

FAILURE MODES EFFECTS ANALYSIS (FMEA) -- CIL HARDWARE

NUMBER: 03-1-0250 -X

SUBSYSTEM NAME: MAIN PROPULSION

REVISION: 2 11/07/00

PART DATA

| | PART NAME | PART NUMBER |
|-----|---|--------------------------------------|
| | VENDOR NAME | VENDOR NUMBER |
| LRU | : LH2 HIGH POINT BLEED VALVE OPEN SOLENOID, NC 3-WAY, TYPE 2 UNITED SPACE ALLIANCE - NSLD | MC284-0404-0032,-0042 13111-3 |

EXTENDED DESCRIPTION OF PART UNDER ANALYSIS:

SOLENOID VALVE, NORMALLY CLOSED, 3 WAY 1/4 INCH. LH2 HIGH POINT BLEED VALVE CONTROL, OPENING.

VALVE WAS ORIGINALLY DESIGNED AND MANUFACTURED BY WRIGHT COMPONENTS (NOW PERKIN ELMER) BUT IS NOW MANUFACTURED BY UNITED SPACE ALLIANCE-NSLD AS AN ALTERNATE PRODUCTION AGENCY.

REFERENCE DESIGNATORS: LV79

QUANTITY OF LIKE ITEMS: 1

FUNCTION:

THE SOLENOID VALVE CONTROLS PNEUMATIC PRESSURE TO OPEN THE NORMALLY CLOSED LH2 HIGH POINT BLEED VALVE (PV22). ENERGIZING THE SOLENOID ALLOWS HELIUM PRESSURE TO OPEN THE BLEED VALVE. DE-ENERGIZING THE SOLENOID VALVE PROVIDES A VENT FOR THE HELIUM FROM THE BLEED VALVE ACTUATOR, ALLOWING THE BLEED VALVE TO CLOSE.

FAILURE MODES EFFECTS ANALYSIS FMEA -- CIL FAILURE MODE**NUMBER: 03-1-0250-04****REVISION#:** 2 11/07/00**SUBSYSTEM NAME:** MAIN PROPULSION**LRU:** LH2 HIGH POINT BLD VALVE OP SOLENOID, LV79**CRITICALITY OF THIS****ITEM NAME:** LH2 HIGH POINT BLD VALVE OP SOLENOID, LV79**FAILURE MODE:** 1R2**FAILURE MODE:**

PREMATURE ACTUATION (HIGH POINT BLEED VALVE FAILS TO REMAIN CLOSED, REFERENCE FMEA/CIL 03-1-0431-04) CAUSING OPEN PRESSURE TO BE APPLIED TO VALVE ACTUATOR DURING LOADING AND ENGINE OPERATION.

MISSION PHASE: PL PRE-LAUNCH
LO LIFT-OFF

VEHICLE/PAYLOAD/KIT EFFECTIVITY:

| | |
|-----|-----------|
| 102 | COLUMBIA |
| 103 | DISCOVERY |
| 104 | ATLANTIS |
| 105 | ENDEAVOUR |

CAUSE:

PIECE PART STRUCTURAL FAILURE, SEAL/SEAT DAMAGE

CRITICALITY 1/1 DURING INTACT ABORT ONLY? NO

REDUNDANCY SCREEN

- A) PASS
- B) PASS
- C) PASS

PASS/FAIL RATIONALE:

A)

B)

C)

- FAILURE EFFECTS -**(A) SUBSYSTEM:**

NO EFFECT FIRST FAILURE. PREMATURE ACTUATION OF SOLENOID VALVE RESULTS IN OPENING THE HIGH POINT BLEED VALVE. LCC REQUIRES VALVE TO BE CLOSED BETWEEN T-14 SECONDS AND GO FOR SSME START AT T-10 SECONDS (ONE TIME VERIFICATION). RESULTS IN LOSS OF REDUNDANCY TO OVERBOARD LEAKAGE TO LH2 HIGH POINT BLEED DISCONNECT (PD17).

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(B) INTERFACING SUBSYSTEM(S):

SAME AS A.

(C) MISSION:

POSSIBLE LOSS OF CREW/VEHICLE.

(D) CREW, VEHICLE, AND ELEMENT(S):

SAME AS C.

(E) FUNCTIONAL CRITICALITY EFFECTS:

CASE 1:

1R/2 2 SUCCESS PATHS. TIME FRAME - ASCENT.

- 1) PREMATURE ACTUATION OF HIGH POINT BLEED OPENING SOLENOID VALVE (LV79).
- 2) BLEED DISCONNECT (PD17) FAILS TO REMAIN CLOSED.

LH2 WILL DUMP OVERBOARD RESULTING IN LOSS OF 230 LBM OF PROPELLANT. THIS WILL NOT EFFECT ENGINE INLET CONDITIONS OR CAUSE A LOW LEVEL CUTOFF.

FIRE/EXPLOSIVE HAZARD EXTERIOR TO THE VEHICLE. POSSIBLE LOSS OF CREW/VEHICLE.

CASE 2:

1R/2 2 SUCCESS PATHS. TIME FRAME - ASCENT.

- 1) PREMATURE ACTUATION OF HIGH POINT BLEED OPENING SOLENOID VALVE (LV79).
- 2) LH2 BLEED LINE BETWEEN PV22 AND PD17 RUPTURE/LEAKAGE.

LH2 WILL LEAK INTO THE AFT FUSELAGE CAUSING LOSS OF 230 LBM OF PROPELLANT, POSSIBLE AFT COMPARTMENT OVERPRESS, AND FIRE/EXPLOSION HAZARD. THIS WILL NOT EFFECT ENGINE INLET CONDITIONS OR CAUSE A LOW LEVEL CUTOFF. POSSIBLE LOSS OF CRITICAL ADJACENT COMPONENTS DUE TO CRYO EXPOSURE. POSSIBLE LOSS OF CREW/VEHICLE.

-DISPOSITION RATIONALE-

(A) DESIGN:

VALVE IS DESIGNED FOR A PRESSURE FACTOR OF SAFETY OF 2.0 PROOF, 4.0 BURST. THE CLOSURE DEVICE IS A 430 CRES BALL ACTING UPON EITHER OF TWO VESPEL SEATS. THE VALVE FEATURES A BALANCED LOAD ON THE BALL BY APPLYING INLET PRESSURE (750 PSIG NOMINAL) DIRECTLY TO THE BALL AT THE INLET SEAT AND INDIRECTLY (VIA A BELLOWS) THROUGH THE VENT SEAT. THE BELLOWS IS ASSISTED BY A SPRING, THE FORCE OF WHICH INSURES THE BALL IS HELD SECURELY AGAINST THE INLET SEAT WHEN THE SOLENOID IS DEENERGIZED. UPON BEING ENERGIZED THE SOLENOID DEVELOPS THE FORCE TO OVERCOME THE SPRING LOAD AND SEATS THE BALL ONTO THE VENT SEAT TO ALLOW HELIUM FLOW. TOTAL POPPET MOVEMENT (STROKE) IS LESS THAN 0.040 INCH.

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PREMATURE ACTUATION, FROM THE MECHANICAL VIEW, MEANS APPLICATION OF A DIFFERENTIAL FORCE TO THE VALVE BALL TO CAUSE IT TO MOVE FROM THE INLET SEAT TO THE VENT SEAT. ON THE SOLENOID SIDE OF THE BALL, NO MECHANICAL FAILURES WOULD CAUSE PREMATURE ACTUATION. ON THE OTHER HAND, IF THE CLOSING FORCE OF THE BELLOWS/SPRING WERE REMOVED, INLET PRESSURE AND FLOW ACTING ON THE BALL WOULD DRIVE IT TO THE VENT SEAT, CAUSING PREMATURE ACTUATION.

THE FORCE TO HOLD THE BALL TO THE INLET SEAT, WHEN THE SOLENOID IS DEENERGIZED, IS PROVIDED BY THE BELLOWS ASSEMBLY AND SPRING THROUGH THE VALVE POPPET. IF THE BELLOWS FAILS, OR LEAKS TO THE POINT OF REDUCING THE BELLOWS INTERNAL PRESSURE TO LESS THAN THE VALVE INLET PRESSURE, THE LOAD BALANCING FEATURE IS ELIMINATED AND THE BALL WOULD MOVE TO THE VENT SEAT.

THE BELLOWS IS MADE OF NICKEL-COBALT-COPPER AND IS PROOF PRESSURE TESTED AT 1550 PSIG PRIOR TO ASSEMBLY INTO THE VALVE. IF THE SPRING BREAKS, THE PRESSURIZED BELLOWS WOULD EXERT SUFFICIENT FORCE TO RETURN THE BALL TO THE INLET SEAT; HOWEVER, SEAT LEAKAGE MAY RESULT. THE SPRING IS MADE FROM 17-7PH CRES (ELGILOY) WIRE AND IS HEAT TREATED FOLLOWING FORMING. IT HAS A SPRING RATE OF 13.5 POUNDS/INCH AND EXERTS A FORCE OF 7.54 POUNDS IN ITS INSTALLED CONDITION.

PREMATURE ACTUATION DUE TO SEAT/SEAL DAMAGE IS VERY UNLIKELY. THIS PRESUMES FLOW PAST THE SEATED BALL AT A RATE SUFFICIENT TO PRESSURIZE THE ACTUATION PORT TO A PRESSURE OF 400 PSIA MINIMUM, WHILE THE VENT PORT IS OPEN. THE BALL IS OF 430 CRES AND THE SEAT IS OF VESPEL.

SYSTEM

IF THE SOLENOID PREMATURELY ACTUATES THE LH2 BLEED VALVE WILL FAIL TO REMAIN CLOSED BEFORE T-0 AND THE LH2 BLEED DISCONNECT WOULD BE CLOSING WITH A HYDROGEN FLOW OF 0.9 POUNDS/SECOND. THE LH2 BLEED DISCONNECT IS NOT CERTIFIED FOR CLOSURE UNDER FLOW. THE CLOSURE IS AT A ONE "G" ACCELERATION RATE (T-0 UMBILICAL SEPARATION RATE). THE WATER HAMMER EFFECT GENERATED DURING THIS CLOSURE HAS BEEN ANALYZED TO BE LESS THAN 60 PSIG. SYSTEM PROOF PRESSURE LEVEL IS 66 PSIG.

THE -0022 CONFIGURATION WAS ADDED DUE TO A BELLOWS ASSEMBLY DESIGN CHANGE (P/N 24340 TO P/N 24340-1) TO ELIMINATE THE "SQUIRMED" CONDITION WHICH SOME OF THE ORIGINAL BELLOWS ASSEMBLIES EXPERIENCED DURING PROOF PRESSURE TESTING AT ATP. THE DESIGN CHANGE WAS MADE TO STRENGTHEN THE BELLOWS. BECAUSE THE DAMAGE OCCURRED DURING ATP, VALVES ALREADY IN THE FLEET (-0012 CONFIGURATION) WERE X-RAY TESTED AND ONLY VALVES WHICH HAD SQUIRMED BELLOWS WERE UPGRADED TO THE -0022 CONFIGURATION.

THE -0032 AND -0042 CONFIGURATION SOLENOID VALVES ARE IDENTICAL TO THE -0012 AND -0022 CONFIGURATION SOLENOID VALVES (RESPECTIVELY) WITH THE EXCEPTIONS OF ADDING THE FILTER (10 MICRON NOMINAL, 25 MICRON ABSOLUTE) IN THE VENT PORT OF THE SOLENOID VALVE AND REDESIGN OF THE VENT PORT CHECK VALVE. THIS FILTER WAS ADDED TO PREVENT CONTAMINATION AND METALLIC PARTICLES GENERATED DURING

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THE REMOVAL OF THE VENT PORT CHECK VALVE DURING OMRS D LEAKAGE MEASUREMENTS FROM ENTERING THE SOLENOID VALVE.

THE VENT PORT CHECK VALVE (P/N 11107-5) WAS REDESIGNED (P/N 11107-7) TO PREVENT THE POPPET FROM BEING EJECTED DUE TO SHEARING OF THE RETAINING NUT THREAD. A PIN WAS ADDED TO THE CHECK VALVE HOUSING, WHICH RETAINS THE POPPET WITHIN THE CHECK VALVE HOUSING. A NEW ALUMINUM NUT, WHICH PROVIDES A MINIMUM ENGAGEMENT OF THREE THREADS, WAS UTILIZED TO INCREASE RELIABILITY.

(B) TEST:

ATP

AMBIENT TEMPERATURE TESTS

PROOF PRESSURE (1560 PSIG); EXTERNAL LEAKAGE (850 PSIG); ELECTRICAL CHARACTERISTICS AND RESPONSE; INTERNAL LEAKAGE (740 PSIG, ENERGIZED AND DEENERGIZED)

REDUCED TEMPERATURE TESTS (-160 DEG F)

ELECTRICAL CHARACTERISTICS AND RESPONSE; INTERNAL LEAKAGE

ELECTRICAL BONDING TESTS

SOLENOID SUBASSEMBLY TESTS

ELECTRICAL CHARACTERISTICS; ENCLOSURE LEAKAGE (ONE ATMOSPHERE)

CERTIFICATION

TWO SPECIMENS -

PORT AND FITTING TORQUE

SALT FOG EXPOSURE FOLLOWED BY ELECTRICAL AND LEAKAGE CHECKS

AMBIENT VIBRATION TESTS: TOTAL 13.1 HOURS BOTH AXES FOR TWO VIBRATION LEVELS PLUS TRANSIENT VIBRATION SWEEP - RUN WITH ONE SPECIMEN ENERGIZED AND ONE DEENERGIZED - FOLLOWED BY ELECTRICAL CHARACTERISTICS AND LEAKAGE CHECKS

HANDLING SHOCK TEST

ENERGIZED AND DEENERGIZED FLOW TESTS

FIFTY HOUR CONTINUOUS CURRENT TEST AT 130 DEG F

AMBIENT TEMPERATURE ENDURANCE (4500 CYCLES FOLLOWED BY ELECTRICAL AND LEAKAGE CHECKS); 130 DEG F ENDURANCE (500 CYCLES FOLLOWED BY ELECTRICAL AND LEAKAGE CHECKS); OPERATION CYCLES (REPEATED 20 TIMES); REPEAT OF AMBIENT TEMPERATURE ENDURANCE ; -160 DEG F ENDURANCE (500 CYCLES FOLLOWED BY ELECTRICAL AND LEAKAGE CHECKS).

DISASSEMBLY AND INSPECTION

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BURST PRESSURE (3400 PSIG)

GROUND TURNAROUND TEST

ANY TURNAROUND CHECKOUT IS ACCOMPLISHED IN ACCORDANCE WITH OMRSD.

(C) INSPECTION:

RECEIVING INSPECTION

RAW MATERIALS ARE VERIFIED BY INSPECTION FOR MATERIAL AND PROCESSES CERTIFICATION. BODY HOUSING BAR STOCK IS ULTRASONICALLY INSPECTED.

CONTAMINATION CONTROL

CLEANLINESS LEVEL VERIFIED TO 100A. CORROSION PROTECTION IS VERIFIED BY INSPECTION.

ASSEMBLY/INSTALLATION

10X MAGNIFICATION EXAMINATION OF ALL DETAIL PARTS FOR BURRS, DAMAGE AND CORROSION IS MADE PRIOR TO ASSEMBLY. ALL DETAIL PARTS ARE INSPECTED FOR DIMENSIONS. CRITICAL SURFACE FINISHES ARE INSPECTED USING A COMPARATOR AT 10X MAGNIFICATION. OTHER SURFACE FINISHES ARE INSPECTED AND VERIFIED WITH A PROFILOMETER. TORQUES ARE VERIFIED TO BE IN ACCORDANCE WITH DRAWING REQUIREMENTS. MANDATORY INSPECTION POINTS ARE INCLUDED IN THE ASSEMBLY PROCEDURE.

CRITICAL PROCESS

WELDING, HEAT TREATMENT AND PARTS PASSIVATION VERIFIED BY INSPECTION. POTTING OF SOLDER CUPS, ELECTRICAL WIRE STRIPPING, AND SOLDERING OF CONNECTORS ARE VERIFIED BY INSPECTION. CHROME PLATING AND DRY FILM LUBRICATION ARE VERIFIED BY INSPECTION.

NONDESTRUCTIVE EVALUATION

WELDS VISUALLY EXAMINED & VERIFIED BY X-RAY AND DYE PENETRANT INSPECTIONS. THE SOLENOID ASSEMBLY IS SUBJECTED TO LEAKAGE VERIFICATION USING RADIOACTIVE TRACER TECHNIQUES. SOME VALVE BODIES WERE SUBJECTED TO 10X MAGNIFICATION INSPECTION ONLY. OTHER VALVE BODIES WERE SUBJECTED TO EDDY CURRENT INSPECTION, IN ADDITION TO 10X MAGNIFICATION. THE REMAINING VALVE BODIES WERE SUBJECTED TO 10X MAGNIFICATION, ETCH AND DYE PENETRANT INSPECTIONS. REFURBISHED VALVE BODIES WERE SUBJECTED TO 40X MAGNIFICATION INSPECTION. BELLOWS ASSEMBLY IS PROOF PRESSURE TESTED AND LEAK CHECKED.

TESTING

ATP VERIFIED BY INSPECTION.

HANDLING/PACKAGING

HANDLING, PACKAGING, STORAGE AND SHIPPING REQUIREMENTS ARE VERIFIED BY INSPECTION.

(D) FAILURE HISTORY:

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LEAKAGE RESULTING FROM SEAL/SEAT DAMAGE (OR CONTAMINATION) HAS OCCURRED BUT HAS NOT BEEN OF SUFFICIENT MAGNITUDE TO CAUSE PREMATURE ACTUATION (REFERENCE FMEA/CIL 03-1-0290-01, SOLENOID EXTERNAL LEAKAGE THROUGH VENT PORT).

CURRENT DATA ON TEST FAILURE, FLIGHT FAILURE, UNEXPLAINED ANOMALIES, AND OTHER FAILURES EXPERIENCED DURING GROUND PROCESSING ACTIVITY CAN BE FOUND IN THE PRACA DATABASE.

(E) OPERATIONAL USE:

NO CREW ACTION CAN BE TAKEN.

- APPROVALS -

| | | |
|---------------------|------------------------|----------------------------|
| S&R ENGINEERING | : W.P. MUSTY | : /S/ W. P. MUSTY |
| S&R ENGINEERING ITM | : P. A. STENGER-NGUYEN | : /S/ P. A. STENGER-NGUYEN |
| DESIGN ENGINEERING | : DAVE NEARY | : /S/ DAVE NEARY |
| MPS SUBSYSTEM MGR. | : TIM REITH | : /S/ TIM REITH |
| MOD | : JEFF MUSLER | : /S/ JEFF MUSLER |
| USA SAM | : MIKE SNYDER | : /S/ MIKE SNYDER |
| USA ORBITER ELEMENT | : SUZANNE LITTLE | : /S/ SUZANNE LITTLE |
| NASA SR&QA | : ERICH BASS | : /S/ ERICH BASS |