

SAA09FY12-006
REV. BB/L: 389.00
SYS: 175-TON
BRIDGE
CRANE, VABCritical Item: Master Control Switch, Aux Hoist
Find Number: 2MC
Criticality Category: 2

AUG 20 1993

SAA No:	09FY12-006	System/Area:	175-Ton Bridge Crane/VAB
NASA		PMN/	K50-0528/
Part No:	NA	Name:	175-Ton Bridge Crane/VAB
Mfg/	General Electric/	Drawing/	67-K-L-11348/
Part No:	1C3012-K-620-D6	Sheet No:	17

Function: A "joystick" connected to mechanical contacts and reference potentiometer (RPOT), to provide the operator control of the aux hoist for raising or lowering the load and releasing the brakes by energizing the hoist control or lower control relays in the normal mode of operation.

Critical Failure Mode/Failure Mode No: N.O. contacts fail closed/09FY12-006.036

Failure Cause: Welded contact, binding mechanism

Failure Effect: Brakes will not set when master control lever is returned to neutral position (no motor armature current). The load will descend with regenerative braking at 1.7 ft/min (0.34 in/sec) max (based on maximum load capacity of the hoist, in reality this would descend slower). The worst case would be attempting to bring a forward assembly to a stop while hoisting or lowering, the failure occurring, and the effect being the forward assembly descending and striking the VAB floor or platform, resulting in possible damage to a vehicle system. Time to effect: seconds.

ACCEPTANCE RATIONALE

Design:

- Double-break silver alloy contacts.
- Phenolic came impregnated with graphite for self-lubrication to allow for millions of operations without significant wear.
- This switch was off-the-shelf hardware selected by the crane manufacturer for this application.

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Test:

- OMRSD file VI requires verification of proper performance of hoist operational test annually.
- OMI Q3008, Operating Instructions, requires all crane systems be operated briefly in all speeds to verify satisfactory operation before lifting operations.

Inspection:

- OMI Q6003, Maintenance Instructions, requires annual inspection of switch contacts and contact members for burning, pitting, proper alignment, and discoloration caused by over-heating.

Failure History:

- The PRACA database was researched and no failure data was found on this component in the critical failure mode.
- The GIDEP failure data interchange system was researched and no failure data was found on this component in the critical failure mode.

Operational Use:

• **Correcting Action:**

- 1) The failure can be recognized via a brake set light or Selsyn (positions change) that is in view of both operators.
- 2) When the failure indication is noticed, the operator can stop all crane operations by pressing the E-Stop button.
- 3) Operators are trained and certified to operate these cranes and know and understand what to do if a failure indication is present.
- 4) During all critical lifts, there is at least one Emergency Stop (E-Stop) operator remote from the operator's cab observing the load lift, and can stop the crane if a failure indication is noticed.

• **Timeframe:**

- Estimated operator reaction time is 3 to 10 seconds.

Attachment
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