

Beltpack™

SPEED CONTROL SYSTEM

HIGHLIGHTS

Beltpack is a top-of-the-line Speed Control System that enables operators to control driverless locomotives from a safe vantage point. The system continually applies the right amount of throttle or brake to maintain the selected speed regardless of track grade or train mass. The operator is not required to constantly judge speed, give throttle or apply brakes, and can concentrate more on train movements, track conditions and their personal safety.

While sharing many features and options with the Accuspeed™ system, Beltpack also includes unique safety and productivity enhancing features. The most noticeable difference between the two speed control systems is the mechanism for sending status information to the operator. Beltpack provides information to the operator through the cab radio, enabling 'heads up' operation.

FEATURES

- Dynamic speed control
- Configurable to comply with 49 CFR § 229.15
- Compatible with pneumatic brake systems such as 26L, and CCB-26 electronic brake system.
- RF protocols support operation in 450 – 470 MHz band or 806 – 869 MHz band
- Operated by the OCU-III
- Tilt protection with man down radio broadcast
- Direction of movement protection
- Brake pipe charge feature
- Vigilance protection feature
- Wheel slip detection and action
- Detailed internal archive record supports logging of historical data

OPTIONS

- Train Brake Cycle Braking Protection – protects against operator misuse of the train brake.
- Remote Operating Parameter Programming Station – installs in locomotive cab for user interface to save cab space when implementing remote control.
- Maintenance Terminal PC Tool - provides monitoring, configuration, Archive Record access and maintenance information either directly between a PC and the RCL system
- Remote 4G Connectivity – permits the user to connect to the RCL equipment remotely through an internet connection.
- Hump Control Options – Excitation Control and Trainyard Tech HESC interface
- Electric Handbrake Interface – permits the operator to set or release the electronic handbrake.
- Pullback and Stopping Protection (PSP) – enforces a stopping trajectory to permit automatic point protection. PSP can also optionally automate grade crossing rules.
- Operator Dismissal Option – permits one crew member to be dismissed from the RCL crew and return later, without losing RF communication from the Primary OCU.
- Snow Brake Option – When active, this feature applies a small amount of constant brake cylinder pressure to prevent snow and ice buildup on the brake shoes
- Tasverii™ Option – Cattron's asset tracking and maintenance software.
- Operating range can be extended through the installation of RF repeaters.





TECHNICAL DATA AND SPECIFICATIONS

FEATURE	RADIO SPECIFICATION
Frequency Range and Type Approvals	UHF: 447 – 473 MHz (FCC part 90, IC RSS119) 806 – 824 MHz (IC RSS119) 851 – 869 MHz (IC RSS119)
RF Range	UHF: ≈1 mile line-of-sight
Emissions Designation	UHF (450): 7K60F1D UHF (800): 20K0F1D

FEATURE	ENVIRONMENTAL SPECIFICATION
Temperature	-40° F to 158° F ≈ -40° C to 70° C RH 0 – 95% non-condensing

FEATURE	ELECTRICAL SPECIFICATION
Locomotive Voltage	72 VDC
Digital Output	Rated for 100 VDC @ 10A
Internal Archive Record	4 MB FIFO

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