

FMEA
EMU FAILURE MODE, EFFECT ANALYSIS

Page: 1
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12/24/95 SUPERSEDES 12/26/92

ANALYST:

NAME P/N QTY	FUNCTION	FAILURE MODE & CAUSES	MISSION PHASE	FAILURE EFFECT	FAILURE DETECTION FLIGHT/GROUND	TIME TO EFFECT/ ACTIONS	CRIT	REMARKS/ HAZARD	REF
DUAL MODE RELIEF VALVE, ITEM 120B ----- SV785844-17 (1)	High mode relieves the water gas pressure to the sult when the pressure increases above 16 psid. Low mode permits faster water charging by releasing the water reservoir gas pressure.	120B FN04: Fails to open, high mode relief valve. CAUSE: Contamination causes return plunger to jam, clog the inlet filter or produce diaphragm leakage.	PREEVA EVA	END ITEM: Unable to flow O2 from the water tank cavity to the sult. GFE INTERFACE: Unable to provide backup relief in the event the water pressure regulator fails open. MISSION: None. CREW/VEHICLE: None for single failure. Possible loss of crewman with loss of 113E regulator and SOP.	FLIGHT: No. GROUND: Yes. FEMU-R-001, Para. 7.3.3.2.1.1.3. Item 120B High Mode Relief and Reset Check.	None. TIME AVAILABLE: N/A TIME REQUIRED: N/A	3/1R A-PASS B-N/A C-PASS	The reservoir pressure (sensors 132A & 132B) is displayed in the CMS status sequence. This failure mode can only be detected by visually detecting the pressure increase during airlock depress. There is no overpressure warning message. Redundant path is the Item 113E regulator and SOP. This item is standby redundant. The "B" screen does not apply.	