

AccuSense Mag



▶▶ The AccuSense Mag wireless vehicle detection system uses wireless magneto-resistive sensors to detect the presence and movement of vehicles.

About AccuSense Mag

The sensors – installed in holes cored in the roadway and covered with epoxy – transmit detection data in real-time via low-power radio technology to a nearby AccuSenseControl. Vehicle detections are further relayed to a traffic signal controller, remote traffic management center, or other system.

The new AccuSense Mag sensor utilizes the next generation of RF chipsets and circuitry. The AccuSense Mag sensors are installed flush with the roadway surface in plastic shells. The plastic shells enable the removal and replacement of sensors during roadway milling operations. The AccuSense Mag sensors are installed at depth of up to 4.25 inches (10.8 cm) below the top of the roadway surface without plastic shells. Sensors installed at these depths do not have to be removed and replaced during most roadway milling operations. In typical traffic management applications, a sensor is placed in the middle of a traffic lane to detect the presence and passage of vehicles. Vehicle speeds and length are measured by two sensors installed in the same lane with the exact distance between them configured in software. The recommended distance between sensors depends on the range of expected speeds to be measured: for typical freeway applications, a separation of 20 to 24 feet (6.1 to 7.3 meters) is recommended; for typical arterial applications, a separation of 10 to 12 feet (3.1 to 3.7 meters) is preferred.

At A Glance

- ▶ Count and presence detection modes
- ▶ Modes for bicycle and motorcycle detection
- ▶ Flush mount or up to 4.25" (10.8 cm) depth in-pavement installation with no wires or lead-in cabling
- ▶ Installs in less than 10 minutes
- ▶ Expected 10 year battery life
- ▶ Auto-calibration
- ▶ 5 Year warranty





Advanced Magnetometer-Based Vehicle Detection

The state-of-the-art magneto-resistive sensing devices in each wireless sensor measure the x-, y-, and z-axis components of the Earth's magnetic field at a 128 Hz sampling rate. As vehicles come within range, changes in the x, y, or z axes of the measured magnetic field become apparent. When no vehicles are present, sensors continually measure the background magnetic field to estimate a reference. Each sensor automatically self-calibrates to the local environment, and to any long-term variations of the local magnetic field, by allowing this reference value to change over time.

Functional Specifications

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|---|---|
| Detection technique | 3-axis magnetic field sensing |
| Sampling rate | 128 Hz |
| Programmable vehicle detection parameters (mode B only) | <ul style="list-style-type: none"> Z-axis detect threshold (mG) Z-axis undetect threshold (mG) X-axis undetect threshold (mG) Onset filter (ms) Holdover (ms) Auto-recalibration timeout (secs) |
| Over-the-air protocol | Sensys Networks NanoPower (SNP) protocol (TDMA) |
| Physical layer protocol | IEEE 802.15.4 PHY |
| Modulation | Direct Sequence Spread Spectrum Offset Quadrature Phase-Shift Keying (DSSS O-QPSK) |
| Transmit/receive bit rate | 250 kbps |
| Frequency band | 2405 to 2480 MHz (ISM unlicensed band) |
| Frequency channels | 16 |
| Channel bandwidth | 2 MHz |
| Antenna type | Microstrip patch antenna (mounted below top surface of sensor) |
| Antenna field of view | ±60° (azimuth & elevation) |
| Nominal output power | +3 dBm |
| Spurious emissions | <ul style="list-style-type: none"> 30 - 1000 MHz: < -36 dBm 1 - 12.75 GHz: < -30 dBm 1.8 - 1.9 GHz: < -44 dBm 5.15 - 5.3 GHz: < -47dBm |
| Typical receive sensitivity | -101 dBm (PER = 1%) |
| Saturation (max input level) | ≥ 10 dBm |

Power, Physical, & Environment

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|----------------|--|
| Power supply | <ul style="list-style-type: none"> Non-replaceable primary Li-SOCI2 3.6v battery pack 8.5 Ah (nominal capacity) |
| Dimensions | 2.9" x 2.9" x 2.2" (7.4 cm x 7.4 cm x 5.6 cm) |
| Weight | <ul style="list-style-type: none"> 0.47 lbs/0.213 kg (without shell) 0.53 lbs/0.238 kg (with shell) |
| Environmental | <ul style="list-style-type: none"> Designed for in-pavement mounting NEMA Type 6P enclosure IP68 ingress protection |
| Operating temp | -41°F to 169°F (-40°C to 75°C) |

Types of AccuSense Mag Sensors

- ASENSE-MAG2-F
 - Flush-mount wireless sensor for in-pavement installation
 - For all freeway, arterial, and signal control applications
- ASENSE-MAG2-T
 - Flush-mount wireless sensor for in-pavement installation
 - For signal control applications only
- ASENSE-MAG2-GR-F
 - For up to 4.25" (10.8 cm) depth in-pavement installation
 - For all freeway, arterial, and signal control applications
- ASENSE-MAG2-GR-T
 - For up to 4.25" (10.8 cm) depth in-pavement installation
 - For signal control applications only

Sensor Modes

| Mode | Application | Description |
|--|-------------------------------------|---|
| B (event) | Count stations; advance detection | <ul style="list-style-type: none"> Sends timestamped ON and OFF detection events using configurable detection parameters Not supported by ASENSE-MAG2-T |
| E (idle) | Status reporting | Disables magnetometer and sends sensor hardware and software version information |
| STOPBAR-# (presence detection) | Stop bar detection; ramp management | Sends timestamped ON and OFF detection events using pre-configured detection parameters |
| <ul style="list-style-type: none"> 16 different stop bar detection modes can be selected recommended stop bar detection modes for specific applications: | | |
| | STOPBAR-0 | Bicycles/scooters |
| | STOPBAR-2 | Motorcycles |
| | STOPBAR-5 | Passenger vehicles (normal recalibration) |
| | STOPBAR-7 | Passenger vehicles (fast recalibration) |
| | STOPBAR-14 | Light rail |

Compliance

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|--------|---|
| Safety | 2006/95/EC |
| EMC | <ul style="list-style-type: none"> FCC: This device complies with Part 15 of the FCC rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation. Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment. CE0678 2004/108/EC |

