



Instruction Manual

The VMD202 is a compact, single-piece vehicle motion detector that operates by detecting changes in the earth's magnetic field that occur near the probe. It has a detection range up to 12 feet at a minimum speed of 5 mph. The VMD202 will only detect a moving vehicle and will not detect a stationary vehicle. It may be used as a free exit sensor to allow gates to open and guests to exit without the use of a key fob or passcode. The VMD202 may also be wired to notify a home automation system or security system that a vehicle is moving down a driveway. This vehicle motion detector works with an optional sensitivity remote and is available in 50, 100, or 150 foot lead lengths.

Cautions and Warnings



The VMD202 is designed to detect moving vehicles. It is not suitable for use as a vehicle presence detector such as a reversing loop for a gate or door.

The VMD202 detects ferrous metals. It will not detect aluminum, but will detect any moving ferrous metallic object.

The probe must be stationary to function properly.

Specifications

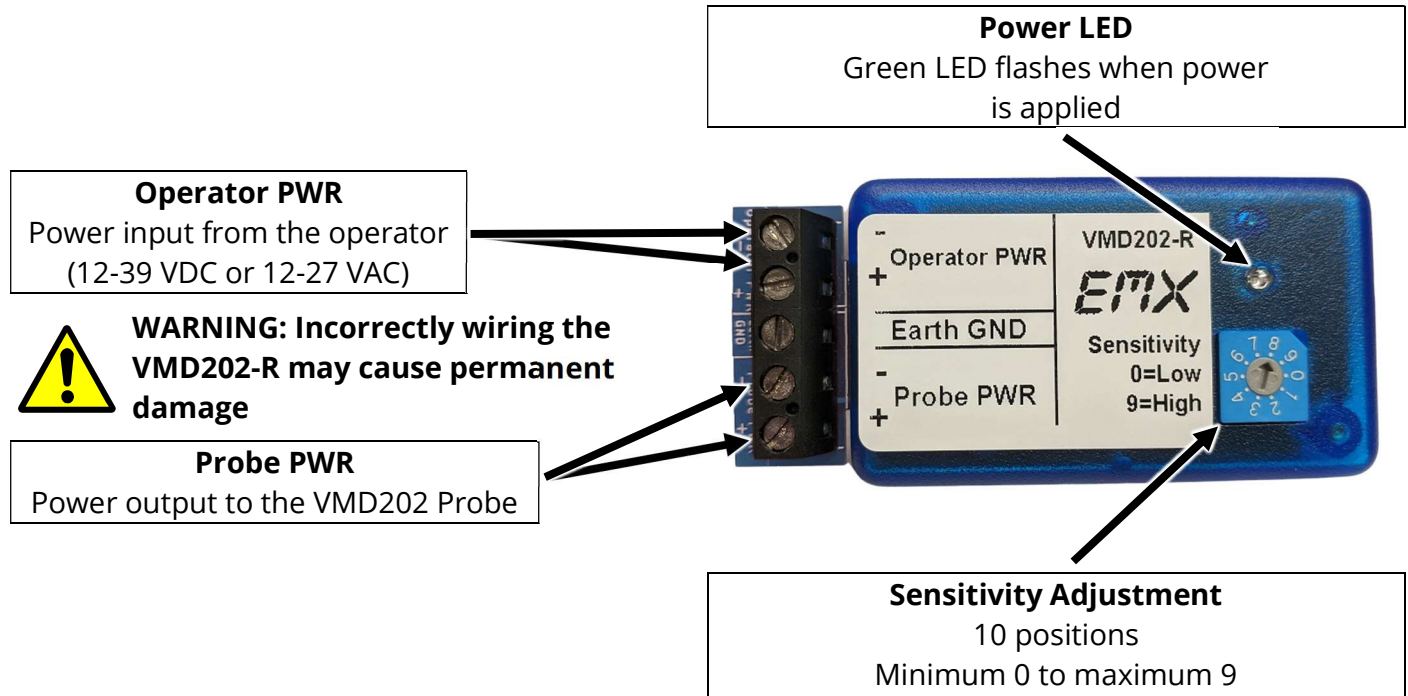
Power	12-39 VDC or 12-27 VAC
Power Indicator	Green LED (Sensitivity Remote Only)
Standby Current	70 μ A
Detection Current	25 mA
Range Sensitivity	12 ft @ 5 mph min. speed
Sensitivity Adjustment	10 settings
Output Time	5 seconds
Surge Protection	Probe input circuitry protected by surge suppressors
Relay Output Configuration	Form C (SPDT)
Relay Contact Rating	1 A @ 24 VDC / 1 A @ 120 VAC
Operating Temperature	-30 °C to 70 °C (-22 ° to 158 °F) 0 to 95% relative humidity
Remote Housing Material	ABS plastic
Remote Dimensions (L x W x H)	2.9" (74 mm) x 1.7" (35 mm) x 0.6" (15 mm)
Remote Weight	0.05 lbs (23 g)
Probe Housing Material	PVC watertight
Probe Dimensions (L x Dia.)	24" (610 mm) x 1" (25 mm)
Probe Cable	5-wire, direct burial

Ordering Information

- VMD202-5-50 VMD202 50' lead-in wire
- VMD202-5-100 VMD202 100' lead-in wire
- VMD202-5-150 VMD202 150' lead-in wire

- VMD202-5-XX VMD202 (enter required length in ft) lead-in wire
- VMD202-R VMD202 optional sensitivity remote (sold separately)

Controls and Indicators



TIP: Sensitivity is a function of speed and mass. The smaller a vehicle is and the slower it is moving, the closer it must pass the probe to trigger the detector.

Wiring Connections

Probe Connections	
Wire Color	Description
Red	Power + (12-39 VDC or 12-27 VAC)
Black	Power - (12-39 VDC or 12-27 VAC)
Green	Relay - COM (common contact)
White	Relay - NC (normally closed contact)
Brown	Relay - NO (normally open contact)

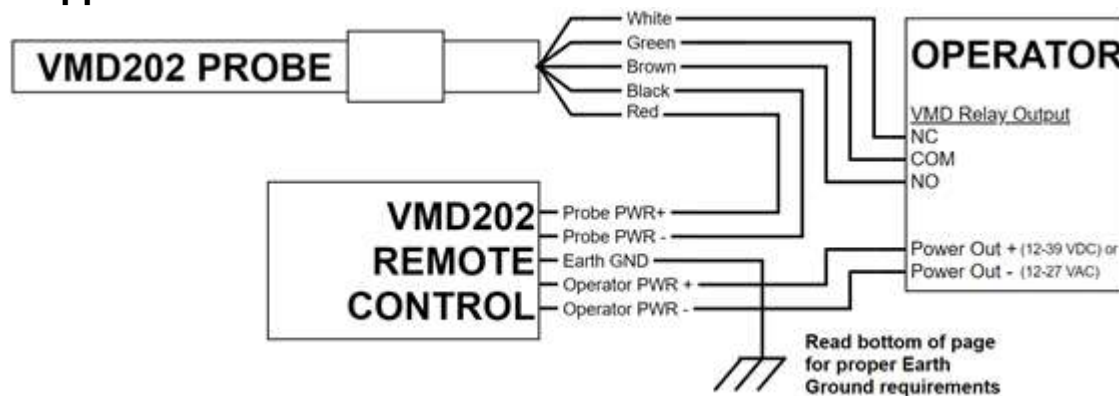
Remote Connections	
Terminal	Description
Probe PWR +	Power out to probe (Probe Red Wire)
Probe PWR -	Power out to probe (Probe Black Wire)
Earth GND	Earth ground connection
Operator PWR +	Power in from operator (12-39 VDC or 12-27 VAC)
Operator PWR -	Power in from operator (12-39 VDC or 12-27 VAC)



NOTICE: In September 2020, the VMD202 Remote was changed to remove the plug-in connector and replace it with terminal blocks. For instructions on older revisions of the VMD202, please go to www.emxaccesscontrolsensors.com/downloads.

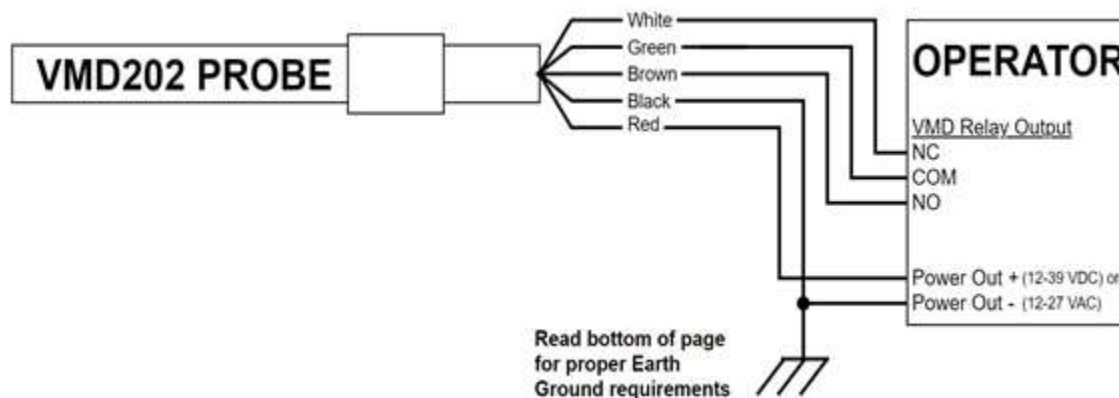
Applications

Standard Applications:



Solar Applications:

The remote control is removed to minimize power consumption.



IMPORTANT: EARTH GROUND CONNECTION

The VMD202 contains protection devices to guard from damage and false triggering due to electrical transients caused by lightning or other sources. Always provide a good earth ground connection to the green wire of the VMD202 remote control in standard applications or the black wire of the VMD202 probe in solar applications. An 8' copper rod or metal cold-water pipe provides a sufficient earth ground connection.

SOLAR NOTE: The probe consumes only 70 uA when no vehicle motion is detected and draws a higher current for 5 seconds when detecting vehicle motion. This table provides an *average* current draw based on an *estimate* of how many cars per day may activate the VMD202. Connect the remote to the probe to adjust the sensitivity, then remove the remote and power the probe directly from the operator (the remote draws extra current). A 12 VDC battery is recommended for solar applications (a 24 VDC battery can be used as well).

*Values are without remote connected

Number of Vehicle Activations Per Day	Average Current (Amps)
720	0.001442
288	0.000619
144	0.000344
72	0.000207
48	0.000161

Installation

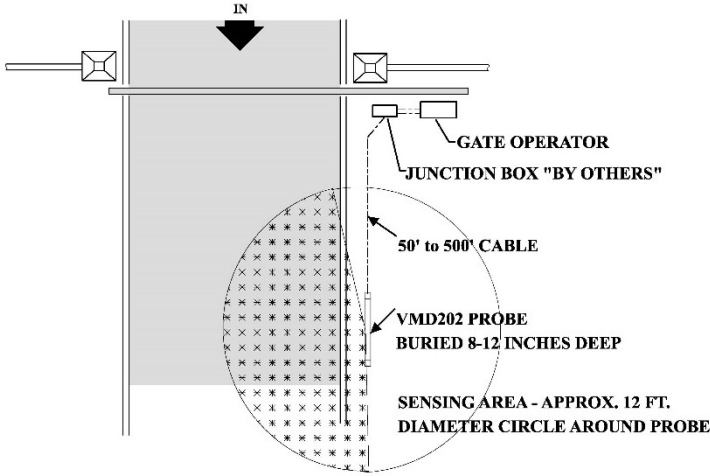
Read the following list of tips prior to beginning the installation process.
This will save significant time in the long run.

- The detector's sensitivity is a function of speed and mass. The detection distance for a moving, average size car or truck is approximately 12 feet at a speed of 5 mph. At higher speeds, detection distance can exceed 12 feet as noted below.

Size of Moving Vehicle	Speed	Detection Distance
Average size car or truck	5 mph min.	Up to 12'
Average size car or truck	10-50 mph	Greater than 12'
Large truck or semi-truck	Over 50 mph	Greater than 40'
Train	Any	100'

- The detector is sensitive to minute changes in the magnetic field around the probe. Power lines, transformers, and other electrical devices located in the vicinity of the probe that produce transients could cause disturbances in the magnetic field that may result in triggering the detector. Avoid installation of the probe near these devices.
- Do not install the probe or lead wire near or parallel to:
 - Low voltage lighting wires or in-ground power lines
 - Telephone lines or intercom systems
 - Electric motors or control relays
 - Overhead power lines, transformers, or underground power lines
 - Cell phone towers, TV towers or communications links
 - Moving metal flagpoles, fences, gates, or horses with metal shoes
- Do not mount on any moving surface, such as bridges or walkways that may vibrate under traffic. The probe must always be installed in such a way that it remains completely motionless. Any movement will cause the probe to trigger.
- Probes are available in various cable lengths, when possible select the appropriate cable length for the installation. If it is necessary to extend the cable length (maximum 600'), use a high-quality lead-in cable suitable for direct burial and a high quality, watertight cable splice to prevent moisture from entering the cable causing false triggering. Lead-in wire is available from EMX.
- When there is a high incidence of damage from burrowing animals or other potential damaging activities, it is recommended that the cable be placed in plastic conduit (1.5" internal diameter). Damage to the cable jacket may allow moisture to enter the cable causing false triggering. When placing the probe in plastic conduit, use foam or tape to assure that the probe does not move or vibrate. It is recommended that the conduit be sealed to prevent water from collecting in it.

Installation Methods

Adjacent to Roadway (Recommended Method)	In a Roadway
<p>1. Temporarily place the probe parallel to the roadway (driveway) in the desired location.</p> 	<p>1. Position the probe in the center of the roadway, perpendicular to the direction of traffic. The probe should be located at a minimum of 2" deep in concrete or asphalt.</p> <div data-bbox="873 422 995 489" style="border: 1px solid black; padding: 2px; margin: 10px 0;"> TIP: </div> <ul style="list-style-type: none"> • If installing the probe prior to paving a hot asphalt roadway, the VMD202 and its lead cable need to be insulated. A common method to do this would be to dig a small trench and bury the probe and lead cable in 4" of sand prior to paving. (DO NOT APPLY HOT ASPHALT DIRECTLY AGAINST PROBE AND LEAD CABLE!) • If installing the probe in concrete, make sure it is installed above the rebar. • The probe may be positioned prior to paving or a cut may be made in the finished pavement for installation.
<p>2. Connect the power, VMD202 remote control, output relay contact and earth ground to the intended equipment. (Reference EARTH GROUND CONNECTION in Wiring Connections.) DO NOT EXCEED 39 VDC or 27 VAC.</p>	
<p>3. Apply power and allow 5 minutes of warm-up for system stabilization.</p>	
<p>4. Set sensitivity to 0.</p>	
<p>5. Drive a vehicle at a minimum speed of 5 mph passed the probe and to the far side of the roadway.</p>	
<p>6. Repeat step 5 while gradually increasing the sensitivity until the system detects the vehicle.</p> <div data-bbox="151 1356 280 1423" style="border: 1px solid black; padding: 2px; margin: 10px 0;"> TIP: </div> <ul style="list-style-type: none"> • A higher sensitivity setting than required to detect the vehicle makes the system more vulnerable to triggering from unintended sources such as movement of other objects, including bicycles, horses, small vehicles, metal in shoes or other electrical disturbances. • When the detector is set to maximum sensitivity (full counterclockwise on the sensitivity adjustment) detection distance is approximately 12 feet at a speed of 5 mph. At higher speeds, 10-15 mph, detection distance can exceed 12 feet. 	
<p>7. Bury the probe at this location approximately 8-12" deep for typical applications. Repeat the previous sensitivity check (step 4-5) to verify proper operation. Installation adjacent to roadway complete.</p>	<p>7. Installation in roadway complete.</p>
<div data-bbox="151 1850 280 1917" style="border: 1px solid black; padding: 2px; margin: 10px 0;"> TIP: </div> <p>For instances of high pedestrian traffic, heavy animals or heavy vehicles, bury the probe 24" deep to prevent false triggering in either installation method.</p>	

Troubleshooting

Symptom	Possible Cause	Solution
False triggering	<p>Electrical disturbances</p> <p>Damaged probe cable</p> <p>Moisture in probe cable</p> <p>Movement in the probe's environment</p> <p>Dirty or noisy power supply</p> <p>Lightning</p> <p>Low Input Voltage</p>	<ol style="list-style-type: none"> 1. Verify that the earth ground connection to the VMD202 is secure. If the connection is not secure, reconnect both the VMD202 and the earth ground and retest the system. 2. Disconnect the relay wires (green, white, brown) and see if the false triggering continues. If the false triggering stops, check the probe as outlined below in step 3. If the false triggering continues, disconnect the power and temporarily connect a 12V battery to the VMD202 and reconnect the probe. Wait 5 minutes for the system to stabilize. If the false triggering stops, consider using a separate power supply for the VMD202 such as a 120 VAC to 12 VDC power converter (min. 100 ma). Reconnect the probe and retest the system. 3. Inspect the area around the probe to see if any ferrous metal objects may be subject to any movement. These may include fences, flagpoles, signs, etc. Other possible causes are electrical power lines, electric motors, invisible dog fences, low voltage lighting and high-power lighting.
No output	<p>Bad wire connection</p> <p>Failed relay</p>	<ol style="list-style-type: none"> 1. Disconnect the output contacts from the operator. 2. Connect a digital multimeter, set to read ohms, to the COM and NO contacts. The meter should read open (infinity, or "OL"). 3. Move a metal tool over the length of the probe. Verify that the meter reads less than 10 ohms. If the meter reads more than 10 ohms, the VMD202 is defective.
No detection	<p>Minimum 5 mph</p> <p>Bad wire connection</p> <p>Faulty power connection</p> <p>Failed relay</p>	<ol style="list-style-type: none"> 1. Verify that the VMD202 remote control's green LED is on. If not, check the supply voltage using a digital multimeter. Verify the voltage is 12-39 VDC or 12-27 VAC. 2. If voltage is present and there is still no detection, the VMD202 is defective.

Warranty

EMX Industries, Inc. products have a warranty against defects in materials and workmanship for a period of two years from date of sale to our customer.