

PERMANENT SIGNAL OVERFLOW ALARMS
TESTS
NO. 1 CROSSBAR OFFICES

1. GENERAL

- 1.01 This section describes a method for testing the permanent signal overflow alarms in No. 1 crossbar offices.
- 1.02 The tests covered are:
- (A) Test of Trunk Overflow Alarms
 - (B) Test of District Link Frame PS Alarms
- 1.03 These tests should preferably be performed during periods of light traffic.
- 1.04 Local instructions should be followed with reference to recording any register operations caused by performing these tests.
- 1.05 An assistant or operator at the sender monitor position will be required in performing Test (A). An assistant at the district link frame will facilitate making Test (B).

2. APPARATUS

- 2.01 Originating Trouble Indicator Frame J28550 (SD-25018-01).
- 2.02 No. 322A (make busy) Plugs (as required).

3. METHOD

(A) Test of Trunk Overflow Alarms

- 3.01 This test checks the proper operation of the overflow signal circuit for permanent signal holding trunk groups from each trunk group and originating marker.
- 3.02 Make busy the first originating marker by inserting a No. 322A plug into the associated DB- jack at the originating trouble indicator frame.
- 3.03 Short-circuit the 1T and 2T springs of the DMT relay of the originating marker made busy.
- 3.04 Make busy all of the permanent signal trunks of a class group to be tested by inserting a No. 322A plug into the MB jack, at the outgoing trunk test frame, of each trunk in the group.

3.05 At the originating trouble indicator frame, operate the PS-1 (permanent signal) key or set up the code for the permanent signal route. Operate the CS- (class of service) key for the class of service of the trunk group made busy in 3.04 and operate the F- (frame) key of a working frame.

3.06 Establish communication with the assistant or operator at the sender monitor position using a local communication circuit.

3.07 Using the originating trouble indicator, make a test call, using the first originating marker, to the permanent signal route and verify that the overflow signal PS lamp lights.

3.08 Request the assistant or operator to operate the PS key at the sender monitor position and verify that the PS lamp is extinguished.

3.09 Remove the No. 322A plugs from the MB jack, at the outgoing trunk test frame, of each trunk in the group tested.

3.10 Remove the short circuit from the 1T and 2T springs of the DMT relay of the originating marker under test.

3.11 Remove the No. 322A tool from the DB-jack, at the originating trouble indicator frame, of originating marker under test.

3.12 Repeat 3.02 to 3.11, inclusive, for each of the other originating markers.

(B) Test of District Link Frame PS Alarms

3.13 This test checks the proper operation of the PS overflow alarm signal of each district link frame, from each district frame and from each originating marker.

3.14 Make busy all of the permanent signal trunks of a class group to be tested by inserting a No. 322A plug into the MB jack, at the outgoing trunk test frame, of each trunk in the group.

3.15 At the originating trouble indicator frame, operate the PS-1 (permanent signal) key or set up the code for the permanent signal route. Operate the CS- (class of service) key for the class of service of the trunk group made busy in 3.14 and operate the F- (frame) key of the first district link frame.

SECTION 216-232-501

3.16 At the originating trouble indicator frame, insert a No. 322A plug into the TIB (trouble indicator busy) jack of the lowest numbered originating marker.

3.17 Establish communication with the assistant, at the district link frame under test, over the frame talk line.

3.18 Using the originating trouble indicator, make a test call, using the lowest numbered originating marker, to the permanent signal route and verify that the PS lamp lights at the district link frame, that the white aisle and main aisle pilot lamps light and that the continuous minor audible alarm sounds.

3.19 Request the assistant to operate the PS key at the district link frame and verify that the PS, aisle pilot and main aisle pilot lamps are extinguished and that the minor alarm is silenced.

3.20 Remove the No. 322A plug from the TIB jack, at the originating trouble indicator frame, of the originating marker under test.

3.21 Repeat 3.16 to 3.20, inclusive for each of the other originating markers.

3.22 Repeat 3.15 to 3.21, inclusive for each of the other district link frames.

3.23 Remove the No. 322A plugs from the MB jack, at the outgoing trunk test frame, of each trunk in the group used in this test.

4. REPORTS

4.01 The required record of these tests shall be entered on the proper form.

4.02 Where required the record of register operations covered by performing these tests shall be forwarded according to local instructions.