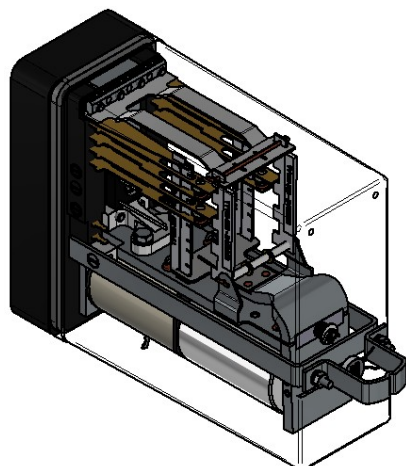


/// BR930 Series - Electromechanical Signalling Relay

TY132/GRP03

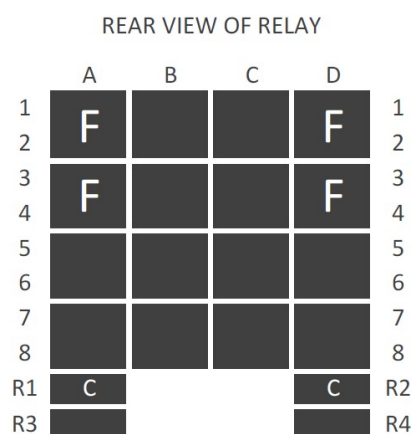
QECX21 4F 400mA
 AC Lamp Proving Relay.



Features

The TY132/GRP03 is a 4F AC lamp proving relay intended for use in a railway signalling lamp proving circuit with direct-connected TPWS 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



4F CONTACTS

General characteristics

PADS Reference	0085/001351
Pin code	286 ACDKL
Contact arrangement	4F
Coil configuration	Single wound single coil
Resistance of winding(s)	31Ω
Rating	400 mAAC
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 unit is not AC immune 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 unit is not DC biased This relay is not DC biased

Electrical characteristics

Operate value	Not specified in BR948
Full operate value	200mA
Release value	Not specified in BR948
Full release value	125mA
Operate time	Not specified in BR948
Release time	100ms @ 200mA 200ms @ 250mA
Interrupt time	Not specified in BR948
Signalling contact pressure	28g min.

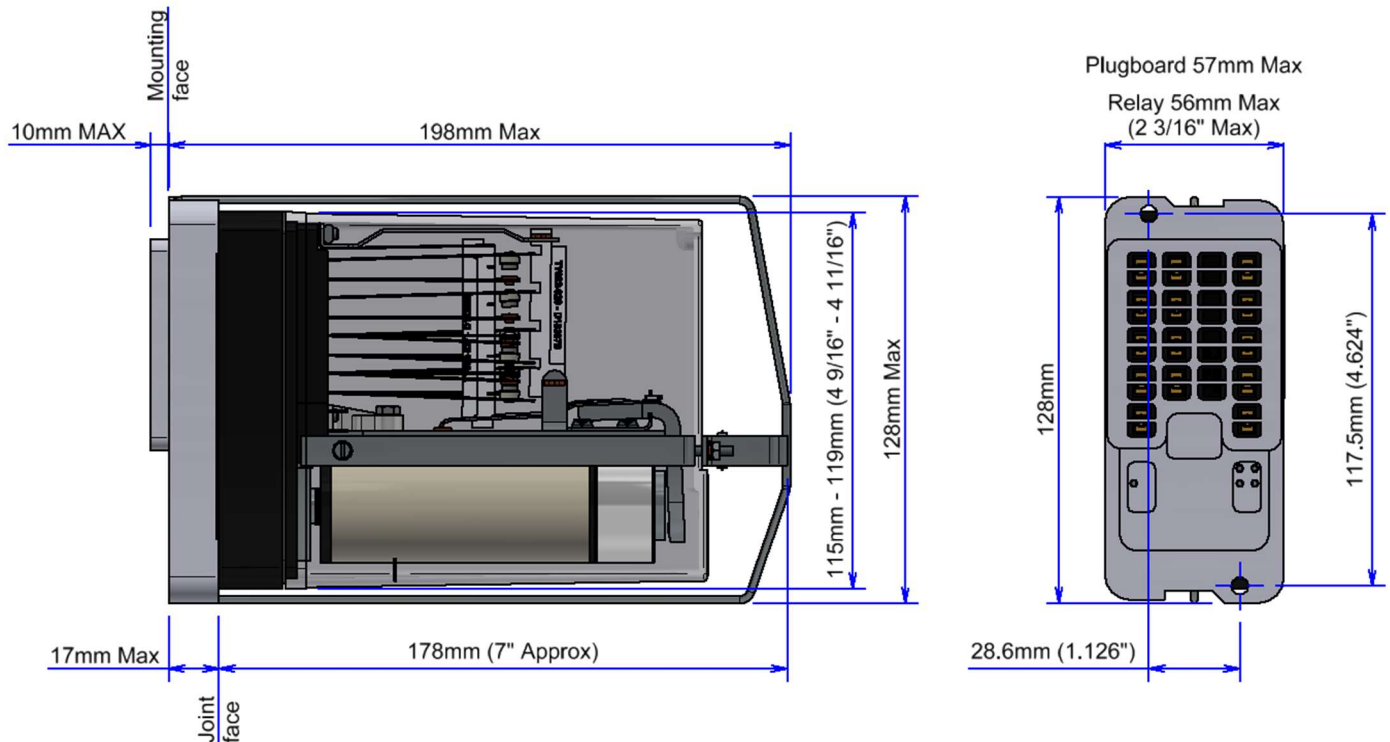
Product acceptance certification

Network Rail UK: PA05/04802

Outline drawing

AC Lamp Proving Relay

TY132/GRP03



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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