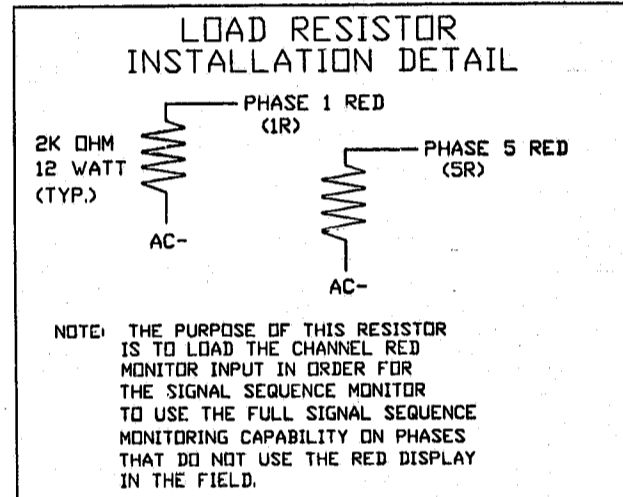
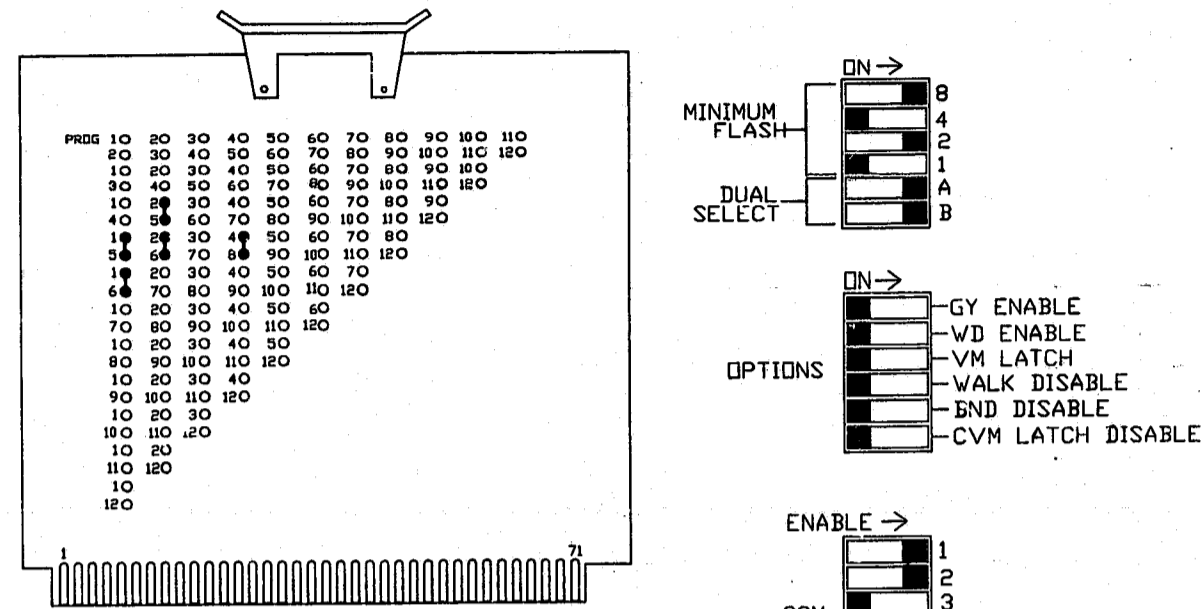
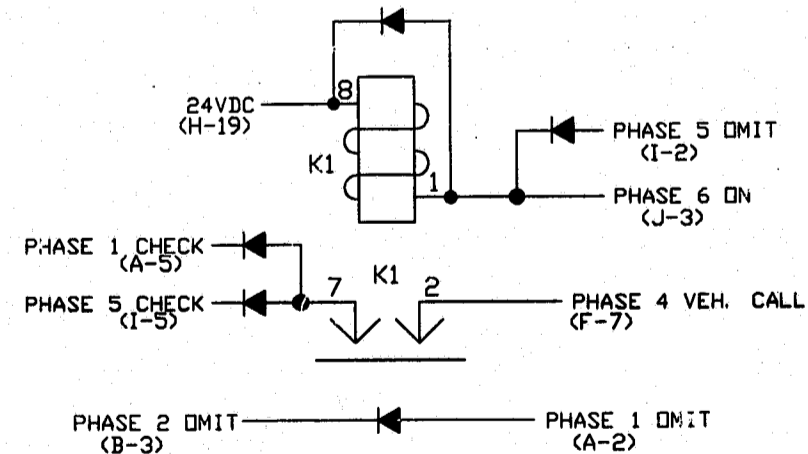


EDI MODEL SSM-12E CONFLICT - VOLTAGE MONITOR PROGRAMMING DETAIL

(Install jumpers and set switches as shown below)



BACK-UP PROTECTION WIRING DETAIL (WIRE AS SHOWN)



NOTES

- RELAY 'K1' IS A SPST WITH A 24VDC COIL. (DOT# 52-28450) (P&B# KRP3DH)
- ALL DIODES ARE VALUED AT 600V PIV, 1 AMP MINIMUM. (RECOMMENDED PART NO. IN4005)
- WHEN TRAFFIC CONDITIONS REQUIRE THE CONTROLLER TO BACK-UP FROM PHASE 2+6 TO PHASE 1 AND/OR 5, THIS RELAY LOGIC CIRCUIT WILL FORCE THE CONTROLLER TO CYCLE THROUGH PHASE 4+8. THE CONTROLLER IS NOT ALLOWED TO BACK UP DIRECTLY TO PHASE 1 AND/OR 5 FROM PHASE 2+6.

NOTES

- TO PREVENT "FLASH-CONFLICT" PROBLEMS, ALL UNUSED PHASES AND OVERLAPS SHALL BE WIRED TO FLASH RED. THE INSTALLER SHALL VERIFY THAT SIGNAL HEADS FLASH IN ACCORDANCE WITH THE SIGNAL PLANS.
- TO PREVENT RED FAILURES ON UNUSED MONITOR CHANNELS, TIE UNUSED VEHICLE LOAD SWITCH RED OUTPUTS: 3, 7, 9, 10, 11 AND 12 TO LOAD SWITCH AC+ BY INSERTING A JUMPER PLUG IN THE UNUSED VEHICLE LOAD SWITCH SOCKET FROM PIN 1 (LS AC+) TO PIN 3 (RED OUT). MAKE SURE ALL FLASH TRANSFER RELAYS ARE IN PLACE.
- THE CONTROLLER SHALL BE PROGRAMMED TO START UP IN PHASES 2 AND 6 GREEN.
- POWER-UP FLASH TIME SHOULD BE SET TO 10 SECONDS AND IMPLEMENTED ON THE CONFLICT MONITOR. CONTROLLER POWER-UP FLASH TIME SHOULD BE SET TO 0 SECONDS.
- ENABLE SIMULTANEOUS GAP-OUT FEATURE, ON CONTROLLER UNIT, FOR ALL PHASES.
- DETECTORS SHALL BE WIRED IN ACCORDANCE WITH MANUFACTURERS' INSTRUCTIONS TO ACCOMPLISH THE DETECTION SCHEMES SHOWN ON THE SIGNAL DESIGN PLANS.
- PROGRAM PHASES 4 AND 8, ON CONTROLLER UNIT, FOR DUAL ENTRY.

EQUIPMENT INFORMATION

CONTROLLER.....ECONOLITE ASC/2-2100
 CABINETECONOLITE 5300-844BR
 CABINET MOUNT.....BASE
 LOADBAY POSITIONS.....16
 LOAD SWITCHES USED.....1,2,4,5,6, AND 8
 PHASES USED.....1,2,4,5,6, AND 8
 OL/A.....NOT USED
 OL/B.....NOT USED
 OL/C.....NOT USED
 OL/D.....NOT USED

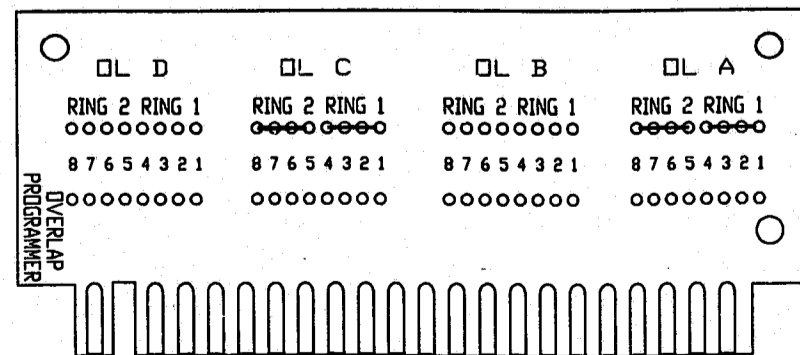
TYPICAL CONNECTION CHART FOR DETECTORS

PIN FUNCTION	LOOP PANEL TERMINATION
AC+	AC+
AC-	AC-
CHASSIS GROUND	CHASSIS GROUND
LOOP INPUT	LOOP
LOOP INPUT	LOOP
RELAY NORMALLY OPEN	VEHICLE CALL INPUT
RELAY COMMON	LOGIC GROUND
TIMER INHIBIT	ASSOCIATED PHASE GREEN

NOTES:

- THE TIMER INHIBIT WIRE SHALL BE CONNECTED TO THE ASSOCIATED PHASE GREEN LOAD SWITCH OUTPUT WHEN ONLY DELAY OPERATION IS REQUIRED, UNLESS OTHERWISE SPECIFIED BY THE LOOP AND DETECTOR UNIT INSTALLATION CHART.
- IF EXTEND OPERATION IS REQUIRED, THE TIMER INHIBIT WIRE SHALL NOT BE CONNECTED.

NEMA OVERLAP CARD



BLANK (NO JUMPERS)

STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.		3	4
F.A. PROJ. NO.			
PROJECT ID NO.			

FIELD CONNECTION HOOK-UP CHART

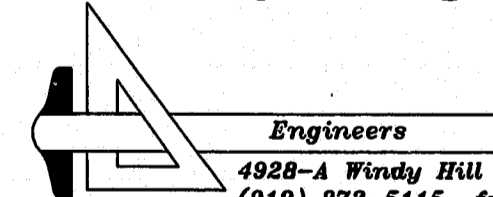
PHASE	1	2	3	4	5	6	7	8	OLA	OLB	OLC	OLD	2 PED	4 PED	6 PED	8 PED
SIGNAL HEAD NO.	81 82	21 22	NU	41 42	21 42	81 82	NU	81 82	NU	NU	NU	NU	NU	NU	NU	NU
GREEN		2G		4G		6G		8G								
YELLOW		2Y		4Y		6Y		8Y								
RED	•	2R		4R	•	6R		8R								
RED ARROW																
YELLOW ARROW	1Y				5Y											
GREEN ARROW	1G				5G											

NU = NOT USED

• = DENOTES INSTALL LOAD RESISTOR, SEE LOAD RESISTOR INSTALLATION DETAIL.

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN 05-1896
 DESIGNED: 7/12/99
 SEALED: 7/12/99
 REVISED: N/A

Ramey Kemp & Associates



WESTON PARKWAY
 AT
 SR 3091 (HARRISON OAKS BLVD.)/
 RENAISSANCE PLACE

DIVISION 05 WAKE COUNTY CARY

REVISIONS	INIT.	DATE

SIGNATURE: David J. Davis DATE: 7/12/99

SCALE: NONE DATE: 7/12/99

PREPARED BY: CET/DJD

REVIEWED BY: RFK

RKA JOB #: 99083.40

S/G INV. NO. 05-1896

N.C. DEPARTMENT of TRANSPORTATION
 DIVISION of HIGHWAYS
 TRAFFIC ENGINEERING BRANCH

98-SP-183
 APPROVED
 05 2/21/99
 JPP 9/12/99