

CV6187

Specification AD/CV6187	<u>SECURITY</u>	
Issue 1 Dated 1-7-66	<u>Specification</u>	<u>Valve</u>
To be read in conjunction with K1001	Unclassified	Unclassified

<u>TYPE OF VALVE:</u> Grid controlled Mercury Pool Modulator		<u>MARKING</u>	
<u>CATHODE:</u> Mercury Pool		See K1001/4	
<u>ENVELOPE:</u> Steel and Glass		Add Serial No.	
<u>PROTOTYPE:</u> VX9258			
<u>CONNECTIONS AND DIMENSIONS</u>	<u>PACKAGING</u>	<u>MOUNTING</u>	
See Drawings, Pages 6 and 8	See K1005	Vertical within $\pm 15^{\circ}$. Note J	
<u>RATINGS</u>			
All limiting values are absolute			
		Notes	
Max. mean input power	(kW)	32	
Max. P.R.F. at 32 kW mean input power, $T_p = 3 \mu s$	(p.p.s.)	400	
<u>Ignition and Excitation Anodes</u>			
Ignition solenoid supply voltage	(V)	110 \pm 10 DC	A
Ignition solenoid supply current	(A)	5	
Excitation & Ignition Anodes supply voltage	(V)	100 \pm 20 DC	B
Excitation anode current	(A)	8 to 10	
Ignition Anode current. Available during starting	(A)	4 to 8	
Max. continuous Ignition Anode current	(A)	1.5	A
<u>Grid Supply</u>			
D.C. negative bias voltage:- Max. No. load	(V)	600	
Working	(V)	400 to 500	
Drive pulses (3 to 10 μs duration)	(V)	800 to 1000	C
Grid stopper resistance	(ohms)	1000 to 2000	
<u>Low Voltage Anodes</u>			
Max. normal working hold off voltage	(V)	2000	
Max. working inverse voltage	(V)	1000	
Max. fault voltages	(V)	\pm 4000	
Max. peak current per anode (for half-sine wave current pulse of 650 μs max. duration)	(A)	250	D H
Normal pulse duration	(μs)	650	E
<u>High Voltage Anodes</u>			
Max. working hold-off voltage	(kV)	28	F
Max. inverse voltage	(kV)	3	E G
Max. peak anode current	(A)	1400	E
Max. rate of rise of anode current	(A/ μs)	8000	
<u>Operating Temperatures</u>	$^{\circ}C$	15-55	D H

NOTES

- A. The solenoid supply shall be applied momentarily (for not less than 0.6 secs) to leads 1 and 3 and then with 100 ohms in series, momentarily (for not less than 0.05 secs) to leads 1 and 2.
- A sensing circuit should be connected to the ignition anode which will remove power from the valve if the normal working ignition anode to cathode voltage exceeds 12 volts.
- B. The excitation anode series stabilising choke shall not be less than 0.05 Henry. The excitation current shall not fall below 7.5 amps due to supply ripple.
- C. Source impedance for drive pulse shall not exceed 1000 ohms. The H.V. Grid pulse must be applied when the L.V. anode current is falling and has reached a value between 60% and 33% of its maximum amplitude.
- D. The low voltage current shall be equally shared between the two L.V. anodes. The maximum permissible starting current per anode is related to the valve temperature and is 125A peak at 15°C, 250A peak at 25°C.
- E. These figures refer to a typical application in a d.c. transformation circuit with output pulses of $T_p = 2.8 \pm 0.2$ μ secs and P.R.F. 400 p.p.s.
- F. The valve shall hold off 28 kV peak at maximum working temperature.
- G. The inverse voltage shall not exceed 500 volts for at least 10 μ secs and shall not exceed 3 kV until at least $1\frac{1}{2}$ millisecs after the H.V. current pulse.
- H. The temperature shall be measured by a suitable thermocouple on the valve tank immediately below the H.V. anode at the point marked X on drawing.
- The valve shall be cooled by an air stream at 15°C to 25°C directed vertically upwards on to its base. The air stream and the diameter of the opening through which it emerges to impinge on the valve shall be such that 550 to 600 cubic feet of air shall emerge per minute at a velocity of 4000-4500 feet per minute.
- J. The steel envelope of the valve must be insulated from earth.
- K. The Joint Service Catalogue Number is 5960-99-037-4726

TESTS

To be performed in addition to those applicable in K1001

Tests are to be performed in the specified order unless otherwise agreed with the Inspecting Authority.

Tests other than the life test are to be performed after a holding period of not less than one month. Except where stated the number of valves tested shall be 100%.

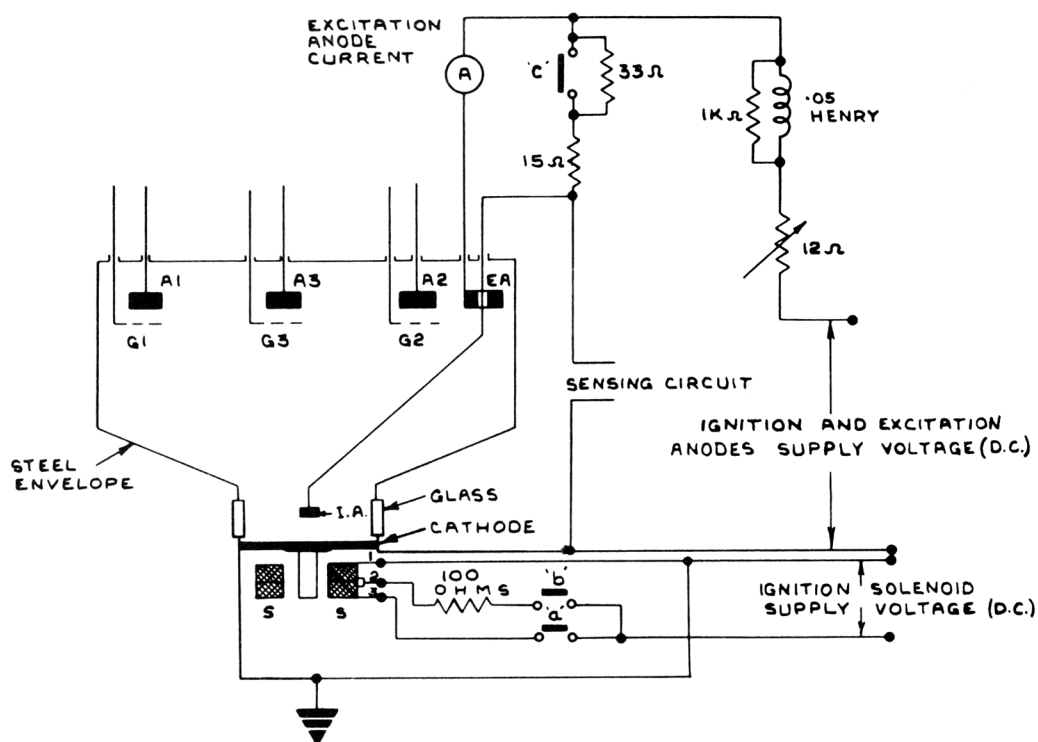
See Note 1.

	Test	Test Conditions	Limits		Units
			Min.	Max.	
a	<u>Hold-off and Vacuum</u>	The steel envelope shall be regarded as an electrode for this test.			
	(i) H.V. Anode	Apply 23 kV r.m.s. 50 c/s a.c. between H.V. Anode and all other electrodes connected together.			
		After a maximum cleaning-up period of 10 mins. the number of break-downs in the next two minutes shall be:-		0	
	(ii) L.V. Anodes	Apply 10 kV r.m.s. 50 c/s a.c. between each L.V. Anode in turn and all other electrodes connected together.			
		After a maximum cleaning-up period of 10 mins. the number of break-downs in the next two minutes shall be:-		0	
b	<u>Excitation Arc Voltage</u>	Form excitation arc with circuit shown on page 6. Ignition and excitation anodes supply voltage 80V d.c.			
		Ignition solenoid supply voltage 90V d.c.			
		Excitation arc current 7A.			
		Measure excitation arc voltage after 20 secs.	20	28	V
c	<u>Ignition and Excitation Arc Formation</u>	Repeat the procedure for the formation of the excitation arc 20 times at approx. 10 sec. intervals under conditions of test (b) above.			
		Number of failures to form arc.		0	

	Test	Test Conditions	Limits		Units
			Min.	Max.	
d	<u>Insulation</u>	Using "Megger" at 1 kV measure resistance between (i) Each L.V. Anode and the associated grid. (ii) Each grid and envelope. (iii) Excitation anode and envelope. (iv) Ignition solenoid and envelope. (v) Cathode and envelope.	20 20 20 20 20		MΩ MΩ MΩ MΩ MΩ
e	<u>Flashover</u>	Apply 2 kV r.m.s. 50 c/s a.c. between electrodes as in clause (d) above. Internal or external flashovers.		0	
f	<u>Modulator Performance</u>	Circuit as shown on page 7. Supply voltage to Ignition, Excitation and Solenoid Circuits 110V d.c. Cooling, See Note 2. Mean d.c. input power 32 kW, P.R.F. 400 p.p.s. Operate for 3 hours. Number of breakdowns in final 2 hours. Note 3. On completion of this test the power shall be switched off and then re-applied within 20 seconds at 20 kW, being restored to full load within 6 secs. There shall be no failure to operate.		0	
g	<u>Vibration</u>	Notes 4 and 6.			
h	<u>Shock</u>	Notes 5 and 6.			
j	<u>Life Test</u>	As for test (f). Breakdowns per 24 hours due to valve malfunction. Note 7.	500	2	hrs.

NOTES

1. These tests shall be carried out at an ambient temperature between 15°C and 25°C.
2. The valve shall be cooled by an air stream at a temperature of 26-28°C directed vertically upwards on to its base. 550 to 600 cubic feet of air shall impinge on the valve per minute at a velocity of 4000-4500 feet per minute.
3. If a breakdown due to valve malfunction occurs during the final two hours operation may be re-started and continued for two hours during which there shall be no further breakdown.
4. With the valve mounted in an approved cradle vibration shall be applied along the vertical axis. The frequency shall be swept from 3 c/s to 15 c/s in ten minutes with amplitude 0.04 ins. peak-to-peak. This shall be followed by a similar sweep with decreasing frequency. After this test the valve shall be capable of operation up to full power under the conditions of test (f).
5. With the valve mounted in an approved cradle a shock of 12g shall be applied upwards along the vertical axis. Horizontal shocks of 6g shall then be applied, one parallel to the line through two opposite mounting lugs and one at 45° to this direction. After this test the valve shall be capable of operation up to full power under the conditions of test (f).
6. These tests shall be performed for Qualification Approval only.
7. One valve per batch shall be tested unless otherwise agreed. In the event of a breakdown rate greater than 2 per 24 hours reference shall be made to the Specification Authority.



A1 A2 LOW VOLTAGE ANODES
 G1 G2 LOW VOLTAGE GRIDS
 A3 HIGH VOLTAGE ANODE
 G3 HIGH VOLTAGE GRID
 EA EXCITATION ANODE
 IA IGNITION ANODE
 S IGNITION SOLENOID COIL

NOTE

TO FORM THE EXCITATION ARC, CONTACTS 'a' AND 'c' ARE CLOSED MOMENTARILY (FOR NOT LESS THAN 0.6 SECS.) AFTER 'a' AND 'c' OPEN, CONTACT 'b' IS CLOSED MOMENTARILY (FOR NOT LESS THAN 0.05 SECS.) TO ASSIST THE RETURN OF THE PLUNGER TO ITS ORIGINAL POSITION.

IGNITION AND EXCITATION SUPPLY CIRCUITS

