918B MULTISPEED AND CODE CONVERTER MAINTENANCE

1. GENERAL

1.01 This section contains information concerning the maintenance and trouble location for the 918B multispeed and code converter. The 918B multispeed and code converter will hereafter be referred to as the converter.

1.02 Whenever this section is reissued, the reason for reissue will be listed in this paragraph.

1.03 Routine maintenance is not required for the converter.

1.04 Maintenance is limited to isolation of the trouble cause to a circuit pack and replacement of the defective circuit pack. To determine the troubled area, test points located at critical points within the circuit are used in conjunction with two indicators on the front of the converter.

1.05 Using the circuit pack test points and indicators, the following data can be determined:

- The state of the inputs and outputs of the converter
- Any malfunctioning of the remote keys and lamps and their associated cable through all the intermediate connectors
- The operation of all crystal-operated clocks
- The start-stop function of each individual clock
- The ability of the read-only memory to translate properly
- The read-in states from the input shift registers through the translation
- The ability of the core logic to read the translated character properly into the output shift register.

1.06 The circuit pack test points are located on the front of the circuit packs. The indicators are located on the front of the converter.

1.07 If a circuit pack is found defective, it should be tagged with the nature of the trouble, carefully packed, and returned to the service center for repair.

2. TROUBLE ISOLATION

2.01 Prior to performing maintenance tests, perform the following procedure:

(a) Check all connections to the converter.

(b) Check the HOLD key and its connection.

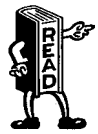
(c) Check the BREAK key and its connection.

(d) Put TTY in the LOCAL mode. Type test message. If TTY does not respond properly, check TTY.

(e) Check that the option screw switch on circuit pack 5 (CLK) is in the correct position and tightened. (It must be in the 150 position if position TTY is 37-type, or in the 110 position if position TTY is 35-type.)

2.02 A KS-14510 VOM or equivalent should be on hand when repairing the converter.

2.03 When investigating a trouble report, proceed as directed on Fig. 1. Refer to the section entitled 918B Multispeed and Code Converter—Test Procedures (103-814-501) for test procedures applicable to the converter.



Do not remove any circuit pack while power is applied to the converter.

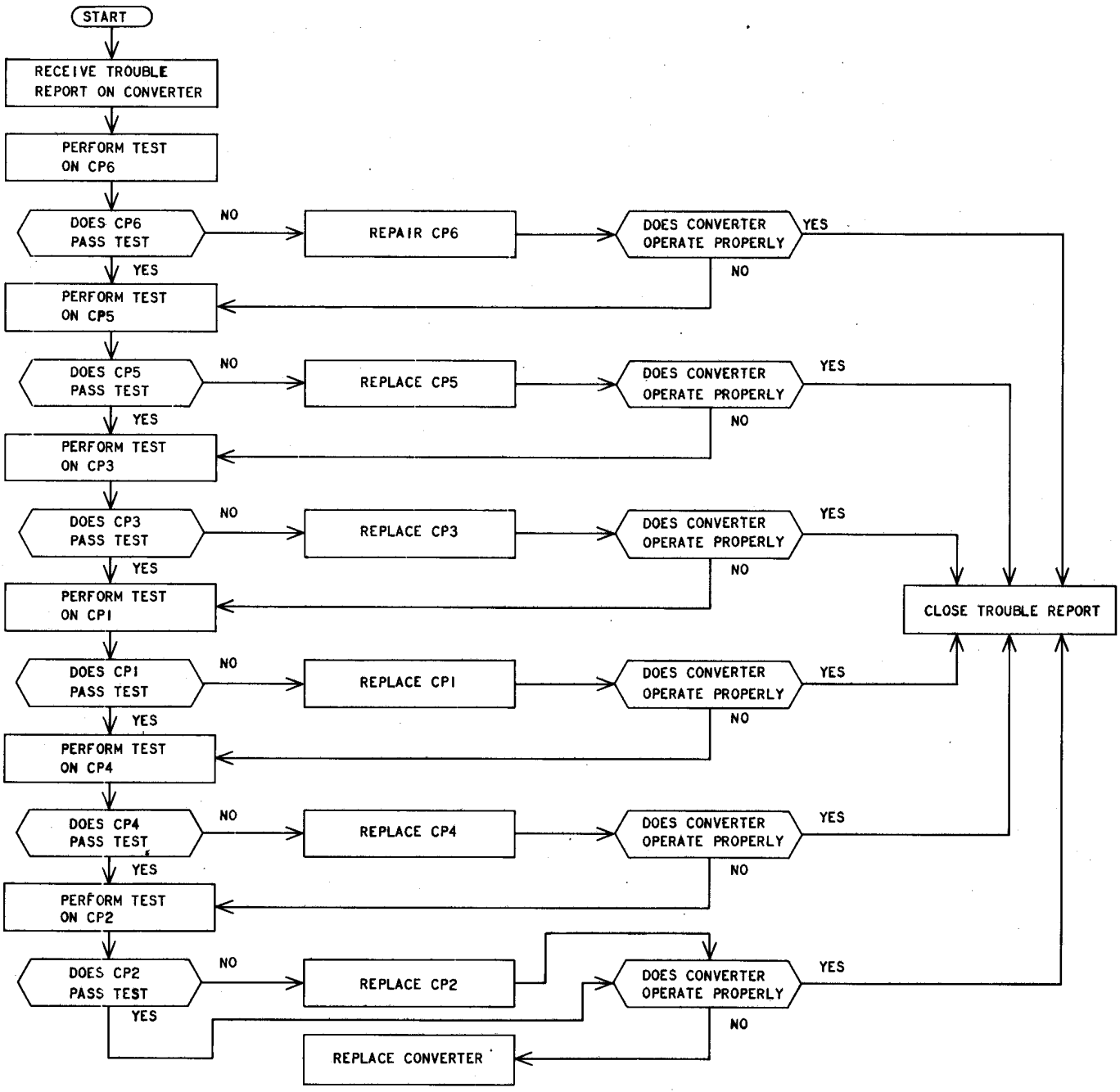


Fig. 1—Procedure for Trouble Clearing 918B Multispeed and Code Converter

3. REFERENCES

NUMBER	TITLE
SD-73107-01	Multispeed and Code Converter No. 918B

3.01 The following documents pertain to the 918B multispeed and code converter and associated equipment.

SECTION	TITLE
103-814-101	918B Multispeed and Code Converter—Description and Operation
103-814-501	918B Multispeed and Code Converter—Test Procedure

SECTION	TITLE
574-2YY-ZZZ	35-Type Teletypewriter
574-3YY-ZZZ	37-Type Teletypewriter