

LMA-1250-LP

ULTRA LOW POWER



INDUCTIVE LOOP VEHICLE DETECTOR

- SINGLE CHANNEL
- DUAL PROGRAMMABLE RELAY OUTPUTS

Eberle Design, Inc. (EDI) provides access professionals with reliable, high quality mission critical vehicle detection products that will improve the performance and lifecycle of your access control systems.

EDI's wide range of vehicle detection products help technicians save valuable time and maximize profits by quickly installing, accurately trouble-shooting, and reliably maintaining access control systems with easy to use hi-tech vehicle detectors that provide built-in set-up tools, frequency & sensitivity meters, and non-volatile memory to maintain diagnostic history, all of which are invaluable and always available – Because they're built-in!

The LMA-1250-LP operates with extremely low power requirements making it suitable for solar and battery powered applications.

Note that this product is only intended for applications requiring low operating current such as battery or solar powered designs. Performance characteristics are different than the standard LMA-1250 product.

ENHANCED FEATURES

- Power Requirements:** LMA-1250-LP operates on 12VDC or 24VDC nominal. **Power consumption in the No Detect state is less than 4 milliamps at 12 VDC and less than 3 milliamps at 24 VDC.**
- DEFLECTOMETER®:** The front panel 7-segment LED DEFLECTOMETER® provides visual feedback and assistance for setting the correct sensitivity, reading the frequency of the loop, reporting Loop Faults, and indicating Delay & Extension Timing functions.
- Sensitivity Meter:** With a typical size vehicle over the roadway loop, the DEFLECTOMETER® functions as a Sensitivity Meter. The optimum sensitivity setting should provide a reading of "5". You can adjust the DEFLECTOMETER® reading by using the front panel UP or DOWN sensitivity buttons. Automatic quantitative feedback of the loop system operation ensures that the detector is set to the most optimum sensitivity level to detect ALL vehicles, including motorcycles and high-bed vehicles.
- Frequency Meter:** Following power-up or reset, the DEFLECTOMETER® will indicate a 2 or 3 digit number (quickly flashes) that indicates the loop frequency of the loop & loop network. Keeping your loops separated by at least 5 KHz avoids crosstalk problems and future service calls.
- Ten (10) Levels of Sensitivity:** 10 levels of sensitivity (0 to 9) can be easily set using the UP or DOWN push buttons.
- Advanced Loop Diagnostics:** The Loop Fault Monitor continually checks the integrity of the loops and will report and store three types of loop faults; Open Loops, Shorted Loops, and 25% sudden changes in inductance.
- Loop Fault Memory:** The Loop Fault Memory uses internal Non-Volatile memory to store and display the current and previous loop faults utilizing the front panel "Loop Fault" LED and DEFLECTOMETER®. A power loss or reset will not delete this memory. A MUST FOR TROUBLESHOOTING!
- "Delayed" & "Extended" Detection:** A 2-second CALL "Delay" time and 2, 5, or 10-second CALL "Extension" time can be provided.

STANDARD FEATURES

- Automatic Tuning - Lightning & Surge Protection - Four (4) Frequency Levels - Compatible with ALL radio controls & remote openers - Sensitivity Boost - Fail Safe and Fail Secure Configurations - Separate Color-Coded LED indicators - Wide Loop Inductance Range: 20 to 2500 micro Henries.

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EBERLE DESIGN INC.

3510 East Atlanta Avenue
Phoenix, AZ 85040 USA
www.EDITraffic.com

Tel (480) 968-6407
Fax (602) 437-1996



LMA-1250-LP Low Power DEFLECTOMETER® SERIES INDUCTIVE LOOP VEHICLE DETECTOR

Single Channel with Dual Programmable Relay Outputs

SPECIFICATION

Controls: Rear mounted DIP switches and front panel push buttons allow the user to set up operational parameters including frequency & sensitivity.

Reset (Power up): The Detector can be manually reset by pressing the front panel RESET button or interrupting power. Upon power up, the loop frequency is displayed (quickly flashes) on the 7-segment DEFLECTOMETER®. Following power-up, two or three numbers will display (quickly flashing) within two seconds. As an example, you may see a "2" then a "5", indicating 25 kilohertz. The reset button is also used for reviewing previous loop fault conditions stored in the internal memory.

Setting Sensitivity - Front Panel Sensitivity 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 value 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 DEFLECTOMETER® reading of 4 will be optimum. For low profile vehicles (sports cars, etc...), a DEFLECTOMETER® reading of 6 will be optimum. The DEFLECTOMETER® display is only active during detector display operation, two minutes from last button press or power-up.

Adjusting sensitivity using the DEFLECTOMETER® (recommended):

The DEFLECTOMETER® should read zero (0) with no vehicle over the roadway loop. When the typical vehicle is completely in the detection zone (OUTPUT indicator On), the sensitivity 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 number "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.

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.

NOTE: THE DEFLECTOMETER® 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 10 levels of sensitivity (0 to 9). Level 9 is the highest sensitivity. Sensitivity can be manually set to any desired level by pressing the front panel SENS buttons (⬆ or ⬇) when a vehicle is NOT over the roadway loop. The first time a SENS button (⬆ or ⬇) is pressed, the current sensitivity level is displayed on the DEFLECTOMETER® for 5 seconds. If either SENS button (⬆ or ⬇) is pressed again before the 5 second period ends, the sensitivity setting will increase (SENS ⬆) or decrease (SENS ⬇). The new sensitivity value will be displayed on the DEFLECTOMETER® display for 5 seconds. The factory default Sensitivity setting is level 4.

Loop Frequency (2 Position DIP Switch - DIP 1 & 2): One of four settings (normally in the range of 13 to 150 kilohertz) may be selected to alleviate interference which may occur when loops connected to different detectors are located adjacent to one another. To help eliminate crosstalk problems, the loop frequency is displayed on the front panel DEFLECTOMETER® following power-up or Reset. The display will indicate a two or three digit number (quickly flashing) that indicates the loop frequency. As an example you may see a "2" followed by a "5", indicating 25 kilohertz. This feature is a great tool for separating frequencies of adjacent loops to avoid crosstalk. Detectors on adjacent loops should all be separated by at least 5 kilohertz.

Sensitivity Boost (8 Position DIP Switch - DIP 1): When ON, sensitivity will increase only during the DETECT Output period without changing the sensitivity of a vacant loop. When a vehicle enters the loop, the Detector sensitivity is boosted to a higher level than the vacant loop setting. The boosted sensitivity remains throughout the DETECT Output period. When the vehicle leaves the loop, the sensitivity returns to the vacant loop setting. This feature helps prevent dropouts during the passage of high bed vehicles and is exceptionally useful in sliding gate situations.

Output "A" Relay Modes (8 Position DIP Switch - DIP 2): Two modes of Presence operation are selectable; Limited Presence or Infinite Presence. When ON (Limited Presence Mode), the presence DETECT Output hold time is between 5 minutes minimum and 3 hours maximum. Hold time depends on loop geometry; number of wire turns in the loop, vehicle size, and position of the vehicle relative to the loop zone. When OFF (Infinite Presence Mode), the presence DETECT Output hold time will always be maintained as long as a vehicle is located over the loop zone and power is not removed from the Detector.

2-Second Output Delay (8 Position DIP Switch - DIP 3): This feature may be turned ON so the DETECT output will be delayed for a period of 2 seconds after a vehicle has entered the detection zone. Note, the DEFLECTOMETER® will display the letter "d" during the delay period. If the vehicle does not remain in the loop zone for the full 2 seconds the delay will terminate and no DETECT output will be produced.

2, 5, or 10-Second Output Extension (8 Position DIP Switch - DIP 4 & 5): One of three Extend times, or OFF may be selected for either presence modes. The DETECT output is held for the selected time after the vehicle has left the zone of detection. Note, the DEFLECTOMETER® will display the letter "E" during the Extend period. This feature does not affect Pulse mode.

Switch 4	Switch 5	Function
OFF	OFF	0 seconds Extend time.
ON	OFF	2 seconds Extend time.
OFF	ON	5 seconds Extend time.
ON	ON	10 seconds Extend time.

Output "B" Relay Modes (8 Position DIP Switch - DIP 6 & 7): Four modes of operation are selectable from DIP switches 6 & 7; Presence, Pulse on Entry, Pulse on Exit, or Fault.

Switch 6	Switch 7	Function
OFF	OFF	250 millisecond pulse on vehicle entry.
OFF	ON	250 millisecond pulse on vehicle exit.
ON	OFF	Duplicates operation of Output "A".
ON	ON	Output is ON during loop fault condition.

Output "A" Relay Fault Mode (8 Position DIP Switch - DIP 8): When OFF, the state of Output Relay A is programmed for DETECT (fail safe) when the loop is in a fault condition. When ON, the state of Output Relay A is programmed for NO DETECT (fail secure) when the loop is in a fault condition.

Fail Secure Operation: When the loop fails or power is removed, continuity exists between Common and Normally Closed on both relays "A" & "B".

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 DETECT and LOOP FAULT LEDs continuously emit a sequence of flashes. Additionally, the 7-Segment DEFLECTOMETER displays the code "F1", "F2", or "F3" indicating a current loop fault. Each type of fault is identified by a different flash sequence:

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

If the Open or Shorted fault condition self heals, the DETECT OUTPUT indicator and 7-Segment DEFLECTOMETER® will return to normal operation. The LOOP FAULT 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 LOOP FAULT indicator.

Pressing the "Reset" button will reset the Detector and clear the flash sequence from the LOOP FAULT indicator. To review the last loop fault condition, simply press and hold the "Reset" button for 2 seconds. See "Loop Fault Memory" below.

Power Status Indicator (Green LED): Solid ON indicates normal power status during detector display operation, two minutes from last button press or power-up.

Output "A" & "B" Detect Output Status Indicator (Red LEDs):

- Vehicle Detection = Steady ON
- 2-Second Delay = Flashes at a 2 Hz rate
- 2, 5, or 10 Seconds of Extension Time = Flashes at a 4 Hz rate (Presence modes only).

Fault Status Indicator (Yellow LED): While a current fault is being detected, the red OUTPUT and the yellow LOOP FAULT indicator continuously emit a sequence of flashes together. When only the yellow LOOP FAULT indicator continuously emits a sequence of flashes, a fault has occurred and the Detector had self corrected. Each type of fault is identified by a different flash sequence.

Loop Fault Memory: Previous loop faults are stored in non-volatile (internal) memory. If power is interrupted, for any length of time, the Detector will not lose the last loop condition status, which is valuable information for troubleshooting purposes. When power is restored to the Detector, the yellow LOOP FAULT indicator will automatically display the last loop fault status condition (open loop, shorted loop, 25% change in inductance or no loop problem occurred). Momentarily pressing the front panel Reset button will reset the loop fault memory and the Detector. To review the last loop fault condition, simply press and hold the reset button for 2 seconds.

Loop Inductance (Tuning) Range: 20 to 2500 micro-Henry with a Q factor greater than 5.

Self Tuning: The Detector will automatically tune to any loop and lead-in combination within the tuning range upon application of power. The Detector automatically and continuously compensates for component drift and environmental effects throughout the tuning range and across the entire temperature range.

Loop Input (Lightning Protection): The loop input incorporates lightning and transient protection devices and the loop oscillator circuitry is transformer-isolated. The lightning protection will withstand the discharge of a 10 uF capacitor charged to 2,000V across the loop inputs or between either loop input and earth ground. The transformer isolation allows operation with a loop which is grounded at a single point.

Grounded Loop Operation: The Detector will operate when connected to poor quality loops including those that have a short to ground at a single point.

Input / Output Circuitry Isolation: The loop inputs are isolated by means of the internal loop isolation transformer. The outputs are isolated by means of the output relay.

Lead-in Length: The Detector will operate with lead-in (feeder) lengths up to 5,000 feet with appropriate loops and proper lead-in cable.

Output Relay Rating(s): Contacts are rated 5A, 250 Vac, 30 Vdc.

Environmental:

- Operating Temperature Range: -34°C to +74°C (-30°F to 165°F)
- Humidity Range: 0 to 95% relative.

Mechanical:

- Dimensions: 2.875" (7.30 cm.) long x 1.3750" (3.49 cm.) wide x 3.0625" (7.78 cm.) tall
- Weight: 10 oz.

Power Supply (Issue D):

- 10 to 40 Vdc
- 4 milliamps @ 12 Vdc (2.9 mA @ 24Vdc) with no Detect and display not active
- 29 milliamps @ 12Vdc (19 mA @ 24Vdc) with Detect during the 2 minute display mode. Add 20 mA (10 mA @ 24Vdc) if Relay B is active.
- 25 milliamps @ 12Vdc (14 mA @ 24Vdc) with Detect after the 2 minute display mode. Add 20 mA (10 mA @ 24Vdc) if Relay B is active.

Connector: Rear mount 11 pin male Molex "Amphenol" P/N 86CP11.

Pin Assignment (Connections):

Pin	Function
1	DC Power
2	DC Ground
3	Output Relay "B", Normally Open (Closes for DETECT)
4	No Connection
5	Output Relay "A", Common
6	Output Relay "A", Normally Open (Closes for DETECT)
7	Loop Input
8	Loop Input
9	Output Relay "B", Common
10	Output Relay "A", Normally Closed (Opens for DETECT)
11	Output Relay "B", Normally Closed (Opens for DETECT)

NOTE: Relay contacts are shown with power applied, loops connected and no vehicle in the loop zone (No DETECT Output).

Default Settings:

- Sensitivity Level 4
- Output "A" Relay Infinite Presence
- Output "B" Relay Pulse on Entry
- Sensitivity Boost OFF
- 2-Second DETECT Delay OFF
- 2, 5, or 10-Second DETECT Extend OFF
- Output "A" Relay Fault Mode OFF