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TEC Contents · December 2022

PG 4	Top Research Institutions Try to Unlock 6G
PG 12	Huskie Tools Introduces the Next Evolution of Battery Powered Cutting & Compression Lineman Tools – the SLC Series
PG 16	Electronic Chip Shortage Solution: Look to the Independent Channel
PG 24	Ad Index





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Academia is attempting to resolve the issues surrounding 6G, but a deficiency of mmWave-capable components could delay the next leap forward in wireless communications

While the rollout of 5G is still in its infancy, bleeding-edge research around the world is now heavily focused on solving a significant problem that is expected to arise within the next few years. Antenna-to-antenna links or the "backhaul of the network" are essentially limited to frequencies under 100 GHz. However, experts are predicting that by around 2025 these lower frequencies, under 80 GHz, will no longer be enough to support the evolution of 5G or 5G plus, especially within densely populated areas.

"For 5G networks, at some point, every user will expect to have at least 1 GB/s or higher," says Dr. Guillaume Ducournau. "So, if you're running 5G in a crowded place, like a commercial center or a big city, we have to be able to manage the huge data rates at the antenna collecting point."

Dr. Ducournau is a professor at Université de Lille in France and a top academic researcher in THz communications. He has authored over 100 peer-reviewed papers published in international journals and developed several experimental setups dedicated to the characterization of THz devices for communications in the Lille THz communication cluster.

"Currently there is a dearth of components capable of operating in excess of 100 GHz and then even fewer when you push into the THz regime where 6G is expected to excel," continues Dr. Ducournau. "So, unless the industry can come up with better components the problem is going to grow exponentially."

6G is not yet a functioning technology but will deliver data rates that are 100 times faster than 5G and shift from primarily connecting people and things to connecting intelligence. Connected Robotic and Autonomous Systems (CRAS), Unmanned Aerial Vehicles (UAVs), artificial intelligence, and even remote robotic surgery. However, without resolving the issue of working at millimeter wave (mmWave) and THz frequencies, 6G could be greatly delayed.

"There is an urgent need right now to develop components, devices, testbeds, and concepts to operate at higher frequencies because, by 2030 or so, 6G will require these things," says Dr. Ducournau.

Pushing towards THz components

The issue with creating components at frequencies above 100 GHz comes down to physics.

As you move up the electromagnetic (EM) spectrum the wavelengths get shorter. In fact, at a frequency of 300 GHz, the wavelength shrinks to just one millimeter. At these higher frequencies, the constituent parts are tiny and even small alignment errors can significantly degrade performance.

At such a small-scale, available power and device power handling become a big challenge. Therefore, components at these frequencies must operate with exceptionally low insertion loss and extremely high performance to allow engineers to develop effective signal chains.

In addition to sufficient device power handling, high isolation between active components becomes of critical importance to minimize signal degradation and potential device destruction from signal reflections between components.



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For example, Faraday rotation isolators – more commonly referred to simply as isolators – are two-port components that allow EM signals to pass in one direction but absorb them in the opposite direction. Isolators are often used in communication systems because they do a good job of suppressing standing waves.

"Isolators have low insertion loss within the microwave bands, but at mm-wave frequencies, where we were working at, the loss becomes increasingly problematic," explains Dr. Ducournau.

A boost for mmWave components

"After doing significant research a few years ago, I discovered NASA had awarded a project to Micro Harmonics to develop mmWave isolators all the way to 300 GHz, and they showed very good performance," recalls Dr. Ducournau. "I immediately called them up."

Micro Harmonics Corporation (www.MicroHarmonics. com) specializes in components for mmWave applications and successfully developed an advanced line of commercial off- the-shelf (COTS) circulators, isolators, and hybrid circulators, many of which can operate well into the THz regime.

Professor Ducournau selected an isolator that operates with WR-3.4 (220-325 GHz) and features a large usable

bandwidth of dozens of GHz on either side of the center frequency.

"This allowed us to get the first-ever device characterization of a low noise amplifier operating at 300 GHz," states Dr. Ducournau.

His research team successfully characterized the noise floor (NF) along with the IP3 and IP5 of the amplifier, which are measurements of nonlinear frequency performance.

In addition to isolators, "there's also a need for circulators at these very high frequencies," explains Dr. Ducournau. "Circulators form part of the core system for communication applications but also for radar. Having these available could be a big boost for system implementation of early prototypes."

For example, a new hybrid circulator recently developed operates in the 100+ GHz range which will be crucial to solving many of the 6G bottlenecks within the backhaul of the network.

The hybrid circulator has a much larger working bandwidth from 150 GHz to 190 GHz. The current state-of-theart Y-junction circulator has a bandwidth of only a few GHz at these frequencies. The bandwidths required for 6G are not remotely possible using a Y-junction approach.



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A small footprint

Simply attaining higher frequencies is not the only consideration when moving new research from the lab to commercial production. An overriding theme in commercialization is the drive to reduce the size, weight, power, and cost (SWaP-C) of components.

Minimizing the size and weight of mmWave components is especially important in today's wireless applications. A standard traditional-style isolator in the WR10 band is about 3 inches long, with a cylindrical section in the center that's about 1.3 inches in diameter. While that may seem small, new designs are only 0.75 inches per side and 0.45 inches thick and are packaged in a designer-friendly rectangular cuboid.

These types of improvements in commercial components, along with leading researchers in the field, are pushing towards widespread commercial 6G technologies potentially by the end of this decade.

Unlocking new technologies Of particular interest to Professor Ducournau is the development of remote, robotic surgery where a very low time-latency transmission system would be required. This is where the development of new components for systems with 6G speeds and high-reliability low latency communications are opening the door for the world's best doctors to perform operations on people anywhere on the planet.

"If the energy consumption is low and the devices can be mass produced at low cost, the possibilities for new techniques for medical procedures would be endless."

The technical challenges to implementing 6G systems are enormous. There is a good chance that the push to higher frequencies will halt near this point due to the practical limits of physics, health and safety.

"There is a strong argument to stay within the mmWave or lower THz frequencies because these wavelengths keep the radiated power densities within the bounds of what most people consider safe," concludes Prof. Ducournau.

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Thousands of older HID and fluorescent lamps illuminated the many bus and rail garages, yards, and parking lots where TriMet bus and rail vehicles came for repairs, maintenance, engine rebuilds, and body work, and where drivers came to receive their assignments. "We underwent an annual inspection in 2020 at our central bus yard and were informed that we needed to enhance the fasteners in our fixtures to make them code-compliant." shared Karen Powell, TriMet's Director of Facilities Management. "In addition to creating dark spots in our space, our lights were difficult to access and maintain, requiring the scheduling of a bucket truck and the rearrangement of transportation operations. We realized it made no sense to fix those aging fixtures," she said. "We knew that an upgrade to safe, high-guality, and energy-efficient new LED lighting technology would benefit our employees. passengers, and community members alike."

The \$2.4 million upgrade project kicked off September 2020, covered 585,000 square feet of TriMet space, and involved the installation of approximately 10,000 LED products, with around 70% of them being SYLVANIA LED lamps and fixtures from LEDVANCE. The new lighting design involved everything from SYLVANIA LED retrofit strip kits to exterior area lights, wall packs, wide body vapor tights, and linear high bay systems in TriMet's wash bay and fuel house.

"The safety and comfort of our employees is paramount and our new SYLVANIA LED products have delivered everything from improved productivity and safety to reduced energy consumption and better-quality lighting – all of which have truly transformed our space. Our team has commented on how the new lighting has made them feel even more positive in their workspaces. We have also seen a reduction in trespassing incidents due to the improved lighting," TriMet's Powell confirmed.

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tools will weather the storms with maximum reliability, durability and safety," stated Nicholas Skrobot, CEO, Huskie Tools.

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Huskie Tools focus for over 45 years has been developing and building the best-performing, most durable, dependable, and safest line of cutting and compression tools for linemen in the utility industry. "We have the experience, knowledge and resources to engineer the best and safest hydraulic tools in the industry. I'm proud to be part of such a talented product team launching the SLC line. This line has incredible new features such as the 18V brushless motor to provide longer life, electronic switch for maximum reliability and durability and ease of use, and an industry first, our 360° LED light ring for working in dark areas and EVS jaws with improved performance and longer life. This is what linemen need, and this is reason we are the #1 choice of experienced linemen," explained Dan Voss, Product Development Director and 30-year Huskie Tools veteran.

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ABOUT HUSKIE TOOLS, LLC

Born in Chicago over 45 years ago, Huskie Tools is a full-service company and proven leader in providing utility industry linemen a complete range of product solutions including battery-powered cutting and compression tools, presses, pumps, dies, manual tools and the TiiGER pole puller for all distribution, substation, transmission, over-head and underground utility projects.

FOR MORE INFORMATION: HUSKIETOOLS.COM

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Electronic Chip Shortage Solution: Look to the Independent Channel

Independent distribution channels offer quality and decades of experience, providing manufacturers of automotives the electronic chips they need to keep production running

Supply chain shortages have become a global issue in recent years, adding a stubborn wrinkle to the fabric that keeps the economy humming. One shortage that has plagued the automotive industry since 2018 is the shortage of electronic chips. In automotives, chips control many of the features of a car, from heated seating to Wi-Fi hotspots, and without them, manufacturing cannot continue at the level consumers expect.

Supply chain disruptions are nothing new; they have become something electronic parts distributors have come to expect. With low-cost components in chronic shortage and extended lead times for delivery, manufacturers are considering the use of independent distributors to get parts on-time at the lowest possible cost without assuming additional risk.

For many companies, sourcing parts from the independent channel requires a significant shift in mindset.

"Some companies make the decision to place orders with independent distributors the very first day they are in operation because they understand our market and how we operate in it," explains Mike Thomas, vice president and general manager at Classic Components, a premier independent stocking distributor of electronic components based in Torrance, Calif. "But there is an equal number of companies that are hesitant because the chipmakers and franchise distributors have invested millions over the years to de-incentivize their customers from going to the open channel. And I understand that,"

Classic Components has been in business for over 40 years and remains one of the only premier independent distributors that is family-owned. The company's maturity and resources allow it to deliver high quality products with shorter lead times than many of its competitors. In fact, the company can usually deliver parts in two to three weeks that the OEM or authorized distributors may not have access to for 52 weeks or longer.

Keeping Automotive Manufacturing Running

At the beginning of the pandemic, automotive suppliers estimated a decline in consumer interest in purchasing a new vehicle and adjusted their projections accordingly. Chip manufacturers then followed suit, prioritizing other sectors such as consumer electronics as they anticipated a reduced automotive manufacturing capacity. However, demand for new vehicles exceeded expectations, leaving the industry with a demand it could not fill.

The accelerated demand for chips in the automotive sector is going to remain steady for some time, according to Thomas, due to the current backlog. This means the long-term prognosis for those manufacturing chips for automotives is positive. And while things are beginning to slowly return to normal, at present, the price of hard-to-get components like chips has skyrocketed.

The shortage has led to major car manufacturers eliminating certain features in newly made vehicles because they are unable to obtain enough chips to ensure full functionality. This is where having an independent distribution plan comes into play.

"If you are a manufacturer, you need to have as part of your supply chain strategy an independent distribution plan," says Thomas. "How are we going to engage? We don't want to give a broker business and take it away from the franchisor/authorized distributors. But right now, we are the guys that can be strategic and can get parts that





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work when you need them at a competitive price."

Classic Components' sourcing expertise includes knowing where to find alternate sources of component parts through surplus inventory, strategic relationships with other franchise/authorized distributors, and taking advantage of local and overseas markets.

Investigating Sources

One mistake that some companies make during the chip shortage is being duped by counterfeit products. It is an easy trap to fall into because the counterfeit items available today are impeccably made and almost impossible to distinguish from the real thing. Classic Components retains its competitive edge by taking a good, hard look into any company it wishes to purchase from to ensure both the company and its offerings are legitimate.

Thomas describes the situation like this: your company needs a part, but none of the major, trusted sources have it in stock for at least 52 weeks. What do you do? Most turn to the internet and search for a distributor who might have the chips needed in stock. However, it is easy to set up a website and pretend to have stock that does not exist. There is also serious financial motivation with chip prices skyrocketing to produce counterfeits.

"What happens when the online search produces a list of company names you have never heard of, how do you know which are legitimate and which are not?" asks Thomas. "We know all the players overseas. We have conducted rigorous audits and met many of the owners. We know which companies are legit and which should not be called. That is what we do."

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While it might be tempting to purchase a chip from a company you have never heard of that says it has them in stock, Thomas advises caution. "If [a reputable independent channel source] says, 'Sorry, there just aren't any of these chips available' and you have an unknown entity telling you they have the parts, it would be wise to listen," Thomas says.

An independent distributor can also offer supply chain management along with a rigorous quality inspection process to ensure the authenticity and quality of each component received. Classic Components, for example, utilizes a quality management system (QMS) and holds certifications such as AS9120B, a requirement for distributors serving the aviation, space, and defense industry.

"When the parts arrive, we know how to make sure they are good quality," says Thomas.

The process includes conducting a detailed risk profile for the customer that takes into consideration the known reputation of the vendor, the part, and the end use of the item. In addition, the customer is surveyed as to the requirements for age of the components (date codes), traceability back to the factory, etc. In the case of Classic Components, the company has developed a scoring system to establish the risk involved in each transaction.

"The process of authentication is much more extensive for higher risk profile items to ensure the chips are legitimate and high quality," says Thomas. "There are a lot of steps, and it is very expensive and time-consuming but is critical when the product is a pacemaker, for example, and less so when it is a toy monkey banging symbols."

Unfortunately, for the foreseeable future, the automotive industry is expected to continue to experience significant supply chain disruptions. New technology for cars will also continue to increase the demand for chips, particularly in electric vehicles and internet-connected cars.

"Just as it did in 2018, the current chip shortage really reinforces the legitimacy of the independent channel," says Thomas. "We are literally helping to keep automotive manufacturers' production lines running in some cases."



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Classic Components isn't thinking simply in terms of the immediate future, either. Given the environment, some independent distributors have stopped stocking inventory and are demanding prepayment for components with rigid "no cancellation and no return" policies.

"We are not just here to sell a box of parts and take the money and run. We still stock components and maintain flexibility in our [financial] terms. We are here for the long haul and so we want to maintain our relationship with our customers well beyond the current shortage," says Thomas.

"When things start to return to normal and companies need to make decisions to reduce their independent distribution supply base, they are going to remember the ones who brought consistent quality and flexibility and helped them weather the storm," he adds.

For more information, contact Classic Components Corp. 23605 Telo Avenue, Torrance, CA 90505; www. classic-ic.com; 310.539.5500; info@class-ic.com.

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