U.S. ARMY COMBAT CAPABILITIES DEVELOPMENT COMMAND – AVIATION & MISSILE CENTER

Cranes and Space Stations

Name of Presenter

Rank/Title of Presenter

Organization of Presenter

DISTRIBUTION STATEMENT GOES HERE

FMECA TYPE

Functional FMEA

Design FMEA

CIL

System FMECA

Piece Part FMECA

FMEA CIL

SUBJECT :

Number: R&M–06

Date: May 29, 1996

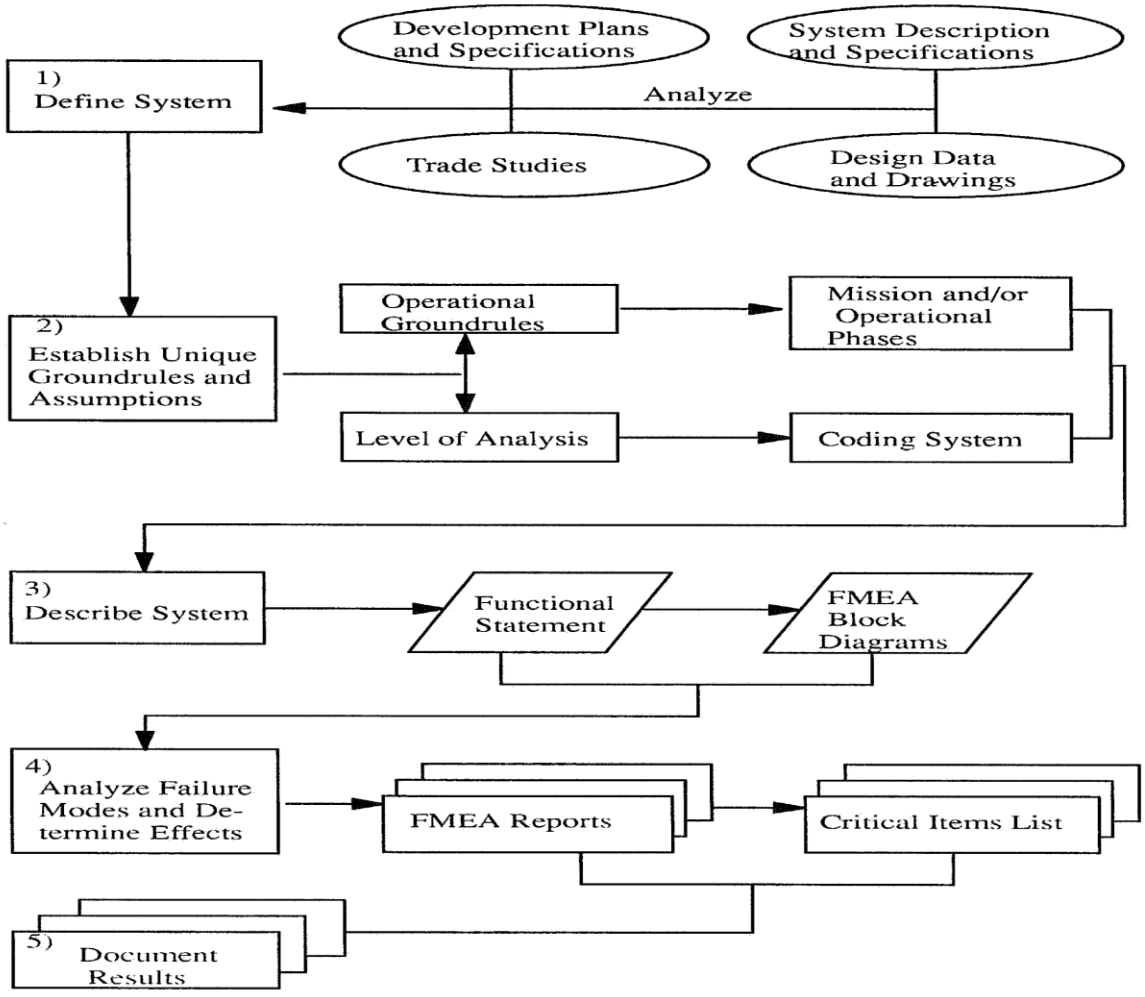
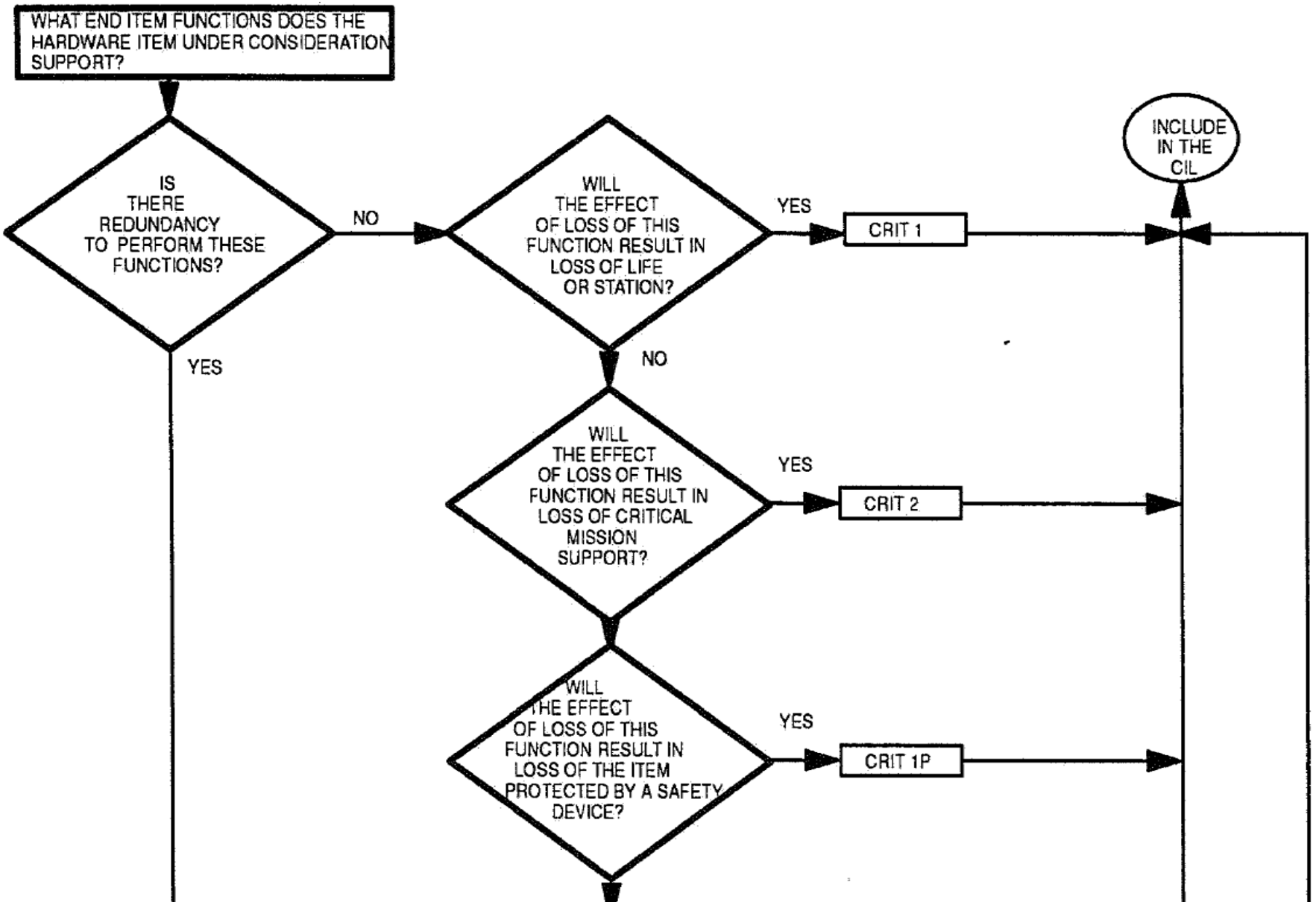
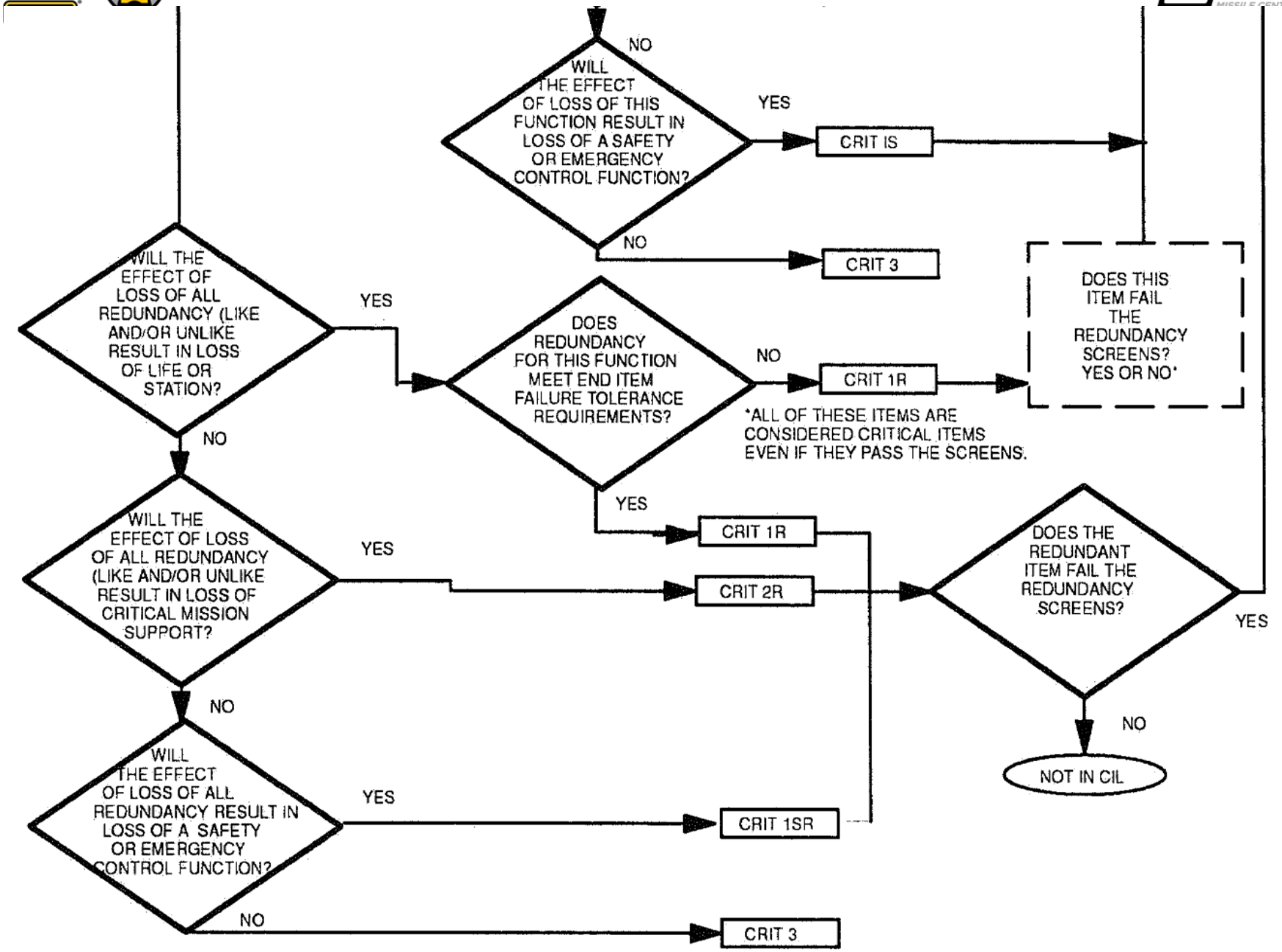


FIGURE 3 FMEA PROCEDURE FLOW CHART


WHAT END ITEM FUNCTIONS DOES THE HARDWARE ITEM UNDER CONSIDERATION SUPPORT?
IS THERE REDUNDANCY TO PERFORM THESE FUNCTIONS?
NO
YES
WILL THE EFFECT OF LOSS OF THIS FUNCTION RESULT IN LOSS OF LIFE OR STATION?
YES
CRIT 1
NO
WILL THE EFFECT OF LOSS OF THIS FUNCTION RESULT IN LOSS OF CRITICAL MISSION SUPPORT?
YES
CRIT 2
WILL THE EFFECT OF LOSS OF THIS FUNCTION RESULT IN LOSS OF THE ITEM PROTECTED BY A SAFETY DEVICE?
YES
CRIT 1P
INCLUDE IN THE CIL


WILL THE EFFECT OF LOSS OF ALL REDUNDANCY (LIKE AND/OR UNLIKE RESULT IN LOSS OF LIFE OR STATION?
YES
NO
DOES REDUNDANCY FOR THIS FUNCTION MEET END ITEM FAILURE TOLERANCE REQUIREMENTS?
NO
CRIT 1R
YES
CRIT 1R
WILL THE EFFECT OF LOSS OF ALL REDUNDANCY (LIKE AND/OR UNLIKE RESULT IN LOSS OF CRITICAL MISSION SUPPORT?
YES
CRIT 2R
NO
WILL THE EFFECT OF LOSS OF ALL REDUNDANCY RESULT IN LOSS OF A SAFETY OR EMERGENCY CONTROL FUNCTION?
YES
CRIT 1SR
NO
CRIT 3
WILL THE EFFECT OF LOSS OF THIS FUNCTION RESULT IN LOSS OF A SAFETY OR EMERGENCY CONTROL FUNCTION?
NO
YES
CRIT 1S
NO
CRIT 3
DOES THIS ITEM FAIL THE REDUNDANCY SCREENS? YES OR NO*
*ALL OF THESE ITEMS ARE CONSIDERED CRITICAL ITEMS EVEN IF THEY PASS THE SCREENS.
DOES THE REDUNDANT ITEM FAIL THE REDUNDANCY SCREENS?
YES
NO
NOT IN CIL

BOEING SPACE STATION CIL DATE: 08/30/1993
CRITICAL ITEMS LIST PREPARED BY DESIGN AKINS, T.
PREPARED BY RELIABILITY FUERST, R.

CRITICALITY: 1S
CIL RANKING:
FMEA DOCUMENT NO.: D683-10166-1
FMEA DOCUMENT REVISION: E
FMEA WORKSHEET NO.: 9/SAE4/9
WP/SSFP IDENTIFIER: WP01
FLIGHT/GSE: F
MISSION PHASE: CD
ELEMENT: LAB A
SYSTEM: EPS
SUBSYSTEM:
ORU NAME: WIRE HARNESS
ORU NO: 683-22102-1
CRITICALITY 1 DURING MAINTENANCE: Y
SUCCESS PATHS: 2
SUCCESS PATHS REMAINING: 0

PART NAME/NUMBER	LCN/REF.DES	QTY
WIRE HARNESS	SAE4	001
683-22102-1	SK2H8RD-CID-LA01, W105	

ITEM FUNCTION: PARALLEL OUTPUT OF DDCUS 1A AND 4B TO PROVIDE 12.5 KW SECONDARY ELECTRICAL POWER TO SPDA 1.

BOEING SPACE STATION

CRITICAL ITEMS LIST (CIL)

RATIONALE FOR RETENTION

DESIGN:

THIS CRITICAL ITEM RESULTS FROM EPS SUPPORT TO THE FDS FLAME DETECTOR IN THE USL-A FORWARD ENDCONE. THE FLAME DETECTOR HAS BEEN IDENTIFIED AS A SINGLE FAILURE POINT SINCE THERE ARE AREAS IN THE OPEN CABIN OUTSIDE THE FIELD OF VIEW OF THE REMAINING FLAME DETECTOR. THE FLAME DETECTOR IN THE FORWARD ENDCONE IS POWERED FROM BUS 1A/4B. THE FLAME DETECTOR IN THE AFT ENDCONE IS POWERED FROM BUS 2A/3B. IF ANOTHER FAILURE OCCURS THAT RESULTS IN LOSS OF THE FLAME DETECTOR IN THE AFT ENDCONE, THE ONLY MEANS OF FIRE DETECTION IN THE OPEN CABIN AREA WILL BE VISUAL DETECTION BY THE FLIGHT AND/OR GROUND CREW. THIS FAILURE IS DETECTABLE BY ACTIVE BIT OF THE FLAME DETECTOR AND SPDA RPCM TRIP INDICATION. THIS DESIGN IS IN ACCORDANCE WITH THE FDS ARCHITECTURE IMPLEMENTED BY LEVEL II VIA SSCBD BB003444R1, WHICH PROVIDES FOR ZERO FAILURE TOLERANT FIRE DETECTION IN THE MODULE OPEN CABIN AREAS.

INSPECTION:

CAUSE 1,2: FLIGHT WIRE HARNESS ASSEMBLY/INSTALLATION DRAWINGS ARE NOT YET AVAILABLE, HOWEVER, ALL WIRE HARNESSES WILL BE SUBJECTED TO VISUAL EXAMINATION AS FOLLOWS:

1. ALL ASSEMBLIES AND INSTALLATIONS WILL BE INSPECTED FOR COMPLIANCE TO WORKMANSHIP PRACTICES AND CONFORMANCE TO THE APPLICABLE DRAWING.
2. ALL WIRING WILL BE CHECKED FOR SUFFICIENT SLACK TO ENSURE FREEDOM FROM MECHANICAL STRESS DUE TO INSTALLATION.
3. ALL WIRING WITH VISUAL FLAWS IN INSULATION, SUCH AS CUTS, CRACKS, OR BURNS WILL BE REJECTED.
4. CABLE TIES WILL BE EXAMINED TO ENSURE SUFFICIENT TIGHTNESS WITHOUT WIRE DAMAGE OR PINCHING.
5. CONNECTORS WILL BE CLEANED AND INSPECTED PRIOR TO EACH MATING TO EQUIPMENT.

FAILURE HISTORY:

QUALIFICATION AND ACCEPTANCE TESTS WILL BE MONITORED FOR FAILURES RELATED TO THIS FAILURE MODE.

OPERATIONAL USE:

THERE IS NO OPERATIONAL RESPONSE IDENTIFIED FOR THIS FAILURE MODE.

MAINTAINABILITY:

THE FLAME DETECTOR FUNCTIONALITY CANNOT BE RESTORED UNTIL THE FAILED WIRE HARNESS IS REPAIRED OR REPLACED. MANUAL TROUBLESHOOTING MAY BE REQUIRED TO ISOLATE TO THE FAILED WIRE HARNESS. THE ON-ORBIT MAINTENANCE CONCEPT FOR WIRE HARNESSES HAS NOT BEEN DEFINITIZED, ALTHOUGH IT IS PLANNED THAT A LIMITED ON-ORBIT REPAIR CAPABILITY WILL BE AVAILABLE. THIS CAPABILITY WILL INVOLVE SPLICING OF DAMAGED CONDUCTORS OR ROUTING OF NEW CONDUCTORS DEPENDING UPON THE SEVERITY AND ACCESSIBILITY OF THE DAMAGE. REPAIR OF WIRE HARNESS CONNECTORS

FMECA TYPE

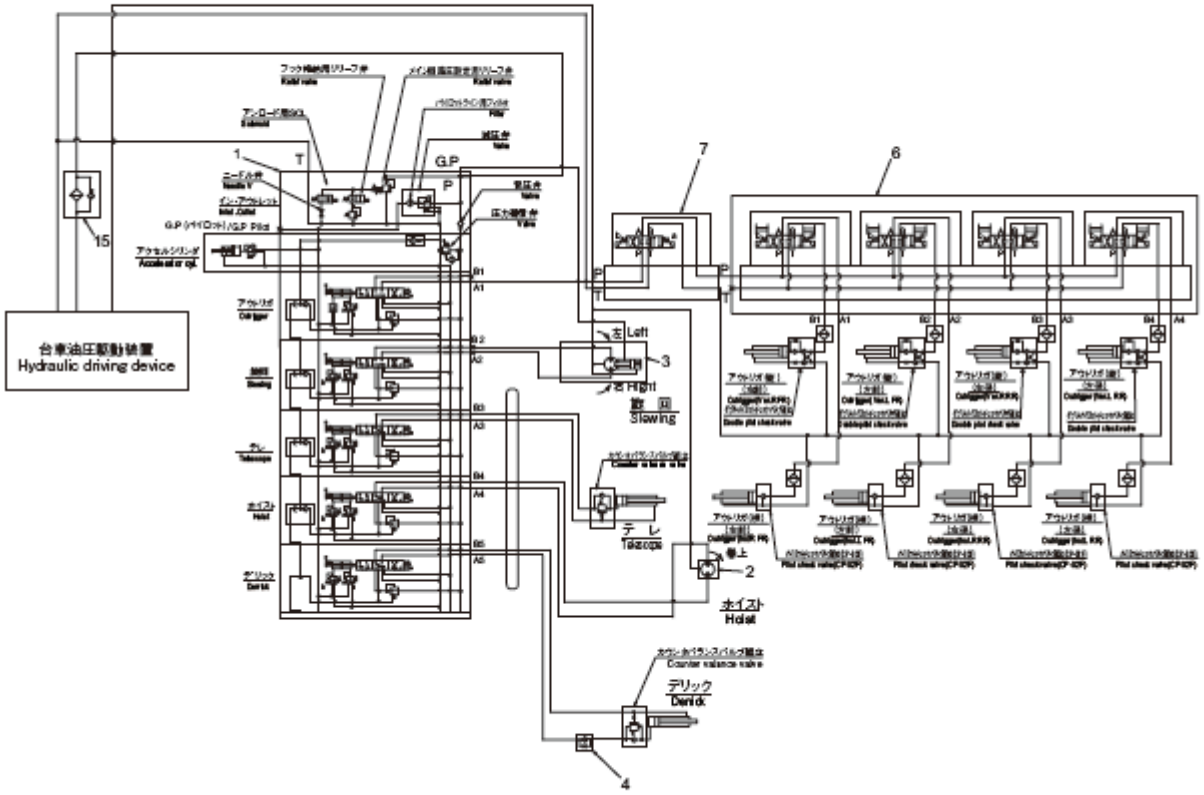
System Functional FMECA
- SCAMP already designed
- Not help logistics

Piece Part Single Point Failure FMECA
- Too expensive
- Not meet Schedule
- Overkill

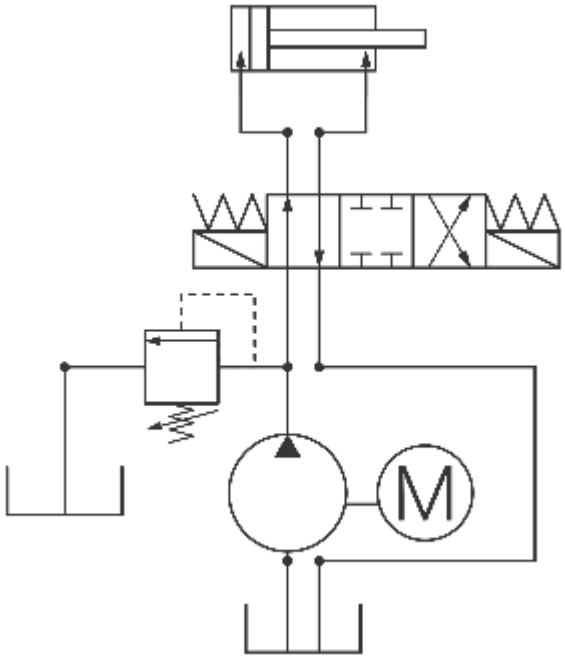
✓ LRU Functional FMECA
- 782 lines

LINE 1

油圧駆動装置（全機種共通）
HYDRAULIC DRIVING DEVICE(ALL MODELS)



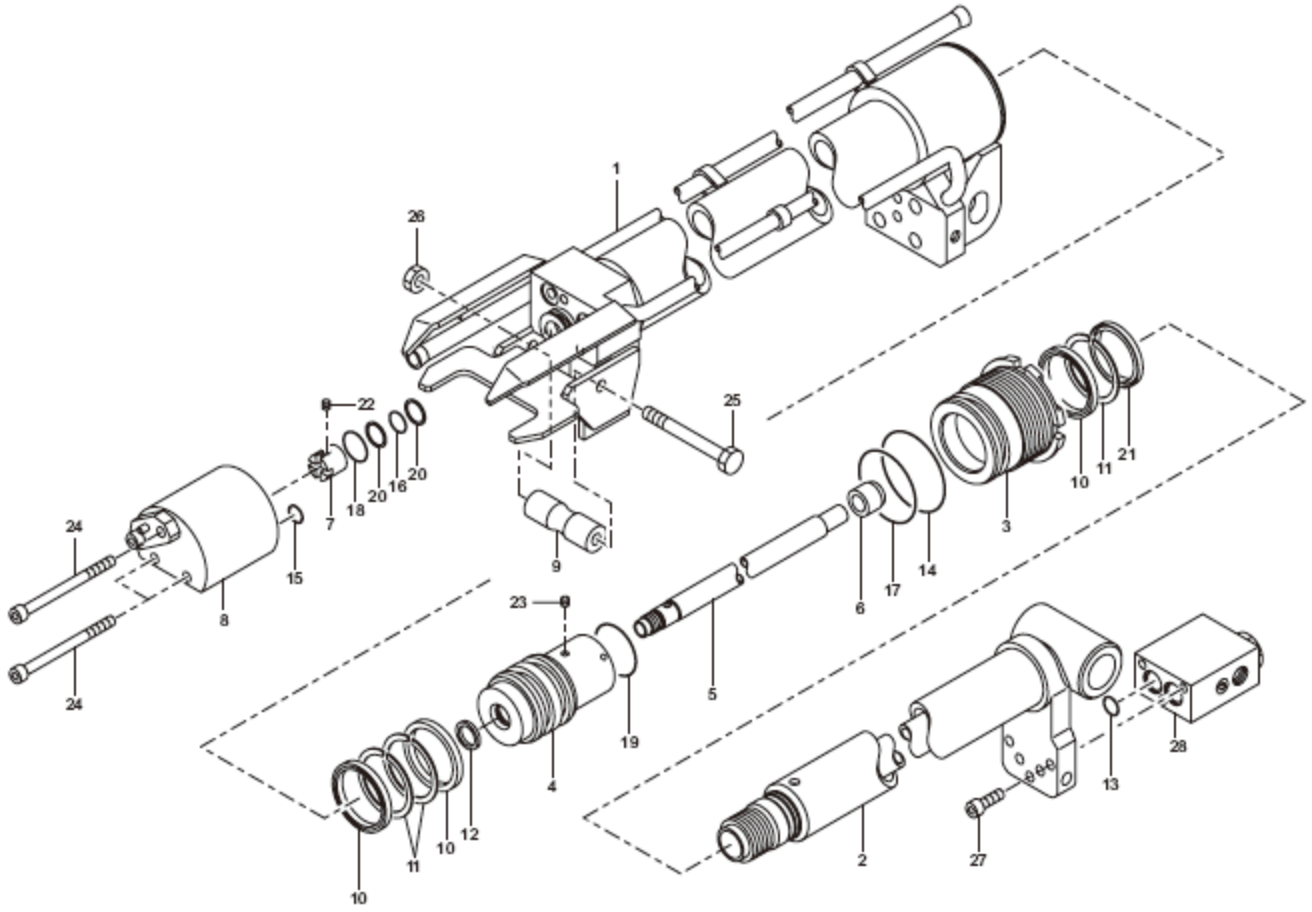
LINE 1



LINE 76

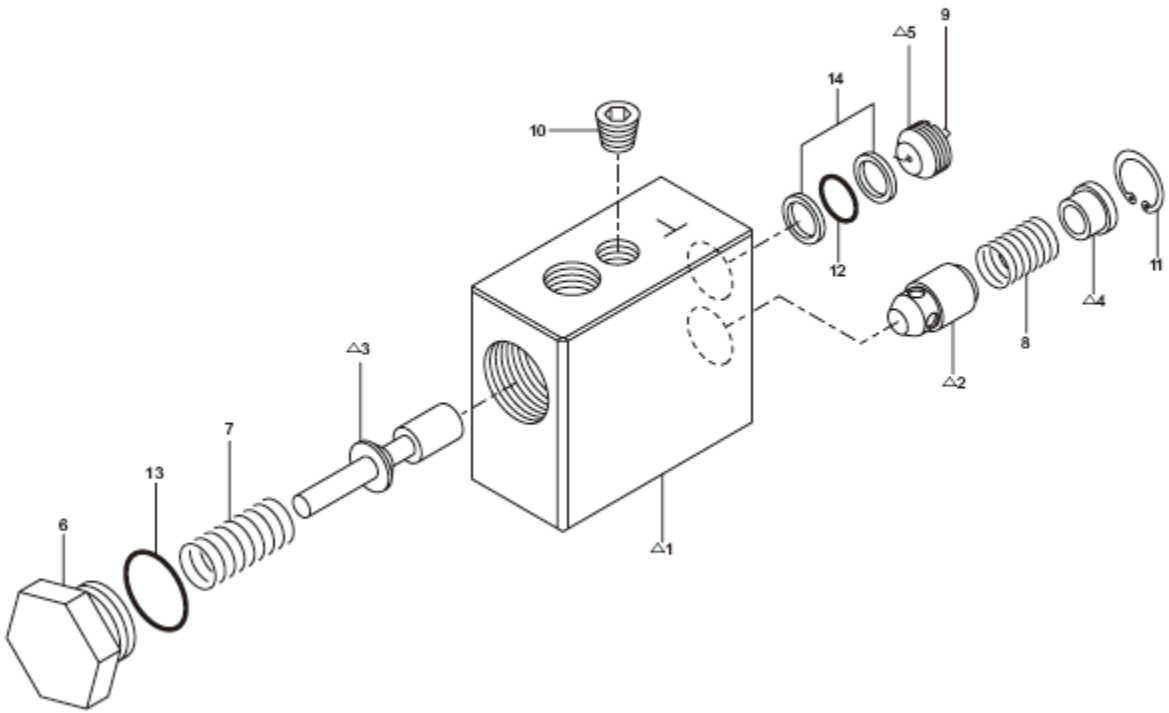
テレシリンダ (1) 組立 (URW375C2UR)
Fig. 2-1 TELESCOPE CYLINDER(1) ASS'Y(URW375C2UR)

21

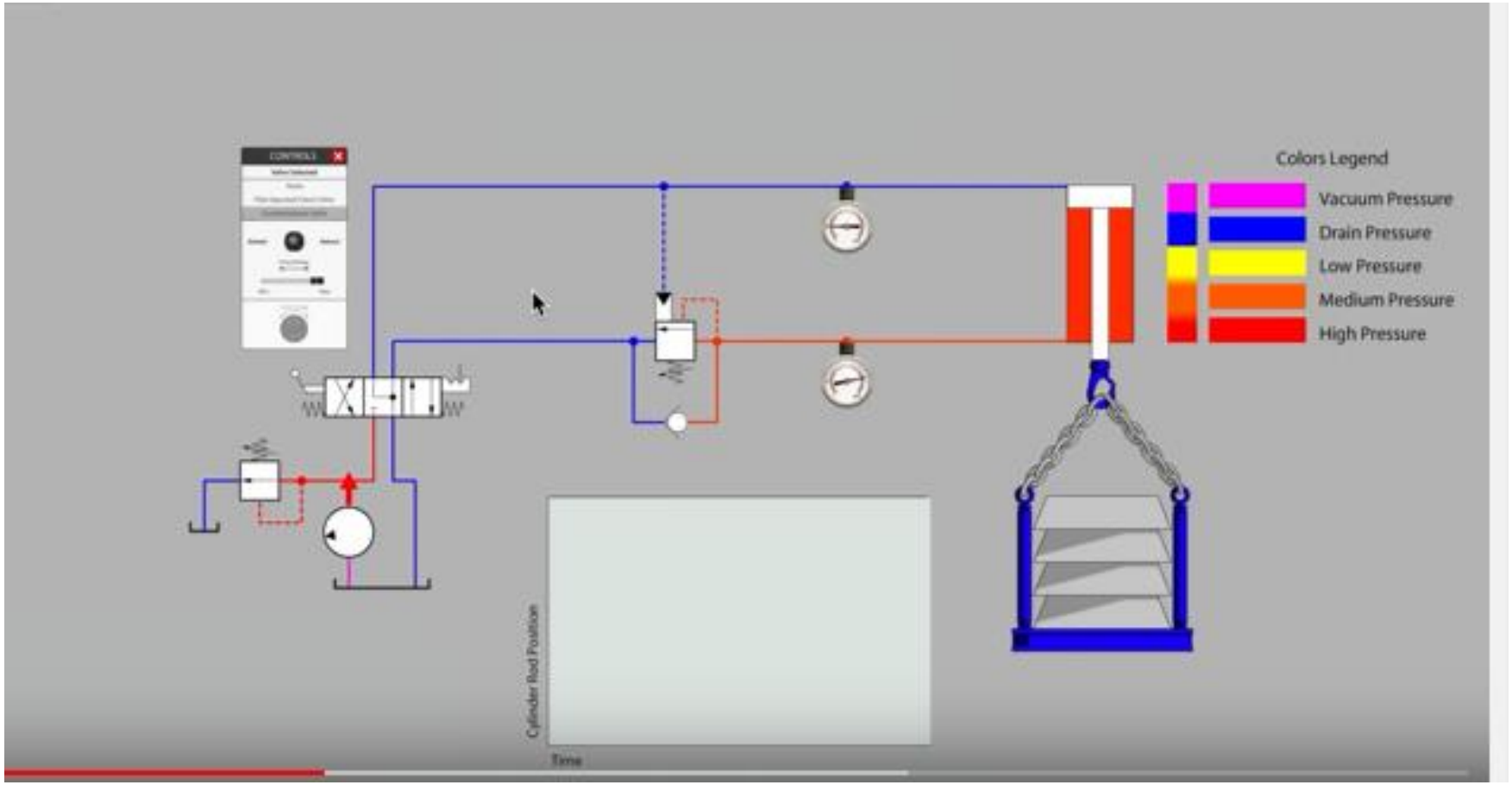


LINE 76

カウンタバランスバルブ組立（全機種共通）
COUNTER BALANCE VALVE ASS'Y(ALL MODELS)



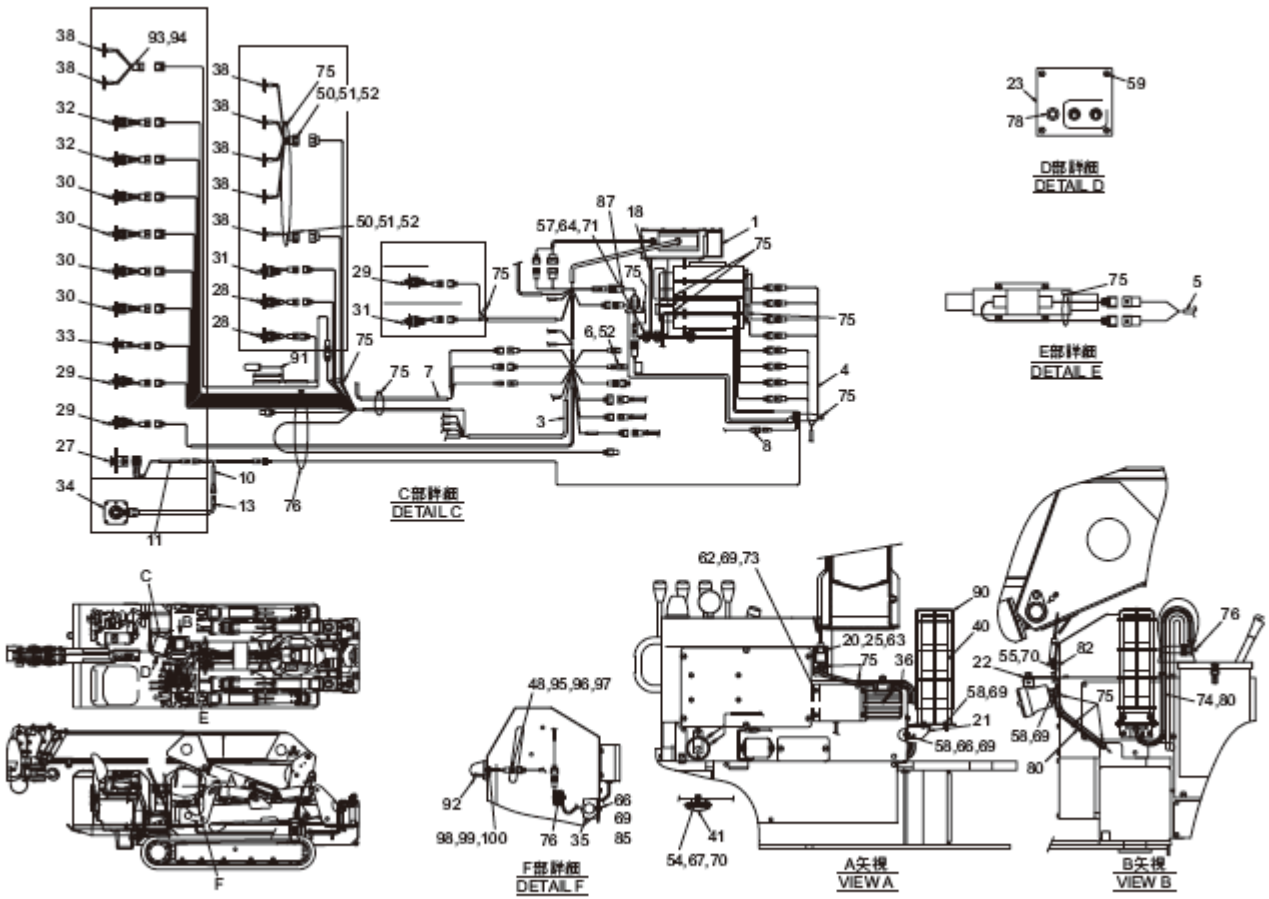
YEA YOUTUBE!


Colors Legend
Vacuum Pressure
Drain Pressure
Low Pressure
Medium Pressure
High Pressure
Cylinder Rod Position
Time
LunchBox Sessions
Subscribe
37.8K

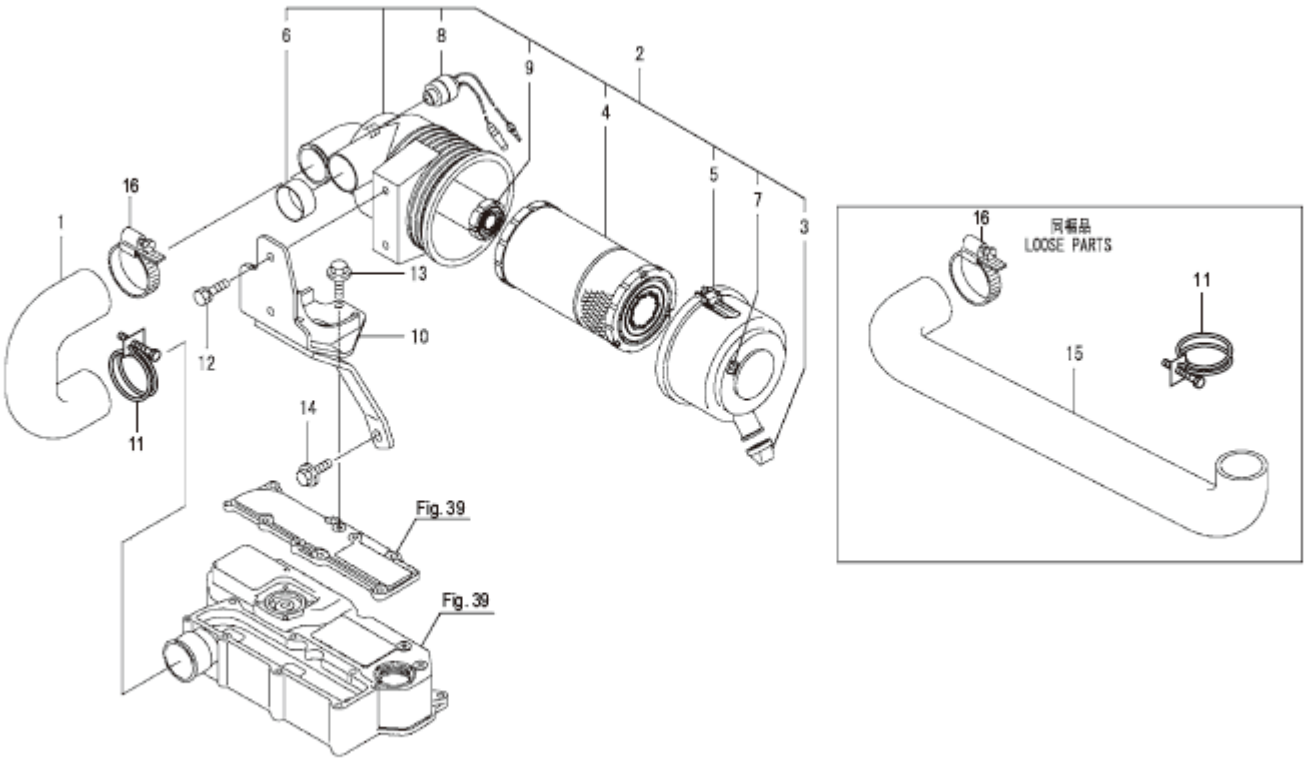
LINE 157-192

57

Fig. 4-3-1 電気配線（下部）組立（1/2）（全機種共通）
ELECTRIC WIRINGS(LOWER) ASS'Y(1/2)(ALL MODELS)



LINE 782


6
8
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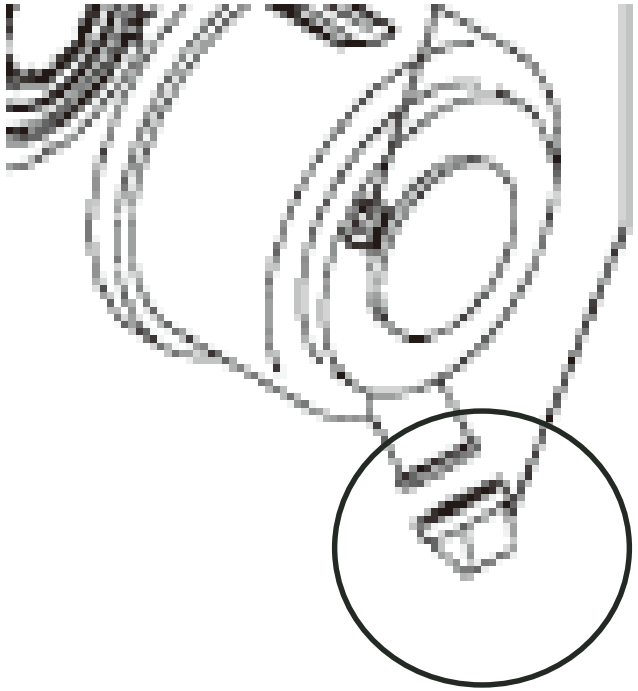
16
1
13
10
12
14
11
Fig. 39
Fig. 39
16
可看品
LOOSE PARTS
11
15

LINE 782

XP49 02310

Valve, Bleeder

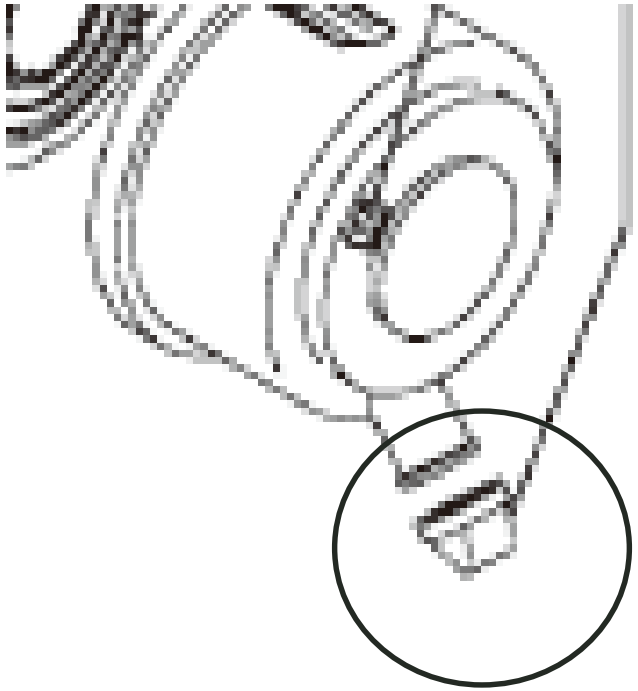


LINE 782

XP49 02310

Valve, Bleeder

Valve-unloader



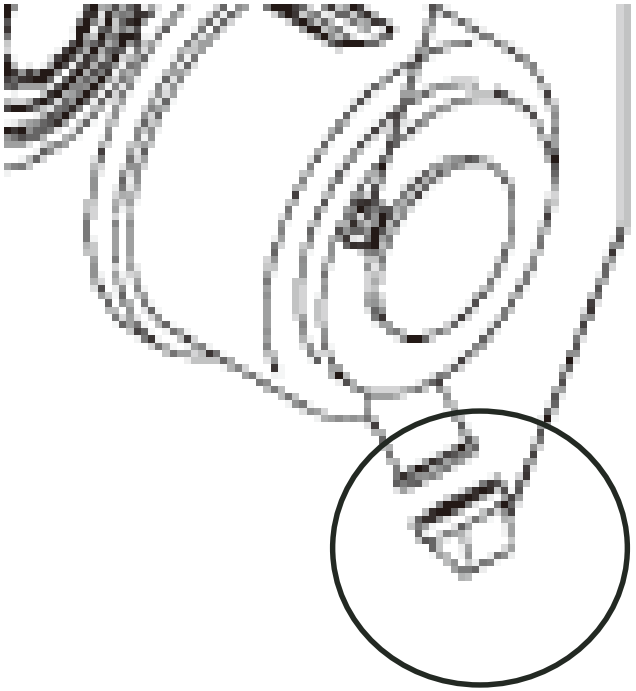
LINE 782

XP49 02310

Valve, Bleeder

Valve-unloader

アンローダ バルブ



LINE 782

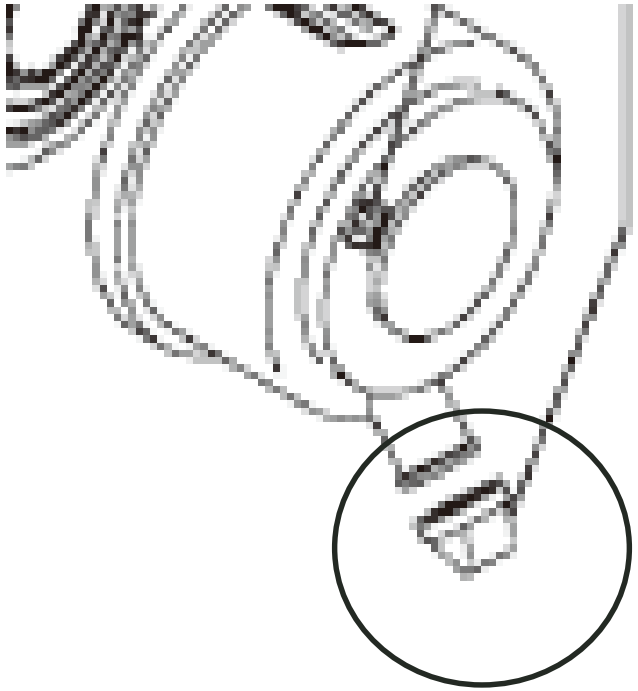
XP49 02310

Valve, Bleeder

Valve-unloader

アンローダ バルブ

Unloader valve



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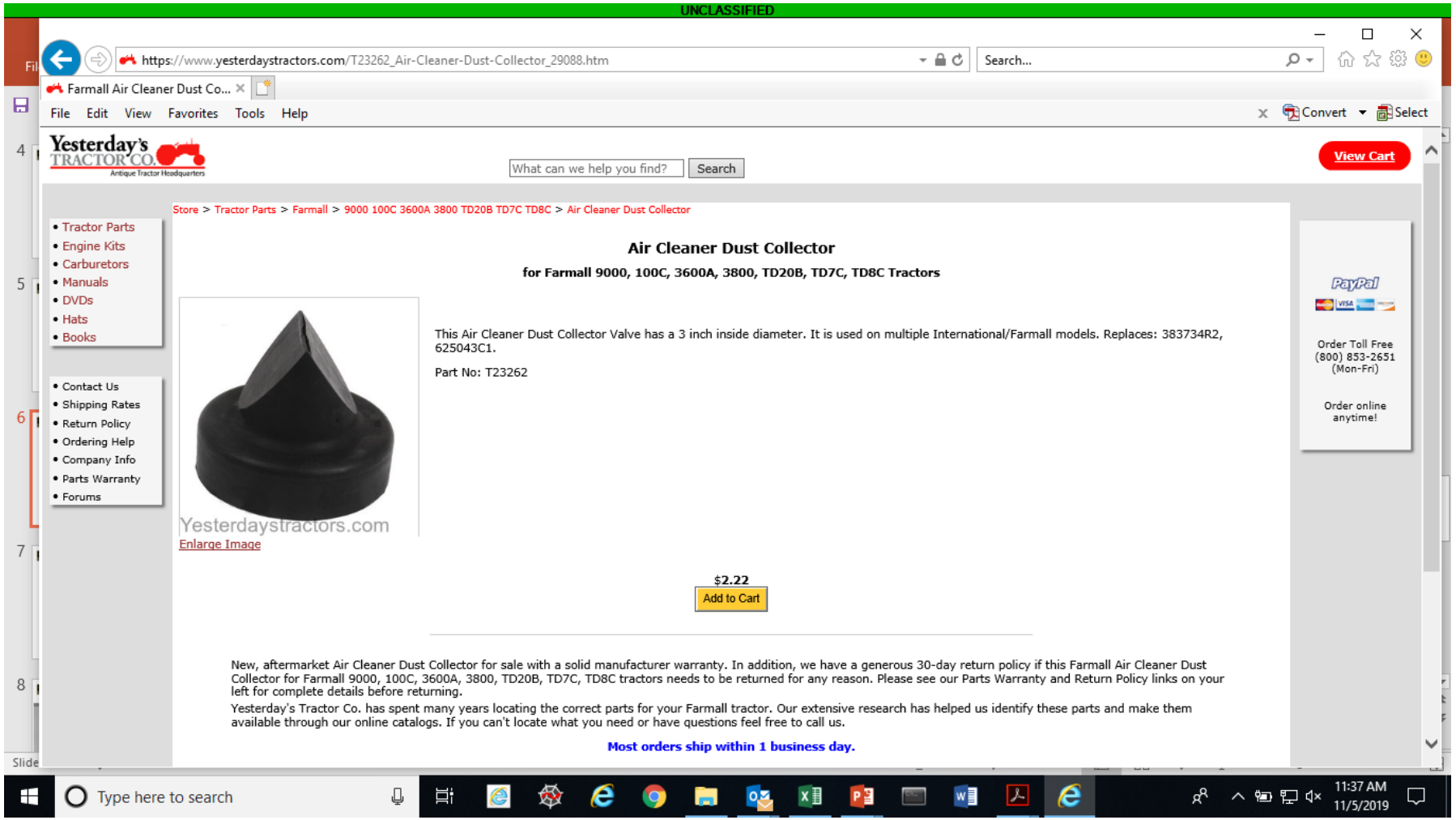
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Carburetors
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Return Policy
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