

## RING MASTER EMCS 900 Emergency Call Station

The Ring Master EMCS 900 Emergency Call Station is ideal for installation in existing parking structures as well as new buildings.

This EMERGENCY CALL STATION requires NO 110 volt AC WIRING to the station which operates using standard three pair, non-shielded, twisted intercom cable for the emergency light, reading light and intercom station.



EMCS 900 is equipped with reading light, blue strobe, with constant on location lamp are standard. A variety of intercom stations and optional miniature camera must be added as options.

# RING

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## Ring Communications

The Ring Communications Crisis Alert Communications system works in conjunction with either the RM 5000 or CB 901 exchange. Either of these intercom systems will provide for line supervision from remote call stations or contact closure which may be located in elevators, at gates, in stairwells, parking lots or other areas that require a simple push button to activate an Emergency call to a Security Control location.



The incoming calls will display in a 12 character Alphanumeric message on the Digital Annunciator Display module. There are 9 levels of assignable priority for each and every call to ensure that the highest risk calls will be displayed at the top of the display.

The Ring Crisis Alert System comes with many functions and features such as multiple conversation paths, data transmission for remote control, program distribution, all-call, battery charge alarm, event log printer and video switcher interfaces, access to door control systems, direct and off premise dialing capability, flexible numbering and conference capability.

These systems are ideal to provide for ADA compliant elevator communications in high rise buildings, Areas of Rescue for building stairwells, or Emergency Call Boxes for Parking facilities.

## TALK-A-PHONE Emergency Phones for Parking Facilities



With over 65 years providing innovative solutions in the communications industry, Talk-A-Phone Company has paved the road that all others follow. We manufacture the industry-leading line of ADA compliant hands-free communications systems for use in parking facilities, college campuses, medical

centers, elevators, or any location that will benefit from the added security of having a 24-hour accessible, one-touch emergency communication/information access station. Talk-A-Phone - safety and security for parking applications; peace of mind for you.

Contact: Samuel Shanes, Executive VP of Sales

## Talk-A-Phone Co.

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## Talk-A-Phone

TALK-A-PHONE OFFERS WIDE VARIETY OF COMMUNICATION SOLUTIONS

Although Talk-A-Phone Co. manufactures a wide variety of equipment for Parking Facility Communication Solutions, you would usually think that whatever equipment is selected for part of a parking facility would be used throughout that facility. For example, if Wall Mounts with built-in blue light/strobes and two-button emergency/information phones were selected, you would assume that same solution would be used throughout. Similarly if 6 1/2 ft. tall Towers with built-in blue light/strobes are chosen for the parking decks.

But this is not always the case. For example, Dallas-Ft. Worth Airport (DFW) has chosen Talk-A-Phone products for use in their new parking facilities. Throughout one parking deck they installed customized versions of Talk-A-Phone's ETP-WM Deluxe Stainless Steel Wall Mount with Model ETP-400DV two-button emergency/information phones. In another deck they are now installing 64 customized 6 ft. towers with the same two-button emergency/information phones. Extensive custom graphics were designed by DFW authorities and implemented by Talk-A-Phone Co. on their ETP-MT-72 Tower.

Other customers have installed Talk-A-Phone Wall Mounts and Emergency Phones in all the levels of a parking deck, and then installed standard height Talk-A-Phone Towers and Emergency Phones on the rooftop level, which has no height limitation.

By offering customers such a wide variety of standard and custom solutions, Talk-A-Phone has been able to meet virtually every customer requirement.





# A Direct Quote, and the 'Dirty Little Secret'

I have a couple of stories this month that you will find illuminating. First, just to prove that I am not the only one who sniffs out problems in parking facilities, here's a direct quote from a friend who is currently auditing parking lots for a major city in the U.S. (if you want to know who it is, email my editor and he can put you in touch):

"PT, just a note to make you smile and you can print this. I was on a 20-space surface lot last Friday. After spending a few minutes talking with the attendant about starting ticket numbers and total tickets for the day, I said I needed to count the cars. It was a small lot, so I just turned and started counting. The attendant stopped me and said don't count that car as it was his. I did a double-take and said which one is yours; he proudly pointed to the new black Mercedes SUV. This lot was small, but it did turn about four times per day. I left and went to the next lot. It had 85 ticketed cars, 32 of which had duplicate tick-

ets. I was afraid to ask that attendant which car was his. I got in my Hyundai rental car and left. I could duplicate those stories 100 times just from my past few months' experience here in this city."

Thanks for the input. I know that operators cringe when I tell these stories. In fact, the president of a major operator asked my editor why we didn't print more "nice things" about operators in PT. I don't know about him, but I think that if you shine the light of day on problems, it can only make things better. It's the "dirty little secret" that there are problems in parking operations, and most have to do with poor supervision, poor management and lack of training. Plus, a good audit once in a while wouldn't hurt either.

I will add my standard disclaimer. There are good parking operations and bad parking operations. The good ones stand out and can easily withstand my audit. The bad ones ... well, from my experience, they are the majority.

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Come on, operators, prove me wrong. Send me some "nice" info, and I will happily slink back to my dog house and admit the errors of my ways.

In the meantime, here's another little tidbit.

I was asked to help "bring up" a complex parking control system replacement at a 3,500-car facility in a major metropolitan area. The new operator was anxious to get his hands on the equipment and begin to solve the problems that had existed in this place since it was used for parking horses.

We arranged to send the manager of the facility and his assistants to the factory for extensive training, and then prepared, I thought, for the handover.

I was shocked, SHOCKED -- well, not really -- at the fact that the planning to do this turnover was nonexistent. I was brought in late in the activity, and to my chagrin, I didn't go into detail as to what was going to be done.

On the day the new system was to be turned on, the existing customers were given no notice. They just had to "fight" their way through the entry gates, and then go to the office to exchange their control cards. It was chaos. I then discovered that many of the parkers "stored" their cars in this facility during the week and used them only on weekends. Wow, talk about a mess on Friday afternoons when literally hundreds of people tried to exit but, of course, had no cards and were let out manually.

The operator was running the garage on "parking lite." That is, none of the checks for the monthly parkers that the new system included in its software were turned

on. No anti-passback. No checks for cards that were unpaid (this system had a feature that turned off cards automatically when it hadn't been paid). And the important nesting feature that required people who paid less to park in less desirable places was not activated.

I worked for the owner. When I reported this, he told me to turn on the control features and let the chips fall where they may. I did and they did. Talk about an ordeal by fire ...

The lack of preparation by this management company and their lack of understanding of how to run this complex facility was mind-blowing. I could go on and on, but I have been instructed by my editor to be nice.

I will tell you that I have seen many locations where such changeovers have gone extremely smoothly. The truth is, it probably does in the majority of locations.

Remember: You can't plan enough, train enough, prepare enough or send out enough information to your customers.

Woof!

PT

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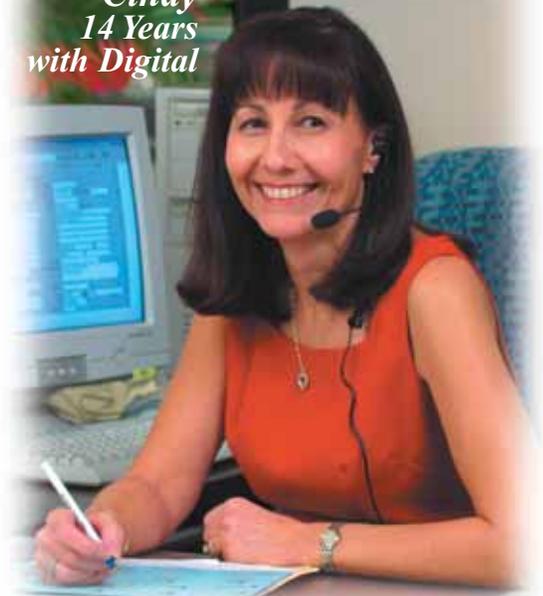
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## NEW PRODUCTS

### CARLISLE COATINGS AND WATERPROOFING OFFERS MIRAFLAY



Carlisle Coatings and Waterproofing (CCW), the leading manufacturer of waterproofing products, offers MiraClay. This progressive bentonite clay waterproofing membrane prevents water intrusion for below-grade applications. With high-shear construction, MiraClay is impermeable when hydrated and uniquely self-sealing when punctured or penetrated.

MiraClay is manufactured using a uniform layer of sodium bentonite clay between a durable puncture-resistant, non-woven polypropylene fabric and a high tensile strength woven polypropylene fabric. Exceptionally durable and totally flexible, the fabric is then needle-punched together with

thousands of high-strength denier yarns. Providing an integral water barrier, the fabric is then thermally fused to the polypropylene in a patented Infrabond procedure that locks the sodium bentonite into place.

For more information, log on to [www.parkingtoday.com](http://www.parkingtoday.com) and click on ePIP. You will find this company listed there.

### RHINO SAFETY BARRIERS ACCEPTED BY STATE OF NEVADA



Rhino Safety Barriers of Whiting, IN, has received notification from the Nevada Department of Transportation that the Rhino Barrier has been placed on the Qualified Products List under subsection 625.02.06.

The company previously received certification from the U.S. National Highway System; the states

of Georgia, Ohio, South Carolina, Tennessee and Utah; and the United Kingdom Government Highways Agency.

Rhino Safety Barriers are made of tough, high-strength polyethylene. Two people can set up 200 feet (650m) in under 30 minutes. (Crane and boom trucks are not required.) Empty, the barriers weigh 120 lbs. (54.4Kg). Filled with water, they weigh up to 1000 lbs. (470Kg). A unique hinge-pin pivot system locks each 7.5-foot (2.285m) section together and allows hinged barriers to angle up to 45 degrees. Options include battery-powered safety lights and end caps that can be joined to form bollards. Available in safety orange, green, white and yellow.

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A durable Honda 20-amp charging system ensures hours of continuous duty and acts as the power source for all of the hot-water mechanisms such as fuel pump, blower fan, solenoid, safety switch and even the starter!

Loaded with features, this hot-water pressure washer has all the quality you have come to expect from Water Cannon, including: a reliable 13hp GX Series Honda Engine; an aluminum lifetime frame and roll cage complete with E-Z Start to prevent kickback; an oil drain for easy maintenance; hot water up to 210F with all the safety features; on-board diesel fuel storage; large-capacity, extended run time for continuous duty; and it's turn-key -- just hook up and go.

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**ENERGY-EFFICIENT ILLUMINATION FOR CHANNEL LETTERING IN SIGNAGE**



LightScript is an LED-based signage lettering product that can replace neon for channel illumination. It clusters low-flux LEDs from leading manufacturers to provide an energy-efficient light source, with long-lasting performance and no additional heatsink.

TIR's high-performance optics maximize brightness and deliver impressive visual uniformity. Designed for maximum flexibility, LightScript uses a systems approach with integrated LED modules that allow the product to fit into spaces too small for neon, providing optimum functionality inside almost any font or size of letter. LightScript uses minimal power -- as little as 1W/ft -- so that energy savings of up to 90% are possible. Effective in temperatures from minus 30C to 60C, it is available in red, orange and yellow in 50-foot strings and in green, blue and white in 33-foot strings. Find more product information at [info@tirsys.com](mailto:info@tirsys.com) or [www.tirsys.com](http://www.tirsys.com).

For more information, log on to [www.parkingtoday.com](http://www.parkingtoday.com) and click on ePIP. You will find this company listed there.

Continued on Page 30

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## NEW PRODUCTS



### DIGITAL ANNOUNCES NEW 'LUKE' PARKING PAYMENT STATION AT IPI

Digital Payment Technologies, a supplier of revenue management solutions for the global parking industry, announced the launch of its

Luke Parking Payment Station at the International Parking Institute Conference and Exhibition.

"We were introducing Luke to the world in New Orleans," said Rob V. Kragelj, President and C.O.O. of Digital Payment. "From the product's great looks to the advanced technology core and the range of remote services, we know this is a product the likes of which the parking industry has never seen. That is why we wanted to have a very distinctive brand name for the product and a slogan ('Let's Get Serious') that fits with our excitement and commitment."

The Luke Parking Payment Station has a unique look for a multi-space on-street parking meter. The theme for the mechanical design was: "retro-inspired, contemporary design." The result is a look that is instantly recognizable as parking related, but with all the capabilities required for modern on-street parking, including a full numeric keypad and a standard full-color 320 x 240 resolution screen.

For more information, log on to [www.parkingtoday.com](http://www.parkingtoday.com) and click on ePIP. You will find this company listed there.



### RADIX FW700 COLOR TOUCH SCREEN, ULTRA-RUGGED WIRELESS COMPUTER

The Radix FW700 has it all - It's totally submersible; drop-proof to 1.5m (5 feet), repeatedly, onto concrete; VGA color touch screen; fully customizable alphanumeric keyboard to user definition; and integral printing, scanning and image capture.

The Radix FW700 is the newest ultra-rugged mobile handheld computer joining the company's already well-established offering of mobile computers and portable printers. It has been developed from knowledge gained over 30 years of the design and manufacture of handheld computers for harsh outdoor environments.

Featuring Windows CE .NET and PC Card support, including 802.11b wireless LAN, GPRS/GSM/CDPD and Bluetooth, the Radix FW700 is the perfect tool for many applications, including parking enforcement, utilities, route accounting, transport, logistics and distribution, and inspection and maintenance.

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# POSTCARDS FROM THE LOT

## The Superdome Was an Eerie Quiet, But Bourbon St. in 'Nawlins' Wasn't

**A**ttended the IPI show in New Orleans in June. Since I'm not a member of the IPI, I really went just for the Exhibition in, can you believe it, the Superdome. It was worth the trip just to see a trade show on the floor where the "Saints" play.

The weather was typical of N.O. in June -- hot, muggy, rainy, thunderstorms and hot. Although the show venue was fine once you got there, getting there was a bit of a pull. You walked from the hotel through a shopping mall, across about 250 yards of a grand outside

promenade, and then into the "dome" on the mezzanine level. You then walked down between the seats for about 40 steps and then down some temporary metal stairs to the floor. It was a hike. Returning was an even bigger adventure, having to climb up those stairs. I heard many attendees say that they were making one trip and what they saw on that trip was it.

The show itself was the biggest the IPI has ever had -- from an exhibitor point of view. They said that the place was pretty much sold out of exhibit space, and I believe it.

There were booths and exhibits of all shapes and sizes, from all parts of the industry, from buses to parking meters, from revenue control to my buddies at PT.

There was something that struck me about the show: It seemed unearthly quiet. I mean sound volume. Usually at these events the cacophony is almost unbearable. There is a razzmatazz that gives the show a zip or feel that makes you part of the event. Here, it was like a library. You almost wanted to whisper. That was due, I think, to the size of the hall. You could easily build a 10-story building inside the Superdome. The sound of the show was lost.

I thought it was neat the way that announcements and promos for the exhibitors were placed on the scoreboards inside the place, and the Dixieland band that led the attendees in on the first day sounded great, although their uniforms (early

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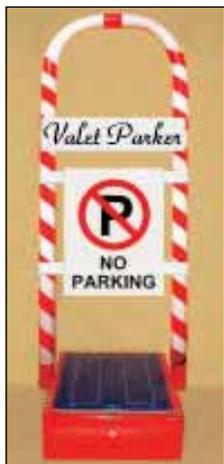
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**Editor's Note:** Got a postcard you would like to send to *PT*'s readers? E-mail to editor @ parkingtoday.com

gangbanger) left a little to be desired. I loved the way the folks in the two-story Ascom booth threw beads at the entering horde, just like on Bourbon Street. Parking folks are a little more reserved than those on the "street," as I noted that they didn't respond the way it's done in the French Quarter.

I did hear some complaints from a number of the exhibitors -- traffic was a bit slow. But I hear that every year. However, one did say that "pre-arranged meetings" went well; however, there weren't a lot of drop-ins or lookie-loos. Others told me the show was great -- most of those, I noted, were from the on-street side of the business.

As usual, the food was great in New Orleans. I ran into parking folks wherever I went. Coffee on Sunday

AM was fun at the Café du Monde, and naturally I tried out some of Emerils spots. And of course every other place in the "Big Easy" is owned by a Brennan (like Commander's Palace), so you can't help but eat at one of them.

I didn't visit Bourbon Street. Some of the younger members of my group did and said they had a great time. I guess I would rather sit in a quiet bar with a well-mixed martini and listen to cool jazz than fight my way through a bunch of drunks in an area that smells worse than a slum in any other city and then pay twice what it's worth for watered-down drinks. One great place to visit for real jazz, however, is Preservation Hall. It's just off Bourbon Street and worth hassling with the crowds.

New Orleans is a great place to visit, but not too often.

*Wish you were here!*  
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# DEATH BY

By JVH

## Chapter 6

L.A. private eye Paul Manning has discovered a dead body, been hired by a beautiful client, had a shootout in a Bel-Air mansion, been kidnapped by the Mob, and threatened by a mysterious woman with a voice that sounds like the moonlight on the Spanish Steps in Rome. All this somehow having to do with the proposed takeover of a parking operation owned by Art Ball. Manning's client, Betty Beeson, is night manager for one of Ball's locations and is now in jail accused of her direct supervisor's murder. The entire tale seems to revolve around a notebook that Betty gave to Manning's girlfriend, Shirley Williams, for safekeeping. After his release from his brief kidnapping, he met Shirley at the Bel Air Hotel for drinks and dinner, and to pick up the notebook. He had just picked up his drink glass and was about to propose a toast to Shirley, and a little notebook, when he heard a voice that sounded exactly like the moonlight on the Spanish Steps. He turned around and got the shock of his life ...

**S**he was not only beautiful, but also recognizable. No wonder I had a hood over my head when we last met.

She was an up-and-coming below-the-title movie star who it was rumored dated Howard Hughes. I don't know whether it was before, during or after Ava Gardner, or was it Katharine Hepburn, Ginger Rogers, Terry Moore, Lana Turner or his current wife, actress Jean Peters. Well, the guy did get around. I would have to check out her name and then find out if she was still on Hughes' "A" list.

I turned back to Shirley, who was listening to the jazz from the piano, but began to wonder about the Hughes connection. I knew that he was involved with the new spy operation of the U.S. Government called the Central Intelligence Agency. He was also close to the FBI and J. Edgar Hoover.

His dislike for the Kennedy Family and Papa Joe in particular was well-known. Hughes had shafted Joe Kennedy on a movie deal, and Joe didn't like to be shafted. Joe had a lot of money, and having him against you could be a problem. Blood was bad between those two.

Joe Kennedy was putting up his No. 2 son, Jack, that junior senator from Massachusetts, for president. His No. 1 son, Joe Jr, had been killed during the war. Hughes could cause some problems for Joe. I wondered if Joe knew that Howard had squired around Ava. Maybe the relatively well-known relationship between Joe and Ava was a message to Howard.

Perhaps the fact that Bobby, Kennedy son No. 3, was the chief counsel for the Senate rackets committee also caused old Howard some pain. There was certainly a blooming relationship between the CIA, the Mob, the FBI and Hughes. Who knows, I may have found the connection right there on the voice from the Spanish Steps.

Sorry about the history lesson; I do get carried away...

What in the heck did the Mob, Hughes, the CIA, and J. Edgar Hoover have to do with the takeover of a parking operation in Los Angeles? Maybe the answer lay in that little notebook I could see peeking out of Shirley's handbag.

I was about to ask her for it, but then remembering the person sitting just one chair away, I thought better of it. Perhaps that was a request better made in private.

# PARKING



The song ended and Shirley looked over my shoulder and whispered. "This is such a great spot. There are movie actors and actresses all over the place. Heck, that's Maria LaFlonza sitting right next to you."

I guess the fact that my eyebrows were practically in contact with my hairline signaled something to Shirley, so she added: "You know, she was in that picture a couple of years ago with Ingrid Bergman -- "Stromboli." You remember we went to it; it had subtitles."

Oh, sure, I remembered it. I think I fell asleep five minutes into the first reel. However, I did remember one thing: It was produced by RKO, and that was after Hughes had stolen the place from Joe Kennedy. The plot thickens. I am certainly in the movies now.

We finished our drinks and went through to dinner. It's an elegant restaurant, the Bel Air, with great food and great wine, plus this evening the French doors were open and the scent of the flowers along Stone Canyon brook was great.

After dinner, I drove Shirley home. Both of us were pretty stressed out from the long day, so we said good night on the porch. Shirley handed me Betty's notebook and I went home.

I paged through the notebook and saw that basically it contained a series of numbers, dates and dollar amounts. It would take more than reading it to figure it out. I would need help. I also knew that the notebook wasn't safe as long as it was with me. I called a friend (hopefully she would remain a friend after I had called her at 11 p.m.) and asked for assistance.

Mary Root was one of the best stenographers in the city. She was fast and extremely accurate, and I needed a copy of the book fast. She wasn't happy, but when I noted that the fee, in addition to the \$50 she would normally charge, would be dinner, dancing and a show in Hollywood, a smile crept into her voice. She told me to come right over.

Within an hour she had copied the entire notebook, and with the help of good old carbon paper, I had two copies of it. I gave her the fifty and we set a date for the upcoming weekend for the rest of the payoff.

I then went to my office in Hollywood. By now it was after midnight, but the security guard let me in, and I had the building to myself. I put one of the copies in an envelope and addressed it to my Post Office box in Hollywood. I bound the notebook in brown paper, secured it with string and addressed it to my landlord in Idaho. I then set off for Terminal Annex, the main post office next to Union Station downtown. It was open 24 hours. The clerk told me the postage would be a dollar for the notebook and a dime

for the envelope. I gave him a buck ten and left the only clue I had in the secure hands of the U.S. Government.

I went home with my copy and fell into bed.

The next morning dawned cool, as it will do in L.A. in the early summer. I looked out over the L.A. Basin and saw nothing but layers of gray fog. It would burn off about 10 or so, but in the meantime, June gloom was definitely here. The folks at the beach would be lucky to see the sun at all.

I called my landlord and told her to expect a package from me and to just hold it until I got back in touch. Then I decided to drive over for breakfast at Ship's on La Cienega and consider what to do with the information in Betty Beeson's notebook.

As I started down the hill, I noticed a big black car pull in behind me. They didn't look like they belonged in my neighborhood; in fact, the car looked strangely familiar, like the one that had given me an undesired lift the previous night.

Any sane person would have just gone on with his daily chores, but sanity wasn't big in my family. I pulled a quick right on Coldwater Canyon and headed for Mulholland Drive. It's a twisty two-lane road that runs the length of the Santa Monica Mountains, from the Hollywood Bowl and the new Hollywood Freeway on the east to the Pacific Coast Highway on the ocean. Parts of it weren't even paved. I figured my car being smaller and having a better driver could lose the Mob wagon easily on "the Drive's" hairpin curves.

On Mulholland, I turned left toward the ocean and floored the accelerator. The car responded smoothly, and I began to leave my Sicilian friends in the dust. I was feeling pretty proud of myself as I accelerated and rounded a sharp curve.

Dead ahead, not more than 100 feet, was a flagman and a construction crew. I downshifted, and started to slide sideways into a road grader. The flagman dove out of the way as I swept past at a good 60 miles per. There was no question that when I hit the grader, there would be more than a slight bump.

At that moment everything seemed to go into slow motion. I hit the brakes and the car bucked, tossing me into the windshield. The last thing I remember was the gas tank of the grader not more than a few feet away and the car sliding right toward it ...

(Continued next month)

Sixth in a series -- with apologies to Raymond Chandler.

**PT**

# Cutting the Cord: Goin

(As parking applications move to current technologies, it's important to know their features and drawbacks. PT's IT consultant, Auri Rahimzadeh, gives a primer on wireless applications. Editor)

**T**raditionally, device interconnects, exchanging data and computer communication have been done via wired networks. Only recently have we had the opportunity to choose from many standardized wireless networking topologies, freeing us from many wired network hassles and bringing network connectivity to places previously unreachable in garages and in the field.

In this article, I want to give you a description of the most prevalent technologies for interconnecting devices wirelessly and for interdevice communication -- with pros and cons and some "gotchas" to look for before and after potential deployments.

## 802.11x

802.11 -- a.k.a. "Wi-Fi" -- is quickly becoming the standard for wireless network deployments across the United States and indeed the world. The Institute of Electrical and Electronics Engineers (IEEE) is an established standards body that has defined many technologies via its internal open working groups (WGs).

802.11 is named such due to its IEEE working group being group 802.11. IEEE Project 802 is also called the LAN/MAN Standards Committee (LMSC), and the 802.11 working group handles wireless LANs. Tens of millions of IEEE 802.11 devices have been deployed worldwide and are interoperable.

IEEE 802.11 has many flavors. The most widespread today is 802.11b (named after IEEE 802.11 working group B), which operates in the unlicensed ISM (Industrial, Scientific and Medical) band at approximately 2.45 GHz, and can transmit up to 11 megabits per second (Mbps).

Newly available 802.11 flavors include 802.11a and 802.11g. 802.11a and g support speeds up to 54 Mbps (in the standard, proprietary solutions claim faster speeds), and operate in the ISM band, as well as the newly unlicensed U-NII (Unlicensed National Information Infrastructure) band, at 5.2 and 5.8 GHz.

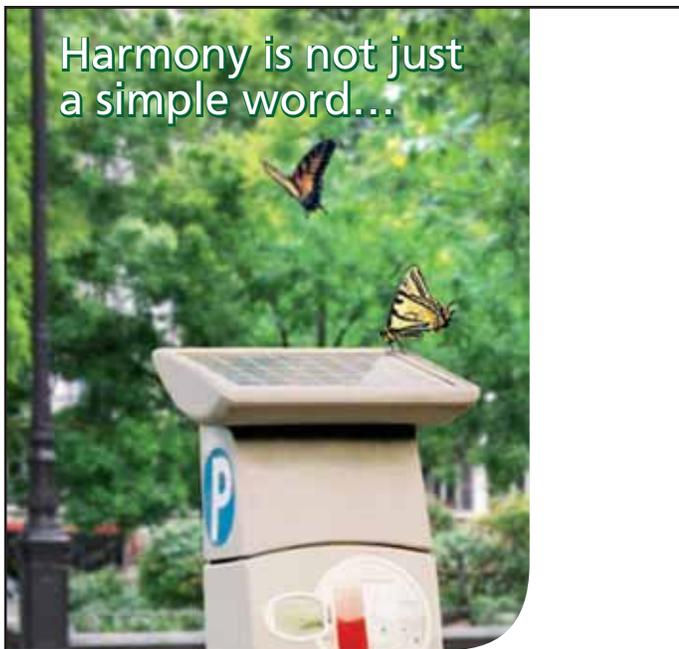
Even though 802.11 is a standard, its availability is restricted in different regions of the world due to varying regulations. Generally, 802.11b in the United States has 13 broadcast channels available for use (three optimal ones because they are non-overlapping). Generally, 802.11a in the United States supports 140 channels, with 12 non-overlapping optimal channels. However, in France and Spain, the various channels available to 802.11b and g users is severely limited (one non-overlapping channel), while there are actually more channels available in Japan (13 channels, three non-overlapping).

Take note: Even though 802.11a provides so many optimal channels, the international legalization of its 5.2 GHz frequency use has not been standardized, so outside-U.S. deployments may run into broadcast legal issues. Another note: The 5.2 GHz U-NII spectrum is also used by microwave landing systems to help airplanes land in bad weather. Indeed, high-power broadcasts emanating from your parking garage interfering with airplanes landing may irk some senior management, and possibly the FAA.

The speed at which data is transmitted can make a difference in the success of a wireless deployment. If you decide to implement 802.11b or g, you may want to forgo the higher speeds (54, 33, 22, and 11 Mbps) for slower ones (1 and 2 Mbps), which provide for more robust transmissions and greater distances. Before deploying, consider the speeds you need to get data across, as well as same-spectrum device interference issues.

## Bluetooth

Bluetooth could be considered the next generation of an alternative to infrared technology. Infrared is commonly used today for line-of-sight (the devices have to see each other, with nothing in the way) wireless networking applications, such as PDAs or handheld devices communicating with a computer or base station.



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