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BRITISH RAILWAYS BOARD PROVISIONAL

SPECIFICATION NO. 911

POWER OFF DETECTOR FOR USE WITH BATTERY CHARGERS

RE -TYPED FEBRUARY 1995

GENERAL

This detector is intended for use with battery chargers to show that the charger is delivering a current.

2. POWER SUPPLY

The detector is to function from the same power supply as the charger, i.e. a special power supply for the unit must not be required

3. INDICATION

A metallic circuit is required which opens to show loss of charging current. The loading of this circuit will be 50 volts 1 ampere maximum, direct current, inductive load.

4. CURRENT RANGE

The detector is to function reliably over a range 0 to 9.0 amperes

5. CONNECTIONS

"Klippon" type "BK", or their equivalent, terminal blocks are to be used

6. CONSTRUCTION

The unit is to conform to the outline shown on the attached Appendix.

The unit is intended for use at the side of railway tracks, hence it will be subjected to considerable vibration. It must, therefore, be constructed so as to withstand indefinite service in such conditions.

In addition, the unit must not exhibit resonance effects under vibration of 0.005" amplitude at frequencies between 3 and 40Hz, and of 0.001" amplitude at frequencies between 40 and 100Hz\ . Both amplitudes are peak-to-peak. these conditions must be met with vibration applied in the vertical, side-to-side, and front-to-back planes.

Transformers and inductors shall be manufactured in accordance with British Standard 2214, and all other components shall comply with the appropriate British Standard where this exists.

7. TEMPERATURE

The detector is to be suitable for use in ambient temperatures ranging from minus 20°C to plus 60°C.

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