

TO	1. SENIOR ENGINEER, CONTROLLER APPLICATIONS 2. IFZAL HUZAMDEEN , RURAL EASTERN	ACTION	DATE
FROM	FRED VAN GORP	DATE	24/04/19
SITE	PRINCES HIGHWAY EAST NR LAFAYETTE STREET	SITE NO.	6691
REGION	EASTERN	MUNICIPALITY	LATROBE

GENERAL

Works Program Job?	Yes	Project Number	42DEV072
Classification	STANDARD	Works Order Number	4A005941

EXISTING CONTROLLER DETAILS

Type	PSC 2000	Software Version & Release	V5 R82	Lanterns	LED
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CONTROLLER APPLICATIONS

Target Date for Draft Opsheet	ASAP
Target Date for completion of Program	ASAP

PERSONALITY CHECKSUMS

	Hex	Octal
Total	15	25
Times	11	21
Pers	4	4

Prepare Interlocking

Update Graphics, Site Notes	Yes
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Dispatched	24/05/19
<input checked="" type="checkbox"/>	Site ID Revision updated to 2

Description of changes	Remove SG7 Ambo operation. Other changes as per highlighted
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RURAL EASTERN - SIGNAL INSTALLATION

<input checked="" type="checkbox"/>	Changes to signal hardware	<input type="checkbox"/>	Changes to interlocking
<input checked="" type="checkbox"/>	Additional detectors	<input type="checkbox"/>	Changes to existing detector numbering
(OTHER)			
<input type="checkbox"/>	Upgrade controller software to		
<input type="checkbox"/>	Other changes		
<input checked="" type="checkbox"/>	Place new operation specification in controller		

PRIOR NOTICE

A job must be entered into RAI Action database before this PROM change will be allowed.

<input checked="" type="checkbox"/>	SCATS data changes - notify	FRED VAN GORP	Ext	8885
	OR	CHRIS EER	Ext	8711
before 3:00pm on the day before switch on.				

SCATS Data Changes -

TRAFFIC MANAGEMENT CENTRE

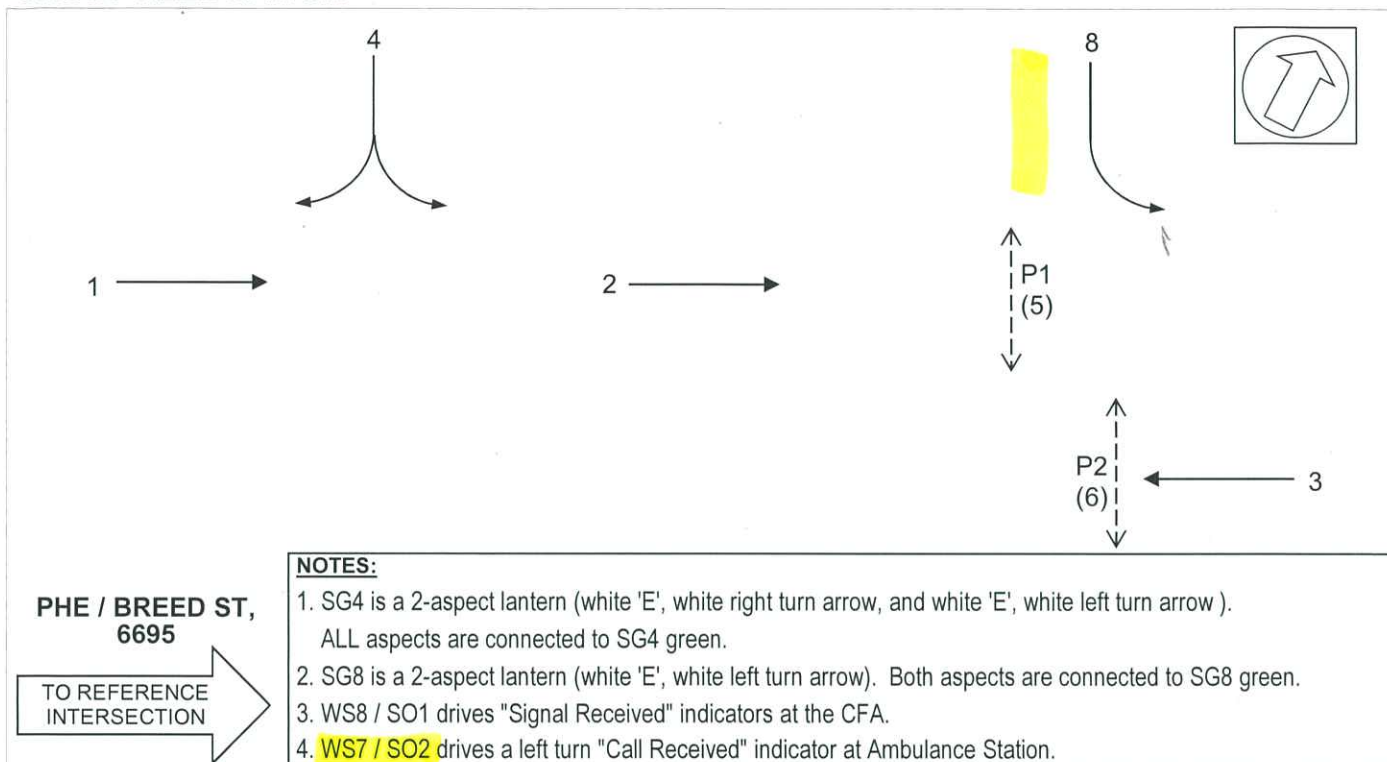
<input type="checkbox"/>	Checksum update only
<input type="checkbox"/>	Changes to trim or manual intervention features required
<input checked="" type="checkbox"/>	Please notify FRED VAN GORP (x8885) on job completion.

DATE PROM INSTALLED

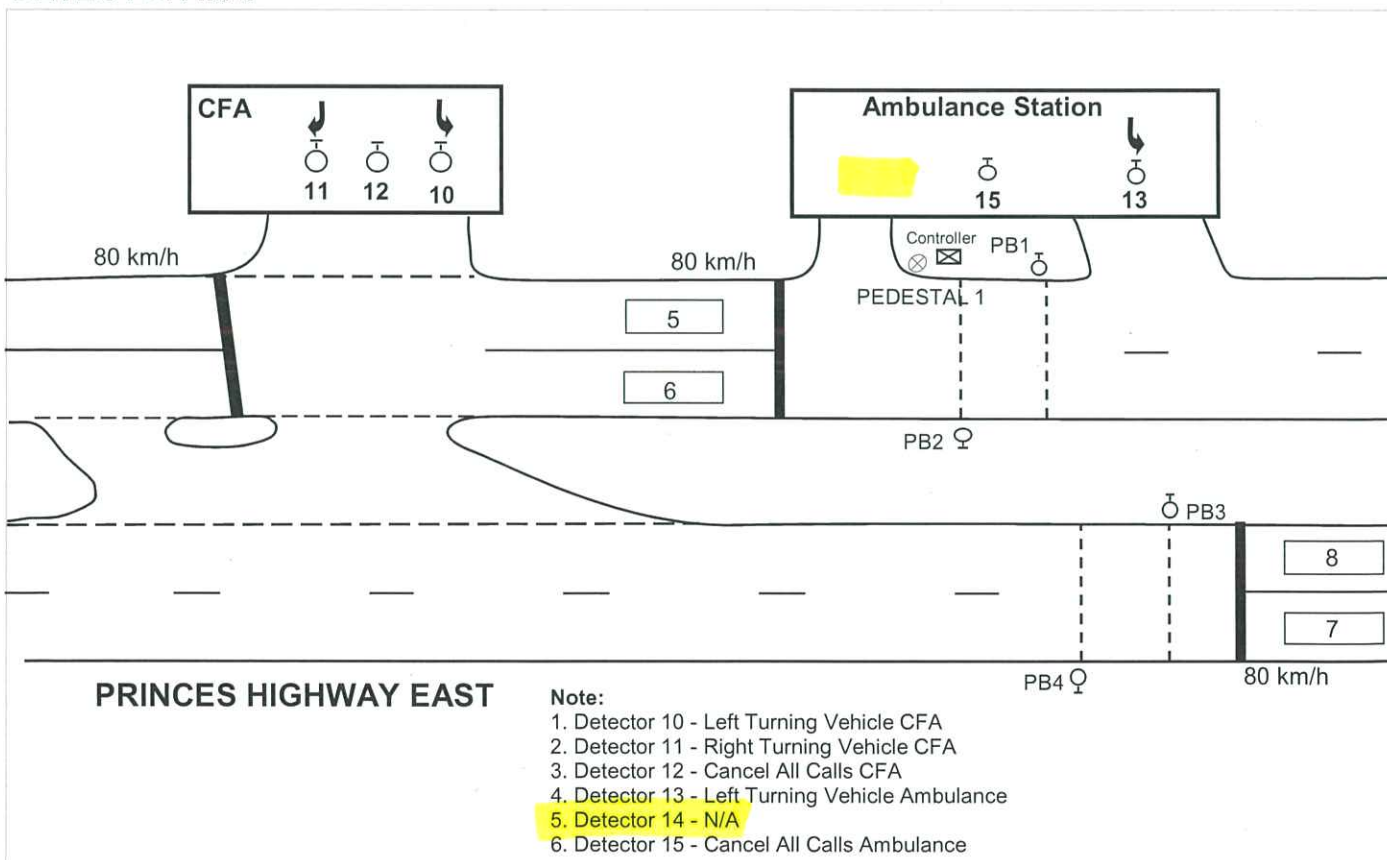
CONTROLLER OPERATION SPECIFICATION

SITE NAME	PRINCES HIGHWAY EAST NR LAFAYETTE STREET		SITE NO.	6691
MUNICIPALITY	LATROBE	DESIGNED BY	FRED VAN GORP	DATE 24/04/19
PLAN NO.	546152 B	DESIGN CHECKED	<i>Barndt</i>	DATE 8/5/19
CONTROLLER TYPE	PSC 2000	PROM CHECKED	<i>[Signature]</i>	DATE 24/5/19

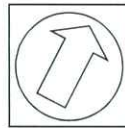
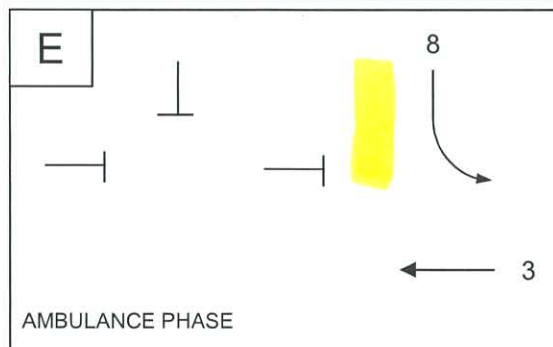
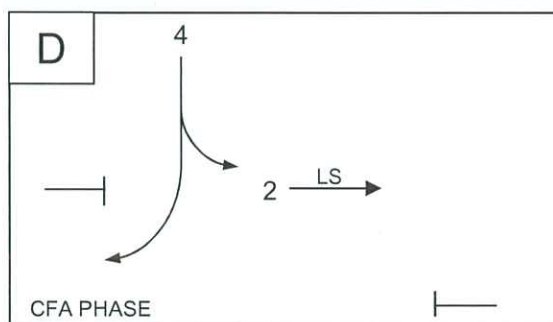
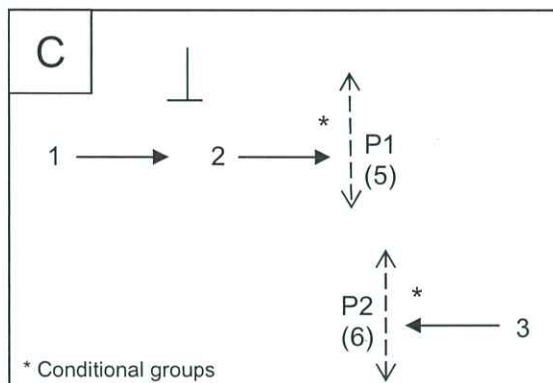
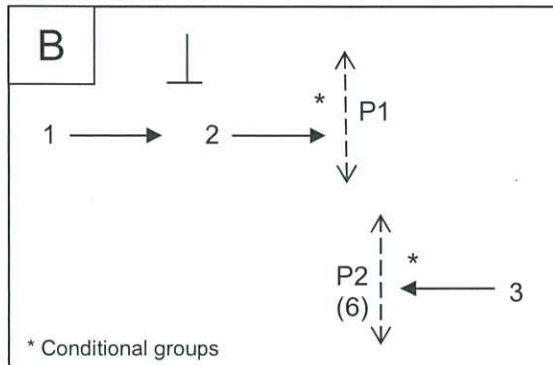
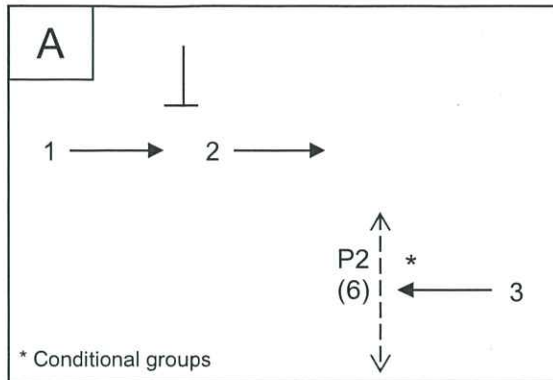
GROUP ALLOCATION



DETECTOR MAP



PHASING DIAGRAM

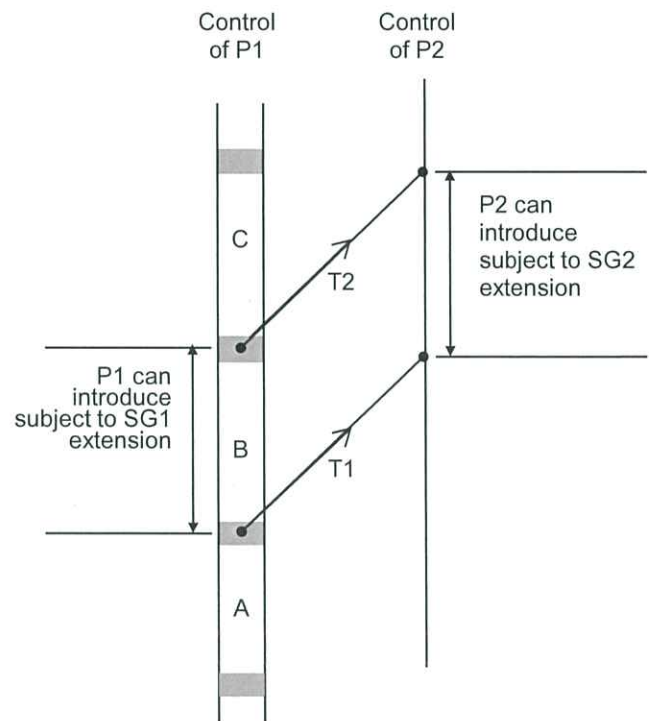
PEDESTRIAN CONTROL IN LINK MODEPED 1 CONTROL

- * P1 cannot introduce in AØ
- * P1 can introduce at any time in BØ provided SG1 is in extension (i.e. Minimum green has expired) and SG1 gaps or wastes.
- * P1 can introduce at the start of CØ provided SG1 is in extension (SG1 closes down at the start of BØ yellow).
- * Any ped demand placed during BØ intergreen or during CØ will not be serviced until the next cycle

PED 2 CONTROL

The introduction of P2 is governed by delay timers T1 and T2.

- * T1 starts timing at beginning of BØ min. green
- * T2 starts timing at beginning of BØ yellow.
- * P2 can introduce at any time during the period from when T1 expires until T2 expires, provided SG2 is in extension and SG2 gaps or wastes.
- * P2 can introduce when T2 expires provided SG2 is in extension (SG2 closes down at the instant T2 expires).

NOTES:

1. Signal groups are independent of phasing.
2. All phases have a permanent demand in Masterlink and Flexilink
3. The values of timers T1 and T2 are normally set at twice the travel time to the reference intersection
4. When XSF3 (Master & Flexi) is set, P1 and P2 use Special Purpose Timesetting nos. 26 and 27 respectively for their walk time.

PEDESTRIAN CONTROL INV.A. AND FLEXI ISOLATED MODES

Controller only runs AØ, DØ and EØ. Refer page 3 for details.

V.A. SEQUENCE ADE

DESIGNED BY: FRED VAN GORP

DATE 24/04/19

DETECTOR FUNCTIONS

DETECTOR No.	Internal / External	Input number	SPECIAL FUNCTION	DETECTOR ALARMS					
				DA Category	Disable	DA on S/C only	Fault Simulation		
							Call & Extend	Call Only	Ignore
1	E	1	Call P1**, Call P2 via delay timer (SPT No. 23) [†]	6		✓			
2	E	2	Call Ped 1**	6		✓			
3	E	3	Call Ped 2 [†]	6		✓			
4	E	4	Call P2 [†] ; Call P1 via delay timer (SPT No. 24)**	6		✓			
5	I	1	Extend SG2, Approach 1 *	0			✓		
6	I	2	Extend SG2, Approach 1 *	0			✓		
7	I	3	Extend SG3, Approach 2 *	0			✓		
8	I	4	Extend SG3, Approach 2 *	0			✓		
9	-	-		1					✓
10	E	6	Push Button for left turning CFA trucks	6		✓			
11	E	7	Push Button for right turning CFA trucks	6		✓			
12	E	8	Push Button for Cancel Function CFA	6		✓			
13	E	9	Push Button for left turning Ambulances	6		✓			
14	-	-		1		✓			
15	E	11	Push Button for Cancel Function Ambulance	6		✓			
16									
17									
18									
19									
20									

* For Queuing Feature, refer notes on page 6.

** MSS11 is set for the duration of P1 demand.

† MSS12 is set for the duration of P2 demand.

INTERGREEN AND PEDESTRIAN TIMES

INTERGREEN TIMES

	LEGAL SPEED	DESIGN SPEED		INTERGREEN		
		YELLOW	RED	YELLOW	RED	TOTAL
SG1 & SG2	80	80	-	5.0	2.0	7.0
SG3	80	80	-	5.0	2.0	7.0

PEDESTRIAN TIMES

	WALK			CLEARANCE			MINIMUM SOLID DON'T WALK
	DISTANCE (m)	TIME		DISTANCE (m)	TIME		
		GRAPH	ADOPTED		GRAPH	ADOPTED	
P1	11.0	8	8	11.0	7	7	3.0
P2	10.0	8	8	10.0	7	7	3.0

DESIGNED BY: FRED VAN GORP

DATE 24/04/19

CONTROLLER TIMESETTINGS - 1**PHASE TIMESETTINGS**

Front Panel Command: Phase No.Timesetting No (e.g. 1.6 accesses A phase maximum extension green)

DESCRIPTION	Timesetting No	PHASE						
		A (1)	B (2)	C (3)	D (4)	E (5)	F (6)	G (7)
RED / YELLOW	1	-	-	-	-	-		
LATE START	2	-	-	-	2	-		
MINIMUM GREEN (1)	3	3.0	0.0	3.0	7	8		
INCREMENT	4	-	-	-	-	-		
MAXIMUM INITIAL GREEN	5	-	-	-	-	-		
MAXIMUM EXTENSION GREEN (4)	6	40	-	-	50	50		
EARLY CUT OFF	7	3.0	-	-	-	-		
YELLOW (2)	8	5.0	5.0	5.0	3.0	3.0		
ALL RED (2)	9	0.0	2.0	0.0	1.5	1.5		
SPECIAL ALL RED	10	4.5	4.5	4.5	5.0	2.0		
GAP 1 (3)	11	3.5	-	-	-	-		
GAP 2 (3)	12	3.5	-	-	-	-		
GAP 3	13	-	-	-	-	-		
GAP 4	14	-	-	-	-	-		
HEADWAY 1	15	0.6	-	-	-	-		
HEADWAY 2	16	0.6	-	-	-	-		
HEADWAY 3	17	-	-	-	-	-		
HEADWAY 4	18	-	-	-	-	-		
WASTE 1	19	10	-	-	-	-		
WASTE 2	20	10	-	-	-	-		
WASTE 3	21	-	-	-	-	-		
WASTE 4	22	-	-	-	-	-		

1. For SG1 and SG2 minimum green in VA mode, refer Special Purpose Timesetting 17 & 21.
For SG1 and SG2 minimum green in link mode, refer Special Purpose Timesetting 20 & 22.
2. SG1 can close down during BØ, SG2 can close down during AØ, BØ or CØ
SG1 and SG2 use the yellow time of the phase they close down in, but use the all red times specified in Special Movement Timesettings 1 & 2.
3. SG1 and SG2 use the gap, headway and waste times specified in AØ timesettings.
4. AØ maximum extension green is used only in VA mode.

PEDESTRIAN TIMESETTINGS

Front Panel Command: Pedestrian No.Timesetting No (e.g. 18.2 accesses P2 walk)

DESCRIPTION	Timesetting No	PEDESTRIAN							
		P1 (17)	P2 (18)	P3 (19)	P4 (20)	P5 (21)	P6 (22)	P7 (23)	P8 (24)
DELAY	1	-	-						
WALK*	2	8	8						
CLEARANCE 1	3	7	7						
CLEARANCE 2	4	0	0						

DESIGNED BY: FRED VAN GORP

DATE 24/04/19

SUMMARY OF XSF FLAGS

SUMMARY OF MSS FLAGS

- MSS1** – Set when DØ is demanded and remain set until the end of DØ yellow (*to force site into Isolated when running Masterlink or Flexilink*).
- MSS2** – Set from the start of DØ until DØ yellow if demanded by Detector 10 (*To monitor duration of DØ by left turning CFA push button*).
- MSS3** – Set from the start of DØ until DØ yellow if demanded by Detector 11 (*To monitor duration of DØ by right turning CFA push button*).
- MSS4** – Set when EØ is demanded and remain set until the end of EØ yellow (*to force site into Isolated when running Masterlink or Flexilink*).
- MSS5** – Set from the start of EØ until EØ yellow (*To monitor duration of EØ by left turning Ambulance push button*).
- MSS6** – Not Used
- MSS7** – Set when CFA Detector 10 and/or Detector 11 On for greater than Special Purpose Timesetting No. 31.
- MSS8** – Set when Ambulance Station Detector 13 and On for greater than Special Purpose timesetting No. 34.

GENERAL OPERATION

- Controller only runs AØ, DØ and EØ while in **VA or ISOLATED** modes.
- In VA or ISOLATED mode, P1 can introduce in AØ if SG2 is in extension (i.e. minimum green has expired) and SG2 gaps or wastes. P2 can introduce in AØ if SG3 is in extension and SG3 gaps or wastes.
- SG1 remains green in AØ when SG2 closes down to introduce P1 while in V.A. and Flexi Isolated modes.
- SG1 remains green in BØ when SG2 closes down to introduce P1 (*Masterlink or Flexilink*).
- SG1 remains green in CØ.
- Use AØ ECO for SG1 when transitioning from AØ, BØ or CØ to DØ or EØ.
- Use DØ late start for SG2 in DØ. (*To reduce see through effect*).
- Use DØ Special All Red when transitioning from DØ -> EØ or EØ -> DØ.
- Allow transitions between DØ -> EØ and EØ -> DØ in the same cycle. (i.e. *to allow both emergency phases to introduce one after the other if demanded*).

CFA & AMBULANCE OPERATION

GENERAL

Signal Groups 1, 2 and 3, which control normal vehicular traffic, are standard 3-aspect (R/Y/G) displays and are provided to allow unopposed exit of a fire vehicle from the fire station or ambulance station. The signal displays remain in the GREEN state until they are forced to close down by detectors (i.e. push buttons) located inside the fire/ambulance station. After servicing fire vehicles or ambulances, the signals revert to the GREEN state.

This site should only operate in **ISOLATED** mode.

SUMMARY OF FIRE STATION AND AMBULANCE STATION PUSH BUTTONS

Three push buttons are located in the fire station and are connected to Detectors 10, 11, and 12.

- Detector 10 (East button) is activated when a fire vehicle intends to travel in east direction along Princes Highway; **turning left** as it exits the Traralgon Fire Station.
- Detector 11 (West button) is activated when a fire vehicle intends to travel in west direction along Princes Highway; **turning right** as it exits the Traralgon Fire Station.
- Detector 12 (Cancel button) is used to **cancel** the extension of emergency vehicle operations called by Detector 10 or Detector 11.

NOTE: Right turn or left turn push buttons perform the same function, as requested by Traralgon CFA.

Two push buttons are located in the ambulance station and are connected to Detectors 13 and 15.

- Detector 13 (East button) is activated when an ambulance intends to travel in east direction along Princes Highway; **turning left** as it exits the Ambulance Station.
- Detector 15 (Cancel button) is used to **cancel** the extension of emergency vehicle operations called by Detector 13.

SUMMARY OF FIRE STATION AND AMBULANCE STATION INDICATORS

Wait State 7 (WS7) / Special Output 2 (SO2)

There is **ONE** “Call Received” indicator lamps within the Ambulance Station:-

Wait State 7 / Special Output 2 drives the **left turn** “Call Received” indicator.

Wait State 8 (WS8) / Special Output 1 (SO1)

There are **TWO** “Call Received” indicator lamps within the Fire Station. These lamps are driven by Wait State 8 / Special Output 1.

DETAILED DESCRIPTION OF OPERATION

GENERAL INFORMATION

1. Controller rests in AØ (*VA or Isolated Modes*).
2. When DØ is demanded, close down SG1 at the start AØ ECO, SG2 and SG3 together at the start of AØ yellow and proceed to DØ as soon as possible without violating SG3 minimum green and pedestrian walk times. SG2 then introduces at the end of DØ late start period.
3. When EØ is demanded, close down SG1 at the start AØ ECO, and SG2 at the start of AØ yellow and proceed to EØ as soon as possible without violating pedestrian walk times.
4. Allow transitions between DØ and EØ to allow consecutive emergency phases (fire station and ambulance station phases) if demanded.
5. When SG2 is not green (*during P1 operation*), hold SG3 green until SG2 goes green for its 10 seconds minimum green. SG1 then closes down at the start of AØ ECO, SG2 and SG3 close down together at the start of AØ yellow and follow by AØ Special All Red before proceeding to DØ.
6. Inhibit P1 and P2 from introducing when DØ is demanded.

7. Inhibit P1 from introducing when EØ is demanded.
8. When DØ is demanded, set MSS1 flag. MSS1 will be set until end of DØ yellow. *(MSS1 will be used to force this site into Isolated mode if it is running Masterlink or Flexilink).*
9. When EØ is demanded, set MSS4 flag. MSS4 will be set until end of EØ yellow. *(MSS4 will be used to force this site into Isolated mode if it is running Masterlink or Flexilink).*
10. Use Special All Red for AØ or BØ or CØ if phase transition is from AØ -> DØ or BØ -> DØ, CØ -> DØ. *(This is to guarantee vehicles travelling westbound clear the exit of the CFA before DØ commences).*
11. Substitute EØ Special All Red for AØ or BØ or CØ All Red if phase transition is from AØ -> EØ or BØ -> EØ, or CØ -> EØ respectively. *(This is to guarantee vehicles travelling eastbound and westbound clear the exit of the Ambulance station before the EØ commences).*

FIRE BRIGADE OUT OPERATION -

CALL FUNCTION via PUSH BUTTONS: Detector 10 and 11

- Activation of either Detector 10 or Detector 11 *(left turn button or right turn button respectively inside Fire Station)* starts a DELAY TIMER *(Special Purpose Timesetting No. 29)*. Expiry of this DELAY TIMER places a call for DØ.
- Turn on WS8 and SO1 when either Detector 10 or Detector 11 is activated. WS8 and SO1 will stay on until end of DØ minimum green.
- As soon as the "CALL" for DØ is established and provided SG3 minimum green has expired *(Special Purpose Timesetting No. 21)* and SG2 is green, the controller steps into AØ intergreen i.e. SG1 closes down at the start of AØ ECO and SG2 & SG3 close down at the start of AØ yellow. If the controller is in P1 or P2 walk when the "CALL" is received, substitute Special Purpose Timesetting No. 28 for alternate P1 and P2 walk times.
- DØ is automatically extended to maximum, unless the extension interval is terminated by the CANCEL button *(see below)*.
- When DØ maximum extension green expires, close down DØ and proceed to AØ.
- Set MSS2 flag at the start of DØ after being demanded via detector 10. MSS2 will remain until the start of DØ yellow. *(MSS2 will be used to monitor operation of DØ)*
- Set MSS3 flag at the start of DØ after being demanded via detector 11. MSS3 will remain until the start of DØ yellow. *(MSS3 will be used to monitor operation of DØ)*
- If both detectors 10 and 11 are pushed, set both MSS2 & MSS3.

CANCEL FUNCTION via CANCEL BUTTON (DETECTOR 12)

Activation of Cancel Button *(Detector 12)* starts a CANCEL TIMER *(Special Purpose Timesetting No. 30)*, expiry of which terminates DØ extension. If DØ extension has not yet commenced, it will be expired, thus terminating DØ at the end of minimum green.

AMBULANCE OUT OPERATION -

CALL FUNCTION via PUSH BUTTONS: Detector 13

- Activation of Detector 13 starts a DELAY TIMER (*Special Purpose Timesetting No. 32*). Expiry of this DELAY TIMER places a call for EØ.
- Turn on WS7 / SO2 when Detector 13 is activated. WS7 / SO2 will stay on until end of EØ minimum green.
- As soon as the "CALL" for EØ is established and provided SG2 is green, the controller steps into AØ intergreen. If the controller is in P1 or P2 walk when the "CALL" is received, substitute Special Purpose Timesetting No.28 for alternate P1 and P2 walk times.
- EØ is automatically extended to maximum, unless the extension interval is terminated by the CANCEL button (*see below*).
- When EØ maximum extension green expires, close down EØ and proceed to AØ.
- Set MSS5 flag at the start of EØ after being demanded via detector 13. MSS5 will remain until the start of EØ yellow. (*MSS5 will be used to monitor operation of EØ*).

CANCEL FUNCTION via CANCEL BUTTON (DETECTOR 15)

Activation of Cancel Button (*Detector 15*) starts a CANCEL TIMER (*Special Purpose Timesetting No. 33*), expiry of which terminates EØ extension. If EØ extension has not yet commenced, it will be expired, thus terminating EØ at the end of minimum green.

START-UP

The FLASHING YELLOW and ALL RED START UP intervals are not required. The controller shall begin normal operation in the MINIMUM GREEN interval of AØ.

ALARM STATUS

CFA INPUTS

Detector 10 and Detector 11

If Detector 10 and/or Detector 11 are on continuously do not call DØ (apart from when it is first activated) until Detector 10 and/or Detector 11 changes state. Also if Detector 10 and/or Detector 11 are on continuously for greater than the value in Special Purpose Timesetting No. 31 then set the MSS7 flag - this can be used to send a warning message.

Detector Alarm Generation:

- When the controller is on line to SCATS and Detector 10 and/or Detector 11 are continuously on for the periods as specified by the SCATS TDA message, then a Detector Alarm (DA) will be generated on Detector 10 and/or Detector 11.
- Do not alarm Detector 10 and/or Detector 11 if in the off state.
- These 2 conditions mean that a DA will be generated "ONLY IF DET SHORT CIRCUIT".

Detector 12

If Detector 12 is on when Detector 10 and/or Detector 11 is activated then ignore Detector 12 i.e. Detector 12 is prevented from cancelling the extension of DØ.

Detector Alarm Generation:

Detector Alarm Generation:

- When the controller is on line to SCATS and Detector 12 is continuously on for the periods as specified by the SCATS TDA message, then a Detector Alarm (DA) will be generated on Detector 12.
- Do not alarm Detector 12 if in the off state.
- These 2 conditions mean that a DA will be generated "ONLY IF DET SHORT CIRCUIT".
- Generation of a DA alarm renders Detector 12 inoperative (i.e. DØ will run to maximum).

AMBULANCE STATION INPUTS

Detector 13

If Detector 13 is on continuously do not call EØ (apart from when it is first activated) until Detector 13 changes state. Also if Detector 13 is on continuously for greater than the value in Special Purpose Timesetting No. 34 then set the MSS8 flag - this can be used to send a warning message.

Detector Alarm Generation:

- When the controller is on line to SCATS and Detector 13 is continuously on for the periods as specified by the SCATS TDA message, then a Detector Alarm (DA) will be generated on Detector 13.
- Do not alarm Detector 13 if in the off state.
- These 2 conditions mean that a DA will be generated "ONLY IF DET SHORT CIRCUIT".

Detector 15

If Detector 15 is on when Detector 13 is activated then ignore Detector 15 i.e. Detector 15 is prevented from cancelling the extension of EØ.

Detector Alarm Generation:

- When the controller is on line to SCATS and Detector 15 is continuously on for the periods as specified by the SCATS TDA message, then a Detector Alarm (DA) will be generated on Detector 15.
- Do not alarm Detector 15 if in the off state.
- These 2 conditions mean that a DA will be generated "ONLY IF DET SHORT CIRCUIT".
- Generation of a DA alarm renders Detector 15 inoperative (i.e. EØ will run to maximum).

CONTROLLER TIMESETTINGS - 2**SPECIAL MOVEMENT TIMESETTINGS** Front Panel Command: B.Timesetting No (e.g. B.5 accesses Special Movement Timesetting No 5)

Timesetting No	Timesetting (Range: 0-5)	FUNCTION
1	2.0	SG2 ALL RED (SUBSTITUTE BØ ALL RED)
2	2.0	SG3 ALL RED (SUBSTITUTE BØ ALL RED)
3		
4		
5		
6		
7		
8		

SPECIAL PURPOSE TIMESETTINGS Front Panel Command: B.Timesetting No (e.g. B.19 accesses Special Movement Timesetting No 19)

Timesetting No	Timesetting (Range: 0-200)	FUNCTION	
9	40	OFFSET T1	LOW OFF PEAK No Z-, No Z+
10	40	OFFSET T2	
11	40	OFFSET T1	AM PEAK Z-, No Z+
12	40	OFFSET T2	
13	40	OFFSET T1	PM PEAK No Z-, Z+
14	40	OFFSET T2	
15	40	OFFSET T1	HIGH OFF PEAK Z-, Z+
16	40	OFFSET T2	
17	10	SG1 ISOLATED MIN GREEN	
18	0	LIMIT GREEN WATCHDOG TIMER	VC >= 4 ONLY
19	0	SPECIAL FACILITY CONTROLS ALARM TIMER	
20	10	SG2 LINK MIN GREEN	
21	10	SG3 ISOLATED MIN GREEN	
22	10	SG3 LINK MIN GREEN	
23	8	P1 → P2	TRANSFER OF DEMAND
24	8	P2 → P1	
25	8	DELAY TIMER FOR APPROACH 2 QUEUING FEATURE	
26	8	P1 WALK TIME SUBSTITUTION when XSF3 is set	
27	8	P2 WALK TIME SUBSTITUTION when XSF3 is set	
28	4	ALTERNATE P1 AND P2 WALK TIMES	
29	1.0	DELAY TIMER (DETECTORS 10 AND 11 - CALL PUSH BUTTONS)	CFA
30	0.5	DELAY TIMER (DETECTORS 12 - CANCEL PUSH BUTTON)	CFA
31	150	ALARM MESSAGE TIMER (DETECTORS 10 AND 11)	
32	1.0	DELAY TIMER (DETECTORS 13 - CALL PUSH BUTTONS)	AMBULANCE
33	0.5	DELAY TIMER (DETECTORS 15 - CANCEL PUSH BUTTON)	AMBULANCE
34	150	ALARM MESSAGE TIMER (DETECTORS 13)	
35			
36			
37			
38			
39			
40			

CONTROLLER TIMESETTINGS - 3**PRESENCE TIMESETTINGS**

Front Panel Command: D.Detector No (e.g. D.7 accesses Presence time for detector 7)

DETECTOR No	TIMESETTING (Range: 0-10)
1	
2	
3	
4	
5	6.0
6	6.0
7	6.0
8	6.0
9	
10	
11	
12	

QUEUING FEATURE**APPROACH 1:**

- If XSF9 (Masterlink) or R- (Flexilink) is set, and the presence time for detector 5 and/or detector 6 is expired in BØ, and there is a demand for P1, expire approach 1

APPROACH 2:

- If XSF10 (Masterlink) or R+ (Flexilink) is set, and the presence time for detector 7 and/or detector 8 is expired, and there is a demand for P2 when a special timer (Refer Special Purpose Timesetting No 25) has expired, expire approach 2. The special timer starts when T1 expires.

DAILY EVENT TIMESETTINGS

FUNCTION	TIMESETTING
Daily start time (Hours)	
Daily start time (Minutes)	
Daily finish time (Hours)	
Daily finish time (Minutes)	

FLEXILINK OPERATION**PHASE SEQUENCES**

No	PHASE SEQUENCE
1 (No Y+)	ABCDE
2 (Y+)	

NOTES:

1. All phases must be specified in the phase sequence
2. Only specify phase sequence 2 if it is different from phase sequence 1.

LOOK AHEADS & RELEASES

PHASE SEQUENCE 1		
PHASE	LOOK AHEAD*	RELEASE
A	No	No
B	No	No
C	No	No
D	Yes (To E and A)	Auto
E	Yes (To A)	Auto
F		
G		

PHASE SEQUENCE 2		
PHASE	LOOK AHEAD*	RELEASE
A		
B		
C		
D		
E		
F		
G		

* Specify the phases to which look ahead is permitted, e.g. Yes (to E, F, G, A)

INHIBIT PHASES

The following phases can be inhibited in flexilink by setting the call pulse one step before the call pulse of the next phase in sequence _____

PULSE STEP LENGTH

☐ One Second ☒ Two Second

MASTERLINK & FLEXILINK SPECIAL FLAGS

FLAG	FUNCTION
Y- Flexi	The site will operate in flexilink mode if the signal is continuously sent (C) or is used as an offset (e.g. 25)
Y- Master	
Y+ Flexi	
Z- Flexi	Choose alternative offset times:
Z- Master	Low Off Peak (No Z-, No Z+) Refer Special Purpose Timesettings 9 & 10
Z+ Flexi	AM Peak (Z-, No Z+) Refer Special Purpose Timesettings 11 & 12
Z+ Master	PM Peak (No Z-, Z+) Refer Special Purpose Timesettings 13 & 14
	High Off Peak (Z-, Z+) Refer Special Purpose Timesettings 15 & 16
R- Flexi	Queuing Feature (refer notes on page 6)
R+ Flexi	Queuing Feature (refer notes on page 6)
Q- Flexi	
Q+ Flexi	

SCATS INTERSECTION DATA

The data shown on this page is typical data that can be used for testing controller operations. This data is not necessarily applicable when the site is switched on in the field

TYPICAL SLOT DATA

SLOT n =		5	,	1	,	0
		(phases)		(split plans)		(walks)
INT	=	6691				
VC	=	5				
CS	=					
COM	=	NET				
PK	=	!				
S#	=					
LM	=					
RMN	=	!				
DCL	=	!				
AT	=	5				
BT	=	7				
CT	=	5				
DT	=	5				
ET	=	5				
FT	=	!				
W1	=	!*				
W1T	=	!*				
W2	=	!*				
W2T	=	!*				
W3	=	!				
W3T	=	!				
W4	=	!				
W4T	=	!				
PP1	=	0,0A				
PP2	=	0,0A				
PP3	=	0,0A				
PP4	=	0,0A				

TYPICAL SPLIT PLAN DATA**PHASE SEQUENCE 1**

A = 0PDB

B* = 50 NGC

C = 18#NGA

D = 1E

E = 1A

CØ = WALK + CLEARANCE + 3 SECONDS

* BØ MUST BE INCLUDED IN THE SEQUENCE
AS SG1 CAN ONLY CLOSE DOWN IN BØ

* Peds. Independent of Master

PED NO	PED NO					P1	P2		
	GROUP NO	1	2	3	4	5	6	7	8
	1				X				
	2					X			X
	3				X		X		
	4	X		X					
P1	5		X						
P2	6			X					
	7								
	8		X						

INT=6691

24/05/2019

PAGE

*** MAPPING TABLES

*** Input translation map

IMAP EQU *

SECT1 EQU *

FDB	EXT1+P3	(P3 P.B.)
FDB	EXT2+P1	(P1 P.B.)
FDB	EXT3+P2	(P2 P.B.)
FDB	EXT4+P4	(P4 P.B.)
FDB	INT1+5	(APP 1 L)
FDB	INT2+6	(APP 1 R)
FDB	INT3+7	(APP 2 L)
FDB	INT4+8	(APP 2 R)
FDB	NOMAP	
FDB	EXT6+10	(CFA LEFT)
FDB	EXT7+11	(CFA RIGHT)
FDB	EXT8+12	(CFA CANCEL)
FDB	EXT9+13	(AMBULANCE LEFT)
FDB	NOMAP	
FDB	EXT11+15	(AMBULANCE CANCEL)
FDB	END	

SECT2 EQU *

FDB END