

CTL
EMI CRITICAL ITEMS LIST

12/24/91 SUPERSEDES 08/31/90

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NAME	P/N	CRIT	FAILURE MODE & CAUSES	FAILURE EFFECT	RATIONALE FOR ACCEPTANCE
CABIN AIR UNNING	2/1a		150FH14: EMU time fine ("X" state memory changes to "X" - standby).	EMU ITEM: Program fixes "X" state value to one, indicating EMU is shut off.	A. Design - Established reliability capacitors and resistors are qualified to applicable military standards and thermal shocked per Condition B test Method M7 of MIL-STD-202. Microcircuits are qualified to the requirements of MIL-M-38510 and receive the burn-in of Class B parts per Method 5004 of MIL-STD-883. Transistors, diodes are qualified to the requirements of MIL-S-18500 and receive the burn-in of JAN-5KV level parts per the applicable methods, 103B, 103P, M040 of MIL-STD-750. The electronic components are operating within the power rating requirements of SWHS 7004. The printed circuit (PC) boards are fiberglass/epoxy per MIL-P-13949 type GF and manufactured in accordance with SN-P-0006. Parts mounting and soldering is per MIPC-STB-336 and MIL-M-38500, 6 CJA-1). The CWS is a mother daughter board assembly. The daughter boards are held in place by metal card guides which also provide thermal transfer from the boards to the CWS case. The top cover of the CWS exerts a downward force on the daughter boards to keep them properly seated in the mother board connectors. Flex Tape (Kapton insulated, flexible flat conductor) instead of conventional Teflon coated wires is used to provide connections between the mother board and the external connectors. This prevents pinching of the conductor during item assembly. The PC board assemblies are conformal coated per MIL-A-46146 (now Curing RTV 3140) for environmental and humidity protection. Electrical connectors are environmentally sealed to prevent damage due to contamination and humidity.
SUBEN, ITEM 150	8U785970-13	(1)	CAUSE: Electronic place part failure.	CFE INTERFACE: Loss of CWS fault message monitoring of CO2 level and O2 actuator position.	
				MISSION: None.	
				CREW/VEHICLE: None for single failure. Possible loss of crewman with loss of CO2, oxygen, or low vent flow.	

B. Test -
Component Acceptance Test -
Full functioning of the CWS is verified during Item AIP
Tests include continuity, logic flow, k-state sequencing,
fault simulation, verification of status and fault messages,
warning and alert tones activation, and BITE activation.
These tests are conducted upon completion of random
vibration testing.

POH Test -
The above electrical tests are repeated during PLSS PMA to
verify CWS operation. The CWS is also operational during

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			RATIONALE FOR ACCEPTANCE
2/1R	158FM143		

other PLRS POA electrical tests such as sensor accuracy checks, Item 123 Fan operation, Item 174 RTDS Checkout, and exteroild valve actuuation.

D. Certification Test -

The Item completed the 15 year structural vibration and shock certification requirement during 10/83. EC's 42806-264 (odd jumper wires, odd diode CR221, change resistor R381), 42806-345-3 (toliminate interferences with P159), 42806-71B (overstressed resistor R303 due to delta data logger, software change, diode U4201 reworking), 42806-962 and 42806-942-1 (transistor Q201 lead stress relief) have been incorporated and certified by similarity and analysis since this configuration was tested.

E. Inspection -

Each circuit board, the flex tape, and connectors are inspected for damage and contamination prior to being placed into finished stores. The CMS assembly is inspected internally and externally for damage and contamination during item assembly and externally during ATP. All soldering is inspected by RS OA SCMS 94 per MILS300.4 (3A-1).

F. Failure History -

None.

G. Ground Turnaround -

None.

H. Operational Use -

Crew Response - PreEM: Trouble shoot problem. If no success, consider EMU 3 if available. If memory can be determined to be a-state failure, no constraint, continue with EMU. Otherwise EMU go for SCU ops.
EMU: When CMS issues erroneous messages, trouble shoot problem using RTDS, continue EMU.

Training - No training specifically covers this mode.
Operational Considerations - flight rules define operational CMS as at least able to monitor a valid status list. EVA checklist procedures verify hardware integrity and systems operational status prior to EVA. Real Time Data System

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EMU CRITICAL ITEMS LIST

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NAME	FAILURE	ANALYST:
P/N	MODE &	
QTY	CAUSES	
CRT		FAILURE EFFECT RATIONALE FOR ACCEPTANCE
2/1R	150JM16	allows ground monitoring of EMU systems.