



Long Range Test

You will not get a ticket from nine miles! You can't see a vehicle at nine miles. We conduct a Long Range Test to see how sensitive radar detectors are at this range. Will they give you any warning of what's ahead? Your detector will not get the ranges we measured. We test on a nine-mile range with high elevation and low humidity. We test in a county 120 miles wide with only 2,000 people. Elevation, high humidity, abundant buildings, concrete, and competing microwave signals in metropolitan areas will limit your range. We use all Ka frequencies of police radar guns being 33.8 GHz, 34.7 GHz, and 35.5 GHz along with X band at 10.525 GHz and K band at 24.150 GHz. All of these radar guns appear on the approved listing, CPL, of radar guns being used by law enforcement and include MPH Bee III, Kustom Talon, Stalker Dual, Decatur DSR handheld, and MPH K-55.



If a detector did not report a particular radar band it was told to zero its odometer and move toward the transmission source until it received a signal and stop. The odometer reading would be subtracted from 9 miles, i.e. 8.9 means the detector reported Ka band at 8.9 miles from the transmission. Each detector was given two tries at each band. Y 2/6/9 means Y means the detector detected the band at a signal strength of 2 of 6 and at nine, 9, miles. At Escort's request, we exposed two 9500 ix models, i.e. (1), (2). We will report the detector's best score although most of them were identical.



Detector	X	K	Ka 33.8	Ka 34.7	Ka 35.5
TPX Detector 2.0	Y 2/6/9	Y 3/6/9	Y 2/6/9	Y 3/6/9	Y 3/6/9
Beltronics STi Magnum	Y 4/7/9	Y 4/7/9	Y 3/6/9	Y 3/6/9	Y 3/6/9
Beltronics STiR Plus	Y 4/7/9	Y 3/7/9	Y 2/6/9	Y 3/6/9	Y 4/6/9
Cobra XRS 9970G	Y 1/5/9	Y 1/5/9	Y 1/5/8	Y 1/5/9	Y 1/5/9
Escort Redline	Y 4/7/9	Y 4/7/9	Y 2/6/9	Y 3/6/9	Y 4/6/9
Passport 8500ci Plus	Y 4/7/9	Y 5/7/9	Y 4/6/9	Y 5/6/9	Y 4/6/9
Passport 9500 iX (1)	Y 4/7/9	Y 1/7/9	Y 4/6/9	Y 4/6/9	Y 5/6/9
Passport 9500 iX (2)	Y 4/7/9	Y 2/7/9	Y 3/6/8.9	Y 3/6/8.9	Y 5/6/9
Escort Solo S3	Y 3/7/9	Y 3/7/9	Y 3/6/8.9	Y 3/6/8	Y 2/6/8.9
Whistler Pro 78 SE*	Y 4/9/9	Y 2/9/9	Y 1/9/8.8	Y 1/9/9	Y 1/9/9
Whistler Pro 78 XRi*	Y 5/9/9	Y 1/9/9	Y 2/9/8	Y 3/9/9	Y 2/9/9
Whistler XTR690 SE*	Y 5/9/9	Y 1/9/9	Y 1/9/8.5	Y 1/9/9	Y 2/9/9
Valentine One	Y 5/8/9	Y 1/8/9	Y 1/8/9	Y 1/8/9	Y 3/8/9

* Whistler XRi* FST RAMP meaning Fast Ramp Up, 78 SE, 690 SE Standard Ramp Up

It is very clear, the detectors tested proved the Geiger Effect, i.e. *Inverse Square Law*. This *Law* means the further a receiver is away from the radar gun, the weaker the signal reported. This is plain to see with the results. The Whistler Pro 78 SE at 1 ½ miles reported Ka (34.7 GHz) at a signal strength of Full Alert or 9 of 9 on the signal strength indication compared to its reporting of 1 of 9 for signal strength at nine miles. This



signal strength accuracy is also shown by the Escort Solo S3. At 1½ miles it reported a Full Alert illuminating 6 of 6 signal strength indicators on Ka (34.7 GHz) compared to at nine miles showing 3 or 6 illuminations. These detectors, and others, correctly indicated distance from the radar by accurately showing signal

strength giving the driver a correct warning of an impending encounter ahead. This is again noticeable with the Valentine One. On Ka band at 1 ½ miles the signal strength was 8 of a possible 8 or Full Alert. At nine miles with the same detector it notified the driver faithfully with 3 or 8 illuminations. The Valentine One still remains unchallenged by any dash mounted detector for raw, pure detection with its patented two radar antennas, front facing and rear facing. Many overseas detectors go to full alert at any distance. You can't tell your proximity to the radar gun. Are you there yet? You have no idea! Radar detectors were invented in 1972 by American Companies, Fuzz Buster and Super Snooper, as result of the national 55 mph speed limit and the Arab Oil Embargo. Once successful, copycats came out of their caves. It's hard



to believe the claims on their boxes as their claims have not been field tested.

