

**SSME FMEA/CIL
REDUNDANCY SCREEN**

Component Group: Electrical Harnesses
 CIL Item: H114-01
 Part Number: R0018414
 Component: Extended Life - Conventional - Hydraulic Actuator Fail-operate Servoswitches 1W14
 FMEA Item: H114
 Failure Mode: Open or short circuit in harnesses. Loss of connector.

Prepared: P. Ho
 Approved: T. Nguyen
 Approval Date: 5/3/00
 Change #: 1
 Directive #: CCBD ME3-01-5287

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| Phase | Failure / Effect Description | Criticality Hazard Reference |
|----------|---|---------------------------------|
| M 4.1 | <p>Harness failure does not allow switch to servovalve No. 2 after first failure, controller issues a MCF indication; when failure continues, failsafe servoswitch de-energized; all actuators go into hydraulic lockup. Mission abort may result when hydraulic lockup occurs during Max Q throttling.</p> <p>Redundancy Screens: HARNESS SYSTEM - ACTUATOR SYSTEM: UNLIKE REDUNDANCY</p> <p>A: Pass - Redundant hardware items are capable of checkout during normal ground turnaround. B: Pass - Loss of a redundant hardware items is detectable during flight. C: Pass - Loss of redundant hardware items could not result from a single credible event.</p> | 1R ME-G4M |
| M 4.2 | <p>Following a channel A OE failure; single harness failure causes loss of fail-operate servoswitch function. Detection by controller self test results in DCUB disqualification. Mission abort.</p> <p>Redundancy Screens: HARNESS SYSTEM - ACTUATOR SYSTEM: UNLIKE REDUNDANCY</p> <p>A: Pass - Redundant hardware items are capable of checkout during normal ground turnaround. B: Pass - Loss of a redundant hardware items is detectable during flight. C: Pass - Loss of redundant hardware items could not result from a single credible event.</p> | 1R ME-G4M |

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**SSME EA/CIL
DESIGN**

Component Group: Electrical Harnesses
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Part Number: R0018414
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Design / Document Reference

FAILURE CAUSE: A: Conductor or insulation damage caused by vibration, flexure, routing, or clamping.

MATERIAL SELECTION OF THE WIRES, INSULATORS, CONNECTORS, AND ASSEMBLY TECHNIQUES ARE CONTROLLED BY SPECIFICATION (1) TO GUARD AGAINST THE FAILURE OF THE HARNESS IN THE ENVIRONMENTS IT IS EXPOSED TO. THESE CONTROLS ARE ESTABLISHED BY GOVERNMENT SPECIFICATIONS FOR CONNECTORS (2) AND WIRE SELECTION (3), AND ARE KEYED TO THE FUNCTION AND USAGE OF THE HARDWARE. TO PRECLUDE SINGLE POINT ELECTRICAL FAILURES, REDUNDANT FUNCTIONS ARE IMPLEMENTED IN SEPARATE HARNESSES, ROUTED THROUGH DIFFERENT PATHWAYS. TO PREVENT DETERIORATION OF THE CONDUCTOR OR INSULATOR, WIRES ARE OF SUCH CROSS SECTION AS TO PROVIDE AMPLE AND SAFE CURRENT CARRYING CAPACITY. THE MAXIMUM DESIGN CURRENT IN ANY WIRE IS LIMITED SO THAT "WIRE TOTAL TEMPERATURE" WILL NEVER EXCEED THE RATED WIRE TEMPERATURE (1). CABLE ROUTING IS CONTROLLED BY THE ASSEMBLY DRAWINGS (4) THAT ESTABLISH THE RETAINING CLAMPS AND RESTRAINING TIES. THE SECURING CLAMPS (5) INCORPORATE RUBBER GROMMETS THAT PREVENT PINCHING OR CUTTING OF THE INSTALLED HARNESS.

(1) RL10014; (2) 40M38294, 40M39569; (3) 40M50577; (4) RS007007; (5) RE127-2018

FAILURE CAUSE: B: Loose, worn, or damaged pin or pins.

C: Damaged contact or crimp.

E: Connector shell failure.

G: Locking feature failure (extended life only).

CONNECTOR SELECTION OF THE ASSEMBLIES IS CONTROLLED BY SPECIFICATION REQUIREMENTS (1). THE REQUIREMENTS INCORPORATE CONTROLS (2) THAT ARE KEYED TO GUARD AGAINST THE ENVIRONMENTS THEY ARE EXPOSED TO. THE CONNECTORS MEET CEI REQUIREMENTS FOR HIGH CYCLE FATIGUE, LOW CYCLE FATIGUE, AND MINIMUM FACTORS OF SAFETY (3). THE ANTI-FLOOD VALVE HARNESS SECONDARY CONNECTORS ARE POTTED WITH A HIGH VISCOSITY ELASTOMER MATERIAL. THE CONNECTORS ARE SELECTED IN ACCORDANCE WITH MSFC STANDARDS FOR USE ON ROCKET PROPELLED VEHICLES (5). BENT OR WORN PINS ARE REMOVABLE AND REPLACEABLE. BAYONET LOCKING RINGS ARE PROVIDED TO PREVENT PRIMARY CONNECTORS FROM DEMATING (2). EXTENDED LIFE HARNESS SECONDARY CONNECTORS (6) ARE A THREADED COUPLING WITH A RACHET TYPE LOCKING FEATURE. THE SELF-LOCKING FEATURE IS A MULTIPLE BALL RACHET DESIGN. THIS RACHET CONFIGURATION PROVIDES A GREATER COUNTER-CLOCKWISE RACHETING FORCE CREATING AN SELF-LOCKING DESIGN. THIS DESIGN ELIMINATES THE NEED FOR CONNECTOR TORQUE LOCK (7). THE SELF-LOCKING CONNECTORS ARE MANUFACTURED FROM STAINLESS STEEL (6). STAINLESS STEEL PROVIDES AMPLE STRENGTH AND CORROSION RESISTANCE.

(1) RL10014; (2) RES1235, RE1731, RE1761; (3) RL00532, RSS-8546, CP320R0003B; (4) R0018412, R0018414; (5) 40M38294; (6) RE1731, RE1761; (7) ECP 797

FAILURE CAUSE: D: Corrosion or moisture.

THE ELECTRICAL COMPONENTS OF THE WIRE HARNESS ARE PROTECTED FROM CORROSION BY INHERENT MATERIAL DESIGN AND PROTECTIVE EXTERNAL COVERING OF THE CABLE. THE WIRE INSULATION IS COMPOSED OF TEFLON (1). TEFLON HAS RESISTANCE TO FLUIDS AND ATMOSPHERIC VAPORS. THE CONNECTOR CONTACTS ARE PLATED WITH GOLD OVER NICKEL UNDERPLATE. GOLD IS RESISTANT TO WATER CORROSION AND HUMIDITY (2). EXCEPT FOR POTTED CONNECTORS, THE CONNECTOR BACKSHELL IS PROTECTED BY SILICON RUBBER (3) TO PROTECT THE CONNECTOR FROM THE MAXIMUM SPECIFIED OPERATIONAL ENVIRONMENTS. PIN INSERT INTERFACIAL SEALS (4) ARE PROVIDED TO REDUCE CORROSION. CONNECTORS ARE MAINTAINED IN THEIR SEALED BAGS UNTIL READY FOR ASSEMBLY. CONNECTORS ARE PROTECTED TO PREVENT DAMAGE OR CONTAMINATION RESULTING FROM CONTACT WITH EACH OTHER OR ADJACENT OBJECTS (5).

(1) 40M50577; (2) MSFC-SPEC-250; (3) RL10014; (4) RC1235, RC1731, RC1761; (5) RL00113

FAILURE CAUSE: ALL CAUSES

THE CONTROLLER SOFTWARE IS CONFIGURED TO DETECT AND RESPOND PROPERLY TO THE FAILURES IDENTIFIED, IMPLEMENT THE NECESSARY REDUNDANT CONTROLLER CHANNEL SWITCHING AND COMMAND A SAFE ENGINE STATE WHEN REDUNDANCY IS LOST (1). THE BASIC HARNESS DESIGN IS TESTED PER HARNESS DESIGN VERIFICATION TESTING (2), INCLUDING VIBRATION TESTING (3), SAFETY FACTOR CRITERIA TESTING (4), AND DURING ENGINE DVS TESTING (5). EXTENDED LIFE HARNESS DESIGN CHANGES WERE CERTIFIED BY HOT-FIRE TESTING, LABORATORY TESTING, ANALYSIS, AND SIMILARITY (6).

(1) CP406R0008; (2) DVS-SSME-202; (3) RSS-202-6; (4) RSS-202-20; (5) DVS-SSME-101; (6) VRS344

SSME FMEA/CIL INSPECTION AND TEST

Component Group: Electrical Harnesses
 CIL Item: H114-01
 Part Number: R0018414
 Component: Extended Life - Conventional - Hydraulic Actuator Fail-operate Servoswitches 1W14
 FMEA Item: H114
 Failure Mode: Open or short circuit in harnesses. Loss of connector.

Prepared: P. Ho
 Approved: T. Nguyen
 Approval Date: 5/3/00
 Change #: 1
 Directive #: CCBD ME3-01-5287

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| Failure Causes | Significant Characteristics | Inspection(s) / Test(s) | Document Reference |
|----------------|-------------------------------------|--|---|
| A | 1W14 EXTENDED LIFE HARNESS | | R0018414 |
| | ASSEMBLY INTEGRITY | <p>THE FOLLOWING TESTS ARE PERFORMED DURING MANUFACTURING AND ASSEMBLY ACCEPTANCE:</p> <ul style="list-style-type: none"> - ALL WIRES ARE SUBJECTED TO SPARK AND DIELECTRIC TESTING. - ALL CONTACTS IN THE CONNECTORS ARE SUBJECTED TO A RETENTION TEST. - EACH WIRE RUN IS VERIFIED FOR END-TO-END CONTINUITY. - INSULATION RESISTANCE BETWEEN EACH CONDUCTOR AND EVERY OTHER CONDUCTOR IS VERIFIED TO BE WITHIN SPECIFICATION. - A DIELECTRIC WITHSTANDING VOLTAGE TEST BETWEEN EACH CONDUCTOR AND EVERY OTHER CONDUCTOR, SHELL OR SHIELD VERIFIES THE LEAKAGE CURRENT TO BE WITHIN SPECIFICATION. - ALL SELF-LOCKING CONNECTOR MECHANISM ARE FUNCTIONAL TESTED. | <p>40M50577 RL00113 RL00128 RL00128 RL00128 RC1731 RC1761</p> |
| | INSTALLATION INTEGRITY | <p>INSTALLATION OF THE HARNESSSES IS VERIFIED PER SPECIFICATIONS DEFINING THE:</p> <ul style="list-style-type: none"> - INSPECTION OF HARNESSSES PRE- AND POST-INSTALLATION. - ROUTING REQUIREMENTS WHICH INCLUDE: <ul style="list-style-type: none"> INSTALLATION PATH, CLAMP LOCATIONS, AND SIZES. SEPARATION DISTANCE REQUIREMENTS FROM OBJECTS WHICH COULD CAUSE CABLE OR CONNECTOR DAMAGE. MINIMUM BEND RADII . - INSPECTION OF CONNECTORS PRIOR TO MATING. THIS INCLUDES BACKSHELL, PINS, CONNECTOR GASKETS, AND CONNECTOR PERIPHERAL O-RING. - TORQUE REQUIREMENTS FOR THREADED CONNECTORS. | <p>RL00039 RS007007 RS007007 RL00039 RL00039 RL00039</p> |
| B, C, E, G | CONNECTOR CONNECTOR CONNECTOR | | RES1235 RE1731 RE1761 |
| | ASSEMBLY INTEGRITY | <p>HARNESS/CONNECTOR ASSEMBLY PROCESSES ARE VERIFIED PER SPECIFICATIONS WHICH INCLUDE:</p> <ul style="list-style-type: none"> - CRIMPING OF ELECTRICAL CONNECTOR CONTACTS. - USE OF FLEXIBLE INSULATION SLEEVING. - INSTALLATION OF HEAT SHRINKABLE PROTECTIVE SLEEVE. - CONNECTOR ELASTOMER POTTING ON SELECT HARNESS CONNECTORS. - SELECTION AND USAGE OF PROTECTIVE CLOSURES. <p>COMPLETED ASSEMBLY IS INSPECTED FOR CONTACT PIN RETENTION.</p> | <p>RA1613-005 RB0150-009 RL00113 RA1606-006, CLASS 1 RA0116-054</p> |
| D | CONNECTOR CONNECTOR CONNECTOR | | RES1235 RE1731 RE1761 |
| | CLEANLINESS OF COMPONENTS | CLEANLINESS REQUIREMENTS ARE VERIFIED PER SPECIFICATION DURING MANUFACTURING OF THE HARNESS ASSEMBLY. | RL00113 |

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Component Group: Electrical Harnesses
 CIL Item: H114-01
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 FMEA Item: H114
 Failure Mode: Open or short circuit in harnesses. Loss of connector.

Prepared: P. Ho
 Approved: T. Nguyen
 Approval Date: 5/3/00
 Change #: 1
 Directive #: CCBD ME3-01-5287

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| Failure Causes | Significant Characteristics | Inspection(s) / Test(s) | Document Reference |
|----------------|-----------------------------|---|--|
| D | CLEANLINESS OF COMPONENTS | METAL TYPE DUST AND MOISTURE PROOF CAPS ARE VERIFIED INSTALLED ON THE CONNECTOR WHEN NOT IN USE. | RL00113 |
| | SURFACE FINISH | THE PLATING ON THE CONNECTOR CONTACTS ARE INSPECTED PER SPECIFICATION REQUIREMENTS. | RES1235 RE1731 RE1761 |
| | ASSEMBLY INTEGRITY | PRIOR TO CONNECTOR MATING, THE CONNECTOR IS INSPECTED FOR ANY CORROSION OR DAMAGE WHICH WOULD ALLOW MOISTURE TO ENTER THE CONNECTOR. | RL00039 |
| ALL CAUSES | 1W14 EXTENDED LIFE HARNESS | | R0018414 |
| | ASSEMBLY INTEGRITY | ALL CONTROLLER DATA FROM THE PREVIOUS FLIGHT IS REVIEWED. ANY ANOMALOUS CONDITION NOTED REQUIRES FURTHER TESTING OR HARDWARE REPLACEMENT PRIOR TO THE NEXT FLIGHT. | MSFC PLN 1228 |
| | | RE-TEST REQUIREMENTS AFTER HARNESS REPLACEMENT OR CONNECTOR DEMATE VERIFY THAT THE PROPER CONTROLLER ELECTRICAL CHECKOUTS ARE PERFORMED TO RE-VALIDATE THE HARNESS ASSEMBLY. | OMRSD V41ZA0.010 |
| | | HARNESSES ARE INSPECTED FOR DAMAGE, PROPER ROUTING, AND PROPER TORQUE LOCK APPLICATION DURING POST FLIGHT EXTERNAL INSPECTION. | OMRSD V41BU0.030 |
| | | HARNESS OPERATION IS VERIFIED EVERY MISSION FLOW AND AFTER ANY REPAIR OR REPLACEMENT BY THE FOLLOWING CONTROLLER ELECTRICAL CHECKOUTS: (LAST TEST) - SENSOR CHECKOUT. - FLIGHT READINESS TEST. - PNEUMATIC CHECKOUT. | OMRSD V41AQ0.010 OMRSD V41AS0.030 OMRSD V41AS0.020 |

Failure History: Comprehensive failure history data is maintained in the Problem Reporting database (PRAMS/PRACA)
 Reference: NASA letter SA21/88/308 and Rocketdyne letter 88RC09761.

Operational Use: FAILURE MODE CAN BE DETECTED IN REALTIME BY THE FLIGHT CONTROL TEAM WHO WILL EVALUATE EFFECTS UPON VEHICLE PERFORMANCE AND ABORT CAPABILITY. BASED ON THIS EVALUATION THE APPROPRIATE ABORT MODE OR SYSTEM CONFIGURATION WILL BE SELECTED. FAILURE DETECTION CUES AND ASSOCIATED SSME PERFORMANCE DATA HAVE BEEN COORDINATED BETWEEN THE ENGINEERING AND FLIGHT OPERATIONS ORGANIZATIONS WITH THE RESPONSES DOCUMENTED IN MISSION FLIGHT RULES.

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SSME FMEA/CIL
REDUNDANCY SCREEN

Component Group: Electrical Harnesses
 CIL Item: H114-01
 Part Number: R0018414
 Component: Extended Life - Conventional - Oxidizer Bleed Valve Position Indicator 1W14
 FMEA Item: H114
 Failure Mode: Open or short circuit in harness. Loss of connector.

Prepared: P. Ho
 Approved: T. Nguyen
 Approval Date: 5/3/00
 Change #: 1
 Directive #: CCBD ME3-01-5287

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| Phase | Failure / Effect Description | Criticality Hazard Reference |
|----------|---|---------------------------------|
| P 4.2 | <p>Harness failure causing erroneous signal within limits results in loss of valve position redline protection. Loss of vehicle during start due to orbiter recirculation line rupture may result if bleed valve fails to close and is not detected.</p> <p>Redundancy Screens: HARNESS SYSTEM - VALVE SYSTEM: UNLIKE REDUNDANCY</p> <p>A: Pass - Redundant hardware items are capable of checkout during normal ground turnaround. B: Fail - Loss of a redundant hardware items is not detectable during flight. C: Pass - Loss of redundant hardware items could not result from a single credible event.</p> | 1R ME-G3P,A, ME-G7S |

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SSME EA/CIL
DESIGN

Component Group: Electrical Harnesses
CIL Item: H114-01
Part Number: R0018414
Component: Extended Life - Conventional - Oxidizer Bleed Valve Position Indicator 1W14
FMEA Item: H114
Failure Mode: Open or short circuit in harness. Loss of connector.

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Change #: 1
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Page: 1 of 1

Design / Document Reference

FAILURE CAUSE: A: Conductor or insulation damage caused by vibration, flexure, routing, or clamping.

MATERIAL SELECTION OF THE WIRES, INSULATORS, CONNECTORS, AND ASSEMBLY TECHNIQUES ARE CONTROLLED BY SPECIFICATION (1) TO GUARD AGAINST THE FAILURE OF THE HARNESS IN THE ENVIRONMENTS IT IS EXPOSED TO. THESE CONTROLS ARE ESTABLISHED BY GOVERNMENT SPECIFICATIONS FOR CONNECTORS (2) AND WIRE SELECTION (3), AND ARE KEYED TO THE FUNCTION AND USAGE OF THE HARDWARE. TO PRECLUDE SINGLE POINT ELECTRICAL FAILURES, REDUNDANT FUNCTIONS ARE IMPLEMENTED IN SEPARATE HARNESSES, ROUTED THROUGH DIFFERENT PATHWAYS. TO PREVENT DETERIORATION OF THE CONDUCTOR OR INSULATOR, WIRES ARE OF SUCH CROSS SECTION AS TO PROVIDE AMPLE AND SAFE CURRENT CARRYING CAPACITY. THE MAXIMUM DESIGN CURRENT IN ANY WIRE IS LIMITED SO THAT "WIRE TOTAL TEMPERATURE" WILL NEVER EXCEED THE RATED WIRE TEMPERATURE (1). CABLE ROUTING IS CONTROLLED BY THE ASSEMBLY DRAWINGS (4) THAT ESTABLISH THE RETAINING CLAMPS AND RESTRAINING TIES. THE SECURING CLAMPS (5) INCORPORATE RUBBER GROMMETS THAT PREVENT PINCHING OR CUTTING OF THE INSTALLED HARNESS.

(1) RL10014; (2) 40M38294, 40M39569; (3) 40M50577; (4) RS007007; (5) RE127-2018

FAILURE CAUSE: B: Loose, worn, or damaged pin or pins.

C: Damaged contact or crimp.

E: Connector shell failure.

G: Locking feature failure (extended life only).

CONNECTOR SELECTION OF THE ASSEMBLIES IS CONTROLLED BY SPECIFICATION REQUIREMENTS (1). THE REQUIREMENTS INCORPORATE CONTROLS (2) THAT ARE KEYED TO GUARD AGAINST THE ENVIRONMENTS THEY ARE EXPOSED TO. THE CONNECTORS MEET CEI REQUIREMENTS FOR HIGH CYCLE FATIGUE, LOW CYCLE FATIGUE, AND MINIMUM FACTORS OF SAFETY (3). THE ANTI-FLOOD VALVE HARNESS SECONDARY CONNECTORS ARE POTTED WITH A HIGH VISCOSITY ELASTOMER MATERIAL. THE CONNECTORS ARE SELECTED IN ACCORDANCE WITH MSFC STANDARDS FOR USE ON ROCKET PROPELLED VEHICLES (5). BENT OR WORN PINS ARE REMOVABLE AND REPLACEABLE. BAYONET LOCKING RINGS ARE PROVIDED TO PREVENT PRIMARY CONNECTORS FROM DEMATING (2). EXTENDED LIFE HARNESS SECONDARY CONNECTORS (6) ARE A THREADED COUPLING WITH A RACHET TYPE LOCKING FEATURE. THE SELF-LOCKING FEATURE IS A MULTIPLE BALL RACHET DESIGN. THIS RACHET CONFIGURATION PROVIDES A GREATER COUNTER-CLOCKWISE RACHETING FORCE CREATING AN SELF-LOCKING DESIGN. THIS DESIGN ELIMINATES THE NEED FOR CONNECTOR TORQUE LOCK (7). THE SELF-LOCKING CONNECTORS ARE MANUFACTURED FROM STAINLESS STEEL (6). STAINLESS STEEL PROVIDES AMPLE STRENGTH AND CORROSION RESISTANCE.

(1) RL10014; (2) RES1235, RE1731; (3) RL00532, RSS-8546, CP320R0003B; (4) R0018412, R0018414; (5) 40M38294; (6) RE1731; (7) ECP 797

FAILURE CAUSE: D: Corrosion or moisture.

THE ELECTRICAL COMPONENTS OF THE WIRE HARNESS ARE PROTECTED FROM CORROSION BY INHERENT MATERIAL DESIGN AND PROTECTIVE EXTERNAL COVERING OF THE CABLE. THE WIRE INSULATION IS COMPOSED OF TEFLON (1). TEFLON HAS RESISTANCE TO FLUIDS AND ATMOSPHERIC VAPORS. THE CONNECTOR CONTACTS ARE PLATED WITH GOLD OVER NICKEL UNDERPLATE. GOLD IS RESISTANT TO WATER CORROSION AND HUMIDITY (2). EXCEPT FOR POTTED CONNECTORS, THE CONNECTOR BACKSHELL IS PROTECTED BY SILICON RUBBER (3) TO PROTECT THE CONNECTOR FROM THE MAXIMUM SPECIFIED OPERATIONAL ENVIRONMENTS. PIN INSERT INTERFACIAL SEALS (4) ARE PROVIDED TO REDUCE CORROSION. CONNECTORS ARE MAINTAINED IN THEIR SEALED BAGS UNTIL READY FOR ASSEMBLY. CONNECTORS ARE PROTECTED TO PREVENT DAMAGE OR CONTAMINATION RESULTING FROM CONTACT WITH EACH OTHER OR ADJACENT OBJECTS (5).

(1) 40M50577; (2) MSFC-SPEC-250; (3) RL10014; (4) RC1235; RC1731; (5) RL00113

FAILURE CAUSE: ALL CAUSES

THE CONTROLLER SOFTWARE IS CONFIGURED TO DETECT AND RESPOND PROPERLY TO THE FAILURES IDENTIFIED, IMPLEMENT THE NECESSARY REDUNDANT CONTROLLER CHANNEL SWITCHING AND COMMAND A SAFE ENGINE STATE WHEN REDUNDANCY IS LOST (1). THE BASIC HARNESS DESIGN IS TESTED PER HARNESS DESIGN VERIFICATION TESTING (2), INCLUDING VIBRATION TESTING (3), SAFETY FACTOR CRITERIA TESTING (4), AND DURING ENGINE DVS TESTING (5). EXTENDED LIFE HARNESS DESIGN CHANGES WERE CERTIFIED BY HOT-FIRE TESTING, LABORATORY TESTING, ANALYSIS, AND SIMILARITY (6).

(1) CP406R0008; (2) DVS-SSME-202; (3) RSS-202-6; (4) RSS-202-20; (5) DVS-SSME-101; (6) VRS344

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SSME FMEA/CIL
INSPECTION AND TEST

Component Group: Electrical Harnesses
 CIL Item: H114-01
 Part Number: R0018414
 Component: Extended Life - Conventional - Oxidizer Bleed Valve Position Indicator 1W14
 FMEA Item: H114
 Failure Mode: Open or short circuit in harness. Loss of connector.

Prepared: P. Ho
 Approved: T. Nguyen
 Approval Date: 5/3/00
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| Failure Causes | Significant Characteristics | Inspection(s) / Test(s) | Document Reference |
|----------------|---|--|--|
| A | 1W14 EXTENDED LIFE HARNESS ASSEMBLY INTEGRITY | THE FOLLOWING TESTS ARE PERFORMED DURING MANUFACTURING AND ASSEMBLY ACCEPTANCE: - ALL WIRES ARE SUBJECTED TO SPARK AND DIELECTRIC TESTING. - ALL CONTACTS IN THE CONNECTORS ARE SUBJECTED TO A RETENTION TEST. - EACH WIRE RUN IS VERIFIED FOR END-TO-END CONTINUITY. - INSULATION RESISTANCE BETWEEN EACH CONDUCTOR AND EVERY OTHER CONDUCTOR IS VERIFIED TO BE WITHIN SPECIFICATION. - A DIELECTRIC WITHSTANDING VOLTAGE TEST BETWEEN EACH CONDUCTOR AND EVERY OTHER CONDUCTOR, SHELL OR SHIELD VERIFIES THE LEAKAGE CURRENT TO BE WITHIN SPECIFICATION. - ALL SELF-LOCKING CONNECTOR MECHANISM ARE FUNCTIONAL TESTED. | R0018414 40M50577 RL00113 RL00128 RL00128 RL00128 RC1731 |
| | INSTALLATION INTEGRITY | INSTALLATION OF THE HARNESSES IS VERIFIED PER SPECIFICATIONS DEFINING THE: - INSPECTION OF HARNESSES PRE- AND POST-INSTALLATION. - ROUTING REQUIREMENTS WHICH INCLUDE: INSTALLATION PATH, CLAMP LOCATIONS, AND SIZES. SEPARATION DISTANCE REQUIREMENTS FROM OBJECTS WHICH COULD CAUSE CABLE OR CONNECTOR DAMAGE. MINIMUM BEND RADII. - INSPECTION OF CONNECTORS PRIOR TO MATING. THIS INCLUDES BACKSHELL, PINS, CONNECTOR GASKETS, AND CONNECTOR PERIPHERAL O-RING. - TORQUE REQUIREMENTS FOR THREADED CONNECTORS. | RL00039 RS007007 RS007007 RL00039 RL00039 RL00039 |
| B, C, E, G | CONNECTOR CONNECTOR ASSEMBLY INTEGRITY | HARNESS/CONNECTOR ASSEMBLY PROCESSES ARE VERIFIED PER SPECIFICATIONS WHICH INCLUDE: - CRIMPING OF ELECTRICAL CONNECTOR CONTACTS. - USE OF FLEXIBLE INSULATION SLEEVING. - INSTALLATION OF HEAT SHRINKABLE PROTECTIVE SLEEVE. - CONNECTOR ELASTOMER POTTING ON SELECT HARNESS CONNECTORS. - SELECTION AND USAGE OF PROTECTIVE CLOSURES. * COMPLETED ASSEMBLY IS INSPECTED FOR CONTACT PIN RETENTION. | RES1235 RE1731 RA1613-005 RB0150-009 RL00113 RA1606-006, CLASS 1 RA0116-054 RL00113 |
| D | CONNECTOR CONNECTOR CLEANLINESS OF COMPONENTS | CLEANLINESS REQUIREMENTS ARE VERIFIED PER SPECIFICATION DURING MANUFACTURING OF THE HARNESS ASSEMBLY. METAL TYPE DUST AND MOISTURE PROOF CAPS ARE VERIFIED INSTALLED ON THE CONNECTOR WHEN NOT IN USE. | RES1235 RE1731 RL00113 RL00113 |

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Component up: **Electrical Harnesses**
 CIL Item: **H114-01**
 Part Number: **R0018414**
 Component: **Extended Life - Conventional - Oxidizer Bleed Valve Position Indicator 1W14**
 FMEA Item: **H114**
 Failure Mode: **Open or short circuit in harness. Loss of connector.**

Prepared: **P. Ho**
 Approved: **T. Nguyen.**
 Approval Date: **5/3/00**
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 Directive #: **CCBD ME3-01-5287**

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| Failure Causes | Significant Characteristics | Inspection(s) / Test(s) | Document Reference |
|----------------|-----------------------------|--|--------------------|
| D | SURFACE FINISH | THE PLATING ON THE CONNECTOR CONTACTS ARE INSPECTED PER SPECIFICATION REQUIREMENTS. | RES1235 RE1731 |
| | ASSEMBLY INTEGRITY | PRIOR TO CONNECTOR MATING, THE CONNECTOR IS INSPECTED FOR ANY CORROSION OR DAMAGE WHICH WOULD ALLOW MOISTURE TO ENTER THE CONNECTOR. | RL00039 |
| ALL CAUSES | 1W14 EXTENDED LIFE HARNESS | | R0018414 |
| | ASSEMBLY INTEGRITY | ALL CONTROLLER DATA FROM THE PREVIOUS FLIGHT IS REVIEWED. ANY ANOMALOUS CONDITION NOTED REQUIRES FURTHER TESTING OR HARDWARE REPLACEMENT PRIOR TO THE NEXT FLIGHT. | MSFC PLN 1228 |
| | | RE-TEST REQUIREMENTS AFTER HARNESS REPLACEMENT OR CONNECTOR DEMATE VERIFY THAT THE PROPER CONTROLLER ELECTRICAL CHECKOUTS ARE PERFORMED TO RE-VALIDATE THE HARNESS ASSEMBLY. | OMRSD V41ZA0.010 |
| | | HARNESSES ARE INSPECTED FOR DAMAGE, PROPER ROUTING, AND PROPER TORQUE LOCK APPLICATION DURING POST FLIGHT EXTERNAL INSPECTION. | OMRSD V41BU0.030 |
| | | HARNESS OPERATION IS VERIFIED EVERY MISSION FLOW AND AFTER ANY REPAIR OR REPLACEMENT BY THE FOLLOWING CONTROLLER ELECTRICAL CHECKOUTS: (LAST TEST) | |
| | | - SENSOR CHECKOUT. | OMRSD V41AQ0.010 |
| | | - FLIGHT READINESS TEST. | OMRSD V41AS0.030 |
| | | - PNEUMATIC CHECKOUT. | OMRSD V41AS0.020 |

Failure History: Comprehensive failure history data is maintained in the Problem Reporting database (PRAMS/PRACA)
 Reference: NASA letter SA21/88/308 and Rocketdyne letter 88RC09761.

Operational Use: FAILURE MODE CAN BE DETECTED IN REALTIME BY THE FLIGHT CONTROL TEAM WHO WILL EVALUATE EFFECTS UPON VEHICLE PERFORMANCE AND ABORT CAPABILITY. BASED ON THIS EVALUATION THE APPROPRIATE ABORT MODE OR SYSTEM CONFIGURATION WILL BE SELECTED. FAILURE DETECTION CUES AND ASSOCIATED SSME PERFORMANCE DATA HAVE BEEN COORDINATED BETWEEN THE ENGINEERING AND FLIGHT OPERATIONS ORGANIZATIONS WITH THE RESPONSES DOCUMENTED IN MISSION FLIGHT RULES.