



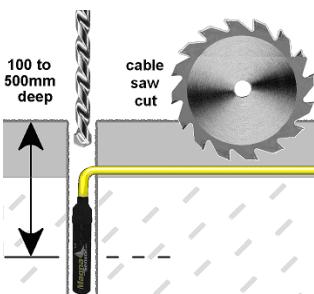
VD962— The sensor is set in the centre of a road. The 'in road' sensor detects vehicles driving overhead. This sensor has a **dual** output Pulse and Presence. It is auto setting and suited for vehicle triggering in the gate automation industry.

Caution

This product must not be within a steel framed building or within 0.5m of an iron man hole cover, drain or large ferrous mass. Please test location before fixing in the ground.

Fitting

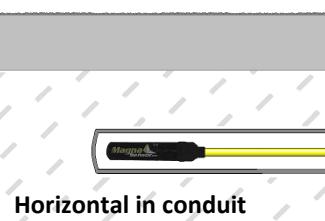
This sensor can be set in any orientation. It is fully waterproof. Depth is not critical. Bury from **100mm to 500mm deep**. It is ideal for setting in the sand course below paving.



Vertical in a hole

The cable is very tough for **direct burial**. The cable is chemical resistant for encasing in **concrete**. The carbon fibre body will withstand crushing from direct burial in a gravel drive, but we recommend embedding in a sand layer. Protect cable in saw cuts from **hot pitch** with a layer of sand.

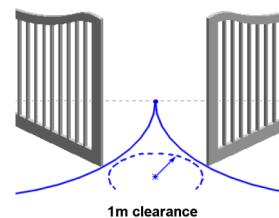
A plastic pipe may be pre-laid below a road surface. Do not use metal. A sealed end 40mm water pipe is ideal. A fish tape may be used to push the sensor to the end of a blind pipe.



VD962 Vehicle Sensor

Position

The sensor is mounted in the centre of the vehicle path. It can be fixed no closer than 1m from a steel gate or moving steel object. Sensors may be fixed to a non ferrous overhead structure.



Caution

No gate is alike, the ferrous mass of a gate is never the same. Please test location before fixing in the ground.

Wiring

	Free Exit	Presence
Yellow		NC contact
Green	NO contact	
Black	Common Caution : Also common for switching contact	
Red	16-30V ac or 12-30Vdc	

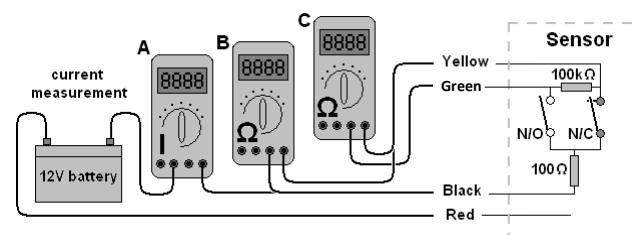
The diagram shows a car connected to the sensor. The Yellow wire goes to the Free Exit terminal, the Green wire to the Presence terminal, and the Black wire to the Common terminal. The Red wire is connected to a 12-30Vdc power source. The sensor outputs 'N/C presence' and 'N/O pulse' signals.

The black is also the common for the switching contact so please wire accordingly for the controller.

Wires are not polarity sensitive. Do not connect outputs directly to electric locks. Never use an insulation tester on the sensor cable . Leads can be extended using similar cable .

Troubleshooting

Before connecting, measure 100kΩ resistance between yellow and green wires (test C). Powered from 12Vdc, measure the current it should rise significantly within 15 seconds .



Setting and Resetting

Sensors adjust up when a vehicle drives over. Connect the four wires to the control panel. Power up. Drive over the sensor 3 times to teach it.

View sensitivity level



There are **10** sensitivity settings. Following power up, there is a short pause, then the presence output flashes on & off. There are up to **10** flashes corresponding to the sensitivity. Most control panels have an input LED to watch. One flash is max sensitivity. Ten flashes is minimum. If the control panel does not have an LED, using a meter on the continuity setting test Yellow (NC) or green (NO) against the Black (common).

Factory reset



To factory reset turn on and off again (**within 1 second**). Then turn on again and wait for 15 seconds . A sensor must be reset to factory default if it is moved.

Manual setting

Manual setting is only used in awkward sites, the program will set it self in most situations. To find out what is classed as an awkward site please visit our website or contact your supplier.

Setting up in manual for one vehicle will not guarantee it will activate on other vehicles. This is why it is done automatically so it can learn patterns.



To enter manual mode, switch on, then off **within 1 second**. Power up again. Presence output now flashes slowly as the sensitivity level changes. The example above shows power off after **3** flashes. The sensitivity will be set to level **3** on next power up.