

NAME P/N QTY	FUNCTION	FAILURE MODE & CAUSES	MISSION PHASE	FAILURE EFFECT	FAILURE DETECTION FLIGHT/GROUND	TIME TO EFFECT/ ACTIONS	CRIT	REMARKS/ HAZARD	REF
SHEAR PLATE ASSEMBLY, ITEM 115 SV770540-26 (1)	Permits manual selection of one of four EMU pressure control configurations: 1. OFF SOP and PLSS shutoff valves closed; 2. IV SOP valve closed, PLSS regulator set on 8.9 psig control; 3. PRESS SOP valve closed, PLSS regulator set on 4.3 psig control; 4. EVA SOP valve open, PLSS regulator set on 4.3 psig control. Contains the primary O2 manifold.	115FM11; Carriage lock function inoperative.  CAUSE: Lock torsional spring relaxes or fractures.	PREEVA  EVA	EMU ITEM: Loss of backup latching mechanism which prevents translation of O2 actuator and carriage out of EVA position.  GFE INTERFACE: Unable to provide a backup carriage lock when the actuator is in the EVA position.  MISSION: None for single failure. Carriage detent provides primary latching function.  CREW/VEHICLE: None for single failure. Possible loss of crewman with additional loss of carriage detent, translation of actuator carriage out of EVA position.	FLIGHT: Yes. 1. Tactile, visual. 2. EMS Message: SET O2 EVA  GROUND: Yes. FEMU-B-001, Para 7.3.5.2.1.2.1, O2 Actuator Functional Test.	None.  TIME AVAILABLE: N/A  TIME REQUIRED: N/A	3/IR  A-PASS B-N/A C-PASS	There are dual torsional springs in the lock mechanism. If the O2 actuator moves out of EVA position during EVA, the EMS issues a warning and directs the crewman to reposition actuator to EVA. Redundant path is the first carriage detent function. The carriage detent is a second spring loaded lock, preventing movement of the actuator. This is a standby redundant mechanical linkage. The "B" screen does not apply.	