

Instructions for the use of the coil vehicle detector

NO:2018110A -POOL

■ Install the detector ■ wiring diagram

The vehicle detector must be installed in a waterproof, moisture-proof, dry environment as close as possible to the test coil. Whether the detector can work well depends largely on the detection coil to which it is connected. Several important parameters of buried coil include: environment (avoid high temperature, strong magnetic, movable metal, etc.), coil material, shape specification, number of turns, buried method (see "Coil Installation Guide").

■ Use and working status indication

Then the detector will be automatically calibrated. The calibration process is approximately 3 seconds. During calibration, the LED on the panel flashes (on 0.5 seconds, off 0.5 seconds) several times. Cars should not be parked on the coil during the calibration period. When the calibration is successful, the "test" indicator on the panel is off, when the car is passed on the coil, the "test" indicator on the panel is on, and the relay 2 (3,4 feet) fuse; if the coil is not detected or the coil inductance is not within the allowable range during the calibration process, the corresponding LED indicator will keep flashing. The flicker condition is as follows:

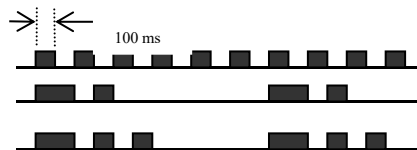
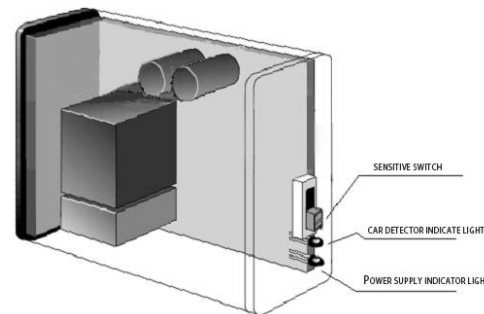
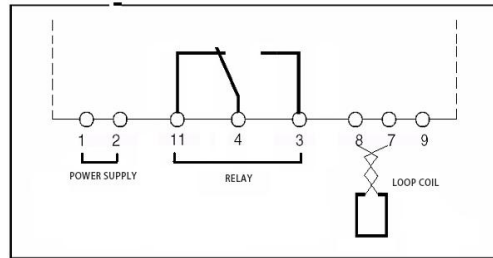
The coil is not connected:

Coil inductance is too small:

The coil inductance is too large:

■ Sensitivity adjustment

Sensitivity adjustment uses the sliding switch on the panel, with three levels: H for high sensitivity, M for medium sensitivity, and L for low sensitivity. In the trial run, the sensitivity



should be set in the lower gear first. If the vehicle test does not respond in the actual test, the sensitivity should be increased by one gear until the vehicle detector is stable and working normally.

[Note]: If the vehicle detector is abnormal, it should first check the coil parameters, whether the embedding is reasonable, whether the lead line is twisted pair and damaged, and then adjust the working frequency and sensitivity level.

■ Relay output mode

The output mode of the relay (3,4,11 feet) is the existing output, that is, if the vehicle enters the coil, the 3 and 4 feet engage on until the vehicle leaves the coil.

■ Check the detector to reset

When the detector powers on or changes the sensitivity switch on the panel, the detector will be reset. After the reset, the detector is initialized to the carless state.

■ technical parameter

Operating voltage: AC 230 / 110V $\pm$ 10% 50 HZ, DC / AC 24 / 12V $\pm$ 10% optional, see the fuselage label for details;

Rated power: 4.5W;

Output relay coil and contact voltage resistance value: 240V / 10 AAC, 30V / 10 ADC

Operating temperature: -25°C ~65°C;

Working humidity: 90% (no condensation);

Working frequency: 20 KHz ~ 170 KHz;

Reaction time: 100ms;

Sensitivity: three levels of adjustable;

Coil material: based on the mechanical strength of wire, high and low temperature aging resistance, acid and alkali corrosion resistance and other problems in actual engineering, it is recommended to use more than 1 square millimeter, with a total resistance less than 10 ohms. Bad environmental conditions and longer lead lines can consider 2.5 square mm of nylon sheath wire;

Coil inductance: coil recommended 100 uH ~ 300 uH;

Coil specification: recommended not less than 1 * 2 meters;

Coil connection line: recommended not more than 5 meters, at least 20 twisted pairs per meter;

Size (including base): 7437113mm (length, width and height)