Automated Traffic Scenario Simulator (ATSS) Light System

Exclusively from SKIDCAR System, Inc.

ATSS Light System: This system provides situational realism to virtually any kind of training environment. Offering efficient exercises in accident avoidance, critical and maximum braking, and industry exclusive intersection clearing modes, the ATSS is fully portable, features easy to set modes, and requires no external power source or human attendance. The ATSS infuses a tremendous amount of personal decision making into what used to be just a lap around the track, and can be used on any course with or without a SKIDCAR.

Many of our SKIDCAR customers, both EVO Administrators and Instructors, ask why the ATSS is so important?

"We already have accident avoidance or lane change lights."

Maybe so. But not like this. The ATSS is the most advanced accident avoidance light system available today. Its programmable anti-speed-cheating technology is the only one of its kind on the market, not to mention that it also has an automated Maximum Braking Mode included.

However, the most ground breaking component of the ATSS is its **Intersection Clearing Mode**. This automated and random exercise can be programmed to have maximum all green light activation from 5 to 15 seconds. This does not mean there is always the maximum time to wait. The left, center, and right lights could be all green or any other combination. If only one is red, the driver must stop until all lights turn green.

The environment that a SKIDCAR operates in is a static traction level configured on time and difficulty of traction limits programmed into the SKIDCAR HAL Controller. The objective lesson is to bring the student driver up to a known level of competency and remain consistent from one driver to the next, regardless of instructor. Once that level of competence has been reached, we know what skills the driver has in vehicle handling. Once the intersection clearing mode has been activated, now the driver is asked to drive the course within a known time that can be accomplished. The intersection is set up so the driver must start the decision to brake process even though the lights have not been tripped. Then the decision to brake, the decision to look left-center-right and repeat until all green lights appear, and the decision to go, must be made.

What we have found happens is a transition from a handling and control dynamic, to always remaining in control and preparing oneself for multiple decisions to stop, look, wait, look again, and then go when all green. With our lesson plan of control competency first, we give the driver the muscle memory to control speed. We get a representative time from the driver's lapping sessions and add 2 seconds to the next timed 5 to 15 minute track. The driver can easily drive at their rate of competence. Then we ask them to give us those 2 seconds and slow down to find the time. It's incredibly hard to give 2 seconds. Now the lights are set at a 6 second maximum delay time, which could mean 6 seconds to wait or it could mean no waiting time at all. Using this process has given the driver skills for control. It has also given the driver the choice to go too fast in the corners or ridiculous places to test car control, or to plan ahead for the most dangerous of road environments, the intersection.

For more information on the ATSS Light System, SKIDCAR, SKIDBIKE, or our virtual reality curriculum with VR Motion Corp., contact us today at info@skidcar.com.