CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

HOT BRAKES
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.
Fans: Placing fans may place firefighters very close to the hazard zone.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
1 CO-PILOT’S SLIDING WINDOW
(Pilot’s Window - As Installed)

To open window from outside:
1. Push in external access door.
2. Pull external release handle.

2 FWD AND AFT ENTRY DOOR
EXTERNAL HANDLE (LH SIDE)

To open door:
1. Pull handle outward.
2. Rotate clockwise.
3. Pull door outward.

3 FWD AND AFT SERVICE DOOR
EXTERNAL HANDLE (RH SIDE)

To open door:
1. Pull handle outward.
2. Rotate counterclockwise.
3. Pull door outward.

WARNING: Passenger and service doors, slide may automatically deploy when doors are opened from outside.

4 EMERGENCY OVERWING EXIT DOOR

To open door from outside:
1. Hold knee against lower portion of door.
2. Push in exterior overwing emergency exit push panel.
3. Door opens out and up automatically.

WARNING: Max-7/-8/-9/-10 models have a spring loaded upward swinging overwing exit door in lieu of a hatch. Follow the opening procedure indicated above to avoid injury.

5 CARGO DOOR OPERATION

To open cargo door:
1. Unlock the ext. door handle.
2. Verify unlocked light is on.
3. Hold the up to canopy switch in position until door motion stops.

WARNING: Slide may automatically deploy when doors are opened from outside.

6 MID DOOR EXTERNAL HANDLE
(As Installed)

To open door:
1. Pull handle outward.
2. Rotate counterclockwise.
3. Pull door outward.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS AND HATCHES EXTERNALLY OPERABLE

CARGO DOOR (RIGHT SIDE) OPERATING INSTRUCTIONS ON DOOR

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 5: FT
WHEELS EXTENDED: 8 FT 6 IN.

1 CO-PILOT’S SLIDING WINDOW
2 FWD ENTRY DOOR
3 AFT SERVICE DOOR
4 EMERGENCY OVERWING EXIT DOORS (-800, -900)
4 EMERGENCY OVERWING EXIT DOORS (ALL)
3 FWD SERVICE DOOR
2 AFT ENTRY DOOR
3 AFT SERVICE DOOR
5 MID DOORS (As Installed)

737- MAX-7/-8/-9/-10
EMERGENCY RESCUE ACCESS-2

December 12, 2019
BATTERY LOCATIONS

- BATTERY ACCESSIBLE FROM FORWARD CARGO COMPARTMENT
- Emergency Locator Transmitter (ELT)
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES

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COMPOSITE MATERIALS LOCATIONS

- Radome
- Thrust reverser
- Nacelle strut fairing
- Upper wing fixed leading edge panels
- Upper wing fixed trailing edge panels
- Lower wing fixed leading edge panels
- Lower wing fixed trailing edge panels
- Winglets (As installed)
- Ailerons/tab skin and structure
- Rudder
- Tailcone assembly
- Elevator upper and lower skin
- Elevator tab structure
- Dorsal fin skin
- Vertical stabilizer tip
- Vertical stabilizer trailing edge
- Wing trailing edge main flap assembly
- Nose landing gear doors
- Flap track fairings
NOTE: Some models have optional seatbelt airbags. These seatbelts are noticeably thicker due to the airbag mechanism.

CAUTION: AVOID AREA IN FRONT OF THE UNDEPLOYED AIRBAG SEAT. DO NOT PLACE EQUIPMENT ON OR NEAR THE SEAT, STAND CLEAR OF UN-DEPLOYED AIRBAGS.

Lap Inflatable Seatbelt

Front View

Note: Firing system is contained in seat assembly and consists of a high pressure (up to 7,400 psi) compressed gas cylinder (inflator) that is actuated by an independent battery.

WARNING: DO NOT ATTEMPT TO DISABLE THE SYSTEM AND NEVER ASSUME THAT DISCONNECTING POWER WILL DISABLE THE AIRBAG SYSTEM. THIS SHOULD ONLY BE DONE BY PROPERLY TRAINED MECHANICS.