

CIL
EMJ CRITICAL ITEMS LIST

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Date: 11/10/94

12/24/94 SUPERSEDES 12/24/92

ANALYST:

NAME P/N QTY	CRIT	FAILURE MODE & CAUSES	FAILURE EFFECT	RATIONALE FOR ACCEPTANCE
POWER MODE SELECTOR SWITCH, ITEM 364 ----- SV778596-4 (1)	2/1R	364FM12: Electrical open at Power Switch in battery position terminal (15). CAUSE: Cold solder joint, severed lead wire, contamination on contact, broken contact.	END ITEM: Loss of battery power connection to BCM and fan. GFE INTERFACE: Cannot power motor and BCM/DMS from battery power. MISSION: Terminate EVA. CREW/VEHICLE: None for single failure. Possible loss of crewman with loss of SOP.	A. Design - Each of the three switches is sealed in a dry nitrogen filled hermetically sealed case. The switches are per MIL-S8805/46 with the 10 amp contacts silver plated. Switch contacts rated for 10 amperes. Actual current flow is 3.8 amperes. The handle is designed to withstand a toggle force of 25 lbs. without degradation in subsequent performance. The ball socket of the toggle pivot is greased (Braycote 601) prior to assembly. Microswitch actuator overtravel is adjusted to .007 inch minimum to ensure the common contact are rotates completely over to the normally open contact. B. Test - Component Acceptance Test - Switch operation and continuity are verified during vendor acceptance tests. The switch is also subjected to 500 run-in cycles and an axial pull test on the handle to verify that it will not come loose during normal use. In-Process Test - Operation and integrity of the switch are verified during four separate in-process tests during initial item 350 assembly. These tests include continuity and output voltage. The switch is cycled during these tests. PDA Test - The switch is subjected to Acceptance/PDA testing as part of item 350. Tests include continuity, operating torque, vibration, thermal cycling, and thermal vacuum. The switch is also cycled during item 350 Acceptance/PDA electrical functional tests. Certification Test - The item completed 5,464 inductive and 8,536 resistive cycles during 1/01 which fulfilled the cycle certification requirement of 5,464 and 8,536 respectively. Class I Engineering Change 42804-386 (toggle handle pull test) has been incorporated since this configuration was certified. C. Inspection -

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NAME P/N QTY	CRIT	FAILURE MODE & CAUSES	FAILURE EFFECT	RATIONALE FOR ACCEPTANCE
	2/1R	364FN12:		<p>To preclude failure due to internal contamination, the switches are assembled by the vendor in an environmentally controlled room. Assembly and processing is per MIL-5-8805/46. The switches receive in-process cycling and leak checks. The entire item 364 is x-ray inspected for acceptability of brazing.</p> <p>The solder terminals on the switch are visually checked as part of source inspection for the part. The terminals are also inspected after lead wires are soldered on during BCW assembly. Solder joints are inspected per NHB 5300.6 (3A-1).</p> <p>D. Failure History - J-EMU-300-056 (1B-1B-83) The BITE light failed to turn on upon power switchover during PFA tests. The outage was found to be caused by a mechanical failure of the Power Mode Switch (364) which prevented proper power switchover. EC42806-366 added a pull test to the 364 vendor test to insure the switch toggle arm would not come loose during normal use. This EC created the -2 switch configuration. Certified on 1/84 per SEMU-540.</p> <p>E. Ground Turnaround - Switches are tested per FEMU-R-001, EMU Checkout in Orbiter, Y1103-02, EMU Performance Checks.</p> <p>F. Operational Use - Crew Response -PreEVA: Troubleshoot problem, if no success, consider third EMU if available. Otherwise go for SCU standby. EVA: Deactivate EMU battery power, open helmet purge valve, terminate EVA. Training - Standard training covers this failure mode. Operational Considerations - EVA checklist procedures verify hardware integrity and systems operational status prior to EVA. Flight rules define go/no go criteria related to EMU battery power. Real Time Data System allows ground monitoring of EMU systems.</p>