



GE Energy

Functional Testing Specification

Parts & Repair Services
Louisville, KY

LOU-GED-DS3800NMSA-A

Test Procedure for a

DOCUMENT REVISION STATUS: Determined by the last entry in the "REV" and "DATE" column

REV.	DESCRIPTION	SIGNATURE	REV. DATE
A	Initial release	ICW	8.14.17
B			
C			

© COPYRIGHT GENERAL ELECTRIC COMPANY

Hard copies are uncontrolled and are for reference only.

PROPRIETARY INFORMATION – THIS DOCUMENT CONTAINS PROPRIETARY INFORMATION OF GENERAL ELECTRIC COMPANY AND MAY NOT BE USED OR DISCLOSED TO OTHERS, EXCEPT WITH THE WRITTEN PERMISSION OF GENERAL ELECTRIC COMPANY.

PREPARED BY ICW	REVIEWED BY	REVIEWED BY	QUALITY APPROVAL J. G. Snow
DATE 8-14-17	DATE	DATE	DATE 8-14-17

1. SCOPE

1.1 This is a functional testing procedure for a Card.

2. STANDARDS OF QUALITY

2.1 Refer to the current revision of the IPC-A-610 standard for workmanship standards.

3. APPLICABLE DOCUMENTS

3.1 The following document(s) shall form part of this specification to the extent specified herein.
 Unless otherwise indicated, the latest issue shall apply.

3.1.1 Check board's electronic folder for more information - *DS3800NMSA9AA*

4. ENGINEERING REQUIREMENTS

4.1 Equipment Cleaning

4.1.1 Equipment should be clean and free of debris prior to applying power unless performing an initial check. Refer to site specific SRA's for cleaning guidelines.

4.2 Equipment Inspection

4.2.1 Equipment should be visually inspected for any defects prior to applying power. This inspection should include the following as a minimum:

- 4.2.1.1 Wires - broken, cracked, or loosely connected
- 4.2.1.2 Terminal strips / connectors - broken or cracked
- 4.2.1.3 Components - visually damaged
- 4.2.1.4 Capacitors - bloated or leaking
- 4.2.1.5 Solder joints - damaged or cold
- 4.2.1.6 Circuit board - burned or de-laminated
- 4.2.1.7 Printed wire runs / Traces - burned or damaged

5. EQUIPMENT REQUIRED

5.1 The following equipment is required to perform the process requirements. Equipment may be substituted provided that all accuracy's and test ratios are equivalent or better.

Qty	Reference #	Description
1		Fluke 87 DMM (or Equivalent)
1	H033882	RAINBOW BOX
1	H033772	3800 POWER SUPPLY BOX
1	H033767	DS3800 CONNECTOR BOX

SET UP SWITCHES

S1 PA10 - PA9
S2 PA11 - PA9
S3 PA41 - PA9
S4 PA42 - PA9
S5 PA62 - PA63

JUMPER PA62 - PA78

PUT ON DAUGHTER BOARD R100 CCW

ANALOG TESTS

CLOSE S1 - S5 SWITCHES

TIE PA15 TO PA9

PA2 = 0V

PA18 = 0V

PA76 = 0V

APPLY 10V TO PA2

PA18 = -10 TA8 = 0 PA76 = 0

REMOVE SIGNAL A PA2 AND ACOM FROM PA15

PA2 TO PA9

10V TO PA15

PA18 = 10V TA8 = -10 PA76 = 10

REMOVE SIGNAL FROM PA15 REMOVE ACOM FROM PA2

2

APPLY 10V TO PA12

PA18 = -10

REMOVE SIGNAL FROM PA12

TIE PA58 TO PA9

PA70 = 0V PA53, TA1 = 0 PA64 AND PA76 = 0

APPLY 10V TO PA70

PA53 = -10 TA1 = 0 PA64 = 5.7

REMOVE SIGNAL FROM PA70 REMOVE ACOM PA58

TIE PA70 TO PA9

APPLY 10V TO PA58

PA53 = 10V TA1 = -10

PA76 = 10V PA64 = -5.7

REMOVE SIGNAL FROM PA58

APPLY 10V TO PA69

PA53 = 10V

REMOVE SIGNAL FROM PA69 REMOVE ACOM PA70

APPLY 10V TO PA72

PA53 = -10

REMOVE SIG AT PA72

PA19 TO PA9

PA17 = 0 PA16, TA16 = 0

PA64 PA76 = 0

APPLY 10V AT PA17

$$PA16 = -10$$

$$TA16 = 0$$

$$PA76 = 0 \quad PA64 = -5.7$$

REMOVE SIGNAL FROM PA17 REMOVE ACOM AT PA19

TIE PA17 TO PA9

APPLY 10V TO PA19

$$PA16 = 10V \quad TA16 = -10$$

$$PA76 = 10V \quad PA64 = 5.7$$

REMOVE PA19 PA17 (ACON)

APPLY 10V TO PA20

$$PA16 = -10$$

REMOVE PA20

OPEN SW1 APPLY 60HZ SINE WAVE

20V P-P TO PA10

ADJUST R3 TO GET 120HZ ON PA6

REMOVE SIGNAL A PA10 CLOSE SW1

OPEN SW2 APPLY 60HZ 20V P-P ON PA11

ADJUST R1 FOR 120HZ AT PA6

REMOVE SIG AT PA11

CLOSE SW2

ADJUST R_4 FOR 0V AT PA6

OPEN SW 3 APPLY 60HZ 20V_{P-P} SINE ON PA41

ADJUST R_5 FOR 120HZ ON PA44

REMOVE SIG AT PA41 CLOSE SW 3

OPEN SW 4 APPLY 60HZ SINE 20V_{P-P} TO PA42

ADJUST R_2 FOR 120HZ AT PA44

REMOVE SIG PA42 CLOSE SW 4

ADJUST R_6 FOR 0V AT PA44

OPEN SW 1 + 2 APPLY 10V AT PA10 PA11

PA6 = -10V

REMOVE 10V FROM PA11 AND APPLY -10V

PA6 = 10V

PA10 TO -10V

PA6 = -10

PA11 TO 10V

PA6 = 10V

REMOVE SIG AT PA10 PA11

APPLY 5V TO PA10 PA11

PA6 = -2.5

PA4 = 1.75V

REMOVE SIG AT PA10 PA11

CLOSE S1 S2

5
OPEN S3 + S4 APPLY 10V AT PA41 PA42

PA44 = -10

CHANGE PA42 TO -10

PA44 = 10V

CHANGE PA41 TO -10

PA44 = -10

CHANGE PA42 TO 10V

PA44 = 10V

REMOVE SIG AT PA41 PA42

APPLY 5V TO PA41 -5 TO PA42

PA44 READS 2.5 PA4 READS -1.75

REMOVE SIG A PA41 PA42

CLOSE SWITCH S3 S4

APPLY 5V TO PA48

PA4 = -3.4

REMOVE SIG AT PA48

OPEN SW5

TIE PA63 TO PA9

APPLY 60HZ SINE 20V^{P-P} AT PA74

ADJUST RB FOR 120HZ AT PA62

REMOVE SIG FROM PA74

TIE PA74 TO PA9

ADJUST R7 FOR 0V AT PA62

REMOVE ACOM TIE FROM PA63 PA74

6
APPLY 5V AT PA63 -10V AT PA74

PA62 = -5

CHANGE 5V ON PA63 TO -5

PA62 = 5

CLOSE SW5

0V AT PA60 AND PA57 PA55 = 0

APPLY 10V TO PA57

PA55 = -10V

REMOVE SIG AT PA57

APPLY -10 AT PA60

PA55 = 10

REMOVE SIG AT PA60

0V AT PA50 PA49

PA56 = 0

APPLY -10 AT PA49

PA56 = 10V PA55 = -2.21

REMOVE SIG AT PA49

APPLY 10V AT PA50

PA56 = -10

APPLY -7.7 TO PA57

PA55 +10

PA54 = -10

7

CHANGE 10V AT PA50 TO -10

CHANGE -7.7 AT PA57 TO -10.2

PA54 = 8V PA61 = -11.7

REMOVE SIG AT PA50 PA57

0V AT PA50, PA49, PA60, PA57

ADJUST R9 SO PA61 IS -1.8

REMOVE ALL POWER SUPPLIES

APPLY 10V PA52

PA80 = 6V

REMOVE SIGNAL AT PA52

APPLY -10 TO PA51

PA80 = -6

REMOVE SIG PA51

APPLY 11.8 AT PA49 READJUST TO GET

-11.2 AT TA23 IMOK IS LIT

CHANGE VOLTAGE AT PA49 UNTIL TA23 IS -12

IMOK IS OUT

REMOVE SIG AT PA49

APPLY -11.8 AT PA49, READJUST UNTIL TA15

IS 11V IMOK IS ON

ADJUST PA49 UNTIL TA15 IS 12V IMOK IS OFF



6. Modifications/Upgrades

6.1 Fill out if applicable.

7. Testing Process

7.1 Setup

7.1.1 Fill out.



Note:

7.2 Testing Procedure

7.2.1 Fill out.

7.3 Post Testing Burn-in

Required ☐ Yes ☐ No



Note: All MARK I, II, & III Turbine related cards require a post testing burn-in of 100 hours.

7.3.1 Apply BUS or Operational power to the card for a period of 100 hours.

7.3.2 Re-test card while warm using the above procedure.

7.4 *TEST COMPLETE*****

8. Notes

8.1 None at this time?

9. Attachments

9.1 None at this time?

9.1.0 SCOPE

This document establishes the performance requirement and recommended tests for the MOTOR SIGNALS CARD identified as:

DS3800NMSA

This specification will check digital logic, analog transfer functions and component tolerances.

9.2.0 TEST EQUIPMENT

9.2.1 Standard Equipment Required:

Test equipment shall be provided which meets the requirements and accuracies prescribed in this specification. All test equipment is defined by quality control standard _____ except as noted in Section 9.2.2.

9.2.2 Special Equipment Required:

9.3.0 POWER SUPPLY REQUIREMENTS AND PIN CONNECTIONS

The following regulated input voltage sources are required to test this product element.

REV. 1	REV. 4	REV. 7	PRINTS TO DL109	ENGINEER JHC	GENERAL ELECTRIC DSD SALEM, VA. U.S.A.	Test Specifications MOTOR SIGNALS
REV. 2	REV. 5	ISSUED March 23/1979				D S 3 8 0 0 N M S A
REV. 3	REV. 6	MADE BY WE Price 790130				CONT. ON SH. 9BA SH. NO. 9AA

CARS

NOMINAL ¹ VOLTAGE	MAXIMUM ² CURRENT (AMPS)	MIN. ADJ. RANGE	% REG.	MAXIMUM ³ VOLTAGE (VDC)	PIN (S) ⁴
P28	NOT USED	10%	+5%	+32.0	PA75
P15	0.050	10%	+5%	+18.0	PA5
N15	0.045	10%	+5%	-18.0	PA7
P5	NOT LISTED	10%	+5%	+ 7.0	PA3,PA45,PA77
ACOM	-	-	-	-	PA9
DCOM	NOT USED	-	-	-	PA1,PA43,PA79
P28	0.050	100%		+25	Signal
P15	0.010	100%		+18.0	Signal
N15	0.010	100%		-18.0	Signal

NOTES:

1. Nominal voltage used unless otherwise specified.
2. Elements requiring more than the maximum value may suffer damage.
3. Voltages above maximum voltage may impair element life.
4. Connect all DCOM pins together first, then wire to ACOM.
Analog signal power supplies, oscilloscopes, and voltmeters should connect to ACOM for the most accurate readings.

The maximum power dissipation of this product element during test is:

1.5 watts

REV. 1	REV. 4	REV. 7	PRINTS TO DL109	ENGINEER <i>JHC</i>	GENERAL ELECTRIC DSD SALEM, VA. U.S.A.	Test Specifications
REV. 2	REV. 5	ISSUED <i>March 29, 1979</i>				MOTOR SIGNALS
REV. 3	REV. 6	MADE BY WE Price 790130				D S 3 8 0 0 N M S A CONT. ON 9CA SH. NO. 9BA

9.4.0 SETUP & INITIAL LOADING

9.4.1 Connections

9.4.1.1 Wires:

<u>From</u>	<u>To</u>	<u>Sheet</u>	<u>From</u>	<u>To</u>	<u>Sheet</u>
-CS1NA1 (PA62)	KTQA (PA78)	4DA	()	()	()

9.4.1.2 Components:

<u>From</u>	<u>Thru</u>	<u>To</u>	<u>Sheet</u>
TORQI ()	39.2K ()	DB ()	4DA
()	()	()	.

9.4.1.3 Switches, form A (normally open contacts) only:

<u>Switch No.</u>	<u>From</u>	<u>To</u>	<u>Sheet</u>
S1	-DFLX (PA10)	ACOM (PA9)	4CA
S2	-QM1 (PA11)	ACOM (PA9)	4CA
S3	-QFLX (PA41)	ACOM (PA9)	4CA
S4	DM1 (PA42)	ACOM (PA9)	4CA
S5	-CS1NA1(PA62) - CS1NA3 (PA63)		4DA

9.4.1.4 Op amp summing junctions - terminate at junction box (short wire)

<u>Pin No.</u>	<u>Sheet</u>	<u>Pin No.</u>	<u>Sheet</u>
NONE			

9.4.1.5 Special

NONE

REV. 1	REV. 4	REV. 7	PRINTS TO DL109	ENGINEER <i>JHC</i>	GENERAL ELECTRIC DSD SALEM, VA. U.S.A.	Test Specifications
REV. 2	REV. 5	ISSUED <i>March 23, 1979</i>				MOTOR SIGNALS
REV. 3	REV. 6	MADE BY WE Price 790130				D S 3 8 0 0 N M S A CONT. ON SH. 9DA SH. NO. 9CA

9.4.2 Element Loads

NONE

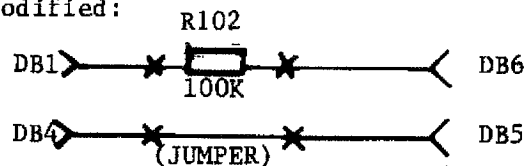
58A11B 3035

9.4.3 Daughter Board

9.4.3.1 Component material list required for modification:

1 - 100K, 1% RES. R101, 68A7014C1000F

9.4.3.2 Circuit diagram as modified:



9.4.3.3 Set Pots as follows:

R100, Full CCW



9.5.0 SIGNAL LEVELS

9.5.1 TTL Input Levels

Unless otherwise specified, the following input data levels shall be applied to the element at TTL inputs:

Logic "0" level = $0.4 \pm 0.4\text{VDC}$

Logic "1" level = $2.2 \pm 0.2\text{VDC}$

The signal source for these logic levels shall be capable of sinking 10 ma in the logic "0" state and sourcing 0.5 ma in the logic "1" state.

REV. 1 <i>CEA</i>	REV. 4	REV. 7	PRINTS TO DL109	ENGINEER <i>JHC</i>	GENERAL ELECTRIC DSD SALEM, VA. U.S.A.	Test Specifications
AB 79001						MOTOR SIGNALS
REV. 2	REV. 5	ISSUED <i>March 20, 1979</i>				
REV. 3	REV. 6	MADE BY WE Price 790130				D S 3 8 0 0 N M S A CONT. ON SH. 9EA SH. NO. 9DA

CARS

9.5.1 TTL Input Levels (Continued)

The rise and fall time of the signals shall be less than 100 and more than 3 nanoseconds. The TTL input signals shall be applied at a rate within a range of DC to 1 KHZ, except as noted for time delays.

9.5.2 Process Input Levels

None.

9.5.3 TTL Output Levels

Unless otherwise specified, the following output data levels shall be verified:

Logic "0" level = $0.25 \pm 0.25\text{VDC}$

Logic "1" level = $3.9 \pm 1.2\text{VDC}$

An "X" = don't care or not to being tested

NOTES:

1. Characters within quotation (") marks are used in the test vector table of section 9.6.2.2.

9.6.0 TEST PROCEDURE

9.6.1 Preliminary Inspection

The element shall be inspected prior to application of power to verify that it is assembled according to the assembly drawing.

9.6.2 Digital Tests

9.6.2.1 Current Limit Test

With nominal power supply voltages applied to element under test, it should not exceed maximum current specified in paragraph 3.0. Repeat with maximum voltages specified in 3.0. The element shall be considered to have failed test if it draws more than maximum specified.

REV. 1 <i>GEA</i>	REV. 4	REV. 7	PRINTS TO DL109	ENGINEER <i>JNC</i>	GENERAL ELECTRIC DSD SALEM, VA. U.S.A.	Test Specifications
<i>BB 791001</i>						MOTOR SIGNALS
REV. 2	REV. 5	ISSUED <i>[Signature]</i>				
REV. 3	REV. 6	MADE BY WE Price 790130				D-S 3 8 0 0 N M S A CONT. ONLY 9EA Sh. NO. 9EA

9.6.2.2 Test Vector Sequence:

None

9.6.3 Hybrid Interface Tests:

None

9.6.4 Analog Tests

(See Attached)

9.6.5 Special Tests

None

REV. 1 <i>OEA</i>	REV. 4	REV. 7	PRINTS TO DL109	ENGINEER <i>JHC</i>	GENERAL ELECTRIC DSD SALEM, VA. U.S.A.	Test Specifications MOTOR SIGNALS
REV. 2 <i>AB 791001</i>	REV. 5	ISSUED <i>March 20, 1979</i>				DS3800NMSA CONT. ON ENCL. 9SA SH. NO. 9FA
REV. 3	REV. 6	MADE BY WE Price 790130				

9.6.4 ANALOG TESTS:

9.6.4.1 Motor Current Conditioning (ELM. SH. 4AA & 4BA)

.1 Close S1 thru S5.

Tie ISIR (PA15) to ACOM (PA9).

0 Volts on ISI (PA2).

IMI (PA18) and - MIMI (TA8) reads $0 \pm .03V$ and Stable.

IM (PA76) reads $0 \pm .04$ Volts and Stable.

.2 Apply $+10.0 \pm .01V$ on ISI (PA2).

IMI (PA18) Reads $-10.0 \pm .04V$ and Stable.

-MIMI (TA8) Reads $0 \pm .01V$.

IM (PA76) Reads $0 \pm .06V$.

Remove Signal From ISI (PA2) and Remove ACOM From ISIR (PA15).

.3 Tie ISI (PA2) to ACOM (PA9).

Apply $+10.0 \pm .01V$ on ISIR (PA15).

IMI (PA18) Reads $+10.0 \pm .04$ Volts and Stable.

-MIMI (TA8) Reads $-10.0 \pm .04V$ and Stable.

IM (PA76) Reads $+10.0 \pm .06$ Volts and Stable.

Remove Signal From ISIR (PA15) and Remove ACOM From ISI (PA2).

.4 Apply $+10.0 \pm .01V$ on -TIMI (PA12).

IMI (PA18) Reads $-10.0 \pm .04V$

Remove Signal From -TIMI (PA12).

.5 Tie IS2R (PA58) to ACOM (PA9).

0V on IS2 (PA70).

IM2 (PA53) and -MIM2 (TA1) Read $0 \pm .03V$ and Stable.

-QIM (PA64) and IM (PA76) Read $0 \pm .04V$ and Stable.


STABLE = <20MV Peak to Peak Ripple (.007V RMS)

REV. 1 <i>OEA</i>	REV. 4	REV. 7	PRINTS TO DL109	ENGINEER <i>VMC</i>	GENERAL ELECTRIC DSD SALEM, VA. U.S.A.	Test Specifications
<i>RA 791021</i>	REV. 5	ISSUED <i>March 29, 1979</i>				MOTOR SIGNALS
REV. 2	REV. 6	MADE BY WE Price 790130				D S 3 8 0 0 N M S A CONT. ON SH. 9HA SH. NO. 9GA
REV. 3						

9.6.4.1 (Continued)

- .5 Apply $+10.0 \pm .01V$ on IS2 (PA70).
 IM2 (PA53) Reads $-10.0 \pm .04V$ and Stable.
 -MIM2 (TA1) Reads $0 \pm .01V$.
 IM (PA76) Reads $0 \pm .06V$.
 -QIM (PA64) Reads $+5.77 \pm .12V$ and Stable.
 Remove Signal From IS2 (PA70) and Remove ACOM From IS2R (PA58).
- .6 Tie IS2 (PA70) to ACOM (PA9).
 Apply $+10.0 \pm .01V$ on IS2R (PA58).
 IM2 (PA53) Reads $+10.0 \pm .04V$ and Stable.
 -MIM2 (TA1) Reads $-10.0 \pm .04V$ and Stable.
 IM (PA76) Reads $+10.0 \pm .06V$.
 -QIM (PA64) Reads $-5.77 \pm .12V$ and Stable.
 Remove Signal From IS2R (PA58)
- .7 Apply $+10.0 \pm .01V$ on IS2X (PA69).
 IM2 (PA53) Reads $+10.0 \pm .02V$.
 Remove Signal From IS2X (PA69) and Remove ACOM From IS2 (PA70).
- .8 Apply $+10.0 \pm .01V$ on -TIM2 (PA72).
 IM2 (PA53) Reads $-10.0 \pm .04V$.
 Remove Signal From -TIM2 (PA72).
- .9 Tie IS3R (PA19) to ACOM (PA9).
 OV on IS3 (PA17).
 IM3 (PA16) and -MIM3 (TA16) Read $0 \pm .03V$ and Stable.
 -QIM (PA64) and IM (PA76) Read $0 \pm .04V$.

STABLE = <20MV Peak to Peak Ripple (0.007V RMS)

REV. 1 <i>OEA</i>	REV. 4	REV. 7	PRINTS TO DL109	ENGINEER <i>TAC</i>	 GENERAL ELECTRIC DSD SALEM, VA. U.S.A.	Test Specifications
<i>RB 7910X</i>						MOTOR SIGNAL
REV. 2	REV. 5	ISSUED <i>March 29, 1979</i>				
REV. 3	REV. 6	MADE BY WE Price 790130				D S 3 8 0 0 N M S A CONT. ON SH. 9JA SH. NO. 9HA CARS

9.6.4.1 (Continued)

- .10 Apply $+10.0 \pm .01V$ on IS3 (PA17).
 IM3(PA16) Reads $-10.0 \pm .04V$ and Stable.
 -MIM3(TA16) Reads $0 \pm .01V$.
 IM(PA76) Reads $0 \pm .06V$.
 -QIM(PA64) Reads $-5.77 \pm .12V$.
 Remove Siganl From IS3(PA17) and Remove ACOM
 From IS3R(PA19).
- .11 Tie IS3(PA17) to ACOM (PA9).
 Apply $+10.0 \pm .01V$ on IS3R(PA19).
 IM3(PA16) Reads $+10.0 \pm .04V$ and Stable.
 -MIM3(TA16) Reads $-10.0 \pm .04V$ and Stable.
 IM(PA76) Reads $+10.0 \pm .06V$.
 -QIM(PA64) Reads $+5.77 \pm .12V$.
 Remove Signal From IS3R(PA19) and Remove
 ACOM From IS3(PA17).
- .12 Apply $+10.0 \pm .01V$ on - TIM3(PA20).
 IM3(PA16) Reads $-10.0 \pm .04V$.
 Remove Signal From - TIM3(PA20).

9.6.4.2 TORQUE CALCULATION (ELEM. SH. 4CA)

- .1 Open Switch S1 and Apply 60HZ SINE WAVE of
 20V P - P on -DFLX(PA10).
 Adjust R3 (Y1 NULL) to Achieve a 120HZ Signal
 on - TM1(PA6) or NULL.
 Remove Signal From -DFLX(PA10) and Close Switch S1.

STABLE = <20MV PEAK TO PEAK RIPPLE (.007V RMS)

REV. 1 <i>OEB</i>	REV. 4	REV. 7	PRINTS TO DL109	ENGINEER <i>JHC</i>	GENERAL ELECTRIC DSD SALEM, VA. U.S.A.	Test Specifications NOTOR SIGNALS
REV. 2 <i>RB 791001</i>	REV. 5	ISSUED <i>April 29, 1979</i>				D S 3 8 0 0 N M S A CONT. ON SH. 9JA SH. NO. 9JA
REV. 3	REV. 6	MADE BY WE Price				

9.6.4.2 (Continued)

- .2 Open Switch S2 and Apply 60HZ SINE WAVE of 20V P-P on -QM1(PA11).

Adjust R1(X1 NULL) to Achieve 120HZ Signal on -TM1 (PA6) or NULL.

Remove Signal From -QM1(PA11) and Close Switch S2.

- .3 Adjust R4(Z1 NULL) For $0V \pm .5MV$ on -TM1(PA6).

- .4 Open Switch S3 and Apply 60HZ SINE WAVE of 20V P-P on -QFLX(PA41).

Adjust R5 (Y2 NULL) to Achieve a 120HZ Signal on TM2(PA44).

Remove Signal From -QFLX(PA41) and Close Switch SW3.

- .5 Open Switch S4 and Apply 60HZ SINE WAVE of 20V P-P on DM1(PA42).

Adjust R2(X2 NULL) to Achieve 120HZ Signal on TM2 (PA44) or NULL.

Remove Signal From DM1(PA42) and Close Switch (S4).

- .6 Adjust R6(Z2 NULL) for $0V \pm .5MV$ on TM2(PA44).

- .7 Open Switches S1 & S2 and Apply $+10.0 \pm .01V$ on -DFLX(PA10) and -QM1(PA11).

-TM1(PA6) Reads $-10.0 \pm .05V$.

- .8 Remove +10.0V from -QM1(PA11) and Apply $-10.0 \pm .01V$.

-TM1(PA6) Reads $+10.0 \pm .05V$.


STABLE = <20MV PEAK TO PEAK RIPPLE (.007V RMS)

REV. 1 <i>OEB</i>	REV. 4	REV. 7	PRINTS TO DL109	ENGINEER <i>JHC</i>	GENERAL ELECTRIC DSD SALEM, VA. U.S.A.	Test Specifications MOTOR SIGNALS
REV. 2 <i>AR 79/10/1</i>	REV. 5	ISSUED <i>March 29, 1979</i>				D S 3 8 0 0 N M S A
REV. 3	REV. 6	MADE BY WE Price				CONT. OVER 9LA, SA NO. 9KA

9.6.4.2 (Continued)

- .9 Change +10.0V on -DFLX(PA10) to $-10.0 \pm .01V$.
-TM1(PA6) Reads $-10.0 \pm .05V$.
- .10 Change -10.0V on -QM1(PA11) to $+10.0 \pm .01V$.
-TM1(PA6) Reads $+10.0 \pm .05V$.
Remove 10.0V Signals From -DFLX(PA10)
and -QM1(PA11).
- .11 Apply $+5.0 \pm .01V$ on -DFLX(PA10) and -QM1(PA11).
-TM1(PA6) Reads $-2.50 \pm 0.05V$.
TORQ(PA4) Reads $+1.75 \pm 0.08V$ and Stable.
Remove Signals From -DFLX(PA10) and -QM1(PA11).
Close Switches S1 and S2.
- .12 Open Switches S3 & S4 and Apply $+10.0 \pm .01V$ on
-QFLX(PA41) and DM1(PA42).
TM2(PA44) Reads $-10.0 \pm .05V$.
- .13 Change +10.0V on DM1(PA42) to $-10.0 \pm .01V$.
TM2(PA44) Reads $+10.0 \pm .05V$.
- .14 Change +10.0V on -QFLX(PA41) to $-10.0 \pm .01V$.
TM2(PA44) Reads $-10.0 \pm .05V$.
- .15 Change -10.0V on DM1(PA42) to $+10.0 \pm .01V$.
TM2(PA44) Reads $+10.0 \pm .05V$.
Remove 10.0V Signals From -QFLX(PA41) and DM1(PA42).

STABLE = <20MV PEAK TO PEAK RIPPLE (.007V RMS)

REV. 1 <i>JEB</i>	REV. 4	REV. 7	PRINTS TO DL109	ENGINEER <i>JHC</i>	 GENERAL ELECTRIC DSD SALEM, VA. U.S.A.	Test Specifications MOTOR SIGNALS
REV. 2 <i>AB 791001</i>	REV. 5	ISSUED <i>March 29, 1977</i>				D S 3 8 0 0 N M S A CONT. ON SH. 9MA SH. NO. 9LA
REV. 3	REV. 6	MADE BY WE Price				

CARS

9.6.4.2 (Continued)

.16 Apply $+5.0 \pm .01V$ on -QFLX(PA41) and $-5.0 \pm .01V$ on DM1(PA42).

TM2(PA44) Reads $+2.5 \pm 0.5V$.

TORQ(PA4) Reads $-1.75 \pm 0.08V$.

Remove Signals From -QFLX(PA41) and DM1(PA42).

Close Switches S3 & S4.

.17 Apply $+5.0 \pm .01V$ on TTORQ (PA48).

TORQ(PA4) Reads $-3.49 \pm .02V$.

Remove Signal From TTORQ (PA48).

9.6.4.3 SINE ANGLE CALCULATION (ELEM. SH. 4DA)

.1 Open Switch S5.

Tie -CS1NA3(PA63) to ACOM (PA9).

Apply 60HZ SINE WAVE 20V P-P to -CAD2(PA74).

Adjust R8(YBAL) to Achieve a 120 HZ Signal on -CS1NA1(PA62).

Remove 60HZ Signal From -CAD2(PA74).

.2 Tie - CAD2(PA74) to ACOM (PA9).

Adjust R7(Z BAL) For $0V \pm .5MV$ on -CS1NA1(PA62).


Remove ACOM Tie From -CS1A3(PA63) and -CAD2(PA74).

.3 Apply $+5.0 \pm .01V$ on -CS1NA3(PA63) and

$-10.0 \pm .01V$ on -CAD2(PA74).

-CS1NA1(PA62) Reads $-5.0 \pm .05V$.

STABLE = <20MV PEAK TO PEAK RIPPLE (.007V RMS).

REV. 1 <i>OEB</i>	REV. 4	REV. 7	PRINTS TO DL109	ENGINEER <i>JHC</i>	 GENERAL ELECTRIC DSD SALEM, VA. U.S.A.	Test Specifications
REV. 2 <i>OEB</i> <i>MAC 090524</i>	REV. 5	ISSUED <i>March 29, 1979</i>				MOTOR SIGNALS
REV. 3	REV. 6	MADE BY WE Price				D S 3 8 0 0 N M S A C 9 N 9 N 9 N A SH. NO. 9MA CARS

9.6.4.3 (Continued)

- .4 Change +5.0V on -CS1NA3(PA63) to $-5.0 \pm .01V$.
 -CS1NA1(PA62) Reads $+5.0 \pm .05V$.
 Remove Signals From -CS1NA3(PA63) and -CAD2(PA74).
 Close Switch S5.
- .5 0V on AFXT(PA60) and FLUX(PA57).
 CAS1(PA55) Reads $0 \pm .02V$.
- .6 Apply $+10.0 \pm .01V$ on FLUX(PA57).
 CAS1(PA55) Reads $-10.0 \pm .03V$ and Stable.
 Remove Signal From FLUX (PA57).
- .7 Apply $-10.0 \pm .01V$ on AFXT(PA60).
 CAS1(PA55) Reads $+10.0 \pm .03V$ and Stable.
 Remove Signal From AFXT(PA60).
- .8 0V on AIMT(PA50) and 1M(PA49).
 -1M(PA56) Reads $0 \pm .02V$.
- .9 Apply $-10.0 \pm .01V$ on 1M (PA49).
 -1M(PA56) Reads $+10.0 \pm .03V$ and Stable.
 CAS1(PA55) Reads $-2.21 \pm .05V$.
 Remove Signal From 1M(PA49).
- .10 Apply $+10.0 \pm .01V$ on AIMT(PA50).
 -1M(PA56) Reads $-10.0 \pm .03V$ and Stable.

STABLE = <20MV PEAK TO PEAK RIPPLE (.007V RMS).

REV. 1 <i>0ED</i>	REV. 4	REV. 7	PRINTS TO DL109	ENGINEER <i>JHC</i>	GENERAL ELECTRIC DSD SALEM, VA. U.S.A.	Test Specifications MOTOR SIGNALS
REV. 2 <i>AB 791001</i>	REV. 5	ISSUED <i>March 20, 1979</i>				D S 3 8 0 0 N M S A
REV. 3	REV. 6	MADE BY WE Price				ONE ON 9PA SH. NO. 9NA

9.6.4.3 (Continued)

.11 Apply $-7.79 \pm .01V$ on FLUX(PA57).

CAS1(PA55) Reads $+10.0 \pm .05V$.

CADN(PA54) Reads $-10.0 \pm .07V$.

.12 Change $+10.0V$ Signal on AlMT(PA50) to $-10.0 \pm .01V$.

Change $-7.79V$ on FLUX(PA57) to $-10.21 \pm .01V$.

CADN(PA54) Reads $+8.0 \pm .04V$.

-CAD1(PA61) Reads $-11.79 \pm .08V$.

Remove Signals From AlMT(PA50) and FLUX(PA57).

.13 0V on AlMT(PA50), 1M(PA49), AFXT(PA60) and FLUX(PA57).

Adjust R9(DENOM. MIN.) until

-CAD1(PA61) Reads $-0.80 \pm .05V$.

Remove all power supplies.

9.6.4.4 KTQ OP-AMP (ELEM. SH. 4DA)

.1 Apply $+10.0 \pm .01V$ on T ϕ RQ1 (PA52).

KTQ(PA80) Reads $+6.00 \pm .05V$ and Stable.

Remove Signal From T ϕ RQ(PA52).

.2 Apply $-10.0 \pm .01V$ on ATQT(PA51).

KTQ(PA80) Reads $-6.00 \pm 0.05V$ and Stable.

Remove Signal From ATQT(PA51).

STABLE = $<20MV$. PEAK TO PEAK RIPPLE ($.007V$ RMS)

REV. 1 <i>OEB</i>	REV. 4	REV. 7	PRINTS TO DL109	ENGINEER <i>JHC</i>	GENERAL ELECTRIC DSD SALEM, VA. U.S.A.	Test Specifications MOTOR SIGNALS
REV. 2 <i>AB 79100</i>	REV. 5	ISSUED <i>March 23, 1979</i>				DS 3800 NMSA CONT. ON SH. 9PA
REV. 3	REV. 6	MADE BY WE Price				

9.6.4.5 OP-AMP SATURATION DETECTOR "IMOK" (ELEM. SH. 4EA)

- .1 Apply +11.8 on 1M(PA49) and readjust until
NOK(TA23) Reads $-11.2 \pm .1V$.
"IMOK" LED(CR1) is lit.
- .2 Change +11.8V on 1M(PA49) until NOK(TA23) reads $-12 \pm 0.1V$.
"IMOK" LED is out.
Remove Signal From 1M(PA49).
- .3 Apply $-11.8 \pm .01V$ on 1M(AP49), and readjust until
POK(TA15) Reads $+ 11 \pm .1V$.
"IMOK" LED is lit.
- .4 Change -11.8 on 1M(PA49) until POK (TA15) reads $+12.0 \pm 0.1V$.
"IMOK" LED is out.
Remove Signal From 1M(PA49).

STABLE = <20MV PEAK TO PEAK RIPPLE (.007V RMS)

REV. 1 <i>OEB</i> <i>AB 79/104</i>	REV. 4	REV. 7	PRINTS TO DL109	ENGINEER <i>JHC</i>	GENERAL ELECTRIC DSD SALEM, VA. U.S.A.	Test Specifications MOTOR SIGNALS
REV. 2	REV. 5	ISSUED <i>March 20, 1979</i>				DS 3 8 0 0 N M S A CONT. ON ENL FNL SH. NO. 90A
REV. 3	REV. 6	MADE BY WE Price				