

LMD301 Series

DEFLECTOMETER™ SERIES

SINGLE CHANNEL NEMA TS-1 LOOP MONITOR™



Built-in DEFLECTOMETER™ Technology Provides Users With:

- ☑ Call Strength Indicator for Optimum Sensitivity Programming
- ☑ One step / One vehicle dynamic Sensitivity programming
- ☑ Frequency Meter for immediate analysis of loop frequency, avoiding loop cross-talk problems
- ☑ Push Button Programming

Why guess when you can know your detector is optimally programmed and performing for all vehicle classes!

Model Options:

- LMD301S Single Channel with Solid State outputs
- LMD301T Single Channel with Delay & Extend timing
- LMD301TS Single Channel with Delay & Extend timing & Solid State outputs

ENHANCED FEATURES

- DEFLECTOMETER Call Strength Indicator:** The *Call Strength Indicator* provides the technician with a simple one-step method for accurately setting the optimum level of sensitivity that ensures accurate vehicle detection of all vehicles, including motorcycles and high-bed trucks. *NO MORE GUESSING!*
- When a medium size vehicle is over the roadway loop, a DEFLECTOMETER™ Call Strength value of "5" assures that the optimum sensitivity has been achieved. You can adjust the DEFLECTOMETER™ reading *DYNAMICALLY* without moving the vehicle by using the front panel UP or DOWN sensitivity buttons. *IT DOES NOT GET ANY EASIER THAN THIS!*
- Frequency Meter:** The built-in *Frequency Meter* reports the operating frequency of the loop network. Ensuring that adjacent loops are separated by at least 5 KHz will avoid crosstalk problems and future service calls.
- Output CALL Test Mode:** The Output Call Test Mode provides a straight forward way to test that the Controller Unit is receiving an active output from the detector. This eliminates the need for cabinet test switches and associated wiring. A huge time saving feature during system set-up and trouble-shooting.
- Advanced Loop Diagnostics:** The Fault (FLT) indicator displays the type of fault: Short, Open or 25% change of inductance. The Fault Monitor will report and store three types of loop faults; Open Loops, Shorted Loops, and 25% sudden changes in inductance. Each type of fault is indicated by a unique sequence of flashes allowing the user to diagnose loop failures at a glance.
- Delay & Extension Timing:** The LMD301t model provides a programmable Delay time of 1 to 63 seconds, and an Extend time of 0.25 to 15.75 seconds. These parameters are set via the front panel DIP switches.

STANDARD FEATURES

- ☑ Delay & Extension Timing on LMD301t model
- ☑ Automatic Tuning
- ☑ Lightning & Surge Protection
- ☑ Four Frequency Levels
- ☑ Separate Color-Coded LED indicators
- ☑ Wide Loop Inductance Range: 20 to 2500 microHenries.

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LMD301 DEFLECTOMETER™ SERIES SINGLE CHANNEL INDUCTIVE LOOP VEHICLE DETECTOR SPECIFICATIONS

General Characteristics

Controls: Front panel push buttons allow the user to set the Sensitivity Level, Operational mode, and nominal Frequency independently on each channel. DIP switches allow the user to set the Delay and Extension timers on the LMD301t model.

Setting Sensitivity - Front Panel Push Buttons

The DEFLECTOMETER™ (front panel 7-segment LED) aids in setting the DETECTOR quickly and easily to the most optimum sensitivity level to ensure the trouble-free detection of all vehicles, including motorcycles and high bed vehicles. For typical vehicles (mid-size vehicle / small pick up) utilizing properly installed roadway loops, a Call Strength of 5 displayed on the DEFLECTOMETER™ during the DETECT output period indicates an optimum sensitivity setting. For high profile vehicles (commercial trucks, 4x4's, etc...), a Call Strength value of 4 will be optimum. For low profile vehicles (sports cars, etc...), a Call Strength value of 6 will be optimum.

Adjusting sensitivity using the DEFLECTOMETER™ (recommended):

The DEFLECTOMETER™ should read zero (0) with no vehicle over the roadway loop. When a typical mid-sized vehicle is completely in the detection zone (DET indicator On), the Call Strength value should be adjusted up or down until the DEFLECTOMETER™ displays the desired optimum value of 5 (or 4 or 6 as described above).

If a typical vehicle located over the roadway loop causes the Call Strength "7" to be displayed on the DEFLECTOMETER™, the sensitivity should be decreased two levels. This can be done by pressing the front panel SENS ⬇ button two times to achieve the Call Strength value of 5.

If a typical vehicle located over the roadway loop causes the number "2" to be displayed on the DEFLECTOMETER™, the sensitivity should be increased three levels. This can be done by pressing the front panel SENS ⬆ button three times to achieve the Call Strength value of 5.

NOTE: THE DEFLECTOMETER™ CALL STRENGTH DYNAMICALLY UPDATES AFTER EACH SENSITIVITY LEVEL CHANGE, ALLOWING YOU TO CHANGE SENSITIVITY SETTINGS WHILE A VEHICLE REMAINS IN THE LOOP DETECTION ZONE.

Adjusting sensitivity without using the DEFLECTOMETER™ (manually setting sensitivity):

The DETECTOR offers 9 levels of sensitivity (1 to 9). Level 9 is the highest sensitivity. Sensitivity Level can be manually set to any desired value by pressing the front panel SENS buttons (⬆ or ⬇) when a vehicle is NOT over the roadway loop (DET indicator Off). The first time a SENS button (⬆ or ⬇) is pressed, the current Sensitivity Level is displayed on the DEFLECTOMETER™ for 3 seconds. If either SENS button (⬆ or ⬇) is pressed again before the 3 second period ends, the Sensitivity Level will increase (SENS ⬆) or decrease (SENS ⬇). The new Sensitivity Level value will be displayed on the DEFLECTOMETER™ display for 3 seconds. The factory default Sensitivity setting is level 6.

Sensitivity	ΔL / L	Sensitivity	ΔL / L
9	0.01%	4	0.32%
8	0.02%	3	0.64%
7	0.04%	2	1.28%
6	0.08%	1	2.56%
5	0.16%	-	-

Loop Frequency / Loop Frequency Display: One of four frequency settings may be selected via the front panel FREQ push button to alleviate interference which may occur when loops connected to different detectors are located adjacent to one another. To help prevent or diagnose crosstalk problems, the loop frequency is displayed on the front panel DEFLECTOMETER™. The current loop frequency is displayed after pressing the FREQ button to display the current Frequency Level. The frequency is shown in KHz with a "-" symbol displayed both before and after the numeric digits shown on the DEFLECTOMETER™.

For example, after pressing the FREQ button once the display sequence might show:

"3" ⇒ "-" ⇒ "2" ⇒ "7" ⇒ "-"

This sequence would indicate Frequency Level "3" and a loop reference frequency of 27 KHz. Detectors on adjacent loops should all be separated by at least 5 KHz.

Loop Fault Monitoring: The Detector continuously checks the integrity of the loop. The system is able to detect shorted or open circuit loops, or sudden changes in inductance exceeding 25% of the nominal inductance. If a fault is detected, the OUT and FLT indicators continuously emit a sequence of flashes. Additionally, the DEFLECTOMETER™ displays the letter "F" indicating a current loop fault. Each type of fault is identified by a unique flash sequence:

Flash Sequence	Fault
1 flash	Open Circuit Loop.
2 flashes	Shorted Circuit Loop.
3 flashes	25% excessive change in inductance.

If the Open or Shorted fault condition self heals, the DET indicator and DEFLECTOMETER™ will return to normal operation. The FLT indicator will continue to flash with the sequence signifying the type of fault that was last detected. In the case of the excessive inductance change fault, the unit will return to the new inductance after a period of two seconds and continue operation. The fault condition will be indicated by the flash sequence of the FLT indicator.

Operational Modes

Presence: A Presence output mode may be selected from the front panel MODE push button. If presence mode is selected then a choice of short (S) or long (L) can be selected. Short Presence is defined as 30 minutes and Long Presence is defined as 120 minutes.

Pulse: A Pulse output mode (P) may be selected from the front panel MODE push button. In Pulse mode, a 125 ms ± 25ms width pulse will be output for each vehicle entering the loop.

Call: A continuous CALL output (C) may be selected from the front panel MODE push button which will simulate the presence of a vehicle. This mode is used for testing the CALL output of a channel.

Channel Off: The Channel Off (-) may be selected from the front panel Mode push button. This option turns OFF the channel and disables the oscillator.

LMD301t Selectable Options:

Call Delay Timer for Presence & Pulse Modes: A delay time of 1 to 63 seconds can be set via the DELAY DIP switches. The numeric sum of the switches in the On position is equal to the Delay time. Call Delay time starts counting down when a vehicle enters the loop detection area. During the Delay time the DET indicator will flash two times per second and the DEFLECTOMETER™ will display the letter "d". Delay time can be overridden by a True (low) signal at the Timer Control input.

Call Extension Timer for Presence Mode: An extend time of 0.25 to 15.75 seconds can be set via the EXTEND DIP switches. The numeric sum of the switches in the On position is equal to the Extend time. Two modes are provided:

Extend Always (default): Call Extend time starts counting down when the last vehicle clears the loop detection zone. During the Extend time the DET indicator will flash four times per second and the DEFLECTOMETER™ will display the letter "E". Any vehicle entering the loop detection zone during the Extend time period causes the Extend timer to be reset and the output maintained. The Timer Control input has no effect on this mode.

Extend on Green (EOG)

Call Extend time starts counting down when the last vehicle clears the loop detection zone if the Timer Control input is True (low). During the Extend time the DET indicator will flash four times per second and the DEFLECTOMETER™ will display the letter "E". Any vehicle entering the loop detection zone during the Extend time period causes the Extend timer to be reset and the output maintained.

The Extend on Green mode is enabled by a factory installed diode on the pcb. Consult the factory for details.

Timer Control Inputs: Timer Control inputs are provided for each channel to modify the operation of the Delay and Extension functions. The application of a True (low) state voltage will inhibit the Delay timing function and/or enable the Extend timing function. Timer Control inputs are primarily provided for downward compatibility.

Pin Assignment:

Pin	Function
A	Neutral (AC-)
B	Ch 1 Output Relay Common (Emitter)
C	Power (AC+)
D	Channel 1 Loop Input
E	Channel 1 Loop Input
F	Ch 1 Output Relay N.O. (Collector)
G	Ch 1 Output Relay N.C.
H	Earth Ground
I	No Connect
J	Ch 1 Timer Control (LMD301t)

N.O. is Normally Open, N.C. is Normally Closed.

Relay Contacts are shown with power applied, loops connected and no vehicle present.

AC Supply Voltage:	Minimum	89 Vac
	Maximum	270 Vcc
	Frequency	47 to 63 Hz
AC Timer Control Inputs:	True (active)	Greater than 70 Vac
	False (not active)	Less than 15 Vac
Optically Isolated Outputs:	True (low, 50 mA)	Less than 1.5 Vdc
	Maximum Current	100 mA
Relay Outputs:	AC Contact Rating	5A @ 120 Vac
	DC Contact Rating	5A @ 30 Vdc
	Operating Temperature Range:	-30°F to 165°F (-34°C to 74°C)
Environmental:	Height	5.5 inches
	Width	2 inches
	Depth	5.412 inches