

**INCIDENT INVESTIGATION REPORT IIRN000101 Issue 1**

This investigation involved the following equipment;

MEGGITT RETURN No	RMA8905	PART No	DAP00100-07	QTY	1
DESCRIPTION	BCU	SERIAL No	276920254		
DATE OF MANUFACTURE	Jun 2012	MOD. STATE	1		
OPERATOR	NetJets	REPORTED USAGE	Unknown		
AIRCRAFT	EMB-505	DATE OF INCIDENT	19/09/2014		
CONSTRUCTOR	Embraer	CUSTOMER ORDER	N/A		

1. INTRODUCTION**Event Details as reported by the NTSB:**

On September 19, 2014, about 0847 central daylight time, an Embraer EMB-505 airplane, N322QS, encountered soft terrain and mud after over running the runway while landing at the Lonestar Executive Airport (CXO), Conroe, Texas. Neither of the airline transport rated pilots on board were injured. The airplane was substantially damaged. The airplane was operated by NetJets as a 14 Code of Federal Regulations Part 91 positioning flight. Instrument meteorological conditions prevailed for the flight, which was operated on an instrument flight rules flight plan. The flight originated from the Nashville International Airport (BNA), Nashville, Tennessee, at 0710.

According to the air traffic controller who witnessed the accident, the pilots flew the area navigation (RNAV) runway 1 approach and broke out of the clouds at the minimums for the approach. The controller stated the airplane touched down just past the 1,000 foot marker on the runway and did not appear to decelerate as it continued down the runway. The airplane travelled off the departure end of the runway and continued about 400 feet through soft/muddy terrain before coming to rest half way down a ditch. The controller stated there was moderate to heavy rain at the time of the accident.



2. APPENDICES

Appendix	1	System Diagram
Appendix	2	Plot 10032014_v2_1 Minute Accident Landing
Appendix	3	Production Acceptance Test Procedure TPDAP00100 Section 3.8 Initial Fault Log Download Batch File B00100_05V2.txt Read Fault Log Associated with Power Up Count 2327
Appendix	4	Functional Tests

3. UNIT HISTORY

BCU S/N 276920254 was initially released in June 2012 as Part Number DAP00100-07 Mod 1.

The BCU has not been returned to MABS since initial release.

4. INITIAL ANALYSIS

Observations from CVDR data supplied plot 10032014_v2_1 Minute Accident Landing.jpg

Right pedal has been applied prior to touchdown (wheel spin-up).

Right pedal ramps up to max over approximately 10 seconds.

Left pedal has been applied during wheel spin up - approximately 13:47:11.

Left Pedal applied slowly 'lagging' right pedal.

Both pedals are applied to max deflection at approximately 13:47:22.

Wheel spin up is relatively slow – indicates low mu/light landing (spin up starts at 13:47:10 – spun up at approximately 13:47:12.5).

Pressure applied for right side is as expected for wet runway - evidence of anti-skid activity observed very shortly after spin up.

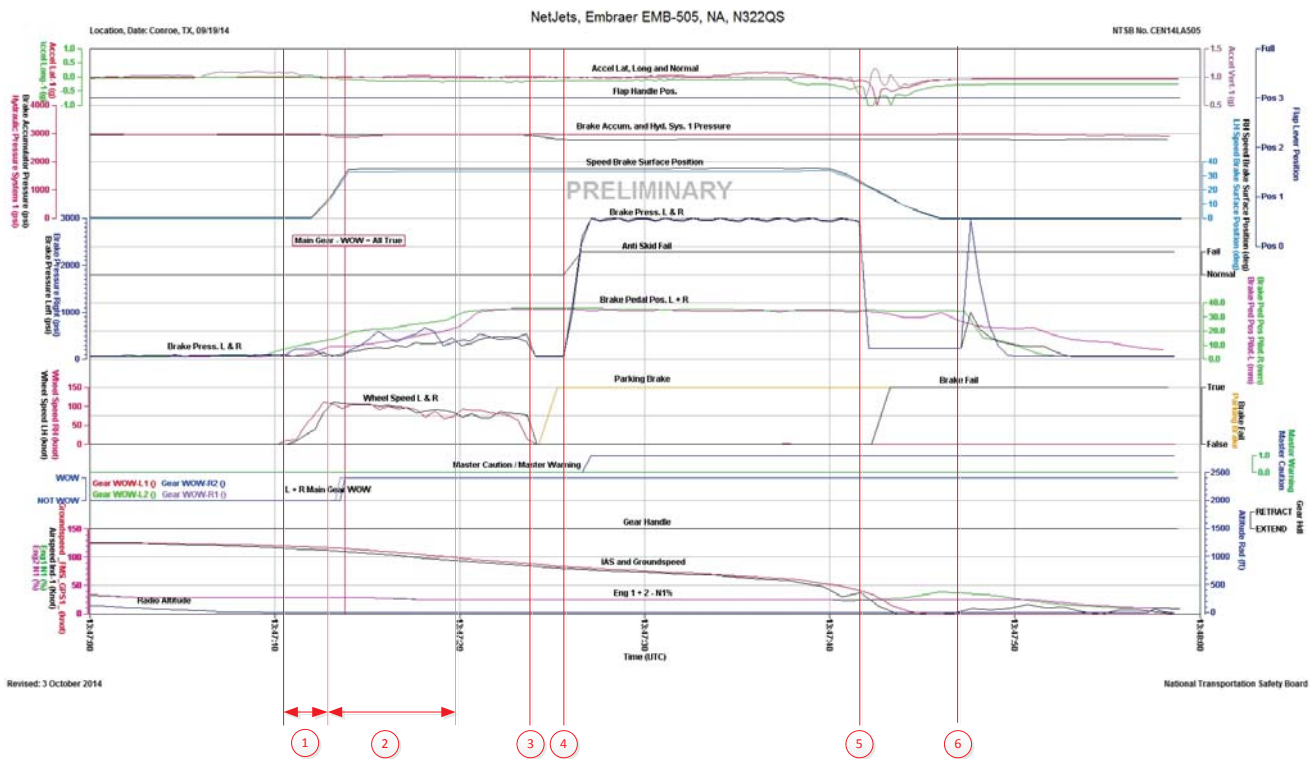
Pressure for left side is tracking pedal demand– starts to antiskid at approximately 13:47:19.

Rough estimate deceleration rate is 0.16g (lower than System Integration wet runs – approximately 0.22g) however left pressure is very low and therefore left brake not generating much deceleration force for much of the initial part of the landing.

At approximately 13:47:24 park brake is applied and both wheels lock.

After park brake applied deceleration reduces to approx. 0.1g.

Approximate Time Line



Legend

- 1) Slow wheel spinup
- 2) Gradual braking demand – left demand below skid level pressure
- 3) Park Brake applied
- 4) BCU detects prolonged full dump (l/r) and triggers hardware bypass (within 200msecs) –sets AntiSkid_Fail
- 5) BCU detects left/right BCU faults – sets Brake_Fail
- 6) This is evidence that the BCU issue (open/short circuit) has recovered – Pressure is re-applied.

Assessment of BCU Fault Log as supplied by NTSB

Overall power up count = 2345 (18 power ups since incident event)

The incident data correlates with the fault records for BCU power up 2327.

Power Up Count: 2327

Fault Name: Pedal_Sec_Coil_Fail_R1 (Intermediate)
Seconds After Power Up: 8434.628 (140 minutes and 34.628 seconds)

Fault Name: PFD_Fail_Right (Internal)
Seconds After Power Up: 8436.724 (140 minutes and 36.724 seconds)

Fault Name: Hardware_Manual_Brake_Select_Fail (Internal)
Seconds After Power Up: 8436.888 (140 minutes and 36.888 seconds)

Fault Name: PFD_Fail_Left (Internal)
Seconds After Power Up: 8436.932 (140 minutes and 36.932 seconds)

Fault Name: Pedal_Fail_R1 (Internal)
Seconds After Power Up: 8440.668 (140 minutes and 40.668 seconds)

Fault Name: Brake_Control_Valve_Fail_Right (External)
Seconds After Power Up: 8453.64 (140 minutes and 53.64 seconds)

Fault Name: Brake_Control_Valve_Fail_Left (External)
Seconds After Power Up: 8453.78 (140 minutes and 53.78 seconds)

The pedal failure is most likely due to out of range detection as the failure has only been flagged on one coil of the right pedal transducer it has no significant system effect the SW will automatically switch to the 'good' coil – there is no evidence of disturbance in the pedal data shown on the plots.

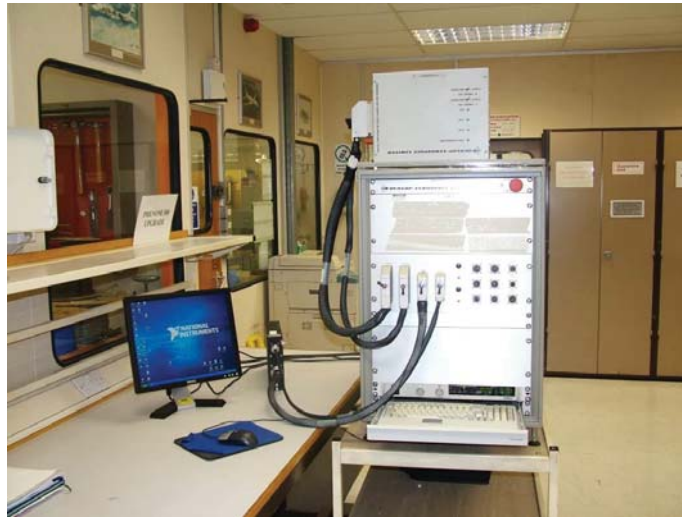
The PFD (prolonged full dump) failures indicate that the antiskid demand is very low (full dump condition) while the pedal is applied. This is generated as a consequence of the wheel locking after the park brake has been applied confirmation time for this monitor is 1.8 seconds. The PFD Failure generates CAS AntiSkid_Fail.

The manual brake select fault is also set as a consequence of the wheels locking after park brake is applied. The hardware monitor Field Programmable Gate Array (FPGA) will invoke the hardware bypass mode of the BCU when pedals are deemed to be applied and pressure is low for greater than 2 seconds (the hardware bypass mode is an emergency braking mode which bypasses the SW command and applies pedal demand directly to the BCV via a rudimentary 'crank' function). Although the system is designed such that the SW prolonged full dump monitor should detect the issue first (after 1.8 seconds) and apply pressure to prevent the FPGA monitor detecting the loss of braking condition the timing is very tight and it is feasible for the FPGA monitor to also trigger (as in this case). As the pilot has maintained max pedal deflection after applying the park brake (which is in the hardware bypass mode) this has had no effect on the system response as with the pedals remaining applied would result in maximum pressure demand whether the system was under SW control or HW bypass control.

The BCV (Left and Right) failures are most likely caused as the AC leaves the runway, the data indicates that feedback pressure is removed which would indicate the issue is a genuine BCV issue (most likely open/short circuit) and it is these failures that have generated the CAS Brake_Fail. It can be observed in the data that approx. 5 seconds after the pressure signal is reduced, the signal appears to recover and then follows the pilot demand as the pedals are removed. This indicates that the open/short circuit condition has corrected itself and explains why subsequent power up cycles have not indicated any faults.

5. TEST EQUIPMENT UTILISED

- BCUTE F2895
- BCU Main Connector Harness F2895_1
- BCU Test Connector Harness F2895_2
- Adaptor Module DAA05451-00
- Adaptor 1 Harness F2907_1
- Adaptor 2 Harness F2907_2



6. INITIAL FAULT LOG DOWNLOAD

The BCU's fault logs were read in accordance with Production Acceptance Test Procedure TPDAP00100 Section 3.8 Batch File B00100_05V2.txt (results attached in appendix 3).

The downloaded fault logs associated with Power Up Count: 2327 were:

FAULT ID : Pedal_Fail_R1

FAULT ID : PFD_Fail_Right

FAULT ID : Hardware_Manual_Brake_Select_Fail

FAULT ID : PFD_Fail_Left

FAULT ID : Initial_Pedal_Fail_R1

FAULT ID : EXT_Brake_Control_Valve_Fail_Right

FAULT ID : EXT_Brake_Control_Valve_Fail_Left

Fault Log Summary

The above fault download results correlate with the results as supplied by NTSB

7. FUNCTIONAL TESTS

The BCU's was then subjected to the following tests in accordance with Production Acceptance Test Procedure TPDAP00100 (results attached in appendix 4):

Section 3.8 Batch File B00100_05V2.txt Read Fault Log
Section 6.11 Batch File B00100_04.txt Clear Fault Log
Section 6.1 Batch File B00100_17V2.txt Power Supply
Section 6.2 Batch File B00100_18.txt Wheel Speed Transducer Interfaces
Section 6.3 Batch File B00100_19V9A,B,C & D.txt Brake Pedal LVDT Interfaces
Section 6.4 Batch File B00100_20.txt Brake Pressure Interfaces
Section 6.5 Batch File B00100_21V6.txt Discrete Input Interfaces
Section 6.6 Batch File B00100_22V2.txt Discrete Output Interfaces
Section 6.7 Batch File B00100_23V3.txt Brake Control (Servo) Valve Interfaces
Section 6.8 Batch File B00100_24V5.txt Shut Off Valve Interface
Section 6.9 Batch File B00100_25V3.txt Hardware By-Pass
Section 6.10 Batch File B00100_16V3.txt System Tests
Section 6.11 Batch File B00100_04.txt Clear Fault Log

The BCU successfully completed the all tests.

Note: A failure was recorded when performing Section 6.4 Brake Pressure Interface. This was associated with a test cable interface discrepancy so the test was re-run another 4 times with no further failures recorded.

8. SUMMARY

Correlating the fault log data with the CVDR data indicates that the logged errors that have affected the system response have occurred as a consequence of the park brake being applied and causing both wheels to lock and unknown issues generating left/right BCV faults as the AC left the runway. The initial wheel spin up characteristic would tend to indicate wet/very wet runway conditions. Initial deceleration is being generated primarily from the right brake only, again skid level pressure indicates a low mu surface. The left pedal demand is very low for the initial part of the landing and would therefore not be generating significant brake drag.

9. CONCLUSIONS

Based on the CVDR data and the functional tests performed, there is no evidence to suggest that the BCU did not function as designed.

10. RECOMMENDATIONS

MABS recommend that BCU Part Number DAP00100-07 Mod 1.S/N 276920254 is returned to service.



Signed: _____

30/10/14

Date: _____

John Smith
Customer Support Engineer

Signed: _____

30/10/14

Date: _____

Andrew Whittingham
Chief Systems Specialist

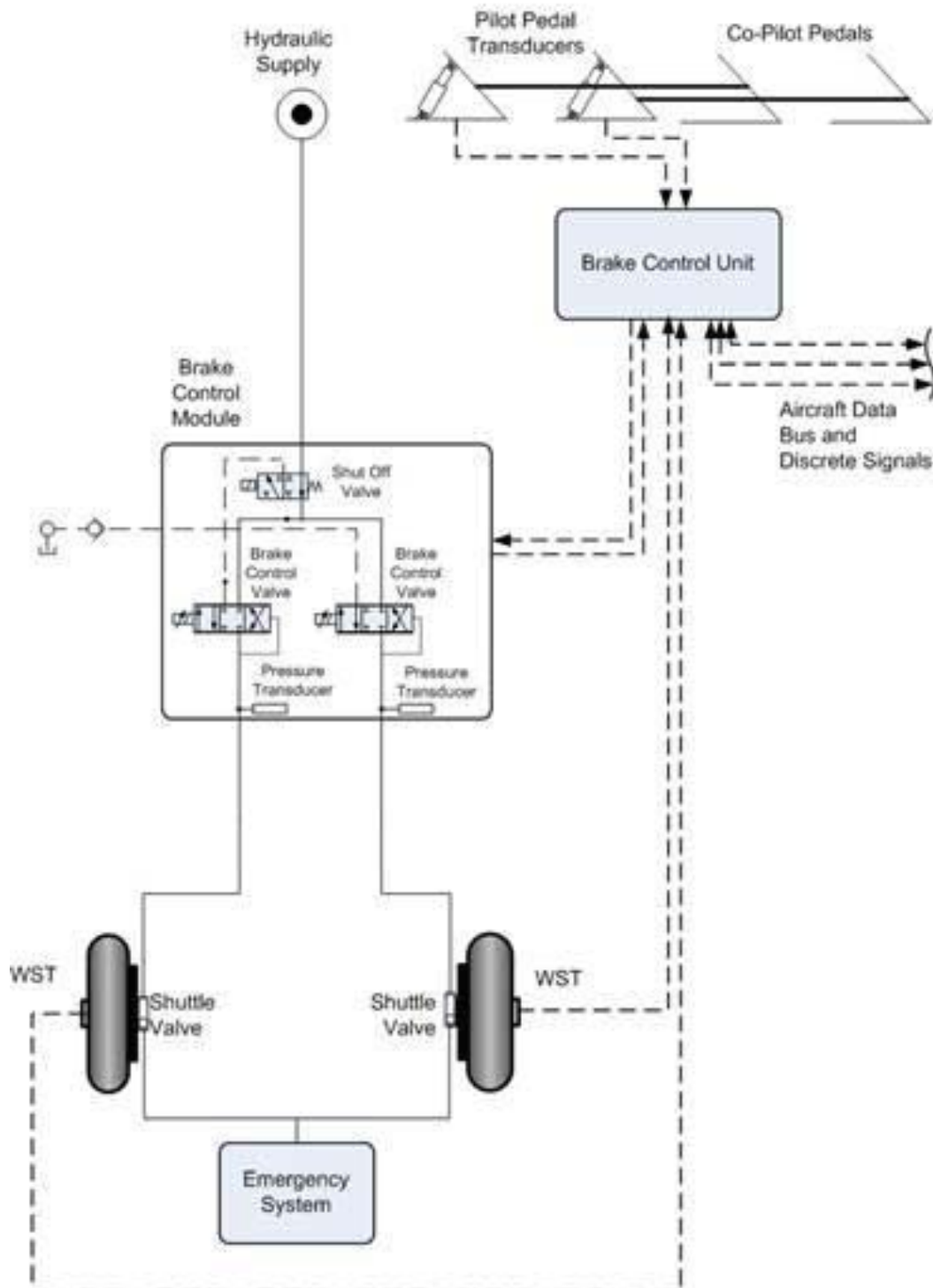
Signed: _____

30/10/14

Date: _____

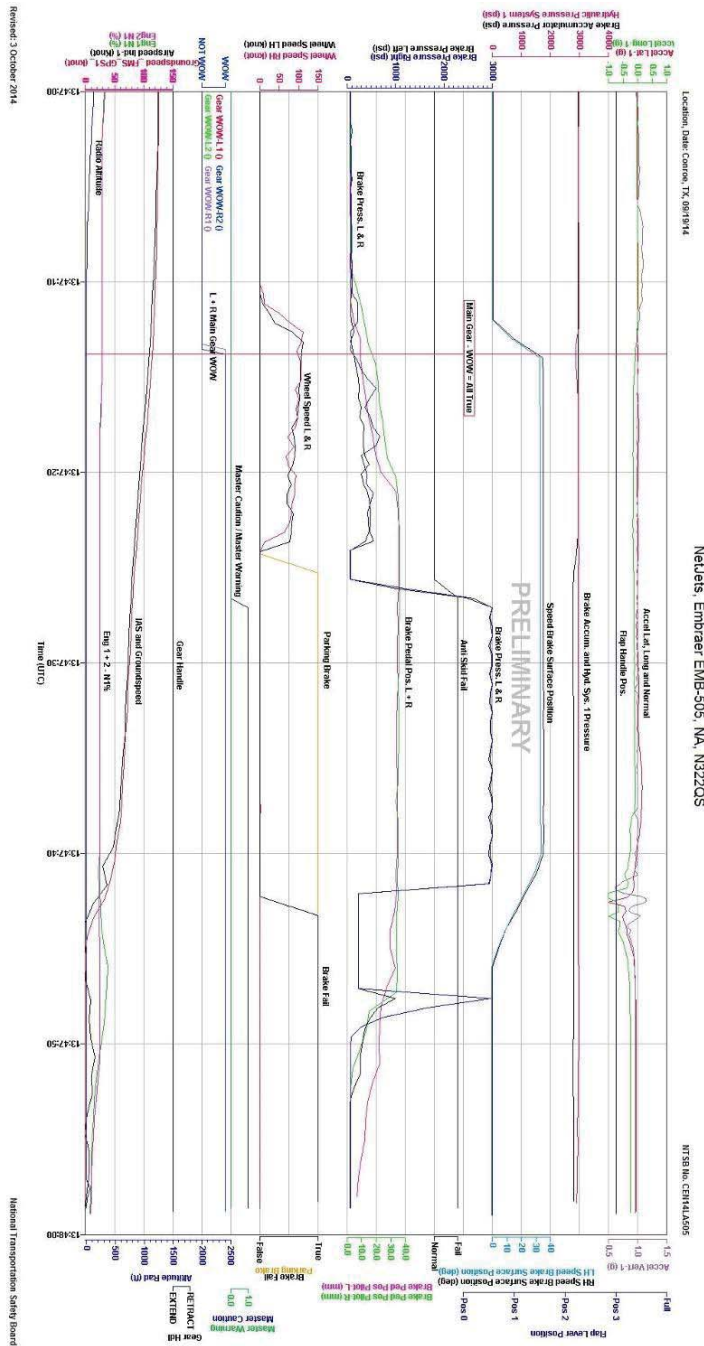
Gary Percival
Customer Support and Chief Airworthiness Engineer

Appendix 1

System Diagram

Appendix 2

Plot 10032014 v2 1 Minute Accident Landing



Appendix 3

Production Acceptance Test Procedure TPDAP00100 Section 3.8
Initial Fault Log Download Batch File B00100_05V2.txt Read Fault Log
Associated with Power Up Count 2327

SEQUENCE START TIME : 11:03:59

NOTE : ## BCUTE IDENTIFICATION

TEST FILE IDENTITY : B00100_05V2.txt

BOX IDENTITY : BCU0254

NOTE : ## EMBRAER PHENOM 300 BCU DAP00100

NOTE : ## PRODUCTION ACCEPTANCE TEST PROCEDURE

NOTE : ## TPDAP00100

NOTE : ## RESULTS FILE B00100_05V2.RES

NOTE : ## READ FAULT LOG

NOTE : ## INITIALISING

NOTE : ##

RECEIVED FAULT LOG :

READ_FAULT_LOG

MODULE : BCU1

FAULT ID : Pedal_Fail_R1

READING : 0033 0001 0917 0020 2CF1 0000 0000 0000 0000 0000 0000 0000 0000 0000 0000 0000

DECIMAL : 51 1 2327 32 11505 0 0 0 0 0 0 0 0 0 0 0 0

READ_FAULT_LOG

MODULE : BCU1

FAULT ID : PFD_Fail_Right

READING : 001A 0001 0917 0020 2EFD 0000 0000 0000 0000 0000 0000 0000 0000 0000 0000 0000

DECIMAL : 26 1 2327 32 12029 0 0 0 0 0 0 0 0 0 0 0 0

READ_FAULT_LOG

MODULE : BCU1

FAULT ID : Hardware_Manual_Brake_Select_Fail

READING : 0016 0005 003F 0001 1A32 007F 0000 4784 0314 0000 98EA 061D 0004 7412 0917 0020 2F26

DECIMAL : 22 5 63 1 6706 127 0 18308 788 0 39146 1565 4 29714 2327 32 12070

READ_FAULT_LOG

MODULE : BCU1

FAULT ID : PFD_Fail_Left

READING : 0019 0001 0917 0020 2F31 0000 0000 0000 0000 0000 0000 0000 0000 0000 0000 0000

DECIMAL : 25 1 2327 32 12081 0 0 0 0 0 0 0 0 0 0 0 0

READ_FAULT_LOG

MODULE : BCU1

FAULT ID : Initial_Pedal_Fail_R1

READING : 000A 0001 0917 0020 32D7 0000 0000 0000 0000 0000 0000 0000 0000 0000 0000 0000

DECIMAL : 10 1 2327 32 13015 0 0 0 0 0 0 0 0 0 0 0 0

READ_FAULT_LOG

MODULE : BCU1

FAULT ID : EXT_Brake_Control_Valve_Fail_Right

READING : 002C 0016 08B1 0000 018D 0917 0020 3F82 05AB 0000 018D 079C 0000 018D 07CE 0000 018D

DECIMAL : 44 22 2225 0 397 2327 32 16258 1451 0 397 1948 0 397 1998 0 397



READ_FAULT_LOG

MODULE : BCU1

FAULT ID : EXT_Brake_Control_Valve_Fail_Left

READING : 002B 0014 05AB 0000 018D 079C 0000 018D 07CE 0000 018D 08B1 0000 018D 0917 0020 3FA5

DECIMAL : 43 20 1451 0 397 1948 0 397 1998 0 397 2225 0 397 2327 32 16293

NOTE : ## CHECK COMPLETE

SEQUENCE END TIME : 11:05:25

Appendix 4

Functional Tests**Production Acceptance Test Procedure TPDAP00100 Section 3.8**
Fault Log Download Batch File B00100_05V2.txt Read Fault Log
Associated with Power Up Count 2327

SEQUENCE START TIME : 11:10:36

NOTE : ## BCUTE IDENTIFICATION

BOX IDENTITY : BCU0254

NOTE : ## EMBRAER PHENOM 300 BCU DAP00100

NOTE : ## PRODUCTION ACCEPTANCE TEST PROCEDURE

NOTE : ## TPDAP00100

NOTE : ## RESULTS FILE B00100_05V2.RES

NOTE : ## READ FAULT LOG

NOTE : ## INITIALISING

NOTE : ##

RECEIVED FAULT LOG :

READ_FAULT_LOG

MODULE : BCU1

FAULT ID : Pedal_Fail_R1

READING : 0033 0001 0917 0020 2CF1 0000 0000 0000 0000 0000 0000 0000 0000 0000 0000 0000

DECIMAL : 51 1 2327 32 11505 0 0 0 0 0 0 0 0 0 0 0 0

READ_FAULT_LOG

MODULE : BCU1

FAULT ID : PFD_Fail_Right

READING : 001A 0001 0917 0020 2EFD 0000 0000 0000 0000 0000 0000 0000 0000 0000 0000 0000

DECIMAL : 26 1 2327 32 12029 0 0 0 0 0 0 0 0 0 0 0 0

READ_FAULT_LOG

MODULE : BCU1

FAULT ID : Hardware_Manual_Brake_Select_Fail

READING : 0016 0005 003F 0001 1A32 007F 0000 4784 0314 0000 98EA 061D 0004 7412 0917 0020 2F26

DECIMAL : 22 5 63 1 6706 127 0 18308 788 0 39146 1565 4 29714 2327 32 12070

READ_FAULT_LOG

MODULE : BCU1

FAULT ID : PFD_Fail_Left

READING : 0019 0001 0917 0020 2F31 0000 0000 0000 0000 0000 0000 0000 0000 0000 0000 0000

DECIMAL : 25 1 2327 32 12081 0 0 0 0 0 0 0 0 0 0 0 0

READ_FAULT_LOG

MODULE : BCU1

FAULT ID : Initial_Pedal_Fail_R1

READING : 000A 0001 0917 0020 32D7 0000 0000 0000 0000 0000 0000 0000 0000 0000 0000 0000

DECIMAL : 10 1 2327 32 13015 0 0 0 0 0 0 0 0 0 0 0 0

READ_FAULT_LOG

MODULE : BCU1

FAULT ID : EXT_Brake_Control_Valve_Fail_Right

READING : 002C 0016 08B1 0000 018D 0917 0020 3F82 05AB 0000 018D 079C 0000 018D 07CE 0000 018D

DECIMAL : 44 22 2225 0 397 2327 32 16258 1451 0 397 1948 0 397 1998 0 397



READ_FAULT_LOG

MODULE : BCU1

FAULT ID : EXT_Brake_Control_Valve_Fail_Left

READING : 002B 0014 05AB 0000 018D 079C 0000 018D 07CE 0000 018D 08B1 0000 018D 0917 0020 3FA5

DECIMAL : 43 20 1451 0 397 1948 0 397 1998 0 397 2225 0 397 2327 32 16293

NOTE : ## CHECK COMPLETE

SEQUENCE END TIME : 11:12:15

Production Acceptance Test Procedure TPDAP00100 Section 6.11
Batch File B00100_04.txt Clear Fault Log

SEQUENCE START TIME : 11:12:19

NOTE : ## BCUTE IDENTIFICATION

BOX IDENTITY : BCU0254

NOTE : ## EMBRAER PHENOM 300 BCU DAP00100

NOTE : ## PRODUCTION ACCEPTANCE TEST PROCEDURE

NOTE : ## TPDAP00100

NOTE : ## RESULTS FILE B00100_04.RES

NOTE : ## ERROR! REFERENCE SOURCE NOT FOUND. CLEAR FAULT LOG

NOTE : ## INITIALISING

NOTE : ## CLEARING FAULT LOG

NOTE : ## FAULT LOG CLEARED

NOTE : ## CHECK COMPLETE

SEQUENCE END TIME : 11:14:16

Production Acceptance Test Procedure TPDAP00100 Section 6.1
Batch File B00100_17V2.txt Power Supply

SEQUENCE START TIME : 11:14:20

NOTE : ## BCUTE IDENTIFICATION

BOX IDENTITY : BCU0254

NOTE : ## EMBRAER PHENOM 300 BCU DAP00100

NOTE : ## PRODUCTION ACCEPTANCE TEST PROCEDURE

NOTE : ## TPDAP00100

NOTE : ## RESULTS FILE B00100_17V2.RES

NOTE : ## 4.1 POWER SUPPLY

NOTE : ## INITIALISING

NOTE : ## POWER ON - TEST RUNNING

NOTE : ## MEASURE SURGE CURRENT

NOTE : ## MEASURE STEADY STATE CURRENT

NOTE : ## TEST COMPLETE UUT POWERED DOWN

SEQUENCE END TIME : 11:15:04



Production Acceptance Test Procedure TPDAP00100 Section 6.2
Batch File B00100_18.txt Wheel Speed Transducer Interfaces

SEQUENCE START TIME : 11:15:08

NOTE : ## BCUTE IDENTIFICATION

BOX IDENTITY : BCU0254

NOTE : ## EMBRAER PHENOM 300 BCU DAP00100

NOTE : ## PRODUCTION ACCEPTANCE TEST PROCEDURE

NOTE : ## TPDAP00100

NOTE : ## RESULTS FILE B00100_18.RES

NOTE : ## 4.2 WHEELSPEED TRANSDUCER INTERFACES

NOTE : ## INITIALISING

NOTE : ## POWER ON - TEST RUNNING

NOTE : ## TEST COMPLETE UUT POWERED DOWN

SEQUENCE END TIME : 11:25:12

Production Acceptance Test Procedure TPDAP00100 Section 6.3
Batch File B00100_19V9A.txt Brake Pedal LVDT Interfaces

SEQUENCE START TIME : 11:25:16

NOTE : ## BCUTE IDENTIFICATION

BOX IDENTITY : BCU0254

NOTE : ## EMBRAER PHENOM 300 BCU DAP00100

NOTE : ## PRODUCTION ACCEPTANCE TEST PROCEDURE

NOTE : ## TPDAP00100

NOTE : ## RESULTS FILE B00100_19V9A.RES

NOTE : ## PEDAL TRANSDUCER TESTS

NOTE : ## INITIALISING

SEQUENCE END TIME : 11:35:14

Production Acceptance Test Procedure TPDAP00100 Section 6.3
Batch File B00100 19V9B.txt Brake Pedal LVDT Interfaces

SEQUENCE START TIME : 11:35:18

NOTE : ## BCUTE IDENTIFICATION

BOX IDENTITY : BCU0254

NOTE : ## EMBRAER PHENOM 300 BCU DAP00100

NOTE : ## PRODUCTION ACCEPTANCE TEST PROCEDURE

NOTE : ## TPDAP00100

NOTE : ## RESULTS FILE B00100_19V9B.RES

NOTE : ## PEDAL TRANSDUCER TESTS

NOTE : ## INITIALISING

SEQUENCE END TIME : 11:45:20

Production Acceptance Test Procedure TPDAP00100 Section 6.3
Batch File B00100 19V9C.txt Brake Pedal LVDT Interfaces

SEQUENCE START TIME : 11:45:24

NOTE : ## BCUTE IDENTIFICATION

BOX IDENTITY : BCU0254

NOTE : ## EMBRAER PHENOM 300 BCU DAP00100

NOTE : ## PRODUCTION ACCEPTANCE TEST PROCEDURE

NOTE : ## TPDAP00100

NOTE : ## RESULTS FILE B00100_19V9C.RES

NOTE : ## PEDAL TRANSDUCER TESTS

NOTE : ## INITIALISING

SEQUENCE END TIME : 11:55:19

Production Acceptance Test Procedure TPDAP00100 Section 6.3
Batch File B00100 19V9D.txt Brake Pedal LVDT Interfaces

SEQUENCE START TIME : 11:55:23

NOTE : ## BCUTE IDENTIFICATION

BOX IDENTITY : BCU0254

NOTE : ## EMBRAER PHENOM 300 BCU DAP00100

NOTE : ## PRODUCTION ACCEPTANCE TEST PROCEDURE

NOTE : ## TPDAP00100

NOTE : ## RESULTS FILE B00100_19V9D.RES

NOTE : ## PEDAL TRANSDUCER TESTS

NOTE : ## INITIALISING

SEQUENCE END TIME : 12:06:44

Production Acceptance Test Procedure TPDAP00100 Section 6.4
Batch File B00100_20.txt Brake Pressure Interfaces

SEQUENCE START TIME : 12:06:48

NOTE : ## BCUTE IDENTIFICATION

BOX IDENTITY : BCU0254

NOTE : ## EMBRAER PHENOM 300 BCU DAP00100

NOTE : ## PRODUCTION ACCEPTANCE TEST PROCEDURE

NOTE : ## TPDAP00100

NOTE : ## RESULTS FILE B00100_20.RES

NOTE : ## 4.4 BRAKE PRESSURE INTERFACES

NOTE : ## INITIALISING

NOTE : ## POWER ON - TEST RUNNING

COMP_ARINC_DISC
READING : BCM FAIL = F
ERROR MESSAGE : ' BCM_FAIL 15'

SEQUENCE END TIME : 12:11:31

Production Acceptance Test Procedure TPDAP00100 Section 6.5
Batch File B00100_21V6.txt Discrete Input Interfaces

SEQUENCE START TIME : 12:11:35

NOTE : ## BCUTE IDENTIFICATION

BOX IDENTITY : BCU0254

NOTE : ## EMBRAER PHENOM 300 BCU DAP00100

NOTE : ## PRODUCTION ACCEPTANCE TEST PROCEDURE

NOTE : ## TPDAP00100

NOTE : ## RESULTS FILE B00100_21V6.RES

NOTE : ## 4.5 DISCRETE INPUT INTERFACES

NOTE : ## INITIALISING

SEQUENCE END TIME : 12:16:54

Production Acceptance Test Procedure TPDAP00100 Section 6.6
Batch File B00100_22V2.txt Discrete Output Interfaces

SEQUENCE START TIME : 12:16:58

NOTE : ## BCUTE IDENTIFICATION

BOX IDENTITY : BCU0254

NOTE : ## EMBRAER PHENOM 300 BCU DAP00100

NOTE : ## PRODUCTION ACCEPTANCE TEST PROCEDURE

NOTE : ## TPDAP00100

NOTE : ## RESULTS FILE B00100_22V2.RES

NOTE : ## 4.6 DISCRETE OUTPUT INTERFACES

NOTE : ## INITIALISING

SEQUENCE END TIME : 12:18:48

Production Acceptance Test Procedure TPDAP00100 Section 6.7
Batch File B00100_23V3.txt Brake Control (Servo) Valve Interfaces

SEQUENCE START TIME : 12:18:52

NOTE : ## BCUTE IDENTIFICATION

BOX IDENTITY : BCU0254

NOTE : ## EMBRAER PHENOM 300 BCU DAP00100

NOTE : ## PRODUCTION ACCEPTANCE TEST PROCEDURE

NOTE : ## TPDAP00100

NOTE : ## RESULTS FILE B00100_23V3.RES

NOTE : ## 4.7 BRAKE CONTROL (SERVO) VALVE INTERFACES

NOTE : ## INITIALISING

SEQUENCE END TIME : 12:25:03

Production Acceptance Test Procedure TPDAP00100 Section 6.8
Batch File B00100_24V5.txt Shut Off Valve Interface

SEQUENCE START TIME : 12:25:07

NOTE : ## BCUTE IDENTIFICATION

BOX IDENTITY : BCU0254

NOTE : ## EMBRAER PHENOM 300 BCU DAP00100

NOTE : ## PRODUCTION ACCEPTANCE TEST PROCEDURE

NOTE : ## TPDAP00100

NOTE : ## RESULTS FILE B00100_24V5.RES

NOTE : ## 4.8 SHUT OFF VALVE INTERFACE

NOTE : ## INITIALISING



SEQUENCE END TIME : 12:29:29

Production Acceptance Test Procedure TPDAP00100 Section 6.9
Batch File B00100 25V3.txt Hardware By-Pass

SEQUENCE START TIME : 12:29:33

NOTE : ## BCUTE IDENTIFICATION

BOX IDENTITY : BCU0254

NOTE : ## EMBRAER PHENOM 300 BCU DAP00100

NOTE : ## PRODUCTION ACCEPTANCE TEST PROCEDURE

NOTE : ## TPDAP00100

NOTE : ## RESULTS FILE B00100_25V3.RES

NOTE : ## INITIALISING

NOTE : ## POWER ON - TEST RUNNING

SEQUENCE END TIME : 12:30:55

Production Acceptance Test Procedure TPDAP00100 Section 6.10
Batch File B00100 16V3.txt System Tests

SEQUENCE START TIME : 12:30:59

NOTE : ## BCUTE IDENTIFICATION

BOX IDENTITY : BCU0254

NOTE : ## EMBRAER PHENOM 300 BCU DAP00100

NOTE : ## PRODUCTION ACCEPTANCE TEST PROCEDURE

NOTE : ## TPDAP00100

NOTE : ## RESULTS FILE B00100_16V3.RES

NOTE : ## INITIALISING

NOTE : ## POWER ON TEST RUNNING

NOTE : ## TAXI OUT PHASE - PERFORM 3 SIMULATED TAXI SNUBS

NOTE : ## SIMULATED TAKE-OFF

NOTE : ## SELECT GEAR UP

NOTE : ## SIMULATED LANDING

NOTE : ## GEAR DOWN SELECT

NOTE : ## WEIGHT ON WHEELS

NOTE : ## SIMULATE TAXI-IN 3 SNUBS

NOTE : ## TEST COMPLETE UUT POWERED DOWN

SEQUENCE END TIME : 12:35:12

Production Acceptance Test Procedure TPDAP00100 Section 6.11
Batch File B00100_04.txt Clear Fault Log

SEQUENCE START TIME : 12:35:16

NOTE : ## BCUTE IDENTIFICATION

BOX IDENTITY : BCU0254

NOTE : ##

NOTE : ## EMBRAER PHENOM 300 BCU DAP00100

NOTE : ## PRODUCTION ACCEPTANCE TEST PROCEDURE

NOTE : ## TPDAP00100

NOTE : ## RESULTS FILE B00100_04.RES

NOTE : ## ERROR! REFERENCE SOURCE NOT FOUND. CLEAR FAULT LOG

NOTE : ## INITIALISING

NOTE : ## CLEARING FAULT LOG

NOTE : ## FAULT LOG CLEARED

NOTE : ## CHECK COMPLETE

SEQUENCE END TIME : 12:37:17

Production Acceptance Test Procedure TPDAP00100 Section 6.4
Batch File B00100_20.txt Brake Pressure Interfaces (Re-Run 1)

SEQUENCE START TIME : 13:30:13

NOTE : ## BCUTE IDENTIFICATION

BOX IDENTITY : BCU0254

NOTE : ## EMBRAER PHENOM 300 BCU DAP00100

NOTE : ## PRODUCTION ACCEPTANCE TEST PROCEDURE

NOTE : ## TPDAP00100

NOTE : ## RESULTS FILE B00100_20.RES

NOTE : ## 4.4 BRAKE PRESSURE INTERFACES

NOTE : ## INITIALISING

NOTE : ## POWER ON - TEST RUNNING

SEQUENCE END TIME : 13:34:35

Production Acceptance Test Procedure TPDAP00100 Section 6.4
Batch File B00100_20.txt Brake Pressure Interfaces (Re-Run 2)

SEQUENCE START TIME : 13:35:54

NOTE : ## BCUTE IDENTIFICATION

BOX IDENTITY : BCU0254

NOTE : ## EMBRAER PHENOM 300 BCU DAP00100

NOTE : ## PRODUCTION ACCEPTANCE TEST PROCEDURE

NOTE : ## TPDAP00100

NOTE : ## RESULTS FILE B00100_20.RES

NOTE : ## 4.4 BRAKE PRESSURE INTERFACES

NOTE : ## INITIALISING

NOTE : ## POWER ON - TEST RUNNING

SEQUENCE END TIME : 13:40:16

Production Acceptance Test Procedure TPDAP00100 Section 6.4
Batch File B00100_20.txt Brake Pressure Interfaces (Re-Run 3)

SEQUENCE START TIME : 13:41:59

NOTE : ## BCUTE IDENTIFICATION

BOX IDENTITY : BCU0254

NOTE : ## EMBRAER PHENOM 300 BCU DAP00100

NOTE : ## PRODUCTION ACCEPTANCE TEST PROCEDURE

NOTE : ## TPDAP00100

NOTE : ## RESULTS FILE B00100_20.RES

NOTE : ## 4.4 BRAKE PRESSURE INTERFACES

NOTE : ## INITIALISING

NOTE : ## POWER ON - TEST RUNNING

SEQUENCE END TIME : 13:46:24



Production Acceptance Test Procedure TPDAP00100 Section 6.4
Batch File B00100_20.txt Brake Pressure Interfaces (Re-Run 4)

SEQUENCE START TIME : 13:47:46

NOTE : ## BCUTE IDENTIFICATION

BOX IDENTITY : BCU0254

NOTE : ## EMBRAER PHENOM 300 BCU DAP00100

NOTE : ## PRODUCTION ACCEPTANCE TEST PROCEDURE

NOTE : ## TPDAP00100

NOTE : ## RESULTS FILE B00100_20.RES

NOTE : ## 4.4 BRAKE PRESSURE INTERFACES

NOTE : ## INITIALISING

NOTE : ## POWER ON - TEST RUNNING

SEQUENCE END TIME : 13:52:06