

NAME P/N QTY	CRIT	FAILURE MODE & CAUSES	FAILURE EFFECT	RATIONALE FOR ACCEPTANCE
JUMPER HARNESS, ITEM 391 ----- SV821755-1 (1)	2/1R	391FM06 Electrical short to ground of fan windings power line.  Cable chafing against connector shell or shield. Improper connector strain relief, insulation breakdown.	END ITEM: Short circuit across battery  GFE INTERFACE: Loss of power to fan motor and excessive current draw. Condition will cause fusing open of I-391 wires and elimination of battery short. Loss of all power to the EMU.  MISSION: Loss of one EMU. Terminate EVA.  CREW/VEHICLE: None for single failure. Possible loss of crewman with loss of SOP.  TIME TO EFFECT /ACTIONS: Seconds.  TIME AVAILABLE: Minutes.  TIME REQUIRED: Seconds.  REDUNDANCY SCREENS: A-PASS B-PASS C-PASS	A. Design - Short circuits are minimized by the following: Each connector/adaptor ring interface is locked in place to prevent rotation by a mechanical lock. #22 Teflon insulated wires and connector provide electrical conduction and insulation properties. Connector pins are operating at 56.7% of derated temperature and 6.7% of derated voltage 70.7% of derated current. The convoluted tubing provides an additional layer of insulation to prevent shorts between EMI braid and any internal unshielded conductors. The woven Halar sheath is assembled over the internal cables to provide protection from abrasion and impact. The P3 connector backshell housing has internal edges blended smooth to prevent cable chafing. Strain relief is provided by the combination of convolute tubing, metal EMI braid, and 0.5" extra cable length. The braided items are secured by a band strap at each connector/cable interface. The convolute tubing is threaded into the connectors. Wire crimping is performed per SVHS4909 (based on MSFC Spec-Q-1A).  B. Test - Component Acceptance Test - The 391 harness is subjected to acceptance testing per AT-E-391 prior to final acceptance to ensure there are no workmanship problems that could cause an open or short circuit. Each connector/harness interface is subjected to a 9-lb. test. The insulation resistance between each conductor and the ground circuit is measured during this test to ensure there are no intermittent shorts and verify the integrity of the harness strain relief. A continuity test is performed to measure the resistance of each circuit to ensure there are no open circuits or high resistance paths. The insulation resistance and dielectric strength between each conductor and the shield ground is measured to ensure there are no shorts.  PDA Test - The fan windings power lines are checked during DCM PDA testing per SEMU-60 para. 4.0 (Electrical Testing).  Certification Test - Certified for a useful life of 15 years (ref. EMU1-13-046).  C. Inspection - To ensure that there are no workmanship problems which could cause a short circuit in the harness conductors, the following inspections are made: Conductor crimp samples are made prior to start of crimping and at the conclusion of crimping and pull tested to ensure the crimp tooling is operating properly. Crimp terminations are inspected for defects. Harness cables and conductors are visually inspected prior to assembly to ensure there are no defects which could cause a short due to workmanship. Electrical bond test is performed to verify ground path through various points on the harness. In-process and final electrical checkout of the harness (conductor continuity, dielectric strength and insulation resistance tests) are performed to ensure there are no open circuits.  D. Failure History - None.  E. Ground Turnaround -

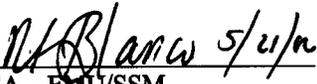
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		391FM06		<p>Tested per FEMU-R-001, V1103 Performance Data and Item 113 Regulator Check.</p> <p>F. Operational Use - Crew Response - PreEVA: Trouble shoot problem. Consider third EMU if available. If no succ terminate EVA prep. EVA: When CWS data confirms improper battery load, open helmet purge valve, deactivate fan and water switches. Terminate EVA.</p> <p>Training - Standard training covers this failure mode.</p> <p>Operational Considerations - Flight rule A15.1.2-2 of "Space Shuttle Operational Flight Rules", NSTS-128 defines go/no go criteria related to EMU ventilation. Generic EVA Checklis JSC-48023, procedures Section 3 (EMU Checkout) and 4 (EVA prep) verify hard integrity and systems operational status prior to EVA. Real Time Data Syst allows ground monitoring of EMU systems.</p>

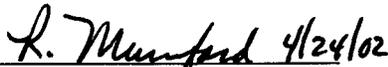
EXTRAVEHICULAR MOBILITY UNIT  
SYSTEMS SAFETY REVIEW PANEL REVIEW  
FOR THE  
I-391 JUMPER POWER HARNESS  
CRITICAL ITEM LIST (CIL)  
EMU CONTRACT NO. NAS 9-97150

Prepared by:   
HS - Project Engineering

Approved by:  5/24/02  
NASA - SSA/SSM  
LSS

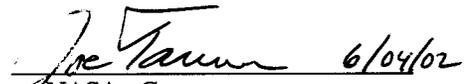
  
HS - Reliability

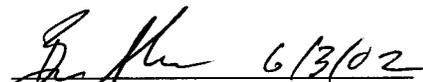
 5/21/02  
NASA - EMU/SSM

 4/24/02  
HS - Engineering Manager

 5/28/02  
NASA - S & MA

 5-30-02  
NASA - MOD

 6/04/02  
NASA - Crew

 6/13/02  
NASA - Program Manager