



Linear Information Controller

SIL 2 has been developed based on experiences gathered from implementations of its predecessor – SIL 1 – as well as known and renowned on the market KPP2 computer. Wide range of functions such as: control of all popular passenger information system devices, support for ticket-punchers and ticket machines, counting passenger streams, it has been provided with additional functions such as: monitoring system management, possibility to preview camera images and play recorded video material. Additional, configurable F1-F5 function buttons allow to personalise the controller as needed, and a large 10" touch screen facilitates the driver's work by providing him or her with necessary information in a legible form. The controller has also been provided with a navigation system that suggests manoeuvres on subsequent intersections to the driver.



User interface:

- large 10 inch legible colour TFT display with a touch screen and adjusted LED backlight brightness (adjustment dependant on the ambient light sensor),
- comfortable, colour backlit, touch functional keyboard. Functions of the keys may be defined by the user – it allows for quick, simple navigation to the most often used functions of the computer,
- built-in RFID (mifare) card reader for simple and quick user sign-in,
- easily accessible USB 3.0 connector that allows to connect a flash disk or LAN socket in order to connect a laptop,
- 5 touch F1-F5 function buttons, independent from the touch screen, providing the possibility to assign functionalities and change colour.

Parametry:

- Processor Intel 2.4 GHz, 2 GB RAM
- Flash Drive up to 512 GB
- Possibility to install a second SSD drive up to 8 TB
- Linux operating system

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Functions:

- operation of any kind of information boards (LED, flip-dot, LCD) offered by SiMS,
- playing voice announcements and other audible messages via up to three channels (internal channel of the vehicle, outside the vehicle and optionally in the driver's cab – VoIP for communication with the dispatch centre),
- support for paper and electronic ticket-punchers,
- support for ticket machines,
- support for visual and audio monitoring systems. Function that allows to add subtitles, containing any parameters available to SIL computer at a given moment, such as speed, location, name of the line, direction, stop, driver's data etc., to video recordings,
- integration of the function of monitoring system cameras preview on the controller screen,
- possibility to play recordings from the monitoring central unit on the screen of the automatic computer,
- tracking of the location of the vehicle via built-in GPS receiver,
- suggestions for the driver to facilitate correct implementation of the timetable,
- economic driving assistant function (EDA) – signalling and recording of events inconsistent with ecological driving principles, as well as other events defined by the owner of the fleet, such as: excessively long operation of the motor on the neutral gear, driving on the neutral gear, sudden acceleration, heavy braking etc.
- navigation function – suggestion of appropriate manoeuvres on intersections for the vehicle driver.
- OBD function – collection of information from CAN bus regarding malfunctions in operation of the vehicle on-board electronic devices, decoding them to a text form comprehensible for the operator, presentation on the computer display and recording for the needs of future analysis.
- automatic update of the public transport timetable, content for the boards, announcements etc., as well as automatic downloading of registers in the depot via WiFi network, ISM radio modem or Bluetooth, and via GSM networks on the route,
- possibility to remotely access the computer in order to manage the vehicle fleet in a centralised manner,
- master-slave operation capability in case of two-direction vehicles,
- communication with the central dispatch centre,
- communication with the central "Green Wave" system,
- communication with traffic lights controllers within intersections – local forcing of priority for a public transport vehicle,
- support for a breathalyser and ignition lock – to start the vehicle, the driver must log into the computer and undergo a breath test,
- recording of all parameters and events available to the computer, such as: opening/closing of the fuel filler, fuel level, fuel consumption during travel, vehicle driver data, his or her driving style, heavy braking or sudden accelerations, use of the breathalyser, vehicle operation parameters, implementation of the timetable, passenger protocols, parameters from CAN bus (SEA J1939 or CANOpen) and many other.