LA SEMAFORICA

LS3

Traffic Light Controller

The LS3 is a traffic light controller system with microprocessor control with 4 digital inputs and 2 outputs programmable lamp.

It has a double-digit 7-segment display to provide an indication of the set time and the residual. The 4 outputs are voltage controlled and in case of breakdown, the display shows an alarm.

LS3 is built exclusively with solid state components in compliance with all EC Directives, complies with industry, particularly in relation to the provision of IEC 214-9 for the traffic light systems with specific laboratory tests.

GENERAL CHARACTERISTICS

The LS3 traffic light controller is available in two configurations:

LS3DVO for managing speed deterrent traffic light systems in both red and green.

LS3GAR for managing garages, parking lots, and all situations requiring two-phase traffic regulation with traffic lights.

In order to offer the best possible service, La Semaforica reserves the right to modify at any moment and without any warning the features of the products described in this document. This document has the only purpose of illustrating the products. If you need detailed technical data, please do not hesitate to contact us.

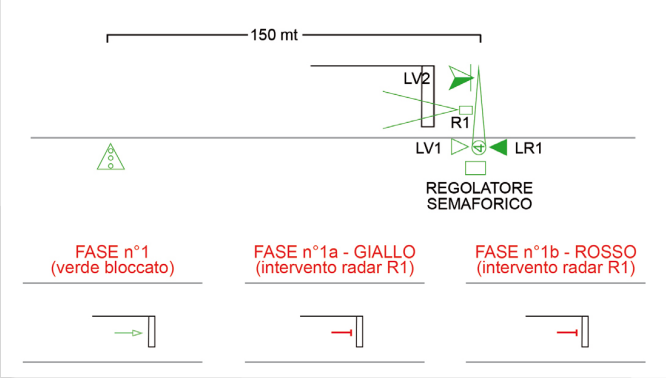
TECHNICAL FEATURES

- Single-board structure for easy maintenance.
- 4 lamp outputs, all voltage-controlled.
- 2 programmable digital inputs.
- 1 RS232 serial port.
- Fully programmable ON-SITE.
- Maximum load per lamp output: 800W.
- Painted metal enclosure with IP55 protection rating, dimensions 20x30x40 cm.

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.



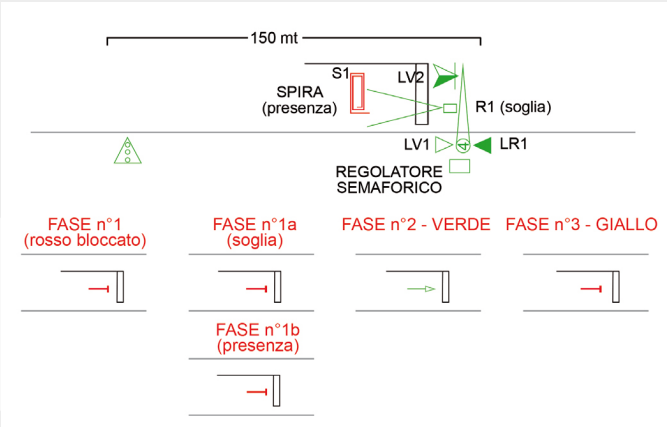
The system is completed by a microwave radar 24.125 Ghz (RLV) for the detection of the vehicle at a distance of 100/150 mt, with speed threshold that can be set from 0 to 100 Km/h.

RLV/DISP

RLV/DISP COUNTDOWN

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.

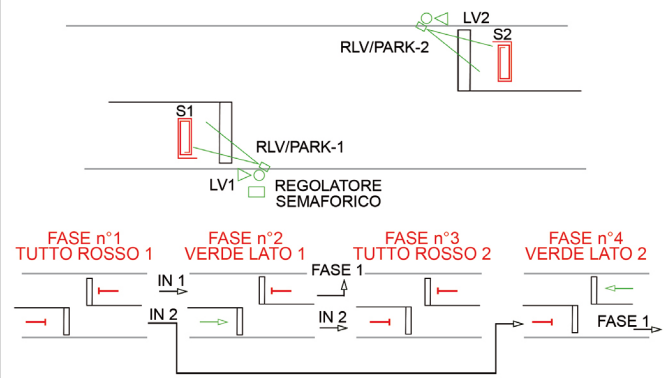
LS3 / GAR

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.



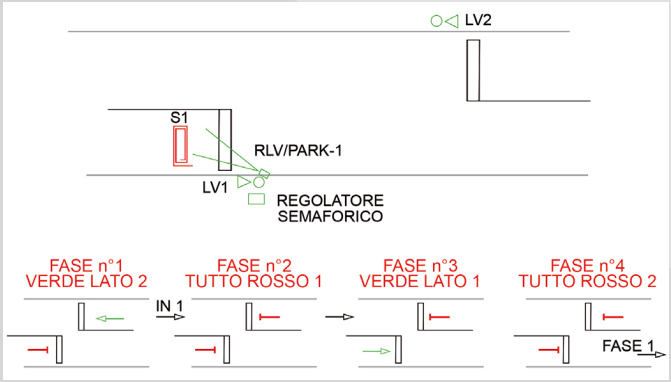
Automatic

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

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.



ACCESSORIES

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

LA SEMAFORICA
Via Ponticello, 17 - 35129 Padova (PD) - ITALY
+39 049 773055 +39 049 8074002
www.lasemaforica.com info@lasemaforica.com