

MARINE ENGINE TELEGRAPH SYSTEM

GCCZ-04 Marine Telegraph Engine Room Receiver

ISO9001 Supplier

Class Certificate

Export Supply

The GCCZ main transmission clock system consists of instruments such as a transmitter and receiver. The transmitter is powered by the display screen Composed of circuit, control circuit, and out of step alar...



Key Highlights

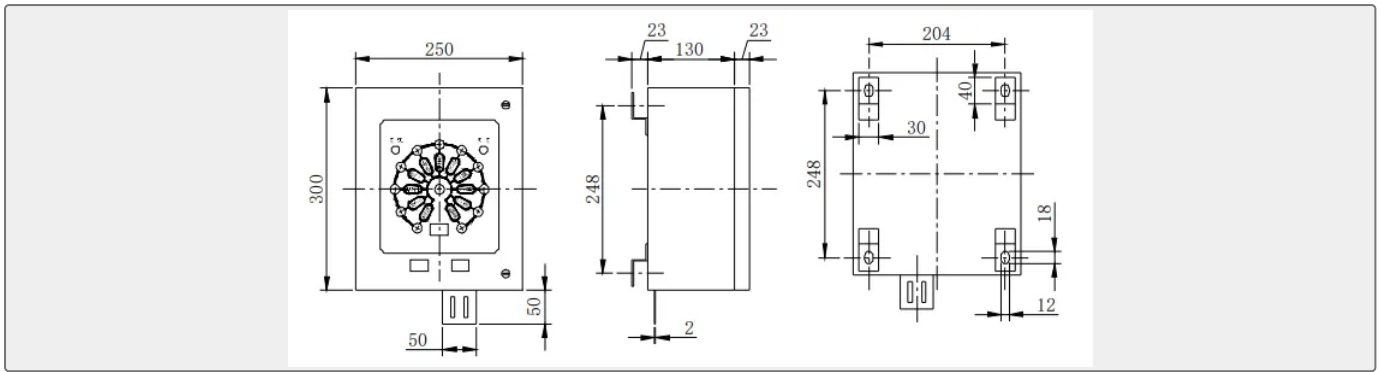
Category	Marine Engine Telegraph System
Standard	ISO
Certificate	ABS, LR, BV, DNVGL, NK, KR, IRS, RMRS, CCS

We can supply according to your requirement, drawings, class certificate needs, and delivery schedule.

Technical Specifications

Category	Marine Engine Telegraph System	Model / SKU	GCCZ-04-Marine-Telegraph-Engine-Room-Receiver
Standard	ISO	Surface	Forward 1, Forward 2, Forward 3, Forward 4, Backup, Parking, Finished, Rear Step back 1, Step back 2, Step back 3, Step back 4, a total of 11;
Certificate	ABS, LR, BV, DNVGL, NK, KR, IRS, RMRS, CCS	Warranty	12 Months unless specified otherwise
Origin	China		

China GCCZ-04 Marine Telegraph Engine Room Receiver:



The GCCZ main transmission clock system consists of instruments such as a transmitter and receiver. The transmitter is powered by the display screen

Composed of circuit, control circuit, and out of step alarm circuit; The receiver consists of a display circuit and a step out alarm circuit.

The electronic light transmission clock can simultaneously display the parking spaces of both the transmitter and receiver, and whenever the transmitter emits a change

When the command to change the operation status of the host is given, the out of step alarm circuit of the transmitter works, and the out of step alarm light is emitted

Audio signal (LED flashing, alarm sounding), the out of step alarm is cleared after the cabin command is completed.

The electronic light transmission clock can be equipped with both AC and DC power sources. AC as the main power source, DC as the application

Emergency power supply. When the AC power supply is cut off, the DC power supply is automatically put into operation.

The function of the transmitter is to indicate the current handle position. When the handle position is the same as the receiver position, the indicator light is

Flat light, when the command issued by the transmitter handle changes, the corresponding indicator light will light up and flash simultaneously until received

The transmitter will synchronize and flatten the light. When the three ground control systems produce monitoring room receivers, the transmitters and cabin receivers

During communication, these 11 lights indicate the position of the driver's cab transmitter handle.

The function of the receiver is to indicate the current position of the receiver handle. When the position of the transmitter handle is in line with the position of the receiver

At the same time, the indicator light is flat. When the command issued by the receiver handle changes, the corresponding indicator light will light up

Flash frequency until the transmitter returns synchronization and flattens the light. When the three control stations produce a monitoring room receiver, the transmitter

When communicating with the cabin receiver, these 11 lights indicate the position of the cabin receiver handle.

1. Main output terminals (28)

Position indicator lights for the transmitter handle: Forward 1, Forward 2, Forward 3, Forward 4, Backup, Parking, Completed

Back 1, Back 2, Back 3, Back 4, a total of 11;

Receiver position indicator lights: Forward 1, Forward 2, Forward 3, Forward 4, Backup, Parking, Finished, Rear

Step back 1, Step back 2, Step back 3, Step back 4, a total of 11;

1 power-off alarm light;

Sound alarm signal (with relay output);

One 485 communication interface (occupying two terminals).

2. Main input ports (15)

Command input signals: forward (backward) 1, forward (backward) 2, forward (backward) 3, forward (backward)

4. Backup (completion) and parking signals, a total of 11;

One input signal for power loss signal (photoelectric isolation);

One feedback signal (photoelectric isolation) for the merging of the main train;

One reverse combined feedback signal (photoelectric isolation);

Cancel one missed train alarm signal (photoelectric isolation);

Control terminal for communication between monitoring room and cab, as well as communication between cabin and cab (photoelectric isolation);

Signal transmitter (cab), receiver (monitoring room), receiver (cabin), repeater, left and right aircraft

Set the DIP switch (three positions).