

N62 Mid-Block Pedestrian Crossing Signal Control

N62M Signal Control Features

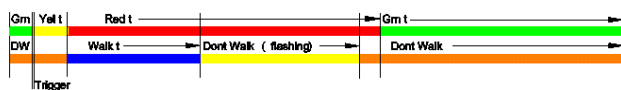
The control is a multifunction self-contained pre-programmed signal control intended to operate a single mid-block pedestrian crossing in fully automatic cycle mode. It will also function in a externally triggered cycle mode monitoring to 2 normally open push buttons.

Mid-block Ped Control Operation:

Triggered Mode

In the trigger mode: the vehicle signal remains in the normal state of green until a push to walk trigger is received at which time the control will change the vehicle signal to yellow for 4 seconds then Red at which initiates the Walk Cycle. The Walk cycle includes the Walk indication followed by the flashing Don't Walk indication followed by a solid Don't Walk. After a 2 second clearance interval the control returns to the solid Green Light indication on the vehicle signal. The durations of the Walk and Flashing Don't Walk periods are selected by the first 3 Dip switch poles. See Table 1
Note: Because the green light is indefinite in this mode thus the green time does not apply. However if the control is triggered immediately after changing to green; The control will remain Green for ½ the Green time indicated by the table before and commencing a subsequent Walk cycle.

Basic Time Sequence



Automatic Pedestrian Cycle Mode

Dip Switch 4 puts the control in the automatic triggered cycle mode. In this mode the control will generate a Walk Light cycle without the need for a pushbutton trigger. The Green time selection on the setup table applies to this mode.

Standby Mode

The toggle switch on the lower left of the board that will put the control in stand-by mode in which the unit will flash the Yellow light continuously at ~56 fpm. This can be used when first putting the control into service or during maintenance. The automatic position returns the control to the normal operation.

Dip Swches				Gm	Yel	Red	Wlk	DWf	Total cycle	Cyc#
1	1	1	X	20s	4	21	09	10	45sec	1
0	1	1	X	24	4	28	12	12	56	2
1	0	1	X	30	4	32	14	14	66	3
0	0	1	X	36	4	36	16	16	76	4
1	1	0	X	48	4	40	18	18	92	5
0	1	0	X	60	5	44	20	20	109	6
1	0	0	X	90	5	52	24	24	147	7
0	0	0	X	120	5	64	30	30	189	8
X X X 1				Automatic Cycle Mode						
X X X 0				Pushbutton Triggered Cycle						

Cycle Timing - Table 1:

Emergency Vehicle Access (EVA) Mode

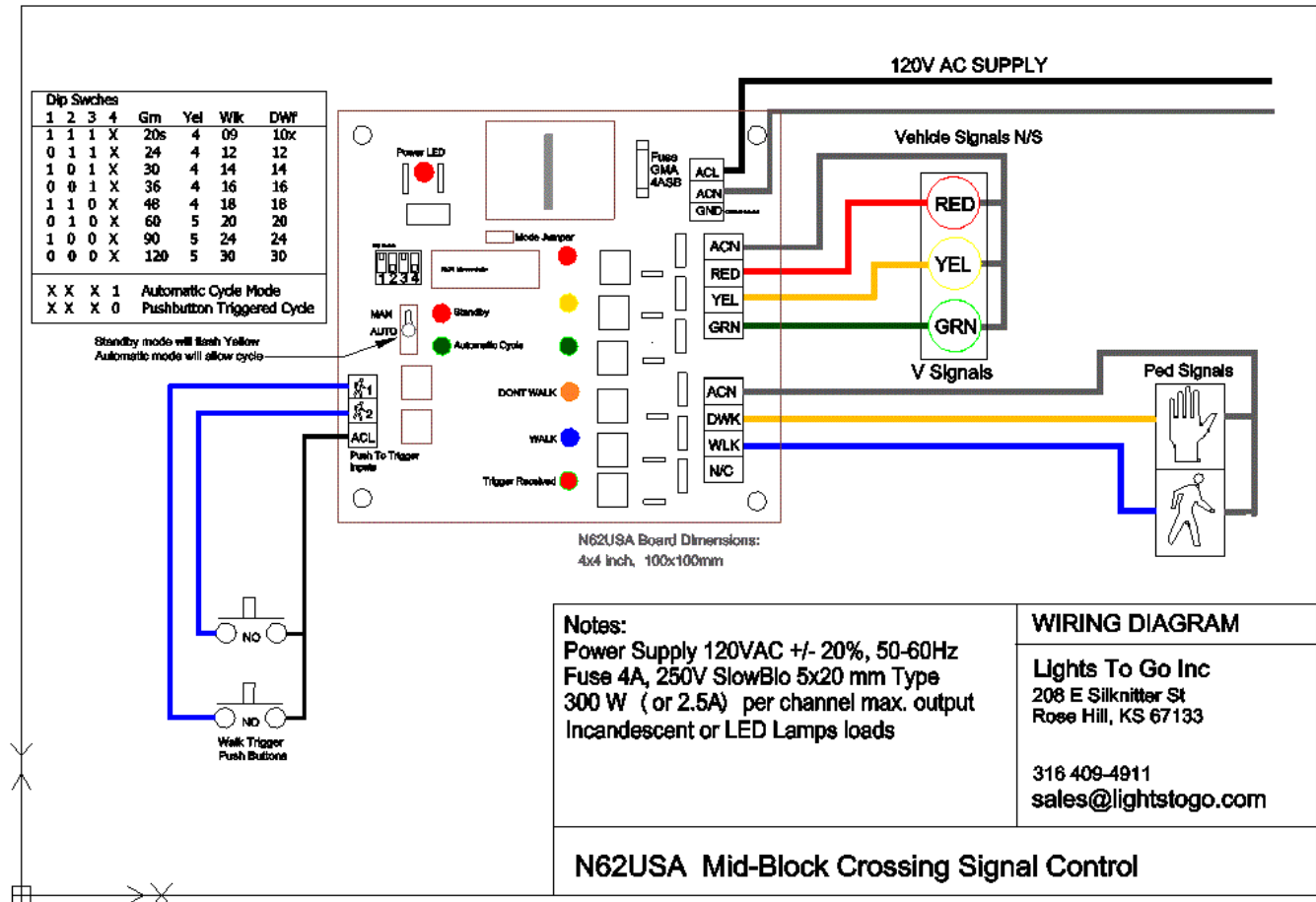
By removing the blue mode select jumper the control can be configured to operate in an Emergency Vehicle access mode. Often used where a Fire station drive enters a highway, the associated R-Y vehicle signal normally flashes Yellow (@50-60 fpm) continuously to be visible to drivers in the roadway. When the control is triggered from the station the signal first changes to solid Yellow traffic indication followed shortly by a RED Light. The Red light remains long enough for all emergency vehicles to exit the drive and enter the traffic flow. The control then times out and returns automatically to the flashing Yellow state. The Red light timing is again based on the Dip Switch setting and is set at 2x the Green time shown in the table.

EVA Timing (with Mode jumper removed):



This will protect the control and simplify wiring. Operates directly on 120VAC so signal does not require modification only simple wiring. 1 year warranty.

N62USA Control Wiring



N62M Control Specifications

N62USA Description	5 Light Signal Control R-Y-G + WALK /DNTWLK Signal
Voltage	120VAC +/-10% Incandescent or LED signals
Power Max	300W Max load per output 80A inrush surge @ 16ms
Timing Sequences	8 Selectable Time Sets Automatic Walk Cycle, Triggered Walk Cycle Emerg. Vehicle Access Stand-By Yellow Flashing
Temp Rating	0F to 160Deg F (-20C to +70C)
Mounting Posts	Self adhesive mounting posts included (snap in corner holes)
Format	100mm sq PCB, (4x4in square)
Mass	.6lb, 200gm

N62M

Midblock Pedestrian Control Modes:

- Triggered Mode
- Automatic Mode
- Stand-By Mode
- EVA Access Mode