Abstract for Advanced Hydraulic Power System (AHPS) Upgrade
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Three Auxiliary Power Units (APU) on the Space Shuttle Orbiter each provide 145 hp shaft power to a hydraulic pump which outputs 3000 psi hydraulic fluid to 41 hydraulic actuators. A hydrazine fuel powered APU utilized throughout the Shuttle program has undergone many improvements, but concerns remain with flight safety, operational cost, critical failure modes, and hydrazine related hazards.

The advanced hydraulic power system (AHPS), also known as the electric APU, is being evaluated as an upgrade to replace the hydrazine APU. The AHPS replaces the high-speed turbine and hydrazine fuel supply system with a battery power supply and electric motor/pump that converts 300 volt electrical power to 3000 psi hydraulic power. AHPS upgrade benefits include elimination of toxic hydrazine propellant to improve flight safety, reduction in hazardous ground processing operations, and improved reliability. Development of this upgrade provides many interesting challenges and includes development of four hardware elements that comprise the AHPS system:

**Battery** – The battery provides a high voltage supply of power using lithium ion cells. This is a large battery that must provide 28 kilowatt hours of energy over 99 minutes of operation at 300 volts with a peak power of 130 kilowatts for three seconds.

**High Voltage Power Distribution and Control (PD&C)** – The PD&C distributes electric power from the battery to the EHDU. This 300 volt system includes wiring and components necessary to distribute power and provide fault current protection.

**Electro-Hydraulic Drive Unit (EHDU)** – The EHDU converts electric input power to hydraulic output power. The EHDU must provide over 90 kilowatts of stable, output hydraulic power at 3000 psi with high efficiency and rapid response time.

**Cooling System** – The cooling system provides thermal control of the Orbiter hydraulic fluid and EHDU electronic components.

Symposium presentation will provide an overview of the AHPS upgrade, descriptions of the four hardware elements, and a summary of development results to date.
Space Shuttle Upgrades
Advanced Hydraulic Power System

April 16, 2004 AIAA Annual Technical Symposium
In Houston, TX

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Hydrazine APU
Orbiter Hydrazine APU Description

Hydrazine APU Used Throughout the Shuttle Program to Power Hydraulic Systems
- Operates During Ascent, On-Orbit Flight Control System Checkout, and Descent
- Converts Chemical Hydrazine Fuel to Shaft Power to Drive a Hydraulic Pump
  - Catalytic Reaction Drives a High Speed Turbine; Speed Reduced to Hyd Pump via a Gearbox

Three Hydraulic Systems Distributed Throughout the Orbiter Power Hyd Actuators
- Variable Displacement, Piston Pump Converts APU Shaft Power to 3000 psi / 69 gpm Fluid Power (120 hp max)
- Hydraulic Power Distributed to 41 End Effectors
Hydrazine APU Has Safety Risks

Flight Safety Risks

- Hydrazine APU Analysis Shows a 1 in 809 Risk for Loss of Crew / Vehicle
- 17 Hazards
- 24 Crit 1 CILs
- Hydrazine APU Risk Areas
  - Hydrazine Fire and Explosion
  - Corrosive Agent
  - Hot Exhaust Gas Leak
  - Material Compatibility

Ground Safety Risks

- Safety Hazards Associated With Hydrazine
  - Toxicity
  - Corrosion
  - Ignition
Advanced Hydraulic Power System (AHPS) Upgrade
AHPS Upgrade Selected to Address Hydrazine APU Risks

Replace Orbiter Hydrazine APU & Fuel Supply System with Electric Motor and Battery Power Supply

3 APUs in Orbiter Aft Fuselage Supply Power to Hydraulic System

AHPS Upgrade

Current Hydrazine APU
AHPS Contains 4 Major Hardware Elements

**Battery**
- Power source providing 130 kW and 230-360 VDC
- Includes cells, protection diodes, structure, wiring

**PD&C**
- High voltage power distribution to the EHDUs
- Includes contactors, fuses, wires, sensors

**EHDU**
- Provides hyd supply pressure / flow
- Includes controller, inverter, motors, pumps (2)

**Cooling**
- Provide hydraulic and electronics cooling
- Modified water spray boiler
AHPS Development History

• Selected Electric APU as APU Replacement Concept in 1998 with Initial Requirements Set Aggressively to Maximize Benefits

• Advanced Development Included a Significant Amount of Hardware and Testing
  • FY01 Integrated System Testing Completed Showing that the Design Solution Meets Requirements

• As Advanced Development Matured thru 2001, Weight & Battery Technology Risks Threatened Viability of the Project and an Over Designed System Reflected Excessive Implementation Costs

• NASA Deferred Implementation in FY01 & Funded a FY02 Technology Risk Reduction Effort
  • Allowed the Team to Step Back and Re-Consider the Real Requirements and Applicable Design Solution Options for Meeting the Top Level Goals

• As a Result, a New Architecture was Identified with Reduced Complexity, Energy Demand, Weight, & Cost, but Still Achieving Safety Benefits
  • Renamed from EAPU to AHPS to Reflect the New Architecture

• FY03 Shuttle Service Life Extension Program (SLEP) Recommended to Proceeding

• FY04 Effort Authorized to Complete Development Through an Implementation Decision Point
AHPS Key System Requirements

Requirements Documents
- Program Requirements Document (PRD) NSTS 37342
- System Requirements Document (SRD) NSTS 47002

Key Technical Requirements
- Design Timeline: 99 minute timeline with 1 of 3 AHPS subsystems failed
- Weight: 5150 lb max. (2000 lbs above hydrazine APU)
- Flight Control: Transparency in hydraulic output to the actuators
- Hyd Output Flow: 2 to 70 gpm
- Hyd Output Pressure: 2900 – 3150 psi Steady State, 2400 – 4050 Transient
- Hyd Response: 0.080 sec response / 0.180 sec transient
- DC Voltage: 230 – 360 VDC
- DC Power Peak: 130 kw for 3 seconds
- Battery Energy: 28 kw-hr
- Life: 50 missions except 8 mission / 3 years for the battery
- Reliability: 0.99995 single mission reliability (1 in 20,000)
- Fault Tolerance: 2 fault tolerant system, single fault tolerant subsystem
  (2 of 3 AHPS systems needed for safe landing)
AHPS Benefits

Eliminates Hydrazine APU Risk Areas
- Hydrazine Fire and Explosion
- Hot Spots
- Corrosive Agent
- Hot Exhaust Gas Leak
- Turbine Wheel Structural Failure

Eliminates the Single Largest Risk to Orbiter Flight Safety
- Eliminates toxic hydrazine propellant; driver to hydrazine APU risk
- Reduces APU’s contribution to Orbiter risk form 30% to 5%
- Crit 1 CILs reduced from 24 to 6
- Reduces hazards from 17 to 13; 6 causes eliminated

Supports Long Term Consideration of Shuttle Flights Well into 21st Century
- Hydrazine APU design uniqueness, hardware age, and limited supplier activity provide at threat to long term supportability
- AHPS will alleviate supportability concerns and increase hardware life – 75 hour operating limit and long term hydrazine exposure effects

Improves KSC Ground Turnaround Effort
- Eliminates toxic propellant handling and hazardous waste production

Develops Technology Applicable to Next Generation Vehicle
AHPS Development Testing
Hardware Tested for Each of the 4 AHPS Hardware Elements

AHPS System

High Voltage PD&C

Battery

EHDU
(electro-hydraulic drive unit)

Controller(s) / Inverter(s)
Motor(s)
Hyd Pump(s)

Cooling System

hydraulic system

Hydraulic actuators

NASA GRC
Boeing – Rocketdyne, Huntington Beach
AEM

Japanese Storage Battery Co.
Boeing – Seattle, Huntington Beach
Crane Naval Surface Warfare Center
Sandia National Labs
Schlumberger
Aeroenvironment
COM DEV Space
NASA JSC ESTA
AEA
SRI

Moog Space Products – Buffalo, NY
Hamilton Sundstrand – Rockford, IL & Windsor Locks, CT
Boeing - Huntington Beach
NASA White Sands
NASA JSC ESTA
NASA MSFC
Testing has Matured Hardware Designs

Complete System Tested

Battery → Power Dist & Control → EHDU (motor/pump)

Hyd System

Cooling

PD&C Concept Tested

2 Battery Concepts Tested

2 EHDU Concepts Tested

2 Cooling Concepts Tested
2 EHDU Solutions Evaluated (full size prototypes tested for each)

Hamilton Sundstrand
3 Channel Architecture for each EHDU
Output from 3 Hydraulic Pumps Summed
- Variable Speed with Variable Displacement Pumps
- 2 Channels Together Provide 70 gpm Flowrate
  3rd Channel Provides Redundant Leg & Extra Flow for 90 gpm Single APU enhancement

Boeing Phantom Works
3 Channel Architecture for each EHDU
Output from 3-in-1 SEMA Motor Summed to Single Shaft
- Constant Speed with Variable Displacement Pump (Orbiter)
- Two Speed Levels for 70 or 90 gpm Modes
  Provides Parallel Channels at Controller / Motor Level to Meet Redundancy Requirement

Concept Selected Based on Test Results
### 2 Cooling System Solutions Evaluated

<table>
<thead>
<tr>
<th>Hamilton Sundstrand</th>
<th>Boeing Phantom Works</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Modified Water Spray Boiler Provides Cooling</strong></td>
<td><strong>Phase Change Heatsinks Provides Cooling</strong></td>
</tr>
<tr>
<td>- Water Spray Cooling of Hydraulic Fluid</td>
<td>- Large Heatsink for Cooling of Hydraulic Fluid</td>
</tr>
<tr>
<td>- Recirculating Water Cooling of Electronics</td>
<td>- Individual Heatsinks for Cooling of Electronics</td>
</tr>
</tbody>
</table>

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**Hamilton Sundstrand Modified Water Spray Boiler Selected**

- Selection driven by weight, re-use of existing components, and cost
- Also, more flexible because it is adaptable to either EHDU concept
# Battery Solutions Evaluated

## Large Cell Battery
- Single string of large capacity cells
- 190 Ah MELCO/JSB lithium ion cell developed and tested extensively in 01.
- Requirements reduction allowed reduction to a battery consisting of 82, 120 Ah cells.
- Limited testing of the 120 Ah shows excellent performance

## Small Cell Battery
- Multiple parallel strings of low capacity, commercial cells
- Initially pursued as a single mission battery, but cost drove design to a 3 year battery
- 41S-5P submodules developed at ComDev and tested extensively in 03 (Sony 18650, hard carbon cells)
Hamilton Sundstrand EHDU Test Articles

EHDU Module

EHDU in Test at Boeing

EHDU in Test at Hamilton Sundstrand

Hamilton Sundstrand EHDU

Power Module
Hamilton Sundstrand Modified Water Spray Boiler Test Articles

MWSB in Test at Hamilton Sundstrand
Boeing Phantom Works EHDU Test Articles

Motor Control Unit

Hydraulics Cooling Heatsink

EHDU

Electronics Cooling Heatsink
Large Cell Battery Test Articles

Battery Modules in Seattle

Battery Module In Assembly

MELCO JSB 120 Ah Cell

MELCO JSB 190 Ah Cell
ComDev Small Cell Battery Test Articles

Sony 18650 Cells

Engineering Unit
Submodule In JSC Test

Engineering Unit
Submodule
Concluding Remarks

• AHPS has Successfully Completed a Significant Amount of Development That Shows the Design Solutions Meet Requirements

• Upgrade Maturity is High Relative to Some Other Candidate Upgrades

• AHPS Does Provide a Flight Safety Improvement

• Early in FY05, All Needed Data Would Be Available for a Program Implementation Decision If the Safety Improvement is Worth the Cost and Risk

• February 04 SLEP Summit Concluded that AHPS Implementation Schedule is Not Compatible with the President’s 2010 Shuttle Goal
  • Project Shutdown is Currently in Progress
  • AHPS Technology Can Be Applicable to a “New Spacecraft” Pending Results from Their Vehicle Architecture Trade Studies.