

SSME FMEA/CIL
INSPECTION AND TEST

Component Group: Ducts and Lines
 CIL Item: K536-01
 Part Number: R0011936
 Component: Emergency Shutdown POGO Post Charge Line
 FMEA Item: K536
 Failure Mode: Fails to contain helium.

Prepared: D. Early
 Approved: T. Nguyen
 Approval Date: 7/25/00
 Change #: 1
 Directive #: CCBD ME3-01-5638

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Failure Causes	Significant Characteristics	Inspection(s) / Test(s)	Document Reference
A	LINE FLANGE		R0011936 RS007147
	MATERIAL INTEGRITY	MATERIAL INTEGRITY IS VERIFIED PER DRAWING REQUIREMENTS.	R0011936 RS007147
	WELD INTEGRITY	DETAILS ARE PENETRANT INSPECTED PER SPECIFICATION REQUIREMENTS. ALL WELDS ARE INSPECTED TO DRAWING AND SPECIFICATION REQUIREMENTS PER WELD CLASS. INSEPCIONS INCLUDE: VISUAL, DIMENSIONAL, PENETRANT, RADIOGRAPHIC, ULTRASONIC, AND FILLER MATERIAL, AS APPLICABLE.	RA0115-116 RL10011 RA0607-094 RA0115-116 RA0115-006 RA1115-001 RA0115-127
	ASSEMBLY INTEGRITY	THE ASSEMBLY IS PROOF PRESSURE TESTED PER DRAWING REQUIREMENTS.	R0011936
	FLIGHT FLOW TESTING	THE EXTERNAL SURFACE IS VISUALLY INSPECTED PRIOR TO EACH LAUNCH. (LAST TEST)	OMRSD V41BU0.030

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: Not Applicable.

**SSME FMEA/CIL
DESIGN**

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Design / Document Reference

FAILURE CAUSE: A: Parent material failure or weld failure.

THE LINE ASSEMBLY (1) IS MANUFACTURED UTILIZING 321 CRES TUBE AND INCONEL 625 BAR. 321 CRES TUBING WAS SELECTED FOR ITS STRENGTH, FABRICABILITY, GENERAL CORROSION RESISTANCE, AND STRESS CORROSION RESISTANCE (2). INCONEL 625 WAS SELECTED FOR ITS WELDABILITY, FORMABILITY, RESISTANCE TO STRESS CORROSION CRACKING, AND CORROSION RESISTANCE (2). INCONEL 625 POSSESSES THE REQUIRED STRENGTH WITHOUT REQUIRING HEAT TREAT. FLANGE SECTIONS INCORPORATE RADIUS JOINTS TO REDUCE STRESS CONCENTRATIONS. OFFSET LIMIT REQUIREMENTS ARE ESTABLISHED TO REDUCED STRESS CONCENTRATIONS AND IMPROVE WELD GEOMETRY. TUBING STOCK IS DRAWN TO MAINTAIN SURFACE REGULARITY. INSTALLATION IS CONTROLLED FOR ANGULARITY AND OFFSET PER SPECIFICATION REQUIREMENTS (3). MINIMUM FACTORS OF SAFETY FOR THE LINE MEET CEI REQUIREMENTS (4). HIGH AND LOW CYCLE FATIGUE LIFE MEET CEI REQUIREMENTS (5). THIS LINE ASSEMBLY WAS VERIFIED TO SATISFY PRESSURE CYCLING AND ULTIMATE PRESSURE DVs BY SIMILARITY TO THE RS007121 MANIFOLD (6). THE LINE ASSEMBLY PARENT MATERIALS WERE CLEARED FOR FRACTURE MECHANICS/NDE FLAW GROWTH, SINCE THEY ARE NOT FRACTURE CRITICAL PARTS (7). TABLE K536 LISTS ALL THE FMEA/CIL WELDS AND IDENTIFIES THOSE WELDS IN WHICH THE CRITICAL INITIAL FLAW SIZE IS NOT DETECTABLE, AND THOSE WELDS IN WHICH THE ROOT SIDE IS NOT ACCESSIBLE FOR INSPECTION. THESE WELDS HAVE BEEN ASSESSED AS ACCEPTABLE FOR FLIGHT BY RISK ASSESSMENT (8).

(1) R0011936; (2) RSS-8582; (3) RA1102-006; (4) RSS-8546, CP320R0003B; (5) RL00532, CP320R0003B; (6) RSS-511-31, RSS-511-45; (7) NASA TASK 117; (8) RSS-8756

SSME FMEA/CIL
REDUNDANCY SCREEN

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Phase	Failure / Effect Description	Criticality Hazard Reference
C 4.1	<p>Helium leakage into aft compartment. Loss of Pogo shutdown charge during emergency shutdown, at zero G condition in a low NPSP shutdown, oxidizer pump overspeed. Overpressurization of aft compartment. Loss of vehicle.</p> <p>Redundancy Screens: ACTUATOR SYSTEM - PNEUMATIC 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-C1A,C

SSME / A/CIL
WELD JOINTS

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Component	Basic Part Number	Weld Number	Weld Type	Class	Root Side Not Access	Critical Initial Flaw Size Not Detectable		Comments
						HCF	LCF	
LINE	R0011936	1,2	GTAW	I	X	X		