Response to HHS Request for Information on EMF/RF Exposure

Oct 18, 2026 · SafeFields

Docket: HHS-OASH-2026-0397 — Request for Information on Electromagnetic Fields (EMFs), Radiofrequency (RF) Radiation, and Wireless Radiation Exposure (FR Doc. 2026-19252, published September 21, 2026)

Topic: Extremely low-frequency (ELF) magnetic field exposure inside the cabins of electric and hybrid vehicles

Submitted by: SafeFields Technologies Ltd., Herzliya, Israel

Perspective (Question 2): Business; equipment and product manufacturer (automotive EMF-reduction technology). This response also reflects regulatory and public-policy experience with in-vehicle EMF in Israel.

Basis of response: Peer-reviewed research; government reports (U.S., EU, Germany, Israel, China); and industry measurement data. All in-vehicle measurements cited in Section 3 were performed under IEC 62764-1 and published by Israel's Ministry of Environmental Protection. Each source is identified in the References.

Questions addressed: 5 (incl. 5n, 5o, 5p), 6, 7, 8, 9, 11, 12, 13(i), 16, 17, 18.

Executive summary

The vehicle cabin has become one of the most significant - and least examined - sources of daily, prolonged ELF magnetic field exposure for the occupant travelling in a vehicle.

- **The exposure is real and significant.** Electrified vehicles carry hundreds of amperes through batteries, inverters, motors and cabling located inches from occupants. Germany's Federal Office for Radiation Protection (BfS) recorded peaks above 1,000 mG in normal driving in 2025.[1] Measurements of 77 models published by Israel's Ministry of Environmental Protection show cabin maxima of up to 304 mG; 65 of the 77 exceed 4 mG, the reference value several countries apply to prolonged exposure.[2]
- **The variance between vehicles is the central finding.** Comparable vehicles differ by a factor of 10 to 100. Exposure is therefore not an inevitable cost of electrification; it is a design outcome that some manufacturers already control well.

[1] Schmid, G., et al. (2025). Determination of Exposure to Electromagnetic Fields in Electromobility – Part 1: Electromagnetic Fields While Driving (BfS-RESFOR-243/25). German Federal Office for Radiation Protection (Bundesamt für Strahlenschutz, BfS), April 2025

[2] Israeli Ministry of Environmental Protection. Electromagnetic Radiation in Electric and Hybrid Vehicles, including vehicle-specific radiation measurements and comparative data. Government of Israel,

- **There is a regulatory blind spot.** ICNIRP sets limits for acute effects only. No binding standard addresses chronic in-cabin exposure, no U.S. agency measures it, and consumers have no way to compare vehicles.
- **Governments and rating bodies are moving.** Israel's Knesset reviewed the issue in January 2026 and the government began publishing vehicle-level measurements. China already scores cabin EMF in C-GCAP. The EU Joint Research Centre has called for a regulatory standard. Green NCAP has expressed strong interest in adding the topic to its roadmap.
- **Mitigation is commercially available.** Active cancellation technology is entering mass production with a U.S.-headquartered Tier 1 supplier and is already sold in the aftermarket.

Our core recommendation: HHS should explicitly include in-vehicle ELF magnetic fields in its EMF agenda; direct FDA/CDRH, in coordination with NHTSA, to develop a standardized real-world measurement protocol; and support public, model-level disclosure so that consumers — especially families with children and pregnant women — can make informed choices.

1. The issue: chronic ELF exposure inside the vehicle (Questions 5, 6, 12, 13i)

In-cabin magnetic fields are a distinct exposure category that the current RF discussion does not capture. They are low-frequency (mainly tens to hundreds of hertz, the same range as power-grid fields), driven by current rather than transmission, and experienced at close range for an hour or more a day.

Source and characteristics

The fields are generated by the high-voltage battery, inverter, electric motor(s) and the cabling between them. Their strength rises with current — peaking during acceleration, regenerative braking and charging — and falls sharply with distance. **Hybrids are not necessarily lower than full EVs:** tighter packaging often places electrical components closer to occupants. Layout and shielding, not powertrain type alone, determine exposure.

This is fundamentally different from wireless RF exposure. RF guidelines are built around tissue heating. ELF magnetic fields act through induced currents, and the health concern relates to long-term, non-thermal effects.

What the evidence establishes — and where it is uncertain

We distinguish clearly between established findings, consistent associations and open questions, as the RFI requests.

Finding	Strength of evidence	Key sources
Pooled epidemiological analyses show a consistent association between average residential exposure above 0.4 µT (4 mG) and a roughly two-fold increase in childhood leukemia risk	Consistent association; causality not established	Ahlbom et al. 2000; Greenland et al. 2000; Kheifets et al. 2010

Finding	Strength of evidence	Key sources
IARC classifies ELF magnetic fields as "possibly carcinogenic to humans" (Group 2B); WHO recommends low-cost precautionary measures	Formal classification	IARC Monograph Vol. 80 (2002); WHO EHC 238 (2007)
Higher measured personal exposure during pregnancy is associated with increased miscarriage risk	Emerging; individual cohort studies	Li et al. 2002
Long-term exposure near power lines is associated with modestly increased mortality from Alzheimer's disease and other neurodegenerative conditions	Emerging; mixed findings	Huss et al. 2009
Strong fields can interfere with pacemakers and other active implants	Established mechanism; risk depends on field strength and device	Device standards; C-GCAP sensitive-population criteria

The evidence base for these associations comes almost entirely from residential and power-line studies. **No epidemiological study has examined in-vehicle exposure.** That gap is itself the most important finding for HHS (see Section 7).

The regulatory gap (Questions 5, 6)

The ICNIRP guidelines (1998, 2010), the basis for most national standards, set limits for acute effects only (nerve stimulation). ICNIRP explicitly chose not to set a limit for chronic, low-level exposure. Compliance with ICNIRP therefore says nothing about the exposure pattern that the epidemiology addresses.

The consequence is a void. Vehicles are type-approved for electromagnetic compatibility (UNECE R10) — that is, the vehicle's systems must not interfere with each other — but no regulation, in the U.S. or elsewhere, sets a limit or a disclosure requirement for the magnetic fields occupants are exposed to for hours each week. Several countries apply a precautionary 4 mG reference to buildings where people stay for long periods (Norway, the Netherlands, Israel, Finland) or 10 mG (Austria, France, Switzerland). None applies a comparable reference to the vehicle, although the vehicle has become a place of prolonged daily occupancy.

Why this matters for the U.S. now (Question 13i)

Americans spend about an hour a day in a vehicle (AAA Foundation, 2024), often far more in congested metropolitan areas and for professional drivers. Three trends increase cumulative exposure:

- **Larger batteries and higher currents.** Range and performance demands push current upward, and with it field strength.
- **Cost pressure.** As the EU Joint Research Centre warned, without a standard, manufacturers may cut shielding to reduce cost — particularly in low-cost models.

- **Autonomous vehicles.** AVs are almost entirely electrified and carry substantial onboard compute. Once driving is no longer a task, occupants — including children traveling without an adult — are likely to spend more time in vehicles, and robotaxi fleets will put the same cabin on the road for many hours a day.[3] Exposure in the AV cabin should be addressed before the fleet scales, not after.

2. Israel: from parliamentary review to public disclosure (Question 9)

Israel now offers a working example of what Question 9 asks about: government-published, model-level information on in-cabin magnetic field exposure.

Background

- **2010:** The Ministry of Environmental Protection (MoEP) convened a national expert committee on EMF in hybrid vehicles. Applying WHO's precautionary approach, it recommended a national test protocol and a consumer grade: A below 4 mG, B for 4–7 mG, C above 7 mG, based on 18 hours of weekly exposure at the vehicle's highest-field point.
- **2018–2019:** A rating program was announced and then frozen following opposition from vehicle importers and within government.
- **July 2025:** MoEP updated its official guidance, acknowledging that hybrid and electric vehicles can emit elevated magnetic fields and that both manufacturers and consumers can take measures to reduce exposure.

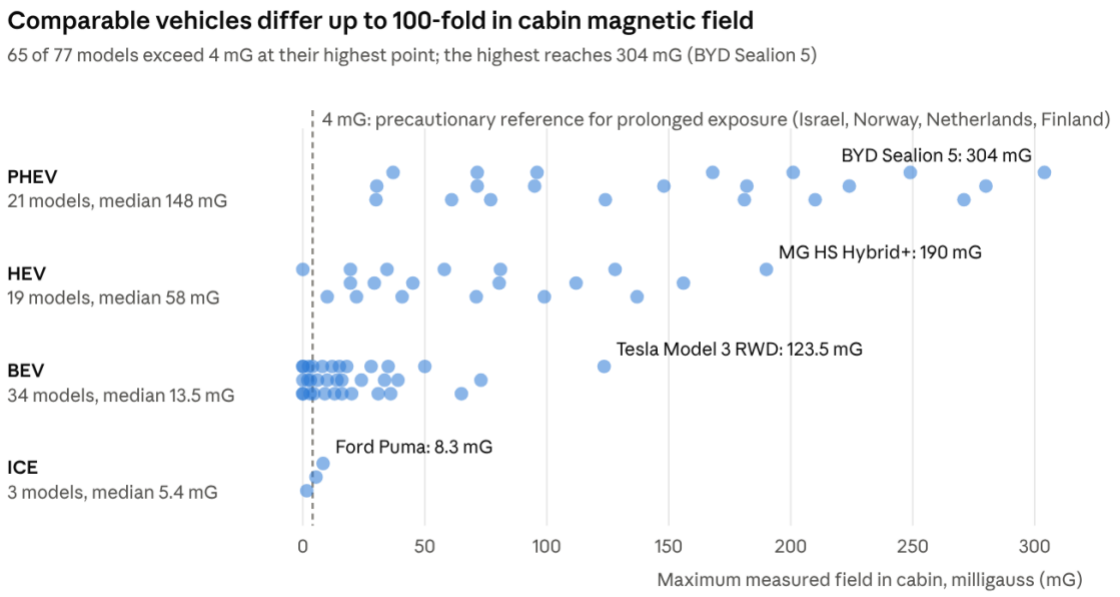
The January 2026 Knesset (Israeli Parliament) review

In January 2026, the Knesset's Economic Affairs Committee held a dedicated session on radiation in electric and hybrid vehicles. The Committee directed the relevant government ministries to carry out further work on the issue. It stated unequivocally that public transparency on this issue is of great importance, that there is wide variance between vehicle models, and that this information must be made accessible to consumers.

Following the session, MoEP began publishing in-cabin magnetic field measurements by vehicle model on its website. As of September 15, 2026, the list covers 77 models. Measurements follow the European standard IEC 62764-1 and are carried out by SafeFields, accompanied by a radiation surveyor licensed by MoEP. Each value is the highest field measured at any point in the vehicle.

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[3] Naz, F., & Mattingly, S. P. (2026). Assessing automated vehicle-induced VMT: Meta-analysis of current research. Travel Behaviour and Society, 44, 101268. The study conducted a meta-analysis of 26 published studies examining the potential impact of autonomous vehicles on vehicle miles traveled (VMT) in U.S. urban areas. It found an average projected increase of 5.95% in vehicle travel following AV deployment, with a higher increase for privately operated AVs (6.9%) compared to shared autonomous vehicles (5.3%). The researchers identify reduced perceived travel-time costs, increased travel convenience, and changes in travel behavior as important factors influencing additional travel demand. These findings suggest that autonomous driving may encourage longer or more frequent journeys, potentially increasing the amount of time individuals spend inside vehicles.



Source: Israel Ministry of Environmental Protection, published vehicle measurements (IEC 62764-1), last updated September 15, 2026 · 77 models · value = highest point measured in each vehicle.

What the data show

- **Exposure is widespread.** 65 of 77 models exceed 4 mG at their highest point; 34 exceed 40 mG and 18 exceed 100 mG.
- **Plug-in hybrids are consistently the highest.** All 21 PHEVs measured exceed 4 mG, with a median of 148 mG.
- **Powertrain does not determine the outcome — design does.** Battery-electric models range from 0 to 123.5 mG; conventional hybrids from 0 (Toyota C-HR) to 190 mG (MG HS Hybrid+). The plug-in and fully electric versions of the same Leapmotor C10 measure 77 mG and 4.5 mG respectively.
- **Low exposure is achievable today.** Models at or near 0 mG come from several manufacturers and price segments, demonstrating that low in-cabin fields are an engineering choice, not a technical barrier.

A methodological note: these are spatial maxima, while the 4 mG references are expressed as averages over prolonged exposure, so the two are not directly equivalent. They are, however, consistent with the method of Israel's 2010 expert committee, which assessed exposure at the vehicle's highest-field point. The full dataset is reproduced in the Annex.

3. Measuring in-cabin exposure (Questions 5p, 7, 8)

Reliable tools exist; what is missing is a harmonized protocol that reflects real driving and real occupants.

Available methods (Question 7)

- **IEC 62764-1 (2022)** defines measurement procedures for magnetic fields generated by electronic and electrical equipment in the automotive environment, with respect to human exposure. It is the basis of the Israeli dataset.
- **C-GCAP (China)** measures fields under defined driving and charging conditions, calculates a safety margin against public exposure limits, and evaluates separately for occupants with medical implants.
- **Research protocols** by the EU Joint Research Centre (2020) and Germany's BfS (2025) combine on-road measurement with vehicle data (speed, current, operating mode) and numerical modeling.

Classification (Question 5p)

A classification system for in-vehicle exposure should account for: frequency content (ELF fundamental plus harmonics); magnetic flux density at each occupant position; distance and proximity to the body, including the floor area; duration of exposure per trip and per day; and cumulative exposure across a typical week. A simple consumer-facing grade — such as the A/B/C scheme Israel's expert committee proposed in 2010 — can sit on top of this technical data.

4. Sensitive populations (Question 11)

Yes — exposure assessment for vehicles should differ for sensitive groups, because the vehicle concentrates exactly the populations the precautionary literature is most concerned about.

- **Children.** The childhood leukemia association is the strongest signal in the ELF literature. Children ride in rear seats, often above or near battery packs, on daily school runs. Many jurisdictions already apply stricter references where children spend long periods (Israel recommends 4 mG at every seat in a classroom). A vehicle used for a daily school run is functionally a recurring, prolonged-exposure environment for a child.
- **Pregnant women.** Evidence linking higher personal magnetic field exposure to miscarriage (Li et al., 2002) warrants specific attention, including for pregnant professional drivers.
- **Individuals with implanted medical devices.** Pacemakers, ICDs and other active implants can be affected by strong low-frequency fields. China's C-GCAP already evaluates vehicles separately against implant-relevant criteria. U.S. consumers have no equivalent information.
- **Workers with elevated occupational exposure.** Ride-hail, delivery, taxi, transit and fleet drivers spend 8–12 hours a day in electrified vehicles. For this group, in-cabin exposure is effectively occupational and chronic, and is not monitored. As commercial fleets increasingly transitionto electric vehicles to meet decarbonization goals, this issue becomes more relevant. Amazon, for example, operated over 52,700 electric delivery vans globally in 2025.[4] This highlights the need to asses cumulative EMF exposure among professional drivers who spend extended periods in vehicles.

[4] Amazon. (2026). 2025 Sustainability Report, Transportation and Decarbonization section.

5. Mitigation is available today (Question 5o)

Reducing in-cabin exposure does not require waiting for new science or redesigning vehicles. Proven engineering solutions exist and are reaching mass production.

Conventional approaches

Manufacturers can lower exposure through layout (distance between high-current components and occupants), twisted and routed cabling, and passive shielding. These are effective but add weight and cost, must be designed in early, and cannot be applied to vehicles already on the road.

Active cancellation: SafeFields

SafeFields Technologies is an Israeli automotive technology company, founded in 2021, that has developed a patented active EMF-reduction system for vehicles. Compact sensors and real-time signal processing detect the low-frequency magnetic fields generated by the battery, inverter and cabling, and generate counter-fields that cancel them in the occupant zone. The system adds minimal size, weight and energy consumption and does not require changes to the vehicle's electrical architecture.

- **OEM adoption:** SafeFields has signed an agreement with one of the world's largest German automakers.
- **Mass production:** In May 2026, SafeFields and Veoneer — a Tier 1 automotive electronics supplier headquartered in Southfield, Michigan, which has delivered more than one billion electronic control units and crash sensors — announced a strategic agreement to industrialize and mass-produce automotive-grade electronics incorporating SafeFields' technology for OEM integration.
- **Aftermarket:** The solution is already sold as a retrofit for vehicles on the road, meaning existing fleets — not only future models — can be addressed.

The relevance for HHS is straightforward: the cost and feasibility of reducing exposure are no longer a barrier to precautionary policy. Disclosure and standards would reward manufacturers that already deliver low-exposure cabins, without imposing a technical burden the industry cannot meet.

6. Growing international momentum

Awareness of in-cabin EMF is rising quickly among regulators, government scientists and independent rating bodies. The U.S. is not yet part of this conversation.

Jurisdiction / body	Action	Year
Israel — Knesset Economic Affairs Committee	Dedicated session; ministries directed to act; transparency to consumers declared essential	2026
Israel — Ministry of Environmental Protection	Public, model-level in-cabin measurements (77 models to date)	2026
Green NCAP (Europe)	Its technical committee has expressed strong interest in adding in-cabin EMF to its assessment roadmap	2026

Jurisdiction / body	Action	Year
Germany — Federal Office for Radiation Protection (BfS)	Systematic measurement of 13 EVs and PHEVs; peaks above 1,000 mG in normal driving	2025
China — C-GCAP (CATARC)	Cabin EMF scored as part of the vehicle health rating; public ranking; separate criteria for implant wearers	2022 onward
European Union — Joint Research Centre	Called for a regulatory standard for type approval or in-use compliance	2020

The Green NCAP development is particularly significant. Independent consumer ratings have historically moved vehicle design faster than regulation — as crash-test ratings did for occupant safety. SafeFields has engaged directly with Green NCAP's technical committee, which has expressed strong interest in incorporating in-cabin EMF into its roadmap.

The JRC framed the stakes clearly: without regulation, "manufacturers might seek to reduce production costs by saving on protections against EMF exposure," while a standard "would also provide a clear legislative framework with which market players in the automotive sector could plan their investments with less uncertainty."

7. Recommendations to HHS (Questions 5n, 9, 10, 16, 17, 18)

We propose six concrete steps. None requires HHS to resolve the scientific debate on causality first; each is justified by the size of the exposed population, the documented variance between vehicles, and the availability of mitigation.

1. **Name the vehicle cabin as a priority exposure environment (Questions 16, 18).** HHS's EMF agenda should explicitly cover ELF magnetic fields in electrified and autonomous vehicles, alongside wireless RF. Otherwise, one of the fastest-growing sources of daily exposure will fall between agencies.
2. **Close the evidence gap (Questions 10, 16).** NIH/NIEHS should fund the first exposure-assessment and epidemiological studies of in-vehicle ELF exposure. CDC/NIOSH should establish a cohort of professional drivers (ride-hail, delivery, transit, fleet), the population with the highest cumulative exposure.
3. **Develop a U.S. real-world test protocol (Questions 5n, 8, 17).** FDA's Center for Devices and Radiological Health administers the electronic product radiation control provisions of the Federal Food, Drug, and Cosmetic Act, which cover non-ionizing electromagnetic radiation emitted by electronic circuits. CDRH, working with NHTSA and NIST, should build on IEC 62764-1 to define a protocol with real-world drive cycles, all seating positions and time-weighted metrics.
4. **Make the information public (Question 9).** Consumers should be able to compare in-cabin exposure by model before purchase, as Israeli consumers now can. Options range from publication on an HHS or NHTSA website to integration into existing consumer channels such as NHTSA's New Car Assessment Program or the vehicle window sticker.

5. **Issue precautionary guidance for sensitive groups (Question 11).** Pending standards, HHS should publish guidance for parents, pregnant women and implant wearers, including a precautionary reference value for child seating positions.
6. **Coordinate internationally (Question 17).** HHS should engage with the EU Joint Research Centre, Germany's BfS, Israel's Ministry of Environmental Protection, Green NCAP and UNECE WP.29, so that U.S. measurement and disclosure approaches are compatible with emerging global practice.

SafeFields would welcome the opportunity to share its measurement data and technical experience with HHS, FDA and partner agencies.

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17. SafeFields and Veoneer (May 18, 2026). SafeFields and Veoneer Announce Strategic Agreement to Advance Automotive EMF Reduction Solutions. Press release
18. Federal Food, Drug, and Cosmetic Act, Chapter V, Subchapter C – Electronic Product Radiation Control (21 U.S.C. 360hh et seq.).

Annex: In-cabin magnetic field measurements published by Israel's Ministry of Environmental Protection

Measured under IEC 62764-1 by SafeFields, accompanied by a radiation surveyor licensed by the Ministry of Environmental Protection. Values are the highest field measured at any point in each vehicle. Last updated September 15, 2026. 1 mG = 0.1 µT.

#	Manufacturer	Model	Powertrain	Max. measured field (mG)*
1	BYD	Sealion 5	PHEV	304
2	Jaecoo	7 PHEV	PHEV	280
3	Lynk & Co	08	PHEV	271
4	Chery	Tiggo 8 Pro	PHEV	249
5	Jeep	Wrangler 4xe Sahara	PHEV	224
6	Geely	Starray	PHEV	210
7	Jaecoo	8	PHEV	201
8	MG	HS Hybrid+	HEV	190
9	Chery	Tiggo 7	PHEV	182
10	MG	S9	PHEV	181
11	Omoda	9	PHEV	168
12	Hyundai	Elantra	HEV	156
13	Omoda	7	PHEV	148
14	Chery	Tiggo 4	HEV	137
15	Jaecoo	5	HEV	128
16	MG	EHS	PHEV	124

#	Manufacturer	Model	Powertrain	Max. measured field (mG)*
17	Tesla	Model 3 RWD	BEV	123.5
18	Hyundai	Ioniq 4	HEV	112
19	Kia	Sportage	HEV	99
20	BYD	Seal U DM-i	PHEV	96
21	Porsche	Panamera	PHEV	95
22	Suzuki	Vitara	HEV	81
23	Suzuki	Swift GLX micro-hybrid	HEV	80.5
24	Leapmotor	C10	PHEV	77
25	Audi	Q8 Sportback e-tron	BEV	73
26	Kia	Niro Gen 2	PHEV	71.5
27	Kia	Niro Plus Gen 1	PHEV	71.5
28	Toyota	Camry	HEV	71.1
29	Chevrolet	Silverado RST	BEV	65
30	Mitsubishi	Outlander	PHEV	61
31	Kia	Niro Hybrid Gen 1	HEV	58
32	Voyah	Courage	BEV	50
33	Toyota	Corolla Sedan	HEV	45.1
34	Toyota	RAV4	HEV	40.7
35	Tesla	Model Y Dual Motor	BEV	39
36	BMW	X5 xDrive45e	PHEV	37
37	MG	4 X-Range	BEV	36
38	Seres	M5	BEV	35
39	Hyundai	Kona	HEV	34.5
40	Seres	M5 AWD+RWD	BEV	33.5
41	Hyundai	Kona	BEV	30.9
42	BMW	530e	PHEV	30.3
43	Volvo	XC40	PHEV	30

#	Manufacturer	Model	Powertrain	Max. measured field (mG)*
44	Nissan	Juke	HEV	29.3
45	Lynk & Co	01	BEV	28
46	Geely	EX5	BEV	24
47	Hyundai	Sonata	HEV	22
48	MG	Marvel R RWD	BEV	20
49	Toyota	Yaris	HEV	19.5
50	Toyota	Yaris Cross	HEV	19.5
51	Xpeng	G6	BEV	18
52	BYD	Sealion 7	BEV	16
53	Zeekr	X	BEV	16
54	Hyundai	Ioniq 5	BEV	15
55	BMW	iX3	BEV	14
56	Audi	Q4 e-tron	BEV	13
57	BYD	Atto 3	BEV	12
58	Honda	Accord	HEV	10
59	Skoda	Enyaq	BEV	10
60	Geely	Geometry C 480 Pure	BEV	9
61	Ford	Puma	ICE	8.3
62	BYD	Atto 2	BEV	8
63	Peugeot	e-208	BEV	6
64	Hyundai	Santa Fe	ICE	5.4
65	Leapmotor	C10	BEV	4.5
66	Volkswagen	ID.4 2x4	BEV	4
67	MG	5	BEV	3.1
68	MG	ZS	BEV	3
69	Eveasy	Limo	BEV	2.4
70	Citroën	Berlingo	BEV	2

#	Manufacturer	Model	Powertrain	Max. measured field (mG)*
71	Citroën	C5 Aircross	ICE	1.6
72	Seres	3	BEV	0
73	Toyota	C-HR	HEV	0
74	Volvo	EX30	BEV	0
75	Zeekr	001	BEV	0
76	Changan	Deepal S07	BEV	0
77	Zeekr	7X	BEV	0

*The measured maximum levels represent a measurement at the location where maximum level was measured for prolonged exposure, in the band of 5Hz to 2KHz, and it does represent instantaneous levels which can be significantly higher.