



Product Information Sheet

SSI Long Distance Terminal Filter (LDTF) Type LF01 & LF02

LDTF Long Distance Terminal Filter

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

Environment

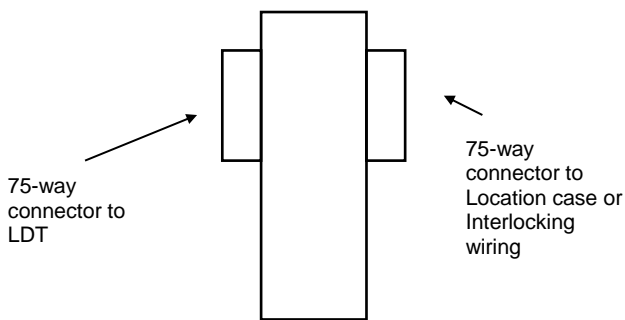
The LDTF module is designed to meet the requirements of BR 967 Category D (the same requirements as the SSI LDT Module).

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 N12/B12 battery connections are not through connected in the LDTF.

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.



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

| Item | Application | PADS |
|------|--------------------|------------|
| LF01 | > one current loop | 086/047178 |
| LF02 | one current loop | 086/047217 |

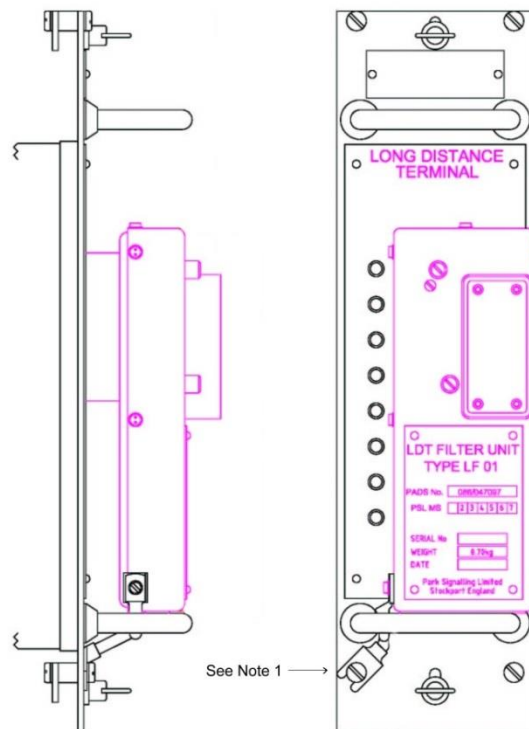


Figure 1 – LDTF fitted to LDT.

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