

Insulation Transformer, Primary and Secondary Connectors



Basic Information on Transformers

Current insulation transformers are used for power supply to bulbs in single signal devices in the serial distribution, and ensure its continuation when the bulb's filament burns off. The transformers work with the turns ratios of 8.3 / 6.6 A or 6.6 / 6.6 A. They are divided into transformers with grounding (used for connection with shielded cables) and without grounding (used for connection to unshielded cables). The insulation transformers are produced in six types as per the output: 45W, 65W, 100W, 150W, 200W and 300W.

Basic Information on Connectors

1. HV cable connectors

These are couple of moulded pieces of santoprene rubber into which are pushed modified ends of the cable furnished with a pin and a socket.

Primary connectors are designed for mounting on HV shielded and unshielded cables. They are also designed for fixing on running cables, repairing damaged HV cables, and for primary outputs of insulation transformers. Primary connectors interconnect single insulation transformers and the constant current source. Therefore, every cable section is furnished, at one end, with a plug, and a socket at the opposite end (the pin and the socket together constitute one connector).

2. Secondary connectors for two-core cables

They are moulded pieces of santoprene rubber into which is pushed a cable with modified ends of cores provided with a socket or a pin.

On request, the connector and cable set may be supplied.

Basic Information on Connectors

Secondary connectors are designed for mounting on LV two-core cables. The plugs and sockets (supplied separately) are available in two versions:

- With two sockets (pins) with 4 mm diameter
- With two sockets (pins) with 3 and 4 mm diameter

Transformer Basic Technical Data

The **product** must withstand without any damage the effects it is exposed to during normal operation, these primarily are:

- a) Temperature -55°C up to $+55^{\circ}\text{C}$ (233 K up to 328 K)
- b) 100% humidity at 33°C , including water vapour condensing and frost deposit forming
- c) Corrosive effects of ambient environment and chemicals normally used in the airport operation
- d) Vibration and impacts caused by the rolling, taking-off and landing of aircrafts.

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