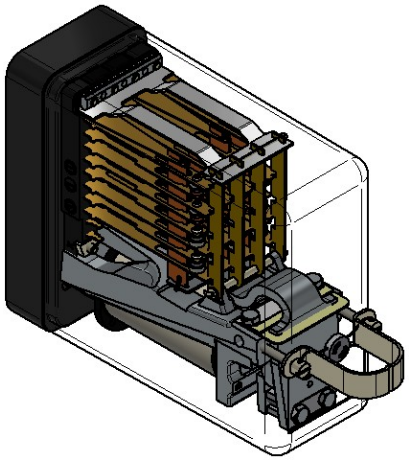
/// BR930 Series - Electromechanical Signalling Relay

ZJ5611

QPS 12N4R 50V

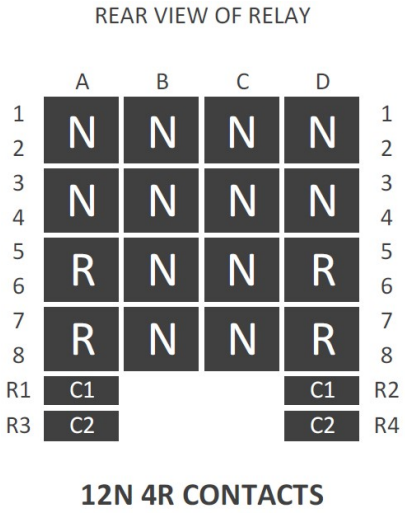
DC Polarised Magnetic Stick Line Relay.



Features

The ZJ5611 is a 12N 4R AC Immune Polar Stick Line Relay for where the relay is dependent on the polarity of the energising current and the contacts are to remain in their last operated position until the relay is re-energised in the opposite sense. 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



General characteristics

PADS Reference	0088/044179
Pin code	015 ADEFG
Contact arrangement	12N 4R
Coil configuration	Double wound single coil
Resistance of winding(s)	1200Ω & 1200Ω
Rating	50 VDC
Weight	1.2 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	AC immune to 1000V 50hz
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	The operation of this relay is dependant on the correct polarity

Electrical characteristics

Operate value	20.0-38.5V
Full operate value	Not specified in BR936A
Release value	20.0-38.5V
Full release value	Not specified in BR936A
Operate time	Not specified in BR936A
Release time	Not specified in BR936A
Interrupt time	Not specified in BR936A
Signalling contact pressure	28 g (1 oz) min

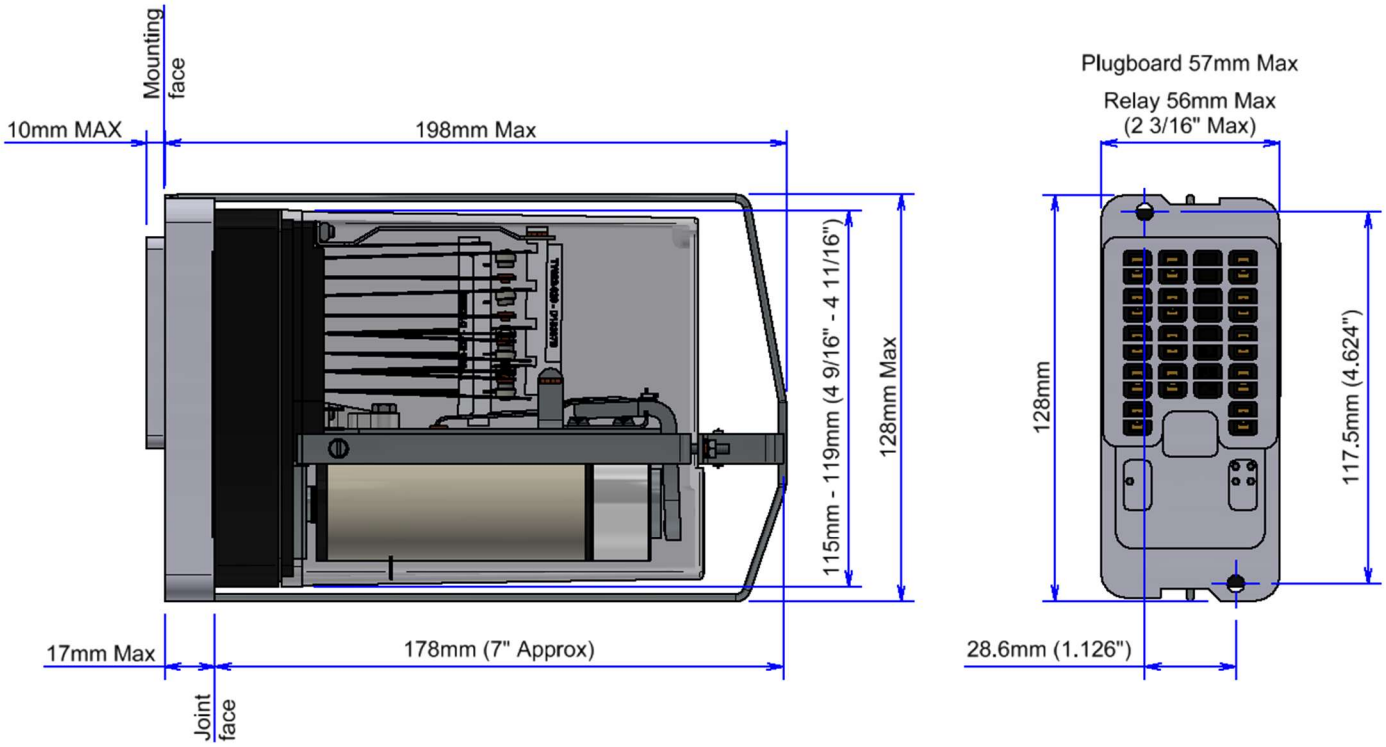
Product acceptance certification

Network Rail UK: PA05/01802

Outline drawing

DC Polarised Magnetic Stick Line Relay

ZJ5611



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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