|  |  |  |
| --- | --- | --- |
| TC – 6A POINTS OPERATING TEST CERTIFICATE | No. |  |

|  |  |  |
| --- | --- | --- |
| **LOCATION:** |  | Tests to be carried out in accordance with Manual |
| **PROJECT:** |  | |

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| **POINT END** | **TYPE\***  Select type:  **M** for Mech /  **EP** for EP /  **EM** for Elec | **AIR PRESSURE / OPERATING VOLTAGE** | | **FACING POINT LOCK**  (✓ when correct) | | **DETECTION**  (✓ when correct) | | **INDICATION BOX**  (✓ when correct) | | | **PLUNGER LOCK**  (✓ when correct) | | **RUN** | **SLIP\*\*** | **MOTOR CUT OFF TIME** | **OPERATING TIME** |
| Please ✓ applicable **kPa** or **V** | | **NORMAL** | **REVERSE** | **NORMAL** | **REVERSE** | **NORMAL** | **REVERSE** | **ESCAPE** | **IN** | **OUT** | **AMPS** | **AMPS** | **SEC** | **SEC** |
|  |  |  | kPa |  |  |  |  |  |  |  |  |  |  |  |  |  |
| V |
|  |  |  | kPa |  |  |  |  |  |  |  |  |  |  |  |  |  |
| V |
|  |  |  | kPa |  |  |  |  |  |  |  |  |  |  |  |  |  |
| V |
|  |  |  | kPa |  |  |  |  |  |  |  |  |  |  |  |  |  |
| V |
|  |  |  | kPa |  |  |  |  |  |  |  |  |  |  |  |  |  |
| V |
|  |  |  | kPa |  |  |  |  |  |  |  |  |  |  |  |  |  |
| V |
|  |  |  | kPa |  |  |  |  |  |  |  |  |  |  |  |  |  |
| V |
| **REMARKS:** Point History Card complete | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | |

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| **TESTER’S NAME:** |  | | **SIGNATURE:** |  | **DATE:** |  |
| **Received/Checked/Actioned by NAME:** | |  | **SIGNATURE:** |  | **DATE:** |  |

**NOTES:**

\* TYPE: M – Mech., EP – EP, EM – Elec (include type).

\*\* With Induction Motors the difference between running current and slip current may not be measureable. Adjustments for each type of mechanism are given in the equipment manuals.