Installation Manual and Operating Instructions

TA102 Series
Dual USB Charging Port
FOREWORD

This manual provides information intended for use by persons who, in accordance with current regulatory requirements, are qualified to install this equipment. If further information is required, please contact:

True Blue Power  
c/o Mid-Continent Instrument Co., Inc.  
Attn: Customer Service Dept.  
9400 E. 34th Street N.  
Wichita, KS 67226 USA  
PH (316) 630-0101  
FX (316) 630-0723  
www.truebluepowerusa.com  
www.mcico.com

We welcome your comments concerning this manual. Although every effort has been made to keep it free of errors, some may occur. When reporting a specific problem, please describe it briefly and include the manual part number, the paragraph/figure/table reference and the page number. Send your comments to:

True Blue Power  
c/o Mid-Continent Instrument Co., Inc.  
Attn: Technical Publications  
9400 E. 34th Street N.  
Wichita, KS 67226 USA  
PH (316) 630-0101  
FX (316) 630-0723

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## REVISION HISTORY

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<th>Rev.</th>
<th>Date</th>
<th>Approved</th>
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<td>A</td>
<td>04/19/13</td>
<td>BAW</td>
<td>Initial release.</td>
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<td>B</td>
<td>05/30/13</td>
<td>BMC</td>
<td>Updates driven by internal review.</td>
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<td>C</td>
<td>08/22/13</td>
<td>TKV</td>
<td>Added Circular Rear Mount option and kit details, added configurations -2, -3, and -4.</td>
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<tr>
<td>D</td>
<td>11/1/13</td>
<td>TKV</td>
<td>Added two additional pins to installation kit and information regarding a recommended crimp tool.</td>
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<tr>
<td>E</td>
<td>11/14/13</td>
<td>TKV</td>
<td>Added information about adhesive for Front Mount Kit. Added information about ETSO certification.</td>
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<tr>
<td>F</td>
<td>06/10/14</td>
<td>TKV</td>
<td>Changed information about mounting screws. (PT+0.285&quot; was PT+0.312&quot;)</td>
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<td>02/26/15</td>
<td>TKV</td>
<td>Added Modification Information, Added Mod 1</td>
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<td>H</td>
<td>09/12/16</td>
<td>CAS</td>
<td>Changed the weight in ‘1.2.2 Physical Attributes’ to 0.13 pounds.</td>
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<td>01/04/17</td>
<td>BAW</td>
<td>Updated to include new mounting option. Added 1.2.4.</td>
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SECTION 1 GENERAL DESCRIPTION

1.1 INTRODUCTION

The TA102 Series Dual USB Charging Port is a certified accessory that converts 10 to 32 volts of DC electrical input from the aircraft to standard 5V power for any electronic product that charges using a USB connector. The TA102 provides two Universal Serial Bus-A (USB-A) ports and can be rear mounted or front mounted in a variety of locations throughout the aircraft. The unit is certified to FAA TSO C71 and qualified to multiple RTCA DO-160 requirements, providing confidence and convenience to be mounted in either the cabin or cockpit.

This Dual USB Charging Port is designed as a DCP (Dedicated Charging Port) to industry-standard protocol per the USB Battery Charging 1.2 Compliance Plan. Early-generation or smaller consumer electronics typically accept one (1.0) amp of power during charging. However, newer electronics, such as the Apple iPad®, other tablets and larger devices can accept and, in some cases, require up to 2.1 amps of power to charge and operate. As a high power DCP, the TA102 can provide up to 2.1 amps of power to charge any USB device, including the higher demand products. Unlike most dual USB chargers which provide one (1.0) amp on one port and 2.1 amps on the second port, the TA102 can provide 2.1 amps of power to both ports simultaneously. With features like short circuit protection, over-current protection, low voltage shut-down and temperature monitoring, it can handle unforeseen conditions safely.

Small, compact and powerful, with plenty of installation flexibility, the TA102 is an ideal choice when selecting a highly useful and effective addition for any aircraft.

1.2 TECHNICAL SPECIFICATIONS

1.2.1 Electrical Attributes

<table>
<thead>
<tr>
<th>Attribute</th>
<th>Specification</th>
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<tr>
<td>Input Voltage</td>
<td>10-32 VDC</td>
</tr>
<tr>
<td>Input Power</td>
<td>24 watts max; 1.7 amps @ 14 VDC / 0.85 amps @ 28 VDC</td>
</tr>
<tr>
<td>Output Voltage</td>
<td>5 VDC ±0.25 per port</td>
</tr>
<tr>
<td>Output Power</td>
<td>2.1 amps max per port</td>
</tr>
<tr>
<td>Efficiency</td>
<td>~85% nominal</td>
</tr>
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</table>

Table 1.1

1.2.2 Physical Attributes

<table>
<thead>
<tr>
<th>Attribute</th>
<th>Specification</th>
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<tbody>
<tr>
<td>Weight</td>
<td>0.13 pounds</td>
</tr>
<tr>
<td>Dimensions</td>
<td>1.50 inches wide X 1.50 inches high X 0.96 inches deep</td>
</tr>
<tr>
<td>Charging Ports Type</td>
<td>USB Standard-A</td>
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<tr>
<td>Mounting</td>
<td>Panel mount; rear or front</td>
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Table 1.2

1.2.3 Qualifications

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<tr>
<th>Certification</th>
<th>FAA TSO-C71</th>
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<td>EASA ETSO-C71</td>
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<td>RTCA DO-160G Environmental Category</td>
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<td>(see section 5.2)</td>
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Table 1.3

1.2.4 Configurations

<table>
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<tr>
<th>Part Number</th>
<th>Power Input</th>
<th>USB Connector</th>
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<tbody>
<tr>
<td>6430102-1</td>
<td>Rear</td>
<td>Sealed</td>
</tr>
<tr>
<td>6430102-2</td>
<td>Bottom</td>
<td>Sealed</td>
</tr>
<tr>
<td>6430102-3</td>
<td>Rear</td>
<td>Lighted</td>
</tr>
<tr>
<td>6430102-4</td>
<td>Bottom</td>
<td>Lighted</td>
</tr>
</tbody>
</table>

Table 1.4
SECTION 2 PRE-INSTALLATION CONSIDERATIONS

2.1 COOLING

No external cooling is required. The unit will become warm when in use. This is normal and within operational parameters. No special mounting considerations are required; however, mounting to a metal surface can help dissipate any heat generated and extend the life of the product.

2.2 EQUIPMENT LOCATION

The TA102 Dual USB Charging Port is designed for mounting flexibility, allowing for installation in the cockpit or in the cabin. It is designed for panel mounting and can be installed in a rectangular or circular rear mount configuration or, with an available installation kit, can be front mounted with a cosmetic cover plate. An instrument mounting adapter bracket is also available to easily mount the unit in a standard 2-inch round instrument opening that may already exist in the cockpit panel. There are two versions to choose from which allow the input connector to be located either on the rear of the unit or from the bottom.

The unit can be mounted in any orientation. Clearance should be provided for the mating connector which may require an additional inch beyond the rear of the unit.

2.3 ROUTING OF CABLES

Avoid sharp bends in cabling and routing near aircraft control cables. Avoid close proximity and contact with aircraft structures, avionics equipment or other obstructions that could chafe wires during flight and cause undesirable effects.

2.4 LIMITATIONS

Environmental qualifications were verified per RTCA DO-160, Revision G in lieu of those identified within the minimum performance standards (MPS) of the TSO.

The conditions and tests for TSO approval of this article are minimum performance standards. Those installing this article, on or in a specific type or class of aircraft, must determine that the aircraft installation conditions are within the TSO standards, specification of the article and deviations as listed above. TSO articles must have separate approval for installation in an aircraft. The article may be installed only according to 14 CFR part 43 or the applicable airworthiness requirements.
2.5 MODIFICATIONS

Each model TA102 (part number 6430102-) has a nameplate that identifies the manufacturer, part number, description, certifications and technical specifications of the unit. It also includes the “MOD” or modification number representing notable changes in the hardware design of the unit. The following are descriptions of the current modification releases of the TA102 Dual USB Charging Port.

MOD 0

Modification (MOD) 0 is identified on the nameplate by the lack of marking on the MOD numbers 1 through 9 (i.e. 1-9 are visible).

Mod 0 is the initial release of the TA102 Dual USB Charging Port.

MOD 1

Modification (MOD) 1 is identified on the nameplate by the marking/blacking out of MOD number 1 (i.e. 1 is not visible and 2-9 are visible see Figure 2.2 below for example).

Mod 1 of the TA102 Dual USB Charging Port contains the following changes from MOD 0:

- Main PC Board Thickness Changed to 0.062” (was 0.031”)

![Figure 2.2](image)

**FIGURE 2.2**
Modification Nameplate Examples
SECTION 3 INSTALLATION PROCEDURES

3.1 GENERAL INFORMATION

This section contains interconnect diagrams, mounting dimensions and other information pertaining to the installation of the TA102 Dual USB Charging Port. After installation of cabling and before installation of the equipment, ensure that power and ground are applied to the proper pins specified in Section 3.3.2, Pin Assignment Information.

3.2 UNPACKING AND INSPECTING EQUIPMENT

When unpacking this equipment, make a visual inspection for evidence of any damage that may have occurred during shipment. The following parts should be included:

a. Dual USB Charging Port  MCIA P/N 6430102-( )
b. Installation Manual  MCIA P/N 9017942
c. Connector Kit  MCIA P/N 9017960
   i. Mating Connector, 2-pin
   ii. Pins (4) (2 required, 2 spares)
   iii. Screws, #4-40 x 1/4 flat-head (2)
   iv. Screws, #4-40 x 5/16 flat-head (2)

Optional Equipment Available:

a. Circular Rear Mount Installation Kit  MCIA P/N 9017945
b. Front Mount Installation Kit  MCIA P/N 9017946
c. Instrument Mount Adapter Kit  MCIA P/N 9017947
d. Rear Mount Installation Kit  MCIA P/N 9017957

Equipment Not Provided:

a. Cable Harness Wire  See Section 3.3.1 for specifications
b. Circuit Breaker Recommendation  2 amp (1 amp may be sufficient for 28V aircraft)
   (as needed per system requirements)

3.3 CABLE HARNESS

Construct the cable harness following the instructions outlined below and per Figure 3.1. Refer to Section 2: Pre-Installation Considerations, for routing precautions.

3.3.1 Wire Gauge Selection

Use of PTFE, ETFE, TFE, Teflon or Tefzel insulated wire is recommended for aircraft use. The wire harness should utilize 20-24 AWG stranded wire. Refer to table 3.1 below.

<table>
<thead>
<tr>
<th>Wire Gauge</th>
<th>Wire Length</th>
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<tbody>
<tr>
<td>20 AWG stranded wire</td>
<td>35 ft</td>
</tr>
<tr>
<td>22 AWG stranded wire</td>
<td>22 ft</td>
</tr>
<tr>
<td>24 AWG stranded wire</td>
<td>14 ft</td>
</tr>
</tbody>
</table>

Table 3.1
Wire Gauge and Length

Note: Pins should be crimped using Molex Hand Crimp Tool 63819-0000 (Preferred), 63811-2800 (obsolete) or 11-01-0200 (obsolete). See the Molex Hand Crimp Tool User Manual for crimp procedures.
3.3.2 Pin Assignment Information

**INPUT POWER:**
- **Pin A** (keyed) – Positive DC input +10 to 32 VDC power
- **Pin B** – Negative DC input / ground

3.3.3 Harness Verification

**WARNING:**
Failure to install aircraft power and ground wires in the proper mating connector locations will permanently damage the unit.

Once the cable harness is prepared, prior to connecting the TA102, activate the aircraft power bus and use a multimeter to verify that aircraft power and ground is supplied with appropriate voltage on the proper pins within the mating harness.

3.4 MOUNTING

The TA102 can be installed in one of four ways:
- rear mount, rectangular
- rear mount, circular *
- instrument mount *
- front mount, decorative bezel *
- rear mount, decorative bezel *

* installation kit required. See Section 3.2, Optional Equipment Available for part number reference

Prepare the panel cutout as shown in Figures 3.3, 3.4, 3.5 or 3.6 per the selected mounting option.

- For Rectangular Rear Mount, Circular Rear Mount and Instrument Mount Installations countersinks in the panel for flat head screws are optional. However, flat head screws are provided for flush appearance. For Front and Rear Decorative Bezel Installations, countersinks in the panel are required.
- For Rear Mount Installations:
  Mounting screws length MUST be between (PT + 0.150") and (PT +0.260"). [PT = panel thickness]
  Mounting screws provided with the unit are 0.24" and 0.31" (accommodates 0.020" to 0.160" PT).
  For PT greater than 0.125, the USB connector will be below the surface of the panel (below flush).
- For Circular Rear Mount Installations:
  Mounting screws length MUST be between (PT + 0.200") and (PT + 0.375"). [PT = panel thickness]
  Mounting screws provided with the Circular Rear Mount Install Kit are 0.438".
- For Front Mount Installation: Maximum panel thickness is 0.25".
- For Rear Mount Installation with Decorative Bezel: Panel thickness greater than 0.065 will cause the USB connector to be below the surface of the bezel (below flush).
3.5 INSTALLATION COMPLETION

Prior to operating the unit in the aircraft, it is recommended to verify the output and functionality of the unit. In order to prevent accidental damage to other systems, it is not recommended to attach the output to other equipment prior to verification. Verify the output of the unit at the terminating end of the cable with a multimeter to ensure proper voltage and polarity. Once verified, installation can be completed and functionality should be checked.

Figure 3.2
TA102 Outline Drawing
(-1 Version Shown)

Figure 3.3
Rear Mount Installation
Step 1: attach adapter plate to unit

Step 2: attach adapter plate to panel

Figure 3.4
Circular Rear Mount Installation

Figure 3.5
Instrument Mount Installation
### Figure 3.6
**Front Mount Installation**

**Step 1:** Install grommets

**Step 2:** Place screw through mounting plate and into pawl latch (x2)

**Step 3:** Attach mounting plate to unit

**Step 4:** Place unit through panel cutout. Tighten pawl screws (x2)

**Step 5:** Peel adhesive backing, align pins on rear of cover plate into holes on mounting plate and press firmly.

### Figure 3.7
**Rear Mount Installation with Cover**

**Step 1:** Install grommets

**Step 2:** Attach unit to panel with screws (x2)

**Step 3:** Place adhesive (x2) on panel in locations shown, and peel backing off adhesive

**Step 4:** Align pins on rear of cover plate into holes in panel and press firmly.

**Panel Cutout Detail**
SECTION 4  OPERATION

4.1  ELECTRICAL PERFORMANCE

The TA102 Series Dual USB Charging Port converts an aircraft (DC) input voltage within the range specified to a 5V (DC) output. This output power is applied to a dual USB-A connector in accordance with the USB Implementers Forum.

The USB D+ and D- data lines communicate with the USB portable device to tell the device it is a dedicated charging port (DCP), capable of a higher current than a standard USB port. This allows the USB portable device to draw up to 2.1 Amps.

The unit is designed as a DC-to-DC converter with a series switch on each output to regulate current applied to that output. Each series switch independently reduces the output current to a safe level if the USB portable device draws excess current, is shorted or has a fault.

If the temperature of the TA102 becomes elevated due to a fault or excessive load, the device will seamlessly communicate with the USB portable device to lower the charge current. This allows the device to continue charging while the unit returns to a temperature within designed limits. When the temperature returns to a safe level the TA102 will automatically reestablish the higher charge current level with the device and continue charging.

4.2  PROTECTIVE FEATURES

4.2.1  Short Circuit Protection
The TA102 is capable of surviving a short circuit event without permanent damage. The unit goes into an over-current condition so that the average current is significantly reduced and the device is protected.

4.2.2  Over-Current Protection
The TA102 monitors the current draw individually on each port. During an over-current condition the voltage is reduced. If the voltage falls below 3.8 VDC the output is turned off for a period of 12 seconds. The output is then checked for continued over-current conditions every 16 milliseconds. This condition is referred to as a hiccup mode. The device stays in this mode until the over-current condition is removed, then returns to normal operation.

4.2.3  Low Input Voltage Shutdown
If the input voltage applied to the TA102 drops below 10 VDC the unit will shut down until the applied voltage returns to a level within range.

4.2.4  Over-Temperature
When the temperature of the TA102 becomes elevated, the unit communicates with the USB portable device to reduce the charge current output (1 amp limit). When the temperature returns to an acceptable level the unit automatically returns to a higher charge current as required (up to 2.1 amps).
SECTION 5 CONFORMANCE

5.1 CONTINUED AIRWORTHINESS STATEMENT

No periodic scheduled maintenance or calibration is necessary for continued airworthiness of the TA102 series Dual USB Charging Port. If the unit fails to perform to specifications, the unit must be removed and serviced by Mid-Continent Instruments and Avionics or their authorized designee.

5.2 ENVIRONMENTAL QUALIFICATION STATEMENT

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<td>Dual USB Charging Port</td>
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<tr>
<td>CERTIFICATION:</td>
<td>FAA TSO-C71</td>
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<td>MANUFACTURER:</td>
<td>True Blue Power, a division of Mid-Continent Instrument Co., Inc.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ADDRESS:</td>
<td>9400 E. 34th St. North, Wichita, KS 67226, USA.</td>
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MANUFACTURERS SPECIFICATIONS:
Minimum Performance Specifications: TS102 (03/2013), TDS102 (03/2013)
Qualification Test Reports: QTR1401-1402, QTR1404-1408, QTR1415-1416

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<td>4.5.3</td>
<td>Short Time Operating High Temp = +70°C</td>
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<td>High Temperature</td>
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<td>Normal Operating High Temp = +55°C</td>
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REMARKS:
Sections 4: Category F1 Continuous Operating Low Temperature (-20°C) performed at Short-time Low temperature (-40°C).