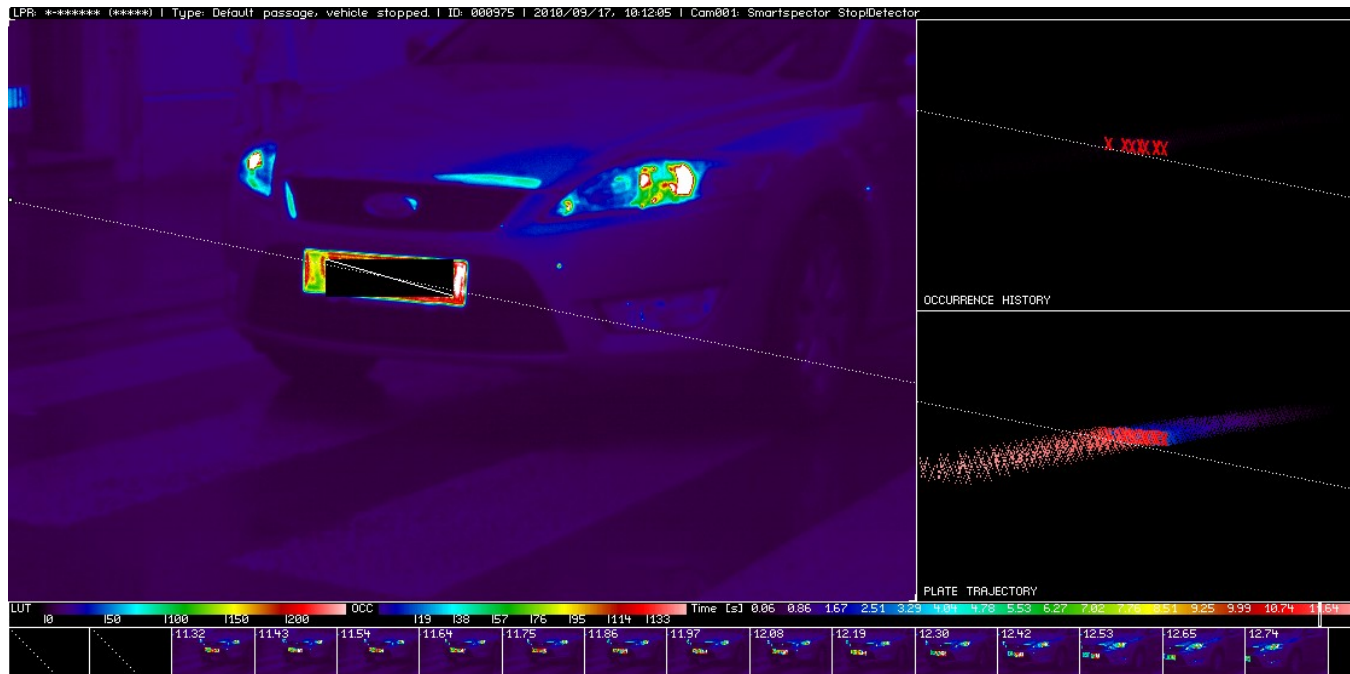


SMARTSPECTOR Stop!Detector[®] lanus[™]-technology anonymizes vehicle detection results (patent pending)



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

Photo (lefthand picture, below text bar): Full-size raw image, masked number plate, overlaid nominal stop line; 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. All symbols have been replaced by a neutral replacement character 'X'. 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Trajectory (righthand lower image, below occurrence history): All found symbols have been replaced by a neutral replacement character 'X'. These placeholders 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 relative 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 next to the nominal stop line for apx. 9s and a slow 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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