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PURPOSE To detect, at a given point the passage of a train or single vehicle travelling at a speed which may be greater than 160 km/hour.

USE Control of all functions connected with the passage of a train on the track. Examples:

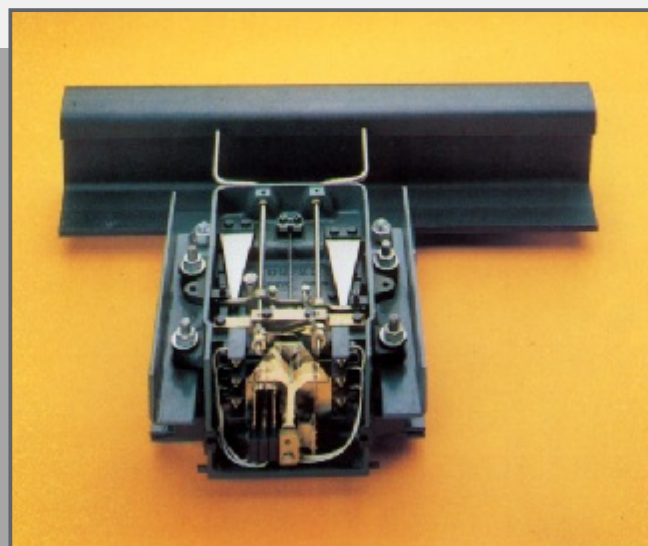
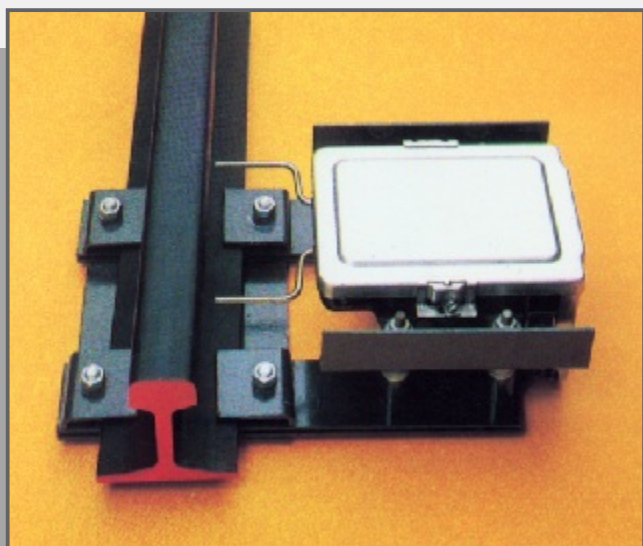
- ◆ Level crossings (control of gates and lights).
- ◆ Signal control (all functions).
- ◆ Lighting of signals and stations on the approach of a train.
- ◆ Interlocking of transit and/or routing release.
- ◆ Control of points in marshalling.
- ◆ Axle counting.

PRINCIPLE OF OPERATION

Inside a cast iron housing, two torsion bars (one for each direction) in high-tensile stainless steel absorb the energy produced by the shock of the wheel on the arms and controls a mechanical interlock. The latter selects the electrical contact to be operated according to the direction of travel of the train. This ensures an adequate period of closure of the contacts whatever the time-constant of the circuits controlled.

TECHNICAL CHARACTERISTICS

- ◆ Detection ensured within a speed range from 0 to 260 km/hour.
- ◆ Timing of the dash-pots independently and continuously adjustable from 0 to 13 seconds by turning a set screw.
- ◆ Two independent reversing contacts (corresponding to the two directions of travel) in the standard model.
- ◆ The two contacts can be mounted on a single arm: the detector is then a left or right-handed model according to the direction of the arrow shown on the side cover.
- ◆ The detector is inoperative in the direction opposite to the arrow.
- ◆ Contact capacity: 50 VA - 127 V - 2A max. in a resistive circuit (0.5 A max. in an inductive circuit).
- ◆ Connection through weatherproof connectors fixed on the case and mobile connector supplied with 3,2 m cable.
- ◆ Working temperature: - 30 °C to + 70 °C.
- ◆ Working life: 5 to 15 years according to traffic.
- ◆ Weight of detector: 8 kg.
- ◆ Weight of supporting iron fitting: 13 kg.



INSTALLATION

By means of a cushioned flexible supporting iron fitting. There are three types of iron fitting according to the weight per metre length of the rail:

- from 30 to 40 kg/m
- from 40 to 55 kg/m
- above 55 kg/m

OFFICIAL APPROVAL

Equipment approved by ITALIAN RAILWAYS, by SNCF (French National Railway Authority), by RATP (Paris Mass Transit Authority) and numerous railway administrations in other countries.

CLIENTS

40 years of experience embracing more than 300,000 detectors sold in 50 countries on 5 continents.

SPECIFICATIONS WITH ORDER

FORFEX detector series 69 with support (according to weight of rail).
Where applicable, specify the type of rail: flat-bottom or bull-headed. In the latter case a special iron fitting is required.

