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Siemens m60 Series ATC

The Advanced Traffic Controller for NEMA-style cabinets featuring a Linux-based operating system

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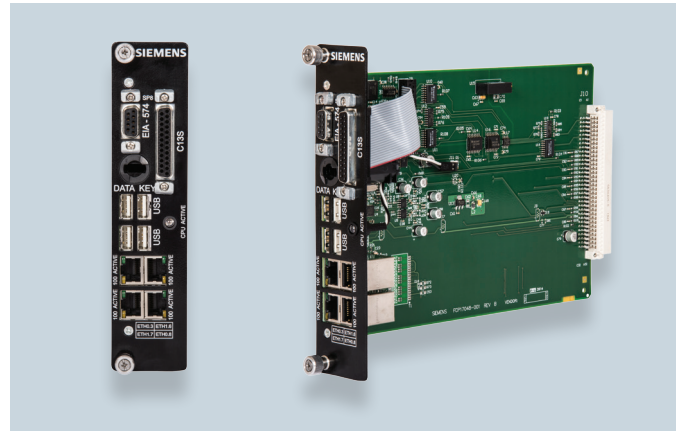
If you haven't heard about Siemens traffic controllers recently, it's because we have been so busy enhancing them

The idea behind Siemens new m60 ATC controller is simple: The less you have to hear about traffic, the better.

Introducing the new Siemens m60 ATC with SEPAC
The Siemens m60 ATC gives you better control of your traffic signals, cost of ownership and – to an extent – your signal system's future. Siemens has made the m60 ATC a feature-rich traffic signal controller, along with the robust performance required to meet ever-changing traffic demands. Because the advanced functionality of the m60 series is designed to exceed industry ATC 5.2b standards and specifications, upgrading your controllers and software to m60 ATC with SEPAC will keep your city ahead of the traffic curve.

Siemens remembered not to skimp on memory
Choosing a controller with more brainpower is a smart move. The m60 ATC's MPC 8270 processor, operating at 266MHz, provides enough power to future-proof the most demanding of intersections. Combine this with the 512MB FLASH, 64MB DRAM and 2MB SRAM, and the m60 has the memory space to host multiple applications on its Linux-based operating system.

The more we put into it, the more you get out of it



The best ideas need a solid hardware backbone to succeed in the real world. The m60's modular communications hub brings all the communication ports required to keep a signalized intersection communicating with the traffic management center. The communications hub also includes a network switch and two ports for both ENET1 and ENET2, allowing the user to communicate with many different devices inside the signal control cabinet. Four USB ports on the front of the hub ensure that the m60 ATC will have enough expansion ports for years to come. Inclusion of a datakey port extends the backward compatibility with legacy systems that only Siemens can deliver. To keep all communications traffic on schedule, the new direct connect GPS serial port makes for an easy connection to a GPS unit.



The idea behind our new m60 ATC controller is simple:

The less you have to hear about traffic, the better

Putting our best features on display

The Siemens Multiview Display (SMD) will change the way users interrogate the operations of signalized intersections. Split viewing, on the SMD, allows changes to the configuration of the m60 ATC while simultaneously viewing any one of five active status windows. The 5 1/8-inch active Thin Film Transistor (TFT) backlit LCD display facilitates low-light configuration changes. With Siemens unparalleled backward compatibility, a quick software upgrade to existing m50 controllers will bring new life and functionality to a trusted controller.



With 40 characters and 16 lines, the new look and feel of the m60 ATC display makes it easier for users to view and use. User-programmable hot keys simplify entering time-based controls and time-of-day values. In short, the m60 ATC will help make jobs easier, so traffic can flow more efficiently.

Priority routines are a top priority

Siemens is the industry leader in Priority routines. The m60 with SEPAC can receive signals from an approaching bus or light rail train and prioritize it with minimal impact on the flow of other vehicles approaching the intersection.

With full priority, the m60 ATC will aggressively prioritize the approaching transit vehicle by skipping directly to the appropriate transit phase to minimize delays seen by the transit agency. Partial Priority is a more balanced approach, where phases have a preprogrammed amount of time reduction and extension. With the balanced approach, users can prioritize the transit vehicle while minimizing delays on all approaches, even during coordination.

Siemens best features begin with something other than vehicles in mind

For greater visibility, pedestrian-walk offset points allow pedestrians to enter the crosswalk before any turning traffic is allowed. Pedestrian-exclusive phasing stops all traffic before pedestrians are allowed to cross. Prioritizing pedestrian movement allots longer pedestrian cross times than the associated signal timing within the active coordination plan.

Siemens solution to the yellow go/no go zone dilemma

The MUTCD stipulates some of the safety features built into all controllers; all others, Siemens has enhanced. The advance-vehicle density setting helps identify safe gaps between vehicles approaching a signalized intersection to reduce the effects of the dilemma zone. Using the advanced features of collision avoidance routines, the Siemens m60 ATC can extend the all-red clearance interval to reduce the risk of side-impact collisions.

The Siemens m60 ATC: Part of the bigger and better picture of traffic management

The m60 ATC advanced traffic controller is part of a network of Siemens innovations for better traffic management that includes the TACTICS Central Advanced Traffic Management System (ATMS) and TACTICS smartGuard web-based mobile traffic control center. Working together, or independently, these capabilities put the most advanced technologies into your traffic management configurations.



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Subject to change without prior notice
Printed in USA
Order No.: RCM-BRO-0008
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