

/// BR930 Series - Electromechanical Signalling Relay

TY082/GRP10

QND2 4F4B 24V

Double Wound DC Neutral Line
Relay to BR930.



Features

The TY082/GRP10 is a 4F 4B Neutral Line Relay for general railway trackside signalling applications where special characteristics such as AC immunity, slow release etc. are not required.

Double windings allow use in railway signalling circuits where operation from either of two separate supplies is required. Of compact modular plug-in design it has non-weld contacts and is equipped with a safety interlocking system (pin code) for insertion into mating plugboards.

Contact arrangement

REAR VIEW OF RELAY

	A	B	C	D	
1	F			F	1
2					2
3	F			F	3
4					4
5	B			B	5
6					6
7	B			B	7
8					8
R1	C1			C1	R2
R3	C2			C2	R4

4F 4B CONTACTS
DOUBLE WOUND

General characteristics

PADS Reference	0085/000540
Pin code	002 ABCDF
Contact arrangement	4F 4B
Coil configuration	Double wound single coil
Resistance of winding(s)	C1 = 350Ω & C2 = 245Ω
Rating	24 VDC
Weight	1.3 kg
Plugboard	TY081-001 PADS Ref 0085/002081 See plugboard datasheet for more information

Specific characteristics

AC Immunity Coil RMS voltage at 50 Hz frequency that can be applied without generating the closing of any of the front (N/O - Normally Open) contacts	This relay is not AC immune
DC Biasing Maximum supply which can be applied connected in reverse polarity and shall not result in the breaking of any back contact of the relay	This relay is not DC biased

Electrical characteristics

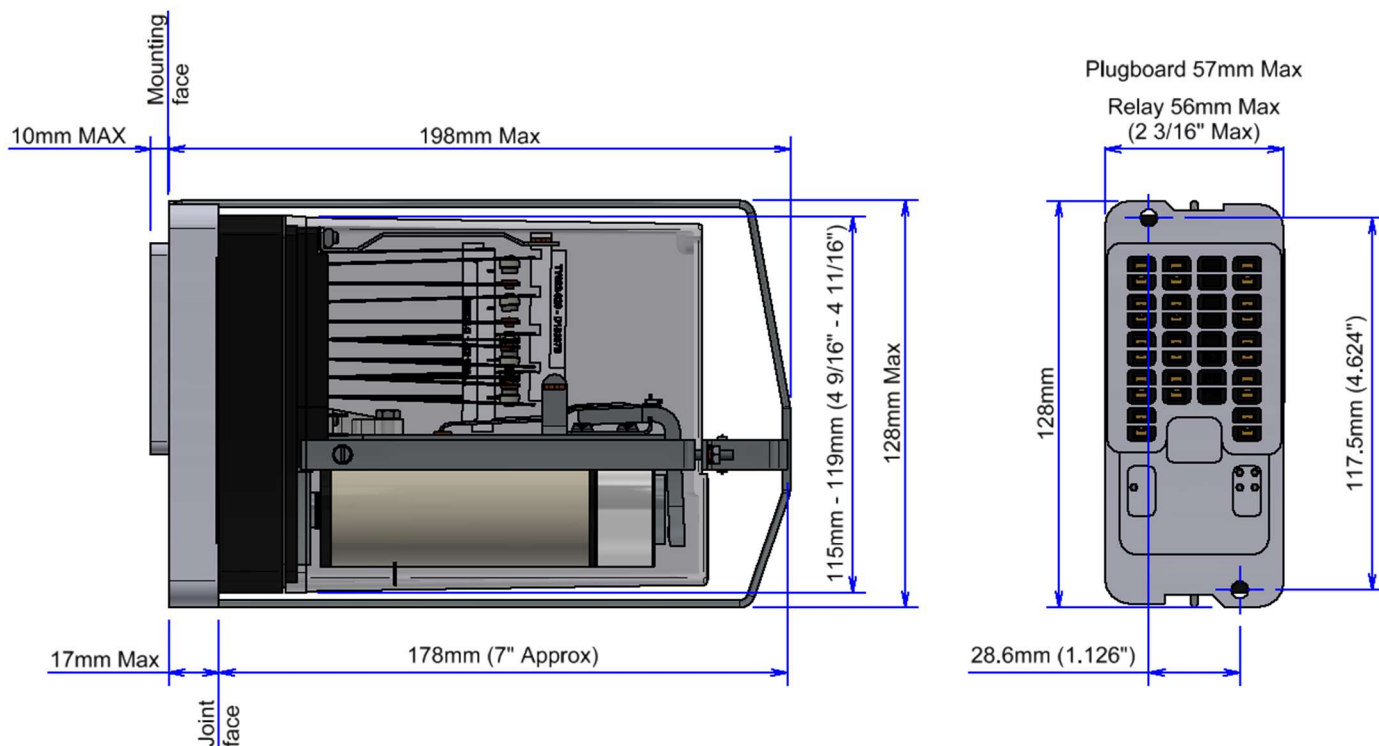
Operate value	Not specified in BR930
Full operate value	19.2V
Release value	3.6V
Full release value	2.0V
Operate time	Not specified in BR930
Release time	Not specified in BR930
Interrupt time	Not specified in BR930
Signalling contact pressure	28 g (1 oz) min

Product acceptance certification

Network Rail UK: PA05/04802

Outline drawing

Double Wound DC Neutral Line Relay to BR930 TY082/GRP10



Imperial dimensions in brackets are those specified in BR930
 Dimensions illustration shows generic BR930 relay.

Note

BR930 relays are optimised to switch traditional signalling circuits consisting of the coils of other relays and incandescent lamps. Their contacts are non-weld, not weld-no-transfer. Signalling schemes using these relays must be designed to operate safely within these constraints. Furthermore, it is the operators' responsibility to ensure compliance with the requirements of clauses 1.2, 5.2, 8.1, 8.2 and 12.1 of BR930.

 **Over 10 million Mors Smitt relays in use in rail transport applications worldwide!**

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