

SSME FMEA/CIL
REDUNDANCY SCREEN

Component Group: Electrical Harnesses
 CIL Item: H112-01, H114-01
 Part Number: RS008112, RS008114
 Component: Conventional - Anti-flood Valve Position Indicator 1W12, 1W14
 FMEA Item: H112, H114
 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 |
|----------|---|---------------------------------|
| P 4.2 | <p>Prior to start enable, failure of both harness channels within monitor limits results in loss of engine start inhibit protection. After start enable, failure of one or both harness channels within monitor limits results in loss of engine start inhibit protection. Loss of vehicle during start due to heat exchanger failure may result if AFV fails to open and failure is not detected.</p> <p>Redundancy Screens: HARNESS 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-B3S |
| S 4.4 | <p>Failure of output signal from both qualified harnesses or remaining qualified harness within ignition confirm limits results in loss of valve position ignition confirm redline protection. Loss of vehicle due to heat exchanger coil failure may result if AFV fails to open and is not detected.</p> <p>Redundancy Screens: HARNESS 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-B3S |

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SSME EA/CIL
DESIGN

Component Group: Electrical Harnesses
CIL Item: H112-01, H114-01
Part Number: RS008112, RS008114
Component: Conventional - Anti-flood Valve Position Indicator 1W12, 1W14
FMEA Item: H112, H114
Failure Mode: Open or short circuit in harness. Loss of connector.

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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) 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.

F: Torque lock damage (non-extended life).

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 ANTI-FLOOD VALVE HARNESSES (4) ARE HIGH CYCLE FATIGUE LIMITED BY MAJOR WAIVER (5). THE CONNECTORS ARE SELECTED IN ACCORDANCE WITH MSFC STANDARDS FOR USE ON ROCKET PROPELLED VEHICLES (6). BENT OR WORN PINS ARE REMOVABLE AND REPLACEABLE. BAYONET LOCKING RINGS ARE PROVIDED TO PREVENT CONNECTORS FROM BACKING OFF (2).

(1) RL10014; (2) RES1230, RES1235; (3) RL00532, RSS-8546, CP320R0003B; (4) RS008112, RS008114; (5) DAR 1726; (6) 40M39569

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. GOLD IS RESISTANT TO WATER CORROSION AND HUMIDITY (2). 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) RC1230, RC1235; (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). THE HARNESS DESIGN IS TESTED PER HARNESS DESIGN VERIFICATION TESTING (2), INCLUDING VIBRATION TESTING (3), SAFETY FACTOR CRITERIA TESTING (4), AND DURING ENGINE DVS TESTING (5).

(1) CP406R0008; (2) DVS-SSME-202; (3) RSS-202-6; (4) RSS-202-20; (5) DVS-SSME-101

SSME FMEA/CIL
INSPECTION AND TEST

Component Group: **Electrical Harnesses**
 CIL Item: **H112-01, H114-01**
 Part Number: **RS008112, RS008114**
 Component: **Conventional - Anti-flood Valve Position Indicator 1W12, 1W14**
 FMEA Item: **H112, H114**
 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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| Failure Causes | Significant Characteristics | Inspection(s) / Test(s) | Document Reference |
|----------------|------------------------------|--|--|
| A | 1W12 HARNESS 1W14 HARNESS | | RS008112 RS008114 |
| | 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. | RB0150-044, 40M50577 RL00113 RL00128 RL00128 RL00128 |
| | 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 RADII . - INSPECTION OF CONNECTORS PRIOR TO MATING. THIS INCLUDES BACKSHELL, PINS, AND GROMMET INSPECTIONS. | RL00039 RS007007 RS007007 RL00039 RL00039 |
| B, C, E, F | CONNECTOR CONNECTOR | | RES1230 RES1235 |
| | 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, SILICON RUBBER, STRAIGHT TUBING, AND MOLDED PARTS. - SELECTION AND USAGE OF PROTECTIVE CLOSURES. <p>COMPLETED ASSEMBLY IS INSPECTED FOR CONTACT PIN RETENTION, MISSING PARTS, AND DAMAGE OR DEFECTS TO SHELL OR PINS PER SPECIFICATION REQUIREMENTS.</p> <p>FOLLOWING INSTALLATION, THE CONNECTOR TORQUE STRIPE IS VERIFIED PER SPECIFICATION REQUIREMENTS.</p> | RA1613-005 RB0150-009 RA0605-018, RL00113 RA0116-054 RL00113 RS007007 RA1606-018 |
| D | CONNECTOR CONNECTOR | | RES1230 RES1235 |
| | CLEANLINESS OF COMPONENTS | <p>CLEANLINESS REQUIREMENTS ARE VERIFIED PER SPECIFICATION DURING MANUFACTURING OF THE HARNESS ASSEMBLY.</p> <p>METAL TYPE DUST AND MOISTURE PROOF CAPS ARE VERIFIED INSTALLED ON THE CONNECTOR WHEN NOT IN USE.</p> | RL00113 RL00113 |

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Component Group: **Electrical Harnesses**
 CIL Item: **H112-01, H114-01**
 Part Number: **RS008112, RS008114**
 Component: **Conventional - Anti-flood Valve Position Indicator 1W12, 1W14**
 FMEA Item: **H112, H114**
 Failure Mode: **Open or short circuit in harness. Loss of connector.**

Prepared: **P. Ho**
 Approved: **T. Nguyen**
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 Directive #: **CCBD ME3-01-5287**

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| Failure Causes | Significant Characteristics | Inspection(s) / Test(s) | Document Reference |
|----------------|---|--|----------------------|
| D | SURFACE FINISH | THE PLATING ON THE CONNECTOR PINS IS INSPECTED PER SPECIFICATION REQUIREMENTS. | RC1230 RC1235 |
| | 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 | 1W12 HARNESS 1W14 HARNESS | | RS008112 RS008114 |
| | 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) - SENSOR CHECKOUT. - FLIGHT READINESS TEST. - PNEUMATIC CHECKOUT. | OMRSD V41AQ0.010 OMRSD V41AS0.030 OMRSD V41AS0.020 | |

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: FAILURE MODE CAN BE DETECTED IN REALTIME BY THE FLIGHT CONTROL TEAM WHO WILL EVALUATE EFFECTS UPON VEHICLE PERFORMANCE AND ABORT CAPABILITY. BASED ON THIS EVALUATION THE APPROPRIATE ABORT MODE OR SYSTEM CONFIGURATION WILL BE SELECTED. FAILURE DETECTION CUES AND ASSOCIATED SSME PERFORMANCE DATA HAVE BEEN COORDINATED BETWEEN THE ENGINEERING AND FLIGHT OPERATIONS ORGANIZATIONS WITH THE RESPONSES DOCUMENTED IN MISSION FLIGHT RULES.

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SSME FMEA/CIL REDUNDANCY SCREEN

Component Group: Electrical Harnesses
 CIL Item: H112-01, H114-01
 Part Number: RS008112, RS008114
 Component: Conventional - HPOTP Intermediate Seal Purge Solenoid Control 1W12, 1W14
 FMEA Item: H112, H114
 Failure Mode: Open or short circuit in harness. Loss of connector.

Prepared: P. Ho
 Approved: T. Nguyen
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 Directive #: CCBD ME3-01-5287

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| Phase | Failure / Effect Description | Criticality Hazard Reference |
|----------|--|---------------------------------|
| S 4.2 | <p>Failure of both harnesses causing loss of current to both solenoid channels closes solenoid and terminates HPOTP intermediate seal purge. Controller detects out-of-limit condition and initiates engine shutdown and enables emergency shutdown mode. HPOTP intermediate seal purge enabled through purge sequence PAV. Mission scrub. Loss of vehicle due to HPOTP fire may result if HPOTP IMSL purge failure is not detected.</p> <p>Redundancy Screens: HARNESS SYSTEM: LIKE 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-C1S,M |
| M 4.2 | <p>Failure of both harnesses causing loss of current to both solenoid channels closes solenoid and terminates HPOTP intermediate seal purge. Controller detects out-of-limit condition and initiates engine shutdown and enables emergency shutdown mode. HPOTP intermediate seal purge enabled through purge sequence PAV. Mission abort. Loss of vehicle due to HPOTP fire may result if HPOTP IMSL purge failure is not detected.</p> <p>Redundancy Screens: HARNESS SYSTEM: LIKE 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-C1S,M |
| C 4.2 | <p>Failure of both harnesses causing loss of current to both solenoid coils terminates HPOTP intermediate seal purge. Controller detects out-of-limit condition and de-energizes emergency shutdown solenoid. HPOTP intermediate seal purge enabled through purge sequence PAV. Loss of vehicle due to HPOTP fire may result if HPOTP IMSL purge failure is not detected.</p> <p>Redundancy Screens: HARNESS SYSTEM: LIKE 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-C1A,C |

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**SSME EA/CIL
DESIGN**

Component Group: Electrical Harnesses
CIL Item: H112-01, H114-01
Part Number: RS008112, RS008114
Component: Conventional - HPOTP Intermediate Seal Purge Solenoid Control 1W12, 1W14
FMEA Item: H112, H114
Failure Mode: Open or short circuit in harness. Loss of connector.

Prepared: P. Ho
Approved: T. Nguyen
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Change #: 1
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Page: 1 of 1

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) 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.
F: Torque lock damage (non-extended life).**

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 ANTI-FLOOD VALVE HARNESSES (4) ARE HIGH CYCLE FATIGUE LIMITED BY MAJOR WAIVER (5). THE CONNECTORS ARE SELECTED IN ACCORDANCE WITH MSFC STANDARDS FOR USE ON ROCKET PROPELLED VEHICLES (6). BENT OR WORN PINS ARE REMOVABLE AND REPLACEABLE. BAYONET LOCKING RINGS ARE PROVIDED TO PREVENT CONNECTORS FROM BACKING OFF (2).

(1) RL10014; (2) RES1229, RES1235; (3) RL00532, RSS-3546, CP320R0003B; (4) RS008112, RS008114; (5) DAR 1726; (6) 40M39569

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. GOLD IS RESISTANT TO WATER CORROSION AND HUMIDITY (2). 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) RC1229, RC1235; (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). THE HARNESS DESIGN IS TESTED PER HARNESS DESIGN VERIFICATION TESTING (2), INCLUDING VIBRATION TESTING (3), SAFETY FACTOR CRITERIA TESTING (4), AND DURING ENGINE DVS TESTING (5).

(1) CP406R0008; (2) DVS-SSME-202; (3) RSS-202-6; (4) RSS-202-20; (5) DVS-SSME-101

SSME FMEA/CIL
INSPECTION AND TEST

Component Group: **Electrical Harnesses**
 CIL Item: **H112-01, H114-01**
 Part Number: **RS008112, RS008114**
 Component: **Conventional - HPOTP Intermediate Seal Purge Solenoid Control 1W12, 1W14**
 FMEA Item: **H112, H114**
 Failure Mode: **Open or short circuit in harness. Loss of connector.**

Prepared: **P. Ho**
 Approved: **T. Nguyen**
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| Failure Causes | Significant Characteristics | Inspection(s) / Test(s) | Document Reference |
|----------------|------------------------------|--|--|
| A | 1W12 HARNESS 1W14 HARNESS | | RS008112 RS008114 |
| | 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. | RB0150-044, 40M50577 RL00113 RL00128 RL00128 RL00128 |
| | 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 RADII . - INSPECTION OF CONNECTORS PRIOR TO MATING. THIS INCLUDES BACKSHELL, PINS, AND GROMMET INSPECTIONS. | RL00039 RS007007 RS007007 RL00039 RL00039 |
| B, C, E, F | CONNECTOR CONNECTOR | | RES1229 RES1235 |
| | 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, SILICON RUBBER, STRAIGHT TUBING, AND MOLDED PARTS. - SELECTION AND USAGE OF PROTECTIVE CLOSURES. <p>COMPLETED ASSEMBLY IS INSPECTED FOR CONTACT PIN RETENTION, MISSING PARTS, AND DAMAGE OR DEFECTS TO SHELL OR PINS PER SPECIFICATION REQUIREMENTS.</p> <p>FOLLOWING INSTALLATION, THE CONNECTOR TORQUE STRIPE IS VERIFIED PER SPECIFICATION REQUIREMENTS.</p> | RA1613-005 RB0150-009 RA0605-018, RL00113 RA0116-054 RL00113 RS007007 RA1606-018 |
| D | CONNECTOR CONNECTOR | | RES1229 RES1235 |
| | CLEANLINESS OF COMPONENTS | <p>CLEANLINESS REQUIREMENTS ARE VERIFIED PER SPECIFICATION DURING MANUFACTURING OF THE HARNESS ASSEMBLY.</p> <p>METAL TYPE DUST AND MOISTURE PROOF CAPS ARE VERIFIED INSTALLED ON THE CONNECTOR WHEN NOT IN USE.</p> | RL00113 RL00113 |

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Componer up: **Electrical Harnesses**
 CIL Item: **H112-01, H114-01**
 Part Number: **RS008112, RS008114**
 Component: **Conventional - HPOTP Intermediate Seal Purge Solenoid Control 1W12, 1W14**
 FMEA Item: **H112, H114**
 Failure Mode: **Open or short circuit in harness. Loss of connector.**

Prepared: **P. Ho**
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| Failure Causes | Significant Characteristics | Inspection(s) / Test(s) | Document Reference |
|----------------|------------------------------|---|--|
| D | SURFACE FINISH | THE PLATING ON THE CONNECTOR PINS IS INSPECTED PER SPECIFICATION REQUIREMENTS. | RC1229 RC1235 |
| | 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 | 1W12 HARNESS 1W14 HARNESS | | RS008112 RS008114 |
| | 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) - SENSOR CHECKOUT. - FLIGHT READINESS TEST. - PNEUMATIC CHECKOUT. | OMRSD V41AQ0.010 OMRSD V41AS0.030 OMRSD V41AS0.020 |

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: FAILURE MODE CAN BE DETECTED IN REALTIME BY THE FLIGHT CONTROL TEAM WHO WILL EVALUATE EFFECTS UPON VEHICLE PERFORMANCE AND ABORT CAPABILITY. BASED ON THIS EVALUATION THE APPROPRIATE ABORT MODE OR SYSTEM CONFIGURATION WILL BE SELECTED. FAILURE DETECTION CUES AND ASSOCIATED SSME PERFORMANCE DATA HAVE BEEN COORDINATED BETWEEN THE ENGINEERING AND FLIGHT OPERATIONS ORGANIZATIONS WITH THE RESPONSES DOCUMENTED IN MISSION FLIGHT RULES.

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SSME FMEA/CIL
REDUNDANCY SCREEN

Component Group: Electrical Harnesses
 CIL Item: H112-01, H114-01
 Part Number: RS008112, RS008114
 Component: Conventional - Hydraulic Actuator Fail-safe Servoswitch 1W12, 1W14
 FMEA Item: H112, H114
 Failure Mode: Open or short circuit in harness. Loss of connector.

Prepared: P. Ho
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| Phase | Failure / Effect Description | Criticality Hazard Reference |
|----------|---|---------------------------------|
| M 4.2 | <p>Failure of both harnesses causing loss of current in both servoswitch coils on one actuator causes servoswitch to de-energize open; this actuator goes into hydraulic lockup; when detected by controller self-test or SEII, controller initiates hydraulic lockup with a MCF 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: 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-G4M |

**SSME EA/CIL
DESIGN**

Component Group: Electrical Harnesses
CIL Item: H112-01, H114-01
Part Number: RS008112, RS008114
Component: Conventional - Hydraulic Actuator Fail-safe Servoswitch 1W12, 1W14
FMEA Item: H112, H114
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

Page: 1 of 1

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) 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.
F: Torque lock damage (non-extended life).**

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 ANTI-FLOOD VALVE HARNESSES (4) ARE HIGH CYCLE FATIGUE LIMITED BY MAJOR WAIVER (5). THE CONNECTORS ARE SELECTED IN ACCORDANCE WITH MSFC STANDARDS FOR USE ON ROCKET PROPELLED VEHICLES (6). BENT OR WORN PINS ARE REMOVABLE AND REPLACEABLE. BAYONET LOCKING RINGS ARE PROVIDED TO PREVENT CONNECTORS FROM BACKING OFF (2).

(1) RL10014; (2) RES1229, RES1235; (3) RL00532, RSS-8546, CP320R0003B; (4) RS008112, RS008114; (5) DAR 1726; (6) 40M39569

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. GOLD IS RESISTANT TO WATER CORROSION AND HUMIDITY (2). 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) RC1229, RC1235; (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). THE HARNESS DESIGN IS TESTED PER HARNESS DESIGN VERIFICATION TESTING (2), INCLUDING VIBRATION TESTING (3), SAFETY FACTOR CRITERIA TESTING (4), AND DURING ENGINE DVS TESTING (5).

(1) CP406R0008; (2) DVS-SSME-202; (3) RSS-202-6; (4) RSS-202-20; (5) DVS-SSME-101

H
-
6

SSME FMEA/CIL
INSPECTION AND TEST

Component Group: Electrical Harnesses
 CIL Item: H112-01, H114-01
 Part Number: RS008112, RS008114
 Component: Conventional - Hydraulic Actuator Fail-safe Servoswitch 1W12, 1W14
 FMEA Item: H112, H114
 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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| Failure Causes | Significant Characteristics | Inspection(s) / Test(s) | Document Reference |
|----------------|------------------------------|--|--|
| A | 1W12 HARNESS 1W14 HARNESS | | RS008112 RS008114 |
| | 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. | RB0150-044, 40M50577 RL00113 RL00128 RL00128 RL00128 |
| | 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: <ul style="list-style-type: none"> INSTALLATION PATH, CLAMP LOCATIONS, AND SIZES. SEPARATION DISTANCE REQUIREMENTS FROM OBJECTS WHICH COULD CAUSE CABLE OR CONNECTOR DAMAGE. MINIMUM BEND RADII . - INSPECTION OF CONNECTORS PRIOR TO MATING. THIS INCLUDES BACKSHELL, PINS, AND GROMMET INSPECTIONS. | RL00039 RS007007 RS007007 RL00039 RL00039 |
| B, C, E, F | CONNECTOR CONNECTOR | | RES1229 RES1235 |
| | 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, SILICON RUBBER, STRAIGHT TUBING, AND MOLDED PARTS. - SELECTION AND USAGE OF PROTECTIVE CLOSURES. <p>COMPLETED ASSEMBLY IS INSPECTED FOR CONTACT PIN RETENTION, MISSING PARTS, AND DAMAGE OR DEFECTS TO SHELL OR PINS PER SPECIFICATION REQUIREMENTS.</p> <p>FOLLOWING INSTALLATION, THE CONNECTOR TORQUE STRIPE IS VERIFIED PER SPECIFICATION REQUIREMENTS.</p> | RA1613-005 RB0150-009 RA0605-018, RL00113 RA0116-054 RL00113 RS007007 RA1606-018 |
| D | CONNECTOR CONNECTOR | | RES1229 RES1235 |
| | CLEANLINESS OF COMPONENTS | <p>CLEANLINESS REQUIREMENTS ARE VERIFIED PER SPECIFICATION DURING MANUFACTURING OF THE HARNESS ASSEMBLY.</p> <p>METAL TYPE DUST AND MOISTURE PROOF CAPS ARE VERIFIED INSTALLED ON THE CONNECTOR WHEN NOT IN USE.</p> | RL00113 RL00113 |

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Component: Electrical Harnesses
CIL Item: H112-01, H114-01
Part Number: RS008112, RS008114
Component: Conventional - Hydraulic Actuator Fail-safe Servoswitch 1W12, 1W14
FMEA Item: H112, H114
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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| Failure Causes | Significant Characteristics | Inspection(s) / Test(s) | Document Reference |
|----------------|------------------------------|---|--|
| D | SURFACE FINISH | THE PLATING ON THE CONNECTOR PINS IS INSPECTED PER SPECIFICATION REQUIREMENTS. | RC1229 RC1235 |
| | 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 | 1W12 HARNESS 1W14 HARNESS | | RS008112 RS008114 |
| | 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) - SENSOR CHECKOUT. - FLIGHT READINESS TEST. - PNEUMATIC CHECKOUT. | OMRSD V41AQ0.010 OMRSD V41AS0.030 OMRSD V41AS0.020 |

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: FAILURE MODE CAN BE DETECTED IN REALTIME BY THE FLIGHT CONTROL TEAM WHO WILL EVALUATE EFFECTS UPON VEHICLE PERFORMANCE AND ABORT CAPABILITY. BASED ON THIS EVALUATION THE APPROPRIATE ABORT MODE OR SYSTEM CONFIGURATION WILL BE SELECTED. FAILURE DETECTION CUES AND ASSOCIATED SSME PERFORMANCE DATA HAVE BEEN COORDINATED BETWEEN THE ENGINEERING AND FLIGHT OPERATIONS ORGANIZATIONS WITH THE RESPONSES DOCUMENTED IN MISSION FLIGHT RULES.

H - 62

**SSME FMEA/CIL
REDUNDANCY SCREEN**

Component Group: Electrical Harnesses
 CIL Item: H112-01, H114-01
 Part Number: RS008112, RS008114
 Component: Conventional - Hydraulic Actuator RVDT's 1W12, 1W14
 FMEA Item: H112, H114
 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 #: CCBDB ME3-01-5287

Page: 1 of 1

| Phase | Failure / Effect Description | Criticality Hazard Reference |
|----------|---|---------------------------------|
| M 4.2 | <p>Following a harness channel A failure, detection of a harness channel B failure results in disqualification of actuator channels and hydraulic lockup response. Mission abort may result when 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 |

**SSME EA/CIL
DESIGN**

Component Group: Electrical Harnesses
CIL Item: H112-01, H114-01
Part Number: RS008112, RS008114
Component: Conventional - Hydraulic Actuator RVDT's 1W12, 1W14
FMEA Item: H112, H114
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

Page: 1 of 1

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) 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.
F: Torque lock damage (non-extended life).**

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 ANTI-FLOOD VALVE HARNESSES (4) ARE HIGH CYCLE FATIGUE LIMITED BY MAJOR WAIVER (5). THE CONNECTORS ARE SELECTED IN ACCORDANCE WITH MSFC STANDARDS FOR USE ON ROCKET PROPELLED VEHICLES (6). BENT OR WORN PINS ARE REMOVABLE AND REPLACEABLE. BAYONET LOCKING RINGS ARE PROVIDED TO PREVENT CONNECTORS FROM BACKING OFF (2).

(1) RL10014; (2) RES1229, RES1235; (3) RL00532, RSS-8546, CP320R0003B; (4) RS008112, RS008114; (5) DAR 1726; (6) 40M39569

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. GOLD IS RESISTANT TO WATER CORROSION AND HUMIDITY (2). 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) RC1229, RC1235; (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). THE HARNESS DESIGN IS TESTED PER HARNESS DESIGN VERIFICATION TESTING (2), INCLUDING VIBRATION TESTING (3), SAFETY FACTOR CRITERIA TESTING (4), AND DURING ENGINE DVS TESTING (5).

(1) CP406R0008; (2) DVS-SSME-202; (3) RSS-202-6; (4) RSS-202-20; (5) DVS-SSME-101

H-64

SSME FMEA/CIL INSPECTION AND TEST

Component Group: Electrical Harnesses
 CIL Item: H112-01, H114-01
 Part Number: RS008112, RS008114
 Component: Conventional - Hydraulic Actuator RVDT's 1W12, 1W14
 FMEA Item: H112, H114
 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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| Failure Causes | Significant Characteristics | Inspection(s) / Test(s) | Document Reference |
|----------------|------------------------------|--|--|
| A | 1W12 HARNESS 1W14 HARNESS | | RS008112 RS008114 |
| | 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. | RB0150-044, 40M50577 RL00113 RL00128 RL00128 RL00128 |
| | INSTALLATION INTEGRITY | <p>INSTALLATION OF THE HARNESSSES IS VERIFIED PER SPECIFICATIONS DEFINING THE:</p> <ul style="list-style-type: none"> - INSPECTION OF HARNESSSES PRE- AND POST-INSTALLATION. - ROUTING REQUIREMENTS WHICH INCLUDE: <ul style="list-style-type: none"> INSTALLATION PATH, CLAMP LOCATIONS, AND SIZES. SEPARATION DISTANCE REQUIREMENTS FROM OBJECTS WHICH COULD CAUSE CABLE OR CONNECTOR DAMAGE. MINIMUM BEND RADII. - INSPECTION OF CONNECTORS PRIOR TO MATING. THIS INCLUDES BACKSHELL, PINS, AND GROMMET INSPECTIONS. | RL00039 RS007007 RS007007 RL00039 RL00039 |
| B, C, E, F | CONNECTOR CONNECTOR | | RES1229 RES1235 |
| | 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, SILICON RUBBER, STRAIGHT TUBING, AND MOLDED PARTS. - SELECTION AND USAGE OF PROTECTIVE CLOSURES. <p>COMPLETED ASSEMBLY IS INSPECTED FOR CONTACT PIN RETENTION, MISSING PARTS, AND DAMAGE OR DEFECTS TO SHELL OR PINS PER SPECIFICATION REQUIREMENTS.</p> <p>FOLLOWING INSTALLATION, THE CONNECTOR TORQUE STRIPE IS VERIFIED PER SPECIFICATION REQUIREMENTS.</p> | RA1613-005 RB0150-009 RA0605-018, RL00113 RA0116-054 RL00113 RS007007 RA1606-018 |
| D | CONNECTOR CONNECTOR | | RES1229 RES1235 |
| | CLEANLINESS OF COMPONENTS | <p>CLEANLINESS REQUIREMENTS ARE VERIFIED PER SPECIFICATION DURING MANUFACTURING OF THE HARNESS ASSEMBLY.</p> <p>METAL TYPE DUST AND MOISTURE PROOF CAPS ARE VERIFIED INSTALLED ON THE CONNECTOR WHEN NOT IN USE.</p> | RL00113 RL00113 |

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Component Group: **Electrical Harnesses**
 CIL Item: **H112-01, H114-01**
 Part Number: **RS008112, RS008114**
 Component: **Conventional - Hydraulic Actuator RVDT's 1W12, 1W14**
 FMEA Item: **H112, H114**
 Failure Mode: **Open or short circuit in harness. Loss of connector.**

Prepared: **P. Ho**
 Approved: **T. Nguy.**
 Approval Date: **5/3/00**
 Change #: **1**
 Directive #: **CCBD ME3-01-5287**

Page: **2 of 2**

| Failure Causes | Significant Characteristics | Inspection(s) / Test(s) | Document Reference |
|----------------|------------------------------|---|--|
| D | SURFACE FINISH | THE PLATING ON THE CONNECTOR PINS IS INSPECTED PER SPECIFICATION REQUIREMENTS. | RC1229 RC1235 |
| | 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 | 1W12 HARNESS 1W14 HARNESS | | RS008112 RS008114 |
| | 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) - SENSOR CHECKOUT. - FLIGHT READINESS TEST. - PNEUMATIC CHECKOUT. | OMRSD V41AQ0.010 OMRSD V41AS0.030 OMRSD V41AS0.020 |

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: FAILURE MODE CAN BE DETECTED IN REALTIME BY THE FLIGHT CONTROL TEAM WHO WILL EVALUATE EFFECTS UPON VEHICLE PERFORMANCE AND ABORT CAPABILITY. BASED ON THIS EVALUATION THE APPROPRIATE ABORT MODE OR SYSTEM CONFIGURATION WILL BE SELECTED. FAILURE DETECTION CUES AND ASSOCIATED SSME PERFORMANCE DATA HAVE BEEN COORDINATED BETWEEN THE ENGINEERING AND FLIGHT OPERATIONS ORGANIZATIONS WITH THE RESPONSES DOCUMENTED IN MISSION FLIGHT RULES.

H-66

SSME FMEA/CIL
REDUNDANCY SCREEN

Component Group: Electrical Harnesses
 CIL Item: H112-01, H114-01
 Part Number: RS008112, RS008114
 Component: Conventional - Hydraulic Actuator Servovalves 1W12, 1W14
 FMEA Item: H112, H114
 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 |
|----------|---|---------------------------------|
| P 4.1 | Single harness failure causing channel A failure results in loss of servovalve No. 1 control; actuator drifts; MFV opens, fuel leakage results in fire; open air detonation and overpressure condition. Loss of vehicle. Redundancy Screens: SINGLE POINT FAILURE: N/A | 1 ME-A1P |
| M 4.2 | Single harness failure causing channel A failure: actuator fails to respond to controller commands; controller switches to channel B all actuators. Second harness failure causes controller to initiate hydraulic lockup all actuators. Mission abort may result when hydraulic lockup occurs during Max Q throttling. Redundancy Screens: HARNESS SYSTEM: LIKE REDUNDANCY 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. | 1R ME-G4M, ME-B7M |

H-67

**SSME IEA/CIL
DESIGN**

Component Group: Electrical Harnesses
CIL Item: H112-01, H114-01
Part Number: RS008112, RS008114
Component: Conventional - Hydraulic Actuator Servovalves 1W12, 1W14
FMEA Item: H112, H114
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 #: CCB D ME3-01-5287

Page: 1 of 1

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) 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.
F: Torque lock damage (non-extended life).

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 ANTI-FLOOD VALVE HARNESSES (4) ARE HIGH CYCLE FATIGUE LIMITED BY MAJOR WAIVER (5). THE CONNECTORS ARE SELECTED IN ACCORDANCE WITH MSFC STANDARDS FOR USE ON ROCKET PROPELLED VEHICLES (6). BENT OR WORN PINS ARE REMOVABLE AND REPLACEABLE. BAYONET LOCKING RINGS ARE PROVIDED TO PREVENT CONNECTORS FROM BACKING OFF (2).

(1) RL10014; (2) RES1229, RES1235; (3) RL00532, RSS-8546, CP320R0003B; (4) RS008112, RS008114; (5) DAR 1726; (6) 40M39569

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. GOLD IS RESISTANT TO WATER CORROSION AND HUMIDITY (2). 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) RC1229, RC1235; (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). THE HARNESS DESIGN IS TESTED PER HARNESS DESIGN VERIFICATION TESTING (2), INCLUDING VIBRATION TESTING (3), SAFETY FACTOR CRITERIA TESTING (4), AND DURING ENGINE DVS TESTING (5).

(1) CP406R0008; (2) DVS-SSME-202; (3) RSS-202-6; (4) RSS-202-20; (5) DVS-SSME-101

SSME FMEA/CIL
INSPECTION AND TEST

Component Group: **Electrical Harnesses**
 CIL Item: **H112-01, H114-01**
 Part Number: **RS008112, RS008114**
 Component: **Conventional - Hydraulic Actuator Servovalves 1W12, 1W14**
 FMEA Item: **H112, H114**
 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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| Failure Causes | Significant Characteristics | Inspection(s) / Test(s) | Document Reference |
|----------------|------------------------------|---|---|
| A | 1W12 HARNESS 1W14 HARNESS | | RS008112 RS008114 |
| | 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. | RB0150-044, 40M50577 RL00113 RL00128 RL00128 RL00128 |
| | 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 RADII . - INSPECTION OF CONNECTORS PRIOR TO MATING. THIS INCLUDES BACKSHELL, PINS, AND GROMMET INSPECTIONS. | RL00039 RS007007 RS007007 RL00039 RL00039 |
| B, C, E, F | CONNECTOR CONNECTOR | | RES1229 RES1235 |
| | 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, SILICON RUBBER, STRAIGHT TUBING, AND MOLDED PARTS. - SELECTION AND USAGE OF PROTECTIVE CLOSURES. | RA1613-005 RB0150-009 RA0605-018, RL00113 RA0116-054 |
| | | <p>COMPLETED ASSEMBLY IS INSPECTED FOR CONTACT PIN RETENTION, MISSING PARTS, AND DAMAGE OR DEFECTS TO SHELL OR PINS PER SPECIFICATION REQUIREMENTS.</p> <p>FOLLOWING INSTALLATION, THE CONNECTOR TORQUE STRIPE IS VERIFIED PER SPECIFICATION REQUIREMENTS.</p> | RL00113 RS007007 RA1606-018 |
| D | CONNECTOR CONNECTOR | | RES1229 RES1235 |
| | CLEANLINESS OF COMPONENTS | <p>CLEANLINESS REQUIREMENTS ARE VERIFIED PER SPECIFICATION DURING MANUFACTURING OF THE HARNESS ASSEMBLY.</p> <p>METAL TYPE DUST AND MOISTURE PROOF CAPS ARE VERIFIED INSTALLED ON THE CONNECTOR WHEN NOT IN USE.</p> | RL00113 RL00113 |

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Componer up: **Electrical Harnesses**
 CIL Item: **H112-01, H114-01**
 Part Number: **RS008112, RS008114**
 Component: **Conventional - Hydraulic Actuator Servovalves 1W12, 1W14**
 FMEA Item: **H112, H114**
 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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| Failure Causes | Significant Characteristics | Inspection(s) / Test(s) | Document Reference |
|----------------|------------------------------|---|--|
| D | SURFACE FINISH | THE PLATING ON THE CONNECTOR PINS IS INSPECTED PER SPECIFICATION REQUIREMENTS. | RC1229 RC1235 |
| | 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 | 1W12 HARNESS 1W14 HARNESS | | RS008112 RS008114 |
| | 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) - SENSOR CHECKOUT. - FLIGHT READINESS TEST. - PNEUMATIC CHECKOUT. | OMRSD V41AQ0.010 OMRSD V41AS0.030 OMRSD V41AS0.020 |

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: FAILURE MODE CAN BE DETECTED IN REALTIME BY THE FLIGHT CONTROL TEAM WHO WILL EVALUATE EFFECTS UPON VEHICLE PERFORMANCE AND ABORT CAPABILITY. BASED ON THIS EVALUATION THE APPROPRIATE ABORT MODE OR SYSTEM CONFIGURATION WILL BE SELECTED. FAILURE DETECTION CUES AND ASSOCIATED SSME PERFORMANCE DATA HAVE BEEN COORDINATED BETWEEN THE ENGINEERING AND FLIGHT OPERATIONS ORGANIZATIONS WITH THE RESPONSES DOCUMENTED IN MISSION FLIGHT RULES.

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