

REV
NO.

TITLE

CONT ON SHEET 2

SH NO. 1

68A944329

RELAY DRIVER - 100 MILLIAMPERES, MAXIMUM
TEST SPECIFICATIONS

CONT ON SHEET 2 SH NO. 1

FIRST MADE FOR Standard Line

ELEMENTARY IC3600LRDJ

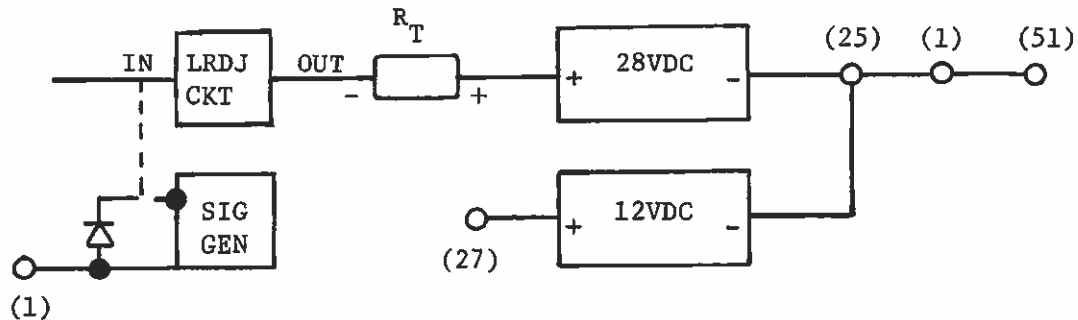
TEST EQUIPMENT

R_T EQ 265 OHM, 5-Watt, $\pm 5\%$

R_T EQ 1K OHM, 2-Watt, $\pm 1\%$

Signal Generator 50 OHM Output

TEST SET-UP



SCOPE OF TEST

Each of the 16 LRDJ circuits are tested. The ckt pin assignments follow:

CKT	1	2	3	4	5	6	7	8
IN	3	7	9	11	13	17	19	21
OUT	4	8	10	12	14	18	20	22

CKT	1	2	3	4	5	6	7	8
IN	31	33	37	39	41	43	47	49
OUT	32	34	38	40	42	44	48	50

REVISIONS

1) BU945XN CGL 12/7/78

DL22

2520

PRINTS TO

MADE BY C. G. Lucado

APPROVALS

E. A. White

Drive Systems

DIV OR
DEPT.

68A944329

RE ISSUED 12-7-78

Salem, Va.

LOCATION

CONT ON SHEET 2

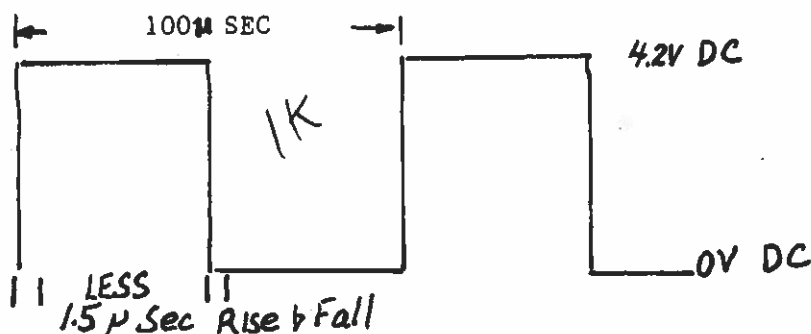
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CONT ON SHEET FL SH NO. 2	FIRST MADE FOR Standard Line

TEST PROCEDURE

- 1.0 Measure C1, C3, C4, C5 for correct value and polarity. C3 (10 MFD): C4 (1 MFD): C5 (30 MFD) +30%. Check CRI for correct placement and polarity on all 16 ckts. (FIXIT)
- 2.0 Connect 1K resistor as R_T. Make sure input pin is open: Then apply 12V and 28V power.
- 3.0 Measure the voltage at the ckt input with the ckt input open to be between 5.6 and 6.2V.
- 4.0 Measure the voltage at circuit output to be 1.0V or less
- 5.0 Apply 2.2 volts DC to ckt input. Measure the voltage at the ckt output to be 26.8V or greater.
- 6.0 Replace R_T with 265-OHM, 5-watt resistor. Apply 3.8 volts to ckt input. The ckt output should be 1.0V or less.
- 7.0 Remove DC input to ckt. Apply the following signal using a 50 OHM signal generator to the ckt input.



Measure the voltage at the ckt output 10µ sec after falling edge of input square wave. The voltage at the circuit output should be between 6V and 15V.

- 8.0 Measure the voltage across the circuit output at 25µ sec after input falling edge. The output voltage should be greater than 20V.
- 9.0 Remove signal generator and DC power.

REVISIONS

1) BU945XN CGL 781207

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ISSUED 12-7-78		Salem, Va.	LOCATION	CONT ON SHEET FL SH NO. 2