



RCSA SLX

Safer Level Crossings



RCSA - SLX

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The RCSA-SLX has been developed specifically for the Australian and New Zealand market.

RCSA has developed this solution to provide a controlled and standardised solution applicable to a variety of site configurations and rail operator requirements.

Most importantly, our solution is the first HIMA based signalling solution in Australia certified for use in SIL4 applications. This gives rail operators and asset owners ability to demonstrate that all reasonable steps have been taken to minimise risk and provides a clear path to product type approval.

Not only does this solution carry the highest safety integrity, it provides for lower deployment costs and faster implementation compared to 'traditionally' designed level crossings.

Key Product Features

- Certified compliant to EN50128/9 for use in SIL4 applications (including FSE and application software)
- Local requirements met through configuration - maintaining SIL4 integrity for all specific applications
- Considerable reduction in design and testing
- Partitioned CPU to enable interlocking logic without compromising SIL4 integrity of the crossing function
- Available 'off the shelf' - no vendor lock or subscription licensing
- Supplied pre-loaded on the HIMA HiMatrix F35 hardware platform with support documentation:
 - Safety manual
 - Installation and commissioning manual
 - Maintenance and operation manual
 - Certificate of compliance - EN50128/9 SIL4



The HiMatrix F35 safety controller is supplied pre-loaded with SIL4 certified application software

Reduced Implementation Costs

Use of pre-certified function blocks reduce the design to site specific configuration carried out in accordance with the product manual. The need for specialist engineering competencies for design and verification is considerably reduced.

There are prescribed configuration validation tests, but principles testing is vastly reduced. In fact a stand alone crossing with no interlocking integration requires no principles testing at all.

Through this approach, design and testing costs are reduced by approximately 50% per site.

Reduced Delivery Risk

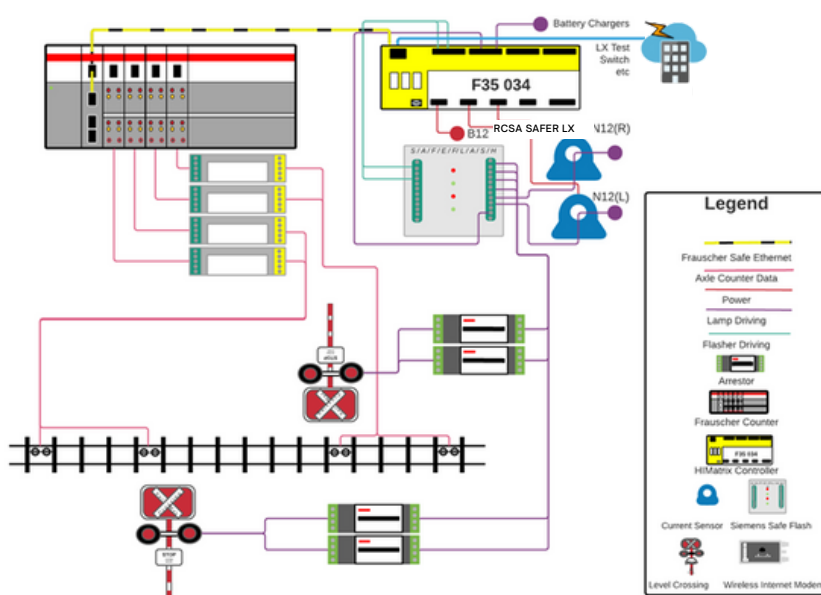
Faster deployment = *approx. 6 weeks program duration saved*

Fewer resource constraints = *less specialist competencies, less engineering tasks*

Defined architecture and functionality = *less requirements engineering*

Local product support

System Architecture



*note that this diagram is for illustrative purposes only

Monitoring + Event Logging

Condition monitoring, remote diagnostics and web based event recording are on-board features of the safety controller, alleviating the need for external event logger/scada components.

Events are timestamped for accurate analysis and the logger is accessible through the safety controller's web server.

Train Detection

The solution is based on Frauscher FAdC train detection and utilises the Frauscher Safe Ethernet (FSE) protocol between the safety controller and the axle counter evaluator. This means no hardwired interface and enhanced functionality between the controller and the axle counting system.

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