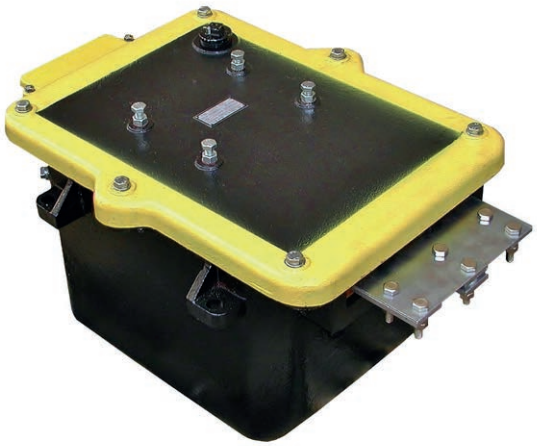
RailSWing STM 0,93 C

Impedance bond

- **Used for Metro track circuits**
- **Increased resistance against temporary flooding**
- **Increased resistance against saturation by traction currents**
- **Oil cooled model**
- **Easy installation**



GENERAL DESCRIPTION

Impedance bond RailSWing STM 0,93 C (further STM 0,93 C) is a part of metro double rail track circuit system.
STM 0,93 C enables transmission of reverse traction, heating or auxiliary currents over the insulated joints from one track section to the adjacent track section.

STM 0,93 C supplies track section with 275 Hz signal current and carries out its detection.

STM 0,93 C separates galvanically track circuit relay or power supply end from reverse traction currents of track section.

BASIC TECHNICAL DESCRIPTION

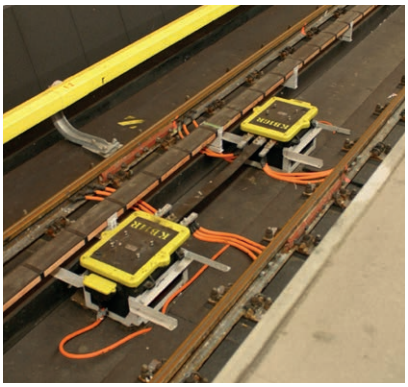
STM 0,93 C housing includes magnetic circuit with the main and supplementary coil and terminal boxes with a lid. STM 0,93 C has an oil charge.

STM 0,93 C housing consists of the watertight cast iron tank with the removable lid. The lid and tank is sealed by a gasket.

The main coil contains two independent cores with identical windings of flat copper straps. The main coil outlets are (50 × 8) mm insulated copper straps brought-out to the front side of STM 0,93 C housing.

The supplementary coil is a flat, self-contained and impregnated coil consisting of 444 windings of 1 mm insulated copper wire. The main coil and the supplementary coil are positioned in a way that the winding direction is the same.

The cast iron terminal box with sealed cover is fixed to rear side of STM 0,93 C housing.



BASIC TECHNICAL PARAMETERS

Transformer ratio	40 or 23
DC current of the main coil	2 × 2000 A
Signal current of supplementary coil	max. 4 A
Total no-load impedance of the main coil without bias at 3 V / 275 Hz	0,930 ± 0,028 Ω
Insulation resistance	min. 7 MΩ
Electric strength	4000 V
Cover rating	IP 57
Temperature range	–30 °C to +55 °C
Weight (without oil charge)	approx. 350 kg