

Commercial e-loop

The e-Loop Commercial Wireless Vehicle Detection System uses magnetometer sensors to detect the presence of oncoming vehicles. These detections are transmitted to a nearby transceiver for gate activation. After the vehicle is detected, the e-loop will switch to radar mode. The sensors are installed on the surface of entry or exit passages using dynabolts, contain four replaceable Lithium batteries, and can withstand almost any vehicle.

Note: Gate or door controller must have a dedicated open input and autoclose function enabled.



Functions / Features

Lower power consumption

3-axis magnetometer for vehicle detection

- 8 Hz sampling rate
- Auto-calibration
- Exit/Entry detection mode

Fast and simple installation

- Quick non-permanent installation

Up to 4 year battery life

- Compact design
- Compatible with various gates

Reliable radio communications with transceiver

- Reliable radio communication
- High security 128-Bit AES Encryption

The Commercial e-Loop's sensors can detect vehicles that are stopped above the e-loop. The added radar utilizes two-way radio communication protocol for reliable operation. Once the magnetometer sensor detects an oncoming vehicle, the transceiver relay will be latched and confirmation will be sent back to the e-loop. If the magnetic field drops below the set threshold, the radar will check if a vehicle is present. If no vehicle is detected, an unlatch command is sent to the relay, and the transceiver will send a confirmation to the e-loop. If the confirmation is missed, multiple attempts will be made to ensure safe operation. Radar settings can be adjusted using the e-diagnostics remote. Settings that can be changed include; Dead zone, sensor distance, sensitivity, magnetic field release level, confirmation mode.

Radio Specifications

Frequency	433.39 MHz
Modulation	FSK
Bitrate	9.6 kbps
Bandwidth	250 kHz
Antenna Type	PCB
Nominal Output Power	10 dBm
Receive Sensitivity	-126.2 dBm
Security	128-Bit AES Encryption
Spurious Emmissions	<ul style="list-style-type: none"> • 30 - 1000 MHz: < -56 dBm • 1 - 12.75 GHz: < -44 dBm • 1.8 - 1.9 GHz: < -56 dBm • 5.15 - 5.3 GHz: < -51 dBm

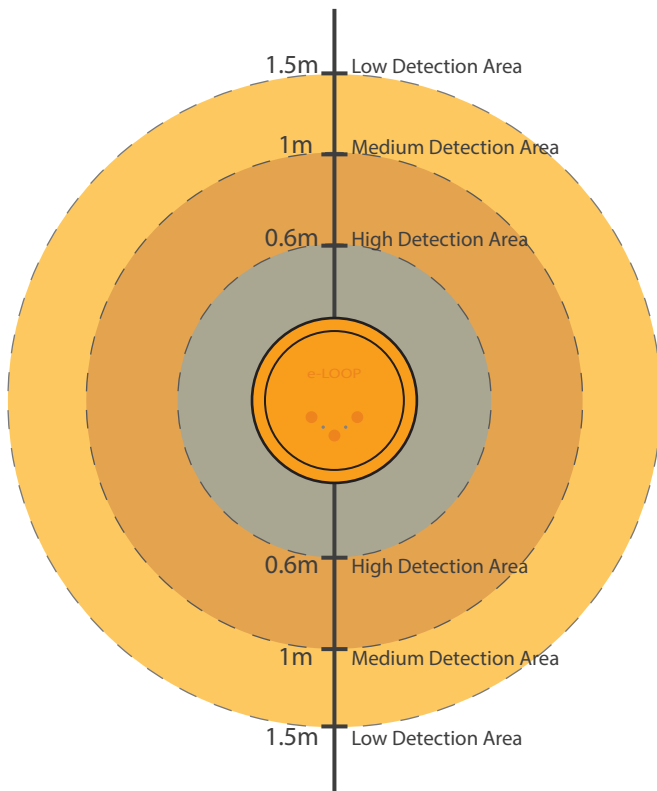
Compliance

Safety	Tested to CE Approval
EMC	<p>Tested to:</p> <p>EN 301 489-1 V2.2.3 "ElectroMagnetic Compatibility (EMC) standard for radio equipment and services; Part 1: Common technical requirements; Harmonised Standard for ElectroMagnetic Compatibility"</p> <p>Including</p> <p>a)_Emissions to EN 55032 "Electromagnetic compatibility of multimedia equipment".</p> <p>b)_ Transmitter and receiver test to EN 300 220-1 V3.1.1 'Short Range Devices (SRD) operating in the frequency range 25MHz. to 1000MHz; Part 1: Technical Characteristics and methods of measurement."</p> <p>c)_Immunity Tests to EN 301 489-1</p>

Power, Physical and Environment

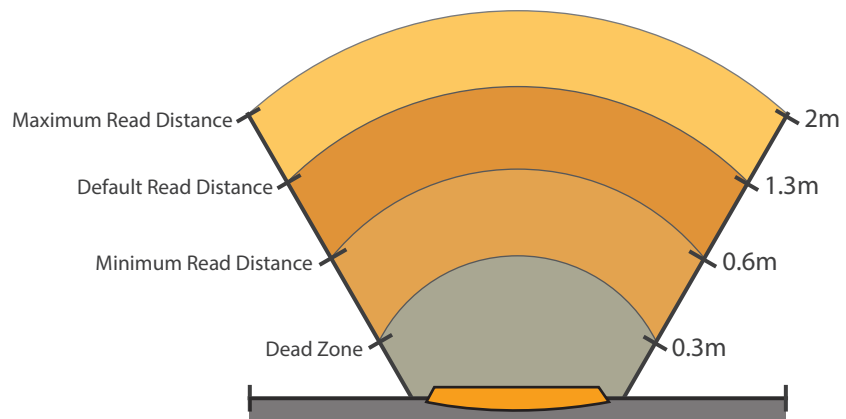
Power	4 * 3.6 V 2700ma
Dimensions	220*220*26mm
Weight	1000g
Environment	<ul style="list-style-type: none"> • designed for above ground mounting • IP68 ingress protection
Operating Temp	-40° to 80° C
Standby Power	14µA
Activation Power	50mA

Magnetometer Detection Areas



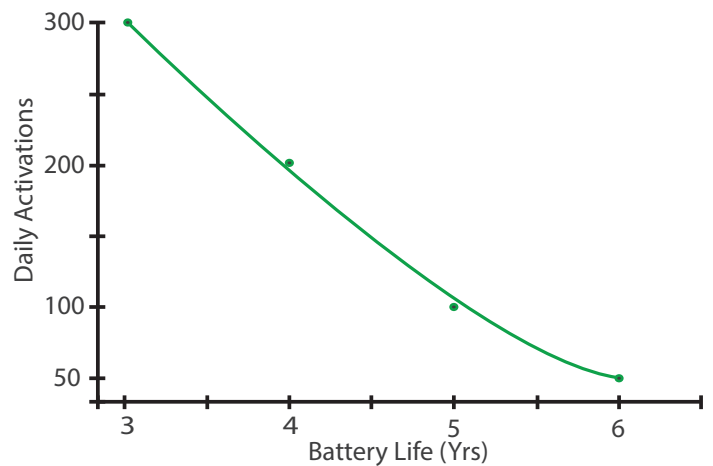
Varying magnetic field detection zones. The grey area depicts a 0.6m high sensitivity detection area surrounding the e-loop, suitable for the majority of vehicles. The dark colour area depicts a 1m medium sensitivity detection area surrounding the e-loop, suitable for most vehicles. The light colour area depicts a 1.5m low sensitivity detection area surrounding the e-loop, which is only suitable for some vehicles.

Radar Read Distances



Radar detection range. Spanning from a 60° FOV from the e-loop, these are the range zones. The gray area is depicts the dead zone, in which objects cannot be detected. The Minimum read distance is 0.6m. The default read distance is 1.3m, and the Maximum read distance spans up to 2m.

Battery Life vs Daily Activations



Note: Battery life is dependant on many factors, including daily activations, time used per activation, radar range and external conditions.