

# SMARTSPECTOR Stop!Detector® Image sample of patented measurement principle and passage visualization



**Text bar** (top): Result of evaluative motion-analysis, consecutively numbered passage ID, date and time, camera name.

**Photo** (lefthand picture, below text bar): full-size raw image, overlaid nominal stop line and user configuration (bottom left); the orientation of the stop line – starting point left or right – defines the default passage direction. The white rectangle within the legend's timing diagram marks the recording time of the presented photo.

**Occurrence history** (righthand upper image, below text bar): The number of occurrences defines the local colour-value. The the legend's OCC-diagram assigns colour-values to occurrences. The shown sample depicts a stopping vehicle by means of a significant occurrence maximum.

**Trajectory** (righthand lower image, below occurrence history): The segmented symbols of the number plate are colour-coded in a time-dependent manner. The higher the current velocity is, the larger is the gap between two consecutive symbol positions. Rising distances related to the local symbol size represent a speedup whereas decreasing distances indicate a slowdown of the car. The shown passage can be characterized as a cautious approach, a stopping closely after the nominal stop line for apx. 0.5s and an easy driveaway afterwards.

**Legend** (below photo and trajectory): The LUT (Look-Up-Table) maps false colours to brightness-values 0 ... 255 to improve the distinguishability of poor differences in brightness. The OCC-diagram indicates the stopping time within the occurrence history. The timing diagram establishes a precisely defined time reference within the whole vehicle passage.

**Index images** (bottom): a photorealistic sequence of small images with an individual time-stamp supplements the descriptiveness of above image data.



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