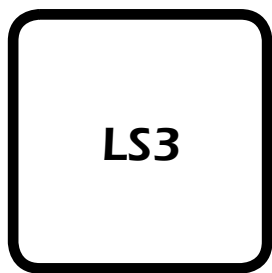


## SISTEMI PER LA GESTIONE DEL TRAFFICO - TRAFFIC CONTROL SYSTEM



### TRAFFIC CONTROLLER

Traffic controller LS3 is a microprocessor system with 4 lamp outputs and 2 programmable digital inputs.

It is equipped with a display with 7 segments double digits to give indication of set time and remaining time. All 4 outputs are checked in tension and in case of breakdown the display shows an alarm message.

LS/3 is assembled exclusively with solid components, according to all CE directives, in compliance to field norms and in particular CEI 214-9, dedicated to traffic junctions with specific laboratory tests.



LS3

### TECHNICAL FEATURES

- Single board structure for an easy maintenance
- 4 lamp outputs, all checked in tension
- 2 programmable digital inputs
- 1 serial port RS232
- completely programmable ON-SITE
- Max load for each lamp output 800W.
- External housing in painted metal, Protection Degree IP55, dim. 20x30x40 cm



Display di gestione tempi



Quadro elettrico

### GENERAL CHARACTERISTICS

Traffic controller mod. LS/3 is available in two versions: LS3/DVO for the management of speed control both with green and with red light LS3/GAR for the management of parking, garages, and all traffic flows divided in two phases.

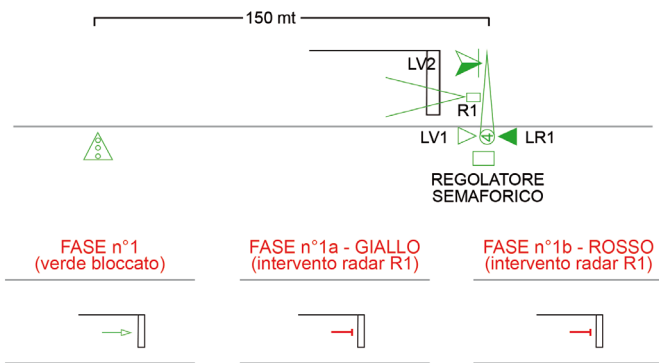
## SISTEMI PER LA GESTIONE DEL TRAFFICO - TRAFFIC CONTROL SYSTEM

### APPLICATIONS

#### LS3 / DVO – Speed control with green light

Speed control with green light is an electronic device for the management of one signal head with three aspects. In normal conditions, the signal head keeps the green light switched on. When a vehicle approaches the traffic junction exceeding the set speed limit, it is detected the device and the traffic signal head changes to amber and then to red light.

Once the sequence has been carried out, the traffic controller gives green light to the signal head. Minimum green time before considering the following detection can be adjusted by end-user.



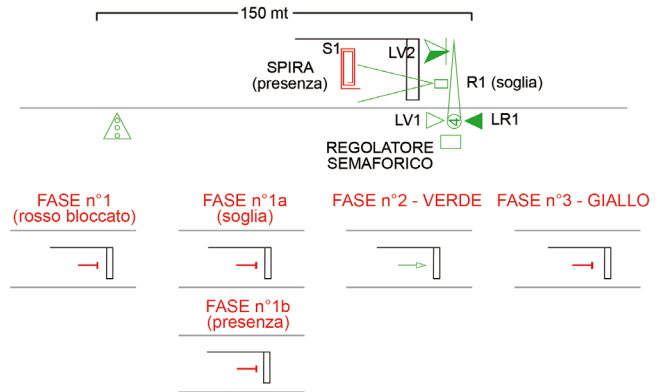
The system is completed by a microwave radar 24.125 Ghz (RLV) for the detection of the vehicle at a distance of 100/150 mt, with speed threshold that can be set from 0 to 100 Km/h.

#### LS3 / DVO – Speed control with red light

Speed control with red light is an electronic device for the management of one signal head with three aspects. In absence of traffic flow, the signal head keeps the red light switched on. When a vehicle approaches the traffic junction, its speed is detected by the controller. If the vehicle is approaching exceeding the set speed limit, the traffic signal head keeps red light switched on for a selected time, before passing to green.

On the contrary, if the vehicle respects the set speed limit, the controller switches on green light without stopping the vehicle.

In both cases, the controller keeps green light on until all detected vehicles passed the junction.



The system is completed by a microwave radar 24.125 Ghz with double threshold (RLV/2) for the detection of the vehicle at a distance of 100/150 mt, with speed limit that can be set from 0 to 100 Km/h, and by a presence radar (RLV/PARK), or by a magnetic loop connected to a single-channel detector (RIV/1) able to detect a vehicle standing at the STOP line.

#### LS3 / DVO with RLV/DISP

It is possible to interface the LS3 traffic controller (application with green light) to a display RLV/DISP that indicates, through RS232 connection, the detected over speed of the approaching vehicle, causing the passage of traffic signal head from green to red aspect.



RLV/DISP



RLV/DISP countdown

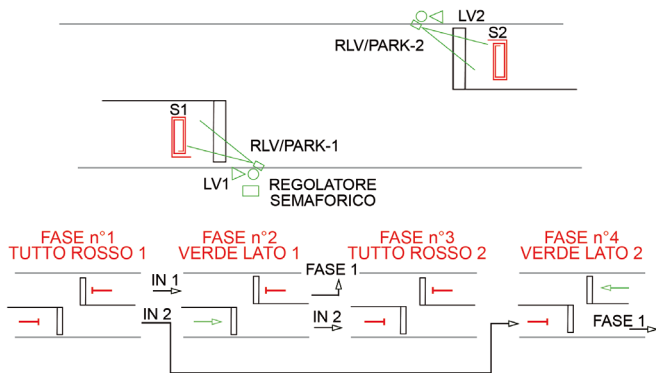
## SISTEMI PER LA GESTIONE DEL TRAFFICO - TRAFFIC CONTROL SYSTEM

### LS3 / GAR

Traffic controller LS/3 is configured for controlling alternating one-way streets / garages, and can run two traffic signal heads (two red/green aspects). It can be used for narrow stretches of roads to be controlled with alternating one-way system, entrances of garages or parking, and all other situations where an alternate control of traffic is necessary.

#### Actuated

Its functioning is completely actuated: the system keeps both red lights switched on, giving green light to the involved direction, according to detected vehicles.



The system needs the use of no. 2 presence radar (RLV/PARK), or as an alternative, a inductive two-channel detector linked to two magnetic loops done on the ground.

#### Automatic

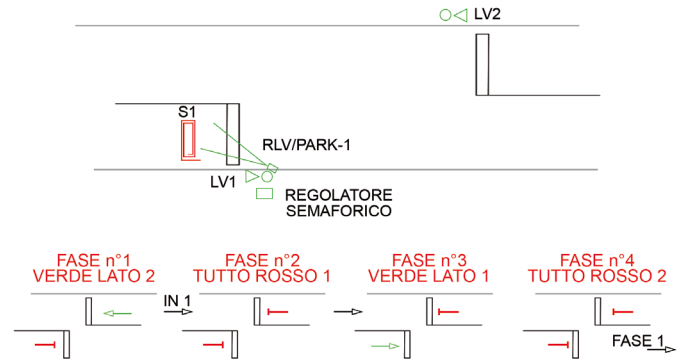
The management of vehicular flows is done with fixed times, without considering the presence of vehicles.

#### AUTHORIZED DISTRIBUTOR



### Semi-actuated

This functioning mode keeps the second contact constantly closed, and the first traffic signal head has always green light. When a vehicle is detected on the other direction, traffic controller will change colour sequence, giving green light to those vehicles.



The system needs the use of no. 1 presence radar (RLV/PARK), or as an alternative, an inductive single-channel detector linked to the realization of an inductive loop on the ground.

#### ACCESSORI

Presence radar detector for actuated system application, replacing the spire RLV/PARK:



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