

**FAILURE MODES EFFECTS ANALYSIS (FMEA) - NON-CIL HARDWARE
NUMBER:M5-6SS-0115 -X**

SUBSYSTEM NAME: ISS DOCKING SYSTEM

REVISION: 0 02/27/98

PART DATA

	PART NAME	PART NUMBER
	VENDOR NAME	VENDOR NUMBER
LRU	:MID PCA-3	VO70-764450
SRU	:REMOTE POWER CONTROLLER	MC450-0017-X200

EXTENDED DESCRIPTION OF PART UNDER ANALYSIS:
REMOTE POWER CONTROLLER, 20 AMP - PYRO POWER MAIN A +Y2 LOGIC BUS SIGNAL.

REFERENCE DESIGNATORS: 40V76A27RPC39

QUANTITY OF LIKE ITEMS: 1
ONE

FUNCTION:
THE REMOTE POWER CONTROLLER PROVIDES POWER DISTRIBUTION AND
ACTIVATION FOR ONE OF THE TWO LOGIC BUSES IN THE PFCU.

REFERENCE DOCUMENTS: 1) VS70-953103, INTEGRATED SCHEMATIC - 53PA, PFCU
POWER DISTRIBUTION CONTROL CIRCUIT

FAILURE MODES EFFECTS ANALYSIS FMEA – NON-CIL FAILURE MODE

NUMBER: M5-6SS-0115-01

REVISION#: 0 02/27/98

SUBSYSTEM NAME: ISS DOCKING SYSTEM

LRU: MID PCA-3

ITEM NAME: REMOTE POWER CONTROLLER

CRITICALITY OF THIS

FAILURE MODE: 1R3

FAILURE MODE:

LOSS OF OUTPUT, FAILS TO CONDUCT, FAILS TO TURN "ON"

MISSION PHASE: OO ON-ORBIT

VEHICLE/PAYLOAD/KIT EFFECTIVITY:	103	DISCOVERY
	104	ATLANTIS
	105	ENDEAVOUR

CAUSE:

A) PIECE PART FAILURE, B) CONTAMINATION, C) VIBRATION, D) MECHANICAL SHOCK, E) PROCESSING ANOMALY, F) THERMAL STRESS

CRITICALITY 1R1 DURING INTACT ABORT ONLY? NO

CRITICALITY 1R2 DURING INTACT ABORT ONLY (AVIONICS ONLY)? NO

REDUNDANCY SCREEN	A) PASS
	B) N/A
	C) PASS

PASS/FAIL RATIONALE:

A)

B)

PYROTECHNIC SEPARATION CLASSIFIED AS STANDBY REDUNDANCY.

C)

CORRECTING ACTION: NONE

CORRECTING ACTION DESCRIPTION:

DESIGN FAULT TOLERANCE: REDUNDANT PYROTECHNIC SEPARATION CIRCUIT REMAINS OPERATIONAL.

**FAILURE MODES EFFECTS ANALYSIS (FMEA) – NON-GIL FAILURE MODE
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- FAILURE EFFECTS -

(A) SUBSYSTEM:

LOSS OF CAPABILITY TO ACTIVATE ONE OF THE TWO PFCU LOGIC CIRCUITS.

(B) INTERFACING SUBSYSTEM(S):

DEGRADED REDUNDANCY FOR PYROTECHNIC SEPARATION CAPABILITY. LOSS OF ONE OF TWO +Y LOGIC SIGNALS TO THE PFCU.

(C) MISSION:

FIRST FAILURE - NO EFFECT

(D) CREW, VEHICLE, AND ELEMENT(S):

FIRST FAILURE - NO EFFECT

(E) FUNCTIONAL CRITICALITY EFFECTS:

POSSIBLE LOSS OF CREW/VEHICLE AFTER THREE FAILURES:

- 1) RPC FAILS TO CONDUCT - DEGRADED REDUNDANCY FOR PYROTECHNIC SEPARATION.
- 2) ONE OF THE TWELVE HOOKS FAILS TO OPEN (REF. FMEA M8-ISS-BM001-04). LOSS OF NOMINAL UNDOCKING CAPABILITY.
- 3) FUSE IN THE REDUNDANT CIRCUIT FAILS OPEN - LOSS OF NOMINAL UNDOCKING AND LOSS OF PFCU LOGIC RESULTING IN LOSS OF PYROTECHNIC UNDOCKING CAPABILITY.

DESIGN CRITICALITY (PRIOR TO DOWNGRADE, DESCRIBED IN (F)):

(F) RATIONALE FOR CRITICALITY DOWNGRADE:

ALTHOUGH THE CRITICALITY REMAINS UNCHANGED AFTER WORKAROUNDS CONSIDERATION (ALLOWED PER CR S050107W), ADDITIONAL FAULT TOLERANCE IS PROVIDED TO THE SYSTEM.

AFTER THE THIRD FAILURE, THE CREW WOULD PERFORM EVA TO REMOVE 96 BOLTS FROM THE DOCKING BASE TO CIRCUMVENT THE WORST CASE "DESIGN CRITICALITY" EFFECT. IF UNABLE TO PERFORM EVA (FOURTH FAILURE), POSSIBLE LOSS OF CREW/VEHICLE DUE TO LOSS OF ALL UNDOCKING CAPABILITY.

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- TIME FRAME -

TIME FROM FAILURE TO CRITICAL EFFECT: DAYS

TIME FROM FAILURE OCCURRENCE TO DETECTION: MINUTES

TIME FROM DETECTION TO COMPLETED CORRECTING ACTION: HOURS

IS TIME REQUIRED TO IMPLEMENT CORRECTING ACTION LESS THAN TIME TO EFFECT?
YES

RATIONALE FOR TIME TO CORRECTING ACTION VS TIME TO EFFECT:
DESIGN FAULT TOLERANCE: REDUNDANT PYROTECHNIC SEPARATION CIRCUIT REMAINS
OPERATIONAL. AFTER THE THIRD FAILURE, THE CREW CAN PERFORM EVA TO REMOVE
96 BOLTS FROM THE DOCKING BASE TO UNDOCK.

HAZARD REPORT NUMBER(S): ORBI 401

HAZARD(S) DESCRIPTION:
INABILITY TO SAFELY SEPARATE ORBITER FROM A MATED ELEMENT.

- APPROVALS -

SS&PAE
DESIGN ENGINEERING

: T. K. KIMURA
: C. J. ARROYO

J. Kimura 4-13-98
C. Arroyo