

SHUTTLE CRITICAL ITEMS LIST - ORBITER

SUBSYSTEM :ACTUATION MECH-RADIATORS FMEA NO 02-4G -179 -2 REV:03/07/88

ASSEMBLY :RADIATOR LATCH MECHANISM CRIT. FUNC: 1R
P/N RI :MC287-0037-0004 CRIT. HDW: 3
P/N VENDOR:15820-11 HOOVER ELECTRIC VEHICLE 102 103 104
QUANTITY :8 EFFECTIVITY: X X X
:TWO MOTORS EACH PDU PHASE(S): PL LO OO X DO LS
:TWO PDU'S PER SIDE

REDUNDANCY SCREEN: A-PASS B-FAIL C-PASS
PREPARED BY: APPROVED BY: APPROVED BY (NASA):
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ITEM:
MOTORS

FUNCTION:
MOTORS PROVIDE POWER TO THE POWER DRIVE UNIT (PDU) WHICH PROVIDES THE ROTARY MOTION TO THE LATCHES TO LATCH OR UNLATCH THE DEPLOYABLE RADIATORS TO THE PAYLOAD BAY DOORS.

FAILURE MODE:
BRAKE FAILS TO ENGAGE

USE(S):
ADVERSE TOLERANCES/WEAR, CONTAMINATION/FOREIGN OBJECT/DEBRIS, DEFECTIVE PART/MATERIAL OR MANUFACTURING DEFECT, FAILURE/DEFLECTION OF INTERNAL PART

EFFECTS ON:
(A) SUBSYSTEM (B) INTERFACES (C) MISSION (D) CREW/VEHICLE
(A,B) ACTUATOR IS DRIVEN PAST ELECTRICAL LIMIT INTO MECHANICAL STOP. SMALL INCREASE IN ACTUATOR TRAVEL IS TRANSFERRED TO LATCH LINKAGE.
(C,D) NO EFFECT. HOWEVER, IF ASSOCIATED MOTOR FAILS, REDUNDANT MOTOR WILL BACKDRIVE THROUGH BRAKE CAUSING LOSS OF ACTUATOR OUTPUT TORQUE AND INABILITY TO LATCH/UNLATCH RADIATOR. LATCHING OF RADIATORS IS NOT CRITICAL FOR SAFE ENTRY UNLESS OTHER FREON COOLANT LOOP HAS BEEN LOST.
FAILS REDUNDANCY SCREEN "B" SINCE NORMAL OPERATIONS USE DUAL MOTOR FUNCTION.

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DISPOSITION & RATIONALE:

(A) DESIGN (B) TEST (C) INSPECTION (D) FAILURE HISTORY (E) OPERATIONAL USE

(A) DESIGN

REDUNDANT PATHS. PARTS CLEANED TO LEVEL 300. ASSEMBLED IN A CLASS 100,000 CLEAN ROOM. SHIELDING FROM CONTAMINATION. DESIGN PERMITS EXTRAVEHICULAR ACTIVITY (EVA) WORKAROUND IF PAYLOAD DOES NOT LIMIT ACCESS AND IF RADIATORS ARE FULLY DEPLOYED.

(B) TEST

QUALIFICATION TESTS: THE ACTUATOR HAS BEEN CERTIFIED BY CR-29-287-0037-0001G. QUALIFICATION TESTS INCLUDE: ACCEPTANCE TEST - TO VERIFY CONFORMANCE WITH THE REQUIREMENTS NOTED BELOW FOR ACCEPTANCE TEST; HUMIDITY TEST - TEST IN ACCORDANCE WITH MIL-STD-810B, METHOD 507, PROCEDURE IV; QUALIFICATION ACCEPTANCE VIBRATION TEST (QAVT) - 20 TO 2,000 HZ RANGE WITH MAXIMUM OF 0.067 g²/HZ FROM 80 TO 350 HZ FOR 2.5 MINUTES PER AXIS; ORBITAL FLIGHT TEST - 20 TO 2,000 HZ RANGE WITH MAXIMUM OF 0.2 g²/HZ FROM 60 TO 300 HZ FOR 27 MINUTES PER AXIS AT LEVEL "B" AND WITH MAXIMUM OF 0.75 g²/HZ FROM 65 TO 300 HZ FOR 51 MINUTES PER AXIS AT LEVEL "A"; SHOCK TEST - TEST IN ACCORDANCE WITH MIL-STD-810B, METHOD 516.1, PROCEDURE I; THERMAL VACUUM - THE ACTUATOR WAS THERMALLY CYCLED FIVE TIMES FROM +70 DEG F TO +330 DEG F TO -167 DEG F TO -100 DEG F TO +70 DEG F. DWELL AT EACH TEMP EXTREME WAS 60 MINUTES MINIMUM AFTER STABILIZATION. AT EACH +250 DEG F AND -100 DEG F, THE ACTUATOR WAS CYCLED 6 TIMES FOR DUAL MOTOR OPERATIONS AND 4 TIMES FOR SINGLE MOTOR OPERATIONS.

QUAL TESTS ALSO INCLUDE: ELECTRICAL CONTINUITY MONITORED THROUGHOUT THE TEST. CYCLING AT HIGH TEMPERATURE +250 DEG F EXTREME INCLUDED OPERATION AT THE MAXIMUM HEAT DISSIPATING NODE. CYCLING AT THE LOW TEMPERATURE - 100 DEG F EXTREME INCLUDED OPERATION AT THE MINIMUM HEAT DISSIPATING MODE; OPERATING LIFE TEST - THE ACTUATOR WAS CYCLED 1500 TIMES AT ROOM TEMPERATURE. MOTOR NO. 1 AND NO. 2 WERE CYCLED 250 TIMES EACH INDIVIDUALLY WITHIN 60 SEC/STROKE. IT WAS ALSO CYCLED 100 TIMES WITH BOTH MOTORS DRIVING TOGETHER WITHIN 30 SECONDS/STROKE; MECHANICAL STOP TEST - THE ACTUATOR WAS OPERATED AT FULL RATE AND NO LOAD INTO MECHANICAL STOP FOR 100 TIMES IN EACH DIRECTION; CERTIFICATION BY ANALYSIS - THESE INCLUDED FUNGUS, OZONE, SALT SPRAY, SAND/DUST, TRANSPORTATION PACKAGING, ACCELERATION, LANDING SHOCK, EXPLOSIVE ATMOSPHERE AND MARGIN OF SAFETY. THE ACTUATORS WERE SUBJECTED TO SYSTEM QUALIFICATION TESTS PER RADIATOR LATCHING MECHANISM INSTALLATION V070-594450 (REF CR-29-594450-001E) AND RADIATOR DEPLOYMENT MECHANISM INSTALLATION V070-594400 (REF CR-29-594400-001D).

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ACCEPTANCE TESTS: ACCEPTANCE TESTS INCLUDE: EXAMINATION OF PRODUCT - WEIGHT, WORKMANSHIP, DIMENSION, CONSTRUCTION, CLEANLINESS, FINISH, IDENTIFICATION MARKING, TRACEABILITY AND USE OF APPROVED MATERIALS AND PROCESSES; ACCEPTANCE VIBRATION TEST - 20 TO 2,000 HZ WITH MAXIMUM OF 0.04 g²/HZ FROM 80 TO 330 HZ FOR 30 SECOND PER AXIS; ACCEPTANCE THERMAL TEST - THERMALLY CYCLED FROM +70 DEG F TO +310 DEG F TO +250 DEG F TO -147 DEG F TO -100 DEG F TO +310 DEG F TO +250 DEG F TO +70 DEG F. DWELL AT EACH TEMP WAS AT LEAST 60 MINUTES AFTER THERMAL STABILIZATION. AT EACH +250 DEG F AND -100 DEG F THE ACTUATOR WAS CYCLED 6 TIMES FOR DUAL MOTOR OPERATIONS AND 4 TIMES FOR SINGLE MOTOR OPERATIONS; POWER CONSUMPTION TEST - VERIFIED THE INPUT POWER DID NOT EXCEED 62 WATTS PER MOTOR AND THE INPUT CURRENT DID NOT EXCEED 0.36 AMP PER PHASE PER MOTOR WHEN OPERATING AT THE MAXIMUM LOAD. THE INPUT POWER REQUIREMENT OF 117 WATTS AND INPUT CURRENT OF 0.67 AMP WERE ALSO VERIFIED UNDER STARTING CONDITIONS; INSULATION RESISTANCE TEST - THE INSULATION RESISTANCE AT 500 VDS WAS MEASURED BETWEEN MUTUALLY INSULATED CONDUCTORS AND BETWEEN CONDUCTORS AND THE FRAME, CASE OR GROUND; DIELECTRIC STRENGTH TEST - 750 VRMS AT 60 HZ APPLIED BETWEEN EACH CONDUCTOR PIN AND THE CASE.

ACCEPTANCE TESTS ALSO INCLUDE: CYCLING - ACTUATOR WAS CYCLED 80 TIMES TOTAL WITH MOTORS NO. 1 AND NO. 2 CYCLED 10 TIMES EACH INDIVIDUALLY WITHIN 60 SECONDS/STROKE. IT WAS ALSO CYCLED 60 TIMES WITH BOTH MOTORS DRIVING TOGETHER WITHIN 30 SECOND/ STROKE; FREEPLAY TEST - FREEPLAY AT THE ACTUATOR OUTPUT SHAFT NOT TO EXCEED 2.0 DEGREES WITH 10 INCH-LB LOAD APPLIED IN EACH DIRECTION; STALL/MAXIMUM TORQUE - THE ACTUATOR'S STALL/MAXIMUM OUTPUT NOT TO EXCEED 100 INCH-LB OR BE LESS THAN 50 INCH-LB; IRREVERSIBILITY - THE ACTUATOR WAS CHECKED TO BE IRREVERSIBLE TO LOAD OF 50 INCH-LB; MECHANICAL STOP TEST - ACTUATOR OPERATED AT FULL RATE AND NO LOAD INTO ITS MECHANICAL STOPS FOR 100 TIMES IN EACH DIRECTION; ELECTRICAL/MECHANICAL LIMIT TEST -THE OUTPUT ARM OF THE ACTUATOR MOVED THROUGH THE FULL CLOCKWISE TO COUNTER-CLOCKWISE TO CLOCKWISE ELECTRICAL LIMIT TRAVEL.

OMRSD: MOTORS OPERATED INDIVIDUALLY TO INSURE PROPER OPERATION OF BRAKE AND MONITOR FUNCTIONAL TEST TO VERIFY THAT MOTORS AND MECHANISMS FUNCTION PROPERLY WHEN POWER IS APPLIED. THESE TESTS ARE PERFORMED FIRST FLIGHT AND FOR EVERY FLIGHT WHERE THE RADIATORS WILL BE DEPLOYED.

(C) INSPECTION

RECEIVING INSPECTION

CERTIFICATION OF COMPLIANCE, TEST COUPONS, PHYSICAL AND CHEMICAL RECORDS ARE MAINTAINED IN THE MASTER FILE. RECEIVING INSPECTION PERFORMS VISUAL AND DIMENSIONAL EXAMINATION OF ALL INCOMING PARTS. QUALITY CONTROL MAINTAINS SURVEILLANCE OF RAW MATERIAL, LIMITED LIFE MATERIALS, CHEMICAL AND METALLURGICAL TESTS AND REPORTS. RECEIVING INSPECTION VERIFIES MATERIAL AND PROCESS CERTIFICATIONS.

CONTAMINATION CONTROL

A CLASS 100,000 CLEAN ROOM FACILITY IS USED FOR ASSEMBLY. ALL METAL PARTS ARE VERIFIED BY INSPECTION TO BE CLEANED AND PROPERLY PACKAGED. FINAL INSPECTION INCLUDES CHECKS FOR CONTAMINATION USING BORESCOPES, 5X AND 10X MAGNIFICATION DEVICES, AND MEMBRANE FILTRATION METHODS.

02-4G.54

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ASSEMBLY/INSTALLATION

INSPECTION VERIFIES AND RECORDS DIMENSIONS OF ALL DETAIL PARTS.

NONDESTRUCTIVE EVALUATION

ALL DETAIL PARTS MACHINED TO HOOVER DRAWINGS ARE MAGNETIC PARTICLE INSPECTED PER MIL-I-6868 OR FLUORESCENT PENETRANT INSPECTED PER MIL-I-6866, DEPENDING ON ALLOY, VERIFIED BY INSPECTION.

CRITICAL PROCESSES

CRIMPING CONTROLS ARE MAINTAINED IN ACCORDANCE WITH MSC-SPEC-Q-1A. SOLDERING IS VERIFIED BY INSPECTION IN ACCORDANCE WITH NHB5300.4 (3A).

TESTING

ACCEPTANCE TESTING OF ACTUATOR VERIFIED BY INSPECTION.

HANDLING/PACKAGING

PARTS ARE TRANSPORTED IN STAINLESS STEEL TRAYS OR TOTE BOXES. POLYETHYLENE SHEETING, USED TO BAG AND SEAL PARTS AFTER CLEANING, IS VERIFIED BY INSPECTION. HANDLING AND PACKAGING REQUIREMENTS VERIFIED BY INSPECTION.

(D) FAILURE HISTORY

THERE HAVE BEEN NO ACCEPTANCE TEST, QUALIFICATION TEST, FIELD OR FLIGHT FAILURES ASSOCIATED WITH THIS FAILURE MODE.

(E) OPERATIONAL USE

NONE - FIRST FAILURE; REDUNDANT MOTOR WILL COMPLETE FUNCTION.