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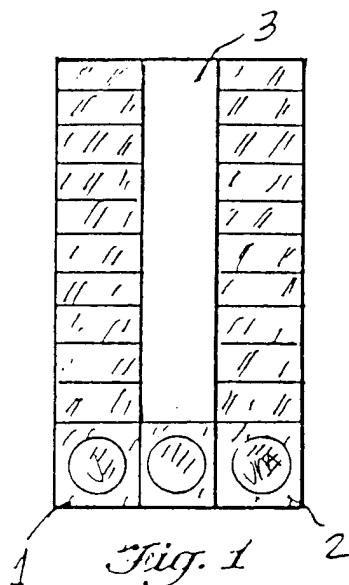
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(54) **Device for traffic signalling equipment**

(57) Utility Model Patent for a device for signalling equipment, consisting of a combination of traffic lights, conventional or not, with elements capable of giving information by means of fixed or mobile luminous texts, allowing the observer, driver or pedestrian, to know the

conditions both in the street where the traffic light is situated and in nearby streets, the duration of the colour of the traffic light, the permitted speed on the street, and any other messages which the traffic authorities should deem to be of importance.-



Description

[0001] This application for Utility Model refers to a new device for signalling devices, of the type most known as traffic light, which consists of the combination of a traffic light, whether conventional or not, with elements capable of offering drivers of vehicles and general and pedestrians or passers-by, information of great importance for the security of everybody, such as, for example, the duration of the colour of the traffic light, the speed limit in a certain street, at what speed the observer should travel to make use of the so called "green wave" of the traffic, or the final letters or numbers of the licence plates which are permitted to circulate on a certain day or the situation of the street (normal or congested) allowing the user to take an alternative route and not get caught up in a "bottleneck", and other information considered useful to contribute to perfect traffic flow.-

[0002] As regards the materials, they must be of sufficient luminescence for human vision to recognise when they are activated (on) and what is the colour at any time, it would be possible to use incandescent lamps, leds, liquid crystal, neon and others which may be considered appropriate, visible by day and by night, and in which it would be possible to control the times at which they should be luminous or transparent, or not, the colour to be issued, the degree of intensity or transparency, and could also be controlled by fractions, making it possible to show circles, arrows, squares, blocks or rectangular bands, in short, a signal which makes possible the best way of showing the time of the traffic light or which could form letters to show messages, the contents of which would be established by the competent traffic bodies.-

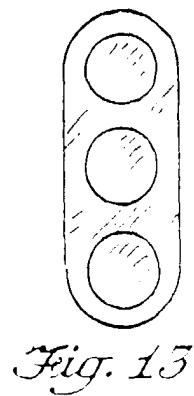
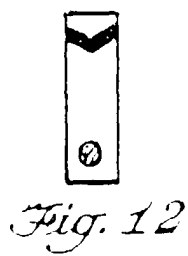
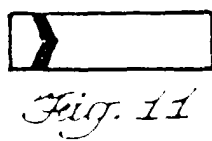
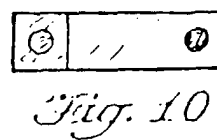
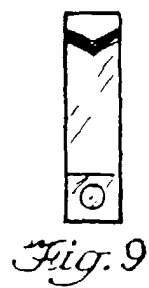
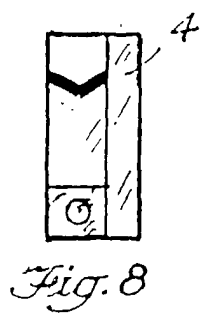
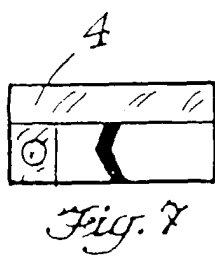
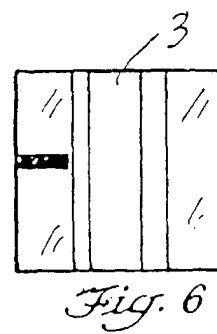
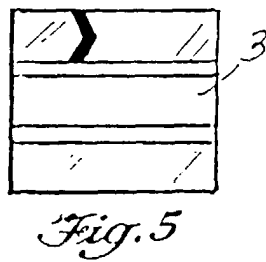
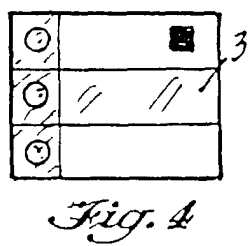
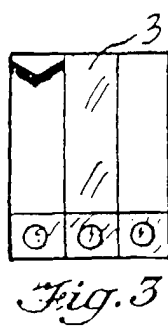
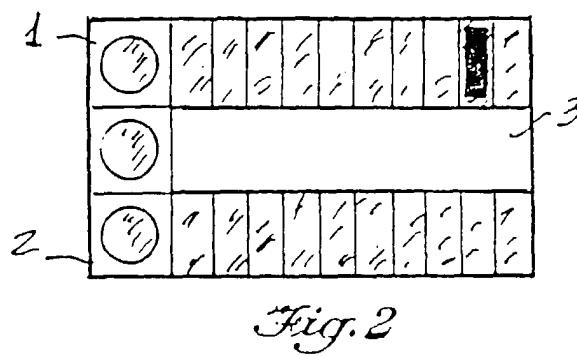
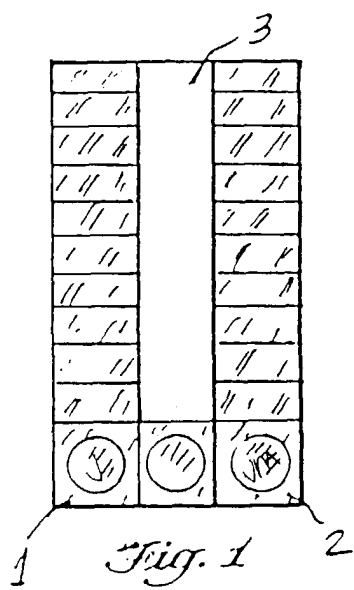
[0003] As regards how to inform of the duration time of the colours which make up the traffic light cycle, the information should be shown by (3) such as on/off or activation of the symbols (circle, arrow, square, block or rectangle of liquid crystal, led, neon, lamp or number) one by one, going from one end of the apparatus to another, either from top to bottom or from left to right, or vice versa, or by means of a regression of numbers in accordance with the time remaining to go from green to red, or activating the whole apparatus and gradually deactivating the elements, thus giving the idea of time.-

[0004] The attached drawings show some of the possible arrangements and combinations in accordance with the objectives sought. In FIGS. 1 and 2 - we have an arrangement in which the colours green (1) and red (2) each have their own space to move, the same happens in the arrangements of FIGS. 3, 4, 5, 6, 20, 21 and 22. In FIGS. 7, 8, 9, 10, 11 and 12, we have the colours green, amber and red in the same space, each activated in their own time, in accordance with the position of these traffic lights in the cycle. The variable messages (3) may be situated between the red and green colour strips, in accordance with FIGS. 1 to 6, or have variable messages (4), together with a column which includes all

the colours, in accordance with FIGS 7 and 8, have variable messages (5) situated between the colours or numbers of the traffic light, while these are still at the ends, as the same space contains all the colours or numbers, as shown by FIGS. 9, 10, 11, 12, 20, 21 and 22. Another arrangement would have conventional traffic light modules, as shown by FIGS 13, 14 and 15, which, linked to each other, the sum of more than two of them (FIGS. 16, 17, 18 and 19) would inform the parties of a period of colour green, also used for red and amber. In FIGS. 16, 17, 18 and 19, as regards how to inform of the time of the colours which make up a cycle of the traffic light, the information (6) is given by the on/off of the lamps, or the activation of circles, leds, one by one, always moving from one end of the traffic light to the other, which may be from top to bottom, from left to right, or vice versa, like the others. FIGS 16 and 17 show the variations of the configurations of the arrangements and the green, amber and red colours, each with its own space to move in, while FIGS 18 and 19 show in the same group the colours green, amber and red, which are activated, each in its own time, according to the position of the cycle that the traffic light is in. As regards FIGS 20, 21 and 22, the messages (7) of interest for the driver are activated in the same space where the numerical displays (8) are shown, working above or below that which is informing of the time, or alternatively, first giving a message (7) and then a numerical display (8).-

Claims

1. "Device for signalling equipment", characterised by consisting of a combination of traffic lights, conventional or not, with elements capable of giving information by means of fixed, mobile or alternate luminous texts, arranged horizontally, vertically, between the colour bands of the traffic lights or fixed on the side streets, above or below them, allowing the observer, driver or pedestrian, to know the situation of the traffic, both in the street where the traffic light is situated and in other streets, the duration of the signal, the permitted speed in the street, the travel speed of the "green wave" and other information of a general nature for perfect traffic flow in the streets where they are situated.



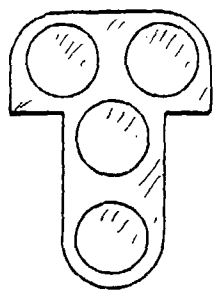


Fig. 14



Fig. 15

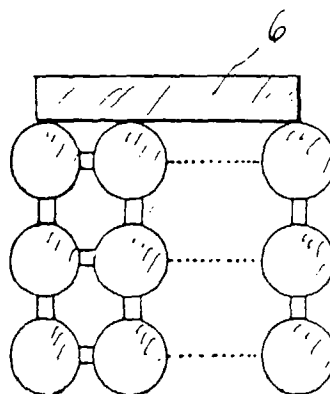


Fig. 16

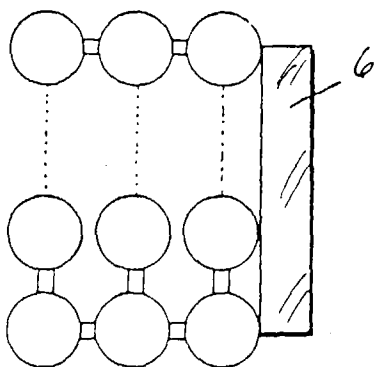


Fig. 17

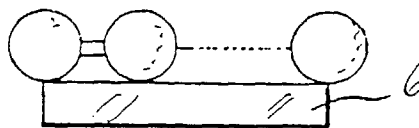


Fig. 18

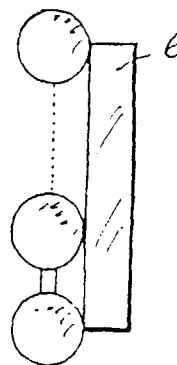


Fig. 19

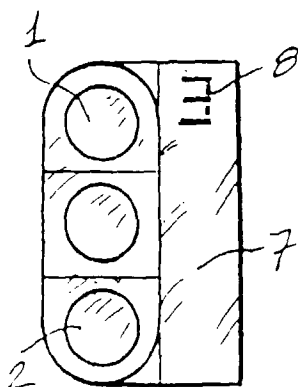


Fig. 20

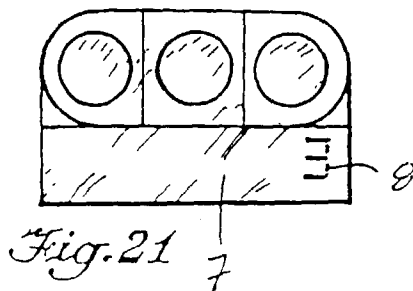


Fig. 21

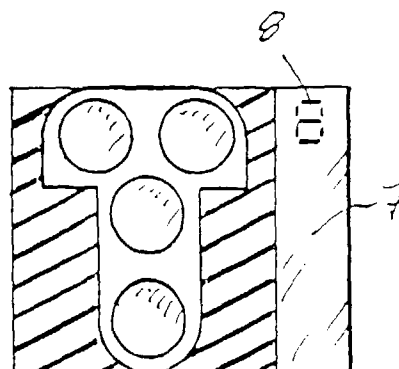


Fig. 22