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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| CIRCUIT BREAKER TIMING TEST General Data and Information:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **CB Type :** | Motor Spring |  | **Manufacture :** | HYUNDAI |
| **Rated Voltage:** | 145 kV rms |  | **Rated Current:** | 1600 A rms |
| **CB Serial no.:**  | D01-105 |  | **Ambient temp.:**  | 25° C |

Supply voltage for Opening and Closing:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Serial no.** | **Control Voltage****D.C (V)** | **Control Current****D.C (A)** | **Time (msec)** | **Pole** **Discrepancy****(msec)** |
| **R** | **Y** | **B** |
| Close | 90 |  |  |  |  |  |
| 125 |  |  |  |  |  |
| 140 |  |  |  |  |  |
| Trip Coil - 1 | 70 |  |  |  |  |  |
| 125 |  |  |  |  |  |
| 140 |  |  |  |  |  |
| Trip Coil – 2 | 70 |  |  |  |  |  |
| 125 |  |  |  |  |  |
| 140 |  |  |  |  |  |
| Close–Open–1 (C-O1) | 125 |  |  |  |  |  |
| Close–Open–2 (C-O2) | 125 |  |  |  |  |  |
| Re-closing O-C-O1 | 125 |  |  |  |  |  |
| Re-closing O-C-O2 | 125 |  |  |  |  |  |

**According to IEC 62271-100 :** **Acceptance Criteria (spec) are limited for Rated Condition only :**  **- Closing time**: 86 ± 10% ms **- Closing Current:** 15 A (Max)  **- Opening time:** 24 ±10% ms **- Opening Current:** 15 A (Max) **Pole discrepancy:** **- Closing**: ¼ cycle (4.2 ms) (Max) |