

FAILURE MODES EFFECTS ANALYSIS (FMEA) - CIL HARDWARE

NUMBER: M5-6MB-2205-G -X

SUBSYSTEM NAME: ELECTRICAL POWER GENERATION - CRYO, GENERIC

REVISION: 9 09/09/92

PART DATA

	PART NAME VENDOR NAME	PART NUMBER VENDOR NUMBER
LRU	: MID PCA 1	V070-764400
LRU	: MID PCA 2	V070-764430
SRU	: CONTROLLER, HYBRID DRIVER	MC477-0263-0002

EXTENDED DESCRIPTION OF PART UNDER ANALYSIS:

CONTROLLER, HYBRID DRIVER (HDC), TYPE III - O2 MANIFOLD 1 AND 2 ISOLATION VALVES - CLOSE POSITION

REFERENCE DESIGNATORS: 40V76A25AR17
40V76A25AR18
40V76A26AR17
40V76A26AR18

QUANTITY OF LIKE ITEMS: 4
FOUR, TWO PER O2 MANIFOLD VALVE CIRCUIT

FUNCTION:

CONTROLS POWER TO CLOSE O2 MANIFOLD 1 AND 2 ISOLATION VALVES. CONTROL CIRCUITRY IS INDEPENDENT FOR EACH MANIFOLD.

FAILURE MODES EFFECTS ANALYSIS FMEA - CIL FAILURE MODE

NUMBER: M5-6MB-2206-G-01

REVISION#: 9 04/16/96

SUBSYSTEM NAME: ELECTRICAL POWER GENERATION - CRYO, GENERIC

LRU: MID PCA 1

CRITICALITY OF THIS

ITEM NAME: CONTROLLER, HYBRID DRIVER

FAILURE MODE: 1R2

FAILURE MODE:

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

MISSION PHASE:

LO LIFT-OFF
DO DE-ORBIT

VEHICLE/PAYLOAD/KIT EFFECTIVITY:	102	COLUMBIA
	103	DISCOVERY
	104	ATLANTIS
	105	ENDEAVOUR

CAUSE:

PIECE PART FAILURE, CONTAMINATION, VIBRATION, MECHANICAL SHOCK,
PROCESSING ANOMALY, THERMAL STRESS

CRITICALITY 1/1 DURING INTACT ABORT ONLY? NO

REDUNDANCY SCREEN	A) PASS
	B) FAIL
	C) PASS

PASS/FAIL RATIONALE:

A)

B)

REDUNDANCY SCREEN "B" FAILS SINCE THE FAILURE OF THIS HDC IS NOT
DETECTABLE.

C)

- FAILURE EFFECTS -**(A) SUBSYSTEM:**LOSS OF FUNCTION. NO EFFECT UNLESS FAILURE IN ASSOCIATED PLUMBING
REQUIRES ISOLATION OF SUBASSEMBLY. INABILITY TO CLOSE VALVE FOLLOWING

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GROSS EXTERNAL LEAKAGE WOULD DEGRADE OR PRECLUDE OPERATION OF TWO FUEL CELL POWER PLANTS (FCP'S).

(B) INTERFACING SUBSYSTEM(S):
SAME AS (A)

(C) MISSION:
NO EFFECT - FIRST FAILURE

(D) CREW, VEHICLE, AND ELEMENT(S):
NO EFFECT - FIRST FAILURE

(E) FUNCTIONAL CRITICALITY EFFECTS:
POSSIBLE LOSS OF CREW/VEHICLE DUE TO THE FOLLOWING SCENARIO: 1) LOSS OF OUTPUT FROM EITHER SERIES HDC, AND 2) GROSS EXTERNAL LEAK STARVES TWO FCP'S (LOSS OF TWO FCP'S DURING ASCENT LOSES CREW/VEHICLE. LOSS OF A SECOND FCP DURING DESCENT LOSES CREW/VEHICLE IF INSUFFICIENT TIME IS AVAILABLE FOR AN ELECTRICAL LOAD RECONFIGURATION RESULTING IN THE INABILITY OF THE SINGLE REMAINING FUEL CELL TO SUPPLY ADEQUATE ELECTRICAL POWER.)

-DISPOSITION RATIONALE-

(A) DESIGN:
REFER TO APPENDIX B, ITEM NO. 1 - HYBRID DRIVER

(B) TEST:
GROUND TURNAROUND TEST
ANY TURNAROUND CHECKOUT TESTING IS ACCOMPLISHED IN ACCORDANCE WITH OMRSD. THE OMRSD DATA PROVIDED BELOW IS NO LONGER BEING KEPT UP-TO-DATE. IF THERE IS ANY DISCREPANCY BETWEEN THE GROUND TESTING DATA PROVIDED BELOW AND THE OMRSD, THE OMRSD IS THE MORE ACCURATE SOURCE OF THE DATA.

CIRCUIT IS FUNCTIONALLY VERIFIED DURING FLIGHT. PERFORM GROUND TURNAROUND TEST IF VALID VERIFICATION IS UNOBTAINABLE IN FLIGHT OR AFTER LRU REPLACEMENT.

(C) INSPECTION:
REFER TO APPENDIX B, ITEM NO. 1 - HYBRID DRIVER

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(D) FAILURE HISTORY:

CURRENT DATA ON TEST FAILURES, FLIGHT FAILURES, UNEXPLAINED ANOMALIES, AND OTHER FAILURES EXPERIENCED DURING GROUND PROCESSING ACTIVITY CAN BE FOUND IN THE PRACA DATA BASE. THE FAILURE HISTORY DATA PROVIDED IN APPENDIX B IS NO LONGER BEING KEPT UP-TO-DATE.

(E) OPERATIONAL USE:

NO CREW ACTION AFTER FIRST FAILURE.

- APPROVALS -

PAE MANAGER	: P. STENGER-NGUYEN :	<i>P. Stenger-Nguyen</i>
PRODUCT ASSURANCE ENGR	: J. NGUYEN :	<i>J. Nguyen</i>
DESIGN ENGINEERING	: T. D. NGUYEN :	<i>T. D. Nguyen</i>
EDITORIALLY APPROVED	: JSC :	<i>JSC</i>
TECHNICAL APPROVAL	: VIA APPROVAL FORM :	86-CIL-012_M5-6MB