Detector mounting height: Various heights (above the ground)
Detector location: Can be located on either the 'nearside'
Detection presence time: At least 30 minutes. Configurable by
Vehicle approach speed: Stationary detection system but can
Lane width: Typically 3.5m
Operating range: At least 3m from the Stop Line

Detector mounting height: Various heights (above the ground)
Detector location: Can be located on either the 'nearside'
Vehicle approach speed: 8km/hr (5mph) to greater than
Lane width: Typically 3.5m
Operating range: At least 10m to 35m from the Stop Line

Detector mounting height: Various heights (above the ground)
Detector location: Can be located on either the 'nearside'
Vehicle approach speed: 8km/hr (5mph) to greater than
Lane width: Typically 7.0m
Operating range: At least 10m to 35m from the Stop Line

Detector mounting height: Various heights (above the ground)
Detector location: Can be located on either the 'nearside'
Vehicle approach speed: Stationary detection system but can
Lane width: Typically 3.5m
Operating range: At least 3m from the Stop Line

Detector mounting height: Various heights (above the ground)
Detector location: Can be located on either the 'nearside'
Vehicle approach speed: 8km/hr (5mph) to greater than
Lane width: Typically 3.5m
Operating range: At least 10m to 35m from the Stop Line

Detector mounting height: Various heights (above the ground)
Detector location: Can be located on either the 'nearside'
Vehicle approach speed: Stationary detection system but can
Lane width: Typically 3.5m
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Detector mounting height: Various heights (above the ground)
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Vehicle approach speed: 8km/hr (5mph) to greater than
Lane width: Typically 3.5m
Operating range: At least 10m to 35m from the Stop Line
Heimdall detection family
Heimdall above-ground detectors offer a complete range of traffic and pedestrian control applications.

Using the advanced radar technology, each detector offers high performance, simple installation and low maintenance costs, while their small size ensures that unevenly street corner is minimized.

Advanced technology
At the heart of each detector is a planar radar antenna system and a sophisticated digital signal processing engine. Developed by Siemens, these incorporate patented features that enable Heimdall to offer a wide range of detection solutions, including:

- Dual lane vehicle approach
- Pedestrian On-Crossing
- Stop line
- SCOOT
- Single lane vehicle approach
- Pedestrian Kerbside
- Low maintenance
- Selectable speed actuation
- MOVA

To deliver these solutions effectively, the Heimdall family incorporates many unique benefits, including:

- Full family of detector solutions
- Simple installation
- Low maintenance
- Tame to changing light conditions
- Easy replacement of previously installed units
- Advanced radar technology

If required, Heimdall can be supplied with Bluetooth functionality, allowing these functions to be accessed from ground level.

Single lane vehicle approach
The single lane vehicle approach detector offers all the attributes of the single lane approach version, but has a lower threshold parameter for optimum detection performance.

The zone is broad enough to cover two approach lanes, intersectionally, and the detector is able to discriminate between approaching and receding traffic.

A set of user-selectable switches is provided to enable the user to adjust the threshold parameter to suit his own application. This allows for the detection of vehicles in responding to different traffic patterns. For example, allowing adjustment of the low speed threshold parameter for optimum detection performance.

Pedestrian Detection
On crossing
Designed to be used in pairs, this CW Doppler solution provides reliable detection of vehicles entering or leaving at different pedestrian crossings. The use of FMCW radar techniques allows this radar-based detector to provide reliable detection of pedestrians when crossing the road, significantly enhancing the efficiency of the crossing compared to other fixed crossing period solutions.

KerbSide (Standard & Volumetric)
The KerbSide Standard variant provides a dedicated 'stop' or 'no stop' output, whilst Volumetric has on-carrier data – such as speed and occupancy – with dedicated detector fault output as required.

Pedestrian priority can be reduced with the data being used, for example, to increase pedestrian priority and reduce pedestrian waiting times at times of high waiting area occupancy by increasing the pedestrian detection threshold.

Typically, each Heimdall detector offers a single isolated ‘solid state’ output to indicate target detection. An additional output may also be specified to provide other detector data output or a dedicated detector fault output as required.

Serial data
For advanced applications, Heimdall detectors can be managed remotely from the traffic controller, to change traffic light phases, or to control the detector to detect vehicles, without the need to purchase propriety software tools.

Bluetooth
When terminal access is required for configuration and maintenance purposes at ground level, all Heimdall detectors can be managed remotely from the traffic controller, to change traffic light phases, or to control the detector to detect vehicles, without the need to purchase propriety software tools.

Siemens controllers and many other Siemens products, this interface can be accessed at the detector via a RS485 communications link, using widely available terminal software, without the need to purchase proprietary software tools.

Selectable speed actuation
This detector operates in a similar way to the single lane vehicle approach version, but only provides an output when target vehicles exceed a defined speed. Selectable speed actuation is achieved via simple configuration switch settings, which are used to configure the system for the specific detection of vehicles in separate signalised routes or for defined target routes, providing a complete range of options for all your detection needs.