NOTES:

1. Unless specified otherwise in the Plans, install the PROCESSOR INTERFACE, as shown on page 1 of this drawing. It is the standard.

2. The RELAY INTERFACE is an alternate method of construction to be used only when specified in the Plans.

3. Provide xRPS Confirmation Module when specified in the Plans. Unless specified otherwise in the Plans, the confirmation light display will be as follows:

   A. AP-NC – all approaches flash 3 times over 600 ms followed by 600 ms off.
   B. EVPE Selected Approach – steady ON.
   C. EVPE Non-Selected Approach – 50% duty cycle, 600 ms on, 600 ms period flash.

4. XR is not required when AP is used, unless required in the Plans for asserting a blankout sign, as per Note 1, or similar application, or if GDR is omitted. If XR is certificated, wire White/4 shall be connected to the rest of AP.

5. ISLR and GPR/APP are optional unless called for in the Plans. If called for in the Plans, the railroad shall connect the APP (Advance Pedestrian Preempt Relay) to be driven by the crossing controller actuator output, providing the earliest possible notification to the traffic signal controller. The traffic signal controller then acts on the PED phases indicated in the Plans. See also Note 7.

6. Use of TSHR by the railroad is optional. Active TSH and NTSH wires will be provided at the Interface Panel terminals.

7. Connect FLASH RED 120 Vac to any controller phase field terminal FRED 120 Vac (See Note 7).

8. Label each wire with a number tag on each end of cable.

INDICATOR PANEL (TYP)

- White/2
- Orange/3
- Blue/4
- Green/5
- Slate/9
- White/10
- Brown/7
- White/8
- White/6
- Green/4
- White/11
- Blue/1

* GENOTES THAT INDICATION IS TYPICALLY LIT WHEN NO TRAIN IS PRESENT

1. Unless specified otherwise in the Plans, install the PROCESSOR INTERFACE, as shown on page 1 of this drawing. It is the standard.

2. The RELAY INTERFACE is an alternate method of construction to be used only when specified in the Plans.

3. Provide xRPS Confirmation Module when specified in the Plans. Unless specified otherwise in the Plans, the confirmation light display will be as follows:

   A. AP-NC – all approaches flash 3 times over 600 ms followed by 600 ms off.
   B. EVPE Selected Approach – steady ON.
   C. EVPE Non-Selected Approach – 50% duty cycle, 600 ms on, 600 ms period flash.

4. XR is not required when AP is used, unless required in the Plans for asserting a blankout sign, as per Note 1, or similar application, or if GDR is omitted. If XR is certificated, wire White/4 shall be connected to the rest of AP.

5. ISLR and GPR/APP are optional unless called for in the Plans. If called for in the Plans, the railroad shall connect the APP (Advance Pedestrian Preempt Relay) to be driven by the crossing controller actuator output, providing the earliest possible notification to the traffic signal controller. The traffic signal controller then acts on the PED phases indicated in the Plans. See also Note 7.

6. Use of TSHR by the railroad is optional. Active TSH and NTSH wires will be provided at the Interface Panel terminals.

7. Connect FLASH RED 120 Vac to any controller phase field terminal FRED 120 Vac (See Note 7).

8. Label each wire with a number tag on each end of cable.
1. Connections to relay pins 1 and 4 may be changed to accommodate specific controller units.

2. Indicator panel to be provided for each railroad preemption interface panel.

3. K7 is optional based on controller unit soft flash operation.

4. XR is not required when APR is used, unless required in the plans for asserting a blankout sign, or as per Note 7, or similar application. If GDR is omitted, if XR is omitted, the 24 VDC NEG connection to the Railroad Interconnect Cable shall remain. When XR is omitted, wire White/4 shall be connected to HEEL of APR.

5. ISLR and GPR/APPR are optional unless called for in the plans. If called for in the plans, the railroad shall connect the XR (Advance Pedestrian Preempt Relay) to be driven by the crossing controller motion detect output, providing the earliest possible notification to the traffic signal controller. The traffic signal controller then omits the PES phases indicated in the plans. See also Note 7.

6. Use of TSHR by the railroad is optional. Active TSH and NTSH wires will be provided at the Interface Panel Terminals.

7. For crossings not equipped with GDR, ISLR or XR may be used in place of GDR for the purpose of terminating Track Clearance Green (TCG).

8. Label each wire with a number tag on each end of cable.