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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.

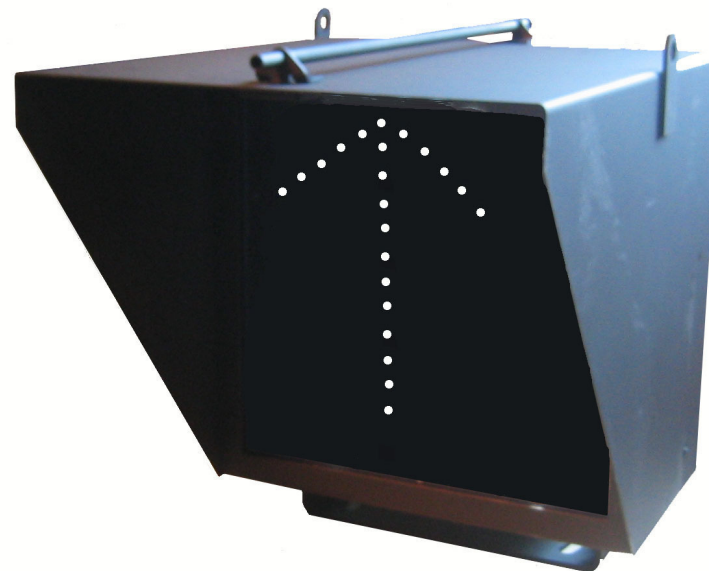


Certificate No. FM 14371

Dorman ref. No C64.63815 Iss 3

PRELIMINARY ROUTE INDICATOR User Instructions

To be read before commencing
Operation



ISOLATE FROM SUPPLY BEFORE COMMENCING INSTALLATION

Prior to installation in some cases there may be a blue protective film over the front screen if so please remove and dispose appropriately.

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 indicator is fully assembled, the user should note that the signal weighs a maximum of 35Kg (per signal) It is the users responsibility to ensure that, if the indicator is to be lifted then suitable certificated lifting apparatus and/or other precautions are employed.

The banner repeating signal should only be installed by staff deemed electrically and mechanically competent in these fields by their employer.

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

The Preliminary Route Indicator is affixed to the support structure by means of 4 x M16 high tensile grade 8.8 bolts, form C flat washers (one each, under bolt head and nut), spring washers and nuts (not supplied).

Once the indicator has been installed and aligned, tighten the four M16 bolts (torque 40N.m)

Electrical Connections.

It is recommended that this unit is installed by a qualified electrician and wired in accordance with the relevant track and signal code of practice.

Access to the terminals to allow the wiring of the indicator signalling circuitry is effected by; unscrewing the central bolt, securing the terminal cover to the inner enclosure using the hinged lever. The terminal cover can then be hinged down.

The tail cable to the indicator is routed to the terminal blocks through a gland at the bottom left hand side of the terminal box. When tightened, this gland will complete the sealing of the enclosure.

It is recommended that once inside the signal, the cable is looped, to facilitate ease of pivoting the inner enclosure for cleaning.

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

Electrical terminations within the Preliminary Route Indicator are as follows: -

Aspect 0:1

Pos 0 Term 1...BX
Pos 0 Term 2...NX
Pos 1 Term 3...BX
Pos 1 Term 4...NX

Aspect 0:1:2

Pos 0 Term 1...BX
Pos 0 Term 2...NX
Pos 1 Term 3...BX
Pos 1 Term 4...NX
Pos 2 Term 5...BX
Pos 2 Term 6...NX

Aspect 0:1:5

Pos 0 Term 1...BX
Pos 0 Term 2...NX
Pos 1 Term 3...BX
Pos 1 Term 4...NX
Pos 5 Term 5...BX
Pos 5 Term 6...NX

Table of Aspects & Positions

Position 0 ↑

Position 1 ↖

Position 2 ←

Position 3 ↙

Position 4 ↗

Position 5 →

Position 6 ↘

Cleaning.

The inner enclosure can be hinged backwards to facilitate cleaning of the front screen from the rear of the signal.

To allow the inner enclosure to be hinged backwards, remove the padlock and operate the securing latch whilst supporting the unit. The inner enclosure can now rotate on the shaft mounted on the base of the hood.

WARNING. Care must be taken when lowering the inner enclosure, as the hinge system is designed to allow it to be completely removable. Two safety shoot bolts are provided for protection.

Removing the inner Enclosure

To remove the inner enclosure, you must unlock the two safety shoot bolts located at the lower end of the inner enclosure, inline with the hinge bars. To unlock, slide inboard and rotate quarter of a turn the safety shoot bolts, a large flat bladed screwdriver can be used to assist in this operation

Approvals and Specifications.

Acceptance Number	PA05/03338
PADS No.	086/021016
Dorman Part No.	P/01---5-/1S
Operating Voltage	Max 121 VAC Min 88 VAC
Nominal Operating Current (Per displayed indication)	250 – 300mA @ 110 VAC
Weight (maximum)	35kg (Inner & Outer Signal Combined) 29.5Kg (Inner Enclosure Only)