

## /// BR930 Series - Electromechanical Signalling Relay

### TY206/GRP02

#### QEECF2 2 × 3F 1A

Twin DC Lamp Proving Relay to  
BR966 F10.



#### Features

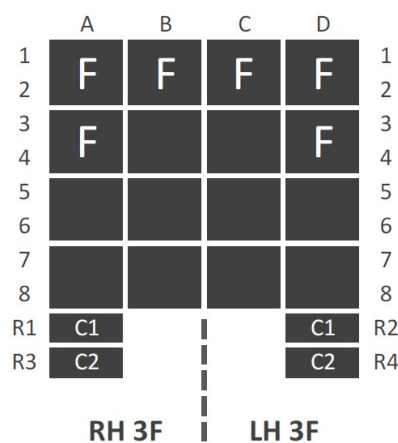
The TY206/GRP01 is a Twin 2F DC Neutral relay suitable for lamp proving of flashing DC lamps. Such application is required for flashing road signals at level crossing installations.

The circuit for each half of the twin relay consists of one pair of Unipart Dorman LWWM2/R/2/50/01 energised from a battery supply.

Each lamp of the pair will flash alternately, with a space or an overlap of up to 0.045 seconds, at a rate of 60 to 90 flashes per minute per lamp.

#### Contact arrangement

REAR VIEW OF RELAY



#### General characteristics

PADS Reference	0086/023451
Pin code	062 ADEGJ
Contact arrangement	3F LH & RH
Coil configuration	Single wound single coil
Resistance of winding(s)	0.67Ω
Rating	1A DC
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	0.33A Min
Full operate value	0.63A7
Release value	0.25A78
Full release value	Not specified in BR966 F10
Operate time	<2s @ 1.0A
Release time	Not specified in BR966 F10
Interrupt time	50ms @ 1.0A
Signalling contact pressure	28 g (1 oz) min

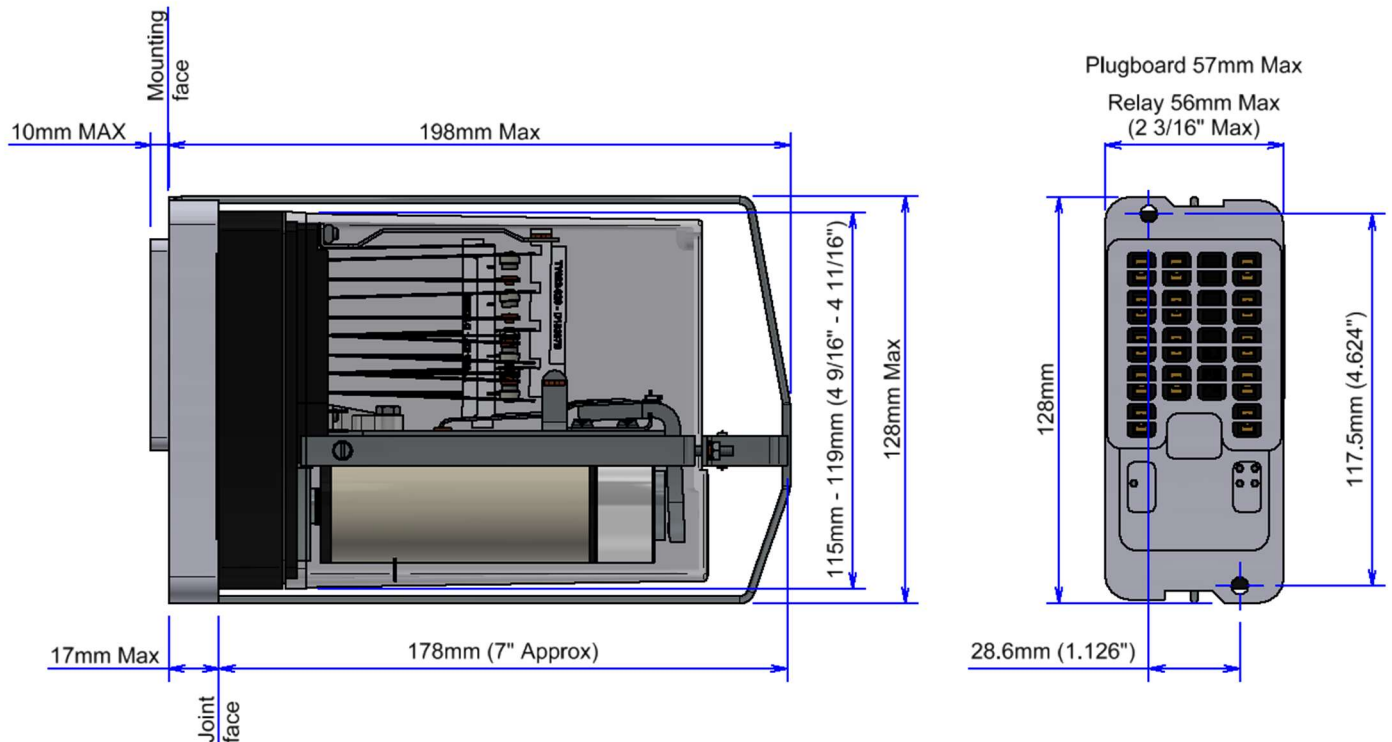
#### Product acceptance certification

Network Rail UK: PA05/04802

## Outline drawing

## Twin DC Lamp Proving Relay to BR966 F10

**TY206/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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