

SSI Long Distance Terminal Filter (LDTF) Type LF01



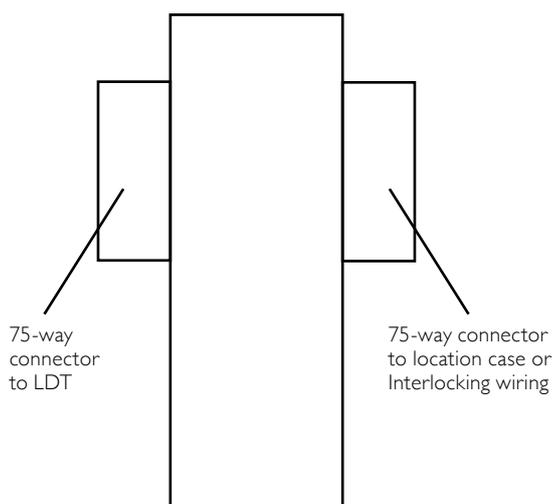
The in-service reliability performance of the SSI LDT design has never met expectations. The module failures often manifest themselves as shutdowns of the LDT causing it to cease communication. The LDT is not fitted with a fuse as is the case for the SSI trackside modules and thus can be reset by the maintenance technician by powering on. This combined with the fact that the LDT forms part of a redundant network, i.e. duplicated for availability, means that most railway operators have tolerated the problem.

The addition of an external filter will improve the system performance to acceptable levels.

The LF 01 filter unit fits in series with the Solid State Interlocking (SSI) Long Distance Terminal (LDT) and its associated external wiring (see Figure 1 overleaf).



Dimensions: H 194, W 71, D 70 (mm).
Module weight: 0.7 Kg



Environment

The LF 01 module is designed to meet the requirements of BR 967 Category D (the same requirements as the SSI LDT Module).

Electrical connections

All connections are made via 75 way CANNON Trident connectors. Pin allocation for the connector is defined in Appendix One of specification BR1906 (September 1989). Note that the NI2/B12 battery connections are not through connected in the LF01.

Reliability

The Mean Time Between Failure (MTBF), calculated using MIL-HDBK-217, is 31.5 Years.

Outline

The module is of robust construction and is suitable for attachment to its associated LDT Module housed either in a Network Rail standard pattern SSI Equipment location case or SSI Interlocking Cubicle.

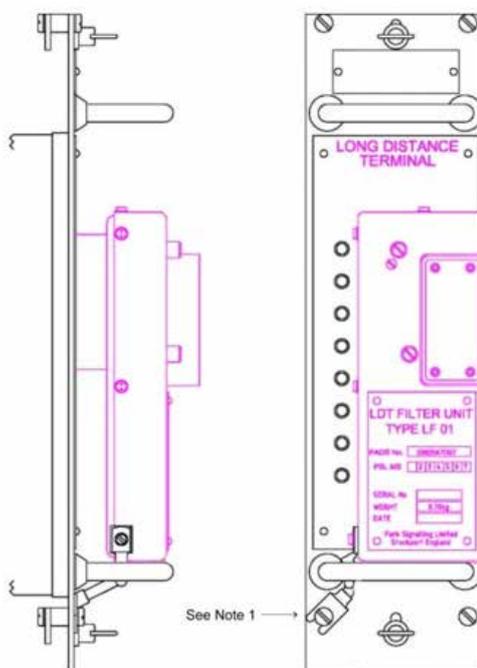


Figure 1 - LF 01 fitted to LDT

NOTE 1 – The LF 01 Earth Strap is to be fitted to the LDT fixing screw as shown in the above diagram.

Park Signalling

3rd Floor, Houldsworth Mill, Houldsworth Street,
Reddish, Stockport, SK5 6DA

Tel: +44 (0) 161 219 0161

email: sales@park-signalling.co.uk

www.park-signalling.co.uk