



FORFEX



Electro-mechanical traffic
*Detection of train travel direction
at a given point*

- Level crossing
- Signal control
- Points control in marshalling yards



**SNIC
RAIL**



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Electro-mechanical traffic detector *Detection of train travel direction at a given point*

The FORFEX detector detects train travel direction at a given point on the track and controls all functions relative to the passage of the train.

- Level crossing (gate and lights control)
- Signal control
- Signal lights activation as the train approaches
- Points control in marshalling yards

Operating principle

Two high-resistance, stainless steel torque shafts (one for each direction) set in a cast-iron housing absorb the energy produced by wheel impact on the arms and activate a mechanical interlocking device. This selects the electrical contact to operate according to the direction the train is travelling in. The upward movement of the arms is slowed down by two oil dashpots. This ensures sufficient switching time, whatever the time constant of the actuated circuits may be.

Installation

The device is installed using a support fitting clamped to the base of the rail.

Three types of support fitting are available, depending on the weight of the rail per linear metre:

- 30 to 40kg/m : (P18026 galvanised steel fitting)
- 40 to 55kg/m : (P18024 galvanised steel fitting)
- Over 55kg/m: (P18025 galvanised steel fitting)

Certification

Equipment approved by the SNCF (French national rail operator), RATP (Paris transport authority) and many international railway operators.

References

FORFEX is the result of 40 years of experience and has already sold over 300,000 units in 50 countries including Germany, the United Kingdom and Italy...

Technical characteristics

- Guaranteed detection between 0 and 220km/h
- Continuous, independent "dashpot" delay adjustment from 0 to 13 seconds by cone point set screw rotation
- Two symmetrical, independent, change-over contacts, one for each direction of travel
- Both contacts can be mounted on the same arm; in this case, the detector is of the 'left or right arrow' type according to the direction of the arrow shown on the side cover. The detector does not operate for travel in the opposite direction to the arrow
- Contact capacity: 48V-50VA
 - 2 A max., on a resistance circuit
 - 0.5 A max., on an inductive circuit
- Electrical connection on 6 threaded terminals (6mm diameter)
- Incoming cable via cable gland
- Operating temperature between -30°C and 70°C
- Lifetime: 5 to 15 years depending on traffic intensity
- Detector weight: 13 kg
- Support fitting weight: 13 kg
- Cover locked by toggle latch with removable ring (anti-vandalism)



SNCF support

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Phone: + 33 (0)1 45 95 03 75 - www.snic-rail.fr
4 Grande Allée P.A des Petits Carreaux - 94380 BONNEUIL SUR MARNE - FRANCE
SAS au capital de 23.000.100 €
849 815 147 R.C.S. CRETEIL