

# lix.pure SLC

User Manual English



## 1 General Information

The lix.pure SLC sensor is supplied with 24 VDC via the Zhaga connector and may never be connected to the 230 VAC mains under any circumstances.

Make sure that the sensor is correctly mounted and locked.

The manufacturer accepts no liability for damage caused by improper use.

## 2 Installation

The lix.pure SLC sensor supports the Zhaga connectivity standard for plug and play luminaire extension. This allows flexible integration into luminaires without tools. The connectivity interface is designed according to Zhaga Book 18 Ed. 2.

#### 2.1 Installation on the Luminaire



Important: Mounting the sensor incorrect might lead to malfunctions or permanent damage.



The lix.pure SLC sensor must be mounted on the Zhaga socket pointing downwards as shown in the following illustration.



*Figure 1:* lix.pure SLC luminaire mounting

### Detection Range of the Sensor

The lix.pure SLC sensor is equipped with a radar sensor that looks down onto the road in front of the light point.





## 3 Status-LED

The lix.pure SLC sensor has a red status LED that is visible to the user. It will light up when an object is detected.

## 4 Configuration of the Sensor

The lix.pure SLC sensor can be configured using the esave slConfigurator app. After starting the app, the basic view looks as follows:

😫 esave slConfigurator	-	- 0	×
slConfigurator <u>S</u> ettings <u>V</u> iew <u>T</u> ools Device <u>L</u> ist <u>D</u> ev	vice <u>H</u> elp		
18 2 1 1 1 1 1 1 1	Device Group Map		
esave USB-Stick	SLC #5377251	-	
esave USB-Stick	lix.pure SLC 0001		
S Sevices in range		Flashing	
SLC #5377251 Operation mode: 24 hour (Always on)	1 + 5		^
③ Online devices	Device Operation	۲	
	Monday, January 1, 2001 12:00:06 PM Click here to change the date and time settings of the device		
	Configure Operation Mode Click here to modify the device operation mode		
	1. Channel: 24 hour (Always on)		
	100% Current Device Brightness:		
	0 Neighbor device(s) Click here to modify the motion-detection neighbors of the device		
	Manual override switch groups: 1 group(s) selected Click here to modify the manual override switch groups this device is listening to		
			_
	Power and Energy	۲	
	Cumulated used energy: 0.001 kWh Operation time: 0 h 4 m		
	Saved Energy*: 0.006 kWh 83.5 %		
	* Compared to a non dimmable light with the same maximal power usage		
	Reset usage counters   0/00 Click here to reset the device energy and operation time counters		
	1000 View nower profile		~
🖋 Connected: Serial port (COM16) 🛛 🥛 Channel: 0 🛛 🔓 No s	system password (PIN) set 🛛 🦂 GPS connected (Windows Location API)		

*Figure 3:* esave slConfigurator / basic view

If a lix.pure SLC sensor is selected in the left-hand window, its status and configuration are displayed in the right-hand window. The basic settings for light control can be found in the upper area. If you scroll down further, you will reach the "Radar motion detector" tab. Clicking on "Radar motion detector configuration" opens a pop-up window with the configuration options of the radar sensor.



tec Motion Detector Conf	figuration
Approach Sensitivity	
	80 %
Leave Sensitivity	
	70 %
	/U 7₀
Approach Filter Period	
_	128 ms
Leave Filter Period	
	256 ms
Target Veloctiny	
ruiget velocity	
	2.8 km/n
	Restore default configuration
	OK Canad Apple
	OK Cancel Apply

*Figure 4:* lix.pure SLC configuration

- Approach Sensitivity / Leave Sensitivity:

The proximity and range sensitivity of the radar sensor can be adjusted independently of each other. The more sensitive a sensor is set, the greater the range, but also the greater the possibility of potential false alarms.

- Approach Filter Period / Leave Filter Period:

The filter time when approaching or moving away from the radar sensor can be adjusted independently of each other. A longer filter time reduces possible false activations, but also delays the switching on of the light accordingly. A longer filter time at a distance reduces false triggering due to rain or snowfall.

- Target Velocity:

This setting can be used to adapt the detection to the speed of the expected road users. This improves detection. A (too) high target speed has a negative effect on the detection of pedestrians or cyclists.