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To: Federal Communications Commission Washington, D.C. 20554

- 2 - European Standard EN 301 091 and the Japanese Standard ARIB STD48 2.1 ç%o^ is highly welcome, as standardization and harmonization reduces development and system cost and allows safety features to find its way into mid- and lower-segment cars. As set forth below, we support the Commissionâ€™s proposals in the NPRM with respect to vehicular radar systems. 2.) However, Continental opposes the Commissionâ€™s proposal to generally allow fixed radar installations regardless of location pending a thorough analysis of the potential for electromagnetic interference from these systems to vehicular radar. TMC urges the Commission to separate these proposals and approve the changes for vehicular radar but defer action on allowing unlicensed fixed systems in this frequency band as the interference from road-side applications to automotive safety systems in vehicles has not been studied in detail. Continental supports the usage of 76-77 GHz systems for applications such as proposed by Era, but we request for countermeasures that limit the illumination of public roads by these kind of fixed applications (as already proposed by Era in the above mentioned NPRM).

Respectfully submitted,

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