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Traffic Light REPORT

The magazine for traffic technology

INNOVATIONS
ON THE CATWALK





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Dear readers,

It is not only our numerous international contacts and visits that show me that RTB is home all over the world. We were able to see this most recently in Amsterdam, Phoenix/Arizona and in Frankfurt/Main, where we were able to welcome you - our partners - from all over the world.

It is striking that, despite all the country-specific differences, our customers' wishes and requirements are very similar. One example of this are the acoustics of traffic light systems. Even if the signal tones differ from country to country as well as a few technical requirements, the challenge remains the same - to ensure safety for blind and visually impaired users and to do so as simply and barrier-free as possible.

In recent years, RTB has worked hard to move the products onto standardized platforms wherever possible in order to be able to react much faster to adaptations and customer requests. We have received a positive response to this at the recent trade fairs, where our new BELLA acoustic generation attracted as much attention as the innovations in the radar sector.

We are excited to see what challenges you will set for us on our future tours, both nationally and internationally. One thing is for sure: we will take them!

With this in mind, I hope you enjoy reading!

Yours sincerely,


Marc Rummeny

SUCCESSFUL TRADE FAIR FLAIR



A great atmosphere, good discussions, promising prospects - this is the essence of what we have taken away from the past trade fairs - INTERTRAFFIC, IT-TRANS, ITS World Congress and SightCity. The open, inviting concept as a communication stand has proved its worth as a place to talk about today's and tomorrow's innovations in a pleasant, relaxed atmosphere. At INTERTRAFFIC, in particular, the „single chair detection“ and the Italian-style ristorante ambience were so well received that the stand was busy even on the last day of the fair, which is usually a weak day.

We are now looking forward to working with you on the outstanding issues from the numerous discussions and ensuring that ideas become innovations.

Thank you for making the trade fairs such special events!



WE ROLL OUT THE RADAR

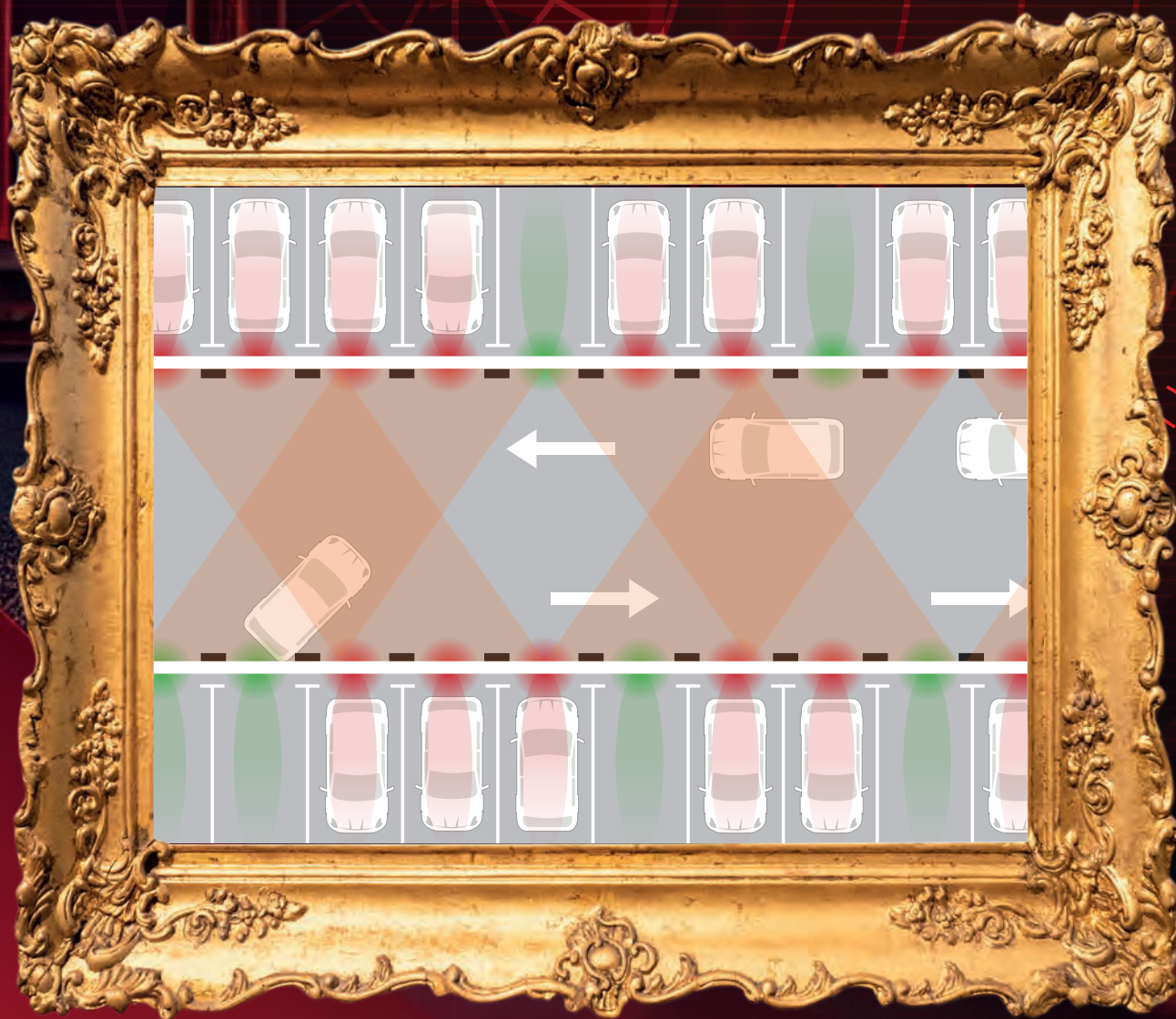
Increasing cost pressures on materials and services are also affecting the construction of parking garages. At the same time, demand is high because of the lack of sufficient parking spaces in many places. State-of-the-art, yet cost-optimized solutions are needed to meet all requirements. As a radar specialist, RTB offers a new, effective method of parking space detection - the radar carpet. These are multi-space detectors that can detect up to six parking spaces simultaneously using radar. It is particu-

larly noteworthy that both stationary and moving vehicles are detected, including the direction of travel. The sensors are mounted on the opposite row of parking spaces or in the middle of the lane. The occupancy status is also clearly indicated by means of a colored LED.

In the future, radar multi-space detection will provide an additional high-tech solution for parking garages that require a precise yet cost-effective parking guidance system.

WE WOULD BE HAPPY TO INFORM
YOU PERSONALLY ABOUT THE
RIGHT OPTION FOR YOU.

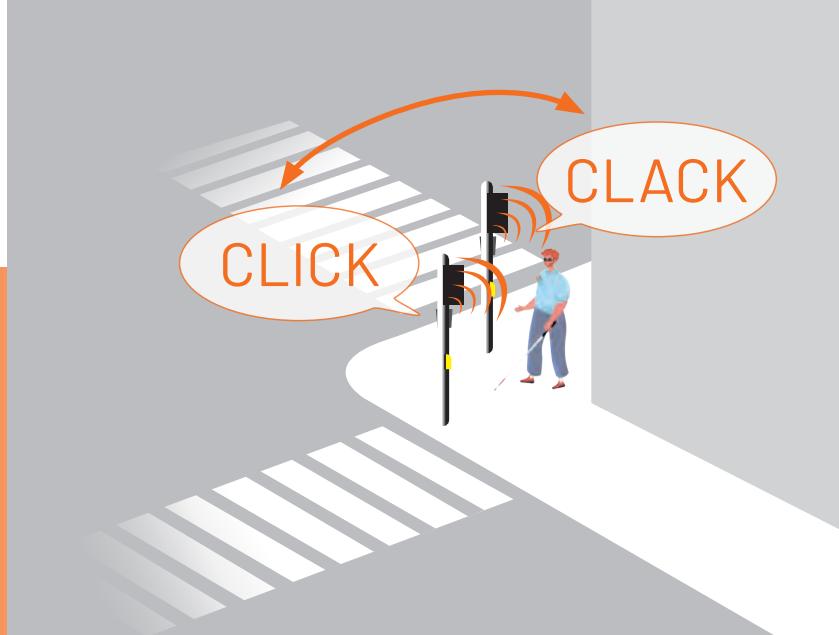
UT CARPET!



Bella!



NOT ONLY BEAUTIFUL, BUT TECHNICALLY OUTSTANDING



As a leading manufacturer of acoustic units for traffic light systems, RTB presented the new generation of acoustics, called BELLA, at the INTERTRAFFIC.

What differs significantly from the previous version, however, is that the firmware has been divided into two areas, the safety and comfort area. This separation means that the safety core is not changed when adjustments or changes are made to the settings. In return, however, it is possible to react significantly faster to customer requests, such as adjustments to the sounds, as these changes are made in the comfort firmware.

In the last issue of our Traffic Light Report, we reported on net.2, the state-of-the-art interface for the control unit, which replaces expensive and maintenance-intensive cable networks with digital traffic data. All BELLA acoustic units are Bluetooth- and therefore net.2-capable and, of course, strictly SIL3-compliant in accordance with the latest standards.

BELLA offers outstanding advantages for orientation and localization, especially for blind and visually impaired people. This is because the acoustics are coordinated so that the orientation signals are emitted asynchronously. The walk signals of a ford are also emitted alternately to make it easier to cross quickly and safely, although these safety-relevant signals remain wired.

An individual volume increase or the extension of the pedestrian green is still possible by using the LOC.id technology, which of course also works with the new BELLA generation.

And the installers have also been taken into consideration! Simple commissioning and maintenance can be carried out quickly and conveniently using the service app. The use of net.2 enables remote maintenance or remote diagnosis as an additional option, which significantly reduces the workload and therefore costs.

IF YOU HAVE NOT YET BEEN ABLE TO SEE BELLA FOR YOURSELF,
WE WOULD BE HAPPY TO INTRODUCE YOU TO THE NEW GENERATION OF ACOUSTICS.

MUNICIPALITIES INCREASINGLY RELY ON



LOC~~id~~id

Accessibility for people with visual impairments is becoming a matter of course in many places. And this in particular when a great benefit can be achieved for those affected with comparatively little effort.

LOC.id technology has already become established at traffic light systems in numerous municipalities. This is because it can be integrated quickly and easily to significantly increase safety when crossing the road. Thanks to LOC.id, the volume of the locator tone can be individually increased, making it much easier to find the mast. In addition, LOC.id can be used to extend the pedestrian green signal as needed, for example to give people with physical or visual impairments more time to cross.

All that users affected need is the active LOC.id app on their smartphone. Equipped traffic lights communicate with the user's smartphone via Bluetooth. This can be carried in a trouser or jacket pocket and does not require an active operation. The hands remain free at all times.

In addition to traffic light systems, LOC.id offers many other areas of application, all with the same goal: to achieve accessibility everywhere!



RETRO IS IN - AND SO ARE RETROFITS!

Retrofitting refers to the replacement of components or the modernization of existing systems or machines. A retrofit can make more sense than a complete replacement. Existing machines or systems are brought back up to date by replacing outdated components and adding new, contemporary technological developments. The advantages lie in the modernization and the associated increase in productivity at significantly lower costs compared to a new purchase.

RTB parking ticket machines can be quickly and easily brought up to the latest state-of-the-art with a retrofit, as only the technical door needs to be replaced. This means that new featu-

res such as a touch display or a card reader for cashless payment can easily be retrofitted. A communication unit for remote access and card payment processing can also be retrofitted quickly and easily in this way. This means that adjustments, e.g. to tariffs, can be made directly from the desk. With the associated PDM.control software, the status of the devices can be viewed at any time and central coordination of software updates and order placement to service technicians is possible via e-mail.

Would you like to update your parking ticket machines? Please get in touch with our sales team.

LONG, LON

WE CAN NOW ALSO DO

TOPO classification systems from RTB could already do a lot, but the new TOPO V5 generation can do even more! The new generation of devices was initially developed for inquiries from the Scandinavian countries, where other vehicle classes are used as a basis. For example, the TOPO V5 devices comply with the Danish VD14, that means the vehicle classification into 14 classes.

But that is by no means all, because a major advantage of the new TOPOs is the precise vehicle classification across two lanes in one direction, as is often the case on main roads (2/1) or on federal highways (2/2), for example. Two devices are still used here, which are installed opposite each other and which communicate with one another. The TOPO V5 devices are therefore able to automatically learn lanes, as the devices are communicating with each other about the vehicles already detected, resulting in a detection accuracy of almost 100%.



GER – VERY PRECISE

Another new feature is accurate classification up to a speed of 185 km/h, with energy savings of 30% compared to before. This leads to significantly longer operating times of the TOPO systems at the respective locations before the batteries need to be replaced.

It goes without saying that the official BAST ((German Federal Highway Research Institute) suitability test has also been scheduled for the new generation.

Another factor that makes this TOPO generation special is the detection of long trucks (so called Gigaliner) with more than 17 meters in length. This vehicle category will certainly play an increasing role in future freight transport, as there are several good reasons for its use:

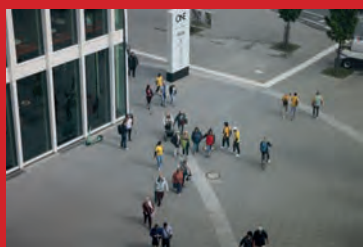
- ▶ Two long truck journeys replace three journeys with conventional trucks
- ▶ Efficiency gains and fuel savings of between 15% and 25%
- ▶ No increased maintenance costs for the infrastructure

So far, long trucks are only allowed to drive on routes that are included in a so-called positive list of the German Federal Ministry of Digital and Transport. A bilateral agreement is required for the cross-border transportation of long trucks, which currently exists for a limited period between Germany and the Netherlands, for example.

RTB took part in a study of truck traffic there using the TOPO systems, with consistently positive results in terms of reliable detection. Long trucks are divided into up to five different classes, whereby the difficulty lies in including existing lift axles. The aim here is to generate further data material in order to refine the reliable differentiation of these five classes. The initial results provide a valuable basis on which further development can now take place.

WOULD YOU LIKE TO KNOW MORE
ABOUT THE NEW TOPO GENERATION?
GET IN TOUCH WITH US!





SightCity

15 - 17 MAY 2024 | FLOOR L3



Trade Fair Impressions



Intelligent Urban Transport Systems

KARLSRUHE | 14 - 16 MAY 2024



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