CRITICAL ITEMS LIST

PROJECT: SRMS (5 MCIU INSTALLED)
ASS'Y NOMENCLATURE: SERVO POWER AMPLIFIER
SYSTEM: ELECTRICAL SUBSYSTEM
ASS'Y P/N: 511200TT77
SHEET: 1

FMEA REF.	FMEA REV.	NAME, QTY, & DRAWING REF. DESIGNATION	FAILURE MODE AND CAUSE	FAILURE EFFECT ON END ITEM	HDWR / FUNC. 2/1R CRITICALITY	RATIONALE FOR ACCEPTANCE
2685	0	OUTPUT SHIFT REGISTER QTY 6 SCHEMATIC 2563723 2563721 2563719 2563722	MODE: ERRONEOUS DATA TRANSMITTED TO MCIU. CAUSE(S): (1) AN O/P SHIFT REGISTER FAILS IN PARALLEL MODE. (2) 1 BIT IN O/P SHIFT REGISTER FAILS. (3) O/P DATA BUS BUFFER FAILURE. (4) RETURN DATA OPTO ISOLATOR FAILURE.	RETURN DATA UPSTREAM OF FAILED DEVICE WILL BE ALL 1'S OR ALL 0'S MCIU WILL DETECT ABL COMMUNICATIONS FAILURE AND INITIATE AUTOBRAKING. ARM WILL STOP. ALL COMPUTER SUPPORTED MODES LOST. LOSS OF LIMPING DURING END EFFECTOR CAPTURE. END EFFECTOR AUTO DRIVE MODE MAY NOT FUNCTION CORRECTLY. WORST CASE UNEXPECTED MOTION. INCORRECT POSITION DATA. AUTO BRAKES. REDUNDANT PATHS REMAINING 1) AUTOBRAKES (FOR SAFING THE SYSTEM). 2) DIRECT DRIVE AND END EFFECTOR MANUAL DRIVE MODES (FOR CONTINUING OPERATIONS).	SCREENS: A-PASS, B-PASS, C-PASS DESIGN FEATURES THE DIODE AND TRANSISTOR, WHICH COMPRISE AN OPTO-ISOLATOR, ARE SUBJECTED TO THE SAME QUALITY AND APPLICATION CONTROLS AS APPLIED TO DISCRETE SEMICONDUCTORS. DISCRETE SEMICONDUCTOR DEVICES SPECIFIED TO AT LEAST THE TX LEVEL OF MIL-S-19500. ALL DEVICES ARE SUBJECTED TO RE-SCREENING BY AN INDEPENDANT TEST HOUSE. SAMPLES OF ALL PROCURED LOTS/DATE CODES ARE SUBJECTED TO DESTRUCTIVE PHYSICAL ANALYSIS (DPA) TO VERIFY THE INTEGRITY OF THE MANUFACTURING PROCESSES. DEVICE STRESS LEVELS ARE, DERATED IN ACCORDANCE WITH SPAR-RMS-PA.003 AND VERIFIED BY DESIGN REVIEW. ALL RESISTORS AND CAPACITORS USED IN THE DESIGN ARE SELECTED FROM ESTABLISHED RELIABILITY (ER) TYPES. LIFE EXPECTANCY IS INCREASED BY ENSURING THAT ALL ALLOWABLE STRESS LEVELS ARE DERATED IN ACCORDANCE WITH SPAR-RMS-PA.003. ALL CERAMIC AND ELECTROLYTIC CAPACITORS ARE ROUTINELY SUBJECTED TO RADIOGRAPHIC INSPECTION. THE DESIGN UTILIZES PROVEN CIRCUIT TECHNIQUES AND IS IMPLEMENTED USING CMOS LOGIC DEVICES. CMOS DEVICES OPERATE AT LOW POWER AND HENCE DO NOT EXPERIENCE SIGNIFICANT OPERATING STRESSES. THE TECHNOLOGY IS MATURE, AND DEVICE RELIABILITY HISTORY IS WELL DOCUMENTED. ALL STRESSES ARE ADDITIONALLY REDUCED BY DERATING THE APPROPRIATE PARAMETERS IN ACCORDANCE WITH SPAR-RMS-PA.003. SPECIAL HANDLING PRECAUTIONS ARE USED AT ALL STAGES OF MANUFACTURE TO PRECLUDE DAMAGE/STRESS DUE TO ELECTROSTATIC DISCHARGE. THE WIRING BETWEEN THE BOARDS IS UTILIZED TO ELIMINATE CONNECTOR FAILURE.

PREPARED BY: MFWG
SUPERCEDING DATE: NONE
DATE: 11 JUL 91
CIL REV: 0

CRITICAL ITEMS LIST

PROJECT: SRMS (5 MCIU INSTALLED) SYSTEM: ELECTRICAL SUBSYSTEM
ASS'Y NOMENCLATURE: SERVO POWER AMPLIFIER ASS'Y P/N: 51T20F1177 SHEET: 2

FMEA REF.	FMEA REV.	NAME, QTY, & DRAWING REF. DESIGNATION	FAILURE MODE AND CAUSE	FAILURE EFFECT ON END ITEM	HDWR / FUNC. 2/1R CRITICALITY	RATIONALE FOR ACCEPTANCE
2685	0	OUTPUT SHIFT REGISTER QTY-6 SCHEMATIC 2563725 2563721 2563719 2563722	MODE: ERRONEOUS DATA TRANSMITTED TO MCIU. CAUSE(S): (1) AN O/P SHIFT REGISTER FAILS IN PARALLEL MODE. (2) 1 BIT IN O/P SHIFT REGISTER FAILS. (3) O/P DATA BUS BUFFER FAILURE. (4) RETURN DATA OPTO ISOLATOR FAILURE.	RETURN DATA UPSTREAM OF FAILED DEVICE WILL BE ALL 1'S OR ALL 0'S MCIU WILL DETECT ABE COMMUNICATIONS FAILURE AND INITIATE AUTOBRAKING. ARM WILL STOP. ALL COMPUTER SUPPORTED MODES LOST. LOSS OF LIMPING DURING END EFFECTOR CAPTURE. END EFFECTOR AUTO DRIVE MODE MAY NOT FUNCTION CORRECTLY. WORST CASE --- UNEXPECTED MOTION. INCORRECT POSITION DATA. AUTO BRAKES. REDUNDANT PATHS REMAINING --- 1) AUTOBRAKES (FOR SAFING THE SYSTEM). 2) DIRECT DRIVE AND END EFFECTOR MANUAL DRIVE MODES (FOR CONTINUING OPERATIONS).	2/1R SCREENS: A-PASS, B-PASS, C-PASS	ACCEPTANCE TESTS --- THE SPA IS SUBJECTED TO THE FOLLOWING ENVIRONMENTAL TESTING AS AN SRU. O VIBRATION: LEVEL AND DURATION - REFERENCE TABLE 4 O THERMAL: PLUS 70 DEGREES C TO -25 DEGREES C DURATION - 1 1/2 CYCLES THE SPA IS THEN TESTED AS PART OF THE JOINTS ACCEPTANCE TESTS (VIBRATION AND THERMAL VACUUM TEST). THE SPA'S/JOINTS UNDERGO RMS SYSTEM TESTS (TPS18 RMS STRONGBACK AND TP552 FLAT FLOOR TESTS) WHICH VERIFIES THE ABSENCE OF THE FAILURE MODE. QUALIFICATION TESTS --- THE SPA IS SUBJECTED TO THE FOLLOWING SRU QUALIFICATION TEST ENVIRONMENTS. THE SPA WAS ALSO TESTED AS PART OF THE JOINT QUALIFICATION TESTS. O VIBRATION: LEVEL AND DURATION - REFERENCE TABLE 4 O SHOCK: 20G/11 MS/3 AXES (6 DIRECTIONS) O THERMAL VAC: +81 DEGREES C TO -36 DEGREES C (6 CYCLES) 1X10**6 TORR O HUMIDITY: TESTED WITH THE SHOULDER JOINT O EMC: MIL-STD-461 AS MODIFIED BY SL-E-0002 (TEST CE01, CE03, CS01, CS02, CS06, RE01, RE02 (N/B), RS01) FLIGHT CHECKOUT --- PDRS OPS CHECKLIST (ALL VEHICLES) JSC 16987

PREPARED BY: MFWG SUPERCEDING DATE: NONE DATE: 11 JUL 91 CIL REV: 0

RMS/ELEC - 400

CRITICAL ITEMS LIST

PROJECT: SRMS (5 MCIU INSTALLED)
ASS'Y NOMENCLATURE: SERVO POWER AMPLIFIER
SYSTEM: ELECTRICAL SUBSYSTEM
ASS'Y P/N: 511COF1177
SHEET: 3

FMEA REF.	FMEA REV.	NAME, QTY, & DRAWING REF. DESIGNATION	FAILURE MODE AND CAUSE	FAILURE EFFECT ON END ITEM	HDWR / FUNC. Z/IR CRITICALITY	RATIONALE FOR ACCEPTANCE SCREENS: A-PASS, B PASS, C-PASS
2685	0	OUTPUT SHIFT REGISTER QTY 6 SCHEMATIC 2563723 2563721 2563719 2563722	MODE: ERRONEOUS DATA TRANSMITTED TO MCIU. CAUSE(S): (1) AN O/P SHIFT REGISTER FAILS IN PARALLEL MODE. (2) 1 BIT IN O/P SHIFT REGISTER FAILS. (3) O/P DATA BUS BUFFER FAILURE. (4) RETURN DATA OPTO ISOLATOR FAILURE.	RETURN DATA UPSTREAM OF FAILED DEVICE WILL BE ALL 1'S OR ALL 0'S MCIU WILL DETECT ABE COMMUNICATIONS FAILURE AND INITIATE AUTOBRAKING. ARM WILL STOP. ALL COMPUTER SUPPORTED MODES LOST. LOSS OF LIMPING DURING END EFFECTOR CAPTURE. END EFFECTOR AUTO DRIVE MODE MAY NOT FUNCTION CORRECTLY. WORST CASE UNEXPECTED MOTION. INCORRECT POSITION DATA. AUTO BRAKES. REDUNDANT PATHS REMAINING 1) AUTOBRAKES (FOR SAFING THE SYSTEM). 2) DIRECT DRIVE AND END EFFECTOR MANUAL DRIVE MODES (FOR CONTINUING OPERATIONS).		QA/INSPECTIONS UNITS ARE MANUFACTURED UNDER DOCUMENTED QUALITY CONTROLS. THESE CONTROLS ARE EXERCISED THROUGHOUT DESIGN PROCUREMENT, PLANNING, RECEIVING, PROCESSING, FABRICATION, ASSEMBLY, TESTING AND SHIPPING OF THE UNITS. MANDATORY INSPECTION POINTS ARE EMPLOYED AT VARIOUS STAGES OF FABRICATION ASSEMBLY AND TEST. GOVERNMENT SOURCE INSPECTION IS INVOKED AT VARIOUS CONTROL LEVELS. EEE PARTS INSPECTION IS PERFORMED AS REQUIRED BY SPAR-RMS-PA.003. EACH EEE PART IS QUALIFIED AT THE PART LEVEL TO THE REQUIREMENTS OF THE APPLICABLE SPECIFICATION. ALL EEE PARTS ARE 100% SCREENED AND BURNED IN, AS A MINIMUM, AS REQUIRED BY SPAR-RMS-PA.003, BY THE SUPPLIER. ADDITIONALLY, EEE PARTS ARE 100% RE-SCREENED IN ACCORDANCE WITH REQUIREMENTS, BY AN INDEPENDENT SPAR APPROVED TESTING FACILITY. DPA IS PERFORMED AS REQUIRED BY PA.003 ON A RANDOMLY SELECTED 5% OF PARTS, MAXIMUM 5 PIECES, MINIMUM 3 PIECES FOR EACH LOT NUMBER/DATE CODE OF PARTS RECEIVED. WIRE IS PROCURED TO SPECIFICATION MIL-W-22759 OR MIL-W-81381 AND INSPECTED AND TESTED TO NASA JSCM8080 STANDARD NUMBER 95A. RECEIVING INSPECTION VERIFIES THAT ALL PARTS RECEIVED ARE AS IDENTIFIED IN THE PROCUREMENT DOCUMENTS, THAT NO PHYSICAL DAMAGE HAS OCCURRED TO PARTS DURING SHIPMENT, THAT THE RECEIVING DOCUMENTS PROVIDE ADEQUATE TRACEABILITY INFORMATION AND SCREENING DATA CLEARLY IDENTIFIES ACCEPTABLE PARTS. PARTS ARE INSPECTED THROUGHOUT MANUFACTURE AND ASSEMBLY AS APPROPRIATE TO THE MANUFACTURING STAGE COMPLETED. THESE INSPECTIONS INCLUDE, PRINTED CIRCUIT BOARD INSPECTION FOR TRACK SEPARATION, DAMAGE AND ADEQUACY OF PLATED THROUGH HOLES, COMPONENT MOUNTING INSPECTION FOR CORRECT SOLDERING, WIRE LOOPING, STRAPPING, ETC. OPERATORS AND INSPECTORS ARE TRAINED AND CERTIFIED TO NASA NHB 5300.4(3A) STANDARD, AS MODIFIED BY JSC 08800A. CONFORMAL COATING INSPECTION FOR ADEQUATE PROCESSING IS PERFORMED USING ULTRAVIOLET LIGHT TECHNIQUES. POST P.C. BD. INSTALLATION INSPECTION, CLEANLINESS AND WORKMANSHIP (SPAR/GOVERNMENT REP. MANDATORY INSPECTION POINT) P.C. BD. INSTALLATION INSPECTION, CHECK FOR CORRECT BOARD INSTALLATION, ALIGNMENT OF BOARDS, PROPER CONNECTOR CONTACT MATING, WIRE ROUTING, STRAPPING OF WIRES ETC., PRE-CLOSURE INSPECTION, WORKMANSHIP AND CLEANLINESS (SPAR/GOVERNMENT REP. - MANDATORY INSPECTION POINT) PRE-ACCEPTANCE TEST INSPECTION, WHICH INCLUDES AN AUDIT OF LOWER TIER INSPECTION COMPLETION, AS BUILT CONFIGURATION VERIFICATION TO AS DESIGN ETC., (MANDATORY INSPECTION POINT).

PREPARED BY: MFWG
SUPERCEDING DATE: NONE
DATE: 11 JUL 91
CIL REV: 0

RMS/ELEC - 401

SCR-0337A
ATTACHMENT
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CRITICAL ITEMS LIST

PROJECT: SRMS (5 MCIU INSTALLED) SYSTEM: ELECTRICAL SUBSYSTEM
ASS'Y NOMENCLATURE: SERVO POWER AMPLIFIER ASS'Y P/N: 5114DF1177 SHEET: 4

FMEA REF.	FMEA REV.	NAME, QTY, & DRAWING REF. DESIGNATION	FAILURE MODE AND CAUSE	FAILURE EFFECT ON END ITEM	HOUR / FUNC. 2/1R CRITICALITY	RATIONALE FOR ACCEPTANCE SCREENS: A-PASS, B PASS, C-PASS
2685	D	OUTPUT SHIFT REGISTER QTY 6 SCHEMATIC 2563723 2563721 2563719 2563722	MODE: ERRONEOUS DATA TRANSMITTED TO MCIU. CAUSE(S): (1) AN O/P SHIFT REGISTER FAILS IN PARALLEL MODE. (2) 1 BIT IN O/P SHIFT REGISTER FAILS. (3) O/P DATA BUS BUFFER FAILURE. (4) RETURN DATA OPTO ISOLATOR FAILURE.	RETURN DATA UPSTREAM OF FAILED DEVICE WILL BE ALL 1'S OR ALL 0'S MCIU WILL DETECT ABE COMMUNICATIONS FAILURE AND INITIATE AUTOBRAKING. ARM WILL STOP. ALL COMPUTER SUPPORTED MODES LOST. LOSS OF LIMPING DURING END EFFECTOR CAPTURE. END EFFECTOR AUTO DRIVE MODE MAY NOT FUNCTION CORRECTLY. WORST CASE --- UNEXPECTED MOTION. INCORRECT POSITION DATA. AUTO BRAKES. REDUNDANT PATHS REMAINING --- 1) AUTOBRAKES (FOR SAFING THE SYSTEM). 2) DIRECT DRIVE AND END EFFECTOR MANUAL DRIVE MODES (FOR CONTINUING OPERATIONS).		A TEST READINESS REVIEW (TRR) WHICH INCLUDES VERIFICATION OF TEST PERSONNEL, TEST DOCUMENTS, TEST EQUIPMENT CALIBRATION/ VALIDATION STATUS AND HARDWARE CONFIGURATION IS CONVENED BY QUALITY ASSURANCE IN CONJUNCTION WITH ENGINEERING, RELIABILITY, CONFIGURATION CONTROL, SUPPLIER AS APPLICABLE, AND THE GOVERNMENT REPRESENTATIVE, PRIOR TO THE START OF ANY FORMAL TESTING (ACCEPTANCE OR QUALIFICATION). ACCEPTANCE TESTING (ATP) INCLUDES AMBIENT PERFORMANCE, THERMAL AND VIBRATION TESTING, (SPAR/GOVERNMENT REP. - MANDATORY INSPECTION POINT). INTEGRATION OF UNIT TO JOINT SRU - INSPECTIONS INCLUDE GROUNDING CHECKS, CONNECTORS FOR BENT OR PUSHBACK CONTACTS, VISUAL, CLEANLINESS, INTERCONNECT WIRING AND POWER UP TEST TO THE APPROPRIATE JOINT INSPECTION TEST PROCEDURE (ITP) ETC. JOINT LEVEL PRE-ACCEPTANCE TEST INSPECTION, INCLUDES AN AUDIT OF LOWER TIER INSPECTION COMPLETION, AS BUILT CONFIGURATION VERIFICATION TO AS DESIGN ETC. JOINT LEVEL ACCEPTANCE TESTING (ATP) INCLUDES AMBINET, VIBRATION AND THERMAL-VAC TESTING. (SPAR/GOVERNMENT REP. - MANDATORY INSPECTION POINT). SRMS SYSTEMS INTEGRATION, THE INTEGRATION OF MECHANICAL ARM SUBASSEMBLIES AND THE FLIGHT CABIN EQUIPMENT TO FORM THE SRMS. INSPECTIONS ARE PERFORMED AT EACH PHASE OF INTEGRATION WHICH INCLUDES GROUNDING CHECKS, THRU WIRING CHECKS, WIRING ROUTING, INTERFACE CONNECTORS FOR BENT OR PUSH BACK CONTACTS ETC. SRMS SYSTEMS TESTING - STRONGBACK AND FLAT FLOOR AMBIENT PERFORMANCE TEST. (SPAR/GOVERNMENT REP. - MANDATORY INSPECTION POINT)

PREPARED BY: MEWG SUPERCEDING DATE: NONE DATE: 11 JUL 91 CIL REV: 0

RMS/ELEC - 402

SUBSIDIA
ATTACHMENT
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CRITICAL ITEMS LIST

PROJECT: SRMS (5 MCIU INSTALLED)
ASS'Y NOMENCLATURE: SERVO POWER AMPLIFIER
SYSTEM: ELECTRICAL SUBSYSTEM
ASS'Y P/N: 51140F1177
SHEET: 5

FMEA REF.	FMEA REV.	NAME, QTY, & DRAWING REF. DESIGNATION	FAILURE MODE AND CAUSE	FAILURE EFFECT ON END ITEM	HDW / FUNC. 2/1R CRITICALITY	RATIONALE FOR ACCEPTANCE
2685	0	OUTPUT SHIFT REGISTER QTY 6 SCHEMATIC 2563723 2563721 2563719 2563722	MODE: ERRONEOUS DATA TRANSMITTED TO MCIU. CAUSE(S): (1) AN O/P SHIFT REGISTER FAILS IN PARALLEL MODE. (2) 1 BIT IN O/P SHIFT REGISTER FAILS. (3) O/P DATA BUS BUFFER FAILURE. (4) RETURN DATA OPTO ISOLATOR FAILURE.	RETURN DATA UPSTREAM OF FAILED DEVICE WILL BE ALL 1'S OR ALL 0'S MCIU WILL DETECT ABE COMMUNICATIONS FAILURE AND INITIATE AUTOBRAKING. ARM WILL STOP. ALL COMPUTER SUPPORTED MODES LOST. LOSS OF LIMPING DURING END EFFECTOR CAPTURE. END EFFECTOR AUTO DRIVE MODE MAY NOT FUNCTION CORRECTLY. WORST CASE UNEXPECTED MOTION. INCORRECT POSITION DATA. AUTO BRAKES. REDUNDANT PATHS REMAINING 1) AUTOBRAKES (FOR SAFING THE SYSTEM). 2) DIRECT DRIVE AND END EFFECTOR MANUAL DRIVE MODES (FOR CONTINUING OPERATIONS).		SCREENS: A PASS, B PASS, C PASS FAILURE HISTORY THERE HAVE BEEN NO FAILURES ASSOCIATED WITH THIS FAILURE MODE ON THE SRMS PROGRAM.

PREPARED BY: MFWG SUPERCEDING DATE: NONE DATE: 11 JUL 91 CIL REV: 0

RMS/ELEC - 403

SS432237A ATTACHMENT - PAGE 106 OF 4?

CRITICAL ITEMS LIST

PROJECT: SRMS (-5 MCIU INSTALL) | SYSTEM: ELECTRICAL SUBSYSTEM
ASS'Y NOMENCLATURE: SERVO POWER AMPLIFIER | ASS'Y P/N: 5114OF1177 | SHEET: 6

FMEA REF.	FMEA REV.	NAME, QTY, & DRAWING DES. DESIGNATION	FAILURE MODE AND CAUSE	FAILURE EFFECT ON END ITEM	HDWR / FUNC. 2/TR CRITICALITY	RATIONALE FOR ACCEPTANCE
2685	D	OUTPUT SHIFT REGISTER QTY 6 SCHEMATIC 2563729 2563721 2563719 2563722	MODE: ERRONEOUS DATA TRANSMITTED TO MCIU. CAUSE(S): (1) AN O/P SHIFT REGISTER FAILS IN PARALLEL MODE. (2) 1 BIT IN O/P SHIFT REGISTER FAILS. (3) O/P DATA BUS BUFFER FAILURE. (4) RETURN DATA OPTO ISOLATOR FAILURE.	RETURN DATA UPSTREAM OF FAILED DEVICE WILL BE ALL 1'S OR ALL 0'S MCIU WILL DETECT ABE COMMUNICATIONS FAILURE AND INITIATE AUTOBRAKING. ARM WILL STOP. ALL COMPUTER SUPPORTED MODES LOST. LOSS OF LIMPING DURING END EFFECTOR CAPTURE. END EFFECTOR AUTO DRIVE MODE MAY NOT FUNCTION CORRECTLY. WORST CASE UNEXPECTED MOTION. INCORRECT POSITION DATA. AUTO BRAKES. REDUNDANT PATHS REMAINING 1) AUTOBRAKES (FOR SAFING THE SYSTEM). 2) DIRECT DRIVE AND END EFFECTOR MANUAL DRIVE MODES (FOR CONTINUING OPERATIONS).	2/TR	SCREENS: A PASS, B PASS, C PASS OPERATIONAL EFFECTS ARM DOES NOT RESPOND PROPERLY TO HAND CONTROLLER COMMANDS OR AUTO SEQUENCES. AUTOBRAKES. CANNOT USE PRIMARY MODES OF OPERATION. ARM WILL NOT STOP AUTOMATICALLY IF AN UNDETECTED FAILURE OF THE AUTOBRAKES SYSTEM HAS PREVIOUSLY OCCURRED. BRAKES CAN BE APPLIED MANUALLY. OVERRIDE CAPABILITY EXISTS. CREW ACTION APPLY BRAKES. USE DIRECT DRIVE. CREW TRAINING THE CREW WILL BE TRAINED TO OBSERVE WHETHER THE ARM IS RESPONDING PROPERLY TO COMMANDS. IF IT ISN'T, APPLY BRAKES. MISSION CONSTRAINT OPERATE UNDER VERNIER RATES WITHIN 10 FT OF STRUCTURE. THE OPERATOR MUST BE ABLE TO DETECT THAT THE ARM IS RESPONDING PROPERLY TO COMMANDS VIA WINDOW AND/OR CCTV VIEWS DURING ALL ARM OPERATIONS. OMRSD OFFLINE VERIFY ABE COMMUNICATION. OMRSD ONLINE INSTALLATION NONE OMRSD ONLINE TURNAROUND VERIFY NO ABE COMMUNICATION FAILURE.

PREPARED BY: MTWG | SUPERCEDING DATE: NONE | DATE: 11 JUL 91 | CCI REV: D

SSP30233A
ATTACHMENT 1
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