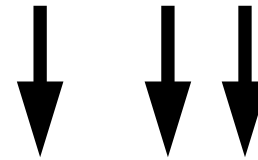


## SCaN Testbed AutoTrack, State Vector Derived Information



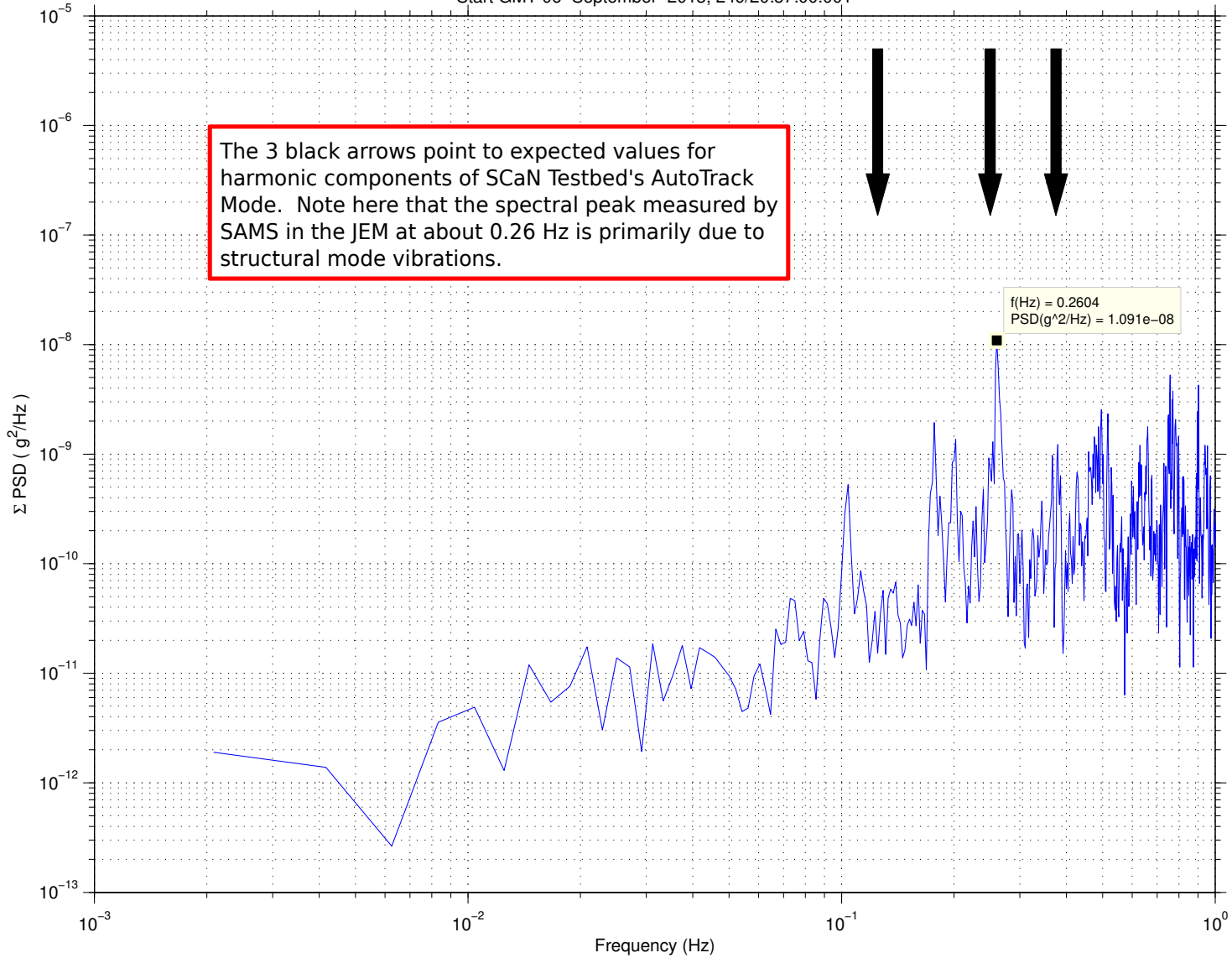
# SAMS Measurements in JEM During SCaN Testbed AutoTrack

sams2, 121f05 at JPM1F5, ER4, Drawer 2:[466.80 -292.06 214.58]  
500.0000 sa/sec (200.00 Hz)  
 $\Delta f = 0.002$  Hz, Nfft = 240000  
P = 50.0%, No = 120000

SAMS2, 121f05, JPM1F5, ER4, Drawer 2, 200.0 Hz (500.0 s/sec)

Sum  
Hanning, k = 1  
Span = 480.00 sec.

Start GMT 06-September-2013, 249/20:57:00.001



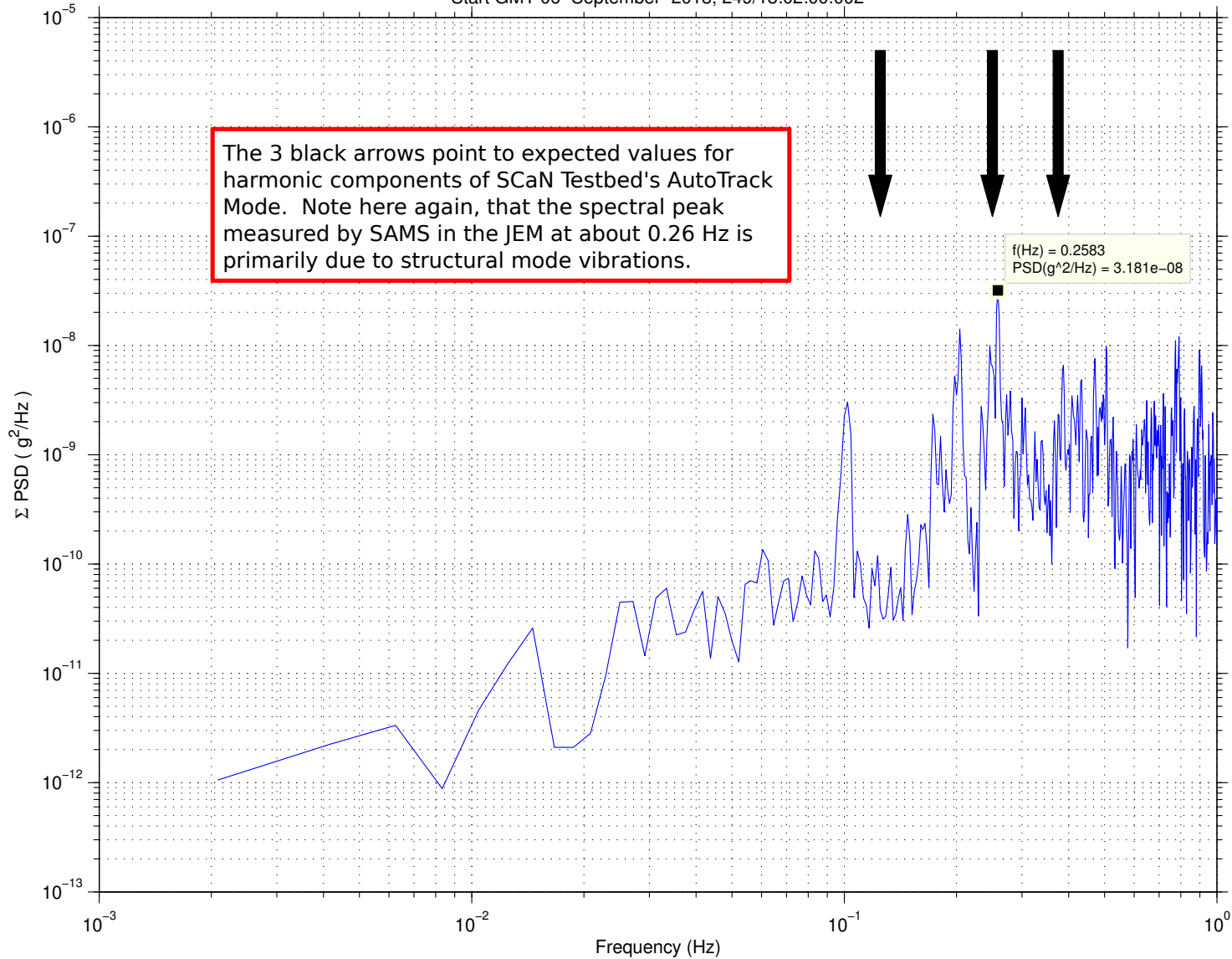
# SAMS Measurements in JEM **Before** SCaN Testbed AutoTrack

sams2, 121f05 at JPM1F5, ER4, Drawer 2:[466.80 -292.06 214.58]  
500.0000 sa/sec (200.00 Hz)  
 $\Delta f = 0.002$  Hz, Nfft = 239999  
P = 50.0%, No = 119999

SAMS2, 121f05, JPM1F5, ER4, Drawer 2, 200.0 Hz (500.0 s/sec)

Start GMT 06-September-2013, 249/18:02:00.002

Sum  
Hanning, k = 1  
Span = 480.00 sec.



## **SAMS Measurements in JEM Do Not Readily Show SCaN Testbed AutoTrack Activity**

Page 1 - Calls out the harmonic components from SCaN Testbed's AutoTrack, notably spectral peaks at 0.125 Hz, 0.25 Hz, and 0.375 Hz.

Page 2 - Shows acceleration spectrum calculated from 8 minutes of SAMS measurements DURING SCaN Testbed's AutoTrack. While there is a spectral peak at 0.26 Hz (near the 0.25 Hz signature peak), the other 2 components are more-or-less indiscernible. This suggests that these vibrations do not transmit well to the SAMS sensor location.

Page 3 - Shows acceleration spectrum calculated from 8 minutes of SAMS measurements BEFORE SCaN Testbed's AutoTrack. This page reinforces the assertions above. The SAMS sensor does not readily detect this type of SCaN Testbed AutoTrack activity.

