

SSTD Incoming Inspection Report

Spacecraft/Project **HERSCHEL / SPIRE**

Document Number **SPIRE-RAL-REP- 002785**

Issue **1**

Sub System **WIH**

Date **12-Dec-06**

Model **PFM**

INCOMING INSPECTION REPORT

FROM	
SAP	
CEA, Service d'Astrophysique Saclay	

TO	
Project	
Rutherford Appleton Laboratory	
Space Science and Technology Department	
Chilton	
DIDCOT	
OXON	
OX11 0QX	

Applicable sections	
Containers	Yes
External Visual Inspection	Yes
External Connector	Yes
Documentation	Yes
Verification of Interfaccs	Yes
Extra Comments Sheets	Yes

Drawings / Documents Attached	
Photo's	

INSPECTION CONDUCTED BY

NAME
Alan Pearce

DATE
12/12/2006

WITNESS BY

NAME
Eric Clark (PA)

DATE
12/12/2006

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CONTAINER INSPECTION

TRANSPORT CONTAINERS EXTERNAL CONDITION	REMARKS	Status
Mechanical damage to container fasteners, locks, clips or handling provisions		Checked
Security / Locking Fitted		Checked
Markings for destination and description		Checked
Warning labels relating to handling lifting and stacking limits		Checked
Any additional Comments	Large White Container with all side catches wire seals Shock monitors fitted on end and top	See Remarks

TRANSPORT CONTAINERS INTERNAL CONDITION	REMARKS	Status
Check Mounting fixtures fitted internal packaging		Checked
Internal padding / packaging required		Checked
Mounting provisions secure		
Any additional Comments	Harness is Tie rapped to a Frame to hold Harness in position, all sealed in plastic sheeting. SPIRE have ESD Concerns regarding this sheeting.	See Remarks

ENVIORNMENTAL MONITORS								
<u>Temp Monitors</u>		<u>Humidity Monitors</u>		<u>Shock Sensors Triggerd Information</u>				
Fitted:	<input type="text" value="No"/>	Fitted:	<input type="text" value="No"/>	5g	10g	15g	25g	50g
Condition:	<input type="text" value="N/A"/>	Condition:	<input type="text" value="N/A"/>	X Axis	Y Axis	Z Axis		

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INSTRUMENT VISUAL INSPECTION

CHECK LIST	REMARKS	RESULTS
Contents against shipping list		Correct
Instrument label		Correct
Note status of external contamination	As to be expected in a transit box of this type some particulate contamination was seen on outer Polythene sheeting, as this was removed before taking into the clean room this is not a problem.	See Remarks
Degradation of paintwork or Coating?		N/A
Fasteners correctly locked?	The Harness is tie wrapped to a support frame with the connectors terminated	See Remarks
Check protective covers are correctly labelled and fitted?	See above remark	
Additional Comments	See Extra Comments sheet re the use of Polythene in ESD areas	See Remarks

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INSPECTION OF ALL CONNECTORS

CHECK LIST	REMARKS (LIST CONNECTOR NUMBERS)	RESULTS
Pin Alignment	See Additional Comments section below	See remark
Damaged Sockets	See Additional Comments section below	See remark
Internal Debris	See Additional Comments section below	See remark
Connector Covers fitted	See Additional Comments section below	See remark
Connector Savers Fitted	See Additional Comments section below	See remark
EMC Covers Fitted	See Additional Comments section below	See remark
RED Tag Item / Green Tag Items fitted	See Additional Comments section below	See remark
Additional Comments	The Harness was supplied, with the connectors terminated on support frames, the visual inspection of these Connectors was performed and the Connector Savers (supplied by CEA) fitted during integration. All OK	See remark

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DOCUMENTATION CHECK LIST

Check	REMARKS	RESULTS
End Item Data Pack		N/A for this inspection
Transportaion Documents		Yes
Packing un- Packing instructions		Yes
Additional Comments		None

Verification of Interfaces

Mechanical interface: dimensions specified in the interface control documents such as mass, flatness of surfaces, location of fixing holes and overall dimensions should be measured accurately and recorded. Record Test Report Number, or confirm that measurement result is included in delivery documentation, (EIDP).

INSPECTION / TEST REPORT NUMBER **CHECKED** To be preformed at integration

Electrical interfaces: verifying the location and types of connectors against interface control document is normally carried as part of mechanical verification, confirm this has been done. Functional testing: final functional test report number should be noted.

INSPECTION / TEST REPORT NUMBER **CHECKED** To be preformed at integration

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EXTRA COMMENT SHEET

The Harness was delivered attached to a support frame all Double Bagged in Polythene sheeting, however Polythene is not allowed in SSTD (RAL) ESD safe areas due to its ability to become highly Charged with static.
As the instrument was inside the Cryostat, and therefore protected from Contaminants, the polythene was removed before taking into the SPIRE Clean room
The Polythene covering the Support frame will either be replaced, or covered with ESD safe material before onward shipping of the Harness.

Each connector was visually inspected and fitted with the Connector Saver supplied it and its mating connector was connected to the ESD grounding point before Mating. The same procedure will be performed on de-mate.

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WIH Transit Case



All six Latches were sealed as shown



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Shock watch monitor on Top of container OK



Shock watch monitor on End of container OK



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With container Lid removed showing Polythene sheeting & EIDP CD

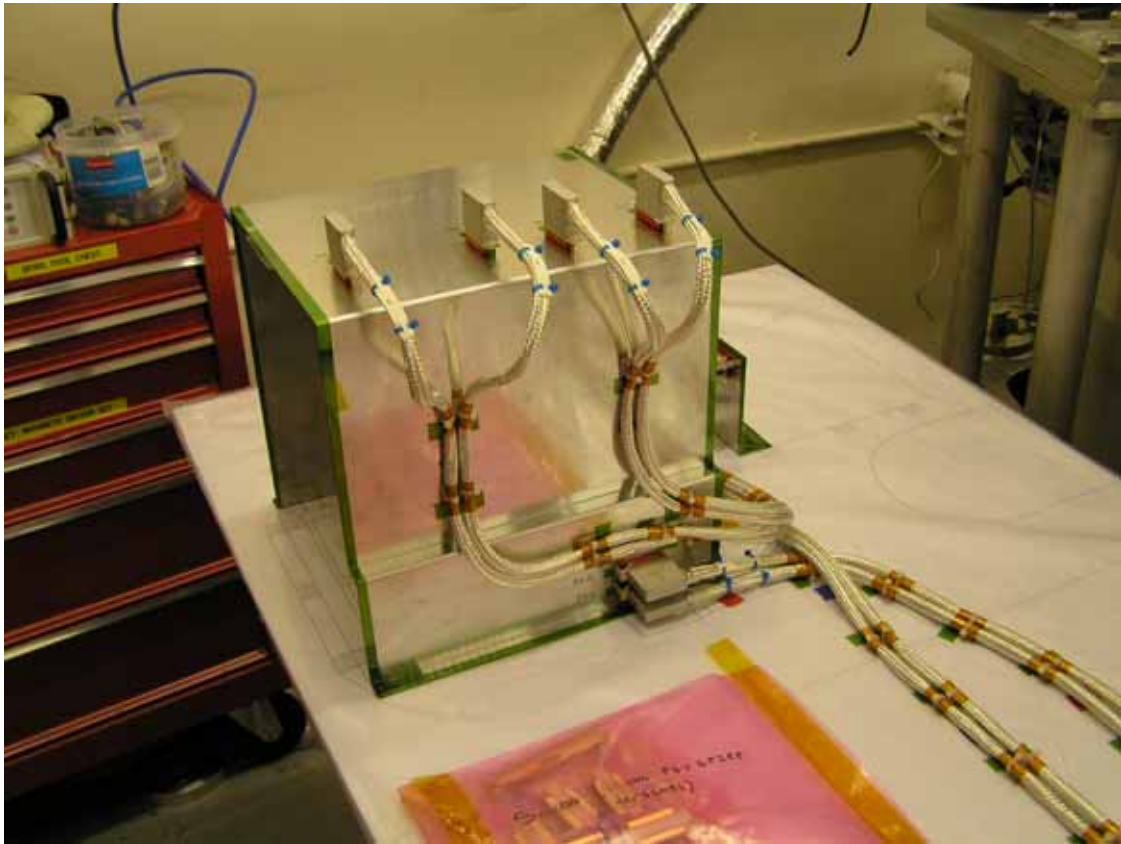


Polythene removed and in position in Clean room



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Close up of one end showing connector termination



View of Connector Savers etc supplied



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View of opposite end.

