

OBSOLESCENT
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Specification for

Hand-operated circuit-breakers for aircraft —

Part 2: Three-pole circuit-breakers

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This British Standard, having been approved by the Aircraft Industry Standards Committee and endorsed by the Chairman of the Engineering Divisional Council, was published under the authority of the General Council of the Institution on 27 January 1966

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Foreword

This specification has been prepared as part of a programme of work to bring the aircraft series British Standards for hand-operated circuit-breakers up-to-date in relation to present-day and probable future requirements, and to experience gained in working to earlier issues of the standards. Account has been taken of the requirements of relevant American specifications, and of the work of Technical Committee 20 — Aircraft, of the International Organization for Standardization, to establish ISO Recommendations on aircraft circuit-breakers to facilitate their interchangeability internationally.

Part 1 relates to hand-operated, single-pole circuit-breakers for use on 28 V d.c. and/or 115 V single-phase 400 cycle a.c. line to neutral circuits in aircraft; this Part 2 relates to hand-operated, three-pole circuit-breakers for use on 115/200 V three-phase, 400 cycle a.c. aircraft systems.

Preference is expressed for the single-hole mounting circuit-breaker operated by a single push-button, and provision is made for the classification of the circuit-breakers in categories according to their making and breaking capacity; information is given of the order of time/current characteristics expected of them.

The tests, which have been grouped as type tests, production tests and quality tests, now include a test of the force required to operate the circuit-breaker and a test for freedom from compass interference. A test circuit is specified for the making-and-breaking capacity test, and recommendations are made as to suitable tests for verifying the serviceability of the circuit-breakers after storage or use.

Reference to the following British Standards is required:

BS 2G 100, *General requirements for electrical equipment and indicating instruments for aircraft*.

BS G 177, *Nyvin type electrical cables for aircraft*.

BS G 178, *Crimped joints (non-insulated) for general purpose electrical cables for aircraft*.

BS 862, *Air-break circuit-breakers (including totally-enclosed and flameproof types) for voltages not exceeding 660 volts*.

NOTE The figures in British units are to be regarded as the standard. Metric conversions are approximate. More accurate conversions should be based on the tables in BS 350, "Conversions factors and tables".

Obsolescent (by Amendment No. 1)

The need for the equipment covered by this British Standard has been reviewed and it has been decided that, in the interests of rationalization, it should be regarded as obsolescent and not therefore used for new designs. The standard will be withdrawn in due course.

A British Standard does not purport to include all the necessary provisions of a contract. Users of British Standards are responsible for their correct application.

Compliance with a British Standard does not of itself confer immunity from legal obligations.

Summary of pages

This document comprises a front cover, an inside front cover, pages i to iv, pages 1 to 12 and a back cover.

This standard has been updated (see copyright date) and may have had amendments incorporated. This will be indicated in the amendment table on the inside front cover.

