

Operating Instructions



Construction Site Traffic Signal System MPB 3400

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General explanation for construction site traffic signal systems

SIGNAL SAFETY FEATURE

The German regulations of VDE, TL-LSA 97 and RiLSA describe among others the use of portable construction site traffic signal systems.

The above regulations stipulate that no signal safety feature as per RiLSA and VDE 0832 is necessary e.g. for short-term construction sites (up to four weeks) which are clearly organised (clearance distance up to 50 m) with alternating one-way traffic control and a clearance speed of up to 30 km/h, insofar as the corresponding authorities have not imposed any stricter conditions or requirements.

All other construction site traffic signal systems used for controlling traffic at T-junctions, crossroads or pedestrian crossings must be equipped with a signal safety feature as per RiLSA and VDE 0832 and fulfil TL-LSA 97.

This signal safety feature requires a feedback message which can be transmitted by radio or cable. Radio-controlled traffic signal systems are equipped with top quality radio modules tested and certified to CE.

Under ideal conditions, the radio signals have a range of up to 2000 m.

Peter Berghaus GmbH produces and supplies construction site traffic signal systems with and without signal safety feature.

Caution, important information:

Please note that permission is required to use radio traffic signal systems in most countries, so please consult your national regulations.

Table for adjusting the interim times (clearance times)

Interim times t_z [s] (as per RiLSA)

Clearance distance [m]	Clearance speed V_r [km/h]			
	18	30	40	50
50	14	10	9	8
100	24	16	13	12
150	34	22	18	15
200	44	28	22	19
250	54	34	27	22
300	64	40	31	26
350		46	36	30
400		52	40	33
450		58	45	37
500		64	49	40
550			54	44
600			58	48

I. Introduction

MPB 3400 is a modular mobile traffic signal system consisting of **identical signal heads** for traffic-actuated alternating one-way traffic. Outside the scope of validity of TL-LSA 97, it can also be combined in any required manner for controlling T-junction situations or even crossroads traffic. In the vehicle-actuated version, the signal heads are equipped with directional radar detectors as a standard feature. The traffic lights can be supplied with radio, cable and quartz control or just with cable and quartz control with and without vehicle-actuation.

MPB 3400 offers all monitoring features as per VDE and RiLSA:

- Red monitoring
- Green/green interlocking
- Status monitoring
- Interim time monitoring
- Watchdog monitoring (computer monitoring)

The following modes are possible with MPB 3400:

- Automatic fixed time mode
- Automatic green phase extension
- Automatic green on request (basic setting: all-red)
- All-red for radio and cable operation
- Manual mode from any traffic-light side for radio or cable operation
- Manual mode (continuous green) for quartz operation
- Manual mode (continuous red) for quartz operation
- Lamps off
- Flashing

MPB 3400 is equipped with the following standard features:

- Overvoltage protection up to 28 V DC
- Automatic photocell (nighttime reduction)
- Commercially available halogen lights 12 V/10 W
- Reverse polarity protection and undervoltage protection
- Directional radar detectors (in the VA version)

Possible additional equipment for MPB 3400:

- LED signal module for red/yellow/green or red/green
- Equipped as 42 V traffic signal system (just one cable for voltage supply and data transfer between signal heads)
- External cable hand-held control
- External radio hand-held control
- Bus request (local public transport)
- SMS message

II. Front panel – overview of the control elements



MPB 3400 Mobile traffic-light system

Synchronisation in quartz mode (1/1):

1. Select mode 3, signal heads flash.
2. Press the button to start the program.
3. At the second traffic light, press the button at exactly the moment when the first traffic light changes from green to yellow.

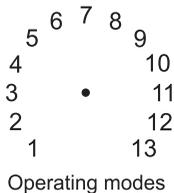
On	Fuse	Button	Radio	
•	•	•	• Quartz	
Off	4 A		Cable	

Button functions:

- Synchronise in quartz mode
- Reset for fault

Operating modes

1. Cont. green for quartz
2. Cont. red for quartz
3. Automatic for quartz
4. Lamps off
5. Flashing
6. Autom. fixed time mode
7. Autom. green phase extended mode
8. Autom. on-demand mode
9. All red for radio/cable
10. Green transmitter for radio/cable
11. Green receiver R1 for radio/cable
12. Green receiver R2 for radio/cable
13. Green receiver R3 for radio/cable

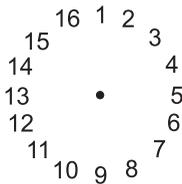


CAUTION:
Frequency selection switch is to be adjusted to the same setting in radio mode for both controllers (T+R).

Adjusted as transmitter (T) with number of receivers (R) or only as receiver (R1, R2, R3).

T+1R		R1
T+2R	•	R2
T+3R		R3

Selection T / R

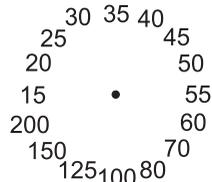
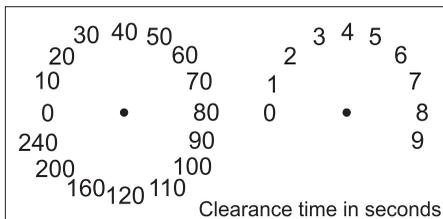


Light / Display
Press repeatedly to access status information.

Frequency choice

Note for quartz mode only (1/1):
Clearance times and green phases must be adjusted to the same setting in both controllers.

Note for radio or cable mode only:
Operating modes 6, 7 and 8 can be chosen freely at every controller (T+R). Mixed combinations of these modes are possible.



Green phase in seconds
for this controller



Factory No.

III. Operating instructions for use as alternating one-way traffic system (bottleneck system)

Alternating one-way traffic at construction sites between 50 and more than 1000 m long can be controlled with the vehicle-actuated traffic signal system type MPB 3400.

Please proceed as follows to commission the system:

1. Open the control doors for both traffic lights. This is where the control elements are installed with the information display. Set the rocker switch to **"System off"** for both controllers. All signal heads / controllers are 100% identical, so that you can choose for yourself which signal head works as transmitter (T) or receiver (R) with active feedback. To do so, adjust one controller that you want to use as **transmitter (T)** to the setting **T+1R** at the **"Selection T/R"** switch. Then adjust the second controller as **receiver (R1)**.
2. Provide both signal heads with operating voltage 12 V DC by connecting batteries or power supply units type N1. Pay attention to correct polarity (red is plus).
3. Select the required transmission type with the **"Radio/Quartz/Cable"** function switch in the same setting for both controllers.
4. At both controllers, i.e. at the transmitter (T+1R) and receiver (R1) traffic light, use the knobs to adjust the **"clearance time in seconds"**, e.g. using the interim times table (page 4 of these instructions) or according to the phase plan for the particular construction site.
5. **Important note:**
The set clearance time for the transmitter controller starts to run after the end of the green phase in the receiver controller, and the set clearance time for the receiver controller starts to run after the end of the green phase for the transmitter controller.

Adjusting the green phases for the transmitter and receiver in **radio, cable or quartz mode:**

5.a. Automatic fixed time mode or automatic for quartz

Adjust the required green phase with the "Green phase in seconds" knob on the transmitter (T+1R) and receiver (R1) controller

Caution! In the "quartz" mode, the clearance times and green phases at both controllers (T+1R and R1) **must be adjusted to exactly the same setting!**

Adjusting the green phases for the transmitter and receiver for the following operating modes in **radio or cable mode**:

5.b. Automatic green phase extension and automatic on-demand mode

Adjust the required **maximum green phase** with the "**Green phase in seconds**" knob on the transmitter and receiver controller.

Explanation for vehicle-actuated radio or cable mode for automatic green phase extension and automatic on-demand mode:

Minimum green phase

*This is the green phase which always runs even if there is no traffic. **It has been adjusted permanently in the factory to 10 seconds.** In the automatic on-demand mode, the system remains in the all-red basic setting if there are no vehicles present*

Time gap (extension time)

*The time gap (extension time) is used to extend the green phase after the end of the internally fixed setting for the minimum green phase. This can take place e.g. automatically by oncoming vehicles triggering the radar detectors during every green phase. Depending on the volume of traffic, the green phase can be extended individually up to the maximum green phase setting. If no more vehicles are registered between the minimum and maximum green phase (within 6 seconds), the current green phase is ended. **The time gap has been adjusted permanently in the factory to 6 seconds.***

6. Use the "**Mode**" knob to adjust the required mode for both controllers. These modes can also be selected differently when the need arises.
7. Set the rocker switch to "**System on**" for both signal heads.

Both signal heads now briefly show the signal pattern "yellow flashing". They then switch automatically to the switch-on program in the adjusted mode.

Note:

The clearance times and green phases for the transmitter and receiver can also be adjusted while the system is operating! Changes to the clearance times and green phases for the transmitter or receiver adjusted in the radio or cable mode are adopted automatically while the system is operating (the information display shows a time progress bar).

Changes in quartz mode have to be made to each signal head. To this end, please switch the traffic signal off first, and then resynchronise it again after making the changes.

Tip for the automatic modes described above:

You can also adjust a different automatic mode for both controllers. For example, when the need arises you can select mode 6 - Automatic fixed time mode, 7 – Automatic green time extension at one controller and mode 8 – Automatic on-demand mode at the other controller if this is appropriate for controlling the traffic in your particular situation. Any combination of automatic modes 6, 7 and 8 is possible.

The settings described below for **manual operation in radio or cable mode** (switch settings 9, 10 and 11) are only adjusted at one signal head for operation as an alternating one-way traffic system (bottleneck system).

8. All-red for radio/cable

Now set the mode switch at one controller to setting 9 - All red for radio/cable. The traffic signal now switches from the automatic program to continuous red. The traffic signal remains in this signal pattern until it is set to another mode.

9. Green transmitter for radio/cable

Set the mode switch at one controller to setting 10 - Green transmitter for radio/cable. The traffic signal now switches from the automatic program (while observing the clearance times) to continuous green at the transmitter signal head. The traffic signal remains in this signal pattern until another mode is selected.

10. Green receiver R1 for radio/cable

Set the mode switch at one controller to setting 11 - Green receiver R1 for radio/cable. The traffic signal now switches from the automatic program (while observing the clearance times) to continuous green at the receiver signal head. The traffic signal remains in this signal pattern until another mode is selected.

Important note:

The modes 4 - Lamps off, 5 - Flashing and 9 - All red for radio/cable, 10 - Green transmitter for radio/cable and 11 - Green receiver for radio/cable can be adjusted at any signal head.

V. Operating instructions for use as T-junction or crossroads system with radio/cable control

Basic settings when using the identical MPB 3400 traffic lights as:

T-junction traffic lights

1a. Open the control doors for all three traffic lights. This is where the control elements are installed with the information display. Set the rocker switch to "**System off**" for all three controllers. All signal heads / controllers are 100% identical, so that you can choose for yourself which signal head works as transmitter (T) or receiver (R) with active feedback. To do so, adjust one controller that you want to use as **transmitter (T)** to the setting **T+2R** (one transmitter with two receivers = three traffic lights for T-junction control) at the "**Selection T/R**" switch. Then adjust the second controller as the **first receiver (R1)** and the third controller as **second receiver (R2)**.

For your information: the basic sequence (signal 1 to 3) is as follows:

- | | | |
|---|------------------------|--------------------|
| 1 | Transmitter controller | (adjusted as T+2R) |
| 2 | Receiver controller | (adjusted as R1) |
| 3 | Receiver controller | (adjusted as R2) |

Crossroads traffic lights

1b. Open the control doors for all four traffic lights. This is where the control elements are installed with the information display. Set the rocker switch to "**System off**" for all four controllers. All signal heads / controllers are 100% identical, so that you can choose for yourself which signal head works as transmitter (T) or receiver (R) with active feedback. To do so, adjust one controller that you want to use as **transmitter (T)** to the setting **T+3R** (one transmitter with three receivers = four traffic lights for crossroads control) at the "**Selection T/R**" switch. Then adjust the second controller as the **first receiver (R1)**, the third controller as **second receiver (R2)** and the fourth controller as **third receiver (R3)**.

For your information: the basic sequence (signal 1 to 4) is as follows:

- | | | |
|---|------------------------|--------------------|
| 1 | Transmitter controller | (adjusted as T+2R) |
| 2 | Receiver controller | (adjusted as R1) |
| 3 | Receiver controller | (adjusted as R2) |
| 4 | Receiver controller | (adjusted as R3) |

2. Provide all signal heads with operating voltage 12 V DC by connecting batteries or power supply units type N1. Pay attention to correct polarity (red is plus).
3. Select the required transmission type with the **"Radio"** or **"Cable"** function switch in the same setting for all controllers.
4. At all controllers, i.e. at the transmitter and receiver traffic lights, use the knobs to adjust the "clearance time in seconds", e.g. using the interim times table according to the distances between the signal heads or according to the phase plan for the particular construction site.
5. **Important note:**
The set clearance time for the transmitter controller starts to run after the end of the green phase in the last receiver controller, and the set clearance time for the receiver controllers starts to run after the end of the green phase in the preceding controller. The basic sequence has already been explained in point 1a or 1b on page 13.

If one or several signal groups are by-passed in the automatic on-demand mode (e.g. because there is no request for green from the radar detectors at receiver R3), the longest set clearance time after the end of the green phase at this not requested group runs automatically until the start of the green phase at the next following signal group.

Adjusting the green phases for the transmitter and receivers in **radio or cable control** for the following modes:

5.a. Automatic fixed time mode

Adjust the required green phase with the **"Green phase in seconds"** knob on the transmitter and receiver controllers.

5.b. Automatic green phase extension and automatic on-demand mode

Adjust the required **maximum green phase** with the **"Green phase in seconds"** knob on the transmitter and receiver controllers.

Explanation for vehicle-actuated radio or cable mode for automatic green phase extension and automatic on-demand mode:

Minimum green phase

*This is the green phase which always runs even if there is no traffic. **It has been adjusted permanently in the factory to 10 seconds.** In the automatic on-demand mode, the system remains in the all-red basic setting if there are no vehicles present.*

Time gap (extension time)

*The time gap (extension time) is used to extend the green phase after the end of the internally fixed setting for the minimum green phase. This can take place e.g. automatically by oncoming vehicles triggering the radar detectors during every green phase. Depending on the volume of traffic, the green phase can be extended individually up to the maximum green phase setting. If no more vehicles are registered between the minimum and maximum green phase (within 6 seconds), the current green phase is ended. **This time gap has been adjusted permanently in the factory to 6 seconds.***

6. Use the "**Mode**" knob to adjust the required mode for all controllers. These modes can also be selected differently when the need arises. Any combination of the automatic modes 6, 7 and 8 is possible.

Here is an example of how this is used in practice.

A construction site is to be equipped with a T-junction traffic light system for traffic control, with two signal heads positioned on the main road (transmitter T+2R and the receiver R1). These are set to mode 7 – Automatic green phase extension. The signal head in the subordinated side road (receiver R2) is set to mode 8 – Automatic on-demand mode.

Accordingly, there is vehicle-actuated traffic control for the main road which alternates the flow of traffic through the road works on the main road. Depending on traffic volume and requests triggered by the radar detector, the green phase of both traffic lights can be adapted in every green cycle between the minimum and maximum green phase, according to the current traffic volume.

The side road is not included in the process until an approaching vehicle triggers a request from the radar detector of receiver R2. As the radar detectors are directional (see page 16 for alignment), departing traffic is not registered. The principle of the vehicle-actuated traffic control also applies for the side road during the green cycle, with registered vehicles passing through the road works up to the maximum green phase. To be on the safe side, the side road is included in the system after a certain number of phase cycles and is given a green phase even without a vehicle-actuated request.

7. Set the rocker switch to "**System on**" for all signal heads.

The signal heads now briefly show the signal pattern "yellow flashing". They then switch automatically to the switch-on program in the adjusted mode.

Note:

The clearance times and green phases for the transmitter and receivers can also be adjusted while the system is operating! Changes to the clearance times and green phases for the transmitter or receivers adjusted in the radio or cable mode are adopted automatically while the system is operating (the information display shows a time progress bar).

Aligning the radar detectors in vehicle-actuated mode

Always align the directional radar detector so that oncoming traffic is registered correctly, because otherwise troublefree vehicle-activated operation of the traffic signal cannot be warranted.

Correct alignment can be checked by using the red LED on the front of the radar detectors on the one hand, and the illuminated LCD information display on the front panels of every controller (display shows **(+)** during evaluation) on the other hand.

Changing the batteries

For cable or radio mode: when changing the batteries, the signal heads and information display switch off, the other sides automatically change to red for one minute. After changing the battery, the signal head automatically changes to all-red according to the switch-on pattern, then the system starts normal operation again.

The settings described below for **manual operation in radio or cable mode** (switch settings 9, 10, 11, 12 or 13) are only adjusted at one signal head during operation.

6. All-red for radio/cable

Now set the mode switch at one controller to setting 9 - All red for radio/cable. The traffic signal now switches from the automatic program to continuous red. The traffic signal remains in this signal pattern until it is set to another mode.

7. Green transmitter for radio/cable

Set the mode switch at one controller to setting 10 - Green transmitter for radio/cable. The traffic signal now switches from the automatic program (while observing the clearance times) to continuous green at the transmitter signal head. The traffic signal remains in this signal pattern until another mode is selected.

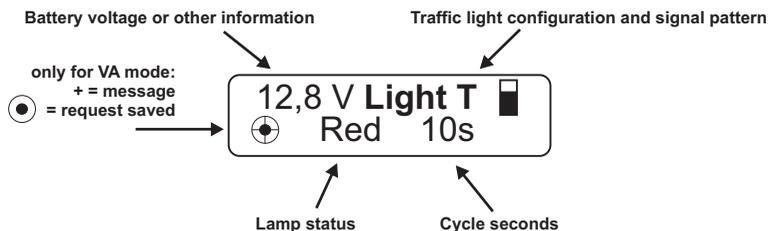
8. Green receiver for radio/cable

Set the mode switch at one controller to setting 11 - Green receiver R1, 12 - Green receiver R2 or 13 - Green receiver R3 for radio/cable. The traffic signal now switches from the automatic program (while observing the clearance times) to continuous green at the corresponding receiver signal head (R1, R2 or R3). The traffic signal remains in this signal pattern until another mode is selected.

Important note:

The modes 4 - Lamps off, 5 - Flashing and 9 - All red for radio/cable, 10 - Green transmitter for radio/cable and 11 - Green receiver R1, 12 - Green receiver R2 or 13 - Green receiver R3 for radio/cable can be adjusted at any signal head.

VII. Explaining the information in the display



1. General information

When the system is switched on, it proceeds with an internal self-check and announces itself as **Peter Berghaus Traffic Signal System MPB 3400**; the software status is displayed. Then the current operating voltage is shown in plain text. The display lighting is now switched on for 10 minutes. During on-going operation, you can also switch the display lighting on for 10 minutes by pressing the "Light / Display" button to the right of the display; press this button several times to see the status information.

2. Information during on-going operation

After adjusting the mode, first the status of the connection is shown, followed by the selected mode as abbreviation, e.g. "AUTO", alternating with the operating voltage. Similarly, the display states whether the user has selected this signal head as transmitter for one receiver "T+1R" (as transmitter "T+2R" for two receivers or as transmitter "T+3R" for three receivers) or as first receiver "R1", as second receiver "R2" (for T-junction traffic control) or as third receiver "R3" (for crossroads traffic control).

In radio mode, after pressing the "Light / Display" button, the display shows among others the reception field strength as a bar diagram. Press the button again to see the function of the "LDR" light sensor respectively brightness as a percentage together with the connection quality "GOOD / act." The status of the signal head is shown in diagrams in the display.

For example,  means red,  yellow and  green. Similarly, this status is also shown in plain text and with a decreasing time bar. In manual mode for radio or cable, two traffic light symbols are shown for better clarity, so that the operator also sees information about the status of the other side.

3. **Function display of the radar detector (only for the "VA active" version)**

In vehicle-actuated mode, the display shows the symbol "+" or "(+)" on the left. The radar detector has registered an oncoming vehicle, triggering a request to the controller which is now processed. The road user can see this when the red LED in the radar detector lights up briefly.

4. **Display of defects**

- **"Red defect T/R"** -> red lamp defect in transmitter/receiver
- **"Yellow defect T/R"** -> as above but yellow lamp defect
- **"Green defect T/R"** -> as above but green lamp defect

Both signal heads only flash yellow when the red lamp is defect. Otherwise the display only contains the text information stated above. Now replace the defect lamp in the transmitter (T) or receiver (R) and quit the fault by pressing the button above the display. After the red defect has been remedied, the traffic signal starts up again automatically.

- **"No Rec.Light T/R1"** (or T/R2; T/R3) -> transmission fault
Both signal heads flash yellow, the displays show the text information stated above. A fault has occurred in transmitting the data to the transmitter or receiver. In cable mode, please check the connecting cables and the plug-in connections. In radio mode, please first check whether the frequency has been set to the same setting for both signal heads (is only relevant for multi-frequency version). If the setting is correct, please check the antennas and the plug-in connections at the radio modules. After the fault has been remedied, the traffic signal starts up again automatically.
- **"Status Green T/R1"** (or T/R2; T/R3) -> nom/act. comparison of control command and signal pattern status
- **"EGr. Grp T/R"** (or T/R2; T/R3) -> green blocked (prevents both signal heads from showing green at the same time, this is not allowed)

Both signal heads flash yellow, the displays show the text information stated above. The traffic signal has sent an incorrect signal pattern. Green/green monitoring prevents both signal heads from actually showing green at the same time. Check the equipment visually for any signs of damage to the cases and any moisture. Quit the fault by pressing the button above the display at the displayed controller (T or R). If the fault occurs again, send the traffic signal to the factory to be checked.

VIII. Special feature for export (emergency quartz mode)

For the export version, on request an automatic changeover can be activated between radio or cable and quartz mode (emergency quartz mode) – only when used as alternating one-way traffic system (bottleneck system).

What does emergency quartz mode mean?

When an existing radio or cable transmission breaks down, when the emergency quartz function is activated in both controllers, the system automatically changes over to synchronised emergency quartz mode. And so the system continues to operate without any noticeable interruptions for vehicle traffic.

The following clearance times and green phases are observed:

- The adjusted clearance times are extended by a further 5 seconds at both signal heads (T/R1 + R1).
- If you have adjusted green phases lasting up to 40 seconds, in the emergency quartz mode these are restricted to a fixed 25 seconds.
- If green phases have been adjusted for longer than 40 seconds, these are fixed internally to 45 seconds.

During the emergency quartz mode, in the background the traffic signal system constantly tries to restore the radio or cable connection, and switches back automatically to the previously adjusted mode when conditions for good transmission have been restored.

Note: *After being turned into the export version, when there is a radio or cable malfunction the traffic signal system then corresponds to type class A "Bottleneck traffic signal system without signal safety feature" (valid only in Germany).*

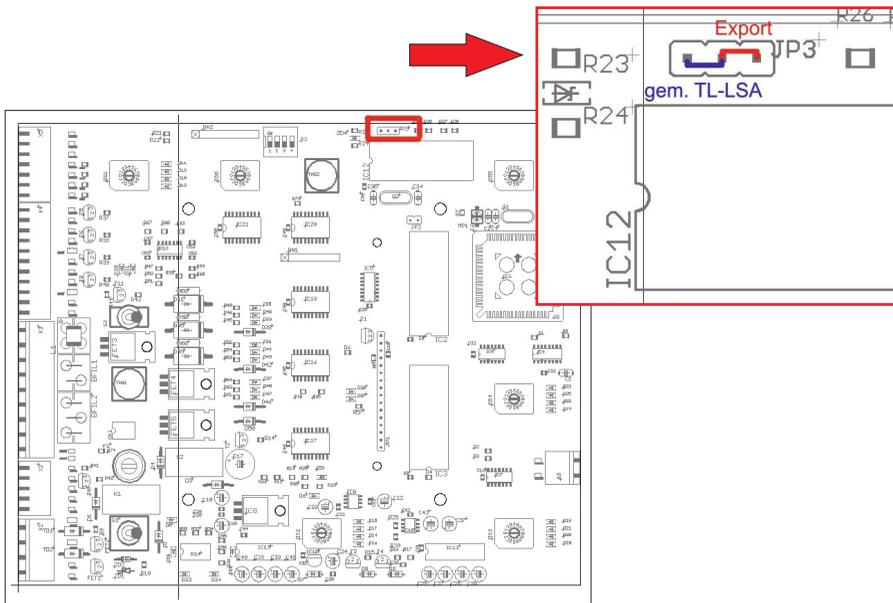
Important note: *If the system is operating in the emergency quartz mode, no data backup takes place on changing the battery. Please start the traffic signal again in the required mode after changing the battery.*

The traffic signal is changed over to the export version as follows:

Remove the front panels from both controllers, as described in chapter XI of these operating instructions.

On the control PCBs of transmitter and receiver, jumper "JP 3" (see marked section below) must be plugged into the other slot. In the factory setting, the jumper connects the left contact with the middle contact: this deactivates the emergency quartz mode (as per TL-LSA).

You can activate the automatic changeover between radio/cable and quartz mode by connecting jumper "JP3" so that it connects the middle contact with the right contact (Export).



Please note that this change has to be made to both control PCBs.

Then put the PCBs back as described in chapter XI. After switching on, the display shows "**Emergency quartz mode enabled**". This function is permanently activated until jumper "JP3" is put back again.

IX. External cable hand-held control (accessory)

Commissioning and operation

1. Before plugging in the external cable hand-held control which is available separately as an accessory, first adjust the required mode on the hand-held control using the knob. The hand-held control takes priority so that the traffic signal immediately adopts the hand-held control setting as soon as this is plugged in.

Note: *There is no need for any adjustments to the signal head controllers: the hand-held control is automatically detected as soon as it is plugged in!*

2. Connect the external hand-held control to the socket on the prepared controller. The corresponding socket (accessory) is below the green chamber.
3. The traffic signal now changes over from the automatic program (while observing the green phases) to the mode selected in the hand-held control.
4. The other modes are described in these operating instructions.
5. When the external hand-held control is disconnected from the socket, the traffic signal automatically changes back to the mode originally set in the controller.
6. Close the socket for the external hand-held control again with the fastened covering cap!

Please note:

Radio hand-held transmitters (with acoustic reception feedback as additional feature – maximum range up to 1000 m) are also available as an option.

X. Bus priority – local public transport (accessory)

Description

In some applications, it can be appropriate for the bottleneck traffic control to give priority to local public transport. To this end, MPB 3400 can be modified with the installation of the local public transport jack available as an accessory so that it offers a potential-free contact, for example for connection a key switch for the transport company or the radio remote control unit, also available as accessory. Similarly, other detectors can be connected to the local public transport jack to give priority to buses.

Function

An oncoming bus is registered by the corresponding signal head as described above. The bus request now limits the green phase for the other side to the minimum green phase of 10 seconds. At the end of the adjusted clearance time, the bus on the requesting side sees green immediately up to the maximum period. If during this green phase a request should come from another bus from the same direction, the maximum green phase is specified. A request from the other side during this period is saved and then runs subsequently. If there are no other bus requests, the traffic signal continues to run in the adjusted vehicle-actuated mode until the next request is received.

Note: *Bus priority is possible in automatik modes 6-Automatic fixed time mode, 7-Automatic green phase extension, 8-Automatic on-demand mode for radio/cable.*

XI. Instructions for removing and fitting the controller PCB

The following tools are required for removing and fitting the controller PCB:

- 5,5 mm socket wrench
- 8 mm socket wrench
- medium Philips screwdriver
- medium slotted screwdriver

A. Removing the controller PCB

1. Carefully lever out the caps on the knobs, for example with your fingernails. You can now see a Philips screw. After you have loosened these screws, all knobs can be pulled off to the front.
2. Use the 8 mm socket wrench to carefully unscrew the two rocker switches.
3. Now you can pull the front panel off to the front.
4. You can now see the controller PCB. At about 3 cm from the corners towards the middle, you can see 4 setscrews with nuts. Use the 5.5 mm socket wrench to loosen the setscrews so that you can take the PCB out of the controller.
5. Now disconnect the connectors for the cable harness at the top and for the buffer battery at the bottom. You are now holding the control PCB.

B. Fitting the controller PCB

1. Restore the electrical connections between the cable harness and the control PCB: do not forget to connect up the light-sensitive sensor (LDR) for automatic adjustment to ambient brightness, as well as the buffer battery. Now fasten the controller PCB on the four studs in the green chamber. Then position the front panel over the controller. Put the knobs on their shafts and fasten initially by tightening the screws slightly. Then adjust to the smallest scale values.

2. Provide operating voltage 12 V DC by connecting batteries or power supply units type N1. Ensure that you do not confuse the polarity.

3. Now press and hold both buttons: at the same time, switch the signal head on with the rocker switch. First you see the message "Menu 1 D-switch settings" and the display shows a separate symbol for each knob, e.g.:

1	2	3	4	5	6
X	X	X	X	X	X

4. Counting anti-clockwise, we start with the frequency selection switch (1), followed by the tens (2) and digits switch (3) for the clearance time, then the green phase selection switch (4) and the transmitter/receiver selection switch (5). The mode switch (6) comes last.

To adjust the knobs to the lowest scale value, please watch the display while turning for example frequency selection switch (1). As soon as the display under switch 1 shows a 1 instead of an X, you have reached the lowest value. Now you can align the scale arrow to 1 and screw the frequency selection switch to its shaft. Then set the cover cap on the screw head.

5. Proceed in the same way with the other knobs (2 to 6).

In the end, the display should look like this:

1	2	3	4	5	6
1	0	0	15	T+2R	1

6. Now press the "Light / Display" button to change to the service point "Menu 2 Additional setting 1". Here you can check that the LDR has been connected correctly and is functioning. To do so, briefly cover the light-sensitive sensor on the back of the green chamber with your hand. The previously displayed value must now decrease clearly.

7. Press the "Light / Display" button again to change to the service point "Menu 3 Additional setting 2". Here you can test the optional additional inputs for local public transport activation (B) and the SMS module (S) (if these optional items are present).

8. Press the "Light / Display" button one more time. You have left the service menu; the traffic signal is now ready and can be programmed for use.

XII. Technical data – MPB 3400

Operating voltage: approx. 8 - 14 V DC

Power consumption in cable and quartz mode:

Daytime operation: approx. 1.14 A per signal head (halogen)

Daytime operation: approx. 0.52 A per signal head (LED)

Nighttime operation: approx. 0.78 A per signal head (halogen)

Nighttime operation: approx. 0.45 A per signal head (LED)

Power consumption in radio mode:

Daytime operation: approx. 1.35 A per signal head (halogen)

Daytime operation: approx. 0.75 A per signal head (LED)

Nighttime operation: approx. 0.98 A per signal head (halogen)

Nighttime operation: approx. 0.65 A per signal head (LED)

Lamps: 12 V/10 W halogen bulbs (commercially available)
or optimised low-energy LED modules on request

Fuse: 4A, 5x20, medium-slow fuse (commercially available)

Control modes: fixed-time, vehicle-actuated with green-phase
extension, vehicle-actuated operation with green on
request, all-red, manual mode, flashing, lamps off

Data transmission: cable or digital radio path

Radio path: max. length under ideal conditions approx. 2,000 m

Radio equipment: radio module,   tested in 1-channel,
3-channel and 16-channel version.

Licensed 2m band frequencies for Germany:

151,09 MHz, 161,11 MHz, 161,27 MHz

170,77 MHz, 170,75 MHz, 170,63 MHz

Transmitter output rating ≤ 100 mW

Other frequency ranges and frequencies are possible together for example
with higher transmitter output ratings according to the customer's national
regulations.

Annex 1: Radar detector (option)

Description of functions: radar movement detector

The movement detector mounted on this traffic light system MPB 3400 ("VA" for vehicle-actuated option) is a directional radar detector specially optimised for use in mobile signal systems.

The pivoting fixture on top of the traffic light signal head lets the radar detector be aligned ideally to the approaching traffic. A clearly visible red LED in the front of the radar detector shows the road user that his vehicle has been detected.

Movements are detected according to the Doppler principle. The sensor emits microwaves in the range of 24 GHz. These are reflected by objects moving towards the sensor, so that their frequency is changed. The sensor receives the changed frequencies with its planar microwave antenna and evaluates them accordingly. Approaching movements within the detection field are registered, evaluated reliably by the internal logic and forwarded to the traffic light controller.

Compared to conventional infrared detectors, one major advantage of these radar movement detectors specially optimised for mobile traffic light systems is that they are capable of distinguishing between an object coming towards or moving away from the radar detector. For example, only directional radar detectors are capable of implementing a reliable continuous red phase or green on request, when the approaching vehicle requests his own "green" from the traffic light.

Simple infrared movement detectors would also register traffic moving away from the traffic light – resulting in incorrect requests. Continuous red phases or green on request cannot be implemented with infrared detectors.

In addition, the radar detector also differentiates between people and vehicles. Furthermore, as a rule the detection range of a radar detector is not impaired by snow or rain.

Applications:

Mobile traffic light systems; reliable detection for traffic technology

Special features:

- Radar detection, insensitive to snow or rain
- Precise directional logic optimised to approaching vehicles
- Clear LED display on the detector shows when a vehicle has been detected
- Swivelling metal fixture for alignment exactly to the traffic flow
- Radar detector hinged for protection during transport
- Compact, weatherproof plastic housing

Technical data: radar detector

- Housing dimensions (W x H x D): 135x65x130 mm
- Material: ASA, PC plastic housing; steel holder
- Protection: IP65 for use outside
- Supply voltage: 12-27 VAC, 50-60 Hz; 12-30 VDC
- Power consumption: typical 1 W, max. 2.4 W
- Tolerable operating temperature: -20°C to +55°C
- Storage temperature: -30°C to +75°C
- Humidity: <95%, non-condensing
- Frequency: 24.125 GHz
- Transmission output: typical 40 mW EIRP; max. 100 mW EIRP
- Maximum mounting height: 7 m

Annex 2

Spare Parts List:

Article: Mobile traffic signal system MPB 3400

Order-no.	Article description
MPB 339	Signal head, type "Holland", 3-part, 210 mm, with lens hoods, reflectors, G4 bulb holders and halogen lamps 12 V/10 W/G4. Equipped with all drill holes for fitting to the mounting tube of the MPB 3400 signal system.
MPB 340	Signal head rear panel for red chamber MPB 3400, 210 mm
MPB 341	Signal head rear panel for yellow chamber MPB 3400, 210 mm
MPB 342	Green chamber/controller rear panel for MPB 3400, 210 mm
EH 2014	Gasket for signal head chambers, "Holland" type
EH 2016	Signal head door without lens, "Holland type", 210 mm
EH 2017	Signal head door, type "Holland", with red lens, 210 mm
EH 2018	Signal head door, type "Holland", with yellow lens, 210 mm
EH 2019	Signal head door, type "Holland", with green lens, 210 mm
EH 2009	Closer for signal head door
EH 2008	Closer counterpart for chamber
EH 2020	Lens, red, type "Holland", 210 mm
EH 2021	Lens, yellow, type "Holland", 210 mm
EH 2022	Lens, green, type "Holland", 210 mm
EH 2034	Lens holder
EH 2023	Gasket for lens 210 mm, type "Holland"
EH 2030	Lens hood, type "Holland", 210 mm
EH 2031	Cover cap for signal head, type "Holland"
EH 2032	Gasket for cover cap, self-adhesive, type "Holland"
EH 2033	Intermediate ring for connecting signal head rear panels, type "Holland"
EG 0041	Halogen lamp 12 V/10 W/G4
EG 0084	Halogen G4 bulb holder
EH 2043	Reflector 200 with removable plate + 1 bulb holder
EH 2045	Removable plate for reflector with G4 bulb holder
EH 2100	LED signal head module RED for MPB 3400 as replacement
EH 2110	LED signal head module YELLOW for MPB 3400 as replacement
EH 2120	LED signal head module GREEN for MPB 3400 as replacement
ES 3097	Socket plug, 3-pin, for LED module system
ES 3098	Plug, 3-pin, for LED module system
EK 0001	Battery cable for MPB 3400 with ring eyelet, without battery lug
EI 0041M	Battery terminal (+), red
EI 0042M	Battery terminal (-), blue
ES 5016	Aluminium controller housing type E for MPB 3400 with door and lock including 1 key No. 455

ES 5015	Lock type E for control door No. 455 incl. 1 key
ES 2455	Key No. 455
MPB 343	Front panel MPB 3400 with imprint
MPB 110A	Rotary toggle for switch with arrow disk (small) and cap
ES 2031	Safety cap for fuse (5 x 20)
ES 2004	Fuse 5x20 / 4 A
ES 2041	Dimmer switch with cable and threaded joint
ESP 055	Controller PCB for MPB 3400
ESP 087	Battery PCB 7.2V MPB 3400 with cable and connector
EF 4100	Multi-frequency radio module type SR-150A
EF 4150	Single frequency radio module type SR-150A-F/1
EP 6037	Radar detector 12 V incl. 0.5 m cable with mounted plug, with holder but without mounting bracket for signal head (top element)
MP 40001V	Mounting bracket for radio antenna and radar detector
MP 4008K	Mounting bracket for radar detector in a cable system
EFV 005A	Spare attachment set for antenna foot type V, only lock washer and nut
EFK 006	Antenna plug, BNC (adapter)
EFV 007E	Antenna cable without plug, type V, L = 1520 mm
EFV 008	Antenna foot, type V, incl. clear gasket and attachment set: lock washer and nut
EFV 010	Antenna radiator, type V, frequency 170.xx MHz
EFV 011	Antenna radiator, type V, frequency 151.09 MHz
EFV 012	Antenna set type V, complete, with antenna foot, gasket, lock washer, nut, connection cable, BNC adapter and antenna radiator (please state frequency)
EFV 018	Spare tip protection for antenna radiator type V
EFV 019	Aluminium retaining tube for holding antenna radiator type V during transport
ES 3022	Flange coupling 4-pin, ballast
ES 3024	Angled plug 4-pin, ballast
ES 3033	Flange coupling 7-pin, ballast
ES 3032	Flange plug 7-pin, ballast
ES 3040	Cover cap for plug and flange plug, ballast
ES 3041	Cover cap for coupling and flange coupling, ballast
A 49600	Battery casing made of aluminium for 2 batteries
A 49610	Battery casing made of aluminium for 4 batteries
EE 0006	Castor, solid rubber
EE 0003	Cover cap for castor
EE 0012 E	Mounting tube made of aluminium for MPB 3400
EE 0014	Cover cap for mounting tube
EE 0005	Wing screw M 10x30
A 46500	Electronic switching system for 2 batteries
A 46501	Electronic switching system for 4 batteries

Peter Berghaus GmbH

Verkehrstechnik • mobile Schutzwände



Peter Berghaus GmbH · Herrenhöhe 6 · 51515 Kürten-Herweg

Herrenhöhe 6 · 51515 Kürten-Herweg
☎ 0 22 07 / 96 77-0 · Fax 96 77-80
mail@berghaus-verkehrstechnik.de
www.berghaus-verkehrstechnik.de

EG – Konformitätserklärung

Fachbetrieb und Mitglied im
Verein für Verkehrstechnik
und Verkehrssicherung e.V.

Für das folgende Erzeugnis:

Transportable Signalanlage Typ MPB 3400

wird hiermit bestätigt, daß es den Schutzanforderungen entspricht, die in der Richtlinie 89/336/EWG des Rates zur Angleichung der Rechtsvorschriften der Mitgliedsstaaten über die elektromagnetische Verträglichkeit festgelegt sind, außerdem entspricht es den Vorschriften des Gesetzes über die elektromagnetische Verträglichkeit von Geräten (EMVG) vom 9. November 1992.

Diese Erklärung gilt für alle Exemplare, die nach den anhängenden Fertigungszeichnungen – die Bestandteil dieser Erklärung sind – hergestellt werden.

Zur Beurteilung des Erzeugnisses hinsichtlich der elektromagnetischen Verträglichkeit wurden folgende einschlägige harmonisierte europäische Normen herangezogen:

1. Fachgrundnorm Störfestigkeit EN 6100-6-1 für Wohnbereiche, Geschäfts- und Gewerbebereiche sowie Kleinbetriebe
2. Elektromagnetische Verträglichkeit (EMV Teil 6-3), Fachgrundnorm Störsendung EN 6100-6-3 für Wohnbereiche, Geschäfts- und Gewerbebereiche sowie Kleinbetriebe
3. Signalsicherung nach VDE 0832 und RiLSA
4. Funkgeräte: ETSI EN 300 220-1, -2 / V.2.1.1. (2006-04)
ETSI EN 301 489-1, -3 / V.1.4.1. (2002-08)

Kürten
(Ort)

11.03.2010
(Datum)

Peter Berghaus GmbH
Verkehrstechnik • mobile Schutzwände
Herrenhöhe 6 · 51515 Kürten
Tel. 0 22 07 / 96 77-0 · Fax 96 77 80

Geschäftsführer
Dipl.-Inform. (FH) Ralf Gressler

Amtsgericht Köln
HRB 45635

Ust.-Id.-Nr.
DE 121973859

Raiffeisenbank Kürten-Odenthal eG, Kto.-Nr. 100 932 016, BLZ 370 691 25
Kreissparkasse Köln, Kto.-Nr. 369 000 835, BLZ 370 502 99

Warranty for defects

We offer a

24 month guarantee

for the signal systems produced by our company.

The guarantee covers all material and workmanship faults caused by faulty manufacture during this period of time.

Please send systems and parts of systems for replacement to our factory, postage/freight prepaid. We only replace parts showing faults in the material or workmanship. There are no claims to rescission or abatement, unless we are not able to rectify the damage.

No further claims can be fulfilled, in particular claims for damages as a consequence of defects.

The necessary time and opportunity to proceed with guarantee repairs must be made available following previous agreement. The guarantee becomes null and void if the customer or third parties make changes or repairs without prior consent. The guarantee does not cover any wear or damage caused by negligent or incorrect handling.

If in exceptional cases at the customer's request warranty repairs are to be carried out on site, i.e. at the road works where the system causing the complaint has been installed, the service technician's travel expenses and journey times are not covered by the warranty and shall be invoiced separately to the client.

The place of jurisdiction for all claims arising from the business relationship is Bergisch Gladbach, Germany.

General transport instructions for mobile traffic signal systems

Please note!

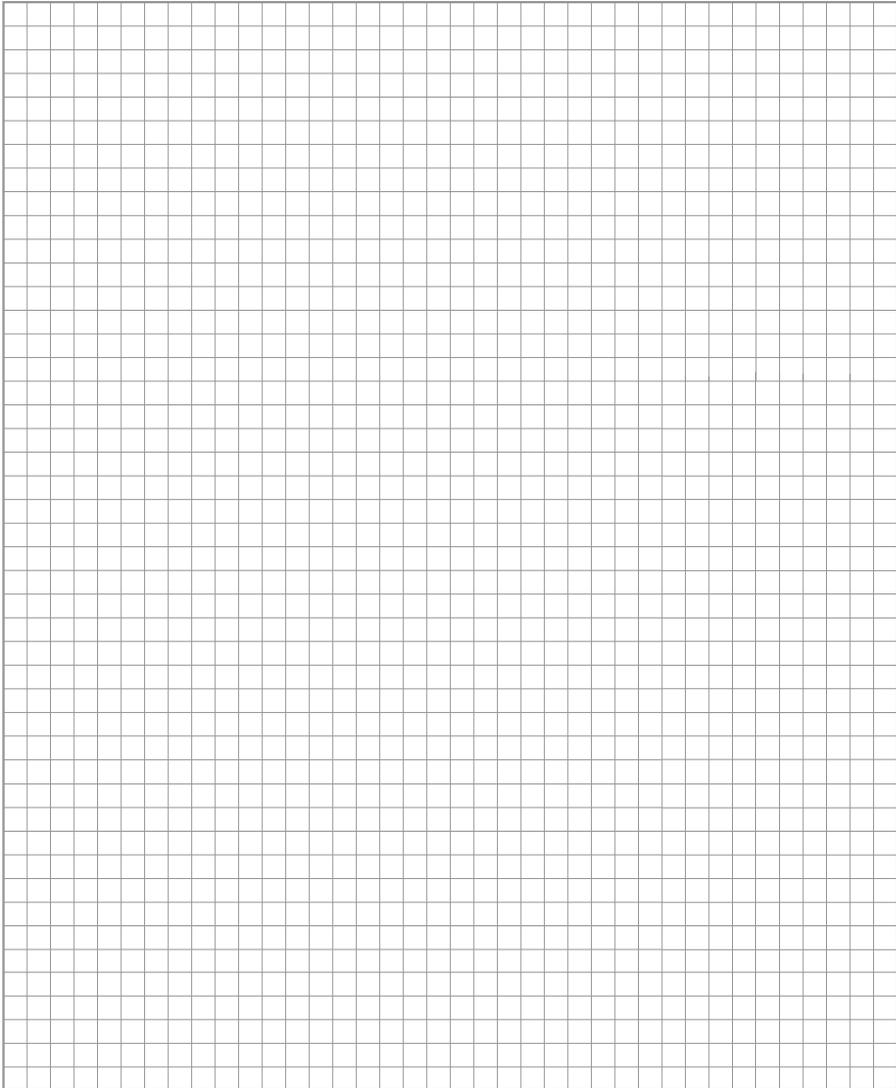
Our construction site traffic signal systems must always be transported standing upright on open vehicles with the lens hood pointing in the opposite direction.

To prevent any water damage, all signal head chambers and the controller housing must always be closed properly and the controller housing should also be locked!

Failure to comply with these instructions automatically renders the warranty null and void!

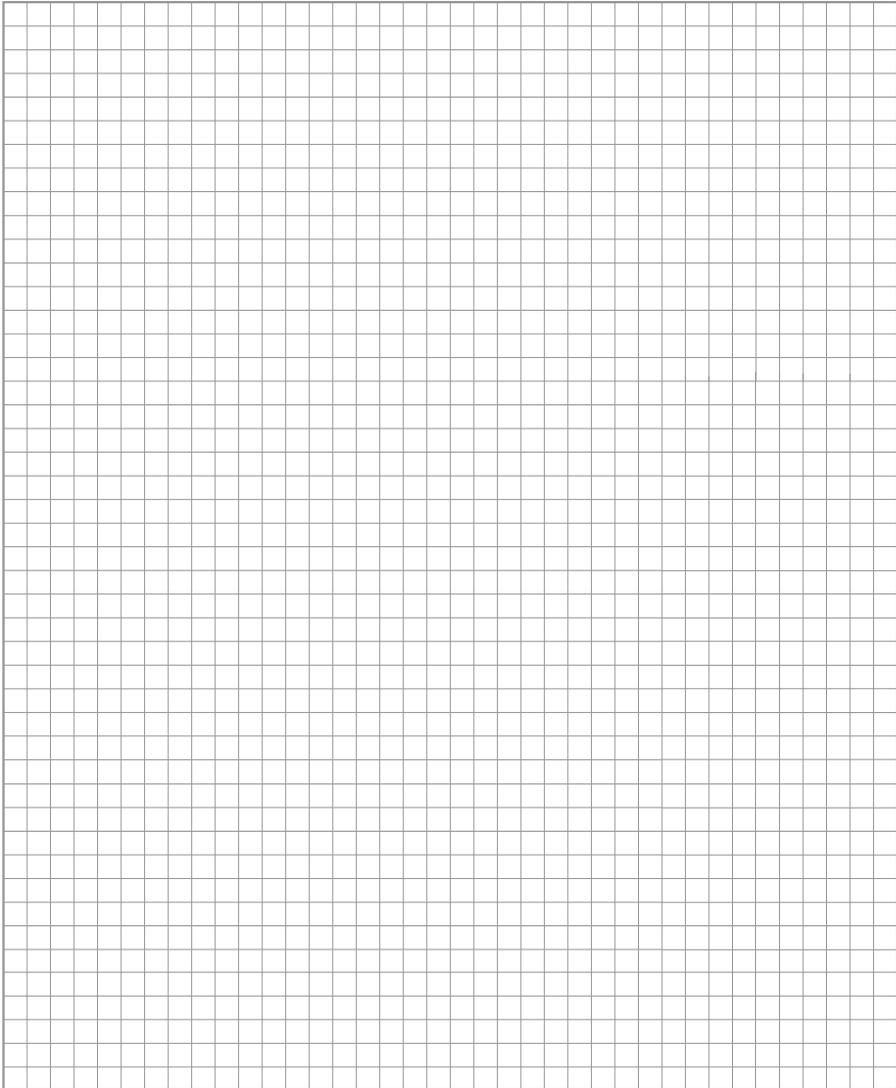
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Peter Berghaus GmbH

Herrenhöhe 6 · 51515 Kürten
Telefon +49 (0)2207 9677-0
berghaus-verkehrstechnik.de