UltraLight™

User Manual

Date: April 2026

Contents

1 | Introduction

The SRL UltraLight Portable traffic light was developed and released 2024 and has a similar user interface to the previous EuroLight with a few changes and improvements.

The main changes from EuroLight to UltraLight are as follows –

- Latest antenna technology
- Pole mast design change for non-obscured antenna
- ADS detector as standard
- ADS program as standard
- UltraHub for ease of connections and efficiency
- Night Dimming unit for battery saving and safer road use at nighttime
- Radio enhancer for improved comms
- UltraLight firmware for better user experience for battery saving and comms

Other features –

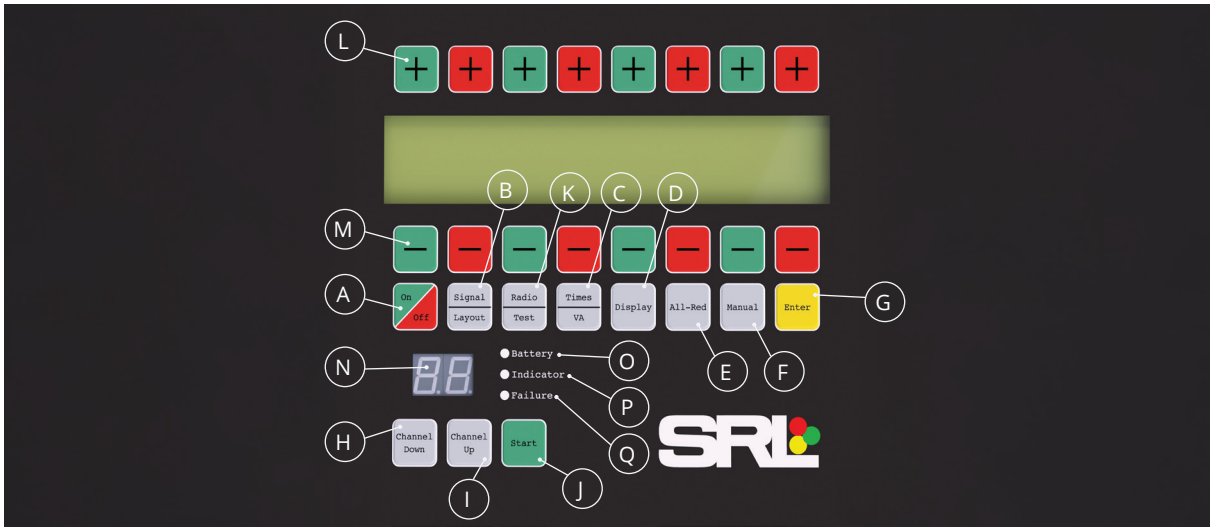
- Cableless, up to 18 signals
- Easy timing adjustments in increments of 1 second
- ADS Detector Nudge on/off
- 6 Weekday and 6 Weekend max set programs available
- Pre-programmable Shut-Off and Restart for use as part time signals
- Full UTMC control when used with the SRL portable UTMC master
- Dedicated UTMC on-site commissioning engineers
- Remote monitoring of signals
- Remote monitoring of battery voltage
- Geofencing facility

2 | Master Front Panel

2.1. Description

The front panel is very similar to the standard system, the main differences are that the Green plus and minus buttons are before the Red ones. The LCD display has 4 lines of text instead of 2 and there is a green START button. The systems are also pre-set to VA yes.

2.2. Diagram



2.3. Button Function

Diagram Ref	Button	Function
A	On/ Off	Switches the controller on or off
B	Signal/ Layout	Selection of signal number and system layout
C	Times/ VA	Sets the Red, Green times and selects the vehicle detector settings
D	Display	Cycles through the difference display options for information such as battery voltage etc.
E	All-Red	All signals go to Red
F	Manual	Program sequence stops allowing manual control
G	Enter	Saves any changes you have entered
H	Channel Down	Changes the radio frequency channel down
I	Channel Up	Changes the radio frequency channel up
J	Start	Once the system is set and ready, this button starts the signal operation
K	Radio/ Test	To access individual signals options to put in test
L	Plus	Plus used for altering timings etc
M	Minus	Minus used to altering timings etc
N	Channel Display	Displays channel number
O	Battery	Battery indicator (connection only)
P	Indicator	Shows radio activity
Q	Failure	Indicates signal failure

3 | Powering up the system

The green battery light (diagram ref O) indicates correct connection of the battery. *This, however, doesn't give an indication of the actual battery voltage, but only confirms the proper attachment of the power supply voltage.*

Ensure the UltraLight is fitted with fully charged batteries. Once battery levels have been confirmed the signal can be switched on by pressing the On/Off button.

Decide which UltraLight will be the "controller", this will have the program set-up and become signal 1. *The other UltraLights then become "signals" and will be given their own signal number (numerically continuing from your controller signal 1). These have no other setup required.*

4 | Selecting Channel Number

Using the indicator light (diagram ref P), select a clear channel number on the controller or signal.

The less indicator light flashing the better – ideally a channel with no indicator activity is best.

Then select the same channel number on all associated equipment by using the channel up/channel down buttons (diagram ref H and I)

5 | Setting the Signal Number

For an UltraLight to function as the main controller the signal number must be set to "1" using the plus and minus buttons. Only after this can the selection for the layout be accessed by pressing the "signal/layout". The other controllers can be set to signals "2" to "**" in ascending order.

5.1. Secondary head

To access this menu > press radio > use -/+ navigate to secondary head > press enter

You can use secondary heads only for traffic phases from signal 2 upwards, the secondary head communicates with its same signal number and not the main controller. For example, your primary head would be set as signal 2 radio and the other head would be signal 2 secondary head.

6 | Control Programs

The Control Programs are accessed on signal 1 via the Layout / Signal button (diagram ref B) use the Enter button to select.

Control programs consist of –

- Special Systems
- UTMC Signal

The UltraLight comes as standard with an ADS detector allowing the Adaptive Detection System to run automatically in the right circumstances when programming with Special Systems.

Circumstances for the ADS system to automatically perform –

- 2-way
- 3-way
- 4-way
- No PEDS

Once special system setup exceeds any of the above circumstances, the ADS will be utilised as a standard VA detector.

For more information on how the Adaptive Detection System works with the ADS please see page 25.

6 | Control Programs

6.1. Special Systems

This is the primary program that is used and will allow the program to configure all capable setups.

Can be set to as many as 8 phases / stages and up to 24 signals

Using the Layout / Signal button to change menu, the + and – buttons to cycle the value for each menu option then Enter once happy with selection.

- **Number of phases - x**
  Total phases / stages required, all ped crossings would make up one phase / stage.
- **In phase – number of signals - x**
  Total signals used in each phase / stage.
- **Use ped phase - x**
  If yes is selected, last phase would be set to peds – Example, 3 phases = phase 3 would be set to peds.
- **No part time signals**
  By pressing the first + button this will allow setup of the part time signals program, see page 12 for more details.
- **No evening program**
  Like the part time signals, this allows for a much simpler way of setting to automatically turn off and on for day / night, see page 12 for more details.
- **Max time sets**
  This allows for the max green timer on each phase to be automatically adjusted for different times of the day, see page 13 for more details.

Once the system is set up and saved with ENTER, press START and the system will start to the TSRDG standard.

The display will show the activity of each phase.

See Quick Start Guide for more information on page 3

6.2. UTMC Slave

For use with an SRL's portable UTMC. The UTMC would act as the controller and signal one would be set to UTMC Signal.

Once selected no other programming can be performed, all is completed at the UTMC unit.

7 | Timings

Press the Times/VA button (diagram ref B) to bring up the timing adjustment screen for your phases.

The layout for the traffic timings are as follows –

PHASE 1 **PHASE 2** **PHASE 3**
040 030 040 030 040 030

Red - timing
Green - timing

The default timings for traffic phases are 40s green and 30s red.

To alter the timings for each phase, use the corresponding + or – button to adjust the value.A single press from single increments of 1 second or hold to cycle at an increased rate.

	Green	Red
Traffic phase MAX available time	100s	100s
Traffic phase MIN available time	7s	1s

If PED phase is selected as yes, the timings for this will be on its own screen accessed by pressing the Times/VA button.

The layout for the PED timing are as follows –

PED BLACKOUT
006 012 03

Red - timing
Green - timing

The default timing for the ped phase are 6s green, 12s red and 3s blackout.

To alter the timings for each phase, use the corresponding + or – button to adjust the value. A single press from single increments of 1 second or hold to cycle at an increased rate.

	Green	Red	Blackout
Ped phase MAX available time	15s	15s	15s
Ped phase MIN available time	6s	2s	3s

Press Enter to save.

8 | Display

While the system is running the main display will give you information on the current state of the program.

Phase status layout is as follows –

Detection status – 1st = Demand logged 2nd * = Live demand

PH	1**	2*	3	Phase number
015	RED	RED	GRN	
		Live signal status		
Phase cycle time				

When running the ADS system an additional value is displayed –

PH	1**	2*	3	
015	RED	RED	GRN	
	45	40	23	Maximum potential Green timer

This timer will change each cycle dependant on the traffic flow.

Cycling the Display via the Display button will show the following screens and information –

BATTERY VOLTAGE
12.50V
Battery voltage increments of 0.25 – system fails at 11.25v

SIGNAL 1
SPECIAL SYSTEM
Signal number followed by the program type the system is running

SRL ULTRALIGHT
Traffic Signal model firmware

SERIAL 27639 VERSION 2
Software version number
Ultralight control box serial number

9 | Mode of Control

9.1. Vehicle Actuation (VA)

Press your Times/VA button (diagram ref C) twice which will bring up the VA page. The following text means the following demands when in special systems.

VA0 Fixed time MAX, will run each phase to its MAX times each cycle.

VA1 Fixed time VA, will run each phase to its MIN the extended up to MAX by VA detector.

VA2 Full Vehicle Actuation only demanding and extending on vehicle detection. *Note: Reverts to all red in absence of demands.*

VA3 Full Vehicle Actuation only demanding and extending on vehicle detection. *Note: Reverts to the phase VA3 is set to.*

VA3 Example – A pedestrian crossing setup

Phase 1 = Main road - VA3

Phase 2 = Pedestrian crossing - VA2

The Vehicle Actuation default is always set to VA2 for all phases unless otherwise changed.

9.2. Manual Control

Select Manual mode by pressing the manual button (diagram ref F). Once activated the program will hold current running phase. The screen will display all phases allowing you to activate the required phase by pressing the corresponding + button.

A* will appear over the demanded / active manually controlled phase.

Note: Once the manual button has be pressed again to return to normal operation, all phases will receive an artificial demand to run a full cycle.

9.3. All Red

Select All Red mode by pressing the All-Red button (diagram ref E), this will change and hold all signals on All Red until the All-Red button is pressed again.

Note: Once the All-Red button has be pressed again to return to normal operation, all phases will receive an artificial demand to run a full cycle.

10 | Radio Sensitivity

This setting allows the user to alter how hard the radio listens in the event of interference and should only be used when all other troubleshooting around interference has been exhausted.

The box must be failed before this interface is accessible and this can be done by way of altering the channel number.

Once changed – ensure the channel number is reverted to original.

Depress the radio button and you can then use the + and - buttons to adjust the radio sensitivity between a low of 100 and a high of 105.

The default setting is 105 and should be lowered and tested in increments of 1. All the UltraLights in the system should be set to the same threshold before testing.

11 | Setup Clock

Any program that relies on activity initiated on date or time of day will need the internal time and date setting correctly.

To achieve this press and hold the On/Off button, then press the Display button once before depressing the On/Off button.

The layout for Setup Clock is as follows –

SETUP CLOCK

10	04	2024	10	05	54
Day	Month	Year	Hour	Min	Seconds

Use the corresponding + and – buttons to adjust the values.

Press Enter to save the new date and time.

Note: Always check The Date and Time before setting up any time critical programs.

12 | Part Time Signals

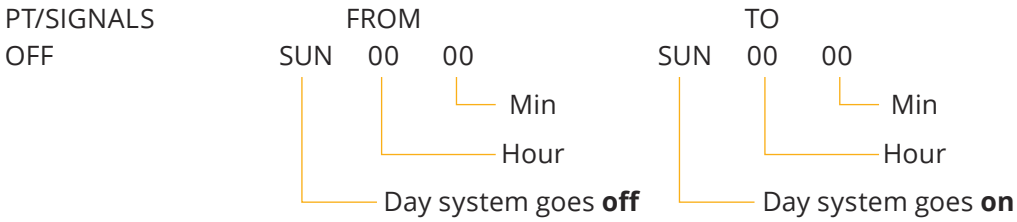
The clock setup must be completed for part time signals to work.

12.1. Part Time Signals

Part time signals allow the system program to turn the lights off and on for a period in a week.

For instance, they may only come on Monday to Friday and off for the weekend or come on Saturday and Sunday and off throughout the week.

The layout for Part Time Signals are as follows –



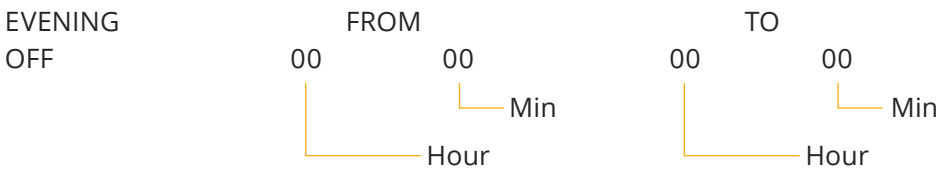
Use the corresponding + and – buttons to adjust the values.

Press Enter to save.

12.2. Evening Program

Like the part time signals, this allows for a much simpler way of setting to automatically turn off and on at the same time every day / night.

The layout for Evening Program is as follows –



Use the corresponding + and – buttons to adjust the values.

Press Enter to save.

The signals will start up and turn off as per the TSRGD guidance for both Part Time Signals and Evening Program.

13 | Max Set Times

The clock setup must be completed for part time signals to work.

This function allows you to set up to 6 different max green times for each phase for different times of day.

This allows the timings to change for different flows of traffic for example morning and evening peak times where traffic for approaches may experience more traffic than usual.

Initial Max Time layout is as follows –

INPUT NUMBER OF MAX TIME SET PROGRAMS

1 Number of programs

The default is 1 and will remain 1 if no change to MAX time sets are required.

Use the corresponding + and – buttons to adjust the values.

In the following example we will set the number of programs to 5.

Once the number of programs has been selected press the Signal/Layout button to display the program start time alterations.

Program start time alterations layout is as follows –

PROGRAM	1	2	3	Program number
START	00 00	07 00	09 30	
		Min the corresponding program starts		
	Hour the corresponding program starts			

Note: pressing the Signal/Layout button again will display programs 4 to 6.

PROGRAM	4	5
START	15 30	17 00

Use the corresponding + and – buttons to adjust the values.

Note – Program 1 is always 00 00. This means Program 5 will run through until midnight, Program 1 will then run from midnight up until Program 2 takes over.

13 | Max Set Times

Pressing the Signal/Layout button will now move to Max Green Duration alterations for each program.

The following is an example of a 2-way (2 phase) system on a main road in and out of a town.

We will assume that morning rush hour is busy heading into town and evening rush hour is busy heading out of town.

Max Green Duration alterations layout is as follows –

PROGRAM 1	PHASE	1	2	Phase number
MAX GREEN DURATION		020	020	

MAX potential green for corresponding phase

MAX potential green for corresponding phase

Note: pressing the Signal/Layout button will cycle through each programs Max Green Duration alteration.

This example has been set with the following timings -

Program	Phase 1 (Into Town) Max Green Time	Phase 2 (Out of Town) Max Green Time
Program 1 (00:00)	20	20
Program 2 (07:00)	40	20
Program 3 (09:30)	20	20
Program 4 (15:30)	20	40
Program 5 (17:00)	20	20

Program 2
Morning rush hour, phase 1 max green increases to allow traffic flow into town.

Program 3
Day traffic timings

Program 4
Evening rush hour, phase 2 max green increases to allow traffic flow out of town.

Program 5
Night traffic timings until program 2 becomes active again.

14 | Start-up Sequence

When the system is set as per 6.1. Special Systems

Before pressing start all signals will be off until the start button is pressed (diagram ref J).

The Controller (signal 1) sends a message to all signals in the system set with the same channel number.

Once it's found the signals and connects all signals will show the same family number which is the PLC serial number of the controller.

14.1. Traffic

The system will then commence its start-up sequence as per the TSRGD guidance with the following process –

1. Leaving amber on all signals for 3 seconds and then all Red.
2. An artificial demand is in for each phase to ensure a full cycle running in numerical order.
3. Once all phases have been serviced the system will now run the program that has been set.

14.2. Traffic and Pedestrian

The system will then commence its start-up sequence as per the TSRGD guidance with the following process –

1. All PED signals will start on RED
2. Leaving amber on all traffic signals for 3 seconds and then all Red.
3. An artificial demand is in for each phase to ensure a full cycle running in numerical order.
4. Once all phases have been serviced the system will now run the program that has been set.

15 | Additional Control Functions

The UltraLight has additional control functions which can aid in the deactivating of the system amongst other situations.

By pressing and holding the start button for 5 seconds you will access the following menu – **INPUT MANUAL MODE CONTROL**

By pressing + or - you can cycle through the following options –

CONTROL	The system is running the program that has been set.
ALL RED	This will force all signals to all red.
FLASHING AMBER	This will force all traffic signals to constantly flash amber. Flashing amber must not be used on the public highway
ALL OFF	This will turn all the signals off, but the system will still be running.

Press enter on the desired mode.

If the signals have been put into any mode other than control, you will need to reselect control to run the system and signals as normal.

16 | Failure Log

The failure log will tell you how many times a signal has lost communication with the controller since it was last powered up.

Note: this can only be accessed via the controller (signal 1).

To achieve this press and hold the On/Off button, then press the Display button once before depressing the On/Off button.

This will take you to the setup clock menu, press the display button again to access the failure log menu.

The layout for the failure log is as follows –

FAULTS 1	FAULTS 2	Signal number
000	000	Number of communication faults

This information will clear once the controller has been power cycled.

17 | Errors Codes and Troubleshooting

17.1. Critical errors (failure LED):

Sequence fault – true state of the signal head doesn't match desired state of the controller. The main controller Signal 1 will identify the signal number that has incurred the fault.

Initially the setup is to be checked –

Ped head set as Traffic or Traffic head set as Ped.

Once checking the setup is complete a full visual and integrity check needs to be completed.

1. Signal Head
Open the Amber asect to reveal the UltraHub checking all lugs by removing and inspecting the pins for water ingress/ corrosion and checking for damaged cables.

2. Harting Lead Connection
Disconnect and check all pins are in good condition and connecting as designed. If water is found: try to dry it out and finish with a good spray of contact cleaner.

3. Signal Box
Very rare that water will be found in this box: but it can happen. The main check here is for loose connections and loose wire terminations.

4. Push Button
Lastly if it's a Ped then the pushbutton needs to be opened for inspection - wiring/ water.

Red Light fault

A Red-Light Defect fault is caused by the traffic light controller not seeing a Red Light correctly.

The most common issue that causes this fault is simply the Harting Lead not being plugged in.

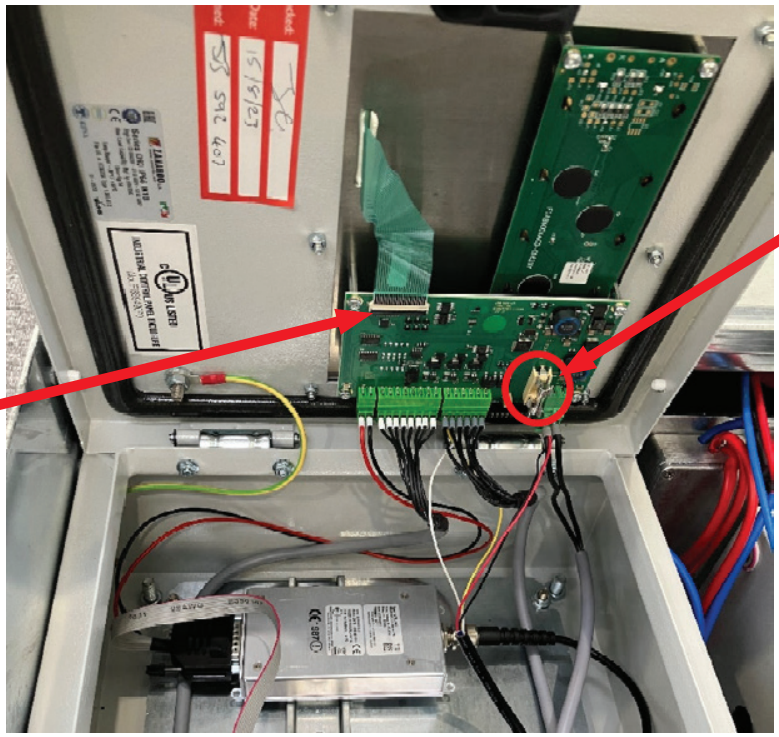
If the Harting Lead is ok, then check for Water Ingress and Loose Wiring on the UltraHub and in the control box.

If everything checks out ok, then the Red LED aspect will need to be replaced.

17 | Errors Codes and Troubleshooting

No Power to control box

1. Battery levels can be checked using your multi-meter, ensure the battery is unplugged before testing.
2. Blade fuses in diode to be checked with multi-meter.
3. If both blade fuses test ok, then checking the power into the out of the diode will test if the diode itself is faulty. Power in but no power out = faulty diode.
4. Fuse to be checked on circuit board behind front panel with multi-meter.
5. Ensure flat band cable is securely connected.



17 | Errors Codes and Troubleshooting

17.2. Critical errors (no failure LED):

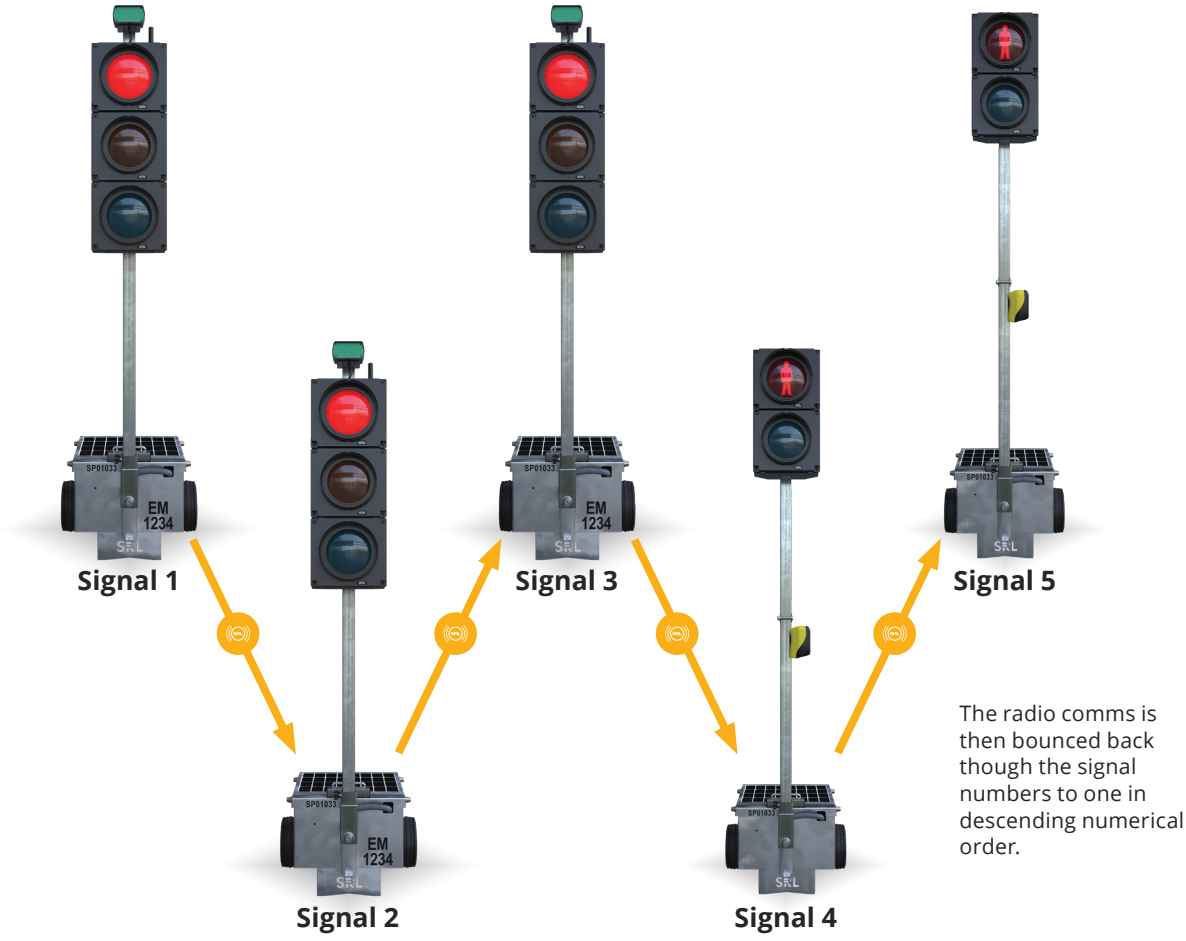
Communication and Interference Issues

Comms Faults are normally rectified by performing a channel change on all boxes, preferably a channel that is significantly further from the original channel. The lowering of radio frequencies on all boxes can tame Comms Faults by forcing the radio to listen much softer preventing interference but can also prevent listening to other EM boxes if lowered too much and the traffic lights are far apart.

Note: channel change to be tried first followed by radio frequency lowering.

Understanding how EM connects

The radio signal originates from the Master Box (Signal 1). This radio signal is then bounced to all traffic light EM in ascending numerical order.

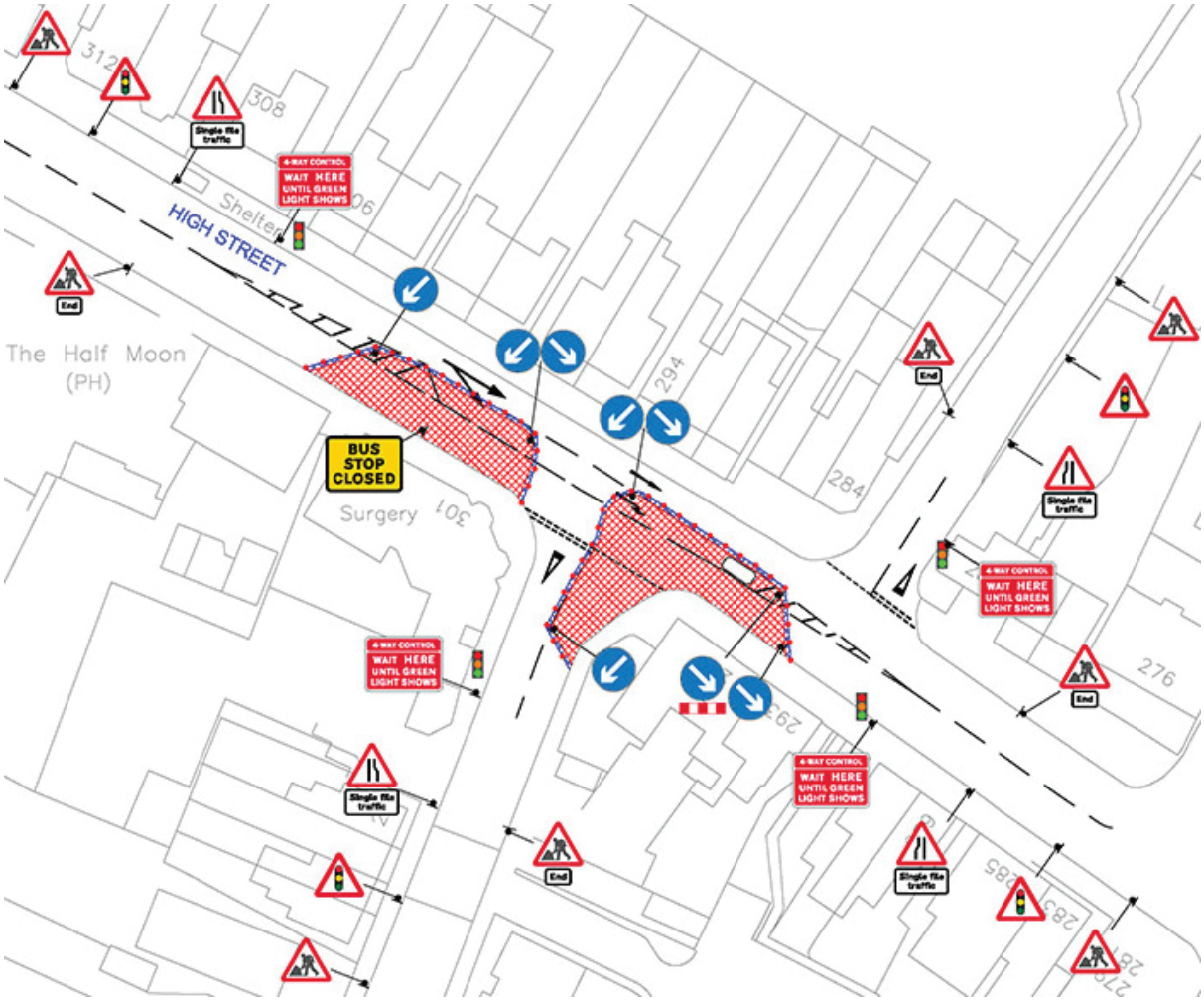


17 | Errors Codes and Troubleshooting

UltraLight site Layout Best Practice

As UltraLight bounces the radio signal in numerical order it is best practice to give each “bounce” the shortest route possible.

See below the best signal setup for this site –



17 | Errors Codes and Troubleshooting

Radio Sensitivity (during troubleshooting)

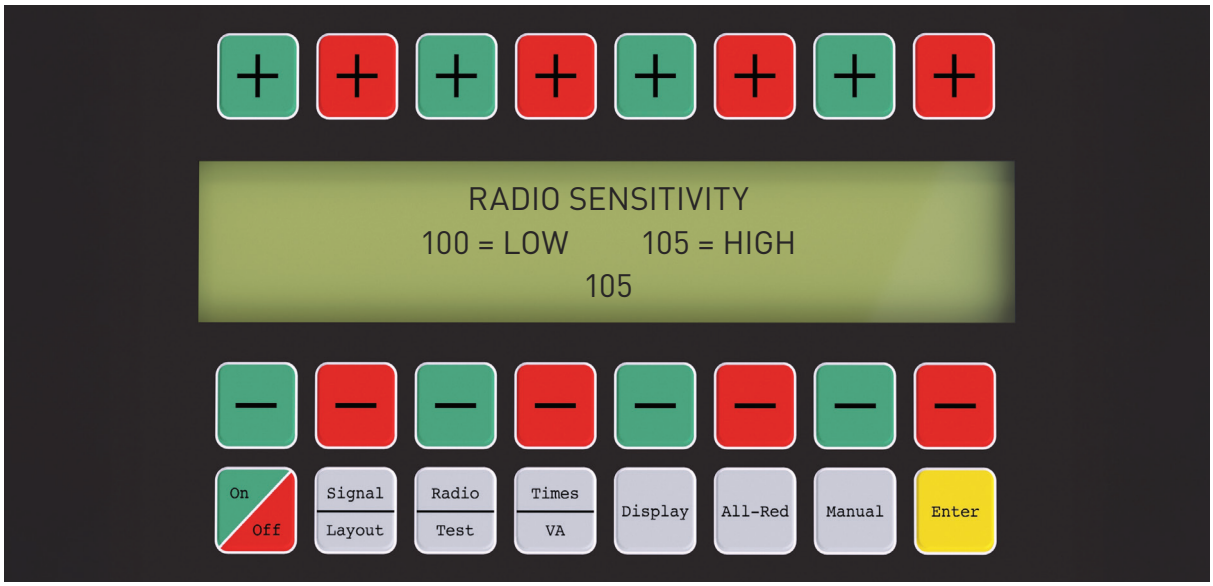
The radio frequency setting on the Ultralight is essentially how hard the Radio is listening for communications from other Ultralight boxes.

The harder it listens the more likely it will pick up boxes further away, but it will also pick up more interference.

The softer it listens the less interference it will pick up but will struggle with boxes further away.

To access this option, the box must be failed, this can be achieved by simply changing the radio channel.

Once failed, press the Radio / Test button until you see the following screen -



Depending on the reason for the sensitivity change do not go below 100 or over 105 - Remember to press Enter.

Once happy with the setting, change your radio channel back.

This is to be altered on the problem signal box first and system tested, if no positive affect, then complete on all boxes.

17 | Errors Codes and Troubleshooting

17.3. Non-critical errors:

Green light defect - The controller is not seeing a green on.

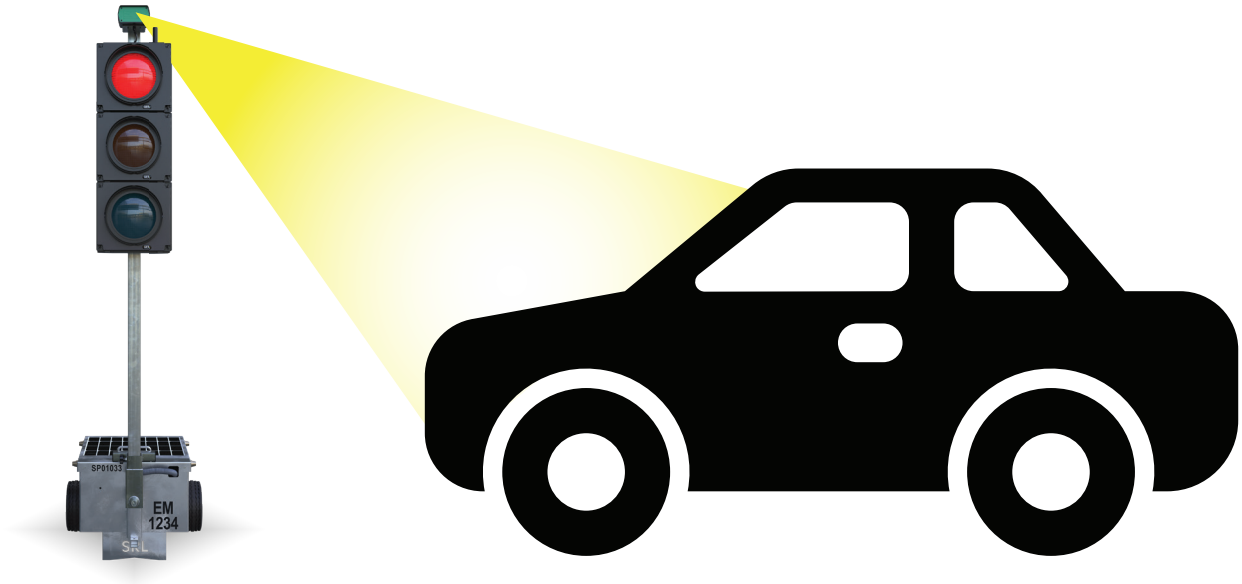
Check all terminations associated with the green and if all ok replace the green LED aspect.

Amber light defect – The controller is not seeing an amber on.

Check all terminations associated with the amber and if all ok replace the amber LED aspect.

Detection / VA / Demand issues

The detector used on the Ultralight is the SRl ADS which is activated by a moving mass. Depending on the program setup, ADS system or utilising the ADS as a normal VA detector, it will either be using 3 zones (ADS) or 1. See page ** for ADS details.



The ADS used on Ultralight is very sensitive hence why they can be activated with a wave of a hand in front of the detector. This sensitivity is useful for ensuring all vehicles and cyclists are detected with minimal alignment.

*Remember - The first * indicates there is a demand for that phase, the second ** indicates a live detection.*

17 | Errors Codes and Troubleshooting

No Demand (no * appearing)

1. Check the VA settings are correct.
2. Check UltraHub ADS connection for water ingress or damage and tightness.
3. If 1. and 2. are fine, then suspect faulty detector.

Permanent Demand (constant * appearing) Traffic Phase

1. Check the VA settings are correct.
2. Check the Nudge button on the ADS is not activated.
3. Disconnect the ADS from the UltraHub and check if this stops the permanent demand.
4. If 2 is True, then a new ADS is required.
5. If 2 is False, then check connections and for water ingress on the whole signal and box, if non found then change then it's a fault within the Ultralight box.

Detection / VA / Demand issues - Peds

The Ped unit doesn't have a VA / detector, the Ped phase is demanded by having the push button activated. So, if there is no demand or a constant demand then the controller thinks the button is either being constantly pressed or not pressed at all.

Ped demand
(Similar to traffic VA)

Wait Lamp will illuminate if demand is active. Use this or the * on the controller

Ped phase for reference.

Determining which Ped - Constant Demand / No demand

1. Put all Ped signals into TEST on the master. Ensure there is no wait light on any of the pushbutton units.
2. Add one Ped signal back to RADIO at a time letting the signals cycle (servicing the Peds) waiting to see if once put back into the system it brings in a demand.
3. Once the demand is back in, the fault will be on the last Ped box that was put back to RADIO.

17 | Errors Codes and Troubleshooting

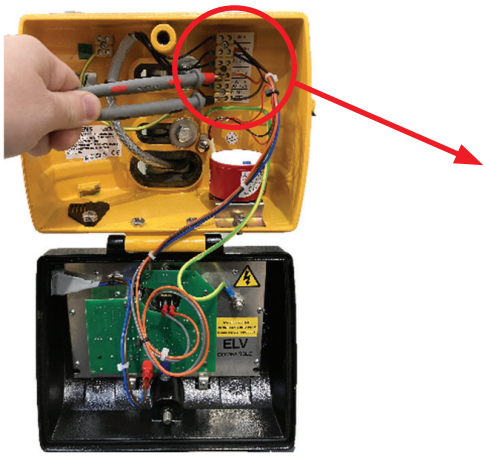
If the faulty Ped still hasn't been identified, then check all live Peds -

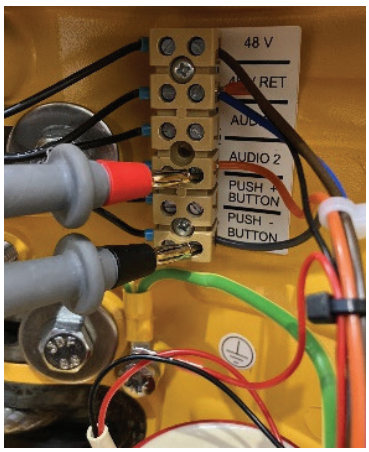
1. Put all live Ped signals into TEST on the controller. Ensure there is no wait light on any of the pushbutton units.
2. Add one Ped signal back to RADIO at a time letting the signals cycle (servicing the Peds) waiting to see if once put back into the system it brings in a demand.
3. Once the demand is back in, the fault will be on the last Ped box that was put back to RADIO.

Visual and Integrity checks Peds

1. **Push Button**

   Open the pushbutton and check all terminations are tight and no loose wires. Using your multi-meter, set to continuity with sounder, test the button is functioning correctly.





Test the Orange and Grey going to the push-button switch.

If the button doesn't test correctly then replace.

2. **Folding Mast**

   There is point on the Ped mast where it folds in half for transportation. The cable running up the mast to the Ped head is exposed here while folded and could suffer damage.

   Fold and inspect the cable, any signs of damage then replace accordingly.

3. **Ped head**

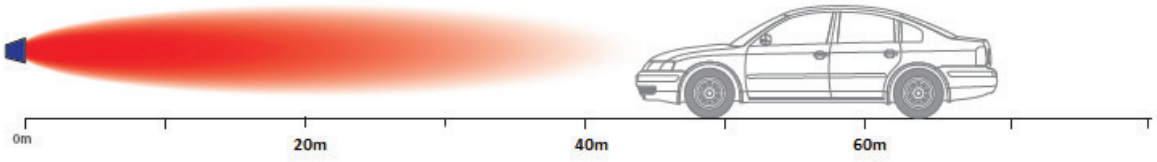
   Check all terminations are tight and no loose wires.

4. **Signal Box**

   Check all terminations are tight and no loose wires.

18 | Adaptive Detection System

SRL's ADS system is incredibly easy to set up for rapid deployment. Once the system is set up it begins to optimise max set timings, adding time to each approach when it has reached its saturation point. The system also allows for HGV start lag (HGVs slow off the mark) allowing extra time to get moving and clear the site. Once the system has seen morning peak and evening peak the system is fully optimised, however still has the ability to make dynamic changes when required.



The system uses SRLs advanced FMCW (Frequency Shift Keying) Radar, this has the ability to determine range and speed of the vehicles and is configured to ignore vehicles going away from the signals, so no more false detects from vehicles on the opposite carriageway.

The system relies on the detectors high accuracy to detect vehicles and cyclists at the farthest point of 60m and track them to the stop line (the point where vehicles and cyclists must stop when red light shows) this will track multiple vehicles at any one time in this zone allowing the system to identify platoons of vehicles and identify any gaps in traffic to allow for the signals to gap off (go to red) and allow vehicles green on another phase as efficiently as possible.

Key Benefits

- Rapid installation (only basic timings required)
- No site visits to make timing alterations.
- 50% more efficient than standard signals
- False start rectification (no stuck reds from vehicles failing to move first time)
- Adapts to present traffic conditions.
- Can be used up to 4-way control.

Note: Can not be used with Peds and only used on EM signals.

18 | Adaptive Detection System

Detection

The radar has 3 detection zones

- Det 1 RAG head – 20m demand only (SL) 4 kph
- Det 2 RAG head – 40m demand and extend 8 kph
- Det 3 RAG head – 60m extend only 8 kph
- Falling relay 500ms Radar
- GAP time is 2s

Controller Logic

1. Logic allowing the maximum green time available to increase incrementally once the maximum green time has been met.
2. There is an absolute max which is configurable with 100s limit.
3. The default absolute max is 60.
4. The starting max is 20.
5. The increment counter is a fixed value once configured i.e. it is static set to 3 but can be configured (no upper or lower).
6. The decrement counter is a fixed value once configured i.e. it is static set to 1 but can be configured (no upper or lower).
7. On changing the max value both the running increment and decrement counters need to re-zero

8. Each approach operates independently.

In a working example:

The controller runs to its max of 20 seconds for 1 cycle, if the max is met the max will increase by 3 making the new max 23 seconds.

The controller runs to its new max of 23 seconds, again if the max is met it will increase by 3 making 26 seconds.

This would then continue extending the green up to the absolute max (if the approach keeps extending i.e. add 3 seconds for every max cycles)

OR

In the event that the max is not met the max will decrement by 1 second and so on.

Faults start correction

If a phase has a demand and det 1 isn't activated on green, there will be a latched demand for the next cycle.

19 | Version Control

Document Details			
Version:	1.1	Date:	April 2026

20 | Certification

Declaration of Conformity

CE

Company Name:	SRL Traffic Systems Ltd
Address:	The Light House, Unit 15, Road 5, Winsford Industrial Estate, Winsford.
Postcode:	CW7 3SG
Telephone Number:	01606 738866
Company Number:	03466427
VAT Registration No:	332 7796 77

The company above declare under its own responsibility that the product below...

Product Name:	Ultralight	
Product Identifier:	ESP-EM-000111 Issue 1	
Technical File Ref:	EM Signals ESP-EM-000111	
Product Variants:	TSS-C-000121	Traffic Post
	PSS-PP-000122	Pedestrian Post

...Are in conformity with the provisions of the following Directive(s)

2014/30/EU - Electro-Magnetic Compatibility Directive (EMC) 2016 (SI 2016 No 1091)

2014/53/EU - Radio Equipment Directive (RED) 2017 (SI 2017 No 1206)

2011/305/EU - Construction Products Regulations 2013 (SI 2013 No 1387)

SI 2005 No 1803 - General Product Safety Regulations 2005

(EU) 2015/863 (RoHS 3) - Restriction of Hazardous Substances

And the standards referenced here below:

BS EN 50556 - Road Traffic Signal Systems

BS EN 12675 - Traffic Signal Controllers - Functional Safety Requirements

BS EN 12368 - Traffic Control Equipment - Signal heads

BS EN 50293 - Electromagnetic Compatibility Road Traffic Signal Systems Product Standard

BS EN 61010-1 - Safety requirements for electrical equipment for measurement, control, and laboratory use - General requirements

BS EN 60529:1992 +A2:2013 - Degrees of protection provided by enclosures (IP Code)

BS EN 60068-2-64:2008+A1:2019 - Environmental testing - Tests. Test Fh

BS EN 62262:2002+A1:2021 - Degrees of protection provided by enclosures for electrical equipment against external mechanical impacts (IK code)

BS EN 1990:2002+A1 – Eurocode. Basis of structural design. Compilation of BS EN 1990:2002 and the National Annex

The validity refers to what is performed and used by the Declarant for the construction and operation of the mentioned product. Validity is lost in the following cases:

1. Changes made to the product that are unauthorised by the Declarant.
2. The undertakings established by the Declarant and regarding the maintenance of suitable safety and good operation standards, provided for by law, are not respected.
3. In the event of improper use of the product.

Authorised Signature	Nick Yardley Print Name	11/10/2024 Date

UKCA marking – declaration of conformity v1.0

20 | Certification

TOPAS
Traffic Open Products and Specifications

CERTIFICATE OF REGISTRATION

Company: SRL Traffic Systems Ltd

We confirm that the product listed below have been registered with TOPAS Limited under reference 2024/0272 and meet the requirements provided under TOPAS 0600 and the TOPAS Specifications applicable.

Product Name:	SRL ADS Detector Family
Product Reference:	ATD-T-000150 – Standard ADS AAD-C-000136 – Portable ADS
TOPAS Specifications:	TOPAS 2505B
Exceptions/Limitations:	Standard ADS – Appendices A B C D Portable ADS – Appendix F

Director, Dr M E Pleydell

Signed.....
(on behalf of Traffic Open Products and Specifications Limited)

Dated 6/8/24.....

Website: www.topasgroup.org.uk
Email: enquiries@topasgroup.org.uk

TOPAS accepts no liability as to the compliance of this product other than as stated on the register of products at www.topasgroup.org.uk Procurers are advised to confirm compliance of statutory regulations with the manufacturer.

Page 1 of 1

Registered at Companies House Cardiff Number : 9132907 2024/0272
Registered Office: Union House, 111 New Union Street, Coventry CV1 2NT

20 | Certification

TOPAS
Traffic Open Products and Specifications

CERTIFICATE OF REGISTRATION

Company: SRL Traffic Systems Ltd

We confirm that the product listed below have been registered with TOPAS Limited under reference 2024/0273 and meet the requirements provided under TOPAS 0600 and the TOPAS Specifications applicable.

Product Name: SRL Ultralight

Product Reference: ESP-EM-000111 Issue 2

TOPAS Specifications: TOPAS 2540A Appendices B, D, E only

Exceptions/Limitations: Clause 2.62/2.63 System does not have SA/SD.
Intended for deployment on low speed roads only.

Director, Dr M E Pleydell

Signed.....
(on behalf of Traffic Open Products and Specifications Limited)

14/10/24
Dated.....

Website: www.topasgroup.org.uk
Email: enquiries@topasgroup.org.uk

TOPAS accepts no liability as to the compliance of this product other than as stated on the register of products at www.topasgroup.org.uk Procurers are advised to confirm compliance of statutory regulations with the manufacturer.

Page 1 of 1

Registered at Companies House Cardiff Number : 9132907 2024/0273
Registered Office: Union House, 111 New Union Street, Coventry CV1 2NT

For more information and help,
Email **hire@srl.co.uk** or call us on **0808 2818 775**