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Raven et al.

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(54) **COOPERATIVE SERVICE VALVE FOR
SATELLITE MEDIA TRANSFER**

USPC 137/614.17, 614.19; 251/149.5;
141/293–295, 348–350
See application file for complete search history.

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(51) **Int. Cl.**
B64G 1/64 (2006.01)
F16L 1/00 (2006.01)

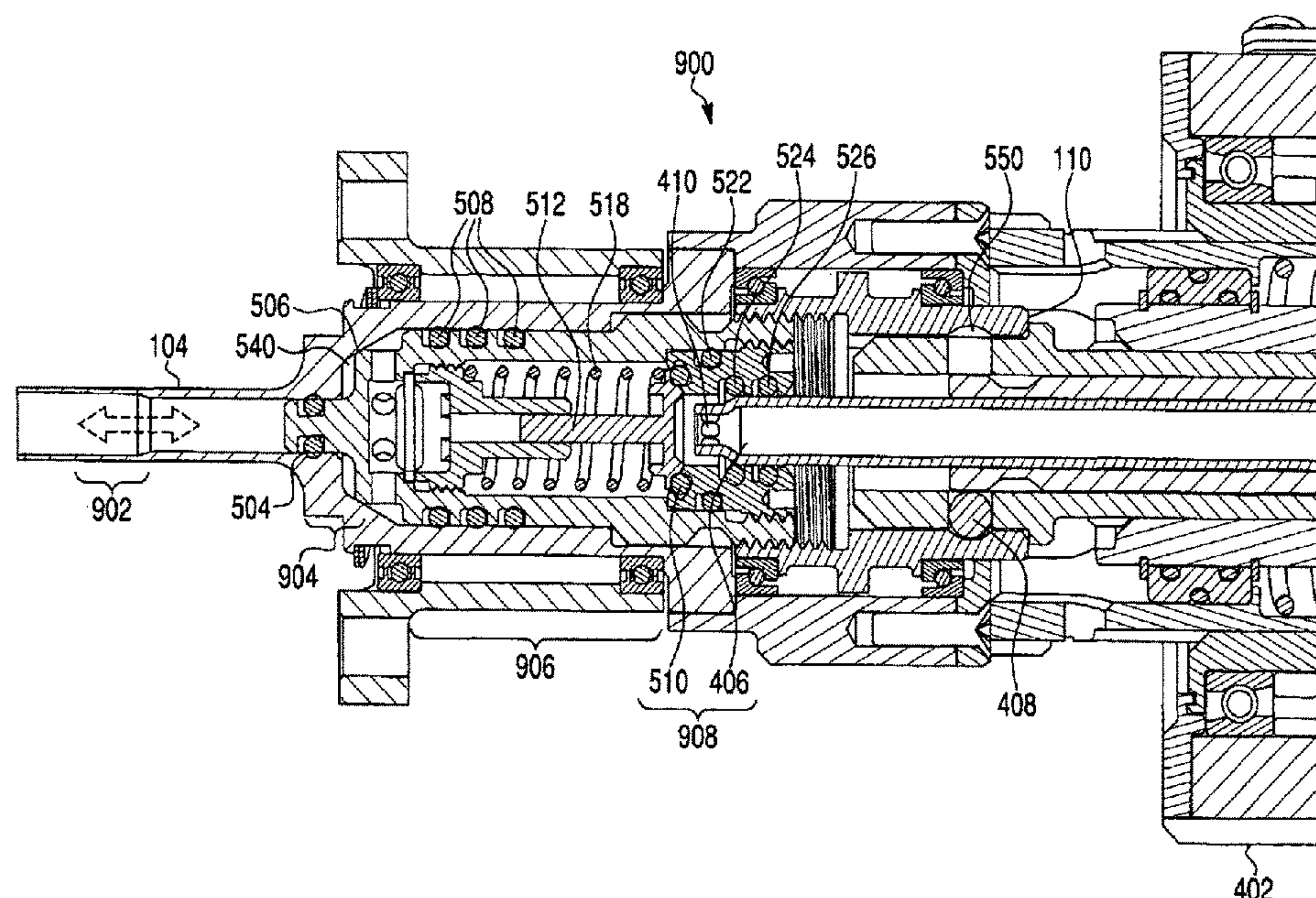
(52) **U.S. Cl.**
CPC **B64G 1/641** (2013.01); **F16L 1/00**
(2013.01)

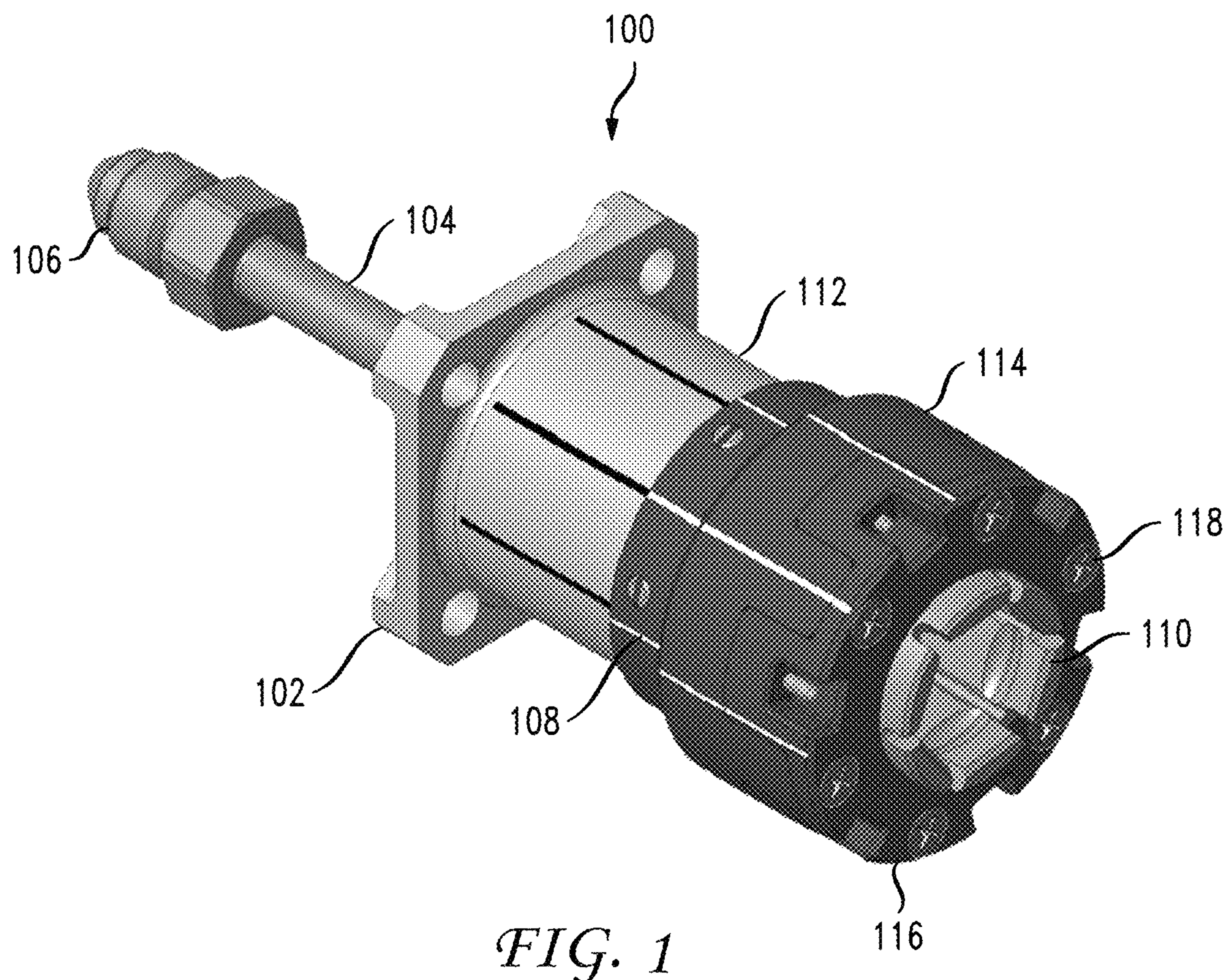
(58) **Field of Classification Search**
CPC Y10T 137/88046; Y10T 137/8803; B64G
1/641; F16L 37/44; F16L 37/47

(57) **ABSTRACT**

A Cooperative Service Valve includes a fitting connected to a valve body via a tube, a stem configured to fit within the valve body. The stem includes a stem first end having a first seal and configured to movably fit within a tube first end, a sealing portion connected to the stem first end and configured, in a first position, to provide a second seal between the sealing portion and an inner surface of the stem body, a fluid flow portion comprising openings for allowing liquid or gaseous media to pass through the Cooperative Service Valve when the stem is in a second position and a stem second end configured to secure a poppet guide, a poppet and a spring associated with the poppet that biases the poppet against a seal to yield a third seal. The first, second and third seals open and close in a particular order to allow or prevent fluid from flowing through the stem.

13 Claims, 13 Drawing Sheets





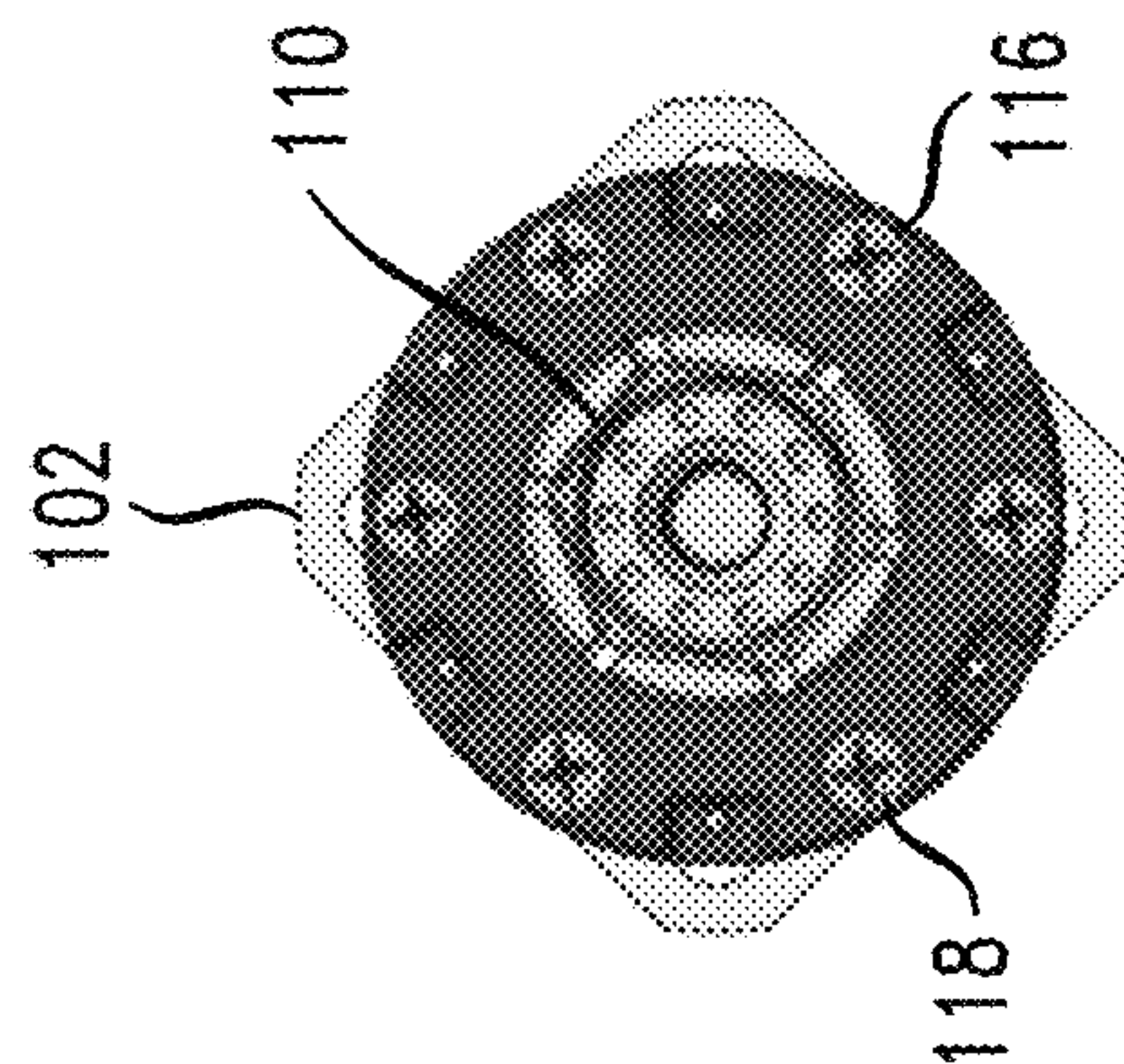


FIG. 2A

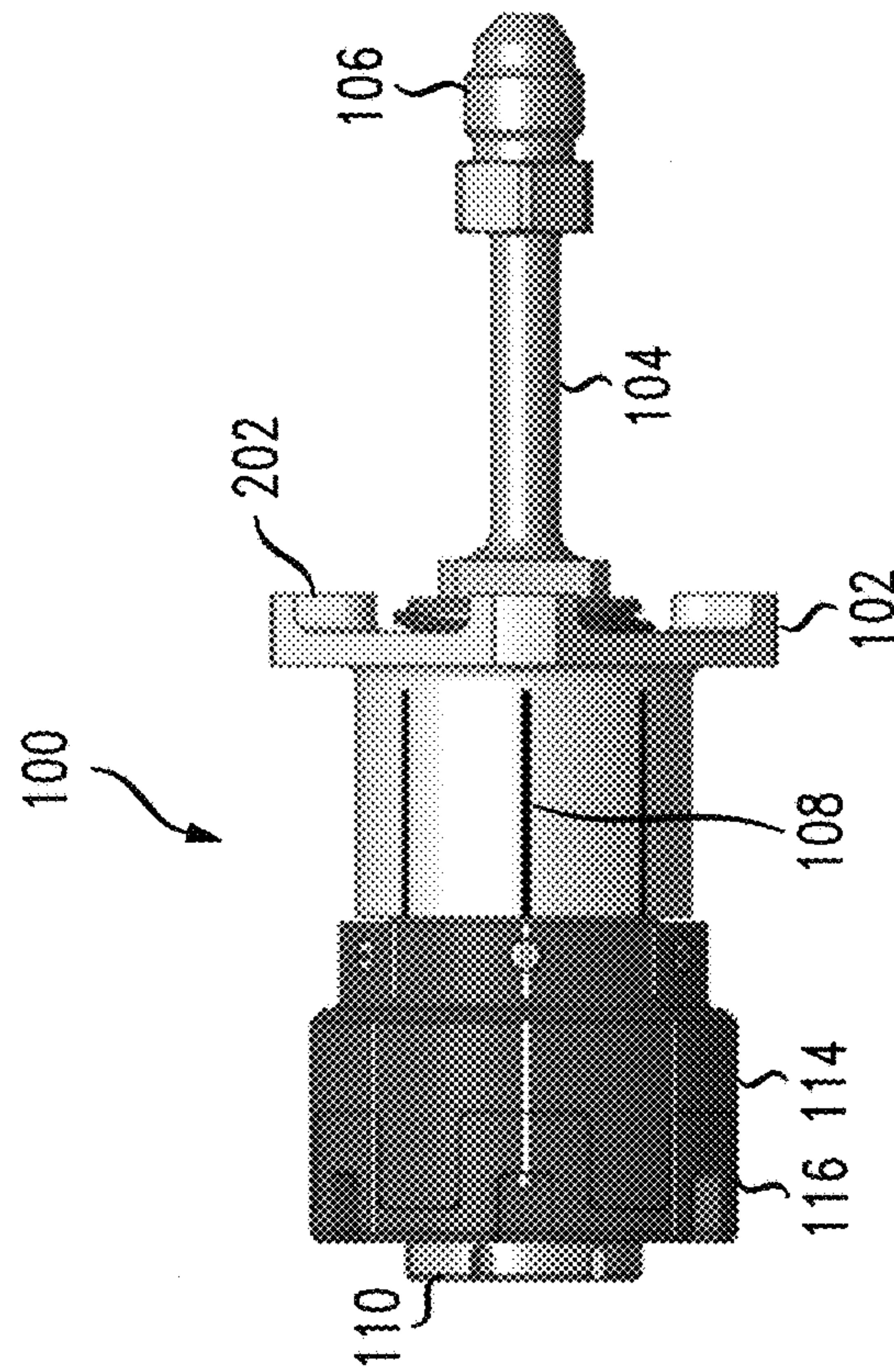


FIG. 2B

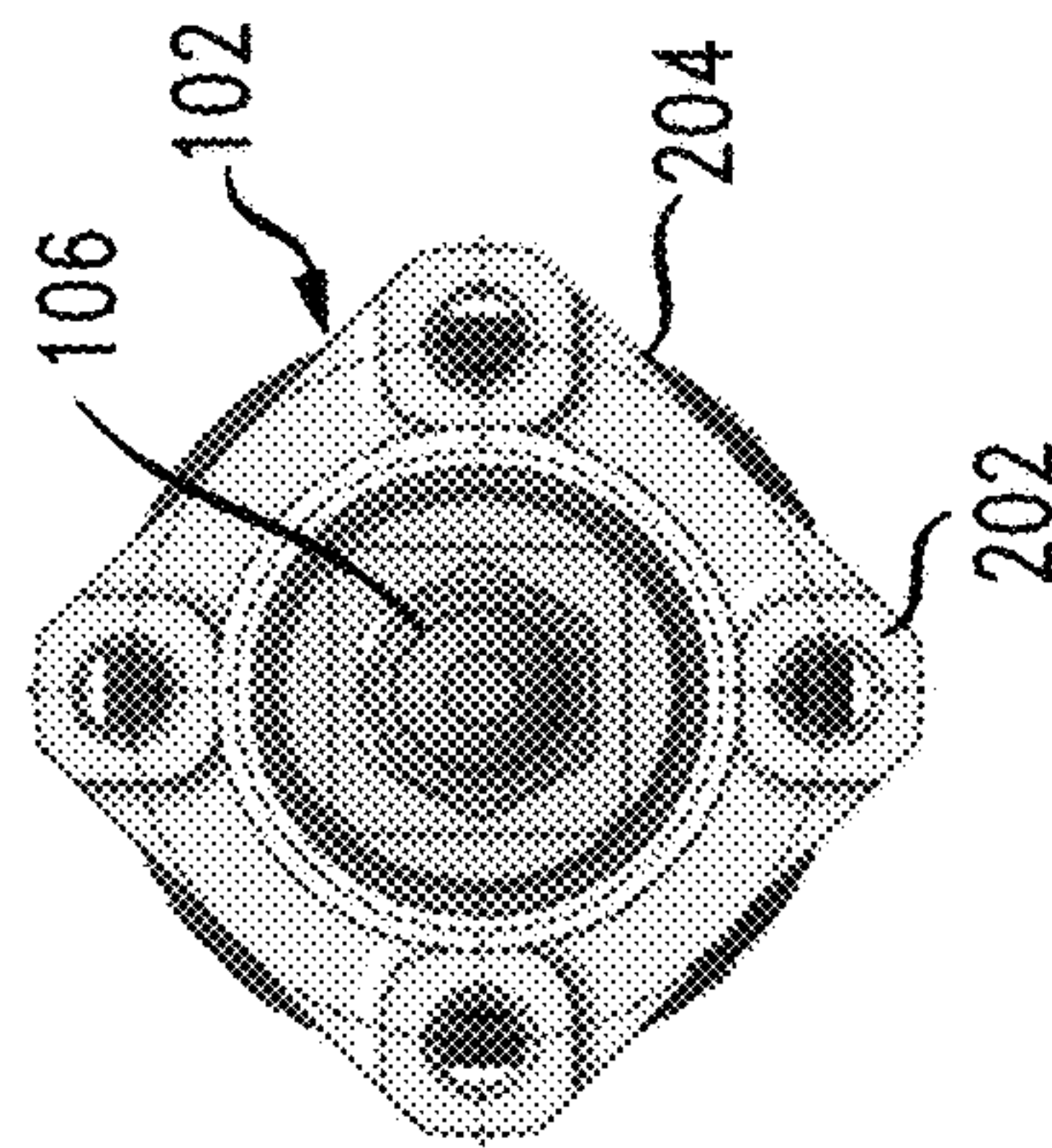


FIG. 2C

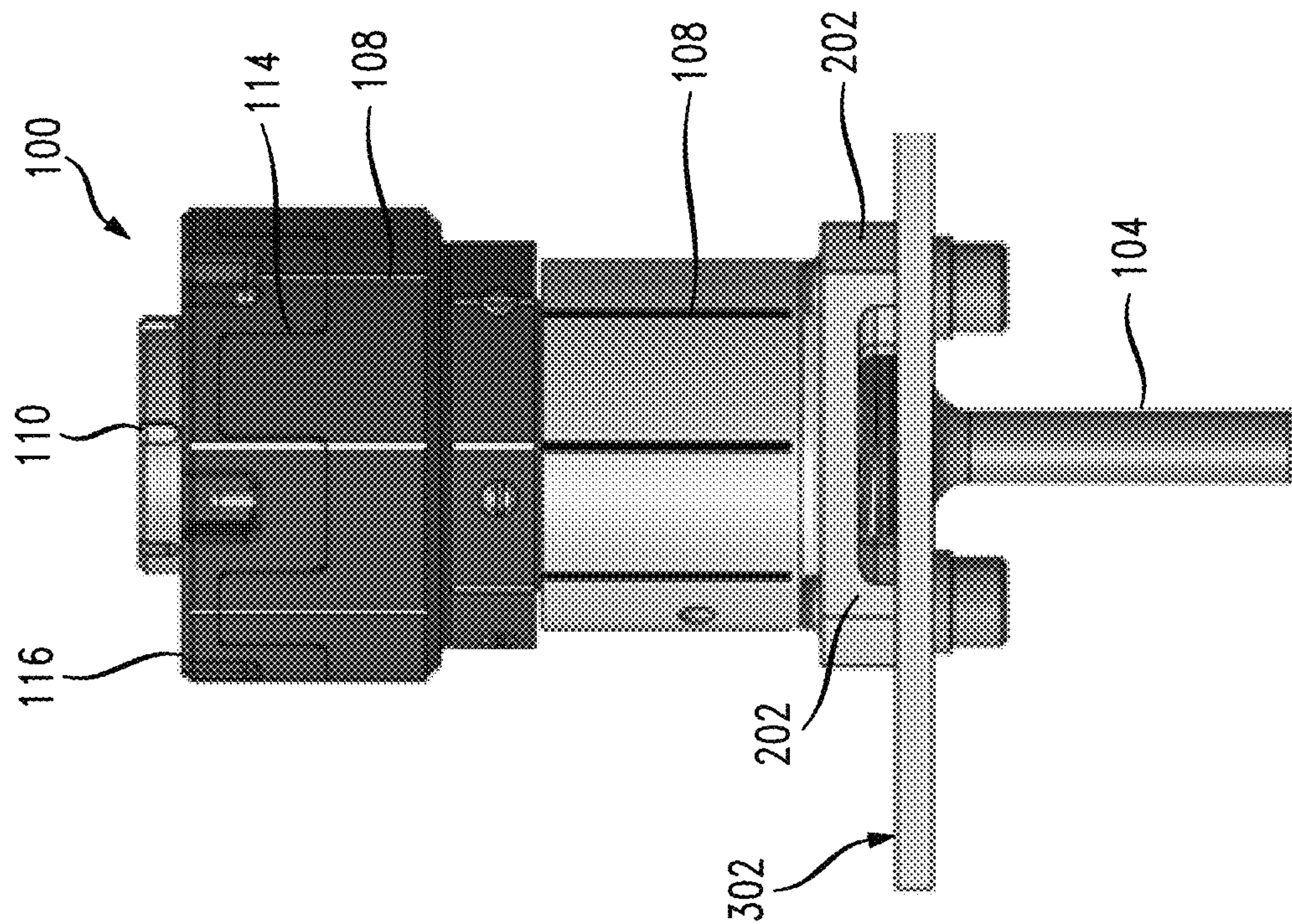


FIG. 3B

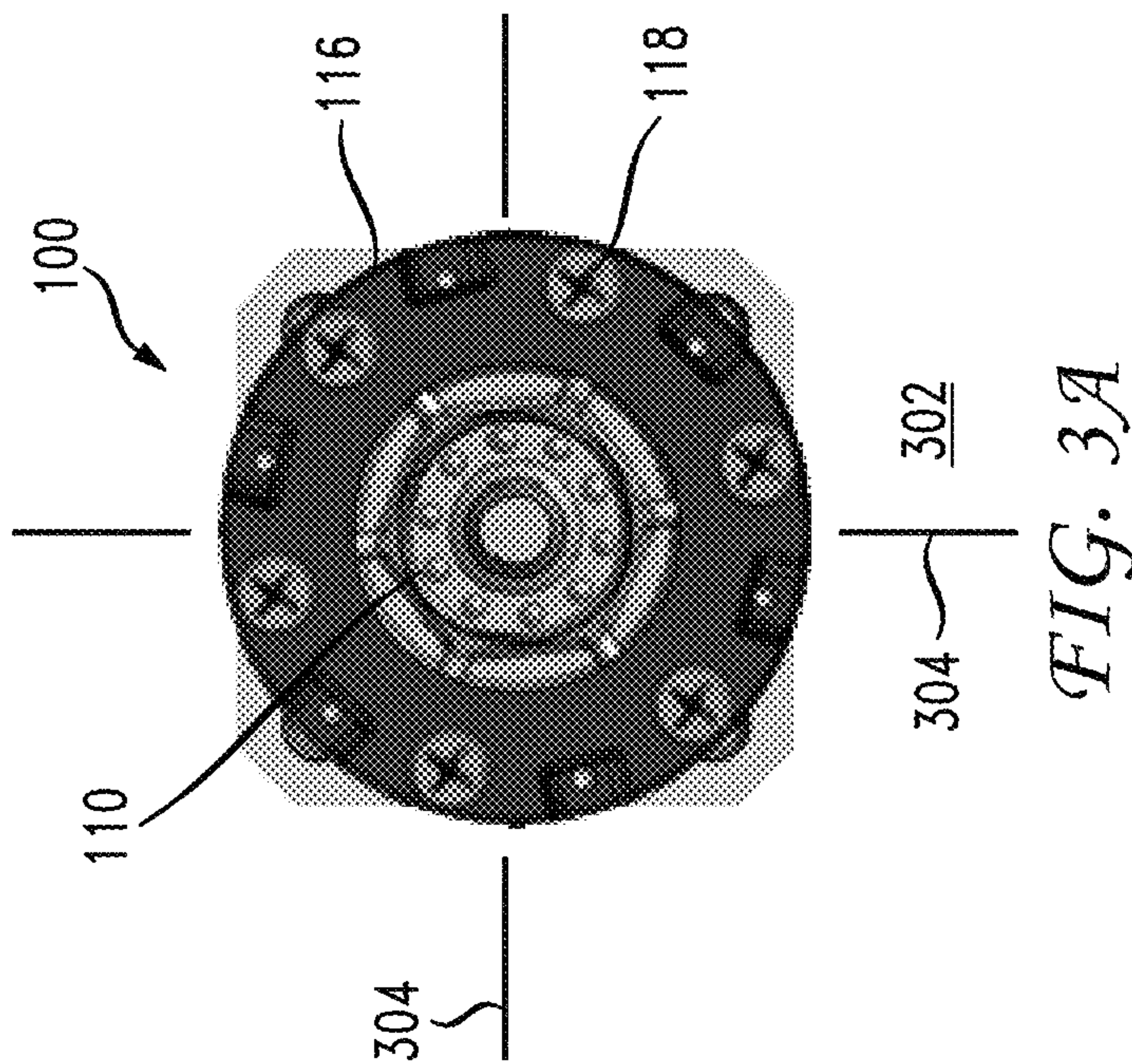


FIG. 3A

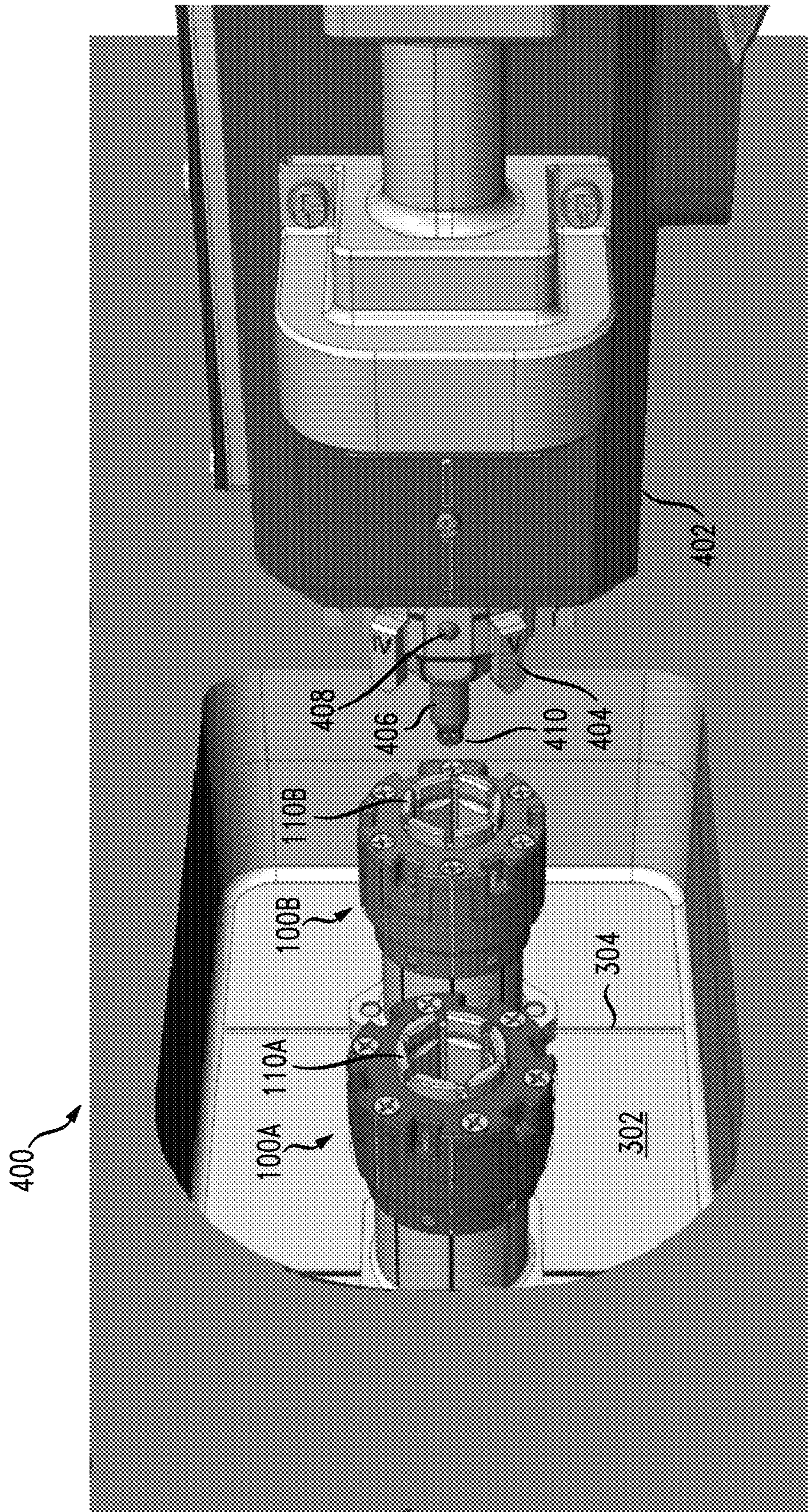


FIG. 4

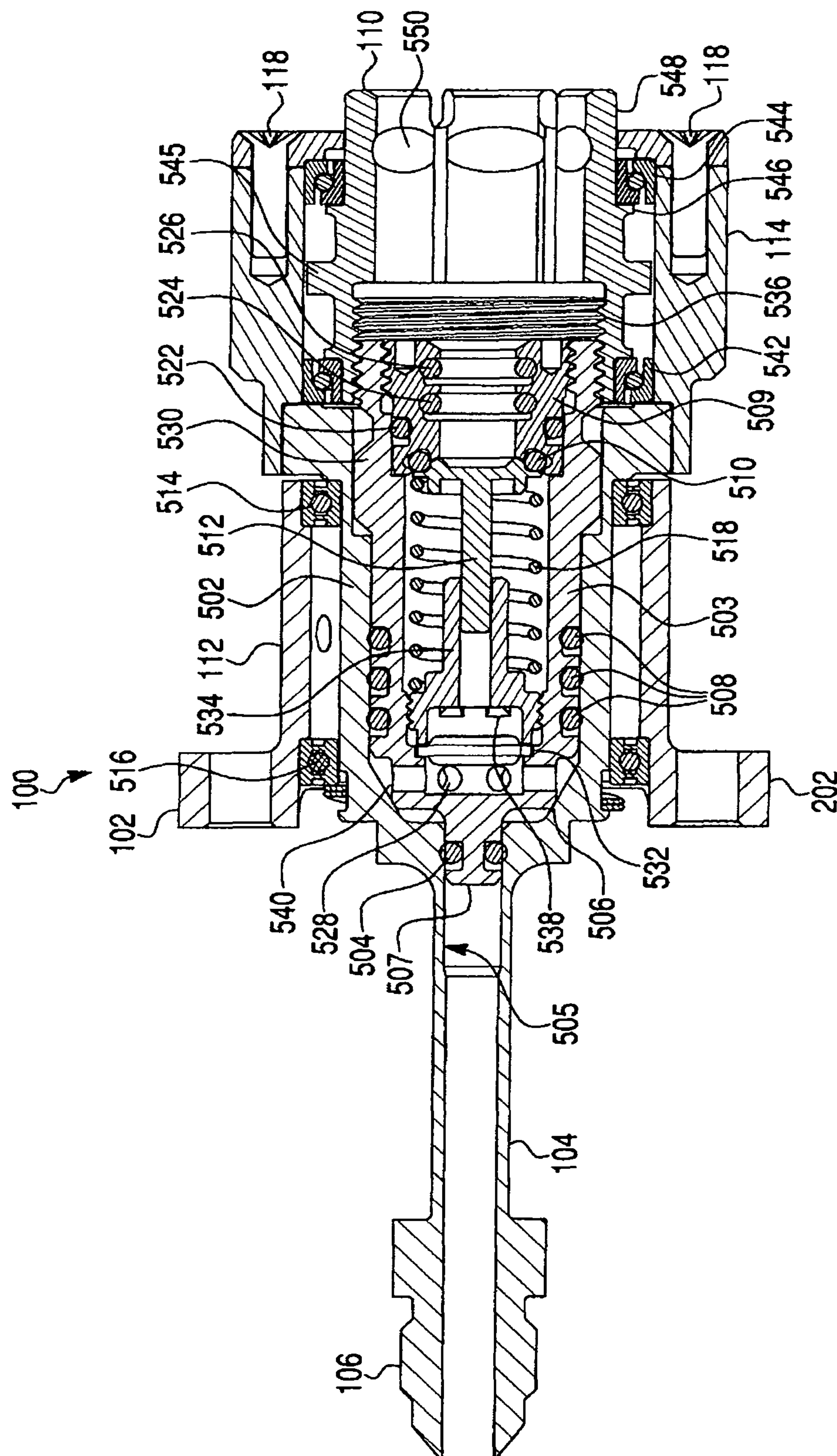


FIG. 5

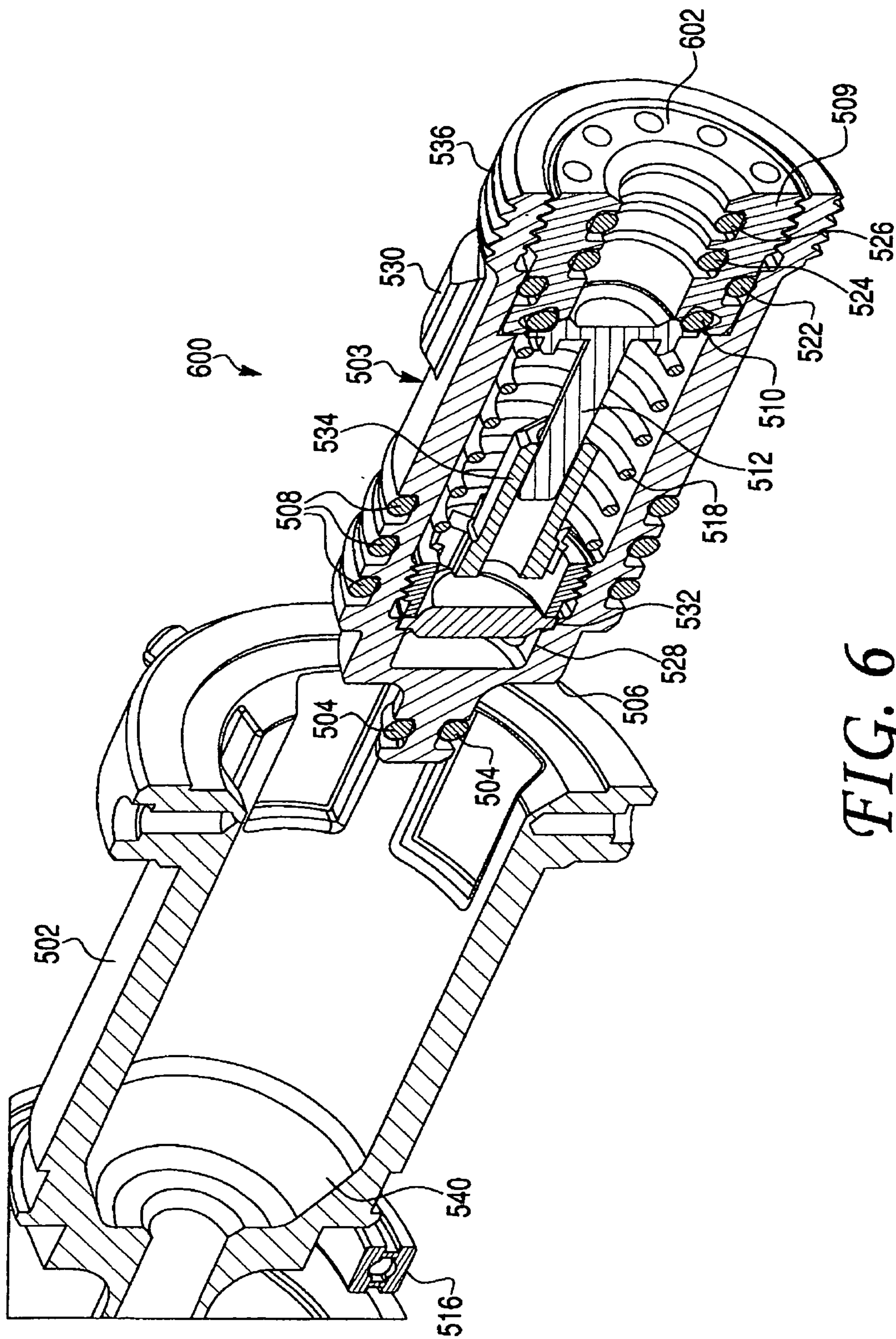


FIG. 6

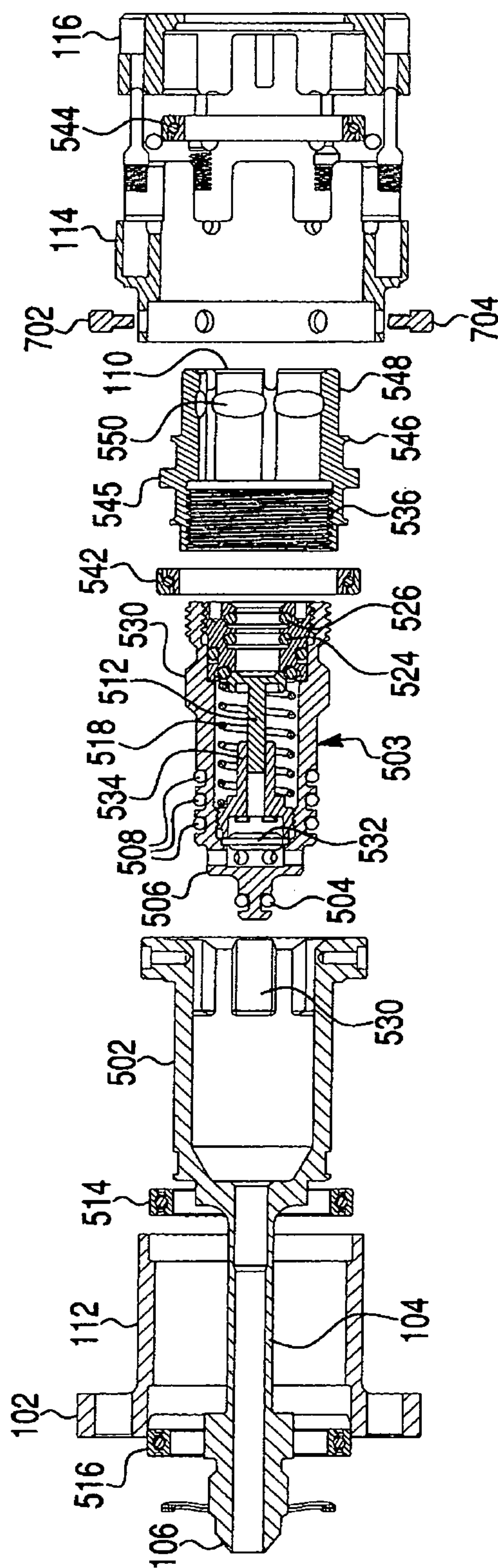


FIG. 7

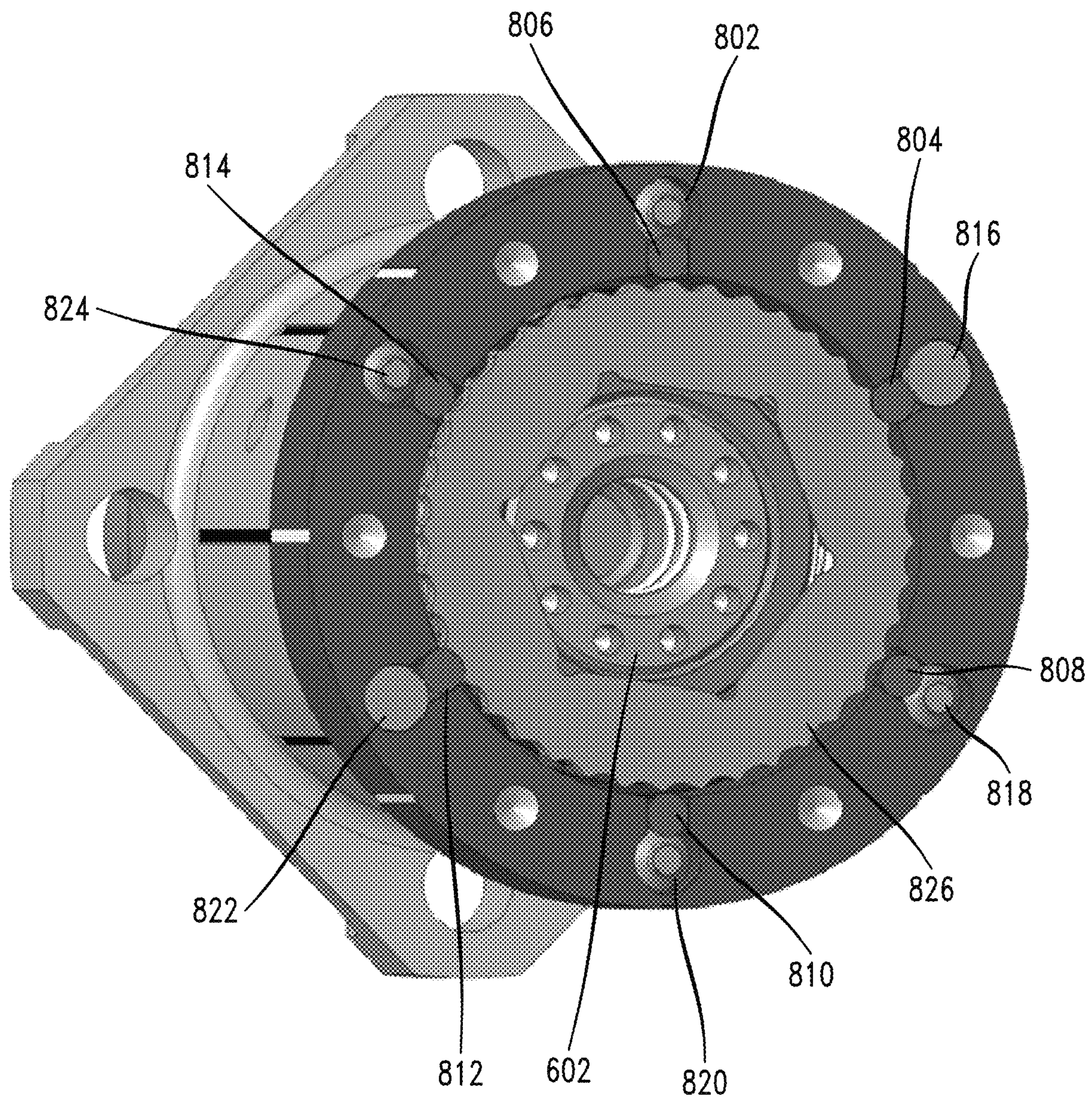


FIG. 8

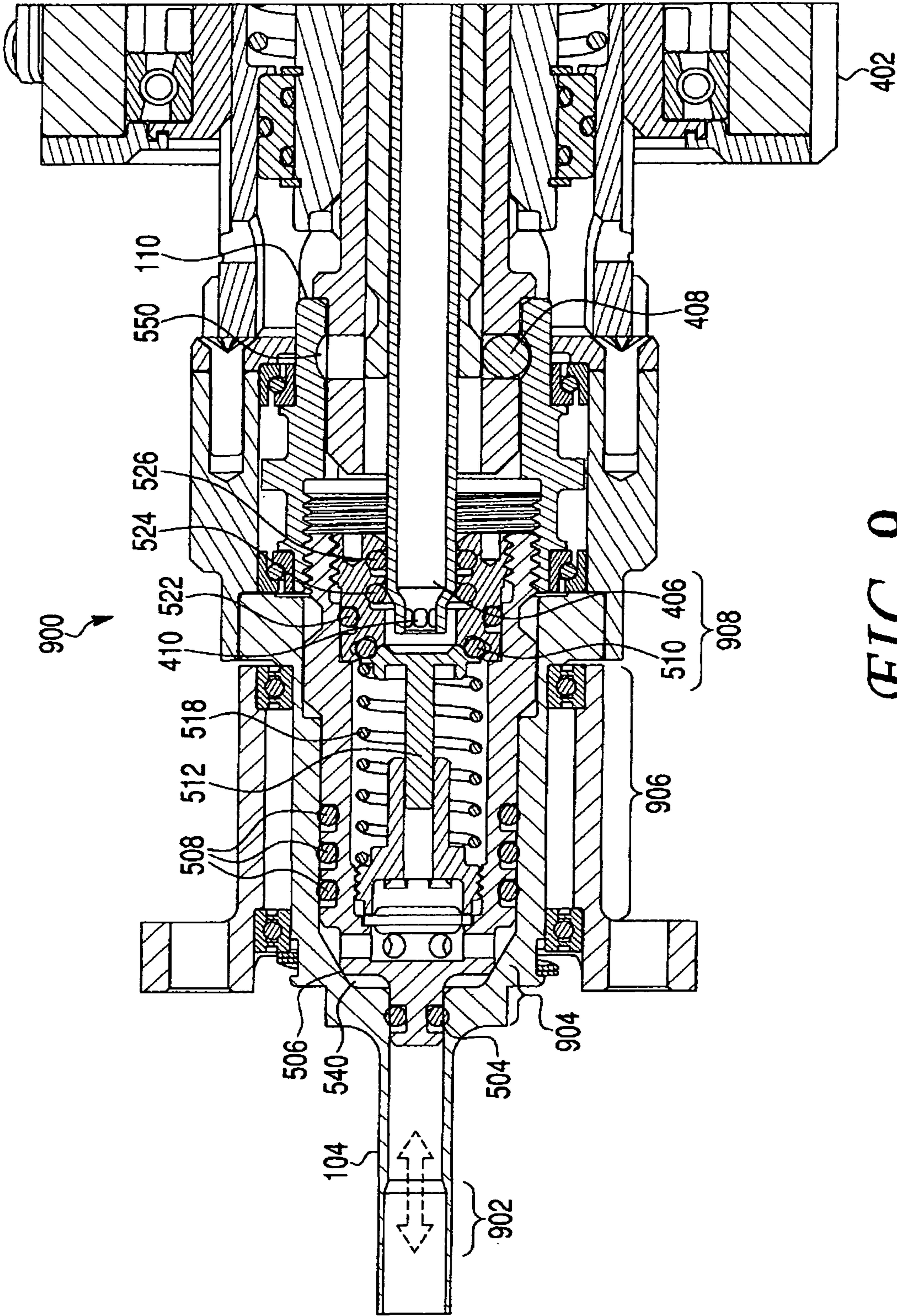


FIG. 9

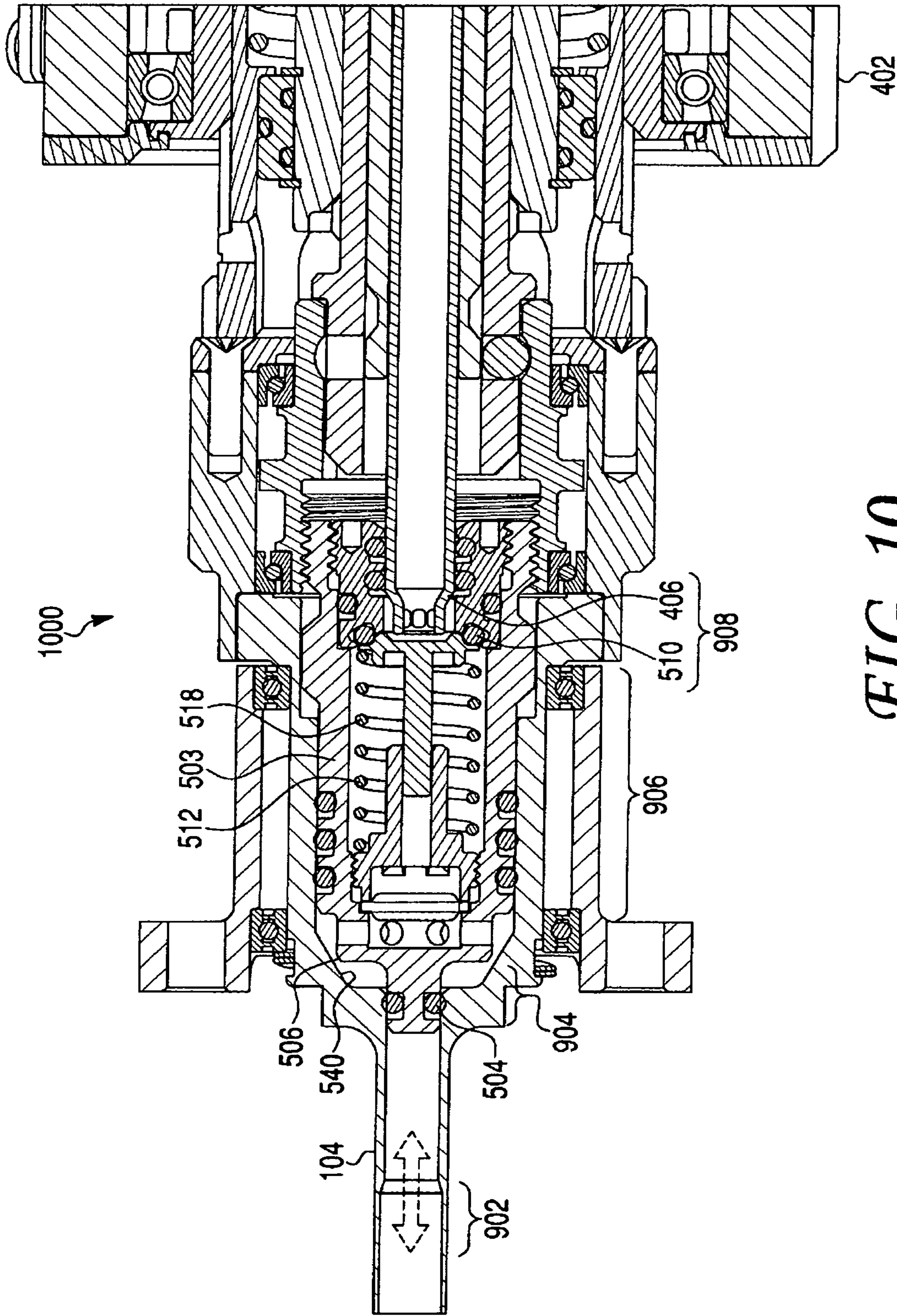


FIG. 10

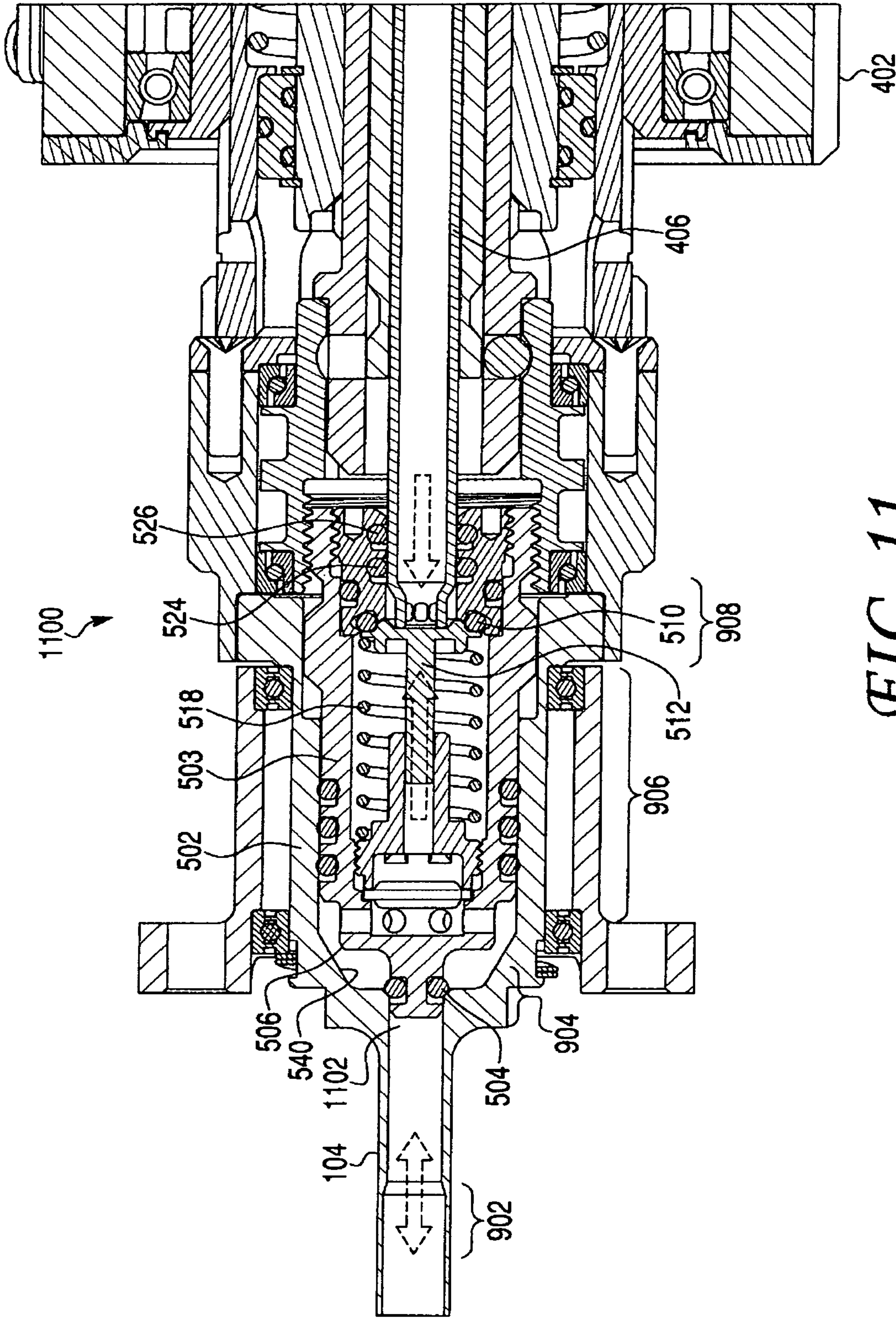


FIG. 11

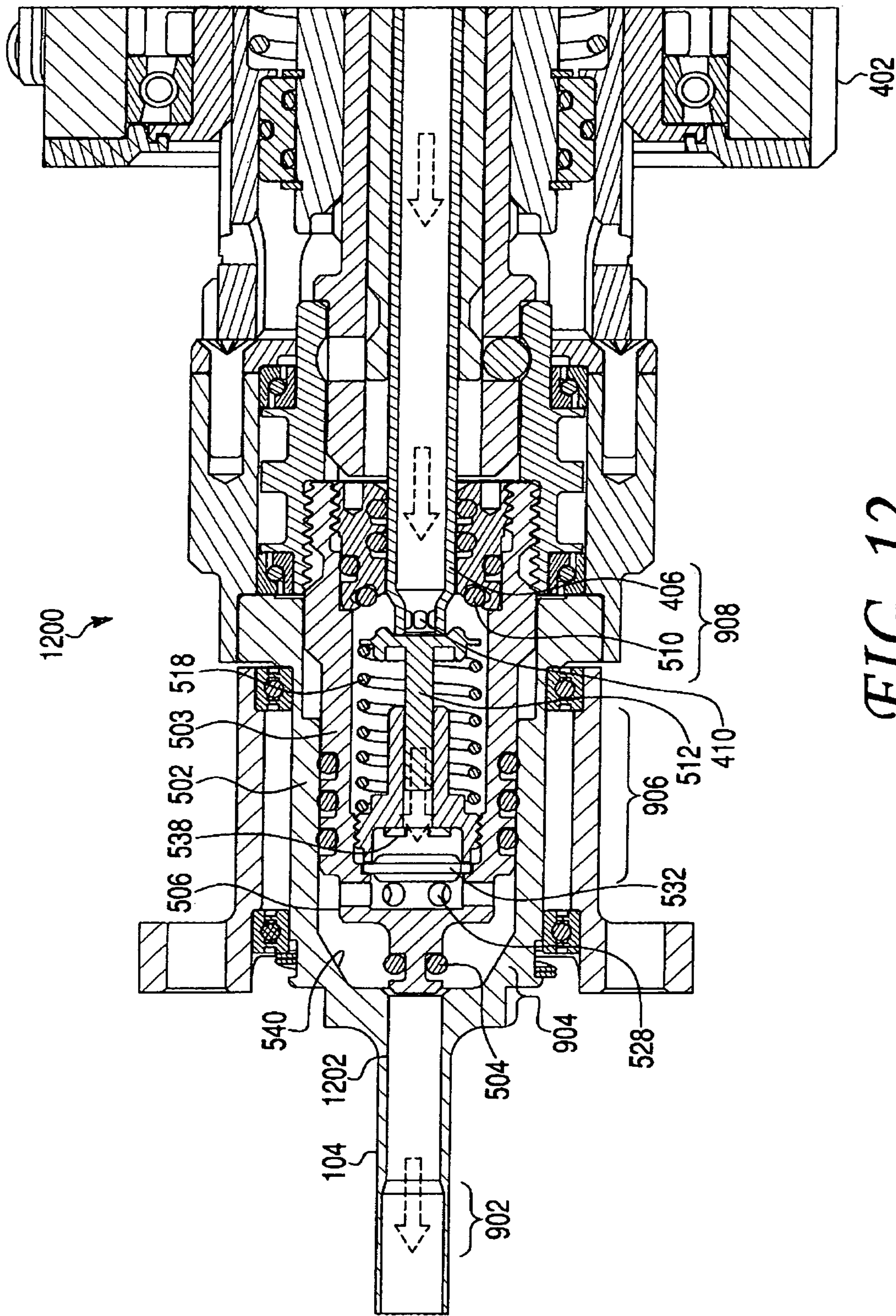


FIG. 12

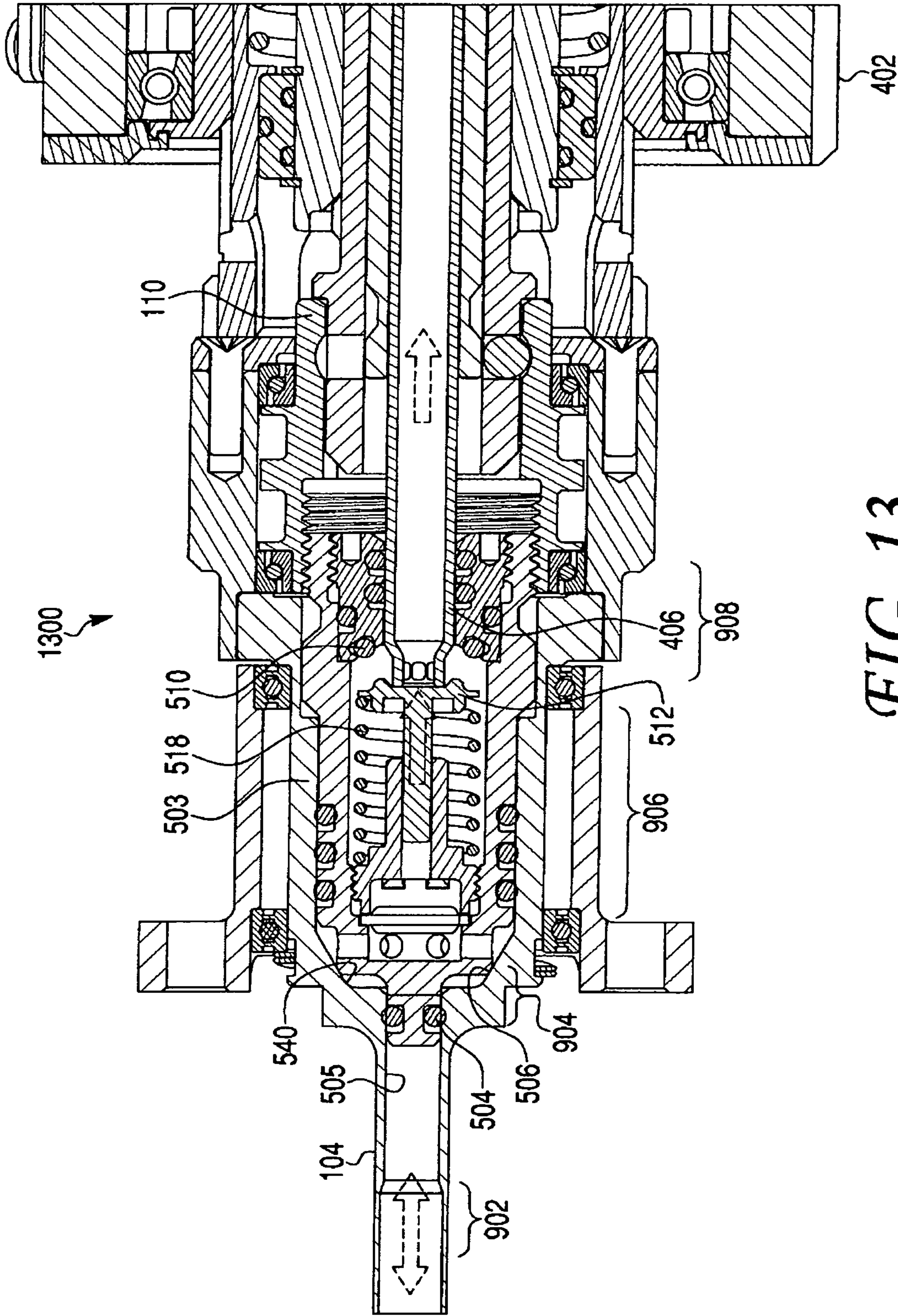


FIG. 13

COOPERATIVE SERVICE VALVE FOR SATELLITE MEDIA TRANSFER

BACKGROUND

1. Technical Field

The present disclosure relates to fueling a system and more specifically to a Cooperative Service Valve that provides for robotic and human compatible transfer of liquid and gaseous media, such as propellants, pressurants, coolants or life-support fluids, between assets whether on orbit or on earth and can apply to robotic or manual operation.

2. Introduction

Satellites have for many years been built with the concept that once they are brought into orbit, they would have a certain supply of fuel that, when depleted, would not be replenished and the satellite would be abandoned. Thus, a potential, and likely, end-of-life event for a satellite is the depletion of propellant. Historically, satellites which consume all of their launched propellant, but whose hardware and software components are otherwise still functioning properly, will be decommissioned or de-orbited because the lack of onboard propellant does not permit proper spacecraft attitude and navigational control. The primary means to transfer fuel into a satellite's propulsion system is through what are called Fill and Drain Valves (FDVs). What follows is a description of the various structural issues surrounding the use of FDVs which illustrate the need for an improved system for engaging with and providing media to a device like a satellite.

The primary interface for the transfer of media, such as propellants and pressurants, to a device like a satellite is the FDV. Used throughout industry, these interfaces have a number of features that can hamper robotic servicing. These features include but are not limited to the use of non-captive external closeout caps, sometimes referred to as secondary/safety caps and tertiary caps; lack of thermal isolation; lack of a controlled reaction of torque in the absence of a backing wrench; and use of lock wire to prevent backoff of closeout caps and actuation of the valve. There is also a lack of universal layout to these FDVs with respect to the spacecraft bus structure which further exacerbates access to these areas for refueling of non-cooperative satellites. In addition, there is a lack of layout and worksite standardization, and the valves themselves are also not standardized. For example, the cap size and interface, valve size, and actuation method vary between different valve manufacturers. All of these factors add complexity to the refueling (or other media transfer) task. The term refuel is used inclusively as referring to the resupply of propellant and required pressurants or other media that allow a satellite with depleted fuel stores to extend its life.

A particularly difficult disadvantage of currently available FDV's results from the fueling interface not being designed for robotic mating. The FDVs are "non-cooperative" in that they were not designed with on-orbit servicing in mind. Compared to a cooperative servicing interface, non-cooperative interfaces pose unique difficulties and challenges that need addressing. These and other challenges with respect to how one might refuel a satellite are addressed in the present disclosure.

Most FDVs feature a standardized 37 degree, flared fitting end per SAE AS4395, a design that is poorly adapted for use with a robotic system. The fitting ends are threaded which can cause risks in any threading operation such as galling between the mating threads and cross-threading. This risk increases when there is a lack of design control over both

sides of the interface and the task is executed robotically and in a dynamic environment. A dynamic environment can be any environment that changes depending on where the media transfer is taking place. In the context of robotic servicing, the change comes from natural oscillations between a Servicing Vehicle and a docked Client as well as from control stability of the robotic arm. In the context of planetary robotic servicing, a change may refer to robot arm stability and atmospheric conditions like wind. In general, a dynamic environment means any relative motion between the media transfer tool and the worksite that makes it difficult for the robot operator (or autonomous control software) to position the tool where commanded.

The use of caps for seal redundancy is a disadvantage. Standard industry FDVs provide redundant means of sealing by using a flared tube cap, such as AN929, with a non-captive, non-reusable conical seal. In some cases, a tertiary cap is used to provide an additional barrier to leakage through the main valve seal or the AN cap. This standard has worked well for ground-based fueling. However, it necessitates additional specialized tools in-orbit to remove, capture, and dispose of these caps and conical seal, which introduces added mission risk and extended operational timelines. Reestablishing seal redundancy after media transfer by re-installing these caps is also extremely risky due to the high risk of galling and cross threading. On-orbit rethreading is only recommended when using a precisely controlled interface whose threads have been designed to prevent galling, eliminate the possibility of cross-threading, and/or ensure perfect alignment prior to thread engagement. As such, one approach for non-cooperative refueling has been to replace the redundant seals created by the various external caps with new controlled hardware, designed to tackle these problems, which acts as a replacement for the removed caps.

While FDVs are an interface used industry-wide for propellant systems in satellites, there is no standardization of form, fit, or function for the interface with the exception of the use of standardized flared fitting ends per SAE AS4395. FDVs cannot universally be swapped out between manufacturers or even from within the same manufacturer's catalogue due to changes in form, fit, or function. This results in the need for a refueling tool system with an adaptable front end that can accommodate a catalogue of FDVs from multiple manufacturers. For example, the use of non-standardized tertiary caps also causes problems for robotic servicing of FDVs. Due to the non-standardized design of tertiary caps, servicing of a non-cooperative satellite requires a unique tool to acquire, capture, remove, and stow the tertiary cap in order to access the FDV for refueling.

A lack of mechanical coupling is a further disadvantage. Most FDVs require thermal isolation in order to properly control the temperature of the FDV along with the propellants present in the FDV. This isolation is accomplished by preventing the mounting structure from acting as a heat sink, because current FDV designs are not inherently thermally isolated. To accomplish this isolation, thermal spacers/washers are used which also result in a poor mechanical and structural coupling between the FDV and the satellite. FDVs are usually poorly mechanically coupled to the surrounding structure, resulting from the need to thermally isolate the FDV from the surrounding structure, because a strong mechanical coupling usually results in strong thermal coupling as well. Consequently, FDVs require the use of backing wrenches during ground operations in order to properly react torques induced by technicians engaging or disengag-

ing the FDVs' seals and caps; failure to employ a backing wrench would cause torques to be reacted into the critical weld joint between the FDV and the spacecraft propulsion system.

Lack of alignment features can create challenges during on-orbit engagement. Currently FDVs do not have intentional alignment features which would facilitate tele-operated acquisition, nor do spacecraft possess alignment aids on or within the surrounding structure. Although it is possible to use existing features and geometry, testing has indicated that dedicated alignment features aid robotic operations, promoting correct orientation of mating interfaces and thus decreasing operation timelines and the possibility of reattempts to correct for misalignments. Further, while some have displayed the ability to interface with current FDVs in-orbit, the fact remains that current FDVs and their respective satellites were never designed to be manipulated in-orbit, nor were they intended to be accessed robotically. The FDV has historically been designed around ground-based use by a human operator wearing personal protective equipment.

Currently available cooperative spacecraft refueling valves are not a direct replacement for the legacy valves. The cooperative valve designed for the Orbital Express mission, for example, is not a direct replacement for a standard FDV. That cooperative valve can be used in lieu of FDVs, but the design, consisting of two integrated valves, has a mass of 2.3 kg and an envelope of 25 cm by 7 cm by 13 cm. For comparison, one standard FDV from a well-known manufacturer has an envelope dimension of 4.75 cm by 7.67 cm and a mass of 150 g. In this example, then, the cooperatively-designed servicing valve assembly requires more than 15 times the mass allocation and a much larger foot print on the spacecraft bus, and is therefore not a direct replacement for a FDV due to changes in form and fit.

The use of a lock wire on current FDVs is also an impediment to robotic servicing. Lock wire is used as a means to prevent caps and actuation nuts from inadvertent loosening during vibration and shock loads experienced during launch. Lock wires need to be severed and manipulated on FDVs prior to establishing access to the FDV in order to transfer propellant. Addressing the lock wire requires use of a specialized tool and an extended operations timeline.

The architecture of current FDVs does not provide the ability to perform ground-based maintenance. Not all FDVs are designed to be a separable assembly, meaning that it does not have the ability to be disassembled to permit servicing or cleaning of its interior components prior to and/or after integration to the spacecraft. They become less serviceable once they are welded and integrated to the spacecraft, where desired maintenance may involve the swapping of failed components that would otherwise force an inseparable FDV to be discarded.

Aside from characteristics intrinsic to the valve itself that introduce difficulty in robotic access and manipulation, current FDV's possess a distinct lack of surface area that could be used for thermal control of the valve. Lack of surface area for active thermal control can be challenging. The majority of FDVs' exterior surfaces contain features to accommodate all of the different interfaces required for fit and function. These interfaces include thread surfaces for tertiary caps, surfaces for standard wrenches (both for actuation and for a backing wrench), holes for lock wires, external O-ring glands, as well as required means of mounting to a structure. The space available on individual FDVs varies, but an available surface area of 5 cm² is a rough average.

This results in a very small area for direct active thermal control when required. As a result, FDV's are usually indirectly thermally controlled by a combination of external, auxiliary thermal blankets and resistive heating elements applied to the surrounding spacecraft structure. These blankets pose a difficult impediment to access to the FDV as they must be robotically removed or pushed aside and restrained before attempting to acquire the valve. Like other non-cooperative features of the valve, blanket removal or restraint necessitates an ensemble of specialized robotic tools to cut, manipulate, and restrain, which introduces mission risk and impacts operational timeline.

SUMMARY

Additional features and advantages of the disclosure will be set forth in the description which follows, and in part will be obvious from the description, or can be learned by practice of the herein disclosed principles. The features and advantages of the disclosure can be realized and obtained by means of the instruments and combinations particularly pointed out in the appended claims.

The Cooperative Servicing Valve (CSV) disclosed herein addresses the deficiencies in the prior art mentioned above by offering a redesign of the primary media transfer interface in order to optimize the interface for tele-robotic operated actuation through the use of the robotic fluid transfer tool. NASA's Satellite Servicing Capabilities Office (SSCO), based at the Goddard Space Flight Center (GSFC), has designed and developed the CSV to facilitate on-orbit tele-robotic operated resupplying of media, such as propellants and pressurants, to a cooperative satellite. A "cooperative" satellite is one that is built with structures such as improved fueling valves designed for in-orbit refueling. Other aspects that apply in addition to cooperative satellite refueling include robot and human compatible transferring of liquid and gaseous media, such as propellants, pressurants, coolants, or life-support fluids, between space assets. In another aspect, the intent to use such a device is to facilitate robotic servicing or space assets.

In the satellite servicing industry, a non-cooperative satellite is a satellite that was not designed with on-orbit servicing in mind. Compared to a cooperative servicing interface, non-cooperative interfaces pose unique difficulties and challenges. While the CSV was designed to function with a robotic fuel transfer tool such as the existing SSCO Hypergol Refueling Tool (HRT) and hydrazine and xenon media, the architecture and approach is extensible to all space assets that could potentially be fueled/re-fueled, or require replenishment of other media, both gaseous and liquid, on and off the ground, including but not limited to manned crew vehicles, planetary rovers, and space habitats.

The solution is extensible to spacecraft propellants, pressurants, and other media beyond hypergolic fuels. It can be used in the delivery or receipt of media. The CSV leverages technology development from SSCO's Robotic Refueling Mission (RRM) and Remote Robotic Oxidizer Transfer Test (RROxiTT) and other studies to address the need to refuel a satellite on-orbit as a means of extending the satellite's operational life.

The CSV offers various advantages to standard service valves, with three individual and sequentially actuated seals, a self-contained anti-back drive system, and built-in thermal isolation. When mounted to a spacecraft as designed, the CSV is capable of managing all operational and induced robotic loads. The CSV interfaces with the robotic fuel transfer tool, which is actuated by an end effector, which in

turn is mounted on a dexterous robotic arm. The CSV interface allows for direct coupling of the robotic fuel transfer tool such as the HRT without the removal of other extraneous parts or hardware in order to ready the interface. While the primary interface is the robotic fuel transfer tool, the design could be adapted to work with the industry standard 37 degree flared fitting, but as has been discussed, this would be disadvantageous for robotic servicing due to the increased risk of servicing task failure associated with engagement and disengagement of threads. The tool side of the interface can also be mimicked for ground-based manual actuation of the valve, as has been done with the SSCO Ground Connector for CSV (GCC). The current design has been analyzed for a maximum expected operating pressure (MEOP) of 650 psig for use with hypergols, and a MEOP of 5000 psig for use with pressurants or gaseous propellants.

The CSV has also been designed to adhere to current ground and flight range safety standards established in S-080-1998, ANSI/AIAA Space Systems—Metallic Pressure Vessels, Pressurized Structures, and Pressure Components, and AFSPCMAN-91-710, Volume 3, Air Force Space Command Manual 91-710 Volume 3: Range Safety User Requirements Manual Volume 3—Launch Vehicles, Payloads and Ground Support Systems Requirements.

The high level objectives of the CSV are as follows: 1. Deliver a means to transfer propellant, pressurants, and other media from a satellite servicing spacecraft to the client spacecraft, 2. Design a robotically cooperative fueling interface, 3. Provide integral two fault-tolerant sealing capability when closed, single fault-tolerant sealing capability when engaged to the robotic fuel transfer tool and opened, 4. Accommodate maximum expected operating pressure of 650 psig for hypergols/5000 psig for pressurants, 5. Demonstrate capability of reacting standard operational torques and forces, whether robotic or human, through the structure via proper mechanical coupling, 6. Provide built-in thermal isolation from the spacecraft bus structure, 7. Offer surface area for active thermal heating control, 8. Provide visual alignment marks/aids for robotic operations, 9. Demonstrate compatibility with being opened and closed in-orbit or on the ground, 10. Maintain a similar envelope and mass to existing FDVs, 11. Prevent inadvertent/unintentional actuation (opening) of the valve, and 12. Allow for on-the-ground refurbishment of the valve.

The concepts disclosed herein cover any design with three integral seals all operated via one set of actuations. The actuations can be from one command, or a sequence of commands through one interface. When closed, the system is two fault tolerant on its own, without the aid of externally assembled components. This improves the ability of the system to prevent leakage. Having separate externally assembled components can enable a change in form, fit, or function that is used to actuate the CSV, while maintaining the two fault tolerance independent of those components. Further, the two fault tolerance is achieved without requiring the main interface from being changed in order to accommodate a different form, fit, or function.

Additionally, although not addressed here, the client spacecraft must provide certain accommodations in order to maximize the CSV's compatibility with robotic servicing, including the following: 1. The CSV must be located within the reach and access envelope of the robotic arms of the servicing vehicle, 2. The spacecraft must provide a cooperative access blanket (if blanketing is required) to meet environmental loads, and 3. The spacecraft must provide appropriate clearances surrounding the CSV to meet work-site vision and access requirements.

One embodiment of the CSV features a standard tube (either bare tube or with a standard 37° flared-end fitting) that is connected to a body. This body houses a stem which moves axially along a set of splines in the body. The stem includes a piston-operated gasket-based primary seal which is opened and closed during the axial translation of the stem. The stem also creates the secondary seal via a metal-to-metal seal reacted against the body. The stem features a number of radial fluid paths upstream of the secondary seal for the transfer of media from the supply upstream to the tank downstream. Upstream of these fluid paths is a micro filter which is held in place by a poppet guide. This poppet guide allows for axial translation of a poppet which is biased close by a spring creating a check valve. This poppet engages a gasket-based seal, generating the tertiary seal of the CSV.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 illustrates an overview of a Cooperative Service Valve;

FIG. 2A illustrates a top view of the Cooperative Service Valve;

FIG. 2B illustrates a side view of the Cooperative Service Valve;

FIG. 2C illustrates a bottom view of the Cooperative Service Valve;

FIG. 3A illustrates a top view of the Cooperative Service Valve mounted on a fixture plate;

FIG. 3B illustrates a side view of the Cooperative Service Valve mounted on the fixture plate;

FIG. 4 illustrates two Cooperative Service Valves and a robotic refueling tool;

FIG. 5 illustrates an overview of the interior of the Cooperative Service Valve;

FIG. 6 illustrates the stem details of the of the Cooperative Service Valve;

FIG. 7 illustrates the further details of the outer body, first body, stem, hex drive, anti-back drive housing and other components of the Cooperative Service Valve;

FIG. 8 illustrates the anti-back drive of the Cooperative Service Valve;

FIG. 9 illustrates the operation of the Cooperative Service Valve in a first phase of use as part of a refueling process;

FIG. 10 illustrates the operation of the Cooperative Service Valve in a second phase of use as part of a refueling process;

FIG. 11 illustrates the operation of the Cooperative Service Valve in a third phase of use as part of a refueling process;

FIG. 12 illustrates the operation of the Cooperative Service Valve in a fourth phase of use as part of a refueling process; and

FIG. 13 illustrates the operation of the Cooperative Service Valve in a fifth phase of use as part of a refueling process.

DETAILED DESCRIPTION

Various embodiments of the disclosure are described in detail below. While specific implementations are described, it should be understood that this is done for illustration purposes only. Other components and configurations may be used without parting from the spirit and scope of the disclosure.

A system, method and computer-readable media are disclosed which describe a Cooperative Service Valve (CSV)

100 shown in FIG. **1** that is used for refueling a client device such as a satellite or other device. The CSV can also be used for providing robotic and human compatible transfer of liquid and/or gaseous media, such as propellants, pressurants, coolants, or life-support fluids. Thus, any media can be communicated to the client device using the CSV structure disclosed herein. The CSV can be termed a media delivery tool in a broader sense. The purpose of the CSV **100** is to facilitate tele-robotic operated, in-orbit refueling of a cooperative satellite. This iteration of the CSV is designed for interfacing with and actuation by the robotic fuel transfer tool **402** (see FIG. **4**), but the disclosure can be adapted to function with other interfaces, and with other media at various operating pressures. The CSV can replace a standard client fill and drain valve (FDV) or supplement existing plumbing to facilitate cooperative servicing. The CSV has three integral seals which are opened by one of the robotic fuel transfer tool's drives. An anti-back drive mechanism, shown in FIG. **8**, prevents the CSV seal mechanism from inadvertent actuation and is disengaged when the robotic fuel transfer tool is mated to the CSV. Alignment marks, thermal isolation, and a mechanical coupling capable of reacting operational and robotic loads optimize the CSV for tele-robotic operations.

The robotic fuel transfer tool **402** is actuated by the NASA SSCO Advanced Tool Drive System (ATDS), which is an example of a robotic end effector, and is mated to a fuel source line. The fuel line allows propellant to be transferred from the servicer propellant transfer assembly into the robotic fuel transfer tool **402**, and then into the client spacecraft via the CSV **100**.

Along with incorporating the CSV, other criteria need to be met by the cooperative satellite, such as location of the CSV with respect to the servicer grappling point, a cooperative access blanket (if required), and clearances surrounding the CSV to allow access of the worksite by a robotic arm on the servicing vehicle. Those details are not addressed herein, which only addresses the specifics of the Cooperative Service Valve.

FIG. **1** shows the Cooperative Service Valve **100**. The Cooperative Service Valve is designed to be installed on a satellite or other device to provide an improved servicing capability. The Cooperative Service Valve **100** includes a mounting flange **102** which enables it to be mounted on to the client satellite structure **302**. On the interior side of the satellite is a tube **104**. The tube provides the interface between the CSV and the satellite media plumbing, and can be characterized for this iteration as a 1/4" tube that can protrude a distance into the satellite from a mounting position. For example, it can protrude in 1 to 2 inches from the interior surface of a mounting panel. A fitting **106** can be a standard fitting such as a size 4, 37° flared fitting, or any other standard fluid/gas fitting that would be readily recognized by those skilled in the art. While the intent is that the fitting **106** is used for testing prior to integration, it is configured such that it may be removed prior to integration into a satellite's plumbing to allow for welding rather than a mechanical fitting.

Most FDVs have and can provide a surface for limited thermal heating control. Active thermal control is often required in order for the valve to meet thermal survivability requirements imposed on the interface due to environment and the fluid in the system. The standard method for mounting FDV's for thermal isolation provides a non-optimal mechanical coupling to the spacecraft structure which does not permit proper coupling of operational loads, robotic or manual. FDV's can be mounted on thermal

spacers to improve isolation, but the fasteners securing them to the structure are typically tightened to very low torsional values in order prevent crushing of the thermal spacers. There are features in the CSV that overcome this obstacle. FIG. **3B** illustrates the CSV in its optimal mounting configuration, where it is directly bolted onto the surrounding structure. FIG. **5** shows how the CSV achieves thermal isolation. The valve body **502** utilizes support bearings **516** to limit thermal flow to the mounting flange **112**, allowing the mounting flange to be coupled mechanically to the spacecraft structure with high stiffness and preload. The bearings **516** behave as thermal isolators due to the low thermal conductance they provide between the mounting flange **112** and the valve body **502**. The valve body **502** utilizes a torsional resistance feature. In this embodiment, a square **10X** shown in FIG. **2C**, engages the surrounding structure and permits the reaction of torsional operational loads imparted on the CSV when opening or closing the seals.

The exterior of this iteration of the CSV consists of multiple housings, a mating interface for the robotic fuel transfer tool, and the previously mentioned tube **104**. A service valve outer body **112** is configured to be attached directly to a structure **302** via four bolts threaded into the mounting flange **102** via respective female threads (four 0.190-32 UNF-3B threads in this iteration). The outer body **112**, while being mechanically coupled to the satellite structure **302**, in turn couples to the valve body **502** itself via standard radial bearings **514** and **516**. For this iteration, the bearings **514** and **516** provide mechanical grounding while providing a thermal open-circuit in order to isolate the valve portion of the CSV from the satellite structure. This disclosure covers the concept of mechanical coupling with optimized thermal isolation in order to permit all robotic and manual operational loads to be reacted into the spacecraft structure through the CSV.

Thermal isolation of the CSV from the surrounding satellite structure **302** is achieved through the use of two distinct methods. The first method is minimizing the contact surface area between the CSV mounting flange **112** and the surrounding satellite structure **302** by the use of local stand-offs **202** on the mounting flange **112**. This method reduces the thermal conductance across the interface. The second approach utilizes the standard radial bearings **514** and **516** mentioned above. Bearings are poor thermal conductors, and their thermal behavior can be manipulated by changing the number of bearing balls and the lubricant. Dry bearings with fewer bearing balls offer less thermal conductivity than lubricated bearings with a full complement.

An anti-back drive housing **114** is attached to one end of the valve body **502**. A cover **116** is configured to attach to the anti-back drive housing and contain a hex-drive interface **110**. The hex-drive interface **110** is configured to secure a refueling tool such as a robotic fuel transfer tool **402** or similar tool. The hex-drive interface can secure the refueling tool via a toroidal cut, the circumference of which forms a pattern of grooves **550** radially disposed about the centerline of the hex-drive interface **110**, intersecting the flat walls therewith and oriented suitably to accept a protruding element, such as a ball **408**, from the inserted male hex, in such a way as to lock the male and female elements in substantially rigid coupling when the ball(s) are positioned to engage the corresponding grooves. Typically, through robotic operations in space or on the ground, a tool can be inserted into the hex-drive interface **110** to provide fuel transfer. Screws **118** are used to secure the cover **116** to the anti-back drive housing **114**. The drive housing **114** is

secured to the valve body **502** with shoulder screws **702**. The shoulder screws **702** fit into a groove machined into the valve body **502**. The shoulder screws **702** secure the drive housing **114** thereto in such a way as to restrict axial motion but permit rotational freedom. Alignment indicators **108** are shown both on the outer body **112** and on the anti-back drive housing **114** as well as cover **116**. These can be used to guide the interaction between a ground connector, such as the GCC, or robotic fuel transfer tool into its interaction with the CSV **100**.

The alignment guide cutouts in the hex drive interface **110** establish rotational alignment between the robotic fuel transfer tool male hex prior to insertion of the hex into the hex-drive interface **110**. The alignment guide cutouts are also the reason why the hex-drive interface **110** stands proud of the surface of the cover **116** most distal to the mounting flange **102**.

FIGS. 2A-2C illustrate different views of the CSV **100**. FIG. 2A illustrates a top view in which the interior of the hex-drive interface **110** is shown. The screws **118** are shown as well as a portion of the mounting flange **102**.

FIG. 2B illustrates a side view of the CSV **100** in which the various components are also shown. The underside **202** of mounting flange **102** represents the surfaces which will interface with a mounting plate (e.g., **302**). FIG. 2C illustrates the view from the bottom of CSV **100**. The flared fitting **106** is shown as well as the surfaces **202** of the mounting flange **102**. The callout number **202** represents all four faying surfaces shown in FIG. 2C. Note that the surfaces **202** maintain a smaller contact surface area in order to provide one means of inhibiting thermal bonding between the CSV **100** and the satellite structure **302**. The CSV does not need a backing wrench to be operated.

FIG. 3A illustrates a top view of the CSV **100** as it is mounted to the satellite structure, mounting plate, or other fixture, shown generically as **302**. Alignment marks **304** are shown which are configured on the plate **302**. The interior of the hex-interface **110** is also again shown.

FIG. 3B illustrates a side view of the CSV **100** mounted on the plate **302**. This view provides an image of how the CSV **100** appears when mounted. Note that the CSV is designed to be directly mounted onto the plate in order to properly react loads. Thermal isolation is achieved through other means, described subsequently in this disclosure, rather than by use of spacers made from thermal isolating materials, which would nominally be mounted between surfaces **202** and **302**.

FIG. 4 illustrates another mounted configuration **400**. Two CSVs are shown **100A**, **100B**. Mounting plate **302** is shown as being in a recessed region containing the two CSVs **100A**, **100B**. Labeling and different housing colors can be used to identify different CSVs for different media. For example, one type of fuel may be used for CSV **100A** and another CSV **100B** may be provided with a different type of fuel, oxidizer, pressurant, etc. Guide alignment markers **304** are shown to assist in robotic alignment. Each respective CSV **100A**, **100B** has a similar corresponding hex-interface **110A**, **110B**. In the embodiment depicted in FIG. 4, the CSVs **100A**, **100B** are recessed 1-4 inches below a honeycomb panel outer surface. A tool **402**, for example a robotic hypergol refueling tool (HRT), may be introduced to the CSVs **100A**, **100B**, said tool **402** having a fuel line nozzle **406** and various structures for interfacing with the CSVs. For example, coupling **404** and a locking ball **408** can be used to interface and secure interaction between the tool **402**

and the CSVs **100A**, **100B**. Feature **410** represents openings at the end of the nozzle **406** to enable fuel to flow as shall be explained below.

FIG. 5 illustrates a cutaway of the CSV **100** providing details of the various components. The tube **104** through fitting **106** is the means by which the CSV interfaces to the fluid-carrying sections of the spacecraft propulsion system or other plumbing systems as described above (fitting **106** is used for testing and may be removed to permit for welding of the CSV to a satellite's plumbing). A valve body **502** is a structure that consists of the fitting **106**, the tube **104** and an expanded portion which is configured to receive a stem **503**. The stem **203** can axially translate to various configurations in order to enable safe refueling of the satellite. For example, at an interior surface **505** of the tube **104**, there is a diameter configured to receive the piston end **507** of the valve stem **503** in such a fashion as to compress a piston seal **504**, such as an O-ring, between the tube diameter **505** and a mounting gland provided within the piston **507**. This provides a sealing surface to prevent the flow of media from the tube **104** into the other regions of the valve body **502** and the stem **503**. The piston end **507** of the stem **503** is designed to selectively engage and disengage the primary seal **504** from the tube **104** interior surface **505** through rotational actuation of the hex-drive interface **110**. An alternative embodiment of the invention features the seal mounting gland on the tube **104** interior wall **505** rather than on the piston end **507** of the stem **503**.

Next, the valve body **502** contains an angular surface **540** which is configured to interface with an expanded portion of the valve stem **503**, shown as feature **506**. The interface between the surface represented by feature **506** of the stem **503** and the surface **540** represents a secondary seal which is a metal to metal seal. When surfaces **506** and **504** are brought into compressive contact, an alternate seal in addition to the primary seal **504** prevents the flow of media from the tube **104** to the exterior of the CSV **100**. The stem **503** also contains additional seals **508**. The preferred embodiment features three individual seals **508** which inhibit leakage between the valve body **502** and the stem **503** while permitting the stem **503** to be translated axially within the valve body **502**. In another embodiment of this design, only two seals **508** are present. In the close configuration of the valve, these seals provide a tertiary, quaternary, etc. inhibit along a leak path after the metal to metal seal. In the open configuration, where metal to metal seal and piston seal **504** are disengaged, these same seals provide a primary, secondary, etc. inhibit along the leak path. It will be noted that an alternate number of seals can be included at this point. Similarly, seal **504** could also include another primary seal or two, the particular number of seals that are provided here is flexible. If there are more seals used than are shown in the figures, the more stroke would be needed for the CSV, which in turn would require lengthening the CSV. It is also important to note that in other embodiments of the CSV, such as a configuration for a pressurant where higher operating pressures are expected, the grooves for the O-ring seals can be expanded to accommodate backing-rings in order to accomplish proper performance at higher pressures.

Within the stem **503** are other components as well. A poppet guide **534** is configured to have several features. The poppet guide **534** is positioned within the stem **503** and has an interior opening that receives a poppet **512**. The poppet **512** is biased in a closed position by a spring **518**. The spring **518** seats the poppet **512** against a seal **510** creating a tertiary seal via a valve such as a poppet valve, which is a unidirectional valve which opens due to a mechanical action. A

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check valve could also be used, which would be passively actuated and would open unidirectionally due to a pressure delta across the valve. The seal **510** is contained within a second body **509** or seal retainer which is configured within an end portion of the stem **503**. The second body **509** contains a number of seals including tertiary seal **510** which is designed to seal the poppet **512**. Seals **524** and **526** are positioned on an interior portion of the second body **509** which, as shall be shown below, provide a primary and secondary seal when a fueling component is inserted into the CSV **100** and the CSV **100** is in the open configuration. Another seal **522** provides a seal between the second body **509** and the stem **503**. In another embodiment, a crushable seal may be placed as an additional inhibit between the second body **509** and the valve body **503**. In another embodiment, a metal to metal seal may be present between the second body **509** and the valve body **503**. In another embodiment, a weld may be used to seal the second body **509** to the valve body **503**. The outer housing **112** includes several bearings **514** and **516** which provide an interface between the outer body **112** and the valve body **502**. The bearings also provide a separation for the purpose of inhibiting thermal energy from transferring between the outer body **112** and the valve body **502**.

FIG. **5** also includes bearings **542** and **544** which provide an interface between the anti-back drive housing **114** and the hex-drive interface **110**. An anti-back drive ring **545**, featuring a pattern of radially distributed scallops, is received within the anti-back drive housing **114** and is configured, via the bearings **542** and **544**, to rotate with respect to the housing **114**. Shoulder screws **118** are used to secure cover **116** to the anti-back drive housing **114**. An interior surface **550** of the hex-drive interface **110** is used to interact with and secure whatever tool is inserted into the hex-drive interface through the use of a locking ball **408** or other similarly configured feature. The hex-drive interface **110** converts rotary movement, via the thread **536**, to linear movement of the stem **503** to open and close the seals that are disclosed herein.

Radial fluid passages **528** are shown in a portion of the structure of the stem **503** which, when the CSV **100** is fully open, allows media to flow through the stem and into the tube **104** as shall be explained below. Axial fluid passages **538** are also provided in a portion of the poppet guide **534**. The fluid passages can provide a fluid flow pathway through the internal stem structure. Media passes through a filter **532** as it flows through the stem **503** and into the satellite. The filter is positioned within the stem **503** via a filter holding structure as is shown. The poppet guide **534** is threaded into the valve stem **503** to retain the filter in place.

FIG. **6** illustrates another view of the valve body **502** and the stem **503**. Surface **540** is also shown which again is designed to provide a secondary metal to metal seal between the valve stem **503** and valve body **502** when the sealing surface **506** of the stem **503** is brought into compressive contact with surface **540** through rotation of the hex-drive **110** and the resulting axial displacement of the stem **503**.

On the stem **503**, the various seals **504**, **508**, **510**, **522**, **524**, and **526** are shown. In this embodiment, the spring **518** seats the poppet valve **512** against the O-ring **510** to generate a seal. Any seal disclosed herein can refer to or be structured to be any kind of seal, such as an O-ring seal, lip seal, metallic seal, or spring-energized seal. Drive threads **536** are also disclosed which are typically designed to close the CSV in a clockwise direction and open the CSV in a counter-clockwise direction. The second body **509** is also shown with a feature for a spanner wrench **602** that can be seen in

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the various views. A spline **530** is designed to prevent rotation while allowing axial movement during rotation of the hex-drive interface **110**. The valve body **502** is provisioned with a pattern of female spline teeth, disposed radially about the valve body **502** main axis and oriented parallel therewith. The female spline teeth receive a corresponding set of male spline teeth **530**, disposed radially about the circumference of the valve stem **503** and oriented in similar fashion so as to permit the valve stem **503** to translate axially with respect to the valve body **502**, while inhibiting relative rotation while the valve stem **503** is driven by the rotating hex-drive interface **110**. In this manner, the sealing surfaces **506-540** witness only a linear compressive load and no relative rotation during sealing.

FIG. **7** illustrates an exploded view of the outer body **112**, the valve body **502**, the stem **503**, the hex-drive interface **110**, the anti-back drive housing **114** and the cover **116**. Shoulder screws **702**, **704** are provided to fasten the anti-back drive housing **114** to the valve body **502**. The method in which the anti-back drive housing **114** is secured to the valve body **502** permits for full disassembly of the CSV's **100** sealing components, even after the tube **104** of the valve body **502** is welded to the satellite's plumbing.

FIG. **8** illustrates the anti-back drive mechanism **800**. A set of six plungers **802**, **816**, **818**, **820**, **822**, and **824** resting on springs have the ability to bias a ball **806**, **804**, **808**, **810**, **812**, and **814** against the locking ring **545** or **826**, preventing the hex-drive interface **110** or **826** from being rotated. The locking ring **545/826** has mating detents for the balls every 9°; the plunger/ball pattern is disposed in circular fashion around the anti-back drive housing **114** at 60° increments. The result of the plunger/ball placement relative to the detent pattern is that a pair of balls, offset by 180° relative to each other, is available to engage the locking ring **545/826** at every 3° of rotation. As mentioned previously, the hex-drive interface **110** is rotated to disengage and engage the seals of the CSV **100**.

The anti-back drive mechanism **800** is disengaged by the spanner wrench **404** of the robotic fuel transfer tool **402**. The six plungers protrude from the cover **116** into recesses where the spanner wrench mates. When the robotic fuel transfer tool or similar interface is engaged to the CSV, the plungers are pushed into the anti-back drive housing **114** against the springs, which permits the balls **802** to displace radially outward from the locking ring **545/826**, disengaging the locking ring **545/826**, and thus allowing the hex-drive interface **110** to be rotated.

Ground-based closing of the valve would differ from in-orbit based closure of the valve. For ground closing of the CSV **100**, the hex drive interface would be driven in a clockwise manner to the minimum torque required to ensure that the seals are properly seated. The anti-back drive mechanism **800** would be released by disengaging the spanner drive interface, and the hex drive would continue to be tightened (up to the maximum allowable torque) until one pair of plungers fully extend, indicating the anti-back drive mechanism is now locked. For in-orbit use, hex-drive interface **110** would be tightened to the maximum torque prior to disengaging the robotic fuel transfer tool **402** or similar from the CSV **100**. If the CSV **100** were to back-drive, the plungers **802** will engage in less than 3 degrees of rotation, preventing loss of seal integrity. The materials chosen, the surface area of the contacting surfaces **506-540**, the stroke over which the O-ring **504** remains engaged, the elastic stiffness of the valve stem **503** and valve body **502**, and the pitch of the thread **536** are all selected such that a rotational deviation of the hex-drive interface **110** of 3° will not cause

enough axial deflection of the valve stem **503** relative to the valve body **502** to result in unloading of the seal interface **506-540** nor release of the O-ring interface **504-505**.

FIGS. 9-13 will illustrate various stages of operation or modes for engaging the CSV **900** with a robotic fuel transfer tool **402** having a nozzle **406**. In FIG. 9, robotic fuel transfer tool **402** is engaged and secured onto the CSV **900**. The ball **408** fits into the mating groove **550** in the hex drive interface **110** of the CSV, thus preventing inadvertent withdrawal of the robotic tool **402** from the CSV **100** during fluid transfer. The CSV is shown with all three seals closed. At this stage, the pressure in a first region **902** of the tube **104** is at a high pressure, whereas the tool is at the surrounding ambient pressure, e.g. partial vacuum in a low-Earth orbit servicing scenario. The piston seal **504** and metal-to-metal seal **506** isolates region **904**, which given a very low leak rate could be at the same pressure as region **902** after a sufficiently long period of time. The metal-to-metal seal **506** and the poppet valve seal **510** isolate another region **906**, which could share the same characteristics as region **904** after a sufficiently long period of time.

The nozzle **406** of the robotic fuel transfer tool **402** is seen inserted into the CSV **100** sealing on one O-ring **526**. The nozzle **406** however has not yet touched the poppet **512**. At this stage, phase or mode, there is no media or pressure in a region **908**.

FIG. 10 illustrates the CSV **100** in another step, phase or mode in the process of providing fuel to the satellite. The CSV hex-drive interface **110** has been rotated a sufficient amount to draw the valve stem **503** within the valve body **502** in order to break the metal-to-metal seal **506-540**, allowing the pressures between regions **904** and **906** to equalize. Region **904** remains isolated because seal **504** still provides a primary seal that is closed. However, movement of the stem **503**, while maintaining the seal **504**, has opened the secondary seal between surface **506** and surface **540**. Thus, in region **904**, the pressure is equalized with region **906**. The poppet valve **512** remains in sealed engagement due to the spring **518** acting to engage the face of the poppet **512** against seal **510**. In region **908** and through the nozzle **406**, the pressure remains at the external ambient pressure. The nozzle **406** of the robotic tool **402** is provisioned to displace axially relative to the tool chassis, allowing variability in the penetration of the nozzle **406** relative to the CSV **100**. If the pressure differential is high, as is typical with gaseous pressurants, this phase could permit for the robotic fuel transfer tool to begin pressurizing region **908** and the nozzle **406**, in order to lessen the differential pressure across the primary seal **504**. A pre-open pressure equalization operation is desirable because it can prevent hammering or other dynamic pressure pulses upon full opening of the valve, which can damage upstream or downstream components of either the client plumbing system or the robotic tool. As region **908** is pressurized, the poppet valve will act as a check valve, causing the seal **510** to crack due to overwhelming of the poppet spring **518**, which will permit high pressure to transfer from region **908** to regions **906** and **904**.

FIG. 11 illustrates another phase of the CSV **1100** which shows further movement of the stem **503** such that region **902** of tube **104** is equalized in pressure with region **904** of the body **502**. This is because the additional movement of the stem **502** has caused the partial opening of the primary seal **504**. As can be seen, surface **506** of the stem **503** is further separated from the surface **540** of the body **502**.

At this stage, region **906** is equalized in pressure with region **902**. The nozzle **406** has also come into contact with

the poppet **512**, beginning the process of raising the poppet **512** face from the seal **510** in order to permit media transfer. Note that the nozzle is not moving. The axial motion of the stem **503** toward the nozzle, due to rotation of the hex-drive interface and action of the thread, advances the poppet face toward the nozzle end. The nozzle seals **524** and **526** also fully engage the nozzle **406** prior to the poppet **512** being contacted. Next, region **908** in the robotic fuel transfer tool **402** can be pressurized if it has not already been done.

After the pressure equalization shown in FIG. 11, FIG. 12 illustrates the CSV **1200** fully open and the robotic fuel transfer tool **402** in fuel transfer mode. Region **902** is fully open, the stem **503** is in a fully rightward position such that the piston seal **504** is fully open, the secondary seal between surface **506** of the stem **503** and the surface **540** of the valve body **502** is also fully open. Thus, the region **906** is fully open to permit fuel transfer. The poppet **512** has been opened by the nozzle **406** as the stem has moved rightward and the robotic fuel transfer tool **402** has remained stationary. Fuel can then flow from the nozzle through openings **410**, around the poppet valve **512**, through openings **538**, through the filter **532**, through openings **528**, around the surface **506** and into the tube **104** which is connected to the receiving plumbing.

FIG. 13 illustrates the operation of the Cooperative Service Valve **1300** in a fifth phase of use as part of a refueling process. Here, the piston seal **504** is sealed by virtue of the leftward movement of the stem **503**, thus sealing region **902**. The metal-to-metal seal surface **506** is still separated from surface **540** and thus region **904** is open to region **906**. The nozzle **406** has been displaced axially with respect the robotic fuel transfer tool **402** such that the nozzle **406** is pressed against the poppet **512**, permitting regions **906**, **904**, and **908** to be vented and the media evacuated from said regions. After completion of this step, the CSV **1300** can be fully closed. The nozzle **406** starts to be moved back out and away from the CSV **1300**. The seal between the poppet **512** and the seal **510** is also shown as open as the nozzle **406** has not moved to the right a sufficient amount to enable the seal **510** to engage the poppet **512**. Once the stem **503** moves leftward enough to seal region **904**, and the nozzle **406** moves rightward enough to enable the poppet **512** to seal with O-rings **510**, then the system will back to its original position. In other words, as the valve is closed and the stem **503** advances into engagement, the poppet seal is drawn away from the nozzle **406**, allowing the poppet **512** to close on the seal and return the CSV **1300** to its original fully-closed state.

The functional operations described in detail above can also be described as a method. The method includes receiving in a CSV a nozzle from a refueling tool, the CSV including an interface, in this embodiment a hexagonal interface, that permits torque transfer, a tube connected to a valve body which contains a stem having a first seal and a second seal (and can have more seals as well), the stem including a poppet valve biased against a third seal by a spring, the stem furthermore including a nozzle seal for sealing the nozzle as it is inserted into the CSV. The CSV, with the robotic fuel transfer tool nozzle configured at least partially within the CSV, has 4 pressure regions: a first region **902** in the tube, a second region **904** in a first portion of the housing, a third region **906** within the stem contained within the housing, and a fourth region **908** within the nozzle of the refueling tool.

The method includes, in a first phase, moving the stem such that the region **904** pressure equalizes with the region **906** pressure. In the first phase, the region **902** pressure is

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maintained and region 908 exists at ambient external pressure. The equalization of pressure within region 904 and region 906 occurs due to a separation of a metal-on-metal seal between a surface of the stem 506 and an inner surface of the housing 540. Note that while a metal-on-metal seal is shown, any kind of seal can also be included. The method includes in a second phase, moving the stem such that the pressure in region 902 is equalized with the pressure in regions 904 and 906. This occurs when the stem is moved sufficiently that the first seal between a portion of the stem and the tube is at least partially opened. The method next includes pressurizing region 908 within the nozzle and starting a third phase in which the valve stem is moved which brings the poppet valve into contact with the nozzle 406, forcing it to displace from the seal 510 and expose region 908 to the pressure within the remaining regions. By opening the check valve 512 through contact with an end of the nozzle 410, this third phase can include providing media from the refueling tool to the client device through passing media from the nozzle through the stem into the tube.

The method includes a fourth phase of moving the stem back into a position such that the first seal 504 is closed and region 902 is at a high pressure, and region 904 and 906 are open. In this fourth phase, the region 908 initially has the same pressure as regions 904 and 906. But the nozzle 406 is then extended such that it vacates the Cooperative Service Valve and the refueling is complete.

Having discussed the structure and modes of operation of the CSV 100, the disclosure now addresses other features and benefits of the CSV. First, this disclosure addresses some key or unique characteristics, starting with corrosive media. The CSV is designed, but not limited to, the following working fluids: hydrazine (N₂H₄) per MIL-PRF-26536F, Grade M; monomethyl hydrazine (N₂H₃CH₃) per MIL-PRF-27404D; dinitrogen tetroxide (N₂O₄) per MIL-PRF-26539F, type MON-3; helium per MIL-PRF-27407D, type 1, grade A; and xenon (99.99% or greater purity). From a hardware perspective, hypergols can react with many elements in such a manner as to create ignition upon contact. For other elements, they have deleterious effects on the material integrity, limiting the component's operational life and functional capability. To be universal, all material reactions must be considered in the design. The design approach for the CSV is to maximize compatibility of utilized materials with all working fluids in order to minimize changes in configuration due to the working fluids while also allowing for minuet configuration changes in order to optimize compatibility with specific working fluids associated for a configuration. This design approach permits the CSV to have the same form factor between configurations.

All materials, coatings, lubricants, and softgoods selected have a compatibility rating of A per NASA's Materials and Processes Technical Information System (MAPTIS) with the working fluids. For all configurations of the CSV, all metallic components and their coatings have been selected such that they have an A rating with all potential working fluids mentioned above. In this embodiment examples of materials utilized are titanium alloy 6AL-4V and coated with a conversion coating (Tiodize® Type II) and coated on selected surfaces with polytetrafluoroethylene impregnated conversion coatings, passivated stainless steels, and aluminum alloys coated in colored anodize. The primary differences between configurations of the CSV is the elastomers that are changed to optimize the compatibility rating with the associated working fluid and the use of backing rings for high operating pressures. Specific to the configuration of the CSV

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that utilizes hydrazine as its working fluid, components in the fluid path, or wetted components, will not utilize wet lubrication.

The robotic fueling interface is a cooperative interface that must be designed such that mating interfaces must accommodate the nuances of in-orbit, tele-robotic use. Some of these considerations are the use of proper lead-ins, use of low-risk mating interfaces, and misalignment tolerance in all directions (x, y, z, roll, pitch, and yaw). For example, low-risk mating interfaces can include such features as clear and unambiguous edges, high-contrast visible markings, ability for self-alignment, resistance to friction-wedging or stiction, and so forth. Another feature is seal redundancy. In order to be compliant with industry-standard ground-handling practices for hypergolic fluids, a Cooperative Service Valve can provide two fault tolerances to all leak paths on the ground and while in-orbit. Operating pressures are also very important. Given different pressure requirements for different propellant systems, a set of nominal operating pressures were chosen which should encompass most current client needs. For hypergol propellant transfers, a MEOP of 650 psig was chosen. For transfer of gases, such as helium and xenon, a 5000 psig MEOP was selected.

The system also needs to provide mechanical coupling between components. Tele-robotic operated interfaces are exposed to forces and torques along pitch, yaw, and roll different from those seen on a ground-based, hand-operated interface. These forces and torques include those caused by robotic loads as well as actuation loads required for the standard operation of the interfaces. A proper tele-robotic operated interface must provide adequate mechanical coupling to react all standard operational loads. Adequate mechanical coupling refers to couples to both the surrounding structure and back to the tool. The valve can be configured in such a way as to be able to react to all manipulation and operation loads without transferring those loads into the critical plumbing of the client spacecraft.

Most FDVs require thermal isolation from the surrounding structure in order to properly control temperature of the entire propellant system without thermally coupling to the surrounding mounting structure. The problem lies in that mechanical coupling and thermal isolation can result in mutual exclusivity, but a cooperative interface will require both in order to be viable.

Alignment marks can also provide an important component to the design. During tele-robotic operations, geometric features are used to provide alignment between robotic and client mating interfaces. When both sides of the interface are controlled, the preferred alignment features are lines built into the interfaces and of contrast with the surrounding surface so that they are clearly discernable using the remote vision system as feedback to verify proper alignment prior to engagement. The CSV provides various alignment marks along the valve body, located on surfaces at different radial distances from the main axis of the valve, but clocked such that they align at the same angle with respect to one another. These types of multi-surface alignment marks can greatly assist in the alignment of robotic interfaces when viewed through orthogonal cameras, permitting proper alignment to items with smaller surface areas.

The concepts disclosed herein can be used both in-orbit and on the ground. To be viable as a cooperative standard spacecraft fill and drain valve, this interface must be capable of being used on ground as well as in-orbit, either by a human or robot.

To be viable as a cooperative standard fill and drain valve, the interface must furthermore be of an envelope and mass

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comparable to those existing standard interfaces. For the specific case of the fueling interface, the relative size and mass of a Cooperative Service Valve must be comparable to those of FDVs. A FDV requires a means to prevent inadvertent disengagement of seals due to vibrational or environmental loads or inadvertent contact. During integration and testing, contamination, handling, and other sources of preliminary failure may cause a FDV to require servicing or cleaning of its interior components. Servicing may involve the swapping of failed components. Maintaining the ability to be serviced on ground through all phases of integration and testing would prevent having to discard a FDV, which may have been welded to a propellant line. The CSV is a separable assembly. In this embodiment, the removal of six screws **702 704** permits the anti-back drive assembly to be disassembled from the valve body, which then permits the entire stem to be removed from the valve body of the CSV. In this fashion, the stem and all of its integral O-rings can be serviced outside of the valve body. The CSV can be welded or integrated to the satellite's propulsion system, and this disassembly is still possible. FIG. 7 in the disclosure best illustrates this point. All components shown between the valve body **502** and the housing of the anti-back drive mechanism **114** can be disassembled by the removal of all six screws **702 704**. The anti-back drive mechanism can be further disassembled by removal of another six screws **118**.

The various embodiments described above are provided by way of illustration only and should not be construed to limit the scope of the disclosure. Various modifications and changes may be made to the principles described herein without following the example embodiments and applications illustrated and described herein, and without departing from the spirit and scope of the disclosure.

We claim:

1. A cooperative service valve comprising:

a stem configured to fit within a valve body, the stem comprising:

a stem first end having a first seal and configured to movably fit within a tube;

a sealing portion connected to the stem first end and configured, in a first position, to provide a second seal between the sealing portion and an inner surface of the valve body;

a fluid flow portion comprising openings for allowing fuel to pass through the cooperative service valve; and

a stem second end configured to secure a poppet guide, a poppet and a spring associated with the poppet that biases the poppet against a seal to yield a third seal, wherein the stem further comprises a fourth seal configured to seal a nozzle inserted into the cooperative service valve.

2. The cooperative service valve of claim **1**, wherein the valve body, and all components disposed within the valve body forming elements of the cooperative servicing valve exposed to fluid, are thermally isolated from a mounting structure of an outer body to which the cooperative service valve is affixed by means of un-lubricated ball bearings, the un-lubricated ball bearings serving as a poorly thermally conductive interface between the valve body and said outer body, which in turn is mounted rigidly to a surrounding structure.

3. The cooperative service valve of claim **1**, wherein the valve body is provisioned with a surface between ball bearings which can accept an active thermal control device.

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4. The cooperative service valve of claim **1**, wherein all components of the cooperative service valve except for the tube and valve body may be disassembled, serviced, and/or replaced while the valve body and the tube are welded in place to a plumbing system at large.

5. The cooperative service valve of claim **1**, wherein in a first mode:

the first seal is sealed, the second seal is sealed, and the third seal is engaged.

6. The cooperative service valve of claim **5**, wherein in a second mode, the stem moves such that:

the first seal is sealed, the second seal is unsealed and the third seal is engaged.

7. The cooperative service valve of claim **6**, wherein in a third mode, the stem moves such that:

the first seal is unsealed, the second seal is unsealed and the third seal is engaged.

8. The cooperative service valve of claim **7**, wherein in a fourth mode:

the first seal is unsealed, the second seal is unsealed and the third seal is not engaged.

9. The cooperative service valve of claim **8**, wherein in the fourth mode, fluid can flow through the cooperative service valve.

10. The cooperative service valve of claim **1**, wherein the second seal is a metallic seal.

11. The cooperative service valve of claim **1**, further comprising a filter positioned within the stem.

12. The cooperative service valve of claim **1**, wherein in a fluid flow mode, the first seal is unsealed, the second seal is unsealed and the third seal is unsealed, such that fluid can flow through the stem by flowing around the poppet, through an opening in said poppet guide configured within the stem, through a filter, through the fluid flow portion of the stem, around the stem first end and through the tube.

13. A cooperative service valve comprising:

a stem configured to fit within a valve body, the stem comprising:

a stem first end having a first seal and configured to movably fit within a tube;

a sealing portion connected to the stem first end and configured, in a first position, to provide a second seal between the sealing portion and an inner surface of the valve body;

a fluid flow portion comprising openings for allowing fuel to pass through the cooperative service valve; and

a stem second end configured to secure a poppet guide, a poppet and a spring associated with the poppet that biases the poppet against a seal to yield a third seal; wherein:

in a first mode the first seal is sealed, the second seal is sealed, and the third seal is engaged; and

in a second mode, the stem moves such that the first seal is sealed, the second seal is unsealed and the third seal is engaged; and

in a third mode, the stem moves such that the first seal is unsealed, the second seal is unsealed and the third seal is engaged; and

in a fourth mode the first seal is unsealed, the second seal is unsealed and the third seal is not engaged; and wherein the third seal is unsealed by the poppet being moved by a nozzle inserted into the cooperative service valve.

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