

Traffic-light system MPB 3200 – the low-cost radio traffic light.

reliable, simple, clearly arranged



Safety by Berghaus





Traffic-light system type MPB 3200 – innovative technology that is easy to operate.

The traffic light system MPB 3200 is a low-cost bottleneck traffic light system for alternating one-way traffic with simple and clear operation.

- For universal use with radio, cable and quartz control
- All signal heads identical so that all can be used as transmitter or receiver
- Vehicle-actuated with standard radar detector (VA version)
- Standard halogen lamps or innovative LED technology on request.

Modes:	Standard features include:
<ul style="list-style-type: none"> • automatic fixed phase mode • automatic green phase extension • automatic green on request (request mode, basic setting: continuous red) • continuous red for radio and cable operation • manual operation from any traffic light in radio or cable mode • manual operation (continuous green) in quartz mode • manual operation (continuous red) in quartz mode • lamps off • flashing 	<ul style="list-style-type: none"> • red monitoring • green/green interlocking • status monitoring • illuminated information display showing battery status, cycle second, operating status, radar detector function, manual mode, field strength for multi-frequency mode, plain text fault display and much more besides • night-time reduction (for far longer battery change intervals)

Features of the radio, cable, quartz controlled MPB 3200.

Applications:

The low-cost traffic-light system can be used either with radio, cable or quartz control. It is designed for controlling bottleneck situations; in the VA version it is equipped with directional radar detectors for vehicle-actuated operation as a standard feature. It is quickly installed and easy to operate intuitively without any special previous knowledge.



Operation:

The clearly arranged controls for MPB 3200 are extremely easy to operate, and can be clearly read even when switched off.

Radio, cable or quartz control is chosen with the function switch. The mode switch then selects the required setting.

All signal heads are identical so that the user decides which signal heads are to be used as transmitter or receiver with active feedback.

The necessary clearance times (interim times) and the green phases are adjusted at the transmitter and receiver controller with the knob. These times can also be adjusted separately in each direction for radio or cable operation.

The illuminated info display even provides information about the other side in radio or cable mode. As a result, it is possible e.g. to read off the signal and cycle status or see a pending fault (e.g. battery warning) in manual mode at every signal head.

Technical data	
Operating voltage	approx. 10-14 V DC voltage (electronic reverse polarity protection as well as under- and over-voltage protection, no loss of data when changing the battery)
Power consumption	approx. 0.89 A (halogen) on average per signal head approx. 0.43 A (LED) on average per signal head
Lamps	12V/10W halogen (commercially available) – or optimised power-saving LED modules on request
Fuse	4A, 5x20mm, medium time lag (commercially available)
Control types	fixed phase, vehicle-actuated operation with green phase extension, vehicle-actuated operation with green on request, continuous red, manual operation, flashing, lamps off
Data transmission	cable or digital radio path
Radio path	max. length approx. 2,000m under ideal conditions

The radio transmission system uses state-of-the-art technology. Even higher transmission quality is now possible with further improvements in the security of the radio link.



Peter Berghaus GmbH

Herrenhöhe 6

51515 Kürten-Herweg

P +49 (0)2207 9677-0

F +49 (0)2207 9677-80

mail@berghaus-verkehrstechnik.de

www.berghaus-verkehrstechnik.de



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