

1) CIL ITEM : F200-AG-01  
 2) FMEA CODE : F200-AG  
 3) COMPONENT : MCC Pc PRESSURE SENSOR INTERFACE P9  
 4) PART NUMBER : RE1493  
 5) SYSTEM/SUBSYSTEM : CONTROLLER/F200-XX  
 6) FAILURE MODE : FAILURE OF MCC Pc PRESSURE SENSOR INTERFACE

7) PREPARED : SSME RELIABILITY  
 8) APPROVED :  
 9) DATE : 04-19-96  
 10) REVISION/CHANGE : -001/0  
 11) EFFECTIVITY : -05  
 12) HAZARD REFERENCE : SEE LISTINGS BELOW  
 13) CCBD # : ME3-01-3285

PHASE	FAILURE DESCRIPTION/EFFECT	CRITICALITY
P 4-3	FAILURE OF BOTH SENSOR INTERFACE PAIRS WITHIN LIMITS RESULTS IN LOSS OF ENGINE START INHIBIT PROTECTION. LOSS OF VEHICLE DUE TO OXIDIZER DUCT RUPTURE MAY RESULT IF MCC FAILS TO IGNITE AND FAILURE IS NOT DETECTED.	1R HAZARD REF: ME-C35
	REDUNDANCY SCREENS: CONTROLLER SYSTEM - ENGINE SYSTEM: UNLIKE REDUNDANCY	
	A: PASS. REDUNDANT HARDWARE ITEMS ARE CAPABLE OF CHECKOUT DURING NORMAL GROUND TURNAROUND. B: FAIL. LOSS OF A REDUNDANT HARDWARE ITEM IS NOT DETECTABLE DURING FLIGHT. C: PASS. LOSS OF REDUNDANT HARDWARE ITEMS COULD NOT RESULT FROM A SINGLE CREDIBLE EVENT.	
S 4-4	FAILURE OF BOTH SENSOR INTERFACE PAIRS WITHIN LIMITS RESULTS IN LOSS OF IGNITION CONFIRM MONITORING RESPONSE. LOSS OF VEHICLE DUE TO OXIDIZER DUCT RUPTURE MAY RESULT IF MCC FAILS TO IGNITE AND FAILURE IS NOT DETECTED.	1R HAZARD REF: ME-C35
	REDUNDANCY SCREENS: CONTROLLER SYSTEM - ENGINE SYSTEM: UNLIKE REDUNDANCY	
	A: PASS. REDUNDANT HARDWARE ITEMS ARE CAPABLE OF CHECKOUT DURING NORMAL GROUND TURNAROUND. B: FAIL. LOSS OF A REDUNDANT HARDWARE ITEM IS NOT DETECTABLE DURING FLIGHT. C: PASS. LOSS OF REDUNDANT HARDWARE ITEMS COULD NOT RESULT FROM A SINGLE CREDIBLE EVENT.	
S 4-6	FAILURE OF ONE OR BOTH QUALIFIED SENSOR INTERFACE PAIR(S) WITHIN REDLINE LIMITS RESULTS IN LOSS OF REDLINE PROTECTION. LOSS OF VEHICLE DUE TO HPOTP/OPB FAILURE MAY RESULT IF LOW MAIN COMBUSTION CHAMBER PRESSURE OCCURS AND IS NOT DETECTED.	1R HAZARD REF: ME-C15,M ME-D15,M
	REDUNDANCY SCREENS: CONTROLLER SYSTEM - ENGINE SYSTEM: UNLIKE REDUNDANCY	
	A: PASS. REDUNDANT HARDWARE ITEMS ARE CAPABLE OF CHECKOUT DURING NORMAL GROUND TURNAROUND. B: FAIL. LOSS OF A REDUNDANT HARDWARE ITEM IS NOT DETECTABLE DURING FLIGHT. C: PASS. LOSS OF REDUNDANT HARDWARE ITEMS COULD NOT RESULT FROM A SINGLE CREDIBLE EVENT.	

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PHASE	FAILURE DESCRIPTION/EFFECT	CRITICALITY
M 4-2	<p>FAILURE OF BOTH SENSOR INTERFACE PAIRS OUTSIDE QUALIFICATION LIMITS RESULTS IN Pc REF USED IN VDT AND ELECTRICAL LOCKUP RESPONSE. MISSION ABORT MAY RESULT IF LOCKUP OCCURS DURING MAX Q THROTTLING. (SEE OPERATIONAL USE.)</p> <p>REDUNDANCY SCREENS: CONTROLLER SYSTEM: LIKE REDUNDANCY</p> <p>-----</p> <p>A: PASS. REDUNDANT HARDWARE ITEMS ARE CAPABLE OF CHECKOUT DURING NORMAL GROUND TURNAROUND.            B: PASS. LOSS OF A REDUNDANT HARDWARE ITEM IS DETECTABLE DURING FLIGHT.            C: PASS. LOSS OF REDUNDANT HARDWARE ITEMS COULD NOT RESULT FROM A SINGLE CREDIBLE EVENT.</p>	<p>IR HAZARD REF: ME-G4M</p>
M 4-3	<p>FAILURE OF BOTH SENSOR INTERFACE PAIRS OUTSIDE QUALIFICATION LIMITS RESULTS IN DISQUALIFICATION OF BOTH SENSOR CHANNELS AND A LOSS OF REDLINE PROTECTION. LOSS OF VEHICLE DUE TO NPTP/OPB FAILURE MAY RESULT IF LOW MAIN COMBUSTION CHAMBER PRESSURE OCCURS AND IS NOT DETECTED.</p> <p>REDUNDANCY SCREENS: CONTROLLER SYSTEM - ENGINE SYSTEM: UNLIKE REDUNDANCY</p> <p>-----</p> <p>A: PASS. REDUNDANT HARDWARE ITEMS ARE CAPABLE OF CHECKOUT DURING NORMAL GROUND TURNAROUND.            B: PASS. LOSS OF A REDUNDANT HARDWARE ITEM IS DETECTABLE DURING FLIGHT.            C: PASS. LOSS OF REDUNDANT HARDWARE ITEMS COULD NOT RESULT FROM A SINGLE CREDIBLE EVENT.</p>	<p>IR HAZARD REF: ME-C1S,M ME-D1S,M</p>
M 4-4	<p>FAILURE OF BOTH QUALIFIED OR THE REMAINING QUALIFIED SENSOR INTERFACE PAIR(S) BELOW REDLINE LIMIT WILL RESULT IN AN SLE INDICATION AND CONTROLLER INITIATED ENGINE SHUTDOWN. MISSION ABORT.</p> <p>REDUNDANCY-SCREENS: CONTROLLER SYSTEM: LIKE REDUNDANCY</p> <p>-----</p> <p>A: PASS. REDUNDANT HARDWARE ITEMS ARE CAPABLE OF CHECKOUT DURING NORMAL GROUND TURNAROUND.            B: PASS. LOSS OF A REDUNDANT HARDWARE ITEM IS DETECTABLE DURING FLIGHT.            C: PASS. LOSS OF REDUNDANT HARDWARE ITEMS COULD NOT RESULT FROM A SINGLE CREDIBLE EVENT.</p>	<p>IR HAZARD REF: ME-G4M</p>

F200-AQ-D1

PHASE	FAILURE DESCRIPTION/EFFECT	CRITICALITY
M 4-5	<p>FAILURE OF ONE OR BOTH SENSOR INTERFACE PAIR(S) WITHIN QUALIFICATION LIMITS RESULTS IN OFF-NOMINAL THRUST AND MIXTURE RATIO OPERATIONS. MISSION ABORT MAY RESULT IF OFF-NOMINAL PROPELLANT CONSUMPTION LEADS TO A SLE ENGINE SHUTDOWN OR PREMATURE PROPELLANT DEPLETION. (SEE OPERATIONAL USE.)</p> <p>REDUNDANCY SCREENS: CONTROLLER SYSTEM - ENGINE SYSTEM: UNLIKE REDUNDANCY</p> <p>-----</p> <p>A: PASS. REDUNDANT HARDWARE ITEMS ARE CAPABLE OF CHECKOUT DURING NORMAL GROUND TURNAROUND.            B: FAIL. LOSS OF A REDUNDANT HARDWARE ITEM IS NOT DETECTABLE DURING FLIGHT.            C: PASS. LOSS OF REDUNDANT HARDWARE ITEMS COULD NOT RESULT FROM A SINGLE CREDIBLE EVENT.</p>	<p>1R HAZARD REF: NE-G4M</p>
M 4-6	<p>FAILURE OF BOTH QUALIFIED SENSOR INTERFACE PAIRS OR REMAINING QUALIFIED SENSOR INTERFACE PAIR WITHIN MONITOR REDLINE LIMITS RESULTS IN LOSS OF REDLINE PROTECTION. LOSS OF VEHICLE DUE TO HPOTP/DPB FAILURE MAY RESULT IF LOW MAIN COMBUSTION CHAMBER PRESSURE OCCURS AND IS NOT DETECTED.</p> <p>REDUNDANCY SCREENS: CONTROLLER SYSTEM - ENGINE SYSTEM: UNLIKE REDUNDANCY</p> <p>-----</p> <p>A: PASS. REDUNDANT HARDWARE ITEMS ARE CAPABLE OF CHECKOUT DURING NORMAL GROUND TURNAROUND.            B: FAIL. LOSS OF A REDUNDANT HARDWARE ITEM IS NOT DETECTABLE DURING FLIGHT.            C: PASS. LOSS OF REDUNDANT HARDWARE ITEMS COULD NOT RESULT FROM A SINGLE CREDIBLE EVENT.</p>	<p>1R HAZARD REF: NE-C15,M NE DIS,M</p>
M 4-7	<p>FAILURE OF BOTH QUALIFIED SENSOR INTERFACE PAIRS OR REMAINING QUALIFIED SENSOR INTERFACE PAIR SUCH THAT ALL SENSORS DRIFT IN SAME DIRECTION, CONTROL WILL BE TO EXCESSIVE P<sub>c</sub> INDICATION UNTIL EITHER THE OPOV COMMAND LIMIT IS REACHED OR AN ENGINE REDLINE LIMIT IS EXCEEDED. MISSION ABORT.</p> <p>REDUNDANCY SCREENS: CONTROLLER SYSTEM: LIKE REDUNDANCY</p> <p>-----</p> <p>A: PASS. REDUNDANT HARDWARE ITEMS ARE CAPABLE OF CHECKOUT DURING NORMAL GROUND TURNAROUND.            B: PASS. LOSS OF A REDUNDANT HARDWARE ITEM IS DETECTABLE DURING FLIGHT.            C: PASS. LOSS OF REDUNDANT HARDWARE ITEMS COULD NOT RESULT FROM A SINGLE CREDIBLE EVENT.</p>	<p>1R HAZARD REF: NE-G4M</p>

PHASE	FAILURE DESCRIPTION/EFFECT	CRITICALITY
<p>M 4-8</p>	<p>FAILURE OF BOTH QUALIFIED SENSOR INTERFACE PAIRS OR REMAINING QUALIFIED SENSOR INTERFACE PAIR SUCH THAT ALL SENSORS DRIFT IN THE SAME DIRECTION AND THE DRIFT CAUSES A POWER LEVEL DECREASE. THIS RESULTS IN AN EFFECTIVE LOSS OF HPFTP COOLANT LINER PRESSURE REDLINE. LOSS OF VEHICLE DUE TO HPFTP FAILURE MAY RESULT IF COOLANT LINER OVERPRESSURIZATION OCCURS AND IS NOT DETECTED.</p> <p>REDUNDANCY SCREENS: CONTROLLER SYSTEM - ENGINE 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 ITEM IS NOT DETECTABLE DURING FLIGHT.                      C: PASS. LOSS OF REDUNDANT HARDWARE ITEMS COULD NOT RESULT FROM A SINGLE CREDIBLE EVENT.</p>	<p>1R HAZARD REF: ME-D1S,M</p>
<p>M 4-9</p>	<p>FAILURE OF BOTH QUALIFIED SENSOR INTERFACE PAIRS OR REMAINING QUALIFIED SENSOR INTERFACE PAIR SUCH THAT ALL SENSORS DRIFT IN THE SAME DIRECTION AND RESULTS IN A POWER DECREASE AT LOW ALTITUDE, WHICH CAUSES SEPARATION SIDE LOADS AND CAUSES NOZZLE FAILURES. LOSS OF VEHICLE.</p> <p>REDUNDANCY SCREENS: CONTROLLER SYSTEM: LIKE REDUNDANCY</p> <p>A: PASS. REDUNDANT HARDWARE ITEMS ARE CAPABLE OF CHECKOUT DURING NORMAL GROUND TURNAROUND.                      B: FAIL. LOSS OF A REDUNDANT HARDWARE ITEM IS NOT DETECTABLE DURING FLIGHT.                      C: PASS. LOSS OF REDUNDANT HARDWARE ITEMS COULD NOT RESULT FROM A SINGLE CREDIBLE EVENT.</p>	<p>1R HAZARD REF: ME-B7N</p>

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CIL ITEM: F200-AG-01	DESIGN	DOCUMENT REF.
ALL CAUSES: INPUT ELECTRONICS: OPEN OR SHORT CIRCUIT OF THE SENSOR INTERFACE (1)	THE MCC PRESSURES ARE REDUNDANT ELEMENT SENSOR PAIRS (1). A FAILURE MUST OCCUR IN EACH CONTROLLER CHANNEL (MULTIPLE FAILURE) TO CAUSE LOSS OF FUNCTION (2). THE CONTROLLER (WITH SOFTWARE) IS CONFIGURED TO DETECT AND RESPOND PROPERLY TO OUT OF QUALIFICATION LIMIT FAILURES, IMPLEMENT THE APPROPRIATE REDUNDANCY MANAGEMENT RESPONSE, AND COMMAND A SAFE ENGINE STATE WHEN CONTROLLER REDUNDANCY IS LOST (2). HOWEVER, THE CONTROLLER (WITH SOFTWARE) IS NOT CAPABLE OF DETECTING OR RESPONDING TO A FAILURE WHICH RESULTS IN THE LIMITS BEING MONITORED FAILING WITHIN ENGINE REDLINE LIMITS OR WITHIN NORMAL ENGINE OPERATING CONDITIONS (2).	(1) HONEYWELL BLOCK 11 FMEA VOL IV IE-F4  (1) DSHG8977A1 (2) CP406R000B 3.1.3:3 3.2.1:6.2 3.2.3:2.5 3.2.3:3 3.2.3:4 3.2.3:5 3.2.4
ELECTRICAL, MECHANICAL, AND ELECTROMECHANICAL PARTS FOR THE CIRCUITS INVOLVED IN THIS FUNCTION HAVE BEEN SELECTED FROM THE CLASS S OR EQUIVALENT APPROVED PARTS SELECTION LIST (1), QUALITY ASSURANCE AND SCREENING REQUIREMENTS FOR HIGH RELIABILITY MICROCIRCUITS (2), AND THE SPECIFICATION CONTROL DRAWING FOR MICROCIRCUITS, MONOLITHIC SILICON, AND TRANSISTOR-TRANSISTOR LOGIC (TTL) FAMILY OF DEVICES (3). PRIOR TO INSTALLATION ON THE CARD ASSEMBLIES, COMPONENTS ARE SUBJECTED TO A BURN-IN PERIOD WHERE PARTS ARE EXERCISED AT TEMPERATURES IN EXCESS OF NORMAL CONTROLLER OPERATING ENVIRONMENT, BUT LESS THAN COMPONENT MAXIMUM SPECIFIED OPERATING ENVIRONMENT, TO SCREEN FOR INFANT MORTALITY (4). IN ADDITION TO THESE REQUIREMENTS, ALL COMPONENTS ARE DERATED FROM THE MAXIMUM RATING AT OPERATING EXTREMES (5). CLEANLINESS AND ALL PROCESSES USED DURING MANUFACTURE ARE CONTROLLED BY SPECIFICATION REQUIREMENTS (5).	THE CONTROLLER DESIGN MEETS ALL CEI FAIL-OPERATE/FAILSAFE REQUIREMENTS FOR THIS FAILURE MODE (1). REDUNDANT CONTROLLER CHANNEL FUNCTIONS ARE PHYSICALLY SEPARATED WITHIN THE CONTROLLER HOUSING (2). CIRCUITS ARE DESIGNED TO PREVENT BRIDGING (2), ALL EEE PARTS ARE REQUIRED TO HAVE CONFORMAL COATING, AND INTERNAL WIRING IS INSULATED TO PREVENT SHORT CIRCUITS FROM CONDUCTIVE CONTAMINATION (3). ALL ELECTRICAL COMPONENTS ARE CONTAINED WITHIN THE CASE STRUCTURE WHICH IS PRESSURIZED WITH A POSITIVE PRESSURE INERT GAS BACKFILL TO PREVENT CONTAMINATION (2). WHERE APPLICABLE, ELECTROMAGNETIC INTERFERENCE SHIELDING IS PROVIDED AND CIRCUIT INTERCONNECTS USE TWISTED PAIR WIRING (2). ALL CIRCUIT CARDS ARE KEYED TO THEIR RESPECTIVE CONNECTION LOCATIONS TO PRECLUDE IMPROPER INSTALLATION (2). RAMP CLAMPS ARE UTILIZED TO PRECLUDE VIBRATION INDUCED CARD FAILURES (2). DESIGN OF CIRCUIT CARDS AND DETERMINATION OF COPPER PATH TRACE SPACING, WEIGHT, AND WIDTH IS CONTROLLED BY SPECIFICATION (2). EACH UNIT (PRODUCTION AND RECYCLE) IS REQUIRED TO PASS A FUNCTIONAL ACCEPTANCE TEST UNDER ENVIRONMENTAL CONDITIONS BEYOND THOSE SEEN DURING NORMAL FIELD OPERATION WITHOUT DEGRADATION OF HARDWARE LIFE EXPECTANCY (2). A WORST CASE CIRCUIT ANALYSIS WAS PERFORMED TO VERIFY NOMINAL OPERATION AT SPECIFICATION LIMITS (4). AN ANALYSIS WAS PERFORMED BY HONEYWELL TO ASSURE NO SINGLE POINT COMPONENT FAILURES ARE INHERENT TO THE CONTROLLER DESIGN (5).	(1) B5M03928, B5M03929 (2) B5M02704 (3) B5M03766 (4) B5M03876 (5) DSHG8977A1  (1) CP320R0003B (2) DSHG8977A1 (3) B5M03928 (4) ES24472-01 (5) HONEYWELL BLOCK 11 FMEA VOL I

CIL ITEM: F200-AG-01		DESIGN	DOCUMENT REF.
DESIGN QUALIFICATION TESTING OF THE CONTROLLER ASSEMBLY HAS BEEN PERFORMED INCLUDING: FAULT INSERTION TESTING (1), ASSEMBLY THERMAL CYCLING (2), CASE AND ASSEMBLY VIBRATION TESTING (3), ELECTROMAGNETIC INTERFERENCE AND SUSCEPTIBILITY TESTING (4), ACOUSTICAL NOISE TESTING (5), CASE ULTIMATE PRESSURE TESTING (6), AND ASSEMBLY BREAK OPEN INSPECTION (7).			(1) TR34079282 TR34080202 TR34088258 TR34088259 (2) TR34080203 TR34080207 (3) TR34080204 TR34080205 TR34080206 TR34087499 (4) TR34080209 (5) TR34080210 (6) TR34085021 (7) TR34085022
CIL ITEM: F200-AG-01		INSPECTION AND TEST	DOCUMENT REF.
POSSIBLE CAUSES	SIGNIFICANT CHARACTERISTICS	INSPECTION(S)/TEST(S)	DOCUMENT REF.
ALL CAUSES:	RE1493 - CONTROLLER		RE1493
	ASSEMBLY INTEGRITY	CLEANLINESS REQUIREMENTS ARE VERIFIED PER SPECIFICATION DURING MANUFACTURING OF THE CONTROLLER ASSEMBLY.  ENVIRONMENT CONTROLS (TEMPERATURE, HUMIDITY) ARE ENFORCED DURING ASSEMBLY AND TESTING PER SPECIFICATION REQUIREMENTS.  TO PREVENT COMPONENT DAMAGE, STATIC ELECTRICAL DISCHARGE POTENTIAL IS CONTROLLED DURING MANUFACTURING PER SPECIFICATION REQUIREMENTS.	RC1493  DSHG8977A1  DSHG8977A1
	MATERIAL INTEGRITY	MATERIAL INTEGRITY IS VERIFIED PER SPECIFICATION REQUIREMENTS.	RC1493

CIL ITEM: F200-AG-01		INSPECTION AND TEST	
POSSIBLE CAUSES	SIGNIFICANT CHARACTERISTICS	INSPECTION(S)/TEST(S)	DOCUMENT REF.
		PROTECTIVE FINISHES AND MATERIAL SELECTION TO PREVENT DETRIMENTAL EFFECTS FROM ENVIRONMENTAL EXPOSURE, STRESS CORROSION, AND ELECTROLYTIC CORROSION ARE VERIFIED PER SPECIFICATION REQUIREMENTS.	RC1493 MSFC-SPEC-250
		FLAMMABILITY REQUIREMENTS ARE VERIFIED PER SPECIFICATION REQUIREMENTS.	RC1493
	INTEGRITY OF ELECTRONICS	THE FOLLOWING PROCESSES ARE VERIFIED PER SPECIFICATION DURING MANUFACTURING OF THE CARD ASSEMBLIES:  <ul style="list-style-type: none"> <li>- CONSTRUCTION OF PRINTED CIRCUIT BOARDS.</li> <li>- INSTALLATION OF TERMINALS.</li> <li>- PLASTICS AND ELASTOMERS FOR ELECTRONIC ENCAPSULATION.</li> <li>- SOLDERED ELECTRICAL CONNECTIONS.</li> <li>- POST-SOLDERING INSPECTION FREE OF SPLATTER AND CONTAMINATION.</li> <li>- ELECTRICAL BONDING.</li> <li>- COMPONENT LEAD AND INTERCONNECTION MATERIAL SELECTION.</li> <li>- FREE OF CONTAMINATION AFTER CONFORMAL COATING.</li> </ul>	RL10005 RL10007 RL10008 RL10009 RL10009 RC1493 DSM0392B RC1493
	WELD INTEGRITY	ALL WELDS ARE VERIFIED TO DRAWING AND SPECIFICATION REQUIREMENTS.	RL10011
	PRE-CLOSEOUT TESTING AND INSPECTION	THE FOLLOWING TESTS ARE PERFORMED AT THE CARD/COMPONENT LEVEL DURING MANUFACTURING:  <ul style="list-style-type: none"> <li>- PARTIAL IMPACT NOISE DETECTION (PIND) TEST ON HYBRID MICROCIRCUITS AND CAVITY TYPE DEVICES.</li> <li>- ULTRASONIC SCAN TEST FOR DELAMINATION CERAMIC ON CAPACITORS (CKR05 AND CKR06).</li> <li>- BURN-IN PERIOD FOR ELECTRICAL PARTS.</li> <li>- INSULATION RESISTANCE AND CONTINUITY TEST.</li> <li>- DIELECTRIC WITHSTANDING VOLTAGE.</li> <li>- FUNCTIONAL TEST.</li> <li>- X-RAY OF CONTROLLER INTERNAL CABLES AND WIRES.</li> </ul>	DSHG8977A1 DSHG8977A1 DSM0392B DSHG8977A1 DSHG8977A1 DSHG8977A1 DSHG8977A1

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CIL ITEM: F200-AG-01		INSPECTION AND TEST	
POSSIBLE CAUSES	SIGNIFICANT CHARACTERISTICS	INSPECTION(S)/TEST(S)	DOCUMENT REF.
		THE FOLLOWING INSPECTIONS ARE PERFORMED ON THE COMPLETED ASSEMBLY PRIOR TO FINAL CLOSURE:	
		<ul style="list-style-type: none"> <li>- INTERNAL AND EXTERNAL CLEANLINESS.</li> <li>- CARD DIMENSIONS ARE VERIFIED AT CARD ASSEMBLY.</li> <li>- CHASSIS CAVITY INSPECTION FOR CONTAMINATION.</li> <li>- ELECTRICAL INTERFACE CONNECTORS.</li> <li>- CARD INSTALLATION AND CONFIGURATION AUDIT.</li> <li>- CONFORMAL COATING OF EEE PARTS.</li> </ul>	RC1493 DSHG8977A1 RC1493 RC1493 DSHG8977A1 85W03928
	ACCEPTANCE TESTS	THE FOLLOWING TESTS ARE PERFORMED BY HONEYWELL DURING ACCEPTANCE TESTING:	
		<ul style="list-style-type: none"> <li>- HERMETIC SEAL AND PRESSURIZATION PORT LEAK TEST.</li> <li>- FUNCTIONAL TEST INCLUDING:               <ul style="list-style-type: none"> <li>- OUTPUT INTERFACE,</li> <li>- CHECKOUT,</li> <li>- OPERATION,</li> <li>- CONTROLLER CHECKOUT.</li> </ul> </li> <li>- HIGH TEMPERATURE OPERATION.</li> <li>- LOW TEMPERATURE OPERATION.</li> <li>- VIBRATION TESTING.</li> <li>- FINAL FUNCTIONAL TEST.</li> </ul>	RC1493 RC1493 RC1493 RC1493 RC1493 RC1493 RC1493 RC1493 RC1493 RC1493
	NOT FIRE ACCEPTANCE TESTING (GREEN RUN)	CONTROLLER OPERATION IS VERIFIED THROUGH ENGINE NOT FIRE ACCEPTANCE TESTING.	RL00461
	HERMETIC SEAL INTEGRITY	INTERNAL PRESSURE IS MONITORED DURING CONTROLLER OPERATION.	OWRS0 V41A00.040
	FLIGHT FLOW TESTING	THE FOLLOWING TESTS ARE PERFORMED DURING FLIGHT FLOW VEHICLE PROCESSING AND AFTER ANY MAINTENANCE OR REPLACEMENT:	
		<ul style="list-style-type: none"> <li>- CONTROLLER CHECKOUT.</li> <li>- SENSOR CHECKOUT.</li> <li>- FRT</li> <li>- SELF-TEST.</li> </ul>	OWRS0 V41A00.010 OWRS0 V41A00.035 OWRS0 V41A00.010 OWRS0 V41A00.030-A CP406R000B



CIL ITEM: F200-AG-01		INSPECTION AND TEST	
POSSIBLE CAUSES	SIGNIFICANT CHARACTERISTICS	INSPECTION(S)/TEST(S)	DOCUMENT REF.
	PRE-FLIGHT CHECKOUT	<p>THE FOLLOWING TESTS ARE PERFORMED DURING LAUNCH COUNTDOWN:</p> <ul style="list-style-type: none"> <li>- PRE-CRYO LOADING CHECKOUT INCLUDING CONTROLLER AND SENSORS CHECKOUT.</li> <li>- SELF-TEST.</li> </ul> <p>CONTROLLER OPERATION IS VERIFIED BY THE GROUND LAUNCH SEQUENCER PRIOR TO ENGINE START BY ACCEPTANCE OF COMMANDS PURGE SEQUENCE 4, POWER LEVEL, AND START ENABLE.</p>	<p>CMRSD 500FRO.213 CP406R0008</p> <p>LAUNCH COMMIT CRITERIA 86E-4-1126</p>
	CONTINUOUS SELF-TEST	BITE TEST IS PERFORMED EVERY MAJOR CYCLE TO VERIFY HARDWARE INTEGRITY. (LAST TEST)	CP406R0008
<p>FAILURE HISTORY: COMPREHENSIVE FAILURE HISTORY DATA IS MAINTAINED IN THE PROBLEM REPORTING DATABASE (PRMS/PRCA). REFERENCE: NASA LETTER SA21/88/308 AND ROCKEEDYNE LETTER BRRC09761.</p>			

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.