

# DA-500 DRIVE-ALERT TROUBLESHOOTING TREE

Step 1 - Check to make sure the Power Light is on. If not, replace the internal 1A fuse, or send to Mier Products for repair.

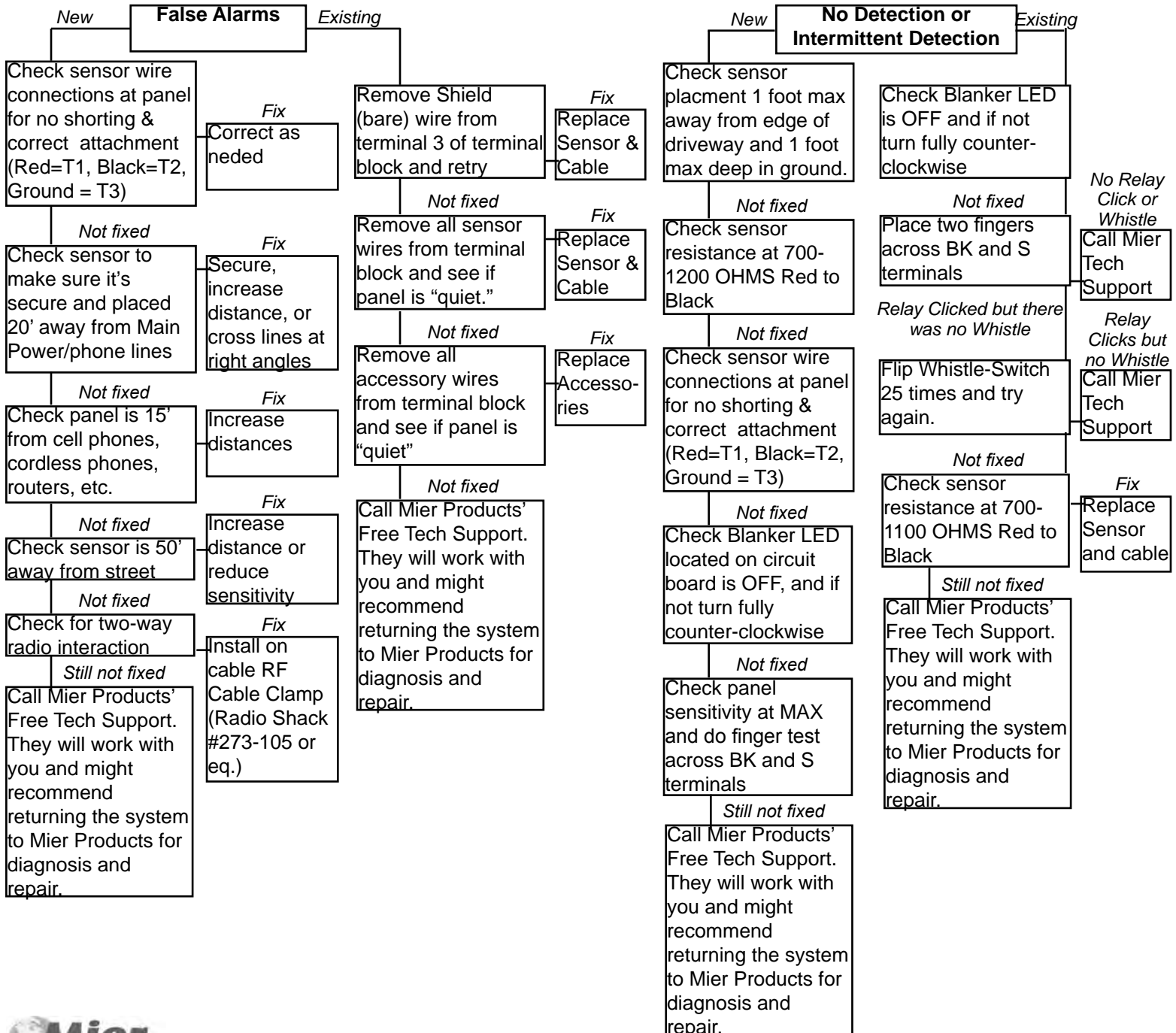
Step 2 - Make sure the sensor is attached correctly and securely to the control panel.

Step 3 - Make sure the sensor is located close enough to detect moving vehicles.

Step 4 - Make sure the sensor is at least 20 feet away from underground or overhead power/phone lines or an invisible fence, and the control panel is at least 15 feet away from cellular or cordless phones, wireless routers, etc.

Step 5 - Make sure the sensor is at least 50 feet away from the street/road traffic to prevent false alarms.

Step 6 - Make sure there are no nicks or cuts in the cable allowing moisture to get inside and cause false alarms.



## **WIRELESS DRIVE-ALERT FREQUENTLY ASKED QUESTIONS page 1 of 3**

Q: How many Sensor/Transmitters can be used?

A: Unlimited, however there is no way to discriminate which Sensor/Transmitter is causing the alert to sound.

Q: How many sound devices can be used?

A: See the following list and quantities supported:

•DA-063 8" Bell	QTY 2
•DA-052V Hard-Wired Remote Whistle	QTY 10
•DA-068 Wireless Plug-InChime	QTY Unlimited
•DA-070 Wireless Battery Chime	QTY Unlimited
•DA-071 Wireless Light Switch	QTY Unlimited
•DA-072 Wireless Lamp Module	QTY Unlimited
•Miscellaneous Sounder	QTY # That adds to 100mA(max) load

Q: Does the unit have the capability when it determines an alarm is to be sounded, to trigger another device.

A: Each unit DOES have this capability as the 3 contacts from the alarm relay are available for use at the Terminal Block (Terminals 6-8). In models that DO have an internal Whistle and corresponding switch these contacts normally switch +24 Volts but can become Form C dry contacts when the Whistle Switch is in the OFF position. In those models that DO NOT have an internal Whistle, and corresponding switch, these contacts will always be switching +24 Volts.

Q: Can a camera be activated by the Drive Alert.

A; Yes, by using the Form C dry contact mode or by buffering with an external relay in the non-dry contact mode.

Q: Can a gate be activated by the Drive Alert.

A: Yes, by using the Form C dry contact mode or by buffering with an external relay in the non-dry contact mode but safety care should be taken for the event a person or vehicle in the gate's path.

Q: Can vehicles be counted using the Drive Alert.

A: Yes, by using the Form C dry contact mode or by buffering with an external relay in the non-dry contact mode.

Q: Can the Drive Alert provide a contact closure for detection to open or lift an arm and then close it when the vehicle has cleared the area.

A: No, it does not provide intelligence beyond the simple sensing that the magnetic field has been disturbed. Once disturbed a closure occurs for a user defined time up to 12 seconds at which time the gate or arm will then return to its home position. For these types of functions external logic and timing is required.

Q: Can the Drive Alert sense which way the vehicle is traveling?

A: No, it does not include this capability and would require either external methods or the use of two systems and most likely external logic to sequence the two systems for this determination.

Q: How can I determine if something NOT a magnetic metal is moving?

A: Within the range of the sensor, attach a magnet or a metal that has magnetic characteristics such as steel. Now whenever it moves the sensor senses it, transmits to the Receiver/Control Panel and the alarm is set off.

Q: Does the Drive Alert sense people?

A: No, it does not sense people or animals, only changes that result in a magnetic field disturbance. So, if sensing of people or animals is needed to use the Drive Alert, then a magnet or significant magnetic metal must be in existence with that which is trying to be sensed.

Q: My unit sounds an alert immediately when plugging in then stops after about a couple minutes or so. Why?

A: During the initialization of both the Sensor/Transmitter and the Receiver/Control Panel, a test tone is provided to allow recognition by the user that power has been received. In the case of the Sensor/Transmitter it is transmitting and in the case of the Receiver/Control Panel it is recognizing test alarm conditions and can sound the alarm.

## **WIRELESS DRIVE-ALERT FREQUENTLY ASKED QUESTIONS *page 2 of 3***

Q: Both the Sensor/Transmitter and Receiver/Control Panel are installed but no function is occurring.

A: Check the following

- Receiver/Control Panel Power Lamp is ON.
- Sensor/Transmitter batteries are installed.
- Sensor/Transmitter Power switch is switched to ON. XMSN LED is On when Power Switch is first turned ON.
- Low Battery Lamp in the Receiver/Control Panel is OFF. If ON then install fresh AA Alkaline batteries.
- Receiver/Control Panel is 12 inches or more away from conduits, breaker boxes and etc.
- Sensor/Transmitter code switches match the Receiver/Control Panel code switches.
- Sensor/Transmitter DOES cause an alarm when positioned within 36 inches of the Receiver/Control Panel.
- Sensor/Transmitter Does cause an alarm when ~ 100 feet away from the Receiver/Control Panel.
- Sensor/Transmitter antenna is oriented in the same direction as the Receiver/Control Panel antenna.
- Sensor/Transmitter antenna IS NOT surrounded by Aluminum, Copper, Lead or other metals which absorb and attenuate signals
- Receiver/Control Panel LED 4 is ON indicating a VALID XMSN is received and LED 3 ALERT is ON.
- Receiver/Control Panel is 4-6 feet above ground, unless using an external antenna 10 feet above the ground connected to a Receiver/Control Panel mounted below ground.
- Sensor/Transmitter and Receiver/Control Panel are no more than 500 feet apart if Sensor/Transmitter is on the ground, 1000 feet if the Sensor/Transmitter is located 4-6 feet above ground level or no more than 2500 feet if using the Long Range Antenna (i.e. DA-660) option.
- If using the DA-660 antenna it MUST be mounted horizontally 10 feet or more above ground and pointed (short elements closest to Sensor/Transmitter and longest elements furthest away from Sensor/Transmitter) at the Sensor/Transmitter from which to receive signal.
- Sensor/Transmitter antenna IS NOT trying to transmit through a hill to the Receiver/Control Panel. It IS either transmitting on the same level or up a hill to the Receiver/Control Panel or down a hill to a Receiver/Control Panel that IS mounted above ground at its location yet physically lower than the Sensor/Transmitter unit.
- Sensor/Transmitter signal to the Receiver/Control Panel is clear line of sight.
- Foliage IS NOT causing signal interruption due to loss of line of sight.
- If dense foliage MUST be penetrated, recommend Long Range system which includes the DA-660 antenna to improve reception at the Receiver/Control Panel.
- Sensor/Transmitter DOES cause alarm when first powered on after Receiver/Control Panel has had power applied for over 1 minute. Evaluate installation locations again and move if necessary.

Q: Sensor/Transmitter and Receiver/Control Panel communication is verified but NO alarm (sounder or lights) occurs for magnetic field disturbances. Why?

A: Check the following:

- The Sensor/Transmitter batteries are installed and the power switched on.
- The Sensor/Transmitter code switches match those of the Receiver/Control Panel.
- Check to make sure the Sensor/Transmitter is mounted in a position 4 foot or less in elevation.
- Check to make sure the Sensor/Transmitter is mounted in a position no further than 5 feet away from traffic flow.
- Sensor/Transmitter sensitivity may be set too low. Open the cover and using a small screwdriver carefully turn the sensitivity control clockwise to increase the sensitivity toward maximum.
- Check that the Sensor/Transmitter responds to a good tool steel shovel, pliers by waving them quickly past the latch side of the DA-610 Sensor/Transmitter unit or across the buried Remote Sensor of the DA-611
- Check that the vehicle to be detected contains magnetic type materials (e.g. actual magnets) or materials that can be magnetized (i.e. Steel, Iron, Cobalt, certain Nickel Alloys and etc.).
- If using X10 implementations (e.g. DA-600 with added DA-057 and DA-058 or a DA-603 or DA-604) check that the wiring of the DA-057 is correct and that the Input and Mode switches are set right then use the Test Button on the DA-057 Powerflash to verify the signal path to the sounder or light control being used.
- If X10 devices are not functioning, move them to the same receptacle as the Receiver/Control Panel and retry.
- If X10 devices are functioning in only some places, and the devices have been verified as good a phase coupler OR noise suppressor (both available from <http://www.x10pro.com>) may be required to get all functioning correctly.

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Q: Sensor Transmitter and Receiver/Control Panel are accurately alarming BUT false alerts are also occurring. Why?

A: Check the following:

- The code that was chosen is not being used by a neighbor within a 2000 foot radius using a standard installation (e.g. non-Long Range) and one mile radius if using a Long Range installation.
- The Sensor/Transmitter IS located 40 feet away from power lines.
- The Sensor/Transmitter is SECURELY MOUNTED and NO MOVEMENT IS OCCURRING.
- Check to ensure that the sensor located in the Sensor/Transmitter enclosure can not slide back and forth.
- Notice if there is vibration sources in the area that the false alerts may be coincident with.
- Slow moving low density magnetic field disturbing items are greater than 15 feet away (e.g. metal gates, fences, motors or motor controls, magnetic security devices, low or high voltage landscape lighting, telephone communication wiring or etc.).
- The Sensor/Transmitter IS located at least 50 feet off any roadway that carries light slow to medium traffic speed and 75 feet minimum off any roadway that carries medium to heavy traffic speed. Should the Sensor/Transmitter be picking up large vehicles such as Trains, Logging Trucks, Agricultural, Semi-Tractor Trailers, School Buses and the like some work may be needed to identify the best location and sensitivity setting to satisfy the needs of the specific application.
- Check that environmental effects ARE NOT occurring with the Sensor/Transmitter and its antenna (e.g. animals or humans disturbing it, strong high winds causing the unit to rock or the antenna to “wave” with the wind, blowing snow, sticks or clumps of leaves hitting the unit or antenna). If this is suspected, a DA-067 Antenna Stabilizer is recommended as part of the solution.
- If using an X10 implementation (e.g. DA-600 with added DA-057 and DA-058 or a DA-603 or DA-604) change Unit and House code dials.
- If using a DA-605 implementation change the code of the Radio Module and the Chime per included instructions.
- If using a DA-605 implementation check that automotive remote security door locking devices (e.g. also known as key fobs) ARE NOT causing false alarms to occur and change the Radio Module and Chime codes per included instructions is appropriate.