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Siemens m60 Series ATC

An Advanced Traffic Controller for NEMA-style cabinets

If you haven't heard about our advanced traffic controllers recently, it's because we've been so busy improving them

**The idea behind our 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 better control you have, the fewer complaints you will hear. The Siemens m60 ATC gives you better control of not only your traffic signals, but also your cost of ownership and your signal system's future. We've made the m60 ATC a feature-rich traffic signal controller with the robust performance required to meet ever-changing traffic demands. Because we've designed the advanced functionality of m60 Series 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.

We 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 1MB 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
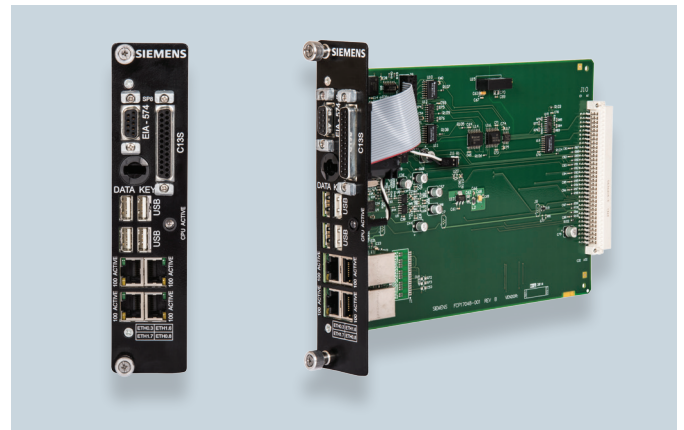
The best ideas need a solid hardware backbone to make it in the real world. The m60's modular communications hub brings all the communication ports required to keep a signalized intersection communicating with the traffic management center – for ease of use, out of a single board. The communications hub also includes a network switch and two ports for both ENET1 and ENET2, allowing the user to

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communicate with the 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 connection to a GPS unit a snap.

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 or dynamic-content-sensitive help to aid in the configuration changes. The 5 1/8-inch active TFT backlit LCD display facilitates low-light configuration changes. With Siemens unparalleled backward compatibility, a quick software upgrade to existing m50 ATCs 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 more capable and easy 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 everyone do his or her job better, so traffic can flow better.

We made priority routines one of our top priorities

At any intersection, the industry-leading priority routines of the Siemens m60 ATC can receive signals from an approaching bus or light rail train and prioritize it with minimal impact over the flow of other vehicles approaching the intersection.

With full priority, the controller 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, you can prioritize the transit vehicle while minimizing delays on each approach.

Some of our best features begin with something other than vehicles in mind

Pedestrian-walk offset points allow pedestrians to enter the crosswalk for greater visibility 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.

The yellow go/no go zone – and what we've done about this dilemma

The MUTCD stipulates some of the safety features built into all controllers; others, we've 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 advance 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 innovation 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 technology into your traffic management mix.

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