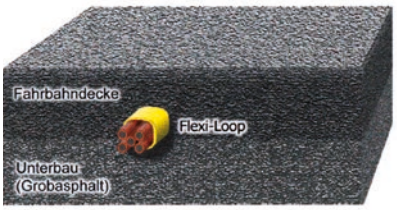
Technical Information / Planning Document / Installation Instructions

Induction loop Flexi-Loop

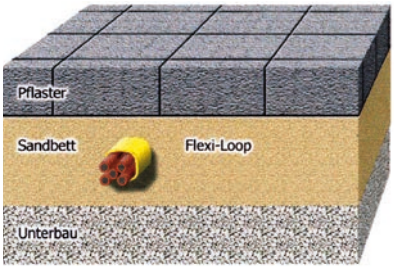
The most important functions at a glance

- The Flexi-Loop sets new standards for cost and durability. Patented since 1994
- High quality and high durability
- No complex cutting and grouting of the pavement/road surface necessary
- can directly be incorporated into tarmac / concrete (no risk of frost cracking!)
  Pay attention to asphalt finishers → Please note the advice on the back side!
- no longer visible after installation
- Insensitive to humidity and temperature
- There are no electrical connections (terminals, soldered connections, ...). The loop and the supply lead are one-piece (No penetrating moisture -> no short circuit)
- Low-cost solution since the simplest installation
- maximum of flexibility (e.g. change of shape during assembly possible)
- Each size and winding number is available for all standard detectors
- short delivery times (for special solutions too)
- Logistical superiority due to small dimensions and favorable shipping costs
- Working temperature: max. 220 °
- Dimensions: all sizes available from 2m to 30m circumference
- Strand: cross-section 0.75mm2 (other cross-sections on request)
- Supply line: standard 10m, available in all lengths
- Winding number (depending on the scope of the loop) -
  A different winding number has to be indicated in the order

scope	Winding number
2–4m	6 Windings
4–7m	5 Windings
7–12m	4 Windings
12–25m	3 Windings
> 25m	2 Windings



The preferred laying of the loop takes place in the final layer of the pavement surface, like for example refined asphalt or concrete.



For laying under paving stones The Flexi-Loop is laid in the sand bed.

Description

The windings are in a special shrinking hose incorporated. The loop is thus resistant against the processing temperature of tarmac and resistant as well against the penetrating moisture when laying in concrete or sand bed (under paving stones).
The strand is additionally equipped with a temperature-resistant silicone-insulation. The supply line and the windings of the loop are one piece.

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STAATLICH AUSGEZEICHNETES UNTERNEHMEN

The Flexi-Loop has been developed to be integrated into the pavement surface. Cutting a groove is therefore not necessary! If a higher steadiness is demanded, the Flexi-Loop can also easily be inserted into a cut groove. First the loop will be fixed at a corner point on the ground and then stretched over the remaining corner points. Thereafter the loop will be covered with tarmac, concrete, etc.

Phase 1

1. Place the loop at the assembling location. Keep a distance of at least 50 cm to reinforcing irons and other metallic materials and check if the supply line is located at the desired corner point. The distance to moving metal parts (gates, barrier trees) should be at least 1m.
2. Fix the corner points using the supplied fixing material (which depends on the steel pin, the ground or the screw and dowel) in a way that the loop is completly taut.

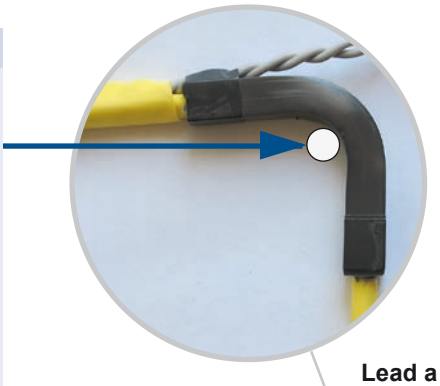
Phase 2

3. Thread the cable through a protective hose and cover by hand the Flexi-Loop as well as the protective hose with tarmac / concrete. Pay attention that the Flexi-Loop won't be damaged through the used tools.
4. When the Fexi-Loop is fully covered with the supply line, the roadway can be finished by machines. After the laying, the Flexi-Loop should be lying 5cm up to **15cm** below the pavement.

Attention

- **For the fixation the Flexi-Loop must not be disrupted with steel pins, but rather should get a firm seat through stretching around the corner points (steel pins).**
- **IMPORTANT: The prepared, exposed loop along with the supply line must not be run over or be subjected of any kind of mechanical load!**

➡ Only after putting enough tarmac in the loop area by hand, tarmac can be added with an asphalt finisher!



Lead a supply line through a protective hose.