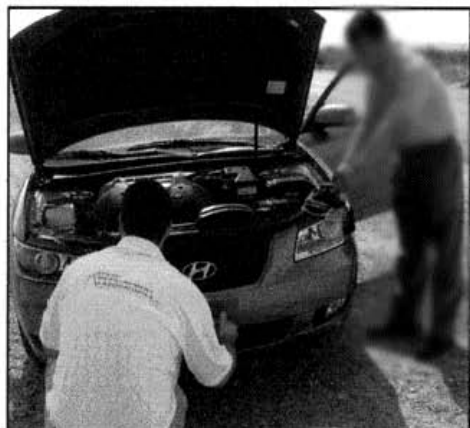




REPORT OF FIELD EVALUATION

Products Evaluated: Laser Counter Measure, Laser Mask
Client: Melvin Lee
Evaluation Date: 26 May 2007
Evaluation Location: Stan Roberts Senior Road, El Paso, TX
Report Date: 31 May 2007
Report Number: SML0507-23

Speed Measurement Laboratories Inc. (SML) was ask by Mr. Lee to re-evaluate a laser counter measure titled the Laser Mask which SML had field tested in March of 2007, see SML report #0407-16. Accompanying Mr. Lee



was MR. Kim of Seoul, Korea. As is the standard procedure for SML in all field evaluations, all laser guns were operated by a licensed and certified police officer. This procedure eliminates any doubt as to the authenticity or the results. Traffic Officer Mike Brucks operated the laser guns and has over ten years experience in traffic enforcement. Officer Brucks is certified to operate police laser guns being certified to NHTSA standards. SML has taught radar and laser guns certification courses at the El Paso Police Academy and at other police training facilities in the United States and abroad. SML has over twenty years of field testing experience. All laser guns used in the evaluation appear on the International Association Of Chiefs Of Police (IACP), CSP list, of authorized and accepted laser guns to be used by law enforcement. Laser guns not on this list are not authorized to be used in speed enforcement.

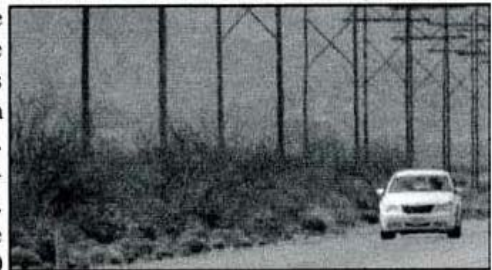
Methodology: National legal precedent as set forth by Judge Reginald Stanton, New Jersey Superior Court, 1998 specifies laser is not to be used beyond 1000 feet in assessing vehicular speeds by law enforcement. This "judicial notice" took into account the "sweep error" that potentially could occur as the divergence of laser's three milliradian beam at 1000 feet being 36" could strike an adjacent vehicle producing an incorrect target identification resulting in an incorrect citation. Although this application ruling is adhered to by the majority of police organizations, laser is still used beyond Judge Stanton's recommendations. However, at 1000 feet, the officer has great difficulty in establishing a "valid visual tracking history" of the target vehicle with the aiming reticle of all laser guns unable to identify and target specific locations of a target vehicle. Approved training programs following NHTSA guidelines specify the "1000 foot rule" for laser guns use.

All laser guns used during the field evaluation of the provided sample appear on the approved list of the IACP. We used an established testing location placing orange cones at 1000 feet and 500 feet from the officer operating the laser guns. Laser guns used were: Kustom Signals Pro Laser III, Stalker LZ-1, Laser Technologies Inc. Ultralyte LR, and Laser Atlanta's SpeedLaser. Laser Atlanta's SpeedLaser was also operated in the "Stealth" mode which the company claims thwarts laser counter measures. Their respective pulse rates are: 200 pps, 130 pps, 100 pps, and 238 pps. The test vehicle, was equipped with the provided sample. Dave Adams E.E., staff engineer with SML, supervised the installation of the sample's transponders to the test vehicle along with SML staff member Cory Jensen. A level was used to insure horizontal and vertical alignment of the transponders in the cowl of the test vehicle. Dave Adams has supervised such installation on previously tested laser counter measures from Blinder, Laser Echo, K 40, Escort, Anti-laser, and Beltronics. He



has over six years of testing laser counter measures. Cory Jensen has assisted SML for over four years. Instruction manuals from all of the mentioned manufacturers specify the transponders must be located between the headlight and license plate and not under the bumper of the vehicle due to the radius of the laser gun divergence and the transponder's beam divergence. Locating a transponder under the front bumper would greatly diminish the effectiveness of jamming signals of the transponders. Cory Jensen accompanied Melvin Lee and Mr. Kim in the test vehicle during the evaluation reporting via commercial radio if the sample notified the driver of laser. Dave Adams also confirmed the sample was operational at the base vehicle location observing with a hand held video device the emissions of the sample's IR transponders prior to field testing. Dave Adams also video taped Laser Mask's performance during the entire evaluation. Mr. Lee and Mr. Kim, before and during the testing, operated and observed the laser guns to gain a familiarity with the devices and their correct use.

The sample was tested with front license plate attached. The test vehicle was driven toward each cone at two speeds, i.e. 30 mph and 60 mph. The test vehicle counted down, "three, two, one" as it reached the cone's position. At each cone, the officer then fired the laser guns. Each cone location was tested three times at both speeds. A total of 60 runs of the test vehicle were recorded. The test vehicle reported to the base if they received a laser warning and then the base vehicle would report via commercial radio the vehicle's speed and distance at which the particular laser gun obtained a speed reading. If the sample "jammed" the laser gun, JTG, i.e. **Jam To Gun**, was recorded by the base vehicle. Two transponders were installed in the front cowling of the test vehicle. Mr. Lee and Mr. Kim were given a demonstration using a tape measure of the laser's beam divergence at the 500 and 1000 foot cones.



Results: JTG means Jam To Gun, 57/388 means laser guns showed vehicle speed at 57 mph and captured that reading at 388 feet, E4 means the laser gun displayed a jamming code to the officer from the Stalker laser.

Laser Gun	Aim Point Front License Plate				Jamming Efficiency % All Runs
	1000 foot cone		500 foot cone		
	30 mph	60 mph	30 mph	60 mph	
Laser Atlanta	JTG	JTG	JTG	JTG	100%
	JTG	JTG	JTG	JTG	
	JTG	JTG	JTG	JTG	
(note: Laser Atlanta SpeedLaser indicted "jammer #1" in display in all runs above)					
Laser Atlanta (stealth)	JTG	JTG	JTG	JTG	100%
	JTG	JTG	JTG	JTG	
	JTG	JTG	JTG	JTG	
Kustom Pro III	JTG	JTG	JTG	JTG	100%
	JTG	JTG	JTG	JTG	
	JTG	JTG	JTG	JTG	
Stalker LZ-1	JTG/E4	JTG/E4	JTG/E4	JTG/E4	92%
	JTG/E4	JTG/E4	JTG/E4	JTG/E4	
	JTG/E4	JTG/E4	JTG/E4	58/293	
LTI UltraLyte 200	JTG	JTG	30/442	JTG	83%
	JTG	53/700	JTG	JTG	
	JTG	JTG	JTG	JTG	

The overall jamming average among the four laser guns for Laser Mask was 95%. Of the sixty (60) tries with the laser aimed at the front license plate, Laser Mask failed to jam the laser guns only three (3) times. Laser Mask

REPORT OF FIELD EVALUATION

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also completely defeated the "Stealth" mode of the Laser Atlanta laser gun. Based on the advertised claims of Laser Mask and results of the field evaluation SML's Performance Certification is granted. SML grants this certification to products performing as advertised after undergoing field testing by SML. SML's *Performance Certification* is a registered trademark with the United States Trademark and Patent Office, Reg. No. 2,928,737.



This evaluation was conducted in accordance with accepted police practices of operation of laser speed measurement devices as outlined by the International Association of Chiefs and NHTSA, National Highway Transportation Safety Administration. Police officers operating radar and laser guns are currently certified, active duty officers.

Attested To This 31th Day of May 2007

Carl Fors, B.S., M.S., President
Speed Measurement Laboratories Inc.
FCC Licensee- RS Radiolocation KNNN392
Master Radar-Laser Instructor-Law Enforcement Services

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