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 24 VDC 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 AP-NC (Advance Pedestrian Non-Preempt Relay) to be driven by the crossing controller motion defect output, providing the earliest possible notification to the traffic signal controller. The traffic signal controller then initiates the PED phases indicated in the plans, see also Note 7.
6. Use of TSHR 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).

K1 - K7 = TMM XVX M4L-24D
Relay Socket = 70-463-1
Diodes = 1N4004
SP = MTE 206 N
S1 = MTE 106 D
S2 - S6 = Hammond BC2DA (Typ.)

Isolator Panel Terminals

General

XR (Note 4)
APR

AP-NC
AP-40

GPR/APP (Note 5)

TSHR (Note 6)

ISLR (Note 5)

GDR (Note 7)

Interface Panel Terminals

T1 = Class 2 Transformer
10-20 VAC, 10-20 VA.
Hammond B220A (Typ.)

+24 VDC
TS2

POWER SUPPLY

Fuses may be within the Power Supply

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