

5.0 DISPLAYS AND MEASUREMENTS LIST

There are no displays and/or measurements associated with this module.

6.0 REFERENCE DOCUMENTS

- a. SED16101900, Rev. B - Chassis Assembly, ACCU Bypass Connector Module
- b. EE-2-86-021(U), N/C - Safety Analysis Report, ACCU Bypass Module
- c. EE2-80-39(U), Rev A - Test Procedure, ACCU Bypass Connector Assembly

7.0 BLOCK DIAGRAM AND SCHEMATICS

No block diagrams and/or schematics are required for this FMEA.

8.0 ANALYSIS RESULTS

Only one failure mode is identified for the ACCU Bypass Module. It is described in the following paragraph.

8.1 FMEA Number - 01

- o Date 9-17-86
- o Revision - N/C
- o System - Audio
- o Assembly - ACCU Bypass Module
- o Part Number - SED16101900
- o Item Name - ACCU Bypass Module Connectors
- o Reference Designation - J3 and J4
- o Quantity per Assembly - 2
- o Function - bypass the ACCU in case of a complete failure of the ACCU, and allows PLT and CDR to maintain communication with ground controllers.
- o Failure Mode - Mechanical damage to connector pins; loss of one or more functions or loss of capability to connect the module at all.
- o Failure Cause - Mechanical damage due to mishandling and/or physical abuse.
- o Mission Phase - On-Orbit
- o Failure Effect on End Item - Unable to use full capability
- o Failure Effect on Interface - Possible damage of cable connectors
- o Failure Effect on Mission - None
- o Failure Effect on Crew - None
- o Failure Effect on Vehicle - None
- o Failure Detection on Ground - Visual inspection
- o Failure Detection during Flight - Visual inspection
- o Correcting Action - Attempt to repair connector pin damage
- o Criticality (Hardware/Functional) - 3/1R
- o Time Required to take Corrective Action - Estimated 5 minutes
- o Time Available to take Corrective Action - Variable
- o Remarks/Hazards - This module is fabricated and then potted with silicone rubber. Thermal tests are performed to assure good wiring. The only failure mode considered likely is physical damage to the connector pins. If worked very carefully, these pins can usually be straightened with a pair of needle-nose pliers.

PAGE 2
10/7/86
REV. N/C
RCS-156