

Exhibit 1

**DESCRIPTION OF MONTECH SYSTEMS, INC.'S
EXPERIMENTAL LICENSE PROPOSAL**

Preliminary Statement

Montech Systems, Inc., ("Montech") is a Colorado corporation organized for the purpose of engaging in a variety of businesses including the sale of telecommunications equipment and services. Montech has developed a Trailer Tracking and Asset Monitoring Communications System ("the Montech System"), and eventually proposes to install and operate this system in trailers located throughout the United States, later expanding to Canada and Mexico. The Montech System is intended to provide high level security to the motor transportation cargo system. The Montech System will use high frequency code communications sending digital package messages (and other pertinent information) averaging twenty-four characters to transmit the location status of each trailer equipped with the Montech system. This System can transmit messages resulting from specific events, or the System installed in the trailer may respond with requested information upon proper interrogation. Messages over the Montech System use a single side band transmission of a Phase Shift Keyed ("PSK") digital data message. As the Commission is aware, PSK is a form of pulse code modulation that enables the most efficient maximum likelihood single extraction available currently. In addition, the Montech System's overall communications concept uses a combination of time and address multiplexing to handle a very large number of trailers without conflict.

Montech's preliminary calculations show that a approximately of one million addresses per 10 kilohertz frequency band can be used.

System Monitoring

The Montech System will operate from a single master monitoring site located in Denver, Colorado, which will be interconnected with seven remote monitoring sites or terminals located at: Los Angeles, CA; Dallas, TX.; Phoenix, AZ; Atlanta, GA; Allentown, PA; Omaha, NE; and Missoula, MT. The linked monitoring sites will gather and transmit specific information about the trailers equipped with the Montech System. Each monitoring site will provide an initial analysis of messages and will inform trailer owners of specific events or occurrences, trailer location and other relevant information.

Montech's master monitoring site will be installed with the latest monitoring equipment and monitoring software, and will be staffed twenty-four hours a day, seven days a week. The Montech System can determine the location of any trailer with a global positioning satellite receiver incorporated in the Montech System. The Montech System's global positioning receiver will be accurate to one hundred meters.

System Components

The Montech System will consist of several system components. First, the Montech System incorporates sophisticated vision based sensors to detect events related to security of the trailer and its contents. The sensor component will be configured to operate both untethered trailers, and trailers attached to a tractor. The sensor device consists of a Charge Coupled Device using Infrared illumination ("CCD-IR") and a cylindrical lens to detect as much information as possible from a one hundred twenty

pixel linear image. The initial design includes an infrared illumination sensor. More information can be obtained if needed from an additional sensor installed in the rear of the trailer.

The CCD-IR will include a powerful micro processor for control and data processing. The mounting location will be high up on the inside front wall of the trailer behind the tractor driver's location.

The CCD-IR illumination has the unique ability to obtain exceptional resolution with simple and rugged lenses. The camera measures light intensity to obtain data for automatic calibration and to help determine the occurrence of events. The micro processor quantifies each event with resolvable sector in the field of view of the camera in one byte of information. By storing the reset picture image, the microprocessor can make comparisons to determine if the load or volume has increased or decreased within the specified range. The high azimuth resolution allows for the CCD-IR to separate processing of those segments associated with a specific set of angles. Thus, the CCD-IR can sense the door position of the trailer since angle sectors from ten to eighteen degrees may describe the angles subtended by the rear door. Measured light intensity and estimated volume provide a sophisticated door sensor without the need for additional components.

Montech Systems' master monitoring site in Denver will process all messages transmitted to and from trailers. Normal status messages will be logged and reported to customers periodically, as determined by the owner. For example, a trailer owner may wish to know the specific location of a certain trailer that is untethered. The mounted System can also provide the customer with information, such as an intrusion into the

trailer. Attached to this exhibit is a block diagram drawing of the Montech System, excluding batteries and power connections.

The Montech System will operate on radio frequencies used in the medium to high frequency bands, using frequencies from 1.72 megahertz to 3.5 megahertz and using maximum RF power of 5 watts to 25 watts. The Montech System will not use higher frequencies because they will suffer from interference due to solar activity in some years and lower frequencies will require a larger antenna. The Montech System transmits and receives 5 watts to 25 watts of radiated power. The signal from the radio transmitter unit in the trailer is transmitted by continuous wave pulses repeated at the rate of one hundred bits per second. During transmission each bit is separated by ten milliseconds, and the pulse that describes the bit value is 10.0 milliseconds in duration. This modulation only requires a narrow band width of eight hundred hertz (four hundred hertz on each side of the carrier frequency). The band width was determined by calculating the frequency spectrum needed to obtain continuous wave pulses as described above. The frequency spectrum, i.e., described by a Fourier transform, is a $\text{Sin}(x)/(x)$ spectrum. Montech considers the band width to be the frequency difference between the first zeros of the $\text{Sin}(x)/(x)$ spectrum. This modulation contains a reference frequency and PSK which, when received, appears as a single side band signal. The Montech System uses time and trailer address to determine when a message may be transmitted, and is thus similar to time division multiple access technology.

The Transceiver

The Montech System specifically will use a transceiver designed by Montech with the designation MOTR-1000, which will be enclosed in aluminum cases with dimensions of about 1.5 inches in depth and eight by twelve inches across. Montech will initially install one hundred units in trailers, and eight units will be installed at monitoring sites in conjunction with additional amplifiers, receivers, computers, and internet access terminals. As noted above, the master monitoring site will be located in Denver, Colorado, and the remaining sites will be located at: Los Angeles, CA; Dallas, TX; Phoenix, AZ; Atlanta, GA; Allentown, PA; Omaha, NE; Missoula, MT.

Antenna

The Montech System uses a radio antenna for its transceiving functions. The Montech System will connect a coaxial cable to the inside of the aluminum roof of the trailer and use it as the antenna. The antenna will not be apparent or detectable from the outside of the trailer, but the conductive nature of the material of the trailer roof will act as an outside antenna. The roof of trailers in which the antenna will be installed is approximately 8.5 feet by 53 feet, and is approximately 13.2 feet above ground. Except for the GPS antenna, there will be no antenna installed on the outside roof of the trailer or protruding above the top of the trailer.

Experimental Operation

The Montech System will operate experimentally for two phases. First, Montech proposes to install the Montech System in trailers to enable Montech to transmit

messages to and from trailers, and to gather information concerning whether the Montech System will operate as envisioned. Phase One will prove the trailer antenna concept and the technology that the Montech System uses. Thus, experimental operation will establish a Phase Shift Key (PSK) concept for message transmission and receipt; design and development of prototype versions of all necessary hardware including the material in which the Montech System is encased, circuit boards, antennas, the design and development of software as required to monitor messages, the configuration of the transceivers and antennas to show optimum insulation within the trailer, and to prove the the Montech System performance.

In Phase Two, the Montech System will be experimentally operated further to validate the concept of using the trailer roof as an antenna, to validate approximately seventy-five percent of the system software design at the monitoring stations, to complete further design of the system to correct any errors detected in Phase One and to determine message formats and all other information necessary to enable the Montech System to operate on a commercial basis with established radio frequencies.

Public Interest Considerations

Montech's operation of the Montech system on an experimental basis serves the public interest. The motor transportation cargo industry suffers enormous losses which are reflected in higher insurance and higher consumer prices. The Montech System will utilize new communications technology, which incorporates a simple unobtrusive design that will track and monitor and provide significantly improved security at less cost. The System, if proven, will allow the motor transportation cargo industry to pay substantially

less for storage and maintenance of cargo, allow the industry to detect intrusions into trailers and deter theft and provide important other information such as temperature in the trailer, load change, and trailer heading, apparent speed, position, identification address, and other relevant data. Attached is a specification sheet for the Montech System based on Montech's preliminary design.

The Montech System will provide improved security which will significantly reduce cargo losses which in turn will translate into reduced administrative and insurance costs, all of which would be passed on to consumers. The Montech System will prove new and needed uses of telecommunications services using medium to high frequencies not now being used for this purpose. If granted, this application would advance the purposes of interstate communications, making available a new rapid and efficient wireless technology that will deter cargo theft and advance the policy of the United States to encourage the provision of new technologies and service to the public consistent with the Communications Act of 1934 as amended, 47 USC § 151 et seq.

Montech will shortly file an application (FCC Form 731) with the Commission for certification of its transmitting equipment which Montech has denoted as the "MOTR-1000." Montech is in the process of preparing this application.

Preliminary Specification for Montech Systems, Inc.

POWER - NORMAL OPERATION:	5 VDC +/- 10% @ 47ma
ILLUMINATING:	5 VDC +/-10% @ 147ma
BATTERY OPERATION:	45 DAYS - UNTETHERED
OPERATING TRANSIENTS:	15 MICROSECOND PULSE, +/-120 V
SURVIVE TRANSIENTS:	10 MICROSECOND, +100,-600V
AUTO CALIBRATION IN ALL MODES:	SIX SECONDS MAXIMUM
ILLUMINATION:	INFRARED @ 880 nm 14 mW, 40 DEGREE FAN
SENSITIVITY (3 Db):	600 TO 950 nm
RECEIVE MESSAGES:	RESET MEMORY OTHERS TBD
TRANSMIT MESSAGES:	VOLUME % LOAD CHANGE TEMPERATURE -34 TO+85C +/-5% APPARENT HEADING (CALCULATED) APPARENT SPEED (CALCULATED) POSITION (LAT & LONG) IDENTIFICATION ADDRESS OTHER STATUS (TBD)
OPERATING TEMPERATURE:	-35 TO +85C
STORAGE TEMPERATURE:	-40 TO +85C
SHOCK:	30 g's, 11 ms, HALF-SINE PULSE
OPERATING VIBRATION:	SIX g's, 1 to 1000 Hz
MECHANICAL:	8"h by 12"w by 1.5"d

INSTALLATION: *Inside, behind the front face plywood, as high as possible, behind the driver. Access hole for CCD-IR camera vision.*