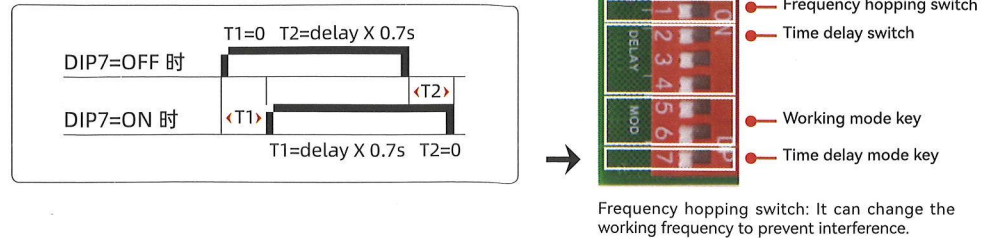


## 5. Sensitivity adjustment

Sensitivity is mainly used to adjust the car detector to the vehicle's response fast and slow, divided into (H) (M) (L) three gears. Under normal circumstances dial to (M), if the vehicle is not detected, adjust to (H) gear. If the response is too sensitive to adjust to the (L) gear.

## 6. Time delay setting

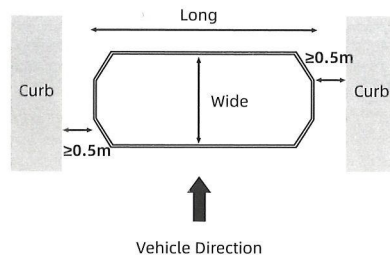


Delay switch setting: 0.7 seconds delay per grade, stacked for a total of 4.9 seconds.



## 7. Loop burial

The Loop are generally cut into rectangular grooves, buried with multiple turns of high temperature resistant Teflon wire, and sealed with asphalt after normal testing. When there is steel under the ground to increase 1-2 turns to compensate, Loop inductance to maintain between 40uH - 1000uH. Loop lead wires must be closely twisted to prevent interference.



Loop length depending on the lane (with both sides of the road shoulder distance of not less than 0.5 meters)

Small car: 1.0 m wide, 5-7 circles  
Small truck: 1.2 meters wide, 5-7 circles  
Medium-sized trucks: 1.5 meters wide, 4-6 laps around  
Large trucks: 1.8 meters wide, 4-6 circles

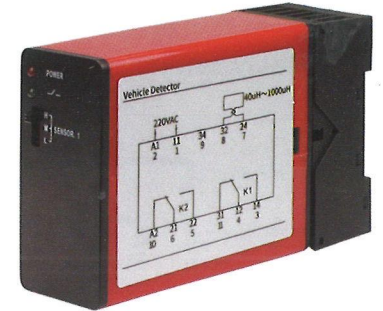
### Loop construction points:

1. The cutting shape is a rectangle commonly (four bevel)
2. The loop width is about twice the detection height.
3. The ground grooves are about 4 mm wide and 30 to 50 mm deep.
4. The cutting and cleaning shall be done after drying.
5. Conductor material is teflon resistant tin copper wire
6. The wire cut is greater than 0.5 square millimeter.
7. The loop wire without joint, must be twisted per meter 20 times or more
8. The number of adjacent loops should not be the same.
9. The distance from the adjacent loop to the loop is more than 1 meter.
10. After the test is normal, fill with asphalt.

# SINGLE VEHICLE DETECTOR

## 1. Technical Parameter

Working power: AC220V\AC110V\DC24V\DC12V  
Sensitivity: three-stage adjustable  
Operating frequency: 20KHz - 170KHz  
Reaction time: 10ms  
Operating temperature: -20°C ~ +65°C  
Relative humidity: 95% max  
Storage temperature: -40°C ~ +85°C  
Maximum loop: 8m x 1m  
Output mode: relay  
Detection lead: best within 10 meters  
Size: 75x38x115mm (LxWxH)

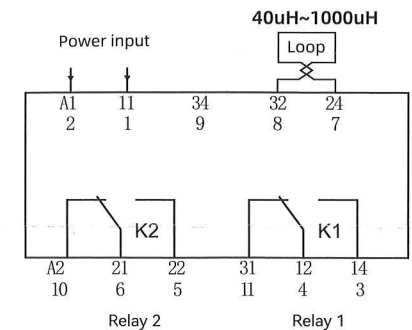


Working voltage optional: AC220V, AC110V, DC24V, DC12V  
See the label on the body for details.

## 2. Wiring Diagram

### Working Principle

This product is a ground sensor loop vehicle detector, its working principle is that the metal parts of the vehicle will change the inductance value of the detection ring, after the microcontroller for analysis to determine whether the vehicle is present. It is mainly used to control electric gates, speed gates, road gates, and occasions involving the need to detect the presence of vehicles.



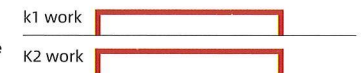
## 3. Status Indicator

Red power light: red power light is on for a long time  
Green status light: After power on, the detector will be automatically calibrated, the calibration process is about 3 seconds, the green light on the panel will always be on when calibration is in progress (Note: there should be no vehicle on the Loop during calibration). After calibration is complete, the green light will go out. (Green light is off when there is no car; green light is on for a long time when there is a car. Car detector abnormalities, the green light continues to flash)

## 4. Relay output mode



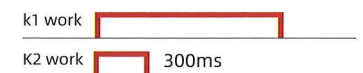
When there is a car, relay k1 and relay k2 have outputs at the same time.



When there is a car, relay k1 always has output, after the car leaves, relay k2 outputs 300ms. (Default factory mode)



When there is a car, relay k1 is always output and relay k2 is disconnected after 300ms.



When a car is present, relay k1 outputs 300ms and then breaks. After the car leaves, relay k2 will be disconnected after 300ms.

