**DC-10 SERIES**

**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.

**WHEEL FIRE**
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

**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.

**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.
NOTE: WHEN MOVED TO “EMERGENCY” POSITION AND HELD, ALLOWS DOOR CONTROL HANDLE TO BE MOVED TO “EMERGENCY” POSITION FOR EMERGENCY OPENING OF THE DOOR IF ELECTRICAL POWER IS NOT AVAILABLE.

NOTE: WHEN PLACED IN “EMERGENCY” POSITION, DOOR CONTROL HANDLE WILL REMAIN IN THAT POSITION.
EMERGENCY RESCUE ACCESS-2

2 CARGO ACCESS DOORS

NOTE: CARGO ACCESS DOORS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.
DC-10 SERIES
3  UPPER CARGO DOOR
(CONVERTIBLE FREIGHTER AIRPLANES ONLY)

EMERGENCY RESCUE ACCESS-3

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EMERGENCY RESCUE ACCESS-4

1 PASSENGER ENTRANCE DOOR
2 FORWARD CARGO DOOR
4 CUT-IN AREAS

1 PASSENGER AND SERVICE DOORS
2 AFT CARGO DOOR
2 CENTER CARGO DOOR
4 CUT-IN AREAS

CLEARVIEW WINDOW - CUT-IN AREA

AVG. DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 4 FT.
WHEELS EXTENDED: 8 FT.

2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.
BATTERY LOCATIONS

- MAIN BATTERY
- CENTER ACCESSORY COMPARTMENT LOOKING AFT
- TYPICAL BATTERY SENSOR ELECTRICAL CONNECTOR
- BATTERY CHARGER
- TYPICAL OVERBOARD VENT IN 2 PLACES

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FLIGHT DECK CONTROL SWITCH LOCATIONS

ENGINE SHUTDOWN AND FIRE PROCEDURE:
1. FUEL LEVER(S) FROM “ON” TO “OFF” (DOWN)
2. IF LIGHT(S) IN FUEL LEVER(S) OR "ENG FIRE" HANDLE(S) ARE ILLUMINATED:
3. LIFT “ENG/FIRE” HANDLE COVER(S)
4. PULL HANDLE(S) DOWN AND FORWARD
5. WHILE HOLDING FORWARD PRESSURE ON HANDLE, TWIST HANDLE CLOCKWISE AND HOLD
6. AFTER 30 SECONDS, TWIST HANDLE COUNTERCLOCKWISE.

APU SHUTDOWN AND FIRE PROCEDURE
1. "APU MASTER" SWITCH TO “OFF” (DOWN).
2. IF “APU FIRE” LIGHT IS ILLUMINATED:
3. “APU OFF & AGENT ARM” SWITCH TO “AGENT ARMS” (UP)
4. APU FIRE AGENT “CYL 1” SWITCH TO "DISCHARGE" (UP)
5. AFTER 30 SECONDS, APU FIRE AGENT “CYL 2”. SWITCH TO “DISCHARGE” (UP.)

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
APU SHUTDOWN AND FIRE PROCEDURE:
1. TURN APU SWITCH TO “OFF” (UP).
2. IF APU FIRE LIGHT IS ON...
3. FIRE AGENT 1 SWITCH TO “DISCHARGE” (UP).
4. AFTER 30 SECONDS, FIRE AGENT 2 SWITCH TO “DISCHARGE” (UP).