NOTES:
1. The WM sensor can be either a beam type or a piezoelectric sensor.
2. The WM sensor is to be installed and tested prior to delivery at site.
3. Only 1 TSDM cabinet may be used if the longest sensor cable length is less than 100m; otherwise, 2 TSDM cabinets are required.
4. All slots for Loop and WM sensors shall be cut to prevent jamming.
5. Where possible, there shall be a minimum 500mm gap between slots cut for sensors and cable.
6. Loops shall be installed centrally between the lane lines.
7. Loop leading and trailing edges shall be perpendicular to the centre line of the road.
8. Loop sensors shall be parallel to the centre line of the road.
9. WM sensors shall be installed perpendicular to the centre line of the road.
10. Separation of leading and trailing WM sensors shall be 3000mm ± 3mm, measured at the centre of each sensor.
11. Dimensions in millimetres unless noted otherwise.

ASSOCIATED DOCUMENTS:
- Standard Drawings
- Specifications

REFERENCED DOCUMENTS:
- Departmental Standard Drawings:
  - 1991 TSDM - Foundation Equipment Cabinet Base Installation Details
  - 1993 TSDM - Foundation Equipment Cabinet Typical Details
  - 1995 TSDM - WM Piezo Sensor Installation Details
- Departmental Specifications:
  - WRTS253 Provision of High-Speed System
  - WRTS253/2 Traffic Safety Data Management (TSDM) Foundation Equipment
  - WRTS250 Provision of Automatic Number Plate Recognition System

![Diagram of TSDM Cabinet and Concrete Pad - Refer Standard Drawing 1901 and Notes 3]

PIEZO-LOOP-PIEZO CONFIGURATION
DUAL CARRIAGEWAY SINGLE DIRECTION
4 LANES WITH GANTRY STRUCTURE

⚠️ INSTALLATION OF CONDUITS AND FITS IS THE
RESPONSIBILITY OF THE LICENSED ELECTRICAL
CONTRACTOR

Department of Transport and Main Roads

TSDM

WM SENSOR CONFIGURATION
PIEZO-LOOP-PIEZO
SHEET 2

1908

[Standard Drawing No. 1908]

8/28/2015