

**ACIS Verification Summary Report**

<b>Specification:</b>	ACIS Contract End Item Specification
<b>Requirement Number/Title:</b>	3.3.3.1.2.3 Crimping and Wire Wrap (VRSD 3.3.3.1.2.3)
<b>Requirement Statement:</b> Crimping and wire wrapping shall be in accordance with MIT Product Assurance and Safety plan, Section 1, Paragraph 6.0 - 6.0.3.	
<b>Verification Method:</b>	Inspection and Validation of Records
<b>Procedure Number:</b>	
<b>Configuration:</b>	
<b>Cycle Time:</b>	
<b>Verification Discussion/Results:</b>	
<p>ACIS flight hardware does not have any wire wrap.</p> <p>Crimping at MIT is done in accordance with NHB 5300.3 (3H). This requirement is entered in the Assembly Work Order (AWO)(traveler) in the instructions for crimping. Sample crimps are made and tested with calibrated tooling. MIT QC witnesses the testing and the flight fabrication crimping. Each wire is inspected before the crimp and each crimp is inspected after the crimp. The AWO is signed and dated by the operator performing the crimping. Similarly, the AWO is signed and dated by the QA Inspector performing the inspection. After fabrication, the AWO is reviewed for completion of all operations and inspections.</p> <p>Crimping at LMA is done in accordance with LMA in-house procedures. These procedures were submitted to and approved by MSFC as MIT waiver request 36-004. The crimping requirement is entered in the LMA traveler in the instructions. Sample crimps are made and tested with calibrated tooling. QC witnesses the testing. Each wire is inspected before the crimp and each crimp is inspected after the crimp. The traveler is signed and dated by the operator performing the crimping. Similarly, the traveler is signed and dated by the QA Inspector performing the inspection. After fabrication, the traveler is reviewed for completion of all operations and inspections.</p>	

*Brian Klatt*  
ACIS Cognizant Engineer

*5/13/97*  
Date

36-01510.139

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<b>Procedure Number:</b>	
<b>Configuration:</b>	
<b>Cycle Time:</b>	
<b>Verification Discussion/Results:</b>	
<p>ACIS flight hardware does not have any wire wrap.</p> <p>Crimping at MIT was done in accordance with NHB 5300.3 (3H). This requirement was entered in the Assembly Work Order (AWO)(traveler) in the instructions for crimping. Three sample crimps were made and tested with calibrated tooling before and after flight crimps. MIT QC witnessed the testing and the flight fabrication crimping. Each wire was inspected before the crimp and each crimp was inspected after the crimp. The AWO was signed and dated by the operator performing the crimping. Similarly, the AWO was signed and dated by the QA Inspector performing the inspection. After fabrication, the AWO was reviewed for completion of all operations and inspections.</p> <p>Crimping at LMA was done in accordance with LMA in-house procedures. These procedures were submitted to and approved by MSFC as MIT waiver request 36-004. The crimping requirement was entered in the LMA traveler in the instructions. Three sample crimps were made and tested with calibrated tooling before and after flight crimps. QC witnessed the testing. Each wire was inspected before the crimp and each crimp was inspected after the crimp. The traveler was signed and dated by the operator performing the crimping. Similarly, the traveler was signed and dated by the QA Inspector performing the inspection. After fabrication, the traveler was reviewed for completion of all operations and inspections.</p>	

  
 ACIS Cognizant Engineer

Date