

Finding Laser

How It Operates

Laser's narrow beam imposes significant limits on its use. It must be deliberately and carefully aimed. The operator can't be moving. He must have a clear shot, preferably not through glass.

So, laser traps are always ambushes. The operator lies in wait. As with radar, he can't read speed from the side. He must have oncoming and departing traffic. Look for a cruiser angled to the road, or broadside. Watch overpasses and entrance ramps. He will likely rest the laser gun on a partially-down side window to steady his aim. He will pick off traffic as it comes. Or goes.

Our breakthrough Compound Parabolic Concentrator enables Valentine One to achieve both wide-angle coverage and unmatched sensitivity. Even so, the over-hills and around-curves warning you expect from a radar detector is not possible with laser. A laser warning requires immediate response.

Details To Remember About Laser

1. There is no moving laser.
2. All laser encounters are like Instant-on radar; virtually no advanced warning.
3. Laser alarms are rare with the Valentine One, so be prepared to respond.

Laser False Alarms

1. Red neon, from stores and occasionally from brake lights of other cars (example: Chevy TrailBlazer, GMC Envoy, Olds Bravada and Buick Rainier), can imitate the characteristics of speed laser.
Solution: Move away from source.
2. The electrical systems of some cars generate electromagnetic interferences, triggering laser alerts.
How to test: Try V1 in a different car.
Possible solution: Try relocating detector within the interfering car; also, your dealer may have a factory fix.
3. Adaptive cruise control systems using laser may cause laser alerts.
Solution: Switch to normal cruise control when possible.