US005528246A

United States Patent [19]

Henderson et al.

[11] **Patent Number: 5,528,246**

[45] **Date of Patent: Jun. 18, 1996**

[54] **TRAFFIC RADAR WITH DIGITAL SIGNAL PROCESSING**

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[73] Assignee: **Kustom Signals, Inc.**, Lenexa, Kans.

[21] Appl. No.: **268,621**

[22] Filed: **Jun. 30, 1994**

[51] **Int. Cl.**[6] **G01S 15/58**

[52] **U.S. Cl.** **342/115**

[58] **Field of Search** 342/104, 115, 342/116, 196, 195, 193, 192, 91, 92, 93, 98

[56] **References Cited**

U.S. PATENT DOCUMENTS

3,631,486	12/1971	Anders et al.	342/116
4,214,243	7/1980	Patterson	342/115
4,236,140	11/1980	Aker et al.	342/115

OTHER PUBLICATIONS

Brochure—H. A. W. K. Traffic Safety Radar, Kustom Signals, Inc., Lenexa, Kansas.

Brochure—Muni Quip MDR-1, Tribar Industries, Inc., Downsview, Ontario, Canada.

Brochure—Stalker ATR, Applied Concepts Marketing, Inc., Richardson, Texas.

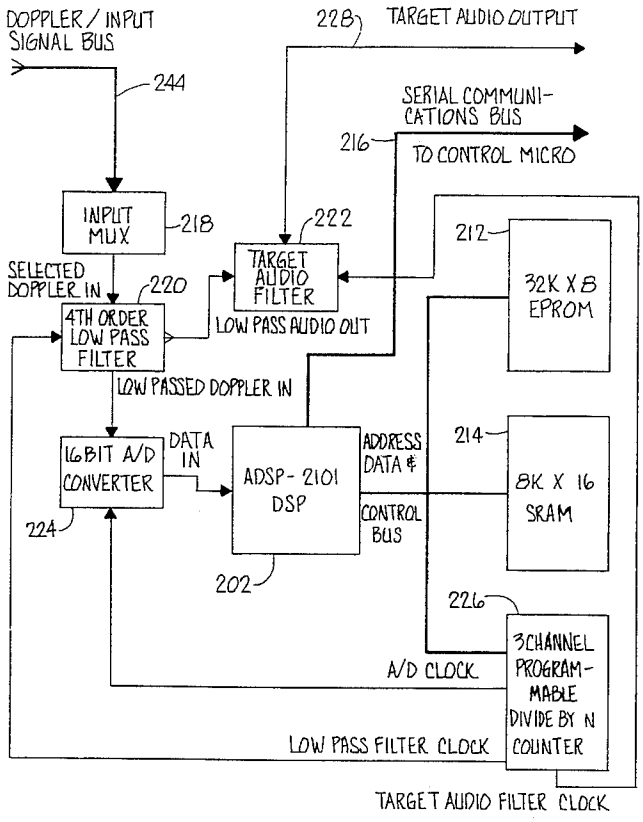
Primary Examiner—Daniel T. Pihulic

Attorney, Agent, or Firm—Chase & Yakimo

[57] **ABSTRACT**

A traffic radar processes Doppler return information by analysis of the received frequency spectrum in order to improve target identification and minimize interference and unwanted harmonics. Digital signal processing including transformation of the return information into the frequency domain is employed to provide multiple modes of operation including a stationary mode where either the strongest or the fastest Doppler return signal may be selectively recognized, and moving modes for monitoring traffic moving in both the opposite direction and the same direction as the patrol vehicle. In the moving modes either strongest or fastest signal processing may be elected, and operation when the patrol and target vehicles are moving in the same direction is provided irrespective of whether the patrol vehicle is moving faster or slower than the target vehicle. The speed of the patrol car is determined by recognizing a signature that exhibits an asymmetry due to the cosine effect. Interference and harmonics are detected and suppressed by recognizing unwanted harmonic patterns and eliminating signal magnitudes at the harmonic frequencies.

21 Claims, 33 Drawing Sheets



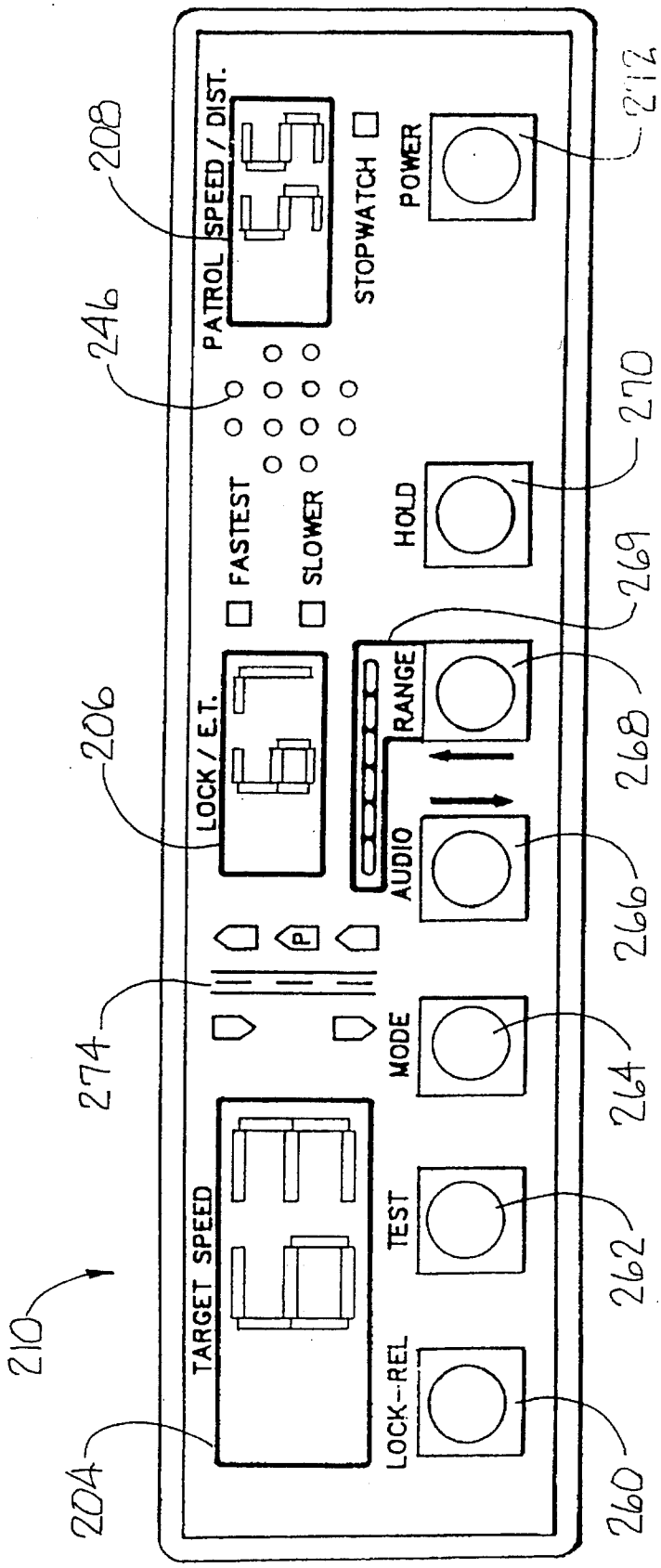

PATROL SPEED / DIST.
STOPWATCH
POWER
FASTEST
SLOWER
HOLD
LOCK / E.T.
RANGE
AUDIO
P
MODE
TARGET SPEED
TEST
LOCK-REL
208
246
212
270
269
206
268
266
274
264
210
262
204
260

Fig. 1

Fig. 2

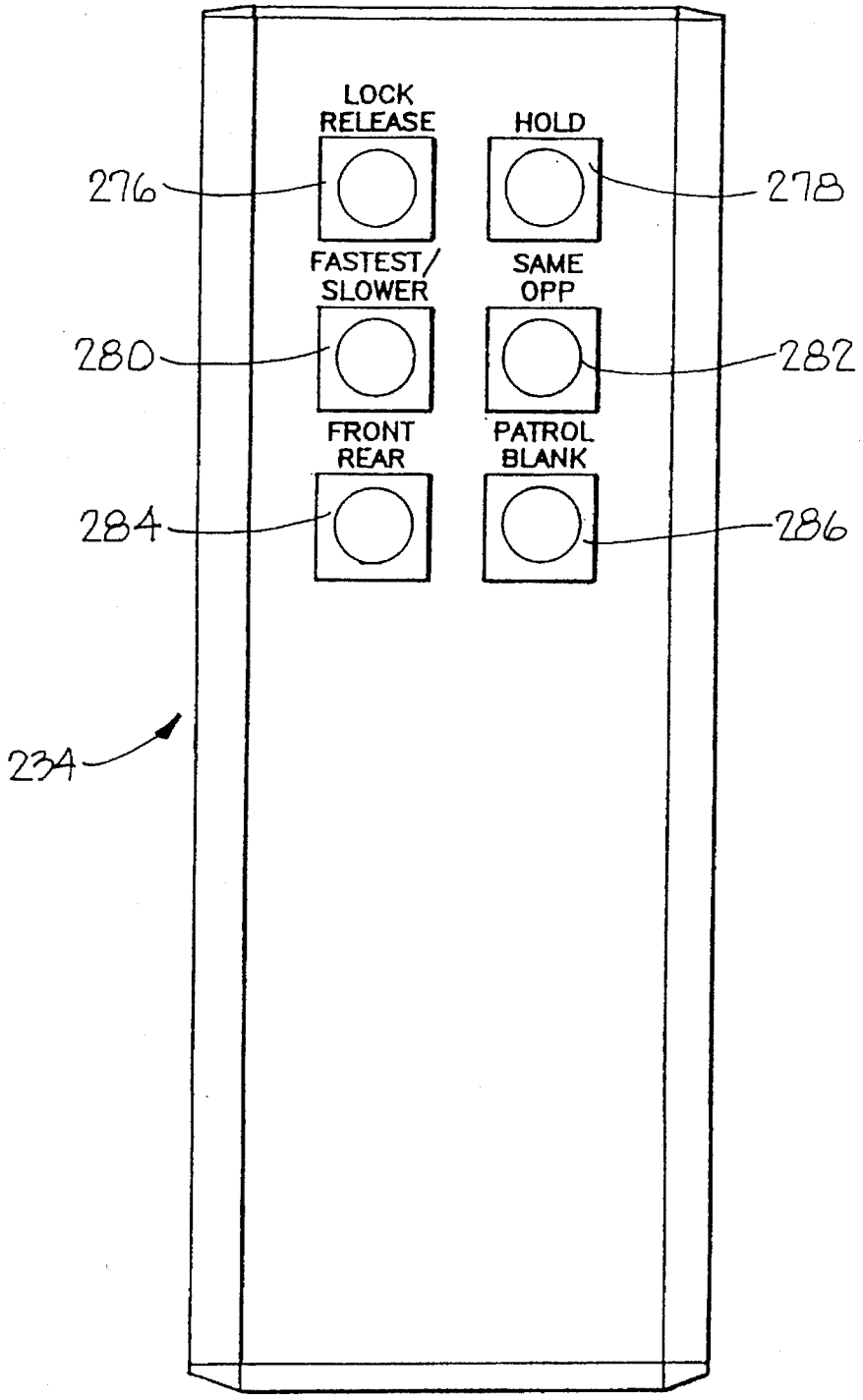
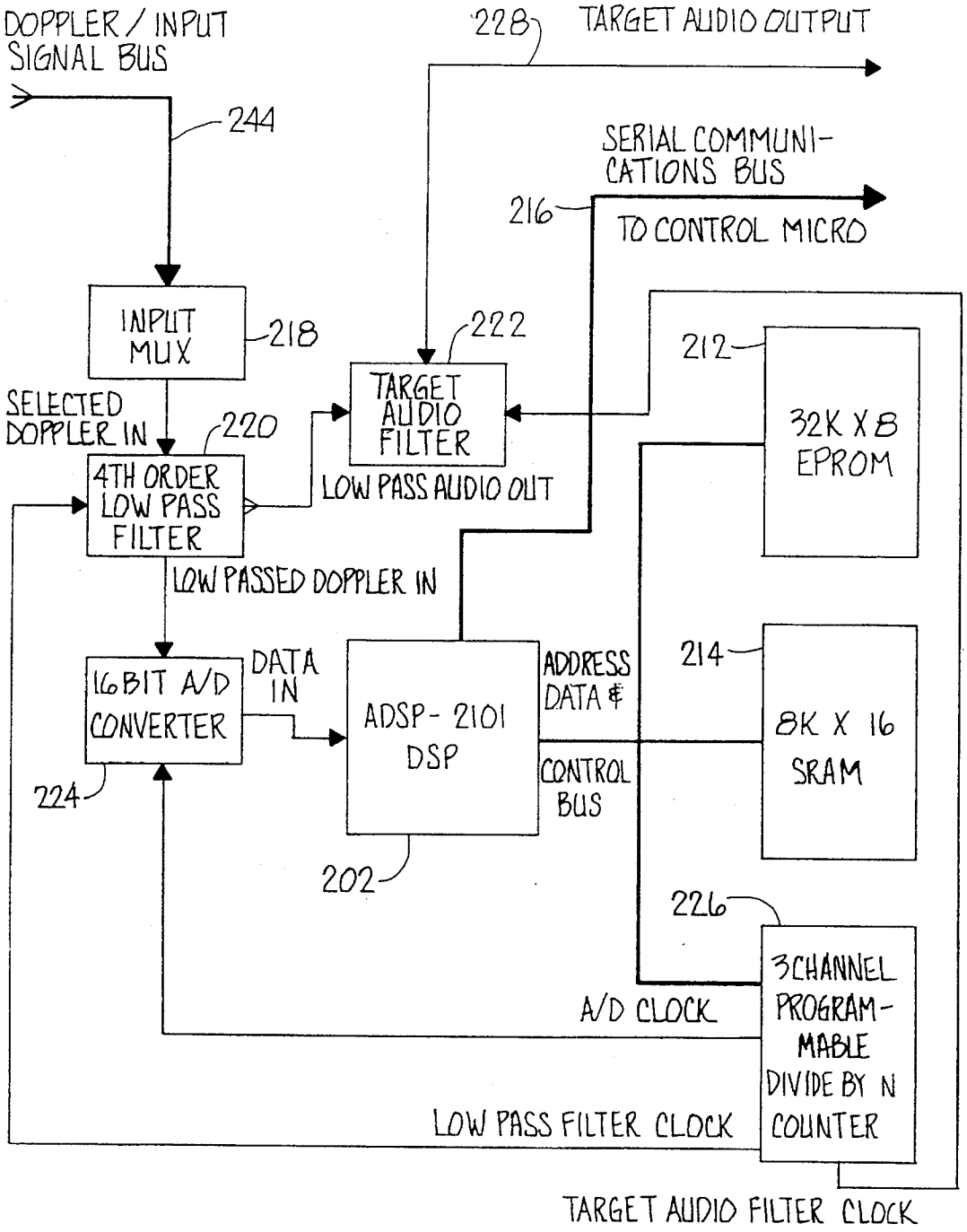

LOCK RELEASE
HOLD
276
278
FASTEST/ SLOWER
SAME OPP
280
282
FRONT REAR
PATROL BLANK
284
286
234

Fig. 3


DOPPLER / INPUT SIGNAL BUS
244
228
TARGET AUDIO OUTPUT
SERIAL COMMUNI-CATIONS BUS
216
TO CONTROL MICRO
INPUT MUX
218
222
212
SELECTED DOPPLER IN
220
TARGET AUDIO FILTER
32K X 8 EPROM
4TH ORDER LOW PASS FILTER
LOW PASS AUDIO OUT
LOW PASSED DOPPLER IN
214
16 BIT A/D CONVERTER
DATA IN
ADSP-2101 DSP
ADDRESS DATA &
8K X 16 SRAM
CONTROL BUS
224
202
226
3 CHANNEL PROGRAM-MABLE DIVIDE BY N COUNTER
A/D CLOCK
LOW PASS FILTER CLOCK
TARGET AUDIO FILTER CLOCK

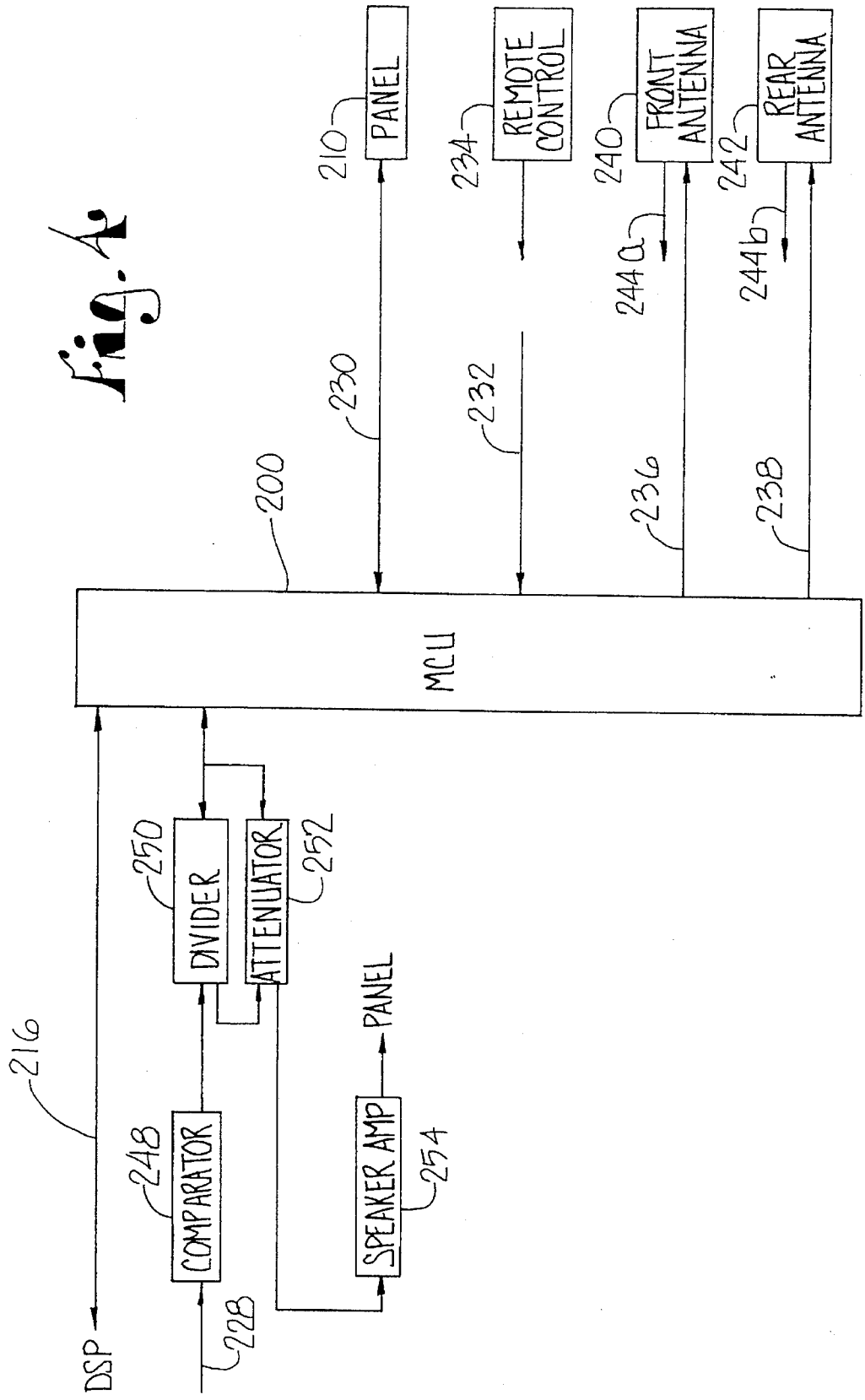

PANEL
210
REMOTE CONTROL
234
FRONT ANTENNA
240
REAR ANTENNA
242
244a
244b
230
232
236
238
200
MCU
DIVIDER
250
ATTENUATOR
252
PANEL
SPEAKER AMP
254
COMPARATOR
248
216
DSP
228

Fig. 4

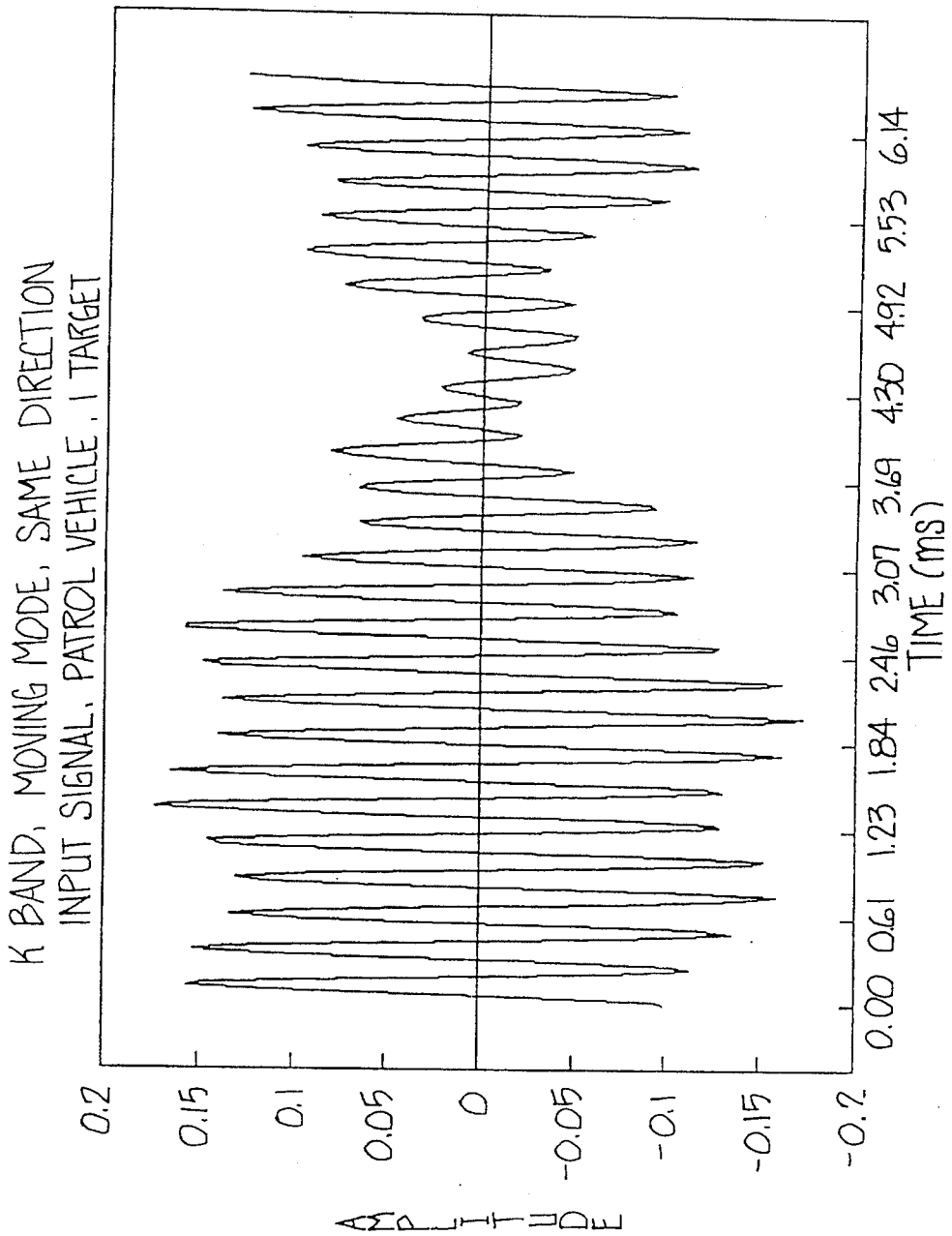

K BAND, MOVING MODE, SAME DIRECTION
INPUT SIGNAL, PATROL VEHICLE, 1 TARGET
AMPLITUDE
0.2
0.15
0.1
0.05
0
-0.05
-0.1
-0.15
-0.2
0.00 0.61 1.23 1.84 2.46 3.07 3.69 4.30 4.92 5.53 6.14
TIME (ms)

Fig. 5

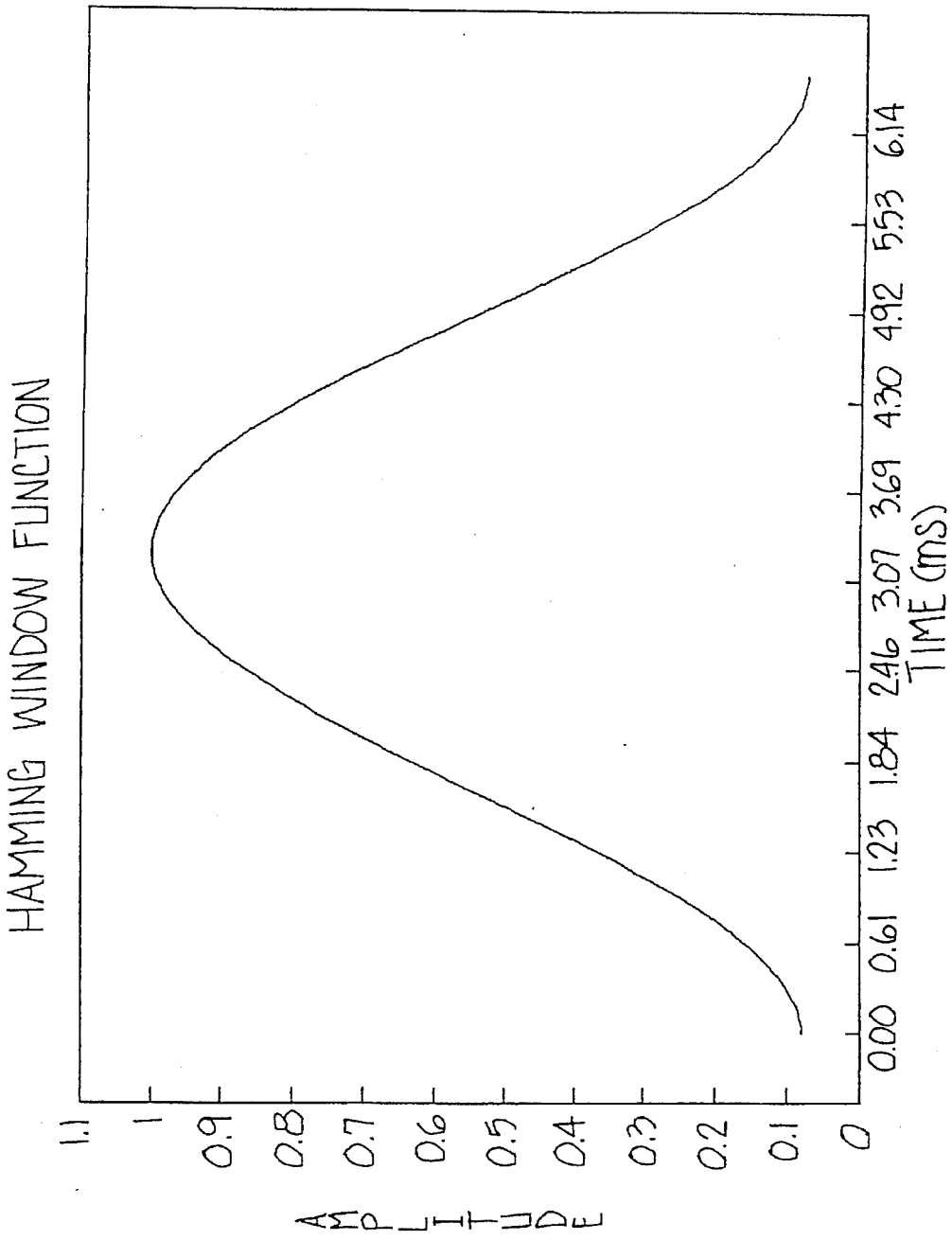

HAMMING WINDOW FUNCTION
AMPLITUDE
1.1
1
0.9
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0
0.00
0.61
1.23
1.84
2.46
3.07
3.69
4.30
4.92
5.53
6.14
TIME (mS)

Fig. 6

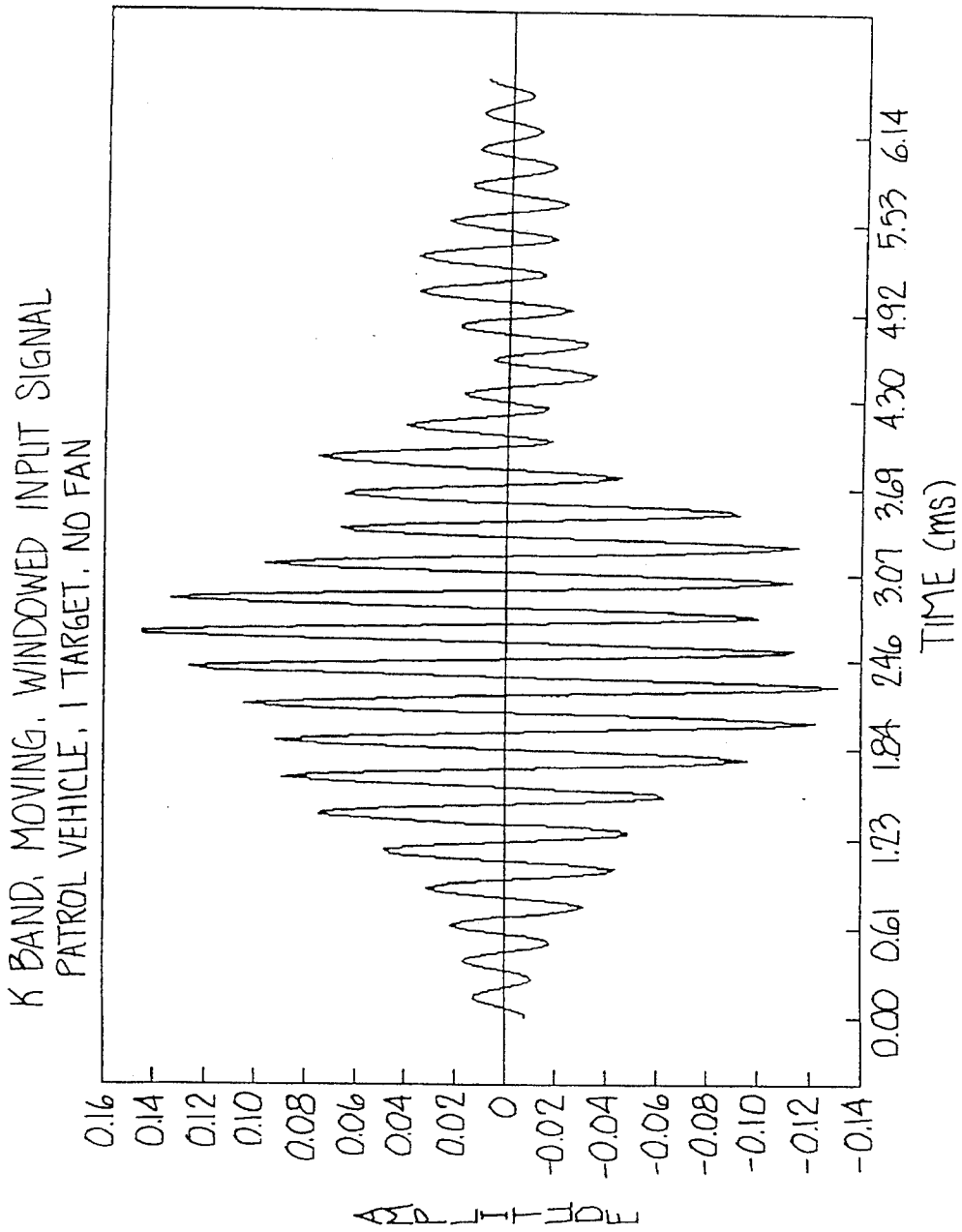

K BAND, MOVING, WINDOWED INPUT SIGNAL
PATROL VEHICLE, 1 TARGET, NO FAN
AMPLITUDE
0.16
0.14
0.12
0.10
0.08
0.06
0.04
0.02
0
-0.02
-0.04
-0.06
-0.08
-0.10
-0.12
-0.14
0.00
0.61
1.23
1.84
2.46
3.07
3.69
4.30
4.92
5.53
6.14
TIME (ms)

Fig. 7

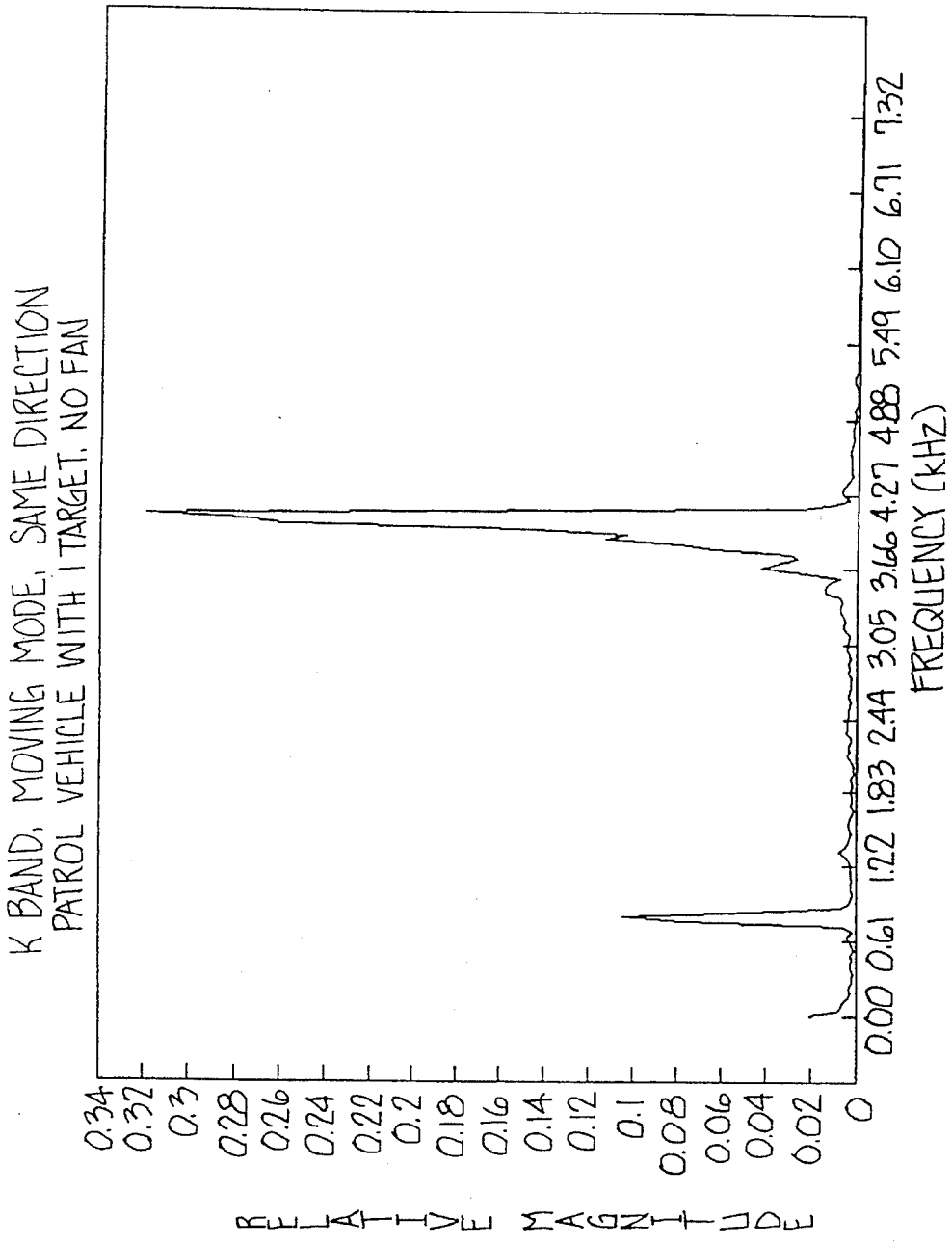

K BAND, MOVING MODE, SAME DIRECTION
PATROL VEHICLE WITH 1 TARGET, NO FAN
RELATIVE MAGNITUDE
0.34
0.32
0.3
0.28
0.26
0.24
0.22
0.2
0.18
0.16
0.14
0.12
0.1
0.08
0.06
0.04
0.02
0
0.00 0.61 1.22 1.83 2.44 3.05 3.66 4.27 4.88 5.49 6.10 6.71 7.32
FREQUENCY (kHz)

Fig. 8

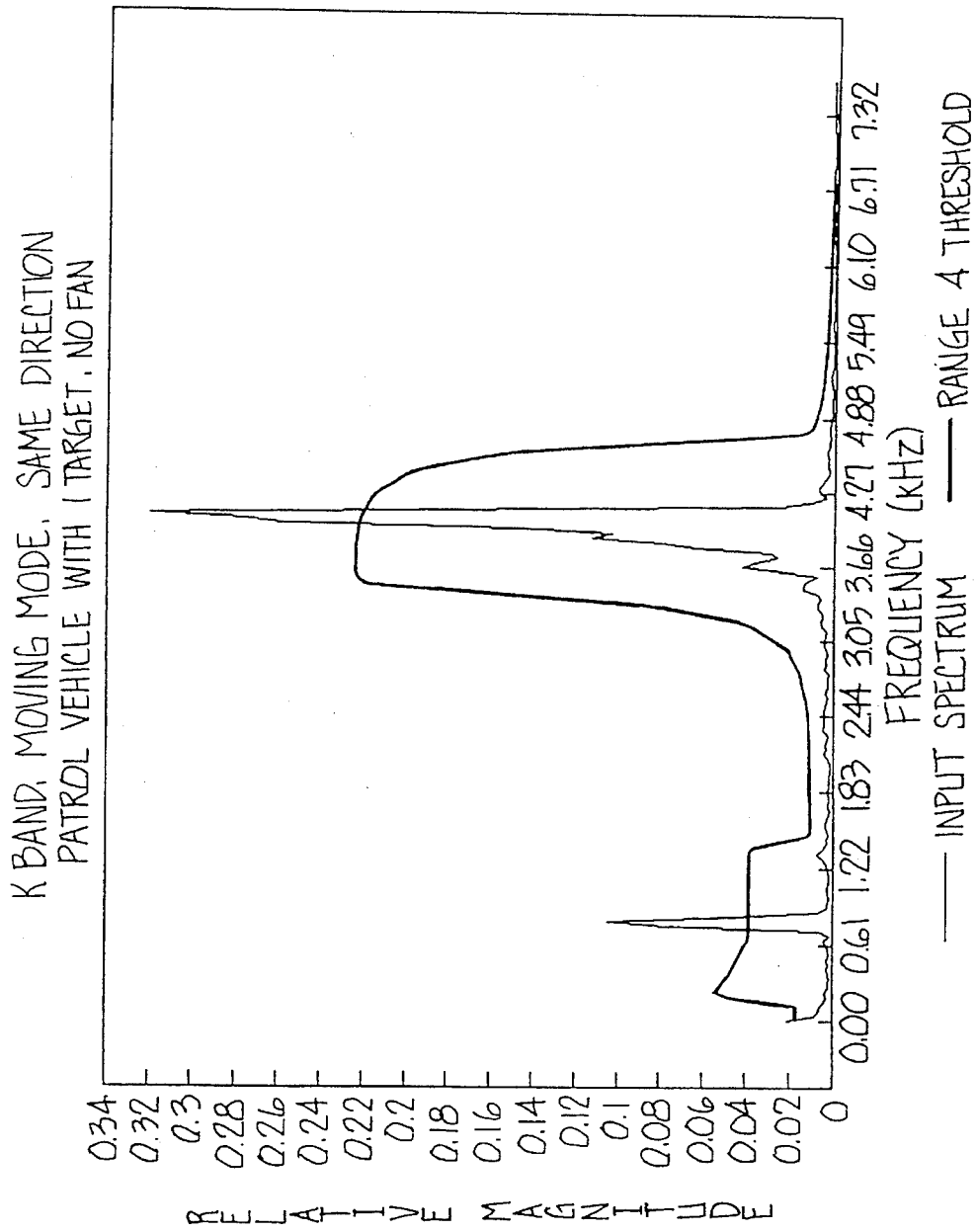

K BAND, MOVING MODE, SAME DIRECTION
PATROL VEHICLE WITH 1 TARGET, NO FAN
RELATIVE MAGNITUDE
0.34
0.32
0.3
0.28
0.26
0.24
0.22
0.2
0.18
0.16
0.14
0.12
0.1
0.08
0.06
0.04
0.02
0
0.00 0.61 1.22 1.83 2.44 3.05 3.66 4.27 4.88 5.49 6.10 6.71 7.32
FREQUENCY (kHz)
INPUT SPECTRUM
RANGE & THRESHOLD

Fig. 9

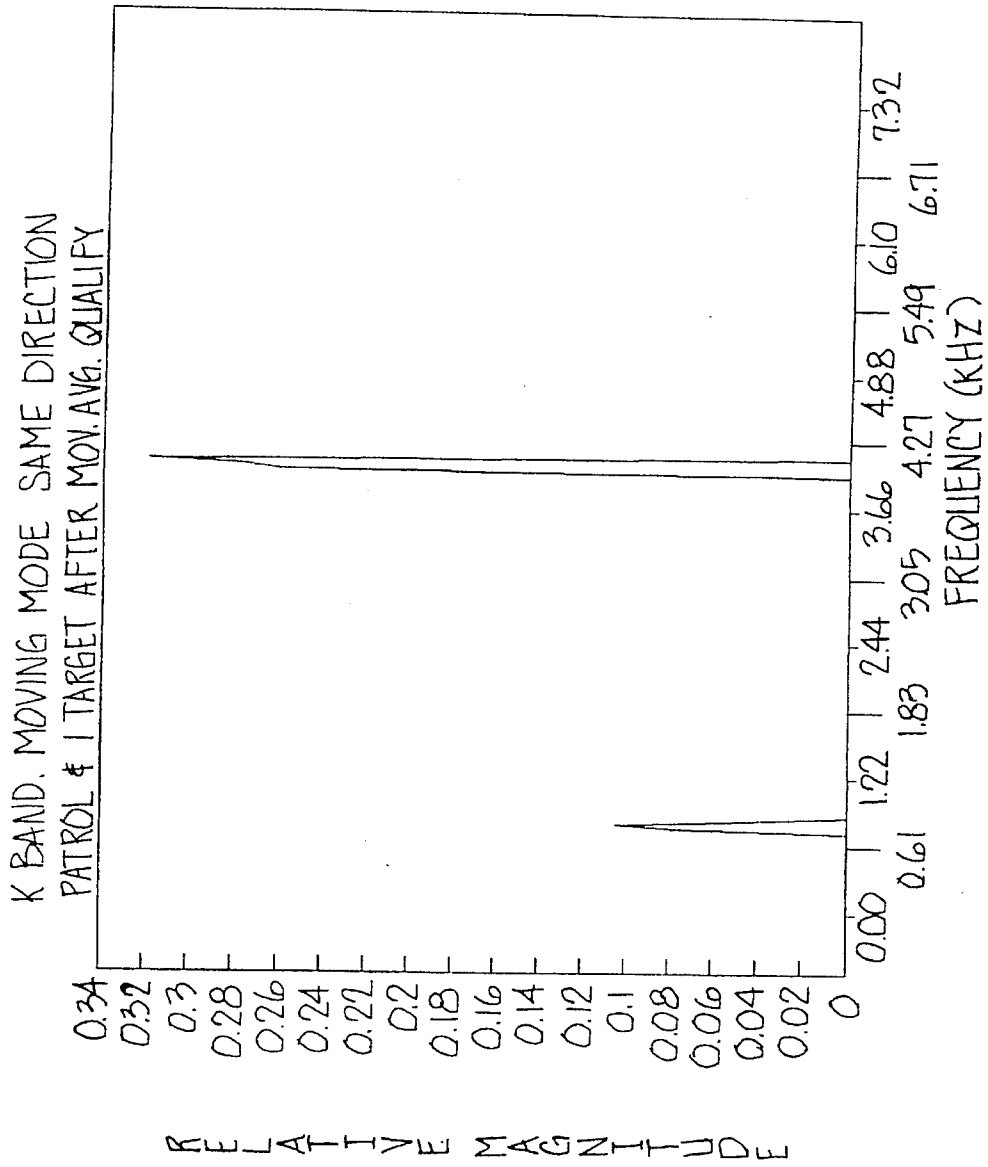

K BAND. MOVING MODE SAME DIRECTION
PATROL & 1 TARGET AFTER MOV. AVG. QUALIFY
RELATIVE MAGNITUDE
0.34
0.32
0.3
0.28
0.26
0.24
0.22
0.2
0.18
0.16
0.14
0.12
0.1
0.08
0.06
0.04
0.02
0
0.00
0.61
1.22
1.83
2.44
3.05
3.66
4.27
4.88
5.49
6.10
6.71
7.32
FREQUENCY (KHZ)

Fig. 10

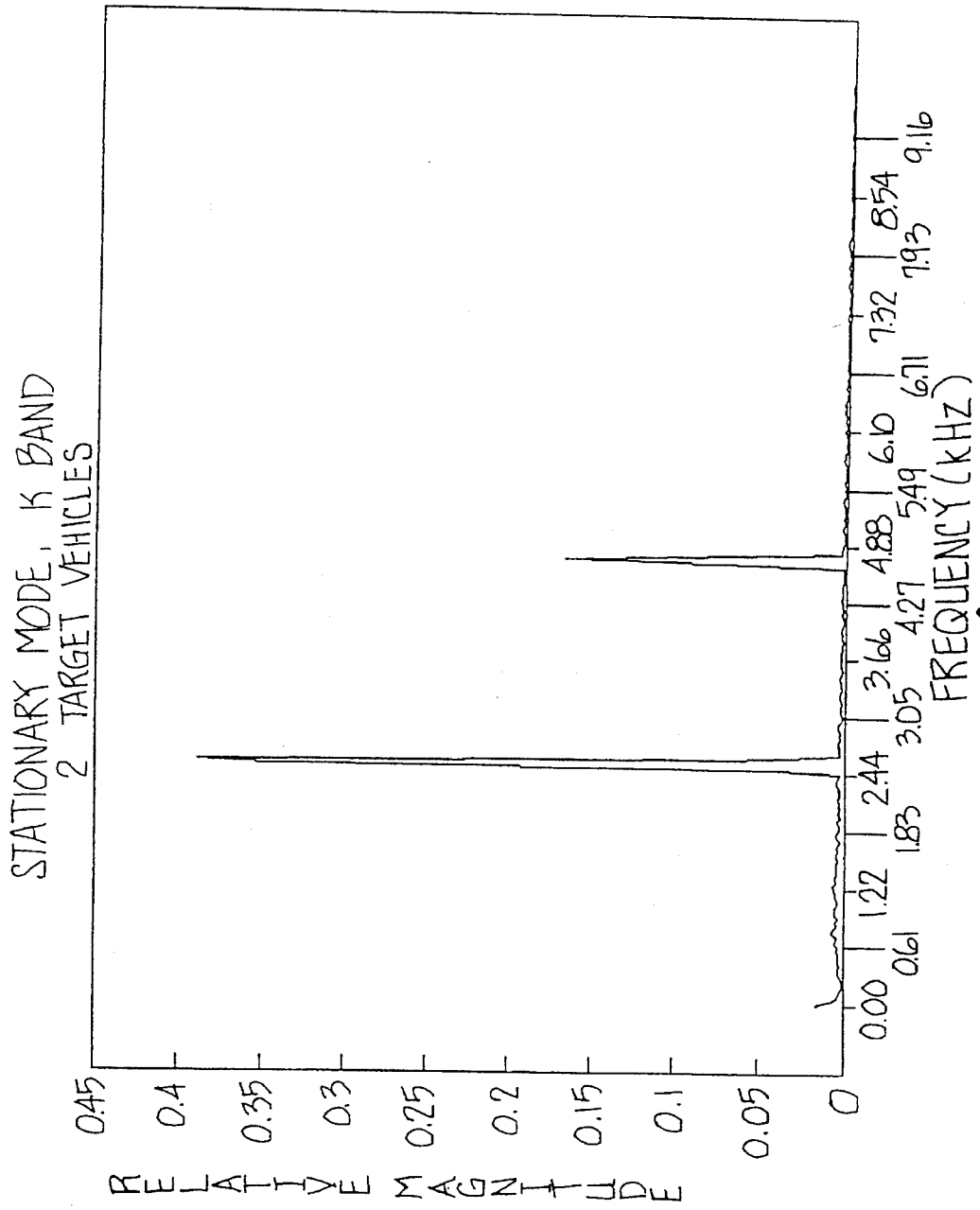

STATIONARY MODE, K BAND
2 TARGET VEHICLES
RELATIVE MAGNITUDE
0.45
0.4
0.35
0.3
0.25
0.2
0.15
0.1
0.05
0
FREQUENCY (kHZ)
0.00
0.61
1.22
1.83
2.44
3.05
3.66
4.27
4.88
5.49
6.10
6.71
7.32
7.93
8.54
9.16

Fig. 11

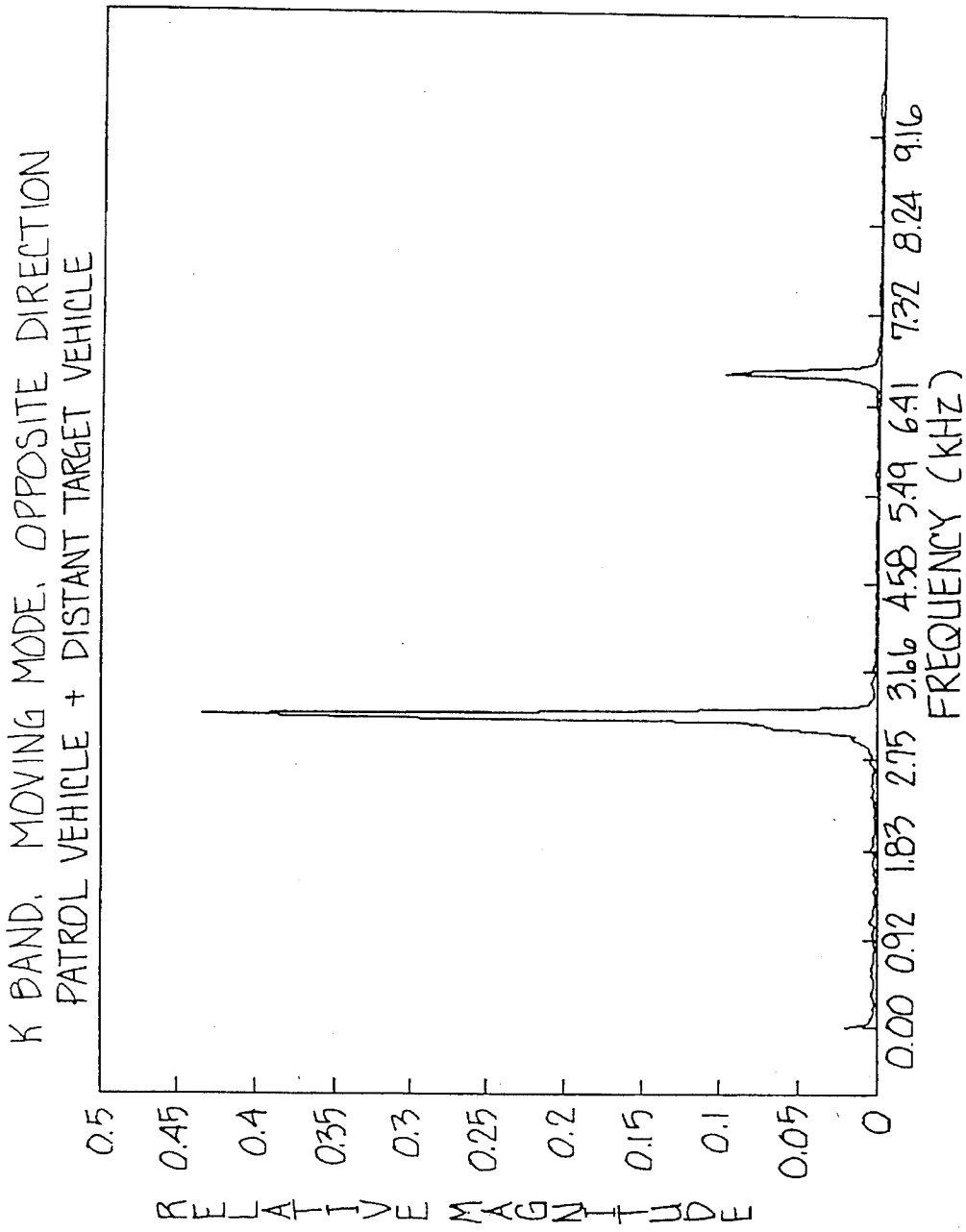

K BAND. MOVING MODE. OPPOSITE DIRECTION
PATROL VEHICLE + DISTANT TARGET VEHICLE
RELATIVE MAGNITUDE
0.5
0.45
0.4
0.35
0.3
0.25
0.2
0.15
0.1
0.05
0
0.00 0.92 1.83 2.75 3.66 4.58 5.49 6.41 7.32 8.24 9.16
FREQUENCY (KHZ)

Fig. 12

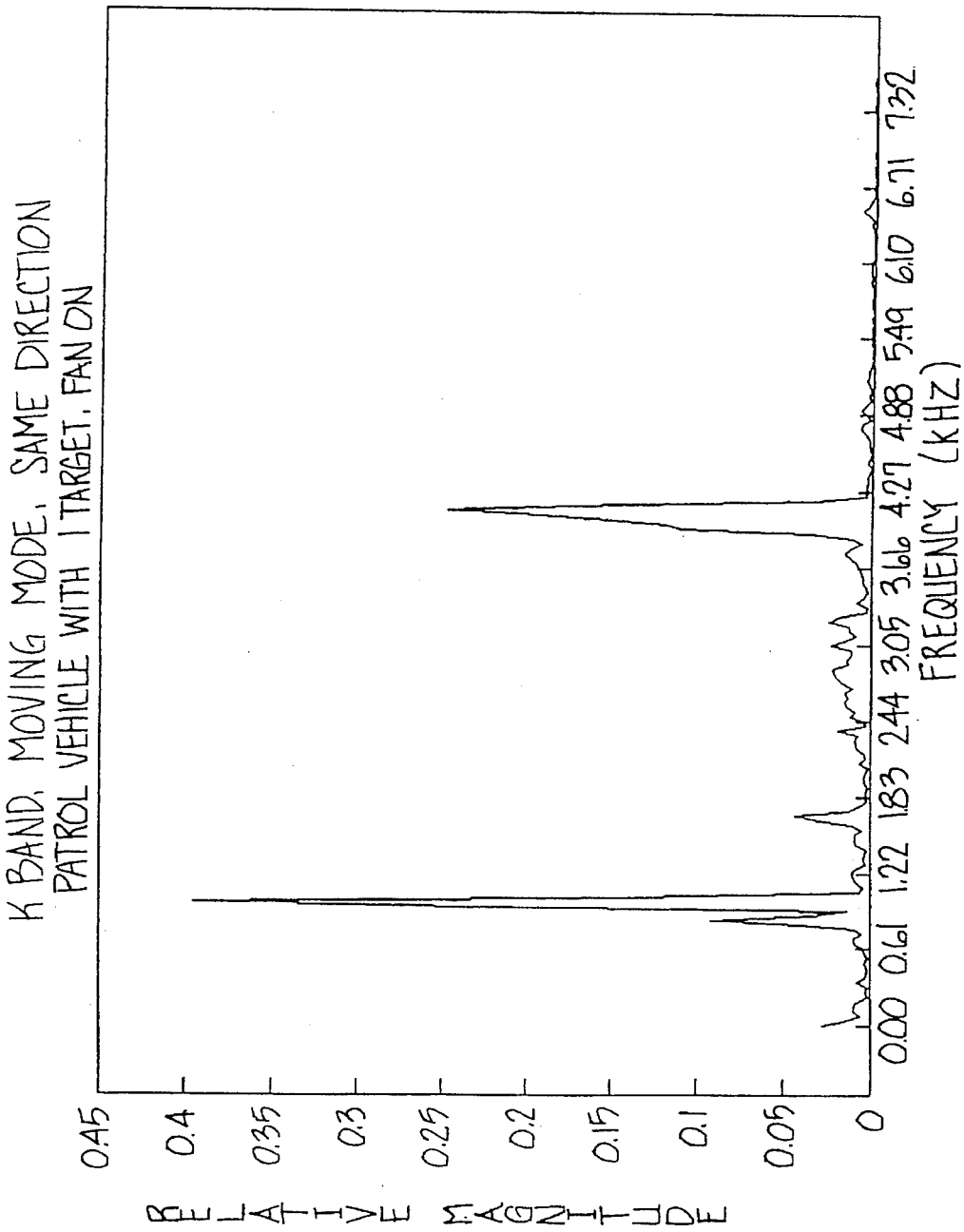

K BAND, MOVING MODE, SAME DIRECTION
PATROL VEHICLE WITH 1 TARGET, FAN ON
RELATIVE MAGNITUDE
0.45
0.4
0.35
0.3
0.25
0.2
0.15
0.1
0.05
0
0.00 0.61 1.22 1.83 2.44 3.05 3.66 4.27 4.88 5.49 6.10 6.71 7.32
FREQUENCY (KHZ)

Fig. 13

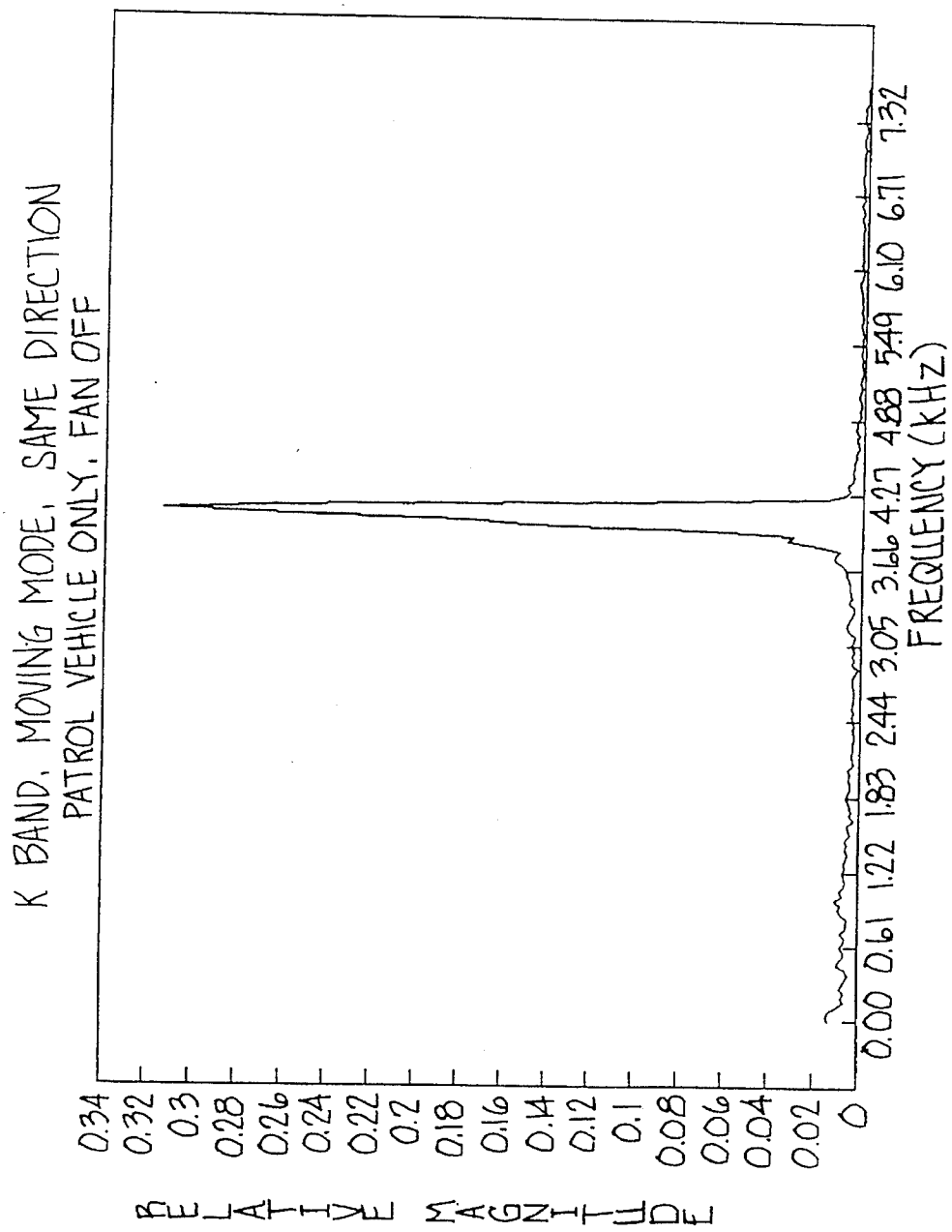

K BAND, MOVING MODE, SAME DIRECTION
PATROL VEHICLE ONLY, FAN OFF
RELATIVE MAGNITUDE
0.34
0.32
0.3
0.28
0.26
0.24
0.22
0.2
0.18
0.16
0.14
0.12
0.1
0.08
0.06
0.04
0.02
0
0.00 0.61 1.22 1.83 2.44 3.05 3.66 4.27 4.88 5.49 6.10 6.71 7.32
FREQUENCY (KHZ)

Fig. 14

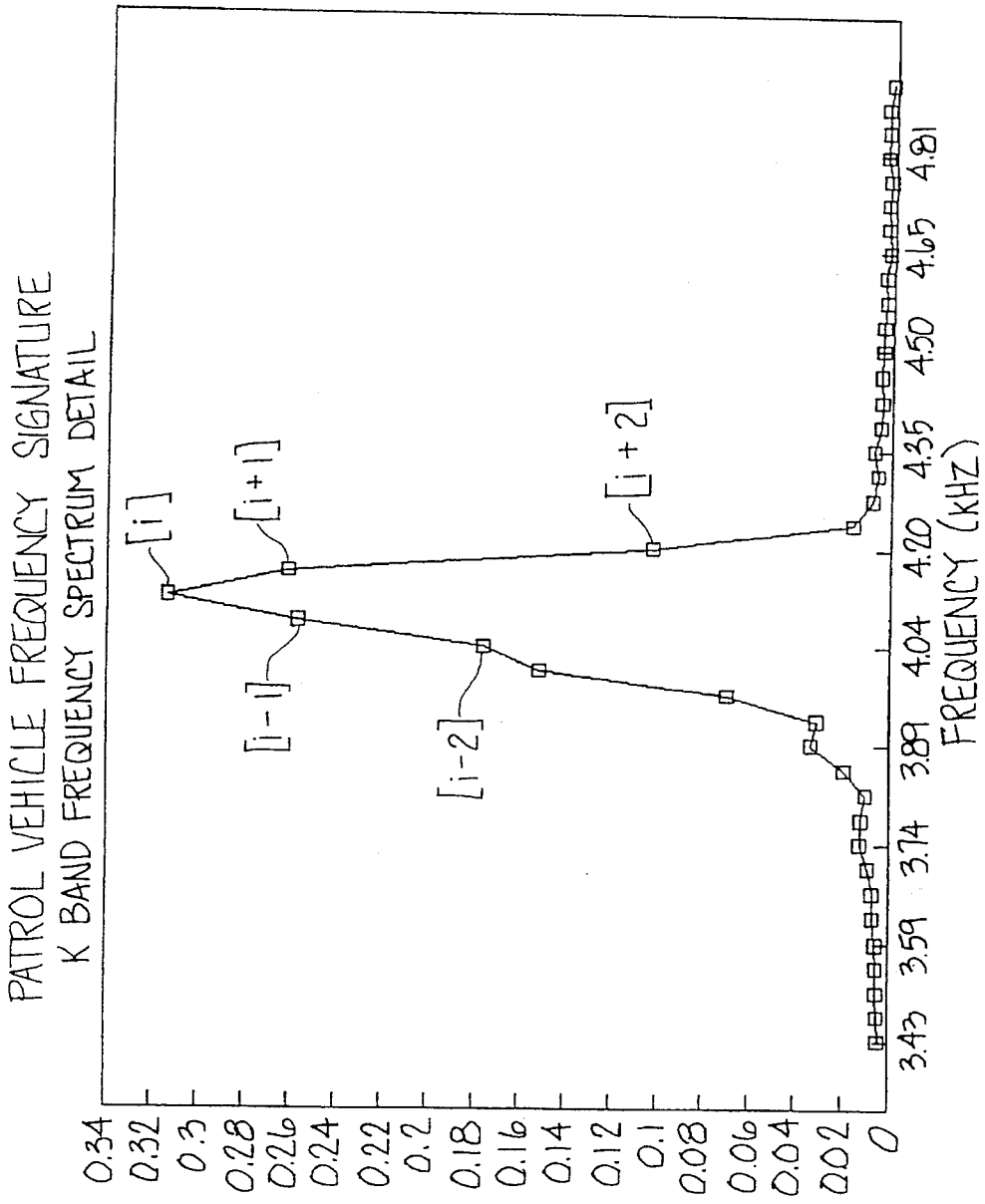

PATROL VEHICLE FREQUENCY SIGNATURE
K BAND FREQUENCY SPECTRUM DETAIL
[i]
[i+1]
[i-1]
[i-2]
[i+2]
0.34
0.32
0.3
0.28
0.26
0.24
0.22
0.2
0.18
0.16
0.14
0.12
0.1
0.08
0.06
0.04
0.02
0
3.43
3.59
3.74
3.89
4.04
4.20
4.35
4.50
4.65
4.81
FREQUENCY (KHZ)

Fig. 15

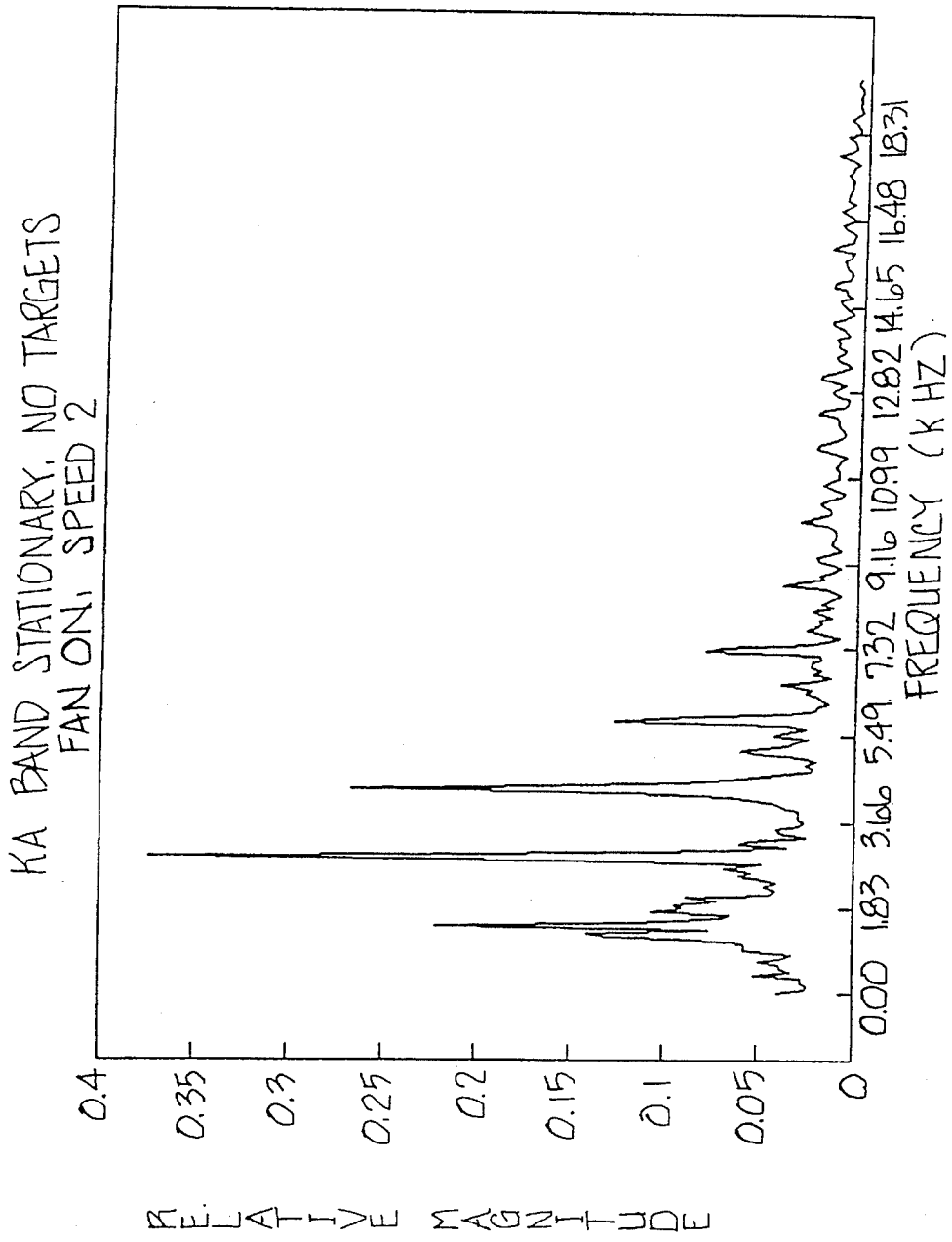

KA BAND STATIONARY, NO TARGETS
FAN ON, SPEED 2
RELATIVE MAGNITUDE
0.4
0.35
0.3
0.25
0.2
0.15
0.1
0.05
0
0.00 1.83 3.66 5.49 7.32 9.16 10.99 12.82 14.65 16.48 18.31
FREQUENCY (K HZ)

Fig. 16

Fig. 17

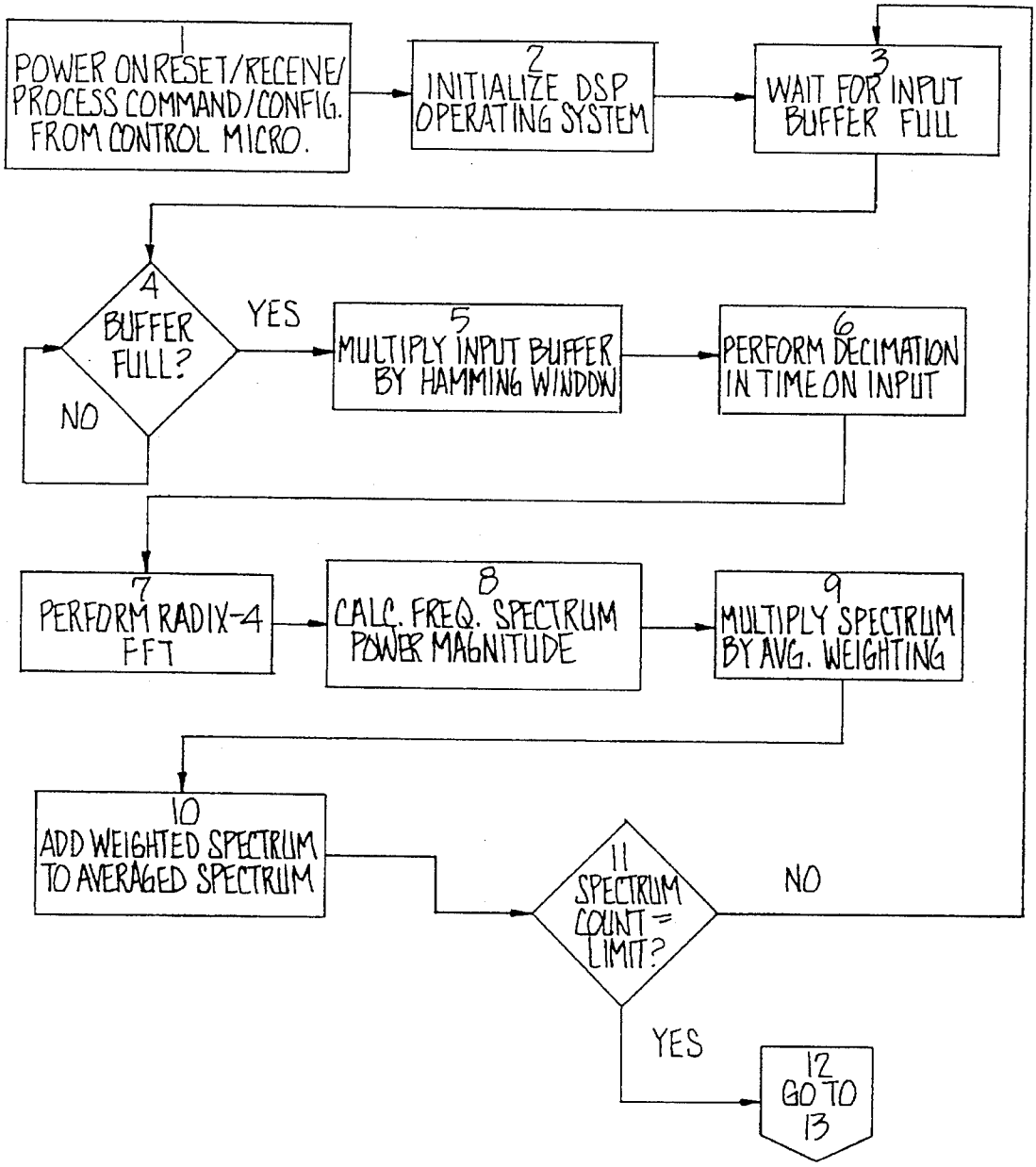

1
POWER ON RESET/RECEIVE/ PROCESS COMMAND/CONFIG. FROM CONTROL MICRO.
2
INITIALIZE DSP OPERATING SYSTEM
3
WAIT FOR INPUT BUFFER FULL
4
BUFFER FULL?
YES
NO
5
MULTIPLY INPUT BUFFER BY HAMMING WINDOW
6
PERFORM DECIMATION IN TIME ON INPUT
7
PERFORM RADIX-4 FFT
8
CALC. FREQ. SPECTRUM POWER MAGNITUDE
9
MULTIPLY SPECTRUM BY AVG. WEIGHTING
10
ADD WEIGHTED SPECTRUM TO AVERAGED SPECTRUM
11
SPECTRUM COUNT = LIMIT?
NO
YES
12
GO TO 13

Fig. 18

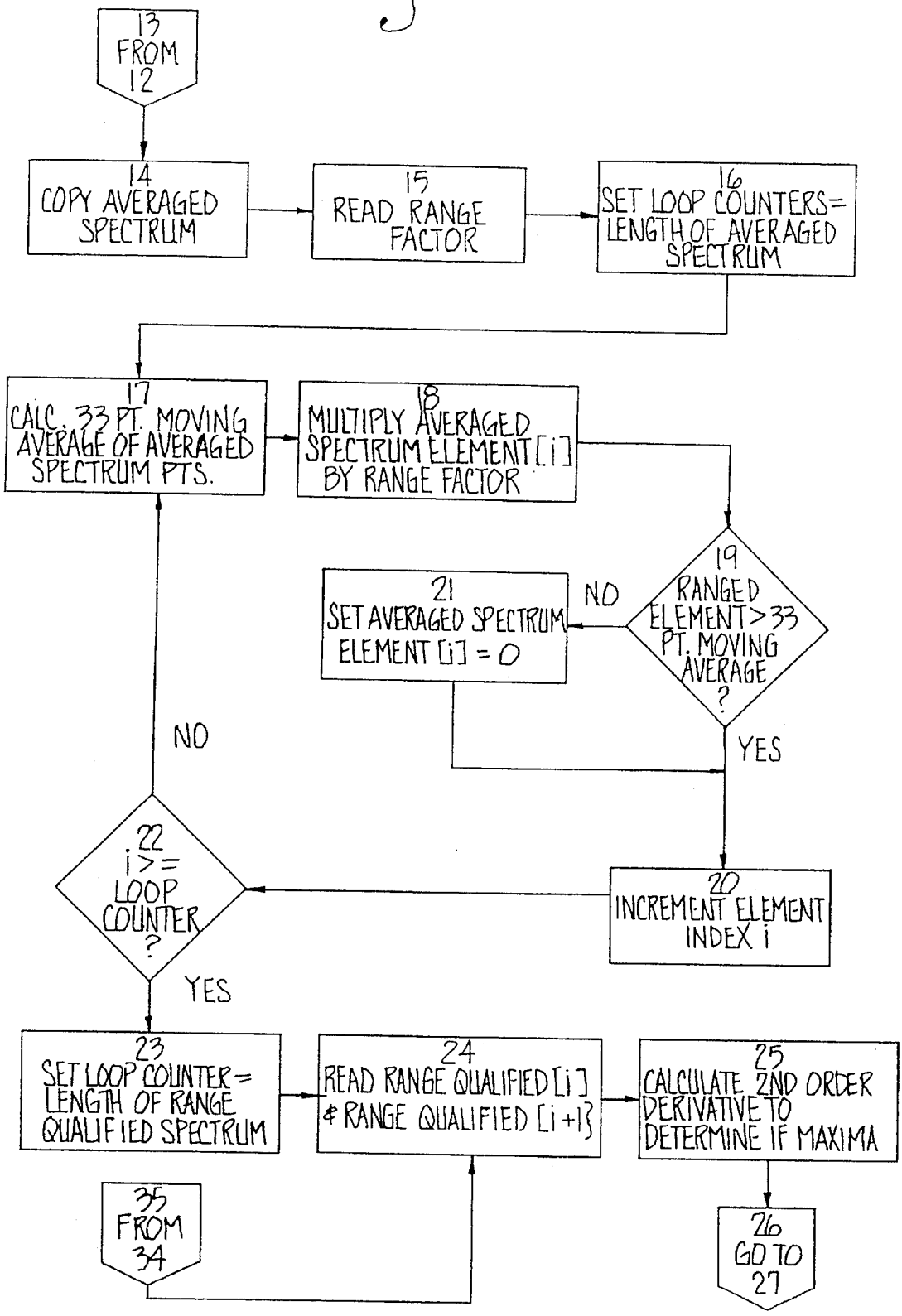

13 FROM 12
14 COPY AVERAGED SPECTRUM
15 READ RANGE FACTOR
16 SET LOOP COUNTERS= LENGTH OF AVERAGED SPECTRUM
17 CALC. 33 PT. MOVING AVERAGE OF AVERAGED SPECTRUM PTS.
18 MULTIPLY AVERAGED SPECTRUM ELEMENT [i] BY RANGE FACTOR
19 RANGED ELEMENT > 33 PT. MOVING AVERAGE ?
NO
21 SET AVERAGED SPECTRUM ELEMENT [i] = 0
YES
20 INCREMENT ELEMENT INDEX i
22 i >= LOOP COUNTER ?
NO
YES
23 SET LOOP COUNTER = LENGTH OF RANGE QUALIFIED SPECTRUM
24 READ RANGE QUALIFIED [i] & RANGE QUALIFIED [i+1]
25 CALCULATE 2ND ORDER DERIVATIVE TO DETERMINE IF MAXIMA
35 FROM 34
26 GO TO 27

Fig. 19

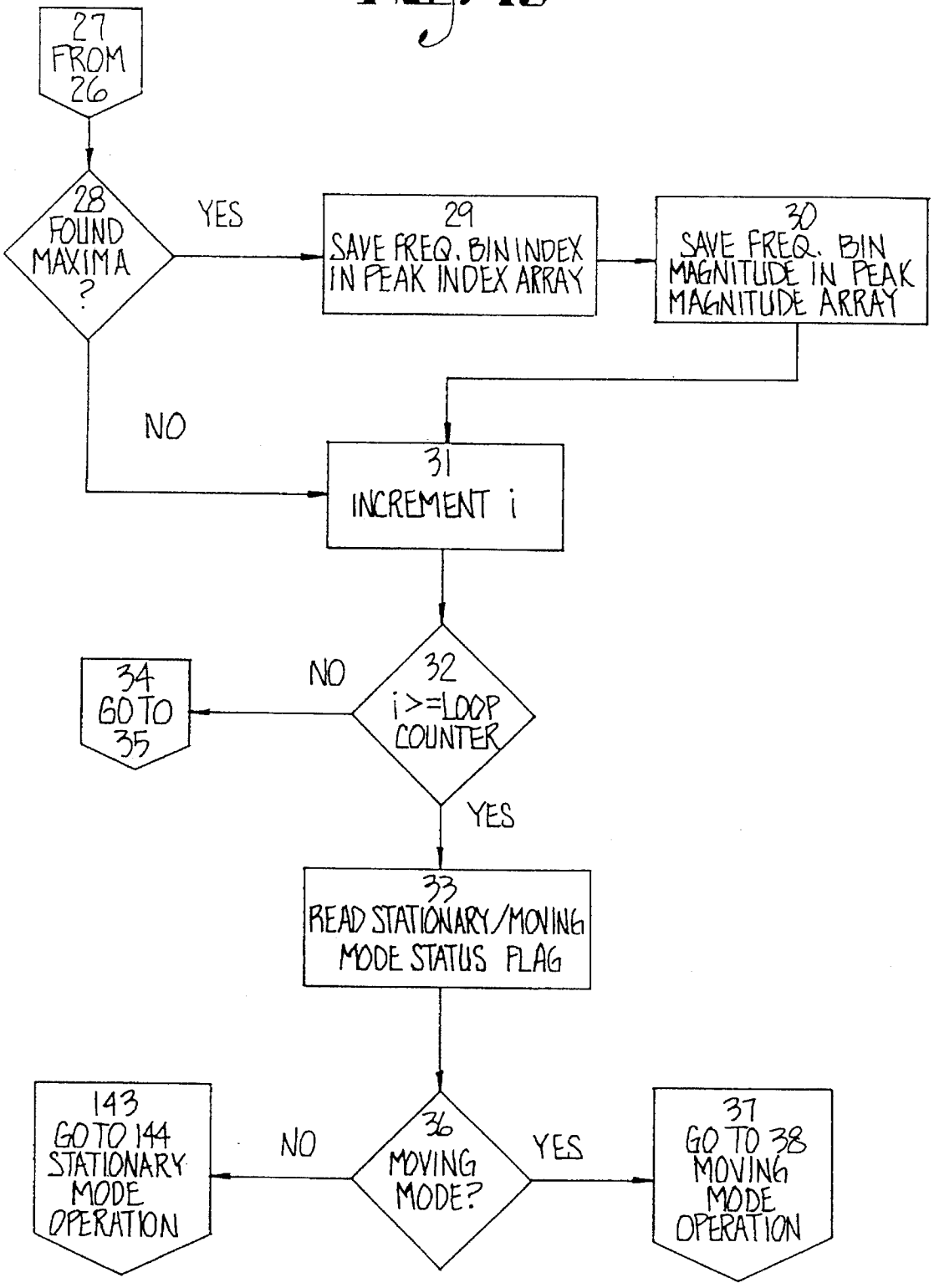

27
FROM
26
28
FOUND
MAXIMA
?
YES
NO
29
SAVE FREQ. BIN INDEX
IN PEAK INDEX ARRAY
30
SAVE FREQ. BIN
MAGNITUDE IN PEAK
MAGNITUDE ARRAY
31
INCREMENT i
32
i >= LOOP
COUNTER
NO
YES
34
GO TO
35
33
READ STATIONARY/MOVING
MODE STATUS FLAG
36
MOVING
MODE?
NO
YES
143
GO TO 144
STATIONARY
MODE
OPERATION
37
GO TO 38
MOVING
MODE
OPERATION

Fig. 20

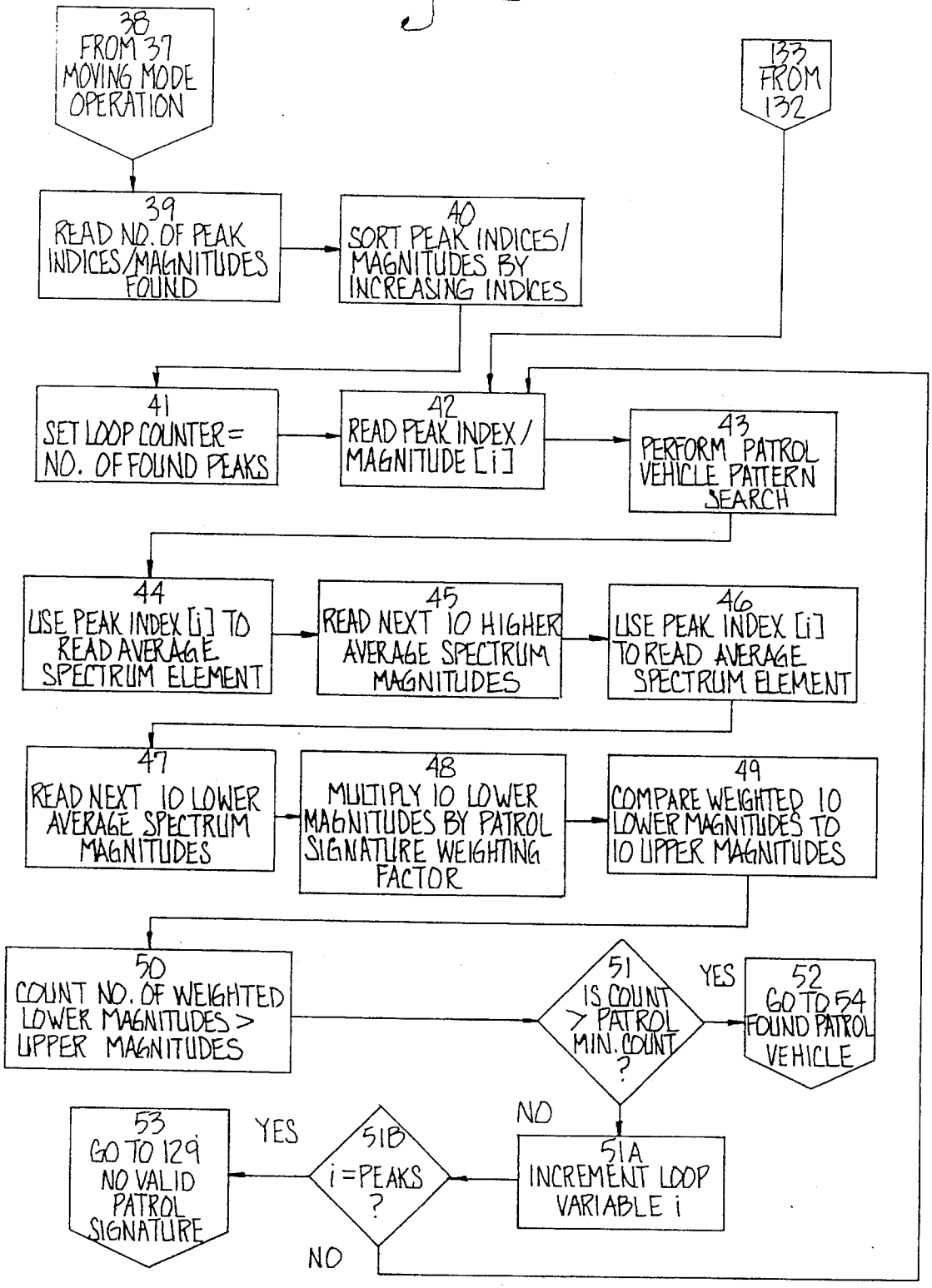

38 FROM 37 MOVING MODE OPERATION
133 FROM 132
39 READ NO. OF PEAK INDICES/MAGNITUDES FOUND
40 SORT PEAK INDICES/ MAGNITUDES BY INCREASING INDICES
41 SET LOOP COUNTER = NO. OF FOUND PEAKS
42 READ PEAK INDEX / MAGNITUDE [i]
43 PERFORM PATROL VEHICLE PATTERN SEARCH
44 USE PEAK INDEX [i] TO READ AVERAGE SPECTRUM ELEMENT
45 READ NEXT 10 HIGHER AVERAGE SPECTRUM MAGNITUDES
46 USE PEAK INDEX [i] TO READ AVERAGE SPECTRUM ELEMENT
47 READ NEXT 10 LOWER AVERAGE SPECTRUM MAGNITUDES
48 MULTIPLY 10 LOWER MAGNITUDES BY PATROL SIGNATURE WEIGHTING FACTOR
49 COMPARE WEIGHTED 10 LOWER MAGNITUDES TO 10 UPPER MAGNITUDES
50 COUNT NO. OF WEIGHTED LOWER MAGNITUDES > UPPER MAGNITUDES
51 IS COUNT > PATROL MIN. COUNT ?
YES
52 GO TO 54 FOUND PATROL VEHICLE
NO
51A INCREMENT LOOP VARIABLE i
51B i = PEAKS ?
YES
53 GO TO 129 NO VALID PATROL SIGNATURE
NO

Fig. 21

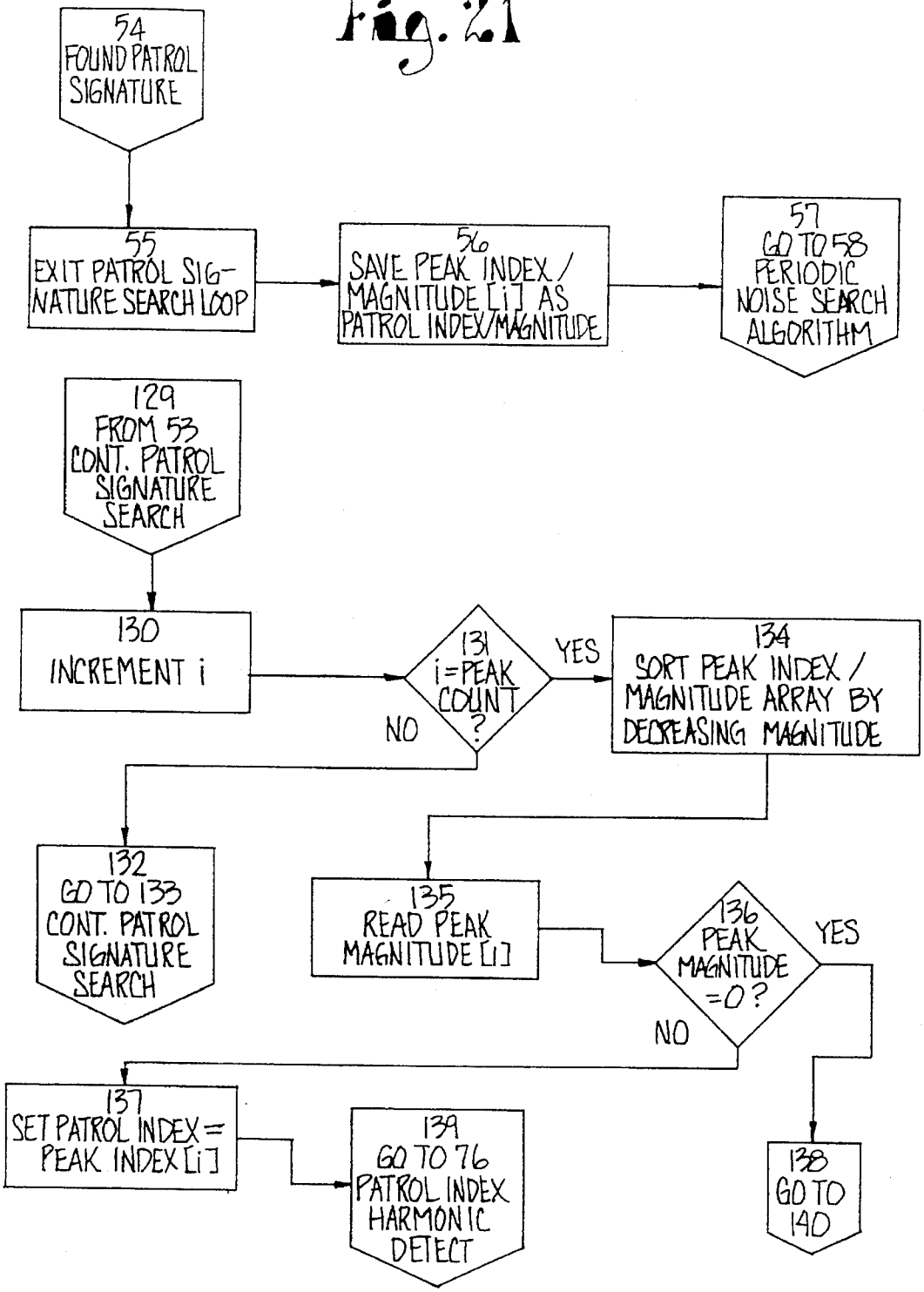

54
FOUND PATROL SIGNATURE
55
EXIT PATROL SIGNATURE SEARCH LOOP
56
SAVE PEAK INDEX / MAGNITUDE [i] AS PATROL INDEX/MAGNITUDE
57
GO TO 58 PERIODIC NOISE SEARCH ALGORITHM
129
FROM 53 CONT. PATROL SIGNATURE SEARCH
130
INCREMENT i
131
i=PEAK COUNT ?
YES
NO
134
SORT PEAK INDEX / MAGNITUDE ARRAY BY DECREASING MAGNITUDE
132
GO TO 133 CONT. PATROL SIGNATURE SEARCH
135
READ PEAK MAGNITUDE [i]
136
PEAK MAGNITUDE =0 ?
YES
NO
137
SET PATROL INDEX = PEAK INDEX [i]
139
GO TO 76 PATROL INDEX HARMONIC DETECT
138
GO TO 140

Fig. 22

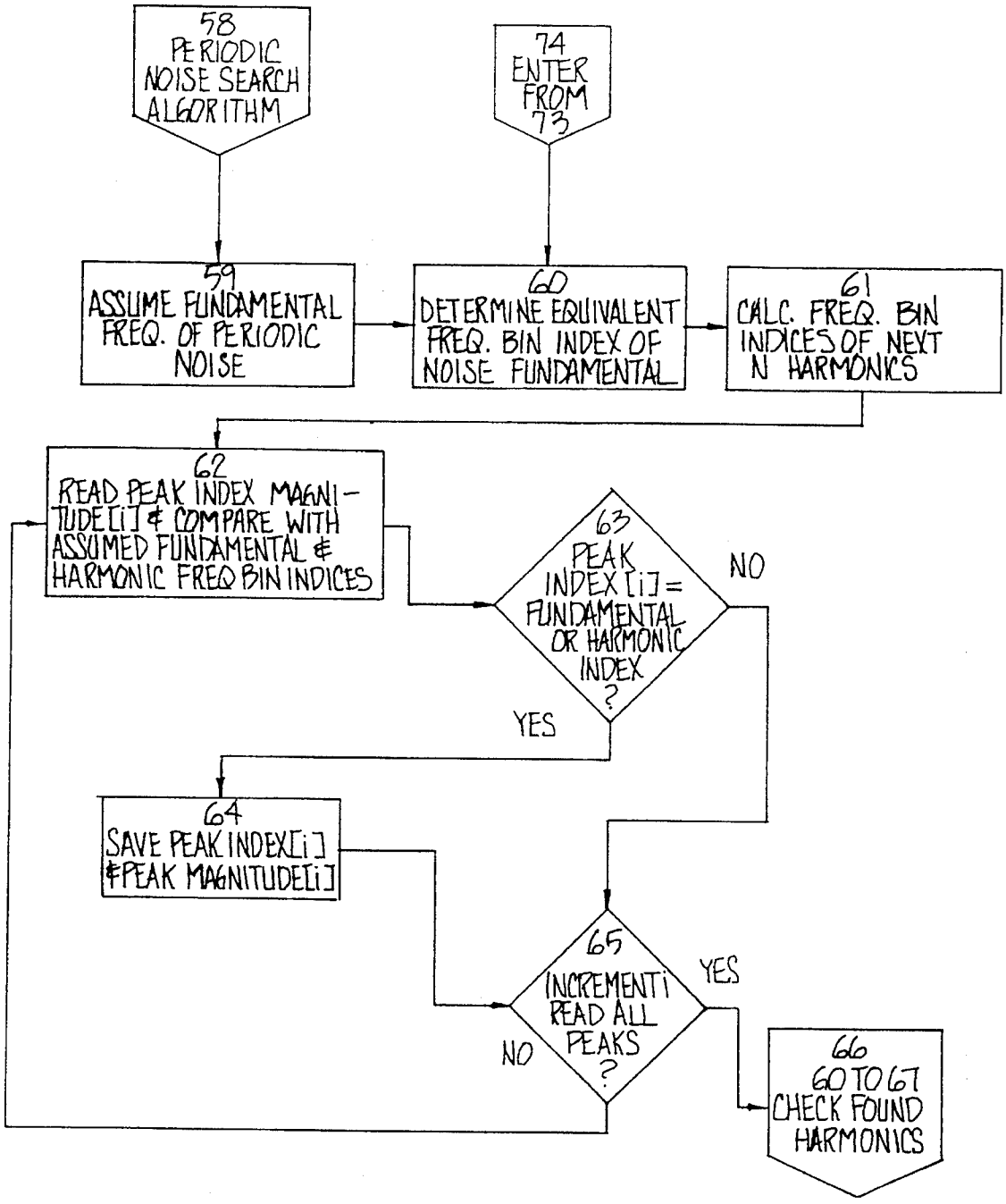

58
PERIODIC NOISE SEARCH ALGORITHM
74
ENTER FROM 73
59
ASSUME FUNDAMENTAL FREQ. OF PERIODIC NOISE
60
DETERMINE EQUIVALENT FREQ. BIN INDEX OF NOISE FUNDAMENTAL
61
CALC. FREQ. BIN INDICES OF NEXT N HARMONICS
62
READ PEAK INDEX MAGNITUDE[i] & COMPARE WITH ASSUMED FUNDAMENTAL & HARMONIC FREQ BIN INDICES
63
PEAK INDEX[i] = FUNDAMENTAL OR HARMONIC INDEX ?
NO
YES
64
SAVE PEAK INDEX[i] & PEAK MAGNITUDE[i]
65
INCREMENT i READ ALL PEAKS ?
YES
NO
66
GO TO 67 CHECK FOUND HARMONICS

Fig. 23

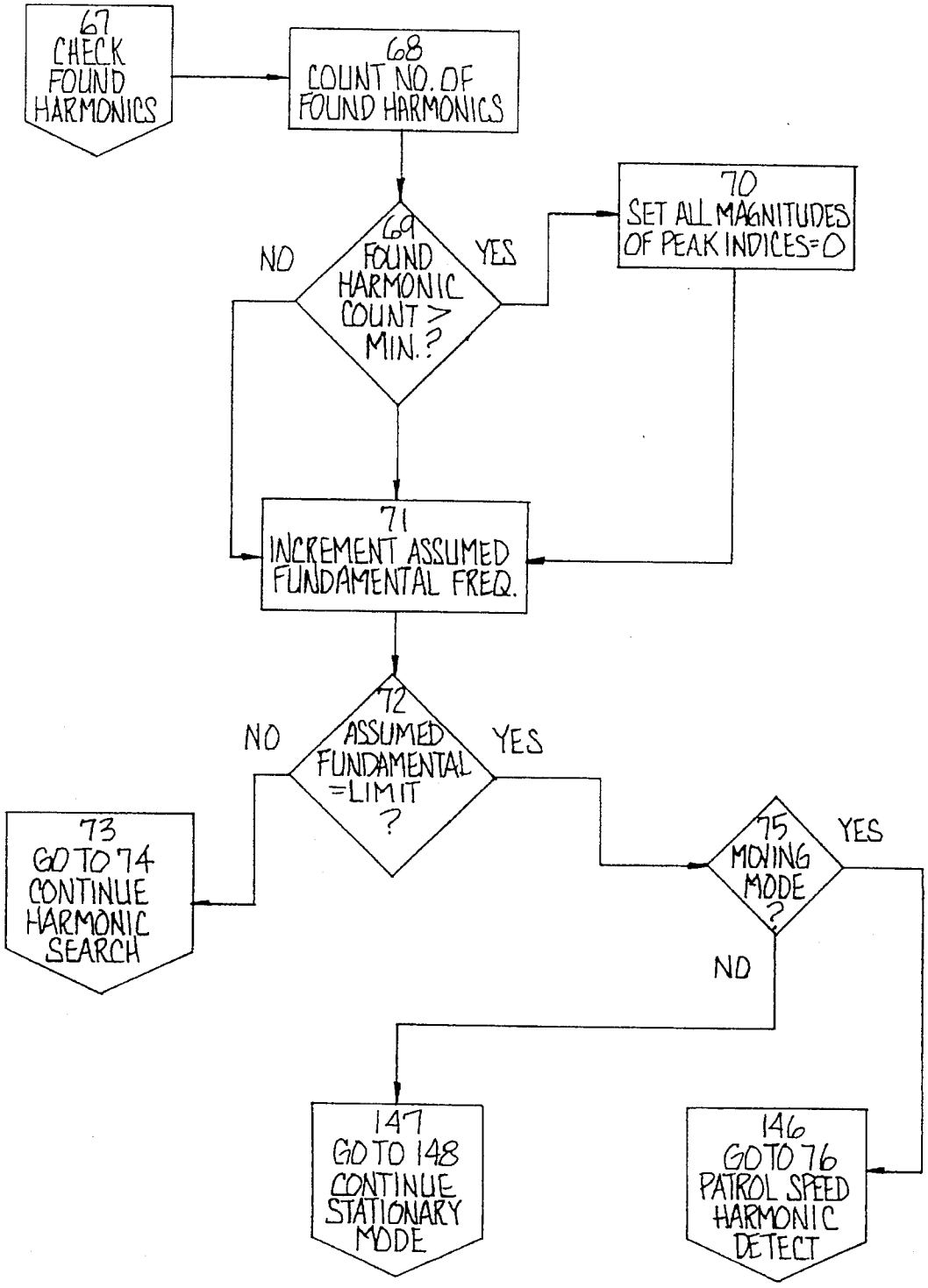

67
CHECK FOUND HARMONICS
68
COUNT NO. OF FOUND HARMONICS
69
FOUND HARMONIC COUNT > MIN.?
NO
YES
70
SET ALL MAGNITUDES OF PEAK INDICES=0
71
INCREMENT ASSUMED FUNDAMENTAL FREQ.
72
ASSUMED FUNDAMENTAL =LIMIT ?
NO
YES
73
GO TO 74 CONTINUE HARMONIC SEARCH
75
MOVING MODE ?
YES
NO
147
GO TO 148 CONTINUE STATIONARY MODE
146
GO TO 76 PATROL SPEED HARMONIC DETECT

Fig. 24

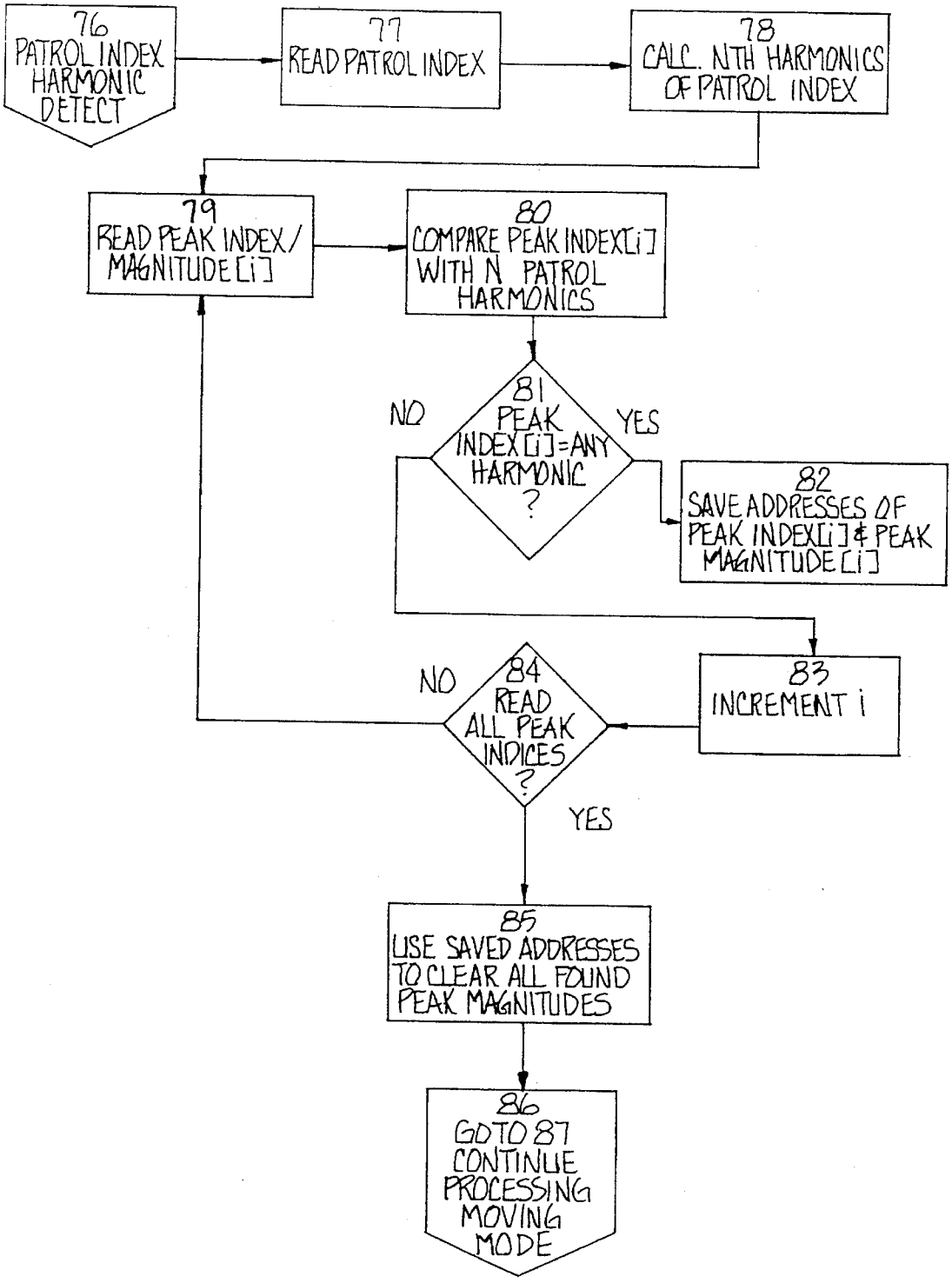

76
PATROL INDEX HARMONIC DETECT
77
READ PATROL INDEX
78
CALC. NTH HARMONICS OF PATROL INDEX
79
READ PEAK INDEX/ MAGNITUDE [i]
80
COMPARE PEAK INDEX[i] WITH N PATROL HARMONICS
81
PEAK INDEX[i]=ANY HARMONIC ?
NO
YES
82
SAVE ADDRESSES OF PEAK INDEX[i] & PEAK MAGNITUDE [i]
83
INCREMENT i
84
READ ALL PEAK INDICES ?
NO
YES
85
USE SAVED ADDRESSES TO CLEAR ALL FOUND PEAK MAGNITUDES
86
GOTO 87 CONTINUE PROCESSING MOVING MODE

Fig. 25

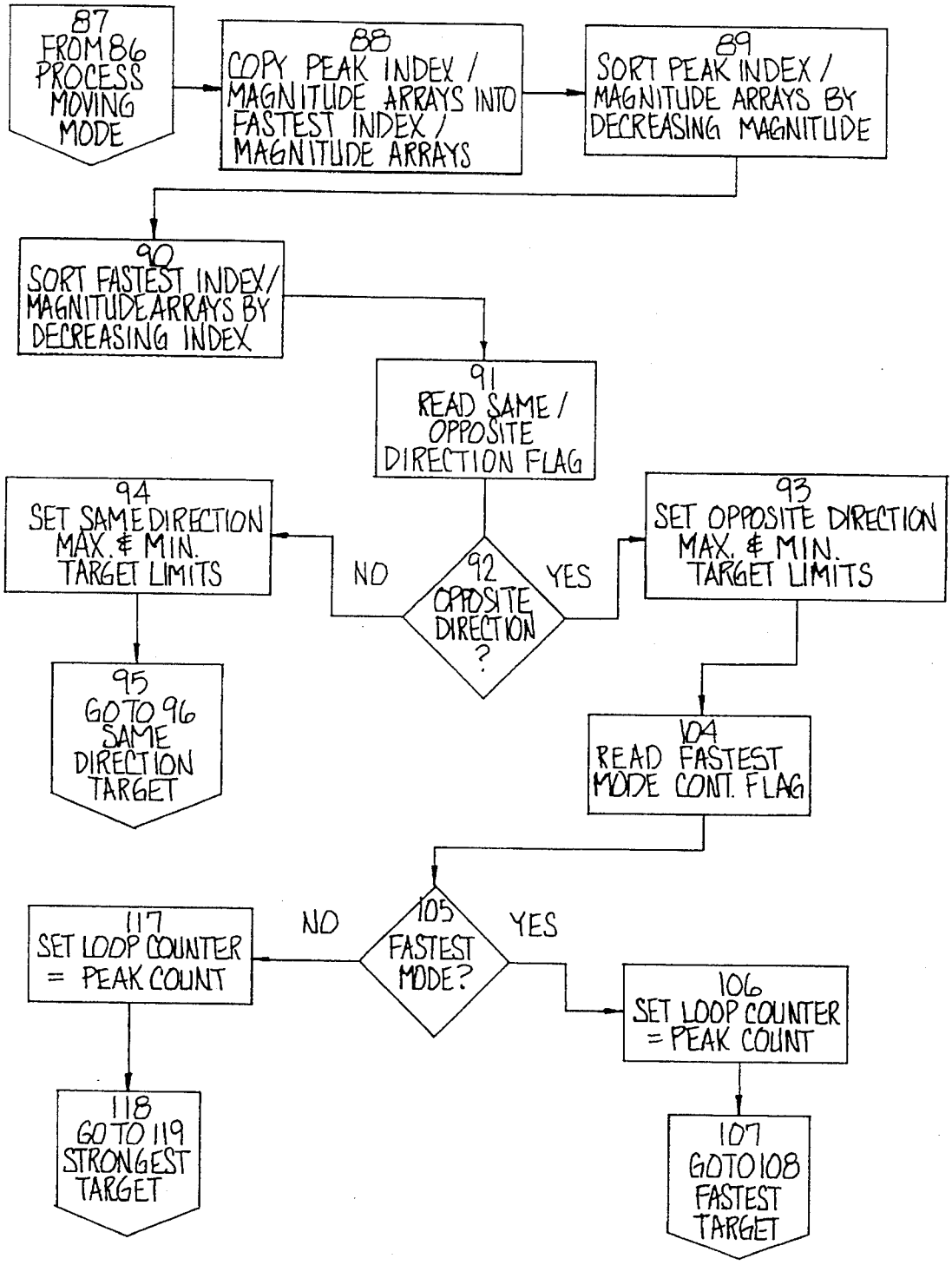

87 FROM 86 PROCESS MOVING MODE
88 COPY PEAK INDEX / MAGNITUDE ARRAYS INTO FASTEST INDEX / MAGNITUDE ARRAYS
89 SORT PEAK INDEX / MAGNITUDE ARRAYS BY DECREASING MAGNITUDE
90 SORT FASTEST INDEX/ MAGNITUDE ARRAYS BY DECREASING INDEX
91 READ SAME / OPPOSITE DIRECTION FLAG
92 OPPOSITE DIRECTION ?
NO
YES
94 SET SAME DIRECTION MAX. & MIN. TARGET LIMITS
93 SET OPPOSITE DIRECTION MAX. & MIN. TARGET LIMITS
95 GO TO 96 SAME DIRECTION TARGET
104 READ FASTEST MODE CONT. FLAG
105 FASTEST MODE?
NO
YES
117 SET LOOP COUNTER = PEAK COUNT
106 SET LOOP COUNTER = PEAK COUNT
118 GO TO 119 STRONGEST TARGET
107 GO TO 108 FASTEST TARGET

Fig. 26

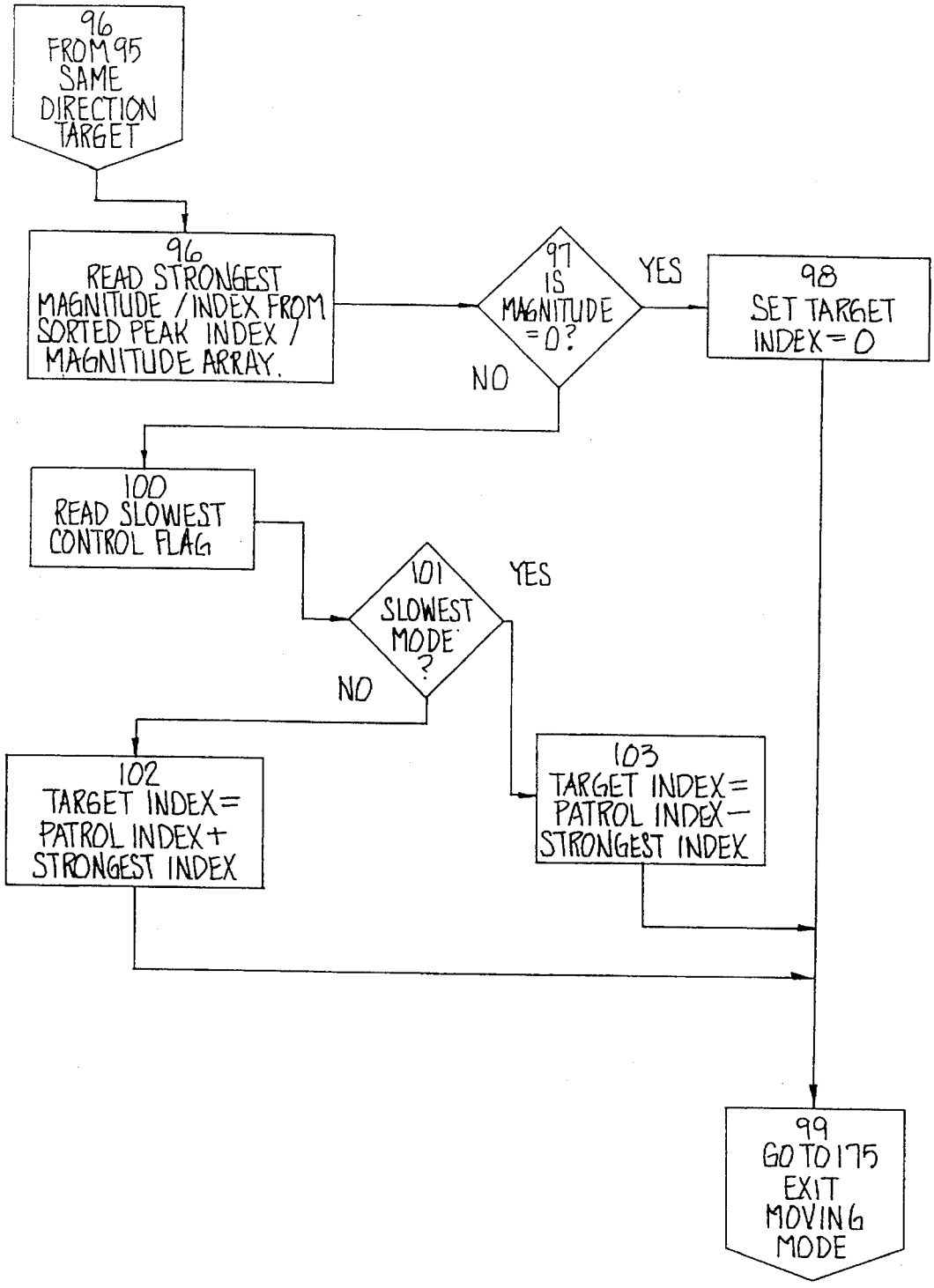

96
FROM 95
SAME
DIRECTION
TARGET
96
READ STRONGEST
MAGNITUDE / INDEX FROM
SORTED PEAK INDEX /
MAGNITUDE ARRAY.
97
IS
MAGNITUDE
= 0?
YES
NO
98
SET TARGET
INDEX = 0
100
READ SLOWEST
CONTROL FLAG
101
SLOWEST
MODE
?
YES
NO
102
TARGET INDEX =
PATROL INDEX +
STRONGEST INDEX
103
TARGET INDEX =
PATROL INDEX —
STRONGEST INDEX
99
GO TO 175
EXIT
MOVING
MODE

Fig. 27

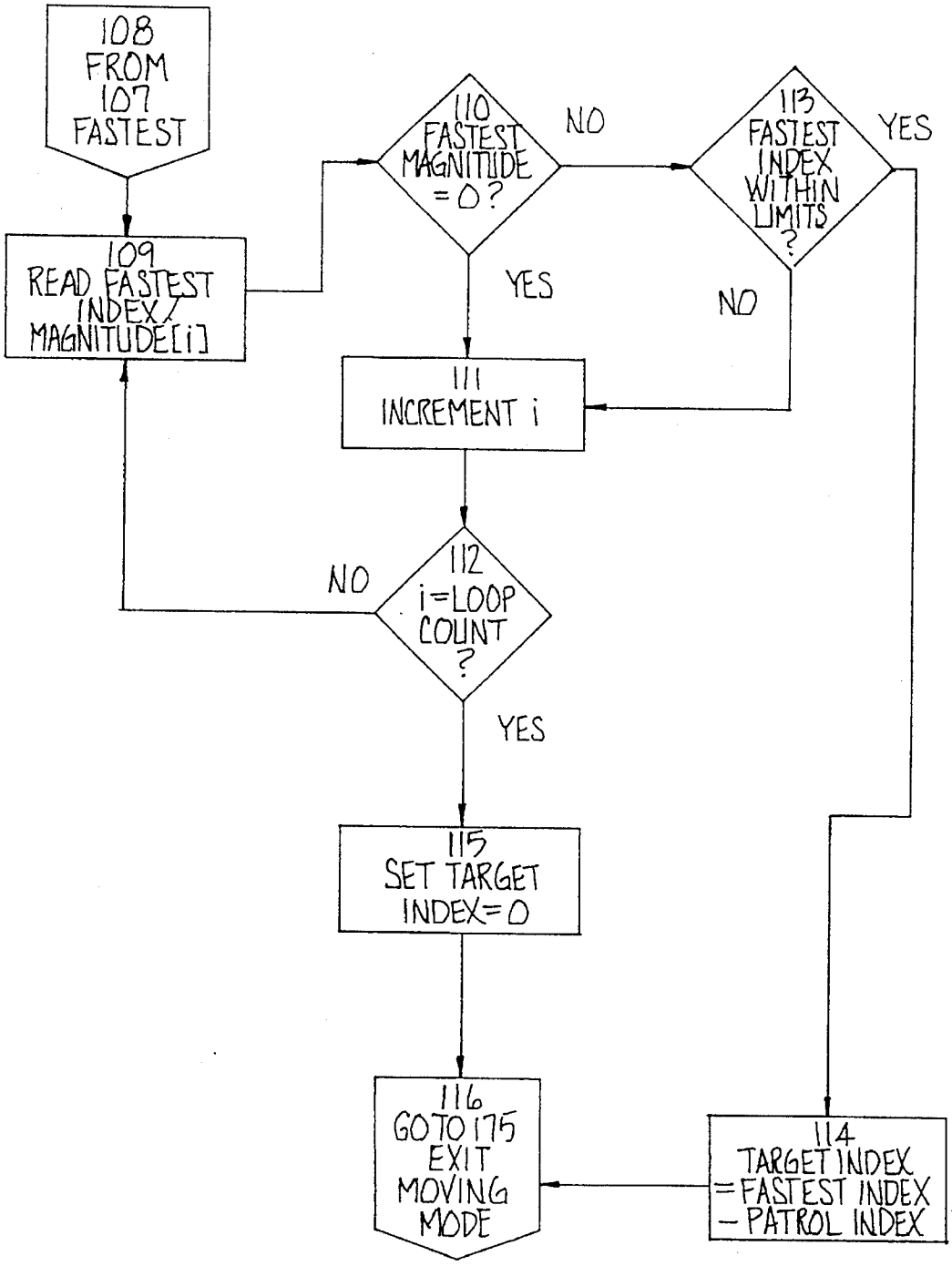

108
FROM
107
FASTEST
109
READ FASTEST
INDEX/
MAGNITUDE[i]
110
FASTEST
MAGNITUDE
=0?
NO
YES
113
FASTEST
INDEX
WITHIN
LIMITS
?
YES
NO
111
INCREMENT i
112
i=LOOP
COUNT
?
NO
YES
115
SET TARGET
INDEX=0
116
GOTO 175
EXIT
MOVING
MODE
114
TARGET INDEX
=FASTEST INDEX
-PATROL INDEX

Fig. 28

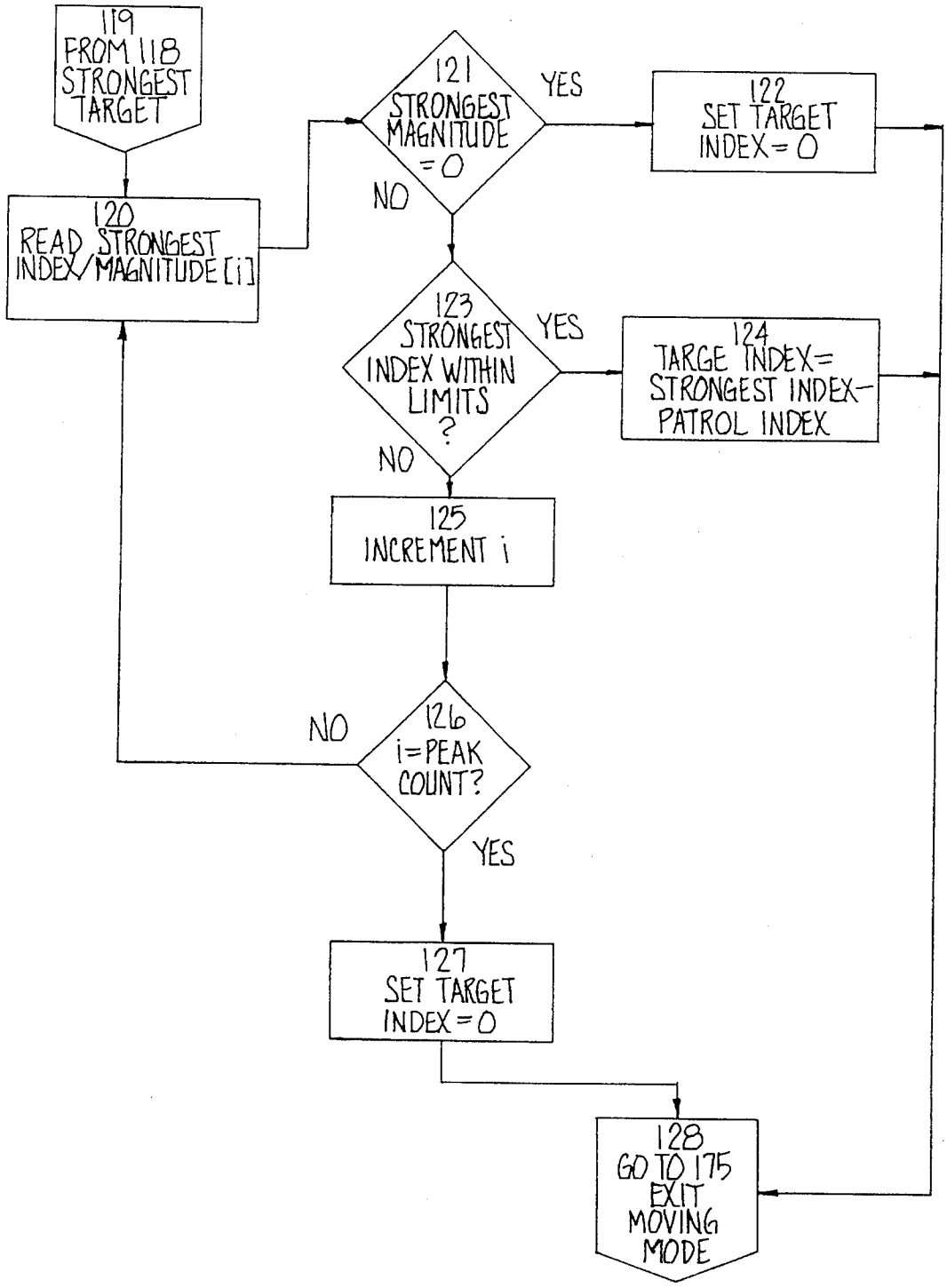

119
FROM 118
STRONGEST
TARGET
120
READ STRONGEST
INDEX/MAGNITUDE [i]
121
STRONGEST
MAGNITUDE
=0
YES
NO
122
SET TARGET
INDEX=0
123
STRONGEST
INDEX WITHIN
LIMITS
?
YES
NO
124
TARGE INDEX=
STRONGEST INDEX-
PATROL INDEX
125
INCREMENT i
126
i=PEAK
COUNT?
NO
YES
127
SET TARGET
INDEX=0
128
GO TO 175
EXIT
MOVING
MODE

Fig. 29

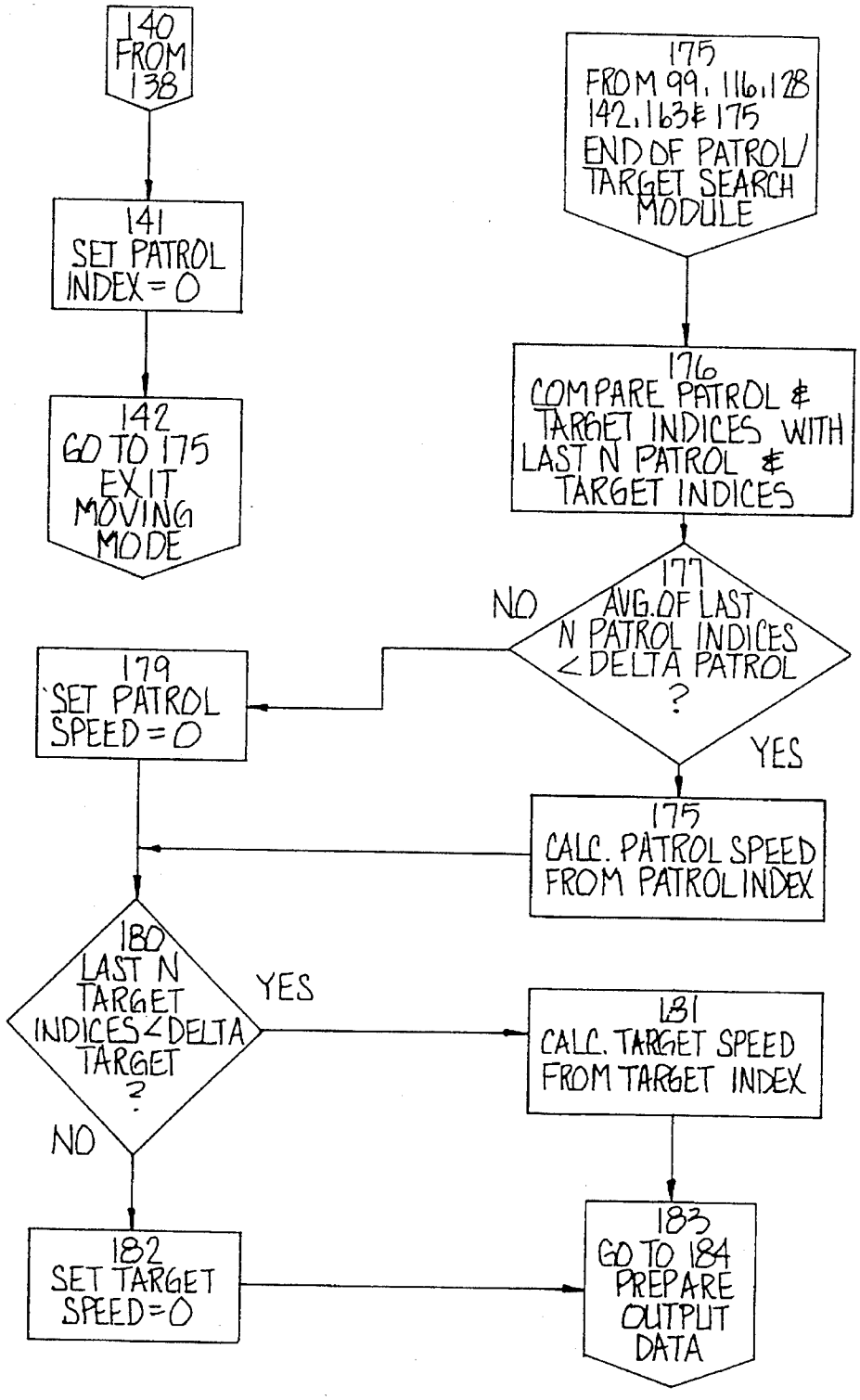

140
FROM
138
141
SET PATROL
INDEX = 0
142
GO TO 175
EXIT
MOVING
MODE
175
FROM 99, 116, 128
142, 163 & 175
END OF PATROL/
TARGET SEARCH
MODULE
176
COMPARE PATROL &
TARGET INDICES WITH
LAST N PATROL &
TARGET INDICES
177
AVG. OF LAST
N PATROL INDICES
< DELTA PATROL
?
NO
YES
179
SET PATROL
SPEED = 0
175
CALC. PATROL SPEED
FROM PATROL INDEX
180
LAST N
TARGET
INDICES < DELTA
TARGET
?
YES
NO
181
CALC. TARGET SPEED
FROM TARGET INDEX
182
SET TARGET
SPEED = 0
183
GO TO 184
PREPARE
OUTPUT
DATA

Fig. 30

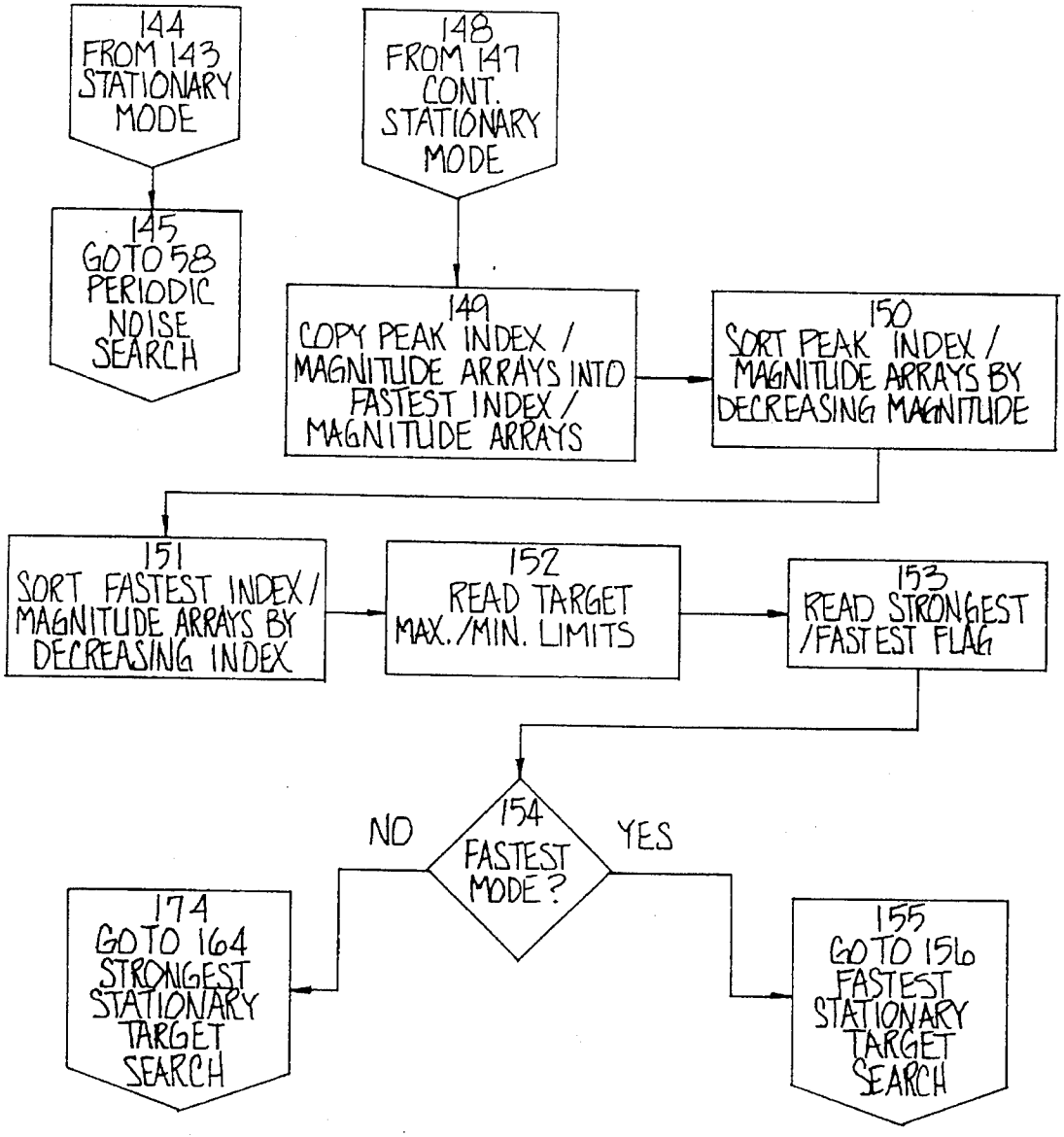

144
FROM 143
STATIONARY
MODE
148
FROM 147
CONT.
STATIONARY
MODE
145
GOTO 58
PERIODIC
NOISE
SEARCH
149
COPY PEAK INDEX /
MAGNITUDE ARRAYS INTO
FASTEST INDEX /
MAGNITUDE ARRAYS
150
SORT PEAK INDEX /
MAGNITUDE ARRAYS BY
DECREASING MAGNITUDE
151
SORT FASTEST INDEX /
MAGNITUDE ARRAYS BY
DECREASING INDEX
152
READ TARGET
MAX./MIN. LIMITS
153
READ STRONGEST
/FASTEST FLAG
154
FASTEST
MODE?
NO
YES
174
GOTO 164
STRONGEST
STATIONARY
TARGET
SEARCH
155
GOTO 156
FASTEST
STATIONARY
TARGET
SEARCH

Fig. 31

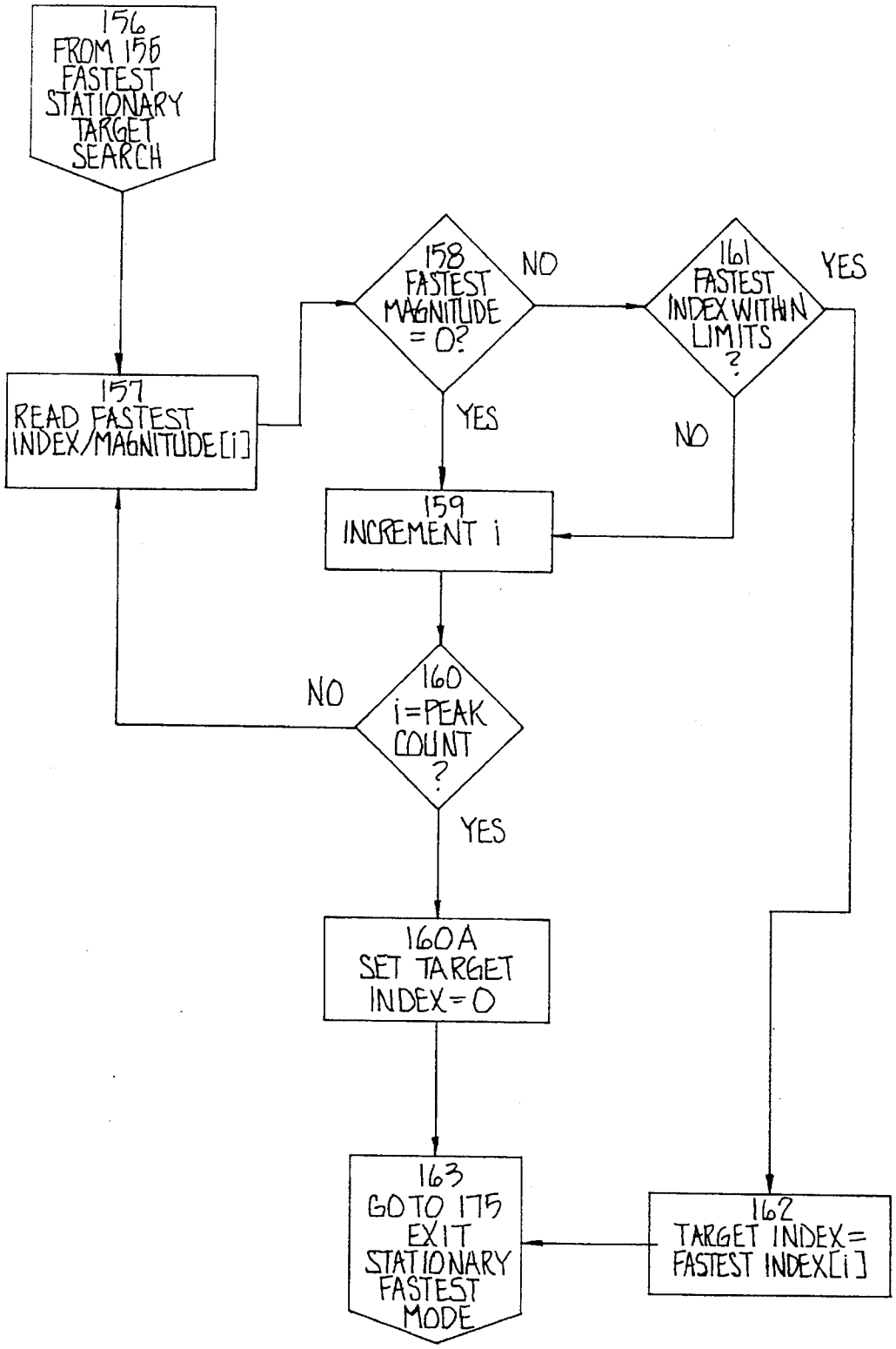

156
FROM 155
FASTEST
STATIONARY
TARGET
SEARCH
157
READ FASTEST
INDEX/MAGNITUDE[i]
158
FASTEST
MAGNITUDE
= 0?
NO
YES
161
FASTEST
INDEX WITHIN
LIMITS
?
YES
NO
159
INCREMENT i
160
i=PEAK
COUNT
?
NO
YES
160A
SET TARGET
INDEX=0
163
GOTO 175
EXIT
STATIONARY
FASTEST
MODE
162
TARGET INDEX=
FASTEST INDEX[i]

Fig. 32

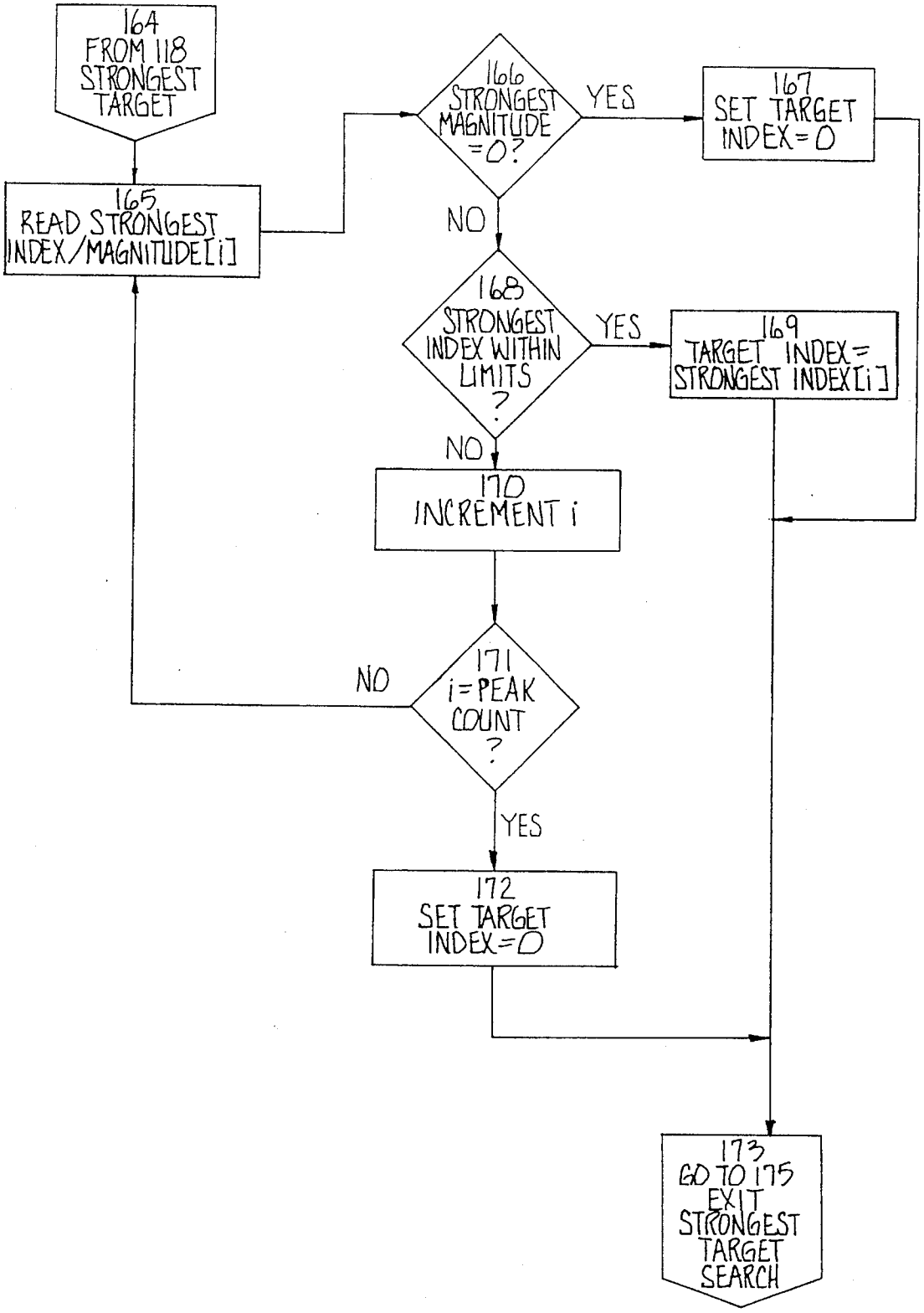
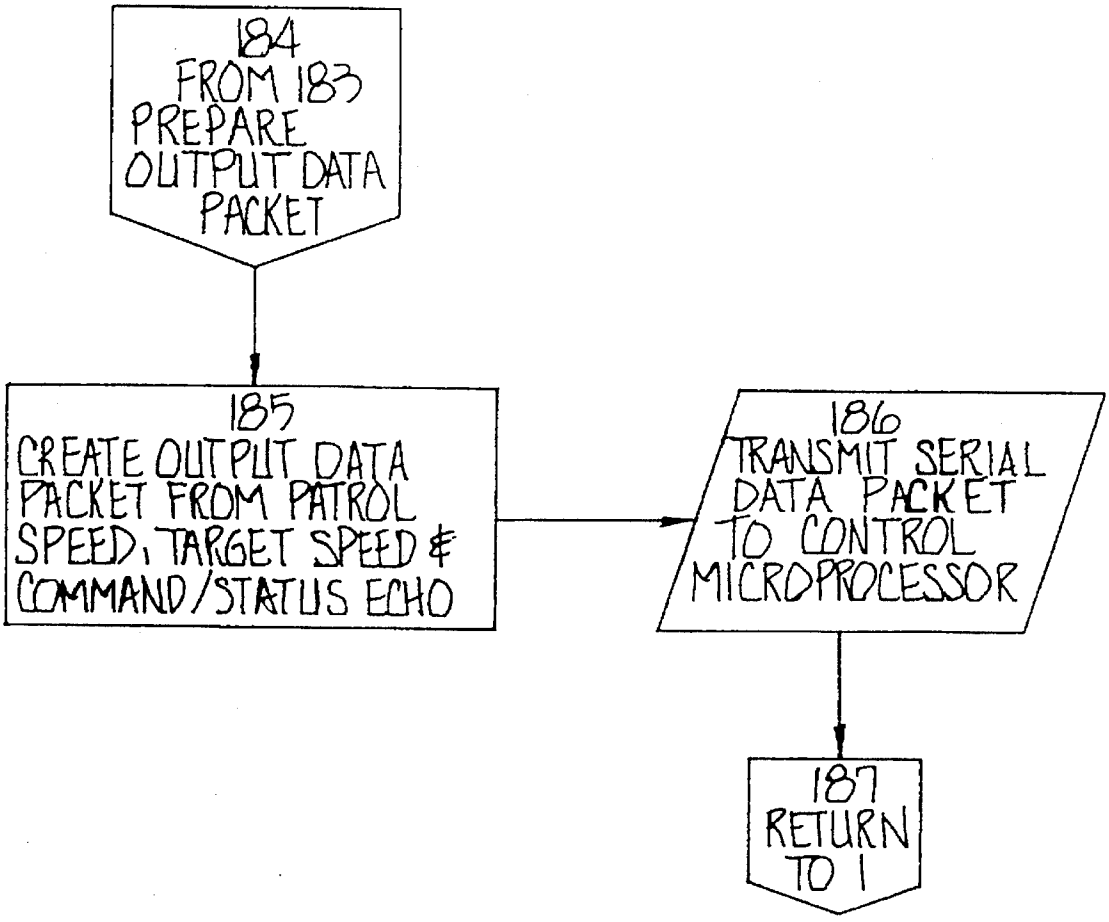

164
FROM 118
STRONGEST
TARGET
165
READ STRONGEST
INDEX/MAGNITUDE[i]
166
STRONGEST
MAGNITUDE
=0?
YES
167
SET TARGET
INDEX=0
NO
168
STRONGEST
INDEX WITHIN
LIMITS
?
YES
169
TARGET INDEX=
STRONGEST INDEX[i]
NO
170
INCREMENT i
171
i=PEAK
COUNT
?
NO
YES
172
SET TARGET
INDEX=0
173
GO TO 175
EXIT
STRONGEST
TARGET
SEARCH

Fig. 33


184
FROM 183
PREPARE
OUTPUT DATA
PACKET
185
CREATE OUTPUT DATA
PACKET FROM PATROL
SPEED, TARGET SPEED &
COMMAND/STATUS ECHO
186
TRANSMIT SERIAL
DATA PACKET
TO CONTROL
MICROPROCESSOR
187
RETURN
TO 1

TRAFFIC RADAR WITH DIGITAL SIGNAL PROCESSING

BACKGROUND OF THE INVENTION

This invention relates to improvements in traffic radar devices for law enforcement and related applications in which the speed of a target vehicle is detected from a stationary or moving transmitter location and, in particular, to a method and apparatus for processing Doppler return information by analysis of the entire frequency spectrum in order to improve target identification and minimize interference and unwanted harmonics.

Traditional analog traffic radar employs an array of tuneable lowpass, bandpass and notch filters, phase-locked loops and automatic gain control circuitry to determine patrol vehicle and traffic target vehicle speeds. A microwave frequency transmitter sends a low power single frequency carrier through an antenna towards moving vehicle targets. The microwave signal is reflected off the targets and a portion of the reflected signal is received, mixed and amplified by the receiver section of the antenna. This yields an audio frequency sine wave whose frequency (Doppler frequency) is directly proportional to the speed of a target vehicle.

The Doppler frequency is also governed by the cosine effect. If the vehicle is moving directly toward or away from the antenna, resulting in a reflection angle of zero degrees, the return sine wave frequency is directly proportional to the true speed of the vehicle, i.e., the return frequency is equal to vehicle speed times a frequency constant, multiplied by the cosine of the angle between the antenna and the vehicle. Therefore, if the vehicle's direction is at an angle other than zero degrees, the cosine effect reduces the return frequency by the cosine of the angle between the antenna and the vehicle, with the extreme case of a vehicle traveling at a 90 degree angle resulting in a return frequency of zero Hertz.

In stationary mode, where the patrol vehicle is parked, the analog radar bases all target vehicle speed processing on the strongest return signal. In moving mode, where the patrol vehicle is in motion, the assumption is made that the strongest return signal is that of the patrol car and the next strongest signal is that resulting from a target vehicle. Strong forms of interference or signal return instances that violate these criteria render the displayed speeds invalid. In these cases, the officer operating the radar must recognize the error and thus ignore the displayed speeds.

SUMMARY OF THE INVENTION

It is, therefore, an important object of the present invention to provide a traffic radar in which vehicle speed processing is not based solely upon the strength of the return signals, and which is relatively immune to various forms of interference that are often troublesome in traditional analog traffic radar.

Another important object of the invention is to provide a method and apparatus for determining the speed of the fastest target vehicle even if that vehicle does not provide the strongest return signal, through the use of digital signal processing that allows the frequency spectrum of the Doppler return information to be analyzed and the fastest vehicle thereby located.

Another important object of the invention is to provide a method and apparatus for identifying the return signal produced by a moving patrol vehicle in which the traffic radar is installed, wherein a characteristic signature of the patrol vehicle return is recognized without regard to whether or not such signal is the strongest signal received.

It is also an important object of the invention to provide the methods and apparatus as aforesaid in a traffic radar unit in which various modes of operation may be selected by the operator, including stationary modes in which either the strongest or the fastest signal may be selected, moving modes in which oncoming traffic in the opposite lane may be detected on either a strongest or fastest signal basis, and moving modes in the same lane where processing depends upon whether the patrol vehicle is moving at a slower or faster speed than a target vehicle.

A further and important object of the present invention is to provide a traffic radar in which the processing of Doppler return information is accomplished after transformation of the Doppler signals from the time to the frequency domain in order to provide a frequency spectrum containing the Doppler components which may be examined in accordance with the operational mode selected, and which may be processed to eliminate frequency components caused by interference or unwanted harmonics.

In furtherance of the foregoing object, it is an important aim of this invention to provide a method and apparatus for scanning the frequency spectrum of the Doppler return information to recognize a harmonic pattern indicative of interference and/or searching the spectrum for any harmonics of a patrol vehicle return signal, and then eliminating the magnitude of any harmonic frequency recognized or found.

Other objects will become apparent as the detailed description proceeds.

DESCRIPTION OF THE DRAWINGS

FIG. **1** is a front elevational view of the indicator and control unit of the traffic radar of the present invention, and shows the various control buttons, indicators and digital displays.

FIG. **2** is a plan view of a remote control for the unit which provides easy access by the operator to six control functions.

FIG. **3** is a block diagram of the signal processing system of the present invention.

FIG. **4** is a simplified block diagram of the logic control system which communicates with the signal processing system of FIG. **3**.

FIGS. **5–7** show waveforms that illustrate the processing of Doppler return information prior to transformation into the frequency domain.

Each of FIGS. **8–16** is a diagram showing a frequency spectrum at a corresponding stage of the signal processing of the present invention in the frequency domain.

FIGS. **17–33** comprise detailed flow charts of the software that processes the Doppler return data.

HARDWARE AND SIGNAL FLOW

The traffic radar device of the present invention has two microprocessor based systems, a logic control system (FIG. **4**) utilizing a general purpose 8-bit microcontroller unit (MCU) **200** and a signal processing system (FIG. **3**) employing a 16-bit block floating point digital signal processor (DSP) **202**. These systems work in tandem to process control options and radar Doppler return signals, screen and search for interference patterns, then determine a combination of target and/or patrol vehicle speeds and indicate those speeds to the operator, typically by means of digital displays such

as shown at 204, 206 and 208 on the front display panel **210** of the indicator and control unit of the radar (FIG. **1**).

The signal processor is a dedicated, math intensive, microcomputer system shown in the block diagram of FIG. **3**. Upon powering the system, the DSP program code and fixed data tables are boot loaded from an EPROM **212**. Trigonometric tables and Hamming window coefficients are copied from the EPROM into an external 16-bit data SRAM **214** and the actual 24-bit executable code is loaded into the internal program memory of DSP **202**. (A preferred DSP chip is the ADSP-**2101** manufactured by Analog Devices of Norwood, Mass. U.S.A.) The internal data memory is also used for smaller look-up tables and variable storage. All data and parametric communication between the DSP **202** and MCU **200** is performed using a synchronous serial communications bus **216** and controlled by the DSP **202** in a master/slave mode.

The highest hardware interrupt priority is given to the MCU **200** to force the DSP **202** to immediately initiate data communications in order to receive new command/configuration information. All data/command communication is full duplex with data being sent and received by both processors during each transmission via the serial communications bus **216**. All patrol, target and status information is also sent serially from the DSP **202** to the MCU **200**, with the DSP mastering the serial bus, the MCU being in serial slave mode. According to the MCU/DSP serial communications protocol, the MCU **200** sends a two byte command packet to the DSP **202** upon initialization of the system and thereafter whenever a change in operation or configuration is desired. The first byte is referred to as the Command byte and the second as the Parameters byte, listed as follows:

Command List	
STANDBY	All DSP activity is halted, DSP is idle
GO	Initiate signal processing activity
TEST	Initiate self-test sequence
MODE	Selects either moving or stationary mode of processing
ANTENNA	Selects either front or rear antenna
DIRECTION	Selects same or opposite direction of traffic when in moving mode
STRONG/FAST	Selects either strongest signal or fastest signal in stationary and/or moving opposite direction mode
SLOW	Instructs DSP that target vehicle is traveling slower than patrol vehicle in moving mode, same direction
Parameters List	
RANGE	Selects moving average range sensitivity factor of one to six with one being least sensitive and six being the most sensitive
BAND	Selects either X, K or Ka radar band frequency
MPH/KPH	Selects either miles per hour or kilometers per hour speed units

The DSP **202** sends a 5 byte data packet to the MCU **200** at the completion of each signal processing round:

BYTE 1	Command Echo: a repetition of the received command byte
BYTE 2	Parameter Echo: a repetition of the received parameters byte
BYTE 3	Patrol Speed in selected units for LED display, set to zero when in stationary mode or no valid patrol speed detected
BYTE 4	Target Speed in selected units for LED display, set to zero when no valid target speed detected

-continued

BYTE 5	Indicates if returned target speed is fastest target (stationary mode or moving mode, opposite direction) or slower than patrol vehicle (moving mode, same direction). Also indicates pass/fail status of self-test sequence.

Upon receiving control/configuration commands from the MCU **200**, the DSP **202** configures the operating hardware by selecting the appropriate input multiplexer (MUX) channel as illustrated at **218** and programming the clock input frequencies of a programmable fourth order low pass filter **220**, a target audio filter **222**, and an analog-to-digital converter (A/D) **224** by configuring and programming the three dedicated channels of a divide by N counter **226**. This matches the clock frequency to the transmission band (X, K or Ka) for correct Doppler processing.

As may be seen in FIG. **4**, the serial communications bus **216** extends to the MCU **200** along with other connections including a target audio output line **228** from the audio filter **222** (FIG. **3**), a data line **230** interconnecting the MCU **200** and the controls and displays on the panel **210**, a communications link **232** from a remote control **234** (FIG. **2**) to be discussed, and lines **236** and **238** to front and rear antennas **240** and **242**, respectively, on the patrol vehicle to select forward or rearward propagation of the transmitted carrier. Doppler output lines **244*a*** and **244*b*** from the front and rear antennas form a Doppler/input signal bus **244** shown in FIG. **3** extending to the MUX **218**.

As is conventional in traffic radar, the logic control system provides target audio to a speaker in the indicator unit seen in FIG. **1**, as indicated at **246**. Audio output circuitry in FIG. **4** includes a comparator **248** which squares the incoming audio signal to logic levels, a divider **250** which divides the square wave to provide an appropriate audible frequency, and an attenuator and buffer **252** that drives a speaker amplifier **254**.

INITIAL PROCESSING AND MODE SELECTION

The DSP **202** performs the task of processing the Doppler return information by digitally sampling the Doppler radar return signal in **1024** word blocks. Initial processing is accomplished pursuant to the program illustrated by the decision and processing blocks **1–32** of the flow charts, FIGS. **17–19**. Depending on transmitter frequency (radar band), speed ranges and moving/stationary mode of operation desired, the DSP **202** loads the appropriate operating parameters for proper operation. The waveform shown in FIG. **5** illustrates a representative analog output (K band, moving mode, same direction) from the low pass filter **220** prior to conversion into digital data by the A/D **224**. Once configured, the DSP **202** waits until a **1024** sample block of data has been loaded from the A/D **224** into external data memory **214**. Then to reduce sampling discontinuities, the input data block is multiplied by a Hamming window function (illustrated in FIG. **6**) to produce the windowed signal shown in FIG. **7**. Transformation of the windowed signal into the frequency domain is then accomplished by a decimation in time, radix-4, block-floating point fast Fourier transform to produce the spectral diagram of FIG. **8**. Four complete spectra are averaged together to reduce the effects of transient signals.

The sensitivity of the input spectrum is then gauged by computing a weighted, moving average of the input spectrum as illustrated in FIG. **9** by the range **4** threshold. A range

control setting is read from the MCU **202** (range **4** in FIG. **9**) and then translated by the DSP into a weighing factor. The weighing factor is used to scale the moving average (window size of 33 frequency bins) calculation of the input spectrum. A frequency peak must be of a greater magnitude than the weighted, moving average at that frequency in order to be considered valid by the DSP **202**. The qualified input spectrum thus obtained (FIG. **10**) is then processed for frequency magnitude peaks using a second order slope/derivative method to determine frequency bin maxima. The magnitude and frequency bin index (bin number) of all discovered frequency maxima are saved in a two dimensional array for secondary processing by the DSP, based on the control configuration (stationary or moving) received from the MCU **200**.

Up to this point, the signal processing is essentially the same for all modes of operation, input conditioning, spectral power calculation, range setting qualification and frequency peak/magnitude discovery. Secondary processing, however, is varied depending on the input control configuration. The DSP **202** accepts command packets as set forth above all selected by the user and serially transmitted to the DSP **202** by the MCU **200**. The modes of operation which may be selected are as follows:

1. Stationary mode, strongest signal
2. Stationary mode, fastest signal
3. Moving mode, opposite direction, strongest signal
4. Moving mode, opposite direction, fastest signal
5. Moving mode, same direction, normal processing
6. Moving mode, same direction, slower target processing

Once all frequency peaks and magnitudes have been processed by the DSP **202**, the secondary processing is determined by these modes as discussed below under separate headings.

The front panel **210** of the indicator and control unit shown in FIG. **1** presents an example of the type of controls that may be employed to initiate the desired command packets. The digital LED displays illustrated are typical of conventional traffic radar units. The digital display **204** shows the speed of the target vehicle, display **206** shows the locked target vehicle speed, and display **208** shows the speed of the patrol vehicle when one of the moving modes of operation is selected. Control push buttons along the bottom of the panel **210** are, from left to right, a lock-release button **260** which, when depressed, freezes the target speed in display **206**. Button **262** initiates an internal test of the equipment. A mode button **264** selects the mode of operation, either stationary or moving. (A stopwatch mode may also be selected, in which case elapsed time is shown on display **206** and entered distance is shown on display **208**.) An audio button **266** sets the volume for the Doppler audio delivered at **246** by the speaker. A range control button **268** sets the distance for target capture, a selected one of six range settings being shown by a bar graph **269**. A hold switch **270** controls the transmission of the carrier, defeating radar detectors. An on/off power switch is shown at **272**. Antenna indicators **274** display the mode of operation and the selected antenna, front or rear.

The remote control **234** illustrated in FIG. **2** preferably employs an infrared transmitter to avoid the inconvenience of wire connections. A lock-release button **276** and a hold button **278** duplicate the functions of buttons **260** and **270** on the indicator and control unit. Additional functions are provided by the fastest/slower button **280**, a same/opposite button **282** and a front/rear button **284**. Control button **280** captures the fastest target moving within traffic (stationary and moving/opposite direction mode), or a target moving slower than the patrol vehicle and in the same direction. A "fastest" indicator lamp or a "slower" indicator lamp on panel **210** illuminates to show the corresponding selected mode. Control button **282** selects the direction of target traffic when in a moving mode, i.e., same lane or opposite lane. Control button **284** selects either the front or rear antenna for monitoring traffic to the front or rear of the patrol vehicle. A patrol blank button **286** enables the operator to blank the patrol speed display **208**.

STATIONARY MODE, STRONGEST SIGNAL

In addition to the spectral diagrams, the following descriptions of this mode and the other modes will refer to the flow charts (FIGS. **17–33**) of the programs that process the Doppler return data. Each decision block and processing block is identified in the flow charts by a numerical designation from 1 through 187. Stationary or moving mode selection is read at block **33** (FIG. **19**).

When selected, the stationary, strongest signal mode configures the DSP **202** to accept all return frequencies as absolute Doppler returns, meaning that the target vehicle's speed is directly proportional to the received frequency. The DSP **202** sorts the received frequencies by descending magnitude (block **150**, FIG. **30**), searches for the strongest signal (blocks **164–175**, FIGS. **32** and **29**), translates the frequency to desired units of speed measurement (blocks **178** and **181**) and then transmits the speed information to the MCU **200** (blocks **184–187**, FIG. **33**). In FIG. **11**, two target vehicle Doppler returns are shown, with the highest magnitude being that of the slower vehicle (lowest frequency approximately 2.44 kHz) and the lowest magnitude being that of the fastest vehicle (approximately 4.75 kHz).

STATIONARY MODE, FASTEST SIGNAL

When selected, this mode is identical to the previous mode with the exception that the Doppler return signals are sorted (block **151**, FIG. **30**) according to descending frequency. The DSP searches for the fastest signal as shown in blocks **156–163**, FIG. **31**. The highest frequency signal is then translated to speed and transmitted to the MCU **200** (blocks **181** and **184–187**). In traditional analog radars, the highest frequency signal in FIG. **11** could not be seen by the radar. By the DSP **202** scanning the frequency spectrum and qualifying all signals, a faster, yet lower magnitude (corresponding to either a large cross-sectional area target farther away or a small cross-sectional area target in closer) target vehicle's speed may be tracked.

MOVING MODE, GENERAL OPERATION

When the DSP **202** is placed into the moving mode of operation (blocks **87–90**, FIG. **25**), the patrol vehicle speed must be determined prior to target speed determination because the antenna is also is motion, thus altering the Doppler frequency shifts of any target vehicle return signals. Once the patrol vehicle speed has been determined, the target vehicle speed may then be determined based on the complete mode definition.

The DSP based radar reduces the likelihood of erroneous patrol and target vehicle speed display through the use of spectrum analysis, periodic noise and patrol vehicle pattern recognition techniques and by monitoring a historical record of displayed speeds.

MOVING MODE, OPPOSITE DIRECTION, STRONGEST SIGNAL

Once the patrol speed has been determined, the target vehicle speed may be processed. In moving mode, opposite direction, the DSP is only processing the speeds of target vehicles traveling in a direction opposite to that of the patrol vehicle (blocks **93** and **117–128**, FIGS. **25** and **28**). In this case, the Doppler return of the target vehicle will be the frequency shift directly proportional to the speed of the target vehicle added to that of the patrol vehicle. Stated mathematically:

relative target vehicle frequency=absolute patrol vehicle frequency+absolute target vehicle frequency

Since this will result in all target vehicle Doppler frequencies being greater than that of the patrol vehicle, the DSP **202** is only required to process those frequencies. Therefore, in order to determine the target vehicle frequency, the patrol vehicle frequency must be subtracted from the combined target+patrol frequency. Referring to FIG. **12**, the patrol vehicle's frequency is approximately 3.2 kHz, whereas the combined target+patrol frequency is about 6.7 kHz. By performing the above math relationship, the actual target vehicle Doppler frequency would be approximately 3.5 kHz.

The result is then converted to speed units and sent to the MCU **200**. Since the unit has been placed in strongest signal mode, the selected target frequency will be that of the greatest magnitude (sort routine, block **134**, FIG. **21**), excluding that of the patrol vehicle's Doppler return.

MOVING MODE, OPPOSITE DIRECTION, FASTEST SIGNAL

The fastest mode (blocks **106–116**, FIGS. **25** and **27**) is identical to opposite direction, strongest signal with the exception that the Doppler frequency returns are sorted by decreasing frequency with the highest frequency signal being processed as described above and then transmitted as the target vehicle speed. See sort routine, flow chart block **90** (FIG. **25**).

MOVING MODE, SAME DIRECTION

In same direction mode, the target vehicles are traveling in the same direction as the patrol vehicle, resulting in the target vehicle frequency equaling the difference of the patrol vehicle speed and the actual target vehicle speed (refer to FIG. **13**). In this case, the target vehicle frequencies may be lower or higher than that of the patrol vehicle depending on target vehicle speed relative to that of the patrol vehicle. The operator has the option of using normal or slower same direction processing. In FIG. **13**, the patrol vehicle's frequency is approximately 4.0 kHz where the same direction target vehicle frequency is about 0.8 kHz. The resulting actual target frequency would then be the sum of the two or approximately 4.8 kHz.

In normal same direction (slower patrol speed) the DSP **202** obtains the target vehicle frequency by adding the strongest signal's frequency to that of the patrol vehicle. In slower mode same direction processing (faster patrol speed) the DSP obtains the target vehicle frequency by subtracting the strongest signal's frequency from that of the patrol vehicle (blocks **96–103**, FIG. **26**). It should be noted that all target processing is subject to protection from spurious signals having frequencies outside a permissible "Delta Target" (normal acceleration and deceleration of the target), as shown by blocks **180–183** (FIG. **29**).

PATROL SPEED DETERMINATION

One of the unique features of the DSP based traffic radar is its ability to analyze the frequency information returns of the reflected microwave carrier. Because of the cosine effect phenomenon, the patrol vehicle Doppler return has a unique signature when compared to target vehicle Doppler return signals. FIG. **14** is an example of a patrol vehicle return (no fan interference) viewing the entire spectrum; FIG. **15** is a detail enlarging the signature wherein each frequency bin is identified, the peak being at frequency index [i], adjacent bin magnitudes being at indices [i+1] and [i−1], etc. The spectrum is unaffected by direction mode (same/opposite) configuration.

The radar relies on ground reflection Doppler signals to determine the patrol vehicle speed. The antenna transmits a microwave carrier and any portion reflected off any surface towards the receive antenna is processed by the DSP **202**. In the case of the patrol vehicle, any and all stationary surfaces may reflect a signal to the receive antenna. Since the antenna is moving but the stationary surfaces are not, the result is similar to a stationary mode of operation, i.e., the frequency of the return signal is directly proportional to the patrol vehicle's speed.

Due to the cosine effect, though, the stationary surfaces may or may not be directly in the path of the vehicle and will reflect frequencies directly proportional to the patrol vehicle's speed and frequencies below the patrol vehicle's speed, all depending on the angle of the reflecting surface in regard to the direction of the patrol vehicle. This phenomena produces a patrol vehicle frequency signature or pattern that has its peak magnitude at the actual Doppler return frequency with lower frequency sub-peaks of decreasing magnitude.

As is particularly evident in the frequency detail of FIG. **15**, the patrol vehicle Doppler return exhibits an asymmetry due to the cosine return effect that is unique to the patrol vehicle. The existence of the asymmetry is identified by blocks **38–51** (FIG. **20**). If the magnitude peak frequency bin can be determined using the maxima described earlier, then it is a matter of comparing upper and lower frequency bin magnitudes for the asymmetry peculiar to the patrol vehicle.

Statistical analysis of repeated sampling of patrol vehicle spectra indicates that adequate sampling is accomplished by comparing the upper and lower 10 frequency bins using the following relationship:

Actual frequency magnitude peak=frequency index [i]

Read first upper bin magnitude, i.e., frequency index [i+1]

Read first lower bin magnitude, i.e., frequency index [i−1]

Multiply frequency index [i−1] by patrol curve weighing factor

Compare weighted lower bin magnitude to upper bin magnitude

If weight lower>upper, increment patrol pattern match count

Repeat for second upper bin, i.e., frequency index [i+2] and second lower bin, frequency index [i−2]

Compare and increment if criteria met

Repeat for remaining upper and lower bins **3–9**

Read resulting patrol pattern match count, if greater than minimum count, save original frequency index [i] as patrol frequency

If not, read and compare next frequency magnitude peak. All qualified maxima are compared, starting at lowest frequency and continuing until criteria are met or all peaks have

been searched. In case of no matching criteria found, patrol speed is then determined by the traditional analog method of assuming the strongest Doppler return is that of the patrol vehicle.

Tests indicate that the patrol speed can be accurately found by this pattern search approximately 60% to 70% of the time, with strongest return still used as a fallback. In testing this has almost entirely eliminated the pull-down effect noticed in analog radar when an extremely strong cosine effect is noticed due to passing large signs, guard rails, overpasses or embankments without resorting to a direct mechanical link to the patrol vehicle speedometer.

By being able to recognize this pattern instead of simply relying on the strongest Doppler return signal, the DSP **202** has an increased ability to track the patrol vehicle's actual speed. This signature is dependent on road surfaces and conditions. Rain, snow and ice, as well as hill ascent, will decrease the amount of Doppler return and reduce the patrol signature pattern amplitude. In cases of not being able to determine the pattern, the DSP **202** then relies on the more traditional method of strongest amplitude Doppler return (blocks **129–139**, FIG. **21**). If the patrol speed has changed outside accepted limits ("Delta Patrol") that permit expected variation due to acceleration or deceleration, this is indicated by a spurious signal and patrol speed is reset to zero and processing continues (blocks **176–179**, FIG. **29**).

HARMONIC INTERFERENCE DETECTION AND REDUCTION

With later model patrol vehicles, Doppler frequency interference caused by a signal return from the heating and air conditioning fan blades may seriously degrade the performance of analog radars. In older vehicles the heater/ac fan was mounted on the engine side of the fire wall, effectively blocking any possible path of radar reflection from the fan blades. Some newer model vehicles mount the fan on the passenger compartment side of the fire wall significantly increasing the probability of radar/Doppler signal reflection back to the radar antenna. The result is a serious reduction in the effective range of the radar unit as well as the possibility of displaying false speeds caused by the radar processing the Doppler return signal from the fan blades instead of actual target vehicles.

By sampling Doppler return patterns from several different vehicles operating either the heater or air conditioner at different fan speeds, it has been found that the signature of the fan interference may be characterized as illustrated in FIG. **16**. Essentially the fan creates a harmonic pattern of integer multiple harmonics. In FIG. **16**, five harmonics can easily been seen at approximately 1.46, 2.92, 4.39, 5.86 and 7.32 kHz. After the second harmonic at 2.92 kHz, it can also be seen that the magnitude rapidly decreases. By utilizing an algorithm to search and recognize this type of harmonic pattern in the frequency domain, the DSP can effectively search the frequency spectrum, discover and eliminate the majority of the fan caused harmonic peaks. The only significant trade-off is the possibility of not recognizing a target vehicle whose frequency is essentially equal to one of the harmonics.

HARMONIC DETECT ALGORITHM

This algorithm is executed in blocks **58–72** (FIGS. **22** and **23**) and assumes and creates a harmonic pattern sequence and then scans the frequency spectrum for a minimum number of matches, as follows:

A fundamental frequency is assumed

The discovered frequency peaks are searched for any match

If a match is discovered that frequency peak index is recorded

The second harmonic of the assumed fundamental is calculated

The remaining frequency peaks are searched for any match

A discovered match is recorded

The procedure is repeated up to the sixth harmonic. Once all frequency peaks have been searched and recorded for all assumed harmonics, the number of matches are checked. If a minimum number of matches have been discovered, the magnitude elements of the frequency peaks arrays are set to zero. If no matches have been found, the next fundamental frequency is assumed and the process is repeated until either a series of matches are discovered and cleared (set to zero) or until the fundamental limit value has been reached, at which time it is concluded that no fan harmonics are present and therefore no magnitude elements are cleared. In subsequent target vehicle processing, regardless of whether in fastest or strongest mode, any peak index element magnitude cleared to zero is not considered a valid target.

The same algorithm is also used to determine patrol speed harmonics. Since the patrol vehicle Doppler return is usually of a large magnitude, there is a possibility that the Doppler could actually double bounce and generate a false reading, i.e., the patrol Doppler return could actually reflect from the front of the patrol vehicle forwardly to an object in front of the patrol vehicle and then, in turn, be reflected again back to the radar antenna. The effect of such a multiple bounce is to cause a false target frequency of two or three times that of the patrol vehicle. For example, if the patrol vehicle is traveling at 55 mph, a double bounce could cause the unit to receive the frequency equivalent of 110 mph and cause this false target speed to be displayed. This error condition is eliminated in the present invention by using the patrol frequency bin index as the assumed fundamental in the harmonic detect algorithm as shown in flow chart blocks **76–85** (FIG. **24**).

We claim:

1. A method of processing Doppler return information in a traffic radar comprising the steps of:

(a) receiving Doppler return information containing at least one return signal derived from a target vehicle,

(b) presenting said Doppler return information as digital data,

(c) transforming said data into the frequency domain to provide a spectrum that includes frequency components corresponding to Doppler return signals contained in said information,

(d) storing said components in a memory,

(e) searching said components in memory for the component that meets preselected magnitude or frequency criteria, and

(f) indicating the speed of the target vehicle corresponding to the component that meets said criteria.

2. The method as claimed in claim **1**, wherein the component that meets said criteria is the component of greatest magnitude, and wherein said step (e) includes searching for the component of greatest magnitude and said step (f) includes indicating the speed of the target vehicle corresponding to said greatest magnitude component, whereby to provide a stationary, strongest signal mode of operation.

3. The method as claimed in claim 2, wherein the component that meets said criteria is the component of highest frequency, and wherein said step (e) includes searching for the component of highest frequency and said step (f) includes indicating the speed of the target vehicle corresponding to said highest frequency component, whereby to provide a stationary, fastest signal mode of operation.

4. The method as claimed in claim 1, further comprising the step of searching said components in memory to identify the component corresponding to the Doppler return of a moving patrol vehicle provided with said traffic radar, and wherein said steps (e) and (f) include searching the remaining components for the target vehicle component of greatest magnitude, subtracting the frequency of the patrol vehicle component from the frequency of the greatest magnitude target vehicle component, and indicating the resultant speed, whereby to provide a moving, opposite direction, strongest signal mode of operation.

5. The method as claimed in claim 4, wherein said step of searching said components to identify the patrol vehicle component includes recognizing a pattern of asymmetry in the magnitude of the identified component.

6. The method as claimed in claim 1, further comprising the step of searching said components in memory to identify the component corresponding to the Doppler return of a moving patrol vehicle provided with said traffic radar, and wherein said steps (e) and (f) include searching the remaining components for the target vehicle component of highest frequency, subtracting the frequency of the patrol vehicle component from the frequency of the highest frequency target vehicle component, and indicating the resultant speed, whereby to provide a moving, opposite direction, fastest signal mode of operation.

7. The method as claimed in claim 6, wherein said step of searching said components to identify the patrol vehicle component includes recognizing a pattern of asymmetry in the magnitude of the identified component.

8. The method as claimed in claim 1, further comprising the step of searching said components in memory to identify the component corresponding to the Doppler return of a moving patrol vehicle provided with said traffic radar, and wherein said steps (e) and (f) include searching the remaining components for the target vehicle component of greatest magnitude, adding the frequency of the patrol vehicle component to the frequency of the greatest magnitude target vehicle component, and indicating the resultant speed, whereby to provide a moving, same direction, strongest signal mode of operation in which the patrol vehicle is slower than the target vehicle.

9. The method as claimed in claim 8, wherein said step of searching said components to identify the patrol vehicle component includes recognizing a pattern of asymmetry in the magnitude of the identified component.

10. The method as claimed in claim 1, further comprising the step of searching said components in memory to identify the component corresponding to the Doppler return of a moving patrol vehicle provided with said traffic radar, and wherein said steps (e) and (f) include searching the remaining components for the target vehicle component of greatest magnitude, subtracting the frequency of the greatest magnitude target vehicle component from the frequency of the patrol vehicle component, and indicating the resultant speed, whereby to provide a moving, same direction, strongest signal mode of operation in which the patrol vehicle is moving faster than the target vehicle.

11. The method as claimed in claim 10, wherein said step of searching said components to identify the patrol vehicle component includes recognizing a pattern of asymmetry in the magnitude of the identified component.

12. The method as claimed in claim 1, further comprising the steps of scanning the frequency spectrum of said components in memory, recognizing any harmonic pattern therein indicative of interference, and eliminating the magnitude at each recognized harmonic frequency.

13. The method as claimed in claim 1, further comprising the step of searching said components in memory to identify the component corresponding to the Doppler return of a moving patrol vehicle provided with said traffic radar, searching the frequency spectrum of said components in memory for any harmonics of said patrol vehicle component, and eliminating the magnitude at each harmonic frequency found.

14. The method as claimed in claim 1, further comprising the step of searching said components in memory to identify the component corresponding to the Doppler return of a moving patrol vehicle provided with said traffic radar, by recognizing a pattern of asymmetry in the magnitude of the identified component.

15. The method as claimed in claim 14, wherein recognition of said pattern of asymmetry includes identifying the frequency at which the magnitude of the patrol vehicle component is at a peak, and comparing the magnitudes at corresponding frequencies above and below the frequency of said peak for inequalities indicative of said pattern of asymmetry.

16. In a traffic radar, apparatus for processing Doppler return information comprising:

means for receiving Doppler return information containing at least one return signal derived from a target vehicle, and for presenting said information as digital data,

means for transforming said data into the frequency domain to provide a spectrum that includes frequency components corresponding to Doppler return signals contained in said information,

memory means for storing said components,

means for searching the components stored in said memory means to identify the component that meets preselected magnitude or frequency criteria, and

means responsive to the identified component for indicating the speed of the target vehicle corresponding thereto.

17. The apparatus as claimed in claim 16, further comprising means for determining if each of said components has a greater magnitude than an average magnitude representative of the sensitivity of the spectrum, whereby to validate those frequency components having said greater magnitude, and means for determining the magnitude and frequency of each valid component and retaining the same in said memory means.

18. The apparatus as claimed in claim 16, further comprising means for examining the stored components to determine if the magnitude of any component has a pattern of asymmetry indicative of the Doppler return of a moving patrol vehicle provided with said traffic radar.

19. The apparatus as claimed in claim 16, wherein said searching means searches the stored components for a target vehicle component of either greatest magnitude or highest frequency, there being means under operator control for selecting either search depending on whether the strongest target vehicle return or the fastest target vehicle return is desired.

20. In a traffic radar, apparatus for processing Doppler return information comprising:

means for receiving Doppler return information containing at least one return signal derived from a target vehicle, and for presenting said information as digital data,

means for transforming said data into the frequency domain to provide a spectrum that includes frequency components corresponding to Doppler return signals contained in said information,

means for determining the magnitude and frequency of each of said components,

memory means for storing said components,

search means for providing a plurality of modes of operation, including a mode in which a target vehicle component of greatest magnitude in said memory means is identified and a mode in which a target vehicle component of highest frequency in said memory means is identified, and

means under operator control for selecting either a greatest magnitude or highest frequency search, whereby either strongest signal or fastest signal target identification is provided.

21. The apparatus as claimed in claim **20**, further comprising a wireless remote control for use by the operator and provided with said selecting means.

* * * * *

UNITED STATES PATENT AND TRADEMARK OFFICE

CERTIFICATE OF CORRECTION

PATENT NO. : 5,528,246

DATED : June 18, 1996

INVENTOR(S) : Richard L. Henderson, John M. Kusek and Donald R. Bradrick

It is certified that error appears in the above-indentified patent and that said Letters Patent is hereby corrected as shown below:

In claim 3, column 11, line 1, delete "2" and insert --1-- therefor.

Signed and Sealed this

Tenth Day of September, 1996

Bruce Lehman

Attest:

BRUCE LEHMAN

Attesting Officer

Commissioner of Patents and Trademarks