

USE EXPERIENCES

WARNING: *If you decide to filter as a political statement you will experience active hostility and be subject to active countermeasures which may harm you. Frustrated drivers unhappily stuck in traffic may be dangerous!*

The following account is a record of the first real-world use of a Lane Share Tool.

Introduction- On Jul 23, 2009, the rider of a motorcycle wrote this post to an online forum: "I found myself in a traffic jam last week after returning from a friend's cabin. The jam was caused by a driver who missed the exit of the Albertville mall and decided to do a U turn on 94 in front of a gasoline truck. So, I'm stopped in traffic we are not moving. I'm thinking my air cooled engine could seize up just sitting there, so I figure I could either pay to fix my engine, or pay for a ticket for driving on the shoulder. So I go to the shoulder and cruise by the backup. People were beeping horns, scowling,

and a Goldwing rider shook his finger. Fortunately I did not get a ticket. Was this the right course of action?"

Riding along the shoulder isn't the best solution. Instead, use the engine's kill switch and electric starter to turn the engine on and off countless times. This technique takes practice but works well. A motorcycle's battery, starter and related systems will allow a rider to do this for a long time. Start the engine, roll twenty feet. Kill the engine. Repeat as needed.

Trip Notes. (L.S.T. First Use) Friday 7/24/09 - St Ignace, MI to Belleville, OH. Up at 8 am, back to sleep until 8:30. Nice morning. Clear. Uneventful boring empty freeway. By mid-Michigan more lanes and cars. Road surface slightly more worn. South of Ann Arbor I hit some construction and congestion. Pull up behind three stationary HD's. The clog stretches ahead for miles. Total coincidence that I'm behind some other motorcycles. These are almost the first ones I've seen all day. Now the four of us are paddling along at five mph. Two of the three bikes are bad-ass looking older panheads, and their riders don't look like dentists in Fonzie costume either. They look like old-school bikers aboard beat up Hogs. Bandanna doo rags over long stringy hair. Well-worn denim. Straight pipes. A rusty patina of dents and leaking primary cases. Worn lineman's boots.

We creep along for a few minutes. Nervously I hit the LST button and four seconds later it is fully down. I carefully ease around the left-most biker, short-shift into second and filter away from these noisy guys. Showing them the 'Lane Share Test' message. Traffic is either not moving or going five. I'm going fifteen. It's exactly like riding rush hour freeways in LA, Japan, or Italy, except I'm in Michigan, southbound on I-75, rolling ahead between two endless rows of stopped or almost stopped cars and trucks. Those bikers are soon long-gone memories. (Who's the bad-ass now? I wonder what they thought?)

Inside of a mile I come up on some guy inside a nasty looking large black BMW two door coupe, with a couple of extra 'CIA spec' antennas on the roof, ultra-dark windows and oversize wheels. He suddenly cuts hard to block me, swerving over half a lane. I easily slow and wait just behind his bumper, wondering if he is a cop, undercover in an \$85,000

sports car. Miami Vice? Nah, he's probably just a frustrated stuck-in-traffic 'type A' whose strongest impulse is to teach me a lesson. But he can't win in this mess. A second later a gap opens to my right and I ride over to it. Then a quick jink left and I'm around and onto the dotted line again, moving away. Ten seconds go by and 007 secret-agent-guy is long-gone, just like the bikers.

Another mile and a semi-tractor driver lightly taps his air horn just as I roll by. In that oversize rearview mirror he probably watched my headlight coming toward him from three blocks away. (I wonder if he was cheering or jeering?)

Another mile and traffic congestion begins to thin, so I tap the LST button again. The entire experience is over before I know it, and I'm motoring along normally. This episode involved a number of questionable actions. 1. Deliberately obscured license plate, and 2. Filtering relatively sedately between stalled traffic on a multi-lane freeway. The actual riding was low-risk. (I wonder how many drivers were able to read LST's 'Lane Share Test' message?)

The rest of the day was uneventful. About 30 miles of two lanes toward the end, directed by GPS. In the motel parking lot a kid saw me checking the LST's action and walked over with his grandfather, wanting to know more about it. This pair had ridden up on two bikes. I demonstrated the LST again and they both smile. Gramps chuckles and shakes his head, amused, and says to the grandson "now don't you get any ideas..." and the kid says back "too late." Grandpa looks at me and says, "that would be handy for those ticketing surveillance cameras..." He's got a twinkle in his eye. One of them asked where the servo motor came from. I reply, never mentioning Aerostich.

Lane Share Tool Concerns:

You should be ashamed of yourself

Regarding the Lane Share Tool. Aerostich should be ashamed of themselves. Contrary to your disclaimer, this is for one purpose and one only. Don't we as motorcyclists have enough image issues with the public, and more importantly the police, where this can only be viewed as counter productive? The cost alone proves that this was intended for street use and not for what your disclaimer says. You should be ashamed of yourselves and I would implore you to remove it immediately.

Signed - "A not too happy customer"

This is a product we believe in

Thank you for your comments about the Lane Share Tool. There is no reason to anticipate this product will not be used as intended. We tested the Lane Share Tool with a 'lane share' message and a 'happy face' message. Testing was done at different times, in several states and in many traffic environments and situations. The 'happy face' message is fun to use when passing another rider on an empty freeway, or simply when sitting in front of a bored stranger in a car waiting for a stoplight to change. People smile or laugh. It says, "Hi, I'm riding and having a great day" and "Riding makes me happy."

The 'Lane Share Test' message is not as fun to use. Lane sharing should be universally permitted, but civil disobedience may not be the best way to get there. History usually tells us it is, but in each new instance this is never clear beforehand. Every available statistic indicates lane sharing (also known as 'filtering') is safe. In every country in the world where it is permitted or tolerated, it works well for both riders and drivers. This includes places like Germany and Italy, which have lots of congested and high-speed traffic, just like we have in the United States. Lane sharing is a strong incentive to ride, and can reduce road congestion for everyone.

More directly to your point, there are riders who deliberately try to hide their license plates because they are interested in dangerous, socially hostile riding. These individuals have been finding ways to hide or obscure their license plates ever since I first started riding, and probably long before. Today some install license plates up near the front of the inside of the back fender and others mount the plate vertically on a swing arm, or in other ways that make it harder to read. In addition, other manually hinged 'flippers' and similar passive devices have long been available.

We have a collection of those other types and the Lane Share Tool is not like them. The LST lowers the plate for a few seconds to display a pre-selected alternate message, then automatically returns the plate to its normal position. This function is built into the computer chip that controls the action, and is not adjustable. (There is an alternate procedure to allow message panels to be changed, but this is not the control default.)

I appreciate your concerns about the Lane Share Tool. From personal experience I know the Lane Share Tool functions exactly as it is supposed to.

- Mr. Subjective

AEROSTICH RIDERWEAR

LANE SHARE TOOL

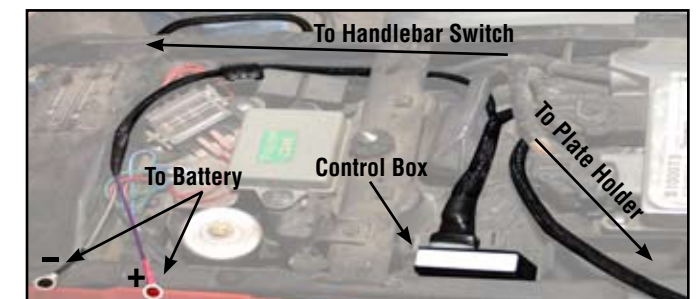
INSTALLATION & OWNER'S GUIDE



Thank you for purchasing a Lane Share Tool. Please note that use of this product on roadways may be illegal. Recommended for off-road use only. Use at your own risk.

INSTALLATION

1. Find a convenient spot to mount the control box (usually located under the seat as in the illustration to the right). Cables may be unplugged from the control box to make mounting easier. The 5-pin connector is routed to rear of motorcycle and will attach to the lead coming from the license plate holder. The harness with fuse attaches directly to battery (or any other 12V fused source) to power to the unit. The 3-pin connector goes to the on/off control button mounted on the handlebars. Run the wires so that they won't interfere with steering, control cables, clutch, brakes, wheels, or other hot or moving parts. Use included zip ties to hold wires in place.



Control Box and Cables mounted under the seat on a Triumph Tiger.

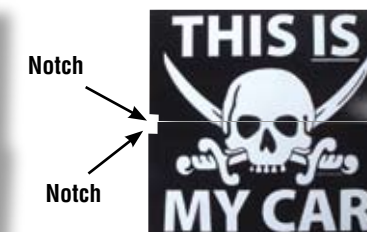
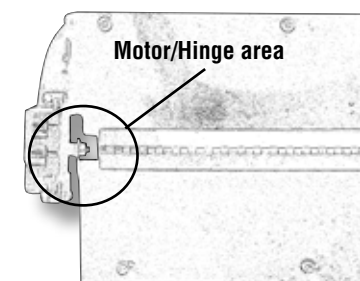
2. Connect the positive and negative power cables directly to the battery terminals. The unit draws power only when in operation. When not in use there is no drain on the battery.

3. Mount the on/off button to the handlebar. It can attach to handlebars with the included accessory mount and one of the heavy duty zip ties, or use the included metal mounting bracket. Secure the bracket to the mirror stem or another existing bolt. Plug in the 3-pin connector from the switch to the power supply harness.



4. Temporarily plug the 5-pin connector into the motorized plate unit. Press and hold the on/off button for 5 seconds. The plate holder will open. A light located above the button will flash, indicating that the unit is in stay-open maintenance mode (the message display area will remain open until the button is pushed again.) Unplug the 5-pin connector and prepare the message panels for mounting into the open plates.

5. Notches need to be clipped out of each panel for proper fitment around the motor/hinge area.



Mounted 'Upside-Down' on HD Sportster

INSTALLATION - Continued

Screw Mount

A) Place the top message panel into place on the holder unit for installation onto the motorcycle license plate mounting bracket and mark location where 1/4" holes will be needed. Drill appropriate mounting holes.

B) Insert hex head screws into the aligned holes. Attach panel and the plate unit to the license plate mounting bracket.

C) Mark location for holes on the bottom message panel to match the spacing for your states' license plate mounting holes.

D) Drill the holes then insert hex head screws through the message panel, mounting plate and license plate and tighten into place.



Adhesive Mount

A) Attach the top mounting plate of the LST to the license plate mounting bracket using included hex head screws and nuts.

B) Apply double stick tape in pattern shown and attach message panels.



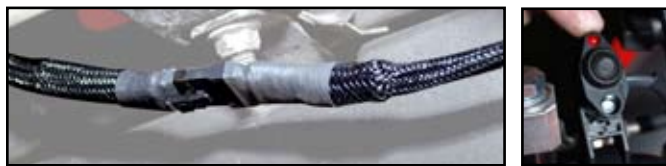
Hook & Loop Mount

Attach adhesive loop sections to the back of the message panels as shown in the image to the right. Attach matching hook sections to the LST panels. The pieces are placed in a staggered pattern to eliminate the hook & loop areas from stacking on top of each other.



Offset hook & loop mounting pattern

6. Connect the 5-pin connector cable from the motor unit to the power supply cable. Press the button, and message plate unit will close. Secure any loose wires with included cable ties and re-assemble the motorcycle's seat and any panels removed earlier.



OPERATION

- 1) **Standard:** Push button once and unit opens, stays open for ten seconds and closes automatically. Red LED light will flash while the unit is in the open position.
- 2) **Maintenance:** Press and hold button for five seconds. Unit opens and stays open until button is pressed a second time. The Red LED light on button flashes to signify unit is open and in use. Push button second time to close.
- 3) **Quick Open/Close:** Push button to open, push again to close before the end of ten second timer.

MAINTENANCE

- Clean only with soap and water.
- Unit is weather resistant and will withstand the moisture, dirt and grime of normal motorcycle use.
- Nothing additional should be mounted to the moving panel, the actuator moves only the license plate.
- The unit must open a full 180 degrees without hitting anything.
- Do not mount unit so that its motor is directly in an exhaust gas stream.

LEGAL STUFF

If you are caught being civilly disobedient you'll be cited and fined! The charges might be more serious than a normal moving violation. Motorcycle "filtering" or "lane splitting" is against the law everywhere - except in California and almost every other country in the world. Hundreds of thousands of riders in those jurisdictions filter through congestion safely every day. One way to justify breaking a law is as an act of protest - which requires a serious message. Enter the Lane Share Tool. Use 'off-road only' and at your own risk.



PARTS LIST

Some additional tools (not included), such as wrenches and screwdrivers may be required to complete the installation. Kit contains the following:

- 1 - Lane Share Tool Motorized Plate Holder
- 1 - Wiring Harness
- 1 - Mounting Extension Bracket
- 4 - Hex Head Screws and Bolts
- 1 - Hex Wrench
- 3' - Double Stick Mounting Tape
- 18" - Adhesive Hook & Loop
- 1 - Accessory Mount
- 2 - Heavy Duty Zip-Ties
- 6 - Standard Zip-Ties
- 1 - Mirror Stem/Bolt Mounting Bracket
- 2 - Message Panels (top and bottom of one message)
- 1 - CD w/ additional message files and installation video



Be the Marble: Fill a bucket with baseballs, and there remains room for a lot of marbles in the interstices. When the baseballs see a marble rolling past and get irate they have two options: Accept the marbles, or demand action from the authorities. Both favor us marbles. If they accept us, fine. If they call their legislators and city council persons complaining, a public debate ensues. When that happens, the marbles have a chance for justice. If enough marbles are civilly disobedient, eventually things change in the marbles favor.

MESSAGE PANELS

Change your message to fit your mood, or the occasion, or whatever. It is easy to swap message panels on the Lane Share Tool. Feel like trying some filtering next time you encounter a bottleneck - be ready with the 'LANE SHARE TEST' panel or show appreciation for courteous drivers by flashing a 'Thank You' or 'Mr. Happy' message. One of each will keep you ready for almost any riding situation.



- Jolly Roger #3291 \$9.00**
- Jolly Roger - One Less Car #3234 \$9.00**
- Jolly Roger - This Is My Car #3233 \$9.00**
- Alien Face #3279 \$9.00**
- Alien Face - This Is My Car #3232 \$9.00**
- Lane Share Test #3270 \$9.00**
- One Less Car #3271 \$9.00**
- Share The Road #3272 \$9.00**
- Thank You #3273 \$9.00**
- 'Mr. Happy' Face #3274 \$9.00**

BLANK PANELS

The ideal conduit to unleash your inner anarchist awaits with a set of blank panels for the Lane Share Tool. Paired with the included markers, you can create a customized message to use the LST as a public platform to rail against your local congressman, protest restrictive riding laws...exercise your freedom of speech with ultimate portable versatility. Like your own private soapbox bolted to the back of your bike. Keep it clean, or not — but use at your own risk.



#3278 \$12.00