

DC-10 SERIES

FLAMMABLE MATERIAL LOCATIONS

HOT BRAKES

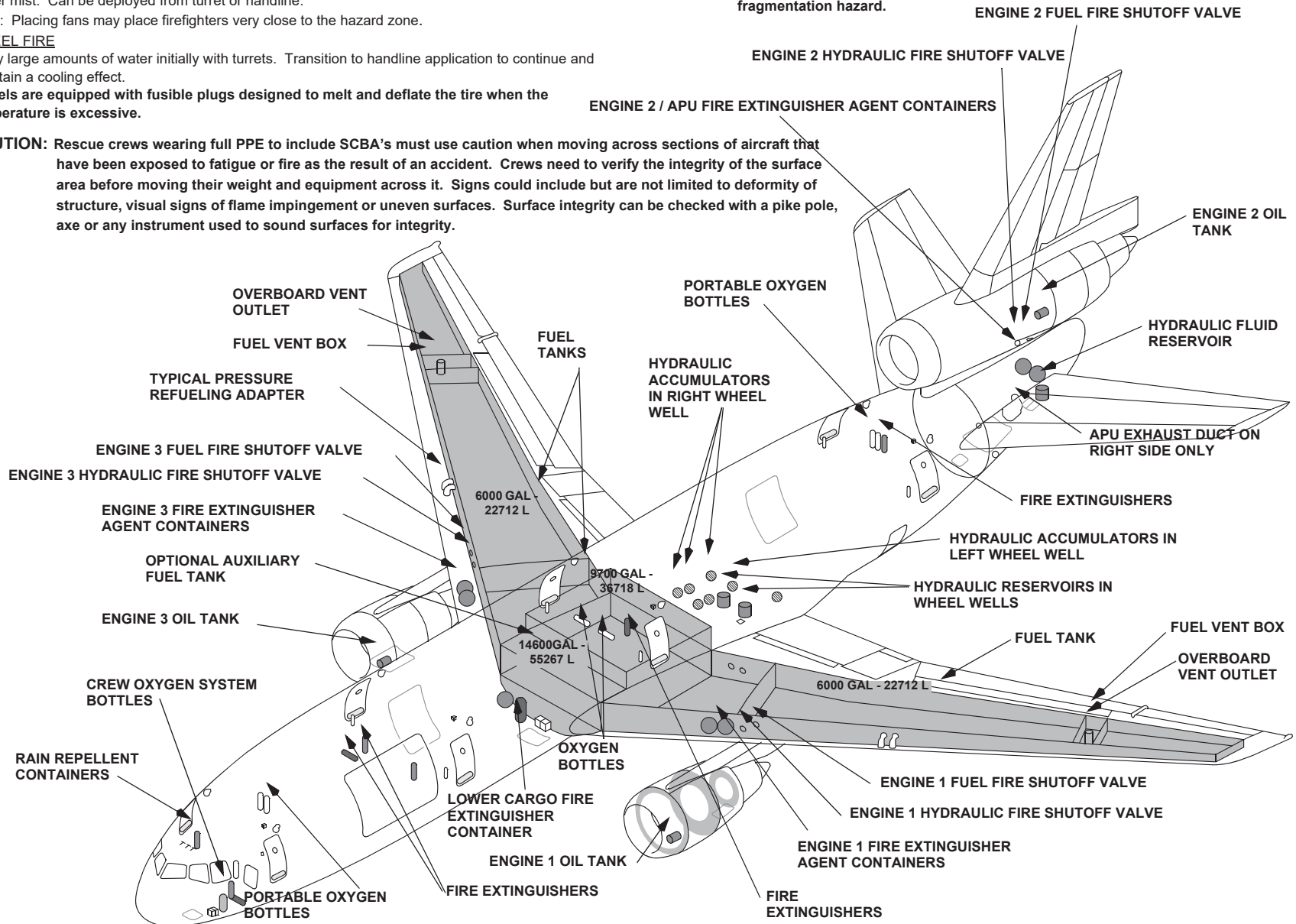
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
 Water mist: Can be deployed from turret or handline.
 Fans: Placing fans may place firefighters very close to the hazard zone.

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.



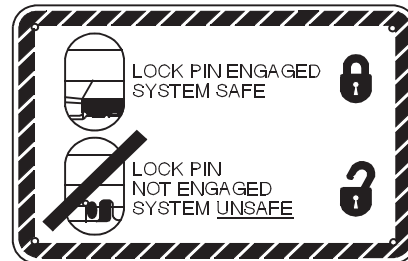
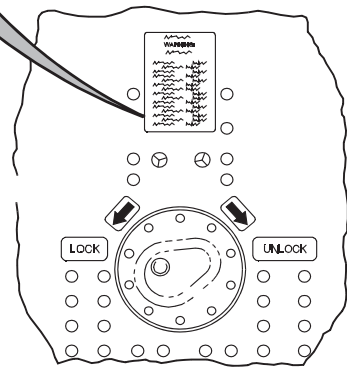
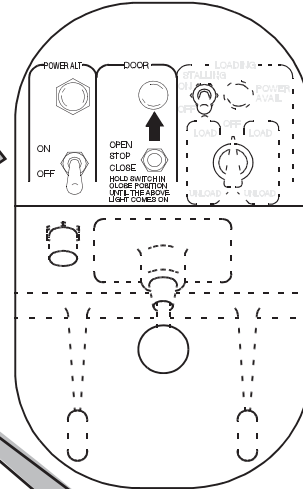
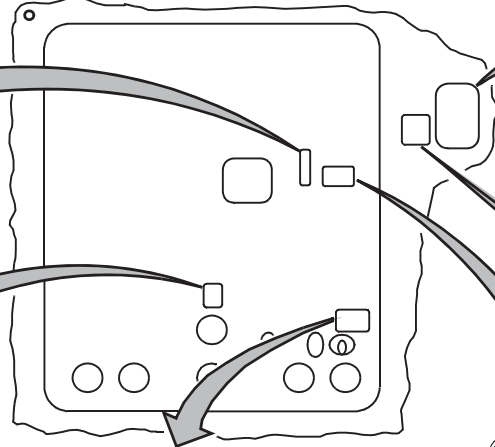
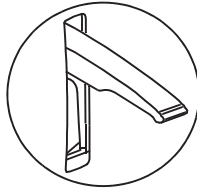
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DC-10 SERIES

2 CARGO ACCESS DOORS

EMERGENCY RESCUE ACCESS-2

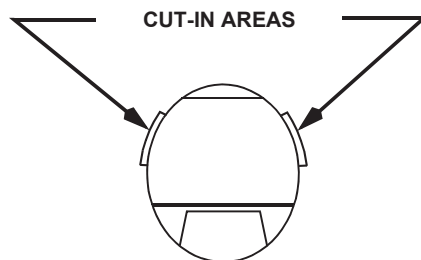
MANUAL OPERATION
WARNING:
 DOOR MAY SPRING OPEN
 PRIOR TO MANUALLY UNLATCHING.
 MANUALLY CRANK DOOR ACTUATOR
 TO THE FULLY CLOSED POSITION.
 DO NOT ATTEMPT TO PRY DOOR
 OPEN, OR OPEN DOOR ELECTRICALLY
 IF DOOR IS COVERED WITH ICE.
DO NOT USE POWER TOOLS
TO UNLOCK AND UNLATCH DOOR:
 1. PLACE VENT DOOR HANDLE IN
 OPEN POSITION.
 2. TURN ACTUATOR DRIVE UNTIL
 LATCHES ARE OPEN.
TO LATCH AND LOCK DOOR:
 1. TURN ACTUATOR DRIVE UNTIL
 VENT DOOR HANDLE CAN BE
 CLOSED.



CAUTION
 DO NOT FORCE HANDLE
 IF HANDLE WILL NOT OPERATE
 RESTORE POWER TO DOOR AND
 HOLD DOOR CONTROL SWITCH
 TO DOOR CLOSE POSITION FOR
 ADDITIONAL THREE SECONDS
 MOVE HANDLE TO CLOSE POSITION



4 CUT-IN AREAS

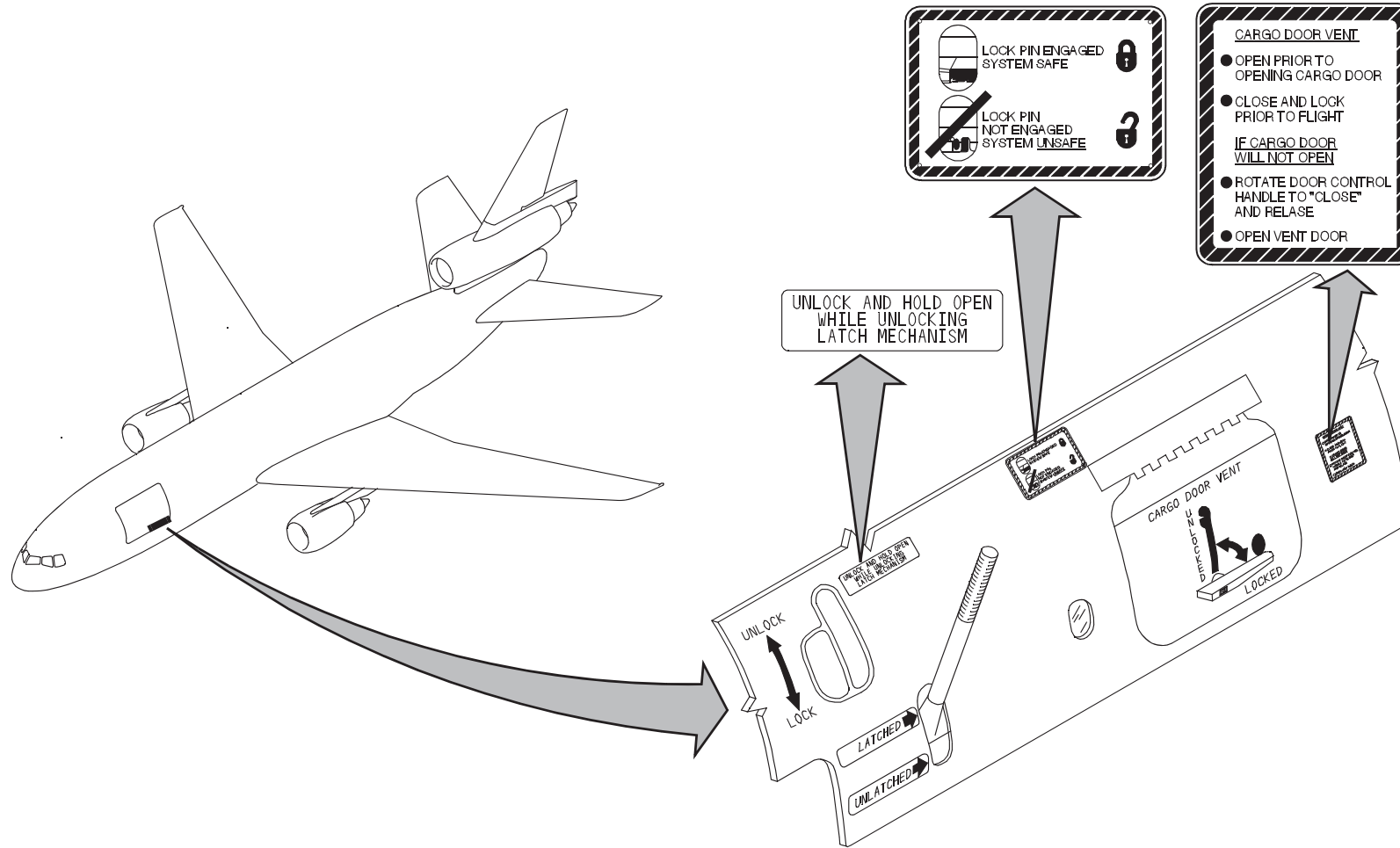


NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.

DC-10 SERIES

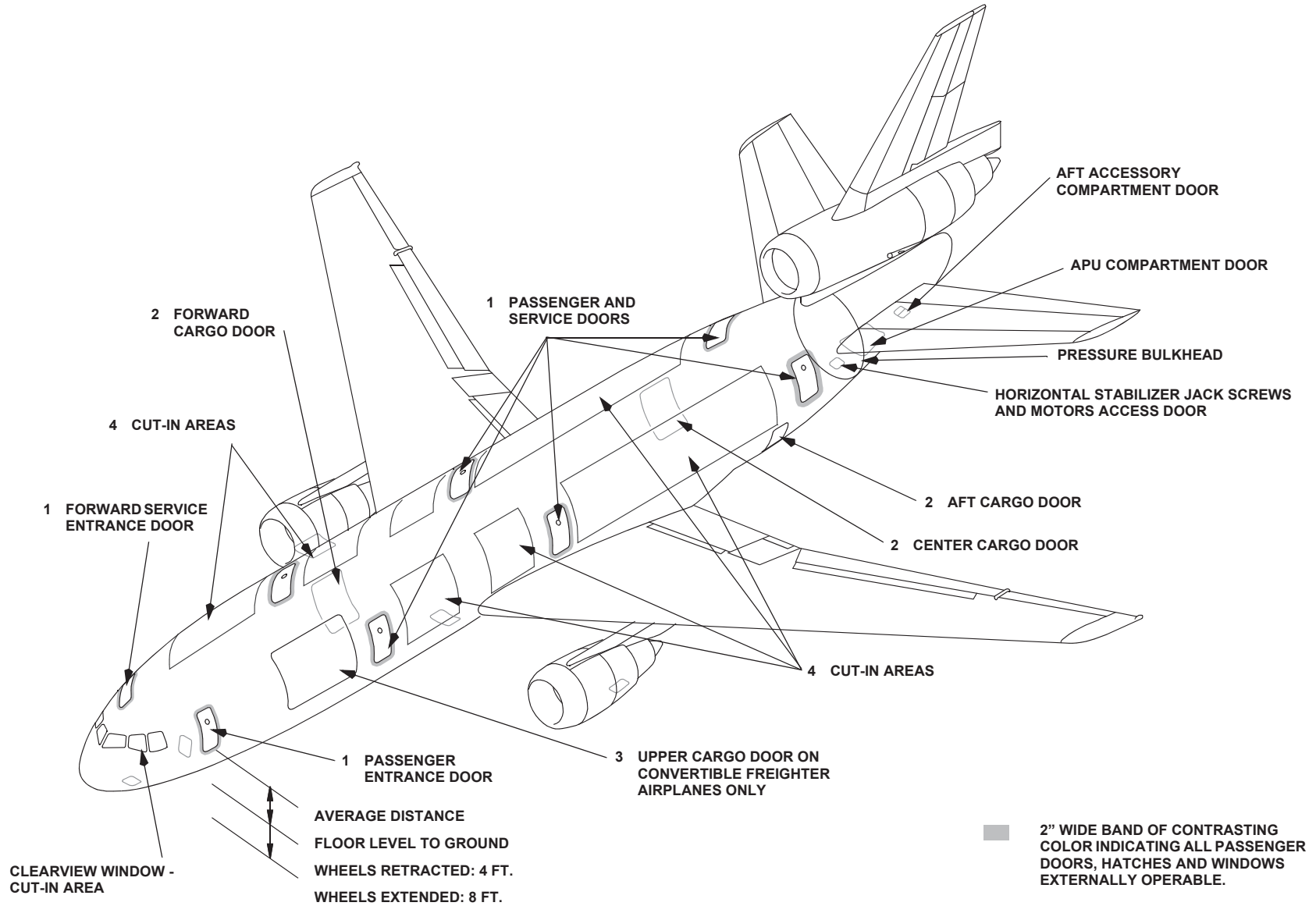
3 UPPER CARGO DOOR (CONVERTIBLE FREIGHTER AIRPLANES ONLY)

EMERGENCY RESCUE ACCESS-3



DC-10 SERIES

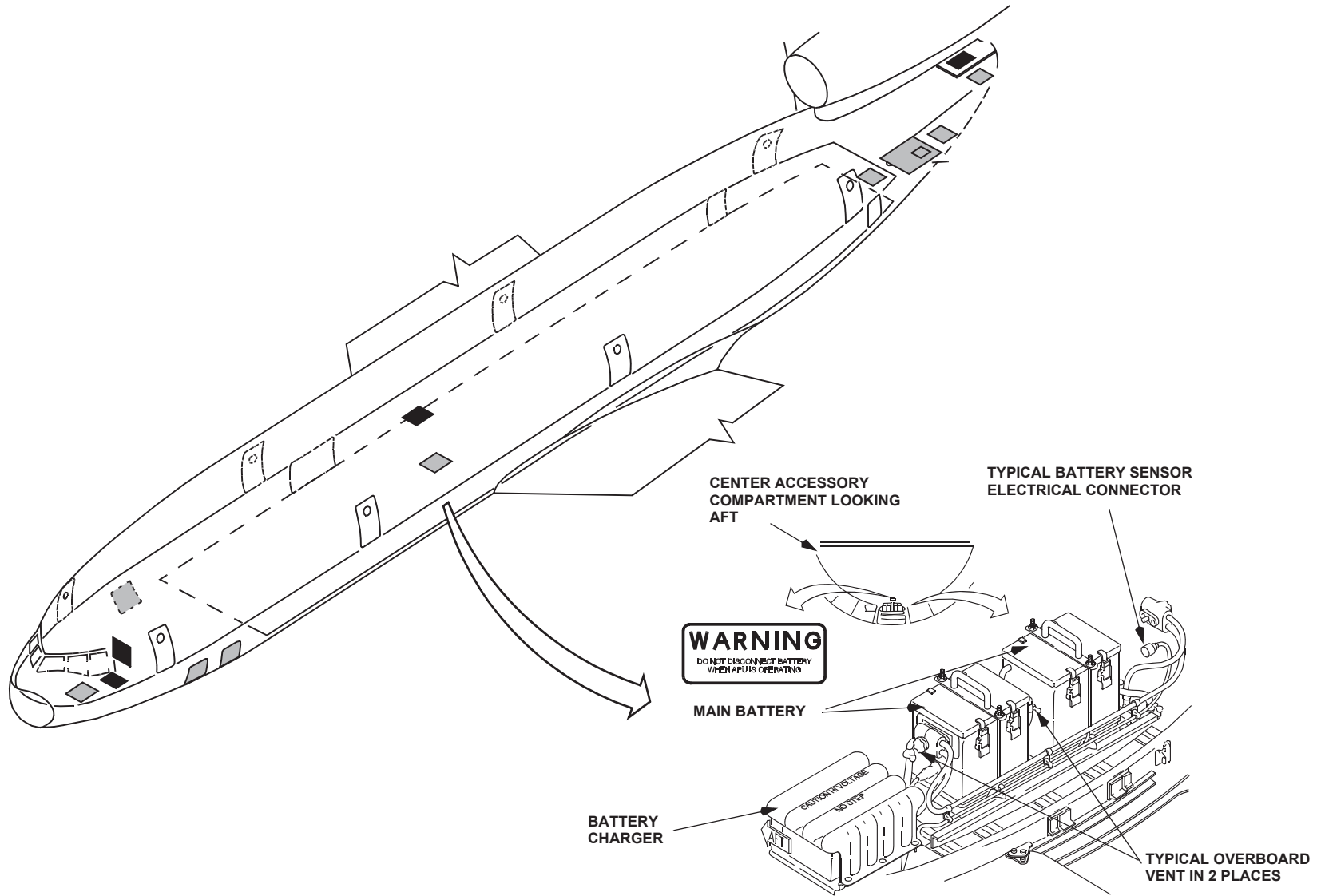
EMERGENCY RESCUE ACCESS-4



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DC-10 SERIES

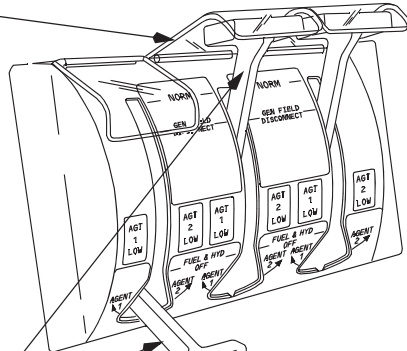
BATTERY LOCATIONS



DC-10 SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS

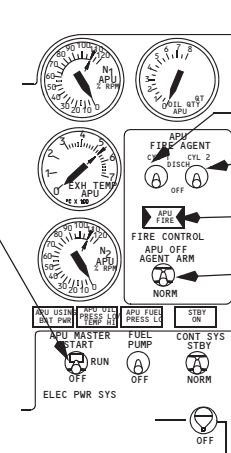
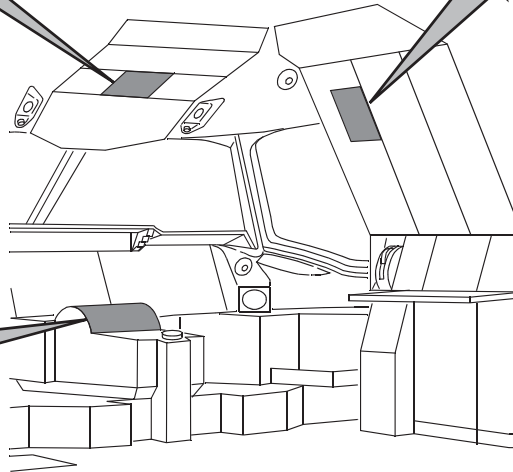
3 - ENG FIRE HANDLE COVERS



2 - ENG FIRE HANDLE

4,5,6 - ENG FIRE HANDLE

1 APU MASTER



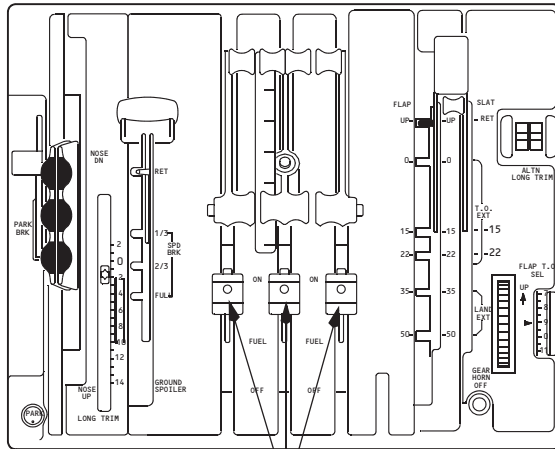
4 CYL 1

5 CYL 2

2 APU FIRE

3 APU OFF & AGENT ARE

FLIGHT ENGINEER'S UPPER INSTRUMENT PANEL NO. 1



1,2 - FUEL LEVERS

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.

ENGINE SHUTDOWN AND FIRE PROCEDURE:

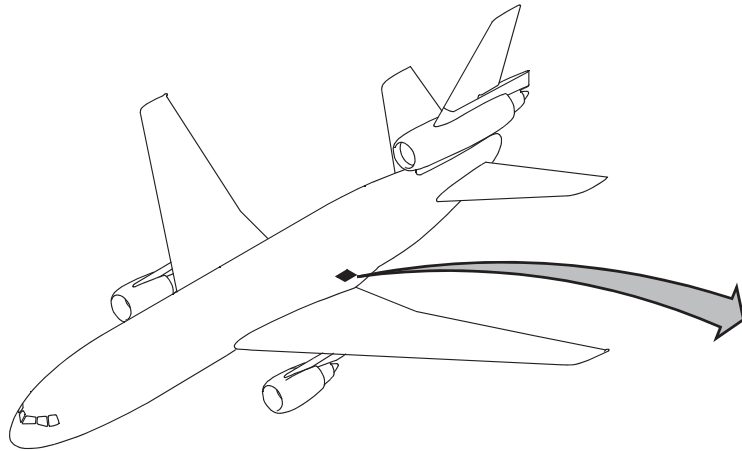
1. FUEL LEVER(S) FROM "ON" TO "OFF" (DOWN)
2. IF LIGHT(S) IN FUEL LEVER(S) OR "ENG FIRE" HANDLE(S) ARE ILLUMINATED:
3. LIFT "ENG/FIRE" HANDLE COVER(S)
4. PULL HANDLE(S) DOWN AND FORWARD
5. WHILE HOLDING FORWARD PRESSURE ON HANDLE, TWIST HANDLE CLOCKWISE AND HOLD
6. AFTER 30 SECONDS, TWIST HANDLE COUNTERCLOCKWISE.

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 ARM" (UP)
4. APU FIRE AGENT "CYL 1" SWITCH TO "DISCHARGE" (UP)
5. AFTER 30 SECONDS, APU FIRE AGENT "CYL 2" SWITCH TO "DISCHARGE" (UP.)

DC-10 SERIES

EXTERNAL APU FIRE CONTROLS



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).

