

## 6. sensitivity Boost

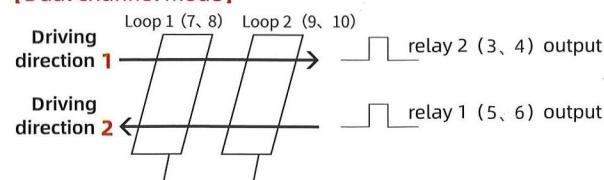
When DIP7 on the panel is set to ON, the vehicle detector will automatically increase the sensitivity to the highest level when it detects the vehicle, and return to the previously set sensitivity when the vehicle leaves the coil. (Default set to OFF)

## 7. Single-Double Conversion

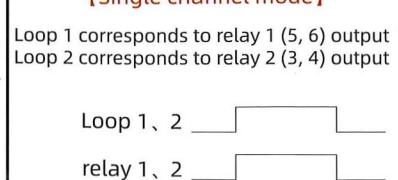
When DIP10 on the panel is set to ON, it can be used for two single channels (refer to single channel mode).

## 8. Relay output function

### [Dual channel mode]



### [Single channel mode]



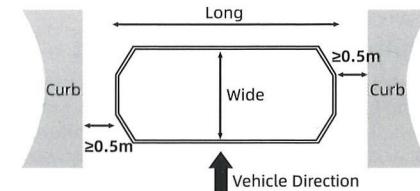
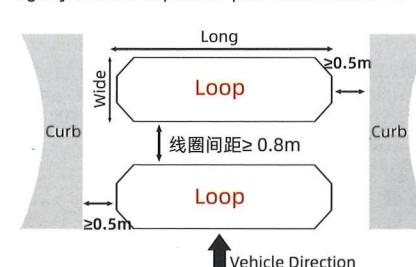
Dip setting	Dual channel function description	Description of the single channel function
8 9 OFF	1. When the vehicle passes through coil 1 to coil 2, relay 2 outputs until the vehicle leaves coil 1 and coil 2.  2. When the vehicle passes through coil 2 to coil 1, relay 1 outputs until the vehicle leaves coil 2 and coil 1.	When dialing "8" and "9" to OFF  When the car enters coil 1, relay 1 outputs and disconnects after leaving. When the car enters coil 2, relay 2 outputs and disconnects after leaving.
8 9 OFF	1. When the vehicle passes through coil 1 to coil 2, relay 2 has a limited output of 1000 milliseconds.  2. When the vehicle passes through coil 2 to coil 1, relay 1 outputs until the vehicle leaves coil 2 and coil 1.	When dialing "8" to ON and "9" to OFF  When the car enters coil 1, relay 1 outputs and disconnects after leaving. When the car enters coil 2, relay 2 outputs 1000 milliseconds to disconnect.
8 9 OFF	1. When the vehicle passes from coil 1 to coil 2, relay 2 outputs until the vehicle leaves coil 1 and coil 2.  2. When the vehicle passes through coil 2 towards coil 1 and leaves in the direction of coil 1, relay 1 has a limited output of 1000 milliseconds.	When dialing "8" to OFF and "9" to ON  When coil 1 has a car "leaving", relay 1 outputs 1000 milliseconds to disconnect. When the car enters coil 2, the output of relay 2 will disconnect after leaving.
8 9 OFF	1. When the vehicle passes through coil 1 to coil 2, relay 2 has a limited output of 1000 milliseconds.  2. When the vehicle passes through coil 2 towards coil 1 and leaves in the direction of coil 1, relay 1 has a limited output of 1000 milliseconds.	When dialing "8" and "9" to ON  When coil 1 has a car "leaving", relay 1 outputs 1000 milliseconds to disconnect. When a car enters coil 2, relay 2 outputs 1000 milliseconds to disconnect.

## 9. Detector reset

When the power is turned on, the auto detector will automatically reset to no car state. After each adjustment of sensitivity or DIP switch, manually press the reset button without car.

## 10. Buried wire Loop

The coil is generally cut into rectangular grooves and buried with high-temperature resistant PTFE wire. After testing normally, it is sealed. The coil inductance should be maintained between 40-1000uH. The coil leads must be tightly twisted in pairs to prevent interference.



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

# PD232 DOUBLE VEHICLE DETECTOR

NO:V1.0-232-2503

## 1. TECHNICAL PARAMETERS.

Working power: AC220V\AC110V\DC24V\DC12V See the label on the body for details

Sensitivity :4 levels adjustable

Operating frequency: 20KHz - 170KHz

Reaction time: 35ms

Operating temperature: -20°C ~ +65°C

Relative humidity: ≤ 90% no condensation

Storage temperature: -40°C ~ +85°C

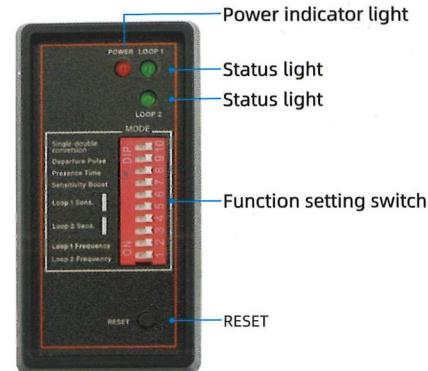
Probe lead: Best within 10 meters

Maximum Loop: 8 m \*1 m

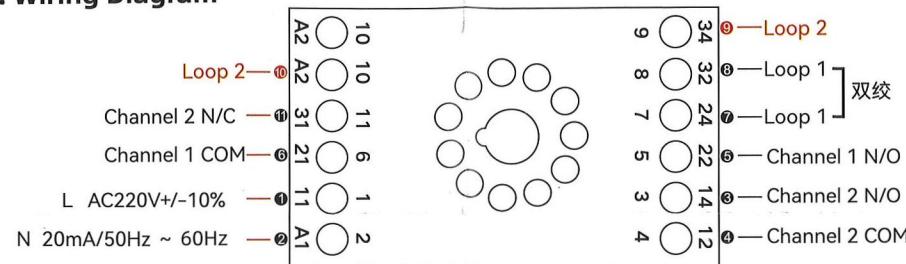
Output mode: relay

Size: 40\*75\*105mm

Time of existence: Infnite presence/fnite presence 300ms



## 2. Wiring Diagram

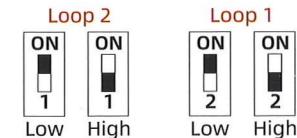


## 3. Function and working status indication

After turning on the power, the detector will automatically calibrate. The calibration process takes about 1 second. During calibration, the two green LEDs on the panel remain on. During calibration, the vehicle should not stop on the coil. After successful calibration, the "detection" indicator light on the panel goes out. When a car passes through the coil, the "detection" indicator light on the panel lights up and the corresponding relay outputs. If the coil is not detected during the calibration process or the coil inductance value is not within the allowable range, the corresponding LED indicator light on the panel will flash continuously.

## 4. Working frequency adjustment

Users can change the operating frequency of the coil to avoid interference from adjacent coils or environmental frequencies. This product provides two frequency options. The DIP1 and DIP2 pull-out switches on the panel correspond to coil 1 and coil 2, respectively, as shown in the figure on the right:



## 5. Loop sensitivity adjustment

Sensitivity adjustment using the dial switch on the panel DIP3, DIP4, DIP5, DIP6 a total of four levels. See the figure below for specific Settings. In the trial run, the sensitivity is set at the lower level first, and if the vehicle detection has no output after the actual test, the sensitivity should be increased by one step, and so on, until the vehicle detector works normally and stably.

