nissen™

ROAD SAFETY SOLUTIONS.

MOBILE TELEMATICS

HIGH-PERFORMANCE SOLUTIONS FOR
EFFICIENT TRAFFIC MANAGEMENT

MOTION IS EVERYTHING

Dear customers, partners and prospective customers,

The increasing number of passenger and goods vehicles on the roads requires a more and more complex traffic management. We offer everything you need for this from one single source: the central unit, operation centre as well as control and display sections for a wide range of applications. Furthermore, you can benefit from a system with modular design, into which even future technologies, innovations and enhancements can be easily integrated. Learn about our compliant solutions for mobile traffic management and our comprehensive services.

JAN VOGT
Commercial manager and authorized representative

KAI FREUND
Technical manager and authorised representative

EVERYTHING FROM ONE SINGLE SOURCE

Benefit from our comprehensive package with numerous services from one single source. With mobile telematics designed by Nissen, we offer you complete solutions for various applications – including hardware, software and service.

The hardware

Proven quality provided by the leading manufacturer in the field of mobile traffic safety.

The spirit

Rely on our strong and motivated team – we look forward to being part of your success!

The software

Web-based application with intuitive user interface and many features.

The team

Expert advice – provided by our back office and field service staff – whenever and wherever you need it.

The service

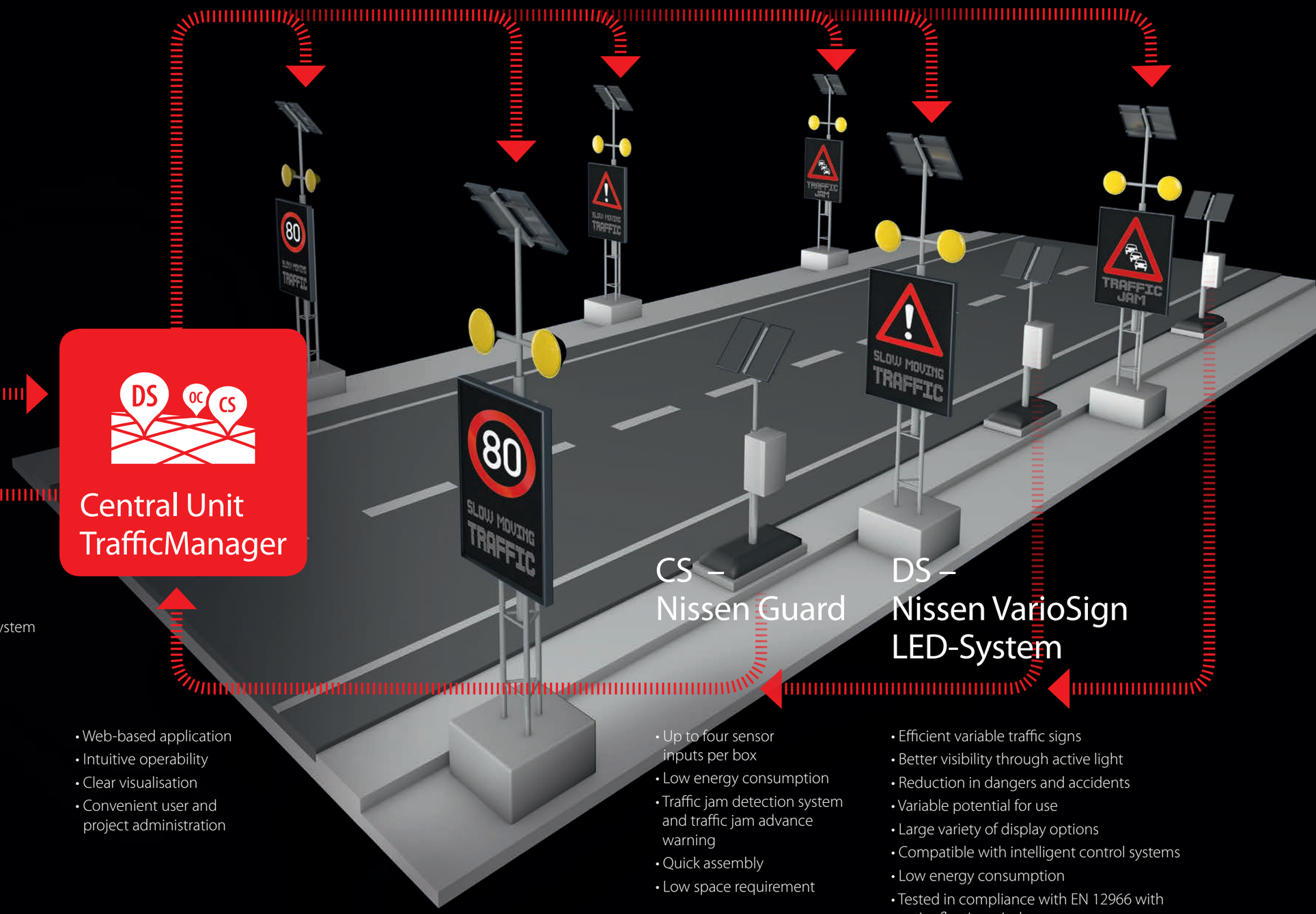
Technical support for your project and 24/7 support in the OC.

The flexibility

We develop individual solutions which can be adapted to changed requirements quickly and flexibly.

MOBILE TELEMATICS

nissen™
ROAD SAFETY SOLUTIONS.



OC

- 24/7 monitoring of the traffic jam detection system
- Qualified personnel
- Redundant servers and online connection
- Legally compliant blackbox
- Start of troubleshooting within 45 min.

Central Unit TrafficManager

- Web-based application
- Intuitive operability
- Clear visualisation
- Convenient user and project administration

CS – Nissen Guard

- Up to four sensor inputs per box
- Low energy consumption
- Traffic jam detection system and traffic jam advance warning
- Quick assembly
- Low space requirement

DS – Nissen VarioSign LED-System

- Efficient variable traffic signs
- Better visibility through active light
- Reduction in dangers and accidents
- Variable potential for use
- Large variety of display options
- Compatible with intelligent control systems
- Low energy consumption
- Tested in compliance with EN 12966 with anti-reflective windscreen

In compliance with the data sheet for light-operated information road signs (M TI) (2015)

CENTRAL UNIT

CENTRAL UNIT

Programmed for safety

The TrafficManager central unit is a high-performance software for mobile traffic management, which complies with the IT safety requirements for critical infrastructures. The numerous benefits provided by the web-based application almost allow for universal applicability.

Everything on the radar

With the TrafficManager central unit, control and display sections can be remotely monitored and switched manually or by automatic means. In this way, you can safely and efficiently implement a variety of different road traffic tasks.

Freely scalable

Display sections can be switched individually or combined in groups, in order to enable the isochronous switching of any number of devices. For this purpose, scenes for faster switching processes can be programmed.

Safe control

Via the central unit, you can check the status of the monitored display sections at all times. This for example includes the switching history, charging state and connection quality as well as the signs provided. Furthermore, the display sections transmit their status at regular intervals and, in the event of faults, they immediately output an error message.

Central unit-1-0519

Unique identification

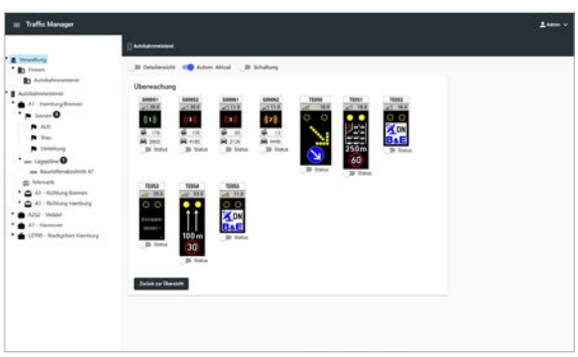
Usually, two display units are combined to one display section in each case. The display section is provided with an individual ID, logs in to the central unit after activation and can be located via GPS. In this way it is ensured that each display section is always only assigned to one project.

Clear visualisation

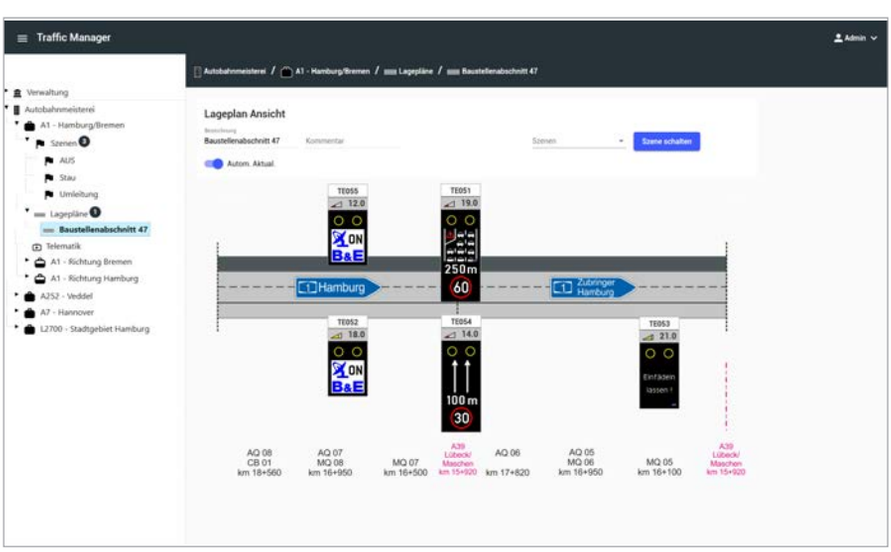
For each project, the central unit can show a live view of each display section. Furthermore, a site map view is provided to you, within which control and display sections can be represented so as to comply with traffic regulations.

Network-independent availability

The central unit as well as the control and display sections communicate via protected mobile network connections. The optional use of multiple providers guarantees network-independent availability and also ensures service in border regions with foreign networks. In the operation centre, the software is provided on redundantly mirrored servers with a redundant online connection.



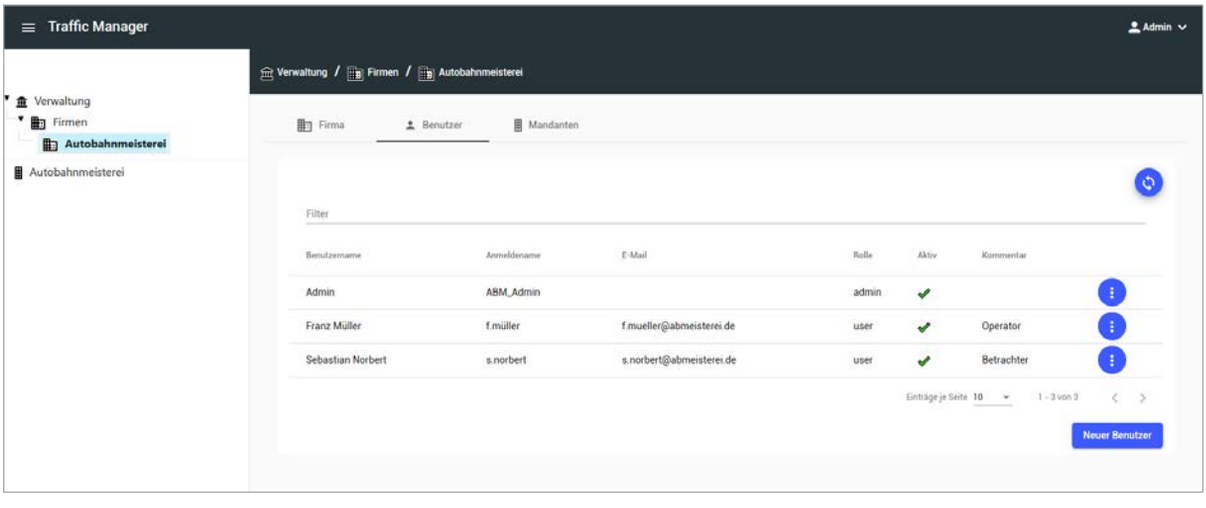
Device monitoring



Intuitive operating concept

The user interface of the TrafficManager stands out by its clearly structured design, providing for easy and safe handling. All functions are arranged in a concise and self-explanatory fashion. Furthermore, the user interface, which is based on the well-known operating system Windows®, can be individually adapted to your personal requirements.

User overview



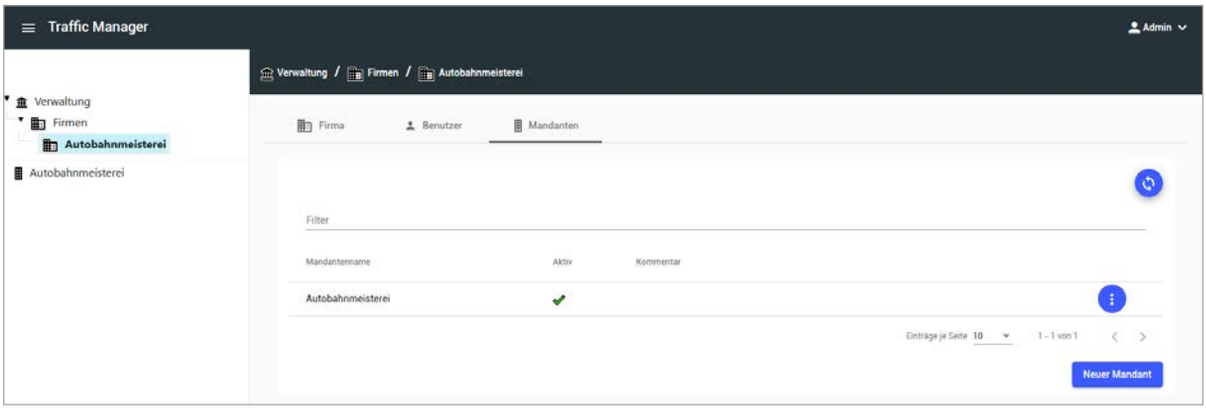
Individual assignment of rights

The TrafficManager is provided with an administration of user rights which is both easy and extensive. In this way, companies and clients can be set up, and rights for administrators, operators and observers can be allocated. You can assign the rights to projects and reduce them to individual display sections. Special advantage: several projects can be managed at the same time without login and logout.

Companies, clients and projects

A company can create one or several clients. Each client can manage one or several projects. Depending on the assignment of rights, the clients can maintain the projects themselves or have them maintained.

Client overview

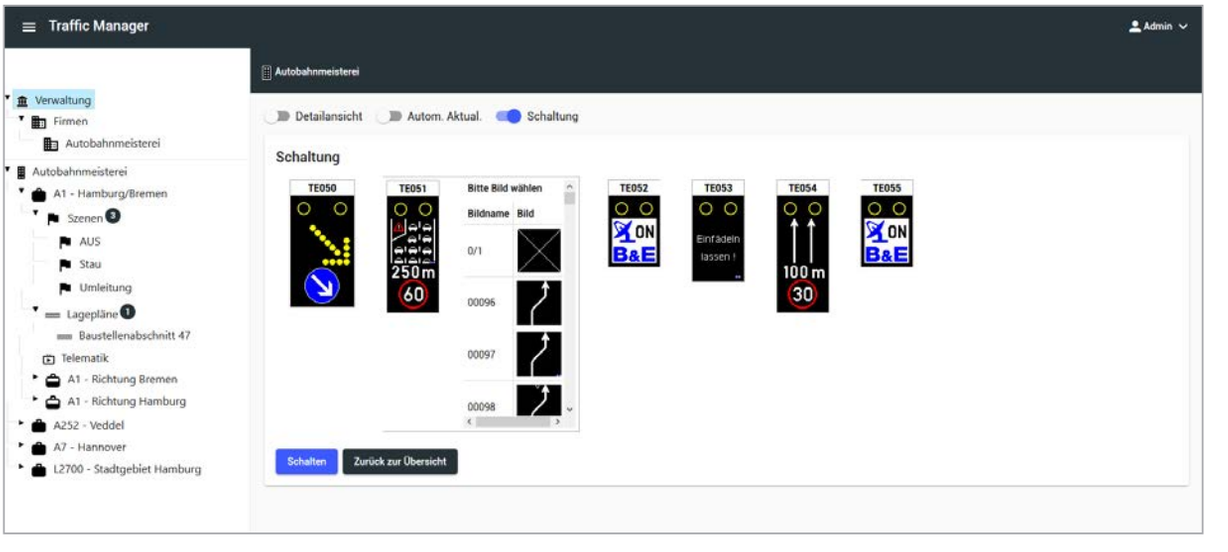


Automatic switching

LED variable traffic signs are switched automatically according to the data transmitted by the control sections. Switch cycles for specific days, times and self-defined periods of time can be established. Furthermore, logic links of LED variable traffic signs combined with sensors with defined periods of time can be made.

Manual switching

With the Nissen TrafficManager, predesigned signs from the library stored in the LED variable traffic sign can be switched. Scenes can be preconfigured for any number of signs. In addition, freely programmable content can be created by the user.



Legally binding documentation

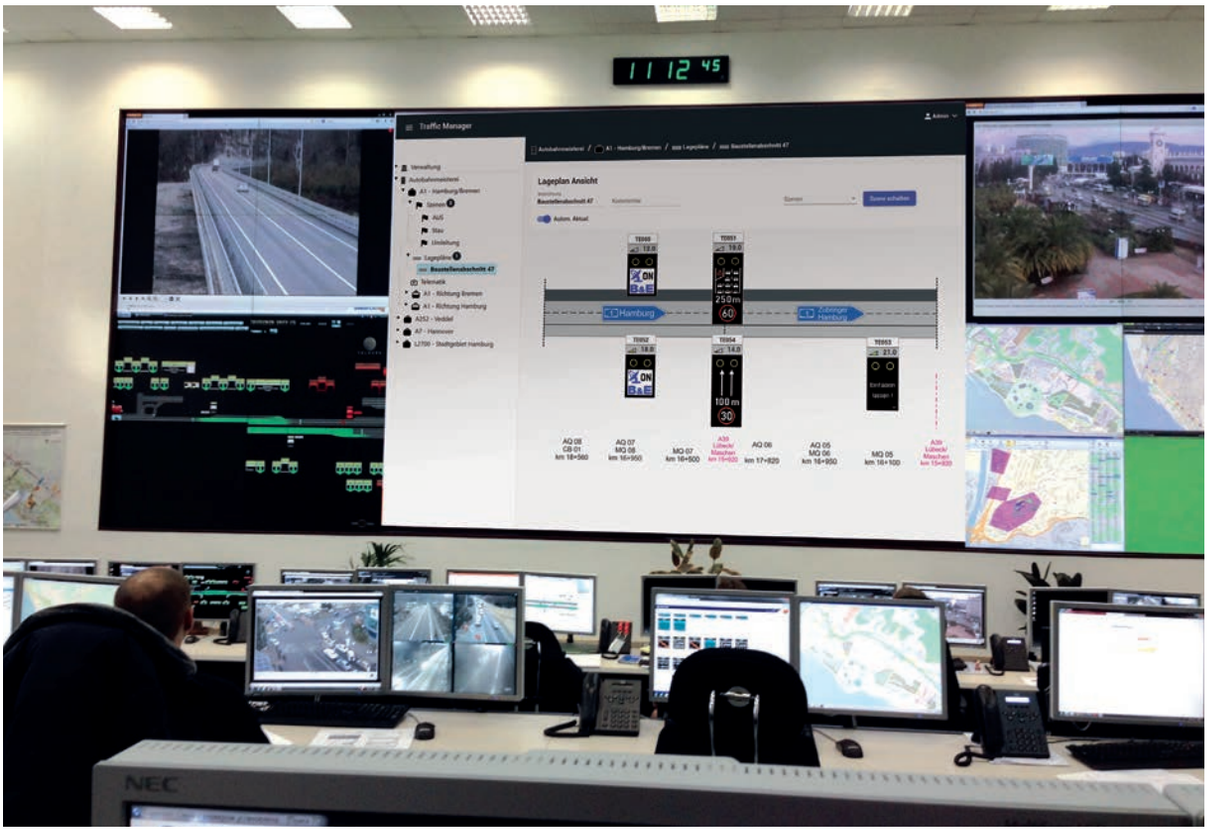
The operation of your projects is continuously documented, represented graphically and stored in a legally compliant blackbox. This makes it possible to retrace every switching process and, in the case of manual switching, even the respective user.

OPERATION CENTRE

OPERATION CENTRE

Under control 24/7

For a legally compliant use of mobile telematics in accordance with M TI 2015, we provide an individual data centre to you.
This data centre complies with IT safety requirements for critical infrastructure. Certified specialists monitor your projects around the clock.



Bespoke performance

The operation centre meets all legal requirements for contract data processors and the monitoring of telematics applications in road traffic. It comprises powerful and redundantly mirrored servers as well as a redundant online connection. This makes it possible to compensate for simple failures at any time. For tenders you'll receive a certificate with regard to the technical properties.

Competently staffed

Your project is monitored around the clock by certified specialists in the operation centre. Our experts keep in view the faultless operation of your application at all times, respond in compliance with M-TI within 45 minutes in the event of faults and also intervene if special incidents occur.

Legally binding documentation

The operation of your projects is continuously documented and stored in a legally compliant blackbox. This makes it possible to retrace every switching process and, in the case of manual switching, even the respective user.

CONTROL SECTION

You can count on that

The proven Nissen Guard traffic box is utilised as control section. This design is characterised by results comparable to those of stationary measuring systems as well as by its uncomplicated handling and its low power consumption.

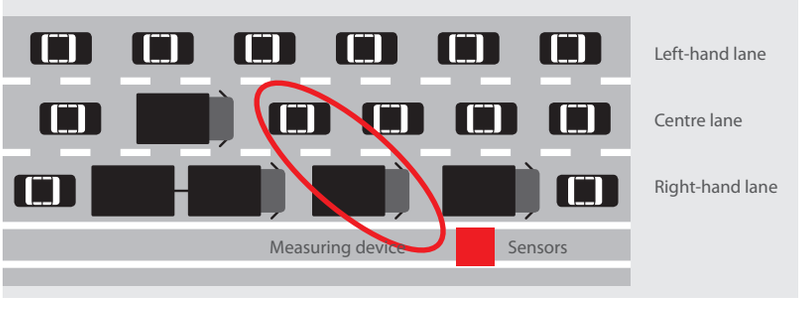
In order to ensure an optimum control of the traffic flow, the traffic density has to be measured as accurately as possible, and the corresponding data must be quickly transferred to the central unit. For this purpose, so-called control sections (CS) are utilised. Nissen Guard is a powerful traffic box with up to four radar sensors. These sensors record the number of vehicles and their speed across several lanes. The Level of Service (LOS) determined in this process is transferred to the central unit via a secure mobile network connection. The data recorded can be utilised for the purposes of advance warning and warning of traffic jams as well as for other purposes via different platforms. Furthermore, Nissen Guard provides the following benefits:

- High measuring accuracy
- Mobile deployment and ease of use
- Quick mounting
- Low energy consumption, long service times
- Independent power supply through optional solar modules
- CE-compliant detector heads, notified in compliance with EU Directive 1999/5/EC

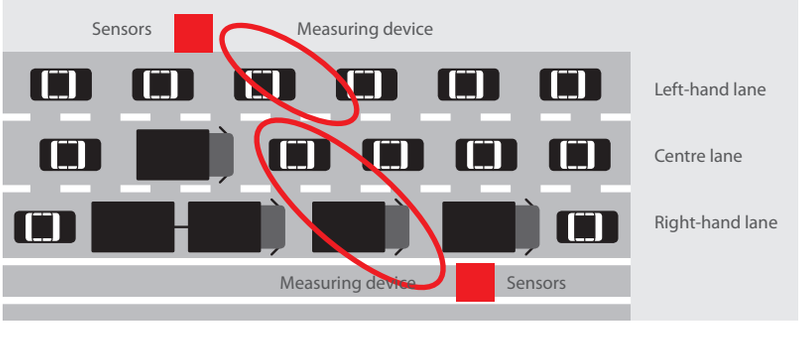
Developed for practical applications

Usually, control sections consist of one measuring unit that is positioned at the right-hand lane. If the traffic density of a specific lane is to be determined, the control sections may also consist of two measuring units which are positioned at the right-hand lane and on the centre lane. As an alternative, the measuring units can also be mounted above the lanes. Thanks to the four sensor inputs, you only need one traffic box in this case. By permanent recording of the number of vehicles and the vehicle speeds, the traffic density on the individual control sections is determined. The speeds are conditioned by exponential smoothing, thus preventing exceptions from causing the activation of a traffic jam warning. The status is transmitted at intervals of max. ten minutes. A change in the LOS is transmitted immediately.

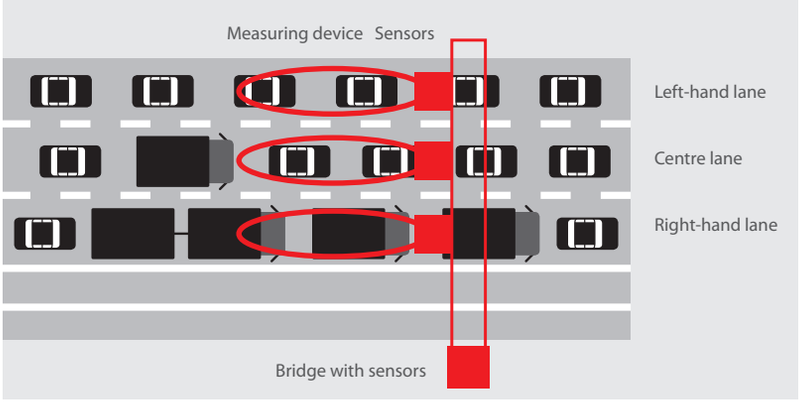
Speed detection from the hard shoulder



Speed detection from the hard shoulder and centre lane



Speed detection via overhead sensors



More options with the MultiController outstation

The ideal add-on: the MultiController outstation provides you with additional options for monitoring and controlling a wide range of devices.

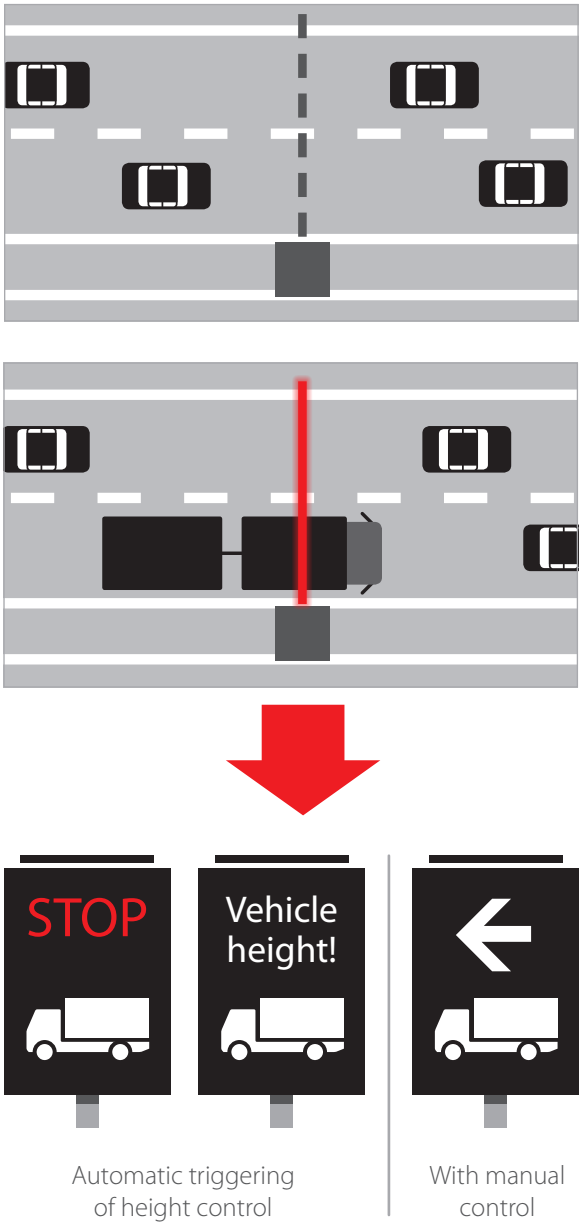
Nissen's MultiController outstation acts as a universal interface that ensures reliable communication between various devices. Sensors, barriers, VMS display sections and similar installations can be both automatically and manually monitored and controlled in combination with the TrafficManager.
The relevant circuit board can be either integrated in the device or in a separate control box.

Potential uses:

- Anti-theft alarm
- Battery box opening control
- Light gate control
- External sensor control
- CB radio activation
- Simple traffic light system activation
- Traffic camera control
- and much more

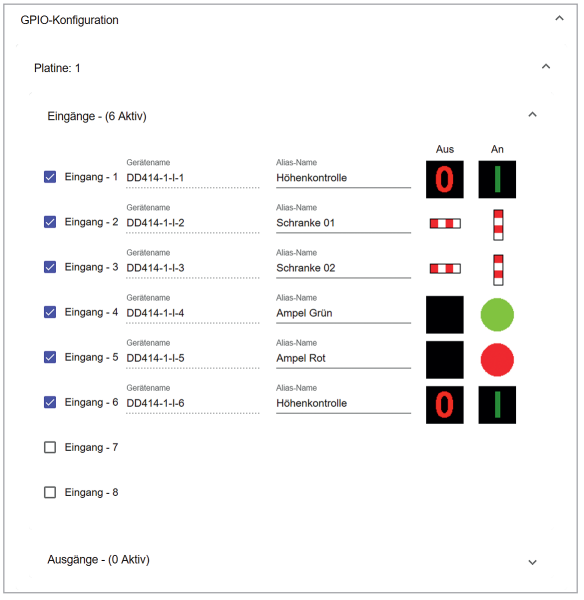
A wide range of potential applications

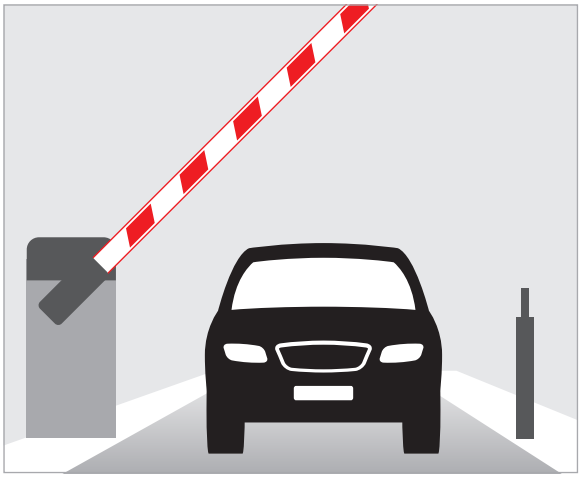
Height control:
An optical sensor can be connected via the interface to a VMS display section. When the approach of too high a vehicle is detected, the detour sign is activated and the vehicle is appropriately rerouted.



Access control:

Electrically-operated car park barriers can be linked with the MultiController outstation and automatically controlled by means of automatic number-plate recognition or manually operated with the help of the TrafficManager software.





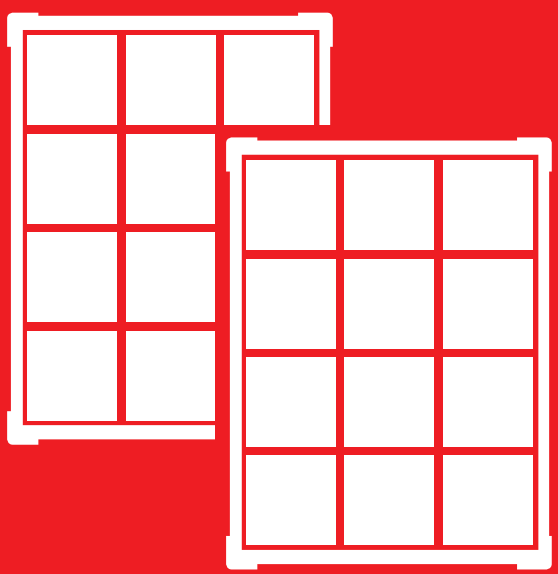
Technical data

- Eight digital inputs (5 - 30 V)
- Eight digital outputs
- Four relay outputs (max. 125 V DC, 1A)
- All inputs and outputs can be used independently of each other
- Required power voltage: 12/24 V
- Can be employed as an integrated module or stand-alone control box
- Compatible with Nissen TrafficManager

Learn more about how use of the MultiController outstation will benefit you – we will be happy to advise you!

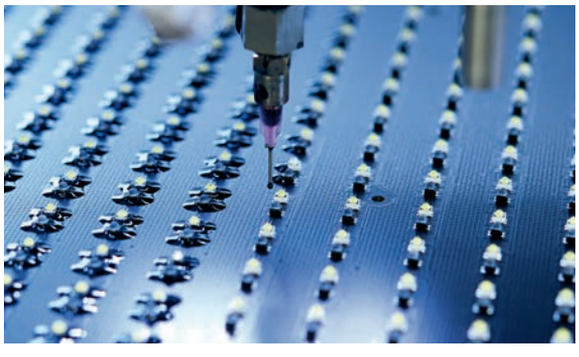
nissen-germany.com/telematics

DISPLAY SECTION



For maximum visibility

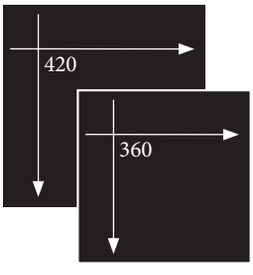
As display sections, the variable traffic signs from the proven Nissen VarioSign LED system are utilised. The SMD PCBs manufactured by Nissen in Germany can be configured in different sizes, are secured by means of a stable aluminium frame and can display dynamic signs and texts. The LEDs are covered by a special anti-reflective screen which even provides maximum visibility at daylight. This optical system including the screen is approved and CE-certified. Furthermore, the extremely low energy consumption of LED technology enables particularly long service times. Each LED variable traffic sign has a library stored on a medium and can be freely programmed.



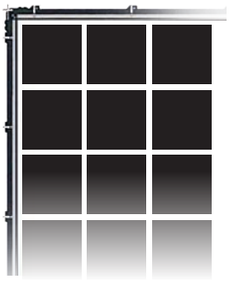
Advantages at a glance

- Better visibility through active light
- Tested in compliance with EN 12966 with anti-reflective screen
- Reduction in traffic jams, dangers and accidents
- Variable potential for use
- Diverse range of display options
- Compatible with intelligent control systems
- Low energy consumption

Basic modules



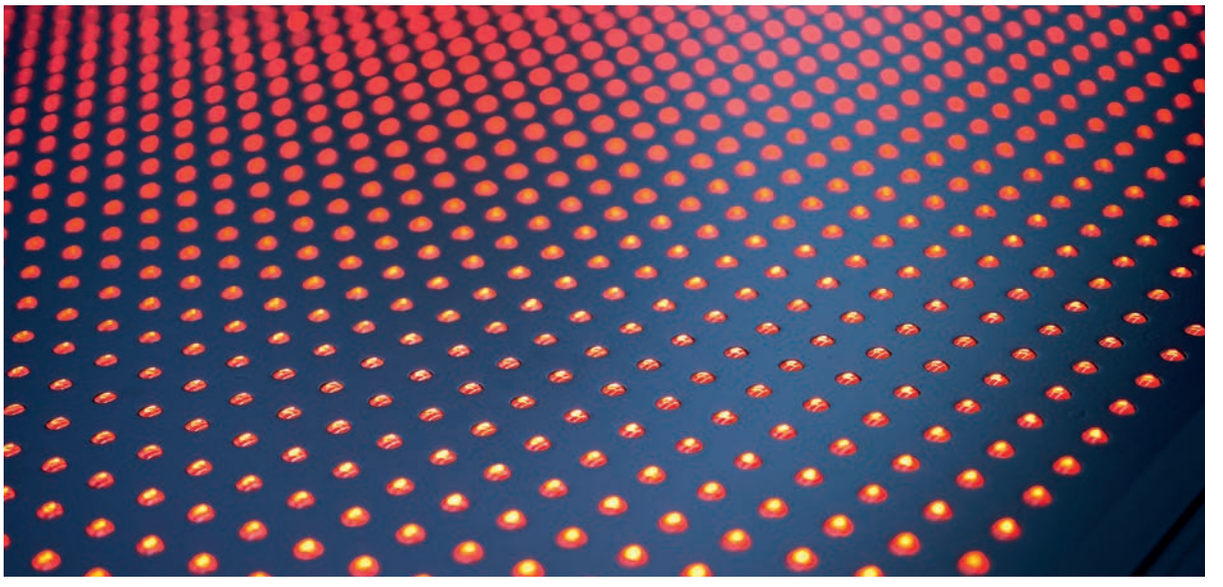
Aluminium profiles



LED Classic

Programming

RGB – more colours, more options



Perfect for traffic management at events: All LED variable traffic signs from the Nissen VarioSign LED system are also available in the RGB variant with 256 colours. Here, a lens technology patented by Nissen is utilised, allowing for a 100 percent colour display. Just like the Classic variant, the LED variable traffic signs with RGB technology can display any signs and texts, and, in addition, they can be freely programmed.

LED RGB

LED Variable Message Sign

VarioSign

European Norm EN 12966 European Norm

European Union CE Declaration of conformity

DS QC CS TrafficManager

PROFILE FRAME

- A perfect solution for mobile applications
- Powder-coated aluminium profile housing (AlMg3)
- Universal mounting by C-profiles on the rear side
- Impact-resistant anti-reflective polycarbonate front pane (classic)
- Patented lens technology (RGB)
- Separate control housing on the rear side to provide easy maintenance access

LED DISPLAY

- Full matrix for displaying freely programmable static or dynamic texts and symbols to animations
- Good recognizability of the signs from almost every perspective and even from long distances
- Certified in compliance with EN 12966:2005+A1:2009
- Complies with data sheet MTI 2015
- Grid dimension 20 mm
- Optionally 1-256 colours
- Premium quality light-emitting diodes with a long service life
- Continuous brightness adjustment, automatic or manual
- Available in different display sizes

CONTROL & ELECTRICAL SYSTEM

- Manual cable control for operating all functions via one-touch keys
- 12/24 V operating voltage
- Optimized power supply for long operating times

Possible LED variable message signs

Type	LED surface (mm)	housing size (mm)
2x2-420	840 x 840	970 x 970
3x3-360	1080 x 1080	1210 x 1210
3x4-420	1260 x 1680	1390 x 1810
4x4-360	1440 x 1440	1570 x 1570
4x4-420	1680 x 1680	1810 x 1810
5x3-420	2100 x 1260	2230 x 1390
5x4-420	2100 x 1680	2230 x 1810
7x3-420	2940 x 1260	3070 x 1390
7x4-420	2940 x 1680	3070 x 1810

Typical applications

- Mobile traffic jam warning system
- Risk signalling
- Changing traffic routing
- Traffic management
- Signposting for events
- Height control
- Warning systems for the prevention of accidents involving deer
- Information display

More information
NIS-01648
To be entered on nissen-germany.com

ACCESSORIES AND OPTIONS

- Combined manual radio-cable control for operating all functions via touchscreen and one-touch keys
- Control and monitoring via Traffic Manager
- Open interface
- advanced warning lamps
- 230 V voltage supply

Technical data

Operating voltage	12/24 Volt
Light source	LED
LED/m²	2500
Material housing	Aluminium. seawater-resistant

VarioSign LED Variable Message Sign	Ref. No.
VarioSign^{SMD} Type 2x2-420, 12/24 V, red/white fully assembled with external control box, weight ca. 40 kg	229 291-22-103
VarioSign^{SMD} Type 3x3-360, 12/24 V, red/white fully assembled with external control box, weight ca. 55 kg	229 290-33-103
VarioSign^{SMD} Type 3x4-420, 12/24 V, red/white fully assembled with external control box, weight ca. 85 kg	229 291-34-103

Accessories for LED variable traffic signs

Equip your display sections with optional accessories and enhance your scopes of application.

Battery monitor
Ensure long-term performance of your variable traffic sign. The optional battery monitor sends you a warning in advance, before the capacity of your battery is too low for operation. The device also monitors the charging process and protects against overloading. In this way, you effectively avoid unexpected failures and damage to the electrical system. A separate SIM card makes it possible to reset the sign and restart it.

XML interface package
This module enables secure data exchange between several devices. This makes it possible to remotely control variable traffic signs equipped with the XML interface package – including all functions. In addition, your variable traffic sign can also send data to control systems.

Operating hours meter
The detailed documentation of the use of your variable traffic signs lets you detect wear and tear in advance and replace parts before they fail, e. g. bulbs, batteries or mechanical components. The battery monitor also provides you with critical information to make your billing easier.

NiBus modem
This digital data interface lets you control and monitor our warning and barrier systems in compliance with safety standards, regardless of your location. In addition, the NiBus modem can also be used to integrate systems into common construction site management systems.

Wotan radio repeater
With the WOTAN (Wireless Over-The-Air NiBus) radio repeater, up to four variable traffic signs (VTS) can be synchronised. The images, traffic signs or symbols (also dynamic symbols) which are set on the first variable traffic sign are synchronised on the other variable traffic signs.

VarioSign LED Variable Message Sign

Mobile Traffic Management

PrismSign

CHASSIS AND BODY

- Ideal solution for use in a mobile Traffic management
- Powder-coated aluminum profile housing (AlMg3)
- Mounting made of galvanized steel
- Separate control housing on the rear side to provide easy maintenance access
- Ball bearing made of galvanized steel with long lasting oil film
- Protection class: IP68

PRISM DISPLAY

- Prism Display for presentation of 3 different symbols/ traffic signs:
  - Figure 1: grey
  - Figure 2: German traffic sign VZ101 + risk of traffic jam
  - Figure 3: German traffic sign VZ124 + traffic jam
- 12 vertically prisms
- Prisms made of aluminum (AlMg3)
- Display area: 1266 mm x 1660 mm (W x H)
- Approved according to EN 12966-2005+A1:2009
- micro prismatic retroreflective foil

CONTROL & ELECTRICAL SYSTEM

- Minimize the installation time for the whole system
- Optimized power supply for long operation times
- No permanent power consumption during long-term activation of the display area
- No external rechargeable battery necessary
- Optional with solar panel

APPLICATION EXAMPLES

- Mobile traffic jam warning system
- Changing traffic routing
- Traffic control

ACCESSORIES AND OPTIONS

- Control and monitoring via Traffic Manager
- Combined manual radio-cable control for operating all functions via touchscreen and one-touch keys
- Open interface
- advanced warning lamps
- 230 V voltage supply

Technical data

Operating voltage	12/24 Volt
Insulation	IP68 (housing)
Dimensions (HxWxD)	1905 x 1546 x 124 mm
Material housing	Aluminium. seawater-resistant

Mobile Traffic Management PrismSign	Ref. No.
Traffic sign prism, German version display area: 1266 x 1660 mm, 12 V, with cable page 1: grey page 2: German traffic sign VZ101 + risk of traffic jam page3: German traffic sign VZ124 + traffic jam	081 628-31

More information
NIS-02193
To be entered on nissen-germany.com

Multi-purpose sign base

- Mast sections made of corrosion-resistant hot galvanized steel
- The multi-purpose sign base can be set up and assembled modularly
- Wind load calculations according to German standards
- Concrete base including box for 2x 210/230 Ah rechargeable batteries or 4x 140/180 Ah rechargeable batteries
- Rechargeable battery box lockable with lock securing
- Mast diameter ø133 mm
- Statics calculation verifiable on request (for LED variable message signs 3x4K420)
- Optionally available with solar package

Dimensions (HxWxD)
3360 x 2200 x 900 mm

Dimensions
Transport (HxBxT):
2520 x 2200 x 900 mm

Weight
Foundation: 1050 kg

Multi-purpose sign base	Ref. No.
Multi-purpose sign base with concrete base for LED variable message signs 2x2K420 (850 x 850 mm), 3x3K360 (1210 x 1210 mm) or 3x4K420 (1390 x 1810 mm)	080 460-01

Accessories and Spare parts	Ref. No.
Lower mast section for Multi-purpose sign base LED variable message signs	080 460-01-02
Middle mast section for Multi-purpose sign base LED variable message signs	080 460-01-03
Top mast section for Multi-purpose sign base LED variable message signs	080 460-01-04
Cross stud for mounting solar modules	080 460-01-05
Lead Gel Rechargeable Battery 12V 210 Ah (discharge of 20 h), for drive purposes and lighting, cycle-resistant	165338

More information
NIS-02257
To be entered on nissen-germany.com

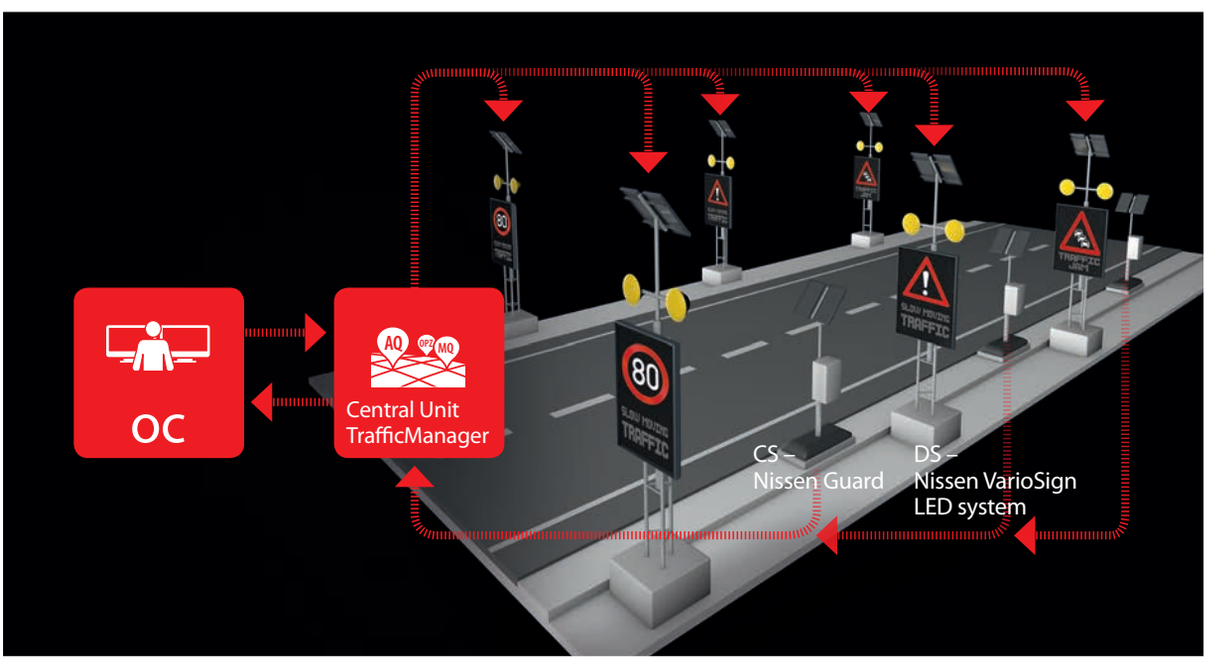
MOBILE TRAFFIC JAM DETECTION SYSTEM

Automatic warning

Construction sites in road traffic impair the traffic flow, can cause the traffic to come to a halt, and increase the risk of accidents.
Mobile traffic jam detection systems output a warning well before traffic congestion is building up, and can even prevent the build-up of traffic jams by intelligent traffic management and are therefore able to improve the traffic flow.

Dynamic safety

Static traffic signs are not suitable for detecting bottlenecks and for warning of a build-up of traffic jams. In hazardous situations, they cannot be perceived quickly enough and they cannot be adapted to the current traffic volume. The mobile traffic jam detection system designed by Nissen provides the optimum solution for this task. The combination of dynamic LED variable traffic signs (DS), sensors for measuring the traffic density (CS), and a powerful software as central unit controls traffic in an automated and safe fashion.



Mobile traffic jam detection system-1-0519

Reliable control sections

The Nissen Guard provides a solution comparable to stationary systems. Up to four sensors reliably record the traffic density. The Nissen Guard can be easily installed, is characterised by its low energy consumption and can be supplied independently by means of solar modules or batteries.

Powerful central unit

The central unit continuously monitors software provided in a data centre. It processes the data transferred by the control sections and adapts the display sections to the traffic events in real time. This can prevent the risk of traffic jams and accidents and provide for an optimised traffic flow. The software is characterised by its intuitively operable user interface and its convenient project administration. Furthermore, scenes can be mapped one-to-one and, if necessary, can also be transmitted to traffic signs that are not stored on the display section (Over-the-Air).

Optimum display sections

As display sections, the variable traffic signs from the proven Nissen VarioSign LED system are utilised. They can provide a dynamic representation of traffic signs and texts stored. A screen of special anti-reflective glass provides for maximum visibility, even in daylight. Furthermore, the VarioSign LED variable traffic signs comply with the requirements set out in European Standard EN 12966. Due to their modular design with SMD PCBs from Nissen's in-house production, display sections can be selected in different sizes. An additional advantage is the low energy consumption which allows for particularly long service times.

Professionally monitored

We offer you the monitoring required for the operation of a mobile traffic jam detection system in an operation centre with certified staff which is at your service 24/7. Our operation centre uses a contract data processor that meets all technical requirements such as redundant servers and a redundant online connection as well as a maximum response time of 45 minutes in the event of malfunctions.

GLOSSARY

Glossary

Display section (DS)
Two panels on the left-hand and right-hand lane
AU1.1 is the display section 1 on the left
AU1.2 is the display section 1 on the right

Automatic circuits
Circuits in the case of which individual signs or whole scenes are switched automatically in a sensor- or time-dependent fashion.

Mobile warning trailer (MWT)
Warning trailer serving to secure work sites and scenes of accidents. Also known as warning sign trailer.

Device
Term referring to a remote controllable or monitorable unit, e.g. LED variable traffic sign (VTS), MWT, warning system, CB warning system, traffic box (measuring unit), etc.

Site plan
The site plan is a graphical view in which the control and display sections can be represented in compliance with traffic regulations in the road section.

LED variable traffic signs
In contrast to the static traffic signs, LED variable traffic signs allow for a dynamic representation of almost any symbols and texts. They are often mounted to trailers (mobile LED warning signs) with warning lights that have a facility for lifting and lowering.

Level Of Service (LOS)
Calculated traffic jams of an MU
1 = free-flowing traffic
2 = traffic jam detection (slow-moving traffic)
3 = traffic jam

Traffic light system (TLS)
Mobile traffic light, also referred to as lighting system (LZA).

Client
Organisational unit representing a company. Clients can contain several projects and sub-projects.

Modem
Unit for the transmission of data and control commands from and to the device via the mobile network.

Control section (CS)
Traffic box with 1 to 4 sensors

Mobile traffic jam detection system (mSWA)
Combination of AUs and MUs, central unit and OPC for the automated warning and speed control at work sites in road traffic.

Operation centre (OC)
M-TI-compliant data centre for setting up, controlling and monitoring mobile traffic management systems (mobile traffic jam detection system, variable traffic sign). Redundantly mirrored servers and online connections as well as a permanent monitoring by staff (365 days a year, 24/7) are necessary.

Over-The-Air (OTA)
Circuits in the case of which transmission is not carried out by the control signal but the display graphics and, if necessary, also texts are created by the user and are directly transmitted to the variable traffic sign.

Picture editor
Program for the creation of images and image sequences for the variable traffic signs. Is in particular used for Over-The-Air circuits.

Program
A program in the LED variable traffic sign is an image or image sequence which is usually stored in the local library on the storage medium of a device.

Sensor
Measuring device which records data and transmits them via the traffic box.

Traffic box
Control section: device which serves to measure the traffic density and to which up to 4 sensors can be connected.

Scene
Grouping of LED variable traffic signs which are switched commonly and interdependently. Also referred to as an ad-hoc circuit.

Sign
Alternative designation of an LED variable traffic sign.

Advance warning lights
Flashing lights of the WL7 type with 300 mm diameter for advance warning in compliance with class L9H or L9MO3.

Traffic management sign (TMS)
Standardised trailer with variable traffic sign comprising two or three signs including advance warning lights.

Variable traffic sign (VTS)
Variable traffic sign which can be activated, changed, or deactivated if necessary.

Central unit
The central unit is a web-based software which evaluates the data transmitted by the control sections, generates control commands to the display sections and documents display states. The central unit must be kept in a data centre (OC) that is permanently staffed (365 days a year, 24 hours per day) and provides monitoring and support in compliance with the EU standard contractual clauses. The data centre must agree to be a contractual data processor and comply with the corresponding regulations.

FAQ

?

FAQ

What is required for an approved mobile traffic jam detection system?

Parts of a mobile traffic jam detection system in compliance with M-TI 2015 are:

- LED variable traffic signs complying with M-TI. Parameters such as the technical version, size of the traffic signs, photometric requirements, the display of texts, etc. are defined there.
- Traffic jam sensors with automatic generation of the levels of service
- Central unit (TrafficManager) complying with regulations for controlling and monitoring the devices. Requirements of the M-TI are for instance the status display of the devices and location determination.
- Monitoring of the devices by means of an OPC complying with regulations, with a guaranteed annual availability of the devices of 99 %

In which way can devices that are already available (LED variable traffic signs, traffic jam sensor, etc.) be extended to a mobile traffic jam detection system?

The LED variable traffic signs and traffic jam sensors that are already available must be compatible with the TrafficManager. An ID indicating this compatibility of Nissen products can be found in the product catalogues. Furthermore, the devices already available must be equipped with a modem and the corresponding SIM card in order to ensure communication via the mobile network.

How long does it take to correct potential errors/failures?

The response time between the documentation of an error and the start of error correction is 45 minutes. The error correction process is documented with regard to its time and scope.

What can be represented via the TrafficManager?

All traffic signs stored on the storage medium of the variable traffic sign are retrieved and switched by the TrafficManager. Additionally, an integrated design editor is used to freely create simple images and texts. For more complex designs of images and texts, we recommend using the NiCo 2 Designer software which is included in the scope of supply.

How does communication between the devices and the TrafficManager work?

Communication between the devices and the server structure is carried out via GSM (Global System for Mobile Communication). This is the mobile radio standard of the second and third generation. The browser with the online application in return communicates with the server via HTML.

FAQ

Which encryption does the TrafficManager use?

The AES encryption (Advanced Encryption Standard) is utilised. Indicated by the URL (https). The AES encryption is considered as the common form of encryption and is for example also used by banks for the purpose of online banking.

Which web browsers are compatible with the TrafficManager?

The application works on all common and current terminal devices and web browsers. However, in order to ensure optimum handling of the application, Firefox and the Chrome browser are recommended.

Which assignment of rights can be set in the TrafficManager?

The user level provides three ways of regulating user access:

- Admin: can create/switch devices, create projects/subprojects, create scenes/site plans
- Operator: can switch devices, create projects/subprojects, create scenes/site plans
- Viewer: can only view projects/subprojects as well as scenes/site plans

In which way can I represent the location of the devices?

In order to represent the devices via Google Maps, a Google account with a stored API key is required. When the Google account has been linked with the TrafficManager, Google provides a free quota of calls per year to the user. This quota is usually sufficient for the user.

Adolf Nissen Elektrobau GmbH + Co. KG

Friedrichstädter Chaussee 4
25832 Tönning • Germany

T +49 4861 612 - 0
F +49 4861 612 - 144

vertrieb@nissen-germany.com (Germany)
export@nissen-germany.com (worldwide)

nissen-germany.com