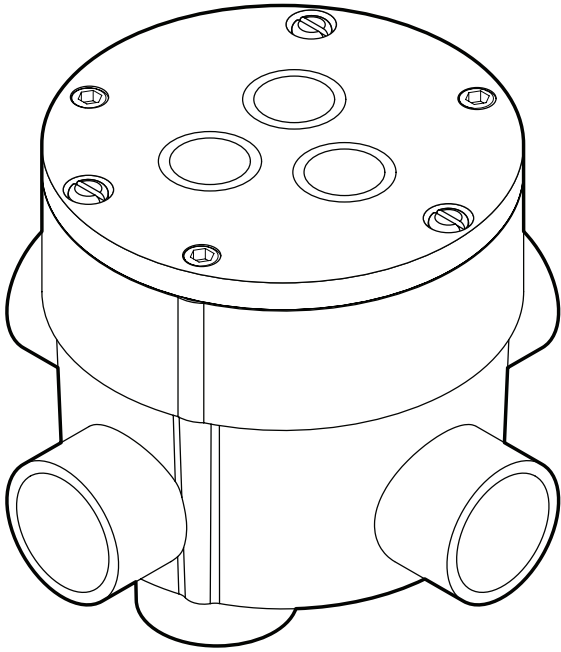


# **SNOW SWITCH® MODEL SIT-6E** PAVEMENT-MOUNTED SNOW AND ICE SENSOR



## DESCRIPTION

The Snow Switch Model SIT-6E Pavement-Mounted Snow and Ice Sensor reliably detects snow and ice conditions on pavement surfaces when used with any Environmental Technology (ETI) APS, Pro Series, or EUR model control panel. The SIT-6E pavement sensor ensures that deicing heaters operate only while needed which minimizes energy costs without sacrificing snow melting effectiveness.

As part of a snow melting system, an SIT-6E sensor will signal for snow and ice melting at pavement temperatures below 38°F (3.3°C) while moisture in any form—including water, snow, sleet or ice—is present.

It's important for the sensor to be level with the pavement surrounding it. A Pavement Sensor Housing, ETI part number 23832 (sold separately), is needed for each pavement sensor. This housing supports the sensor within the pavement and includes adjustment screws that allow proper leveling with the pavement surface.

## WHAT'S IN THE BOX

Immediately upon receipt, inspect the container and packing material for any noticeable damage or missing contents. From the factory an SIT-6E sensor includes:

- One SIT-6E pavement sensor
- One package (1 lb.) duct seal
- Three 3/8"-16 × 0.25" hex socket set screws
- Three #8-32 × 0.375" machine screws
- One 3/16" hex key
- This Installation and Operation Manual

Unpack the unit, taking care not to damage the packing materials. Save the shipping container and related materials until normal operation has been established. In the event of shipping damage, keep the packing materials for inspection by the carrier. If any of the contents are missing or damaged please contact your supplier or ETI Customer Service.

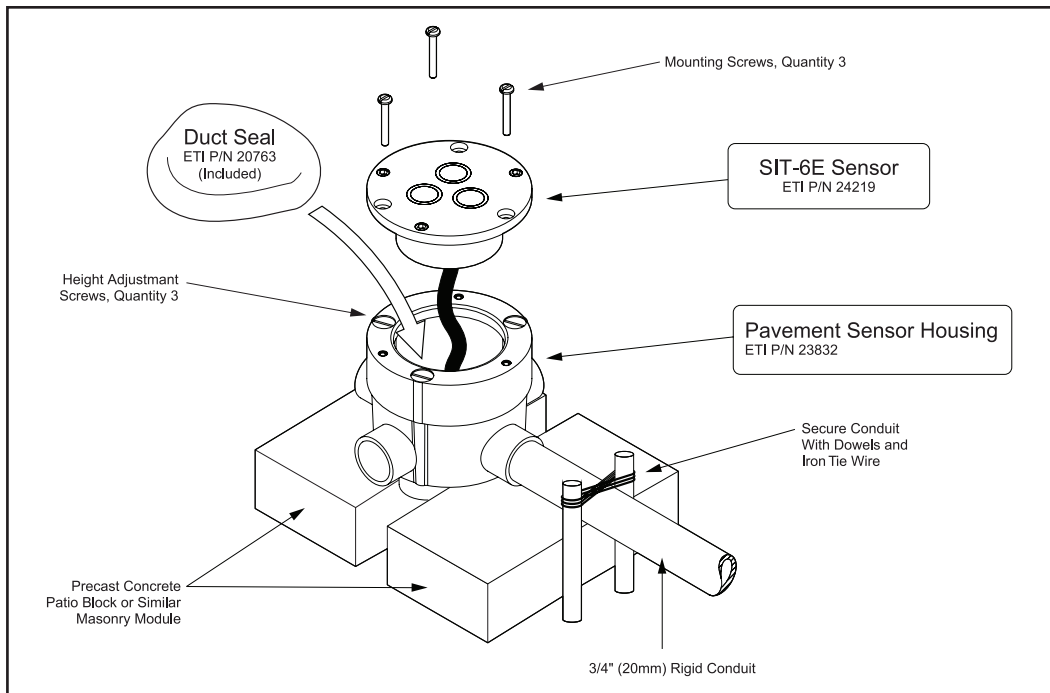


FIGURE 1. SIT-6E Pavement Sensor Installation.

## SENSOR LOCATION

The SIT-6E pavement sensor should be installed in a location that best represents the typical temperature and moisture conditions that are being deiced.

Locate the sensor centered between the heater cables or tubing. This will allow the sensor to be exposed to a surface temperature that is typical of the deiced area without causing abnormal heating of the sensor.

**AVOID:** Building overhangs, trees, locations where vehicles park and any other obstructions that may prevent snow and/or freezing precipitation from reaching the sensor.

**AVOID:** Hot air exhaust ducts or other heat sources that may affect the sensor and cause it to be warmer and drier than the area being deiced.

**AVOID:** Animals. A sensor installed in an area housing animals (such as a kennel) or in an area with a high amount of animal traffic may run more often than desired.

**CONSIDER:** Site drainage is important. A sensor placed in a location where the drainage is better or worse than is typical of the pavement installation may cause the system to turn off too soon or to run too long.

**CONSIDER:** Vehicle and pedestrian traffic may track moisture and wet debris onto the pavement sensor and cause the system to run longer. Depending on the function of the area being deiced it may or may not be desirable to expose the sensor to typical traffic patterns.

**CONSIDER:** Installing additional sensor housings is less expensive than digging up a pavement installation. If more than one location may be preferable, then installing one or more extra housings will allow you to move a sensor later. Also, depending on the control being used, you may be able to run multiple sensors to the same control.

## CONDUIT

After locating the sensor, install 3/4" conduit from the sensor housing to the snow melting control. Do not share the sensor cable's conduit with any high voltage wiring. The SIT-6E pavement sensor includes 60' (18 m) of cable. Should any additional length of cable be required, ensure that the splice is made in a junction box appropriate for the location.

## HOUSING INSTALLATION

Follow the instructions in the Pavement Sensor Housing manual to ensure the housing is installed correctly and made level with the paving surface.

## SENSOR INSTALLATION

Remove the sensor housing cap from the housing unit by removing the three screws securing it in place. Be sure to keep the cap at the facility in case the location of the sensor needs to be changed in the future and the current housing has to be closed and covered up again.

Feed your fish tape through the conduit from the control end. Attach the cable to the fish tape and pull it back through the conduit, using cable lubricant if necessary. Be sure there are no kinks in the cable. Leave a few inches of cable at the pavement sensor end for a service loop.

Inside the Pavement Sensor Housing apply duct sealant to protect the installation, leaving room for the sensor to be placed down inside the housing. Knead the supplied duct sealant until it is pliable. In addition to sealing the wiring conduit, the duct sealant should occupy space in the housing so that it will displace water that might enter. This will minimize the accumulation of water and ice in the housing and protect against possible ice damage.

Install the sensor into the housing with its top resting on the top of the Height Adjustment Ring. Check that all six holes are properly aligned, and fasten the sensor to the Height Adjustment Ring with the three Sensor Retaining Screws.

The positions of the mounting screws for cap and sensor attachment to the Height Adjustment Ring form the points of an equilateral triangle. The positions of the height adjustment screws, which level the surface of the sensor to the surface of the pavement, form the points of an isosceles triangle. These positions promote correct assembly of the sensor to the height adjustment ring and the pavement sensor housing unit.

Verify that the top of the sensor is flush with the pavement around it. The top of the sensor has three protective hex screws (Figure 3), which when removed will reveal the Height Adjustment Screws. If necessary remove the three hex screws and then rotate the Height Adjustment Screws (Figure 4) clockwise to lower the sensor or counterclockwise to raise it. The housing flange can be raised up to 0.63"(16 mm) to allow the sensor surface to be aligned with the pavement surface. A low sensor will pool water and not function properly. When the unit is level and flush with the pavement, reinstall the protective hex screws.

FIGURE 3. Remove protective hex screw to reveal Height Adjustment Screw.

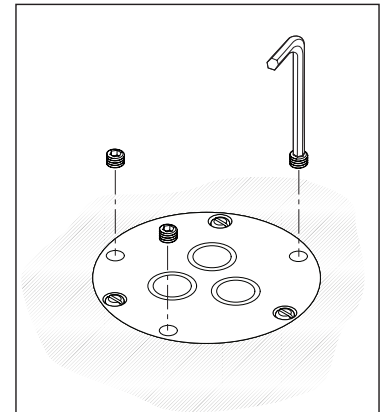
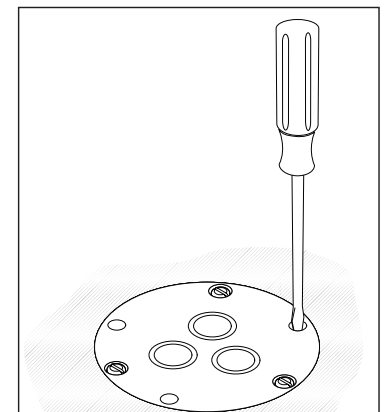


FIGURE 4. Rotate Height Adjustment Screw clockwise to lower or counterclockwise to raise sensor.



## WIRING

Be sure to follow NEC and local code for all electrical connections.

A three-conductor direct-burial wet-environment cable is required to connect the SIT-6E sensor to the control panel. The cable supplied with the SIT-6E meets these requirements. An extension cable, which must be the same type, can be used but is not supplied by the manufacturer. The extension length may be up to 500 ft (152m) using 18 AWG 3-wire jacketed cable, or up to 2,000 ft (609m) using 12 AWG 3-wire jacketed cable.

Install all cables through conduit as indicated in Conduit section.

Make sure that any cable runs greater than 60 feet are spliced together either in a suitable water-tight junction box or in some other water-tight or dry location. Cable Connections for SIT-6E Snow Switch Pavement Sensor:

Wire Color	Function
Black	Ground
Red	24 V Power (AC or full-wave rectified)
Blue	Sensor Output Signal

## TESTING

Should paving material or other residue be adhered to the sensing elements, clean the surface with a Scotch™ Brite Pad. Do not use metallic or coarse abrasives or detergents.

Thoroughly check the system before placing it in service. Our experience shows that installation errors cause the majority of problems. Frequently encountered problems include wiring errors and improper waterproofing. Simple electrical tests and visual inspections can discover potential concerns.

Independent of weather conditions, the functional operation of an installed SIT-6E sensor may be determined using a digital voltmeter (DVM) and a ten-pound (4.54kg) bag of crushed ice, in the following manner:

1. With the DVM set the 100 VAC range, verify the sensor supply voltage by connecting the negative (-) test lead to the sensor black wire and the positive (+) test lead to the sensor red wire. Depending on the controller used, a DVM reading between 11-12 VAC or 24-28 VDC is acceptable. An AC component less than 28 VAC is allowed with a DC voltage in the proper range.
2. With the negative (-) test lead remaining in place, reconnect the positive (+) test lead to the sensor blue wire and confirm there is a similar voltage present (may be 1 to 2 volts less).
3. With the DVM set to DC current, attach the red lead to the positive supply point and the black lead to the red wire going to the SIT-6E to measure current. Apply power and check the current after a few seconds. When the sensor is at a temperature above 38°F the current will be 5 mA. Place the bag of ice on the sensor and allow about 20 minutes for the sensor to cool, the temperature of the sensor should drop below 38°F. At this point the current should be 250 mA. This will confirm the heater operation.
4. Remove the power and disconnect the current meter and reset the meter for voltage as in step 1 above. Connect the meter to the black and blue wires as in step 2 and connect the sensor to power.
5. Allow about 30 seconds after power up and then check for a low voltage (2 volts or less) is indicated by the DVM. (A nominal temperature below 38° F (1° C) must be detected before the sensor's normally-open contact is closed. If the sensor surface temperature was excessive prior to commencing this procedure, it will be necessary to extend the cool down time interval by as much as an additional 20 minutes.)
6. With satisfactory results, disconnect the DVM and restore all sensor wiring connections. We recommend the SIT-6E sensor's power supply to operate continuously even though you may elect to de-energize the snow/ice melting system heaters at the season's end. The heat energy dissipated from the internal heater, although modest, will enhance the long-term reliability of the SIT-6E sensor.

## TROUBLESHOOTING

Any problems are most likely caused by wiring errors or improper waterproofing. Carefully inspect the sensor and its wiring to identify errors or potential concerns.

## MAINTENANCE

The top of the sensor should be kept reasonably clean and free of gravel, leaves, mud, or other debris. If paving material, salt or another residue becomes adhered to the sensing elements, clean the surface with a Scotch™ Brite Pad. Do not use metallic or coarse abrasives or detergents.

We recommend that the SIT-6E sensor's power supply operate continuously even though you may elect to de-energize the snow/ice melting system main heaters at the season's end. The sensor will consume very little energy (a small fraction of a watt) and this will enhance the long-term reliability of the SIT-6E sensor.

## RETURNS AND REPLACEMENTS

Equipment cannot be returned for credit once it has been installed. ETI will repair or replace faulty equipment under warranty. Prior to removal of equipment for warranty return, please contact ETI for troubleshooting assistance.

Before returning a unit to ETI, obtain a Return Merchandise Authorization from our Customer Service Department, available between 8:00 a.m. and 5:00 p.m. Eastern Time.

If possible, use the original container and packing materials when packing the unit for shipment. It is important to mark the Return Merchandise Authorization clearly on the outside of the shipping container so that it may be correctly processed upon receipt at ETI.

## LIMITED WARRANTY

ETI's two year limited warranty covering defects in workmanship and materials applies. Contact Customer Service for complete warranty information.

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## SPECIFICATIONS

GENERAL	DESCRIPTION
Area of Use	Pavement
Activation Temperature	38° F (3.3° C)
Heater Hold-on Time	0 Hours (User configurable to 0, 1, 2, 3, 4, 5, or 6 hours)
Materials	Brass with Epoxy and Polyurethane Fill
Weight	1.1 lb (0.5 kg)
Dimensions	Top Diameter: 3.875 in (9.84 cm) Top Thickness: 0.25 in (6.35 mm) Mounting Depth: 2 in (5 cm)
<b>Electrical</b>	
Circuit type	NEC Class 2
Supply voltage	24 VAC +/- 15% (supplied by panel)
Supply Current	5 mA idle, 0.25 A max., 6 W max.
Snow/Ice Sense Response Time	10 to 20 seconds
Output Signal	Voltage drop
Output Off	>1 MΩ to ground, max. 30 V external
Output On (snow/ice present)	< 0.85 V at 10 mA to ground < 2.6 V at 80 mA to ground; Current Limited
Bus-wire type	Direct Burial 3-Conductor 18 AWG
Lead Length	60 ft (18.3 m) included; may be extended: <ul style="list-style-type: none"> <li>• Up to 500' (152m) using 18 AWG 3-wire jacketed cable</li> <li>• Up to 2,000' (609m) using 12 AWG 3-wire jacketed cable</li> </ul>
Self Test Mode	Checks temperature, heater, and sensor grid. Indicates results with output and current pulses (see manual).
<b>Environmental</b>	
Operating temperature	-40°F to 160°F (-40°C to 71°C)
Storage temperature	-50°F to 180°F (-45°C to 82°C)

## ORDERING INFORMATION

ORDER NUMBER	DESCRIPTION
24219	SIT-6E Pavement-Mounted Sensor (requires 23832 Pavement Sensor Housing)
23832	Pavement Sensor Housing
<b>Compatible Control Panels (Required; Not Included)</b>	
*	APS-3C Snow Switch
*	APS-4C Snow Switch
21496	EUR-5A Snow Switch
23736	PD Pro Snow Switch
23917	GF Pro Snow Switch

\* Order number dependent on voltage. Please consult Customer Service.