

CRITICAL ITEMS LIST

PROJECT: SRMS (-5 MCIU INSTALLED)
 ASS'Y NOMENCLATURE: D&C PANEL

SYSTEM: D&C SUBSYSTEM
 ASS'Y P/N: 51140E391

SHEET: 1

FMEA REF.	FMEA REV.	NAME, QTY, & DRAWING REF. DESIGNATION	FAILURE MODE AND CAUSE	FAILURE EFFECT ON END ITEM	NDWR / FUNC. 1/1 CRITICALITY	RATIONALE FOR ACCEPTANCE SCREENS: N/A
115	0	BRAKE ON/OFF SWITCH QTY-1. P/N CAE 87836 ME452-0102 TYPE VII ED 92020 SHEET 1	MODE: IN DIRECT DRIVE, WRONG JOINT DIRECTION. CAUSE(S): (1) BRAKE SW 20V CONTACT (TO MCIU) FAILS O/C.	WHEN DIRECT DRIVE SELECTED MAY GET BRAKES LIFTED AND ZERO RATE COMMAND. IF DIRECT DRIVE "POSITIVE" COMMANDED, JOIN DRIVES "NEGATIVE", BRAKES "ON" FOR OTHER JOINS AUTO BRAKES WHEN COMMAND REMOVED. NO MOVEMENT FOR "NEGATIVE" COMMAND. LOSS OF BRAKE PULSE TEST. IF AUTO-BRAKES AND/OR MCIU FAILURE WARNING SET BY THE MCIU DUE TO A FAILURE, THEY CANNOT BE CLEARED BY THE D&C PANEL BRAKE SWITCH. IF "MCIU" FAILURE WARNING ANNUNCIATED DUE TO MCIU HARDWARE WATCHDOG TIMER/MICROPROCESSOR FAILURE, CANNOT RESET EE AUTO MODE COMMAND CLEARING WITH BRAKE SWITCH. WORST CASE UNEXPECTED MOTION. WRONG JOINT DIRECTION CREW ACTION REQUIRED. REDUNDANT PATHS REMAINING ----- N/A	DESIGN FEATURES ----- TOGGLE SWITCHES USED ON THE D&C PANEL ARE HERMETICALLY SEALED, AND OF A MATURE AND PROVEN DESIGN. THESE SWITCHES ARE IN COMMON USE ON THE ORBITER VEHICLE. THE SWITCHES ARE CONTROLLED BY ROCKWELL INTERNATIONAL SPECIFICATION MC 452-0102 AND HAVE BEEN QUALIFIED TO THE REQUIREMENTS OF THIS SPECIFICATION. ELECTRICAL CONNECTIONS TO THE SWITCH ARE ACHIEVED BY MEANS OF SOLDERABLE TERMINALS. WIRING TO SWITCH TERMINALS UTILIZES NICKEL PLATED CONDUCTORS WITH A POLYAMID INSULATION. SOLDERING OF THE NICKEL PLATED WIRE TO THE SWITCH TERMINALS IS CONTROLLED BY CAE PROCESS SPECIFICATION PD 91059. THE WIRING HARNESS IS DESIGNED TO BE CAPABLE OF SEPARATE TESTING (FOR INSULATION RESISTANCE, DIELECTRIC STRENGTH, AND CONTINUITY). MOUNTING OF THE SWITCH TO THE D&C PANEL IS BY MEANS OF A 19/32 NUT WHICH ENGAGES A THREADED BUSHING ON THE SWITCH. A KEYED WASHER PROVIDES ROTATION RESTRAINT. AFTER INSTALLATION AND TORQUING, THE NUT IS STAKED TO THE PANEL BY A BLOB OF EPOXY ADHESIVE. A STAINLESS STEEL GUARD PROTECTS THE SWITCH LEVER AGAINST DAMAGE OR INADVERTENT OPERATION. ANALYSIS OF THE BASIC PANEL STRUCTURE HAS DEMONSTRATED THAT THERE ARE NO RESONANCES IN THE RELEVANT VIBRATION FREQUENCY SPECTRUM. THIS ANALYSIS HAS BEEN VERIFIED BY VIBRATION TESTING OF THE D&C PANEL ASSEMBLY. APPLICATION ANALYSIS HAS CONFIRMED THAT ADEQUATE ELECTRICAL STRESS MARGINS ARE ACHIEVED. AT THE PART LEVEL, QUALIFICATION/CERTIFICATION TESTING IS DEFINED BY ROCKWELL INTERNATIONAL SPECIFICATION MC452-0102. THIS TEST REQUIREMENT INCLUDES: INSULATION RESISTANCE, DIELECTRIC STRENGTH, CONTACT RESISTANCE, RANDOM VIBRATION (48 MINUTES PER AXIS) LEAKAGE AT ONE ATMOSPHERE DIFFERENTIAL PRESSURE, TOGGLE STRENGTH. FOR SWITCH OPERATIONAL CYCLES REFER TO TABLE 13. ALL UNITS ARE SUBJECTED TO ACCEPTANCE TESTS WHICH INCLUDE PRE-ACCEPTANCE RUN-IN, DIELECTRIC STRENGTH, INSTALLATION RESISTANCE, CONTACT RESISTANCE, ACCEPTANCE VIBRATION, SEAL TEST, VISUAL EXAMINATION, AND RADIOGRAPHIC INSPECTION.	

PREPARED BY: MFNG

SUPERCEDING DATE: NONE

DATE: 11 JUL 91

CIL REV: 0

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 ASS'Y NOMENCLATURE: D&C PANEL

SYSTEM: D&C SUBSYSTEM
 ASS'Y P/N: 51140E391

SHEET: 2

FMEA REF.	FMEA REV.	NAME, QTY, & DRAWING REF. DESIGNATION	FAILURE MODE AND CAUSE	FAILURE EFFECT ON END ITEM	MDWR / FUNC. 1/1 CRITICALITY	RATIONALE FOR ACCEPTANCE SCREENS: N/A
115	0	BRAKE ON/OFF SWITCH QTY-1, P/W CAE 87036 HE452-0102 TYPE V11 ED 92020 SHEET 1	<p>MODE: IN DIRECT DRIVE. WRONG JOINT DIRECTION.</p> <p>CAUSE(S): (1) BRAKE SW 20V CONTACT (TO MCIU) FAILS O/C.</p>	<p>WHEN DIRECT DRIVE SELECTED MAY GET BRAKES LIFTED AND ZERO RATE COMMAND.</p> <p>IF DIRECT DRIVE "POSITIVE" COMMANDED, JOIN DRIVES "NEGATIVE". BRAKES "ON" FOR OTHER JOINTS AUTO BRAKES WHEN COMMAND REMOVED. NO MOVEMENT FOR "NEGATIVE" COMMAND.</p> <p>LOSS OF BRAKE PULSE TEST.</p> <p>IF AUTO-BRAKES AND/OR MCIU FAILURE WARNING SET BY THE MCIU DUE TO A FAILURE, THEY CANNOT BE CLEARED BY THE D&C PANEL BRAKE SWITCH. IF "MCIU" FAILURE WARNING ANNUNCIATED DUE TO MCIU HARDWARE WATCHDOG TIMER/ MICROPROCESSOR FAILURE, CANNOT RESET EE AUTO MODE COMMAND CLEARING WITH BRAKE SWITCH.</p> <p>WORST CASE</p> <p>UNEXPECTED MOTION. WRONG JOINT DIRECTION CREW ACTION REQUIRED.</p> <p>REDUNDANT PATHS REMAINING</p> <p>N/A</p>		<p>ACCEPTANCE TESTS</p> <p>THE HARDWARE ITEM IS SUBJECTED TO THE FOLLOWING ACCEPTANCE ENVIRONMENTAL TESTS AS PART OF THE D&C PANEL ASSEMBLY.</p> <ul style="list-style-type: none"> O VIBRATION: LEVEL AND DURATION - REFERENCE TABLE 1 O THERMAL: +110 DEGREES F TO PLUS 10 DEGREES F (2 CYCLES - 9.5 HRS/CYCLE.) <p>THE D&C PANEL ASSEMBLY IS FURTHER TESTED AS PART OF THE RMS SYSTEM TESTS (TP510 RMS STRONGBACK TEST AND TP552 FLAT FLOOR TEST) WHICH VERIFIES THE ABSENCE OF THE FAILURE MODE.</p> <p>QUALIFICATION TESTS</p> <p>THE SWITCH ITEM HAS BEEN QUALIFIED FOR ORBITER USE. THE D&C PANEL ASSEMBLY HAS BEEN SUBJECTED TO THE FOLLOWING QUALIFICATION TEST ENVIRONMENTS.</p> <ul style="list-style-type: none"> O VIBRATION: LEVEL AND DURATION - REFERENCE TABLE 1 O SHOCK: 20G/11 MS - 3 AXES (6 DIRECTIONS) O THERMAL: 130 DEGREES F TO -23 DEGREES F (12 HRS PER CYCLE) (6 CYCLES) O HUMIDITY: 95% (120 DEGREES F TO 82 DEGREES F CYCLE IN 16 HRS) 10 CYCLES TOTAL. O EMC: MIL-STD-461 AS MODIFIED BY SL-E-0002 (TEST CE01, CE02, CE03, CS01 (DC/AC), CE03, CS01 (DC/AC), CS02, CS06, RE02 (B/N), RS02, RS03, RS04) <p>FLIGHT CHECKOUT</p> <p>PDRS OPS CHECKLIST (ALL VEHICLES) JSC 16987</p>

PREPARED BY: MFWG

SUPERCEDING DATE: NONE

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CIL REV: 0

EXPEDITE PROCESSING

5040237A
 ATTACHMENT
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CRITICAL ITEMS LIST

PROJECT: SRMS (-5 MCIU INSTALLED)
 ASS'Y NOMENCLATURE: D&C PANEL

SYSTEM: D&C SUBSYSTEM
 ASS'Y P/N: 51740E391

SHEET: 3

FMEA REF.	FMEA REV.	NAME, QTY, & DRAWING REF. DESIGNATION	FAILURE MODE AND CAUSE	FAILURE EFFECT ON END ITEM	HOWR / FUNC. I/I CRITICALITY	RATIONALE FOR ACCEPTANCE SCREENS: N/A
115	0	BRAKE ON/OFF SWITCH Q17-1. P/N CAE 07036 ME452-0102 TYPE V11 ED 92020 SHEET 1	MODE: IN DIRECT DRIVE. WRONG JOINT DIRECTION. CAUSE(S): (1) BRAKE SW 28V CONTACT (TO MCIU) FAILS O/C.	WHEN DIRECT DRIVE SELECTED MAY GET BRAKES LIFTED AND ZERO RATE COMMAND. IF DIRECT DRIVE "POSITIVE" COMMANDED, JOIN DRIVES "NEGATIVE". BRAKES "ON" FOR OTHER JOINTS AUTO BRAKES WHEN COMMAND REMOVED. NO MOVEMENT FOR "NEGATIVE" COMMAND. LOSS OF BRAKE PULSE TEST. IF AUTO-BRAKES AND/OR MCIU FAILURE WARNING SET BY THE MCIU DUE TO A FAILURE, THEY CANNOT BE CLEARED BY THE D&C PANEL BRAKE SWITCH. IF "MCIU" FAILURE WARNING ANNUNCIATED DUE TO MCIU HARDWARE WATCHDOG TIMER/MICROPROCESSOR FAILURE, CANNOT RESEY EE AUTO MODE COMMAND CLEARING WITH BRAKE SWITCH. WORST CASE UNEXPECTED MOTION. WRONG JOINT DIRECTION CREW ACTION REQUIRED. REDUNDANT PATHS REMAINING N/A	QA/INSPECTIONS ----- HERMETICALLY SEALED TOGGLE SWITCHES ARE PROCURED TO ROCKWELL SPECIFICATION MC452-0102. AS REQUIRED BY CAE SPEC. PS-87836. CAE PART NO. PS87836; QUALIFICATION AND ACCEPTANCE TESTING OF SWITCHES IS PERFORMED TO R.I. SPEC. MC 452-0102. RECEIVING INSPECTION VERIFIES THAT SWITCHES RECEIVED ARE AS IDENTIFIED IN THE PROCUREMENT DOCUMENTS, THAT NO PHYSICAL DAMAGE HAS OCCURRED TO SWITCHES DURING SHIPMENT, THAT THE RECEIVING DOCUMENTS PROVIDE ADEQUATE TRACEABILITY INFORMATION AND ACCEPTANCE TEST DATA IDENTIFIES ACCEPTABLE PARTS. PARTS ARE INSPECTED THROUGHOUT MANUFACTURE AND ASSEMBLY AS APPROPRIATE TO THE MANUFACTURING STAGE COMPLETED. THESE INSPECTIONS INCLUDE, COMPONENT MOUNTING TO FRONT PANEL INSPECTION, SOLDERING OF WIRES TO SWITCH CONTACTS, WIRE ROUTING, STRESS RELIEF OF WIRES ETC., OPERATORS AND INSPECTORS ARE TRAINED AND CERTIFIED TO NASA MHB 5300.4(JA) STANDARD, AS MODIFIED BY JSC08800A. PRE-TEST INSPECTION OF D&C PANEL ASSY INCLUDES AN AUDIT OF LOWER TIER INSPECTION COMPLETION, AS BUILD CONFIGURATION VERIFICATION TO AS DESIGN ETC. (SPAR/GOVERNMENT REP. - MANDATORY INSPECTION POINT) A TEST READINESS REVIEW (TRR) WHICH INCLUDES VERIFICATION OF TEST PERSONNEL, TEST DOCUMENTS, TEST EQUIPMENT CALIBRATION/ VALIDATION STATUS AND HARDWARE CONFIGURATION IS CONVENED BY QUALITY ASSURANCE IN CONJUNCTION WITH ENGINEERING RELIABILITY, CONFIGURATION CONTROL, SUPPLIER AS APPLICABLE, AND THE GOVERNMENT REPRESENTATIVE, PRIOR TO THE START OF ANY FORMAL TESTING (ACCEPTANCE OR QUALIFICATION). ACCEPTANCE TESTING (ATP) INCLUDES AMBIENT PERFORMANCE, THERMAL AND VIBRATION TESTING, (SPAR/GOVERNMENT REP. - MANDATORY INSPECTION POINT). INTEGRATION OF D&C PANEL, RHC, IMC AND MCIU, INSPECTIONS ARE PERFORMED AT EACH STAGE OF INTEGRATION, WHICH INCLUDES GROUNDING CHECKS, INTER CONNECT CABLE VERIFICATION, CONNECTOR INSPECTION FOR BENT OR PUSHBACK CONTACTS ETC. SUB-SYSTEM PERFORMANCE TESTING (ATP), INCLUDES AN AMBIENT PERFORMANCE TEST. (MANDATORY INSPECTION POINT). SRMS SYSTEMS INTEGRATION -THE INTEGRATION OF MECHANICAL ARM SUBASSEMBLIES AND THE FLIGHT CABIN EQUIPMENT TO FORM THE SRMS. INSPECTIONS ARE PERFORMED AT EACH PHASE OF INTEGRATION WHICH INCLUDES GROUNDING CHECKS, THRU WIRING CHECKS, WIRING ROUTING, INTERFACE CONNECTORS FOR BENT OR PUSH BACK CONTACTS ETC. SRMS SYSTEMS TESTING - STRONGBACK AND FLAT FLOOR AMBIENT PERFORMANCE TEST. (SPAR/GOVERNMENT REP. - MANDATORY INSPECTION POINT)	

PREPARED BY: MFNG SUPERCEDING DATE: NONE

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PROJECT: SRMS (-5 MCIU INSTALLED)
 ASS'Y NOMENCLATURE: D&C PANEL

SYSTEM: D&C SUBSYSTEM
 ASS'Y P/N: 5114DE391

SHEET: 4

FMEA REF.	FMEA REV.	NAME, QTY, & DRAWING REF. DESIGNATION	FAILURE MODE AND CAUSE	FAILURE EFFECT ON END ITEM	HOWR / FUNC. 1/1 CRITICALITY	RATIONALE FOR ACCEPTANCE SCREENS: N/A
115	0	BRAKE ON/OFF SWITCH Q11-1. P/N CAE 07036 HE452-0102 TYPE V11 ED 92020 SHEET 1	MODE: IN DIRECT DRIVE. WRONG JOINT DIRECTION. CAUSE(S): (1) BRAKE SW 28V CONTACT (TO MCIU) FAILS O/C.	WHEN DIRECT DRIVE SELECTED MAY GET BRAKES LIFTED AND ZERO RATE COMMAND. IF DIRECT DRIVE "POSITIVE" COMMANDED, JOIN DRIVES "NEGATIVE". BRAKES "ON" FOR OTHER JOINTS AUTO BRAKES WHEN COMMAND REMOVED. NO MOVEMENT FOR "NEGATIVE" COMMAND. LOSS OF BRAKE PULSE TEST. IF AUTO-BRAKES AND/OR MCIU FAILURE WARNING SET BY THE MCIU DUE TO A FAILURE, THEY CANNOT BE CLEARED BY THE D&C PANEL BRAKE SWITCH. IF "MCIU" FAILURE WARNING ANNUNCIATED DUE TO MCIU HARDWARE WATCHDOG TIMER/MICROPROCESSOR FAILURE, CANNOT RESET EE AUTO MODE COMMAND CLEARING WITH BRAKE SWITCH. WORST CASE UNEXPECTED MOTION. WRONG JOINT DIRECTION CREW ACTION REQUIRED. REDUNDANT PATHS REMAINING ----- N/A	1/1	FAILURE HISTORY ----- THERE HAVE BEEN NO FAILURES ASSOCIATED WITH THIS FAILURE MODE ON THE SRMS PROGRAM.

EXPLORE PROCESS

PREPARED BY: MFWG SUPERSEDING DATE: NONE

DATE: 11 JUL 91 CIL REV: 0

CRITICAL ITEMS LIST

PROJECT: SRMS (-5 MCIU INSTALLED)
 ASS'Y NOMENCLATURE: D&C PANEL

SYSTEM: D&C SUBSYSTEM
 ASS'Y P/N: 51740E391

SHEET: 5

FMEA REF.	FMEA REV.	NAME QTY & DRAWING REF. DESIGNATION	FAILURE MODE AND CAUSE	FAILURE EFFECT ON END ITEM	HOW / FUNC. 1/1 CRITICALITY	RATIONALE FOR ACCEPTANCE SCREENS: N/A
115	0	BRAKE ON/OFF SWITCH Q17-1. P/M CAE 87836 ME452-0102 TYPE VII ED 92020 SHEET 1	<p>MODE: IN DIRECT DRIVE. WRONG JOINT DIRECTION.</p> <p>CAUSE(S): (3) BRAKE SW 28V CONTACT (TO MCIU) FAILS O/C.</p>	<p>WHEN DIRECT DRIVE SELECTED MAY GET BRAKES LIFTED AND ZERO RATE COMMAND.</p> <p>IF DIRECT DRIVE "POSITIVE" COMMANDED, JOIN DRIVES "NEGATIVE". BRAKES "ON" FOR OTHER JOINTS AUTO BRAKES WHEN COMMAND REMOVED. NO MOVEMENT FOR "NEGATIVE" COMMAND.</p> <p>LOSS OF BRAKE PULSE TEST.</p> <p>IF AUTO-BRAKES AND/OR MCIU FAILURE WARNING SET BY THE MCIU DUE TO A FAILURE, THEY CANNOT BE CLEARED BY THE D&C PANEL BRAKE SWITCH. IF "MCIU" FAILURE WARNING ANNUNCIATED DUE TO MCIU HARDWARE WATCHDOG TIMER/MICROPROCESSOR FAILURE CANNOT RESET EE AUTO MODE COMMAND CLEARING WITH BRAKE SWITCH.</p> <p>WORST CASE</p> <p>UNEXPECTED MOTION. WRONG JOINT DIRECTION CREW ACTION REQUIRED.</p> <p>REDUNDANT PATHS REMAINING</p> <p>N/A</p>	<p>OPERATIONAL EFFECTS</p> <p>DIRECT DRIVE CAN NOT BE USED TO COMPLETE THE MISSION. COMPUTER SUPPORT MODES ON BACKUP REMAIN. MISSION CAN BE COMPLETED IN OTHER AVAILABLE MODES.</p> <p>CREW ACTION</p> <p>REMOVE COMMAND.</p> <p>CREW TRAINING</p> <p>THE CREW SHOULD ALWAYS BE TRAINED TO OBSERVE WHETHER THE ARM IS RESPONDING PROPERLY TO COMMANDS. IF IT IS NOT THE COMMAND SHOULD BE REMOVED.</p> <p>MISSION CONSTRAINT</p> <p>OPERATE AT LESS THAN VERNIER RATES WITHIN 10FT. OF STRUCTURE BY CYCLING SWITCH. OPERATOR MUST BE ABLE TO DETECT THAT THE ARM IS RESPONDING PROPERLY TO COMMANDS VIA WINDOW AND/OR CCTV VIEWS DURING ALL ARM OPERATIONS.</p> <p>OMRSD OFFLINE</p> <p>EXERCISE BRAKE SWITCH VERIFY VOLTAGE ON BRAKES ON/OFF COMMAND LINE</p> <p>OMRSD ONLINE INSTALLATION</p> <p>EXERCISE DIRECT DRIVE VERIFY DIRECT DRIVE VOLTAGE AT LONGERON INTERFACE</p> <p>OMRSD ONLINE TURNAROUND</p> <p>EXERCISE DIRECT DRIVE VERIFY JOINT MOTOR MOTION</p>	

PREPARED BY: MFWG SUPERCEDING DATE: NONE

DATE: 11 JUL 91 CTL REV: 0