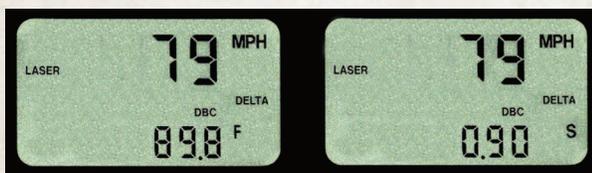
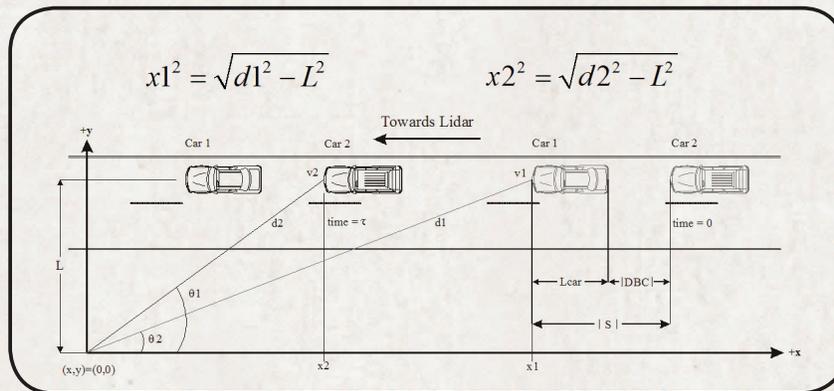


FINALLY, SOLID PROOF FOR “FOLLOWING TOO CLOSELY” VIOLATIONS

Traditionally, “following too closely” violations are based on observation, not hard data. LTI changes all that with our Distance Between Cars/Vehicles (DBC) firmware for the UltraLyte 100 LR and TruCAM®. This tailgating firmware validates violations by capturing the individual speed of two vehicles traveling in the same line and within close proximity of each other. The laser then calculates the time and traveling distance between vehicles. It’s the perfect aid for officers issuing tailgating violations and keeping our highways safe.



TAILGATING VIOLATION SEEN ON REAR LCD OF ULTRALYTE 100 LR



TAILGATING VIOLATION SEEN ON BACK PANEL SCREEN OF TRUCAM

FIRMWARE CODE DETAILS:

Distance Between Cars (DBC) is defined as the “back-to-front” bumper separation between two vehicles. The actual point of measurement is front-to-front bumper, but with an assumed average length of a vehicle (13 ft), the firmware can determine a valid calculation that is actually in favor of the violator. When in DBC mode, the laser is used to capture and display the speed of the front vehicle. The trailing vehicle is then targeted. Upon completion of the second measurement, the laser displays both the time and distance between vehicles.

HARDWARE REQUIREMENTS:

Tailgating firmware is only available in the UltraLyte 100 LR and TruCAM models.

REQUIREMENTS TO USE DBC TECHNOLOGY:

- Must be a certified LIDAR operator with minimum 16 hours of field use
- DBC classroom training with basic principles
- DBC field training (complete 100 measurements)
- Operation certificate to be issued after training

SUGGESTIONS ON HOW TO GET DBC ADOPTED IN YOUR STATE:

- Launch a public awareness pilot program and get local media involved
- Educate the courts about this technology in advance
- Issue citations with Time Between Cars (TBC) at one second or less