

/// BR930 Series - Electromechanical Signalling Relay

TY132/GRP02

QECX1 4F 400mA

AC Lamp proving relay to BR941A.



Features

The TY132/GRP02 is a 4F AC lamp proving relay intended for use in a railway signalling lamp proving circuit where the relay is connected in series with the primary of the lamp transformer. 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					5
6					6
7					7
8					8
R1	C			C	R2
R3					R4

4F CONTACTS

General characteristics

PADS Reference	0085/001350
Pin code	071 ABCDK
Contact arrangement	4F
Coil configuration	Single wound twin coil
Resistance of winding(s)	31Ω Connected via full wave bridge rectifier
Rating	400mA AC
Weight	1.5 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

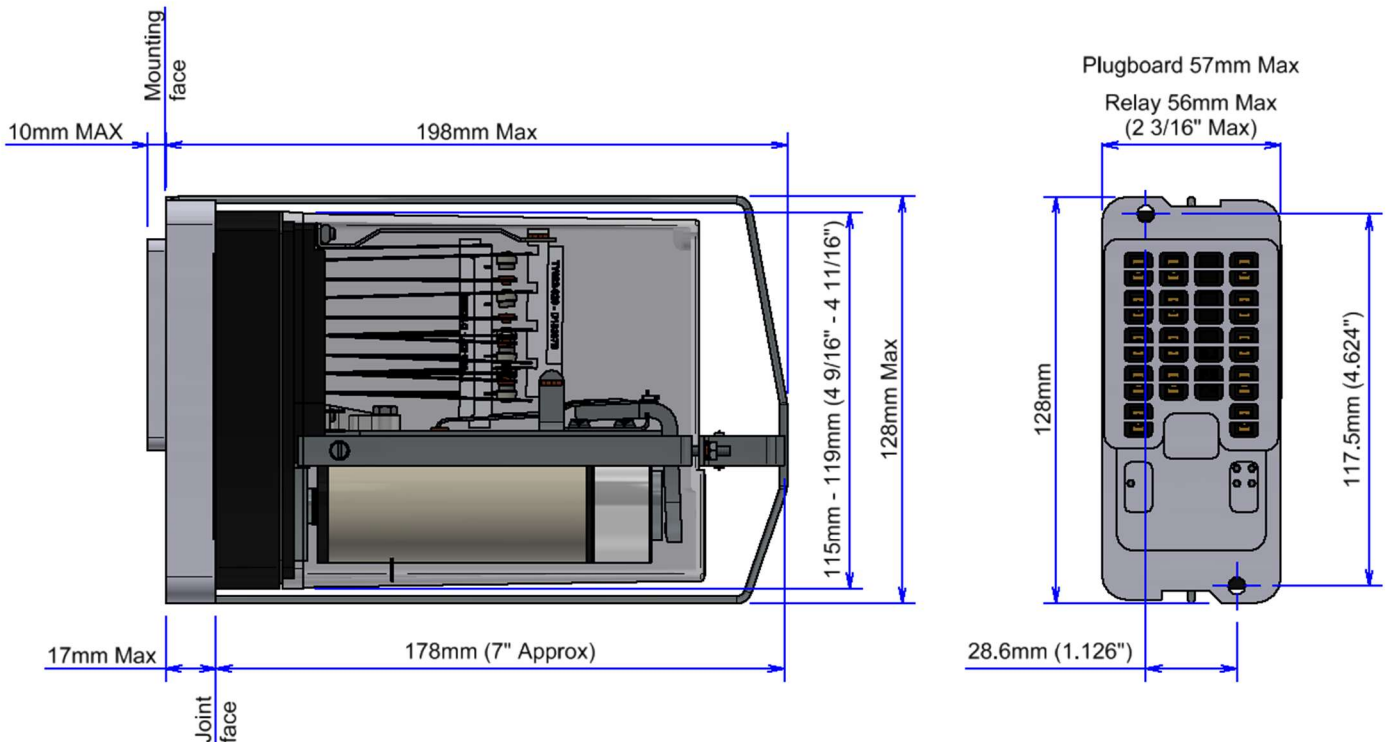
Operate value	Not specified in BR941A
Full operate value	180mA
Release value	Not specified in BR941A
Full release value	110mA
Operate time	Not specified in BR941A
Release time	>100ms @ 180mA >200ms @ 250mA
Interrupt time	Not specified in BR941A
Signalling contact pressure	28 g (1 oz) min

Product acceptance certification

Network Rail UK: PA05/04802

Outline drawing

AC Lamp proving relay to BR941A TY132/GRP02



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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