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Fig. 1 Boundary diagram of multi-system rail transfer station

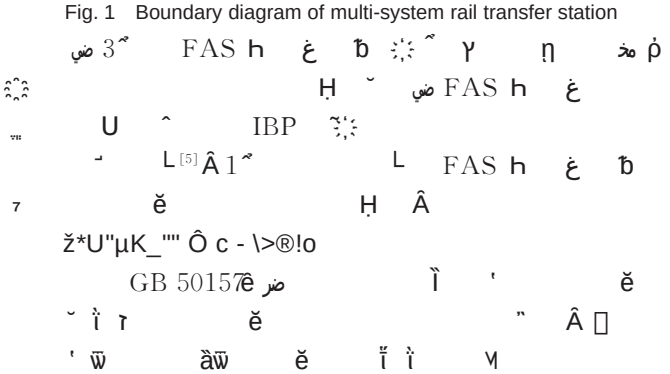

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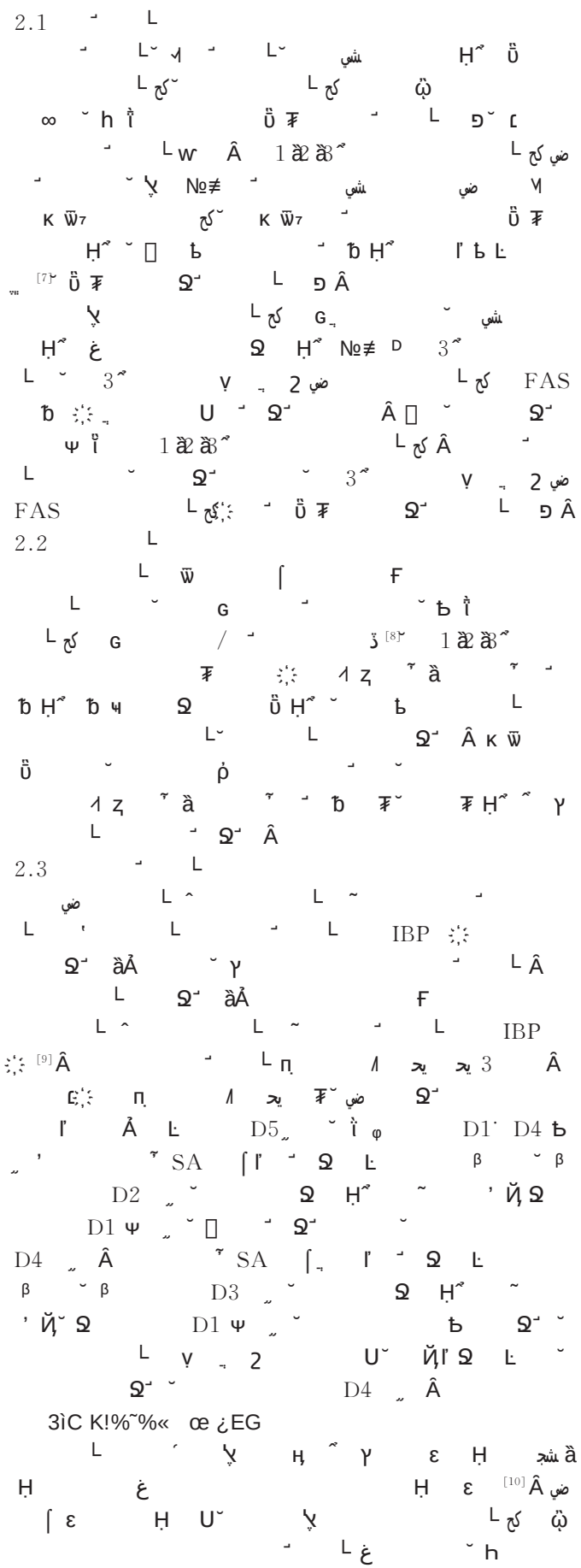
Fig. 2 Optimization instruction flow chart



[illegible] FAS [illegible] FAS [illegible] FAS [illegible] [11] [illegible] FAS [illegible] FAS [illegible]

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Fig. 3 Optimize circuit schematics of remote manual control

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Table 1 Fire information communication module of Line 1Ü3 FAS

1 [illegible]	3 [illegible]
DO11 [illegible]	DI31 [illegible]
DI11 ([illegible])	DO31 [illegible]
DO12 ([illegible]	DI32 [illegible]
DI12 [illegible]	DO32 [illegible]
DO13 [illegible]	DI33 [illegible]
DI13 [illegible]	DO33 [illegible]

[illegible] 2 [illegible] FAS [illegible] 3 [illegible] 2 [illegible] 3 [illegible]

[illegible] 2 [illegible]

=• $3ì ' " 4 %˜%« œ ¿EG N „

Table 2 Fire information communication module of Line 2Ü3 FAS

2 [illegible]	3 [illegible]
DO21 [illegible]	DI31 [illegible]
DI21 [illegible]	DO31 [illegible]
DO22 [illegible]	DI32 [illegible]
DI22 [illegible]	DO32 [illegible]
DO23 [illegible]	DI33 [illegible]
DI23 [illegible]	DO33 [illegible]

[illegible] 1 [illegible] 2 [illegible] FAS [illegible] FAS [illegible] 1 [illegible] FAS [illegible] 2 [illegible] FAS [illegible]

3ìC Ô c h € \ - T

[illegible] 3 [illegible]

4.1 [illegible]

[illegible] 1 [illegible] FAS [illegible] DC24 V [illegible] DC 24 V [illegible] 1 [illegible] DC 24 V [illegible] 3 [illegible] DC 24 V [illegible] 1 [illegible] 3 [illegible] 1 [illegible] 1 [illegible] 2 [illegible] 4 [illegible]

+ ¿J. í"x \ Õ Ô c Ì)3 +

Fig. 4 Starting control schematic of interlock detection

Optimization design of fire pump control in multi-system rail transit transfer station

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Abstract: In order to improve the rationality of fire control design of multi-system rail transit project, realize the sharing of fire resources and the intercommunication of fire information among lines in the transfer station, and effectively reduce the overall construction cost of the project, the control technology scheme of multi-system rail transit line common fire pump is studied. When there are multiple fire control rooms sharing the same group of fire pumps, the fire information exchange between multiple lines and the fire pump interlock control method is adopted to realize the uniqueness of the control body of the common fire pump. Compared with the traditional control mode of each line, the reliability and safety of the fire pump control are further improved. At the same time, the line system design, construction and fire equipment management responsibility interface are defined, so as to get suitable fire pump control optimization design scheme for multi-system rail transit transfer station.

Key words: multi-system rail; transfer station; fire pump; fire alarm system; optimization design

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