



The Sensys™ Wireless Vehicle Detection System

925-455-5267



CC & EX Contact Closure Cards

The Sensys™ Wireless Vehicle Detection System uses pavement-mounted magnetic sensors to detect the presence and movement of vehicles. The magneto-resistive sensors are wireless, transmitting their detection data in real-time via low-power radio technology to a nearby Sensys access point that then relays the data to one or more local or remote traffic management controllers and systems.

The Sensys CC and EX Contact Closure Cards. The Sensys Wireless Vehicle Detection System can be used with Type 170, NEMA TS1, NEMA TS2, or Type 2070 ATC traffic controllers by installing one or more Sensys contact closure cards into a detector shelf of the controller and connecting them to one or more Sensys access points. The Sensys Master (CC) and Expansion (EX) contact closure cards support this traffic controller interface, converting the real-time detection signals of the Sensys wireless sensors supported by a Sensys access point into contact closure signals to the traffic controller.

Each CC and EX card provides one, two, three, or four channels, where each channel comprises an optically isolated contact closure relay and, if configured for TS2 operation, an additional contact closure relay to indicate the channel status. If the sensors supported by an access point require more than the four channels of a CC card, as many EX cards as required (up to 63) can be daisy-chained to the CC card, either via front-panel RJ45 jacks or via rewiring of the backplane connections. Multiple cards may also be needed if the traffic controller shelf has pre-defined functions or phases for each slot.

Each Sensys wireless sensor can be mapped to its own individual channel or up to 15 Sensys wireless sensors can be mapped to a single channel to effectively "OR" the sensor signals together so that if any of them detect a vehicle, the contact closure relay for that channel will close. In this way, a Sensys Wireless Vehicle Detection System can be easily configured in the same way that inductive loops are configured to interface with a traffic controller.

Types of Contact Closure Cards. CC and EX cards must be ordered to address the particular traffic controller with which they will be used.

CC-170; EX-170

- Type 170 controllers
- Type 2070 controllers (without status relay)
- NEMA TS1 controllers

CC-TS2; EX-TS2

- Type 2070 controllers
- NEMA TS2 controllers



Functions / Features

- Sensys contact closure interface to traffic controller
 - Type 170 controllers
 - NEMA TS1 controllers
 - Type 2070 controllers
 - NEMA TS2 controllers
- Plugs directly into input file or detector rack without any additional adapter
- Up to four detection channels per card
 - Optically isolated contact closure signals
 - CC-TS2 / EX-TS2 includes status channels
- Pulse or presence and delay or extension modes
- Easy installation
 - Can be configured via Sensys access point using TrafficDot (Java application)
 - Can be configured via front panel switches
 - Buzzer to assist in on-site verification

Functional Specifications

interfacing	<ul style="list-style-type: none"> • to/from traffic controller via 2x22 pin edge card connector • to/from access point via Sensy AccessBox connections <ul style="list-style-type: none"> ❖ IN port of CC card to CC port of AccessBox ❖ Access port of AccessBox to access point — detection data via RS485 serial comms — power (48 VDC nominal) • to/from other Sensys contact closure cards <ul style="list-style-type: none"> — daisy chaining from OUT port of CC or EX card to IN port of EX card — daisy chaining via hardwired backplane connections • to/from configuration device (PC) via TCP/IP over 10Base-T Ethernet (via Sensys AccessBox)
TS2 status reporting	<ul style="list-style-type: none"> • all sensors active on channel <ul style="list-style-type: none"> — status relay: closed (continuous Low or On state) — TS2 state=1 (normal) • no sensors active on channel (no data rec'd in last 60s) <ul style="list-style-type: none"> — status relay: open (continuous High or Off state) — TS2 state=2 (failure) • not all sensors active on channel <ul style="list-style-type: none"> — status relay: pulse modulation with 150 ms Off time — TS2 state=5 (excessive inductance change)

Front Panel User Interface

controls	<ul style="list-style-type: none"> • ENTER: configure card with DIP switch/rotary dial settings • RESET: ignore events and clear pending events (all channels) • rotary switch: 16 settings for card configuration [0-15]
LEDs	<ul style="list-style-type: none"> • CH1, CH2, CH3, CH4: on/vehicle present or no sensors detected; off/vehicle not present or channel disabled; blinking: vehicle detected • LINK: on/operational; off/no link; blinking/active • FAULT: on/an enabled channel has a fault • MONITOR: on/state of selected channel or reconfiguration in process

Power, Physical, & Environmental

input voltage	<ul style="list-style-type: none"> • via traffic controller backplane • 11-26 VDC
power consumption	5 W max (assuming connection to AP240-ESG)
surge protection	GR-1089
AC power cross protection	GR-1089
dimensions	<ul style="list-style-type: none"> • single-slot width with extension to double-slot width • single-slot: 7" x 4.5" x 1.1" / 17.8 cm x 11.4 cm x 2.9 cm • double slot: 7" x 4.5" x 2.3" / 17.8 cm x 11.4 cm x 5.9 cm
weight	<ul style="list-style-type: none"> • CC: 5.5 oz / 0.16 kg • EX: 5 oz / 0.14 kg
operating temp	-40°F to 176°F / -40°C to +80°C
humidity	10 – 95% non-condensing
vibration	MIL-STD-810
transportation vibration	bounce & drop per ISTA Proc. 1A

Compliance

Caltrans TEES (Transportation Electrical Equipment Specifications)	Revision 11/19/1999
NEMA	TS 2-2003 v02.06
FCC	Part 15



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Local Distributor

