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Health and safety

Every effort has been made to ensure the accuracy of the information given in our publications, but in accordance with our policy of continually improving our products we reserve the right to modify designs and specifications whenever necessary. All equipment is designed to conform to relevant British and International standards. Every care is taken to ensure that, as far as reasonably practical, it will perform without risk to health. It is essential that accepted codes of professional practice are followed in the assembly, installation and commissioning of the equipment. If in doubt with respect to any of these instructions, please consult Dorman before installing the device.

Dorman reserves the right to vary any component part to meet the required specifications without prior notice.



Certificate No. FM 14371

Dorman ref. No C64.63594 Iss3

Drivers Crossing Indicator Installation Instructions

To be read before commencing
Operation



Installation Instructions

ALWAYS TURN OFF ELECTRICITY AT MAINS BEFORE COMMENCING WORK

General.

In general before commencing assembly, any local safety requirements affecting the safe working environment of the signalling installation either directly or indirectly should be carried out.

When the signal is fully assembled, the user should note that the assembled signal & interface bracket weigh a maximum of 27Kg. It is the user's responsibility to ensure that, if the unit is to be lifted then suitable certificated lifting apparatus and/or other precautions are employed.

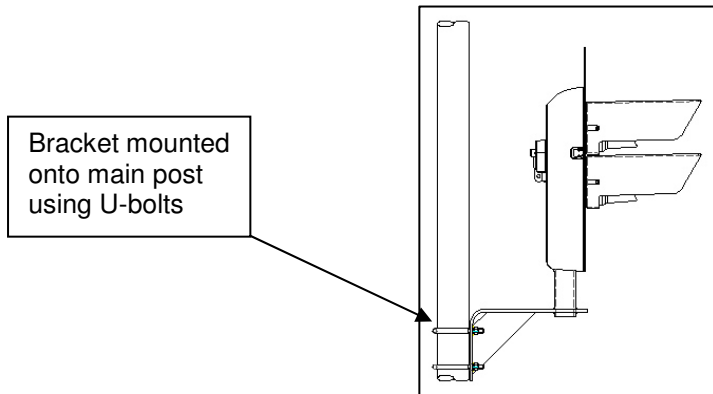
The signal should only be assembled both electrically and mechanically, by staff deemed competent in these fields by their employer.

The installation standards of the indicator should follow the general provisions of the Signalling Installation Handbook.

The signal is mounted onto the main mounting post (Ø89mm) using the interface bracket which incorporates the Ø60.3mm signal support post.

The interface bracket is secured to the main mounting post using the U-bolts provided with the interface bracket. The U-bolts are secured using M12 nyloc nuts and plain washers.

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The signal is affixed to the support post using its own integral post clamping block arrangement.

Unlock the main locking bolt, open hinged cover to reveal the post clamping block. Unscrew the 4 off M6 socket head bolts to remove clamping block.

Mount signal unit onto the mounting post ensuring the top ring of the post is located in upper chamber above the clamping block area.

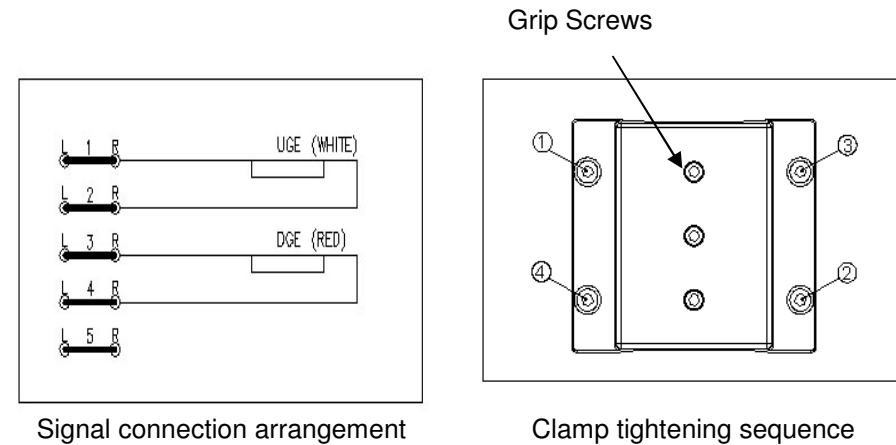
Locate and secure clamping block using the 4 off M6 socket head bolts (refer to clamping torque setting below).

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Before tightening the clamp bolts, align DCI to correct position.
When tightening clamp bolts, ensure the clamping block is kept square to main signal body and tighten each bolt gradually as sequence shown until required torque is reached.
When the signal is mounted correctly, the three M8 centrally mounted screws in the clamping block may be tightened (refer to clamping torque setting below).

Clamping Torque Settings

4 Off - M6 Socket Head Screws – 5mm A/F Hex bit (Clamping Block) – 6.8Nm
3 Off – M8 Grip Screws – 4mm A/F Hex bit (Middle of Clamping Block) – 6.8Nm



Electrical Connections.

Access to the terminals to allow the wiring of the indicator signalling circuitry is affected by unlocking the main locking bolt. The signal cover can then be hinged open.

The incoming cable to the signal is routed through the support post on the interface bracket to the terminal blocks, through a gland at the bottom of the terminal chamber. When tightened, this gland will complete the sealing of the enclosure.

Within the terminal chamber, standard 2BA stud blocks are provided. Links are labelled as per the wiring diagram label affixed to the inner face of the terminal box.

PIDG ring crimps on each conductor locked down by 2BA nuts should be used in order to connect the tail cable to the stud block.

Temporary disconnection of each circuit may be achieved by use of sliding 2BA links.

When wiring is completed the cover can be located back onto the main body and main locking bolt tightened

Additional Information When Connecting DCI Cable Through Light Unit Mount Assembly – Ref BRS-SE 111.

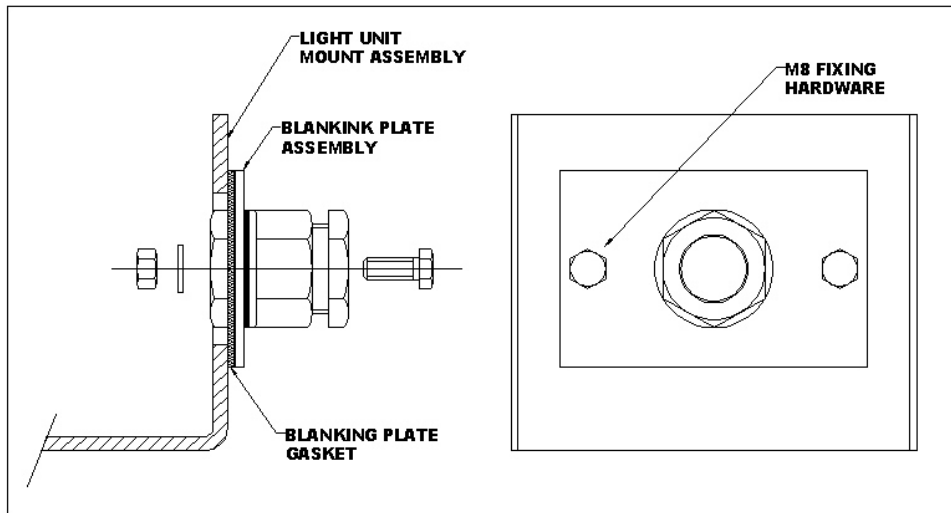
If incoming cable for DCI connection is to be run via an existing Light Unit Mount Assembly (Ref. BRS-SE 111), then a blanking plate assembly (Dorman part number D82.81646) must be fitted prior to running connection cable.

The blanking plate assembly will include M32 gland, gasket and 8mm fixings.

(M32 cable gland will accommodate a cable diameter from 18mm to 24mm).

Remove existing plate (if fitted). Locate replacement plate assembly to Light Unit Mount Assembly (BRS SE-111) ensuring gasket is fitted in correct position.

The plate is then fastened using the two 8mm x 20 long hex bolts, washers & nuts.



Approvals and Specifications.

Part Nos.

DCI Assembly
Interface Bracket

DCIH1/RW/2/PN/O
D81.80077

Operating Voltage

24Vdc

Nominal Operating Current

Red: 0.15A @ 24 VDC
White: 1.9A@ 24VDC

Dust/Water Ingress Rating

IP54

Weight

17Kg (DCI Assembly)
10kg (Interface Bracket)

Blanking Plate Assembly
(For use with Light Unit
Mount Assy. BRS-SE 111)

D82.81646