

Installation of Emergency Telephones



Transport
Roads & Maritime
Services

Procedural Guideline

ILC-ITS-TP0-002-G03

Introduction

This guideline is intended to complement procedure ILC-ITS-TP0-002 which is a generic description of processes for installation of Intelligent Transport System devices and systems.

When working on an installation of Emergency Phones it is advisable to refer to both documents to provide the minimum installation information required.

Description of Device

Emergency Phones are commonly found in places of high-risk such as motorways where the need to call emergency services arises. They are especially useful when mobile phones have no reception, have become faulty or flat. As mobile phone usage increases the demand for roadside Emergency Phones has dropped.

The phones are usually supplied and installed by either the contractor or Roads and Maritime Services, depending upon the contract.

Two types of Emergency Phones exist:

- Dial-Up (Twisted pair copper to exchange)
- 2G, 3G or 4G wireless

The supplied Emergency phones should conform to the following standards:

- Australian Communications and Media Authority (ACMA) compliance mark

– The RCM 

Conforming to the above standards essentially implies that the Emergency Phone has been network approved and tested for safety and suitability.

When sourcing the Emergency Phones it is advisable to obtain the MTBF value for the phone from the manufacturer/supplier, where a MTBF of 50,000 hours or higher is desirable.

When installing an Emergency Phone the following should be considered:

- A twisted pair copper Telstra line connection if available will normally be the cheapest option.
- The option to use GSM may be limited due possible coverage limitations & null spots, especially in country areas.
- The Power supply issues when using GSM
 - Solar Power

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- Battery (battery life, maintenance etc)
- Mains power availability

Emergency Phones on the F3 and M4 use twisted copper pair comms and are about 1 to 1.5km apart. Other motorways of the state use GSM with Emergency Phone spacing approximately 3km apart.

Operating and Maintenance Manual

Refer to Operating and Maintenance Manuals provided by Supplier(s).

References and Related Documents

Related Documents:	
Policies	To be developed by Traffic Facilities Assets.
Standards and Specifications	• Roads and Maritime Services IC-QA-T107 - ITS Emergency Telephone Site • Australian Standards Regulatory Compliance Mark (RCM), A-tick and C-tick refer to: http://www.acma.gov.au/Industry/Suppliers/Supplier-resources/Supplier-overview/compliance-marks
Procedure	• ILC-ITS-TP0-002 ITS Project Life Cycle (Site specific and dependent on the design)
Technical Directions	• TDT 2011/07 - Attachment of Equipment to Traffic Facilities Assets • TDT 2012/10 - Energy Management for New Traffic Assets
Guidelines	Nil
Maintenance Specifications	Not available as of time of writing as checks are done by Roads and Maritime Services technicians and repairs accordingly undertaken.
Factory Acceptance Testing (FAT)	For Supplier-specific FAT documents refer to those provided by the Supplier(s). However FAT is to be performed by the supplier.
Site Acceptance Testing (SAT)	For Supplier-specific SAT documents, refer to those provided by the Supplier(s).

Acronyms, Abbreviations and Definitions

Term	Definition
GSM	Global System for Mobile communications, this includes: 2G; 3G and 4G
ITS	Intelligent Transport Systems
MTBF	Mean Time Before Failure (hours)

About this release

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Issue	Date	Revision description
Issue 1	July 2013	Initial Release
Issue 2	September 2013	Updated author and technical authority
Issue 3	November 2013	Updated title
Issue 4	January 2014	Minor Changes
Issue 5	March 2015	Updated Description of Device. Updated References to Relevant Documents.

Note: The issue date is normally considered to be the date on which a document is authorised or signed off. Under the ILC Management System, authorisation is indicated by the signature of the authorising manager on the document register. For simplicity then, the date of writing or revising a document is used as the issue date.

This document is published under the Infrastructure Life Cycle Management System and is subject to review and continual improvement. The current version of this procedure is that published on the Roads and Maritime Services intranet.

Note: The Infrastructure Lifecycle Management System complies with the requirements of the ISO9001 standard. This standard is revised every four years (2008, 2012, 2016). While system procedures within the ILC Management System are revised as necessary, to meet any changed requirements of the standard, references within the procedures refer only to ISO9001.

It should be confidently assumed by users that the term ISO9001 within a procedure refers to the most current version of the standard.

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