



D. Crash Safety Shock Test, Procedure 2, Sustained load (RTCA/DO-160D, Section 7.3.2)

Test Procedure

- A. Testing was conducted at Dayton T. Brown in Long Island, New York.
- B. The non-operational EUT was mounted in the forward direction on the centrifuge.
- C. The speed of the centrifuge was increased to induce a load of 18 g. This acceleration was held for a minimum of 3 seconds.
- D. The non-operational EUT was mounted in the aft direction on the centrifuge.
- E. The speed of the centrifuge was increased to induce a load of 1.5 g. This acceleration was held for a minimum of 3 seconds.
- F. The operational EUT was mounted in the up direction on the centrifuge.
- G. The speed of the centrifuge was increased to induce a load of 3 g. This acceleration was held for a minimum of 3 seconds.
- H. The operational EUT was mounted in the down direction on the centrifuge.
- I. The speed of the centrifuge was increased to induce a load of 6 g. This acceleration was held for a minimum of 3 seconds.
- J. The non-operational EUT was mounted in the side direction on the centrifuge.
- K. The speed of the centrifuge was increased to induce a load of 4.5 g. This acceleration was held for a minimum of 3 seconds.
- L. The non-operational EUT was mounted in the other side direction on the centrifuge.
- M. The speed of the centrifuge was increased to induce a load of 4.5 g. This acceleration was held for a minimum of 3 seconds.
- N. The EUT was subjected to a functional test before and after the test. A visual inspection was performed after each direction of sustained load.

Test Results

All test results were performed, handled, and kept by Planar Filter Company personnel. The acceleration data and photograph of the test set-up from Dayton T. Brown are included in the appendix of this report.

Test Date: 05/14/2002