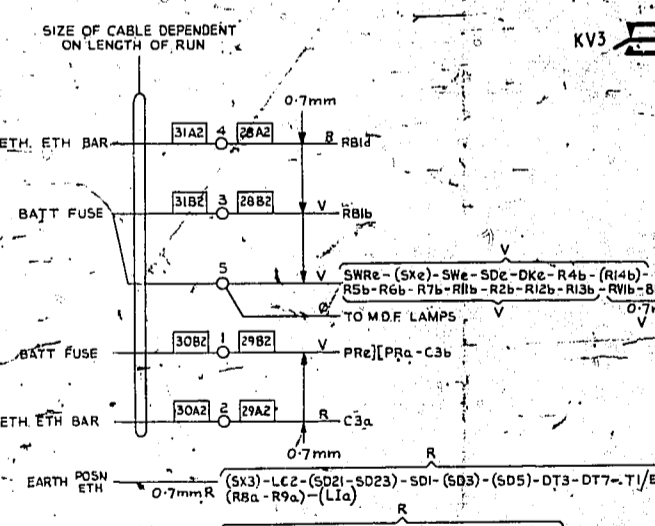
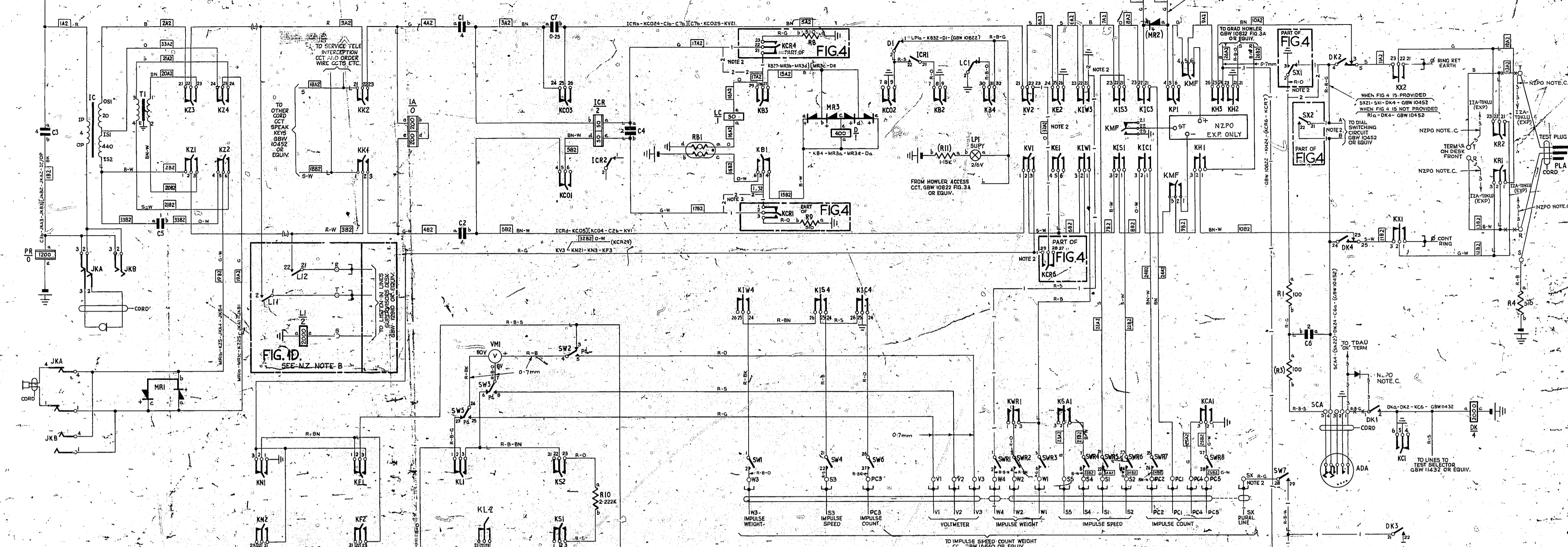


FIG 1A TEST CIRCUIT

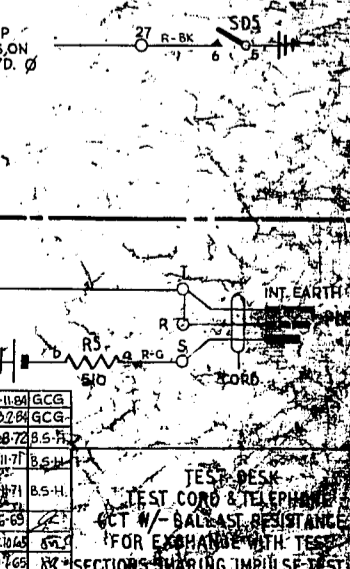
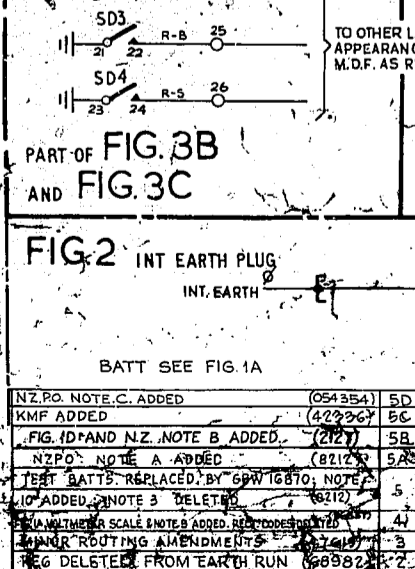
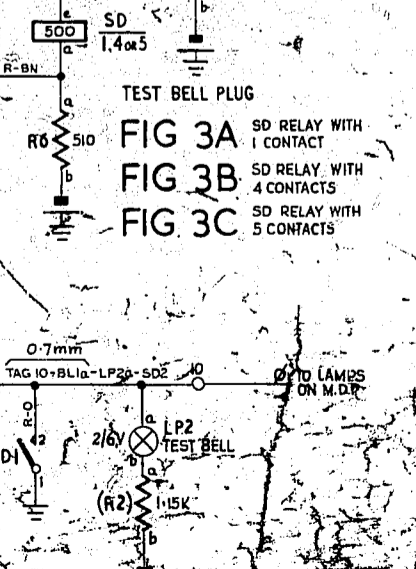
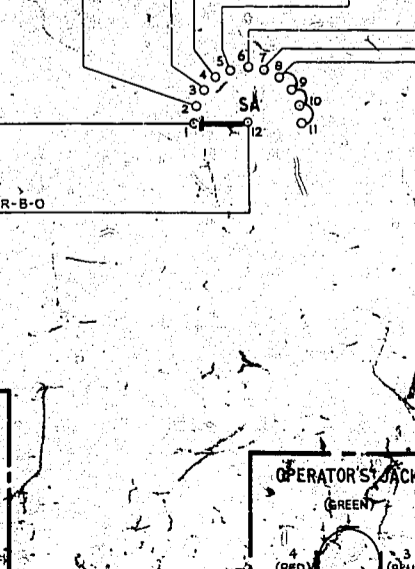
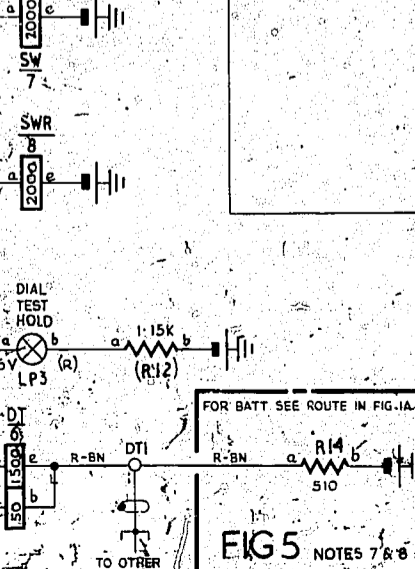
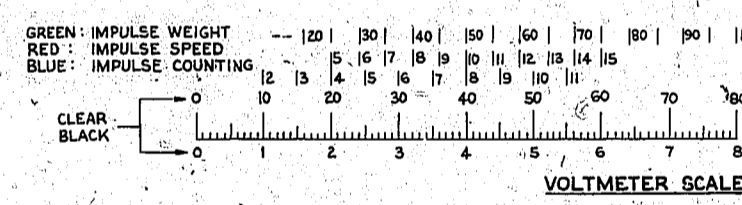
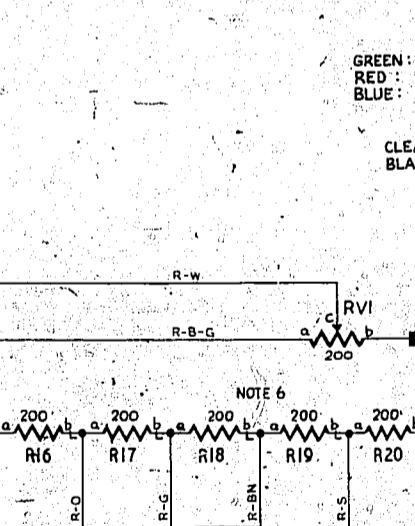
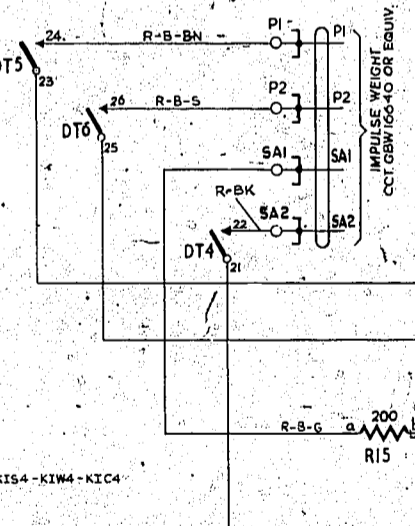
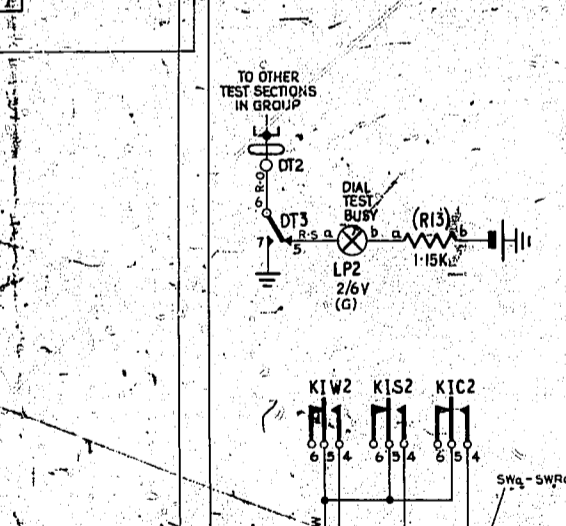
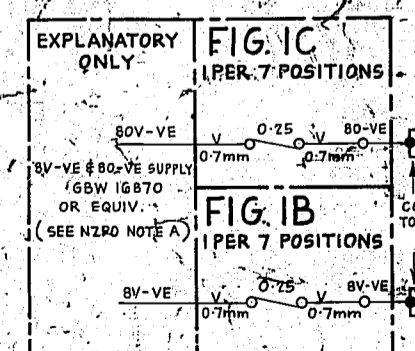


NZPO NOTES:-

- TEST SUPPLY IS EITHER BATTERIES OR 8/80 VOLT SUPPLY UNIT GBW 16870. WHEN BATTERY REPLACEMENTS ARE REQUIRED THEY ARE TO BE REPLACED BY 8/80 VOLT SUPPLY UNITS GBW 16870.
- FIG. D TO BE PROVIDED AT DISCRETION OF DISTRICT ENGINEER.
- WHEN THIS CIRCUIT IS ASSOCIATED WITH AN NC1-CTE-M PROVIDE WIRING SHOWN 3-3 TO THE 1ZA-TDKLU XC 76057 AND 1ZA-TDAU XC 75044 AND DISCONNECT WIRING SHOWN.

NOTES

- FUSING IS AS PER TEST CORD DET.
- WHEN RURAL LINE TEST FACILITIES ARE SPECIFIED, PROVIDE FIG. 4 AND CONNECTIONS 1-1 AND OMIT CONNECTIONS SHOWN 2-2.
- DELETED
- ALL WIRING NOT OTHERWISE SPECIFIED TO BE 0.5mm
- FOR WIRING SEE GBW 11480 (TEST DESK) OR GBW 15970 (RACK TYPE M.D.F.) OR EQUIV.
- RESISTANCE TO BE ADJUSTED ON SITE TO SET IMPULSE SPEED READING.
- RESISTOR R14 IN FIGS 5 MTD. ON THE FRONT TEST SECTION IN TEST DESK MULTIPLE ONLY.
- ON AIRCRAFT EXCH RESIS R14 IN FIG. 5 WAS 500 OHMS.
- ON EARLY EQUIPMENT COLOUR OF BATT. WIRING WAS BK OR W.
- PRIOR TO ISSUE 5 METRIC WIRE SIZES WERE NOT SHOWN.



RING (K) (Z)	RECEIVE NEG (KN)	EARTHING (KE)	SPEAK (KK)	HOWLER (KH)	BATT. FEED (KB)	BX. SCALE (KL)	VOLTMETER (KM)	HEIGHT RESET (KN)	SPEED ADJUST (KS)	TRANS. CUT-OFF (KZ)	COUNT ADJUST (KC)
VOLTMETER KEY (KV)	VOLTMETER SHUNT (KS)	IMPULSE WEIGHT (KW)	IMPULSE SPEED (KT)	IMPULSE COUNT (KC)	X PARTY (KX)	CALL SHARED SERVICE (KQ)	SUBS. BATT. HOLD OUT-OFF (KR)	LINE REV (KS)	DIAL TEST ACCESS (KST)		