



CRITICAL ITEMS LIST (CIL)

No. 10-02-01-41R/01

SYSTEM:	Space Shuttle RSRM 10	CRITICALITY CATEGORY:	1R
SUBSYSTEM:	Nozzle Subsystem 10-02	PART NAME:	Fixed Housing-to-Aft End Ring Joint, Primary O-ring, Secondary O-ring (2)
ASSEMBLY:	10-02-01	PART NO.:	(See Section 6.0)
FMEA ITEM NO.:	10-02-01-41R Rev M	PHASE(S):	Boost (BT)
CIL REV NO.:	M (DCN-533)	QUANTITY:	(See Section 6.0)
DATE:	10 Apr 2002	EFFECTIVITY:	(See Table 101-6)
SUPERSEDES PAGE:	341-1ff.	HAZARD REF.:	BN-03
DATED:	31 Jul 2000		
CIL ANALYST:	B. A. Frandsen		
APPROVED BY:		DATE:	

RELIABILITY ENGINEERING: K. G. Sanofsky      10 Apr 2002

ENGINEERING: B. H. Prescott      10 Apr 2002

- 1.0 FAILURE CONDITION: Failure during operation (D)
- 2.0 FAILURE MODE: 1.0 Leakage of primary O-ring and secondary O-ring
- 3.0 FAILURE EFFECTS: Failure could result in hot gas flowing through the joint resulting in burn-through and loss of nozzle causing a thrust imbalance between SRBs, loss of RSRM, SRB, crew, and vehicle

4.0 FAILURE CAUSE (FC):

FC NO.	DESCRIPTION	FAILURE CAUSE KEY
1.1	Nonconforming O-ring splice or repair	A
1.2	Nonconforming O-ring dimensions	B
1.3	O-ring cut or damaged	C
1.4	Nonconforming O-ring voids, inclusions, or subsurface indications	D
1.5	Age degradation of O-ring	E
1.6	Moisture and/or fungus degradation of O-ring	F
1.7	O-ring gland does not meet dimensional or surface finish requirements	G
1.8	O-ring improperly installed	H
1.9	Transportation, handling, or assembly damage	I
1.10	Sealing surfaces contamination or corrosion	J
1.11	Nonconforming physical or mechanical properties	K

CRITICAL ITEMS LIST (CIL)

No. 10-02-01-41R/01

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 SUPERSEDES PAGE: 341-1ff.  
 DATED: 31 Jul 2000

5.0 REDUNDANCY SCREENS:

- SCREEN A: Fail--The leak test procedure verifies the secondary O-ring seal. The primary O-ring cannot be verified due to blockage of potential leak path by sealant.
- SCREEN B: Fail--No provision is made for failure detection by the crew
- SCREEN C: Fail--The primary and secondary O-ring seal can be lost due to a single credible cause such as a surface defect on the sealing surface.

1. The primary O-ring and secondary O-ring, together, form part of a redundant seal system at the fixed housing-to-aft end ring joint when the leak check port seals. The secondary O-ring will see no pressure unless the primary O-ring fails. If the primary O-ring fails, the secondary O-ring will be pressurized and still maintain a seal. If both the primary O-ring and secondary O-ring fail, a leak path will exist and could result in loss of crew and vehicle.

6.0 ITEM DESCRIPTION:

1. The fixed housing-to aft end ring joint has a primary O-ring and secondary O-ring. The joint is assembled per engineering drawings (Figures 1 and 2). Materials are listed in Table 1.

TABLE 1. MATERIALS

Drawing No.	Name	Material	Specification	Quantity
1U79153	Nose-Throat-Bearing-Cowl Housing Assembly, Nozzle			1/motor
1U75150	Packing, Preformed Fluorocarbon	Black Fluorocarbon Rubber	STW4-3339	1/motor
1U52833	Aft End Ring			1/motor
	Corrosion-Preventive Compound and O-ring Lubricant	Heavy-Duty Calcium Grease	STW5-2942	A/R
1U51916	Cartridge Assembly	Heavy-Duty Calcium Grease, Filtered and Loaded in an Application Cartridge	STW7-3657	A/R
1U52945	Housing, Nozzle-Fixed			1/motor

6.1 CHARACTERISTICS:

1. The fixed nozzle housing-to-aft end ring joint allows the fixed housing to be mounted to the aft end ring. The unit is assembled with O-rings and bolts (with Stat-O-Seals and washers) to assure there is no leakage after assembly.
2. Primary and secondary O-rings at the nozzle housing-to-aft end ring joint are designed so they maintain constant contact with its cavity at all times. Squeeze, fill, and tracking are taken into account relating to O-ring groove tolerance.
3. The joint and seals are an important part of the assembled rocket motor case. The assembled RSRM is a combustion chamber made up of segments and the nozzle, sealed with O-rings, which must contain and direct pressure generated by burning propellant.
4. The O-ring is a one-time-use item.

7.0 FAILURE HISTORY/RELATED EXPERIENCE:

1. Current data on test failures, flight failures, unexplained failures, and other failures during RSRM ground processing activity can be found in the PRACA Database.

8.0 OPERATIONAL USE: N/A

CRITICAL ITEMS LIST (CIL)

No. 10-02-01-41R/01

DATE: 10 Apr 2002  
SUPERSEDES PAGE: 341-1ff.  
DATED: 31 Jul 2000

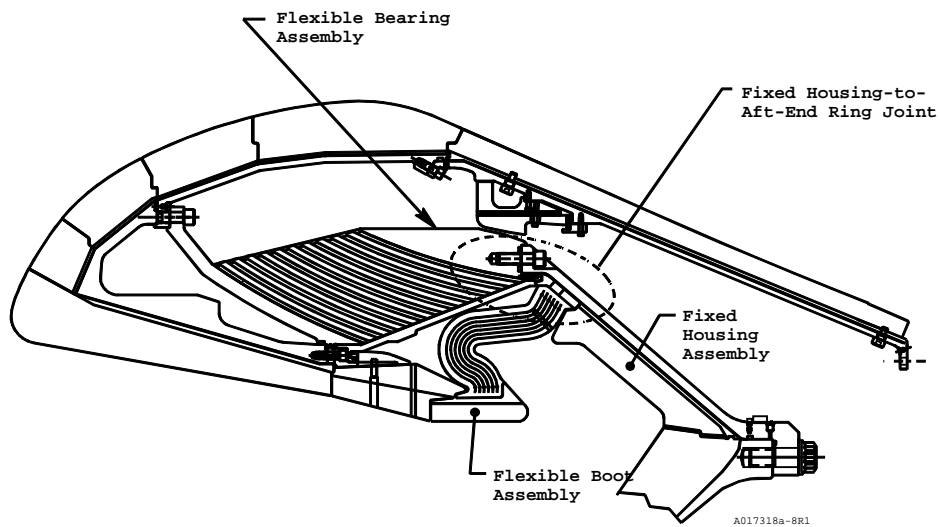


Figure 1. Fixed Housing-to-Aft End Ring Joint Location

CRITICAL ITEMS LIST (CIL)

No. 10-02-01-41R/01

DATE: 10 Apr 2002  
SUPERSEDES PAGE: 341-1ff.  
DATED: 31 Jul 2000

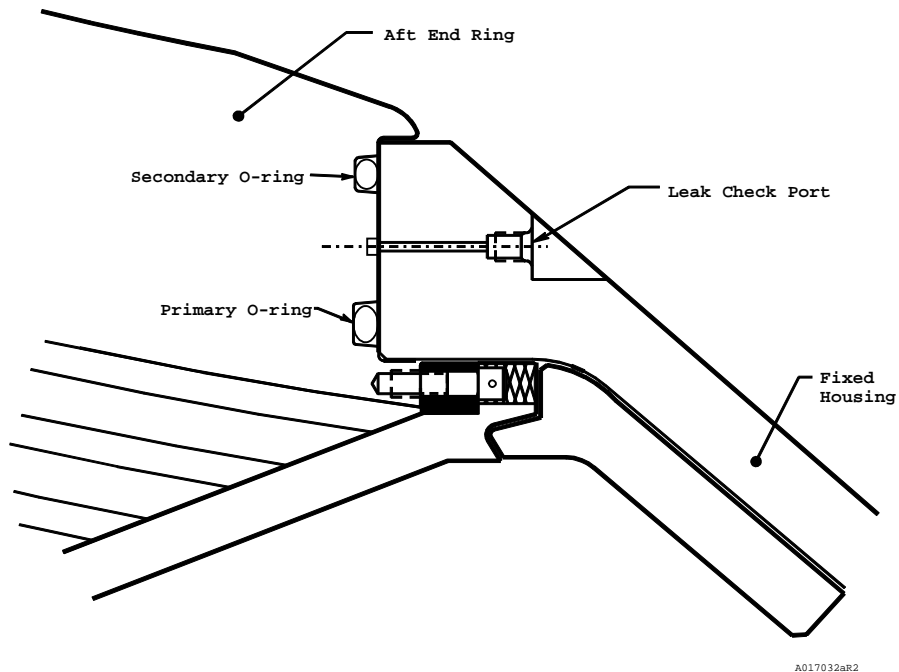


Figure 2. Fixed Housing-to-Aft End Ring Joint

CRITICAL ITEMS LIST (CIL)

No. 10-02-01-41R/01

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SUPERSEDES PAGE: 341-1ff.  
DATED: 31 Jul 2000

9.0 RATIONALE FOR RETENTION:

9.1 DESIGN:

DCN FAILURE CAUSES

- |     |     |   |
|-----|-----|---|
| A   | 1.  | Large O-rings are per engineering that covers process controls for fabrication of spliced joints and repairs.   |
| A   | 2.  | Splice joints are cut on an angle and bonded together in a mold (using 100 percent of the scarf area) using an adhesive with the same physical and chemical properties as the parent stock.   |
| A,D | 3.  | O-rings were tested to determine size and types of flaws that could cause sealing problems per TWR-17750 and TWR-17991.   |
| B   | 4.  | Criteria determining O-ring dimensions are per TWR-15771.   |
| B   | 5.  | Both O-ring designs provide constant contact between the O-ring and mating nozzle sealing surfaces.   |
| B,D | 6.  | Large O-rings are per engineering that establishes geometric dimensions, design requirements, and fabrication details.  |
| C,H | 7.  | Large O-rings are individually packaged per engineering.  |
| C,H | 8.  | Large O-ring design allows for a minimum of stretching during installation without damage to the O-ring per engineering.  |
| C   | 9.  | Material selection for O-rings was based in part on resistance to damage per TWR-17082.   |
| C,H | 10. | Design development testing of O-ring twisting and its effect on performance is per ETP-0153 and TWR-17991.  |
| E   | 11. | Fluorocarbon rubber O-rings are suitable for periods of storage of up to 20 years (O-ring Handbook, ORD 5700, Copyright 1982, by Parker Seal Group, Lexington, KY). Environment and age are significant to useful seal life, both in storage and actual service as follows: <ul style="list-style-type: none"> <li>a. O-rings are packaged and stored to preclude deterioration caused by ozone, grease, ultraviolet light, and excessive temperature.</li> </ul> |
| E   | 12. | Large O-ring time duration of supplier storage and total shelf life prior to installation is per engineering.   |
| E   | 13. | Aging studies of O-rings after 5 years installation life were performed. Test results are also applicable to all RSRM fluorocarbon seals. Fluorocarbon maintained its tracking ability and resiliency. Fluorocarbon was certified to maintain its sealing capability over 5 years per TWR-65546.  |
| E   | 14. | O-rings are one-time-use items.   |
| E   | 15. | Grease is stored at warehouse-ambient condition that is any condition of temperature and relative humidity experienced by the material when stored in an enclosed warehouse, in unopened containers or containers that were resealed after each use. Storage life under these conditions is per engineering.  |

CRITICAL ITEMS LIST (CIL)

No. 10-02-01-41R/01

DATE: 10 Apr 2002  
 SUPERSEDES PAGE: 341-1ff.  
 DATED: 31 Jul 2000

- E 16. Aging studies to demonstrate characteristics of grease after 5 years installation life were performed on TEM-9. Results showed that grease provided adequate corrosion protection for D6AC steel, and that all chemical properties of the grease remained intact per TWR-61408 and TWR-64397.
- E 17. Large O-rings and filtered grease are included in the aft segment life verification.
- F 18. Large O-rings are black fluorocarbon rubber.
- F 19. O-ring swell is negligible unless the O-ring undergoes a long period of water immersion (O-ring Handbook, ORD 5700, Copyright 1982, by Parker Seal Group, Lexington, KY).
- F 20. Fluorocarbon rubber is a non-nutrient to fungus growth (O-ring Handbook, ORD 5700, Copyright 1982, by Parker Seal Group, Lexington, KY).
- F 21. Large O-rings are kept dry and clean prior to packaging.
- G 22. O-ring gland design is per engineering drawings and conforms to dimensions determined by Thiokol Design Engineering calculations for squeeze, fill, and tracking per TWR-15771.
- G 23. Design verification analysis of data from live firing tests per TWR-16534 and TWR-17563 shows that O-ring sealing surfaces are acceptable for flight per TWR-18764-09.
- G 24. Sealing surface requirements during refurbishment are per engineering drawings and specifications.
- I 25. Transportation and handling of nozzle assembly items by Thiokol is per IHM 29.
- I 26. The RSRM and its component parts, when protected per TWR-10299 and TWR-11325, are capable of being handled and transported by rail or other suitable means to and from fabrication, test, operational launch, recovery or retrieval, and refurbishment sites.
- I 27. Positive cradling or support devices and tie downs that conform to shape, size, weight, and contour of components to be transported are provided to support RSRM segments and other components. Shock mounting and other protective devices are used on trucks and dollies to move sensitive loads per TWR-13880.
- I 28. Support equipment used to test, handle, transport, and assemble or disassemble the RSRM is certified and verified per TWR-15723.
- I 29. The nozzle assembly is shipped in the aft segment. Railcar transportation shock and vibration levels are monitored per engineering and applicable loads are derived by analysis. Monitoring records are evaluated by Thiokol to verify shock and vibration levels per MSFC specification SE-019-049-2H were not exceeded. TWR-16975 documents compliance of the nozzle with environments per MSFC specifications.
- I 30. Analysis is conducted by Thiokol engineering to assess vibration and shock load response of the RSRM nozzle during transportation and handling to assembly and launch sites per TWR-16975.
- J 31. Filtered grease is applied to sealing surfaces of the nozzle nose-throat-bearing-cowl-housing assembly during final assembly processes.

CRITICAL ITEMS LIST (CIL)

No. 10-02-01-41R/01

DATE: 10 Apr 2002  
 SUPERSEDES PAGE: 341-1ff.  
 DATED: 31 Jul 2000

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|-----------|---|
| J         | 32. Filtered grease filtering is per engineering to control contamination.  |
| J         | 33. Removal of surface contamination or corrosion is a standard shop practice used whenever contamination or corrosion is noted.  |
| J         | 34. Contamination control requirements and procedures are per TWR-16564.  |
| K         | 35. Large O-rings are high temperature, low compression set, fluid resistant, black fluorocarbon rubber.  |
| K         | 36. Filtered grease is per engineering drawings and material requirements determined by Thiokol engineering.  |
| K         | 37. Temperature prior to launch is monitored for the nozzle flexible bearing and the case-to-nozzle joint and is maintained per TWR-15832. The fixed housing-to-aft end ring joint is within the temperature maintained area and benefits from temperature conditioning. Joint thermal analysis (O-ring resiliency testing) is per ETP-0276 and TWR-18597.  |
| B,G,I     | 38. Analysis of carbon-cloth phenolic ply angle changes for the nozzle was performed. Results show that redesigned nozzle phenolic components have a reduced in-plane fiber strain and wedge-out potential per TWR-16975. New loads that were driven by the Performance Enhancement (PE) Program were addressed in TWR-73984. No significant effects on the performance of the RSRM nozzle were identified due to PE.   |
| 533 B,G,I | 39. Thermal analysis per TWR-17219 shows the nozzle phenolic meets the new performance factor equation based on the remaining virgin material after boost phase is complete. This performance factor will be equal to or greater than a safety factor of 1.4 for the fixed housing assembly per TWR-74238 and TWR-75135. (Carbon phenolic-to-glass interface, bondline temperature and metal housing temperatures were all taken into consideration). The new performance factor will insure that the CEI requirements will be met which requires that the bond between carbon and glass will not exceed 600 degree F, bondline of glass-to-metal remains at ambient temperature during boost phase, and the metal will not be heat affected at splashdown. |

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No. 10-02-01-41R/01

DATE: 10 Apr 2002  
 SUPERSEDES PAGE: 341-1ff.  
 DATED: 31 Jul 2000

9.2 TEST AND INSPECTION

FAILURE CAUSES and  
 DCN TESTS (T) CIL CODE

1. For New Large O-ring verify:

A		a.	Diameter	AEB026,AEB027
A		b.	Splice is bonded over 100 percent of the scarf area	AEB133,AEB134
A		c.	No more than five splices	AEB167,AEB169
A		d.	Repairs	AEB265,AEB266
A		e.	Adhesive is made from fluorocarbon rubber	AEB308,AEB311
A		f.	Splice bond integrity	AEB317,AEB319
A,D	(T)	g.	Subsurface indications	AEB354
A,C,D,F		h.	Surface quality	AEB388,AEB389
A,K	(T)	i.	Tensile strength	AEB401,AEB402
A,K	(T)	j.	Ultimate elongation	AEB442,AEB443
B		k.	Diameter	AEB015,AEB014,AEB018,AEB023
B		l.	Correct identification	AEB087,AEB100
C,E,F		m.	Packaging for damage or violation	AEB179
E,F,K		n.	Material is fluorocarbon rubber	AEB141,AEB151
E,F		o.	Packaging is free of staples or other objects	LAA054
F		p.	Clean and dry when packaged	AEB031,AEB034
K	(T)	q.	Tensile strength	AEB394,AEB396
K	(T)	r.	Ultimate elongation	AGM408,AGW075
K	(T)	s.	Shore A hardness	AGM304,AGM312
K	(T)	t.	Compression set	AKW006,AKW011

2. For New Nose-Throat-Bearing-Cowl Housing Assembly, Nozzle verify:

A,B,C,D, G,H,I,J	(T)	a.	Joint seals are pressure tested	ADQ114
H		b.	Correct identification of primary O-ring at time of installation	ADQ052
H		c.	Correct identification of secondary O-ring at time of installation	ADQ053
C,H		d.	Installation and fit of secondary O-ring	ADQ077
C,H		e.	Installation and fit of primary O-ring	ADQ079
H,J		f.	Application of filtered grease to Aft End Ring O-ring grooves prior to assembly	ADQ012
H,J		g.	Application of filtered grease to Housing, Nozzle-Fixed forward end sealing surfaces prior to assembly	ADQ015
H		h.	Application of filtered grease to secondary O-ring prior to assembly	ADQ020
H		i.	Application of filtered grease to primary O-ring prior to assembly	ADQ021
C,H		j.	Primary and secondary O-ring, are unpackaged, processed, and installed one at a time	ADQ136
C		k.	Secondary O-ring is free from damage prior to installation	ADQ149
C		l.	Primary O-ring is free from damage prior to installation	ADQ159
C,H		m.	Condition of secondary O-ring after installation into O-ring groove	ADQ000A
C,H		n.	Condition of primary O-ring after installation into O-ring groove	ADQ001
E		o.	Shelf life of the filtered grease was not exceeded prior to use	LAA049
E		p.	Secondary O-ring shelf life has not expired	ADQ134
E		q.	Primary O-ring shelf life has not expired	ADQ176
E		r.	Secondary O-ring packaging has not been damaged or violated prior to installation	ADQ133
E		s.	Primary O-ring packaging has not been damaged or violated prior to installation	ADQ175
F		t.	Secondary O-ring is free from fungus prior to installation	ADQ122
F		u.	Secondary O-ring is free from moisture prior to installation	ADQ123
F		v.	Primary O-ring is free from fungus prior to installation	ADQ162



CRITICAL ITEMS LIST (CIL)

No. 10-02-01-41R/01

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 SUPERSEDES PAGE: 341-1ff.  
 DATED: 31 Jul 2000

F		w.	Primary O-ring is free from moisture prior to installation	ADQ163
F		x.	O-ring grooves in the Aft End Ring are free from fungus prior to assembly	ADQ168
F		y.	O-ring grooves in the Aft End Ring are free from moisture prior to assembly	ADQ170
I		z.	O-ring grooves in Aft End Ring are free from damage prior to assembly	ADQ206
I		aa.	Sealing surfaces on Housing, Nozzle-Fixed forward end are free from damage prior to assembly	ADQ207
J		ab.	Sealing surfaces on Housing, Nozzle-Fixed forward end are free from corrosion and contamination prior to assembly	ADQ202
J		ac.	O-ring grooves in Aft End Ring are free from corrosion and contamination prior to assembly	ADQ208
3. For New Filtered Grease verify:				
E,F,J,K		a.	Grease is received from storage unopened or resealed	ACP015
E,F,J,K		b.	Shelf life of the grease, prior to filtering	AMB018L
E,F,J,K	(T)	c.	Contamination	ANO064
E,F,J,K		d.	Grease conforms to specification	LAA044
E,F,J,K		e.	Cartridge conforms to drawing	LAA046
E,F,J,K		f.	Filtered grease is capped and sealed after filling	LAA047
E,F,J,K		g.	Filtered grease is sent to storage capped and sealed (recapped and resealed)	LAA063
4. For New Grease verify:				
E,F,J		a.	Material received in closed containers	ANO015
E,F,K		b.	Type	ANO050
E		c.	No shipping or handling damage	ANO058
K	(T)	d.	Penetration	LAA037
K	(T)	e.	Dropping point	ANO042
K	(T)	f.	Zinc concentration	LAA038
5. For New Aft End Ring verify:				
G		a.	O-ring groove depth	ADE043,ADE043A,ADE044,ADE044A
G		b.	O-ring groove diameter	ADE045,ADE045A,ADE046,ADE046A
G		c.	O-ring groove surface finish	ADE047,ADE047A,ADE048,ADE048A
G		d.	O-ring groove width	ADE053,ADE053A,ADE054,ADE054A
6. For Refurbished Aft End Ring verify:				
G		a.	O-ring groove surface finish	ADE068
7. For New Housing, Nozzle-Fixed verify:				
G		a.	Surface finish	LAA139,LAA140
8. For Refurbished Housing, Nozzle Fixed verify:				
G		a.	Surface finish	ADV192
9. KSC verifies:				
E		a.	Life requirements for the expected launch schedule are met per OMRSD File II, Vol III, C00CA0.030	OMD019