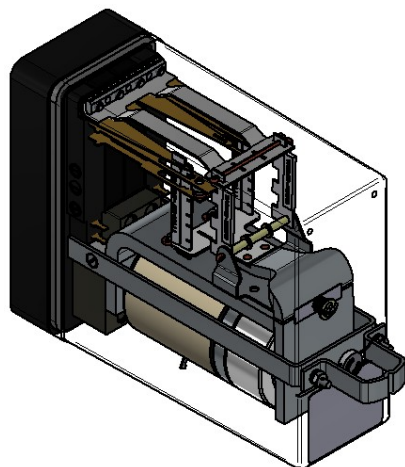


/// BR930 Series - Electromechanical Signalling Relay

TY153/GRP12

QECX 2F 200mA

AC Lamp Proving Relay Nominally to BR941A.



Features

The TY153/GRP12 is a 2F 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					3
4					4
5					5
6					6
7					7
8					8
R1	AC			AC	R2
R3					R4

2F CONTACTS

General characteristics

PADS Reference	-
Pin code	T011 ABCHT
Contact arrangement	2F
Coil configuration	Single wound single coil
Resistance of winding(s)	45.5Ω
Rating	200mA 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

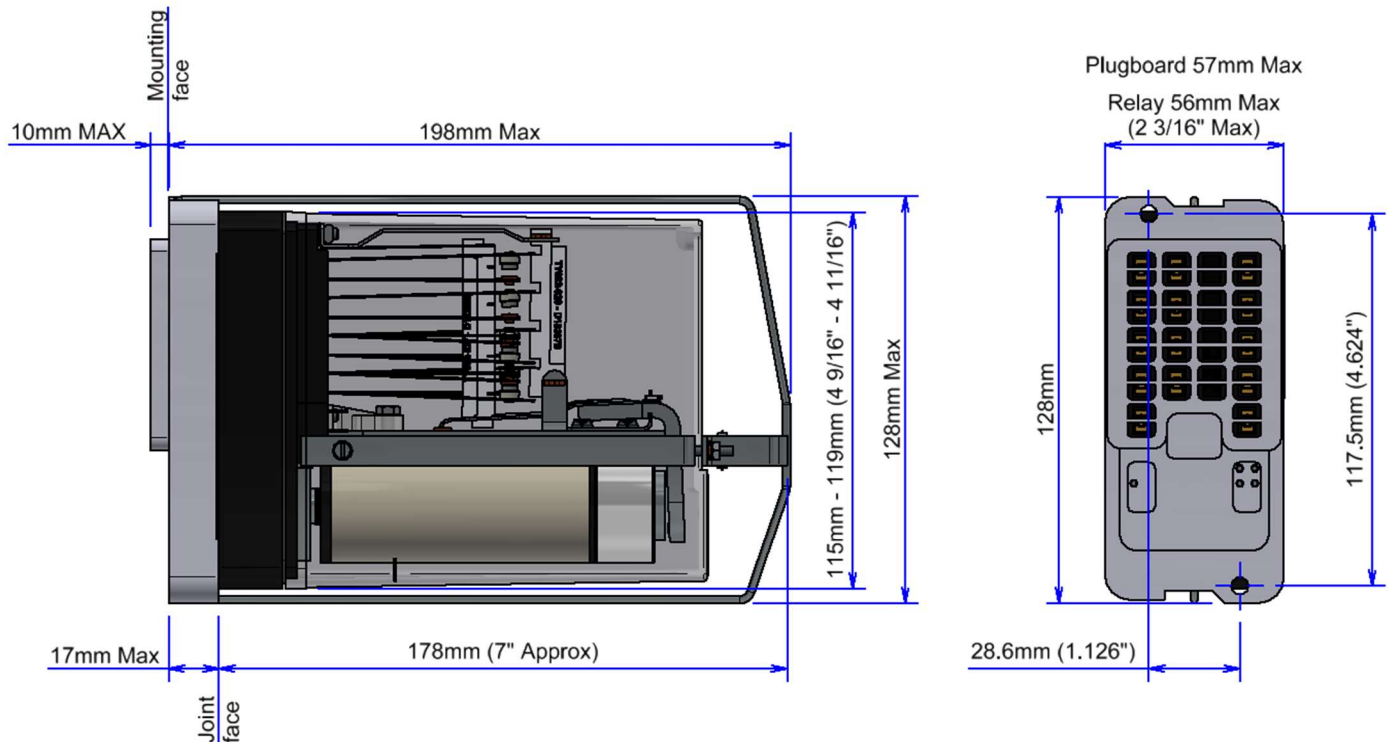
Electrical characteristics

Operate value	Not specified in BR941A
Full operate value	80mA
Release value	55mA
Full release value	Not specified in BR941A
Operate time	Not specified in BR941A
Release time	Not specified in BR941A
Interrupt time	100ms @ 135mA
Signalling contact pressure	28 g (1 oz) min

Outline drawing

AC Lamp Proving Relay Nominally to BR941A

TY153/GRP12



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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