



ULT-DIN DTEK

Vehicle Loop Detector



CE

Operating Instructions

CAUTIONS AND WARNINGS



CE REQUIREMENT: Use EMX Pre-formed loops with built-in surge suppression for CE compliance. Connect shield on lead in wire to earth ground.

CE REQUIREMENT: Use CE rated power supply for CE compliance providing suppression as specified by EN61000-4-5.

Not to be used in personal safety applications.

When more than one loop detector is used, set each one to a different frequency.

Refer to DIP switch diagram for frequency settings.

IMPORTANT:

This product is an accessory or part of a system. Always read and follow the manufacturer's instructions for the equipment before connecting this product. Comply with all applicable codes and safety regulations. Failure to do so may result in damage, injury or death.

PRODUCT OVERVIEW

The ULT-DIN DTEK™ DIN rail mount, vehicle loop detector is compatible with most gate operators. The ULT-DIN DTEK may be used in Center, Safety and Exit loop positions. The UltraMETER™ display feature makes set-up easy by displaying the optimum sensitivity setting required to detect a vehicle positioned on the loop. Ten sensitivity settings allow for fine adjustment of detection level.

The ULT-DIN provides relay contact outputs indicating vehicle presence and a second set of relay contact outputs providing auxiliary functions. The second output can be used for loop fault or pulse on entry /pulse on exit, or the new EMX feature, Detect On Stop (DOS®). The ULT-DIN features automatic sensitivity boost (ASB), delay, fail-safe/fail-secure and infinite or normal (5 min.) presence. Four frequency settings provide flexibility in preventing crosstalk in multi-loop applications.

Specifications

Sensitivity	10 levels, 0-9
UltraMETER™ Display	Indicates optimum sensitivity level, 0-9 Diagnostic aid
Loop frequency	4 settings (low, med-low, med-hi, high)
Loop inductance	20...2000μH (Q factor $\geq$ 5)
Grounded loop	Isolation transformer allows operation with poor quality loops
Automatic tuning	Detector tunes to loop on power-up and following frequency count function
Environmental tracking	Automatic compensation
Surge protection	Loop circuitry protected by surge suppressors
Presence relay	SPDT relay contacts (form C)
Output B relay	SPST relay contact (form A)
Contact ratings	1A @ 24VDC...120VAC
Power / loop fault indicator	Green LED
Detect / frequency count indicator	Red LED
Detect On Stop	Requires vehicle to stop for a minimum of 1 second (1-2s typical)
ASB (Automatic Sensitivity Boost)	Increases sensitivity after initial detection to prevent dropout due to high-bed vehicles
Power	12VDC...24VDC, 24VAC (see Cautions and Warnings)
Operating Current (Standby/detect)	15mA/
Operating temperature	-40°C...82°C (-40°F...180°F) 0...95% relative humidity
Dimensions (L x W x H)	2.9"(74mm) x 0.9"(23mm) x 3.3"(84mm)
Mounting method	DIN rail mount - 35mm
Weight	0.25 lbs. (113 g)
Connector	10 screw terminals

OPERATION

Power up

Upon power up the detector initializes by automatically tuning to the loop. The green LED indicates that the detector is powered and operational.

Frequency setting

The operating frequency of the loop is a function of the specific loop inductance and DIP switch settings 1 and 2. The primary purpose of the frequency setting is to allow the installer the ability to set different operating frequencies for multi-loop installations, recommended to prevent crosstalk/interference from adjacent loops. After changing the frequency setting, press the Frequency Count switch to re-initialize the detector. To check the operating frequency of a loop refer to the Frequency Count section. To determine whether crosstalk between adjacent loops is occurring, refer to the UltraMETER Sensitivity Display section.

UltraMETER™ Sensitivity Display

The UltraMETER™ sensitivity display simplifies the installation process by displaying the sensitivity setting required to detect a vehicle on the loop. To use this feature, observe the display while a vehicle is moving into position on the loop, note the number displayed, then adjust the sensitivity setting (rotary switch) to the displayed position.

During normal operation, when a vehicle is not on the loop, the display is blank. The effects of crosstalk or other interference can be observed on the display when the loop is vacant. Interference or crosstalk will cause the display to indicate a level, typically 8 or 9. It may be necessary to observe the display for a minute or so to see this effect. Change the frequency setting to prevent crosstalk.

Sensitivity setting

The 10-position rotary switch allows for precise adjustment of detection level. The sensitivity level increases from position 0 thru 9 with position 0 being the lowest sensitivity. Typical applications require a setting of 3 or 4. The UltraMETER™ sensitivity display simplifies the installation process by displaying the sensitivity setting required to detect a vehicle on the loop. To use this feature, observe the display while a vehicle is moving into position on the loop, note the number displayed, then adjust the sensitivity setting (rotary switch) to the displayed position.

Frequency Count / Reset

Press the Frequency Count switch and count the number of flashes on the red LED. Each flash represents 10kHz. To help to prevent crosstalk when multiple detectors are used for adjacent loops, perform a frequency count on each detector to confirm the operation frequencies are different. Following a frequency count cycle, the detector re-initializes

Automatic Sensitivity Boost

The Automatic Sensitivity Boost causes the sensitivity to increase following initial detection. This feature is useful to prevent dropout when detecting high-bed vehicles. The sensitivity returns to its normal setting after the vehicle exits the loop. Decimal point on the display indicates ASB on.

Presence output

The Presence settings provides two selections, the output can be set for Infinite Presence or Normal Presence. Infinite Presence causes the output to remain in detect mode as long as the vehicle remains on the loop. Normal Presence causes the output to reset after 5 minutes. **DO NOT USE THE NORMAL PRESENCE SETTING UNLESS THE OPENING IS PROTECTED BY A SECONDARY SAFETY DEVICE SUCH AS THE IRB-4X.**

Delay

The Delay setting provides a 2 second delay before activating after a vehicle enters the loop, for both Presence and Output B (except when output B is set to Detect-On-Stop).

Output B

Output B settings allow Pulse on Entry, Pulse on Exit, Detect-On-Stop (DOS®) and Loop Fault. The Detect-On-Stop feature requires that a Vehicle must come to a complete stop over the loop for a minimum of 1 second (typical 1-2s) before Output B activates.

Fail Safe / Fail Secure

Fail Safe setting causes the ULT-DIN to activate the Presence output in the event a loop failure. Fail Secure setting will cause the ULT-DIN not to activate the Presence output in the event a loop failure.

Controls and Indicators

SENSITIVITY SETTING

	Position 0.....9
Sensitivity	Low.....high

DETECT / FREQUENCY COUNT

	Red LED
Presence detected	on
No presence	off
Frequency count	flashing

POWER / LOOP FAULT INDICATOR

	Green LED
Normal operation	on
Shorted loop	1 fast flash
Open loop	2 fast flashes
Abrupt change (>20%)	3 fast flashes
Previous loop fault	2 slow flashes

ULTRAMETER™ DISPLAY

Indicates sensitivity setting required to detect vehicle

FREQUENCY COUNT / RESET

Press to start frequency count, re-initializes after count

AUTOMATIC SENSITIVITY BOOST

	DIP switch position 1
ASB enabled	on

PRESENCE

	DIP switch position 2
NORMAL (5 min.)	on
INFINITE	off

DELAY (2 seconds)

	DIP switch position 3
DELAY	on

OUTPUT B

	DIP switch position	
MODE	5	4
Pulse on Entry	on	on
Pulse on Exit	off	on
Detect-On-Stop (DOS®)	on	off
Loop Fault	off	off

FAIL SAFE / SECURE

	DIP switch position 6
Fail Secure	on
Fail Safe	off

FREQUENCY SETTINGS

	DIP switch position	
FREQUENCY	7	8
Low	on	on
Medium low	on	off
Medium high	off	on
High	off	off



Connections

Description
Loop
Loop
Shield - EARTH GROUND
Power (12VDC...24VAC/DC)
Power (12VDC...24VAC/DC)
Presence - Output A - N.O.
Presence - Output A - COM
Presence - Output A - N.C.
Output B - N.O.
Output B - COM



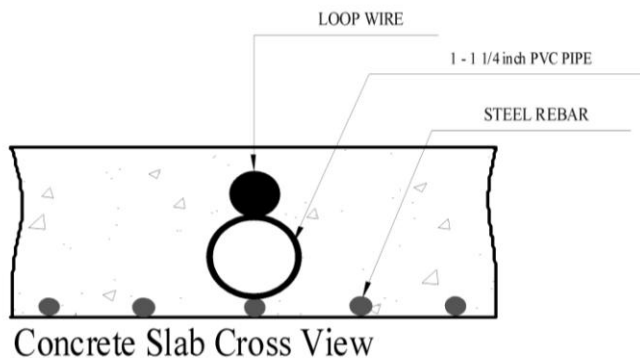
Troubleshooting

Symptom	Possible cause	Solution
Green LED flashes	Loop wire shorted or open	Check loop resistance on the appropriate loop pins on the control board connector, between .5 ohms and 5 ohms.
Green LED flashes, 2 fast	Loop was previously shorted or open	Check loop resistance on the appropriate loop pins on the control board connector.
Detector remains in detect after vehicle has left loop	1. Faulty loop 2. Poorly crimped terminals 3. Loose connections	1. Perform megger test from loop lead to ground, should be >100 megohms 2. Check loop connections to terminals 3. Check splices are properly soldered and sealed against moisture 4. Observe ULTRAMETER display, level indicated on display indicates residual frequency shift from vacant loop to vehicle presence, press Frequency Count switch to re-initialize the detector
Intermittent detection	1. Faulty loop 2. Poorly crimped terminals 3. Loose connections 4. Cross-talk between adjacent loops	1. Perform megger test from loop lead to ground, should be >100 megohms 2. Check loop connections to terminals 3. Check splices are properly soldered and sealed against moisture 4. Set adjacent loops to different frequencies (see Frequency Setting)
No detection	1. Loop wire shorted or open 2. Loop sensitivity set too low	1. Check loop resistance on the appropriate loop pins on the control board connector, between .5 ohms and 5 ohms. 2. With vehicle on loop, observe ULTRAMETER display, set sensitivity to the level indicated on the display

Loop Installation

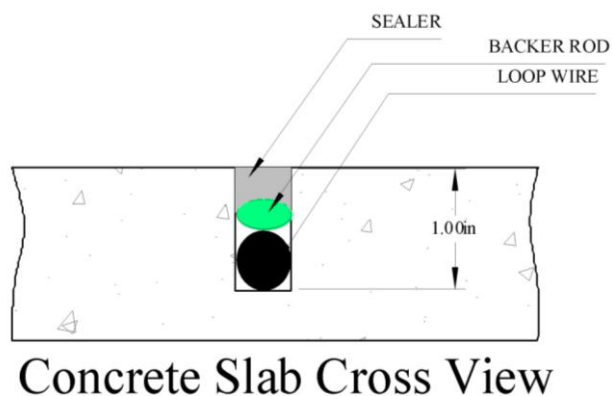
NEW SLAB POUR

Ty-wrap 1-1/4" PVC pipe to the top of the rebar in the size and configuration of the loop (ex. 4' x 8'). Then ty-wrap the loop to the top of the PVC frame. This stabilizes the loop during the pour and separates it from the rebar.



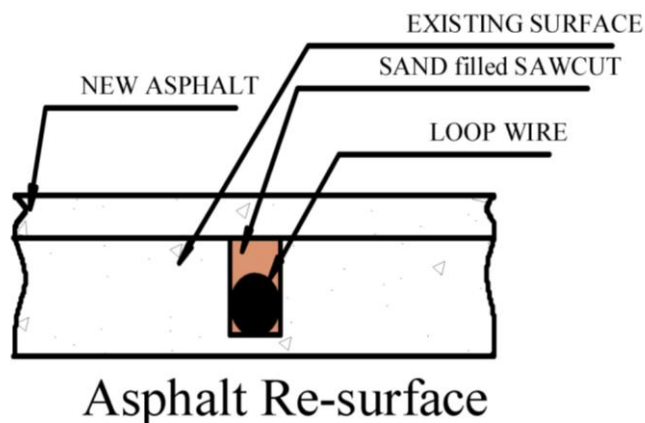
SAW CUT EXISTING SURFACE

Cut 1" deep into the existing surface, place a 45° cut at the corners to prevent sharp edges from damaging the loop wire. Notch out for the "T" connection where the lead wire connects to the loop. Remove all debris from the finished cut with compressed air. Place the loop into the saw cut. Place backer material into the saw cut over the loop wire and pack tightly. Place a high-quality sealer over the saw cut to seal the surface.



RESURFACE ASPHALT

Saw cut the existing surface 3/4" deep and place a 45° cut at the corners to prevent sharp edges from damaging the loop wire. Remove all debris from the finished cut with compressed air. Place sand over the loop wire to the surface and pack tightly. Lay new asphalt.



General Installation Guidelines

- Use EMX Lite Preformed loops for quick, reliable installations and for CE compliance.
- Lead-in wire (wire from loop to detector) must be twisted a minimum of 6 turns/ foot to avoid the effects of noise or other interference.
- Detection height is approximately 70% of the shortest side of the loop. Example: detection height for an 4' x 8' loop = $48" \times .7 = 33.6"$

Ordering information

ULT-DIN Ultra DTEK Vehicle Loop Detector with DIN rail mounting

Accessories

PR-XX EMX Lite Preformed Loops™

Warranty

WARRANTY

EMX Industries Incorporated warrants all products to be free of defects in materials and workmanship for a period of two years under normal use and service from the date of sale to our customer. This warranty does not cover normal wear and tear, abuse, misuse, overloading, altered products, damage caused by incorrect connections, lightning damage, or use other than intended design.

There is no warranty of merchantability. There are no warranties expressed or implied or any affirmation of fact or representation except as set forth herein.

EMX Industries Inc. sole responsibility and liability, and the purchaser's exclusive remedy shall be limited to the repair or replacement at EMX Industries option of a part or parts found not conforming to the warranty. In no event shall EMX Industries Inc. be liable for damages of any nature, including incidental or consequential damages, including but not limited to damages resulting from non-conformity, defect in material or workmanship.

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