

August 21, 2006

RE: Audiovox Electronics Corporation

FCC ID: BGA-XMXP03

Please see comments and attachments below regarding the above referenced Application.

2. Q: Regarding previous response to 4, it is still uncertain what type of radiator is present if the FM coupler is bypassed. Is this a leaky coax or is this simply using the XM antenna as an inefficient radiator? Your last response suggests this is an unintentional radiator. Please explain. If it is a leaky coax, what are acceptable test procedures for this with the FCC. Please note that if the FM modulator can be turned on by the user and only the XM antenna is connected, then this is considered a valid test configuration in spite of the fact it may be an inefficient radiator. Please explain.

A: When the FM Coupler is bypassed, there is no intentional radiator present. Under this configuration, the FM signal is attenuated by the ground shield on the RF cable and is substantially lower than other spurious emissions. We provided emissions data for this mode which verify that we meet the unintentional radiator FCC limits.

3. Q: Please provide a technical description of operation/function of the FM coupler.

A: The FM Coupler works simply by placing the FM signal in close proximity to the car's FM antenna. Due to the proximity of the coupler to the car's FM antenna, it is considered to be in the very near field. Also, due to the low power level of the signal, and to the physical properties of the RF cable and the FM coupler, the signal is too weak to be usable via traditional radiated methods. Under these conditions, the signal is said to be coupled to the antenna.

6. Q: FYI. It is our understanding that window antenna information is still pending with the FCC and will be made available when possible.

A: Comment understood