

SSME FMEA/CIL
REDUNDANCY SCREEN

Component Group: Igniters and Sensors
 CIL Item: J223-01, J224-01
 Component: FPB and OPB Purge Pressure Transducers (P2.5, P2.4)
 Part Number: RE2233/RES7001, RE2233/RES7001
 Failure Mode: No output or erroneous output signal.

Prepared: M. Oliver
 Approved: T. Nguyen
 Approval Date: 3/30/99
 Change #: 1
 Directive #: CCB D ME3-01-4994
 Page: 1 of 1

Phase	Failure / Effect Description	Criticality Hazard Reference
S 4.5	<p>Erroneous output signals (from both qualified sensors or remaining qualified sensor within the redline limit results in loss of redline protection. Loss of vehicle due to ASI line burnout may result if check valve leakage exists and is not detected.</p> <p>Redundancy Screens: SENSOR SYSTEM - VALVE 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-B25

SSME EA/CIL
DESIGN

Component Group: Igniters and Sensors
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Page: 1 of 2

Design / Document Reference

FAILURE CAUSE: A: Broken or shorted conductors.

ELECTRONIC, ELECTRICAL, AND ELECTROMECHANICAL PARTS FOR THE CIRCUITS INVOLVED IN THIS FUNCTION HAVE BEEN SELECTED FROM THE CLASS S OR EQUIVALENT APPROVED PARTS SELECTION (1). STRAIN GAUGE OPERATION IS WITHIN ITS ELASTIC RANGE, BELOW THE MATERIAL YIELD POINT. SUPPORT FOR THE STRAIN GAUGES IS PROVIDED BY ADHESIVE AND FILM USED IN CONSTRUCTION AND ATTACHMENT OF THE STRAIN GAUGES (2). INTERCONNECTING WIRES FROM DIAPHRAGM TO TERMINAL HEADER ARE SECURED BY POTTING STRIPS TO PREVENT MOVEMENT AND WIRE FATIGUE. THE ADHESIVE AND FILM PROVIDE INSULATION FOR STRAIN GAUGES. LEADWIRES ARE INSULATED TO PREVENT SHORTING. PROCESSES USED FOR SOLDERING OF ELECTRICAL CONNECTIONS AND TERMINAL CONNECTIONS ARE CONTROLLED BY SPECIFICATION (3). UPPER WIRING POTTING PREVENTS WIRE MOVEMENT AND SUBSEQUENT WIRE FAILURE (4).

(1) B5M03928; (2) RC7001; (3) RL10005, RL10007, MSFC-SPEC-278; (4) RL10008

FAILURE CAUSE: C: Sensor inlet plugged.

ORBITER SYSTEM DESIGN INCORPORATES A FILTER IN THE OXYGEN AND FUEL FEED SYSTEM ELIMINATING PROPELLANT CONTAMINATION SOURCES (1). THE HELIUM SUBSYSTEM HAS A FILTER IN THE PCA PREVENTING CONTAMINATION ENTERING THE SYSTEM DURING PURGES (2). INLET PORT PASSAGE SIZE PROVIDES CONTAMINATION PROTECTION (3) MINOR FLOW IN THE SENSOR INLET DUE TO CLOSED CAVITY DESIGN REDUCES POTENTIAL FOR PARTICLE CONTAMINATION. PARTIAL BLOCKAGE OF THE INLET WILL NOT DEGRADE SENSOR FUNCTION. COMPLETE BLOCKAGE FORMING A PRESSURE VESSEL IS REQUIRED TO ALTER SENSOR FUNCTION.

(1) ICD 15M15000; (2) R0019450; (3) RC7001

FAILURE CAUSE: E: Fractured sensor diaphragm.

THE DIAPHRAGM IS MANUFACTURED FROM A-286. A-286 EXHIBITS RESISTANCE TO CORROSION AND RESISTANT TO HYDROGEN ENVIRONMENT BRITTLENESS (1). DESIGN CRITERIA FOR DURST AND PROOF PRESSURE REQUIREMENTS ARE IDENTICAL IN BOTH DESIGNS (2). THE MINIMUM FACTORS OF SAFETY MEET CEI REQUIREMENTS (3). THE DIAPHRAGM MEETS HIGH CYCLE AND LOW CYCLE FATIGUE LIFE CEI REQUIREMENTS (4).

(1) RSS-8562; (2) RC7001; (3) RSS-8546, CP320R0003B; (4) RL00532 CP320R0003B

FAILURE CAUSE: F: Vacuum reference cavity damaged causing loss of vacuum.

THE OUTER CASE IS MANUFACTURED FROM CORROSION RESISTANT 304L CRES. THE OUTER CASE, CONNECTOR ASSEMBLY, AND BASE ASSEMBLY ARE WELDED TOGETHER TO FORM THE VACUUM REFERENCE CAVITY. THE CAVITY IS HERMETICALLY SEALED PER DESIGN REQUIREMENT (1). SHOULD VACUUM BE LOST, THE CHANGE OF THE SENSOR ACCURACY COMPARED TO THE OPERATING PRESSURE RANGE IS MINIMAL.

(1) RC7001

FAILURE CAUSE: G: Broken pins.

CONNECTOR SELECTION OF THE ASSEMBLIES IS CONTROLLED BY ROCKETDYNE SPECIFICATION REQUIREMENTS (1). THE CONNECTOR DESIGN INCORPORATES FEATURES SUCH AS RUBBER SEALS, CORROSION RESISTANT PINS, LOCKING CONNECTORS, AND CONTROLLED ELECTRICAL CONNECTIONS TO PREVENT MALFUNCTION. THE CONNECTORS ARE IN ACCORDANCE WITH STANDARDS FOR USE ON ROCKET PROPELLED VEHICLES (2). THE PINS ARE NICKEL UNDERPLATED AND GOLD OVERPLATED TO PREVENT CORROSION AND MINIMIZE CONTACT RESISTANCE. THE PLATING IS CONTROLLED PER SPECIFICATION (2). THE CONNECTORS HAVE COMPLETED HARNESS DVS TESTING AND SENSOR DVS TESTING (3).

(1) RC7001; (2) RC1231; (3) DVS-SSME-202, DVS-SSME-203

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Page: 2 of 2

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FAILURE CAUSE: H: Change of internal resistance caused by moisture, corrosion, or contamination.

SENSORS ARE HERMETICALLY SEALED TO PROTECT FROM CONTAMINATION. A BACK FILL OF THE SENSOR CAVITY IS DONE TO INCORPORATE AN INERT PURGE PREVENTING CORROSION OR CONDENSATION IN THE SENSOR. LEAK RATE REQUIREMENTS ARE CONTROLLED PER SPECIFICATION TO PREVENT INDUCTANCE OF FOREIGN SUBSTANCES AND PREVENT LOSS OF THE INERT GAS BACKFILL. INTERNAL POTTING, PASSIVATION, VARNISHING, AND COATING WITH ADHESIVE PROTECTS FROM INTERNAL CORROSION (1)

(1) RC7001

FAILURE CAUSE: ALL CAUSES

SENSOR SYSTEM DESIGN PROVIDES REDUNDANCY TO THE ELECTRICAL COMPONENTS TO PRECLUDE ALL SINGLE POINT FAILURES OF THE CONTROL FUNCTIONS. AN IDENTICAL DESIGN SENSOR IS USED AT THE FUEL PREBURNER PC PORT WHERE THE ENVIRONMENT IS MORE EXTREME. THE SENSORS ARE A VENDOR ITEM. DRAWING SPECIFICATIONS AND MANUFACTURING PROCESSES ARE CONTROLLED BY ROCKETDYNE (1). ALL SENSOR DESIGN ARE SUBJECTED TO A CRITICAL DESIGN REVIEW. ANY DESIGN CHANGES ARE RE-VIEWED (1). THE SENSORS HAVE COMPLETED DESIGN VERIFICATION TESTING (2). INCLUDING VIBRATION TESTING (3). THE MINIMUM FACTORS OF SAFETY MEET CEI REQUIREMENTS (4). THE SENSORS WERE ANALYZED FOR HIGH CYCLE FATIGUE AND LOW CYCLE FATIGUE LIFE AND MEET CEI REQUIREMENTS (5). TABLE J223, J224 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 (6). SENSORS FROM ENGINE 2010 WERE RE-SUBJECTED TO ACCEPTANCE TESTING. ALL SENSORS MET ACCEPTANCE CRITERIA WITH THE EXCEPTION OF ONE WHICH EXHIBITED A MINOR ZERO SHIFT. THE CONTROLLER MONITOR SYSTEM IS COMPRISED OF REDUNDANT SENSOR ELECTRONICS, REDUNDANT HARNESSSES, AND REDUNDANT CONTROLLER CHANNELS (7).

(1) RC7001; (2) DVG-SSME-203, RSS-8660; (3) RSS-203-13, RSS-203-14; (4) RSS-8546, CP320R0003B; (5) RL00532, CP320R0003B; (6) RSS-8756; (7) CP406R0008 3 2 3.5

**SSME FN CIL
INSPECTION AND TEST**

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Page: 1 of 2

Failure Causes	Significant Characteristics	Inspection(s) / Test(s)	Document Reference
A	SINGLE PICKUP, DUAL OUTPUT, PRESSURE TRANSDUCER		RES2233 / RES7001
	INTEGRITY OF INTERNAL ELECTRONICS COMPONENTS	PROCESSES USED IN THE TRANSDUCER MANUFACTURE AND ASSEMBLY ARE VERIFIED PER SPECIFICATION AND INCLUDE: - SOLDERING OF ELECTRICAL CONNECTIONS. - ATTACHMENT TO TERMINALS. - ENCAPSULATION OF COMPONENTS.	RL10009 RL10007 RL10008
C	PRESSURE TRANSDUCER EXTERNAL CLEANLINESS	TRANSDUCERS ARE VERIFIED CLEANED PER SPECIFICATION REQUIREMENTS.	RES2233 / RES7001 RC7001
E	PRESSURE TRANSDUCER DIAPHRAGM INTEGRITY	TRANSDUCER DIAPHRAGM IS PROOF PRESSURE TESTED PER SPECIFICATION REQUIREMENTS.	RES2233 / RES7001 RC7001
F	PRESSURE TRANSDUCER REFERENCE CAVITY INTEGRITY	TRANSDUCERS ARE PROOF PRESSURE TESTED PER SPECIFICATION REQUIREMENTS. REFERENCE CAVITY IS LEAK CHECKED TO VERIFY SEAL PER SPECIFICATION REQUIREMENTS.	RES2233 / RES7001 RC7001
G	PRESSURE TRANSDUCER CONNECTOR RECEPTACLE CONNECTOR INTEGRITY	THE PLATING ON THE CONNECTOR PINS IS INSPECTED PER SPECIFICATION REQUIREMENTS. THE FOLLOWING TESTS ARE PERFORMED DURING MANUFACTURING AND SENSOR ACCEPTANCE: - INSULATION RESISTANCE BETWEEN PINS AND THE CASE IS VERIFIED TO BE WITHIN SPECIFICATION - DIELECTRIC VOLTAGE TESTS MEASURE THE CURRENT LEAKAGE BETWEEN PINS AND CASE AND VERIFY THEM TO BE WITHIN SPECIFICATION. - TRANSDUCER BRIDGE RESISTANCE IS VERIFIED TO BE WITHIN SPECIFICATION.	RES2233 / RES7001 RES1231 RC1231 RC7001 RC7001 RC7001
H	PRESSURE TRANSDUCER HERMETIC SEAL INTEGRITY	CLEANLINESS REQUIREMENTS ARE VERIFIED PER SPECIFICATION DURING MANUFACTURING OF THE TRANSDUCERS. AFTER THE CASE IS WELDED, HELIUM LEAK TESTS ARE PERFORMED TO VERIFY HERMETIC SEAL.	RES2233 / RES7001 RC7001
ALL CAUSES	PRESSURE TRANSDUCER ASSEMBLY INTEGRITY	ALL VENDOR INSPECTION AND TEST CRITERIA IS UNDER ROCKETDYNE APPROVAL AND CONTROL.	RES2233 / RES7001 RC7001

98 - C

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 Page: 2 of 2

Failure Causes	Significant Characteristics	Inspection(s) / Test(s)	Document Reference
ALL CAUSES	ASSEMBLY INTEGRITY	TRANSDUCERS ARE SUBJECTED TO A WORKMANSHIP SCREENING ACCEPTANCE TEST INCLUDING VIBRATION THERMAL CYCLING AND FUNCTIONAL TESTS.	RC7001
	HOT FIRE ACCEPTANCE TESTING (GREEN RUN)	SENSOR OPERATION IS VERIFIED THROUGH HOT FIRE ACCEPTANCE TESTING.	RL00481
	DATA REVIEW	ALL CONTROLLER DATA FROM THE PREVIOUS FLIGHT OR HOT FIRE IS REVIEWED. ANY ANOMALOUS CONDITION NOTED REQUIRES FURTHER TESTING OR HARDWARE REPLACEMENT PRIOR TO THE NEXT FLIGHT.	MSFC PLN 1228
	PRE-FLIGHT CHECKOUT	SENSORS ARE VISUALLY INSPECTED. SENSOR OPERATION IS VERIFIED EVERY MISSION FLOW BY SUCCESSFUL COMPLETION OF THE CONTROLLER SENSOR ELECTRICAL CHECKOUT. (LAST TEST)	OMRSD V41BU0.030 OMRSD V41AQ0.010 OMRSD S00FA0.213

Failure History: Comprehensive failure history data is maintained in the Problem Reporting database (PRAMS/PRAGA)
 Reference: NASA letter SA21186/308 and Rockaldyne letter 88RC09761
 Operational Use: Not Applicable.

J-87

SSR MEA/CIL
FIELD CONFIGURATION VARIANCES FROM CIL RATIONALE

Component Group: Igniters and Sensors
 Item Name: FPB and QPB Purge Pressure Transducers (P2.5, P2.4)
 Item Number: J223, J224
 Part Number: RE2233/RES7001, RE2233/RES7001

Prepared: M. Oliver
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Page: 1 of 1

Base Line Rationale	Variance	Change Rationale	Variant Dash Number
J223, J224 - These welds have been assessed and determined to have improved ultimate and yield strengths, endurance limits and fracture toughness over those welds listed in the weld assessment (VRS-0550)	Welds were assessed as acceptable for flight by risk assessment (RSS-8756).	New design eliminates one weld and increases overall component strength. USE AS IS RATIONALE: Welded assemblies meet all CEI requirements (RSS-8756).	RES7001-207, 227 RE2233-021
J223, J224 - New design improves producibility, inspectability and reliability of the transducer. New design reduces the risk of the introduction of conductive contamination.	An internal vacuum case is used for zero pressure reference point.	New design eliminates internal vacuum case and reduces potential for conductive contamination. USE AS IS rationale: Functionality of zero pressure reference is maintained.	RES7001-217, 237 RE2233-021

**SSME EA/CIL
WELD JOINTS**

Component Group: Igniters and Sensors
 CIL Item: J223, J224
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 Page: 1 of 1

Component	Basic Part Number	Weld Number	Weld Type	Class	Root Side Not Access	Critical Initial Flaw Size Not Detectable		Comments
						HCF	LCF	
PRESSURE TRANSDUCER	RE2233/RES7001							
PRESSURE TRANSDUCER	JKR1900	CCC-1	EBW	II	X	X	X	
PRESSURE TRANSDUCER	JLD1900	CCC-2	EBW	II	X	X		
PRESSURE TRANSDUCER	JVA1900	CCC-5	EBW	II	X			