## 

NONELECTRONIC PARTS RELIABILITY DATA



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# NONELECTRONIC PARTS RELIABILITY DATA 

Prepared by:

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Under Contract to:
Rome Air Development Center
Griffiss AFB, NY 13441

Ordering No. NPRD-2


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The Reliability Analysis Center (RAC) is a Department of Defense Information Analysis Center sponsored by the Defense Logistics Agency, managed by the Rome Air Development Center (RADC), and operated at RADC by IIT Research Institute (IITRI). RAC is charged with the collection, analysis and dissemination of reliability information pertaining to parts used in electronic systems. The present scope includes integrated circuits, hybrids, discrete transistors and diodes, microwave devices, optoelectronics, and selected nonelectronic parts employed in military, space and commercial applications.

In addition, a System/Equipment Reliability Corporate Memory (RCM) is also operating under the auspices of the RAC and serves as the focal point for the collection and analysis of all reliability-related information and data on operating and planned military systems and equipment.

Data are collected on a continuous basis from a broad range of sources including testing laboratories, device and equipment manufacturers, government laboratories, and equipment users, both government and nongovernment. Automatic distribution lists, voluntary data submittal, and field failure reporting systems supplement an intensive data solicitation program.

Reliability data documents covering most of the device types mentioned above are available annually from RAC. Also, RAC provides reliability consulting and technical and bibliographic inquiry services which are fully discussed at the end of this document.

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## UNCLASSIFIED

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This is the second edition of a series of data publications dealing with nonelectronic reliability at the part level. NPRD-2 updates NPRD-1 by expanding the scope and quality of data.

The data presented in these reliability publications are intended to compliment such documents as MIL-HDBK-217 and MIL-STD-883. The user is cautioned, however, that the data contained herein may not be used in lieu of contractually cited references. It should also be noted that the data contained in this document is failure data, not part replacement data. Only verified failures were used in the calculations of the failure rates.


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## INTRODUCTION

This nonelectronic reliability data publication provides failure rate and failure mode information for mechanical, electromechanical, electrical, pneumatic, hydraulic and rotating parts. The data utilized in the development of this publication were collected by the RAC and represent equipment level experience under field conditions in military, industrial and commercial applications.

It has been necessary to accept the assumption that the failures of nonelectronic parts follow the exponential distribution; that is, such parts display a constant failure rate. This assumption is necessary due to the virtual absence of data containing individual times or cycles to failure.

Section 1 of this publication provides summarized generic part level failure rates. Section 2 consists of detailed entries by part type and environmental application in unsummarized form. In Section 3, failure rates for parts unique to or frequently used in computer peripherals, point of sale equipment, and test instruments are tabulated. Section 4 presents the distribution of failure modes for a number of major nonelectronic part families.

NONELECTRONIC PARTS RELIABILITY DATA

SECTION 1

NONELECTRONIC GENERIC FAILURE RATES

## Section 1

## DEFINIIIONS OF TERMS

This section presents summaries of field reliability experience for nonelectronic parts. The summaries are presented in alphabetical order by major family classes and alphabetically by type within each family class.

A careful reading of the description of the presentation format and entry codes employed will aid the user of this publication. The circled numbers shown in the tabulation furm below are referenced to the explanatory text which follows.

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\text { ires ( }
\end{array}
$$

| invironumi |  |  | tallure mate/10 ${ }^{\text {c majes }}$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | aramenion |  | $\hat{\lambda}$ | STOM URER R CONF IOENCE | 609 contidemit interval |  | Number or | Mallit |  |
|  | Hil. | OMI |  |  | Lower | urper |  |  |  |
| (3) |  | , | (5) | (6) |  |  | (8) | (9) | (10) |

(3) ENVIRONMENT:

DOR - Dormant

A major family of parts having or providing the same function.

The identification of the part type.

The coded entries are as follows:

The state wherein a component or equipment is connected to a system in the normal operational configuration and experiences below normal and/or periodic operational stresses and environmental stresses. The system may be in a dormant state for prolonged periods (up to five years or more) before being used in a mission.

## DEFINITION OF TERMS (Cont'd)

| SAT - Satellite | Earth orbital, approaches benign conditions without access for maintenance. Vehicle neither under powered flight nor in atmosphere re-entry. |
| :---: | :---: |
| GRF - Ground Fixed | Conditions less than ideal to include installation in permanent racks with adequate cooling air, maintenance by military personnel and possible installation in unheated buildings. |
| GRM - Ground Mobile | Conditions more severe than GRF, mostly for vibration and shock. Cooling air supply may also be more limited, and maintenance less uniform. |
| A - Airborne | The most generalized aircraft conditions. |
| AI-Airborne Inhabited | General conditions in inhabited areas without environmental extremes. |
| AIT - Airborne Inhabited Transport | Conditions in inhabited areas of subsonic aircraft such as transport, cargo, heavy bomber, and patrol. |
| AIF - Airborne Inhabited Fighter | The conditions to be found in the cockpit area of fighters and interceptors. |


| AU - Airborne Uninhabited | General conditions typical of such areas as cargo storage areas, wing and tail installations where extreme pressure, temperature and vibration cycling exist; also, may be aggravated by contamination from oil, hydraulic fluid and engine exhaust. |
| :---: | :---: |
| AUT - Airborne Uninhabited Transport | Conditions in uninhabited areas of subsonic aircraft such as transport, cargo, heavy bomber, and patrol. |
| AUF - Airborne Uninhabited Fighter | Conditions in uninhabited areas of fighters and interceptors. |
| HEL - Helicopter | Conditions most severe for vibration, temperature and humidity. |
| SHS - Ship Sheltered | Surface conditions similar to GRF but subject to occasional high shock and vibration. |
| SHU - Ship Unsheltered | Normal surface shipboard conditions but with repetitive high levels of shock and vibration. |
| SUB - Submarine | Conditions normal to operation aboard a submerged vessel. Temperature and humidity controlled. |

## DEFINITIONS OF TERMS (Cont'd)

MIS - Missile Launch

## (4) APPLICATION:

MIL. (Military)

COML. (Commercial)

N/A
(5) $\hat{\lambda}$
(6) $60 \%$ UPPER SINGLE-SIDED CONFIDENCE

Severe conditions of noise, vibration and other environments related to missile launch, and space vehicle boost into orbit, vehicle re-entry and landing by parachute. Conditions may also apply to installation near main rocket engines during launch operations.

Data resulting from a military or satellite application.

Data resulting from a commercial or industrial application.

Not applicable. The nature of the hardware application is unknown.

The maximum likelihood estimator when the exponential distribution is assumed.

The $60 \%$ upper single-sided confidence limit estimate of the failure rate, computed from the Chi-square distribution, is provided for those entries for which zero failures have been recorded.

## DEFINITION OF TERMS (Cont'd)

(7) $60 \%$ CONFIDENCE INTERVAL, LOWER AND UPPER:
(8) NUMBER OF RECORDS:
(9) NUMBER FAILED:
(10) OPERATING HOURS ( $\times 10^{6}$ ):

The lower and upper limits of the $60 \%$ confidence interval about $\hat{\lambda}$ computed from the Chi-square distribution.

The number of records merged to provide the failure rate information. The merged records represent only those accepted by a test statistic based on the $F$ distribution at the $5 \%$ level.

The total number of failures observed in the merged records.

The total hours at the part level. Derived by multiplying the part population by the equipment hours of operation observed during the period covered by each record. An asterisk (*) in the $\hat{\lambda}$ column indicates that, for this entry, the failure rate information is given in terms of per $10^{6}$ cycles and the total operating hours in the last column should be read as cycles $x$ $10^{6}$.

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generic failure rate tables
PART class: ACCELEROMETER
tYpe: ANGULAR

|  |  |  | falture rate $/ 10^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENVIRONMENT | APPLICATION |  | $\hat{\lambda}$ | 66\% uppri | 60 c con | nitrval | NUMA! :R GF RECOHOS | number failet: | $\begin{aligned} & \text { OPFRATING } \\ & \left(\times 10^{5}\right) \end{aligned}$ |
|  | MIL. | COML. |  | CONFIDENCE | Lowfe | UPtip |  |  |  |
| DOR | $X$ |  | --- | 0.177 | --- | --- | 3 | 0 | 5.182 |

part class: ACCELEROMETER

|  |  |  | fallure rate/ $10{ }^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Environment | Application |  | 入 | 608 UPPER SINGLE-SIDED CONFIDE.NCE | 608 confidence interval. |  | number of RECORDS | number failfo | opfrating huurs$\left(\times 10^{6}\right)$ |
|  | MIL. | COML. |  |  | Lower | UPPER |  |  |  |
| DOR | $x$ |  | 0.419 | --- | 0.389 | 0.452 | 6 | 138 | 329.240 |
| SAT | $x$ |  | -- | 8.179 | --- | --- | 2 | 0 | 0.112 |
| GRM | $X$ |  | 35.078 | --- | 33.373 | 36.883 | 3 | 303 | 8.638 |
| AI | X |  | 153.749 | --- | 146.965 | 160.901 | 1 | 367 | 2.387 |
| AI |  | X | 10.796 | --- | 7.535 | 15.408 | 2 | 8 | 0.741 |

part class: ACCELEROMETER

|  |  |  | failure rate/ $10^{\circ}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Environment | APPLICATION |  | $\hat{\lambda}$ | 608 UPPER SINGLE-SIDED CONF IDENCE | 608 Cont idence interval |  | NUMBER OF | number fallet | $\begin{aligned} & \text { OFERATING MHURS } \\ & \left(\times 10^{6}\right) \end{aligned}$ |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| DOR | $X$ |  | --- | 0.324 | --- | --- | 4 | 0 | 2.826 |
| AI | X |  | 525.641 |  | 476.385 | 580.671 | 1 | 82 | 0.156 |

Part class: ACCELEROMETER
trpe: PENDULUM

part class: accumulator
trPe: GENERAL

| environment |  |  | Fahlure rate/10 ${ }^{6}$ mours |  |  |  |  | numbit ralliti |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | APPLICATION |  | $\hat{\lambda}$ |  | 608 conflotme limfrya |  |  |  |  |
|  | MLL. | come. |  |  | Comer | uppre |  |  |  |
| DOR | $x$ |  | 0.324 | --- | 0.276 | 0.381 | 5 | 33 | 102.003 |
| SAT | $x$ |  | -- | 1.693 | --- | -- | 1 | 0 | 0.541 |
| GRM | $x$ |  | 29.851 | --- | 12.143 | 64.524 | 1 | 2 | 0.067 |
| AU | $x$ |  | 0.229 | --- | 0.193 | 0.272 | 1 | 30 | 131.000 |
| AU |  | $x$ | 193.097 | --- | 181.738 | 205.280 | 3 | 207 | 1.072 |
| HEL | $x$ |  | 500.000 | --- | 338.580 | 733.614 | 1 | 7 | 0.014 |

pakt class: ACCUMULATOR
trpe: HYDRAULIC

part class: ACTUATOR
TYPE: EXPLOSIVE

|  |  |  | failure rate/10 ${ }^{6}$ hours |  |  |  | NUMBER OF RECORDS | number taileu | operating hours$\left(\begin{array}{ll}10^{6}\end{array}\right)$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| environment | application |  | $\hat{\lambda}$ | 608 UPPERSINGLE-SIDED CONFIDENCE | 508 Confidence interval |  |  |  |  |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| DOR |  | X | 0.063 | --- | 0.048 | 0.082 | 1 | 13 | 207.100 |
| GRF | $x$ |  | 218.765 | --- | 156.468 | 305.193 | 1 | 9 | 0.041 |

part class: ACTUATOR
tYPE: GENERAL

part class: ACTUATOR
trpe: LINEAR

| environment |  |  | Failure rate/ $10^{6}$ hours |  |  |  | $\underset{\substack{\text { mamer } \\ \text { Rectiris }}}{ }$ | number failed | $\begin{gathered} \text { operating } \\ \left(\times 10^{6}\right)^{\prime \prime 2 l} \\ \hline \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | application |  | $\hat{\lambda}$ | $\begin{gathered} \text { 608 UPPER } \\ \text { SINGLE.SIDED } \\ \text { CONF IDERCE } \end{gathered}$ | 608 confimenct inizrval |  |  |  |  |
|  | MIL. | coml. |  |  | LOWER | urpt ${ }^{\text {P }}$ |  |  |  |
| DOR | N/A | N/A | 0.168 | --- | 0.142 | 0.200 | 12 | 29 | 172.234 |
| GRF | $\chi$ |  | 14.398 | --- | 13.212 | 15.705 | 9 | 106 | 7.362 |
| GRM | X |  | 50.459 | --- | 37.464 | 67.948 | 1 | 11 | 0.218 |
| A | $x$ |  | 174.767 | --- | 170.328 | 179.342 | 7 | 1104 | 6.317 |
| AUT |  | $x$ | 69.801 | --- | 68.195 | 71.452 | 5 | 1345 | 19.269 |
| AUF | $x$ |  | 48.132 | --- | 43.446 | 53.389 | 1 | 76 | 1.579 |
| HEL | $x$ |  | 370.370 | --- | 270.321 | 506.931 | 2 | 10 | 0.027 |
| HEL |  | x | 159.459 | --- | 147.017 | 173.109 |  | 118 | 0.740 |
| SHS | x |  | 10.707 | --- | 6.622 | 17.014 | 1 | 5 | 0.467 |

PART CLASS: ACTUATOR
type: ROTARY

| environment |  |  | failure rate/10 ${ }^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | APPLICATION |  | $\hat{\lambda}$ | 609 UPPERSINGLE-SIOEO SINGLE-SIDEOCONFIDENCE idence | 608 confidence interval |  | $\underset{\substack{\text { Number } \\ \text { RECOROS }}}{\text { of }}$ | number caileo | OPERATING HOURS$\left(\times 10^{6}\right)$ |
|  | MIL. | coml. |  |  | Lower | UPPER |  |  |  |
| A | x |  | 405.405 | --- | 382.536 | 429.865 | 1 | 225 | 0.555 |
| AUT |  | x | 87.935 | --- | 81.374 | 95.103 | 1 | 129 | 1.467 |
| SUB | X |  |  | 0.484 | --- | ..- | 1 | 0 | 1.893 |

Part class: BATTERY
trpe: LEAD ACID

|  |  |  | failure rate/10 ${ }^{6}$ hours |  |  |  | nUMBER of RECORDS |  | $\begin{aligned} & \text { OPERATING HoURS } \\ & \left(\times 10^{6}\right) \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| environment | application |  | ^ | 609 UPPERSINGLE-SIDED CONFIDENCE | 608 conf idence interval |  |  | number failed |  |
|  | MIL. | coml. |  |  | Lower | UPPER |  |  |  |
| GRF |  | X | 0.440 | --- | 0.298 | 0.645 | 2 | 7 | 15.917 |

part class: BATTERY
TYPE: MERCURY

|  |  |  | Failure rate/ $10^{6}$ hours |  |  |  | $\underset{\substack{\text { number } \\ \text { RECOROS }}}{ }$ |  | operating hours$\left(\times 10^{6}\right)$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| environment | Application |  | $\hat{\lambda}$ | 608 UPPERSINGLE-SIDED CONFIDENCE | 608 conf Ioence interval |  |  | number failed |  |
|  | MIL. | coml. |  |  | Lower | UPPER |  |  |  |
| GRF |  | X | 0.742 | --- | 0.559 | 0.986 | 4 | 12 | 16.154 |

part class: BATTERY
trpe: NICKEL CADMIUM

|  |  |  | FAILURE RATE/ $10^{6}$ mours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| fnvironment | Application |  | $\hat{\lambda}$ | 608 UPPER | $60 \%$ CONF | nitirval | $\underset{\substack{\text { Himpar } \\ \text { Recordo }}}{\text { af }}$ | number failiti | operating hours$\left(x \quad 10^{6}\right)$ |
|  | MIL. | COML. |  | CONFIDENCE | LOWER | UFPER |  |  |  |
| SAT | $x$ |  | 0.047/CELL | --- | 0.027 | 0.078 | 2 | 4 | 85.862 |
| GRF |  | $X$ | 0.251/CELL | --- | 0.235 | 0.268 | 9 | 171 | 681.593 |

part class: BATtERY
trpe: NON-RECHARGEABLE

|  |  |  | failure rate/10 ${ }^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| environment | Application |  | $\hat{\lambda}$ | $\begin{gathered} 608 \text { UPPER } \\ \text { SINGLLEETIED } \\ \text { CONF IDENCE } \end{gathered}$ | 608 confldence interval |  | NUMBER OF RECOROS | number faitel | opt Rating$\left(\times 10^{6}\right)$ |
|  | MIL. | coml. |  |  | LOWER | upper |  |  |  |
| GRM | X |  | 333.333 | --- | 66.047 | 1013.579 | 1 | 1 | 0.003 |

PART CLASS: BATTERY
rype: RECHARGEABLE

| environment |  |  | failure rate/ $10{ }^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | application |  | $\hat{\lambda}$ | 60\% UPPER SINGLE-SIDED CONFIDENCE | 608 confioence interval |  | $\underset{\substack{\text { Number } \\ \text { RECORDS }}}{ }$ | number failei) | operating hours$\left(x=10^{6}\right)$ |
|  | MIL. | coml. |  |  | R | UPPER |  |  |  |
| DOR | $x$ |  | 0.016 | --- | 0.013 | 0.022 | 3 | 12 | 732.564 |
| GRF | $x$ |  | 1.498 | --- | 1.046 | 2.138 | 1 | 8 | 5.339 |
| GRM | X |  | 15.748 | --- | 6.406 | 34.040 | 2 | 2 | 0.127 |
| A | X |  | 348.852 | --- | 342.921 | 355.955 | 3 | 2810 | 8.055 |
| HEL | X |  | 676.768 | --- | 636.364 | 720.148 | 2 | 201 | 0.297 |

PART CLASS: BEARING
trpe: BALL

fart class: BEARING
irpe: GENERAL

|  |  |  | Failure rate/10 ${ }^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| environment | apflication |  | 入 | 60\% UPPER <br> SINGLE-SIDED <br> CONFIDENCE | 60\% confidence inierval |  | numbir of records | number tailio | UPFRATING HOIRS ( $\times 10^{6}$ ) |
|  | MIL. | COML. |  |  | LOWER | UPPE. |  |  |  |
| GRF |  | $X$ | 4.068 | --- | 3.200 | 5.180 | 2 | 16 | 3.933 |
| GRF | $x$ |  | 1.378 | --- | 1.084 | 1.754 | 1 | 16 | 11.614 |
| GRM |  | $X$ | 21.921 | --- | 18.721 | 25.719 | 1 | 34 | 1.551 |
| A | $X$ |  | 8.260 | --- | 7.828 | 8.720 | 1 | 261 | 31.598 |
| AUT |  | $X$ | 11.468 | --- | 7.093 | 18.224 | 1 | 5 | 0.436 |
| AUF | $x$ |  | 3.101 | --- | 1.261 | 6.702 | 1 | 2 | 0.645 |
| HEL | X |  | 12.591 | --- | 11.735 | 13.520 | 1 | 155 | 12.310 |

\footnotetext{
PART class: BEARING
trPE: NEEDLE

|  |  |  | FAILURE RATE/ $10^{6}$ HOURS |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| EMVIROMMENT | APPLICATION |  | $\hat{\lambda}$ | 608 UPPER SINGLE-SIDED CONFIDENCE | 60\% CONFIDENCE INTERVAL |  | NUMBER OF RECORDS | Number failed | OPERATING HOURS$\left(x \quad 10^{6}\right)$ |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| A |  | $X$ | --- | 2.718 | --- | --- | 1 | 0 | 0.337 |

part class: bearing
TYPE: ROLLER

| environment |  |  | failure rate/ $10^{6}$ hours |  |  |  | NUMBER OF RECORDS | number failed | operating hours ( $\times 10^{6}$ ) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | APPlication |  | $\hat{\lambda}$ | 608 UPPER <br> SINGLE-SIDED CONFIDENCE | 608 CONFIDENCE INTERYAL |  |  |  |  |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| GRF | $\chi$ |  | 0.280 | --- | 0.195 | 0.400 | 1 | 8 | 28.562 |
| GRM |  | X | 207.328 | --- | 195.811 | 219.633 | 1 | 232 | 1.119 |
| A | $x$ |  | 0.863 | --- | 0.641 | 1.162 | 1 | 11 | 12.745 |
| A |  | X | --- | 0.628 | --- | --- | 1 | 0 | 1.459 |
| AU | $x$ |  | --- | 0.037 | --- | --- | 1 | 0 | 24.570 |
| SHS | X |  | 1.206 | --- | 0.693 | 2.039 | 1 | 4 | 3.317 |
| HEL | $\chi$ |  | 24.000 | --- | 15.634 | 36.457 | 1 | 6 | 0.250 |

PART CLASS: BEARING
TYPE: SPHERICAL

| environment |  |  | Failure rate $/ 10^{6}$ hours |  |  |  | number of pecords | number ratled | $\begin{aligned} & \text { OPERAIING HOURS: } \\ & \left(\times 10^{6}\right) \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | APplication |  | $\hat{\lambda}$ | $60 \%$ UPPER SINGLE-SIDED CONFIDENCE | 608 CONFIDENCE INTERVAL |  |  |  |  |
|  | MIL. | COML. |  |  | Lower | UPPf R |  |  |  |
| GRM | $x$ |  | 0.206 | --- | 0.169 | 0.252 | 1 | 22 | 106.731 |
| A | $x$ |  | 8.260 | --- | 7.828 | 8.720 | 1 | 261 | 31.598 |
| AUT |  | $X$ | 9.000 | --- | 7.524 | 10.787 | 1 | 27 | 3.000 |
| HEL | X |  | 53.220 | --- | 49.623 | 57.119 | 1 | 157 | 2.950 |

part class: BELLOWS
rype: OIAPHRAGM BURST


## PART CLASS: BELLOWS <br> rype: EXPLOSIVE <br> 

PART CLASS: BELLOWS
rrpe: GENERAL

|  |  |  | fallure rate/ $10^{6}$ Hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| invipotment | APP位ATION |  | $\hat{\wedge}$ | 6OB UPPER <br> SINGLE-SIOED <br> CDNI IDENCE | 609 confidenet imitrval |  | numbse of REGGPits | NIMBER :Allit |  |
|  | MIL. | COML. |  |  | 10 WEP | UPrap |  |  |  |
|  |  |  |  |  |  | --- |  | 0 | 13.520 |
| DOR | $x$ $\chi$ |  | --- | $\begin{array}{r} 0.068 \\ 65.429 \end{array}$ | -- | --- | 1 | 0 | 0.014 |

PART ClASS: BRAKE
tYPE: GENERAL

| Environment |  |  | Fallure rate $110^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | APPLICATION |  | $\hat{\lambda}$ | 60? UPPERSITGGE-SIOEO CONF IDENCE | 608 conflichice interval |  | numberRectione: | number fahef | OFEPATING HIUUS$\left(\times 10^{6}\right)$ |
|  | Mal. | COML. |  |  | LOWER | uprer |  |  |  |
| GRF | $x$ |  | 4.274 | --- | 0.847 | 12.995 | 1 | 1 | 0.234 |
| A | $x$ |  | 766.250 | --- | 760.349 | 772.207 | 1 | 11,965 | 15.615 |
| AU | $x$ |  | 213.143 | --- | 209.249 | 217.123 | 1 | 2,131 | 9.998 |
| AUT |  | X | 11.570 | --- | 7.835 | 16.976 | 3 | 7 | 0.605 |
| HEL | X |  | 100.000 | --- | 94.333 | 106.062 | 1 | 223 | 2.230 |


> irpe: ELECTRIC

|  |  |  | failure ratios, ${ }^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| environment | APPLICATION |  | $\hat{\lambda}$ | 60 UPPERSINGLE-SIDT: confidence | 608 CONF I | nienval |  | thmbit rambin |  |
|  | MIL. | coml. |  |  | Lower | upler |  |  |  |
| A | x |  | 4.749 | --- | 4.461 | 5.058 | 1 | 195 | 41.062 |
| SHS | X |  | --- | 0.152 |  | --- | 1 | 0 | 6.030 |


CIRCUIT BOARD

|  |  |  |  | fallure rait | ${ }^{6}$ mours |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| NVIRONMENT | APPLICAIION |  | $\hat{\lambda}$ | 608 urper SINGTE-SIDED CONF IDENCE | 608 cont | INITRyAI |  | ',$\cdots$$\cdots$ | $\begin{gathered} \text { (1)RAlly } \\ \text { H1ust } \\ \left(10^{b}\right) \\ \hline \end{gathered}$ |
|  | M1L. | COML. |  |  | LOWF R | UPPiR |  |  |  |
| DOR | X |  | 0.826 | --- | 0.184 | 2.479 | 1 | 1 | 1.210 |
| GRF |  | $X$ | 0.163 | --- | 0.036 | 0.490 | 10 | 1 | 6.119 |
| GRF | X |  | --- | 0.017 | --- | --- | 1 | 0 | 54.700 |
| GRM |  | $x$ | 0.036 | --- | 0.007 | 0.110 | 9 | 1 | 27.420 |
| A | $X$ |  | 0.004 | -- | 0.001 | 0.012 | 1 | 1 | 249.000 |
| AIT |  | $X$ | 1.849 | --- | 0.412 | 5.545 | 14 | 1 | 0.541 |
| AIF | $X$ |  | 5.091 | --- | 1.138 | 15.306 | 22 | 1 | 0.196 |
| SHS | $X$ |  | 1.682 | --- | 1.203 | 2.336 | 1 | 9 | 5.350 |

PART CLASS: CIRCUIT BOARD
tYPE: PRINTED CIRCUIT BOARD, MULTILAYER

| FAILURE RATE $/ 10^{6}$ HOURS |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENVIRONMENT | APPLICATION |  | $\hat{\lambda}$ | $60 \%$ UPPER SINGLE-SIDED CONF IDENCE | 60\% CONFIDENCE INTERVAL |  | Number ofRFCGRDS | NIMPERFAILED | OPERATIHG hOURS ( $10^{6}$ ) |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| DOR | $X$ |  | 0.083 | -- | 0.017 | 0.254 | 134 |  | 11.985 |
| GRM | $X$ |  | 0.131 | --- | 0.100 | 0.181 | 213 | 13 | 99.608 |

part class: CIIRCUIT PROTECTION DEVICE

part class: CIRCUIT PROTECTION DEVICE

| environment |  |  | failure rate/ $10^{6}$ hours |  |  |  | number of recoros | number failed | operating hours$\left(\begin{array}{ll}\left.10^{6}\right)\end{array}\right)$. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | application |  | $\hat{\lambda}$ | $\begin{gathered} 60 \text { UPPER } \\ \text { SINGLE-SIOED } \end{gathered}$CONFIDENCE | 608 confidence interval |  |  |  |  |
|  | MIL. | coml. |  |  | Lower | UPPER |  |  |  |
| GRM | $x$ |  | 0.016 | --- | 0.007 | 0.035 | 2 | 2 | 124.181 |
| AIF | x |  | --- | 9.142 | --- | --- | 1 | 0 | 0.100 |
| SHS | X |  | --- | 0.021 | --- | --- | 1 | 0 | 44.480 |

part class: Circuit protection device
TYPE: GENERAL

part class: CIRCUIT PROTECTION DEVICE
TYPE: MOLDED CASE CIRCUIT BREAKER

part class: CIRCUIT PROTECTION DEVICE
type: POWER SWITCH, CIRCUIT BREAKER

|  |  |  | fallure rate/ $10^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENVIRONMENT | APPLICATION |  | $\hat{\lambda}$ | 608 UPPER SINGLE-SIDED CONFIDENCE | 602 CON | nterval | number af RECOPDS | number failed | orerating mours ( $\times 10^{6}$ ) |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| GRF | $X$ |  | 2.879 | --- | 1.876 | 4.373 | 3 | 6 | 2.083 |

## part class: CIRCUIT PROTECTION DEVICE

type: SPARK GAP, SURGE PROTECTION

PART CLASS: COMPRESSOR

PART CLASS: COMPRESSOR
TYPE: GENERAL

|  |  |  |  | fallure rate | $0^{6}$ mours |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| environment | APPLICATSON |  | 入 | $\begin{aligned} & \text { 608 UPPER } \\ & \text { SINGI E-SIDED } \\ & \text { CONF IDENCE } \end{aligned}$ | 608 conftolnc intepval |  | NHMBER OF recraps | number falled | oferating hopps (x $10^{6}$ ) |
|  | MIL. | coml. |  |  | LOMER | upper |  |  |  |
| DOR AU | X X |  | 1992.793 | 3.742 | 1942.226 | 2044.922 | 1 | 0 1106 | $\begin{aligned} & 0.244 \\ & 0.555 \end{aligned}$ |

COM: ECTION
GENERAL SOLDER

|  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| F. . Mramemi | APrthathma |  | ' | 603 UPPIP <br>  UnSH TDE NCF | got cona thence mitepain |  | Nus.: | $\cdots$ |  |
|  | M11. | , 6M1 |  |  | 1 1/WFP | lupet |  |  |  |
| DOR | $X$ |  | --- | 0.000151 | --- | --- | 1 | 0 | 6101.826 |
| GRF | X |  | 0.000644 |  | 0.000497 | 0.000835 | 1 | 14 | 21740.000 |



PAPI CLASS: CONNECTIOR
ryPE: WAVE, SOLDER
CONNECTION
ruFF WIRE WRAP

Part class: CONNECTOR
TYPE: CIRCULAR

| ENVIRONMENT |  |  | failure rate $/ 10^{6}$ hours |  |  |  | number of RECORDS | number failed | operating hours$\left(x 10^{6}\right)$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | APPLICATION |  | $\hat{\lambda}$ | $60 \$$ UPPER SINGLE-SIDED CONFIDENCE | 608 CONFIDENCE INTERVAL |  |  |  |  |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| DOR | $x$ |  | --- | 0.026 | --- | - | 1 | 0 | 34.627 |
| SAT | $X$ |  | --- | 0.016 | --- | --- | 10 | 0 | 57.509 |
| GRF | X |  | 0.366 | --- | 0.338 | 0.395 | 31 | 130 | 355.656 |
| GRM | X |  | -- | 16.357 | -- | --- | 5 | 0 | 0.056 |
| A | X |  | 0.839 | --- | 0.798 | 0.882 | 2 | 308 | 367.203 |
| AI | $x$ |  | --- | 3.664 | ---. | --- | 15 | 0 | 0.250 |
| AU | $X$ |  | 1.248 | --- | 1.181 | 1.303 | 3 | 257 | 205.916 |
| AUF | X |  | --- | 0.920 | --- | --- | 5 | 0 | 0.996 |
| SHS | $x$ |  | 0.071 | --- | 0.055 | 0.092 | 81 | 14 | 197.465 |
| SUB | X |  | --- | 1.196 | --- | --- | 59 | 0 | 0.766 |

PART CLASS: CONNECTOR

|  |  |  | FAILURE RATE/ $10^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENVIRONMENT | APPLICATION |  | $\hat{\lambda}$ | 60\% UPPER SINGLE-SIDED CONFIDENCE | $60 \%$ CONFIDENCE INTERVAL |  | NUMBER OF RECORDS | number failet | operating hours$\left(x \quad 10^{6}\right)$ |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| SAT | $x$ |  | 0.023 | --- | 0.005 | 0.070 | 12 | 1 | 43.262 |
| GRF | $X$ |  | 0.187 | --- | 0.164 | 0.215 | 31 | 45 | 240.318 |
| GRF |  | $X$ | --- | 0.019 | 0.164 | . 21 | 5 | 0 | 48.700 |
| A | N/A | $N / A$ | 0.672 | --- | 0.610 | 0.740 | 5 | 86 | 128.000 |
| HEL |  | X | 10.000 | --- | 1.981 | 30.407 | 1 | 1 | 12.100 |
| SHS | $X$ |  | 0.017 | --- | 0.003 | 0.053 | 6 | 1 | 57.253 |

part class: CONNECTOR
trpe: GENERAL

| Environment |  |  | failure rate/ $100^{6}$ hours |  |  |  | NUMBER OF RECOROS | number failed |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | application |  | $\hat{\lambda}$ | 608 UPPERSINGLE-SIDED CONFIDENCE | 608 Conf idence interval |  |  |  |  |
|  | MIL. | coml. |  |  | Lower | UPPER |  |  |  |
| DOR | $x$ |  | 0.001 | --- | 0.001 | 0.002 | 10 | 17 | 11,624.494 |
| SAT | $x$ |  | --- | 0.023 | --- | --- | 1 | 0 | 40.000 |
| GRF | x |  | 0.036 | --- | 0.024 | 0.053 | 14 | 7 | 195.446 |
| GRF |  | X | 0.689 | --- | 0.154 | 2.067 | 1 | 1 | 1.451 |
| GRM | X |  | --- | 6.596 | --- | --- | 3 | 0 | 0.139 |
| GRM |  | x | --- | 0.271 | --- | --- | 1 | 0 | 3.380 |
| A |  | X | 0.351 | --- | 0.334 | 0.369 | 1 | 305 | 868.805 |
| AI | X |  | 0.130 | --- | 0.026 | 0.394 | 42 | 1 | 7.717 |
| AI |  | X | --- | 3.915 | --- | --- | 15 | 0 | 0.234 |
| AUT |  | X | --- | 0.387 | --- | --- | 5 | 0 | 2.368 |
| HEL | $x$ |  | 10.270 | --- | 8.261 | 12.794 | 1 | 19 | 1.850 |
| SUB | X |  | 0.051 | --- | 0.041 | 0.063 | 64 | 20 | 391.136 |

part class: CONNECTOR

part class: CONNECTOR
type: PIN

| environment |  |  | failure rate/10 ${ }^{6}$ hours |  |  |  |  |  | $\begin{gathered} \text { OPERAIING, HURS } \\ \left(\times 10^{6}\right) \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | APPlication |  | $\hat{\wedge}$ | $\begin{gathered} 608 \text { UPPER } \\ \text { SINGE-SDED } \\ \text { CONF IDENCE } \end{gathered}$ | 608 confidence interval |  |  | number failed |  |
|  | MIL. | coml. |  |  | LOWER | UPPER |  |  |  |
| DOR | X |  | --- | 0.0003200 | -. | --- | 1 | 0 | 2798.310 |
| SAT | x |  | -.. | 0.0004200 | --- | --- | 2 | 0 | 2208.930 |
| GRF | X |  | --- | 0.0010000 | --- | --- | 1 | 0 | 1514.246 |
| GRM | X |  | 0.011 | --- | 0.007 | 0.017 | 1 | 6 | 529.200 |
| AIT | X |  | --- | 0.0000904 | --- | --- | 1 | 0 | 10130.000 |

part class: CONNECTOR
TYPE: POWER

$-$
PART CLASS: CONNECTOR
type: PRINTED CIRCUIT BOARD

| ENVIRONMENT |  |  | fatlure ratel $10^{6}$ Hours |  |  |  | $\underset{\substack{\text { NuMber } \\ \text { RELORDS }}}{\text { of }}$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | APPLICATION |  | $\hat{\lambda}$ | ${ }^{608}$ UPPER CONFIDENCE | 608 CONF LDENCE INIERVAL |  |  | number falled |  |
|  | MiL. | coml. |  |  | Lower | upper |  |  |  |
| DOR | X |  | --- | 0.065 | --- | --- | 1 | 0 | 14.140 |
| SAT | $x$ |  | --- | 0.044 | - | --- | 2 | 0 | 20.797 |
| GRF | $x$ |  | --- | 0.031 | --- | --- | 12 | 0 | 3.044 |
| GRM | ${ }^{x}$ |  | -- | 0.025 | -- | -- | 2 | 0 | 36.745 |
| AI | X |  | 0.171 | --- | 0.308 | 0.512 | 2 | 1 | 5.860 |
| AIF | X |  | --- | 0.026 | ---. | --- | 19 | 0 | 34.890 |
| SHS | x |  | 0.011 | -- | 0.005 | 0.024 | 2 | 2 | 176.678 |
| SUB | x |  |  | 12.053 | --- | --- | 4 | 0 | 0.076 |

PART CLASS: CONNECTOR

|  |  |  | failure rate/10 ${ }^{6}$ mours |  |  |  | NuMEER Of |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| environment | APPLICATION |  | $\lambda$ | 608 UPPERSINGLE-SIDEDCONFIOENCE | 608 conflience inierval |  |  | number failed |  |
|  | MIL. | coml. |  |  | Lower | upper |  |  |  |
| GRF | $x$ |  | 0.062 | --- | 0.052 | 0.074 | 1 | 27 | 434.534 |

part class: CONNECTOR

| ENVIRONMENT |  |  | fallure rate $110^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | APPLICATION |  | $\hat{\lambda}$ | 60 UPPER SINGLE-SIDED confsoence | 608 conf IDENCE INTERVAL |  | number of RECORDS | number failed | OPERATING HOURS ( $\times 10^{6}$ ) |
|  | MIL. | coml. |  |  | LOWER | UPPER |  |  |  |
| SAT | $x$ |  | --- | 0.402 | --- | --- | 3 | 0 | 2.279 |
| GRF | X |  | 0.097 | --- | 0.060 | 0.155 | 12 | 5 | 51.315 |
| GRF |  | $x$ | --- | 0.007 | -- | --- | 1 | 0 | 140.018 |
| A | X |  | 1.087 | --- | 0.988 | 1.200 | 5 | 85 | 78.128 |
| A |  | $x$ | 1.273 | --- | 1.156 | 1.404 | 1 | 85 | 66.762 |
| AI | $x$ |  | --- | 0.554 | --- | --- | 19 | 0 | 1.653 |
| SUB | $x$ |  | --- | 3.084 | --- | --- | 16 | 0 | 0.297 |

\footnotetext{
PARI CLASS: CONNECTOR

| FAILURE RATE $/ 10^{6}$ hours |  |  |  |  |  |  | number of RECORDS | number failed | OPERATING(x $\left.100^{6}\right)$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENVIRONMENT | APPLICATION |  | $\hat{\lambda}$ | ${ }^{60 \%}$ UPPER | 608 CONF | nterval |  |  |  |
|  | MIL. | COML. |  | CONFIDENCE | LOWER | UPPER |  |  |  |
| GRF | X |  | 0.003 | --- | 0.002 | 0.004 | 6 | 14 | 4515.305 |
| AIF | X |  | --- | 0.119 | -.- | --- | 1 | 0 | 7.715 |
| SHS | X |  | 0.011 | --- | 0.008 | 0.015 | 1 | 9 | 8444.861 |

PART class: CONTROLS AND INSTRUMENTS

Part class: CONTROLS AND INSTRUMENTS
trpe: ALTIMETER

|  |  |  | failure rate $/ 10^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Enviponment | application |  | 入 | $60 \%$ UPPER. SINGLE-SIDED confidence | $60 \%$ CONFIO | Interval | number of Rf copors | "mmbap railfi | $\begin{aligned} & \text { (itralifu mides } \\ & \text { (. } 10^{6} \text {, } \end{aligned}$ |
|  | MIL. | coml . |  |  | L.OWER | UPpte. |  |  |  |
| AI | N/A | N/A | 130.506 | --- | 121.768 | 139.967 | 4 | 160 | 1.226 |
| HEL | $X$ |  | 269.608 | --- | 254.226 | 286.071 | 3 | 220 | 0.816 |

part class: CONTROLS AND INSTRUMENTS
rype: AMMETER

part class: CONTROLS AND INSTRUMENTS
type: COMPASS

| failure rate $100^{6}$ hours |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Environment | APPlication |  | $\hat{\lambda}$ | 60\% UPPER SINGLE-SIDED CONF IDENCE | 608 CONFIDENCE INTERVAI |  | number uf ractopds | number falled | operating hours ( $\times 10^{6}$ ) |
|  | MIL. | coml. |  |  | LOHER | upfer |  |  |  |
| AIT | $x$ | X | 36.090 252.941 | --- | $\begin{array}{r} 29.812 \\ 220.137 \end{array}$ | $\begin{array}{r} 43.782 \\ 291.147 \end{array}$ | 3 1 | 24 43 | $\begin{aligned} & 0.665 \\ & 0.170 \\ & \hline \end{aligned}$ |

par: class: CONTROLS AND INSTRUMENTS
TYPE: INDICATOR

| ENVIRONMENT |  |  | Fallure rate $/ 10^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | APPLICATION |  | $\widehat{\lambda}$ | 60\% UPPER Single-sidei CONFIDENCE | 60\% CONFIDENCE INTERVAI |  | numbtre of recoros | numblr failitn | $\begin{aligned} & \text { Dif RATH: } \\ & \left(x 10^{6}\right) \end{aligned}$ |
|  | MIL. | COML. |  |  | LOWER | upprer |  |  |  |
| SAT | $x$ |  | --- | 0.904 | -- | -- | 1 | 0 | 1.013 |
| GRF | $x$ |  | 3.907 | --- | 3.585 | 4.262 | 4 | 106 | 27.130 |
| GRM |  | $X$ | 70.413 | --- | 64.696 | 76.709 | 2 | 109 | 1.548 |
| AI | $X$ |  | 165.406 | --- | 163.744 | 167.087 | 1 | 7039 | 42.556 |
| AIT |  | X | 163.747 | --- | 160.608 | 166.960 | 8 | 1935 | 11.817 |
| HEL | X |  | 166.956 | --- | 162.167 | 171.912 | 18 | 866 | 5.187 |

part class: CONTROLS AND INSTRUMENTS

|  |  |  | FAIt.ure rate/ $10^{6}$ mouks |  |  |  | number of Rec(o) | number failed | offraing mours$\left(\begin{array}{ll} x & 10^{6} \end{array}\right)$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENVIRONMENT | application |  | $\hat{\lambda}$ | 603 UPPER SINGLE-SIDED CONF IDENCE | 608 Confidmae inierval. |  |  |  |  |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| SAT | X |  | --- | 1.825 | --- | --- | 2 | 0 | 0.502 |
| AIT |  | X | 246.429 | --- | 221.241 | 274.848 | 1 | 69 | 0.280 |

part class: CONTROLS AND INSTRUMENTS
rrpe: RATE OF FLOW INSTRUMENT

part class: CONTROLS AND INSTRUMENTS
trPe: TACHOMETER

part class: EMERGENCY LIGHT
trpe: GENERAL

PART CLASS: FAN
trpe: AXIAL


PART CLASS: FAN
TYPE: CENTRIFUGAL

PART CLASS: FAN
TYPE: GENERAL

| ENVIRONMENT |  |  | Failure rate $/ 10^{6}$ hours |  |  |  | NUMBER OF RECOROS | number falled | OPERATING HOURS$\left(\times 10^{6}\right)$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | APPLICATION |  | 人 | $60 \%$ UPPER SINGLE-SIDED CONF IDENCE | 608 CONF IDENCE INIERVAL |  |  |  |  |
|  | M1L. | COML. |  |  | LOWER | UPPER |  |  |  |
| OOR | $X$ |  | - | 0.416 | --- | --- | 2 | 0 | 2.200 |
| GRF | X |  | 2.518 | --- | 2.289 | 2.773 | 6 | 87 | 34.557 |
| GRF |  | $X$ | 2.795 | --- | 2.217 | 3.530 | 4 | 17 | 6.082 |
| GRM | $X$ |  | 6.253 | --- | 5.604 | 6.986 | 1 | 67 | 10.715 |
| A | $x$ |  | 36.895 | --- | 36.072 | 37.741 | 1 | 1428 | 38.704 |
| AU | $X$ |  | 74.627 | --- | 46.157 | 118.592 | 1 | 5 | 0.067 |
| AIT |  | $X$ | 71.634 | --- | 69.208 | 74.160 | 2 | 622 | 8.683 |
| AIF | $x$ |  | --- | 5.234 | --- | --- | 1 | 0 | 0.175 |
| HEL | $x$ |  | 9.091 | --- | 6.938 | 11.922 | 1 | 13 | 1.430 |
| SHS | $x$ |  | 13.761 | --- | 12.659 | 14.973 | 2 | 112 | 8.138 |
| SUB | $X$ |  | 0.456 | --- | 0.282 | 0.725 | 2 | 5 | 10.953 |

part class: FILTER
trpe: FLUID

| ENVIRONMENT | APPLICATION |  | 入 | $60 \%$ UPPER SINGLE-SIDED CONFIDENCE | 60\% COHFIDENCE INTERVAL |  | NUMBER OF RECORDS | number failed | OPLRAIING HOURS$\left(x 10^{6}\right)$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| DOR | $X$ |  | --- | 0.922 | --- | --- | 1 | 0 | 0.993 |
| GRF | $X$ |  | 2.997 | -.- | 2.566 | 3.507 | 3 | 35 | 11.679 |
| GRM | $\chi$ |  | 2.977 | --- | 2.560 | 3.467 | 3 | 37 | 12.430 |
| GRM |  | $X$ | 64.236 | - | 57.898 | 71.359 | 2 | 74 | 1.152 |
| AU | $X$ |  | 22.954 | --- | 20.997 | 25.118 | 7 | 99 | 4.313 |
| AUT |  | $X$ | 66.496 | --- | 60.967 | 72.598 | 3 | 104 | 1.564 |
| AUF | $X$ |  | 8.547 | --- | 1.694 | 25.989 | 1 | 1 | 0.117 |
| HEL | $X$ |  | 49.519 | --- | 42.495 | 57.813 | 4 | 36 | 0.727 |

PART Class: FILTER
TYPE: GAS

|  |  |  | FAILURE RATE/ $10^{6}$ HOURS |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENVIRONMENT | APPLICATION |  | 入 | 60 UPPER SINGLE-SIDED CONFIDENCE | 604 CONFID | INTERVAL | fumber of RECORDS | number faileo | OPERAIING HOURS$\left(x \quad 10^{6}\right)$ |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| GRF | $X$ |  | 1.201 | -- | 0.813 | 1.763 | 1 | 7 | 5.827 |
| GRM | $X$ |  | 2.746 | --- | 2.120 | 3.562 | 1 | 14 | 5.098 |
| AUT |  | $X$ | 2.193 | --- | 0.435 | 6.668 | 1 | 1 | 0.456 |
| HEL | $X$ |  | 25.974 | --- | 10.566 | 56.144 | 2 | 2 | 0.077 |

PART class: FILTER
TrPE: GENERAL

|  |  |  | Fallure rate $/ 10^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENVIRONMENT | APPLICATION |  | $\hat{\lambda}$ | $60 \%$ UPPER SINGLE-SIDED CONFIDENCE | 60\% CONFIDENCE INTERVAL |  | Number of RECORDS | NUMBER FAJLED | operating hours ( $\times 10^{6}$ ) |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| DOR | $x$ |  | --- | 0.035 | --- | --- | 2 | 0 | 25.867 |
| SAT | $X$ |  | --- | 0.206 | - | ~- | 1 | 0 | 4.450 |
| GRM |  | $x$ | 66.185 | - | 58.602 | 74.865 | 2 | 55 | 0.831 |
| AU |  | $X$ | --- | 0.954 | --- | --- | 1 | 0 | 0.960 |
| AUT |  | $X$ | 54.490 | . | 49.000 | 60.673 | 1 | 71 | 1.303 |
| HEL | $X$ |  | 1.265 | --- | 1.024 | 1.566 | 1 | 20 | 15.810 |

part class: GASKET AND SEAL

part class: GASKET AND SEAL
TYPE: 0-RING

part class: GASKET AND SEAL

PART CLASS: GENERATOR

## IYPE: $A C$

| failure rate $/ 10^{6}$ hours |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENVIRONMENT | APPLICAIION |  | $\lambda$ | 60\% UPPER SINGLE-SIDED CONF IDENCE | 608 CONF | nterval | number of RECORDS | number tailed | operating houfs$\left(x 10^{6}\right)$ |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| DOR | X |  | 0.806 | --- | 0.598 | 1.082 | 2 | 11 | 13.641 |
| SHS | X |  | 0.023 | --- | 0.016 | 0.033 | 1 | 8 | 341.000 |

PART CLASS: GENERATOR
type: DC

part class: GENERATOR
TYPE: DIESEL ENGINE

| failure rate/ $10{ }^{6}$ hours |  |  |  |  |  |  | NIMBER OF RECORDS |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENVIRONMENT | APPLICATION |  | $\hat{\lambda}$ | 60\% UPPER SINGLE-SIDED CONF IDENCE | 608 con | nterval |  | Number fallefo | OPERATING YOURS$\left(x 10^{6}\right)$ |
|  | MIL. | COML. |  |  | LOWE. | UPPER |  |  |  |
| DOR | X |  | 1.292 | --- | 0.875 | 1.895 | 1 | 7 | 5.418 |


| PART CLASS: | GENERATOR |
| ---: | :--- |
| TYPE: | GAS ENGINE |


| PART CLASS: | GENERATOR |
| ---: | :--- |
| TYPE: | GAS ENGINE |


|  |  |  |  | failure rate | ${ }^{6}$ hours |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Environment | APPLICATION |  | $\hat{\lambda}$ | 609 UPPER SINGLE-SIDED CONFIDENCE | 608 CONF | nterval | number of RECORDS | number falled | operaling holirs$\left(x \quad 10^{6}\right)$ |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| DOR | $x$ |  | 2.702 | --- | 1.099 | 5.840 | 2 | 2 | 0.740 |

Part class: GENERATOR
TYPE: GENERAL

part class: GENERATOR
TYPE: MOTOR/GENERATOR

|  |  |  | failure rate/ $10^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENVIRONMENT | APPLICATION |  | $\hat{\lambda}$ | 60: UPPER SINGLE-SIDED CONFIDENCE | 601 CONFIOENCE INTERYAL |  | number ofRECOROS | number failed | operating mours $\left(x 10^{6}\right)$ |
|  | M/L. | COML. |  |  | LOMER | UPPER |  |  |  |
|  |  |  |  |  |  | ~-- | 3 | 0 | 4.353 |
| DOR | $x$ |  | 27.778 | 0.210 | ---952 | 46.957 | 1 | 4 | 0.144 |
| GRF | $\chi$ |  | 27.778 | --- | 15.952 67.797 | 360.259 | 1 | 2 | 0.012 |
| GRM | $x$ <br> $X$ <br>  |  | 166.667 | --- | 67.797 | 360.259 | 1 | 0 | 0.351 |

part class: GENERATOR
TYPE: TURBINE/GENERATOR

|  |  |  | Failure rate/ $10^{6}$ mours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| environment | APPLICATION |  | $\hat{\lambda}$ | 60\$ UPPER SINGLE-SIDED CONFIDENCE | 609 CONFIDENCE INTERVAL |  | numger of RECORDS | number failed | operating hours$\left(x 10^{6}\right)$ |
|  | MIL. | coml. |  |  | LOWER | UPPER |  |  |  |
|  |  |  |  |  |  | 70.488 | 1 | 3 | 0.078 |
| OOR | $x$ |  | 38.052 | -- |  | 656.639 | 1 | 338 | 0.539 |
| GRF | $x$ |  | 626.217 | --- | 597.420 10.462 | 656.639 13.616 | 1 | 48 | 4.025 |
| GRF |  | $X$ | 11.925 14.409 | --- | 10.462 11.661 | 13.616 17.840 | 1 | 20 | 1.388 |
| SHS | X |  | 14.409 | --- | 11.661 |  |  |  |  |

part class: GYROSCOPE
trPe: DIRECTIONAL

|  |  |  | Failure rate/ $10^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENVIRONMENT | Application |  | $\hat{\lambda}$ | 601 UPPER SINGLE-SIDED CONFIDENCE | 608 CONFID | interyal | number of RECORDS | number failed | operating hours$\left(\times 10^{6}\right)$ |
|  | Mil, | COML. |  |  | LOWER. | UPPER |  |  |  |
| AI | $X$ |  | 513.917 | --- | 507.464 | 520.469 | 6 | 4505 | 8.766 |
| HEL | X |  | 300.000 | --- | 264.296 | 341.075 | 3 | 51 | 0.170 |

part class: GYROSCOPE

| environment |  |  | failure rate/ $10^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | application |  | $\hat{\lambda}$ | 601 UPPER SINGLE - SIDEDCONF IOENCE | 601 confloence interval |  | number of RECOROS | number failed | $\begin{aligned} & \text { OPERATING Hours } \\ & \left(\begin{array}{ll}  & \left.10^{6}\right) \end{array}\right. \end{aligned}$ |
|  | M!L, | coml. |  |  | Lower | UPPER |  |  |  |
| DOR | X |  | 0.247 | --- | 0.229 | 0.267 | 1 | 128 | 518.000 |
| SAT | X |  | 3.503 | --- | 1.425 | 7.571 | 3 | 2 | 0.571 |

part class: GYROSCOPE

## type: RATE INTEGRATING

| environment |  |  | failure rate/ $10^{6}$ hours |  |  |  | number of RECORDS | number falied | operating hours$\left(x 10^{6}\right)$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Application |  | $\hat{\lambda}$ | 604 UPPER SINGLE-SIDED CONFIDENCE | 603 CONFIDENCE INTERVAL |  |  |  |  |
|  | Mll, | coml. |  |  | LOWER. | UPPER |  |  |  |
| DOR | $x$ |  | 0.409 | --- | 0.368 | 0.454 | 15 | 73 | 178.654 |
| SAT | $x$ |  | --- | 5.295 | --- | --- | 1 | 0 | 0.173 |
| GRM | $x$ |  | 31.051 | --- | 29.530 | 32.664 | 4 | 298 | 9.597 |
| AI | X |  | 352.023 | --- | 347.857 | 356.248 | 7 | 5073 | 14.411 |
| AI |  | X | 4.167 | --- | 1.695 | 9.006 | 2 | 2 | 0.480 |
| AIF | $x$ |  | 288.156 | --- | 272.286 | 305.103 | 1 | 236 | 0.819 |
| HEL | $X$ |  | 75.000 | --- | 53.643 | 104.630 | 1 | 9 | 0.120 |
| SUB | $x$ |  | 70.919 | --- | 68.468 | 73.474 | 1 | 597 | 8118 |
| MIS | X |  | 541.667 | --- | 451.157 | 651.686 | 1 | 26 | C ${ }^{1} 8$ |

TYPE: ELECTRIC, GENERAL

| environment |  |  | failure rate $/ 10^{6}$ hours |  |  |  | , |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | APPLICATION |  | $\hat{\lambda}$ | 608 UPPER SINGLE-SIDED CONFIDENCE | 601 CONFIDENCE INTERVAL |  | number ofRecordos | number failed | operating hours$\left(\times 10^{6}\right)$ |
|  | Mil, | coml. |  |  | LOWER. | UPPER |  |  |  |
| SAT | X |  | 0.450 | --- | 0.089 | 1.369 | 3 | 1 | 2.221 |
| GRF | X |  | 2.286 | --- | 1.313 | 3.864 | 3 | 4 | 1.750 |
| GRM | X |  | --- | 4.468 | --- | -.. | 1 | 0 | 0.205 |
| A |  | $x$ | --- | 1.454 | --- | --- | 1 | 0 | 0.630 |
| AIT |  | $x$ | 17.738 | --- | 15.352 | 20.532 | 3 | 40 | 2.255 |
| HEL | $x$ |  | 50.000 | --- | 25.520 | 92.621 | 1 | 3 | 0.060 |
| SUB | X |  | 7.595 | --- | 3.876 | 14.069 | 1 | 3 | 0.395 |

part class: heater
rrpe: ELECTRIC, SPACE

| Failure rate/ $10^{6}$ hours |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| environment | application |  | $\hat{\lambda}$ | 601 UPPER SINGLE-SIDEO CONFIDENCE | 601 conf | NTERVAL | number of RECORDS | number failed | operating mours$\left(x 10^{6}\right)$ |
|  | MIL, | COML. |  |  | LOWER | UPPER |  |  |  |
| GRF | X |  | 1.157 | --- | 0.883 | 1.517 | 4 | 13 | 11.239 |

part class: heater
TYPE: GENERAL

part class: hEAT EXCHANGER

| ENVIRONMENT |  |  | failure rate/ $10^{6}$ mours |  |  |  |  |  | operating hours$\left(\begin{array}{ll}  & \left.10^{6}\right) \end{array}\right.$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | APPLICATION |  | $\hat{\lambda}$ | 601 UPPE, SINGLE-SIL:O CONFIDENCE | 601 CONFIDENCE INIERYAL |  | number of RECORDS | number failed |  |
|  | M!L, | COML. |  |  | cower | UPPER |  |  |  |
| GRF | $X$ |  | 0.904 | --- | 0.461 | 1.675 | 1 | 3 | 3.318 |
| GRM | X |  | 3.876 | --- | 2.525 | 5.888 | 1 | 6 | 1.548 |
| A | X |  | 1.116 | --- | 1.074 | 1.160 | 1 | 505 | 452.369 |
| AU | X |  | 2.899 | --- | 2.152 | 3.903 | 2 | 11 | 3.795 |
| AUT |  | $X$ | 5.344 | --- | 3.618 | 7.840 | 1 | 7 | 1.310 |
| AUF | $x$ |  | 21.898 | -- | 17.058 | 28.029 | 3 | 15 | 0.685 |
| SHS | X |  | --- | 1.667 | --- | --- | 1 | 0 | 0.549 |
| SUB | X |  | --- | 4.447 | --- | --- | 1 | 0 | 0.206 |

part class: hOSE
rrpe: FITTINGS, GENERAL

part class: HOSE
trpe: HYDRAULIC

| Environment |  |  | failure rate/ $100^{6}$ hours |  |  |  | Number orRECOROS | number failed | operating hours$\left(\times 10^{5}\right)$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | application |  | $\hat{\lambda}$ | ${ }^{6} 60$ UPPER SINGLE-SIDEDCONFIDENCE | 609 confioence interval |  |  |  |  |
|  | MIL, | сомl. |  |  | Lower. | UPPER |  |  |  |
| DOR | $x$ |  | 1.613 | --- | 1.092 | 1.613 | 2 | 7 | 4.339 |
| GRF | X |  | --- | 1.105 | --- | --- | 1 | 0 | 0.829 |
| GRM | x |  | 0.240 | --- | 0.189 | 0.305 | 2 | 16 | 66.766 |
| A | X |  | 115.830 | --- | 97.821 | 137.433 | 1 | 30 | 0.259 |
| HEL | X |  | 32.941 | --- | 30.789 | 35.267 | 1 | 168 | 5.100 |

Part class: LAMP

| failure rate/ $10^{6}$ hours |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Environment | application |  | $\hat{\lambda}$ | 60 UPPER SINGLE-SIDED CONFIDENCE | 601 confldence interval |  | number of RECORDS | number failed | operating mours$\left(x 10^{6}\right)$ |
|  | M/L, | COML. |  |  | LOWER | UPPER |  |  |  |
| GRF | X |  | --- | 0.006 | --- | -- | 1 | 0 | 141.538 |
| GRF |  | $\chi$ | 0.906 | --- | 0.590 | 1.376 | 2 | 6 | 6.623 |
| GRM | X |  | 10.171 | --- | 4.137 | 21.985 | 1 | 2 | 0.196 |
| GRM |  | $\chi$ | --- | 0.054 | -.- | --- | 2 | 0 | 16.900 |
| SHS | $\times$ |  | 18.624 | --- | 18.029 | 19.241 | 1 | 700 | 37.586 |

Part class: LAMP
TYPE: LED

PaRt Class: LAMP
TYPE: NEON

part class: mechanical device
rype: CLUTCH

|  |  |  | Failure rate/ $100^{6}$ mours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| environment | APPLICATION |  | $\hat{\lambda}$ | 601 UPPERSINGLE-SIDED CONF IDENCE | 601 confioence interval |  | number of Records | number failed | $\begin{gathered} \text { OPERATING HOURS } \\ \left(\times 10^{6}\right) \end{gathered}$ |
|  | MIL, | coml. |  |  | cower. | upper |  |  |  |
| GRF |  | x | 0.594 | --- | 0.571 | 0.619 | 1 | 478 | 804.347 |
| SHS | X |  | --- | 1.708 | --- | --- | 1 | 0 | 0.536 |

part class: MECHANICAL DEVICE
trpe: COUPLING

part class: mechanical device
TYPE: GEAR

part class: mechanical device
ryPE: GEAR ASSEMBLY

|  |  |  | fallure rate/ $10^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENVIRONMENT | APPLICATION |  | $\hat{\lambda}$ | 60 UPPER SINGLE-SIDED CONFIDENCE | 603 CONFIDENCE INTERVAL |  | NUMBER DF RECOROS | NUMBER FAILED | OPERATING HOURS ( $\times 10^{6}$ ) |
|  | Mil, | COML. |  |  | LOWER | UPPER |  |  |  |
|  | x |  | 51.503 | --- | 40.515 | 65.578 | 3 | 16 | 0.310 |

## part class: MECHANICAL DEVICE

TrPE: GEAR SHAFT


\footnotetext{
part class: MECHANICAL DEVICE
type: $30 Y$ STICK ASSEMBLY

| environment |  |  | FAILURE RATE/10 ${ }^{6}$ Hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | application |  | $\hat{\lambda}$ |  | 601 CONF IDENCE INTERYAL |  | number of recoros | numaer failed | $\begin{gathered} \text { OPERATING } \\ \left(x \quad 10^{6}\right) \end{gathered}$ |
|  | MiL. | COML. |  |  | LOWER | upper |  |  |  |
| SHS | X |  | 14.482 | --- | 5.967 | 31.064 | 2 | 2 | 0.138 |

part class: MECHANICAL DEVICE
TYPE: MECHANISM, POWER TRANSMITTAL

| ENVIRONMENT |  |  | Failure rate/10 ${ }^{6}$ hours |  |  |  | NUMBER OF RECORDS | number failed | operating hours$\left(x \quad 20^{6}\right)$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | application |  | $\hat{\lambda}$ | 601 UPPER SINGLE-SIDED CONFIDENCE | 601 confloence interval |  |  |  |  |
|  | MIL, | COML. |  |  | LOWER | UPPER |  |  |  |
| DOR | $x$ |  | 0.112 | --- | 0.022 | 0.341 | 2 | 1 | 8.929 |
| SAT | X |  | --- | 6.836 | --- | --- | 2 | 0 | 0.134 |
| GRF | X |  | 1.670 | --- | 1.379 | 2.024 | 7 | 24 | 14.370 |
| GRF |  | $X$ | 54.054 | --- | 42.480 | 68.709 | 2 | 16 | 0.296 |
| GRM | X |  | 11.528 | --- | 10.927 | 12.168 | 2 | 263 | 22.814 |
| GRM |  | $X$ | 41.622 | --- | 39.374 | 43.864 | 4 | 272 | 6.535 |
| AU | $X$ |  | 10.987 | --- | 10.842 | 11.135 | 9 | 4057 | 369.258 |
| AUT | . | $X$ | 9.256 | --- | 8.653 | 9.908 | 9 | 169 | 18.258 |
| AUF | $X$ |  | 1.960 | --- | 1.125 | 3.313 | 1 | 4 | 2.041 |
| HEL | X |  | 986.655 | --- | 961.652 | 1012.428 | 8 | 1109 | 1.124 |
| SHS | X |  | 1.776 | - | 0.352 | 5.401 | 1 | 1 | 0.563 |

part class: MECHANICAL DEVICE

|  |  |  | Fallure rate/ $10^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| environment | application |  | $\hat{\lambda}$ | 609 UPPER | 603 CONFID | interval | NUMBER OF RECOROS | number failed | OPERATi:i: HOURS$\left(x 10^{6}\right)$ |
|  | MIL, | coml. |  | CONFIDENCE | LOWER | UPPER |  |  |  |
| AUT |  | $X$ | 131.108 | --- | 120.511 | 142.772 | 2 | 110 | 0.839 |

part class: MECHANICAL DEVICE

## TYPE: SPRING

| environment |  |  | Fallure rate/ $10^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Application |  | $\hat{\lambda}$ | 601 UPPER SINGLE-SIDED CONFIDENCE | 608 confidence interval |  | number of RECORDS | number failed | operating hours (x $10^{6}$ ) |
|  | Mil, | coml. |  |  | LOWER | UPPER |  |  |  |
| GRF | $x$ |  | --- | 5. 551 | --- | --- | 1 | 0 | 0.165 |
| AIF | X |  | --- | 1.406 | --- | --- | 2 | 0 | 0.651 |

part class: MISCELLANEOUS
TYPE: COIL, COOLING-CHILLED WATER

part class: MISCELLANEOUS
TYPE: RF CABLE ASSEMBLY

|  |  |  |  | failure rat | ${ }^{6}$ Hours |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| enyironaent | APPLICATION |  | $\hat{\lambda}$ | 609 UPPER SINGLE-SIDED CONFIDENCE | 601 CONFIDENCE INTERYAL |  | number of RECORDS | number failed | operating hours$\left(x \quad 10^{6}\right)$ |
|  | Mil, | coml. |  |  | LOWER. | UPPER |  |  |  |
| GRF | X |  | --- | 0.545 | --- | --- | 1 | 0 | 1.681 |

part class: MISCELLANEOUS
trpe: SAFE AND ARM DEVICE

|  |  |  | failure rate/ $10^{\circ} \mathrm{C}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| environment | APPLICATION |  | $\hat{\lambda}$ | 660 UPPER | 601 CON | NTERYAL | NUMBER OF RECORDS | number failed | operating hours$\left(x 10^{6}\right)$ |
|  | MIL, | COML. |  | CONFIDENCE | LOWER. | UPPER |  |  |  |
| DOR | $X$ |  | 0.482 | --- | 0.414 | 0.563 | 5 | 36 | 74.706 |


part class: MOTOR
trpe: FULL H.P.

| environment |  |  | failure rate/10 ${ }^{6}$ hours |  |  |  | $\underset{\substack{\text { number } \\ \text { REOROS }}}{\text { of }}$ |  | $\left(\begin{array}{ll} x & 10^{6} \end{array}\right)$ <br> $\underset{\left(x 10^{6}\right)}{\substack{\text { operating } \\ \text { hours }}}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | application |  | $\hat{\lambda}$ | 601 UPPERSING E-SED CONfIDENCE | 609 confidence interyal |  |  | number failed |  |
|  | M/L, | coml. |  |  | Lower. | upper |  |  |  |
| DOR | X |  | 0.499 | --- | 0.099 | 1.517 | 1 | 1 | 2.004 |
| GRF | $x$ |  | 0.913 | --- | 0.773 | 1.080 | 12 | 31 | 33.967 |
| GRM | X |  | 4.238 | --- | 3.468 | 5.191 | 2 | 22 | 5.190 |




Part class: MOTOR
TYPE: PM

|  |  |  | failure rate/10 ${ }^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| environment | APPlication |  | $\hat{\lambda}$ | 608 UPPER SINGLE-SIDED confidence | 608 Confloence interval |  | number of RECORDS | number failed | operating hours ( $\times 10^{6}$ ) |
|  | M12. | COML. |  |  | LOWER | UPPER |  |  |  |
| GRF | X |  | --- | 4.202 | --- | --- | 1 | 0 | 0.218 |

## PART CLASS: MOTOR <br> trPE: SENSOR

|  |  |  | failure rate/10 ${ }^{6}$ mours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| enyironment | APPLICATION |  | $\hat{\lambda}$ | SOG UPPER SINGLE-SIDEO confioence | 609 CONF IDENCE INTERYAL |  | $\underset{\text { Number of }}{\substack{\text { Records }}}$ | number failed | OPERATING HOURS$\left(\times 10^{6}\right)$ |
|  | MIL, | coml. |  |  | LOWER. | upper |  |  |  |
| GRM | X |  | 0.792 | --- | 0.322 | 1.713 | 1 | 2 | 2.524 |
| A |  | $x$ | 8.152 | --- | 4.161 | 15.101 | 1 | 3 | 0.368 |
| SHS | $x$ |  | --- | 0.389 | --- | --- | 1 | 0 | 2.357 |
| SUB | $\chi$ |  | 10.487 |  | 10.112 | 10.879 | 1 | 557 | 53.114 |

\footnotetext{
part class: MOTOR
TYPE: SOLENOID

|  |  |  | faillure rate/10 ${ }^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| environment | application |  | $\hat{\lambda}$ | 601 UPPER SINGLE-SIDED confidence | 601 CONFIDENCE INTERYAL |  | nUMBER OF RECORDS | number failed | operating hours ( $\times 10^{6}$ ) |
|  | MIL, | coml. |  |  | LOWER. | upper |  |  |  |
| DOR | X |  | --- | 2.379 | --- | --- | 1 | 0 | 0.385 |
| SAT | X |  | * | 0.034 | --- | --- | 1 | 0 | 26.975 |

PART class: MOTOR
TYPE:
FAILURE RATE/ $10^{6}$ HOURS

|  |  |  | FAILURE RATE / $10^{6}$ HOURS |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENVIRONMENT | APPLICATION |  | $\hat{\lambda}$ | 60\% UPPER SINGLE-SIDED CONF IDENCE | 60\% CONF | NTERVAL | NUMBER OF RECORDS | Number falled | OPERATING HOURS$\left(x 10^{6}\right)$ |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| GRF |  | X | 1.373 | - - - | 0.568 | 2.956 | 1 | 2 | 1.451 |

PART class: MOTOR
TYPE: TORQUE


PART GLASS: PUMP
TYPE: BOILER FEED
part class: Pump
TYPE: CENTRIFUGAL

| failure rate/ $10^{6}$ hours |  |  |  |  |  |  | ( $\underset{\substack{\text { NUMBER } \\ \text { RECOROS }}}{ }$ | number faileo | operating hours$\left(\times 10^{6}\right)$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| environment | APPLICATION |  | $\hat{\lambda}$ | SO UPPERSINGLESTIDEO confidence | 606 CONF LOENCE INTERYAL |  |  |  |  |
|  | MIL, | coml. |  |  | lower. | upper |  |  |  |
| GRF | $x$ |  | 12.013 | --- | 10.176 | 14.211 | 5 | 31 | 2.580 |
| GRF |  | x | 5.777 | --- | 4.500 | 7.408 | 3 | 15 | 2.596 |
| SHS | $x$ |  | 298.122 | --- | 282.298 | 314.980 | 1 | 254 | 0.852 |

part class: Pump
rrpe: COOLANT

|  |  |  | failure rate/ $100^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Environment | Application |  | $\hat{\lambda}$ | 601 UPPER SINGLE-SIDED confioence | 601 CONFIDENCE INTERYAL |  | ${ }_{\text {NUMEER }}^{\text {RECOROS }}$ | number failed | OPERATING HOURS$\left(x 10^{6}\right)$ |
|  | MIL, | COML. |  |  | LOWER. | UPPER |  |  |  |
| A | X |  | 657.251 | --- | 648.831 | 665.803 | 1 | 4328 | 6.585 |
| AUT |  | $x$ | 154.545 | --- | 122.563 | 195.215 | 1 | 17 | 0.110 |

\footnotetext{
rype: ELECTRIC MOTOR ORIVEN

| environment |  |  | failure rate/ $10^{6}$ hours |  |  |  | number of RECORDS | number failed | operating maurs (× $10^{6}$ ) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Application |  | $\hat{\lambda}$ | 601 UPPER SINGLE-SIDED CONfIDENCE | 609 CONFIDENCE INTERVAL |  |  |  |  |
|  | MiL, | COML. |  |  | LOMER. | UPPER |  |  |  |
| A |  | $x$ | 6.889 | --- | 5.576 | 8.530 | 4 | 20 | 2.903 |
| AIT |  | $x$ | 387.352 | -.- | 354.168 | 424.080 | 1 | 98 | 0.253 |
| AU | $x$ |  | 354.817 | --- | 341.710 | 368.516 | 3 | 523 | 1.474 |
| AUT |  | $x$ | 10.000 | --- | 1.981 | 30.407 | 1 | 1 | 0.100 |
| HEL | $x$ |  | 20.000 | --- | 3.963 | 60.815 | 1 | 1 | 0.050 |

part class: PUMP
TYPE: ENGINE DRIVEN

| environatit |  |  | failure rate/ $10{ }^{6}$ hours |  |  |  | number of records | number failed | operating hours |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | application |  | $\hat{\wedge}$ | 601 UPPERSINGE-SIDED CONfIDENCE SINGLE-SIDED | 601 Conf | interval |  |  |  |
|  | Mil. | comb. |  |  | LOWER | UPPER |  |  |  |
|  |  |  | 18.519 | --- | 9.452 | 34.304 | 1 | 3 | 0.162 |
| AIT |  | x | 443.137 | -..- | 418.195 | 469.810 | 1 | 226 | 0.510 |
| AUT |  | X | 231.343 | -.- | 195.964 | 273.660 | 1 | 31 | 0.134 |
| HEL | x |  | 86.667 | --- | 72.185 | 104.270 | 1 | 26 | 0.300 |

part class: Pump
rrpe: FIXED DISPLACEMENT

Part class: Pump
type: FUEL

|  |  |  | failure rate/10 ${ }^{6}$ mours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| environment | APPLICATION |  | $\hat{\lambda}$ | 601 UPPER SINGLE-SIDED CONFIDENCE | 601 Confidence interyal |  | number of RECORDS | number failed | operating hours ( $x 10^{6}$ ) |
|  | Mll | COML. |  |  | LOWER. | UPPER |  |  |  |
| DOR | X |  | --- | 0.057 | --- | --- | 3 | 0 | 16.140 |
| GRF | X |  | 176.471 | --.. | 149.034 | 209,383 | 1 | 30 | 0.170 |
| GRM | $x$ |  | 6.683 | --- | 5.879 | 7.608 | 2 | 50 | 7.482 |
| GRM |  | $x$ | 181.001 | --- | 168.088 | 195.057 | 1 | 141 | 0.779 |
| A | $x$ |  | 71.879 | --- | 70.166 | 73.642 | 3 | 1253 | 17.432 |
| AU | $x$ |  | 37.539 | --- | 33.783 | 41.766 | 1 | 72 | 1.918 |
| AUT |  | $x$ | 10.471 | --- | 9.555 | 11.487 | 7 | 94 | 8.977 |
| AUF | $x$ |  | 130.342 | --- | 116.167 | 146.457 | 3 | 61 | 0.468 |
| HEL | X |  | 334.821 | --- | 302.005 | 371.668 | 1 | 75 | 0.224 |


part class: PUMP
TYPE: HYDRAULIC

|  |  |  | failure rate/10 ${ }^{6}$ hours |  |  |  | number of RECORDS | number failed | operating hours$\left(x 10^{6}\right)$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| environment | application |  | $\hat{\lambda}$ | 601 UPPERSINGLE-SIDED CONF IOENCE | 601 confidence interyal |  |  |  |  |
|  | Mil. | COML. |  |  | LOWER. | upper |  |  |  |
| DOR | x |  | 0.178 | --- | 0.155 | 0.204 | 15 | 43 | 242.136 |
| GRF | X |  | 1.675 | --- | 1.036 | 2.662 | 1 | 5 | 2.985 |
| GRM | X |  | 42.437 | --- | 41.241 | 43.675 | 4 | 897 | 21.137 |
| A | $x$ |  | 573.711 | --- | 565.297 | 582.275 | 1 | 3304 | 5.759 |
| AIT |  | x | 6.289 | --- | 5.295 | 7.486 | 4 | 29 | 4.611 |
| AUF | x |  | 799.145 | --- | 749.673 | 852.400 | 1 | 187 | 0.234 |
| HEL | X |  | 395.022 | --- | 377.544 | 413.448 | 4 | 365 | 0.924 |

part class: Pump

part class: pump
TYPE: IMPELLER

|  |  |  | failure rate/ $10{ }^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENVIRONMENT | application |  | 入 | $60 \%$ UPPER SINGLE-SIDED CONFIDENCE | 608 CONFIDENCE 1 NTERVAL |  | number of recoros | numbir fallfd | operaitng huurs$\left(x 10^{6}\right)$ |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| GRF | $X$ |  | --- | 1.741 | --- | --- | 1 | 0 | 0.526 |

part class: pump
type: OIL

| EnyiRonment |  |  | failure rate/10 ${ }^{6}$ hours |  |  |  | number of recoros | number failed | operating hovas (x $10^{6}$ ) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | APPLICATIUN |  | $\hat{\lambda}$ | 601 UPPER SINGLE-SIDED confioence | 601 CONFIDENCE INTERYAL |  |  |  |  |
|  | M1L. | COML. |  |  | LOMER | UPPER |  |  |  |
| GRM |  | $x$ | 28.241 | --- | 23.108 | 34.586 | 1 | 22 | 0.779 |
| A | $x$ |  | 59.459 | --- | 50.648 | 69.941 | 1 | 33 | 0.555 |
| AIT |  | $x$ | 11.687 | --- | 9.610 | 14.243 | 1 | 23 | 1.968 |
| HEL | $x$ |  | 45.455 | --- | 26.103 | 76.839 | 2 | 4 | 0.088 |
| SHS | $x$ |  | 78.975 | --- | 71.183 | 87.732 | 1 | 74 | 0.937 |

Part class: PUMP
type: TURBINE DRIVEN

## FAILURE RATE/ $10^{6}$ 4OURS

| environment | APPLICATION |  | $\hat{\lambda}$ | 608 UPPERSINGLE-SIOED CONFIDENCE | 608 Confidence interval |  | NUMBER OF RECORDS | number failfo | $\begin{gathered} \text { operating hours } \\ \left(\times 10^{6}\right) \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | MIL. | coml. |  |  | Lower | UPPER |  |  |  |
|  | X |  | 78.189 | --- | 69.391 | 88.236 | 1 | 57 | 0.729 |
| GRM |  |  | 0.342 | --- | 0.325 | 0.361 | 1 | 265 | 774.000 |
| AUT |  | X | 66.667 | --- | 53.262 | 83.601 | 1 | 18 | 0.270 |

FAILURE RATE/ $10^{6}$ HOURS

| ENVIRONMENT | APPLICATION |  | $\hat{\lambda}$ | $60 \%$ UPPER SINGLE-SIDED CONF IDENCE | 60\% CONFIDENCE INTERVAL |  | NUMBER OF RECORDS | number failed | OPERATING HOURS$\left(x 10^{6}\right)$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| GRF A | $X$ | $X$ | $\begin{aligned} & 27.027 \\ & 15.464 \end{aligned}$ | --- | $\begin{array}{r} 5.355 \\ 7.893 \end{array}$ | $\begin{aligned} & 82.182 \\ & 28.646 \end{aligned}$ | $\begin{aligned} & 3 \\ & 1 \end{aligned}$ | 1 3 | $\begin{aligned} & 0.037 \\ & 0.194 \end{aligned}$ |

tYPE: VACUUM
PART CLASS: PUMP
Part class: PuMP
rype: VARIABLE DISPLACEMENT

|  |  |  | FAILURE RATE/ $10^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| environment | APPL | cation | $\hat{\lambda}$ | 608 UPPER SIngle-sided CONFIDENCE | 608 CONFIOENCE INTERVAL |  | NUMBER OF | number inilio | ofiraling thatrs ( $\times 10^{6}$ ) |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| DOR | X |  | 0.200 | --- | 0.162 | 0.248 | 2 | 20 | 100.000 |

Part class: PUMP
type: WATER

part class: REGULATOR
TYPE: FUEL

|  |  |  | failure rate $/ 10^{6}$ hours |  |  |  | number of RECORDS | number failed | OPERATING HOURS$\left(x \quad 10^{6}\right)$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Environment | APPLICAIION |  | $\hat{\lambda}$ | $60 \%$ UPPER SINGLE-SIDED CONFIDENCE | $60 \%$ CONFIDENCE INTERVAL |  |  |  |  |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| AU | $X$ |  | 178.807 | --- | 174.107 | 183.657 | 1 | 1031 | 5.766 |
| HEL | X |  | 136.213 | --- | 118.118 | 157.363 | 2 | 41 | 0.301 |

[^0]Part class: REGULATOR
trpe: OXYGEN DEMAND


tYPE: PRESSURE
PART CLASS: REGULATOR
PART class: REGULATOR
TYPE: TENSION

part class: REGULATOR
trpe: THERMOSTAT

| environment |  |  | Failure rate/ $100^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Application |  | $\hat{\lambda}$ | $\begin{aligned} & \text { 608 UPPER } \\ & \text { SINGLE-SIDED } \\ & \text { CONF IDENCE } \end{aligned}$ | 608 confidence interval |  | $\underset{\substack{\text { Number } \\ \text { Records }}}{\text { Of }}$ | number fallef | OPErating$\left(\times 10^{6}\right)$ |
|  | MIL. | coml. |  |  | Lower | UPPER |  |  |  |
| SAT | $x$ |  | 3.484 | --- | 0.690 | 10.595 | 1 | 1 | 0.287 |
| GRF | $x$ |  | 4.858 | --- | 4.369 | 5.410 | 5 | 71 | 14.613 |
| GRF |  | X | 17.386 | --- | 14.535 | 20.838 | 1 | 27 | 1.553 |
| A | X |  | 233.746 | --- | 230.308 | 237.245 | 1 | 3286 | 14.058 |
| AIT |  | x | 22.562 | --- | 21.248 | 23.971 | 3 | 211 | 9.352 |

PART class: REGULATOR

|  |  |  | failure rate $/ 10^{6}$ hours |  |  |  | Number ofRECORDS | number failed | operating hours$\left(x \quad 10^{6}\right)$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Environment | APPLICATION |  | $\hat{\lambda}$ | $60 \%$ UPPER SINGLE-SIDED CONF IDENCE | 608 CONFIDENCE INTERVAL |  |  |  |  |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| GRF | X |  | 2.998 | --- | 2.188 | 4.103 | 1 | 10 | 3.336 |

PART class: RELAY
type: ARMATURE

| environment |  |  | Failure rate/ $10^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | application |  | $\hat{\lambda}$ | 608 UPPER SINGLEE SIREDCONFIDENCE | 608 CONF IDENCE INTERVAL |  | $\underset{\substack{\text { number } \\ \text { Recoros }}}{\text { of }}$ | number failed | operating hiours$\left(x \quad 10^{6}\right)$ |
|  | MIL. | coml. |  |  | LOWER | UPPER |  |  |  |
| GRF | $\chi$ |  | 0.375 | --- | 0.326 | 0.432 | 17 | 43 | 114.702 |
| GRF |  | $x$ | 0.015 | --- | 0.003 | 0.044 | 2 | 1 | 68.807 |
| GRM | $x$ |  | 1.229 | --- | 0.243 | 3.736 | 1 | 1 | 0.814 |
| GRM |  | x | --- | 0.271 | --- | --- | 1 | 0 | 3.380 |
| AIT | $x$ |  | 0.054 | --- | 0.044 | 0.066 | 2 | 21 | 392.000 |
| SHS | x |  | 0.915 | --- | 0.843 | 0.995 | 2 | 116 | 126.716 |
| SUB | X |  | 1.030 | --- | 1.020 | 1.041 |  | 6953 | 6750.051 |

part class: Relay
rype: COAXIAL

|  |  |  | failure rate/ $10{ }^{6}$ mours |  |  |  | NUMBER OF RECORDS |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| environment | APPlication |  | $\hat{\lambda}$ | 608 UPPERSINGLE-SIDED SINGLE-SIDEDCONFIDENCE | 608 confidence interval |  |  | number failfo |  |
|  | MIL. | coml. |  |  | LOWER | UPPER |  |  |  |
| GRF | X |  | --- | 3.923 | --- | --- | 1 | 0 | 0.233 |

part class: RELAY
tYPE: CRYSTAL CAN

| ENVIRONMENT |  |  | FAilure rate $110^{6}$ hours |  |  |  | NUMBER OF RECORDS |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | APPLICAIION |  | $\hat{\lambda}$ | 60\% UPPER SINGLE-SIDED confidence | 602 CONFIDENCE INTERVAL |  |  | number failed | operating hivrs$\left(x \quad 10^{6}\right)$ |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| DOR | $x$ |  | --- | 0.021 | --- | --- | 1 | 0 | 43.469 |
| GRF | X |  | 0.156 | --- | 0.105 | 0.228 | 2 | 7 | 44.954 |
| GRF |  | $x$ | 0.082 | --- | 0.068 | 0.100 | 11 | 23 | 279.663 |
| AIT | X |  | 7.407 | --- | 6.256 | 8.789 | 2 | 30 | 4.050 |
| SHS | X |  | --- | 0.920 | --- | -.- | 1 | 0 | 0.996 |

PART CLASS: RELAY
type: CURRENT SENSITIVE

PARt class: RELAY
TYPE: GENERAL


\footnotetext{
Part class: RELAY

| FAILURE RATE $/ 10^{6}$ hours |  |  |  |  |  |  | number of RECORDS | number failed | operating hours$\left(x 10^{6}\right)$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Environment | APplication |  | $\hat{\lambda}$ | $60 \%$ UPPER | 608 CONF | nterval |  |  |  |
|  | MIL. | COML. |  | CONF IDENCE | LOWER | UPPER |  |  |  |
| $\begin{aligned} & \text { GRF } \\ & \text { GRF } \end{aligned}$ | X | X | $\begin{aligned} & --- \\ & 0.551 \end{aligned}$ | 0.545 | $0.109$ | 1.674 | 1 3 | 0 1 | $\begin{aligned} & 1.681 \\ & 1.816 \end{aligned}$ |

part class: RELAY
TYPE: LATCHING


\footnotetext{
part class: relay

|  |  |  | failure rate/ $10^{6}$ mours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| cnvironment | application |  | $\hat{\wedge}$ | $\begin{aligned} & 606 \text { UPPER } \\ & \text { SINGIE-SIDED } \end{aligned}$CONFIDENCE | 608 conf ioence interval |  | $\underbrace{\text { of }}_{\substack{\text { Number of } \\ \text { RECORDS }}}$ | number failed | $\underset{\substack{\text { OpErating } \\\left(x: 10^{6}\right.}}{ }$ |
|  | MLL. | come. |  |  | LOWER | UPPER |  |  |  |
| GRF |  | X | 22.222 | --- | 15.048 | 32.605 | 1 | 7 | 0.315 |

Part class: RELAY
TYPE: POWER

Part class: RELAY
tYPE: THERMAL

|  |  |  | failure rate $110^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Environment | APPlication |  | $\hat{\lambda}$ | $60 \%$ UPPER SINGLE-SIDED CONFIDENCE | $60 \%$ CONFIDENCE INTERVAL |  | number of RECORDS | number failed | operating houks$\left(x 10^{6}\right)$ |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| DOR | $X$ |  | --- | 2.000 | --- | --- | 1 | 0 | 0.458 |
| GRF | $x$ |  | 13.089 | -.- | 8.096 | 20.800 | 1 | 5 | 0.382 |
| GRF |  | $x$ | 0.435 | --- | 0.177 | 0.941 | 1 | 2 | 4.596 |
| AIT | $X$ |  | 25.641 | --- | 5.081 | 77.968 | 1 | 1 | 0.039 |
| SHS | $X$ |  | 0.746 | --- | 0.304 | 1.613 | 1 | 2 | 2.680 |
| SUB | $X$ |  | 10.667 | --- | 7.445 | 15.223 | 1 | 8 | 0.750 |

part class: RELAY
type: TIME DELAY

|  |  |  |  | failure rate | 6 hours |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| envirunment | APPLICATION |  | 入 | 608 UPPER SINGLE-SIDED CONF IDENCE | 608 CONFIDENCE INTERVAL |  | $\underset{\substack{\text { numberr of } \\ \text { Recorns }}}{ }$ | number falled | operating hours ( $\times 10^{6}$ ) |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| GRF | $x$ | $X$ | 1.567 | --- | 1.164 | 2.110 | 4 | 11 | 7.019 |
| GRF |  |  | -- | 1.908 | --- | --- | 1 | 0 | 0.480 |
| GRM | $\chi$ |  | 4.246 | --- | 1.727 | 9.179 | 1 | 2 | 0.471 |
| AIT | $x$ |  | 26.620 | --- | 21.889 | 32.442 | 1 | 23 | 0.864 |
| SHS | X |  | 1.014 | --- | 0.862 | 1.196 | 2 | 3 | 4.950 |
| MIS | X |  | --- | 1.953 | --- | --- | 1 | 0 | 0.469 |

part class: ROTARY JOINT
type: MICROWAVE

part class: SENSOR
TYPE: GENERAL

part class: SHOCK ABSORBER
trpe: GENERAL

part class: SHOCK ABSORBER
tYpe: GENERAL, MOUNT
Part class: SHOCK ABSORBER
tYPE: ISOLATOR

Part class: SOCKET
rYpe: DUAL-IN-LINE (PER PIN)

|  |  |  | failure rate/ $10{ }^{6}$ hours |  |  |  | Number ofRecords | number failed | operating hours$\left(x 10^{6}\right)$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| environment | application |  | $\hat{\lambda}$ | 601 UPPER SINGLE-SIDED CONFIDENCE | 601 CONFI | interval |  |  |  |
|  | Mll. | COML. |  |  | LOWER | UPPER |  |  |  |
| GRF SHS | X | $X$ | 0.00056 | ---0.05 | 0.00012 | 0.0017 | 1 | 1 | $\begin{array}{r} 1801.200 \\ 200.500 \end{array}$ |

trpe: HIGH POWER TUBE

part class: SOCKET
TYPE: LAMP
fallure rate $/ 10^{6}$ hours

|  |  |  | failure rate/ $10{ }^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENVIRONMENT | APPLICATION |  | $\hat{\lambda}$ | 604 UPPER SINGLE-SIDED CONFIDENCE | 608 CONFIDENCE INTERVAL |  | NUMBER OF RECORDS | number failed | operating hours$\left(x 10^{6}\right)$ |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| GRF | $x$ |  | --- | 0.007 | --- | --- | 1 | 0 | 124.942 |
| SHS | $x$ |  | --- | 0.012 | --- | --- | 1 | 0 | 76.218 |

Part class: SOCKET
trpe: RELAY
PART CLASS: SOLENOID
tYPE: GENERAL

part class: SWITCH

PaRT Class: SWITCH
trPe: FLOW

| FAILURE RATE/ $10^{6}$ mours |  |  |  |  |  |  | nUMBER Of RECORDS |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENVIROMHENT | APPLICATION |  | 人 | 608 UPPER SINGLE-SIDED CONF IDENCE | 608 CONFIDENCE INTERVAL |  |  | mumber failed | OPERATING HOURS$\left(\times 10^{6}\right)$ |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
|  | $X$ |  | 4.492 | --- | 4.023 | 5.024 | 5 | 66 | 14.691 |
| SHS | $X$ |  | --- | 1.839 | ---- | -- | 1 | 0 | 0.498 |
| SUB | $X$ |  | 2.542 | --- | 1.721 | 3.718 | 1 | 7 | 2.754 |

PART CLASS: SHITCH
TYPE: GENERAL

part class: SWITCH
trpe: hUMIDITY

part class:SWITCH
TYPE:INERTIAL

|  |  |  | fallure rate/ $10^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENVIRONMENT | application |  | 入 | $60 \%$ UPPER SINGLE-SIDED CONFIDENCE | 608 CONFI | nterval | number ufRECORDS | number failed | OPERATING HOURS$\left(\times 10^{6}\right)$ |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| DOR | X |  | 0.066 | --- | 0.047 | 0.092 | 1 | 9 | 137.100 |

part class: SWITCH
type: KEY

$=$
Part class: SWITCH
IYPE: PENDANT-HOIST

|  |  |  | Failure rate $110^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Environment | application |  | $\hat{\lambda}$ | 60\% UPPER | 608 CONF | INTERVAL | NUMBER OFRECOROS | number failed | operaiting hours$\left(\times 10^{6}\right)$ |
|  | MIL. | COML. |  | CONF IOENCE | LOWER | UPPER |  |  |  |
| GRF | $X$ |  | 6.155 | --- | 3.142 | 11.402 | 1 | 3 | 0.487 |

PART Class: SWITCH
TYPE: PRESSURE

part class: SWITCH

|  |  |  | failure rate/ $10^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| environment | APPLICATION |  | $\hat{\lambda}$ | 601 UPPER <br> SINGLE-SIDED CONF IDENCE | 601 CONFIOENCE INTERYAL |  | nUMBER OF RECORDS | number failed | $\begin{aligned} & \text { OPERATING MOURS } \\ & \left(\times 10^{6}\right) \end{aligned}$ |
|  | MIL. | COML. |  |  | LOWER. | UPFER |  |  |  |
| DOR | $x$ |  | --- | 1.519 | $\cdots$ | --- | 1 | 0 | 0.603 |
| GRF | $x$ |  | 0.144 | --- | 0.101 | 0.206 | 28 | 8 | 55.533 |
| GRF |  | $X$ | 27.155 | -- | 26.694 | 27.700 | 3 | 21102 | 777.089 |
| GRM | N/A | $N / A$ | -- | 0.226 | --- | --- | 5 | 0 | 4.053 |
| A | N/A | N/A | 7.353 | --- | 6.738 | 8.031 | 7 | 103 | 14.009 |
| HEL | X |  | --- | 0.712 | --- | --- | 1 | 0 | 1.286 |
| SHS | $x$ |  | 0.448 | --- | 0.398 | 0.506 | 2 | 57 | 127.097 |
| SUB | X |  | 0.078 | --- | 0.053 | 0.114 | 3 | 7 | 90.228 |

Part class: SWITCH
TYPE: REED

| ENVIRONMENT |  |  | failure raie/10 ${ }^{6}$ mours |  |  |  | NUMBER OF | number fallefo | operating imurs$\left(x \quad 10^{6}\right)$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | APPLICATION |  | $\hat{\lambda}$ | 604 UPPER <br> SINGLE-SIDED CONF IDENCE | 601 conf loence interval |  |  |  |  |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| DOR | $x$ |  | --- | 0.950 | --- | --- | 1 | 0 | 0.964 |
| SAT | X |  | --- | 2.018 | --- | --- | 1 | 0 | 0.908 |
| GRF |  | X | --- | 0.001 | --- | --- | 1 | 0 | 1200.000 |
| GRM |  | X | 0.123 | --- | 0.050 | 0.266 | 1 | 2 | 16.252 |

part class: SWITCH
trPE: ROTARY

| ENVIRONMENT |  |  | failure rate/ $10{ }^{6}$ hours |  |  |  | NUPHIFR OF picordos | number rialen | opfrating hours$\left(\times 10^{6}\right)$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | APPLICATION |  | $\hat{\lambda}$ | 603 UPPER <br> SINGLE-SIDED CONF IOENCE | 601 Confldemie literval |  |  |  |  |
|  | MIL. | coml. |  |  | LOWER | UPPER |  |  |  |
| SAT | X |  | 0.418 | --- | 0.083 | 1.272 | 1 | 1 | 2.391 |
| GRF | X |  | 0.691 | --- | 0.610 | 0.785 | 15 | 52 | 75.242 |
| GRM | $x$ |  | --- | 9.347 | --- | --- | 8 | 0 | 0.098 |
| A | $x$ |  | 16.001 | --- | 15.098 | 16.966 | 2 | 225 | 14.062 |
| AI | $x$ |  | 37.313 | --- | 21.428 | 63.076 | 2 | 4 | 0.107 |
| AIT | X |  | -- | 0.205 | --- | --- | 1 | 0 | 4.460 |
| AIT |  | $x$ | 131.579 | --- | 102.581 | 169.017 | 2 | 15 | 0.114 |
| HEL | $x$ |  | 21.739 | --- | 8.843 | 46.990 | 2 | 2 | 0.092 |
| SHS | $x$ |  | 1.465 | --- | 1.329 | 1.616 | 4 | 84 | 57.344 |
| SUB | X |  | 2.406 | --- | 2.685 | 3.000 | 17 | 67 | 24.955 |

Part class: SWITCH
type: SENSITIVE

Part class: SWITCH
IYPE: SHAFT

Part class: SWITCH
type: SNAP SLIDE

PART CLASS: SWITCH
TYPE: STEPPING

|  |  |  | FAILUPE RATE $/ 10^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Environment | APPLICATION |  | $\hat{\lambda}$ | 601 UPPER SINGLE-SIDED CONF IDENCE | 608 Conr | inierval | NUMBER OF RECORDS | number failito | OPFRATING HOURS$\left(\times 10^{6}\right)$ |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| DOR | $X$ |  | 0.400 | --- | 0.163 | 0.865 | 1 | 2 | 5.000 |
| SUB | X |  | 21.368 | --- | 13.216 | 33.956 | 1 | 5 | 0.234 |

part class: SWITCH
TYPE: THERMAL

part class: SWITCH
rvpe: THERMOSTAT

part class: SWITCH
trpe: THUMB WHEEL

|  |  |  | fatlure rate/10 ${ }^{6}$ hours |  |  |  | NUMBER OF RECOROS |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| environment | Application |  | $\hat{\lambda}$ | 608 UPPERSINGLE-SIDED CONF IDENCE | 609 Confldence interval |  |  | number failed | OPERATING HOURS$\left(x \quad 10^{6}\right)$ |
|  | MIL. | сомl. |  |  | LOMER | upper |  |  |  |
| GRM AIT | X | X | 15.856 | 3.299 | 8.093 | 29.372 | 11 | 0 3 | 0.277 0.189 |

part class: SWITCH
trfe: TOGGLE

\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|}
\hline \multirow[t]{3}{*}{environment} \& \& \& \multicolumn{4}{|l|}{Tailure ratt/ \(10^{6}\) hours} \& \multirow[t]{3}{*}{number of records} \& \multirow[t]{3}{*}{number faileo} \& \multirow[t]{3}{*}{\begin{tabular}{l}
operating hours \\
(× \(10^{5}\) )
\end{tabular}} \\
\hline \& \multicolumn{2}{|l|}{APPLICAIION} \& \multirow[t]{2}{*}{\(\hat{\lambda}\)} \& \multirow[t]{2}{*}{608 UPPER
SINGLE-SIDED CONFIDENCE} \& \multicolumn{2}{|l|}{608 Conf idince inierval} \& \& \& \\
\hline \& MIL. \& Coml. \& \& \& tower \& upper \& \& \& \\
\hline DOR \& X \& \& -- \& 0.907 \& --- \& --- \& 1 \& 0 \& 1.010 \\
\hline GRF \& X \& \& 0.270 \& --- \& 0.254 \& 0.292 \& 19 \& 163 \& 598.769 \\
\hline GRM \& X \& \& 0.243 \& --- \& 0.054 \& 0.720 \& 6 \& 1 \& 4.166 \\
\hline A \& x \& \& 7.194 \& --- \& 6.813 \& 7.600 \& 4 \& 255 \& 35.446 \\
\hline AI \& X \& \& 29.732 \& --- \& 19.369 \& 45.164 \& 6 \& 6 \& 0.201 \\
\hline HEL \& X \& \& 18.605 \& --- \& 12.985 \& 26.552 \& 1 \& 8 \& 0.430 \\
\hline SHS \& \(x\)

$\times$ \& \& 0.553 \& --- \& 0.495 \& 0.619 \& 16 \& 66 \& 119.306 <br>
\hline SUB \& X \& \& 0.041 \& --- \& 0.032 \& 0.051 \& 18 \& 18 \& 443.176 <br>
\hline
\end{tabular}

Part class: SWITCH
trpe: WAVE GUIDE

| ENVIRONMENT | APPLICATION |  |
| :---: | :--- | :--- |
|  | MIL. | COML. |
| GRF | $X$ |  |
| GRM | $X$ |  |

PART Class: SYNCHRO
rrpe: DIFFERENTIAL

|  |  |  |  | failure rat | ${ }^{6}$ hours |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| environment | APPLICATION |  | $\hat{\lambda}$ | 608 UPPER <br> SINGLE-SIDED CONFIDENCE | $60 \%$ Confldence interval. |  | numbrr or recoris | number faltst | areratimg ine:ps ( $\times 10^{6}$ ) |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| SUB | X |  | 1.313 | --- | 1.124 | 1.537 | $?$ | 35 | 26.658 |

part class: SyNCHRO
TYPE: GENERAL

|  |  |  | fallure rate/ $10{ }^{6}$ hours |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Environment | APPLICAYIION |  | ^ | 608 UPPER SINGLE-SIDED CONF IDENCE | 608 Cont loence interval |  |
|  | MIL. | coml. |  |  | Lower | UPPER |
| GRM | $x$ |  | 4.198 | --- | 3.534 | 4.997 |
| A | X |  | 336.831 | --- | 320.935 | 353.648 |
| A |  | $x$ | --- | 2.544 | --- | --- |
| AUT |  | $\chi$ | --- | 10.178 | --- | --- |
| AUF | $X$ |  | 102.857 | --- | 82.175 | 128.984 |
| HEL | X |  | 150.000 | --- | 116.942 | 192.679 |
| SUB | X |  | 0.353 | --- | 0.180 | 0.653 |

part class: SYNCHRO
TYPE: RECEIVER, TRANSMITTER

| fallure rate/10 ${ }^{6}$ Hours |  |  |  |  |  |  | number of RECOROS | number tallet | opfrating mours$\left(x \quad 10^{6}\right)$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENVIRONMENT | APPLICATION |  | $\hat{\lambda}$ | 608 UPPER SINGLE-SIDED CONF IDENCE | 602 Conf 10 | interval |  |  |  |
|  | MIL. | coml. |  |  | LOMER | UPPER |  |  |  |
| A | $\chi$ | X | 0.649 7.426 | --- | $\begin{aligned} & 0.129 \\ & 2.948 \end{aligned}$ | $\begin{array}{r} 1.975 \\ 15.663 \end{array}$ | 1 | 1 | $\begin{aligned} & 1.540 \\ & 0.276 \end{aligned}$ |

Pary class: SYNCHRO
TYPE: RESOLVER

| ENYIROMMENT |  |  | Tallure rafe/10 ${ }^{6}$ hours |  |  |  | (number or | number tailed | operating milups |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | APPLICAIION |  | $\hat{\lambda}$ | 60 UFPER SINGLE-SIDED CONF 1 DENCE | 608 cont idence initrval |  |  |  |  |
|  | MIL. | COHL. |  |  | LOWER. | UPPER |  |  |  |
| OOR | $x$ |  | 0.135 | --- | 0.055 | 0.291 | 3 | 2 | 14.858 |
| GRF | $x$ |  | --- | 2.398 | --- | --- | 1 | 0 | 0.382 |
| A | $X$ |  | 9.032 | --- | 7.802 | 10.476 | 1 | 39 | 4.318 |
| A |  | $x$ | 3.378 | --- | 1.940 | 5.711 | 2 | 4 | 1.184 |
| SHS | $x$ |  | 55.556 | --- | 22.599 | 120.086 | 1 | 2 | 0.036 |
| SUB | X |  | 1.986 | --- | 1.899 | 2.066 | 7 | 348 | 175.215 |

\footnotetext{
PART ClASS: TANK
ryPE: FUEL CELL

|  |  |  | failure rate $110^{6}$ mours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENVIRONMENT | applicarion |  | $\hat{\lambda}$ | 60\% UPTER SINGLE-SIDED CONF IDENCE | 603 conrioence interval |  | nUMPER OF RECOROS | number failed | operaling hours$\left(x 10^{6}\right)$ |
|  | MIL. | coml. |  |  | LOWER | UPPER |  |  |  |
| GRM | N/A | N/A | 7.745 | --- | 7.019 | 8.555 | 3 | 82 | 10.588 |
| A | $\chi$ |  | 152.358 | --- | 149.440 | 155.345 | 1 | 1938 | 12.720 |
| HEL | X |  | 108.824 | --- | 93.600 | 126.762 | 1 | 37 | 0.340 |

Part class: TANK
TYPE: GENERAL

|  |  |  | Fallure rate $110^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENVIRONMENT | APPLICATION |  | $\hat{\lambda}$ | 601 UPPER SINGLE-SIDED CONFIDENCE | 608 CONFIDENCE INTERVAL |  | NUMBER OF RECORDS | number failed | OPERATING HOURS$\left(\times 10^{6}\right)$ |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| AUT |  | $X$ | --- | 6.887 | --- | --- | 1 | 0 | 0.133 |
| HEL | $X$ |  | 5.000 | --- | 0.991 | 15.204 | 1 | 1 | 0.200 |

part class: TANK
type: OIL

| failure rate/ $10{ }^{6}$ hours |  |  |  |  |  |  | NUMBER OfRECOROS | number falled | opfrating inuors$\left(x \quad 10^{6}\right)$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENVIRONMENT | APPLICATION |  | $\hat{\lambda}$ | 601 UPPER SINGLE-SIDED CONFIDENCE | 609 CONF: | interval |  |  |  |
|  | MIL. | COML. |  |  | LOWER | UPRER |  |  |  |
| GRM | $N / A$ | $N / A$ | 4.058 | --- | 2.510 | 6.449 | 2 | 5 | 1.232 |
| A | X |  | 45.404 | --- | 43.956 | 46.909 | 1 | 701 | 15.439 |
| AUT |  | $X$ | 14.604 | --- | 12.533 | 17.051 | 5 | 36 | 2.465 |
| AUF | $x$ |  | 238.636 | --- | 207.318 | 275.177 | 1 | 42 | 0.176 |
| HEL | X |  | 159.322 | --- | 145.384 | 174.782 | 2 | 94 | 0.590 |

part class: TANK
TYPE: PRESSURE VESSEL

|  |  |  | failure rate/ $10^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENVIRONMENt | APPLICATION |  | $\hat{\lambda}$ | 608 UPPER SINGLE-SIDED CONFIDENCE | 601 conr | interval | NUMBER OF RICORDS | number fallito | offrating helurs$\left(\times 10^{6}\right)$ |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| DOR | X |  | 0.237 | --- | 0.047 | 0.722 | 1 | 1 | 4.211 |
| AU | N/A | N/A | 53.659 | --- | 43.871 | 62.974 | 3 | 22 | 0.410 |
| HEL | X |  | 260.000 | --- | 198.427 | 340.972 | 1 | 13 | 0.050 |

Part class: TANK
ripe: STORAGE

|  |  |  | Failure rait $/ 10^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Environment | APPLICATION |  | $\hat{\lambda}$ | 608 UPPER SINGLE-SIDED CONf IDENCE | 608 CONF | nterval | NUMBER OT RECORDS | nimber fallfo | OFERAIING MOURS$\left(\times 10^{5}\right)$ |
|  | MIL. | coml. |  |  | LOWER | UPPER |  |  |  |
| GRF | $X$ |  | 1.616 | --- | 1.094 | 2.370 | 1 | 7 | 4.333 |

part class: TIME-TOTALIZING METER
TYPE: COUNTERS

part class: TIME-TOTALIZING METER
TYPE: TIMER, ELECTRO-MECHANICAL

part class: TRANSDUCER
TrPE: GENERAL

|  |  |  | failure ratf $110^{6}$ hours |  |  |  | number of PECORUS |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENVIRONMENT | Application |  | $\hat{\lambda}$ | 608 UPPER | 601 CONF | interval |  | number fail.fo | OPERAIING *WHRS$\left(x 10^{6}\right)$ |
|  | MIL. | COML. |  | CONF IOENCE | LOWER | UfPER |  |  |  |
| SAT | $x$ |  | --- | 0.588 | --- | --- | 2 | 0 | 1.558 |
| A |  | $X$ | 91.917 | --- | 87.067 | 97.082 | 3 | 257 | 2.796 |
| HEL | $x$ |  | 100.000 | --- | 87.031 | 115.105 | 1 | 43 | 0.430 |

Part class: TRANSOUCER

|  |  |  | fallure rate/ $10{ }^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| environment | application |  | $\hat{\lambda}$ | 608 UPPER SINGLE-SIOED CONF IDENCE | 608 conf | interval | numbre of RF CORIS | number failed | oferating ilimur:$\left(\times 10^{5}\right)$ |
|  | MIL. | coml. |  |  | Lower | UPTER |  |  |  |
| GRF | $x$ |  | 3.925 | --- | 2.427 | 6.237 | 1 | 5 | 1.274 |
| AUF | X |  | 254.237 | --- | 198.207 | 326.575 | 1 | 15 | 0.059 |
| HEL | X |  | 71.429 | --- | 61.940 | 82.520 | 1 | 41 | 0.574 |

part class: TRANSDUCER
rrpe: PRESSURE

| environment |  |  | failure rate/ $10^{6}$ hours |  |  |  | Number of | number faileo | operating hours (x $10^{6}$ ) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Application |  | $\hat{\lambda}$ | SING UPPER CONF IDENCE | 602 confidence interval |  |  |  |  |
|  | MIL. | сомl. |  |  | OWER | UPPER |  |  |  |
| DOR | X |  | 1.998 | --- | 1.147 | 3.378 | 1 | 4 | 2.002 |
| GRF | $x$ |  | 6.757 | --- | 1.339 | 20.546 | 1 | 1 | 0.148 |
| GRM | N/A | N/A | 79.055 | --- | 72.247 | 86.593 | 2 | 97 | 1.227 |
| A | X |  | 151.815 | --- | 146.046 | 158.200 | 2 | 506 | 3.333 |
| AUT |  | x | 54.106 | --- | 51.611 | 56.743 | 3 | 336 | 6.210 |
| HEL | $\chi$ |  | 154.622 |  | 140.948 | 169.805 | 5 | 92 | 0.595 |

part class: TRANSDUCER

|  |  |  | failure rate/10 ${ }^{6}$ hours |  |  |  | number of recoros |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENVIRONMENT | Application |  | 入 | S 080 UPPER | 608 CONFI | interval |  | number failed | oferating hours$\left(x \quad 10^{6}\right)$ |
|  | MIL. | coml. |  | CONF IDENCE | Lower | UPPER |  |  |  |
| $\stackrel{\text { A }}{\text { HEL }}$ | $\underset{X}{N / A}$ | N/A | $\begin{aligned} & 54.331 \\ & 57.944 \end{aligned}$ | -- | $\begin{aligned} & 51.173 \\ & 51.694 \end{aligned}$ | $\begin{aligned} & 57.715 \\ & 65.042 \end{aligned}$ | 5 1 | 212 62 | $\begin{aligned} & 3.902 \\ & 1.070 \end{aligned}$ |

PARI CLASS: TRANSDUCER
trpe: TEMPERATURE

|  |  |  | failure rate $/ 10^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENVIRONMENT | APPLICATION |  | $\hat{\lambda}$ | 601 UPPER SINGLE-SIDED CONFIDENCE | 608 CONF | INTERYAL | NUMBER OF RECORDS | number failed | opfrating minura$\left(\times 10^{6}\right)$ |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| GRF | X |  | 2.413 | - | 0.981 | 5.215 | 1 | 2 | 0.829 |
| GRF |  | $X$ | 21.964 | _-- | 18.758 | 25.768 | 1 | 34 | 1.548 |
| A | N/A | N/A | 86.938 | --- | 83.977 | 90.022 | 4 | 615 | 7.074 |
| HEL | X |  | 62.992 | --- | 57.016 | 69.678 | 1 | 80 | 1.270 |

## part class: VALVE

trpe: BALL

|  |  |  | FAILURE RATE/ $10{ }^{6}$ hours |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ENVIROMMENT | APPLICATION |  | $\hat{\lambda}$ | 608 UPPER SINGLE-SIDED COMFIDENCE | $60 \%$ confluenct. Intirval |  | NUMAEP or pectorus | number failero | operating houps$\left(\times 10^{6}\right)$ |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| DOR | X |  | --- | 0.374 | --- | --- | 1 | 0 | 2.447 |
| GRF | $X$ |  | 0.647 | --- | 0.400 | 1.029 | 2 | 5 | 7.723 |
| GRM | $X$ |  | 1.441 | --- | 0.891 | 2.290 | 2 | 5 | 3.469 |

rYPE: BUTTERFLY

PART CLASS: VALVE
TYPE: CHECK

part class: VALVE

PART Class: VALVE
type: FUEL

| environment |  |  | Failure rate $110^{6}$ hours |  |  |  | number of RECORDS | number failed | $\begin{aligned} & \text { oferating hours } \\ & \qquad\left(x 10^{6}\right) \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | APPLICATION |  | $\hat{\lambda}$ | 60 UPPER SINGLE-SIDED CONFIDENCE | 608 CONFIDENCE INTERVAL |  |  |  |  |
|  | MIL. | COML. |  |  | LOWER. | UPPER |  |  |  |
| DOR | $X$ |  | --- | 0.127 | --- | --- | 1 | 0 | 7.220 |
| GRF | $\chi$ |  | - | 8.327 | --- | --- | 1 | 0 | 0.110 |
| AU | X |  | 42.645 | --- | 38.810 | 46.910 | 5 | 89 | 2.087 |
| AUT |  | X | 3.056 | --- | 2.487 | 3.762 | 7 | 21 | 6.872 |
| AUF | X |  | 24.450 | --- | 19.787 | 30.271 | 1 | 20 | 0.818 |
| HEL | X |  | 40.000 | --- | 16.271 | 86.462 | 1 | 2 | 0.050 |

part class: VALVE
TYPE: GATE

|  |  |  |  | failure rat | ${ }^{6}$ hours |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Environment | application |  | $\hat{\lambda}$ | 601 UPPER SINGLE-SIDED CONF IDENCE | 601 CONFIDENCE INTERVAI. |  | NUMAFR or RECORDS | number falled | operaling hours ( $\times 10^{6}$ ) |
|  | MIL. | COML. |  |  | Lower | UPPER |  |  |  |
| GRF | $\chi$ |  | 1.336 | --- | 0.975 | 1.829 | 4 | 10 | 7.484 |
| A | $x$ |  | 32.448 | --- | 24.092 | 43.695 | 1 | 11 | 0.339 |
| HEL | X |  | 71.429 | --- | 44.179 | 113.510 | 1 | 5 | 0.070 |

part class: VALVE
TYPE: GENERAL

| ENVIRONMENT |  |  | FAILURE RATE $/ 10^{6}$ HOURS |  |  |  | NUMBER OF RECORDS | NUMBER FAILED | OPERATING HOURS$\left(x 10^{6}\right)$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | APPLICATION |  | $\hat{\lambda}$ | 601 UPPER SINGLE-SIDED CONFIDENCE | 608 CONFIOENCE INTERYAL |  |  |  |  |
|  | Mil. | COML. |  |  | LOWER. | UPPER |  |  |  |
| DOR | $X$ |  | --- | 0.006 | - | --- | 7 | 0 | 148.475 |
| SAT | $X$ |  | --- | 0.640 | --- | --- | 1 | 0 | 1.432 |
| GRF | $X$ |  | --- | 0.175 | --- | --- | 2 | 0 | 5.248 |
| GRF |  | $X$ | 15.121 | --- | 13.463 | 17.008 | 2 | 60 | 3.968 |
| GRM | $X$ |  | 14.423 | --- | 7.362 | 26.718 | 4 | 3 | 0.208 |
| A | $N / A$ | $N / A$ | 101.086 | - | 100.154 | 378.907 | 8 | 8353 | 82.633 |
| HEL | X |  | 98.804 | --- | 93.205 | 104.793 | 2 | 223 | 2.257 |

PARt CLASS: VALVE
TYPE: GLOBE

part class: Valve
TYPE: HYDRAULIC


PART CLASS: VALVE
type: NEEDLE
part class: valve
TYPE: OIL

|  |  |  | failure rate/10 ${ }^{6}$ huurs |  |  |  | NUMBER or RECORUS |  | $\begin{aligned} & \text { orranting hours } \\ & \left(\times 10^{6}\right) \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| environment | application |  | ^ | 608 UPPERSINGLE-SDRED conf loence | 601 confidence interval |  |  | number failetio |  |
|  | MIL. | coml. |  |  | Lower | upper |  |  |  |
| GRF | X |  | 2.412 | --- | 1.571 | 3.663 | 1 | 6 | 2.488 |
| A | X |  | 32.895 |  | 20.345 | 52.274 | 1 | 5 | 0.152 |

part class: valve
TrPE: PLUG


\footnotetext{
part class: VALVE
rrpe: PNEUMATIC

part class: VALVE
type: RELIEF

part class: VALVE
irPE: SERVO

Part class: VALVE
TYPE: SOLENOID

| Environment |  |  | fallure rate/ $10^{6}$ hours |  |  |  |  | number fallic |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | application |  | $\hat{\lambda}$ | SNG UPPER Single-sided CONF IDENCE | 608 CONTIDEACE INIEPVAI |  |  |  |  |
|  | MIL. | coml. |  |  | LOWER | UPPER |  |  |  |
| DOR | $x$ |  | 0.009 | --- | 0.006 | 0.013 | 14 | 7 | 807.376 |
| GRF | $x$ |  | 1.640 | --- | 1.486 | 1.812 | 9 | 82 | 50.002 |
| GRM | $x$ |  | 18.519 | --- | 3.669 | 56.310 | 1 | 1 | 0.054 |
| A | $\chi$ |  | 28.128 | --- | 26.221 | 30.196 | 4 | 156 | 5.546 |
| AUT |  | X | 18.990 | --- | 16.468 | 21.939 | 4 | 41 | 2.159 |
| HEL | $X$ |  | 124.611 | --. | 107.850 | 144.239 | 4 | 40 | 0.321 |

PART Class: VALVE
TYPE: WATER

| FAILURE RATE $/ 10^{6}$ hours |  |  |  |  |  |  | number uf RECORDS |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| enditrunment | APPLICAIION |  | $\hat{\lambda}$ | $\begin{aligned} & 608 \text { URFER } \\ & \text { SINGLE-SIUED } \\ & \text { CONFIDENCE } \end{aligned}$ | 60\% CONF DIDENCE INTIRVAI |  |  | Nimber failfu |  |
|  | MIL. | COML. |  |  | LOWER | UPPER |  |  |  |
| GRF | $X$ |  | 1.895 | --- | 1.630 | 2.208 | 4 | 37 | 19.521 |

NONELECTRONIC PARTS RELIABILITY DATA

SECTION 2

NONELECTRONIC PARTS DETAILED DATA

## Section 2

## NONELECTRONIC PARTS DETAILED DATA

The detailed data entries presented in this section are arranged in alphabetical order by major family class and alphabetically by type within each family class. The environmental codes described on page 5 are utilized in this section.

Failure rate estimates are not presented for those entries having zero failures and less than $0.5 \times 10^{6}$ hours. The user of this document who wishes to derive the $60 \%$ upper single-sided confidence limit estimate for the zero failure case may do so by dividing the value 0.916 by the operating hours provided for that entry.

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DETAILED DATA TABLES


PARI Class: ACTUATOR
rae. Linear
INV $\begin{aligned} & \text { SPEC NUMBER } \\ & \text { PART NUMBER }\end{aligned}$
$z$
DOR
DOR
DOR
$\stackrel{8}{8}$ DOR oof Dor \% g部 g 눙
Part class: actuator

| Env | SPEC NUMBER PART NUMBER manuFacturer | characteristics | $\hat{\lambda}$ | GO8 UPPERSINGLE - SIDEOCONFIDENCE | 608 CONFIDENCE INTERVAL |  | number falleo | $\begin{aligned} & \text { OPERATING } \\ & \text { MOURS } \\ & \left(\times 10^{6}\right) \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | LOWER | UPPER |  |  |
| DOR |  | Pneumatic | --- | 1.458 | --- | --- | 0 | 0.628 |
| GRF |  | Hydraulic | --- | --- | --- | --- | 0 | 0.014 |
| GRF |  | Preumatic | 3.2050* | --- | 0.635 | 9.746 | 1 | 0.312 |
| GRF |  | Pneumatic | 15.7480* | --- | 11.866 | 20.909 | 12 | 0.762 |
| GRF |  | Hydraulic | 15.2280* | --- | 7.773 | 28.210 | 3 | 0.197 |
| GRF |  | Hydraulic Servo | 125.4160 | --- | 110.666 | 142.845 | 51 | 0.446 |
| GRF |  | Pneumatic, 4 inch dia, 18 inch Stroke, 25 PSI | 1.206 | -- | 0.497 | 2.586 | 2 | 1.659 |
| GRF |  | Pneumatic, 4 inch dia, 18 inch Stroke,25 PSI | 2.411 | --- | 0.993 | 5.172 | 2 | 0.829 |
| GRF |  | Pneumatic, 3 inch dia, 36 inch Stroke, 125 PSI | 9.500 | --- | 4.459 | 11.500 | 23 | 2.421 |
| GRF |  | Pneumatic, 3 inch dia, 36 inch Stroke, 125 PSI | 15.745* | -- | 11.856 | 20.810 | 12 | 0.762 |
| GRM |  | Pneumatic, Piston Rolling Diaphragm | 0.0015 | -- | 0.001 | 0.002 | 10 | 6636.000 |
| GRM |  | Hydraulic | 368.421 | - | 249.480 | 540.558 | 7 | 0.019 |

pmer class: ACTUATOR
trpe: Linear (continued)

| env | SPEC NUMBERPART NUMBER MANUFACTURER | characteristics | fal lure rate/ $/ 0^{6}$ hours |  |  |  | $\underset{\text { Namber }}{\substack{\text { alied }}}$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | ヘ | 608 UPEER | 608 conf | E interval |  |  |
|  |  |  | $\wedge$ |  | LOWER | UPPER |  |  |
| GRM |  | Hydraulic | 50.459 | --- | 37.464 | 67.948 | 11 | 0.218 |
| GRM |  | Hydraulic | 2.207 | --- | 0.437 | 6.712 | 1 | 0.453 |
| GRM |  | Hydraulic | 826.087 | --- | 664.439 | 1029.050 | 19 | 0.023 |
| A |  | Electrical | 209.009 | --- | 192.560 | 227.068 | 116 | 0.555 |
| A |  | Electrical | 285.714 | --- | 116.224 | 617.586 | 2 | 0.007 |
| A |  | Hydraulic | 5608.696* | --- | 5190.240 | 6065.905 | 129 | 0.023 |
| A |  | Hydraulic | 149.948 | --- | 139.400 | 161.417 | 145 | 0.967 |
| A |  | Hydrualic | 483.660 | --- | 435.935 | 537.935 | 74 | 0.153 |
| A |  | Hydraulic | 97.087 | --- | 81.993 | 115.195 | 30 | 0.309 |
| A |  | Hydraulic | 319.672 | --- | 276.123 | 370.774 | 39 | 0.122 |
| A |  | Hydraulic | 500.887 | --- | 494.793 | 507.072 | 4798 | 9.579 |
| A |  | Hydraulic | 235.294 | --- | 201.921 | 274.707 | 36 | 0.153 |
| A |  | Hydraslic | 198.485 | -- | 183.790 | 214.529 | 131 | 0.660 |
| A |  | Hydraulic | 164.807 | --- | 159.283 | 170.556 | 635 | 3.853 |
| A |  | Hydraulic | 0.163 | --- | 0.162 | 0.165 | 7776 | 47,561.000 |

part class: ACtuator
trpe: Linear (continued)

|  |  |  | failure rate/ $/ 0^{6}$ hours |  |  |  | NUMBERFAJLED | $\begin{gathered} \text { OPRRAIIN } \\ \text { HOUMS } \\ \text { (X10 } \left.10^{6}\right) \\ \hline \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| env | SPEC NUMBER PART NUMBER MAMUFACTURER | characteristics | $\hat{\wedge}$ |  | 608 CONFI | interval |  |  |
|  |  |  | $\star$ | ( | LOWER | UPPER |  |  |
| AIt |  | Electrical, Passenger Door | 21.280 | --- | --- | --- | --- | --- |
| AUT |  | Hydraulic Servo | 498.335 | --- | 484.298 | 512.854 | 898 | 1.802 |
| aut |  | Hydraulic Servo | 56.454 | --- | 54.334 | 58.672 | 506 | 8.963 |
| aUt |  | Hydraulic | 80.086 | --- | 76.785 | 83.774 | 374 | 4.670 |
| aUt |  | Mechanical Spoiler, <br> Slot Control | 43.480 | --- | --- | --- | --- | --- |
| AUT |  | Mechanical, Aileron/ Rudder | 2.000 | --- | --- | --- | --- | -- |
| AUT |  | Mechanical Driven | 5.503 | --- | 4.991 | 6.076 | 83 | 15.082 |
| aut |  | Mechanical Driven | 227.829 | --- | 221.926 | 233.918 | 1061 | 4.657 |
| AUT |  | Electrical | 40.291 | --- | 38.131 | 42.594 | 249 | 6.180 |
| AUT |  | Electrical | 86.051 | --- | 82.320 | 89.980 | 380 | 4.416 |
| AUT |  | Hydraulic | 23.445 | --- | 22.780 | 24.133 | 886 | 37.790 |
| AUT |  | Hydraulic | 65.854 | --- | 55.057 | 78.931 | 27 | 0.410 |
| AUT |  | Pneumatic | 227.829 | --- | 221.926 | 233.918 | 1061 | 4.657 |
| aut |  | Pneumatic | 71.605 | --- | 63.617 | 80.715 | 58 | 0.810 |

Pakt class: ACTUATOR



PART Class: BATTERY
IYPE: Lead Acid

高


132
part class: battery


1
part class: BATTERY

Part class: BEARING
trPE: Ball

Part class: CIRCUIT PROTECTION DEVICE

Part class: CIRCUIT PROTECTION DEVICE

pant class：CIRCUIT PROTECTION DEVICE

|  |  |  |
| :---: | :---: | :---: |
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|  | $\frac{3}{4}$ | 岑 宮 董 |

Pary class: CIRCUIT PROTECTION DEVICE
trpe: Undervoltage Circuit Breaker

PARt class：COMPRESSOR
trpe：Air

|  | $\begin{aligned} & 0 \\ & 0 \\ & \text { in } \end{aligned}$ | $\begin{aligned} & \infty \\ & \underset{\sim}{\infty} \\ & \underset{\sim}{\mu} \end{aligned}$ | $\underset{\underset{\sim}{7}}{\underset{\sim}{7}}$ | $\begin{aligned} & \vec{O} \\ & \dot{0} \end{aligned}$ | $\circ$ <br> 8 <br> 0 | $\infty$ 0 0 0 | $\begin{aligned} & \text { is } \\ & 0 \\ & 0 \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 응 | $\stackrel{\square}{-}$ | ¢ | $\infty$ | $\pm$ | ¢ | 〇－ |
|  | 1 0 0 $\sim$ | $\xrightarrow[\sim]{\sim}$ | 0 0 0 $\sim$ $\sim$ | $\begin{aligned} & \text { B } \\ & \text { m } \\ & \text { N } \end{aligned}$ | O R ¢ | ¢ $\stackrel{\text { ® }}{ }$ $\sim$ | $\begin{aligned} & \text { O} \\ & \hline 0 \\ & \dot{0} \\ & \underset{\sim}{\circ} \end{aligned}$ |
|  | $\underset{\sim}{\underset{\sim}{J}}$ | $\stackrel{\infty}{\infty}$ | No | ¢ $\stackrel{8}{+}$ $\stackrel{+}{9}$ | 8 8 0 0 $\sim$ | 8 $\infty$ $\sim$ $\sim$ | $\begin{aligned} & \text { O} \\ & \hline 0 \\ & 0 \\ & \end{aligned}$ |
|  | $\vdots$ | 1 | ； | ； | ； | ！ | i |
| ＜ | O <br>  | $\circ$ $\sim$ $\sim$ $i$ | ¢ N $\stackrel{\text { d }}{ }$ $\sim$ | 8 <br> 8 <br> $\dot{8}$ <br> -1 | \％ | － | $\begin{gathered} \mathcal{O} \\ \dot{8} \\ \tilde{O} \\ 0 \end{gathered}$ |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
| $\underset{3}{3}$ | 岩 | 宕 | 중 | $\stackrel{\sim}{\sim}$ | $\stackrel{\sim}{\sim}$ | n | $\sim$ |

CONNECTOR
circular
pary ciass：

|  |  |  | N | 0 0 0 0 | $\begin{aligned} & 0 \\ & \hline 0 \\ & 0 \end{aligned}$ | $\stackrel{ \pm}{\sim}$ | $\begin{aligned} & \stackrel{\sigma}{7} \\ & \dot{J} \\ & \dot{J} \end{aligned}$ | $\stackrel{g}{\square}$ | $\begin{aligned} & \mathbf{\infty} \\ & \mathbf{m} \\ & 0 \end{aligned}$ | $\begin{aligned} & \sim \\ & \infty \\ & \sim \end{aligned}$ | $\begin{aligned} & \stackrel{\circ}{0} \\ & \hline \end{aligned}$ | $\underset{\sim}{\dddot{\sim}}$ | $\begin{gathered} \tilde{\sim} \\ \stackrel{\sim}{0} \end{gathered}$ | $\pm$ 0 0 | $\begin{aligned} & \dot{\Delta} \\ & \dot{0} \end{aligned}$ | $\begin{aligned} & \hat{8} \\ & \dot{0} \end{aligned}$ | － |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 込 | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\stackrel{J}{\sim}$ | $\bigcirc$ | $\bigcirc$ | $\pm$ | 0 | 0 | $\bigcirc$ | 0 | 0 | $\bigcirc$ | $\bigcirc$ |
|  |  | crers | $!$ | ！ | $!$ | i | O $\sim$ 0 | $i$ | i | $\begin{aligned} & \circ \\ & \hline \infty \\ & \infty \\ & \dot{\sigma} \end{aligned}$ | 1 |  | $!$ | － | ； | ！ | i |
|  |  | 気总号 | ！ | ！ | ！ | ； | $\stackrel{\sim}{m}$ | ！ |  | $$ | $i$ | $\vdots$ | ！ | ！ | ！ | ！ | 1 |
|  | $\frac{E}{2}$ |  | $\begin{aligned} & \bar{O} \\ & 0 \\ & 0 \end{aligned}$ | ； | ＇ | ¢ 0 0 | ！ | ； |  | ！ | $\stackrel{\cong}{\circ}$ | ！ | i | ！ | ！ | ； | ； |
|  |  | ＜ | ！ | i | 1 | 1 | － | $i$ | ！ | $\xrightarrow[\sim]{\sim}$ | ！ | ！ | ； | ！ | ！ | 1 | ＇ |
|  |  |  |  |  |  | $\begin{aligned} & 0 \\ & \stackrel{y}{4} \\ & \stackrel{N}{N} \\ & \stackrel{N}{E} \end{aligned}$ |  |  | $$ | $\begin{aligned} & 0 \\ & \stackrel{\rightharpoonup}{む} \\ & \stackrel{4}{心} \\ & \stackrel{U}{E} \end{aligned}$ | ́ㅗ <br> 응 <br> ய <br> 芯号 <br> $\leftrightarrows$ |  |  |  |  | $\begin{aligned} & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & 0 \\ & \stackrel{0}{\leftrightarrows} \\ & \stackrel{\sim}{\leftrightarrows} \\ & \vdots \end{aligned}$ |  |
|  |  |  |  |  |  |  |  |  |  |  | $\begin{aligned} & \underset{U}{U} \\ & \underset{\sim}{\dddot{N}} \\ & \underset{\Sigma}{N} \end{aligned}$ | $\begin{aligned} & \stackrel{\rightharpoonup}{\Psi} \\ & \underset{\sim}{\dddot{~}} \\ & \underset{\sim}{\dddot{N}} \end{aligned}$ | $\begin{aligned} & \underset{\sim}{\underset{\Sigma}{\Sigma}} \\ & \stackrel{\rightharpoonup}{N} \\ & \underset{\Sigma}{\sim} \end{aligned}$ |  | $\begin{aligned} & \stackrel{n}{0} \\ & \stackrel{1}{4} \\ & \stackrel{1}{x} \end{aligned}$ |  |  |
| － |  | 立 | \％ | $\stackrel{\leftarrow}{\text { ¢ }}$ | $\stackrel{\square}{4}$ | $\stackrel{\text { ¢ }}{\sim}$ | 容 | $\stackrel{4}{8}$ | 容 | 능 | 宮 | 彩 | 峖 | 중 | $\underset{\text { 중 }}{\text { 장 }}$ | $\sum_{\text {웅 }}$ | 중 |

Part class: CONNECTOR

| ENV | SPEC MUMDER PART MUMBER MANUFACTURER | Characteristics | $\hat{\lambda}$ | $\begin{gathered} \text { G09 UPPER } \\ \text { SINGLE-SIDED } \\ \text { CONF IDENCE } \end{gathered}$ | 608 Conf IDENCE INTERYAL |  | MUMBER FAILED | operating HOURS $\left(\times 10^{6}\right.$ ) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | LOWER | UPPER |  |  |
| GRM | MIL-C-26482 | $\begin{aligned} & \text { Insert } D, 55 P, 20 G, \\ & 7.5 \mathrm{~A} \end{aligned}$ | --- | --- | --- | --- | 0 | 0.014 |
| AI | MIL-C-26482 | $\begin{aligned} & \text { Insert } A, 1 P, 20 G, \\ & 7.5 A \end{aligned}$ | --- | --- | --- | --- | 0 | 0.004 |
| AI | MIL-C-26482 | $\mathrm{Insert}_{7.5 \mathrm{~A}}^{\text {In }} 1 \mathrm{P}, 20 \mathrm{G},$ | --- | --- | --- | --- | 0 | 0.004 |
| AI | MIL-C-26482 | ${ }_{22 A}^{\text {Insert } A, 3 P, 16 G,}$ | --- | --- | --- | - | 0 | 0.004 |
| AI | MIL-C-26482 | $\begin{aligned} & \text { Insert } A, 6 P, 16 G, \\ & 22 A \end{aligned}$ | --- | --- | --- | --- | 0 | 0.004 |
| AI | MIL-C-26482 | $\begin{aligned} & \text { Insert } A, 15 P, 20 G, \\ & 7.5 A \end{aligned}$ | --- | --- | -- | --- | 0 | 0.004 |
| AI | MIL-C-26482 | $\underset{7.5 \mathrm{~A}}{\text { Insert } \mathrm{A}, 16 \mathrm{P}, 20 \mathrm{G},}$ | --- | --- | --- | --- | 0 | 0.004 |
| AI | MIL-C-26482 | $\begin{aligned} & \text { Insert } A, 16 P, 20 G, \\ & 7.5 \mathrm{~A} \end{aligned}$ | --- | --- | --- | -- | 0 | 0.004 |
| AI | MIL-C-26482 | $\begin{aligned} & \text { Insert } A, 30 P, 20 G \text {, } \\ & 7.5 A \end{aligned}$ | - | --- | -- | --- | 0 | 0.004 |
| AI | MIL-C-26482 | $\begin{aligned} & \text { Insert } B, 32 P, 20 G, \\ & 7.5 A \end{aligned}$ | --- | --- | - | --- | 0 | 0.004 |
| AI | MIL-C-81511 | Insert B, 30P, 22G | --- | --- | --- | --- | 0 | 0.004 |

part class: CONNECTOR
trpe: Circular (continued)

| Env | SPEC NUMBER PART MUMBER MANUFACTURER | CHARACTERIStics | $\hat{\lambda}$ | $60 \%$ UPPER SINGLE --SIDED CONF IDFNCE | 608 Cont idence interval |  | ${ }_{\text {chen }}^{\substack{\text { numater } \\ \text { FAILEd }}}$ | OPERATING HOURS ( $\times 10^{6}$ ) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | LOWER | UPPER |  |  |
| AI | MIL-C-81511 | Insert B, 68P, 20G | -- | --- | - | --- | 0 | 0.004 |
| AI | MIL-C-81511 | Insert B, 85P, 23G | --- | --- | --- | --- | 0 | 0.099 |
| AI | MIL-C-81511 | Insert B | --- | --- | --- | --- | 0 | 0.099 |
| AI | MIL-C-81511 | Insert B, 55P, 22G | --- | --- | --- | -- | 0 | 0.004 |
| AI | MIL-C-81511 | Insert B, 68P, 22G | --- | --- | --- | --- | 0 | 0.004 |
| AU | MIL-C-5015 | Insert D | 0.961 | --- | 0.890 | 1.038 | 133 | 138.465 |
| AU | MIL-C-5015 | Insert D | 1.893 | --- | 1.699 | 1.992 | 124 | 67.423 |
| AU | MIL-C-26482 | Insert D, 21P, 16G | 0.281 | --- | 0.183 | 0.426 | 6 | 21.387 |
| AU | MIL-C-38999 | Insert D | 0.017 | --- | 0.013 | 0.022 | 15 | 866.817 |
| AU | MIL-C-81511 | Insert D | --- | --- | - | --- | 0 | 0.028 |
| AUF | MIL-C-38999 | 5P, 16G, 13A | --- | --- | -- | --- | 0 | 0.096 |
| AUF | MIL-C-38999 | Insert B, 13P, 22G, 3A | --- | 1.23: | --- | --- | 0 | 0.744 |
| AUF | MIL-C-38999 | Insert B, 22P, 22G, 3A | -- | .-- | --- | --- | 0 | 0.060 |
| AUF | MIL-C-38999 | Insert B, 37P, 22G, 3A | - | --- | - | --- | 0 | 0.036 |
| AUF | MIL-C-38999 | Insert B, 128P, 22C, 3 A | --- | --- | -- | --- | 0 | 0.060 |

Part class: CONNECTOR
Circular (continued)

| ENY | SPFC MUMAER PARI NUMBER manufacturer | characteristics | $\hat{\lambda}$ | G01 UPYERSINGLE-SIDEOCONF IDENSI | 60\% Comfinfect inifrval |  |  | OPERAIING HOURS ( $\times 10^{6}$ ) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | 10 mf R | urap |  |  |
| SHS | MIL-C-5015 | Insert D | 0.691 | -- | 0.397 | 1.168 | 4 | 5.791 |
| SHS | MIL-C-38999 | Insert D | 0.650 | - | 0.129 | 1.976 | 1 | 1.539 |
| SHS | MS3106A28 | Insert D, 37P, 16G | --- | 0.920 | -- | --- | 0 | 0.996 |
| SHS | MS3102R22 | ```Insert D, 19P, 18G, Solder, Environmental, Gold Plate Contacts``` | - | --- | --- | -- | 0 | 0.498 |
| SHS | MS3102R28 | Insert D, 37P, 16G, Solder, Gold Plate Contacts | - | 0.368 | --- | --- | 0 | 2.490 |
| SUB | :AIL-C-5015 | Insert B, 3P, 16G, 22A | --- | --- | - | - | 0 | 0.009 |
| SUB | MIL-C-5015 | Insert B, 3P, 16G, 22A | --- | --- | --- | --- | 0 | 0.003 |
| SUB | MIL-C-5015 | Insert B, 4P, 16G, 22A | --\% | --- | --- | --- | 0 | 0.009 |
| SUB | MIL-C-5015 | Insert $\mathrm{B}, 4 \mathrm{P}, 16 \mathrm{G}, 22 \mathrm{~A}$ | --- | --- | - | --- | 0 | 0.018 |
| SUB | MIL-C-5015 | Insert $\mathrm{B}, 4 \mathrm{P}, 16 \mathrm{G}, 22 \mathrm{~A}$ | --- | --- | - | --- | 0 | 0.007 |
| SUB | MIL-C-5015 | Insert $\mathrm{B}, 4 \mathrm{P}, 16 \mathrm{G}, 22 \mathrm{~A}$ | --- | - | --- | --- | 0 | 0.003 |
| SUB | MIL-C-5015 | Insert B, 5P, 12G, 41A | --- | - | --- | --- | 0 | 0.009 |
| SUB | MIL-C-5015 | Insert B, 5P, 12G, 41A | --- | --- | --- | --- | 0 | 0.003 |
| SUB | MIL-C-5015 | Insert B, 10P, 16G, 22A | --- | --- | --- | --- | 0 | 0.009 |
| SUB | MIL-C-5015 | Insert B, 10P, 16G, 22A | --- | --- | --- | -- | 0 | 0.003 |
| SUB | MIL-C-5015 | Insert B, 14P, 16G, 22A | - | --- | --- | --- | 0 | 0.009 |
| SUB | MIL-C-5015 | Insert B, 14P, $66 r_{2}, 22 N$ | - | -- | - | -- | 0 | 0.016 |
| sue | MIL-C-5015 | Insert 8, 14P, 16G, 22A | --- | -- | - - | --- | 0 | 0.003 |
| SUB | MIL-C-5015 | Insert $\mathrm{B}, 14 \mathrm{P}, 16 \mathrm{~F}, 22 \mathrm{~A}$ | -.- | --- | --- | --- | 0 | 0.007 |

PART CLASS: CONNECTOR
typr: Circular (continued)

| env | SPEC NUMBER PARI NUMBER MANUFACTURER | characteristics | $\hat{\wedge}$ | 602 UPPER1NGEEEEDEDCONFIDENCE | 608 confidenct interyal |  | NUMAFR FAIIED |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | Lower | UPPER |  |  |
| SUB | MIL-C-5015 | Insert B, 28P, 16G, 22A | --- | --- | --- | --- | 0 | 0.016 |
| SUB | MIL-C-5015 | Insert B, 28P, 16G, 22A | --- | --- | --- | --- | 0 | 0.007 |
| SUB | MIL-C-5015 | Insert B, 37P, 16G, 22A | --- | --- | --- | --- | 0 | 0.003 |
| SUB | MIL-C-5015 | Insert B, 37P, 16G, 22A | -- | --- | --- | --- | 0 | 0.018 |
| SUB | MIL-C-5015 | Insert B, 37P, 16G, 22A | --- | --- | --- | --- | 0 | 0.016 |
| SUB | MIL-C-5015 | Insert B, 37P, 16G, 22A | $\cdots$ | --- | --- | --- | 0 | 0.007 |
| SUB | MIL-C-5015 | Insert B, 37P, 16G, 22A | --- | --- | --- | --- | 0 | 0.007 |
| SUB | MIL-C-5015 | Insert B, 48P, 16G, 22A | --- | --- | --- | --- | 0 | 0.003 |
| SUB | MIL-C-5015 | Insert B, 48P, 16G, 22A | --- | --- | --- | --- | 0 | 0.016 |
| SUB | MIL-C-5015 | Insert B, 48P, 16G, 22A | --- | --- | --- | --- | 0 | 0.007 |
| SUB | MIL-C-26482 | $\begin{aligned} & \text { Insert B, 4P, 16G, 22A; } \\ & 8 P, 20 G, 7.5 A \end{aligned}$ | --- | --- | --- | --- | 0 | 0.032 |
| SUB | MIL-C-26482 | $\begin{aligned} & \text { Insert } B, 4 P, 16 G, 22 A ; \\ & 8 P, 20 G, 7.5 A \end{aligned}$ | --- | --- | --- | --- | 0 | 0.032 |
| SUB | MIL-C-26482 | Insert B, 6P, 20G, 7.5A | --- | --- | --- | --- | 0 | 0.013 |
| SUB | MIL-C-26482 | Insert B, 6P, 20G, 7.5A | --- | --- | --- | --- | 0 | 0.029 |

PART class: CONNECTOR
rrpe: Circular (continued)

part class: CONNECTOR
trpe: Circular (continued)

part class: CONNECTOR
trpe: Coaxial

PART CLASS: CONNECTOR

part class: CONNECTOR
irpe: Printed Circuit Board

| ENv | SPEC NUMBER PART NUMBER MANUFACTURER | characteristics | $\hat{\lambda}$ | $\begin{gathered} \text { G08 UPPER } \\ \text { SINGLE-SIOED } \\ \text { CONF IOENCE } \end{gathered}$ | 608 CONf IOENCE INTERVAL |  | NUMBER FAILED | operating HOURS (x 10 ${ }^{6}$ ) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | LOWER | UPPER |  |  |
| DOR | $\begin{aligned} & \text { MIL-C-55302 } \\ & \text { /23, } / 24 \\ & \text { AMP } 202 \end{aligned}$ | $75^{\circ}-125^{\circ} \mathrm{C}$ | -- | 0.0648 | --- | -- | 0 | 14.140 |
| SAT | $\begin{aligned} & \text { MIL-C-55302 } \\ & \text { /23, } / 24 \\ & \text { AMP } 202 \end{aligned}$ |  | --- | 0.0881 | --- | --- | 0 | 10.397 |
| GRF | MIL-C-21097 | Insert B, 44P, 5A | --- | --- | --- | --- | 0 | 0.022 |
| GRF | MIL-C-21097 | Insert B, 44P, 5A | --- | --- | --- | --- | 0 | 0.023 |
| GRF | MIL-C-21097 | Insert B, 44P, 5A | --- | --- | --- | --- | 0 | 0.028 |
| GRF | MIL-C-21097 | Insert B, 44P, 5A | --- | --- | --- | --- | 0 | 0.013 |
| GRF | MIL-C-21097 | Insert $\mathrm{B}, 50 \mathrm{P}, 5 \mathrm{~A}$ | --- | --- | --- | --- | 0 | 0.026 |
| GRF | MIL-C-21097 | Insert B, 72P | --- | -- | --- | --- | 0 | 0.009 |
| GRF | MIL-C-21097 | Insert B, 72P | --- | --- | --- | --- | 0 | 0.013 |
| GRF | MIL-C-21097 | Insert B, 72 P | --- | --- | --- | --- | 0 | 0.066 |
| GRF | MIL-C-21097 | Insert B | --- | 0.630 | --- | --- | 0 | 1.454 |
| GRF | MIL - C-21097 | Insert B, 72P, 5A | --- | --- | --- | --- | 0 | 0.016 |
| GRM | MIL-C-21097 | $\begin{aligned} & \text { Insert B, 80P, } 5 \mathrm{~A}, \\ & 30^{\circ} \mathrm{C} \end{aligned}$ | --- | 0.058 | --- | --- | 0 | 15.714 |
| GRM | MIL-C-21097 | $\begin{aligned} & \text { Insert B, 80P, } 5 \AA \text {, } \\ & 30^{\circ} \mathrm{C} \end{aligned}$ | --- | 0.044 | --- | --- | 0 | 21.031 |

PART class: CONNECTOR
ITPE: Printed Circuit Board (continued)

| ENY |  | FAILURE RAIE/10 ${ }^{6}$ Hours |  |  |  |  | FUMAER AILED | operatimg HOUR 5 $\left(\times 10^{6}\right.$ ) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | SPEC MMMAER | CHARACTERISIICS | $\hat{\lambda}$ | 608 UPPER | 601 CONTIDENCE INTERVAL |  |  |  |
|  | MAWUFAC TURER |  |  | CONF TOENCE | LOHER | UPPER |  |  |
| AI | MIL-C-55302 | Insert B, 96P, $55^{\circ} \mathrm{C}$ | --- | --- | --- | -- | 0 | 0.090 |
| AI | MIL-C-55302 | Insert B, $112 \mathrm{P}, 45^{\circ} \mathrm{C}$ | 0.173 | --- | 0.034 | 0.527 | 1 | 5.770 |
| AIF | MIL-C-55302 | Insert B, $16 \mathrm{P}, 40^{\circ} \mathrm{C}$ | -- | 0.495 | --- | --- | 0 | 1.850 |
| AIF | MIL-C-55302 | Insert $\mathrm{B}, 32 \mathrm{P}, 40^{\circ} \mathrm{C}$ | -- | 0.603 | - | --- | 0 | 1.520 |
| AIF | MIL-C-55302 | Insert $\mathrm{B}, 41 \mathrm{P}, 40^{\circ} \mathrm{C}$ | -- | 0.565 | -- | - | 0 | 1.620 |
| AIF | MIL-C-55302 | Insert $\mathrm{B}, 62 \mathrm{P}, 40^{\circ} \mathrm{C}$ | - | 0.077 | -- | - | 0 | 11.930 |
| AIF | MIL-C-55302 | Insert B, 62P, $40^{\circ} \mathrm{C}$ | --- | 0.090 | -- | --- | 0 | 10.200 |
| AIF | MIL-C-55302 | Insert $\mathrm{B}, 64 \mathrm{P}, 40^{\circ} \mathrm{C}$ | --- | 1.735 | --- | --- | 0 | 0.528 |
| AIF | MIL-C-55302 | Insert $\mathrm{B}, 71 \mathrm{P}, 40^{\circ} \mathrm{C}$ | --- | 0.45 | --- | --- | 0 | 1.930 |
| AIF | MIL-C-55302 | Insert $\mathrm{B}, 72 \mathrm{P}, 40^{\circ} \mathrm{C}$ | --- | 0.190 | -~ | - | 0 | 1.870 |
| AIF | MIL-C-55302 | Insert $\mathrm{B}, 77 \mathrm{P}, 40^{\circ} \mathrm{C}$ | --- | n. 391 | --- | -- | 0 | 2.340 |
| SHS | MIL-C-21097 | Insert $\mathrm{B}, 30^{\circ} \mathrm{C}$ | 0.011 | -- | 0.002 | 0.034 | 1 | 88.339 |
| SUB | MIL-C-55302 | $\begin{aligned} & \text { Insert 3, 110P, 26G, 3A, } \\ & 25^{\circ} \mathrm{C} \end{aligned}$ | --- | --- | -- | --- | 0 | 0.018 |
| SUB | MIL-C-55302 | Insert B, 110P, 26G, 3A | --- | --- | --- | --- | 0 | 0.036 |
| SUB | MIL-C-55302 | Insert B, 110P, 26G, 3A | --- | --- | --- | --- | 0 | 0.008 |
| SUB | MIL-C-55302 | Insert B, 110P, 26G, 3A |  | --- | --- | --- | 0 | 0.014 |

Part class: CONNECTOR
irpe: Rectangular

Part class: CONNECTOR
rrpe: Rectangular (continued)

Part class: CONNECTOR
irpe: Rectangular (continued)

| ENV | $\begin{aligned} & \text { SPEC MMAEER } \\ & \text { PART MOMER } \\ & \text { MAMWFACTURER } \end{aligned}$ | charactertstics | Fallure rate/ $10^{6}$ hours |  |  |  | mumber falled | $\begin{gathered} \text { OPERATING } \\ \text { HOUNS } \\ \text { H } \left.\times 0^{6}\right) \\ \hline \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | ${ }^{601}$ LPPER | 609 con | interval |  |  |
|  |  |  | $\wedge$ |  | Lower | UPPER |  |  |
| AI | MIL-C-24308 | Insert $\mathrm{B}, 55 \mathrm{P}, 45^{\circ} \mathrm{C}$ | --- | --- | --- | --- | 0 | 0.024 |
| AI | MIL-C-24308 | Insert B, $55 \mathrm{P}, 45^{\circ} \mathrm{C}$ | --- | --- | --- | --- | 0 | 0.075 |
| AI | MIL-C-24308 | Insert B, $66 \mathrm{P}, 45^{\circ} \mathrm{C}$ | --- | --- | --- | --- | 0 | 0.050 |
| AI | MIL-C-24308 | Insert B, $168 \mathrm{P}, 45^{\circ} \mathrm{C}$ | --- | --- | --- | --- | 0 | 0.447 |
| AIF | MIL-C-83733 | $\begin{aligned} & \text { Insert } B, 131 \mathrm{P}, 22 \mathrm{G}, \\ & 5 \mathrm{~A}, 40^{\circ} \mathrm{C} \end{aligned}$ | --- | --- | --- | --- | 0 | 0.144 |
| AIF | MIL-C-83733 | $\begin{aligned} & \text { Insert } \mathrm{B}, 185 \mathrm{P}, 22 \mathrm{G}, \\ & 5 \mathrm{~A}, 40^{\circ} \mathrm{C} \end{aligned}$ | $\therefore-$ | --- | --- | --- | 0 | 0.048 |
| AIF | MIL-C-83733 | $\begin{aligned} & \text { Insert } B, 185 \mathrm{P}, 22 \mathrm{G}, \\ & 5 \mathrm{~A}, 40^{\circ} \mathrm{C} \end{aligned}$ | --- | 0.877 | --- | --- | 0 | 1.044 |
| SUB | MIL-C-24308 | $\begin{aligned} & \text { Insert B, 9P, 20G, 5A, } \\ & 25^{\circ} \mathrm{C} \end{aligned}$ | --- | --- | --- | --- | 0 | 0.032 |
| SUB | MIL-C-24308 | ${ }_{35}{ }_{35} \mathrm{O}_{\mathrm{C}} \mathrm{er} \mathrm{~B}, 9 \mathrm{P}, 20 \mathrm{G}, 5 \mathrm{~A},$ | --- | --- | --- | --- | 0 | 0.013 |
| SUB | MIL-C-24308 | $\begin{aligned} & \text { Insert B, 25P, 20G, 5A, } \\ & 25^{\circ} \mathrm{C} \end{aligned}$ | --- | --- | --- | --- | 0 | 0.014 |
| SUB | MIL-C-24308 | $\begin{aligned} & \text { Insert } B, 25 P, 20 G, 5 A, \\ & 25^{\circ} \mathrm{C} \end{aligned}$ | -- | --- | --- | --- | 0 | 0.086 |

pant class: CONNECTOR
rrpe: Rectangular (continued)

part class: CONTROLS AND INSTRUMENTS

|  |  |  |
| :---: | :---: | :---: |
|  |  | $\stackrel{\sim}{\sim} \times \stackrel{\stackrel{\circ}{\sim}}{\sim}$ |
|  |  |  |
|  |  | $\begin{array}{llll} \infty & \stackrel{\sim}{\infty} & \tilde{\sim} \\ \underset{\sim}{0} & 0 & \stackrel{\sim}{0} \\ \underset{\sim}{\sim} & \infty & \stackrel{\sim}{m} & \underset{\sim}{\sim} \\ \hline \end{array}$ |
|  |  |  |
|  | < |  |
|  |  |  |
|  |  |  |
|  | $\sum_{4}$ |  |

part class: CONTROLS AND INSTRUMENTS

| ENV | spec mumber PPART MMHERMANUFACTURER | characteristics | fallure rate/ $10^{6}$ mours |  |  |  | MUMBERFAILED | $\begin{gathered} \text { OPERATING } \\ \text { HOUS } \\ \left(\begin{array}{c} 106 \end{array}\right. \\ \hline \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | $\hat{\lambda}$ | $\begin{gathered} 60 \text { UPYR } \\ \text { SHGLE-STED } \\ \text { CNF IONCE } \end{gathered}$ | 602 confidence interval |  |  |  |
|  |  |  |  |  | LOMER | UPPER |  |  |
| GRF |  | Liquid Level | 11.905 | --- | 4.843 | 25.733 | 2 | 0.168 |
| GRF |  | Liquid Quantity Storage Tank, Float Type | 6.718 | --- | 4.541 | 9.827 | 7 | 1.042 |
| GRF |  | Meter | 0.363 | --- | 0.208 | 0.608 | 4 | 11.028 |
| GRM |  | Temp Gauge | 62.016 | --- | 54.406 | 70.807 | 48 | 0.774 |
| GRM |  | Fuel Quantity | 78.811 | --- | 70.240 | 88.556 | 61 | 0.774 |
| AI |  | Fuel Quantity | 35.124 | --- | 27.855 | 44.367 | 17 | 0.484 |
| AI |  | Vertical Speed | 942.197 | --- | 879.700 | 1009.821 | 163 | 0.173 |
| AI |  | Slip Turn | 1346.939 | --- | 1247.601 | 1455.368 | 132 | 0.098 |
| AI |  | Slip Turn | --- | --- | --- | --- | 0 | 0.090 |
| AIT |  | Fuel Quantity | 170.492 | --- | 164.176 | 177.094 | 520 | 3.050 |
| AIT |  | Fuel Quantity | 145.902 | --- | 132.782 | 160.495 | 89 | 0.610 |
| AIT |  | Fuel Quantity | 191.892 | --- | 178.250 | 206.736 | 142 | 0.740 |
| AIT |  | Temp | 24.490 | --- | 20.229 | 29.709 | 24 | 0.980 |
| AIT |  | Temp | 242.574 | -- | 229.463 | 256.558 | 245 | 1.010 |
| AIT |  | Temp | 66.667 | --- | 61.420 | 72.427 | 116 | 1.740 |

part class: CONTROLS AND INSTRUMENTS
rrpe: Indicator (continued)

| env |  | characteristics | tallure rate/ $10^{6}$ meurs |  |  |  |  | $\begin{gathered} \text { orfrating } \\ \text { Hours } \\ (\times 106) \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | SPEC MUMBER part mumber manufacturer |  | $\hat{\lambda}$ | $\left[\begin{array}{c}\text { 60 UPTER } \\ \text { SHGLE-STOED } \\ \text { CONF IDENCE }\end{array}\right]$ | 608 conf idence interval |  |  |  |
|  |  |  |  |  | LOMER | UPPER |  |  |
| AIT |  | Vertical Speed | 275.000 | --- | 250.130 | 302.679 | 88 | 0.320 |
| AIT |  | AIM Control System | 69.451 | --- | 64.531 | 74.803 | 143 | 2.059 |
| HEL |  | Vertical Speed | 41.958 | --- | 27.333 | 63.736 | 6 | 0.143 |
| HEL |  | Vertical Speed | 27.273 | --- | 13.920 | 50.521 | 3 | 0.110 |
| HEL |  | Temp | 133.816 | --- | 120.611 | 148.653 | 74 | 0.553 |
| HEL |  | Temp | 126.829 | --- | 111.882 | 144.002 | 52 | 0.410 |
| HEL |  | Fuel Quantity | 305.419 | --- | 272.474 | 342.834 | 62 | 0.203 |
| HEL |  | Fuel Quantity | 10.938 | --- | 7.406 | 16.048 | 7 | 0.640 |
| HEL |  | Fuel Quantity | 4666.667 | --- | 3915.458 | 5573.458 | 28 | 0.006 |
| HEL |  | Fuel Quantity | 150.000 | --- | 136.113 | 165.494 | 84 | 0.560 |
| HEL |  | Fuel Quantity | 285.714 | --- | 164.074 | 482.985 | 4 | 0.014 |
| HEL |  | Engine Torque | 75.000 | --- | 56.510 | 99.581 | 12 | 0.160 |
| HEL |  | Engine Torque | 84.416 | --- | 64.424 | 110.705 | 13 | 0.154 |
| HEL |  | Engine Torque | 275.862 | --- | 255.200 | 298.446 | 128 | 0.464 |
| HEL |  | Engine Torque | 666.667 | --- | 576.998 | 771.680 | 40 | 0.060 |
| HEL |  | Engine Torque | 357.143 | --- | 220.894 | 567.550 | 5 | 0.014 |

PARI Class: CONTROLS AND INSTRUMENTS
ryPE: Indicator (continued)

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| :---: | :---: | :---: |
|  |  | 으우 $\sim^{\circ}$ |
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|  | ${ }_{\text {\% }}$ | 퐆 포 포포 式 |


part class: EMERGENCY POWER

part class：FAN
trpe：General

|  | $\begin{aligned} & \infty \\ & \infty \\ & 0 \\ & 0 \end{aligned}$ | $\begin{aligned} & \text { I } \\ & \text { O } \\ & \text { - } \end{aligned}$ | $\begin{aligned} & \infty \\ & \underset{m}{m} \end{aligned}$ | $\begin{aligned} & \infty \\ & \infty \\ & \infty \\ & 0 \end{aligned}$ | $\infty$ $\sim$ $\sim$ | $\begin{aligned} & \underset{\sim}{n} \\ & \underset{O}{0} \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 品曾 | $\sim$ | $\simeq$ | m | 0 | 0 | $\bigcirc$ |
|  | $\underset{\sim}{\approx}$ | $\begin{gathered} \underset{m}{m} \\ \infty \\ \infty \end{gathered}$ | $$ | i | ！ |  |
| 苞 | $\begin{aligned} & \text { m } \\ & \dot{\sigma} \\ & \dot{0} \end{aligned}$ | $\stackrel{\circ}{\underset{\sim}{8}}$ | $\begin{aligned} & 0 \\ & \dot{0} \\ & \dot{0} \end{aligned}$ | ！ | 1 | $!$ |
|  | i | i | ！ | $\xrightarrow{\text { O }}$ |  | － |
| ＜ | $\underset{\sim}{\underset{\sim}{j}}$ | $\begin{aligned} & \stackrel{9}{4} \\ & \dot{\oplus} \end{aligned}$ | 8 8 0 0 |  | 1 |  |
|  |  |  |  | 츤 <br> $\underset{\sim}{\sim}$ <br>  | $\begin{aligned} & \sum_{i}^{\prime} \\ & \text { N } \\ & \underset{\sim}{n} \\ & \stackrel{x}{\infty} \end{aligned}$ | $\frac{\pi}{x}$ |
|  |  |  |  |  |  |  |
| $\sum_{*}$ | 는 | 容 | 衣 | 宕 | 訔 | 宕 |

Part class: GENERATOR
itpe: General

|  | $\begin{aligned} & \text { o } \\ & \hline \\ & \dot{\circ} \\ & \hline \end{aligned}$ | 9 0 0 0 | $\stackrel{\underset{\sim}{7}}{\underset{\sim}{7}}$ | $\begin{aligned} & \hat{M} \\ & \stackrel{\vdots}{0} \end{aligned}$ | $\underset{\underset{\sim}{\underset{\sim}{\sim}}}{\substack{2}}$ |  | $\begin{aligned} & \text { M } \\ & \stackrel{1}{N} \\ & 0 \end{aligned}$ | $\begin{aligned} & \hat{q} \\ & \dot{0} \end{aligned}$ | $\begin{aligned} & 8 \\ & \stackrel{8}{0} \\ & 0 \end{aligned}$ | $!$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\stackrel{\underset{U}{0}}{\stackrel{0}{4}}$ | $\stackrel{\sim}{\sim}$ | m | $\bigcirc$ | $\sim$ | $F$ | $\underset{\sim}{\underset{\sim}{\infty}}$ | $\sim$ | $\bigcirc$ | $\stackrel{\infty}{\sim}$ | ! |
|  | $\begin{aligned} & \underset{\sigma}{r} \\ & \underset{\sim}{6} \end{aligned}$ | $\begin{aligned} & \sim \\ & O \\ & \dot{O} \end{aligned}$ | 8 0 $\cdots$ $\cdots$ | $\begin{aligned} & \vec{\sim} \\ & \dot{0} \end{aligned}$ | $\begin{aligned} & \widetilde{O} \\ & 0 \\ & 0 \end{aligned}$ | 8 <br> 8 <br> 8 | $\begin{aligned} & 0 \\ & 0 \\ & 0 \\ & 0 \end{aligned}$ |  | $\begin{aligned} & \stackrel{8}{\mathrm{e}} \\ & 0 \\ & 0 \\ & \hline 0 \end{aligned}$ | , |
|  | $\begin{aligned} & \stackrel{\rightharpoonup}{\sigma} \\ & \stackrel{\rightharpoonup}{*} \end{aligned}$ | $\begin{aligned} & \infty \\ & \underset{\sim}{\infty} \\ & \dot{\sim} \end{aligned}$ | $\stackrel{m}{\infty}$ | $\begin{aligned} & \text { of } \\ & \text { 6 } \\ & \dot{\sigma} \end{aligned}$ | ~ <br>  <br>  | $\begin{aligned} & \mathrm{8} \\ & \stackrel{8}{\mathrm{~N}} \\ & \stackrel{\mathrm{~N}}{2} \end{aligned}$ | $\begin{aligned} & \infty \\ & \infty \\ & \infty \\ & \sim \end{aligned}$ |  | $\begin{aligned} & 8 \\ & 8 \\ & \underset{8}{8} \\ & \text { or } \end{aligned}$ | ! |
|  | 1 | ; | i | ; | 1 | 1 | 1 | ; | $i$ | i |
| < | $\begin{aligned} & 8 \\ & 0 \\ & 0 \\ & 0 \end{aligned}$ | \% | $\xrightarrow[\sim]{\text { O}}$ | $\widetilde{\circ}$ $\sim$ $\sim$ | $\xrightarrow{\circ}$ | 8 <br> 8 <br> $\mathbf{0}$ <br> $\underset{\sim}{0}$ | 앙 $\infty$ 0 | ! | O | $\begin{aligned} & \text { i} \\ & \stackrel{N}{0} \\ & \dot{N} \end{aligned}$ |
|  | $n$ 0 0 0 0 0 0 0 0 0 0 0 0 0.0 20 |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| $\underset{\sim}{3}$ | $\stackrel{9}{8}$ | $\stackrel{\text { ¢ }}{8}$ | \% | $\stackrel{\square}{8}$ | $\stackrel{\circ}{8}$ | $\stackrel{8}{8}$ | $\stackrel{8}{8}$ | $\stackrel{\text { ¢ }}{\text { ¢ }}$ | 岕 | 䂇 |

Part class: GENERATOR

PaRt class: GYRO

Pant class：HEATER
trpe：Electric


|  |  |
| :---: | :---: |
|  |  |
| $\sum_{4}$ | 容 宸 岕 |

PART class：MECHANICAL DEVICE

|  |  | $\stackrel{n}{\underset{0}{0}}$ | $\begin{aligned} & \vec{O} \\ & 0 \\ & 0 \end{aligned}$ | 0 0 0 - | $\begin{aligned} & 0 \\ & \dot{O} \\ & \sim \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | $\sim$ | $\bigcirc$ | － |
|  |  | $\begin{aligned} & \text { 응 } \\ & \text { M } \end{aligned}$ | $\begin{aligned} & \stackrel{\sim}{\sigma} \\ & \underset{\sim}{\circ} \\ & \dot{O} \end{aligned}$ |  |  |
|  |  | $\begin{aligned} & \underset{\sim}{n} \\ & \underset{\sim}{\sim} \end{aligned}$ | $\begin{aligned} & \stackrel{0}{\mathbf{N}} \\ & \dot{\sim} \end{aligned}$ |  |  |
|  |  | ！ | $!$ | $\stackrel{0}{\infty}$ 0 0 | $\infty$ $\stackrel{\infty}{\infty}$ 0 |
|  | ＜ | N N － | O <br> 0 <br> $\dot{\square}$ |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  | $\sum_{w}^{*}$ | ～ | $\sim$ | 容 | 皆 |

part class: MECHANICAL DEVICE
rrpe: Power Transmittal

PART Class: MOTOR

PART CLASS: MOTOR

PART class: MOTOR
irpe: Solenoid

part class: Pump

REGULATOR
iri Pressure

|  | $\begin{aligned} & \underset{\sim}{\infty} \\ & \underset{\infty}{\circ} \end{aligned}$ | $\begin{aligned} & \stackrel{9}{\infty} \\ & \infty \\ & 0 \end{aligned}$ | $\begin{aligned} & \infty \\ & \underset{\sigma}{\circ} \\ & \dot{m} \end{aligned}$ | $\underset{\sim}{\square}$ | $\underset{\sim}{N}$ | $\begin{aligned} & \underset{\sim}{\infty} \\ & \dot{\sim} \end{aligned}$ | $\begin{aligned} & 0 \\ & \stackrel{0}{0} \\ & \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\square$ | $\sim$ | $\sigma$. | $\sim$ | $\sim$ | － | $\omega$ |
|  | $\stackrel{\infty}{\stackrel{\infty}{0}} \underset{\infty}{\circ}$ | $\underset{\sim}{N}$ | $\underset{\sim}{\underset{m}{~}}$ | $\begin{aligned} & \stackrel{\rightharpoonup}{6} \\ & \sim \end{aligned}$ | $\begin{aligned} & \stackrel{N}{O} \\ & \cdots \end{aligned}$ | $\begin{aligned} & \hat{0} \\ & \dot{m} \end{aligned}$ | $$ |
|  | $\begin{aligned} & \infty \\ & \stackrel{\infty}{\circ} \\ & \underset{\sim}{n} \end{aligned}$ | $\begin{aligned} & \text { m } \\ & \AA \\ & \vdots \\ & \vdots \end{aligned}$ | $\begin{aligned} & \hat{O} \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { n } \\ & \stackrel{O}{O} \\ & \dot{\sim} \end{aligned}$ | $\begin{aligned} & \hat{\infty} \\ & \stackrel{0}{0} \\ & \dot{0} \end{aligned}$ | $\begin{aligned} & \sigma \\ & \underset{\sim}{0} \\ & 0 \\ & \hline \end{aligned}$ | $\begin{aligned} & \sim \\ & \sim \\ & \sim \\ & \sim \end{aligned}$ |
|  | i | ： | ： | 1 | $!$ | ： | $!$ |
| ＜ | $\begin{aligned} & \infty \\ & \infty \\ & \dot{\sim} \end{aligned}$ | $\underset{\sim}{\sim}$ | $\begin{aligned} & \bar{n} \\ & \sim \\ & \sim \end{aligned}$ | $\begin{aligned} & \stackrel{\circ}{\pi} \\ & \underset{\sigma}{\prime} \end{aligned}$ | $\begin{aligned} & \bar{\sigma} \\ & 0 \end{aligned}$ | $\stackrel{\curvearrowleft}{\stackrel{\varrho}{¿}}$ | $\frac{\widehat{e}}{\mathbf{n}}$ |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |
| $\underset{2}{2}$ | 号 | $\stackrel{\text { u }}{\stackrel{y}{0}}$ | $\underset{~}{\text { L }}$ | $\stackrel{\text { 山 }}{\underset{\sim}{\circ}}$ | 皆 | 宕 | 资 |

part class: REGULATOR


PART CLASS: RELAY

RELAY
General Purfose
PART CLASS:
TYPE:

| ENV | SPEC MUMBER PARI NUMber MANUFACTURER | Characteristics | $\hat{\lambda}$ | TAILURE RATE/ $10{ }^{6}$ hours |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | 60\& UPFERSINGLE-SIDEUCONFIDENCE | $60 \%$ CONFIDENCE INTERVAL |  |
|  |  |  |  |  | LOWER | UPPER |
| DOR | $\begin{aligned} & \text { MIL-R- } 39016 \\ & 432-850 \\ & \text { Teledyne } \end{aligned}$ | DPDT | --- | -- | - | --- |
| SAT | MIL-R-39016 | DPDT, $125^{\circ} \mathrm{C}$ | --- | --- | --- | --- |
| SAT | $\begin{aligned} & \text { MIL-R-39016 } \\ & 432-850 \\ & \text { Teledyne } \end{aligned}$ | DPDT | --- | --- | - | --- |
| GRF | MIL-R-5757 |  | --- | --- | --- | --- |
| GRF | MIL-R-6016 | SPST, 50A | --- | --- | - | --- |
| GRF | MIL-R-6016 | 4PDT, 10A | --- | --- | - | --- |
| GRF |  | DPDT | 0.435 | -- | 0.177 | 0.941 |
| GRF |  | 3PDT | 0.109 | --- | 0.022 | 0.332 |
| GRF |  | 3PDT | 0.046 | --- | 0.009 | 0.140 |
| GRF |  | 6PDT, 10A | --- | 1.182 | --- | --- |
| GRF |  | 6PDT, 10A | --- | 0.303 | --- | --- |
| GRF | MS25269 | 6PDT, Hermetic, 5A | --- | --- | --- | --- |
| GRM | MIL-R-39016 |  | --- | -- | --- | --- |
| GRM | MIL-R-39016 | ER, DPOT, $125^{\circ} \mathrm{C}, 1 \mathrm{~A}$ | --- | --- | --- | --- |

part class: RELAY
type: General Purpose (continued)

| Env | spec mumber PART NUMBER manufacturer | characteristics | $\hat{\lambda}$ | $\begin{aligned} & 601 \text { UPPER } \\ & \text { SINGLE-SIDED } \\ & \text { CONF IOENCE } \end{aligned}$ | 608 CONF IDENCE INTERVAL |  | (namber | OPERAIING HOURS ( $\times 10^{6}$ ) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | LOWER | UPPER |  |  |
| GRM | MIL-R-5757 | DPDT, $125^{\circ} \mathrm{C}, 2 \mathrm{~A}$ | - | --- | --- | --- | 0 | 0.007 |
| GRM | MIL-R-5757 | DPDT, 2A | --- | --- | --- | --- | 0 | 0.035 |
| GRM |  | SPST | 0.211 | --- | 0.047 | 0.633 | 1 | 4.742 |
| AIT | MIL-R-6016 | 4PDT, $125^{\circ} \mathrm{C}, 10 \mathrm{~A}$ | --- | --- | --- | --- | 0 | 0.004 |
| AIT | MIL-R-5016 | 4PDT, $125^{\circ} \mathrm{C}, 10 \mathrm{~A}$ | --- | --- | --- | --- | 0 | 0.008 |
| AIT |  | 10A | --- | 1.741 | --- | --- | 0 | 0.526 |
| AIT | MIL-R-39016 | DPDT | 0.054 | --- | 0.044 | 0.066 | 21 | 392.000 |
| SHS | MS27401 | 2PDT, Hermetic | 0.287 | --- | 0.006 | 0.860 | 1 | 3.487 |
| SUB | MIL-R-5757 | DPDT, $125{ }^{\circ} \mathrm{C}, 2 \mathrm{~A}$ | --- | -- | --- | --- | 0 | 0.018 |
| SUB | MIL-R-5757 | 6PDT, $125^{\circ} \mathrm{C}, 5 \mathrm{~A}$ | --- | --- | --- | --- | 0 | 0.010 |
| SUB | MIL-R-6016 | DPDT, $125^{\circ} \mathrm{C}, 10 \mathrm{~A}$ | --- | --- | --- | --- | 0 | 0.073 |
| SUB | MIL-R-6016 | DPDT, $125^{\circ} \mathrm{C}, 10 \mathrm{~A}$ | --- | --- | --- | --- | 0 | 0.029 |
| SUB | MIL-R-6016 | DPDT, $125^{\circ} \mathrm{C}, 10 \mathrm{~A}$ | --- | --- | --- | --- | 0 | 0.006 |
| SUB | MIL-R-6016 | OPDT, $125^{\circ} \mathrm{C}, 10 \mathrm{~A}$ | - | --- | --- | -- | 0 | 0.015 |
| SUB |  | OPOT, 2A | - | - | --- | --- | 0 | 0.013 |
| SUB | MIL -R-6016 | 4PDT, $125^{\circ} \mathrm{C}, 10 \mathrm{~A}$ | --- | - | -- | -- | 0 | 0.044 |




PART class: SOCKET
rype: Pin, DIP

PART Class: SPRINKLER HEAO





part class: SWITCH
Push Button
TYPE:

| env | SPEC mUMBER Part mumber MANUF AC TURER | characteristics | failure rate/10 ${ }^{6}$ hours |  |  |  | (number | $\begin{gathered} \text { OPERATING } \\ \text { HOURS } \\ \left(\times 10^{6}\right) \\ \hline \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | ヘ | 609 UPPER | 601 conf Idence interval. |  |  |  |
|  |  |  | $\lambda$ | STCLLE-SDEO | Lower | ufife |  |  |
| GRF | MIL-S-8805 | 4PST | 0.218 | --- | 0.043 | 0.662 | 1 | 4.590 |
| GRF | MIL-S-8805 | 4PST | --- | 0.088 | --- | -- | 0 | 10.400 |
| GRF | MIL-S-22885 |  | --- | --- | --- | --- | 0 | 0.218 |
| GRF | MIL-S-22885 | SPST, 5A | --- | --- | --- | --- | 0 | 0.135 |
| GRF | MIL-S-22885 | Illuminated | --- | --- | --- | --- | 0 | 0.010 |
| GRF |  | Push On-Push Off, Snap in mount, 30 or 115VDC at 2A Res., 1A Inductive Actuation $=$ 100,000, Lighted | 3.160 | --- | 2.057 | 4.793 | 6 | 1.899 |
| GRF | MS25089 | Pushbutton Switch, 2PDT Push-Pull Operation, Dustproof Construction, 125 VAC at 10 A RES. | --- | --- | --- | --- | 0 | 0.028 |
| GRF | MS25089 | Pushbutton Switch, 2PDT Momentary Operation, Dustproof Construction, 28VDC at 10A RES. | - | -- | --- | --- | 0 | 0.029 |
| GRM | M1L-S-8805 | 4PST, 4A | --- | --- | --- | --- | 0 | 0.007 |
| GRM | $\begin{aligned} & 701222 \\ & \text { C.P. Clare } \end{aligned}$ |  | --- | - | -- | --- | 0 | 0.298 |
| GRM | $701222$ <br> Clare Pendar |  | --- | --- | -- | --- | 0 | 0.301 |
| AI |  | 4PDT, 5A, 28VDC | 2.28 | --- | 0.508 | 6.840 | 1 | 0.439 |
| SUB | MIL-S-3950 | 5A | --- | --- | --- | --- | 0 | 0.029 |


PART Class: SWITCH
TrPE: Rotary
fallure rate $/ 10^{6}$ hours

| ENV | SPEC MUMBER PARI MUMBER manufacturea | Characteristics | $\hat{\lambda}$ | G01 UPPER <br> SINGLE-SIDED <br> CONFIDENCE | 608 CONF IOENCE INTERVAL |  | NUMBER <br> FAILED | $\begin{aligned} & \text { OPERATING } \\ & \text { HOURS } \\ & \left(\times 10^{6}\right) \\ & \hline \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | LOWER | UPPER |  |  |
| GRF | MIL-S-3786 |  | 0.218 | --- | 0.043 | 0.662 | 1 | 4.590 |
| GRF | MIL-S-3786 |  | --- | --- | --- | --- | 0 | 0.021 |
| GRF | 12L22 Digitran |  | --- | --- | -- | --- | 0 | 0.241 |
| GRF | 67-1950 JANCO |  | --- | --- | --- | --- | 0 | 0.069 |
| GRM |  | 1 Deck, 1 Pole, 3 POS | --- | --- | --- | --- | 0 | 0.014 |
| GRM |  | 1 Deck, 1 Pole, 4 POS | --- | -- | --- | --- | 0 | 0.014 |
| GRM |  | 1 Deck, 2 Pole, 5 POS | --- | --- | --- | --- | 0 | 0.007 |
| GRM |  | 1 Deck, 1 Pole, 5 POS | --- | --- | --- | --- | 0 | 0.007 |
| GRM |  | 1 Deck, 1 Pole, 7 POS | --- | --- | --- | --- | 0 | 0.014 |
| GRM |  | 1 Deck, 1 Pole, 8 POS | --- | --- | --- | --- | 0 | 0.028 |
| GRM |  | 5 Deck, 1 Pole, 9 POS | --- | --- | --- | --- | 0 | 0.007 |
| GRM |  | 1 Deck, 1 Pole, 11 POS | --- | --- | --- | --- | 0 | 0.007 |
| AI | $\begin{aligned} & \text { MIL-S- } 3786 \\ & \text { M3786/20-089 } \\ & \text { M3786/20-093 } \end{aligned}$ | ```6 \mp@code { P o s i t i o n ~ \& } 10 Position, 1/5 A, 28 VDC``` | --- | --- | --- | --- | 0 | 0.017 |
| AIT | MIL-S-3786 | 4P, 3 POS 6P, 2 POS | --- | 0.205 | --- | --- | 0 | 4.460 |


PARI Class: SWITCH



PART CLASS: SWITCH

| ENV |  | characteristics | FAILURE RATE/10 ${ }^{6}$ hours |  |  |  | (nvmaer | OPERATIMG HOURS (x $20^{6}$ ) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | SPEEC MUMBER |  | $\hat{\lambda}$ | 608 UPrer | 603 confidence interval |  |  |  |
|  | manufacturea |  |  | -INGLE-STIED CONF IOENCE | LOWER | UPFER |  |  |
| GRF | MIL-S-3950 | ```Environmentally Sealed``` | --- | --- | --- | -- | 0 | 0.083 |
| GRF | MIL-S-3950 | ```Environmentally Sealed``` | --- | --- | --- | --- | 0 | 0.042 |
| GRF | MIL-S-3950 | ```Environmentally Sealed``` | --- | --- | --- | --- | 0 | 0.010 |
| GRF | MIL-S-8834 | 5A | --- | --- | --- | --- | 0 | 0.177 |
| GRF | MIL-S-8334 |  | --- | 0.239 | --- | --- | 0 | 3.840 |
| GRM |  | SPST, 5A | --- | --- | --- | --- | 0 | 0.167 |
| GRM |  | DPDT, 5A | --- | --- | --- | --- | 0 | 0.083 |
| GRM |  | DPDT, 5A | --- | --- | --- | --- | 0 | 0.007 |
| GRM | MIL-S-8834 | DPDT, 25A | --- | --- | --- | --- | 0 | 0.12 |
| AI | $\begin{aligned} & \text { MIL-S-8834 } \\ & \text { MIS90310-231 } \end{aligned}$ | SPDT, 4A, 28 VDC | 116.000 | - | 59.535 | 213.953 | 3 | 0.026 |
| AI | $\begin{aligned} & \text { MIL-S-8834 } \\ & \text { MS } 90311-211 \end{aligned}$ | SPDT, 4A, 28 VDC | -- | -- | --- | --- | 0 | 0.052 |
| AI | $\begin{aligned} & \text { MIL-S-8834 } \\ & \text { MS90311-231 } \end{aligned}$ | SPDT, 4A, 28 VDC | -- | --- | -- | - | 0 | 0.017 |

Part class: SHITCH
Toggle
LIAS5:
TYPE:

part class: TIME-TOTALIZING METER

Part class: VALVE

## TYPE: General

| ENV | SPEC MUMBER PART MUMBER manufacture | Characteristics | failure rate/10 ${ }^{6}$ hours |  |  |  | number raileo | $\begin{gathered} \text { OPRRATING } \\ \text { HOURS } \\ \left(\times 10^{6}\right) \\ \hline \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | $\hat{\lambda}$ | 608 urper | 601 Confioence interval |  |  |  |
|  |  |  |  | SINGLE-STEED CONT IOENCE | LOWER | UPPER |  |  |
| GRF |  | ```Ball - 1 in., 250 lb., SCRD Stainless Steel Body``` | 1.441 | --- | 0.891 | 2.283 | 5 | 3.469 |
| GRF |  | Butterfly - 3 in., 150 lb., Wafer Type, Steel | 3.617 | -- | 1.852 | 6.655 | 3 | 0.829 |
| GRF |  | Butterfly, 3 in., 150 lb., Wafer Type, Steel | 1.206 | - | 0.269 | 3.617 | 1 | 0.829 |
| GRF |  | $\begin{aligned} & \text { Check - Swing, } 2 \text { in., } \\ & 150 \text { lb., FLGD } \end{aligned}$ | 2.399 | - | 1.483 | 3.800 | 5 | 2.084 |
| GRF |  | $\begin{aligned} & \text { Check - Swing, } 2 \text { in., } \\ & 150 \text { lb., FLGD } \end{aligned}$ | 2.858 | --- | 1.464 | 5.260 | 3 | 1.050 |
| GRF |  | Check - Swing, 2 in., 200 1b., FLGD | 2.873 | - | 2.051 | 3.990 | 9 | 3.133 |
| GRF |  | $\begin{aligned} & \text { Check - Swing, } 1 / 2 \text { in., } \\ & 200 \text { lb., SCRD } \end{aligned}$ | 1.206 | --- | 0.269 | 3.617 | 1 | 0.829 |
| GRF |  | $\begin{aligned} & \text { Check - Swing, } 1 / 2 \text { in., } \\ & 200 \text { lb., SCRD } \end{aligned}$ | 5.997 | --- | 3.904 | 9.905 | 6 | 1.001 |
| GRF |  | $\begin{aligned} & \text { Check - Swing, } 1 \text { in., } \\ & 150 \text { Ib., SCRD } \end{aligned}$ | 2.880 | --- | 1.475 | 5.300 | 3 | 1.042 |


part class: valve
General (continued)
trPE

Part class: VALVE
rrpe: General (continued)

| EMV | SPEC Mumber PART MUHBER MANUFACTURER | characteristics | failure rate/10 ${ }^{6}$ hours |  |  |  | NUMBER <br> FAILED | $\begin{gathered} \text { OPERATING } \\ \text { HOURS } \\ \left(\times 10^{6}\right) \\ \hline \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | $\hat{\lambda}$ | G01 UPPER <br> SINGLE-5IDED <br> CONF JDENCE | 609 CONF IDENCE INTERVAL |  |  |  |
|  |  |  |  |  | LOWER | UPPER |  |  |
| GRF |  | $\begin{aligned} & \text { Plug - } 1 / 2 \text { in., } \\ & 150 \text { 1b., SCRD, Steel } \\ & \text { w/stainless steel plug } \end{aligned}$ | 3.840 | --- | 2.204 | 6.433 | 4 | 1.042 |
| GRF |  | $\begin{aligned} & \text { Plug - } 1 \text { in., } 150 \text { lb., } \\ & \text { SCRD, Steel } \\ & \text { w/stainless steel plug } \end{aligned}$ | 0.969 | --- | 0.216 | 2.908 | 1 | 1.032 |
| GRF |  | $\begin{aligned} & \text { Plug - } 2 \text { in., } 300 \text { lb., } \\ & \text { SïRD, Steel } \\ & \text { w/stainless steel plug } \end{aligned}$ | 1.206 | --- | 0.269 | 3.617 | 1 | 0.829 |
| GRF |  | $\begin{aligned} & \text { Plug - } 2 \text { in., } 300 \text { lb., } \\ & \text { SCRD, Steel } \\ & \text { w/stainless steel plug } \end{aligned}$ | 5.767 | --- | 4.338 | 7.614 | 12 | 2.083 |
| GRF |  | $\begin{aligned} & \text { Relief }-3 / 4 \mathrm{in} ., \\ & 150 \mathrm{lb} \text {., Set } 80 \mathrm{PSI} \text {, } \\ & 56 \mathrm{PM} \end{aligned}$ | 2.411 | --- | 0.993 | 5.172 | 2 | 0.829 |
| GRF |  | $\begin{aligned} & \text { Reliaf - } 3 / 4 \text { in. } \\ & 150 \mathrm{ib} ., \text { Set } 80 \text { PSI, } \\ & 56 \mathrm{PM} \end{aligned}$ | 1.568 | --- | 0.350 | 4.705 | 1 | 0.638 |
| GRF |  | $\begin{aligned} & \text { Relief - } 3 / 4 \text { in. } \\ & 150 \mathrm{lb} . \text {, Set } 80 \mathrm{PSI} \text {, } \\ & 56 \mathrm{PM} \end{aligned}$ | 1.206 | --- | 0.269 | 3.617 | 1 | 9.829 |
| GRF |  | $\begin{aligned} & \text { Relief }-1 / 2 \text { in. } \\ & 150 \mathrm{lb} . \text { Set } 85 \mathrm{PSI}, \\ & 20 \text { SCFM } \\ & \hline \end{aligned}$ | 1.808 | --. | 0.926 | 3.328 | 3 | 1.654 |



NONELECTRONIC PART RELIABIL:TY DATA

SECTION 3

NONELECTRONIC PARTS DATA FROM COMMERCIAL EQUIPMENT APPLICATIONS

## Section 3

## NONELECTRONIC PARTS DATA FROM COMMERCIAL EQUIPMENT APPLICATIONS

The detailed data presented in this section have been selected and grouped on the basis of direct applicability to electronic data processing, point of sales and test equipments. Data from these areas have proven to be limited and have been grouped in this section in order to improve visibility for the user of the databook. The environmental codes described on page 5 are utilized in this section.

The user should take care to note the terms in which the failure data are given, i.e., hours or cycles, since this is a variable in this section. An asterisk (*) to the right of the data line is provided to alert the user to note that the column headings are in cycles.

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COMMERCIAL EQUIPMENT APPLICATION DATA TABLES


| PART description | failure raie/10 ${ }^{6}$ hours |  |  |  | $\underset{\substack{\text { numbrr } \\ \text { FAlifid }}}{ }$ | $\begin{gathered} \text { OPERATING } \\ \text { HOURS } \\ \left(\times 10^{6}\right) \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | ^ | $\begin{aligned} & 608 \text { UPPER } \\ & \text { SINGL-50ED } \\ & \text { CONF } 10 E \text { ENCF } \\ & \hline \end{aligned}$ | 609 contidince inierval |  |  |  |
|  |  |  | LOWER | UPPER |  |  |
| PART: Belt | 0.456 | --- | 0.419 | 0.498 | 106 | 232.406 |
| APPLICATION: Data Entry, Data Preparation Equipment |  |  |  |  |  |  |
| APPLICATION CONDITIONS: GRF |  |  |  |  |  |  |
| FAILURE MODES: ------------------ |  |  |  |  |  |  |
| PART: Ceramic Bushing and Spring | 33.409 | --- | 29.060 | 38.290 | 43 | 1.287 |
| APPLICATION: Tape Guide, Magnetic Tape Unit |  |  |  |  |  |  |
| APPLICATION CONDITIONS <br> (450 C Internal) |  |  |  |  |  |  |
| FAILURE MODES: Worn Bushing, Spring Tension Lost |  |  |  |  |  |  |
| PART: Spring Clutch | 0.594 | --- | 0.572 | 0.619 | 478 | 804.347 |
| APPLICATION: Data Entry, Preparation Equipment |  |  |  |  |  |  |
| APPLICATION CONDITIONS: GRF |  |  |  |  |  |  |
| FAILURE MODES: ----------------- |  |  |  |  |  |  |



| PRR1 Df:cription | tallure rate/to heurs |  |  |  |  | $\begin{aligned} & \text { OPERATING } \\ & \text { HOURS } \\ & \left(\times 10^{6}\right) \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\hat{\lambda}$ | GOb URTE ; INGLE - SIOFI CONF IDENCF | got conflierne mimitrva. |  |  |  |
|  |  |  | LOwf R | urper |  |  |
| PART: LED Display, 7 Segment, 5 Character | 0.114 | --- | 0.077 | 0.166 | 7 | 61.529 |
| APPLICATION: Test Instruments |  |  |  |  |  |  |
| APPLICATION CONDITIONS: GRF |  |  |  |  |  |  |
| FAILURE MODES: --------------- |  |  |  |  |  |  |
| PART: LED Display, 7 Segment, 9 Character | --- | 1.559 | --- | --- | 0 | 0.588 |
| APPLICATION: Test Instruments |  |  |  |  |  |  |
| APPLICATION CONDITIONS: GRF |  |  |  |  |  |  |
| FAILURE MODES: ---------------- |  |  |  |  |  |  |
| PART: LED Display, Dot Matrix, 1 Character | 0.163 | --- | 0.137 | 0.193 | 29 | 178.303 |
| APPLICATION: Test Instruments |  |  |  |  |  |  |
| APPLICATION CONDITIONS: GRF |  |  |  |  |  |  |
| FAILURE MODES: ---------------- |  |  |  |  |  |  |


| Part defcriprion | lallyet rata/a $0^{6}$ mulus |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\hat{\wedge}$ |  |  |  |  |  |
|  |  |  |  | uerer |  |  |
| PART: $\begin{gathered}\text { LED Display, Dot Matrix, } \\ 3 \text { Character }\end{gathered}$ | --- | 7.190 | --- | --- | 0 | 0.127 |
| APPLICATION: Test Instruments |  |  |  |  |  |  |
| APPLICATION CONDITIONS: GRF |  |  |  |  |  |  |
| FAILURE MODES: ---------------- |  |  |  |  |  |  |
| PART: LED Display, Dot Matrix, 4 Character | 0.962 | --- | 0.214 | 2.885 | 1 | 1.040 |
| APPLICATION: Test instruments |  |  |  |  |  |  |
| APPLICATION CONDITIONS: GRF |  |  |  |  |  |  |
| FAILURE MODES: ---------------- |  |  |  |  |  |  |
| PART: LED Display, Dot Matrix, 5 Character | -- | 0.157 | --- | --- | 0 | 5.829 |
| APPLICATION: Test Instruments |  |  |  |  |  |  |
| APPLICATION CONDITIONS: GRF |  |  |  |  |  |  |
| FAILURE MODES: .---------.----- |  |  |  |  |  |  |



| PNRT OESCRIPTION | fallure rate/ $10^{5}$ hours |  |  |  |  | $\begin{gathered} \text { OPERATING } \\ \text { HOUQS } \\ \text { (X10 } \left.10^{5}\right) \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\hat{\lambda}$ | 60 UMPERSINGLE-SDEDCONFIDENCF | 608 confioence inierval. |  |  |  |
|  |  |  | Lower | UPPER |  |  |
| PART: Gear | 0.169 | --- | 0.130 | 0.218 | 14 | 83.067 |
| APPLICATION: Data Entry, Preparation Equipment |  |  |  |  |  |  |
| APPLICATION CONDITIONS: GRF |  |  |  |  |  |  |
| FAILURE MODES: ---------------- |  |  |  |  |  |  |
| PART: Magnetic Tape Head | 43.510 | --- | 36.479 | 52,184 | 28 | 0.644 |
| APPLICATION: Magnetic Tape Head |  |  |  |  |  |  |
| APPLICATION CONDITIONS: GRF ( $45^{\circ} \mathrm{C}$ Internal) |  |  |  |  |  |  |
| FAILURE MODES: Signal Distortion, Head Worn |  |  |  |  |  |  |
| PART: Motor | 1.499 | --- | 1.401 | 1.619 | 154 | 102.789 |
| APPLICATION: Data Entry, Preparation Equipment |  |  |  |  |  |  |
| APPLICATION CONDITIONS: GRF |  |  |  |  |  |  |
| FAILURE MODES: ---------------- |  |  |  |  |  |  |





| PRRT DESCRIPTION | FAILURE RATE $/ 10^{6}$ hours |  |  |  | TJUMBERFALIED | OPERATING moURS ( $\times 10^{6}$ ) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\hat{\wedge}$ | G08 UPPERSINGLE-S1DEDCONF IOENCE | 609 cont idence interval |  |  |  |
|  |  |  | LOWER | UPPER |  |  |
| PART: Push Button Switch Contacts - Silver Plate; Contact Resistance Initial $0.015 \Omega$ at $2 \mathrm{~A}, 30 \mathrm{VDC}$; After Life Test 0.030 8 | 3.000 | - | 1.953 | 4.550 | 6 | 2.000* |
| APPLICATION: Electronic Data Processing |  |  |  |  |  |  |
| APPLICATION CONDITIONS: Test |  |  |  |  |  |  |
| FAILURE MODES: Contact Resistance 6 |  |  |  |  |  |  |
| ```PART: Rocker Switch C&K Components - 5101, 5103, 5108``` | --- | 0.916 | --- | --- | 0 | 1.000 |
| APPLICATION: ------------------- |  |  |  |  |  |  |
| APPLICATION CONDITIONS: Test 105 cyc each 15 cyc per minute; duty cycle - 1 sec . on, 3 secs. off; resistive load, 20mA, 2OVDC |  |  |  |  |  |  |
| FAILURE MODES: |  |  |  |  |  |  |




NONELECTRONIC PARTS RELIABILITY DATA

## SECTION 4

FAILURE MODES AND MECHANISMS

## OPERATIONAL FAILURE MODES AND MECHANISMS

The following discussions provide information which serves to identify the major problem areas associated with the failures of certain nonelectronic parts under operational conditions. To a limited extent, guidelines are provided for limiting the failure modes identified.

## Batteries

There are two basic types of batteries, primary and secondary. Primary batteries are nonrechargeable, discarded when the energy runs out. Secondary batteries are rechargeable batteries and can be used time and time again. This discussion is limited to specific secondary batteries such as lead-acid and nickelcadmium.

## Lead-Acid Batteries

Lead-acid systems are not new; they have not been used widely in electronic systems because of packing problems, their weight and size, and the danger of acid leakage. The newly developed gelled lead-acid system, however, has overcome most of the drawbacks of its predecessor (except packaging inadequacies), but it is new and not yet in great supply and usage.

Lead-acid batteries have one area which greatly affects their useful life, the recharge cycle. Recharging efficiency is a function of temperature and charge rate. To properly recharge many secondary batteries the charge rate must be tapered with time. Not doing so shortens the life of the battery and can lead to overcharging. In lead-acid batteries, overcharging will cause the generation of gases ( $\mathrm{H}_{2}$ and $\mathrm{O}_{2}$ ) within the cell to dangerously high levels. Though almosi all lead-acid batteries have venting techniques to allow the gases to escape and thereby reduce cell pressure, the loss of these gases can greatly reduce the life of the cell. Several manufacturers of lead-acid batteries utilize a separate compartment to recombine the gases into water via a catalyst. This is done at the expense of compactness. In the worst case, if the gases are not vented or are vented at too high a pressure, the cells will explode.

Charging, and especially overcharging, also causes the battery cells to generate heat. It should be noted that many rechargers use this condition to increase the tapering of the charge rate and so reduce the possibility of overcharging.

Other reliability considerations lie in the packaging and basic design of leadacid cells. Examining packaging first, it is incorrect to assume that any battery is hermetically sealed. Corrosion can be found on lead-acid cells that have never been used and have been left in storage. Lead-acid batteries have been known to leak acid either through the case itself or through the terminal seals.

The basic design of the lead-acid battery is also responsible for several problems. The nature of the lead-acid system does not lend itself well to being packaged in a cylindical package. This tends to lower the energy density per cell and also to cause the package failures mentioned previously.

## Nickel-Cadmium Batteries

The charging information stated for lead-acid can be applied to the nickelcadmium. There is also specific information which only applies to the nickelcadmium.

Memory effect is a reversible failure mode that causes a nickel-cadmium battery to fall below its rated performance because of certain modes of operation. It is caused by repetitive discharge to a shallow depth. A nickel-cadmium battery repeatedly discharged only $25 \%$ ( $75 \%$ of charge unused) and then fully recharged will, after 50 or more of such cycles, deliver $25 \%$ of its rated capacity when a deep discharge is then attempted. A nickel-cadmium battery exhibiting memory effects can be restored to normal capacity simply by deep discharging it and then fully recharging it. Memory effect is not a problem when the battery is subjected to random depths of discharge or is overcharged for random periods of time. It occurs only when a precise, repetitive pattern of shallow discharge and full recharges is followed. This is not a prevalent problem in all NiCd battery systems but is the product of several design techniques.

Cell polarity reversal is another hazard of the NiCd battery. If a battery (consisting of several cells in series) is discharged to too low a level and one or more of the composing cells is completely depleted of charge, there is the chance that the depleted cell's polarity may reverse. In this instance, the reversal cell would accept a charge from the remaining charged cells, generate internal heat and pressure, and destroy the battery.

Chemical breakdown of the nylon separator is the most frequent failure of nickel-cadmium batteries. Oxygen produced continuously while the cell is in an overcharge mode reacts with the nylon; as a result, a NiCd cell at $50^{\circ} \mathrm{C}$ has a useful life about half that at $40^{\circ} \mathrm{C}$. NiCds for emergency power are almost always run in such a continuous low-rate overcharge mode.

## Conclusions

Part level failure problems associated with batteries can be lumped under four basic categories: catastrophic short; catastrophic open circuit; deviations in electrical performance; and mechanical anomalies. The most predominant failure mode is a mechanical anomaly, leakage from a cell seal.

System level failures in charge control or thermal design, while not caused by the battery, may be falsely interpreted as a defect in the battery.

## Bearings

The predominate failure modes of bearings are related to their lubrication. Much emphasis has been placed on the study of bearing fatigue life and reliability and the types of lubrication systems used to enhance long life, since bearings are acknowledged as the life-limiting elements of most motors. To reach the longest motor life possible, bearing wear must be reduced to a minimum, usually by the application of lubricants. The selection of lubricants is almost always a compromise, since there are so many significant characteristics to consider. Some of the important application considerations include: operating temperature range,
oxidation and thermal stability properties, type of environment, evaporation rate, and viscosity. Depending on the specific application certain tradeoffs are inevitable, as in the case of silicon, which has an excellent viscosity index rating but poor boundary condition lubrication.

The failure mechanisms of bearings usually result in the reduction of lubrication. These mechanisms include: excessive bearing load, excessive temperature, bearing misalignment, brinnelling (plastic deformation of raceways), fretting corrosion, contamination of raceways (gear wear debris, brush wear debris, corrosion products), evaporation or migration of lubricant, high viscosity (operating temperature lower than anticipated) and spalling or galling.

## Circuit Breakers

The function of a circuit breaker is to protect electrical circuitry by acting as a manual switch that can open itself under overload conditions. The major circuit breaker problem is mechanical failure due to the complexity of some activation mechanisms. Contamination caused by the formation of oxides or loose metal particles is also a problem and could result in an open or short condition. Contact corrosion due to external impurities (such as solder resin, body oils, sulfides, or wire lubricants) can also create the same condition. Poor process control can cause deformed, loose, or broken contacts, and termination separation.

## Connectors

A device consisting of a plug and a receptacle that provides a disconnect capability between the various components in an electrical circuit is classified under the general heading of connector. The plug or receptacle is the termination of the internal circuit leads. The connection made between the connector and the conductor itself is made by several different methods: crimping, soldering, welding, and the clamping action of mechanical closures. The type of connector depends on the style of the coupling system. Some of the common connector types are radio frequency, cylindrical multipin, rectangular, and printed wiring.

Connector failure problems may be lumped into three basic categories: mechanical parameter deviation, electrical parameter deviation, and mechanical damage. It should be noted that catastrophic opens and shorts are worst-case conditions of certain electrical parameter deviations. These failures may be the result of several different failure mechanisms. The prevelant failure mode for all connectors is an electrical parameter deviation (open condition) generally caused by contamination interfering with normal operation. Corrosion is another failure mechanism resulting in an open circuit: the oxides formed may tend to act as an insulator. Even gold plated contacts have corrosion problems: the base metal may diffuse through the gold and form an oxide on the surface. Mechanical damage is often the result of improper installation techniques. Wear factor is also a major problem. With hard gold you can expect mating and demating cycles of 200 or more. With tin plating or solder coating, the cycles may drop to 50 or more. This can be a problem when using high density connectors. Other common failure modes are creep or relaxation of the materials in the connection and overheating of the termination by the flow of current.

## Coolant Hose

A coolant hose failure often results in the shutdown of a whole system which, in many cases, could have been avoided by routine inspection and replacement. Most equipment owners have established maintenance schedules that include the cooling system. By recognizing the signs of coolant hose failures and eliminating their causes, equipment downtime can be reduced.

Coolant hose failures may be attributed to five major failure mechanisms. Excessive heat, one of the more prevalent failure mechanisms, causes hardening or cracking of the hose cover. Hose "overcure" due to excessive internal or external heat will result in the hose becoming stiff and failing. Weathering and cracking can result from pollution in the environment around the hose; ozone especially has an adverse effect. Large irregular cracks in the hose cover without hardening are caused by vibration. To correct vibration problems, use a flex or humped hose or
dampen the vibration source. Coolant deterioration will cause the interior of the hose to crack and flake off and enter the coolant. These particles can clog the cooling system and cause a failure. The final failure mechanism is contamination of the hose. This occurs primarily when oil or grease soaks the hose, causing it to become soft or spongy. An oil-softened hose can collapse under sudden application of vacuum as in sudden acceleration. To correct this problem, eliminate the'source of the oil (may be external or internal) and replace the hose.

## Electron Tubes

Electron tubes are devices sealed in a gas-tight envelope or "tube" using the motion of electrons through a gas or vacuum for the desired effect. The first class of electron tubes is the vacuum tube, where a vacuum or a near-vacuum is employed. The second class is gas tubes, where the electrons impact atoms of the gas, which then ionize. Many electron tubes have had extensive military use, and failure rates are available in MIL-HDBK-217C.

Four primary modes are associated with electron tubes: deterioration or destruction of the seal, wearout of electron emission surfaces, evolution of gas, and contaminated or damaged emission surfaces resulting in increased electron emission. The failure mechanism most likely to be directly or indirectly responsible for all four failure modes is excessive heat. Both heat from the environment around the tube and heat generated within the tube create this adverse effect. Internal heat rise is due to one of two sources: the current flow from one element of the tube to another element, and power used to raise the electron-emitting cathode to operating temperature.

## Fuses

The basic function of a fuse is to protect electrical circuits. When the current flow through the circuit exceeds the rated capacity of the fuse, the circuit is opened by the fuze element. Fuses provide safety against overload conditions which could result in either damage to the electrical system or a fire.

Fuses have two principal failure modes: open, and failure to open. Any premature interruption of the current flow such as a mechanical breaking of the fuse element would be classified as an open. A failure to open is when current flow levels exceed the fuse rating and the fuse element does not open the circuit. Failure to open is most commonly caused by electrically conductive material shorting the fuse terminals together. The principle failure mechanism is contamination including corrosive products. The source of the contaminants is dependent on the type: conductive and nonconductive. The conductive contaminant can come from solder balls or metal flashings and is usually detectable by x-ray screening. However, the nonconductive material, which can cause failure to open as well as open, is difficult to detect. The source of nonconductive contaminants is sometimes the fuse case or body.

Slow blow fuses are treated a little differently. Slow blow fuses are used when a high in-rush of current is desired to initially start a system and after initial start-up, to maintain the system at a lower current level. If the fuse blows too fast the system will not start or energize. If the fuse blows too slow, damage may occur to the system. Therefore, the most, prevalent failure mode of slow blow fuses is the delay time.

## Gaskets and Seals

Fluid seals are devices used to effect separation of gaseous or liquid environments at points of structural transition and at movable component interfaces. Seals used in applications where the involved surfaces do have relative motion are commonly called gaskets. An example of structural transition seal is the gasket used in the internal combustion engine between three distinctly separate environments, ambient air, cooling fluid, and combustible gases. An example of a seal for a movable component interface is the gland seal around the shaft of a rotary pump, separating the fluid being pumped from the ambient surroundings. This type of seal is commonly known as a dynamic seal and is used to effectively separate the various environments at movable interfaces where there may be reciprocating longitudinal movement as well as rotary motion.

The most common failure mode for fluid sealing devices is leakage, classified into three basic types: (1) permeation, (2) molecular, and (3) viscous flow. Permeation, as the name implies, is a capillary flow directly through the material. This is primarily because of the degree of porosity of the batch material from which the seal was fabricated. Molecular flow is a similar phenomenon, but it occurs at the interface surfaces and is caused by a finite unoccupied space between the two surfaces of the interface. Molecular flow is proportional to the pressure differential between the separated environments. Viscous flow also occurs on the interface surfaces and is encountered when the minimum cross-sectional area of the leakage path becomes large in comparison to the mean free path requirement for gas flow. Viscous flow leakage rate is proportional to the difference between the square of the internal pressure and the square of the external pressure.

In addition to leakage (limited loss of contained fluid), fluid sealing devices fail by rupture because of inadequate back-up rings or excessive pressures and the introduction of corrosion products or other contaminants. Rupture may be caused either by excessive pressure differentials applied to the sealing device or by shearing mechanical forces applied in an unforeseen rotational mode or as an excessive transverse force. Corrosion products and other contaminants may be caused by normally anticipated environmental considerations, or they may be the result of galvanic corrosion and/or contaminants in inadequately filtered fluid.

## Gyroscope

A gyroscope is a device developed to detect angular motion with respect to inertial or Newtonian space. Each design is somewhat unique; however, the usual construction is a spinning wheel with one or two degrees of freedom. A gyroscope normally consists of six functional components: wheel, spin bearings, spin motor, gimbel, pickoff and torquer. The primary source of failures are the spin bearings. The normal life of each gyroscope is dependent on the environment it is used in and the conditions it operates under. The prevalent failure mode of gyros using ball bearings is deterioration of the lubricant or running surface due to contamination.

Gas bearings are excellent for continuous operation because of no wear under run conditions. The major failure mechanism occurs during starting and stopping. Grease bearings offer a greater tolerance to contamination and potentially much longer life. Drift instability is also a problem since a very small amount of creep in the gyro float material can cause a drift equivalent to a nautical mile. Material creep is caused by instability due to time and temperature cycling effects.

## IC Sockets

There are two basic types of contacts in IC sockets: screw machined, closedentry sleeves with screw machined or stamped-and-rolled four-leaf contact inserts; or one-piece stamped and formed contacts with single or dual-leaf contacts. Either socket type is available with solder tail on wire-wrapable terminations.

Sockets with stamped contacts come in two configurations. In one, the contacts mate with the broad sides of the leads. In the others, the contact mates with the side and are called side-wipe or face-grip. The merits of these two approaches have been debated at great length.

Zero insertion force connectors have a sliding mechanism that provides effortless insertion and withdrawal of ICs when the sockets are in the open position but locks them securely in place when the mechanism is closed. Zero insertion force sockets are expensive but not compared to a 40 pin IC with a broken lead. Therefore, these sockets are mainly used in "high pin" ICs.

For contact materials, beryllium copper when used for high reliability application is an excellent choice. It retains good spring qualities, although it requires plating because of a tendency to form surface oxides. Phosphor bronze provides excellent spring qualities, adequate conductivity, and generally gives the best combination of economy and reliability. It also usually requires plating with solder lead contacts in order to aid solderability.

Socket bodies are commonly made of thermoplastic materials like glass nylon, glass polyesters and polycarbonates. Thermosets like DAP and phenolics are also used. They provide excellent dimensional stability and heat resistance but are generally more expensive.

One of the major failure modes for sockets is high resistive connections. If the application is in a high contamination area there is the risk of oxidation forming on the contacts or of the accumulation of dust or dirt particles. This condition creates a high resistive connection which may result in a false indication when using sensitive circuitry.

Intermittents are even a larger problem due to problems of location of the intermittents. This is especially difficult in digital systems where there are either high or low logic levels.

The contact must maintain its spring qualities after several removal and insertion cycles. The amount of pressure exerted on the IC lead must be adequate to break through any oxidation which may have formed.

Sufficient caution must be taken during soldering to insure that solder does not enter the barrel of the IC socket, preventing proper installation of the IC.

The following is a listing of failure modes for IC sockets:

1) Increase in contact resistance with repeated insertion because of fatigue and deformation of spring material in contact fingers
2) Damage to contact and pin plating with repeated insertion and exposure of base metal to corrosive atmosphere
3) Corrosion of contact and pin surfaces because of porous plating, plating that is too thin, diffusion of base metal into plating, scratched plating, etc.
4) Insulation resistance failure of plastic socket housing because of water absorption or change of mechanical properties of housing at high temperatures
5) Electrochemical reaction between socket contact and IC pin
6) Poor contact resistance caused by surface films on socket contacts and IC pins

## Motors

Motors can be classified into two basic types, ac motors and dc motors. In direct-current motors, speed adjustment is inexpensive and easily obtained; therefore, a wide variety of industrial applications use DC motors. Alternatingcurrent type motors are frequently used in aerospace applications. Overheating causing premature motor failure can be the result of the selection of too small a motor for the given application or of a unit unsatisfactory for the given environment. Therefore, it is important to implement a proper selection and application program for reliable motor operation.

The principal failure modes associated with motors are related to the lubrication of the bearings or the commutation of the brushes. Bearing failure can be caused by various failure mechanisms, of which the most common are: inadequate lubrication due to migration or evaporation or severe operating conditions, brinnelling (plastic deformation of the raceways), fretting corrosion, raceway contamination, and spalling of raceways. Bearings have proven to be the life-limiting items in motors. Most dc motors have the additional failure modes associated with brushes (i.e., fracture, rapid brush wear due to high altitudes, and bearing failures due to contamination from brush wear) and in general are more prone to failure than ac motors.

## Printed Circuit Boards

There exists a variety of printed circuit boards commercially available. The choice of interconnection board depends on many different factors. Required packaging density, desired delivery time, cost limitations, usage environment and
size of production run are all factors which can be used to determine the optimal type of interconnection board for a particular application. Circuit board reliability is also an important consideration, and this section includes failure modes and mechanisms for double sided, multilayer, multiwire and wirewrap interconnection boards.

The plated through hole is used in double sided, multilayer and multiwire printed circuit boards to connect component leads to board circuitry. The plated through hole is the largest contributor to circuit board failures for these types of boards. Problems arise because of the differences in thermal expansion of the epoxy glass base material and the copper plating. The epoxy glass and the copper expand and contract at different rates during thermal cycling. This results in axial strains on the plated through hole barrel wall, weakening the mechanical properties of the copper plating and eventually leading to open circuits. In the case where the ductility of the copper plating is already poor, this process is accelerated. Additionally, poor drilling or excessive acid etching during the plated through hole cleaning process can lead to imperfections in the barrel wall. These imperfections will amplify the level of axial strain in the plated through hole and contribute to possible open circuits.

Multilayer boards, as compared to double-sided boards have additional layers of circuitry separated by epoxy glass laminations. This allows for higher packaging density but also creates additional plated through hole problems. Electrical connections to the plated through hole can be made at a number of different layers in the circuit board. This adds to the number of areas which are affected by strains related to thermal cycling. At each layer where a copper run must connect to the plated through hole, a shearing force is applied to the copper run - plated through hole interface, resulting in possible open circuits.

The multiwire type of interconnection board is unique because insulated wire is laid down on the epoxy glass as an alternate to the copper runs used in doublesided and multilayer printed circuit boards. This results in high packaging density because the insulated wires can be crossed on a single level of circuitry. There are several advantages in this type of system but there are also different failure modes
which must be considered. Problem areas are the points of wire crossover and the wire to plated through hole connection. Under extreme environmental conditions, the wire insulation and the wire deform at a point of wire crossover and potentially cause short circuit. The wire to plated through hole can be the source of an open circuit if exposed to vibration and thermal cycling.

One advantage of wirewrap interconnection boards is the absence of plated through holes and the associated problems. However, several failure modes do exist. Insufficient tension in the wire can result in a poor connection between the wire and the wirewrap post. This occurs particularly when applied to a high vibration environment. Additionally, caution must be observed concerning wire insulation cold flow; adjacent wires or contact with a part can result in short circuits due to cold flow. Some materials which exhibit cold flow are teflon, polyvinyl chloride, etc.

## Pumps

## Hydraulic Pump

Nearly all hydraulic pumps work in rotary fashion. As a pump is rotated, it develops a partial vacuum on the inlet (suction) side, permitting fluid under atmospheric pressure in the reservoir to flow into the pump inlet. Then the pump ejects this fluid, usually at a higher atmospheric pressure. It is worth noting that a pump does not create pressure; it merely moves fluid, causing the flow. Pressure is created by the load on the fluid; if no load exsits, the fluid will have very little pressure. As the load is placed on the fluid, the pressure at the outlet side of the pump increases to a value that is normally indicated as the pump maximum.

Failure modes for hydraulic pumps include:

1) Bearing or bushing failure
2) Incorrect fluid used, causing excessive wear
3) Seal deterioration
4) Cavitation causing pump internal part failures

## Pneumatic Pumps (Compressors)

An air compressor delivering air to a pneumatic system performs the same job as a hydraulic pump. The main substantive difference between pump and compressor is that the fluid delivered by the compressor-air is compressed and under pressure at the time it is delivered, even if there is no load on the system. The only other substantive difference between the two is that most hydraulic systems are powered by a single pump that is actually part of the system, whereas the hose of the pneumatic systems is often powered by a single compressor, which is almost a "utility" in the plant, like water or electric service.

Failure modes for pneumatic pumps (compressors) include:

1) Bearing or bushing failure
2) Seal deterioration and leakage
3) Foreign material entering pump, causing damage or excessive wear to internal parts
4) Check valve leakage (when valves are integral with the pump)

## Quick Disconnect Couplings

The malfunction modes of quick disconnect couplings are:

1) Failure to open or remain open
2) Failure to close or remain closed, including leakage, while uncoupled
3) External leakage while coupled

The possible causes for mode 1 include deformation or failure of the actuation plunger of connectors and binding of the movable engaging clamp ring. The possible causes for mode 2 include binding or cocking of the moving assembly of the connectors and failure or permanent deformation of the plunger return spring. Possible causes for mode 3 include leakage of the sleeve O-ring and leakage at the lip seal.

## Relays

A relay is basically a remotely controlled, electrically operated switch which contains two or more contacts arranged so as to control external circuits. This broad definition applies to all relays regardless of type and internal construction. Most relay types, with the exception of simple thermal time delay and reed types, are complex electromechanical devices. Experience with these devices has indicated that, because of imperfections in materials and workmanship, a relay cannot be satisfactorily specified by contact rating alone. Physical considerations force us to recognize such compromising characteristics built into a relay as operate and release time, temperature effects on pickup and dropout voltages, dielectric breakdown, contact resistance, and insulation resistance. These characteristics are not simply design controlled but are directly affected by the materials employed and the care with which the relay is assembled. The factors of design, materials, and workmanship are the ones usually associated with relay failure.

Part level failure problems associated with relays may be lumped under four basic categories:

1) Failure of contacts to Wahe or break
2) Short
3) Electrical farameter deviation
4) Mechanical anomaly

These categories are used for both latching and nonlatching type relays. For this discussion, relays have been grouped into two categories according to their basic internal construction-armature and reed types.

Armature Relays

The relay style most often used in high reliability application (and considered here) is the balanced armature type because of its demonstrated ability to withstand mechanical shock and vibration. In these relays the armature is pivoted at
its center of mass so as to place it in equilibrium with the static and dynamic forces which act upon it during operation. The moving contacts are either mounted on the armature or activated by movement of the armature.

Almost all armature type relays use copper magnet wire in the coil windings. In such copper windings the coil resistance is directly proportional to the temperature of the windings. The ampere-turns required for the coil to actuate the armature is, therefore, proportional to temperature since the coil resistance varies with coil temperature. To maintain the required ampere-turns, the pickup and dropout voltages will vary over the application temperature range.

One of the most crucial and troublesome areas in armature relay reliability is that associated with the contacts. Many of the problem areas result from the users' lack of understanding of the parameters which affect contact performance. As a consequence, contacts are operated under a wide spectrum of load conditions and a multiplicity of performance criteria which, when reviewed singularly or in combination, are inconsistent with the design parameters of the contacts.

There is a wealth of information available on contact theory and the various materials used in obtaining specific contact characteristics. The user of relays in high reliability applications should be thoroughly familiar with the information since reliability is frequently achieved through carefully limiting certain service applications.

Contamination is also a major concern in high reliability relays because it is a prime contributor to relay failures. Contamination is predominantely introduced during the assembly of the relay. The contamination level can be reduced by careful selection of materials which are used for fabrication of the end product. The user should pay particular attention to the materials used for spacers, washers, insulators, and coil insulation, as well as plating requirements, before specifying a particular manufacturer's relay for his applications. These areas are considered critical to the reduction and control of contamination.

The above discussion has served to define a few of the characteristics associated with armature relays. These and other limitations can be described as specification limits for manufacturers and designers. Deviations from the limitations can lead to equipment failure.

## Reed Relays

Reed relays are made from one or more reed capsule switches inside a common actuating coil. In those cases where the reed capsule switch is used in conjunction with a coil, it is generally classified as a relay; and in those cases where the reed capsule switch is used in conjunction with permanent magnet actuation, it is classified as a magnetic switch.

A basic magnetic reed switch consists of a pair of low reluctance ferromagnetic, slender flattened reeds, hermetically sealed into a glass tube with a controlled atmosphere, arranged in cantilever fashion so that the ends align and overlap with a small air gap in between. The overlapping ends assure opposite polarity when brought into the influence of a magnetic field. When the magnetic flux density is sufficient, the attraction forces of the opposing magnetic poles overcome the rged stiffness, causing them to flex toward each other and make contact. The restoring force provided by the elasticity of the reeds returns the reeds to their original position when the magnetic field is removed. Reed capsule switches, when used within their rated limits, generally have contact life ratings in the one to one hundred million cycle range, depending on contact voltage and current loads used.

The reed switch is inherently a low current, low voltage device. Its contact areas are small and contact pressures are low because the reeds become magnetically saturated; therefore, ..'ditional contact force cannot be developed by increasing the applied magnetic flux. These factors limit the continuous current rating of the switch. The interruption rating of the switch is limited by the gap between fully open contacts and by the restoring force provided by the elasticity of
the reeds. Low contact pressures and small contact gap between fully open contacts limit the reed capsule switch use in severe vibration and shock environments.

The unpredictable random occurrence of contact sticking inherent in these switches is caused by tiny magnetic wear fragments accumulated at, and sometimes binding, the contact gap. Arcing caused by dc loads between the contacts causes metal transfer, resulting in spike and crater formation which sometimes results in contact sticking due to friction between the spike and crater surfaces. For these reasons, application should be limited to those uses where an occasional contact miss is not considered a catastrophic event and those uses where voltage and current loading of the switch contacts minimizes spike and crater formation. Careful handling of the switch is a mandatory requirement. The switch contact members extend beyond each end of the glass capsule and are used as switch terminals. Bending, cutting, or applying excessive heat to the switch leads during soldering and installation changes the switch operating sensitivity. Operating one reed switch adjacent to another or in a stray magnetic field can also change its sensitivity. Magnetic shielding around reed relays is relatively ineffective in reducing the effects of uniform stray magnetic fields. Reed relays are inherently more sensitive to stray magnetic fields by one or two orders of magnitude than any other type of sealed relay in common use today. Stray magnetic fields in the order of 5 to 10 gauss have been known to cause reed relays to malfunction.

In those special applications where usage of reed switch capsules occurs, the above factors should be carefully reviewed and considered with respect to each application prior to usage.

## Solder Comnections

One of the most prevalent modes of failure for solder connections is the cracking of the connection due to thermal fatigue. In many instances, it is very difficult to distinguish between solder cracking as a result of thermal fatigue and
solder cracking because of poor workmanship (cold solder joints). But there are differences and they become apparent upon very close investigation. Thermal fatigue cracks will predictably occur on sequentially manufactured items and will also propagate with storage time. Solder cracks due to poor workmanship will appear randomly on sequentially produced items. These failures can be reduced by applying and controlling appropriate design criteria. The following list of criteria is provided as a guide to minimize solder connection problems:

1) Use only silicone or polyurethane based conformal coatings; the coatings should be of minimum thickness.
2) Avoid gold-plated boards; use solder-plated or solder-coated boards.
3) Do not use rigid encapsulating systems to secure and/or protect connected parts on printed wiring boards.
4) Resilient spacers, when used, should be of minimum thickness between the solder connected part and printed wiring board.
5) Do not hard mount parts to printed boards with mechanical fasteners unless leads are parallel to the board and of sufficient length as to provide strain relief. Also, do not hard mount parts by using minimum lead length inserted through feed-through holes.
6) Use terminals only when necessary and then only use terminals designed to be used on printed wiring boards.

## Switches

The most consistently documented failure modes for switches are opens and shorts. The mechanism most of ten responsible is contamination both of the particulate and oxide nature. Particulate material in the form of solder balls or loose metal flashings can produce varied conductive paths or shorts and switch lockup due to wedging or jamming. Nonconductive particulate contamination could result in contact interference or opens as well as switch lockup. Corrosion of the contact surface due to the introduction of external sources such as polluted or heavy industrial environment, moisture and salt, body oils, solder resin, and wire lubricants also can cause high contact resistance and opens. Successful deterrents to this corrosion include: using corrosive resistive metals (gold, platinum, and palladium) and their alloys, using hermetically sealed switches, stringent control of the cleanliness of the package.

Switch screening inspections and tests are recommended to discover failures before actual part implementation. MIL-STD-202 has many effective tests ranging from temperature cycling to hermeticity and radiographic inspection.

## Valves

Valves are used to control the flow of fluids, either liquids or gases, with respect to amount and direction. Industry employs many varieties of valves, such as gate, glove, poppet, plug, and needle valves, plus specialized varieties like check, metering, and relief valves. A common feature of all these valves is that they contain a solid movable member (gate, disk, poppet face, needle, or plug) that impinges on, or into, an orifice in such a manner as to create a fluid-tight separation between the entry and outflow sections of the valve. The contacting surface of this orifice, i.e., valve seat, is normally of an elastomeric material. Where this is not true, the contacting surface of the movable member is deformable or elastomeric in nature or the seat is of a deformable material and the movable member is hard.

The most prolific problem or failure mode detected and described for the valves is leakage. Deterioration of the contacting surfaces, whether due to wear, damage during installation, chemical attack, misalignment, etc., will result in imperfect sealing resulting in internal leakage. All valves, with the exception of relief and check valves, are actuated by an external mechanical force that is transferred to the movable member by a stem or riser. This actuating mechanism is subject to failure by seizure as the result of corrosion, contamination or failure. The required opening into the valve body for entry of the operating stem is an additional source of leakage, due to inadequate design and/or packing. As the valve body is generally formed from a casting, valves are subject to all of the hydrostatic problems associated with castings such as porosity and fracture from mechanical damage or pressure stress fracture due to inadequate section thickness.

Supports for valves and their associated piping are fabricated from flatbar, channel, or angle configurations. These supports should be installed in such a manner that they do not impose undue stresses on the valve piping. Valve actuating media, such as a handwheel, crank or bar should be unhindered by support
installation, permitting a complete clearance radius. When a system is subjected to stress imposed by high temperature and pressure, the supports and hangers should be designed to "walk" with the system, imposing minimal loading and maintaining support integrity.

Primary consideration in the selection of valves includes knowledge of the physical property of materials from which the valve is manufactured in order to assure compatibility with: (1) applicable fluids, (2) operating temperatures, and (3) pressure limits. The function the valve must perform and its dimensional limitations are also important considerations. Life and wear factors must be taken into account as well as maintainability. The valve should be designed to facilitate replacement of gaskets, seals and seat. The applicable limits that are the result of design considerations should be delineated at the design review that is conducted at time of first approval and should be confirmed by proof testing. Furthermore, these limits should be reflected in resulting specification and design handbooks as application notes in order that the system design does not inadvertently contribute to premature failure of the finished system.

## DORMANT FALIURE MODES AND MECHANISMS

## Bearings

The primary dormant failure mechanism is inadequate lubrication. Some of the common causes of this problem are: evaporation loss, migration loss, and contamination of the lubricant. To eliminate or minimize these failure modes use an oil or grease with a lower evaporation rate or a sealed motor. Periodic rotation every six months will reduce the problem of migration.

## Connectors, General

Improper cleaning of connector sockets or pins prior to plating results in plating flaking on subsequent mating/demating. This results in circuit resistance increases or possible short circuits.

## Chutches

Drying out of the clutch fibers lowers the required frictional coefficient and results in slippage. Conversely, if clutch faces are left in compression, the clutch materials tend to equalize out any surface roughness, but this causes interlocking of the fibers from each face and sticking. This problem can be overcome by exercising the clutch at least once each year so that the plate fibers are realigned.

## Gyros

Gyro drift is the primary aging concern and is usually caused by molecular metallic interchange of the spin bearing detail parts. This phenomenon is similar to cold welding and results in excessive bearing friction that produces drift. The molecular interchange at points of metallic contact is minimized by maintaining a constant temperature on the gyros. Periodic operation at 6 to 12 month intervals is essential in preventing migration of the lubricant away from the wear path and subsequently prevents metal to metal contact.

## Magnetrons

The filaments tend to become gaseous unless the unit is operated periodically. The outgassing is a result of time-oriented liberation of gas molecules that have been absorbed on the walls of the magnetron. When enough gas molecules have been generated, activation of the magnetron imparts high velocities to these molecules; they strike the filament and possibly cause shorting.

## DC Motors

Brush-type motors are prone to cold welding of the brushes to the armature. The cold welding is caused by brush pressure and the galvanic coupling of the two materials in contact. Periodic operation of this type of motor is recommended.

## Relays, Latching

The use of anodic materials such as tin, copper or silver as contact materials have resulted in cold welding or highly resistive contacts after sustained periods of dormancy/storage. The use of more cathodic materials, such as gold as the contact material, overcomes these problems.

## Relays, Nonlatching

The same comments that were used for Relays, Latching also apply here. In addition, if the nonlatching relay is a miniature relay, e.g., TO-5 can package, an additional failure mechanism is possible. Cold welding of the relay armature to the backstop has occurred and was caused by plating incompatibility. If the activating coil voltage is in the low range, this age-oriented cold weld is more readily exposed, e.g., no transfer.

## Seals

Inherent porosity tends to let seals dry out and become semi-brittle unless kept wetted. The resultant embrittlement creates leakage paths as a function of
osmosis. Ozone (caused by electric motors or electric welding) concentrations also tend to accelerate seal aging by breaking down the seal fibers. All system containing seals should be activated at least once a year to assure rewetting of seals.

## Switches, Sensitive

The same comments that apply to Relays, Latching also apply here except that the consequences may be more severe for switches. The wiping action of the contacts is about $50 \%$ less than for relays. Thus, resistive oxides or contaminants are less likely to be scrubbed from the contacts.

## Transformer

Coil shorting can be caused by improper removal of cleaning agents that erode the dielectric off the wire windings or by cold flow of the insulation material covering the wire windings.

## PART FAILURE MODE DISTRIBUTION

The failure mode information presented in this section is limited to those modes considered to have a significant frequency of occurrence. Failure modes resulting from workmanship, inadequate inspection, screening and misapplication have not been included.

## PART FAILURE MODE DISTRIBUTION

FREQUENCY OF

PART TYPE

## ACCELEROMETERS

## FAILURE MODE OCCURRENCE IN PERCENT

BINDING ..... 33
DRIFT ..... 27
OPEN ..... 23
UNSTABLE ..... 17
BATTERIES
Lithium-Sulfer Dioxide
INTERNAL SHORT ..... 21
INTERNAL OPEN ..... 7
LARGE STARTUP DELAY ..... 50
LOW ENERGY CAPACITY ..... 2
HERMETICITY ..... 20
BEARINGS
WEAR ..... 73
BINDING ..... 20
SCORED ..... 7
CIRCUIT BREAKERS
SHORT ..... 38
OPEN ..... 38
UNSTABLE ..... 19
ARCING ..... 5
CONNECTORS
OPEN ..... 36
MECHANICAL DAMAGE ..... 24
INTERMITTENT ..... 22
CONTACT RESISTANCE ..... 9
SHORT ..... 9
CYLINDERS, ACTIVATING
LEAKING ..... 52
WEAR ..... 18
STRUCTURAL ..... 13
MECHANICAL DAMAGE ..... 11
DRIFT ..... 6
FUSES
SLOW OPEN ..... 75
EXCEEDS AMP RATING ..... 15
PREMATURE OPEN ..... 10

PART FAILURE MODE DISTRIBUTION (Cont'd)

FREQUENCY OF
PART TYPE
FAILURE MODE OCCURRENCE IN PERCENT

## GEAR BOXES

LEAKING 40
MATERIAL FAILURE 35
BINDING 25
GENERATORS
WEAR 44
CONTAMINATION 17
DRIFT 16
BEARING 13
ELECTRICAL 10

GYROS
DRIFT/UNSTABLE 64
BINDING 16
OUT OF TOLERANCE 8
UNBALANCED 6
BEARING 4
RATE ERROR 2
MOTORS
BRUSH BREAKAGE 32
OR WEAR
CONTAMINATION/LOSS 31
OF LUBRICANT
OPEN/SHORT STATOR 14
COMMUTATOR FAILURE 12
OPEN/SHORT ROTOR 11
PUMPS
LEAKING 53
INTERNAL PART FAILURE 20
IMPROPER OPERATION 13
WEAR 8
BEARING FAILURE 6
RELAYS
CONTACT RESISTANCE 25
OPEN 24
DRIFT 16
NO TRANSFER . 16
CONTACTS BURNED 7
MECHANICAL 5
INTERMITTENT 4
SHORT 3
257

## PART FAIL- ${ }^{-}$MODE DISTRIBUTION (Cont'd)

FREQUENCY OF PART TYPE
FAILURE MODE OCCURRENCE IN PERCENT

## SEALS

PHYSICAL DAMAGE ..... 54
LEAKING ..... 39
DETERIORATION ..... 7
SOLENOIDS
SHORT ..... 52
BINDING ..... 29
WEAK SPRING ..... 19
SPRINGS
FATIGUE ..... 45
WEAK ..... 28
WEAR ..... 23
DISTORTED ..... 4
SWITCHES
MECHANICAL ..... 51
INTERMITTENT ..... 13
FAILED TO OPERATE ..... 9
OPEN ..... 9
SHORT ..... 9
DRIFT/UNSTABLE ..... 8
CONTAMINATION ..... 1
SYNCHROS
DRIFT ..... 28
MECHANICAL ..... 22
OUTPUT ERROR ..... 22
INTERMITTENT ..... 17
OPEN ..... 11

## APPENDIX

ADDITIONAL RAC SERVICES

## ADDITIONAL RAC SERVICES

## Search Services

Retrospective Searches are conducted at a flat fee of $\$ 125$ per search. If no references are identified, a $\$ 50$ service charge will be made in lieu of the above. For best results, please call or write for assistance in formulating your search question. An extra charge, based on engineering time and costs, will be made for evaluating, extracting or summarizing information from the cited references.

## Consulting Services

Consulting Service fees are determined by the costs incurred in the conduct of the designed work, including staff time and overhead, materials and other expenses. Work will be initiated upon receipt of a signed purchase order. We will be pleased to prepare firm cost proposals.

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