



# THINGS “NOT-TO-DO”

THESE PROCEDURES ARE SUITABLE FOR  
PRIMUS EPIC LOAD 21



**EMBRAER 170/190**

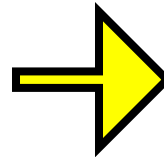
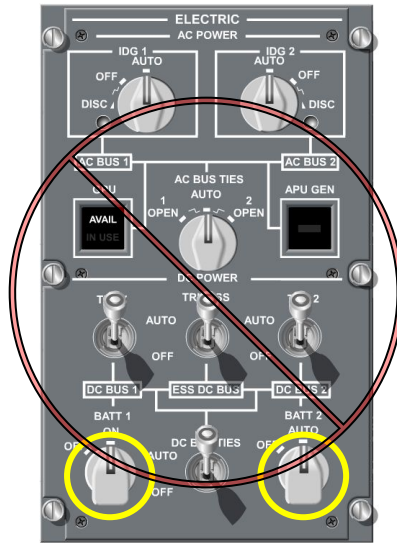
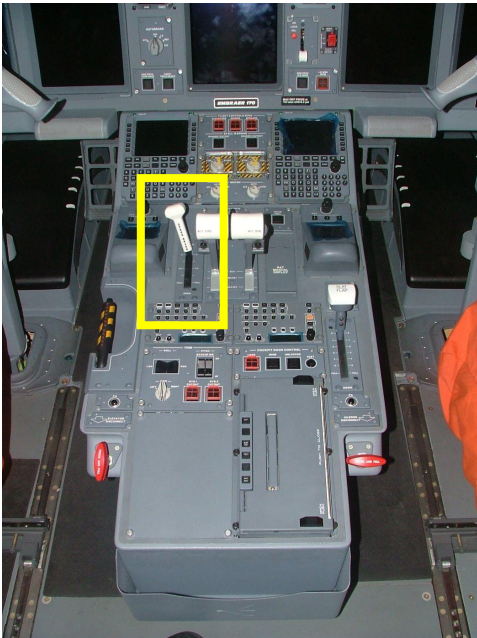
FOR TRAINING PURPOSES ONLY. IT DOES NOT SUPERSEDE EMBRAER OFFICIAL DOCUMENTATION

ALL THE CONTENT PRESENTED IN THIS GUIDE REFER TO EMBRAER 170 / 190 EQUIPPED WITH PRIMUS EPIC LOAD 21 AND SHOULD BE USED FOR TRAINING PURPOSES ONLY

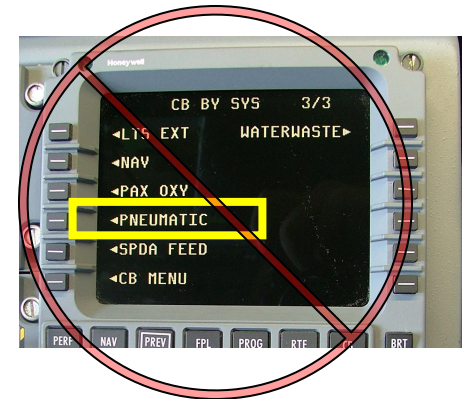
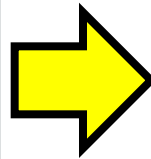
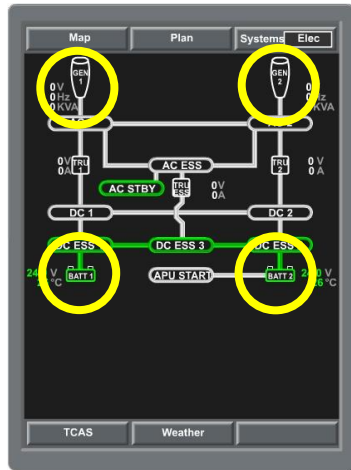
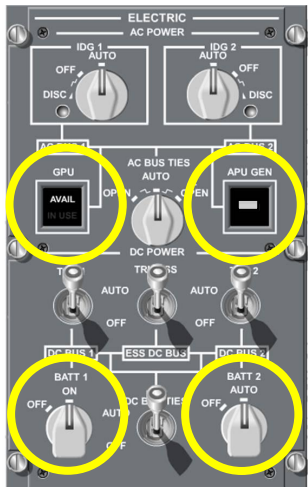
THE PURPOSE OF THIS GUIDE IS TO AWARE FLIGHT CREW AND MAINTENANCE STAFF ABOUT THE MOST COMMON REPORTED RAMP MISTAKES

ALWAYS REFER TO THE APPLICABLE MANUALS BEFORE PERFORM MAINTENANCE TASKS.

- **DO NOT energize the aircraft with the SF AUTO CONFIG TRIM FAIL of the**
- **LTN RELOADED SPOILER FAULT**
- Note: This is important to avoid that the EICAS messages
- and
- come into view right after the PBIT finish.

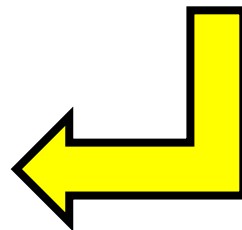
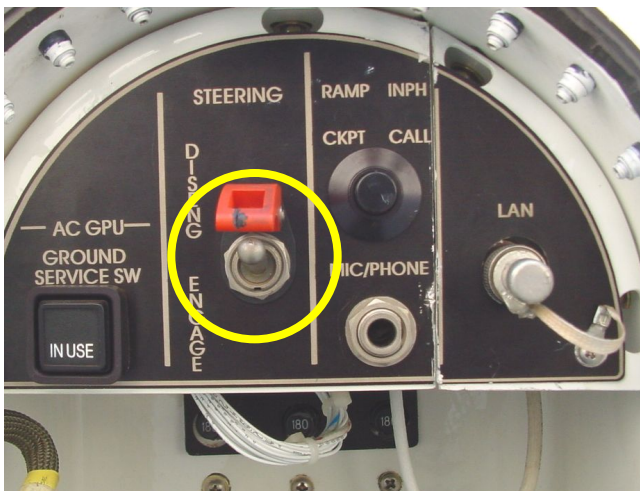


- DO NOT: leave the batteries on for more than 60 s, with GPU or APU GEN off-bus.
- DO NOT: open any AMS SSPCs before any AC source on buses. (GPU/APU/IDG on line)





- After push back or towing procedure is completed:
- **DO NOT: set the external STEERING switch to ENGAGE position before disconnect the towbar assy from NLG.**
- Note 1: It could lead the STEER system to a "fail-safe" mode, and the STEER FAIL appears on the EICAS display.
- Note 2: A power reset is necessary to clear the message
- **RIGHT PROCEDURE: Remove the towbar from the NLG, THEN set the STEERING switch to ENGAGE position.**

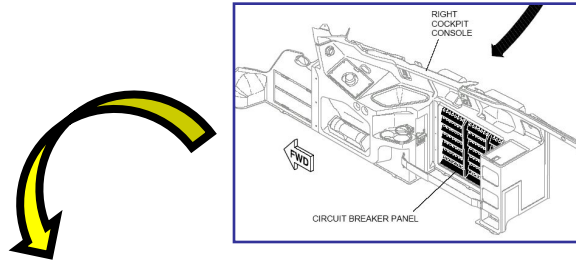


# PROCEDURE TO CLEAR "STEER FAIL" MSG ACD SNL AND OB:

**ON RIGHT CB PANEL (Co-pilot's side):**

**MAU 2 PWR 1 CB (B-25).....PULL**

**MSGs: AVNX MAU 2A FAIL, STEER FAIL, FMS 1 FAIL and AFCS FAULT will be presented on EICAS.**



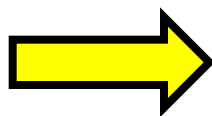
**AFTER 05 Seconds:**

**MAU 2 PWR 1 CB (B-25).....PUSH**

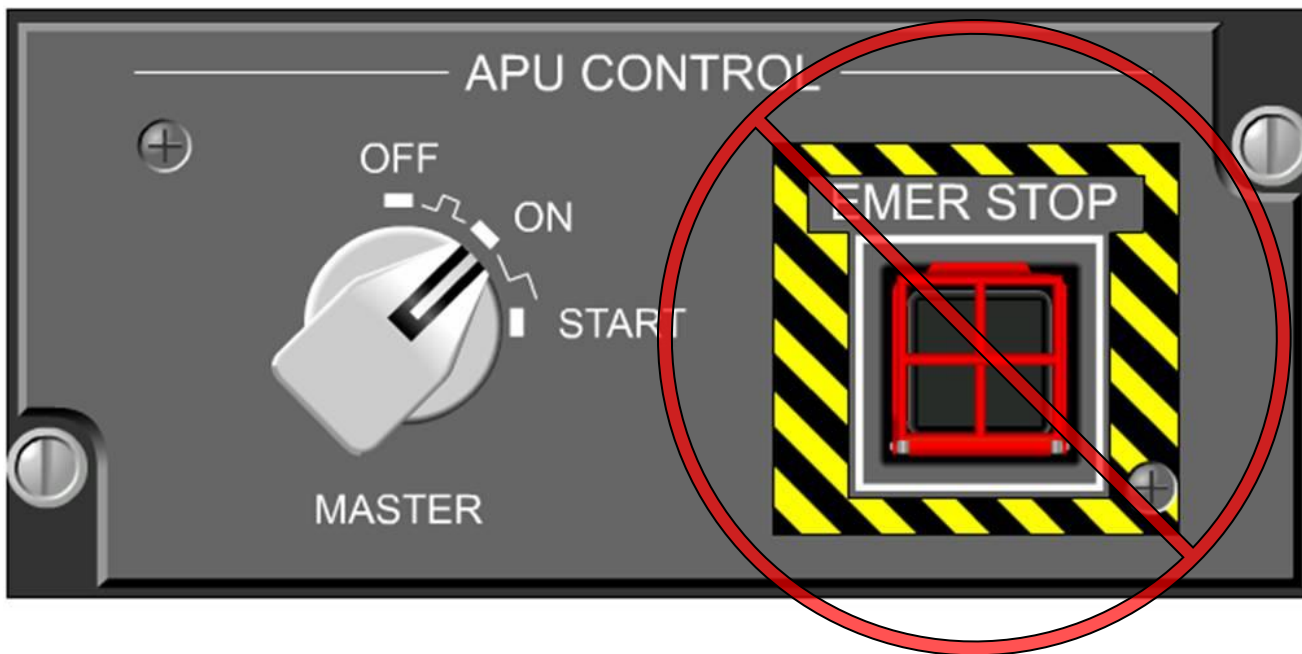
**MSGs: AVNX MAU 2A FAIL, STEER FAIL, FMS 1 FAIL and AFCS FAULT will be cleared from EICAS**

**REF: SNL 170-32-0014R00 and OB-170-003-05-Rev-01**

- Note: after selecting the APU master knob to ON, wait until the APU indications come into view on EICAS display.
- After selecting the APU master knob to START position, confirm that the EGT and RPM indications are already presented on EICAS display.**

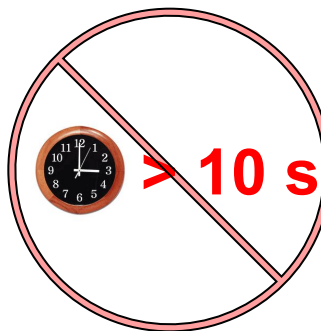
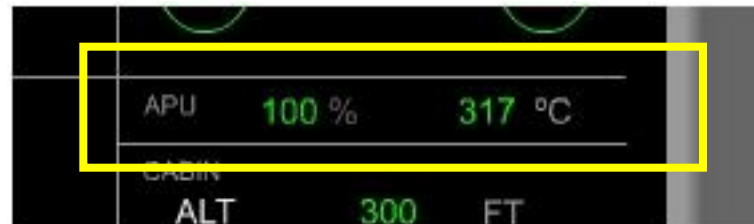
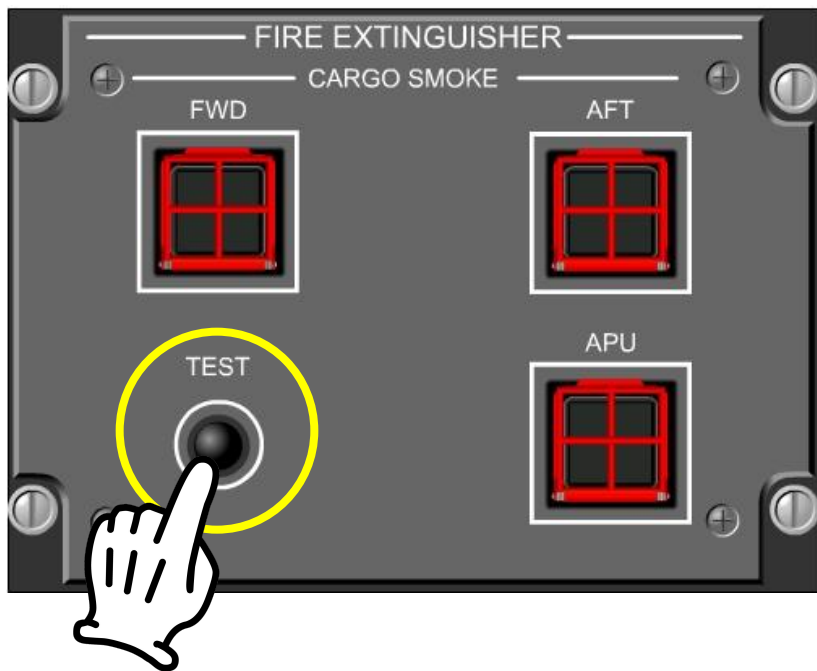


- DO NOT: Shut down the APU using the EMER SWITCH, unless it's ABSOLUTELY NECESSARY.

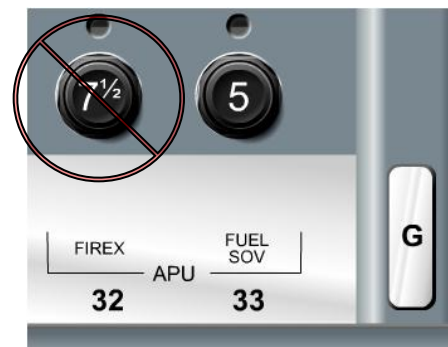
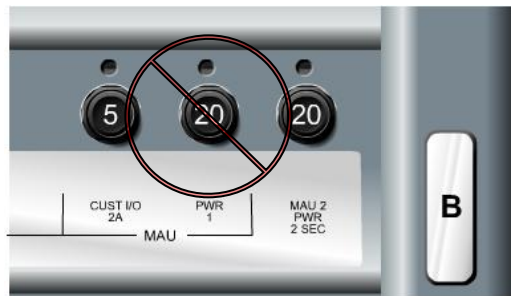
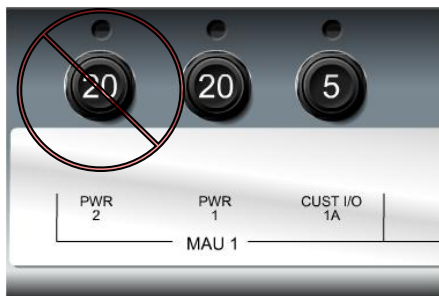




• **DO NOT: Keep the FIRE TEST SWITCH pressed for more than 10s, while the APU is running, otherwise the APU will shutdown.**

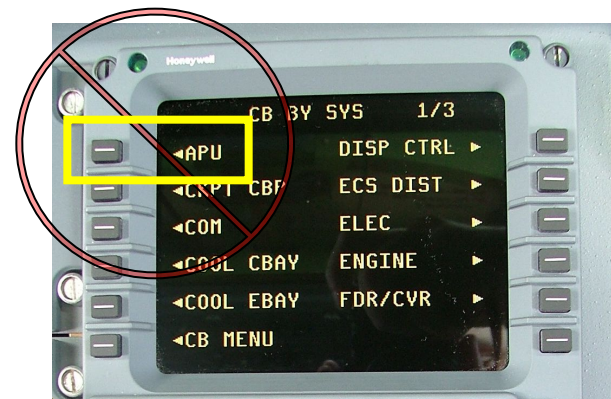
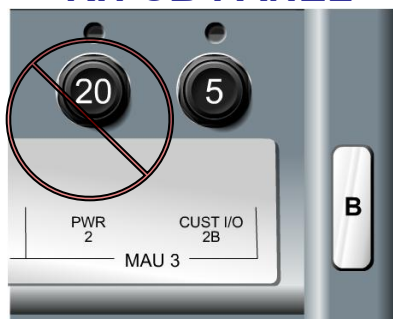


- **DO NOT:** open any SSSPC related to the APU system before APU start, or while APU is running.
- **DO NOT:** open MAU CBs (Generic I/Os #1 and #3) before or after an APU start.
- **DO NOT:** open the APU FIREX CB.

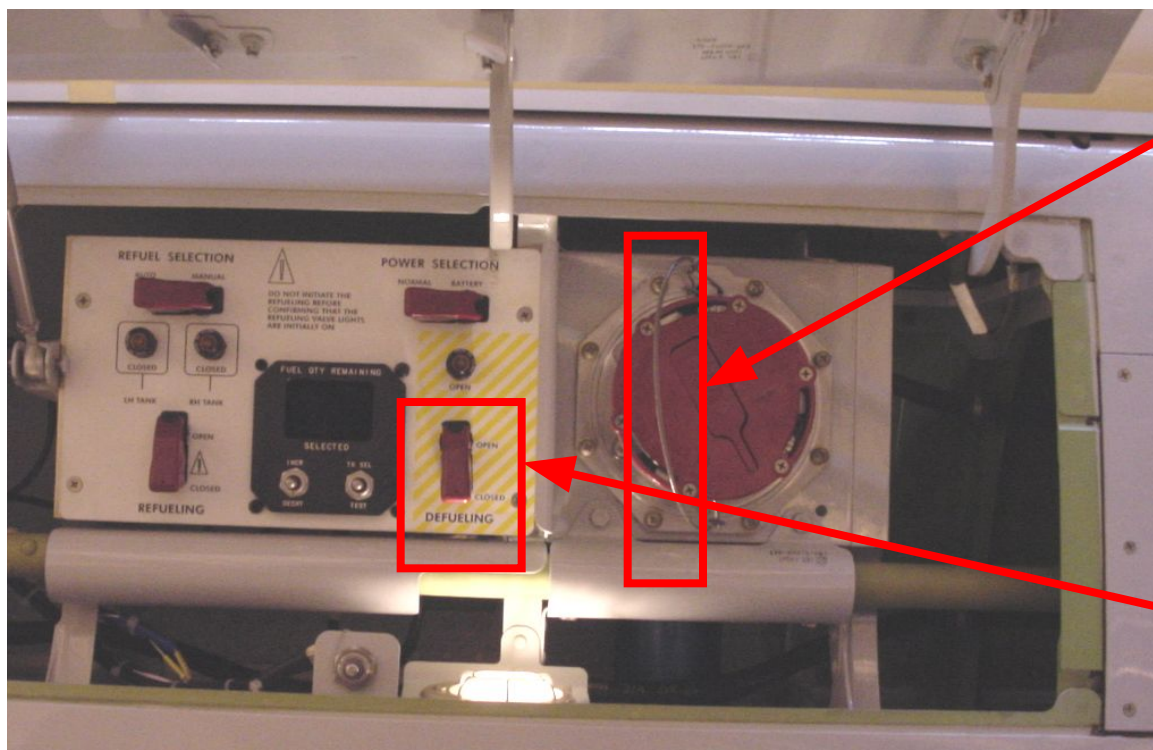


RH CB PANEL

GENERIC I/O #1, MAU #1, LH CB PANEL      GENERIC I/O #3, MAU #3, RH CB PANEL



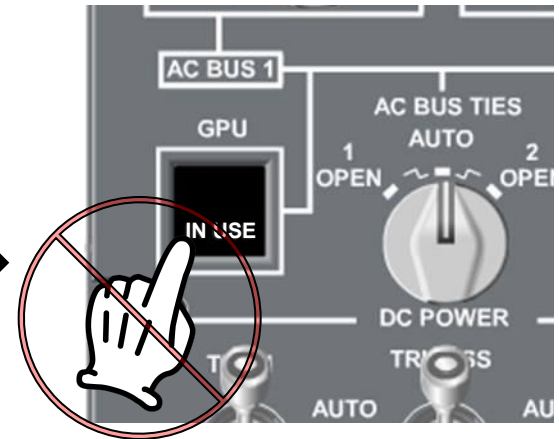
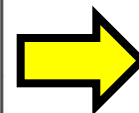
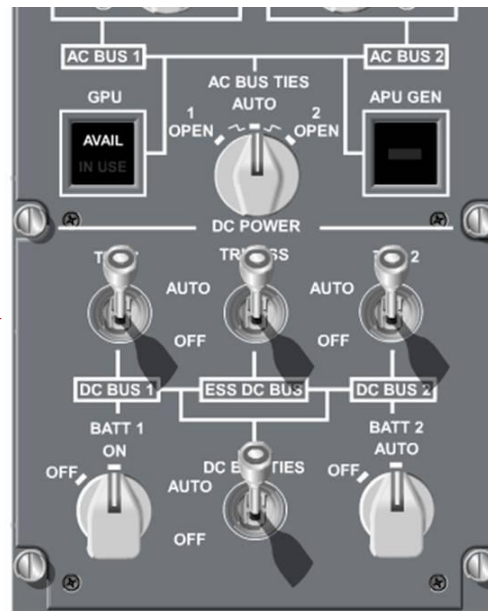
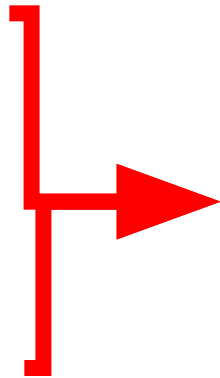
- **DO NOT:** Remove the fuel cap lanyard (refer to SB 170-28-0004) during the pressure refueling procedure.
- **DO NOT:** select the defueling switch to OPEN during the pressure refueling procedure (SNL 170-73-0007)



**DO NOT REMOVE**

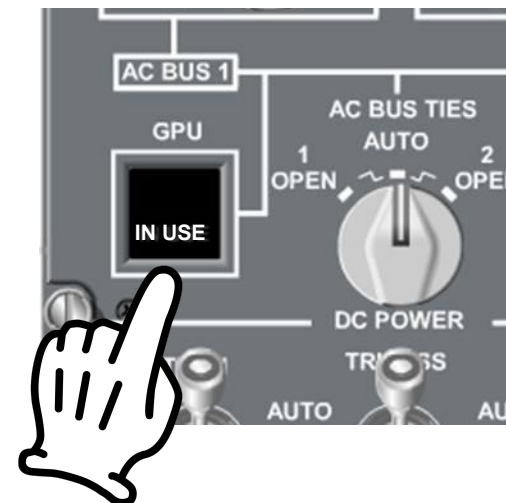
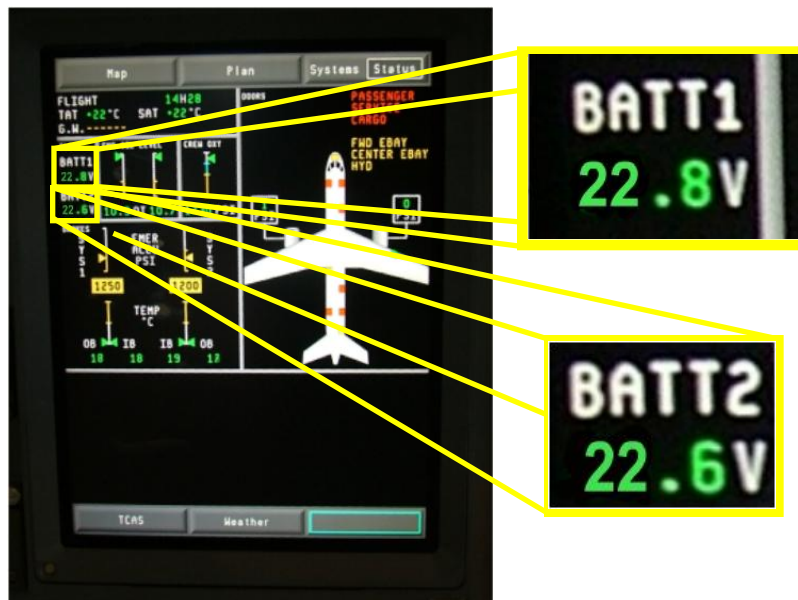
**DO NOT SET TO OPEN WHILE REFUELING**

- **DO NOT: set the AC power (APU/GPU) “ON” AGAIN if:**
  - **After the complete power up procedure, the AC buses were de-energized for more than 10s. For instance, in case of a failure on the GPU or APU GEN. Scenario: Batt #1 ON, Batt #2 AUTO and AC power off bus.**
    - Note: With only ESS power available, FCMs lanes B are OFF, and in this case, when hydraulic power is set to ON, a message FLT CTRL NO DISPATCH will be displayed on EICAS.

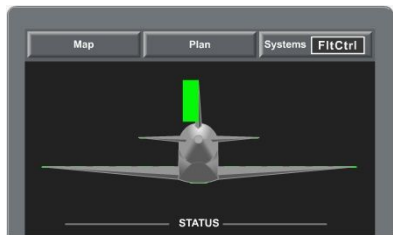




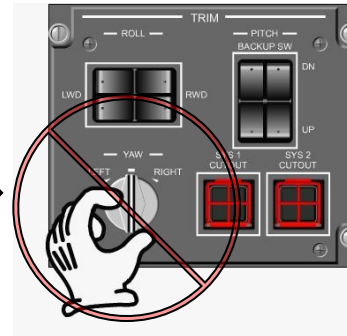
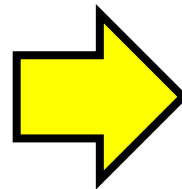
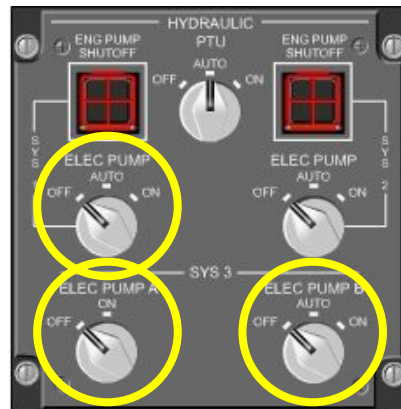
- **DO NOT: set the GPU pushbutton to IN USE before perform the batteries voltage check. (ALWAYS FOLLOW THE POWER UP PROCEDURES)**
  - Note 1: Wait at least 10s between batteries ON and GPU IN USE.
  - Note 2: This always inhibits the flight controls Power-up Built-In Test (P-BIT). If the P-BIT does not run, the message FLT CTRL NO DISPATCH will be displayed.



- **DO NOT: trim the rudder with the surface deflected while the associated hydraulic systems (#1 and #3) are depressurized.**
  - Note 1: Doing that, a message **FLT CTRL NO DISPATCH** may be presented on EICAS display. An associated maintenance message **RUDDER PERFORMANCE FAULT** (fault code 27030553FCS) may be displayed on CMC active faults.
  - Note 2: In order to avoid this scenario, make sure that the **YAW TRIM** (confirm on EICAS display) is neutral before pressurize the hydraulic systems.



OR

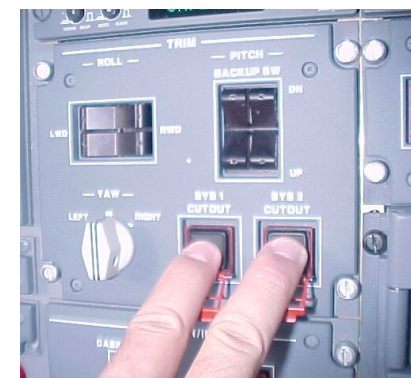
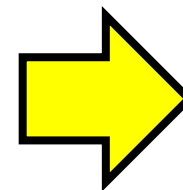
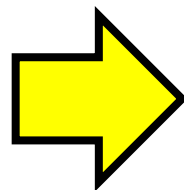


EICAS DISPLAY



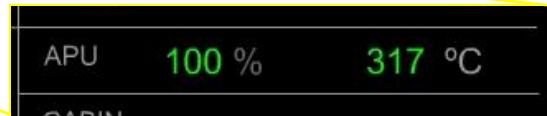
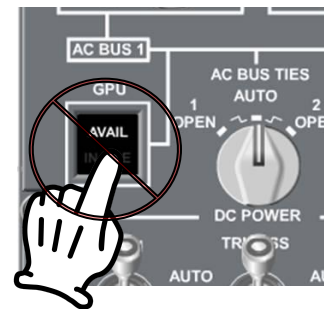
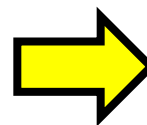
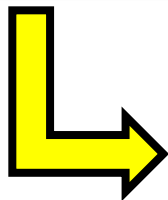
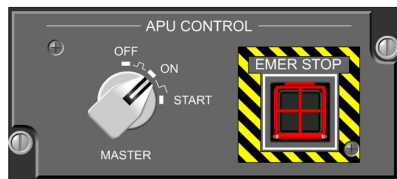
- **DO NOT: command only one pitch trim switch.**
- Note 1: Doing that, a message **PITCH TRIM SW 1 FAIL / PITCH TRIM SW 2 FAIL** or **PITCH TRIM BKUP FAIL** will be presented on EICAS display.
- Note 2: To clear these messages it is necessary to cycle both Cut-Out switches.

### EICAS DISPLAY



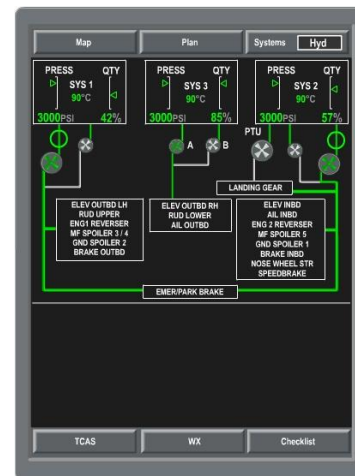
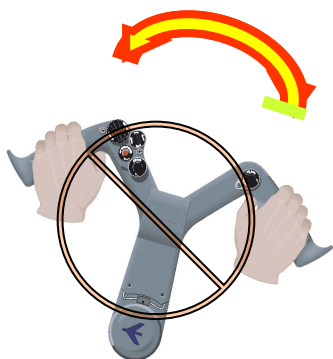
**Effectivity: ON EMBRAER 170/175 ACFT WITH P-ACE PN 7028273-801 according to SNL 170-27-0035 AND ON EMBRAER 190/195 ACFT WITH P-ACE PN 7028273-821 according to SNL 190-27-0027**

- **DO NOT: Turn off the GPU before the APU indications complete 100% (APU GEN supplying AC network)**
- Note 1: Doing that, a message **FLT CTRL NO DISPATCH** will be presented on EICAS display when hydraulic power is set to ON.
- Note 2: To clear these messages it's necessary to cycle **Flight Control Mode Panel** pushbuttons.

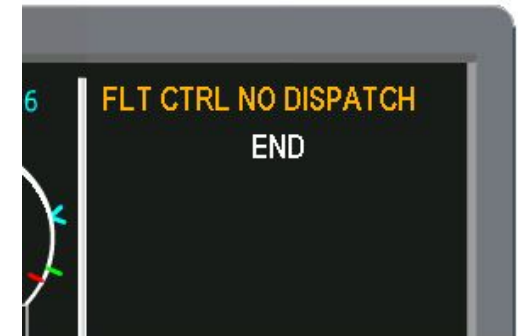
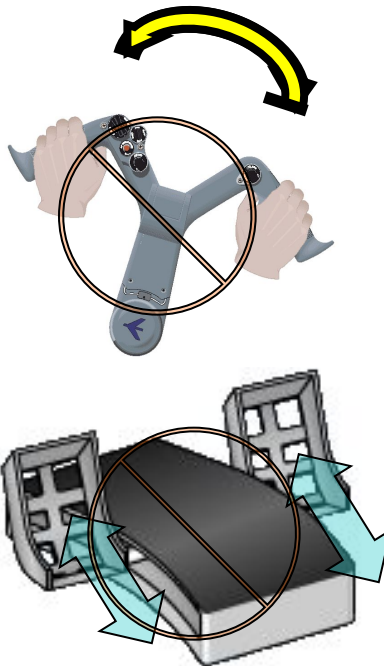
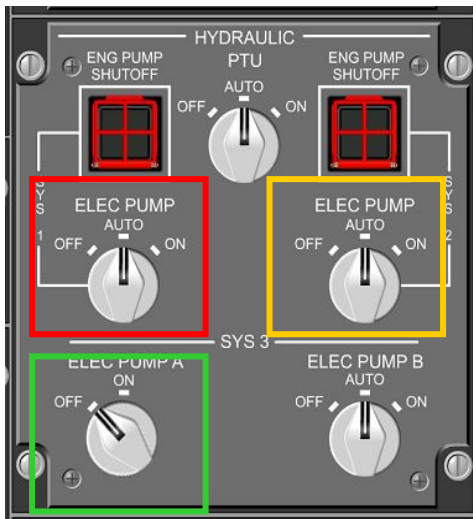




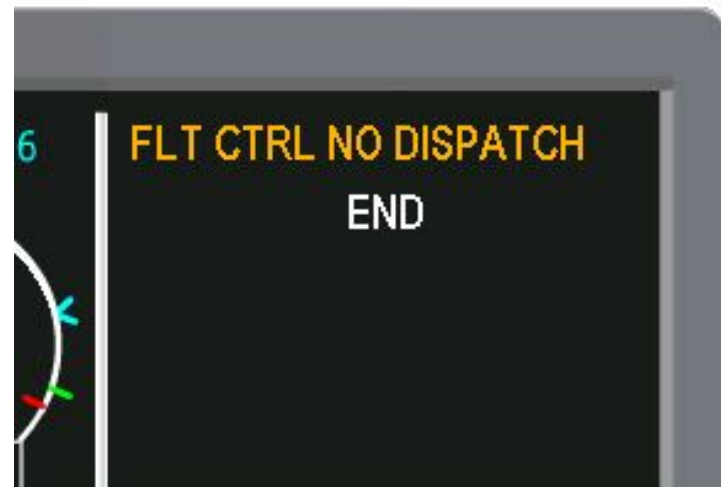
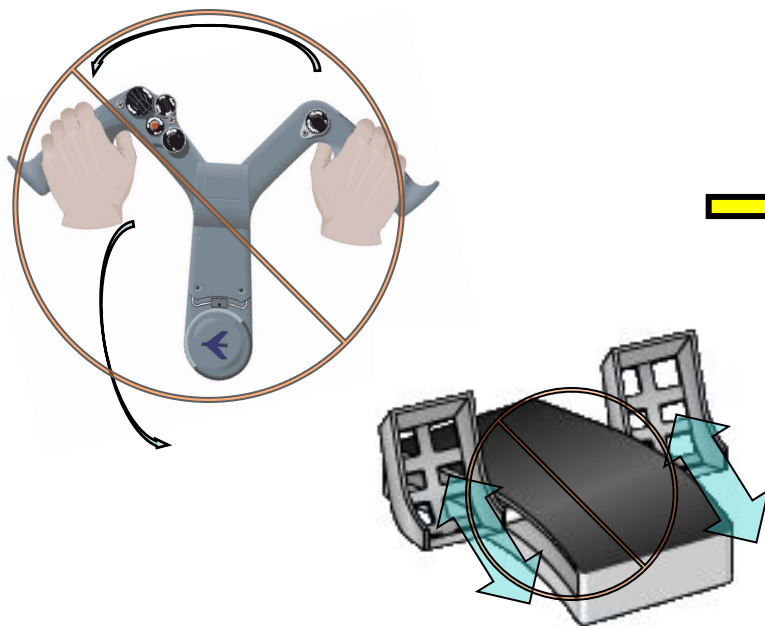
- **DO NOT: cycle the control wheels to speed up the hydraulic systems bleed, with hydraulics 1 and 2 OFF.**
- **Note 1:** Doing that the multi-function spoiler panels may not fully stow, causing a disagreement between the control wheel position and the surface position. If the aircraft is powered down and powered up with any disagreement the message **SPOILER FAULT** will be presented on EICAS display.
- **Note 2:** To clear the SPOILER FAULT message it is necessary to turn **“ON”** the hydraulic systems 1 and 2.



- **DO NOT: actuate the flight control surfaces after turn hydraulic pumps OFF to speed up the hydraulic systems depressurization.**
  - Doing that, the CMC message RUDDER PERFORMANCE FAULT may be presented and it triggers the **FLT CTRL NO DISPATCH** message on EICAS display.
  - To clear the EICAS message, it's necessary to perform the Return-to-Service test.

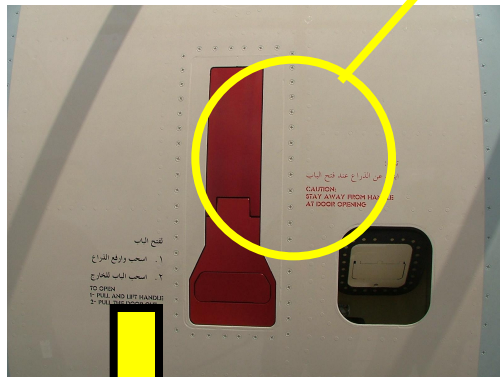


- **DO NOT: actuate more than one flight control surface at a time during the freedom-of-motion test.**
  - Doing that, the CMC message RUDDER PERFORMANCE FAULT may be presented and it triggers the **FLT CTRL NO DISPATCH** message on EICAS display.
  - To clear the EICAS message, it's necessary to perform the Return-to-Service test.



- **DO NOT: OPEN THE PASSENGER DOOR WITH THE FLAP VENT VALVE OPENED.**
  - Note 1: Doing this, there's a risk of deploying the escape slide.
  - Note 2: If the Flap Vent Valve is opened, first close it, and then open the door.

**FIRST CLOSE THE  
FLAP VALVE**



**NOW THE DOOR  
CAN BE OPENED**

