

SENSOR LINE SL FORPS SENSOR

Optimize rail traffic management with the SL Fiber Optic Rail Pad Sensor – enjoy a reliable rail traffic surveillance solution that promises quick and easy installation and maintenance-free longevity.

Product Description

The SL FORPS sensor is designed to replace the intermediate layer and measure the vertical impact of a train onto the rail. It picks up vibrations and shocks in a wide frequency range and is therefore well suited for train and track maintenance diagnostics.

The vertical load applied from the track directly to the FORPS sensor causes a decrease of light transmitted through a special fiber-optic structure, which is embedded in the elastomer rail pad. This transmittance change is detected by our opto-electronic interfaces and is transformed into signals for traffic data processing.



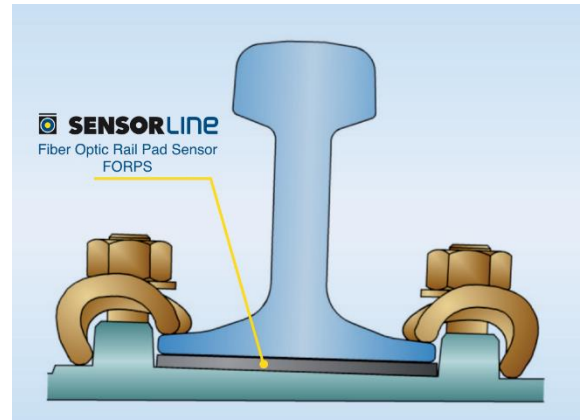
SL FORPS sensor

Advantages

- Pure vertical load impact sensor
- Quick and easy installation
- Excellent service life
- EMV immune
- Theft and vandal-proof
- Maintenance-free

References

- TDDC/TDCC Marmaray-Istanbul, Ankara-Istanbul, Turkey
- High speed lane, Madrid-Barcelona, Madrid-Seville, Spain
- CNF Luxembourg
- Metro, Madrid, Spain
- Tram, Poland
- Port Authority, Hamburg, Germany



SL FORPS installation situation

SL FORPS sensor: Easy install fiber-optic sensor for rail traffic

Characteristics

- The SL FORPS detects vertical forces on the rail
- Typical applications by our solution partners are:
 - Vibration/Shock analysis
 - Flat wheel detection
 - Axle weight measurement (WIM)
 - Track bed analysis
 - Axle & wagon counting
 - Speed measurement
 - Direction detection
 - Train length detection
- SL SMS sensor is used for temporary installations e.g. construction sites or temporary vehicle counting stations
- A ready to install SL FORPS comprises the sensor pad, a fiberoptic feeder cable in a metal housing terminated with fiber optic connectors
- To operate the SL FORPS sensor, it is connected to a Sensor Line opto-electronic interface SL XD-1100

Benefits

- Easy and fast installation without any mechanical machining
- Available for all rail systems
- Available with integrated temperature sensor
- Fiber-optic cable is EMV immune and noise-free - no interference from electromagnetic fields or lightning
- No maintenance or calibration needed during or after installation
- Well protected against sabotage, theft and animal bites

Different types, for different rails

Sensor type	Dimension	Rail Type
SL FORPS S 49	165 x 125 x 7 mm (6.5 x 4.9 x 0.28 in)	S49, S54, S41/10, S41/14, UIC54E
SL FORPS UIC 54	165 x 140 x 7 mm (6.5 x 5.5 x 0.28 in)	UIC54
SL FORPS UIC 60	165 x 150 x 7 mm (6.5 x 5.9 x 0.28 in)	UIC60, S64, R65
SL FORPS UIC 60 HS	220 x 150 x 9 mm (8.7 x 5.9 x 0.35 in)	UIC60 for TGV
SL FORPS ...	Customized	Customized

SL FORPS Sensor: Technical Data

Dimensions

Sensor element	SL FORPS	S 49	UIC 54	UIC 60	UIC 60 HS
Length		165 mm (6.50 in)	165 mm (6.50 in)	165 mm (6.50 in)	220 mm (8.66 in)
Width		125 mm (4.92 in)	140 mm (5.51 in)	150 mm (5.91 in)	150 mm (5.91 in)
Height		7 mm (0.28 in)	7 mm (0.28 in)	7 mm (0.28 in)	9 mm (0.35 in)
Weight (without feeder cable)		200 g (7.1 oz)	220 g (7.8 oz)	240 g (8.5 oz)	350 g (12.4 oz)

Fiber optic feeder cable

Outer dimension	10 mm (0.39 in)
Length	up to 40 m (130 ft) / 20m (65 ft) with temp. sensor
Weight	135 g/m (4.4 oz/yd)
Maximum short term pull tension	50 N
Minimum bending radius	50 mm (1.97 in)
Robustness	Metal-spiral cover against animal bite

Fiber connectors (plastic)

Length	34 mm (1.34 in)
Max. diameter	8.5 mm (0.33 in)

Performance

Average Life (MTTF)	5+ years
Maximum speed	up to 500 km/h (310 mph)
Maximum wheel load	150 kN
Minimum detection load	1 kN
Operating / storage temperature	-30 °C to 85 °C (-22 °F to 185 °F)
Humidity	No limitation

Accompanying Products

SL XD-1100: Digital Electronic Interface with 1 channel

Ordering Information

SL FORPS X-Y-ZZ (T)

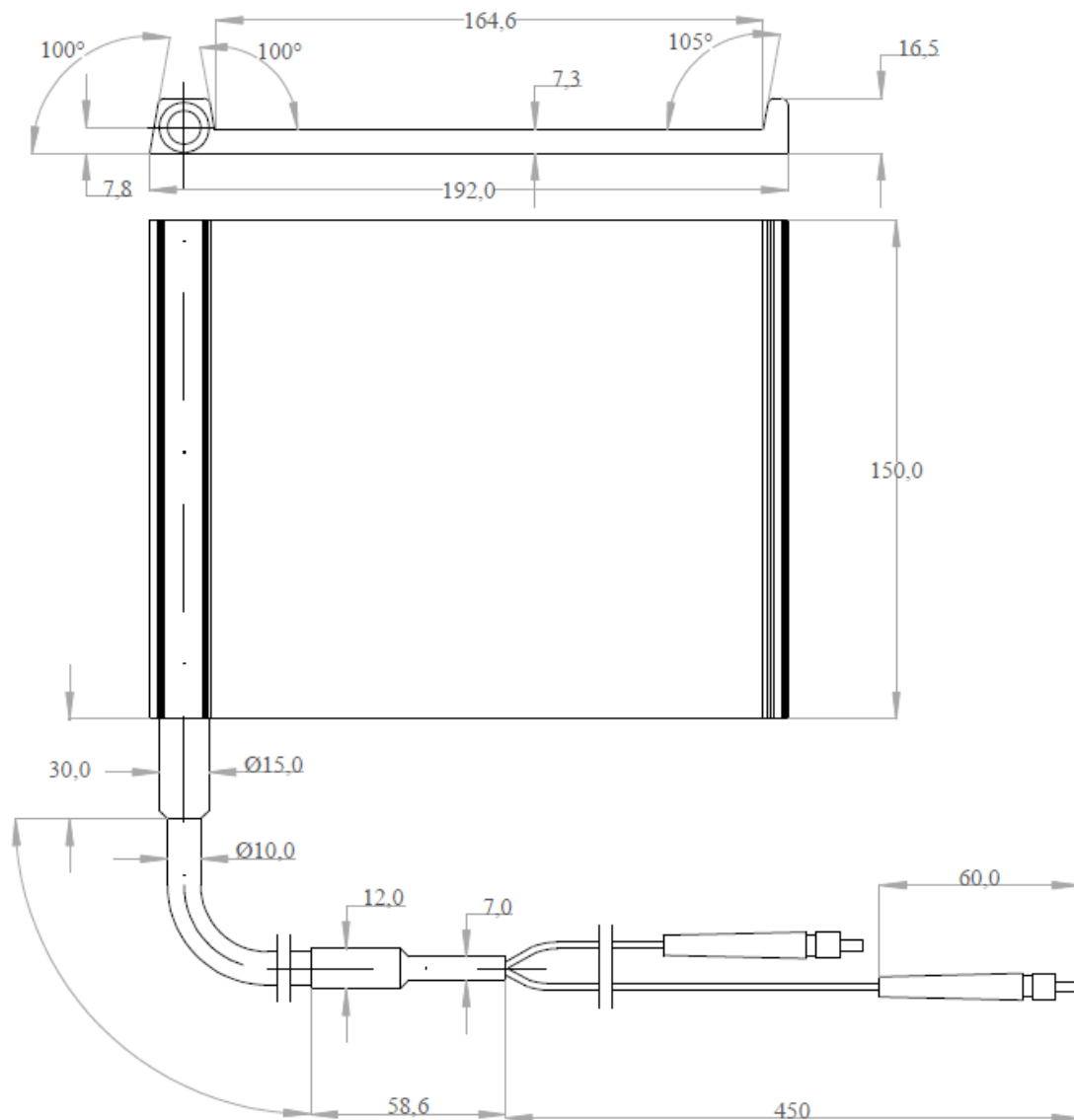
X: Rail type (UIC60, UIC60 HS, UIC54, S49, ...)

Y: Connector type (1: Plastic FSMA, 2: Metal FSMA reusable)

ZZ: Cable length (m), 10 m as standard

T: Integrated temperature sensor, analog

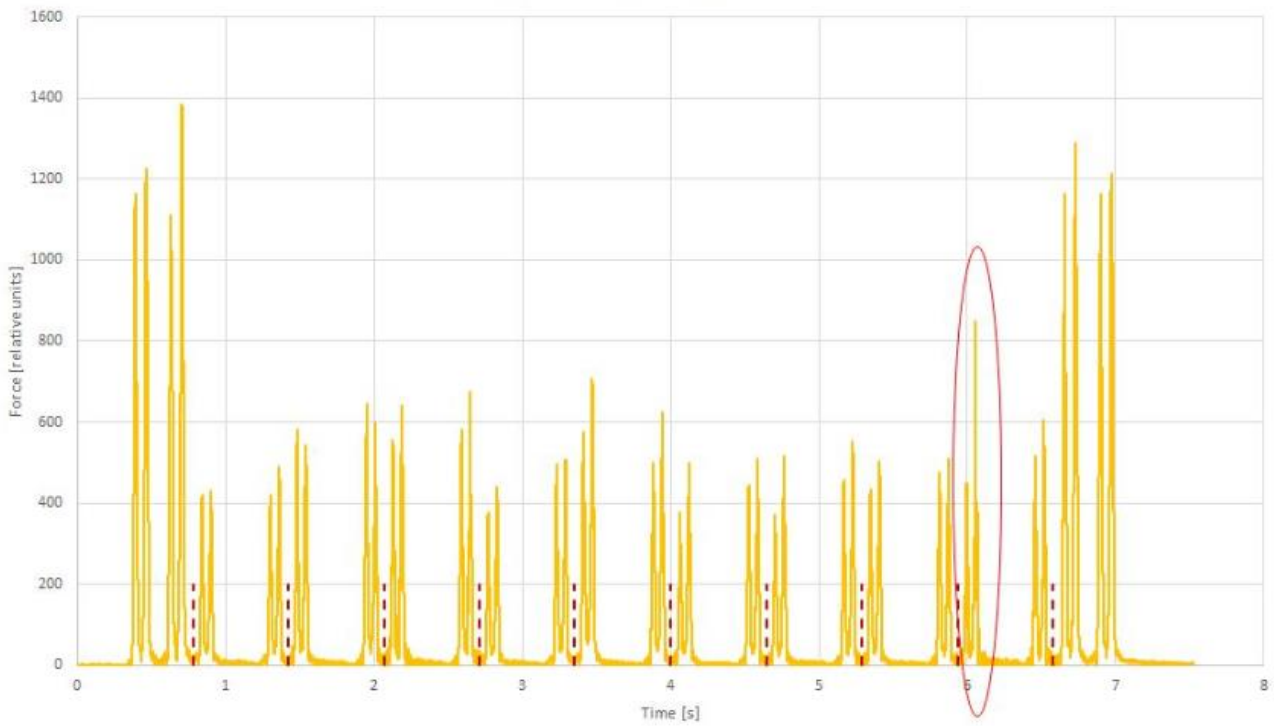
SL FORPS Sensor: Drawings



SL FORPS UIC 60

SL FORPS Sensor: Signals

XD1100 Train Signal, Position "Right Second"
2 Loks, 9 Waggon, Length: 290m , Speed: 155km/h
Waggon Nr. 2, 3 and 9 with flat wheels



XD1100 Train Signal, Position "Right Second"
Flat wheel: Waggon No. 9, second axle, right side

