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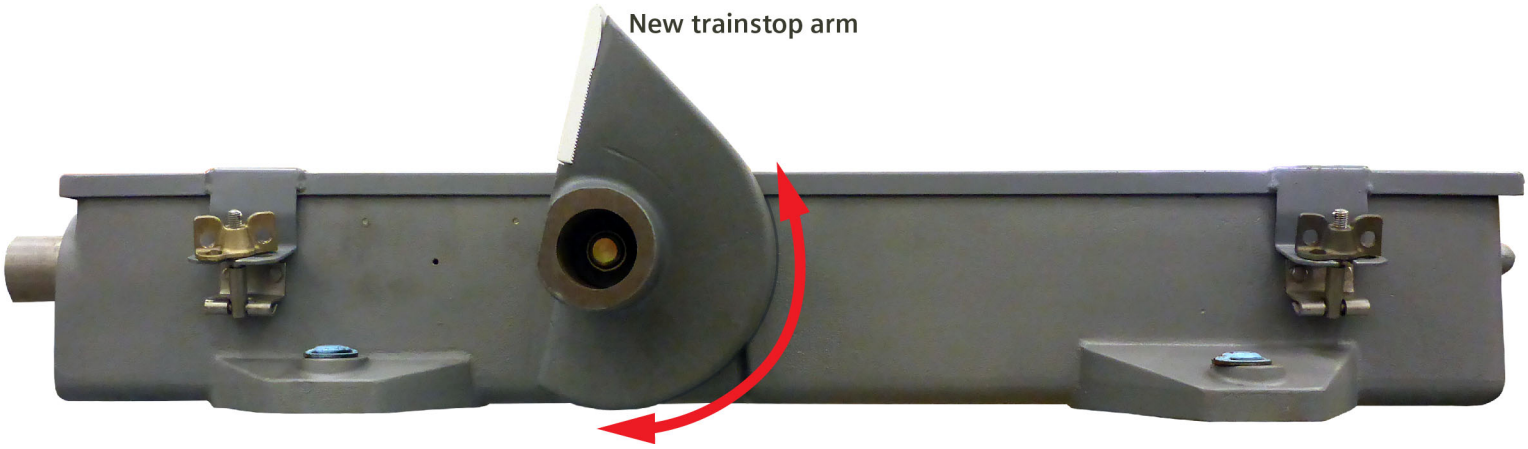
Trainguard® Trainstop, JAH Mk5

Electro-hydraulic



Benefits
Protects trains from exceeding authority
Resists interference by vandals
Quicker trackside setup
Shorter maintenance times
Supplied ready for installation
Enhancement to the JAH proven design • Same footprint • Many components the same
Low-maintenance dry lubrication
Same mounting plan as all J-series trainstops
Simple external adjustment of trip arm height
Able to install and setup before commissioning

Protect People and Assets

Protect equipped trains from exceeding limit of authority.

New Vandal Resistant Trip Arm

Eliminate most vandal initiated train delays. The new trainstop arm has no surface for obstructing its downward movement.

Quicker Trackside Setup

Arm travel preset during factory test or in workshop after maintenance. Adjust arm height on site for rail profile with security fasteners.

Fine adjustment of circuit controller—no stroke adjustment required.

Disable service with pin until commissioned.

Description

Protects personnel and infrastructure by tripping emergency brakes on fitted rollingstock that exceed their limit of authority.

A robust, one piece, cast SG iron case is suitable for mounting on standard sleeper types or plates between sleepers. Mounting and electrical interfaces are compatible with other Siemens J series trainstops.

Builds on the reliable, low maintenance JAH (Mk4) trainstop, by using many of its components while adding new features to improve resilience to damage, and simplify installation and maintenance.

Features

- Same power unit, hydraulic ram and circuit controller as earlier JAH trainstops
- New jam resistant trip arm
- Supplied ready for installation, pre-adjusted to railway standards
- Safety latch prevents external lowering of arm
- Auto-resetting motor overload cutout for motor protection
- Arm plate allows easy external adjustment of arm height
- Internal, out of service, retaining pin locks arm in down position
- Shorter maintenance time
  - Simple on-site height adjustment for rail wear
  - Single fine adjustment at circuit controller
- Improved dragging equipment resilience, using overload detent to protect mechanism from extreme impact
- Siemens standard detection switches suitable for low or high current
  - Fully UP with 2 NO and 2 NC contacts
  - Fully DOWN with 2 NO and 2 NC contacts

Operation

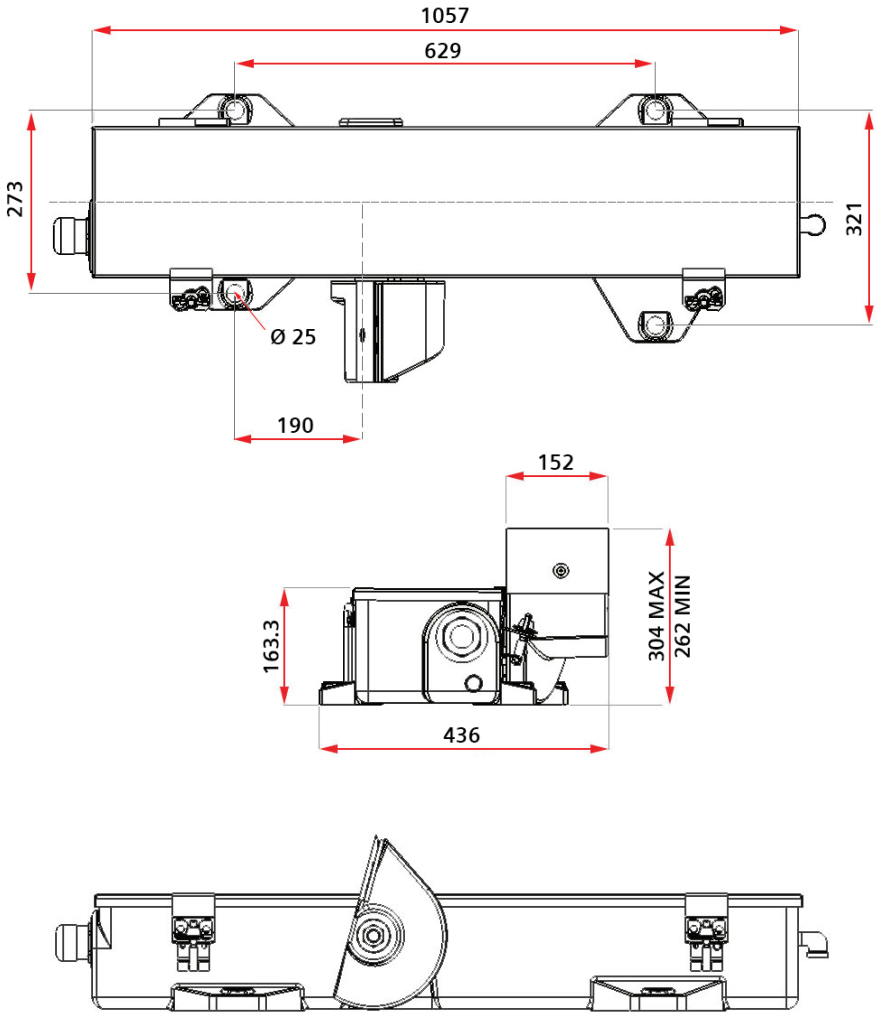
The trainstop arm is spring biased to the UP or stop position, operating the UP detection switch.

Control power from the interlocking runs the motor and hydraulic pump to drive the arm down via a hydraulic ram, operating the DOWN detection switch. The motor is cut out in the DOWN position and a solenoid valve prevents the arm from rising.

Specifications

Weight		108 kg
Motor Supply		88 - 132 Vac, 50 Hz
Motor consumption (max)	at 120 V supply	350 VA
Solenoid consumption (max)	at 120 V supply	18.5 VA
Detection Switch Rating	Current Voltage	10 mA to 20 A 12 V to 130 V (ac or dc)
Trainstop arm clearing time (max)		1.5 s
Trainstop arm rise time (max)		1.0 s
Impact protection above (approx)		65 J

Dimensions



Ordering

Order part numbers:

- **3901 020 01** (NSW)
- **3901 021 01** (VIC)

See Also

Datasheets:

- **6A-2**—Trainstop, Style JAH
- **6A-1**—Trainstop, Style JA

This equipment complies with Australia's Regulatory Compliance legislation when installed and used in accordance with the manual supplied.

Siemens Mobility Pty Ltd
ABN 39 625 304 556
46 Douglas Street, Port Melbourne,
Victoria 3207, Australia
T +61 3 9352 9381
E rail-components.au@siemens.com
W www.siemens.com.au/rail-components