

TR601

NOTICE OF TRIAL

Offence Number:
Driver Licence :

Offence Date: 09/02/14
Plate:

C.V.O.R.:

Form 9
Officer No.: 13353
Enforcement Agency: 7F62
Unit:

To :
KURT

You are charged with the following offence :
On the 9th day of FEBRUARY, 2014, at 3:15 pm, at EB HWY 403 OXFORD COUNTY
You did commit the offence of SPEEDING
contrary to the HIGHWAY TRAFFIC ACT section 128

The total payable includes the Set Fine, costs and Victim Fine Surcharge as indicated
on your Notice of Offence.

Total payable : \$95.00

Take notice that on the 19th day of JUNE, 2014, at 10:00 a.m.
Your trial will be held in room :

POA _____,
419 HUNTER ST
WOODSTOCK, ON N4S 4G5
(519) 537-4890

This will confirm that you have chosen to challenge the evidence of the Provincial Offences Officer.

Your trial will be held on the date and time noted above at the Ontario Court of Justice shown. You and your witnesses
should be ready for your trial at that time. If you do not appear, you will be deemed not to dispute the charge and
the court may convict you in your absence without further notice.

Guide for defendants available at www.ontariocourts.ca/OCJPOAGuide or contact the court office listed.

Issued at WOODSTOCK POA OFFICE this 21st day of FEBRUARY, 2014.

OFFICE USE ONLY

I certify that a copy of this Notice was:

- sent by mail to Defendant
- given personally to Defendant
- sent by electronic method to Defendant
- sent by mail to Prosecutor
- given to Prosecutor or Representative
- sent by electronic method to Prosecutor or Representative

Clerk / Justice / or Designated Person

FEB 21 2014

Date

OFFICE FOR DISABILITY ISSUES
INFORMATION SERVICE FOR BARRIER FREE COURTS

1-800-387-4456

TORONTO AREA 326-0111

4022945B

Offence Number
2960

Provincial Offences Act Ontario Court of Justice
Loi sur les infractions provinciales Cour de justice de l'Ontario
Enforcement Agency Record/Registre des données de l'Agence d'exécution

Believes and certifies that on the day of
Croit et atteste que le
21 01 1991 10:15 AM

Name
R. [unclear]
Family Name de famille

Address
Address
Number and street/Numéro et nom de la rue

Municipality/Municipalité B.O.P. Province Postal code/Code postal
Driver's licence No./Numéro de permis de conduire

Birthdate/Data de naissance
19 09 1974
Sex Sexe M/M
Motor Vehicle Involved Véhicule impliqué N/A
Collision Involved Collision Y/O N/O

Did commit the offence of:
A commis l'infraction de:
SP [unclear]
100 [unclear]

Contrary to:
Contrairement à:
11 [unclear]

Section/L'art. 128
Plate number
Juris. Aut. lég. Commercial/Utilitaire
CVOR/UVU NSC/CNS Code
CVOR No. - NSC No. / N° de l'UVU - N° du CNS

And I further certify that I served an offence notice personally upon the person charged on the offence date.
J'atteste également qu'à la date de l'infraction, j'ai signifié, en mains propres, un avis d'infraction à la personne accusée.

Signature of issuing Provincial Offences Officer
Signature de l'agent des infractions provinciales
13353 7702

Set fine of / Amende fixée de \$ 75
Total payable / Montant total exigible \$ 95
Total payable includes set fine, applicable victim fine surcharge and costs. Le montant total exigible comprend l'amende fixée, la suramende compensatoire applicable et les frais.

Summons issued. You are required to appear in court on 2 0
Cl. room/Salle d'audience at the Ontario Court of Justice P.O.A. Office at 419 Hunter St, Woodstock, Ontario 419, rue Hunter, Woodstock (Ontario)

Speed Enforcement - RADAR

(Radio Detecting And Ranging)

PON:

OPP vehicle: 6-682 SR
Radar Trained: 2010-10-21 by R. Fody #11784
RADAR: Genesis II Select Directional
S/N or OPP #: GJ8-27994

TESTED A.P.M.I. and in P.W.O.

- 1) 6706 hours
- 2) 1570 hours

Tests:

Display/Circuitry - ROM, RAM, DSP/
Speed Sim - 25,50,75,100/Road

Standard settings:

Volume@4/ Range @MAX/SQL"ON"

Enforcement Location:

mm #4 center median
Kang w/B for E/B

Conditions:

- Weather: Light Snow
- Road: wet, f/s slush/cold
- Traffic: Light

RADAR Mode:

Front opposite

Tracking History:

Direction/lane: left 2

Speeds:

- Last/locked speed? 141
- Patrol speed? 0
- Loss of sight? N
- Doppler consistent? Y
- Interference? N
- Other vehicles/Info? Lane mil

Driver I.D.:

Photo ID: (N)
Confirmed likeness: (Y) N
Other ID:

Officer observations:

guy there when Guard
road

Vehicle Info:

Silver Toyota

Passengers/other Info:



Ministry of
Transportation

Office of the Registrar
of Motor Vehicles

Building A
2680 Keele Street
Downsview, Ontario
M3M 3E6

Ministère des
Transports

Bureau du registraire
des Véhicules automobiles

Édifice A
2680 rue Keele
Downsview (Ontario)
M3M 3E6



I hereby certify that the paper or papers
annexed hereto constitute true statements
containing information from the records of the
Ministry of Transportation required to be kept
under the Highway Traffic Act.

Given under my hand and the
seal of the Ministry of Transportation,
this 13th day of June, 2014.



A handwritten signature in black ink, appearing to read "R. Fleming".

Robert Fleming
Registrar of Motor Vehicles
Registraire des véhicules automobiles



Ministry of
Transportation

Ministère des
Transports

Road User
Safety Division

Division de
Sécurité
Routière

Ministry Control No./No. de contrôle du ministère
15252389 - 11813-003

Search Date and Time/Date et temps de recherche
2014/06/13 11:14

Extended Driver Record Search For Criminal Code Convictions
Recherche approfondie au dossier de conduite de déclarations
de culpabilité prononcées en vertu du code criminel

STATUS DEFINITIONS (Applicable for Driver Record Search Only)

LICENCED	Driver's licence is valid
SUSPENDED	Driver's licence is under suspension as a result of a court order; An administrative sanction or by the operation of law as authorized by statute and/or regulation
UNLICENCED CANCELLED	Licence is no longer valid for any of the following reasons: - Driver has moved to other jurisdiction - Licence fee refunded/not paid - Licence returned voluntarily - Failure to comply with ministry requirements
UNLICENCED	Driver licence has expired within the last 12 months. (Driver may renew by paying renewal fees and passing any applicable tests.)
UNLICENCED UNRENEWABLE	Driver's licence has expired for more than 12 months. (Driver must visit DriveTest Centre and pass any applicable tests.)
NEVER LICENCED	Individual has never held a valid Ontario driver's licence. The reference number has been created to record convictions/accidents, suspensions, etc.
DEATH REPORT	The ministry has received a report that this individual is deceased. The report has been recorded, but not confirmed.
PENDING LICENCE	An applicant has just applied for an Ontario driver's licence. (A successful written test must be completed before a licence can be issued.)
EXPLANATORY NOTES:	Data represents the conviction date for any convictions and effective date for all other entries shown on the statement of driving record. It is the policy of the ministry to exclude from the public record any defaulted fine suspension that has been cancelled and licence reinstated as a result of payment.
EXTENDED DRIVER RECORD SEARCH	An extended driver record search includes a history of all Criminal Code convictions, suspensions, and reinstatements that are on the driver record. Highway Traffic Act convictions, suspensions and reinstatements in the previous 3 years are also included.

DÉFINITIONS DES (applicables pour la recherche d'un conducteur uniquement)

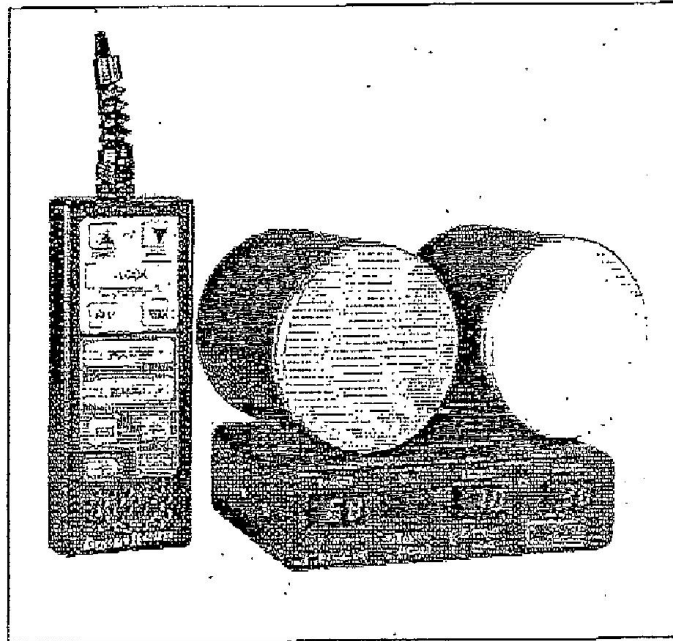
EN VIGUEUR	Le permis de conduire est valide.
SUSPENDU	Le permis de conduire est suspendu par une ordonnance de la cour ou une sanction administrative, ou par effet de la loi en vertu de la loi et (ou) des règlements.
EXPIRÉ ANNULÉ	Le permis n'est plus valide pour l'une des raisons suivantes : - Le conducteur a déménagé dans un autre territoire de compétence; - Les droits de permis ont été remboursés/n'ont pas été payés; - Le permis a été retourné volontairement; - Les exigences du ministère n'ont pas été respectées.
EXPIRÉ	Le permis de conduire a expiré au cours des 12 derniers mois. (Le conducteur peut renouveler son permis en payant les droits de renouvellement et en passant les examens applicables.)
EXPIRÉ NON RENOUVELABLE	Le permis de conduire est expiré depuis plus de 12 mois. (Le conducteur doit se rendre à un centre Test au Voiant et passer les examens applicables.)
PERMIS JAMAIS ÉMIS	La personne n'a jamais détenu un permis de conduire de l'Ontario valide. Le numéro de référence a été créé pour enregistrer des déclarations de culpabilité/accidents, des suspensions, etc.
RAPPORT DE DÉCÈS	Le ministère a reçu un rapport indiquant que cette personne est décédée. Le rapport a été enregistré, mais n'a pas été confirmé.
PERMIS EN ATTENTE	Une personne vient de faire une demande de permis de conduire de l'Ontario. (Cette personne devra réussir un examen écrit avant que le permis soit délivré.)
NOTES EXPLICATIVES :	Les données représentent la date des déclarations de culpabilité et la date d'entrée en vigueur de tous les autres renseignements figurant sur le relevé du dossier de conduite. Le ministère a comme politique d'exclure du dossier public toute suspension du permis pour amendes impayées lorsque la suspension est annulée et que le permis est remis en vigueur à la suite du paiement des amendes.
RECHERCHE D'UN DOSSIER DE CONDUITE POUR UNE PÉRIODE PROLONGÉE	Une recherche d'un dossier de conduite pour une période prolongée comprend toutes les déclarations de culpabilité, toutes les suspensions et tous les rétablissements prononcés en vertu du Code Criminel qui figurent dans le dossier de conduite. Elle comprend également les déclarations de culpabilité, les suspensions et les rétablissements prononcés en vertu du Code de la Route au cours des trois dernières années.



Certified ISO 9001

Genesis II Select Directional™

User's and Installation Manual



Decatur Electronics, Inc.
715 Bright Street, Decatur, IL 62622
USA/Canada: 800.428.4315
Intl: 217.428.4315
Fax: 217.428.5302
www.decaturradar.com

Genesis-II Select Directional™ USER'S AND INSTALLATION MANUAL

WELCOME TO DECATUR ELECTRONICS

Thank you for choosing another fine Decatur Electronics product—a *Genesis-II Select Directional™*, a highly advanced traffic radar unit that will reward your department with years of dependable service. The *Genesis-II Select Directional* design incorporates high performance and long range, with many leading features.

We urge you to study this manual before using the *Genesis-II Select Directional*, so you can maximize the benefits of this sophisticated radar device. We believe you will be pleasantly surprised by the features and advantages. The *Genesis-II Select Directional* is small, dependable, features instant target acquisition, and is designed using a quality management system certified to ISO 9001. Its digital signal processing (DSP) gives the device advanced capabilities unseen by many veteran officers. If you are as pleased with its performance as we think you will be, ask your Decatur sales representative about other Decatur products, including the *Genesis VP™* Black & Decker® *VersaPak™** battery hand-held line of products.

Traffic officers told us exactly what they wanted in a radar device—and we built it. Try any one of our products and see if you don't agree that it is the best-in-class!

—The management and staff at Decatur Electronics,
the nation's oldest radar company

* VersaPak is a registered trademark of the Black & Decker Company.

Rev. 1-27-10

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Genesis-II Select Directional[™] USER'S AND INSTALLATION MANUAL

9. Field Tests

You can do the following tests to verify the accuracy of the *Genesis-II Select Directional*.

9.1 Operator-Requested Self Test

Pressing the *TEST* button initiates a comprehensive system self test, which checks the numeric displays and runs a target and patrol speed simulation. The *Genesis-II Select Directional* will not power down during a self test and checks the following:

Display Test — The display test allows the operator to visually verify that the digit segments and status LED lights are working correctly and that none of the pixels in the number segments are burned out.

Circuitry Test — The system checks the internal circuitry. If the unit passes all internal checks, the messages ROM PASS, RAM PASS, and DSP PASS or FAIL (if a test fails) display in the MODE window.

Speed Simulation Test — The *Genesis-II Select Directional* verifies the speed accuracy using synthesized Doppler frequencies corresponding to a series of four simulated speeds: 25, 50, 75, and 100 km/h.

9.2 Road Test

After the radar unit has passed the self test the operator shall conduct a road test at the start and conclusion of his or her tour of duty and confirm the correlation that exists between the patrol vehicles speedometer and the patrol speed displayed on the radar unit. Generally, the correlation will be the same for both units and seldom beyond 3 km/h per hour. That difference if present is reflective of the under estimation of the speedometer in the police vehicle and NOT an indication of an inaccuracy with the radar unit.

If your *Genesis-II Select Directional* is configured as a dual antenna unit, the verification requirements will be met by the officer maintaining a stable patrol speed and toggling between the front and rear antenna at which time the patrol speeds for the front and rear antenna should be the same.

Genesis-II Select Directional™ USER'S AND INSTALLATION MANUAL

In addition to this road test, as part of the tracking history for any violation in which enforcement action is to be taken, it is a mandatory requirement that there be this correlation between the patrol speed of the police vehicle and the patrol speed displayed on the radar unit at that time. Without this correlation no enforcement action shall be taken.

An incorrectly aimed antenna will cause the radar unit's patrol speed to be lower than the speedometer's speed.

9.3 Tracking History

For each enforcement action taken by the police with respect to a speeding offence arising out of the use of this radar unit a tracking history must occur. The tracking history shall consist of:

1. A Visual Observation of an approaching or receding Motor Vehicle that appears to be in excess of the posted speed limit in the area. Generally, skilled officers are able to estimate the speeds of moving motor vehicles within plus or minus 5 km/h per hour of the actual speed. This is an acquired skill that is taught in the basic operator's course.
2. Having made the visual observation, the radar unit will be placed in the operational mode, selecting and activating the appropriate antenna.
3. The officer then must determine or confirm the correlation between the patrol speed of the police vehicle and the patrol speed displayed on the radar unit. This correlation should be consistent with the results noted while conducting the road test in 9.2.
4. Note that the target speed displayed on the radar unit is consistent and confirms the officer's initial observations, and that the audio tracking tone emitted by the radar unit is consistent with the visual observations and the target speed displayed.

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5. Where a target speed is determined while in same direction mode, regardless of whether a VIP interface exists, the operating member must conduct a target vehicle discrimination test. For non-direction sensing units, it will confirm that the unit was being deployed in the correct same direction mode, and for all other radar units, it will confirm that there is no fan or spurious response.
6. Absence of any one of the above tracking history components and NO ENFORCEMENT ACTION shall be undertaken.

10. Care, Cleaning, and Storage

- Avoid spilling food, beverages, and other liquids and substances on the radar device.
- When you are not using or transporting the device, store it in its original packaging.
- To clean the radar device, dust it with a soft clean cloth, which is free of cleaning solutions.
- The *Genesis-II Select Directional* can withstand temperature variations, however, only the antenna is weather resistant.
- Insert and remove the connectors by following the correct connect and disconnect procedures.