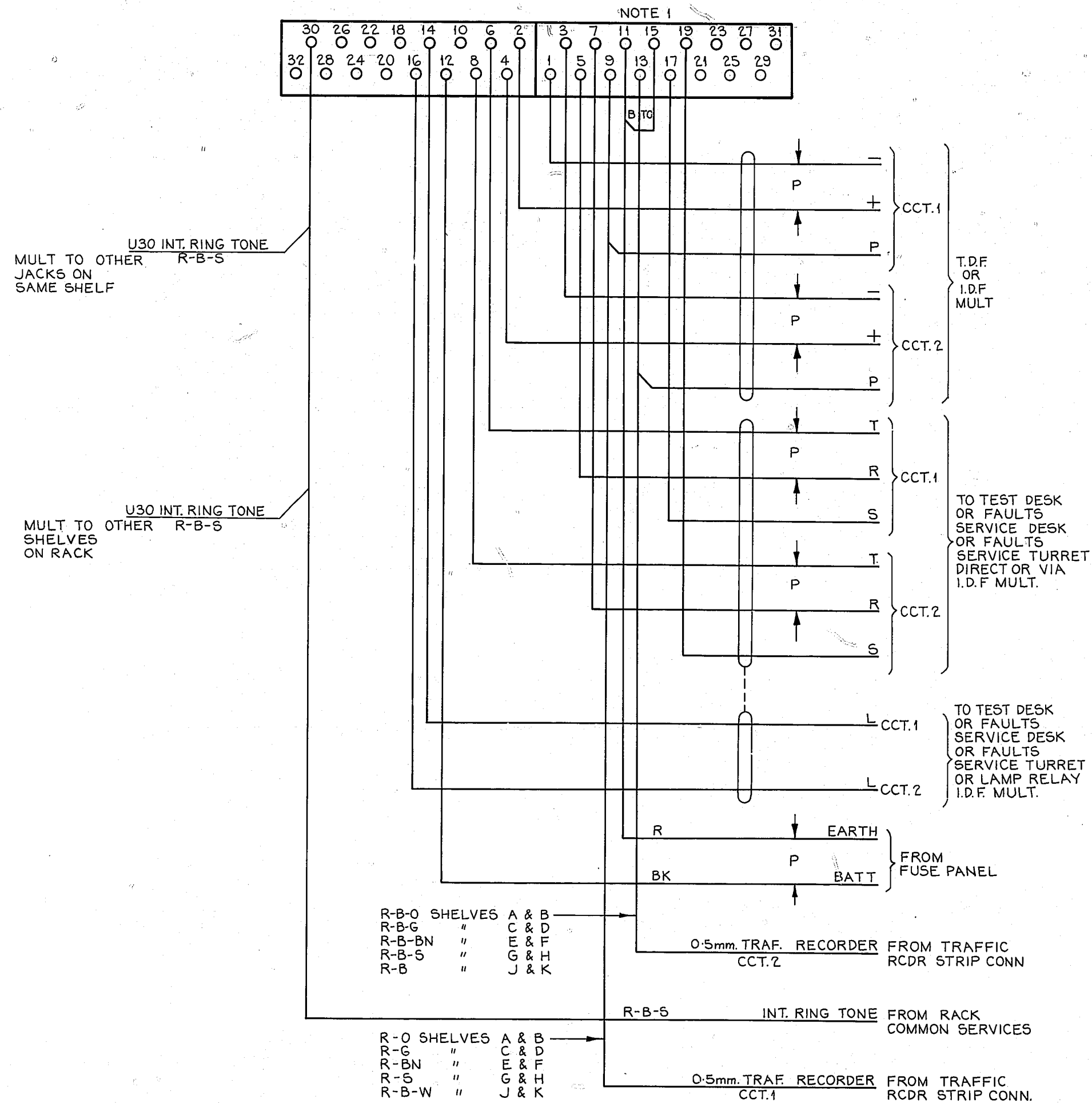


FIG. 1

1/C FAULTS SERVICE WITHOUT NIGHT SWITCHING
AS SEEN FROM REAR

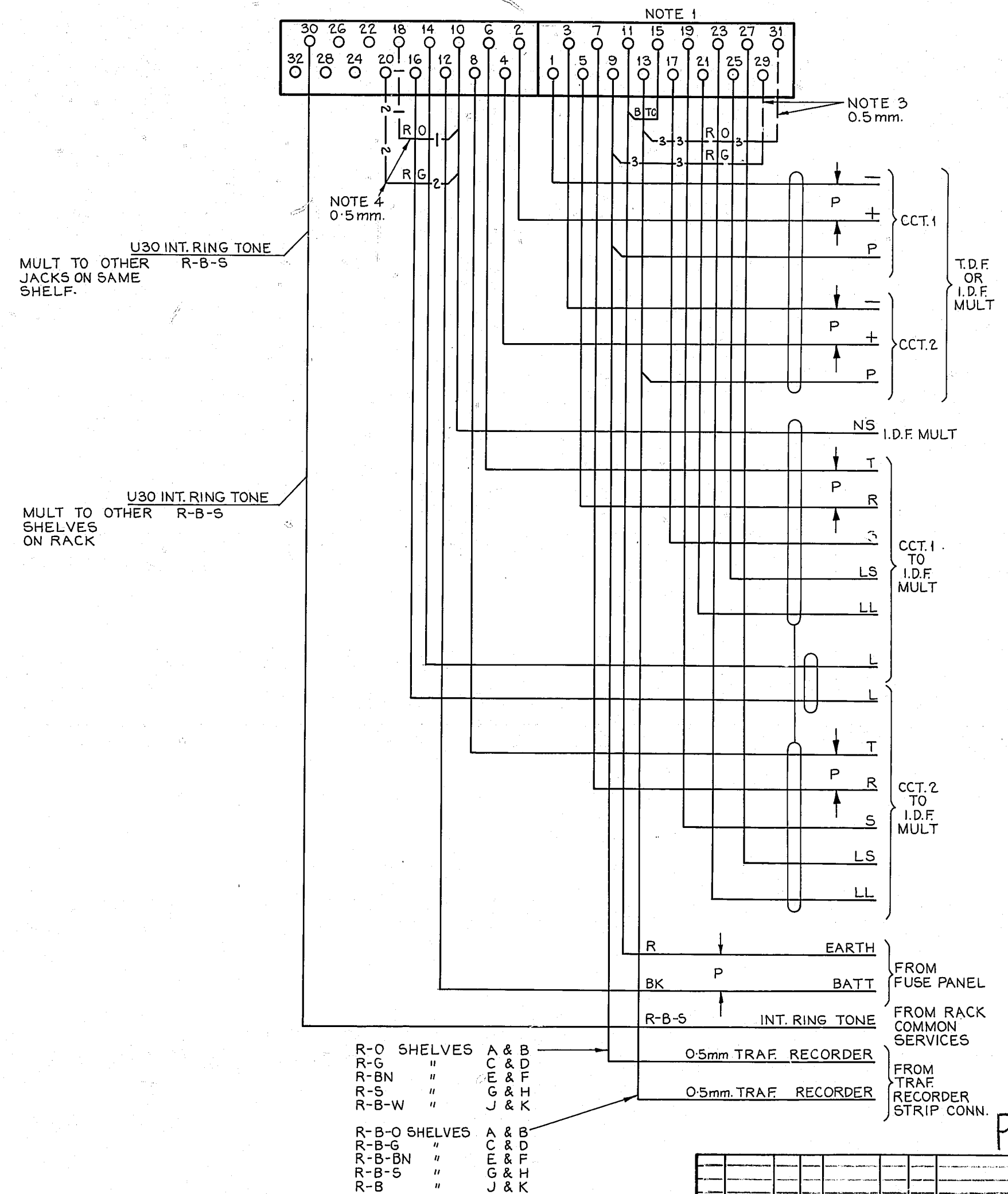


NOTES:

1. SHELF JACK POINTS U9 & U11 AND U13 & U15 (FIG. 1 & 3) MAKE CONTACT WHEN RELAY SET IS REMOVED
2. ALL WIRING TO BE 0.7mm. UNLESS OTHERWISE SPECIFIED.
3. FAULTS SERVICE CCTS NOT EXTENDED TO MANUAL BOARD TO BE BUSIED OUT BY INSERTION OF STRAP BETWEEN U29 & U9 FOR 1ST CCT. & U13 & U31 FOR 2ND CCT. (FIG. 3) AS SHOWN
4. IN FIG. 3 STRAP SHELF JACK POINT U10 & U18 AND/OR U10 & U20 SHOWN THUS: 1-1 & 2-2 FOR LINES WHICH ARE NOT NIGHT BUSIED.

FIG. 3

1/C FAULTS SERVICE WITH NIGHT SWITCHING TO S.C.S. MAN. BD.
AS SEEN FROM REAR



PROOF

A	14-4-80	N.S.	11027	RETRACED & METRICATED
Z	6-2-61		41098	REDRAWN FLTS SERVICE WAS COMPLAINTS LEADS WERE NOT CAS SEP

ISS	DATE	DEL	DC	ORDER	CKD	APD	CHANGE
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SOV 5

FAULTS SERVICE LINES
TERMINATING ON
TEST OR FAULTS SERVICE DESK OR EQUIV.
WITH OR WITHOUT NIGHT SWITCHING
TO AUTO MANUAL BOARD SCS.

DRN	T-EQPT	CKD	ORIGIN	T-EQPT
TCD	N.S.	APPD	STANDARD: ATW 22001	
NZPO ENGINEER-IN-CHIEF, WELLINGTON				
SHT 1 OF 1		CSU 13880		
SIZE A2				

