ENCOM’s Solution for Remote Wireless System Access? Just say SZGNT!

What do you get when you combine one of ENCOM’s most popular products with astute customer service? You get the SZGNT, the latest industrial broadband innovation from ENCOM Wireless Data Solutions.

The SZGNT (pronounced zig-IN-tee) combines a COMMPAK BB 58 INT 5.8 GHz wireless broadband unit with a 2.4 GHz connectorized radio, the COMMPAK BB 24, and an external antenna.

The result for ENCOM customers is a marriage of convenience and accessibility. Clients can now gain instant access to their industrial wireless network through a remote WiFi access point — with diagnostics, troubleshooting, and communicating with head office easier than ever.

“You could sit in your car and look at a camera from across town, or have access to traffic signal timing plans, or check on work orders and e-mails,” says Doug Carter, senior technical sales representative for ENCOM. “For our customers, mobile access was key.”

The SZGNT also minimizes installation time due to the completely integrated design, maximizes radio system performance, minimizes maintenance issues and simplifies the installation process.

Development of the SZGNT, which took just two months from conception to delivery, was launched as the direct result of customer input. The SZGNT combines the functionality and versatility of ENCOM’s dual 5.8 GHz and 2.4 GHz radios with the popularity and industrial-strength wireless performance of the COMMPAK BB 58 INT with integrated panel antenna.

“I think this again emphasizes ENCOM’s commitment to our customers, and to innovation,” says Carter. “This was really a very fast product development cycle.

“We listened to our customers, and came up with a product that fits their needs exactly.”

For more information on ENCOM’s products, please visit: www.encomwireless.com

ENCOM Eliminates the Guesswork with Broadband Site Survey Kit

A site survey is a critical first step in ensuring the proper performance of an industrial wireless network.

For several years, ENCOM Wireless Data Solutions has provided an essential tool with its EP6500 site survey kit for 900 MHz frequency-hopping radio networks. Now, ENCOM is eliminating the guesswork on the 2.4 GHz, 4.9 GHz and 5.8 GHz radio frequencies with the introduction of its broadband site survey kit (BBSSK).

“This allows our customers to get real on-the-street data to determine whether broadband radio is going to work for the application,” says Doug Carter, senior technical sales representative for ENCOM.

“It allows them to determine the exact quality of the radio path, eliminates the guesswork, and saves time and money down the road by confirming the overall feasibility of the project.”

The broadband site survey kit (BBSSK) includes:
• Two battery-powered POE (power over Ethernet) devices;
• Two broadband radios, one with an integrated 23dB-gain panel antenna, and one with an external sectoral antenna, to simulate both point-to-point and point-to-multi-point topologies;
• Two 75-foot lengths of Cat-5 cable;
• Two recharging units, giving each POE device 10 to 12 hours of battery life;
• Mounting hardware for temporary positioning of POE devices;
• Waterproof pelican cases for both POE devices, and large pelican case to hold the entire kit and allow for easy transport of the gear.

The broadband site survey kit (BBSSK) is also equipped with ENCOM’s ControlPAK 4.3.2 Software, the most powerful configuration and diagnostics software in the company’s history.

ControlPAK software allows ENCOM’s customers to determine antenna alignment and signal strength between radios. Its advanced network health monitoring gives a clear picture of available bandwidth and network reliability, while its improved spectrum analyzer allows users to choose optimal frequencies for their wireless systems based on real-world information.

“Our software also has the ability to automatically generate test reports, which is very helpful in a site survey situation,” says Carter. “It gives our users the tools they need to make informed decisions, and it also simplifies the documentation process.”

For more information on ENCOM’s products, please visit: www.encomwireless.com

Solar Traffic Controls Releases Solar Smart Loop Vehicle Detection Package

Solar Traffic Controls (STC), a leader in solar-powered traffic systems, has released the Solar Smart Loop (SSL) a self-contained vehicle detection system with a wireless link to activate advance solar beacons or other warning devices.

The product was developed to work in conjunction with the existing XSSeries...
Everything you need to know about solar-powered flashers is at www.solar-traffic-controls.com

Wireless traffic systems ◆ solar-powered flashing beacons for school zones ◆ 24-hour applications ◆ pedestrian crosswalks ◆ road hazards ◆ stop signs ◆ radar speed displays ◆ wildlife crossings ◆ ITS sensors and camera systems ◆ pre-emption repeater systems ◆ DC LEDs ◆ and specialty systems for DOTs; firefighters; EMS; police chiefs; industrial facilities and public works departments ◆ view our entire product line ◆ learn how to stretch your budget with affordable and effective systems from Solar Traffic Controls

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Solar Traffic Controls . . .
of solar flashers. It was also developed as an alternative to more expensive video or motion-based detection systems for situations where increased safety is important yet cost is critical. Most government agencies can get a loop in the ground quickly and relatively inexpensive making this an efficient safety upgrade to deploy.

Typically, the SSL unit will be located at a T-intersection where there is limited visibility due to physical obstacles or the road geometry makes it difficult for motorists to see one another. The loop is placed in the ground near the stop bar as in any normal loop detector application. It is powered by the SSL power system which features a low-power EDI loop card, control logic and a license-free radio.

When the loop detector triggers upon vehicle presence the control logic, which features a field adjustable delay, sends an ON command to the advance warning devices. The control logic causes the radio to send redundant ON command pulses ensuring transmission reception at the devices. As long as vehicle presence is maintained the SSL will send periodic ON pulses to the advance devices. Also included is a self-test button to allow periodic testing. The control logic LCD screen also keeps track of the number of detections per week and duration of detection to allow tracking of use.

System status is also displayed on the screen and the radio set is fully supervised assuring a high degree of reliability.

STC recently fielded an equipment package to the Town of Paradise Valley, AZ. The application was a residential street that emptied into a collector street. There was a dip in the road approaching the intersection which made it difficult for motorists on the collector to see vehicles turning out of the residential street. Several near misses had occurred yet the situation did not warrant installation of a signalized intersection. Town management reacted in a proactive way to resident’s request to provide a higher degree of safety at this location. The town also requested all the equipment be finished to match the area color scheme which STC was able to furnish as an option.

For questions on this product line please contact STC through our website at www.solar-traffic-controls.com or call us at 480-449-0222 (MST time). Both the Solar Smart Loop and the XSR series of solar flashers can be found on STC’s website. Installation of the equipment was completed by Richard Overson of the Town of Paradise Valley.

ELTEC Introduces TS1-GPS for Drifting Intersection Controllers

Surprisingly many intersection traffic lights don’t stay synchronized, wasting traffic maintenance’s time, impeding traffic flow and irritating drivers.

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For more information, contact ELTEC at 800-227-1734 or Sales@elteccorp.com. Visit ELTEC’s new website at www.elteccorp.com or contact your local sales representative.

GE Digital Energy Introduces Secure, Industrial-Grade WiMAX Radio for Wireless Communication - the MDS Mercury 3650™

This single-box communications solution for the energy, utility and oil & gas market can reduce base station infrastructure costs by up to 67%

Rochester, New York, December 11, 2008 - GE Digital Energy announces the release of the MDS Mercury 3650, a highly secure, industrial grade radio, which provides up to 9 megabits per second (Mbps) aggregate Ethernet throughput for mission critical, industrial SCADA, AMI, video and VoIP wireless communications applications in the United States. Based on WiMAX technology – a high-speed, long-range wireless communication standard – the Mercury 3650 directly addresses the industry’s growing need for large throughput capabilities due to increased security requirements, additional hardware features, and field expansion due to mergers and acquisitions. With a return on investment measured in just a few months rather than years, the high capacity 3.65 GHz wireless solution provides a cost-effective alternative to wired options such as leased T1 and T3 lines or buried dedicated lines.

Built on innovative 802.16d technology, the Mercury 3650 is capable of prioritizing data using Quality of Service (QoS) and dedicated service flows, so that the applications most important to the business, such as video for security or mission-critical asset monitoring, will always have bandwidth. Orthogonal Frequency-Division Multiplexing (OFDM) with Forward Error Correction (FEC) and Automatic Repeat reQuest (ARQ) provide robust near- and non-line-of-sight communication capabilities, which can reduce base infrastructure costs by not requiring direct line of site capabilities.

For more information on the MDS Mercury platform, visit www.gemds.com

Global Traffic Technologies Introduces Opticom Central Management Software Consolidated Control Improves Efficiency and Lowers Costs

Global Traffic Technologies developed its new Opticom Central Management Software to help users achieve greater control, efficiency and security with their Opticom Infrared Systems for emergency vehicle preemption or transit signal priority.

From a desktop computer, this server-based software platform links Opticom-controlled intersections via a community’s existing communications infrastructure.

Users can easily manage Opticom system security settings, create activity reports, respond to performance issues and complete proactive maintenance reviews - all without field visits to individual traffic cabinets at intersections.

The city of Mesa, Ariz., was an early Central Management Software adopter; ITS engineer Jeff Jenq says the software quickly helped identify potential maintenance issues and system improvements in just the first two weeks.

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IMSA Journal
The IMSA Conference offers excellent ways for IMSA members to receive TARP points toward their IMSA certification renewal.

Back in 2001, little did Larry Parks know that when he coined the acronym “TARP” that it would take on whole new meaning in 2008 and 2009! Unlike the Troubled Assets Relief Program that is part of the United States Congress Emergency Economic Stabilization Act enacted in October, 2008, the IMSA’s TARP is the Technical Advancement Recognition Program which is a formalized way for IMSA to track their efforts in obtaining information and education. More information regarding IMSA’s TARP program may be found in the Members Only Section of the IMSA home page.

The staff is looking forward to assisting and working with everyone at the Conference and having the opportunity to meet new members as well as renew old acquaintances. Please visit the registration area and introduce yourself so we may be better acquainted.

After the Conference is over, write to us with your ideas for next year. We hope you will plan to be with us in Dallas, Texas in June 2010.

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Global Traffic . . .

"We were very interested in this software's ability to reduce our maintenance costs and improve the overall operation of our Opticom Infrared System," he explains.

Existing communications methods and multiport devices in Mesa’s traffic cabinets meant that Opticom Central Management Software was implemented without any additional infrastructure investment.

For any Opticom Infrared System installation, the Central Management Software greatly aids the development and management of a coding plan to ensure that signal preemption is only granted to authorized vehicles - both emergency and transit - based on predetermined, customizable criteria. An effective coding plan helps optimize safety and enables detailed tracking of system usage.

Sophisticated data-analysis capabilities in the Central Management Software summarize and highlight key performance metrics, including overall system activity and detailed information categorized by specific intersections, vehicles, agencies, jurisdictions or the entire region.

The company’s website is www.gtt.com.

OBITUARIES

Ronald Rackal
International Section
Ronald Rackal was Managing Director for Signal Specialists Limited - Traffic Light in San Juan, W.I. Trinidad. He joined IMSA in 2001.

William Roberts
Farwest Section
William Roberts from the City of Ontario, California. He had been a member since 1989.

James M. Porter
Southeast Section
James M. Porter was a Crew Leader for the City of Knoxville, Tennessee. He joined IMSA in 2006.

Randall L. Cooper
Southeast Section
Randall L. Cooper a Traffic Signal Technician with the City of Knoxville, Tennessee had been a member since 2007.