

# TY156/GRP01-14 - BRB960 - QNN1

## Datasheet

### Twin D.C. neutral line relay



## Description

Twin relays covered by this data sheet are for general railway signalling purposes.

## Mors Smitt Relays

- Modular plug in design
- Non weld contacts
- Silver and carbon impregnated with silver contact tips
- Proven reliability
- Low life cycle cost

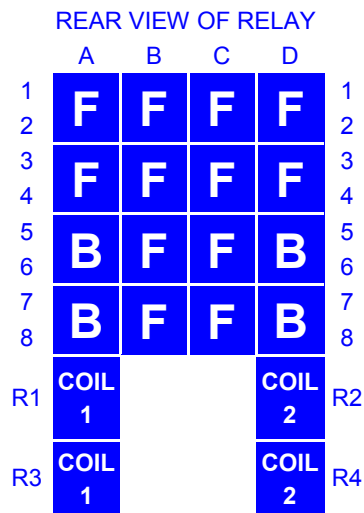
Mors Smitt Catalogue Number	Mors Smitt Reference (Westinghouse Reference)	Rated Voltage	Contacts	Pin Code (Pins)	Network Rail Acceptance Number	Specification
TY156/GRP01	SNN1 (QNN1)	50 V D.C.	6F 2B x 2	212 (C, D, E, F & K)	PA05/04802	BRB960
TY156/GRP02	SNN1 (QNN1)	50 V D.C.	4F 4B x 2	211 (C, F, G, H & J)	PA05/04802	BRB960
TY156/GRP03	SNN1 (QNN1)	50 V D.C.	2F 2B x 2	211 (C, F, G, H & J)	PA05/04802	BRB960
TY156/GRP04	SNN1 (QNN1)	24 V D.C.	6F 2B x 2	092 (A, C, D, E & K)	PA05/04802	BRB960
TY156/GRP05	SNN1 (QNN1)	24 V D.C.	4F 4B x 2	057 (A, C, E, H & J)	PA05/04802	BRB960
TY156/GRP06	SNN1 (QNN1)	24 V D.C.	2F 2B x 2	057 (A, C, E, H & J)	PA05/04802	BRB960
TY156/GRP13	SNN1 (QNN1)	24 V D.C.	6F 2B x 2	092 (A, C, D, E & K)	N/A	BRB960
TY156/GRP14	SNN1 (N/A)	24 V D.C.	6F 2B x 2	T003 (A, B, D, E & T)	N/A	(BRB960) <sup>†</sup>

NOTE:

<sup>†</sup> Specification in brackets where the relay is nominally to that specification but with specific characteristics modified to suit special applications.

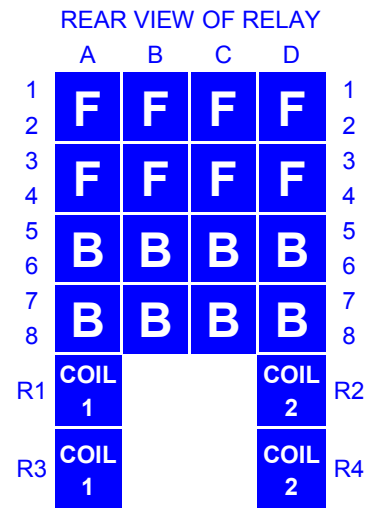
Mors Smitt Catalogue Number	Coil Resistance	Power Consumption	Full Operate	Release	Full Release	Contact Rating	Contact Resistance	Weight
TY156/GRP01	1000 Ω	2.5 W	40.0 V	7.5 V	4.0 V	3 A	0.2 Ω	1.2 kg
TY156/GRP02								
TY156/GRP03								
TY156/GRP13	310 Ω	1.9 W	19.2 V	3.6 V	2.0 V	3 A	0.2 Ω	1.2 kg
TY156/GRP14	575 Ω	1.0 W						
TY156/GRP04	250 Ω	2.3 W						
TY156/GRP05								
TY156/GRP06								

## Contact Arrangements.



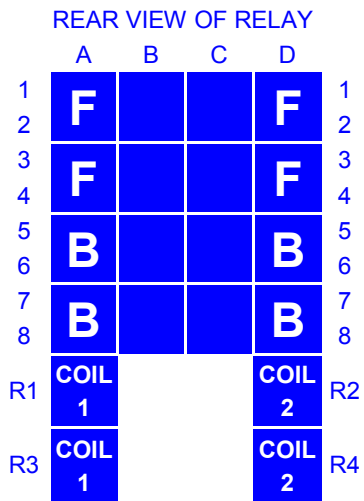
**6F 2B x 2**

TY156/GRP01, TY156/GRP04,  
TY156/GRP13 & TY156/GRP14



**4F 4B x 2**

TY156/GRP02 & TY156/GRP05



**2F 2B x 2**

TY156/GRP03 & TY156/GRP06

**F = Front contact**, which is made when the relay is energised. This is a normally open contact.

**B = Back contact**, which is made when the relay is de-energised and the armature has completed its maximum travel. This is a normally closed contact.



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