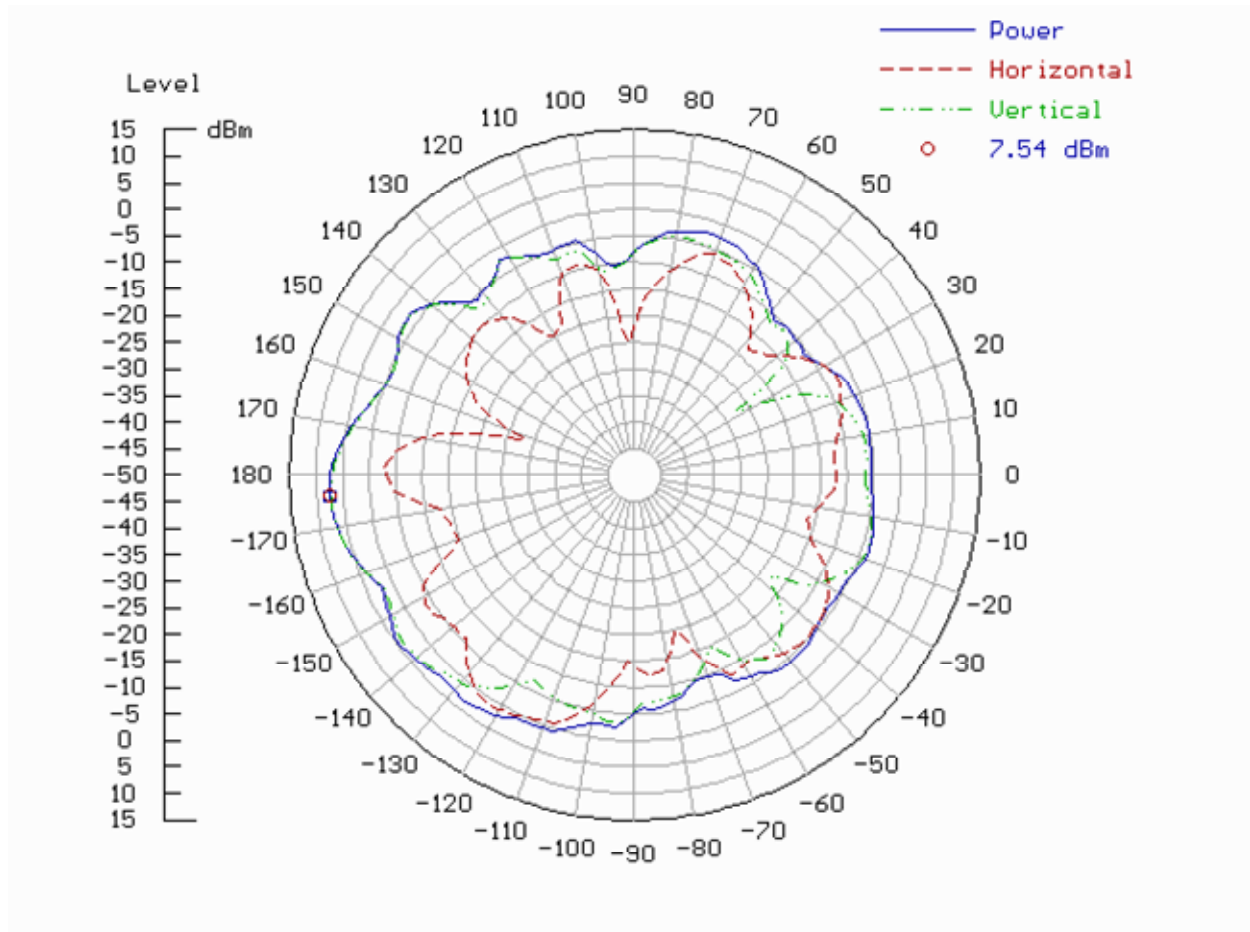


Fig. 8: Maxim EIRP value found for 434 MHz antenna when attached to real car in a worst case scenario and when set to appropriate modulation, and power value 0x30.

5 Equipment lists

ID	Description	Manufacturer / Type	Serial Number	Calibration Due Date
25358	Anechoic Chamber	Albatross Projects GmbH / SAC5	P27281-016	2026
25360	Antennenmast BAM 4.5-P	maturro GmbH / BAM 4.5	P/091/17791115	--
25361	Controller	maturro GmbH / NCD	202/17791115	--
25348	EMI Test Receiver	Rohde & Schwarz / ESR7	101600	09.08.2023
25352	Switch and control Platform	Rohde & Schwarz / OSP120	101542-rV	--
25357	Measurement Antenna	R&S HL562E (30 MHz – 6 GHz)	100824	09.10.2023

Tab. 1: Test equipment list.

6 Measurement Uncertainty

The measurement uncertainty has been calculated and reported in a separate document [1]. The absolute uncertainty for the antenna gain is in the range: $< \pm 4.2$ dB.

The uncertainty applicable for relative measurements over frequency was determined heuristically (and refers mainly to the measurement antenna gain over frequency ripple) is in range of ± 0.4 dB.

7 References

- [1] CETECOM: "Working Instruction WI_EMC-DUS_10_MESSUNSICHERHEIT V03, CETECOM GmbH EMC Testlab Branch Düsseldorf", January 2019.
- [2] CETECOM Testreport 18-1-0257110T05a (EU), 03/2021.
- [3] CETECOM Testreport 18-1-0257110T02a (FCC and ISSED), 03/2021.

8 Versions of test reports (change history)

Version	Applied changes	Date of release
--	Initial release	2022-Dec-16
--	--	--

End of Test Report
