CRITICAL ITEMS LIST

PROJECT: SRMS
ASS'Y NOMENCLATURE: SERVO POWER AMPLIFIER
SYSTEM: ELECTRICAL SUBSYSTEM
ASS'Y P/N: 5114DF1177
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 SCREENS: A-PASS, B-PASS, C-PASS
2800	1	TIMING AND LOGIC CONTROL QTY 6 SCHEMATIC 2563719	MODE: LOSS OF TIMING CONTROL. CAUSE(S): (1) OSCILLATOR FAILURE. (2) DIVIDERS.	TIMING LOST, TACHO DRIVE LOST. 1.6 MHZ MDA CLOCK LOST JOINT WILL FAIL FREE. INDUCTOSYN DRIVE LOST. PLL WILL GO OUT OF LOCK. ARM MAY TAKE AN UNEXPECTED TRAJECTORY. TACH BITE WILL INITIATE AUTO BRAKES. COMM. SCANNER BITE INOPERATIVE. LOSS OF LIMPING DURING END EFFECTOR CAPTURE. WORST CASE --- UNEXPECTED MOTION. FREE JOINT. AUTO BRAKES. REDUNDANT PATHS REMAINING --- AUTOBRAKES	DESIGN FEATURES --- THE 1.6 MHZ CLOCK IS GENERATED BY A HYBRID 3.2 MHZ CRYSTAL OSCILLATOR. THIS DEVICE UTILIZES ESTABLISHED RELIABILITY EE PARTS. THE DEVICE IS CONTROLLED BY SPAR PROCUREMENT SPECIFICATIONS WHICH INCLUDES THE REQUIREMENT FOR PRE-CAP VISUAL 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.

PREPARED BY: MEWG
SUPERCEDING DATE: 06 OCT 87
APPROVED BY:
DATE: 24 JUL 91
CIL REV: 2

CRITICAL ITEMS LIST

PROJECT: SRMS
ASSY NOMENCLATURE: SERVO POWER AMPLIFIER
SYSTEM: ELECTRICAL SUBSYSTEM
ASSY P/N: 5114OF1177
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
2000	1	TIMING AND LOGIC CONTROL QTY 6 SCHEMATIC 2563719	MODE: LOSS OF TIMING CONTROL. CAUSE(S): (1) OSCILLATOR FAILURE. (2) DIVIDERS.	TIMING LOST, TACHO DRIVE LOST, 1.6 MHZ MDA CLOCK LOST JOINT WILL FAIL FREE. INDUCTOSYN DRIVE LOST, PLL WILL GO OUT OF LOCK. ARM MAY TAKE AN UNEXPECTED TRAJECTORY. TACH BITE WILL INITIATE AUTO BRAKES. COMM. SCANNER BITE INOPERATIVE. LOSS OF LIMPING DURING END EFFECTOR CAPTURE. WORST CASE --- UNEXPECTED MOTION. FREE JOINT. AUTO BRAKES. REDUNDANT PATHS REMAINING --- AUTOBRAKES	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 (IPS18 RMS STRONGBACK AND IPS52 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: 06 OCT 87
APPROVED BY:
DATE: 24 JUL 91
CIL REV: 2

CRITICAL ITEMS LIST

PROJECT: SRMS
ASS'Y NOMENCLATURE: SERVO POWER AMPLIFIER
SYSTEM: ELECTRICAL SUBSYSTEM
ASS'Y P/N: 5112OFT177
SHEET: 3

FMEA REF.	FMEA REV.	NAME, QTY, & DRAWING REF. DESIGNATION	FAILURE MODE AND CAUSE	FAILURE EFFECT ON END ITEM	MDVR / FUNC. 2/1R CRITICALITY	RATIONALE FOR ACCEPTANCE SCREENS: A-PASS, B-PASS, C-PASS
2800	1	TIMING AND LOGIC CONTROL QTY 6 SCHEMATIC 2561719	MODE: LOSS OF TIMING CONTROL. CAUSE(S): (1) OSCILLATOR FAILURE. (2) DIVIDERS.	TIMING LOST. TACHO DRIVE LOST. 1.8 MHZ MDA CLOCK LOST JOINT WILL FAIL FREE. INDUCTOSYN DRIVE LOST. PLL WILL GO OUT OF LOCK. ARM MAY TAKE AN UNEXPECTED TRAJECTORY. TACH BITE WILL INITIATE AUTO BRAKES. COMM. SCANNER BITE INOPERATIVE. LOSS OF LIMPING DURING END EFFECTOR CAPTURE. WORST CASE --- UNEXPECTED MOTION. FREE JOINT. AUTO BRAKES. REDUNDANT PATHS REMAINING --- AUTOBRAKES	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: MWG
SUPERCEDING DATE: 06 OCT 87
APPROVED BY: _____
DATE: 24 JUL 91
CIL REV: 2

CRITICAL ITEMS LIST

PROJECT: SRMS
ASS'Y NOMENCLATURE: SERVO POWER AMPLIFIER
SYSTEM: ELECTRICAL SUBSYSTEM
ASS'Y P/N: 5117CF1177
SHEET: 4

FMEA REF.	FMEA QTY	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
2A00	1	TIMING AND LOGIC CONTROL QTY-6 SCHEMATIC 2563719	MODE: LOSS OF TIMING CONTROL. CAUSE(S): (1) OSCILLATOR FAILURE. (2) DIVIDERS.	TIMING LOST, TACHO DRIVE LOST. 1.6 MHZ MDA CLOCK LOST JOINT WILL FAIL FREE. INDUCTOSYN DRIVE LOST. PLL WILL GO OUT OF LOCK. ARM MAY TAKE AN UNEXPECTED TRAJECTORY. TACH BITE WILL INITIATE AUTO BRAKES. COMM. SCANNER BITE INOPERATIVE. LOSS OF LIMPING DURING END EFFECTOR CAPTURE. WORST CASE --------- UNEXPECTED MOTION. FREE JOINT. AUTO BRAKES. REDUNDANT PATHS REMAINING --------- AUTOBRAKES		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 (IIP) 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: MFWG
SUPERCEDING DATE: 06 OCT 87
APPROVED BY:

CRITICAL ITEMS LIST

PROJECT: SRMS
ASS'Y NOMENCLATURE: SERVO POWER AMPLIFIER
SYSTEM: ELECTRICAL SUBSYSTEM
ASS'Y P/N: 2114OF1177
SHEET: 5

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
2A00	1	TIMING AND LOGIC CONTROL QTY-6 SCHEMATIC 2563719	MODE: LOSS OF TIMING CONTROL. CAUSE(S): (1) OSCILLATOR FAILURE. (2) DIVIDERS.	TIMING LOST, TACHO DRIVE LOST, 1.6 MHZ MDA CLOCK LOST JOINT WILL FAIL FREE. INDUCTOSYN DRIVE LOST, PLL WILL GO OUT OF LOCK. ARM MAY TAKE AN UNEXPECTED TRAJECTORY. TACH BITE WILL INITIATE AUTO BRAKES. COMM. SCANNER BITE INOPERATIVE. LOSS OF LIMPING DURING END EFFECTOR CAPTURE. WORST CASE --------- UNEXPECTED MOTION. FREE JOINT. AUTO BRAKES. REDUNDANT PATHS REMAINING ---------- AUTOBRAKES	FAILURE HISTORY ---------- THERE HAVE BEEN NO FAILURES ASSOCIATED WITH THIS FAILURE MODE ON THE SRMS PROGRAM.

PREPARED BY: MEWG
SUPERCEDING DATE: 06 OCT 87
APPROVED BY:
DATE: 26 JUL 91
CIL REV: 2

CRITICAL ITEMS LIST

PROJECT: SRMS SYSTEM: ELECTRICAL SUBSYSTEM
ASS'Y NOMENCLATURE: SERVO POWER AMPLIFIER ASS'Y P/N: 5114OF1177 SHEET: 6

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 SCREENS: A-PASS, B-PASS, C-PASS
2800	1	TIMING AND LOGIC CONTROL QTY-6 SCHEMATIC 2563719	MODE: LOSS OF TIMING CONTROL. CAUSE(S): (1) OSCILLATOR FAILURE. (2) DIVIDERS.	TIMING LOST, TACHO DRIVE LOST. 1.6 MHZ MDA CLOCK LOST JOINT WILL FAIL FREE. INDUCTOSYN DRIVE LOST. PLL WILL GO OUT OF LOCK. ARM MAY TAKE AN UNEXPECTED TRAJECTORY. TACH BITE WILL INITIATE AUTO BRAKES. COMM. SCANNER BITE INOPERATIVE. LOSS OF LIMPING DURING END EFFECTOR CAPTURE. WORST CASE --- UNEXPECTED MOTION. FREE JOINT. AUTO BRAKES. REDUNDANT PATHS REMAINING --- AUTOBRAKES	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. CREW ACTION --- APPLY BRAKES. SELECT BACKUP. 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 ABSENCE OF TACH FAIL FLAG ON ABE DATA. OMRSD ONLINE INSTALLATION --- NONE OMRSD ONLINE TURNAROUND --- VERIFY ABSENCE OF TACH FAIL FLAG ON ABE DATA

PREPARED BY: MFWD SUPERCEDING DATE: 06 OCT 87 APPROVED BY: DATE: 24 JUL 91 CIL REV: 2