

SSME FMEA/CIL
REDUNDANCY SCREEN

Component Group: **Electrical Harnesses**
 CIL Item: **H113-01, H115-01**
 Part Number: **R0018413, R0018415**
 Component: **Extended Life - Conventional - Spark Igniter Control 1W13, 1W15**
 FMEA Item: **H113, H115**
 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
S 4.3	<p>Failure of both harnesses causing loss of both igniter channels results in loss of MCC ignition. Low MCC pressure results in failure to satisfy ignition confirmed limits and controller initiated engine shutdown. Mission scrub. Loss of vehicle due to oxidizer duct rupture may result if MCC failure to ignite is not detected.</p> <p>Redundancy Screens: HARNESS 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 items is not detectable during flight. C: Pass - Loss of redundant hardware items could not result from a single credible event.</p>	1R ME-C3S
S 4.5	<p>Failure of both harnesses causing loss of both igniter channels results in the FPB gases failing to ignite, causing fuel pump speed to be below decline value and controller initiated engine shutdown. Oxidizer rich operation. Mission scrub. Loss of vehicle due to HPFTP failure may result if fuel preburner failure to ignite is not detected.</p> <p>Redundancy Screens: HARNESS 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 items is not detectable during flight. C: Pass - Loss of redundant hardware items could not result from a single credible event.</p>	1R ME-B6S
M 4.2	<p>Short in both harnesses causing loss of 28 VDC on both controller channel A and channel B results in de-energizing the actuator failsafe servoswitch coils. Controller initiates hydraulic lockup and a MCP indication. Mission abort may result when hydraulic lockup occurs during Max Q throttling.</p> <p>Redundancy Screens: HARNESS SYSTEM: LIKE 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**

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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, 40M50578; (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 CONNECTORS ARE SELECTED IN ACCORDANCE WITH MSFC STANDARDS FOR USE ON ROCKET PROPELLED VEHICLES (4). 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 (5) ARE A THREADED COMPILING 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 A SELF-LOCKING DESIGN. THIS DESIGN ELIMINATES THE NEED FOR CONNECTOR TORQUE LOCK (6). THE SELF-LOCKING CONNECTORS ARE MANUFACTURED FROM STAINLESS STEEL (7). STAINLESS STEEL PROVIDES AMPLE STRENGTH AND CORROSION RESISTANCE.

(1) RL10014; (2) RES1235, RE1731, RE1761; (3) RL00532, RSS-8546, CP320R0003B; (4) 40M38294, 40M39569; (5) RE1731, RE1761; (6) ECP 797; (7) RC1731, RC1761

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 (2). GOLD IS RESISTANT TO WATER CORROSION AND HUMIDITY. 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). IGNITERS ARE CONTROLLED ON REDUNDANT HARNESSES. THE BASIC HARNESS DESIGN IS TESTED PER HARNESS DESIGN VERIFICATION TESTING (2), INCLUDING VIBRATION TESTING (3), SAFETY FACTOR CRITERIA TESTING (4), DURING IGNITER VIBRATION TESTING (5) WHERE THE FLIGHT DESIGNED HARNESS IS CONNECTED TO THE IGNITER UNDER TEST, AND DURING ENGINE DVS TESTING (6). EXTENDED LIFE HARNESS DESIGN CHANGES WERE CERTIFIED BY HOT-FIRE TESTING, LABORATORY TESTING, ANALYSIS AND SIMILARITY (7).

(1) CP406RCD08; (2) DVS-SSME-202; (3) RSS-202-6; (4) RSS-202-20; (5) DVS-SSME-205; (6) DVS-SSME-101; (7) VRS344

SSME FMEA/CIL INSPECTION AND TEST

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Failure Causes	Significant Characteristics	Inspection(s) / Test(s)	Document Reference
A	1W13 EXTENDED LIFE HARNESS		R0018413
	1W15 EXTENDED LIFE HARNESS		R0018415
	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 FUNCTIONALLY TESTED 	<p>40M50577 RL00113 RL00128 RL00128 RL00128 RC1731 RC1761</p>
	INSTALLATION INTEGRITY	<p>INSTALLATION OF THE HARNESSES IS VERIFIED PER SPECIFICATIONS DEFINING THE:</p> <ul style="list-style-type: none"> - 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 RADI . - INSPECTION OF CONNECTORS PRIOR TO MATING. THIS INCLUDES BACKSHELL, PINS, CONNECTOR GASKET AND CONNECTOR PERIPHERAL O-RING. - TORQUE REQUIREMENTS FOR THREADED CONNECTORS. 	<p>RL00039 RS007007 RS007007 RL00039 RL00039 RL00039</p>
B, C, E, G	CONNECTOR		RES1235
	CONNECTOR		RE1731
	CONNECTOR		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. - SELECTION AND USAGE OF PROTECTIVE CLOSURES. <p>COMPLETED ASSEMBLY IS INSPECTED FOR CONTACT PIN RETENTION.</p>	<p>RA1613-005 RB0150-009 RL000113 RA0116-054</p>
			RL00113
D	CONNECTOR		RES1235
	CONNECTOR		RE1731
	CONNECTOR		RE1761
	CLEANLINESS OF COMPONENTS	CLEANLINESS REQUIREMENTS ARE VERIFIED PER SPECIFICATION DURING MANUFACTURING OF THE HARNESS ASSEMBLY.	RL00113

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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 PINS IS INSPECTED PER SPECIFICATION REQUIREMENTS.	RG1235 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	1W13 EXTENDED LIFE HARNESS		R0018413
	1W15 EXTENDED LIFE HARNESS		R0018415
	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) - IGNITER CHECKOUT. - FLIGHT READINESS TEST.	OMRSD V41AQ0.010 OMRSD V41AS0.030	

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.

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