NOTES:
1. Connections to relay pins 1 and 4 may be changed to accommodate specific controller units.
2. Indicator panel to be provided for each railroad preemption interface panel.
3. K7 is optional based on controller unit soft flash operation.
4. XR is not required when APR is used, unless required in the plans. For asserting a blankout sign, as per note 7, or similar application, or if GDR is omitted. If XR is omitted, the 24VDC NEG connection to the Railroad Interconnect Cable shall remain.
5. ISLR and GPR/APPR are optional unless called for in the plans. If called for in the plans, the railroad shall connect the APPR (Advance Pedestrian Preempt Relay) to be driven by the crossing controller motion detect output, providing the earliest possible notification to the traffic signal controller. The traffic signal controller then will detect the PED phases indicated in the plans, see also Note 7.
6. Use of TSH by the railroad is optional. Active TSH and NTSH wires will be provided at the Interface Panel terminals.
7. For crossings not equipped with GDR, ISLR or XR may be used in place of GDR for the purpose of terminating Track Clearance Green (TCG).

120 VAC CABLE INTERCONNECT RAILROAD PREEMPTION INTERFACE PANEL

- K1 - K7 = TRX AXV ML-240
- Relay Sockets = #46 1/1
- Diodes = #4044
- 30 = MTE 206 N
- 55 = MTE 206 D
- Interface Panel = #400 #300-901 for approved equal
- Terminal
- Transformer
- 10-20 VAC, 10-20 VA.
- Hammond B204 (Typ.)

NOTES:
- 1. Connections to relay pins 1 and 4 may be changed to accommodate specific controller units.
- 2. Indicator panel to be provided for each railroad preemption interface panel.
- 3. K7 is optional based on controller unit soft flash operation.
- 4. XR is not required when APR is used, unless required in the plans. For asserting a blankout sign, as per note 7, or similar application, or if GDR is omitted. If XR is omitted, the 24VDC NEG connection to the Railroad Interconnect Cable shall remain.
- 5. ISLR and GPR/APPR are optional unless called for in the plans. If called for in the plans, the railroad shall connect the APPR (Advance Pedestrian Preempt Relay) to be driven by the crossing controller motion detect output, providing the earliest possible notification to the traffic signal controller. The traffic signal controller then will detect the PED phases indicated in the plans, see also Note 7.
- 6. Use of TSH by the railroad is optional. Active TSH and NTSH wires will be provided at the Interface Panel terminals.
- 7. For crossings not equipped with GDR, ISLR or XR may be used in place of GDR for the purpose of terminating Track Clearance Green (TCG).
NOTE:

1. Connections to relay pins 1 and 4 may be changed to accommodate specific controller units.

2. Indicator panel to be provided for each railroad preemption interface panel.

3. K7 is optional based on controller unit soft flash operation.

4. XR is not required when APR is used, unless required in the plans for asserting a blankout sign or similar application, or if GDR is omitted. If XR is omitted, the 24 VDC NEG connection to the Railroad Interconnect Cable shall remain.

5. ISLR and GPR are optional unless called for in the plans.

6. Use of TSHR by the railroad is optional. Active TSH and NTSH wires will be provided at the Interface Panel Terminals.