

The powerful EBUla Display BC4400.

Vehicle displays

- Released by Deutsche Bahn AG (acc. to specification V 1.5)
- High-performance processor: 1 GHz, VIA V4 ULV, basic configuration 256 MB SDRAM
- Boot time to start the unit only approx. 40 seconds (important for short turning breaks)
- Fast build-up of screen due to video controller with MPEG-2 decoding
- Compatible in assembly, function and software to all other released EBUla displays
- No rotating drives:
 - 2 GB Flash memory instead of hard disk
 - USB port instead of CD-ROM drive for service/recovery stick



Ideal use:

The on-board display unit BC4400 has been designed on the basis of its proven predecessor BC4300 for the use on railway vehicles – and here especially for the Deutsche Bahn application EBUa (Electronic timetable).

Due to the powerful processor module the operator convenience was improved importantly. For example the short boot time to start the unit can be very relevant for short turning breaks. As well the fast build-up of the screen increases the handling comfort just as the USB ports which are easy reachable via the front flap.

Technical data BC4400

Processor and memory

- Processor VIA V4 ULV, 1 GHz
- SDRAM 256 MB (on board),
- Videocontroller with MPEG-2 decoding
- Flash memory 2 GB

System clock

- RTC with high accuracy
- Battery puffering ≥ 10 years

Display

- 10.4" TFT display
- Resolution VGA 640 x 480 pixels
- Illumination 450 cd/m² (typ.)
- Contrast 600:1
- Automatic and/or manual illumination control of CCFL

Keyboard

- 25 single keys with overlying minted foil
- Key arrangement and lettering under the terms of DB specification book
- Keys with LED illuminating
- Automatic key illumination control

Interfaces

- PCMCIA interface on the front
- RS232, RS422 and more isolated interfaces RS422, RS485 and LVB
- External PS/2 keyboard/mouse port
- CAN acc. DIN ISO 11898
- Ethernet 10/100 MBit
- PC/104plus slot (ISA/PCI bus)
- 2 x USB via front flap access or from backside connectable

Power supply

- Wide input voltage range from 24 - 110 V DC (+/-40%)
- Power consumption max. 60 W – in heating operation
- Integrated UPS, time bridging 45 min. (typically)
- Processor controlled loading of integrated NiMH accumulator
- Accumulator load management for extended lifetime (maintenance interval 5 years)

Mechanics

- Enclosure dimensions and shape according to DB specification book
- Front flap for service (USB, UPS, etc.)
- Steel sheet housing
- W x H x D: 310 x 214 x 145 mm
- Weight approx. 7.5 kg (incl. UPS accumulator)

Environmental requirements

- Temperature range -25° C to +60° C (heating below +5° C)
- Separate electronics for temperature management
- Complies with railway standards EN 50155/EN 50121 and EMC terms by DB AG

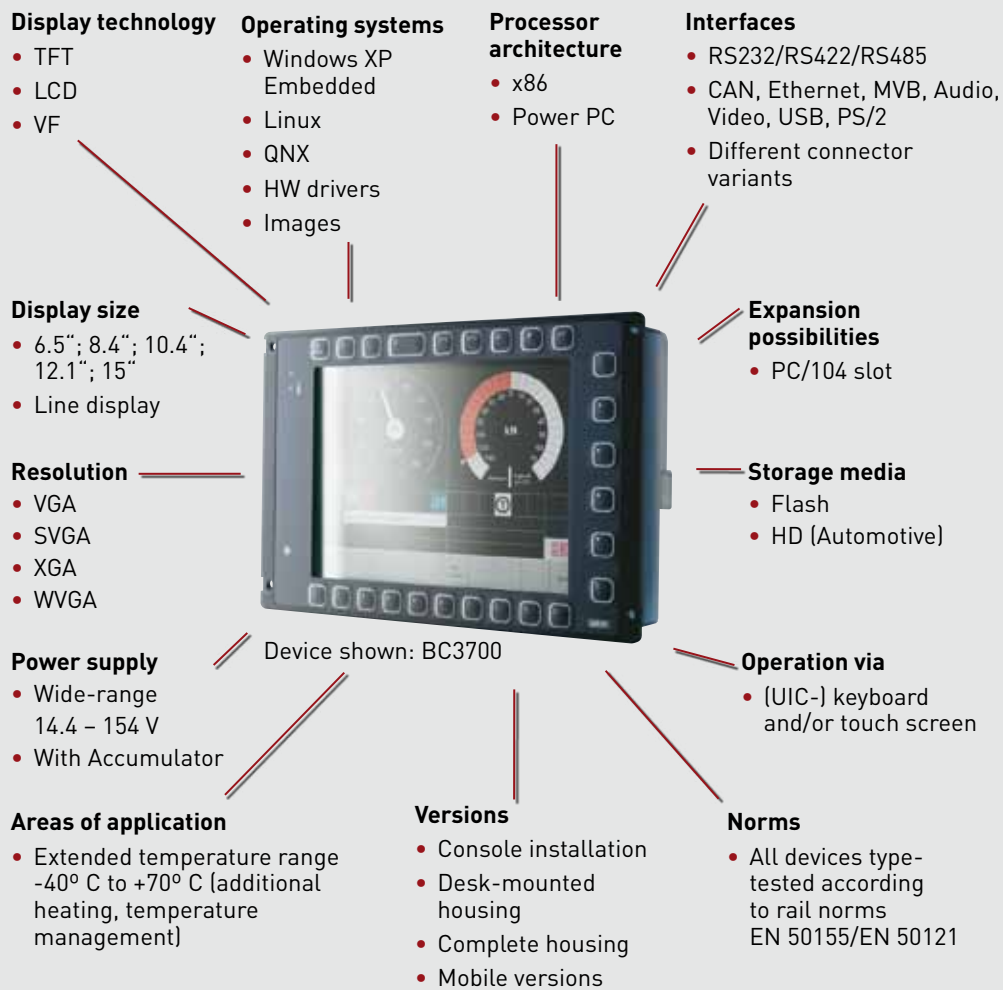
Software

- Hardware specific drivers
- Operating system WIN XP embedded

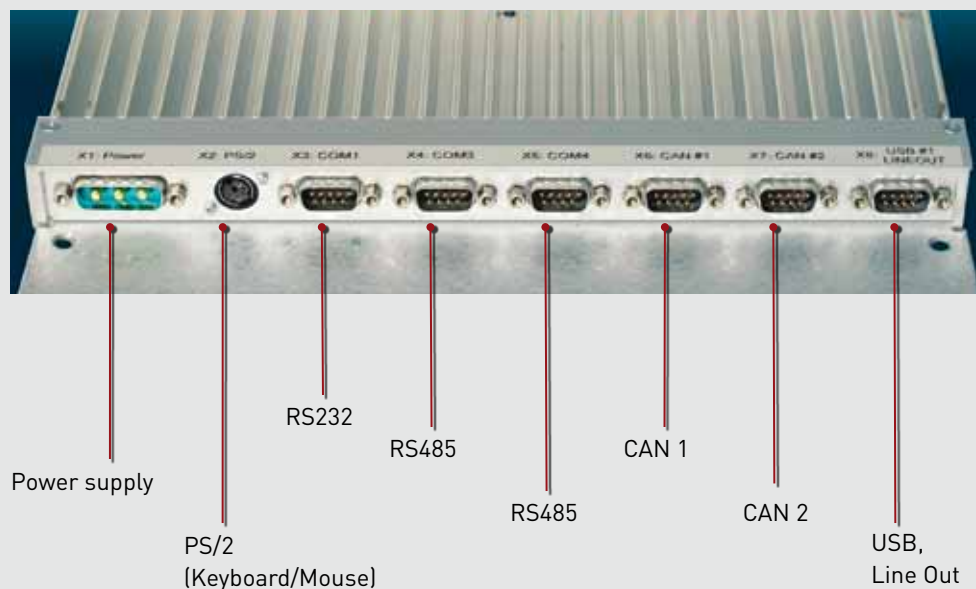
Options/Versions

The a.m. version complies with the unit which has been released by DB AG for the application EBUa. For the use as diagnosis, controls and information display we refer to the BC4411 with its numerous possibilities for expansion.

Our modular device concept is the basis of all our product families – and of your customized solution:



Back-mounted interfaces and connections BC3700 (sample variant)



Get there safely. Under any conditions.



As the developer and producer of display and computer systems for rail vehicles and special vehicles, and an expert in special developments of embedded systems, we offer you:

- Decades of experience in the railway technology sector and industrial computer development
- Over 11,000 devices in daily railway operation
- One modular product concept for every customized solution
- Worldwide presence of our technology in rail vehicles
- Forward-looking obsolescence management
- Certification to ISO 9001:2008 and IRIS in preparation

Planning, design, development, production, type-testing and user training are all carried out solely and exclusively by GERSYS.

We have our own laboratory, approved by manufacturers, for testing and measurement in the following disciplines:

- Emitted interference
- Interference immunity
- Climate simulation
- Shock, vibration



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MMI technology for control equipment

Display and computer systems for rail vehicles and special vehicles.

GERSYS GmbH
Hans-Urmiller-Ring 12a
D-82515 Wolfratshausen
Germany

Tel.: +49 (0)8171 38626-0
Fax: +49 (0)8171 38626-99

Mail: info@gersys.de
Web: www.gersys.de