

**FAILURE MODES EFFECTS ANALYSIS (FMEA) -- CIL HARDWARE**

NUMBER: 03-1-0259 -X

SUBSYSTEM NAME: MAIN PROPULSION

REVISION: 2 08/10/00

**PART DATA**

	<b>PART NAME</b>	<b>PART NUMBER</b>
	<b>VENDOR NAME</b>	<b>VENDOR NUMBER</b>
LRU	:SSME GHE SUPPLY INTERCONNECT "IN"	ME284-0472-0002, -0012
	CHECK VALVE	
	CIRCLE SEAL	P69-180

**EXTENDED DESCRIPTION OF PART UNDER ANALYSIS:**

INTERCONNECT "IN" CHECK VALVE, 0.375 INCH DIAMETER.

**REFERENCE DESIGNATORS:** CV27  
CV38  
CV43

**QUANTITY OF LIKE ITEMS:** 3  
ONE PER ENGINE HE SUPPLY

**FUNCTION:**

THE FUNCTION OF THE CHECK VALVE (CV27,38,43) IS TO PREVENT REVERSE FLOW INTO THE PNEUMATIC SYSTEM. THE CHECK VALVES ARE LOCATED DOWNSTREAM OF THE SOLENOID VALVES (LV59,61,63) WHICH ALLOW HELIUM TRANSFER INTO A PARTICULAR ENGINE SUPPLY SYSTEM FROM EITHER THE PNEUMATIC ACTUATION SUPPLY OR ANOTHER ENGINE SUPPLY SYSTEM.

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**SUBSYSTEM NAME: MAIN PROPULSION**

**LRU: SSME GHE SUPPLY I/C "IN" CHECK VALVE**

**CRITICALITY OF THIS**

**ITEM NAME: SSME GHE SUPPLY I/C "IN" CHECK VALVE**

**FAILURE MODE: 1/1**

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**FAILURE MODE:**

RUPTURE/LEAKAGE

**MISSION PHASE:**

PL PRE-LAUNCH  
LO LIFT-OFF  
DO DE-ORBIT

**VEHICLE/PAYLOAD/KIT EFFECTIVITY:**

102 COLUMBIA  
103 DISCOVERY  
104 ATLANTIS  
105 ENDEAVOUR

**CAUSE:**

MATERIAL DEFECT, FATIGUE

**CRITICALITY 1/1 DURING INTACT ABORT ONLY? NO**

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**REDUNDANCY SCREEN**

A) N/A  
B) N/A  
C) N/A

**PASS/FAIL RATIONALE:**

A)

B)

C)

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**- FAILURE EFFECTS -**

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**(A) SUBSYSTEM:**

DURING ASCENT, HELIUM SUPPLY TO ONE ENGINE WILL BE LOST. ESCAPING HELIUM MAY OVERPRESSURIZE THE AFT COMPARTMENT.

DURING ENTRY, VENT DOORS ARE CLOSED TO PREVENT INGESTION OF RCS AND APU GASES. RUPTURE DURING THE TIME PERIOD THAT THE VENT DOORS ARE CLOSED MAY

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RESULT IN OVERPRESSURIZATION OF THE AFT COMPARTMENT. VENT DOORS ARE OPENED WHEN VEHICLE VELOCITY DROPS BELOW 2400 FT/SEC.

EXCESSIVE HELIUM LEAKAGE WILL BE DETECTABLE USING HAZARDOUS GAS DETECTION SYSTEM (HGDS).

**(B) INTERFACING SUBSYSTEM(S):**  
SAME AS A.

**(C) MISSION:**  
ON GROUND, POSSIBLE LAUNCH SCRUB DUE TO LCC VIOLATION.

**(D) CREW, VEHICLE, AND ELEMENT(S):**  
POSSIBLE LOSS OF CREW/VEHICLE.

**(E) FUNCTIONAL CRITICALITY EFFECTS:**  
NONE.

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**-DISPOSITION RATIONALE-**

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**(A) DESIGN:**  
THE CHECK VALVE IS A POPPET TYPE, SPRING LOADED AND PRESSURE ASSISTED TO THE CLOSED POSITION. THE POPPET AND SPRING ARE CONTAINED IN A THREADED HOUSING AND END CAP. THE SEAL IS A SELF-CENTERING TEFLON O- RING. THE VALVE BODY PROVIDES A GUIDE FOR THE POPPET TRAVEL. THE VALVE BODY IS DESIGNED TO A FACTOR OF SAFETY OF 2.0 PROOF AND 4.0 BURST.

THE THREADED HOUSING AND END CAP ARE MANUFACTURED FROM 21-6-9 CRES. THE END CAP IS THREADED INTO THE HOUSING (TORQUED TO 22 FT-LBS) AND EB WELDED TO SEAL THE JOINT.

**(B) TEST:**  
ATP

EXAMINATION OF PRODUCT  
AMBIENT TEMPERATURE TESTS  
BODY PROOF PRESSURE (9090 PSIG)  
CLOSURE DEVICE PROOF PRESSURE (9090 PSIG)  
EXTERNAL LEAKAGE (4500 PSIG)  
INTERNAL LEAKAGE (5, 50, 300, 4500 PSIG)

LOW TEMPERATURE TESTS (-160 DEG F)

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CRACKING AND RESEAT PRESSURE: 3 CYCLES  
CRACKING PRESSURE 5 PSID MAX  
RESEAT PRESSURE 2 PSID MIN  
INTERNAL LEAKAGE (5, 50, 300, 4500 PSIG)

CERTIFICATION

FLOW TEST (0.05 LB/SEC HE)  
MAX INLET PRESSURE 4200 PSIG  
PRESSURE DROP (10 PSID MAX)

CHATTER TEST (4200 TO 0 PSIG)  
RECORD FLOW RATE WHEN CHATTER OCCURS

CRACKING AND RESEAT PRESSURE  
AMBIENT AND LOW TEMPERATURE (-160 DEG F): 3 CYCLES EACH  
CRACKING PRESSURE 5 PSID MAX  
RESEAT PRESSURE 2 PSID MIN

INTERNAL LEAKAGE  
AMBIENT (0 TO 4500 PSIG)  
LOW TEMPERATURE (-160 DEG F, 0 TO 4500 PSIG)

LIFE CYCLE TEST

ONE CYCLE CONSISTS OF INLET PRESSURE OF 4200 PSIG FOLLOWED BY CHECKING  
PRESSURE OF 4500 PSIG

AMBIENT  
4000 CYCLES FOLLOWED BY CRACKING, RESEATING, AND LEAKAGE TESTS

LOW TEMPERATURE (-160 DEG F)  
1000 CYCLES FOLLOWED BY CRACKING, RESEATING, INTERNAL LEAKAGE, FLOW,  
PRESSURE DROP, AND EXTERNAL LEAK TESTS

EXTERNAL LEAKAGE TEST (1 SCCH MAXIMUM AT 4500 PSIG)

VIBRATION AND SHOCK (AMBIENT TEMPERATURE AND PRESSURE)  
BY SIMILARITY TO VALVE TYPES III, IVR, AND V (RI DASH NUMBERS -0003, - 0005, AND -0014  
RESPECTIVELY). THESE UNITS WERE TESTED IN EACH OF TWO AXIS 48 MINUTES FOR  
RANDOM VIBRATIONS AND SUBJECTED TO A SWEEP CYCLE TO COVER SHOCK  
REQUIREMENTS.

BURST PRESSURE (18,000 PSIG)

GROUND TURNAROUND TEST  
ANY TURNAROUND CHECKOUT IS ACCOMPLISHED IN ACCORDANCE WITH OMRSD.

**(C) INSPECTION:**  
RECEIVING INSPECTION

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ALL RAW MATERIALS ARE VERIFIED FOR MATERIAL AND PROCESS CERTIFICATION. RECEIVING INSPECTION VERIFIES CERTIFICATION OF SPRING HEAT TREATMENT AND PERFORMS LOAD TEST OF SPRINGS.

**CONTAMINATION CONTROL**

ALL PARTS AND ASSEMBLIES ARE MAINTAINED TO CLEANLINESS LEVEL OF 100A.

**ASSEMBLY/INSTALLATION**

DIMENSIONS AND SURFACE FINISHES ARE VERIFIED BY INSPECTION. REQUIRED TORQUES ARE VERIFIED PRIOR TO WELDING. INSPECTION POINTS ARE ESTABLISHED TO VERIFY ASSEMBLY PROCESS. WELDS ARE VISUALLY VERIFIED BY 10X MAGNIFICATION.

**CRITICAL PROCESSES**

ALL WELDING, ELECTROPOLISHING AND PARTS PASSIVATION ARE VERIFIED BY INSPECTION. DRY FILM LUBRICANT COATED THREADS ARE VERIFIED PER DRAWING REQUIREMENT.

**NONDESTRUCTIVE EVALUATION**

HELIUM LEAKAGE DETECTION IS PERFORMED.

**TESTING**

ATP IS VERIFIED BY INSPECTION.

**HANDLING/PACKAGING**

PACKAGING FOR SHIPMENT IS VERIFIED BY INSPECTION.

**(D) FAILURE HISTORY:**

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.

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**- APPROVALS -**

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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	: MIKE FISCHER	:/S/ MIKE FISCHER
MPS SUBSYSTEM MGR.	: TIM REITH	:/S/ TIM REITH
MOD	: BILL LANE	:/S/ BILL LANE
USA SAM	: MIKE SNYDER	:/S/ MIKE SNYDER
USA ORBITER ELEMENT	: SUZANNE LITTLE	:/S/ SUZANNE LITTLE
NASA SR&QA	: ERICH BASS	:/S/ ERICH BASS