

**CHAPTER**

**52**

**Doors**

## CHAPTER 52 Doors

Subject/Page	Date	COC	Subject/Page	Date	COC
EFFECTIVE PAGES			52-10-00 (cont.)		
1 thru 4	Jun 15/2009		6	Oct 10/2004	
			7	Oct 10/2004	
52-CONTENTS			8	Oct 10/2004	
O 1	Jun 15/2009		9	Oct 10/2004	
O 2	Jun 15/2009		10	Oct 10/2004	
O 3	Jun 15/2009		11	Oct 10/2004	
O 4	Jun 15/2009		12	Oct 10/2004	
52-00-00			13	Oct 10/2004	
1	Oct 10/2002		14	Oct 10/2004	
2	Oct 10/2002		15	Oct 10/2004	
3	Feb 10/2007		16	Oct 10/2004	
4	Feb 15/2009		17	Oct 10/2004	
52-09-00			18	Oct 10/2004	
1	Oct 10/2002		19	Oct 10/2004	
2	Oct 10/2002		20	Oct 10/2004	
3	Feb 10/2003		21	Oct 10/2004	
4	BLANK		22	Oct 10/2004	
52-10-00			23	Oct 10/2004	
1	Oct 10/2002		24	Oct 10/2004	
2	Oct 10/2002		25	Oct 10/2004	
3	Oct 10/2004		26	Oct 10/2004	
4	Oct 10/2004		27	Oct 10/2004	
5	Oct 10/2004		28	Oct 10/2004	

A = Added, R = Revised, D = Deleted, O = Overflow, C = Customer Originated Change

## 52-EFFECTIVE PAGES

## CHAPTER 52 Doors

Subject/Page	Date	COC	Subject/Page	Date	COC
52-10-00 (cont.)			52-22-00 (cont.)		
29	Oct 10/2004		15	Feb 10/2007	
30	Oct 10/2004		16	Feb 10/2007	
31	Oct 10/2004		17	Feb 10/2007	
32	Oct 10/2004		18	Feb 10/2007	
33	Oct 10/2004		19	Feb 10/2007	
34	Oct 10/2004		20	Feb 15/2009	
35	Oct 10/2004		21	Feb 10/2007	
36	BLANK		22	Feb 10/2007	
52-22-00			23	Feb 10/2007	
1	Oct 10/2002		24	Feb 10/2007	
2	Feb 15/2009		25	Feb 10/2007	
3	Feb 10/2007		26	BLANK	
4	Feb 15/2009		52-30-00		
5	Feb 10/2007		1	Oct 10/2002	
6	Feb 10/2007		2	Oct 10/2002	
7	Feb 10/2007		3	Oct 10/2004	
8	Feb 10/2007		4	Oct 10/2004	
9	Feb 10/2007		5	Oct 10/2002	
10	Feb 10/2007		6	Oct 10/2002	
11	Feb 10/2007		7	Feb 10/2003	
12	Feb 10/2007		8	Oct 10/2002	
13	Feb 10/2007		9	Oct 10/2002	
14	Feb 10/2007		10	Oct 10/2002	

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## 52-EFFECTIVE PAGES

D633A101-HAP

BOEING PROPRIETARY - Copyright © - Unpublished Work - See title page for details.

Page 2  
Jun 15/2009

## CHAPTER 52 Doors

Subject/Page	Date	COC	Subject/Page	Date	COC
52-30-00 (cont.)			52-40-00 (cont.)		
11	Feb 10/2003		17	Oct 10/2002	
12	Oct 10/2002		18	Oct 10/2002	
13	Oct 10/2002		19	Feb 10/2003	
14	Oct 10/2002		20	Oct 10/2002	
15	Feb 10/2003		21	Feb 10/2003	
16	BLANK		22	Oct 10/2002	
52-40-00			23	Feb 10/2003	
1	Oct 10/2002		24	Oct 10/2002	
2	Oct 10/2002		25	Feb 10/2003	
3	Feb 10/2003		26	Oct 10/2002	
4	Oct 10/2002		27	Feb 10/2003	
5	Oct 10/2002		28	Oct 10/2002	
6	Oct 10/2002		29	Oct 10/2002	
7	Feb 10/2003		30	Oct 10/2002	
8	Oct 10/2002		31	Feb 10/2003	
9	Oct 10/2002		32	BLANK	
10	Oct 10/2002		52-51-00		
11	Feb 10/2003		1	Jun 10/2007	
12	Oct 10/2002		2	Jun 10/2007	
13	Feb 10/2003		3	Jun 10/2007	
14	Oct 10/2002		4	Feb 15/2009	
15	Feb 10/2007		5	Feb 15/2009	
16	Feb 15/2009		6	Oct 10/2003	

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## 52-EFFECTIVE PAGES

**CHAPTER 52**  
**Doors**

Subject/Page	Date	COC	Subject/Page	Date	COC
52-51-00 (cont.)			52-71-00 (cont.)		
7	Jun 10/2007		5	Feb 10/2007	
8	Jun 10/2007		6	Feb 10/2007	
9	Jun 10/2007		7	Feb 10/2007	
10	Feb 15/2009		8	Feb 10/2007	
11	Feb 15/2009		9	Feb 10/2007	
12	Feb 15/2009		10	Feb 10/2007	
13	Feb 15/2009		11	Feb 10/2007	
14	Feb 15/2009		12	Feb 10/2007	
15	Feb 15/2009		13	Feb 10/2007	
16	Feb 15/2009		14	Feb 15/2009	
17	Feb 15/2009		D 15	Jun 15/2009	
18	Jun 10/2007		D 16	Jun 15/2009	
19	Jun 10/2007		D 17	Jun 15/2009	
20	Oct 10/2003		D 18	BLANK	
21	Jun 10/2007				
22	Jun 10/2007				
23	Jun 10/2007				
24	BLANK				
52-71-00					
1	Oct 10/2002				
2	Oct 10/2002				
3	Feb 10/2007				
4	Feb 15/2009				

A = Added, R = Revised, D = Deleted, O = Overflow, C = Customer Originated Change

## 52-EFFECTIVE PAGES

D633A101-HAP

Page 4  
Jun 15/2009

**CHAPTER 52**  
**Doors**

<b><u>CH-SC-SU</u></b>	<b><u>Subject</u></b>	<b><u>Page</u></b>	<b><u>Effectivity</u></b>
52-00-00	DOORS - INTRODUCTION	2	HAP ALL
52-09-00	DOORS - STANDARD DOOR SEALS	2	HAP ALL
52-10-00	DOORS - PASSENGER/CREW - INTRODUCTION	1	HAP ALL
52-10-00	DOORS - PASSENGER/CREW - LINING AND INSULATION	4	HAP ALL
52-10-00	DOORS - PASSENGER/CREW - HANDLE MECHANISM	7	HAP ALL
52-10-00	DOORS - PASSENGER/CREW - GUIDE, LATCH, AND STOP FITTINGS	11	HAP ALL
52-10-00	DOORS - PASSENGER/CREW - FORWARD ENTRY DOOR TORQUE TUBES	14	HAP ALL
52-10-00	DOORS - PASSENGER/CREW - AFT ENTRY DOOR TORQUE TUBES	16	HAP ALL
52-10-00	DOORS - PASSENGER/CREW - FORWARD ENTRY DOOR UPPER HINGE ASSEMBLY	19	HAP ALL
52-10-00	DOORS - PASSENGER/CREW - AFT ENTRY DOOR UPPER HINGE ASSEMBLY	23	HAP ALL
52-10-00	DOORS - PASSENGER/CREW - LOWER HINGE ASSEMBLY	26	HAP ALL
52-10-00	DOORS - PASSENGER/CREW - INTERIOR OPERATION	29	HAP ALL
52-10-00	DOORS - PASSENGER/CREW - EXTERIOR OPERATION	32	HAP ALL
52-22-00	DOORS - EMERGENCY EXIT DOOR - INTRODUCTION	2	HAP ALL
52-22-00	DOORS - EMERGENCY EXIT DOOR - COMPONENT LOCATION	6	HAP ALL
52-22-00	DOORS - EMERGENCY EXIT DOOR - HANDLE MECHANISM	8	HAP ALL

## **52-CONTENTS**

**CHAPTER 52**  
**Doors**

<b><u>CH-SC-SU</u></b>	<b><u>Subject</u></b>	<b><u>Page</u></b>	<b><u>Effectivity</u></b>
52-22-00	DOORS - EMERGENCY EXIT DOOR - HINGE ARM LOCK PAWL MECHANISM	10	HAP ALL
52-22-00	DOORS - EMERGENCY EXIT DOOR - HINGE ARM-TO-BODY MECHANISM	12	HAP ALL
52-22-00	DOORS - EMERGENCY EXIT DOOR - COUNTERBALANCE MECHANISM	14	HAP ALL
52-22-00	DOORS - EMERGENCY EXIT DOOR - FLIGHT LOCK MECHANISM	16	HAP ALL
52-22-00	DOORS - EMERGENCY EXIT DOOR - FLIGHT LOCK MECHANISM - FUNCTIONAL DESCRIPTION	18	HAP ALL
52-22-00	DOORS - EMERGENCY EXIT DOOR - DOOR OPEN OPERATION	22	HAP ALL
52-22-00	DOORS - EMERGENCY EXIT DOOR - DOOR CLOSE OPERATION	24	HAP ALL
52-30-00	DOORS - CARGO - INTRODUCTION	2	HAP ALL
52-30-00	DOORS - CARGO - COMPONENTS	5	HAP ALL
52-30-00	DOORS - CARGO - COUNTERBALANCE MECHANISM	9	HAP ALL
52-30-00	DOORS - CARGO - OPERATION	13	HAP ALL
52-40-00	DOORS - SERVICE - GENERAL DESCRIPTION	2	HAP ALL
52-40-00	DOORS - SERVICE - FORWARD ACCESS DOOR	5	HAP ALL
52-40-00	DOORS - SERVICE - ELECTRONIC EQUIPMENT COMPARTMENT EXTERNAL ACCESS DOOR	9	HAP ALL
52-40-00	DOORS - SERVICE - ELECTRONIC EQUIPMENT COMPARTMENT EXTERNAL ACCESS DOOR - OPERATION	12	HAP ALL
52-40-00	DOORS - SERVICE - AIR CONDITIONING ACCESS DOORS	14	HAP ALL

**52-CONTENTS**



## 737-600/700/800/900 AIRCRAFT MAINTENANCE MANUAL

### CHAPTER 52 Doors

<b>CH-SC-SU</b>	<b>Subject</b>	<b>Page</b>	<b>Effectivity</b>
52-40-00	DOORS - SERVICE - AUXILLIARY POWER UNIT COWL DOOR	17	HAP ALL
52-40-00	DOORS - SERVICE - REFUELING STATION ACCESS DOOR	20	HAP ALL
52-40-00	DOORS - SERVICE - RAM AIR ACCESS PANELS	22	HAP ALL
52-40-00	DOORS - SERVICE - HIGH PRESSURE CONNECTOR ACCESS DOOR	24	HAP ALL
52-40-00	DOORS - SERVICE - HYDRAULIC BRAKE ACCUMULATOR ACCESS DOOR	26	HAP ALL
52-40-00	DOORS - SERVICE - GALLEY SERVICE DOORS	29	HAP ALL
52-51-00	DOORS - CONTROL CABIN DOOR - INTRODUCTION	1	HAP 023, 026 PRE SB 737-25-1496
52-51-00	DOORS - CONTROL CABIN DOOR - INTRODUCTION	4	HAP 001-013, 015-022, 024, 025, 028-054, 101-999; HAP 023, 026 POST SB 737-25-1496
52-51-00	DOORS - CONTROL CABIN DOOR - DOOR LOCK	7	HAP 023, 026 PRE SB 737-25-1496
52-51-00	FIXED INTERIOR DOORS - CONTROL CABIN DOOR - DOOR AND ELECTRIC STRIKE	10	HAP 001-013, 015-022, 024, 025, 028-054, 101-999; HAP 023, 026 POST SB 737-25-1496
52-51-00	DOORS - CONTROL CABIN DOOR - KEYPAD	12	HAP 001-013, 015-022, 024, 025, 028-054, 101-999; HAP 023, 026 POST SB 737-25-1496
52-51-00	DOORS - CONTROL CABIN DOOR - CHIME MODULE	14	HAP 001-013, 015-022, 024, 025, 028-054, 101-999; HAP 023, 026 POST SB 737-25-1496
52-51-00	DOORS - CONTROL CABIN DOOR - DECOMPRESSION PANELS	16	HAP 001-013, 015-022, 024, 025, 028-054, 101-999; HAP 023, 026 POST SB 737-25-1496
52-51-00	DOORS - CONTROL CABIN DOOR - EMERGENCY EXIT PANELS	18	HAP 023, 026 PRE SB 737-25-1496

## 52-CONTENTS

D633A101-HAP

BOEING PROPRIETARY - Copyright © - Unpublished Work - See title page for details.

Page 3  
Jun 15/2009





## 737-600/700/800/900 AIRCRAFT MAINTENANCE MANUAL

### CHAPTER 52 Doors

<b><u>CH-SC-SU</u></b>	<b><u>Subject</u></b>	<b><u>Page</u></b>	<b><u>Effectivity</u></b>
52-51-00	DOORS - CONTROL CABIN DOOR - OPERATION	21	HAP 023, 026 PRE SB 737-25-1496
52-71-00	DOORS - DOOR WARNING SYSTEM - INTRODUCTION	2	HAP ALL
52-71-00	DOORS - DOOR WARNING SYSTEM - FUNCTIONAL DESCRIPTION	6	HAP ALL
52-71-00	DOORS - DOOR WARNING SYSTEM - EMERGENCY EXIT DOOR - FLIGHT LOCK LOGIC	8	HAP ALL
52-71-00	DOORS - DOOR WARNING SYSTEM - EMERGENCY EXIT DOOR - FUNCTIONAL DESCRIPTION	11	HAP ALL

## 52-CONTENTS

D633A101-HAP

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Page 4  
Jun 15/2009

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**52-00-00**

D633A101-HAP

Page 1  
Oct 10/2002

**DOORS - INTRODUCTION****Purpose**

The doors are movable units that give access to the airplane compartments.

**General Description**

These are the types of doors on the airplane:

- Forward and aft entry doors
- Forward and aft galley service doors
- Emergency exit doors
- Cargo doors
- Miscellaneous access doors.

A door warning system shows the crew that pressure bearing doors are closed and properly latched before flight.

Pressure doors have silicon rubber seals. The seals do these things:

- Seal air and light leaks
- Act as acoustic and thermal barriers
- Supply aerodynamic smoothness.

See the main gear and doors section for more information on the landing gear doors. (SECTION 32-10)

**Location**

The entry doors are on the left side of the airplane.

The galley service doors are on the right side of the airplane.

The emergency exit doors are above the wings on both sides of the airplane.

The cargo doors are on the right side of the airplane.

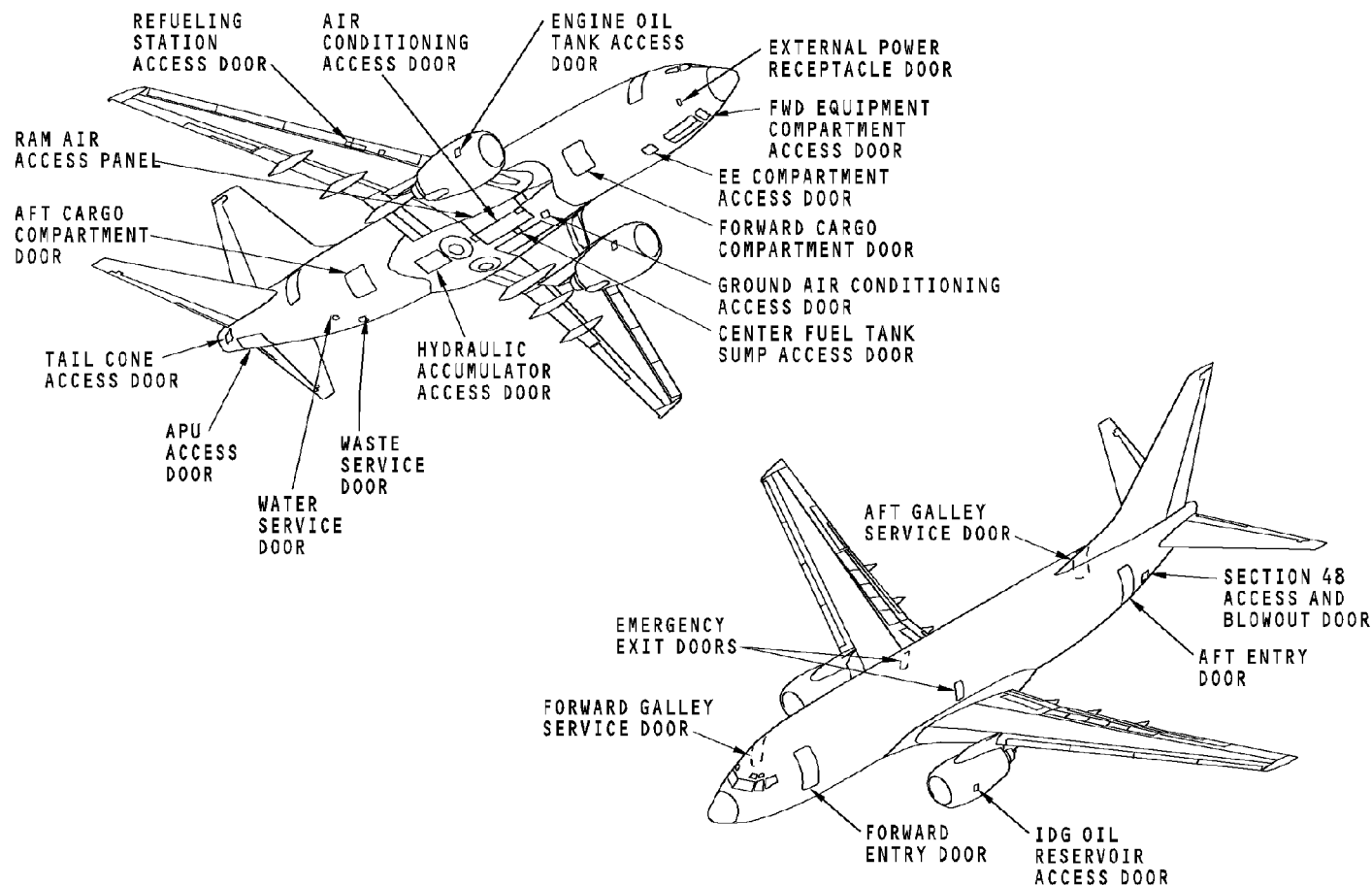
The miscellaneous access doors are near the systems they serve.

**Training Information Point**

You can open and close entry, galley service, and cargo doors in winds up to 40 knots without structural damage. You can let these doors stay latched open in winds up to 65 knots without structural damage.

If a door is open for a long time, a protective cover should be put over the door frame. This prevents bad weather damage to the airplane.

When an entry and galley service doors are open and not used, a safety strap must be attached in the doorway.



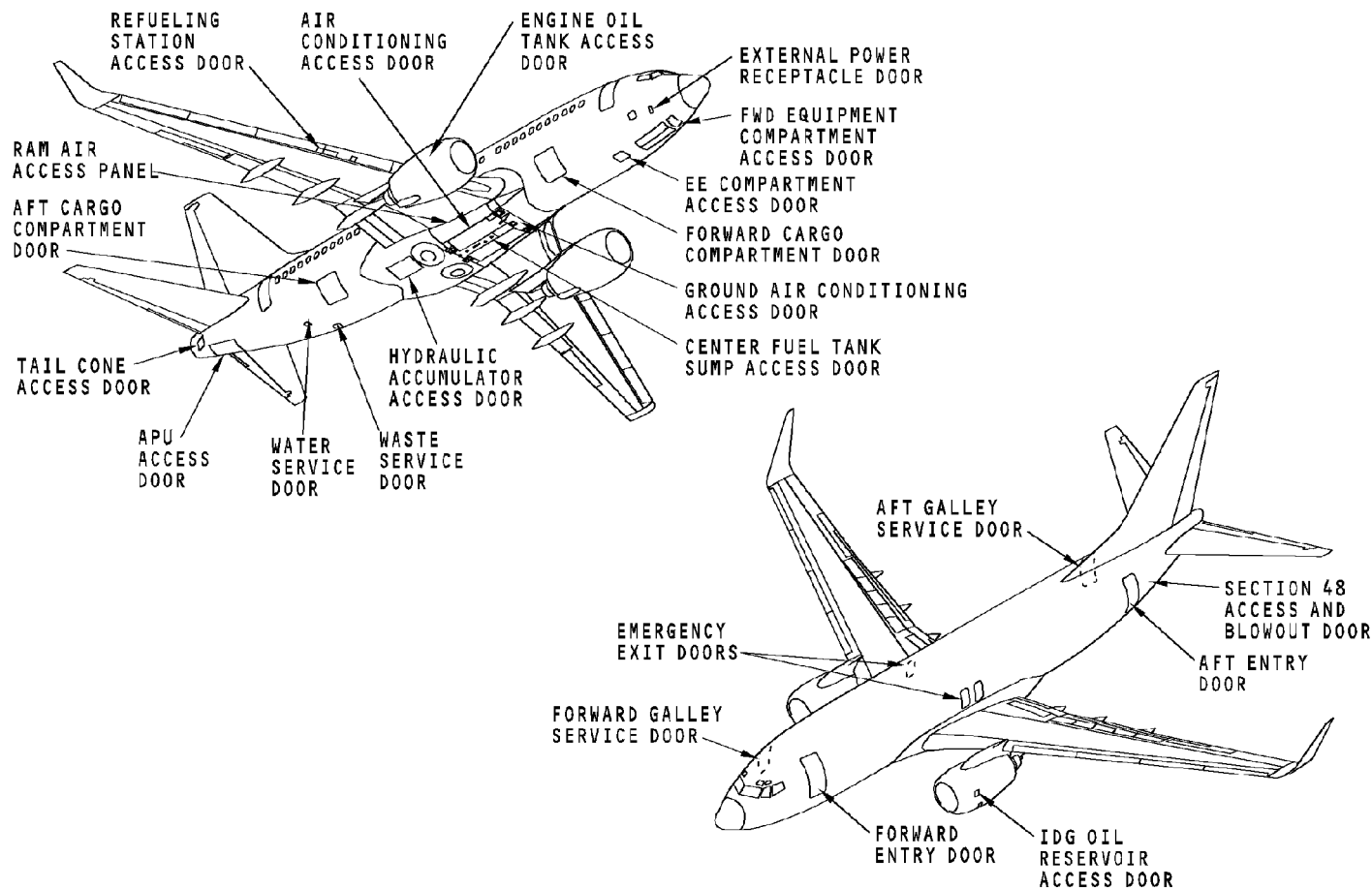
**DOORS - INTRODUCTION**

**EFFECTIVITY**  
HAP 101-999

**52-00-00**

D633A101-HAP

Page 3  
Feb 10/2007



**DOORS - INTRODUCTION**

**EFFECTIVITY**

HAP 001-013, 015-026, 028-054

**52-00-00**

D633A101-HAP

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**52-09-00**

D633A101-HAP

Page 1  
Oct 10/2002

## DOORS - STANDARD DOOR SEALS

**Purpose**

The door seals do these things:

- Stop air leaks (pressure seals)
- Stop light transmission (light seals)
- Reduce noise transmission (acoustic seals)
- Reduce thermal transmission (thermal seals)
- Improve aerodynamic smoothness (aero seals).

**General Description**

Door seals are flexible materials made of cloth and glass fiber reinforced silicon rubber. The seals are made in many forms to meet the requirements of their function. These are the common types of seal shapes:

- Bulb-type seals
- Diaphragm seals
- Flap-type seals (Blade seals)
- Multifform seals (combination of forms).

Door seals are held in place by one or more of these things:

- Adhesive compounds (fay surfaces and edges)
- Screws (with or without backing plates)
- Flanges and channels (plain or rod-and-socket).

**Location**

Door seals are used where it is necessary to cover the spaces on or around a door or panel. These are the typical locations of door seals:

- Over door and panel hinges (diaphragm type)
- Around door and panel edges (flap, blade, and bulb types)
- Around door and panel frames (flap, blade, and bulb types).

**Functional Description**

Door seals are flexible materials that fill the spaces between mechanical parts. They are resilient materials that work by elastic deformation.

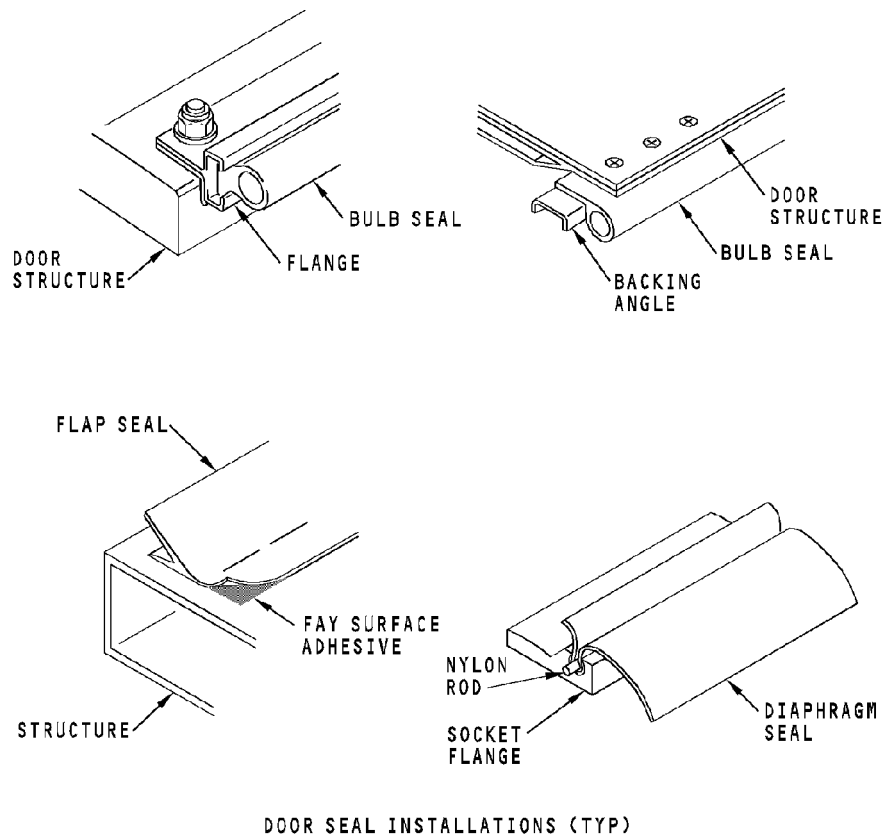
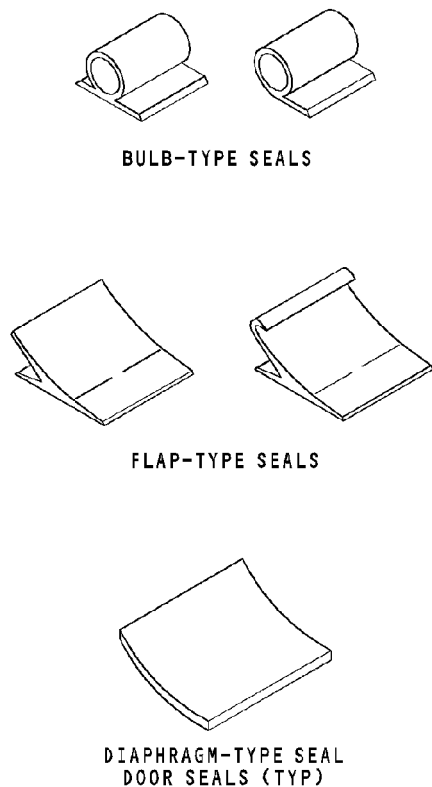
**Training Information Point**

Liquid soap is a good, nonstaining lubricant for most seals. A lubricant can be useful for these reasons:

- To make installation easy
- To extend the service life of the seal.

A door that is noisy or makes a whistle sound may have a faulty seal.

You can repair a seal if there is not too much damage.



**DOORS - STANDARD DOOR SEALS**

52-09-00-210

**EFFECTIVITY**  
**HAP ALL**

**52-09-00**

D633A101-HAP

Page 3  
Feb 10/2003



**DOORS - PASSENGER/CREW - INTRODUCTION****Location**

The forward entry door is on the left side of the upper, forward fuselage.

**General Description**

The forward entry door is the largest passenger entry door on the airplane.

The door is a plug-type door. The door has these parts:

- Center door assembly
- Upper gate
- Lower gate.

A liner covers the interior surface of the door.

The center door assembly has hard points at the bottom for the emergency escape slide installation.

The center door assembly has a window.

**Door Control Mechanisms**

You can open and close the door from the interior or exterior of the airplane. You operate the door manually. Unlatch the door with the control handle.

When you turn the handle in the OPEN direction, internal mechanisms do these things:

- Disengage the door roller latches
- Fold the door gates inward
- Tilt the door hinge edge inward to the cocked position.

Then push the door through the door frame until it is fully open. Use the assist handles for this operation.

A lock mechanism in the upper hinge locks the door in the fully open position.

To close the door, first release the hinge lock and then do the open operations in reverse order.

A guide pin on the door and a guide pin track on the door frame align the door in the door frame as it closes.

**Door Support**

When the airplane is unpressurized, the hinges support the door.

When the airplane is pressurized, cabin pressure pushes the door slightly outboard. This causes these things to occur:

- Door seals compress
- Door stop pins contact frame stop fittings. This transmits the door pressure loads to the door frame structure

**DOORS - PASSENGER/CREW - INTRODUCTION**

- Door latches are unloaded.

**Door Seals**

The door has these seals:

- Edge seals (flap and bulb type)
- Gate hinge seals (diaphragm type).

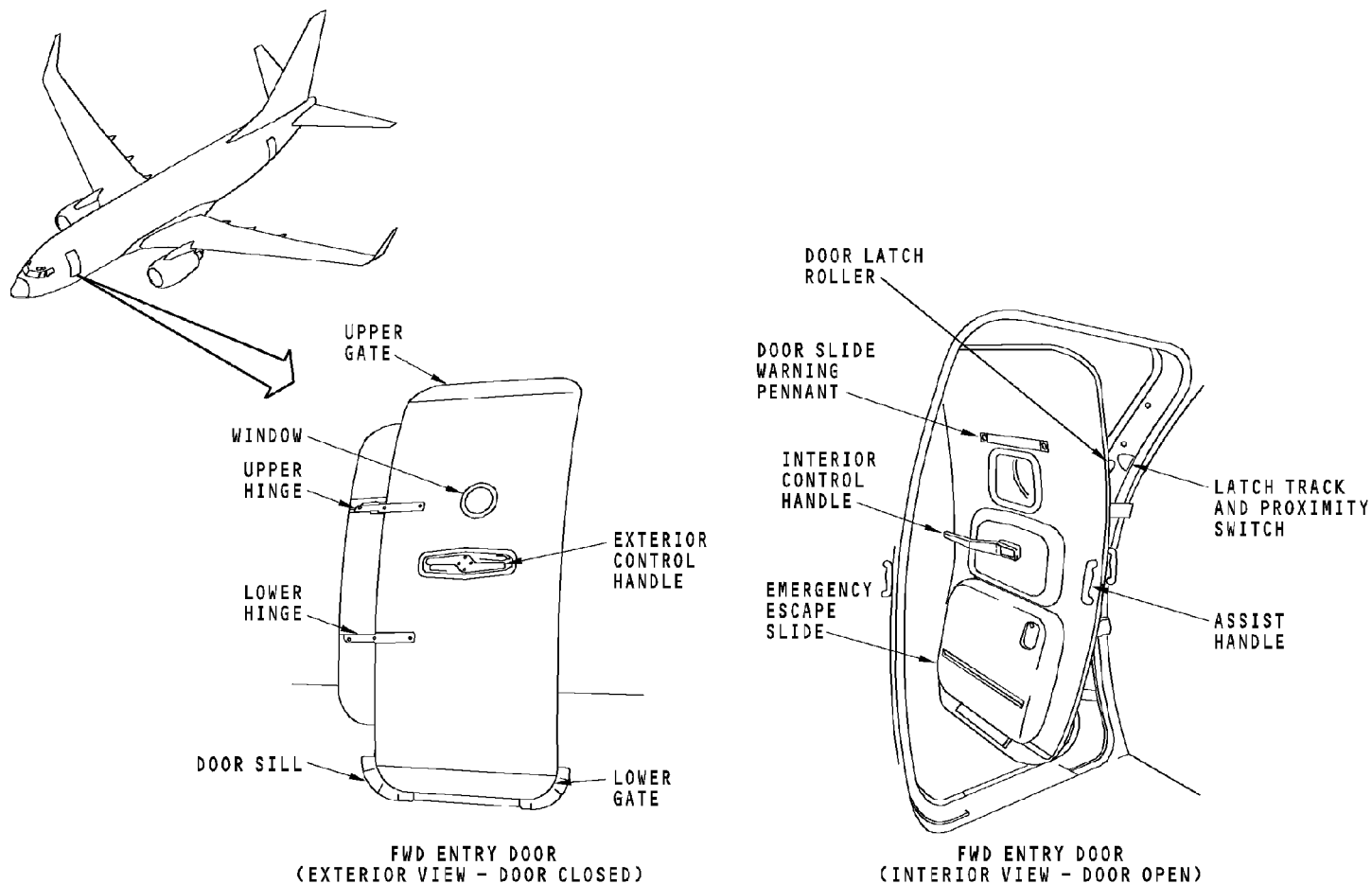
**Door Drains**

The door structure has internal drain paths. The door sections drain into the door frame threshold. The door threshold drains overboard through a bladder in the lower fuselage.

**Door Warning**

The forward entry door has an interface with the door warning system. There is a proximity switch assembly on the door frame adjacent to an upper latch track. The switch senses the position of the door latch roller. When the door is latched, it causes the P5 panel warning light to go off.

An orange pennant is on the door liner above the window. Manually secure it across the window when the door escape slide is armed. This is a visual indication to someone outside the airplane that the door slide is armed.



**DOORS - PASSENGER/CREW - INTRODUCTION**

**EFFECTIVITY**  
**HAP ALL**

**52-10-00**

D633A101-HAP

Page 3  
Oct 10/2004

## DOORS - PASSENGER/CREW - LINING AND INSULATION

### Purpose

The forward entry door lining and insulation does these functions:

- Gives the door an attractive, easy to clean surface
- Reduces the heat transmission through the door
- Reduces the sound transmission through the door.

### General Description

The door lining and insulation is a one-piece composite panel.

The lining panel is a crush core laminate with a tedlar surface layer.

There is an insulation blanket on the outboard side of the lining panel. Hook and loop fastener tape hold the insulation to the lining panel.

These type of fasteners hold the lining and insulation panel to the door:

- Screws (panel sides)
- Nylon nuts (panel top and bottom edges).

There is a cutout and bezel in the upper area of the panel for the door window.

Cutouts in the lower area of the lining and insulation panel permit attachment of the emergency escape slide to door hard points.

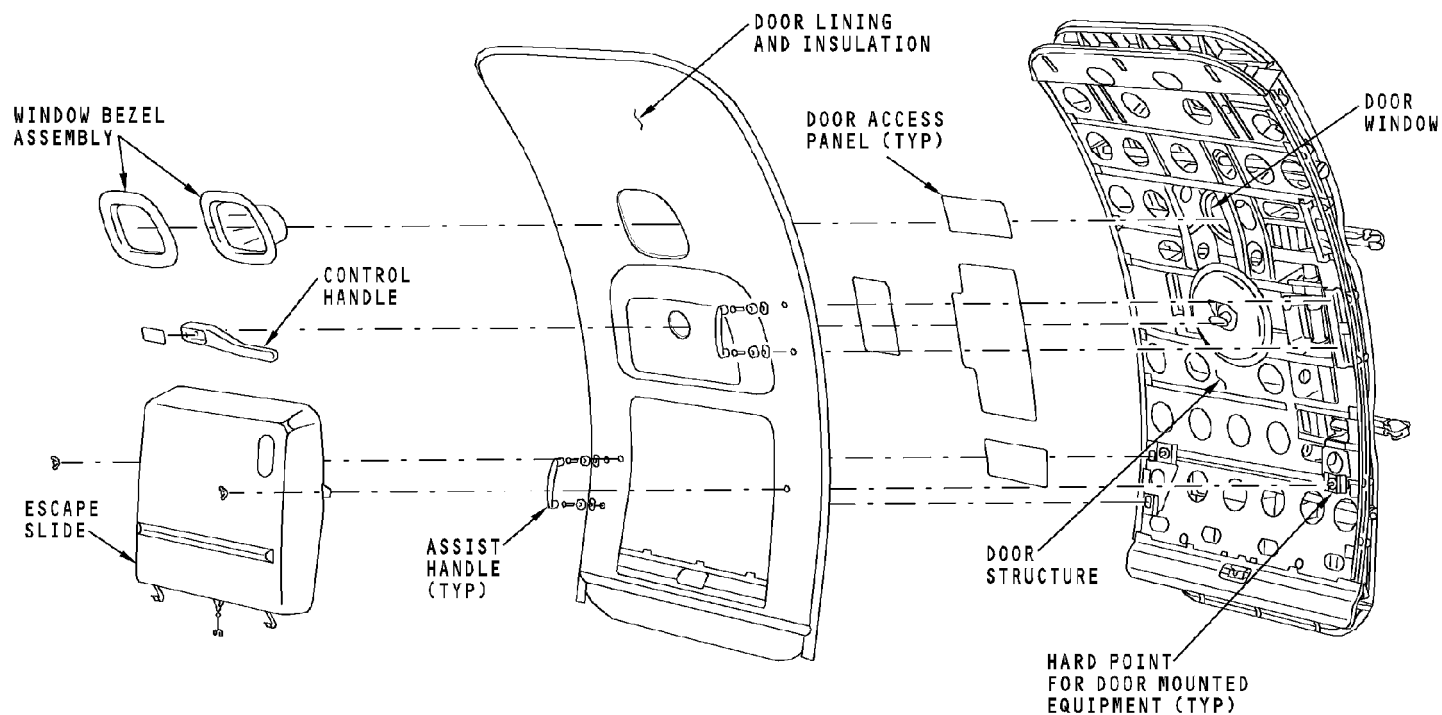
### Training Information Point

You must remove the door lining and insulation panel and the door access panels to inspect and lubricate the door interior components.

Before you can remove the lining and insulation panel, you must remove these door components:

- The emergency escape slide
- The door assist handles (2)
- The control handle.

It is not necessary to remove the lining and insulation panel to remove the door window.



NOTE: FORWARD ENTRY DOOR SHOWN,  
OTHER DOORS THE SAME

**DOORS - PASSENGER/CREW - LINING AND INSULATION**

**EFFECTIVITY**  
**HAP ALL**

**52-10-00**

D633A101-HAP

Page 5  
Oct 10/2004

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**52-10-00**

D633A101-HAP

Page 6  
Oct 10/2004

## DOORS - PASSENGER/CREW - HANDLE MECHANISM

### Purpose

The handle mechanism does these functions:

- Moves a closed and latched door to the cocked open position
- Moves a door in the cocked open position to the closed and latched position.

### Location

The handle mechanism is between the interior and exterior control handles.

### Physical Description

The handle mechanism has these major parts:

- Interior and exterior control handles
- Cam plate
- Door latching crank and cam roller rocker
- Door cocking crank and cam roller rocker
- Door latching crank and pushrods
- Door cocking crank and pushrod
- Door hinges and torque tube
- Upper and lower door gates, pushrods, and stoprods
- Associated shafts, bearings, retainers, springs, and fasteners.

### Functional Description

You operate the door handle mechanism manually.

The interior handle turns the cam plate.

The exterior handle fairs in a recess in the outer skin of the door. It is spring-loaded to this position. When faired, the door handle disengages the cam plate. When you pull the handle from the faired position, it engages the cam plate by a spline drive. When the handle spline drive is engaged, the handle can turn the cam plate.

The cam plate has two cam tracks. One track drives the door latching roller rocker. The other track drives the door cocking roller rocker.

When the cam plate turns in the open direction, it causes these things to occur:

- Door unlatches and its gates fold
- Door moves to the cocked open position.

The initial movement of the cam plate in the open direction causes the latching roller rocker to rise steeply to the high cam. This turns the roller rocker and the latching crank to which it is splined. The latching crank transmits this motion to the door latching mechanisms and door gates with pushrods. This unlatches the door and folds the door gates. As the cam continues to turn, it does not turn the latching roller rocker. This is because the latching roller rocker stays on the high cam.

## DOORS - PASSENGER/CREW - HANDLE MECHANISM

The initial turn of the cam plate in the open direction does not turn the cocking roller rocker because it stays on the low cam. As the cam continues to turn, it causes the cocking roller rocker to rise to the high cam. This turns the roller rocker and the cocking crank to which it is splined. A cocking crank pushrod transmits this motion to the door torque tube. This causes the door to move to the cocked open position.

When the door is in the cocked open position, the cam is at the end of its travel. More force on the handle produces no more motion. From this point, you push the door manually through the door frame with the assist handles.

When the cam turns in the door closed direction, the linkages work the same, but in reverse sequence:

- Door moves from the cocked open position to the closed position
- Door gates unfold and the door latches engage.

The stop rods on the door gates are not part of the door gate drive mechanism. The stop rods support the gates against their pressure loads.

### Operational Displays

A proximity sensor for the door warning system is on an upper door latch track. When the door is not secure (not latched), the sensor causes the P5 FWD ENTRY door warning light to come on.

### Training Information Point

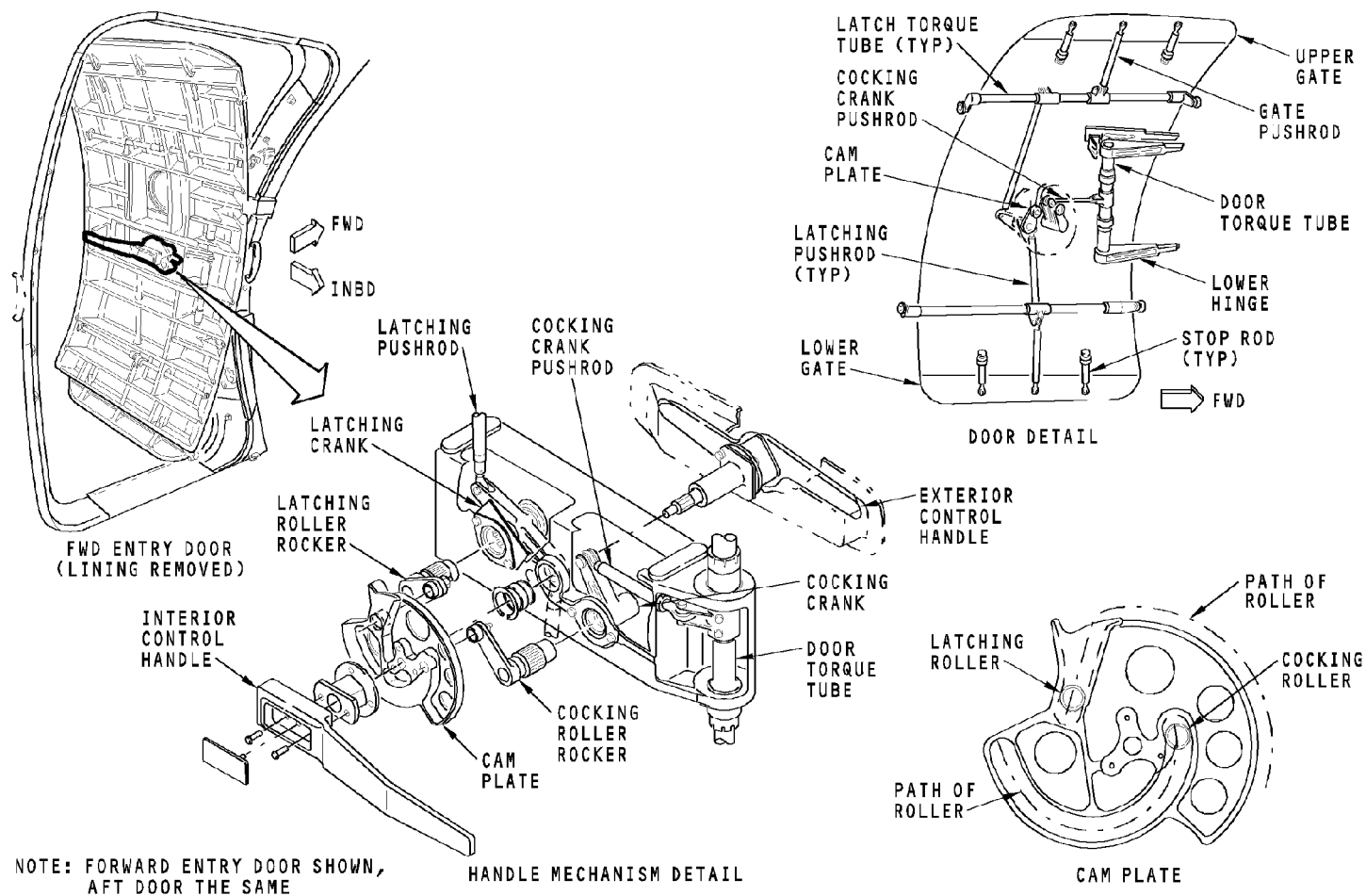
The force on the control handle to open and close the door is not large. If a large force is necessary, there is a fault with the door or the procedure.

If the door does not close and latch easily, there may be a clearance problem. Make sure the door-to-frame area is clear. An incorrectly stowed escape slide girt strap may be caught between the door and the frame.

If the airplane is pressurized, a properly rigged door will not unlatch. This is because the door gates must open against cabin pressure during door unlatch. Pressure on the door gates has a mechanical advantage and prevents this.

From the cocked position, push the door through the door frame with the assist handles. Do not use the control handle to push or pull the door through the door frame. This puts too much stress on the door hub.





**DOORS - PASSENGER/CREW - HANDLE MECHANISM**

**EFFECTIVITY**  
**HAP ALL**

**52-10-00**

D633A101-HAP

Page 9  
Oct 10/2004

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**52-10-00**

D633A101-HAP

Page 10  
Oct 10/2004

## DOORS - PASSENGER/CREW - GUIDE, LATCH, AND STOP FITTINGS

### Purpose

The door guide aligns the aft edge of the door when it swings closed.

When the airplane is unpressurized, the door latches hold the door closed.

When the airplane is pressurized, the door stop fittings transmit the pressure loads from the door to the door frame.

### Location

The door guide, latch, and stop fittings are on the door edges and the door frame.

### Door Guide - General Description

The door guide mechanism has these two parts:

- A guide pin on the aft door edge
- A guide track on the door aft frame

The guide track is a fairlead for the guide pin. It indexes the aft edge of the door when it closes. This aligns the door latches and stop pins with their door frame fittings.

### Door Latches - General Description

There are four door latch mechanisms. Each door latch mechanism has these two parts:

- A roller latch on the door
- A latch track on the door frame.

When you turn the door handle, the door roller latches turn by the latch torque tubes. When the door is closed and latched, the door latches mate with latch track fittings in the door frame.

The door latches are overcenter devices. They do these things:

- Compress the door seals
- Hold the door closed (on an unpressurized airplane)
- One latch operates the door warning sensor.

On a pressurized airplane, the pressure load causes the door to move outboard slightly. This movement does these things:

- Compresses the door seals
- Unloads the door latch fittings
- Seats the door stop fittings and puts the door pressure loads on them.

### Door Stops - General Description

Each door stop fitting has these parts:

- An adjustable door-mounted pin with lockwire
- A buttressed frame-mounted pressure pad.



**DOORS - PASSENGER/CREW - GUIDE, LATCH, AND STOP FITTINGS**

When the airplane is unpressurized, there is a small clearance between the door pins and frame pads. When the airplane is pressurized, the door moves outboard slightly. This causes the door pins to contact the frame pads. The pins transmit the pressure loads from the door to the door frame.

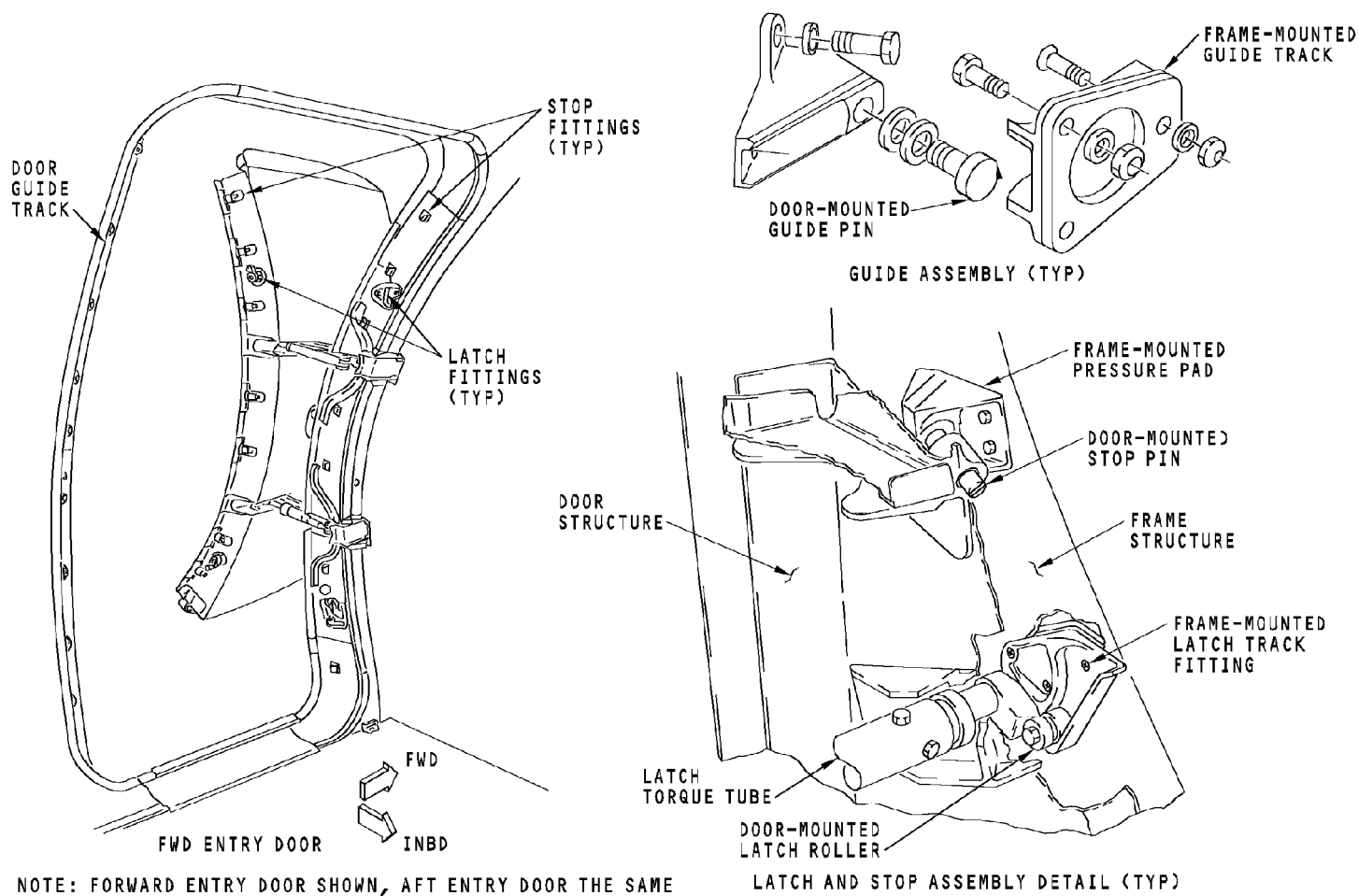
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**HAP ALL**

**52-10-00**

D633A101-HAP

Page 12  
Oct 10/2004



**DOORS - PASSENGER/CREW - GUIDE, LATCH, AND STOP FITTINGS**

52-10-00-004

**EFFECTIVITY**  
**HAP ALL**

**52-10-00**

D633A101-HAP

Page 13  
Oct 10/2004

## DOORS - PASSENGER/CREW - FORWARD ENTRY DOOR TORQUE TUBES

### Purpose

The door torque tubes do these things:

- Give structural support to the door and hinges
- Give the door and hinges a pivotal axis
- Give the door cocking crank pushrod a structural reaction member (door torque tube only)
- Give the assist springs a structural reaction member (frame torque tube only).

### Location

The door system has these two torque tubes:

- Door torque tube in the door
- Frame torque tube in the door frame.

To get access to the door torque tube, remove the door liner and access panel.

To get access to the frame torque tube, remove the access panel on the interior of the airplane between the upper and lower hinges.

### Door Torque Tube - General Description

The door torque tube has several short sections held together by cross-bolt sleeves. The center section is held in the central door casting bearings by two castle nuts. The ends of the torque tube are cross-bolted to hinge pins. Hinge arm bearings hold the hinge pins.

### Frame Torque Tube - General Description

The frame torque tube has several short sections held together by cross-bolt sleeves. The center section of the tube is held in monoball frame bearings. The ends of the torque tube are bolted to oval spigots. The spigot ovals mate with the hinge arms.

Coil springs on the torque tubes wind up when the door moves to the fully open or closed position. This does two things:

- Helps the operator begin to open or close the door
- Helps snub the door at the end of travel.

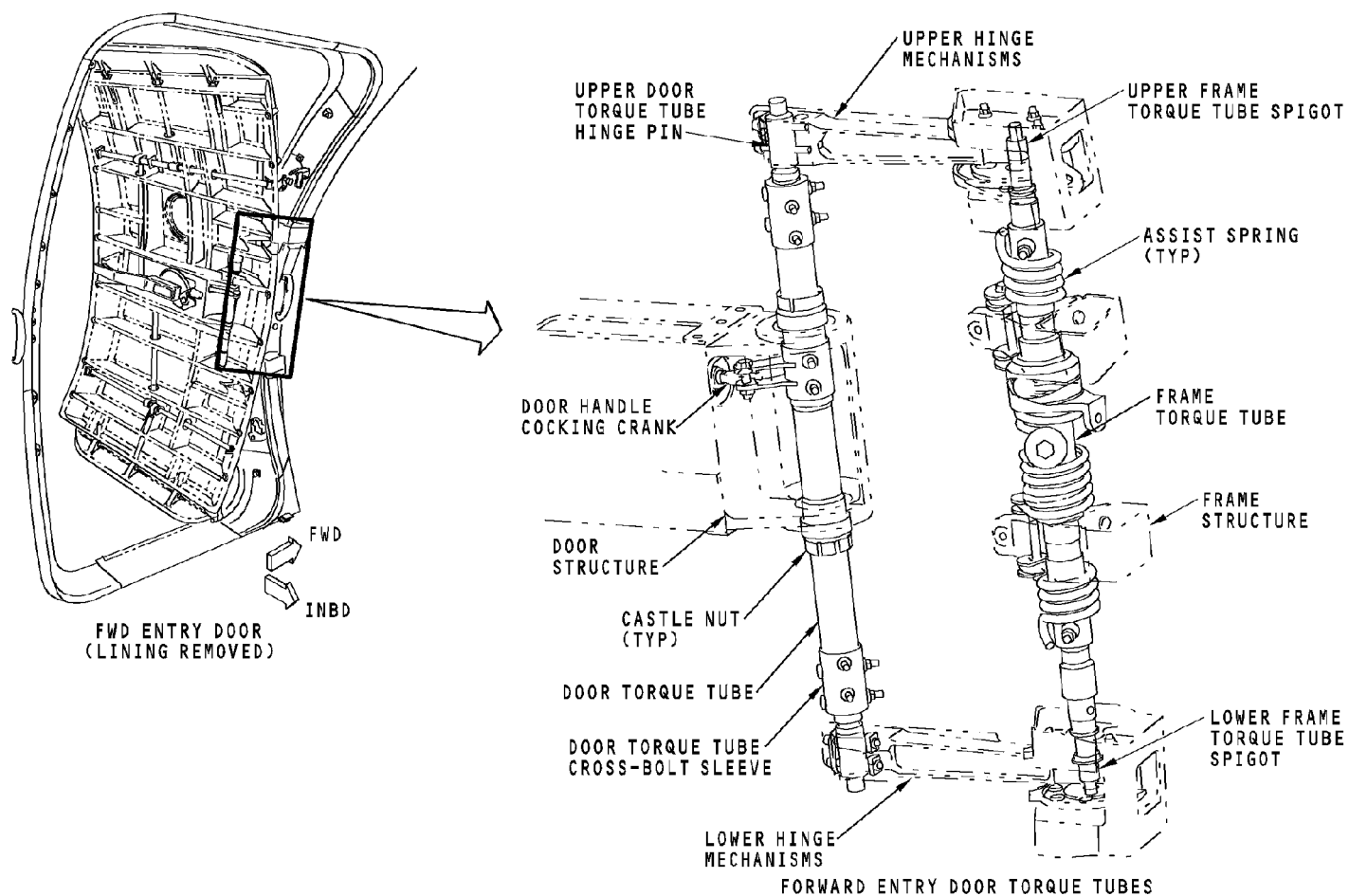
The spring load is neutral at an intermediate door position.

**EFFECTIVITY**  
HAP ALL

# 52-10-00

D633A101-HAP

Page 14  
Oct 10/2004



**DOORS - PASSENGER/CREW - FORWARD ENTRY DOOR TORQUE TUBES**

**EFFECTIVITY**  
**HAP ALL**

**52-10-00**

D633A101-HAP

Page 15  
Oct 10/2004

**DOORS - PASSENGER/CREW - AFT ENTRY DOOR TORQUE TUBES****Purpose**

The door torque tubes provide these functions:

- Structural support to the door and hinges
- Pivotal axis for door and hinges
- Structural reaction member for the door cocking crank pushrod (door torque tube only)

**Location**

The door system has these two torque tubes:

- Door torque tube in the door
- Frame torque tube in the door frame.

To get access to the door torque tube, remove the door liner and access panel.

To get access to the frame torque tube, remove the access panel on the exterior of the airplane between the upper and lower hinges.

**Door Torque Tube - General Description**

The door torque tube has several short sections held together by cross-bolt sleeves. The center section is held in the central door casting bearings by two castle nuts. The ends of the torque tube cross-bolt to hinge pins. Hinge arm bearings hold the hinge pins.

**Frame Torque Tube - General Description**

The frame torque tube has several short sections held together by cross-bolt sleeves. The center section of the tube is held in monoball frame bearings. The ends of the torque tube bolt to oval spigots. The spigot ovals mate with the hinge arms.

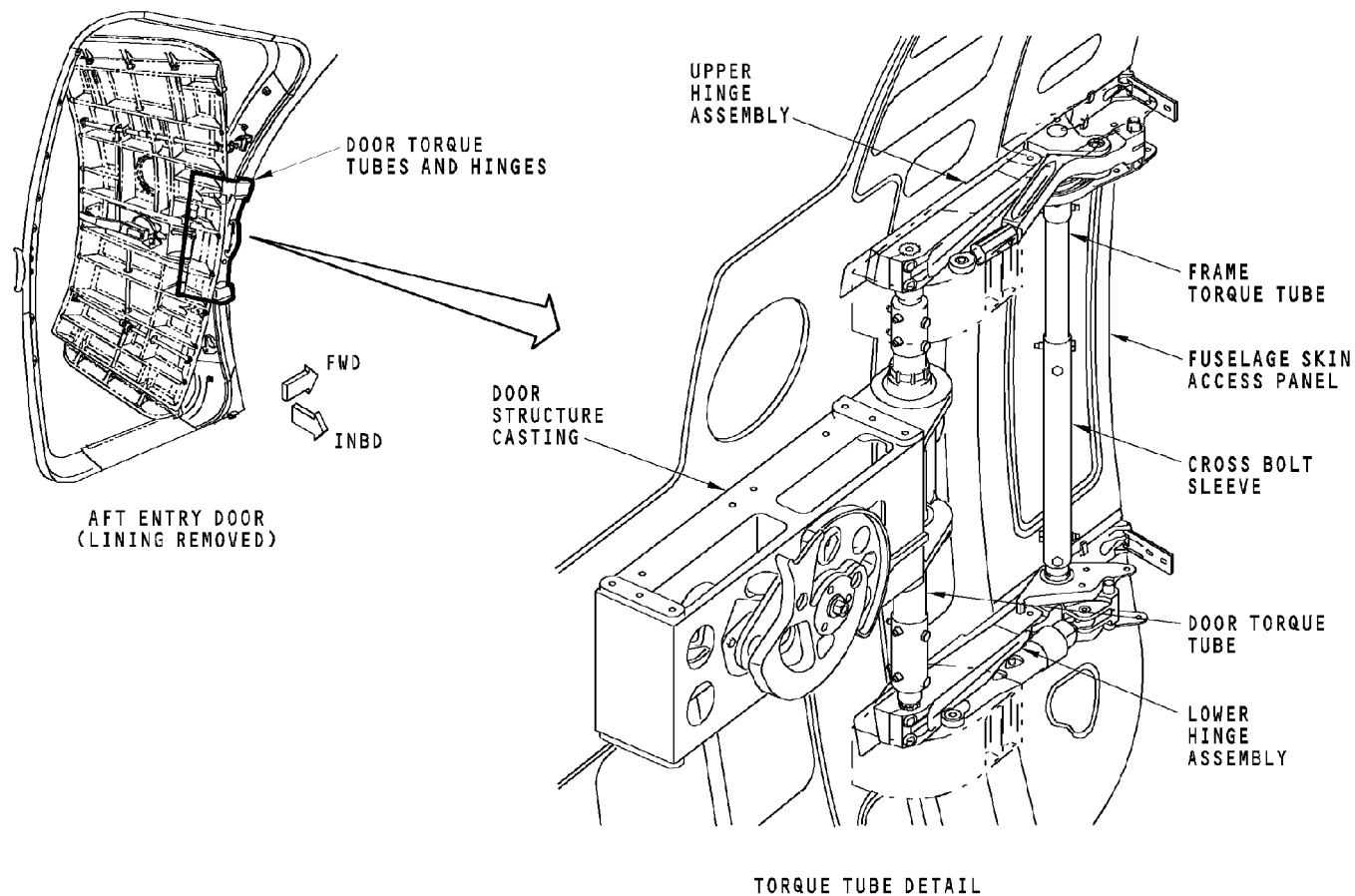
EFFECTIVITY  
HAP ALL

**52-10-00**

D633A101-HAP

Page 16  
Oct 10/2004





**DOORS - PASSENGER/CREW - AFT ENTRY DOOR TORQUE TUBES**

**EFFECTIVITY**  
**HAP ALL**

**52-10-00**

D633A101-HAP

Page 17  
Oct 10/2004

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**52-10-00**

D633A101-HAP

Page 18  
Oct 10/2004

## DOORS - PASSENGER/CREW - FORWARD ENTRY DOOR UPPER HINGE ASSEMBLY

### Purpose

The upper hinge assembly does these functions:

- Supports the weight of the door
- Controls the motion (swing and rotation) of the door as it opens and closes.

### Location

The upper hinge assembly is on the forward edge of the door.

### General Description

The upper hinge assembly has these parts:

- Hinge arm
- Guide arm assembly
- Hinge lock mechanism.

The upper hinge arm is a beam that holds and supports the door structure.

One end of the hinge arm mates with the door torque tube hinge. The other end of the hinge arm attaches to the frame torque tube spigot with an oval section and pinch bolt. The hinge arm turns with the door torque tube. The frame torque tube turns with the hinge arm.

The door rotates as it swings open or closed. A guide arm mechanism programs the door rotation. This is a pantagraph mechanism. A pin holds the spherical bearing of the guide arm to door structure. The other end is held by these devices:

- Roller that follows S-tracks in upper and lower guide plates
- Radius link that is connects the guide arm to the frame torque tube spigot.

Door motion toward open stops when the guide arm roller bottoms out in the guide plate S-tracks.

A latch mechanism in the guide arm locks the upper door hinge in the wide open position. When the door is fully open, a spring loaded pin goes into a detent in the upper guide plate. The pin is concentric to the roller.

To close the door, you must release the hinge from lock. Use one of these to release the hinge from lock:

- Yellow lever on the upper hinge guide arm
- Yellow pushbutton on the upper hinge guide arm
- Yellow release knob on the door frame between the upper and lower hinges.

Push the lever or pushbutton, or lift on the release knob to release the hinge from lock. A latch trigger on the guide arm resets the lock mechanism.

52-10-00-007

**EFFECTIVITY**  
**HAP ALL**

# 52-10-00

D633A101-HAP

Page 19  
Oct 10/2004

**DOORS - PASSENGER/CREW - FORWARD ENTRY DOOR UPPER HINGE ASSEMBLY**

Spring-loaded retainers support pressure seals around the hinge assembly.

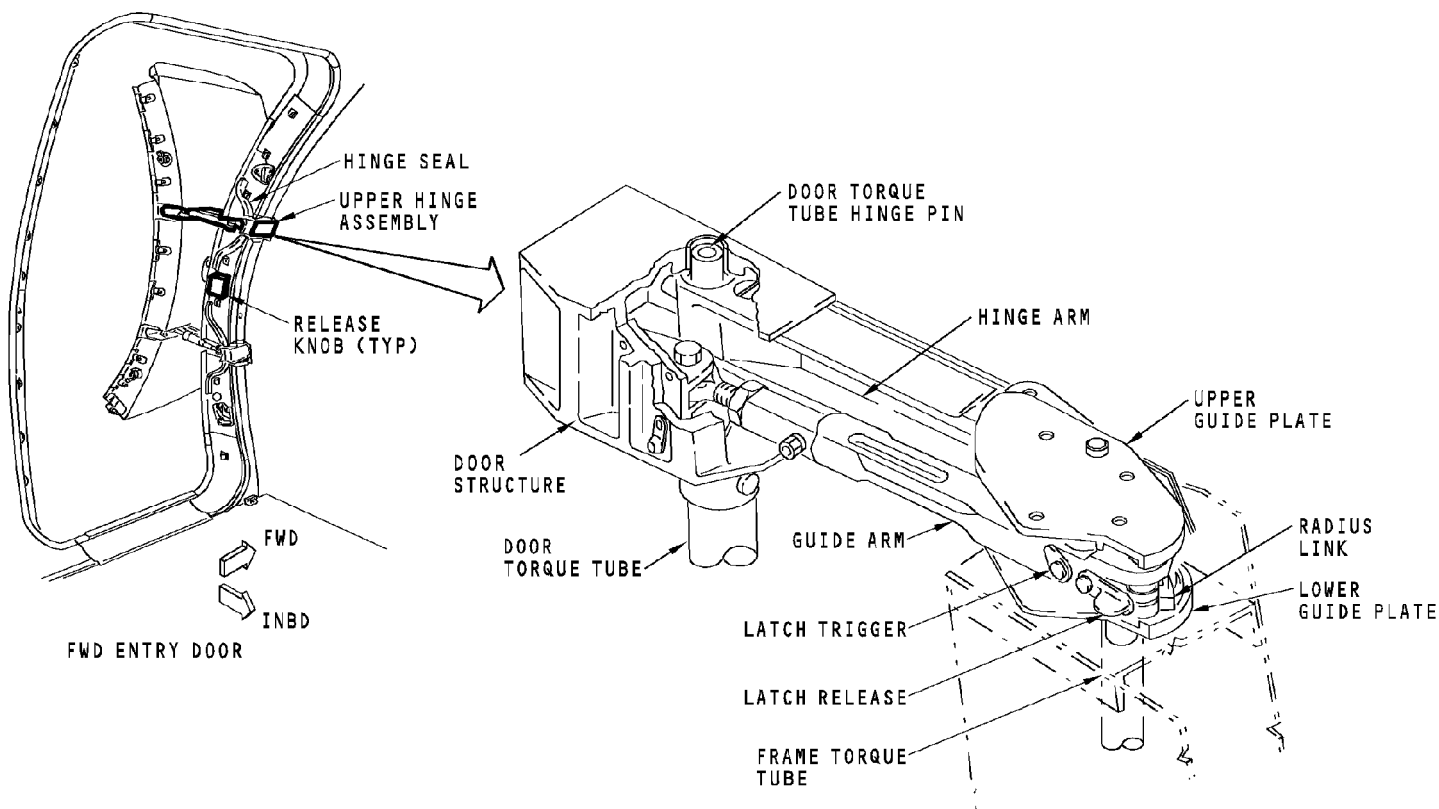
A cover plate on the outside of the upper hinge assembly covers the gap around the hinge cutouts. This cover is an aerodynamic seal. It decreases noise and drag.

52-10-00-007

**EFFECTIVITY**  
**HAP ALL****52-10-00**

D633A101-HAP

Page 20  
Oct 10/2004



**DOORS - PASSENGER/CREW - FORWARD ENTRY DOOR UPPER HINGE ASSEMBLY**

**EFFECTIVITY**  
**HAP ALL**

**52-10-00**

D633A101-HAP

Page 21  
Oct 10/2004

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**52-10-00**

D633A101-HAP

Page 22  
Oct 10/2004

## DOORS - PASSENGER/CREW - AFT ENTRY DOOR UPPER HINGE ASSEMBLY

### Purpose

The upper hinge assembly does these functions:

- Supports the weight of the door
- Controls the motion (swing and rotation) of the door as it opens and closes.

### Location

The upper hinge assembly is on the forward edge of the door.

### General Description

The upper hinge assembly has these parts:

- Hinge arm
- Guide arm assembly
- Hinge lock mechanism.

The upper hinge arm is a beam that holds the weight of the door structure. One end of the hinge arm is splined to the door torque tube hinge pin. The other end is pinned to the hinge link. The hinge link is splined to the frame torque tube. The door torque tube turns with the hinge arm. The frame torque tube turns with the hinge link.

A guide arm mechanism programs the movement of the door as it swings open or closed. A pin holds the rod end bearing of the guide arm to an attach fitting in the door hinge support structure. The other end of the guide arm is held by dual roller bushings that follow tracks in upper and lower guide plates. The guide arm pivots around a pin that connects the guide arm to the hinge link on the frame torque tube.

Door motion toward open stops when the guide arm roller bottoms out in the guide plate S-tracks.

A latch mechanism in the guide arm locks the upper door hinge in the wide open position. When the door is fully open, a spring loaded pin rises into a detent in the upper guide plate. The pin is concentric to the roller.

To close the door, you must release the hinge from lock. One of these devices is used to release the hinge from lock:

- A yellow lever on the upper hinge guide arm
- A yellow pushbutton on the upper hinge guide arm
- A yellow release knob on the door frame between the upper and lower hinges.

Push the lever or pushbutton, or lift on the release knob to release the hinge from lock. A latch trigger on the guide arm resets the lock mechanism.

**DOORS - PASSENGER/CREW - AFT ENTRY DOOR UPPER HINGE ASSEMBLY**

Spring-loaded retainers support pressure seals around the hinge assembly.

A flap on the outside of the upper hinge assembly covers the gap around the hinge cutouts. This flap is an aerodynamic seal. It reduces noise and drag. A spring-loaded hinge attaches the flap to a body frame.

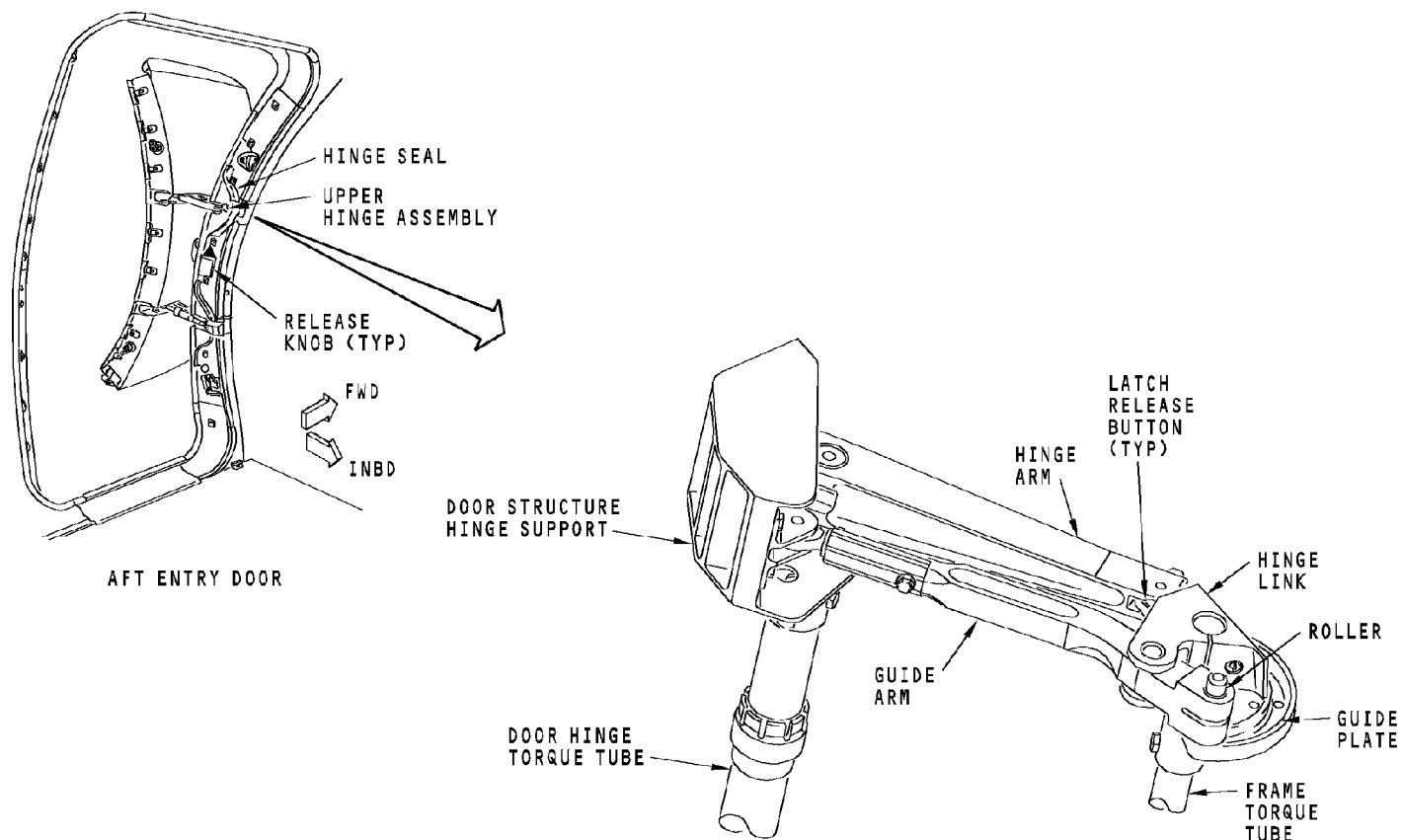
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**EFFECTIVITY**  
**HAP ALL****52-10-00**

D633A101-HAP

Page 24  
Oct 10/2004





**DOORS - PASSENGER/CREW - AFT ENTRY DOOR UPPER HINGE ASSEMBLY**

52-10-00-008

**EFFECTIVITY**  
**HAP ALL**

**52-10-00**

D633A101-HAP

Page 25  
Oct 10/2004

## DOORS - PASSENGER/CREW - LOWER HINGE ASSEMBLY

### Purpose

The lower door hinge assembly does these functions:

- Slows (snubs) and stops the door at the ends of the swing
- Structurally holds the door.

### Location

The lower hinge assembly is on the forward edge of the door.

### General Description

The lower hinge assembly has these parts:

- Hinge arm
- Door snubber and stop assembly.

The lower hinge arm is a beam that holds the door structure. One end of the hinge arm mates with the door torque tube hinge pin in a bearing. The other end of the hinge arm attaches to the frame torque tube spigot with an oval section and pinch bolt. The door torque tube turns freely about the hinge arm. The frame torque tube turns with the hinge arm.

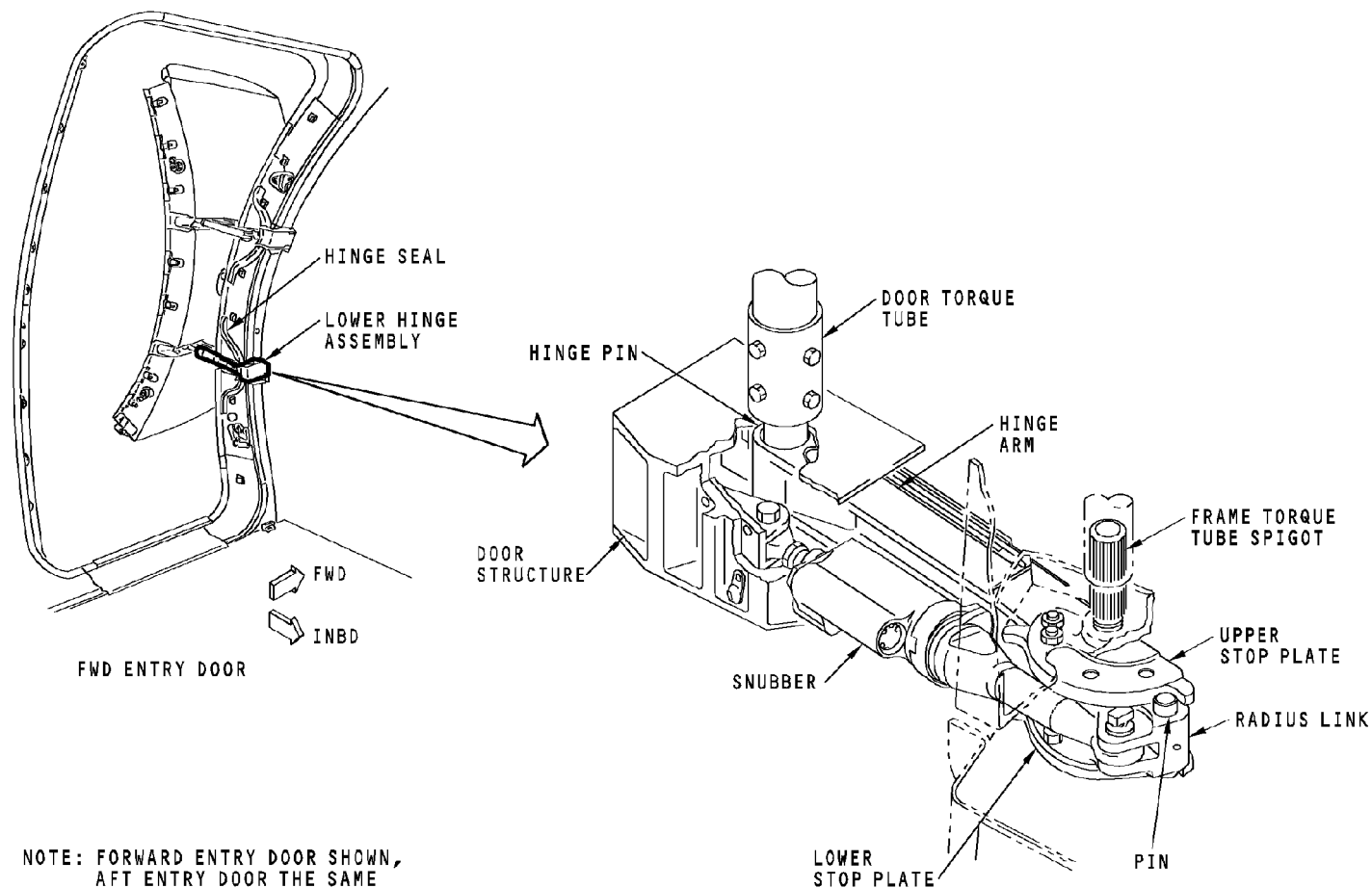
A door snubber hydraulically slows (snubs) the door at the ends of the swing.

The snubber is an oil filled, telescopic, orifice-type metering device. It limits the rate of motion at the full extend and full retract positions. As the door opens, it goes from fully retracted to fully extended. The snubber is held by pins in its spherical bearings. One pin holds the snubber to door structure. A second pin holds the other snubber bearing to the frame torque tube radius link.

The bottom frame torque tube spigot pins the radius link to the frame torque tube. The radius link has a stop pin. Stop plates limit the range of motion of the stop pin. At the door or fully open positions, the stop pins contact the stop plates. This moves the snubber, and damps door motion.

Spring-loaded retainers on the door frame support pressure seals around the hinge assembly.

A cover plate on the outside of the hinge assembly covers the gap around the hinge cutouts. This cover is an aerodynamic seal. It reduces noise and drag. A spring-loaded hinge attaches the cover to the hinge arm.



**DOORS - PASSENGER/CREW - LOWER HINGE ASSEMBLY**

**EFFECTIVITY**  
**HAP ALL**

**52-10-00**

D633A101-HAP

Page 27  
Oct 10/2004

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**52-10-00**

D633A101-HAP

Page 28  
Oct 10/2004

## DOORS - PASSENGER/CREW - INTERIOR OPERATION

### General

You open and close the door manually. Use these steps to open the door from the airplane interior:

- Move the door to the cocked open position with the control handle
- Push the door to the fully open position with the door assist handles.

Use these steps to close the door:

- Release the upper hinge lock latch
- Pull the door to the closed position with the door assist handles
- Fully close and latch the door with the control handle.

### Open the Door

An escape slide is on the inside lower door. If the slide girt bar is in the armed position, the slide will deploy automatically as the door opens. Make sure the slide girt bar is in the stowed position if you do not want the slide to deploy.

The door swings out of the door frame when it opens. Make sure the area outside of the door is clear.

Turn the interior control handle counterclockwise. Initial movement of the handle causes the door interior mechanisms to do these things:

- Door latch roller mechanisms disengage from their door frame latch track fittings
- Door warning sensor target moves away from the sensor. This causes the FWD ENTRY or AFT ENTRY door warning light
- Upper and lower door gates fold inward. This makes the door smaller, breaks the door seal, and vents any cabin differential pressure.

As you continue to turn the handle to the end of the stroke, (170 deg) the door mechanisms to do these things:

- Cocking mechanism swings the door hinge arms (and the door) inward
- Upper hinge guide arm controls the door rotation as it swings
- Door goes to the cocked open position.

More force on the door control handle does not cause any more door motion. The control handle has gone through the full movement. To complete the door opening operation, push the door through the door frame with the door assist handles.

As the door opens, wind may push the door. This can pull the operator through the door frame. To prevent this, keep one hand on an interior assist handle.

As you push the door through the door frame, the door turns. At the fully open position, the door is parallel to the airplane fuselage. The control handle turns 45 degrees.

## DOORS - PASSENGER/CREW - INTERIOR OPERATION

At the fully open position, these things happen:

- Snubber and stop mechanisms gently stop the door at the fully open position.
- Latch mechanism in the upper hinge engages. This locks the hinge (and the door) in the fully open position.

### Close the Door

To close the door, first release the hinge lock. The release mechanism is yellow. Operate the latch release mechanism to unlock the hinge. This lets the door swing back into the door frame.

Hold an internal assist handle to keep your balance. Pull on the door assist handle to bring the door into the frame until it is in the cocked position.

Turn the control handle clockwise. Initial movement of the handle causes the internal door mechanisms to seat the door into the door frame.

Further movement of the control handle does these things:

- Door latch roller mechanisms engage the door latch track fittings
- Door latches push the door warning sensor target toward the sensor. This causes the P5 panel FWD ENTRY or AFT ENTRY door warning light go off
- Door seals compress between the door and the door frame

- Upper and lower door gates unfold outward. This compresses the gate seals, and returns the door to a structural plug configuration.

### Training Information Point

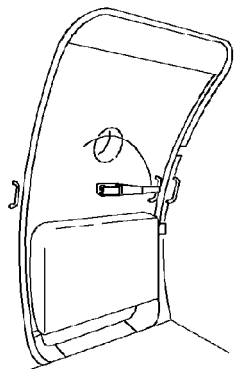
You can operate the forward entry door in winds up to 40 knots. You can let the door stay latched open in winds up to 65 knots.

**WARNING:** DO NOT OPERATE THE DOOR IN JET BLAST OR HIGH WINDS. DAMAGE TO EQUIPMENT OR INJURY TO PERSONS CAN RESULT.

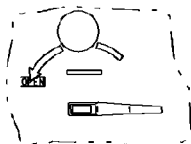
The force on the control handle to open and close the door is not large. If a large force is necessary, there is a fault with the door or the procedure.

If the door does not close and latch easily, there may be a clearance problem. Make sure the door-to-frame area is clear. An incorrectly stowed escape slide girt strap may be caught between the door and the frame.

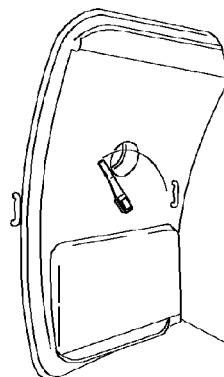
If the airplane is pressurized, a properly rigged door will not unlatch. This is because the door gates must open against cabin pressure during door unlatch. Pressure on the door gates has a mechanical advantage and prevents this.



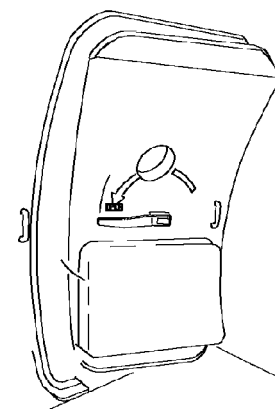
STOW GIRT BAR AND MAKE  
SURE OUTSIDE IS CLEAR



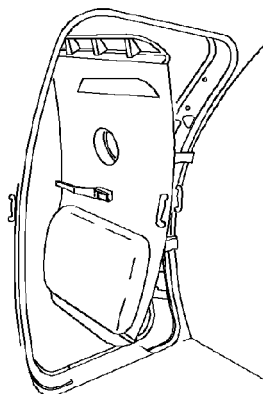
OPERATION  
PLACARD (TYP)



TURN CONTROL HANDLE

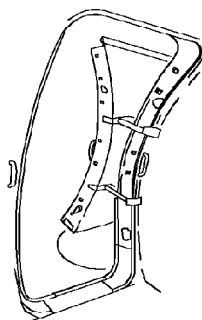


DOOR IN COCKED POSITION

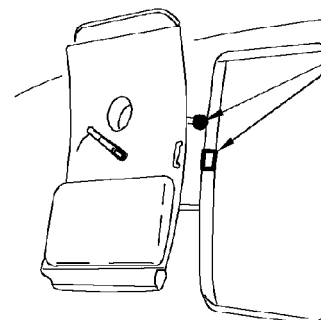


PUSH DOOR OPEN  
(USE ASSIST HANDLES)

NOTE: FORWARD DOOR SHOWN, AFT DOOR THE SAME



PUSH DOOR TO  
FULLY OPEN POSITION



DOOR IN OPEN POSITION

HINGE LOCK  
RELEASE  
MECHANISMS  
(TYP)

**DOORS - PASSENGER/CREW - INTERIOR OPERATION**

**EFFECTIVITY**  
**HAP ALL**

**52-10-00**

D633A101-HAP

Page 31  
Oct 10/2004

## DOORS - PASSENGER/CREW - EXTERIOR OPERATION

### General

You open and close the door manually. Use these steps to open the door from the airplane exterior:

- Move the door to the cocked open position with the control handle
- Pull the door to the fully open position.

Use these steps to close the door:

- Release the upper hinge lock latch
- Pull the door to the cocked position
- Fully close and latch the door with the control handle.

### Opening the Door - Exterior Operation

An escape slide is on the inside lower door. If the slide girt bar is in the armed position, the slide will deploy automatically as the door opens. Look to see if there is a door slide warning pennant (orange) in the door window. The pennant is across the window when the slide is armed.

The door swings out of the door frame when it opens. Make sure the area outside of the door is clear.

You must pull the exterior door control handle from the recess position to engage the door drive mechanisms. Turn the handle 180 degrees in the clockwise direction.

Initial movement of the handle causes the door interior mechanisms to do these things:

- Door latch roller mechanisms disengage from their door frame latch track fittings
- Door warning sensor target moves away from the sensor. This causes the FWD ENTRY or AFT ENTRY door warning light on P5 forward overhead panel to come on
- Upper and lower door gates fold inward. This makes the door smaller, breaks the door seal, and vents any cabin differential pressure.

As the handle moves through the full motion (180 degrees), the door mechanisms do these things:

- Cocking mechanism moves the door hinge arms (and the door) inward
- Upper hinge guide arm controls the door rotation as it swings
- Door goes to the cocked open position.

Any more effort on the door control handle does not cause more door motion. The door control handle has gone through the full motion. Release the control handle and let it return to its recess by spring force.

To complete the door open operation, hold the aft edge of the door, and pull it open.



## DOORS - PASSENGER/CREW - EXTERIOR OPERATION

As the door opens, winds may push it. This can push the operator off balance. Keep a strong, secure stance to prevent this.

As you pull the door open, the door turns. This puts the door parallel to the airplane fuselage when the door is fully open.

At the fully open position, these things happen:

- Snubber and stop mechanisms gently stop the door at the fully open position.
- Latch mechanism in the upper hinge engages. This locks the hinge (and the door) in the fully open position.

### Closing the Door

Before you close the door, examine the escape slide. The escape slide girt strap and bar must be properly stowed. An incorrectly folded strap or improperly stowed bar interferes with the door to threshold clearance. This can prevent door sealing and latching and can damage components.

To close the door, first release the hinge lock. The release mechanism is yellow. Operate the latch release mechanism to unlock the hinge. This lets the door swing back into the door frame.

Pull the door to the cocked position.

Pull the exterior control handle out of the recess, and turn it slightly until it engages the door drive mechanisms. Then turn the door control handle counterclockwise 180 degrees.

Initial movement of the handle causes internal door mechanisms to seat the door into the door frame.

As the handle continues to turn, the door mechanisms do these things:

- Door latch roller mechanisms engage the door latch track fittings
- Door latches push the door warning sensor target toward the sensor. This causes the FWD ENTRY or AFT ENTRY door warning light on P5 forward overhead panel go off
- Door seals compress between the door and the door frame.
- Upper and lower door gates unfold outward. This compresses the gate seals, and returns the door to a structural plug configuration.

When the control handle has gone through its full motion, release it and allow it to return to the recess by spring force.

### Training Information Point

You can operate the forward entry door in winds up to 40 knots. You can let the door stay latched open in winds up to 65 knots.

**WARNING:** DO NOT OPERATE DOORS IN JET BLAST OR HIGH WINDS. DAMAGE TO EQUIPMENT OR INJURY TO PERSONS CAN RESULT.

**DOORS - PASSENGER/CREW - EXTERIOR OPERATION**

The force on the control handle to open and close the door is not large. If a large force is necessary, there is a fault with the door or the procedure.

If the door does not close and latch easily, there may be a clearance problem. Make sure the door-to-frame area is clear. An incorrectly stowed escape slide girt strap may be caught between the door and the frame.

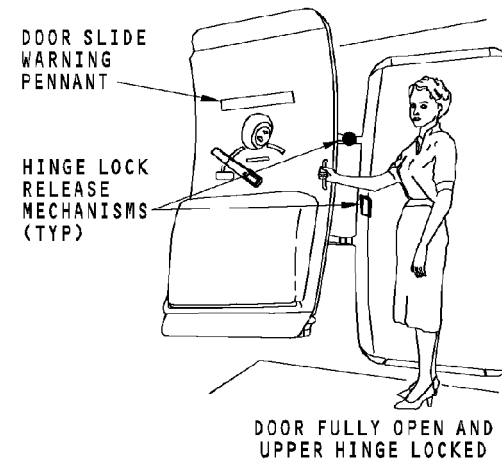
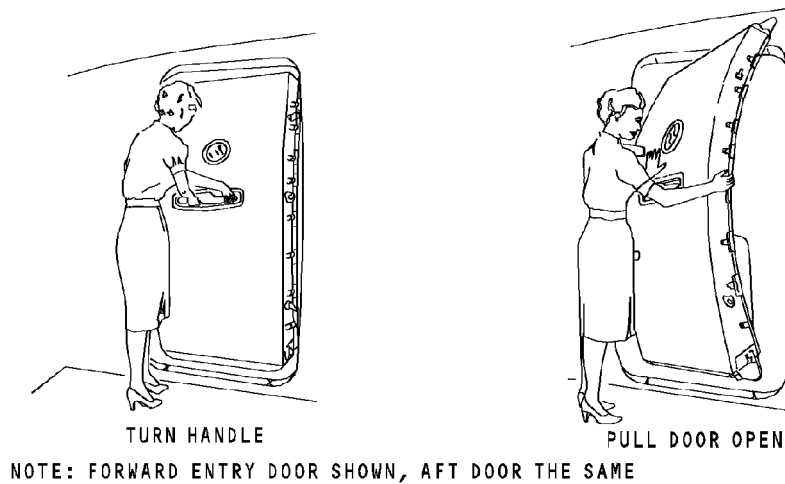
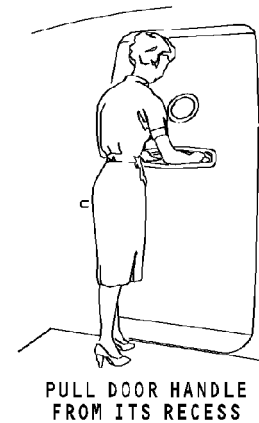
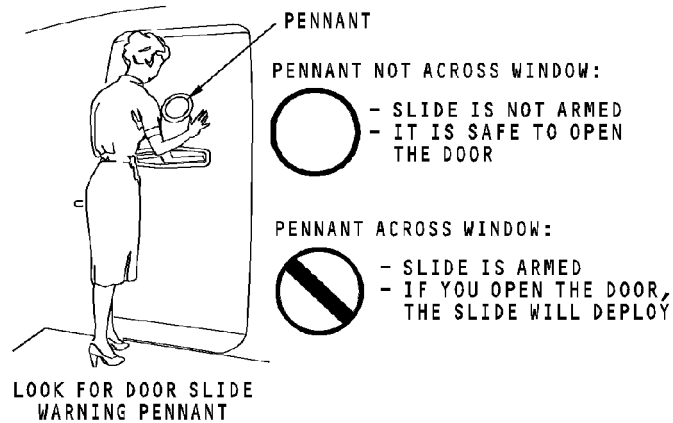
If the airplane is pressurized, a properly rigged door will not unlatch. This is because the door gates must open against cabin pressure during door unlatch. Pressure on the door gates has a mechanical advantage and prevents this.

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**EFFECTIVITY**  
**HAP ALL****52-10-00**

D633A101-HAP

Page 34  
Oct 10/2004



**DOORS - PASSENGER/CREW - EXTERIOR OPERATION**

**EFFECTIVITY**  
**HAP ALL**

**52-10-00**

D633A101-HAP

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**52-22-00**

D633A101-HAP

Page 1  
Oct 10/2002

**DOORS - EMERGENCY EXIT DOOR - INTRODUCTION****Purpose**

Emergency exit doors supply additional exits for the passengers if there is an emergency.

The emergency exit doors connect with the door warning system. Each hatch frame has a switch on two of its latch tracks. A latch roller operates the switch. When the hatch is locked, the P5 panel OVERWING EXIT warning light goes off.

**Location**

The emergency exit doors are above the wings.

**General Description****HAP 101-999**

There are two emergency exit doors.

**HAP 001-013, 015-026, 028-054**

There are four emergency exit doors.

**HAP ALL**

They have the same construction features, but are adjusted separately to fit their fuselage frames. The doors have a window with an internal shade.

An EXIT light attaches to the door cutout lining above each door. A wash light fixture below the sign illuminates the hatch area.

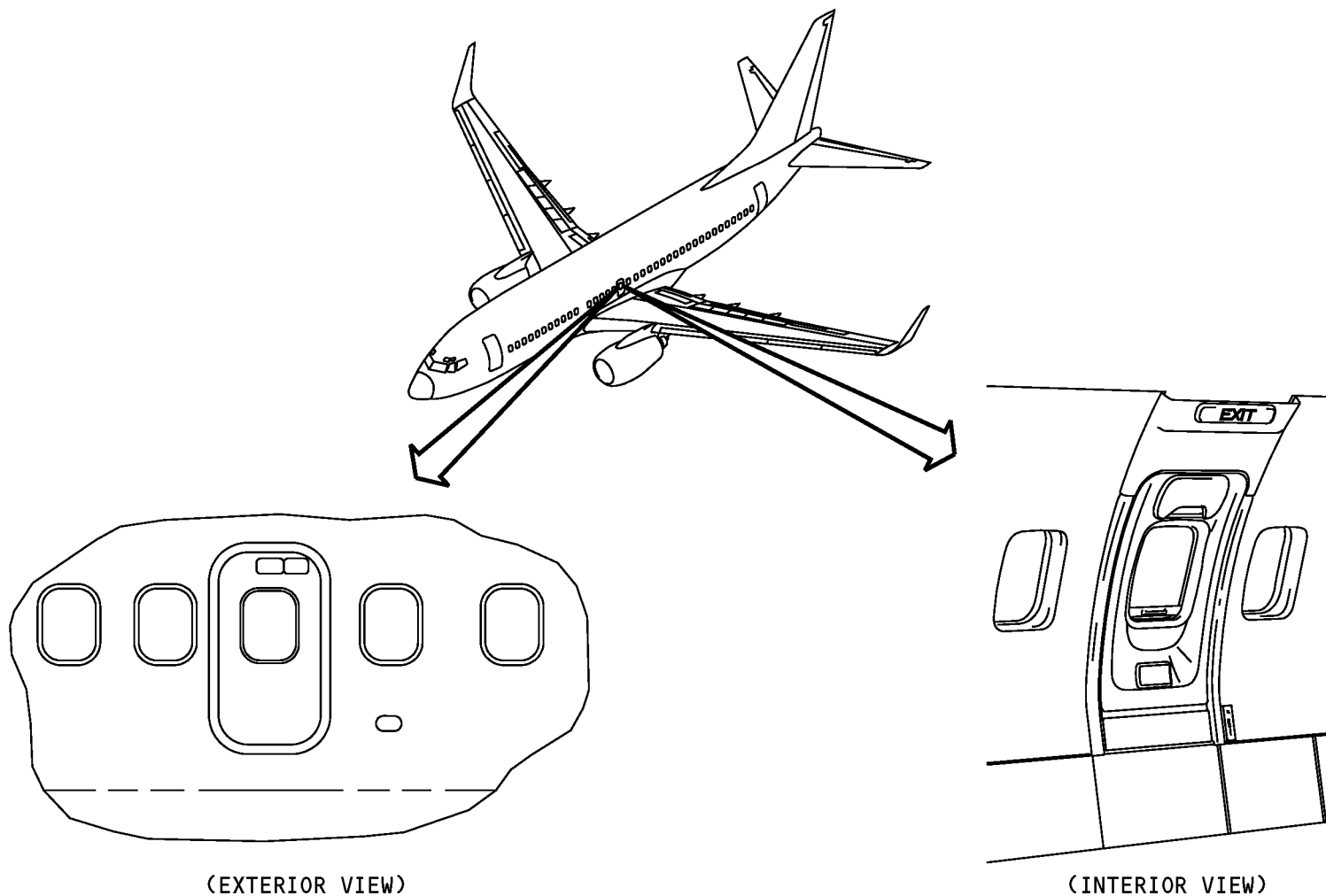
You can open the emergency exit door from inside or outside the airplane. The emergency exit doors operate with a spring loaded vent panel at the top of the hatch.

**EFFECTIVITY**  
**HAP ALL**

**52-22-00**

D633A101-HAP

Page 2  
Feb 15/2009



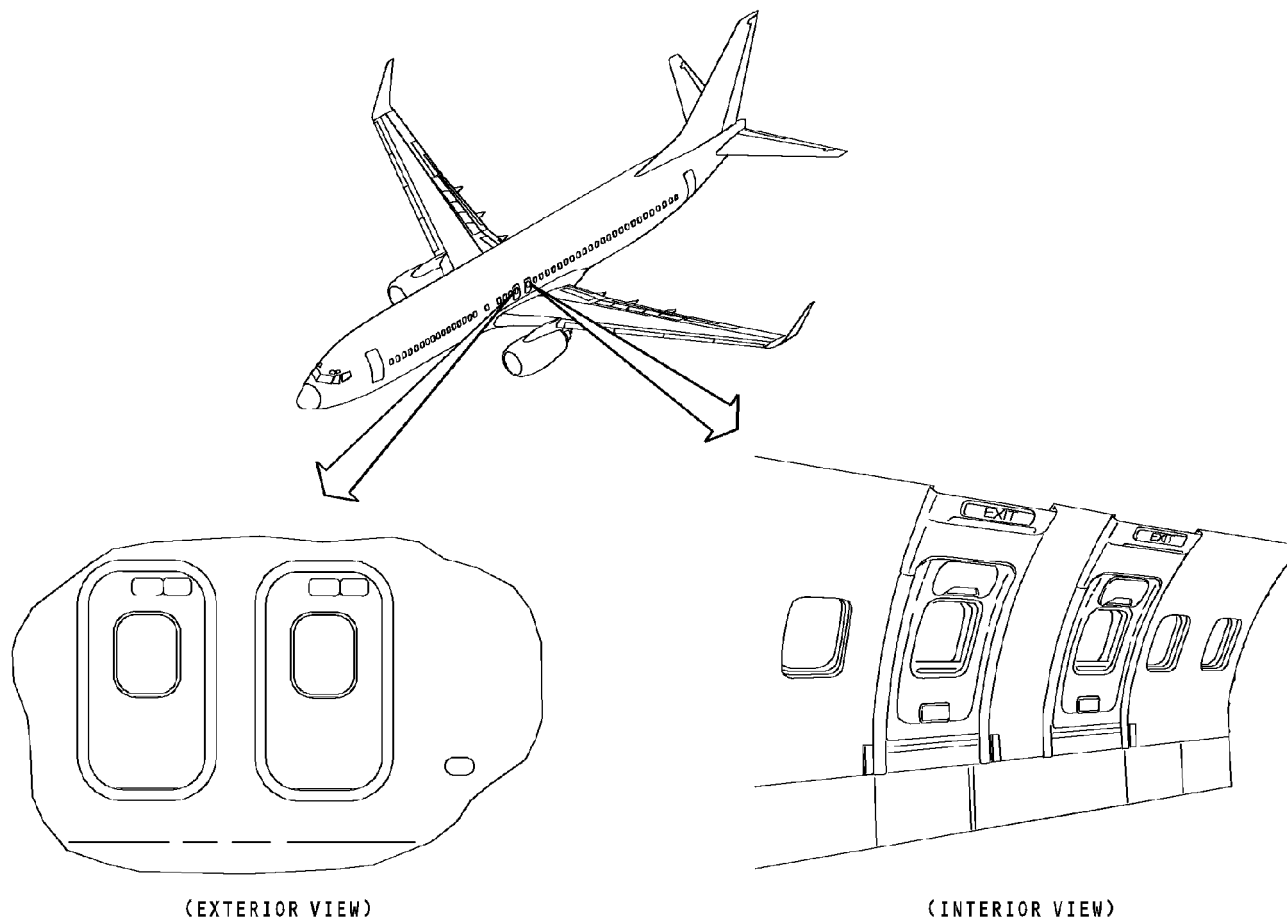
**DOORS - EMERGENCY EXIT DOOR - INTRODUCTION**

**EFFECTIVITY**  
HAP 101-999

**52-22-00**

D633A101-HAP

Page 3  
Feb 10/2007



## DOORS - EMERGENCY EXIT DOOR - INTRODUCTION

### EFFECTIVITY

HAP 001-013, 015-026, 028-054

**52-22-00**

D633A101-HAP

Page 4  
Feb 15/2009

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**52-22-00**

D633A101-HAP

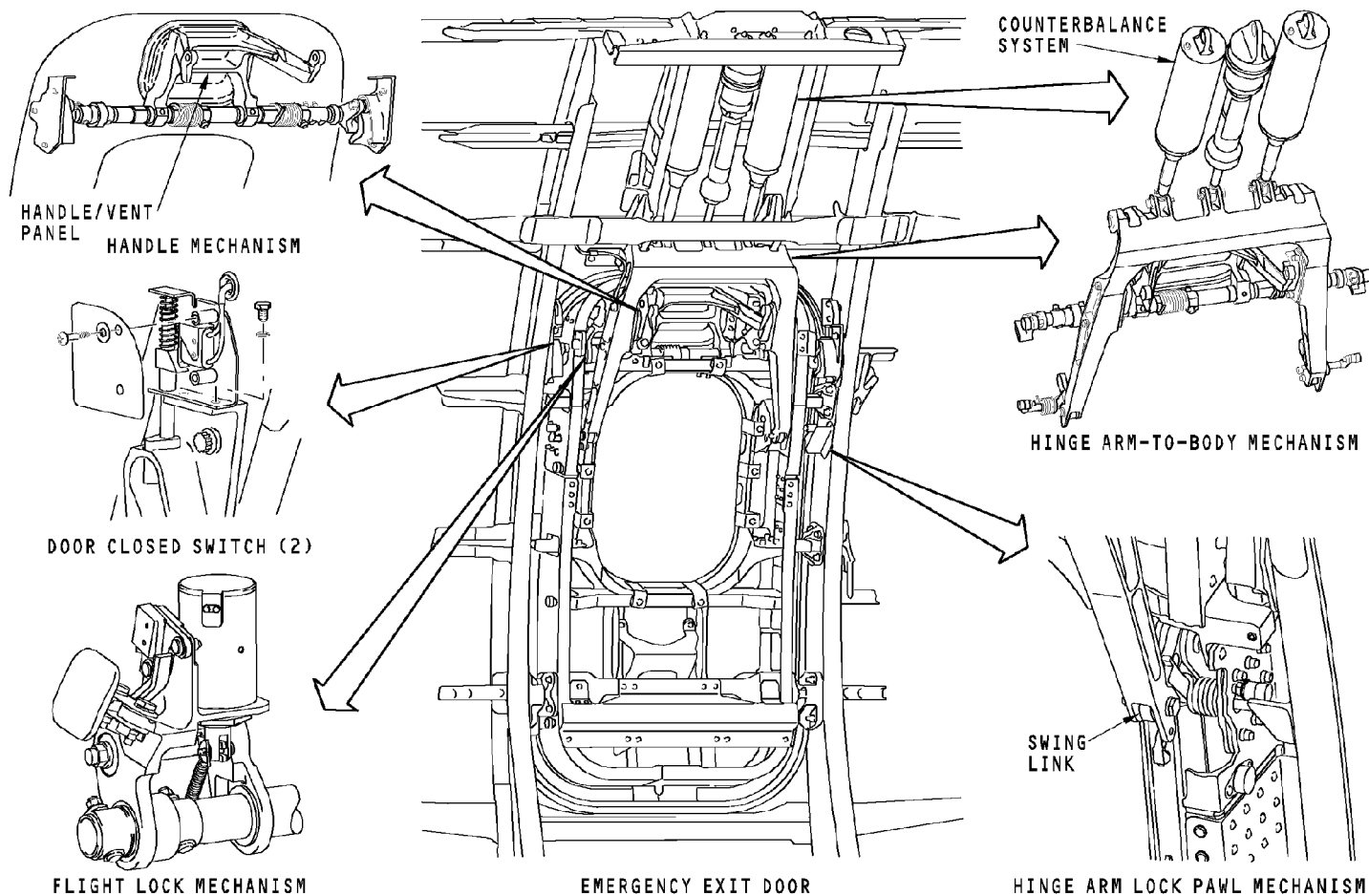
Page 5  
Feb 10/2007



**DOORS - EMERGENCY EXIT DOOR - COMPONENT LOCATION****General**

These are the emergency exit door components:

- Handle mechanism
- Hinge arm lock pawl mechanism
- Hinge arm-to-body mechanism
- Counterbalance mechanism
- Flight lock mechanism
- Two door closed switches.



**DOORS - EMERGENCY EXIT DOOR - COMPONENT LOCATION**

**EFFECTIVITY**  
**HAP ALL**

**52-22-00**

D633A101-HAP

Page 7  
Feb 10/2007

**DOORS - EMERGENCY EXIT DOOR - HANDLE MECHANISM****Purpose**

The handle mechanism holds the door closed when the airplane is not pressurized and opens the door when necessary.

The handle lets the operator open the door. When you pull the handle, the torque tube pulls the lock rollers out of the lock receiver. This causes the door to move inboard and down. This inboard and downward movement lets the door clear the stop fittings and open.

**General Description**

The handle mechanism consist of these components:

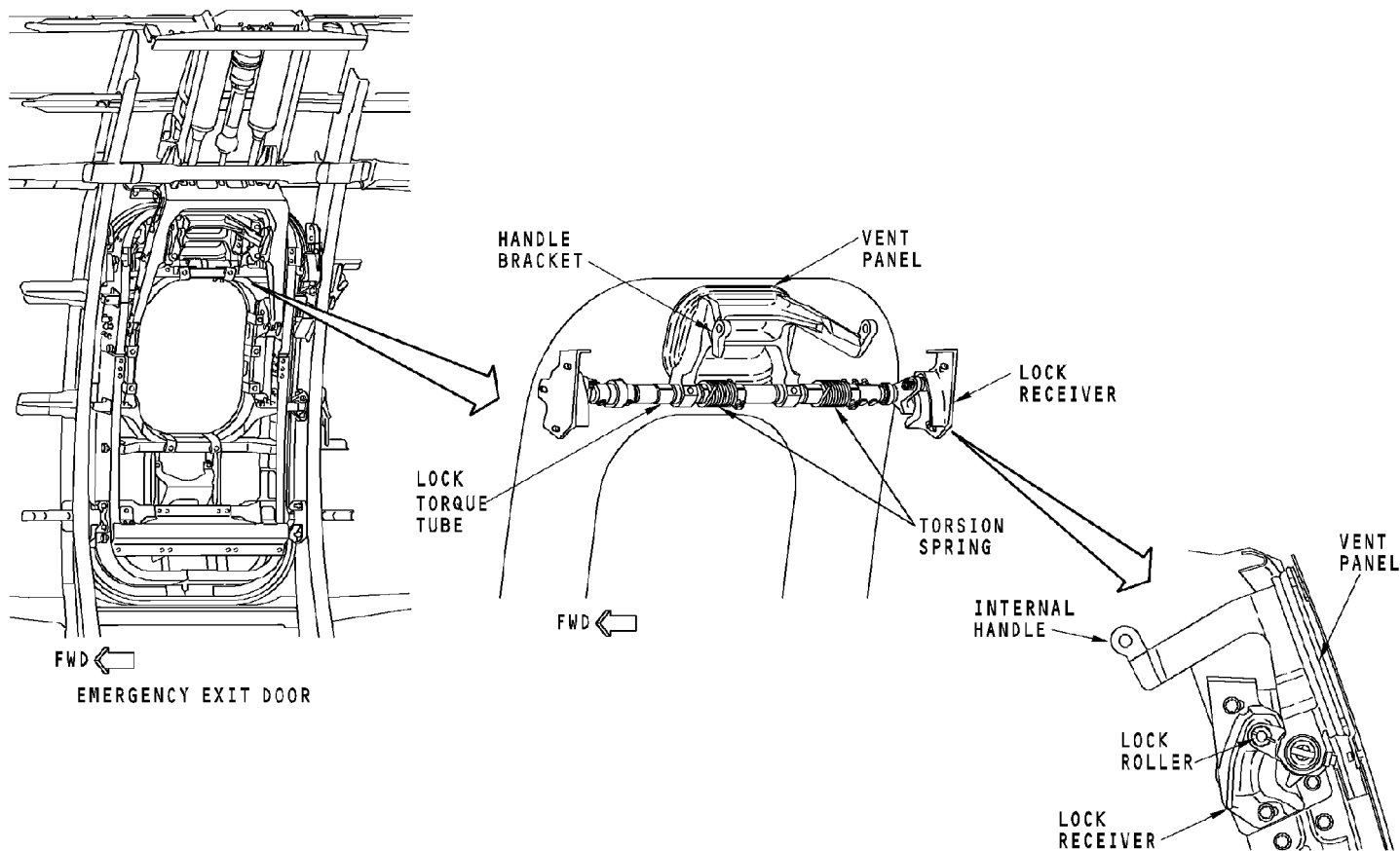
- Pressure vent panel
- A handle
- Locking mechanism.

**Pressure Vent Panel/Handle**

The pressure vent panel and the handle are combined. They turn at the same time around the same torque tube to open the emergency exit door.

When the cabin is pressurized, the pressure vent panel initially resists the operation of the handle. Cabin pressure must vent through the pressure vent panel before you can open the door.

The pressure vent panel and handle are spring-loaded to the close position.



**DOORS - EMERGENCY EXIT DOOR - HANDLE MECHANISM**

52-22-00-003

**EFFECTIVITY**  
**HAP ALL**

**52-22-00**

D633A101-HAP

Page 9  
Feb 10/2007

**DOORS - EMERGENCY EXIT DOOR - HINGE ARM LOCK PAWL MECHANISM****Purpose**

The hinge arm lock pawl mechanism latches the door in the open position.

**Location**

One lock pawl mechanism is on each side of the emergency exit door frame.

**General Description**

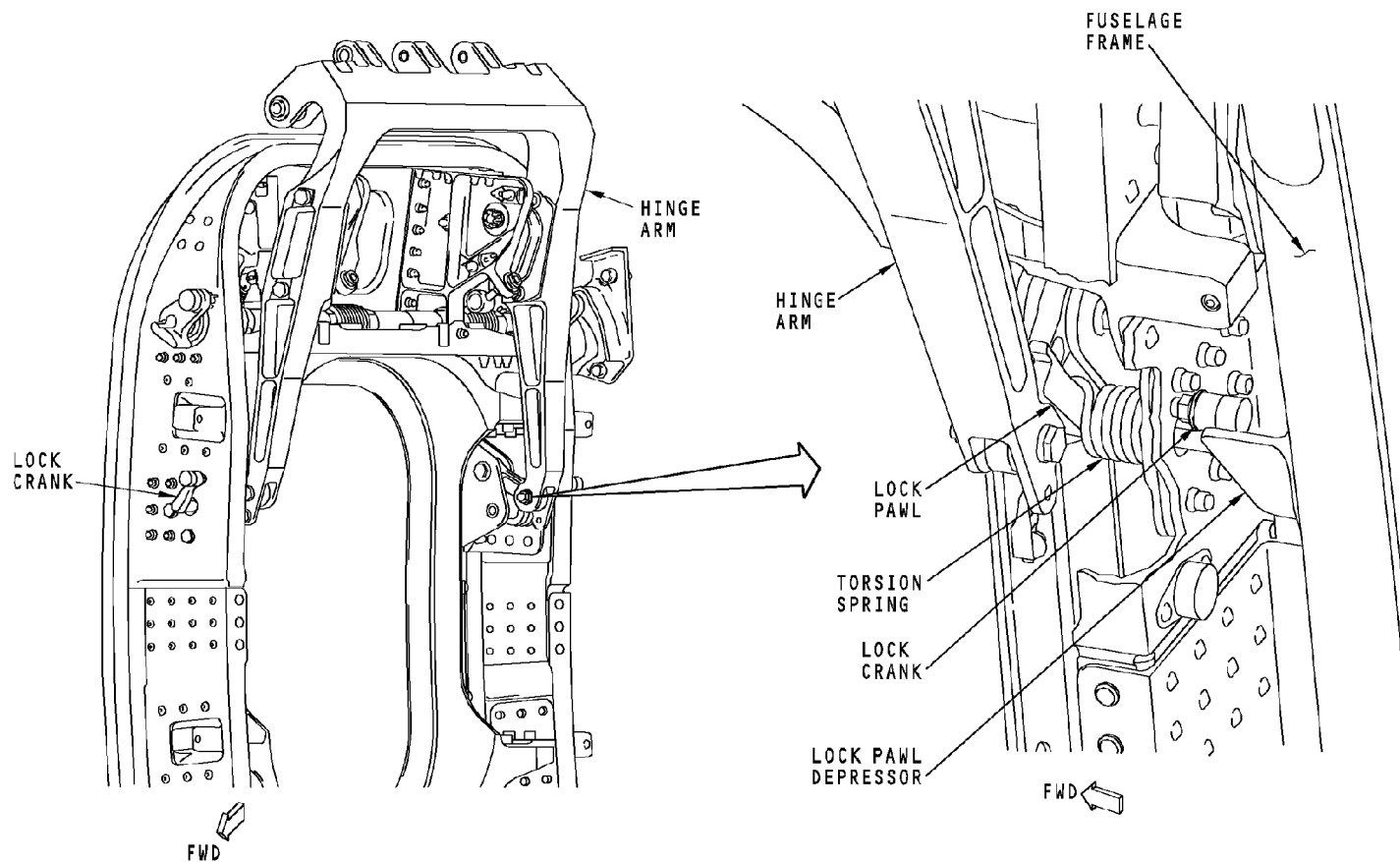
The hinge arm lock pawl mechanism has these components.

- Lock crank
- Lock pawl
- Lock pawl depressor
- Torsion spring.

The lock crank and the lock pawl work together to stabilize the door when it is open.

The lock pawl depressor prevents the lock pawl from engagement of the hinge arm before the door is fully open. This lets the hinge arm and door move freely between the latch and unlatch positions.

The torsion spring pushes the lock pawl to the lock position.



**DOORS - EMERGENCY EXIT DOOR - HINGE ARM LOCK PAWL MECHANISM**

**EFFECTIVITY**  
**HAP ALL**

**52-22-00**

D633A101-HAP

Page 11  
Feb 10/2007

## DOORS - EMERGENCY EXIT DOOR - HINGE ARM-TO-BODY MECHANISM

**Purpose**

The hinge arm lets the emergency exit door open and close.

**Location**

The hinge arm is on the upper half of the door.

**Description**

The hinge arm-to-body mechanism has these components.

- Hinge arm
- Swing links
- Hinge arm latch roller
- Hinge arm latch track.

The hinge arm connects the door to the fuselage structure. This gives the door an attachment point to turn while the door opens and closes.

The swing links attach to the lower section of the hinge arm. They let the door move about the hinge arm between the open and close positions.

The hinge arm rollers and hinge arm latch track work together to direct the door motion.

When the door opens and closes, the shape of the latch tracks controls the motion of the door. The door moves to properly engage or disengage the door pressure stops.

**Training Information Point**

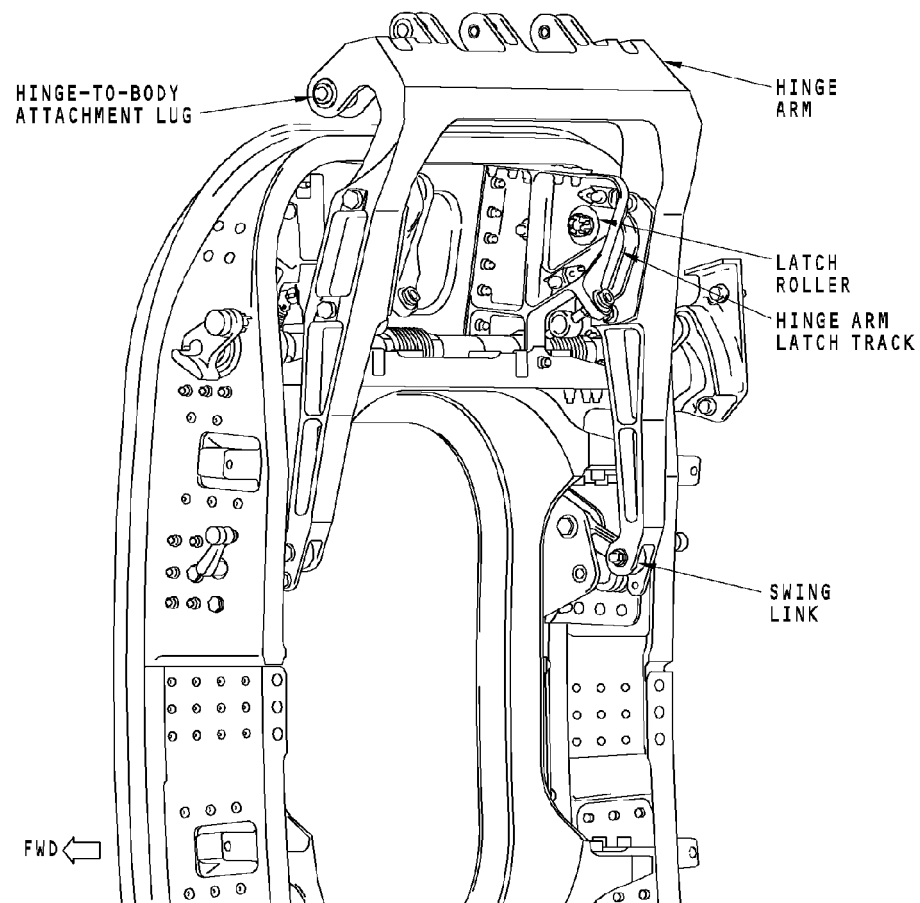
The adjustment screws and slotted plate on the two piece roller intercostals are for the door vertical adjustments between the door and hinge arm.

EFFECTIVITY  
HAP ALL

**52-22-00**

D633A101-HAP

Page 12  
Feb 10/2007



**DOORS - EMERGENCY EXIT DOOR - HINGE ARM-TO-BODY MECHANISM**

52-22-00-005

**EFFECTIVITY**  
**HAP ALL**

**52-22-00**

D633A101-HAP

Page 13  
Feb 10/2007



## DOORS - EMERGENCY EXIT DOOR - COUNTERBALANCE MECHANISM

### Purpose

The counterbalance mechanism turns the door and hinge arm to the full open position.

### Location

The counterbalance mechanism attaches to the top of the hinge arm and auxiliary sill structure.

### Description

The counterbalance mechanism has these components.

- Counterbalance assembly
- Hydraulic snubber.

The counterbalance assembly opens and keeps the door in the open position. An internal stop limits the range of travel in the open direction.

The hydraulic snubber limits the maximum angular velocity of the hinge arm when the door opens. The hydraulic snubber lets the door open in the required time.

When the door is opened, trapped fluid in the snubber cylinder is forced to the piston reservoir through an internal fixed orifice. The door is snubbed by this action. When the door is closed, the silicone fluid returns to the snubber cylinder through a check valve.

### Training Information Point

No special tools are necessary to install the counterbalance assembly.

Each counterbalance unit contains an integral travel stop that defines the extended position of the unit. The stop also is the stop for the door. A threaded adjustment at the end of each actuator is used to rig the door in the open position.

To prevent injury when you maintain or overhaul the unit, always use the proper tools. Disassembly is very difficult without the proper procedure and tools.

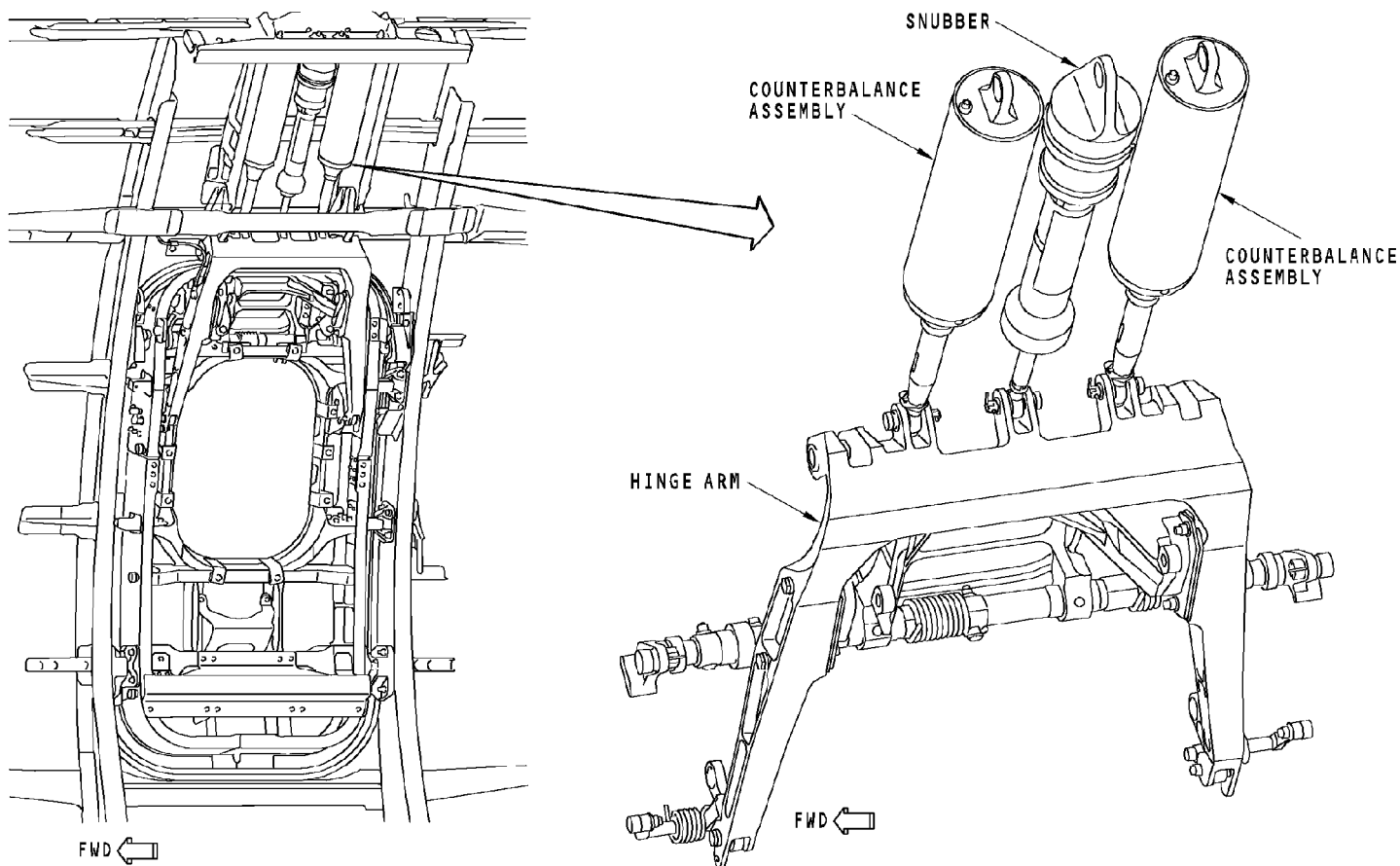
A warning placard on the surface of the unit will refer the operator to the correct section of the overhaul manual.

**EFFECTIVITY**  
**HAP ALL**

# 52-22-00

D633A101-HAP

Page 14  
Feb 10/2007



**DOORS - EMERGENCY EXIT DOOR - COUNTERBALANCE MECHANISM**

**EFFECTIVITY**  
**HAP ALL**

**52-22-00**

D633A101-HAP

Page 15  
Feb 10/2007

## DOORS - EMERGENCY EXIT DOOR - FLIGHT LOCK MECHANISM

**Propose**

The flight lock mechanism prevents the operation of the emergency door in flight.

**Location**

The flight lock mechanism for the right emergency exit doors is on the forward upper half of the door behind the hinge arm.

The flight lock mechanism for the left side emergency exit doors is on the aft upper half of the door behind the hinge arm.

**Physical Description**

The flight lock mechanism has these components.

- Flight lock solenoid
- Flight lock pawl
- Support bracket
- Lock torque tube.

**Operation**

The flight lock mechanism automatically activates on takeoff roll. This prevents operation of the door handle in low differential pressure and in unpressurized flight.

During takeoff roll, 28v dc goes to the door flight lock solenoid to retract the plunger.

The flight lock solenoid plunger is connected to the flight lock pawl shaft. When the lock pawl shaft turns, it engages the pawl with the lock torque tube.

The lock torque tube can not move to the unlock position.

During the landing roll, the flight lock solenoid is de-energized. This lets a tension spring unlock the flight lock mechanism.

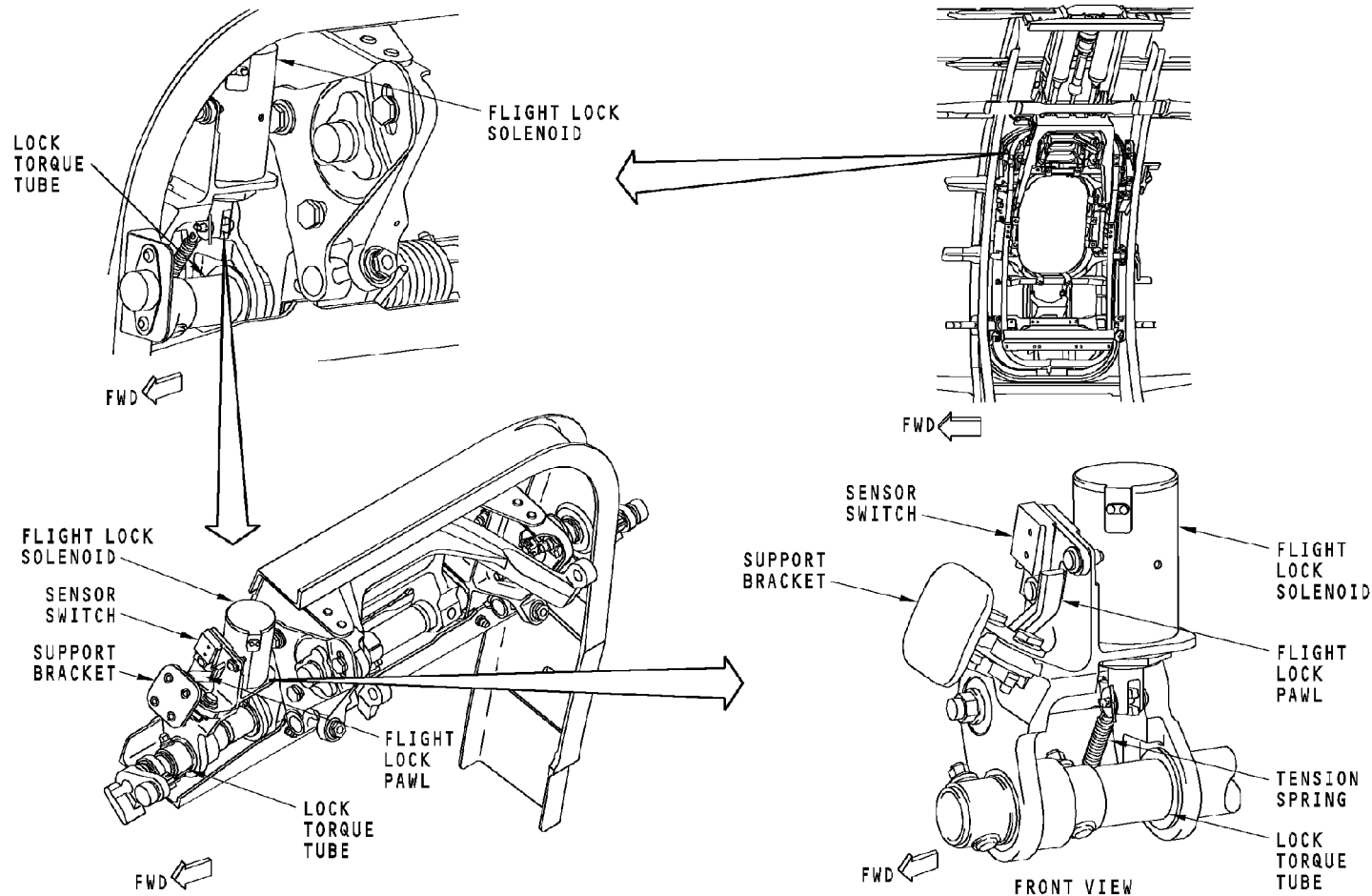
The tension spring gives a fail safe function. It makes sure that the flight lock pawl goes to the unlock position when electric power is not available.

EFFECTIVITY  
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**52-22-00**

D633A101-HAP

Page 16  
Feb 10/2007



**DOORS - EMERGENCY EXIT DOOR - FLIGHT LOCK MECHANISM**

**EFFECTIVITY**  
**HAP ALL**

**52-22-00**

D633A101-HAP

Page 17  
Feb 10/2007

**DOORS - EMERGENCY EXIT DOOR - FLIGHT LOCK MECHANISM - FUNCTIONAL DESCRIPTION****Purpose**

The flight lock solenoid energizes to make sure the emergency exit door does not open during takeoff and in flight.

**Functional Description**

The proximity switch electronics unit energizes the flight lock relay (R742) when these conditions occur:

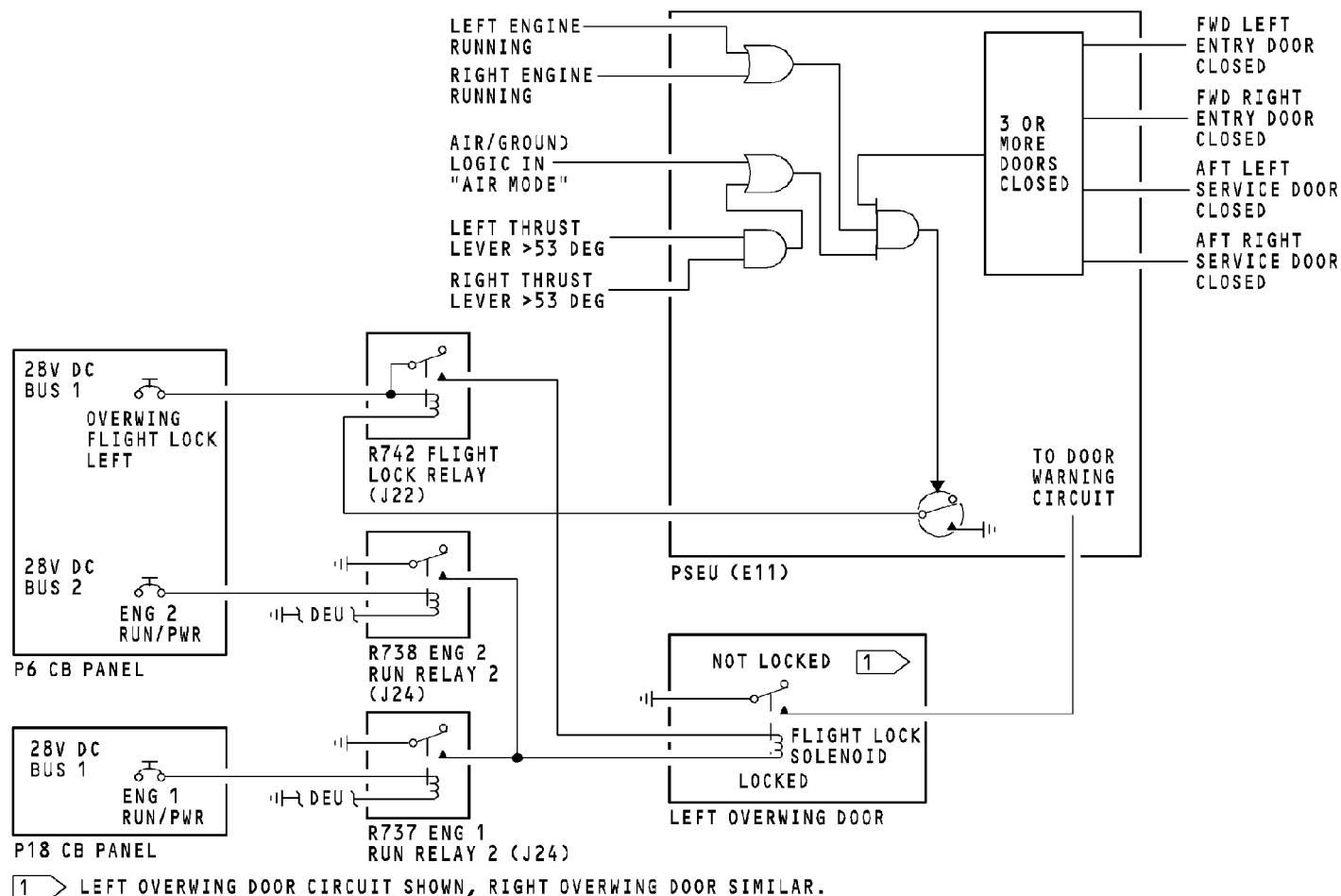
- Three or more of the entry/service doors are closed
- Either engine is running
- Air ground logic is in the AIR MODE or both the left and right thrust levers are advanced more than 53 degrees.

When R737 engine 1 run relay 2 or R738 engine 2 run relay 2 is energized, the flight lock solenoid energizes and locks the emergency exit door.

**Training Information Point**

The engine running signal is sent from the display electronic unit (DEU). An engine running signal is sent when these conditions occur:

- The engine start lever is in idle
- The electronic engine control (EEC) discrete is set to RUN or N2 > 50% (if the digital data bus is invalid).



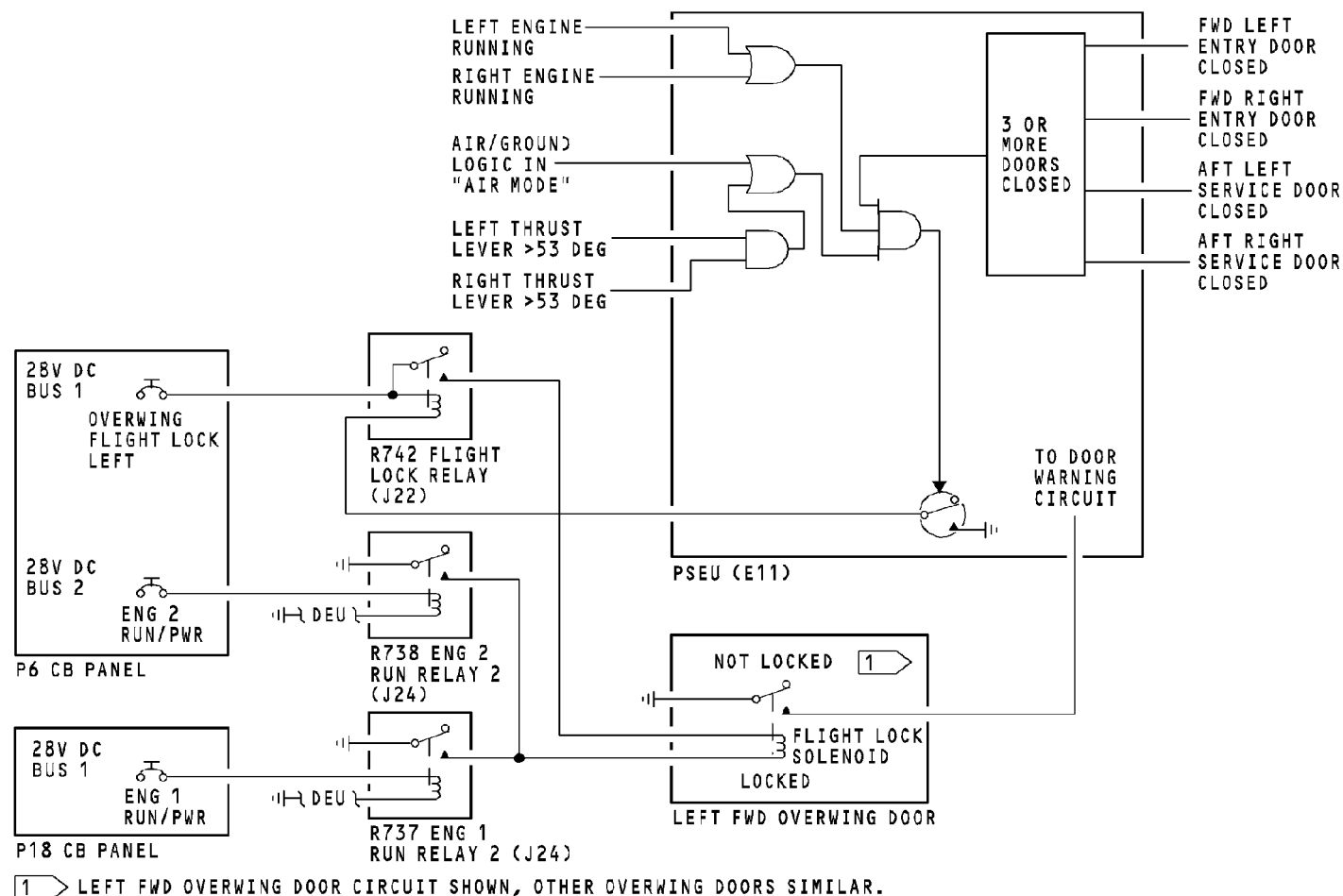
**DOORS - EMERGENCY EXIT DOOR - FLIGHT LOCK MECHANISM - FUNCTIONAL DESCRIPTION**

**EFFECTIVITY**  
HAP 101-999

**52-22-00**

D633A101-HAP

Page 19  
Feb 10/2007



## DOORS - EMERGENCY EXIT DOOR - FLIGHT LOCK MECHANISM - FUNCTIONAL DESCRIPTION

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HAP 001-013, 015-026, 028-054

# 52-22-00

D633A101-HAP

Page 20  
Feb 15/2009

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**52-22-00**

D633A101-HAP

Page 21  
Feb 10/2007



## DOORS - EMERGENCY EXIT DOOR - DOOR OPEN OPERATION

**Operation**

To open the door from the inside, you must pull the handle down to start the door open sequence.

These are the steps of the door open sequence.

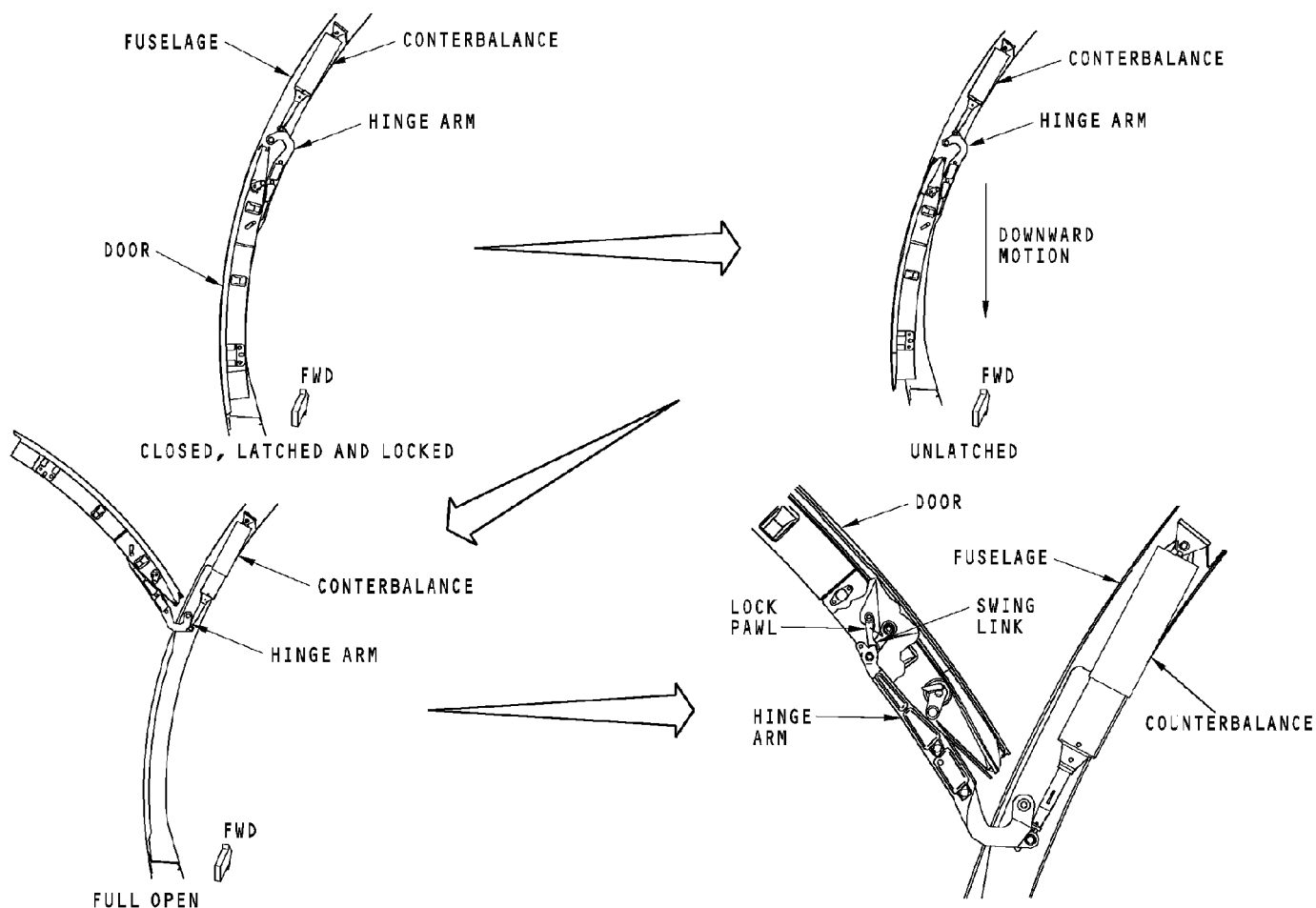
- The latch rollers travel down the latch receivers
- The door travels inboard and downward to clear the stop fittings
- The counterbalance assemblies are free to turn the door out of the fuselage cutout
- The door continues to turn from close to open position, the door opens approximately 125 degrees around the fixed hinge line
- The hinge arm lock pawl locks when the door is fully open.

To open the door from the outside, push the vent panel inward to start the sequence.

The door operation is automatic after the initial handle/vent panel rotation.

**Training Information Point**

If you open the door from the outside of the airplane, brace your knee against the door to prevent injury.



**DOORS - EMERGENCY EXIT DOOR - DOOR OPEN OPERATION**

**EFFECTIVITY**  
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**52-22-00**

D633A101-HAP

Page 23  
Feb 10/2007

**DOORS - EMERGENCY EXIT DOOR - DOOR CLOSE OPERATION****Operation**

To close the door, remove the strap cover from the lower door lining and pull down on the assist strap.

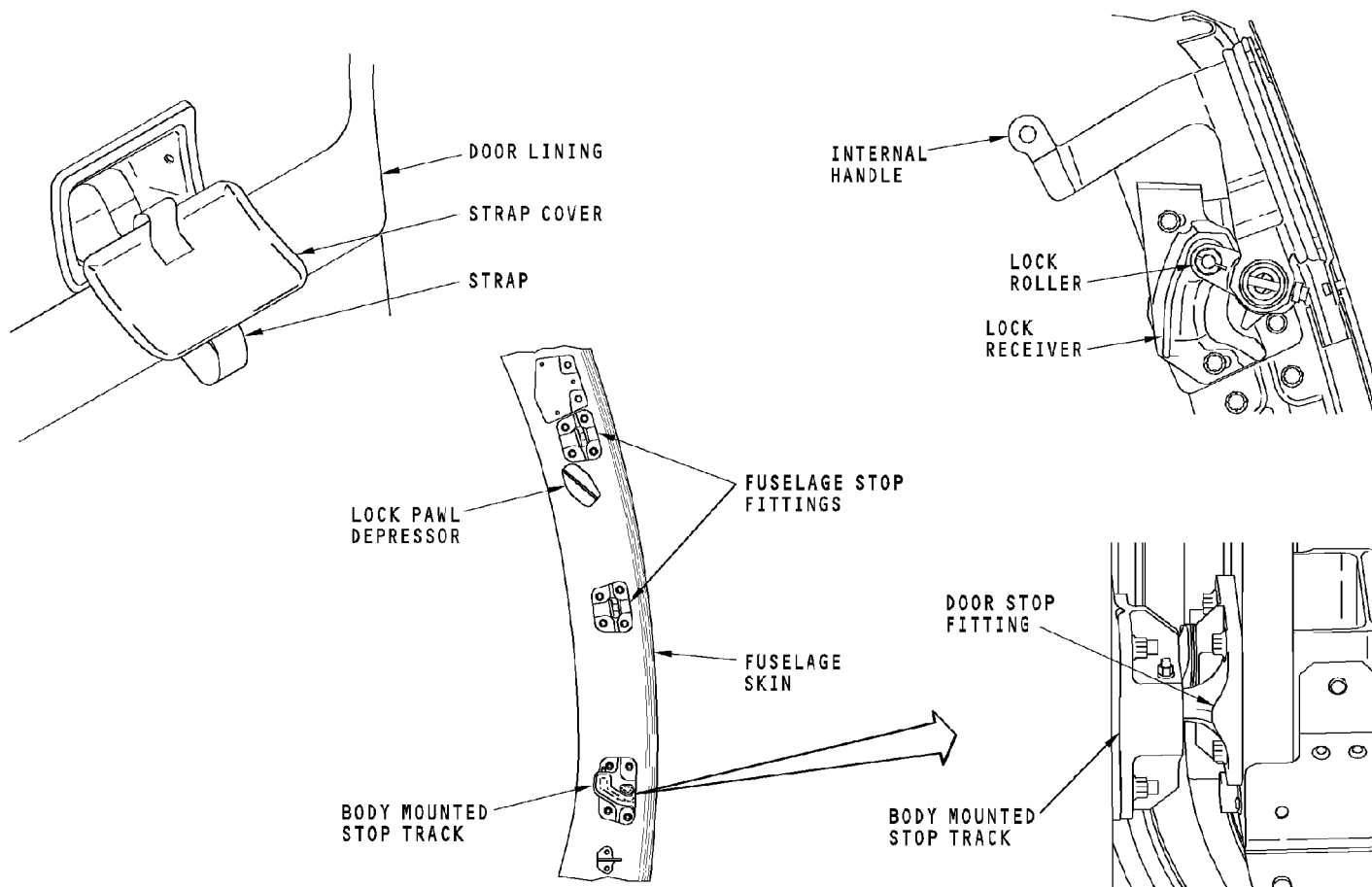
As the door starts to go into the cutout, pull the interior handle down. This aligns the lock rollers with lock receivers. When the door touches the cutout, the interior handle stays in the down position.

Both hands are necessary for the final movement of the door. Pull the strap inward and upward to move the door behind the door stops.

On the final pull up, the door handle latches closed. Replace the clear handle cover over the handle. Make sure the control cabin indication light goes out.

**Training Information Point**

Keep your face away from the interior door handle on the final pull to avoid injury.



**DOORS - EMERGENCY EXIT DOOR - DOOR CLOSE OPERATION**

52-22-00-009

**EFFECTIVITY**  
**HAP ALL**

**52-22-00**

D633A101-HAP

Page 25  
Feb 10/2007

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**52-30-00**

D633A101-HAP

Page 1  
Oct 10/2002

## DOORS - CARGO - INTRODUCTION

**Location**

The cargo compartment doors are on the right side of the fuselage, on the lower lobe, forward and aft of the wing.

**General Description**

These are the two cargo doors:

- Forward cargo door
- Aft cargo door.

The doors are similar in shape, design, and operation, but they are slightly different in size.

The doors are plug-type. They open inward, and hinge at the top. Seals around the door edge and door handle shaft prevent pressurization loss.

You operate the doors manually. This may be done from outside of the airplane or from inside the cargo compartment. A counter balance inside the door reduces the effort necessary to lift the door. An uplock detent in the counter balance mechanism holds the door in the fully open position. A door snubber makes sure the door does not fall quickly if the counter balance mechanism fails.

A manual strap device in the cargo compartment ceiling can be used to hold the door in the fully open position.

A bungee lanyard with a soft-grip handle on the door makes it easy to lower the door.

**Door Warning**

The cargo doors have an interface with the door warning system. Each door has a switch on its latch mechanism, and a warning light on the P5 forward overhead panel.

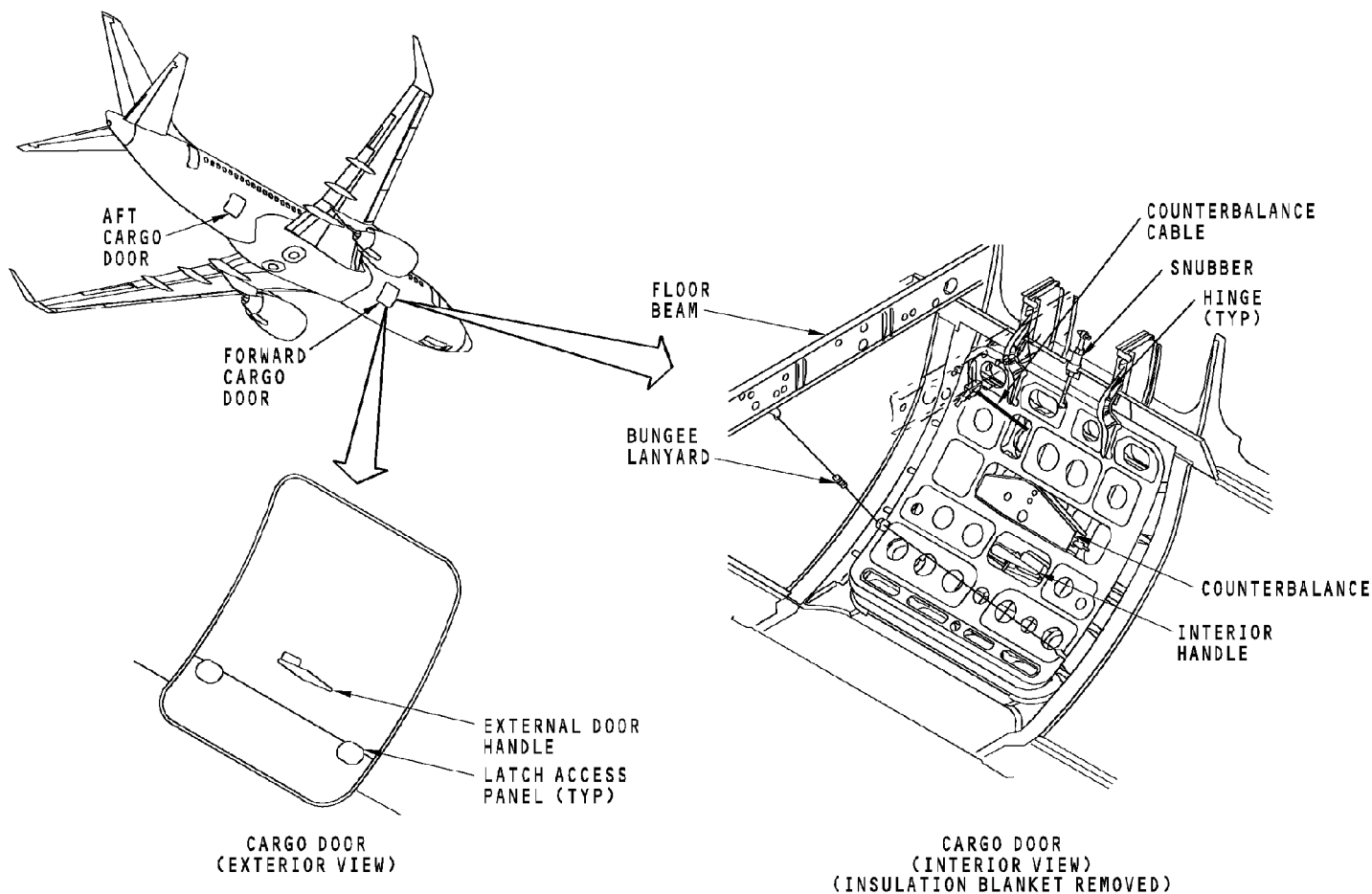
**Access Panels and Liners**

Two panels on the exterior door skin give access to the door latch mechanisms. Through these panels, you can open the door if the handle mechanism fails.

An interior insulation blanket on the door does these things:

- Protects the door internal components
- Reduces noise and thermal transmission.

Removal of the door insulation and access panels gives access to the door internal components. This is for inspection, lubrication, and service of the internal components.



**DOORS - CARGO - INTRODUCTION**

**EFFECTIVITY**  
**HAP ALL**

**52-30-00**

D633A101-HAP

Page 3  
Oct 10/2004

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**52-30-00**

D633A101-HAP

Page 4  
Oct 10/2004



**DOORS - CARGO - COMPONENTS****General**

These are the cargo door components:

- Door liner
- Hinges
- Door handle mechanisms
- Door warning switch
- Counter balance
- Snubber
- Bungee lanyard
- Door seals.

**Door Liner**

The door liner protects the internal components of the door. It also reduces noise and heat transmission. Access panels in the liner give access for inspection, service, and lubrication of the door mechanisms.

**Hinges**

Two hinges on the upper edge of the door do these things:

- Give pivotal structural support of the upper edge of the door
- Limit the deflection of the door when the airplane is pressurized.

**Door Handle Mechanism**

There are two handles for operation of the door. They engage the door latch mechanisms. The interior handle projects beyond the inboard door liner and is in constant engagement with a handle shaft. The exterior handle is spring loaded into a faired recess on the door skin. The exterior handle engages the handle shaft with a spline when you pull the handle out of the recess.

The handle shaft transmits the motion to the latch torque tube with a control rod. The torque tube turns the latch roller arms into the roller fittings on the door frame.

The latch fittings are overcenter devices that hold the door closed when the plane is unpressurized.

**Door Warning Switch**

Each cargo door has a pin-type microswitch on one of its latch fittings. The switches do these things:

- Supply ground discrete signals to the door warning system when the doors are closed and latched. This causes the warning light (FWD CARGO or AFT CARGO) on P5 forward overhead panel to go out
- Supply ground discrete signals to the cargo compartment light system. When the doors are closed and latched, the cargo compartment lights go out.

## DOORS - CARGO - COMPONENTS

**Centering Devices**

Centering rollers in the door frame align the door between door pads as the door closes. This closely aligns the stop fittings between the door and frame.

**Stop Fittings**

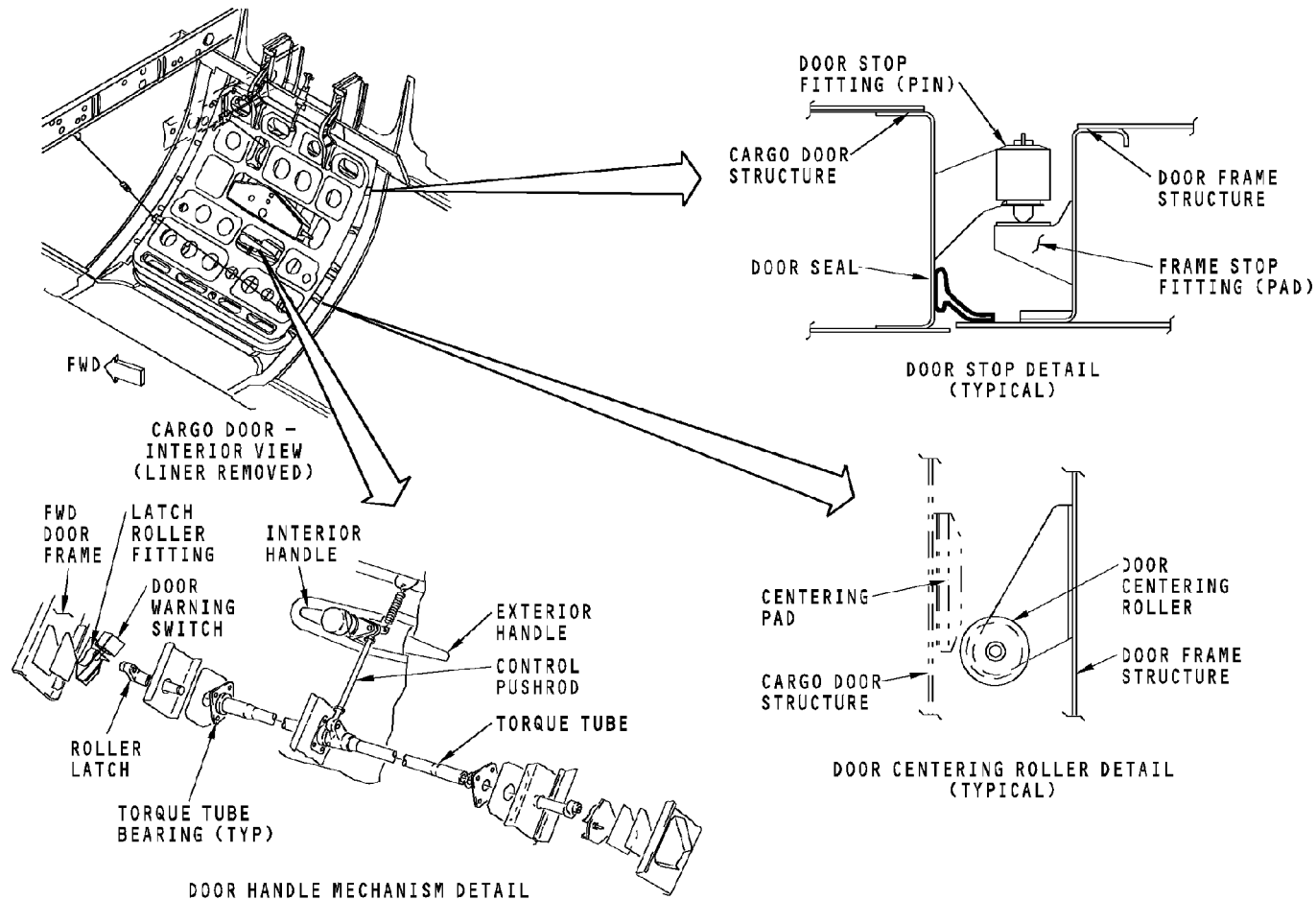
When the airplane is unpressurized, the latch mechanisms hold the door closed. In the unpressurized condition, there is a slight clearance between the stop pin and their pressure pads.

Pressurization of the airplane causes the door to move outboard slightly. This causes these things to happen:

- The stop pins seat on their pads, and transmit door pressure loads to the airplane structure
- The latch roller mechanisms are unloaded
- The pressure seals deflect fully.

**Seals**

Seals around the door edges and handle shaft prevent pressure loss.



**DOORS - CARGO - COMPONENTS**

**EFFECTIVITY**  
**HAP ALL**

**52-30-00**

D633A101-HAP

Page 7  
Feb 10/2003

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**52-30-00**

D633A101-HAP

Page 8  
Oct 10/2002

## DOORS - CARGO - COUNTERBALANCE MECHANISM

### Purpose

The cargo door counterbalance does these things:

- Reduces the force required to lift the cargo door to the open position
- Holds the cargo door up in the fully open position.

### Location

The counterbalance mechanism main assembly is inside the door structure. Remove the door liner and insulation to get access to the main counterbalance assembly.

The counterbalance cable runs from the main assembly to a door pulley, and then to a ceiling bracket. The ceiling bracket attaches to aircraft primary structure.

### General Description

The counterbalance is a spring-loaded mechanical device that offsets the weight of the door.

The main counterbalance assembly and cable pulley are on the door structure. The counterbalance attaches to a cargo compartment ceiling bracket with a cable.

The main assembly has these parts:

- An assembly frame

- A spring-loaded roller
- An idler crank
- A cam with a roller track
- A cable drum and cable.

When the door is closed, the spring-loaded roller is compressed and on high cam (on the cam nose).

The spring force extends the roller. This action causes the cam to turn.

The cam turns on a shaft that is common to the cable drum. When the cam turns, the cable drum also turns.

As the cable drum turns, it retrieves (pulls in) a cable. The cable runs through a pulley to a ceiling bracket in the cargo compartment. As the cable shortens by the winding action of the cable drum, it lifts the door.

An uplock detent in the cam track holds the door in the fully open position. The door stays in the open position until you pull downward on the bungee lanyard to close the door.

A nut on the ceiling bracket end of the cable adjusts the cable (to take up cable stretch).

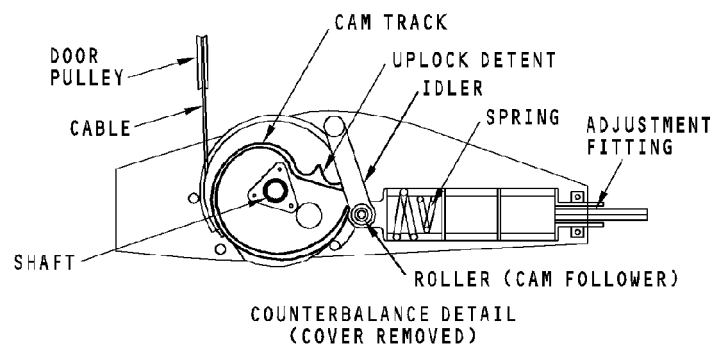
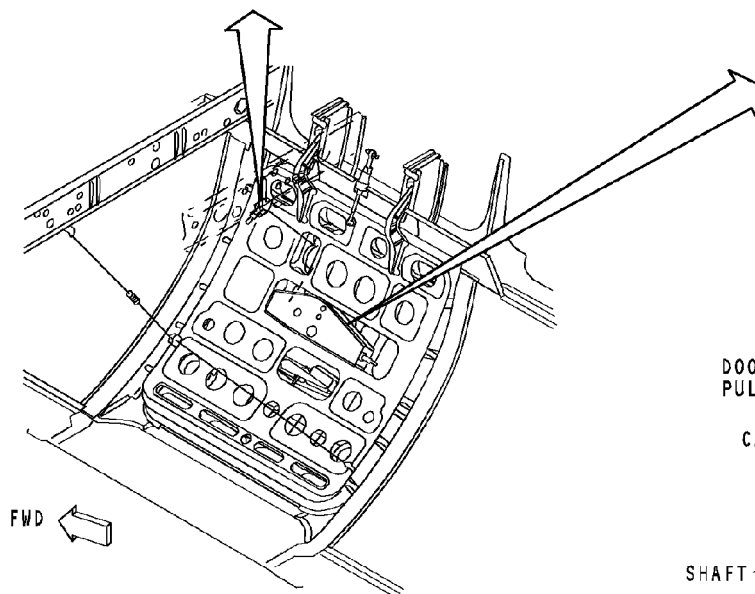
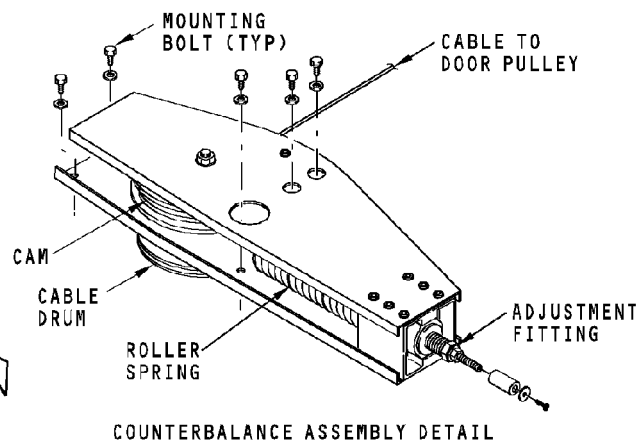
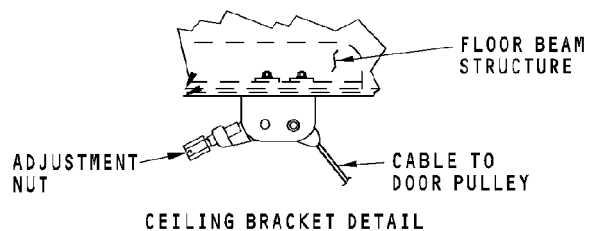
## DOORS - CARGO - COUNTERBALANCE MECHANISM

**Training Information Point**

The entire threads of the adjustment fitting should engage the spring-loaded roller rod. If the thread engagement is not sufficient, the spring force can strip the fitting threads. This would cause the fitting to fly off the end of the rod with a great force.

Secure the baggage in the cargo compartments with the cargo nets and/or inner cargo panel door properly. This will keep the baggage from contact with the door and its mechanisms.

If loose baggage contacts the door cable, it can cause the cable to come out of the door pulley. This can jam the counterbalance mechanism. If you must free such a jam and return the cable to the pulley, be careful. The counterbalance can remove the cable slack very quickly and with great force.



**DOORS - CARGO - COUNTERBALANCE MECHANISM**

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**EFFECTIVITY**  
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**52-30-00**

D633A101-HAP

Page 11  
Feb 10/2003

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**52-30-00**

D633A101-HAP

Page 12  
Oct 10/2002



**DOORS - CARGO - OPERATION****General Description**

You open and close the cargo door manually. The door has hinges on their upper edge, and swings open in a upward and inward motion. A counterbalance mechanism in the door helps lift the door and holds it in an uplock position.

You can open the door from inside or outside of the cargo compartment.

**Exterior Operation**

To open the cargo door from outside the airplane, pull the handle fully out of its recess and turn the handle counterclockwise. This disengages the door latch mechanisms. The door then moves inboard by the action of the counterbalance mechanism. When the door is free of the latch mechanisms, return the handle to its recess. When you begin to push the door open, the door counterbalance will lift the door to the fully open position and hold it there.

An adjustable nylon safety strap is on the ceiling of the cargo compartment. You can use it to hold the cargo door in the open position if necessary.

Before you close the door from outside of the airplane, examine these things:

- The cargo nets should be secure to prevent cargo from contact with the door components

- The door frame should be clear of obstruction.

To close the door, do these steps:

- Pull the soft-grip bungee lanyard at the forward edge of the door. This will pull the door out of uplock and lower the door until you can reach the handle.
- When you have the handle, release the lanyard and the bungee will retract it back into the cargo compartment.
- Turn the handle counterclockwise so that the door latch rollers will enter their latch tracks.
- Pull the door to the closed position with the handle.
- Turn the handle clockwise to fully close and latch the door.
- Return the handle to its recess.

**Interior Operation**

You can open and close the cargo doors from inside the cargo compartments. The interior handle is not retractable. The procedure is similar, except you turn the inside handle clockwise to unlatch the door and counterclockwise to latch the door.

**Training Information Point**

A switch on the forward door latch mechanism causes the P5 door warning light to come on (unlatched) or go off (latched).

Properly secure the baggage in the cargo compartments with the cargo nets and other cargo restraints. This will keep the baggage from contact with the door and it's mechanisms.



DOORS - CARGO - OPERATION

The forces required to operate the door are not great. If a door is difficult to operate, the door may be jammed by loose cargo or there may be a malfunction of a door component.

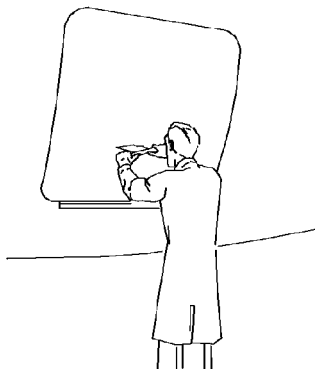
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HAP ALL

**52-30-00**

D633A101-HAP

Page 14  
Oct 10/2002



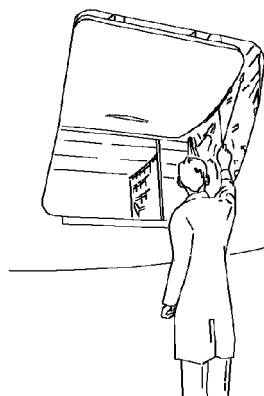
UNLATCH THE DOOR



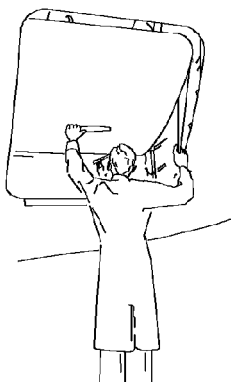
PUSH THE DOOR OPEN



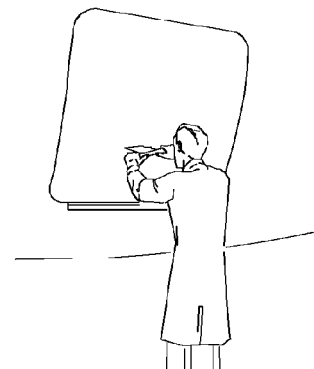
DOOR FULLY OPEN  
(UNLOCK)



LOWER THE DOOR WITH  
BUNGEE LANYARD



PULL THE DOOR CLOSED  
WITH THE HANDLE



LATCH THE DOOR

**DOORS - CARGO - OPERATION**

**EFFECTIVITY**  
**HAP ALL**

**52-30-00**

D633A101-HAP

Page 15  
Feb 10/2003

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**52-40-00**

D633A101-HAP

Page 1  
Oct 10/2002

## DOORS - SERVICE - GENERAL DESCRIPTION

### Purpose

The miscellaneous exterior service doors give access to areas with components that require regular servicing.

### IDG Oil Reservoir Access Door

The IDG oil reservoir access door is on the left forward engine fan cowl. It gives access to the IDG oil reservoir and sight gage.

### Ground Air Conditioning Access Door

The ground air conditioning access door is on the lower fuselage centerline, forward of the air conditioning bay doors.

### Waste Service Panel

The waste service panel is on the aft, lower left surface of the fuselage. It gives access to the lavatory drain outlet, drain valve handle, and rinse fitting.

### Section 48 Access and Blowout Door

The section 48 access and blowout door is on the left side of the lower fuselage, aft of the aft pressure bulkhead. It hinges open downward to give access to the section 48 components.

The door has a spring-loaded latch system. This protects the empennage structure if the aft pressure bulkhead fails. The door latch will open when a load of 52-68 pounds is put on the inside of the door.

### Engine Oil Tank Access Door

The engine oil tank access door is on the right forward engine fan cowl. It gives access to the engine oil tank filler cap and sight glass.

### External Power Receptacle Door

The external power receptacle door is on the lower right fuselage, forward of the nose wheel well. It gives access to the external power receptacle and panel. The door also gives access to the nose wheel well light switch.

### Center Fuel Tank Sump Access Door

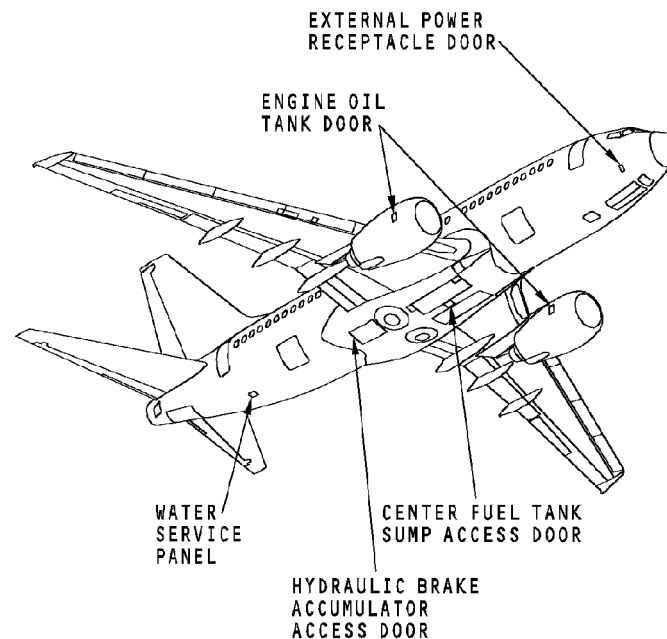
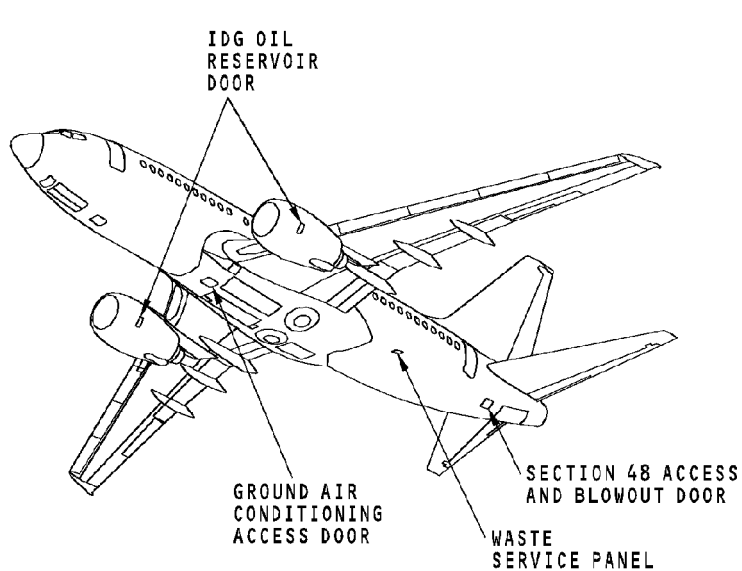
The center fuel tank sump access door is on the keel beam between the air conditioning pack bays. It gives access to the center fuel tank sump valve.

### Hydraulic Brake Accumulator Access Door

The hydraulic brake accumulator access door is aft of the right main landing gear wheel well. It gives access to the hydraulic brake accumulator and the standby hydraulic pump components.

### Water Service Panel

The water service panel is on the aft, lower right surface of the fuselage. It gives access to the potable water system valve handles and fill fitting.



**DOORS - SERVICE - GENERAL DESCRIPTION**

**EFFECTIVITY**  
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**52-40-00**

D633A101-HAP

Page 3  
Feb 10/2003

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**52-40-00**

D633A101-HAP

Page 4  
Oct 10/2002

## DOORS - SERVICE - FORWARD ACCESS DOOR

### Location

The forward equipment compartment access door is forward of the nose wheel well.

### General Description

The door is a plug type door. It hinges on its aft edge and swings open upward, into the fuselage.

The door structure is an aluminum casting. A continuous seal around the door prevents loss of cabin pressure. Pressure loads transmit from the door to the door frame by stop pins and pads.

Two hinge arms on the door extend aft to engage hinge fittings on the nose wheel well forward bulkhead.

A guide pin on the forward edge of the door aligns the door as it closes.

The door latch mechanism holds the door closed, and has these parts:

- Spring-loaded handle with a push-button release
- Handle shaft and link
- Latch pin plunger.

### Operation

The handle fairs with the door skin. Push on the button marked PUSH, and the handle extends from spring force.

Turn the handle counterclockwise and the latch pin retracts from its boss. This unlatches the door. You can then push the door open. A spring-loaded catch that engages the left side of the door holds the door fully open. When the door is open, you can turn the handle clockwise and push it into its recess.

When you close the door, you must extend the handle and turn it counterclockwise to retract the latch pin. This allows the door to seat in its frame. When the door is closed, it latches with a clockwise turn of the handle. This forces the latch pin into the frame boss. When the door is closed and latched, push the handle back into its recess.

### Operational Displays

The forward equipment compartment access door has an interface with the door warning system. It shares the P5 panel EQUIP door warning light with the EE compartment external access door.

When the door is not latched, the latch pin does not push on the door warning microswitch. The switch closes and the P5 panel EQUIP door warning light comes on.





DOORS - SERVICE - FORWARD ACCESS DOOR

When the door latches, the latch pin enters the frame boss and opens the door warning microswitch. This removes the ground from the light.

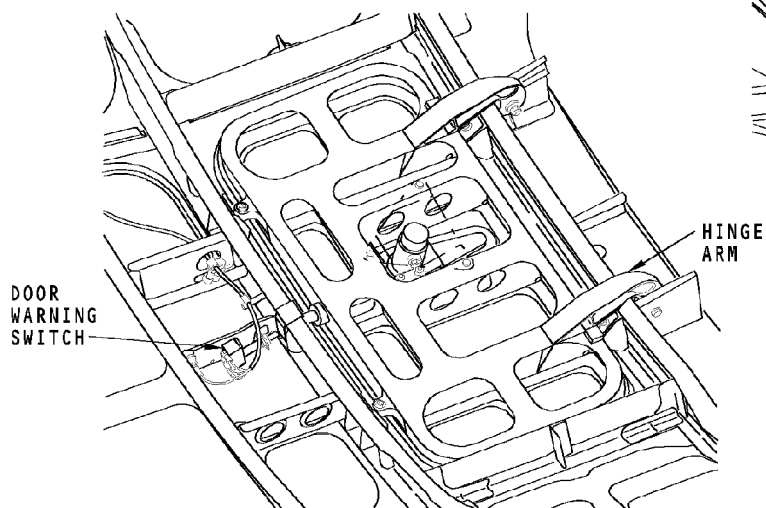
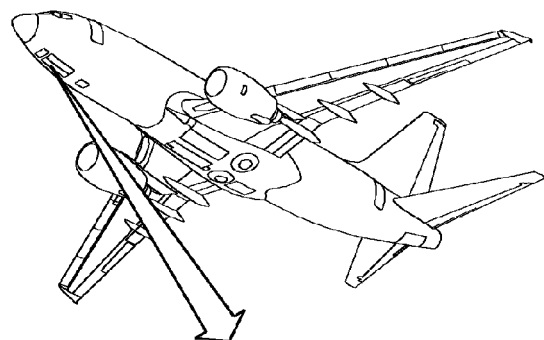
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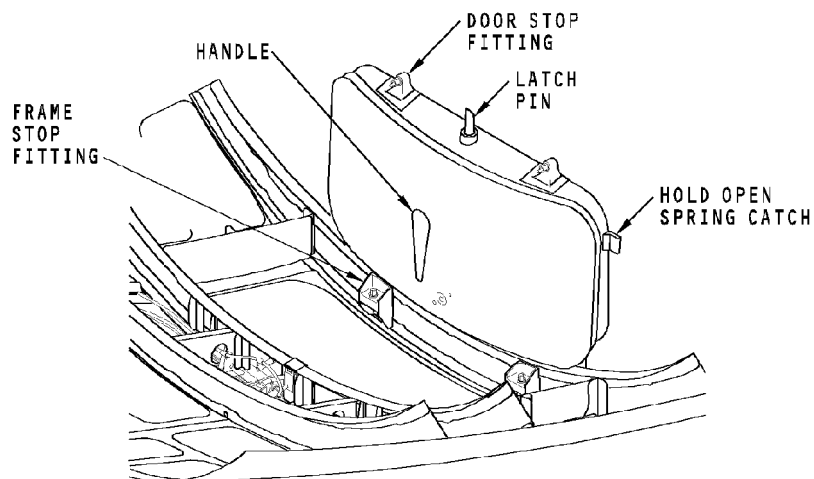
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D633A101-HAP

Page 6  
Oct 10/2002



FORWARD EQUIPMENT COMPARTMENT ACCESS DOOR  
(INTERIOR VIEW - CLOSED)



FORWARD EQUIPMENT COMPARTMENT ACCESS DOOR  
(INTERIOR VIEW - OPEN)

**DOORS - SERVICE - FORWARD ACCESS DOOR**

52-40-00-015

**EFFECTIVITY**  
**HAP ALL**

**52-40-00**

D633A101-HAP

Page 7  
Feb 10/2003

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**52-40-00**

D633A101-HAP

Page 8  
Oct 10/2002

## DOORS - SERVICE - ELECTRONIC EQUIPMENT COMPARTMENT EXTERNAL ACCESS DOOR

### Location

The door is on the bottom of the fuselage, aft of the nose wheel well.

### General Description

The door is a plug-type door. It is a cast frame with aluminum skins.

When the door opens, it slides upward and to the right. In the fully open position it stows in the fuselage, to the right of the door frame. You operate the door from outside the airplane.

The door has these parts:

- Door latch mechanism
- Door rollers
- Fuselage door roller tracks
- Door seal.

### Door Latch Mechanism

A spring-loaded handle with a push-button release controls the latch mechanism. The handle fairs with the fuselage skin until it is released. The handle shaft turns a pinion gear in the door that drives four rack gear latch pins. This causes the pins to engage or disengage the latch pin fittings on the door frame. The latch pins transmit the door pressure loads to the door frame.

The fittings have lugs that will transmit the pressure loads safely even if the latch pins are unlatched.

### Door Rollers and Fuselage Roller Tracks

The door has three sets of rollers that run in tracks attached to fuselage structure. Together, the rollers and tracks control the motion of the door as it slides open or closed.

Gravity detents in the tracks hold the door in place at the partially open and the full open positions.

The inboard parts of the roller tracks fold to improve access to the equipment racks. The tracks hinge near the right side of door frame. A spring catch on the end of each track holds the track in the folded or unfolded position.

### Door Seal

A seal around the door prevents pressure loss.

### Door Warning Switch

The door has an interface with the door warning system. It shares the P5 panel EQUIP door warning light with the forward equipment compartment door. The left latch pin operates the door warning switch. The switch is outboard of the left latch pin frame bushing.

**DOORS - SERVICE - ELECTRONIC EQUIPMENT COMPARTMENT EXTERNAL ACCESS DOOR**

When the door is latched, the latch pin pushes on the switch. This opens the switch and removes a ground from the EQUIP light and the light goes out.

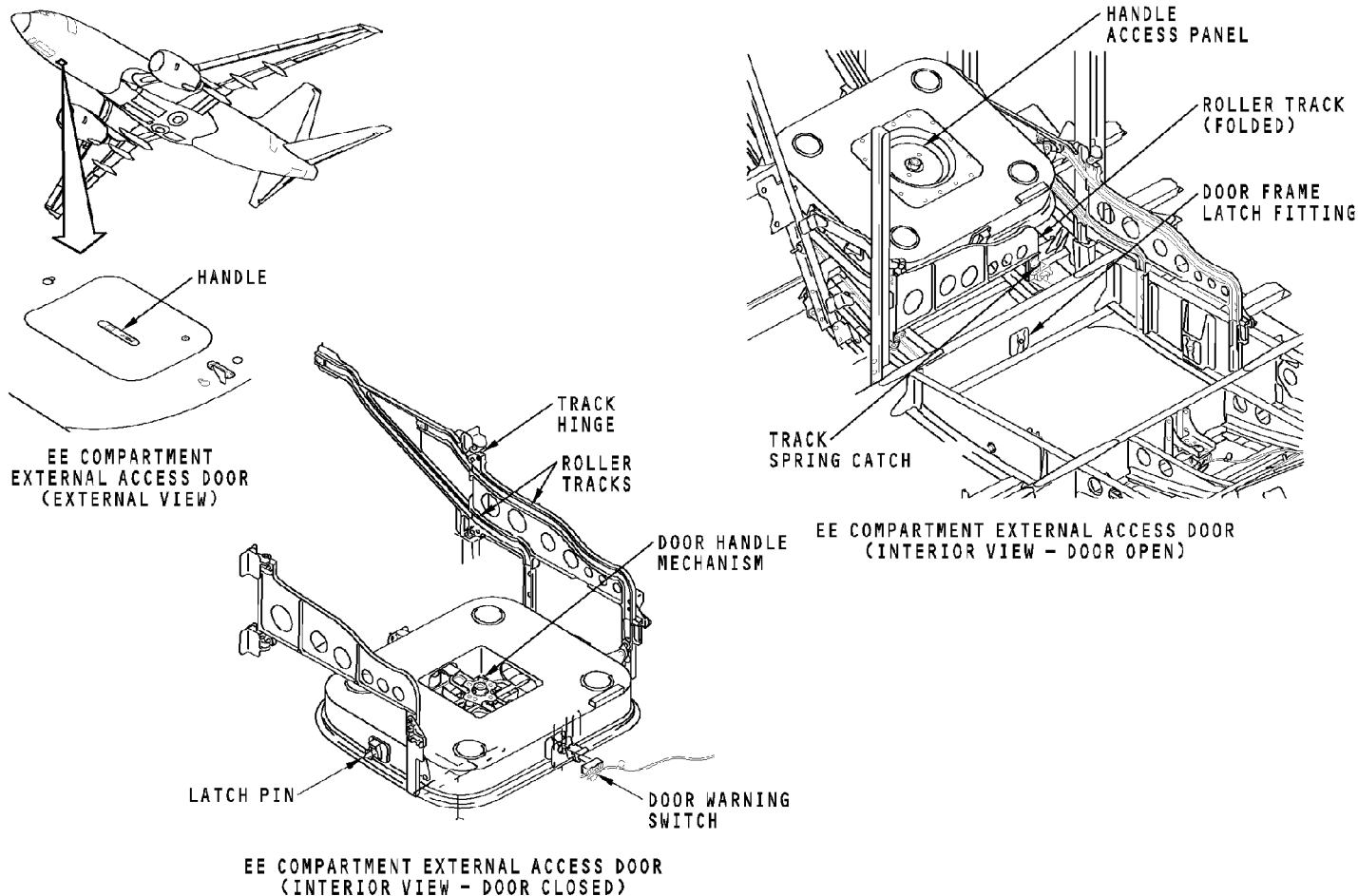
When the door is unlatched, the latch pin releases the switch. The switch closes to give a ground to the EQUIP light and the light comes on.

52-40-00-020

**EFFECTIVITY**  
**HAP ALL****52-40-00**

D633A101-HAP

Page 10  
Oct 10/2002



**DOORS - SERVICE - ELECTRONIC EQUIPMENT COMPARTMENT EXTERNAL ACCESS DOOR**

52-40-00-020

**EFFECTIVITY**  
**HAP ALL**

**52-40-00**

D633A101-HAP

Page 11  
Feb 10/2003

## DOORS - SERVICE - ELECTRONIC EQUIPMENT COMPARTMENT EXTERNAL ACCESS DOOR - OPERATION

**Operation**

You operate the electronic equipment compartment external access door manually. You open and close the door from outside of the airplane.

**Open Door**

The handle on the door fairs in a recess. A push-button trigger releases the handle, and it comes out of fair by spring force.

Turn the handle counterclockwise to disengage the latch pins. When the latch pins are free, you can push the door upward and slightly to the right to the first detent. Then push the door to the right to the fully open detent.

When the door is fully open, the roller tracks can be folded to improve access to the equipment racks. A spring catch on the end of each roller track holds the track in the folded or unfolded position.

**Close Door**

Before you close the door, make sure the roller tracks are extended and the door frame area is clear.

Pull the door out of the fully open detent and then restrain it as gravity causes it to slide down the tracks. When the door gets to the lower detent, you can release it.

Turn the handle counterclockwise to retract the latch pins. If you do not do this, the door will not seat in the door frame.

Pull the handle to the left and the door will come out of the partially open detent. Then it slides down into the door frame.

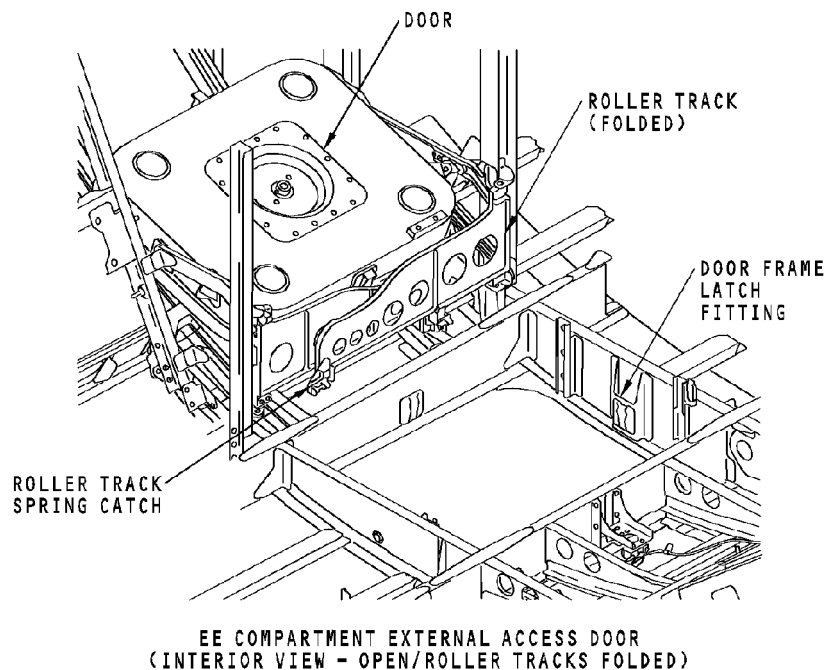
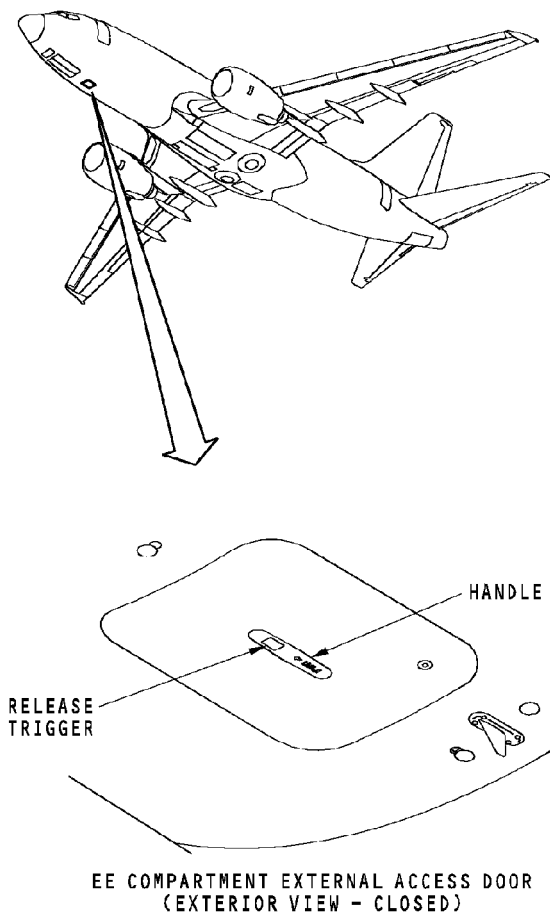
Turn the handle clockwise to latch the door. Then push the door handle back into its recess.

EFFECTIVITY  
HAP ALL

**52-40-00**

D633A101-HAP

Page 12  
Oct 10/2002



**DOORS - SERVICE - ELECTRONIC EQUIPMENT COMPARTMENT EXTERNAL ACCESS DOOR - OPERATION**

52-40-00-025

**EFFECTIVITY**  
**HAP ALL**

**52-40-00**

D633A101-HAP

Page 13  
Feb 10/2003



## DOORS - SERVICE - AIR CONDITIONING ACCESS DOORS

**Purpose**

The air conditioning access doors give access to the air conditioning pack compartments.

**Location**

The air conditioning access doors are part of the wing to body fairing under the airplane wings.

**General Description**

There are two air conditioning pack compartments and each has an access doors. The air conditioning pack compartments are unpressurized. The access door is the same size as the A/C pack compartment.

The doors have hinges on the inboard edge. The hinges connect the door to keel beam structure.

The doors latch with heavy duty, flush-mount latches. The latches secure the door in the closed position and permit quick access with their push-button trigger release. The latches are a fail-safe design. Failure of the trigger return mechanism do not cause the latch to open. When the latch is secure (closed), the outer surface is similar in color to the adjacent structure. The other surfaces of the latch are a bright red fluorescent color. This permits rapid visual detection of an unsecure (open) latch.

A scupper drain on the door drains the water separator if the ram air spray line from the water separator freezes or clogs.

**Door Structure**

The doors are composite construction.

**Operation**

You open and close the air conditioning access doors manually. To release the latches, apply moderate thumb pressure to the latch trigger (marked PUSH). Manually restrain the door from free fall as you release the latches.

When the door is unlatched, ease it down and secure it in the open position. The door has a brace that supports it in the open position. Pull the brace from a catch on the door. Then connect the brace to the support bracket in the air conditioning pack compartment. Return the brace to the stowed position before you close the door.

**Training Information Point**

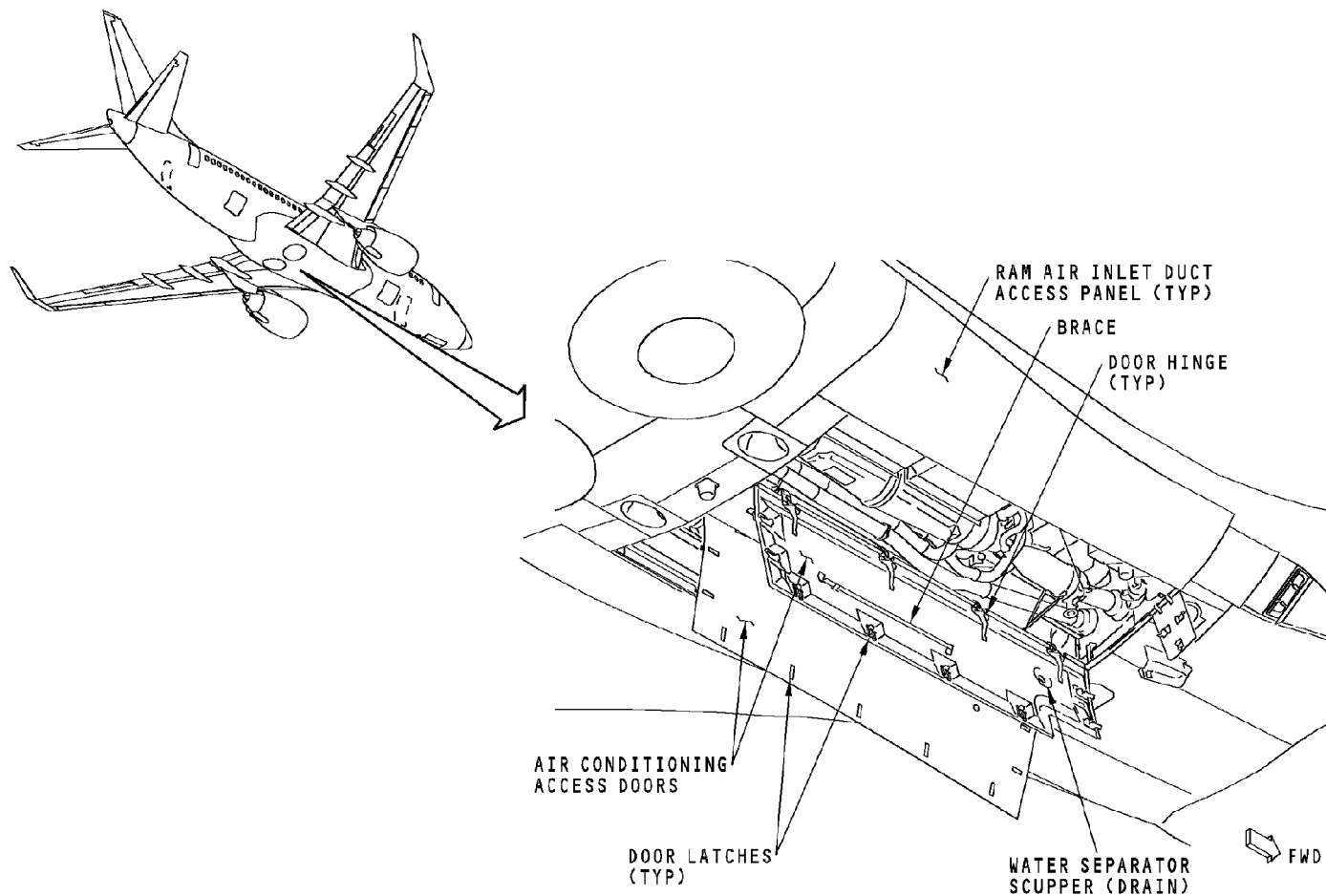
The air conditioning access doors do not give access to the ram air inlet ducts. The ram air inlet ducts access is through panels outboard of the air conditioning access doors.

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**52-40-00**

D633A101-HAP

Page 14  
Oct 10/2002



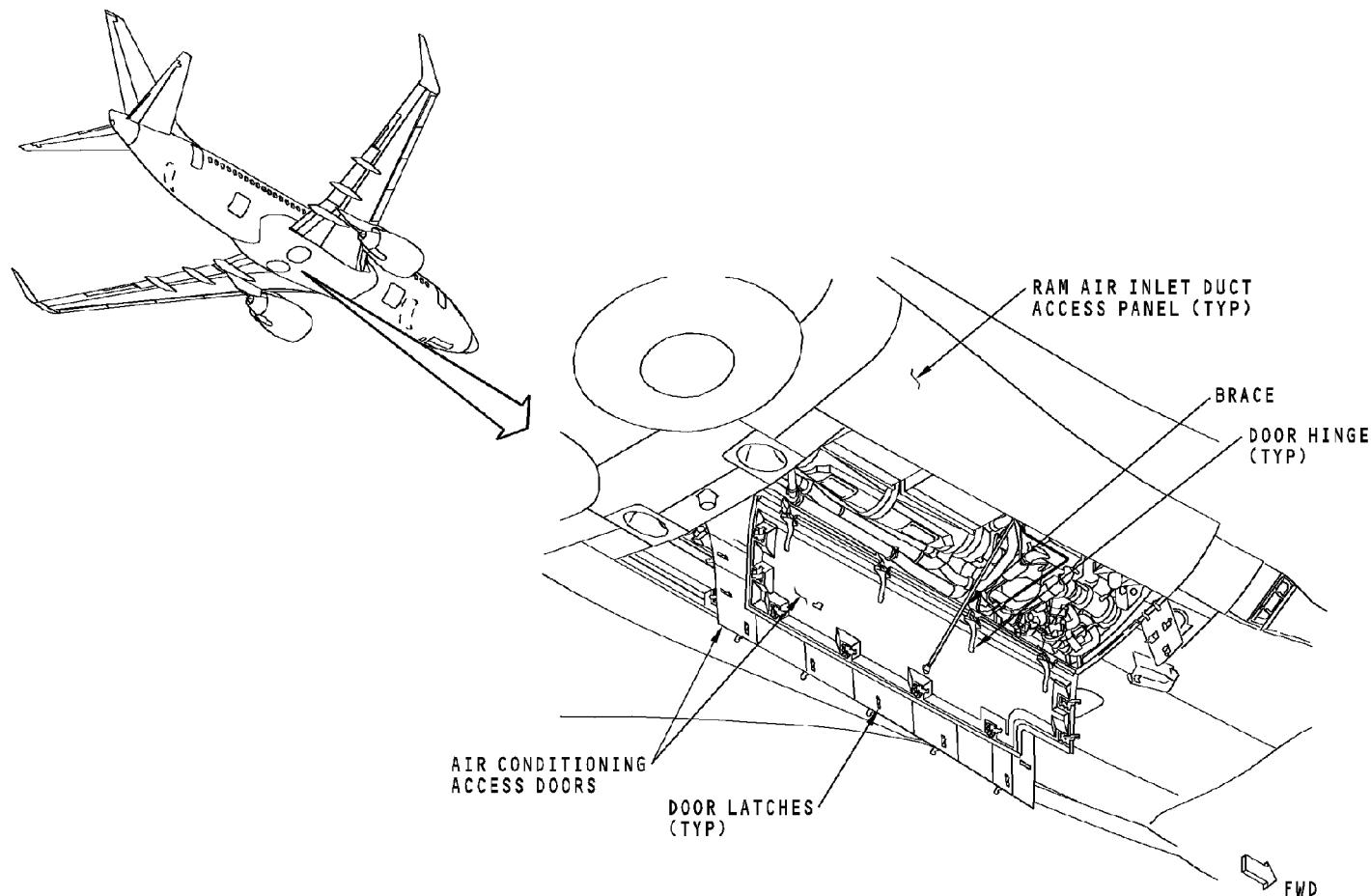
**DOORS - SERVICE - AIR CONDITIONING ACCESS DOORS**

**EFFECTIVITY**  
HAP 101-999

**52-40-00**

D633A101-HAP

Page 15  
Feb 10/2007



**DOORS - SERVICE - AIR CONDITIONING ACCESS DOORS**

**EFFECTIVITY**

HAP 001-013, 015-026, 028-054

**52-40-00**

D633A101-HAP

Page 16  
Feb 15/2009

## DOORS - SERVICE - AUXILLIARY POWER UNIT COWL DOOR

### Purpose

The APU access door gives access to the APU and its accessories.

### Location

The APU access door is part of the lower surface of the fuselage. It is under the horizontal stabilizer.

### General Description

The APU access door has hinges on the right side. Three latches on the left side hold the door closed. The door swings downward as it opens.

The APU access door has these parts:

- Door frame and structure
- Hinges
- Latches
- Door support rods
- Lower APU fire detector element.
- Fire resistant liner and insulation
- Fluid drain system.

### Door Frame and Structure

The door frame and structure is aluminum alloy extrusions and clad aluminum alloy sheet. The door does not hold pressure.

### Hinges

Two hinges give the door a pivot axis. You remove the hinge pins to remove the door.

### Latches

Three push-button latches hold the door closed. Moderate pressure on the push-button trigger will cause the latch to open. They are a fail-safe design. Failure of the trigger return mechanism will not cause the latch to open.

When the latch is secure, the outer surface is similar in color to adjacent structure. The other surfaces of the latch are a bright red fluorescent color. This allows rapid visual detection of an unsecure latch.

### Door Support Rods

Door support rods hold the door in the open position. You deploy and stow the support rods manually.

### Fluid Drain System

A fluid drain system drains fluids from the APU compartment. Fluid collects in drain cups and flows in drain lines to the drain mast. The fluids then drain overboard through the mast.

### Lower APU Fire Detection Element

The lower APU fire detector element is on the inner door liner.

52-40-00-010

**EFFECTIVITY**  
**HAP ALL**

# 52-40-00

D633A101-HAP

Page 17  
Oct 10/2002

**DOORS - SERVICE - AUXILLIARY POWER UNIT COWL DOOR****Fire Resistant Liner and Insulation**

The inner surface of the door is fire resistant. The inside surface is covered with an insulating blanket and a titanium fire wall liner.

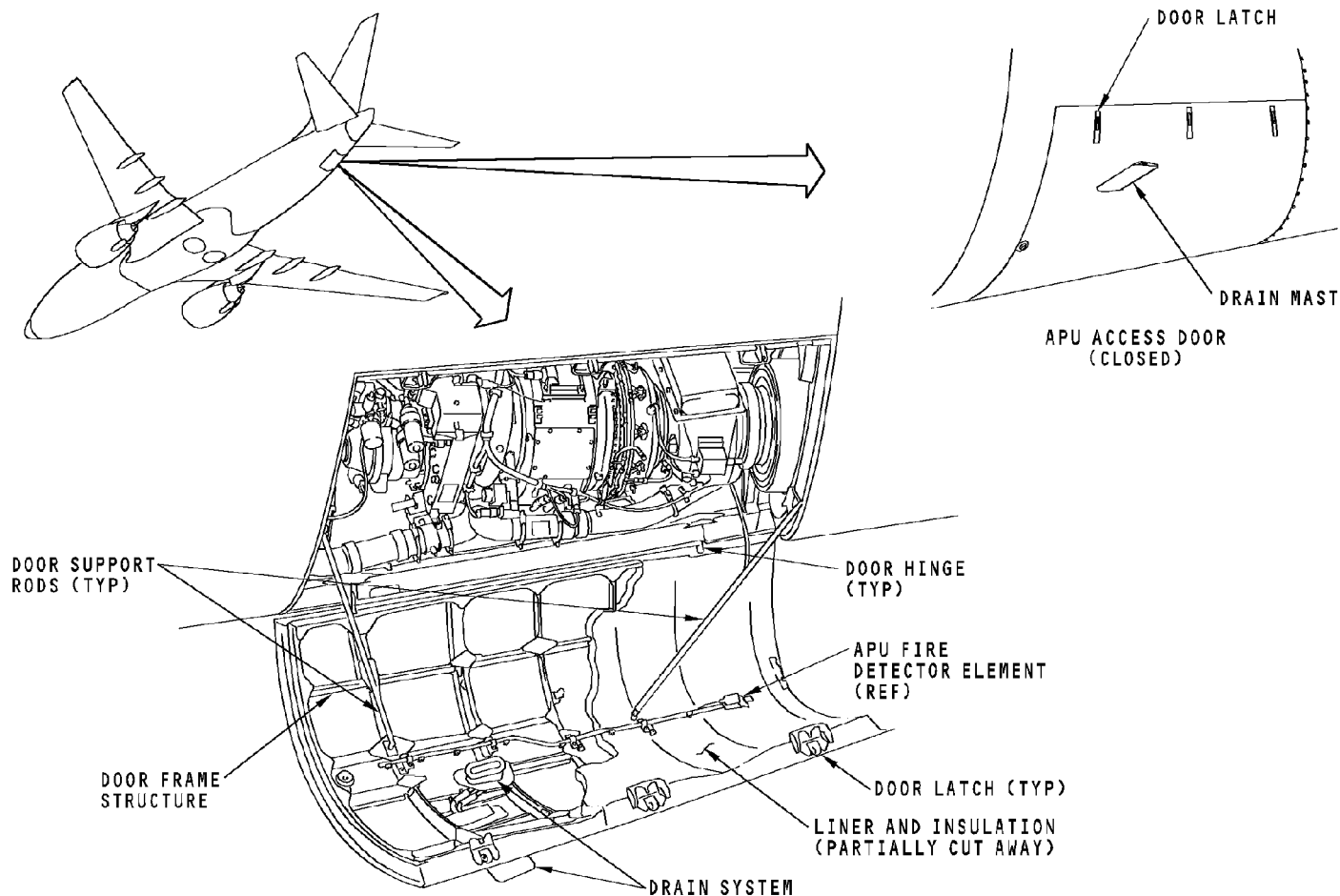
**Operation**

To open the APU access door, do these steps:

- Push the latch trigger buttons to open the latches. This causes the latches to release and the latch handles to come out of fair with the door skin. This disengages the latch hooks and their door frame fittings. Hold the door while you pull on the latch handles.
- Lower the door manually to the open position.
- Secure the door in the open position with the door support rods.

To close the door, do these steps:

- Return the door support rods to their stowed position.
- Move the door to the closed position.
- Use the latch handles to mate the latch hooks with their door frame fittings.
- Push the latch handles to fair with the door skin. This secures the latches. Only hand pressure is required to close the latches.



**DOORS - SERVICE - AUXILLIARY POWER UNIT COWL DOOR**

52-40-00-010

**EFFECTIVITY**  
**HAP ALL**

**52-40-00**

D633A101-HAP

Page 19  
Feb 10/2003

**DOORS - SERVICE - REFUELING STATION ACCESS DOOR****Purpose**

The refueling station access door does these things:

- Gives access to the wing pressure fueling manifold and the P15 fueling panel
- Enables the P15 fueling panel controls and indications
- Controls the refueling station access door flood lights.

**Location**

The refueling station access door is on the leading edge of the right wing, outboard of the engine.

**General Description**

The refueling station access door hinges on its forward edge. It is held closed by four push-button latches on its aft edge. It swings downward and is held in the fully open position by a latching telescopic rod. You must release the catch on the rod before you close the door.

See the the fuel chapter for more information on fueling indication and control. (CHAPTER 28)

**Operational Displays**

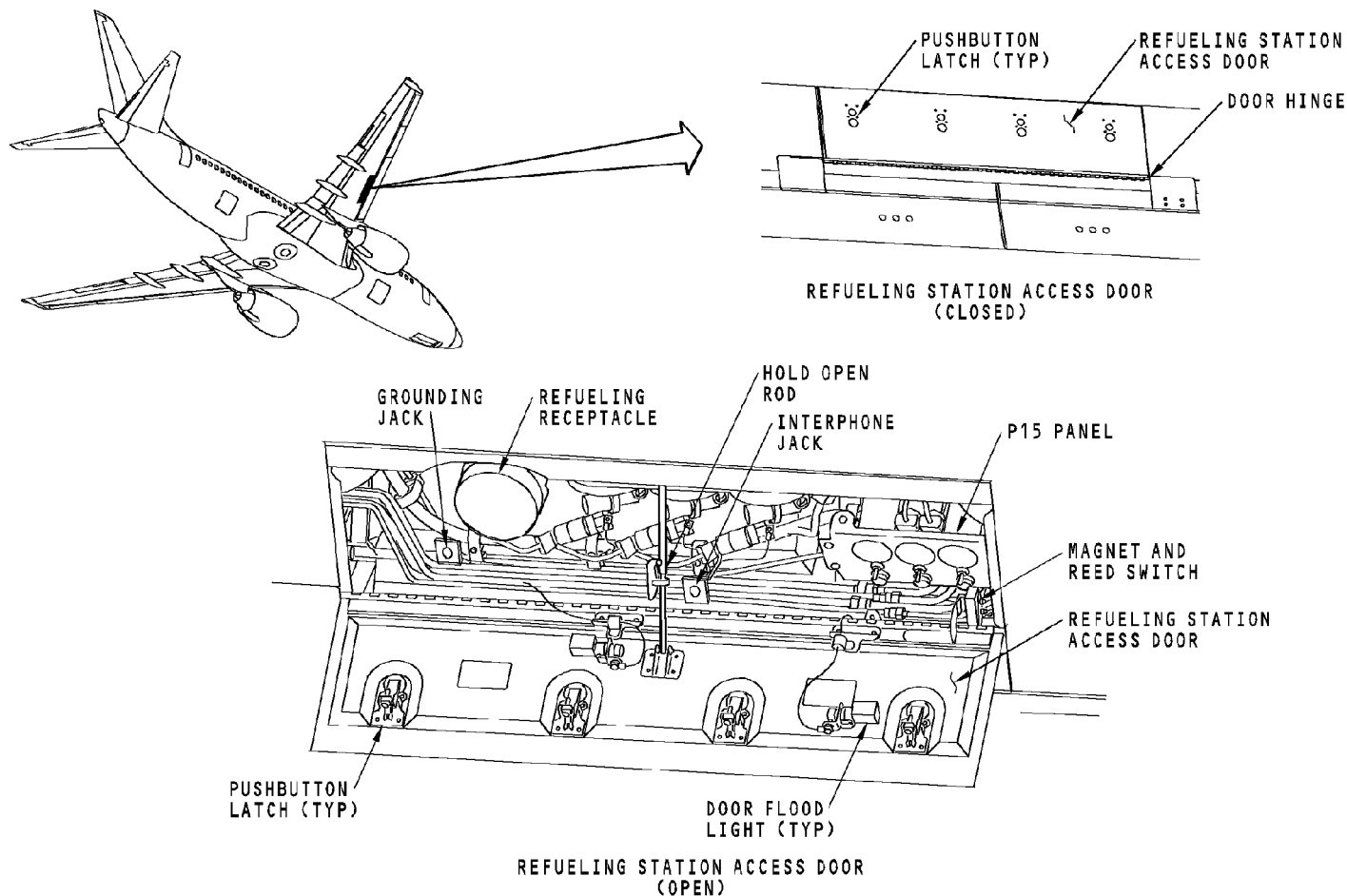
When the refueling station access door opens, the flood lights on the door come on.

When it is open, the refueling station access door enables the fuel quantity control switches and indications.

**Training Information Point**

The grounding jack is near the pressure refueling receptacle. The service interphone jack is near the door hold open rod. The two jacks are similar. Do not use the interphone jack as a grounding device.

Make sure the refueling station access door is closed and secure before flight. Damage to equipment can occur if the door is open.



**DOORS - SERVICE - REFUELING STATION ACCESS DOOR**

52-40-00-030

**EFFECTIVITY**  
**HAP ALL**

**52-40-00**

D633A101-HAP

Page 21  
Feb 10/2003



**DOORS - SERVICE - RAM AIR ACCESS PANELS****Purpose**

The ram air access panels give access to the air conditioning ram air ducts.

The ram air access panels do not give access to the air conditioning pack components. You get access to the air conditioning packs through doors inboard of the ram air access doors.

**Location**

The ram air access panels are part of the wing-to-body fairing under the airplane wings.

**General Description**

There are two ram air systems. Each has an access panel. The ram air duct compartments are unpressurized.

**Door Structure**

The panels are composite construction.

**Operation**

To open the ram air access panels, you remove them. Restrain the panel as you release the quarter turn fasteners.

**Training Information Point**

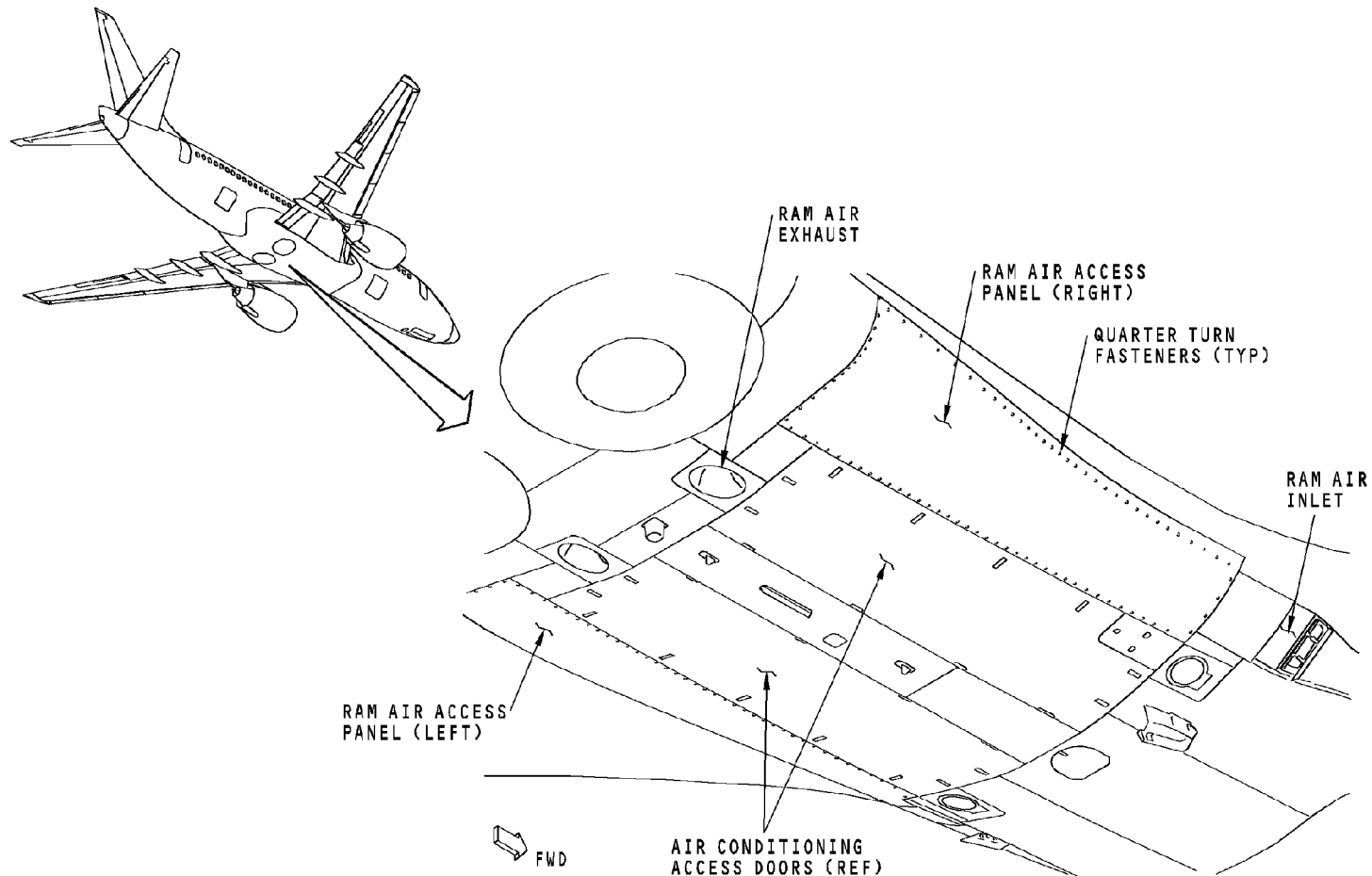
You must remove the ram air access panels to get access to the ram air inlet duct. Access panels on the ram air inlet duct let you clear debris ingested by the ram air system. Ram air debris inhibits the performance of the ram air system and can cause pack trip offs.

EFFECTIVITY  
HAP ALL

**52-40-00**

D633A101-HAP

Page 22  
Oct 10/2002



**DOORS - SERVICE - RAM AIR ACCESS PANELS**

52-40-00-040

**EFFECTIVITY**  
**HAP ALL**

**52-40-00**

D633A101-HAP

Page 23  
Feb 10/2003

**DOORS - SERVICE - HIGH PRESSURE CONNECTOR ACCESS DOOR****Purpose**

The high pressure connector access door gives access to the pneumatic ground air connector check valve.

**Location**

The high pressure connector access door is on the forward, outboard corner of the right air conditioning access door.

**General Description**

The high pressure connector access door has hinges on its forward edge and has three pushbutton latches.

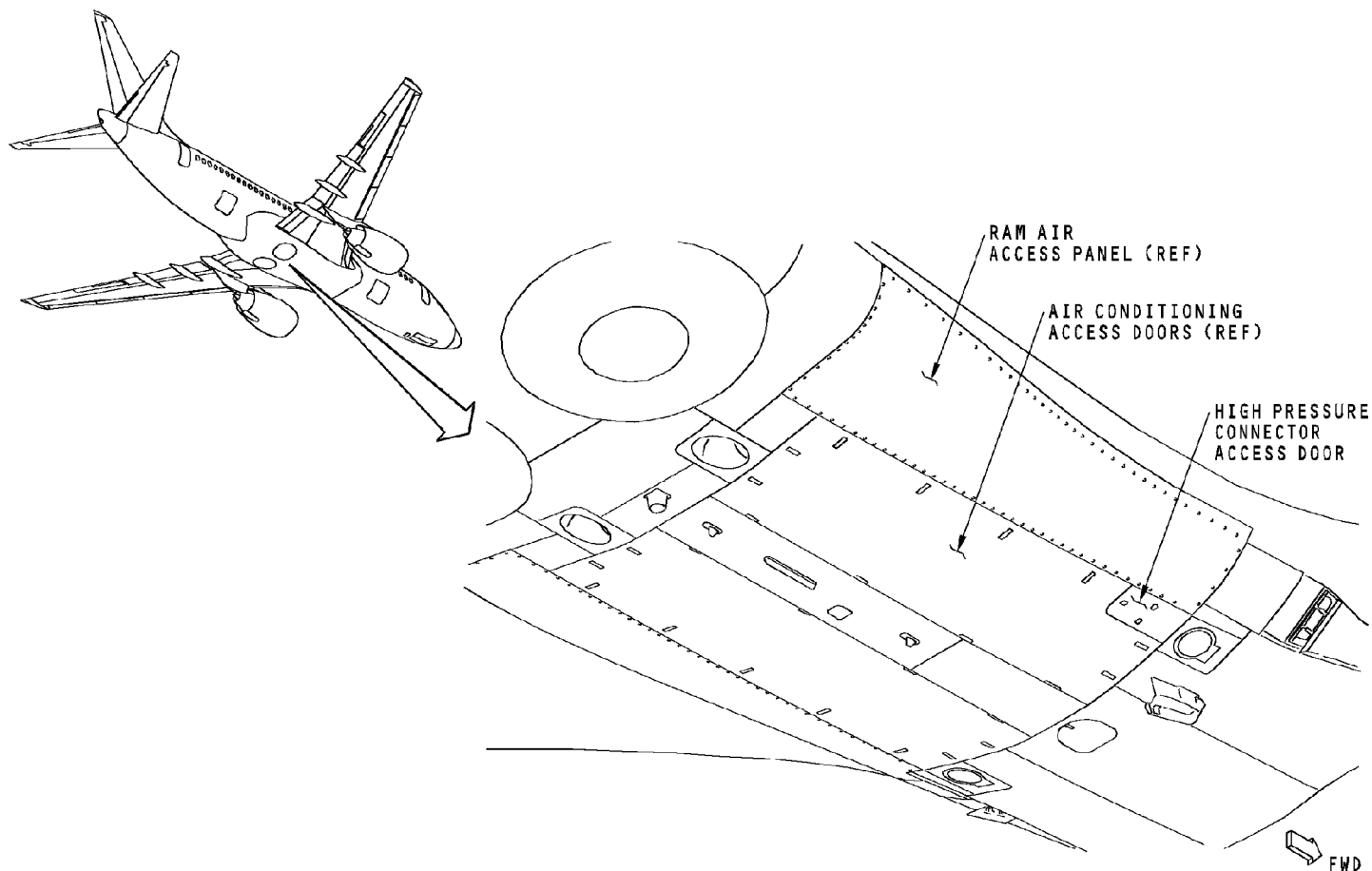
The latches hold the door in the closed position and permit quick access with their push-button trigger release. The latches are a fail-safe design. Failure of the trigger return mechanism does not cause the latch to open.

**Door Structure**

The door is composite construction.

**Operation**

To open the the high pressure connector access door, push the three latch release triggers. Only moderate finger pressure is necessary to open and close the latches.



**DOORS - SERVICE - HIGH PRESSURE CONNECTOR ACCESS DOOR**

52-40-00-045

**EFFECTIVITY**  
**HAP ALL**

**52-40-00**

D633A101-HAP

Page 25  
Feb 10/2003

## DOORS - SERVICE - HYDRAULIC BRAKE ACCUMULATOR ACCESS DOOR

### Purpose

The hydraulic brake accumulator access door gives access to these components:

- The hydraulic system brake accumulator
- Standby hydraulic pump components.

### Location

The hydraulic brake accumulator access door is part of the wing to body fairing. It is aft of the right main landing gear wheel well.

### General Description

The hydraulic brake accumulator access door is a composite structure.

The door has these parts:

- Hold open rod
- Ventilation louvres
- Latches
- Hinges.

Heavy duty, flush-mount latches hold the door closed. The latches secure the door in the closed position and permit quick access with their push-button trigger releases. When the latch is secure (closed), the outer surface is similar in color to the adjacent structure. The other surfaces of the latch are a bright red fluorescent color. This allows fast visual detection of an unsecured (open) latch.

### Operation

You open and close the door manually. To release the latches, apply moderate thumb pressure to the latch trigger. Manually restrain the door from free fall as you release the latches.

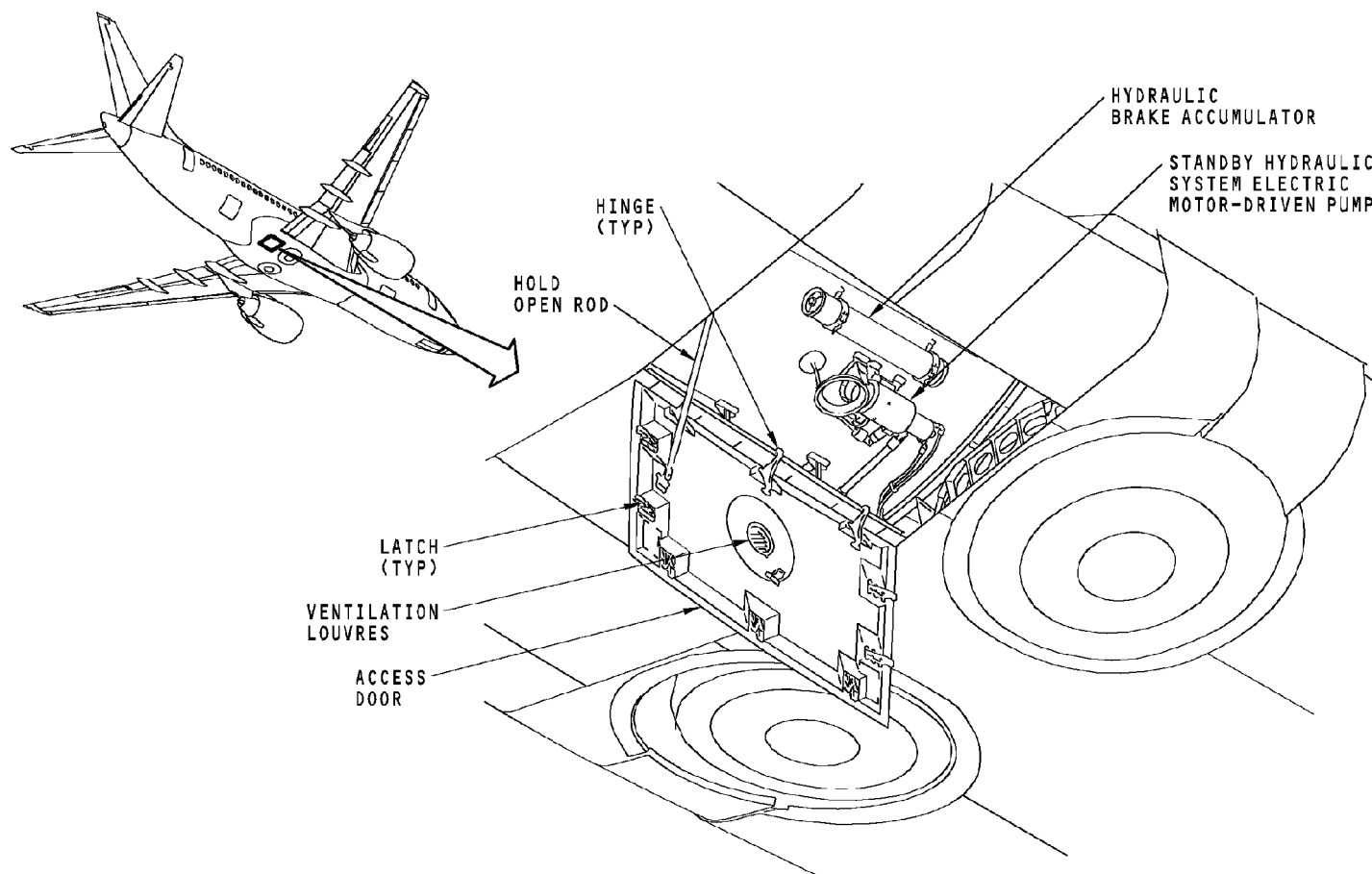
Use the hold open rod to secure the door in the open position.

**EFFECTIVITY**  
**HAP ALL**

# 52-40-00

D633A101-HAP

Page 26  
Oct 10/2002



**DOORS - SERVICE - HYDRAULIC BRAKE ACCUMULATOR ACCESS DOOR**

52-40-00-055

**EFFECTIVITY**  
**HAP ALL**

**52-40-00**

D633A101-HAP

Page 27  
Feb 10/2003

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**52-40-00**

D633A101-HAP

Page 28  
Oct 10/2002

**DOORS - SERVICE - GALLEY SERVICE DOORS****Purpose**

There are two galley service doors on the airplane, forward and aft. The doors give access to the airplane passenger cabin.

**Location**

The doors are on the right side of the upper fuselage, across from the passenger entry doors.

**General Description**

The door is a plug-type door. The door has these parts:

- Center door assembly
- Upper gate
- Lower gate.

A liner covers the door interior surface.

The center door assembly has hard points at the bottom for the emergency escape slide installation.

The center door assembly has a window.

**Door Control Mechanisms**

You can open and close the door from the interior or exterior of the airplane. You operate the door manually. Unlatch the door with the central control handle. Then swing the door to the fully open position with the offset assist handles.

When you turn the handle in the OPEN direction, internal mechanisms do these things:

- Disengage the door roller latches
- Fold the door gates inward
- Tilt the door hinge edge inward to the cocked position.

Then push the door through the door frame until it is fully open. Use the two offset assist handles for this operation.

A lock mechanism in the upper hinge locks the door in the fully open position.

To close the door, first release the hinge lock and then do the open operations in reverse order.

A guide pin on the door and a guide pin track on the door frame center the door in the door frame as it closes.

**Door Support**

When the airplane is unpressurized, the hinges support the door.

When the airplane is pressurized, cabin pressure pushes the door slightly outboard. This causes these things to occur:

- The door seals compress
- The door stop pins contact frame stop fittings. This transmits the door pressure loads to the door frame structure



**DOORS - SERVICE - GALLEY SERVICE DOORS**

- The door latches are unloaded.

**Door Seals**

The door has these seals:

- Edge seals (flap type)
- Gate hinge seals (diaphragm type).

**Door Drains**

The door structure has internal drain paths. The door sections drain into the door frame threshold. The door threshold drains overboard through bladders in the lower fuselage.

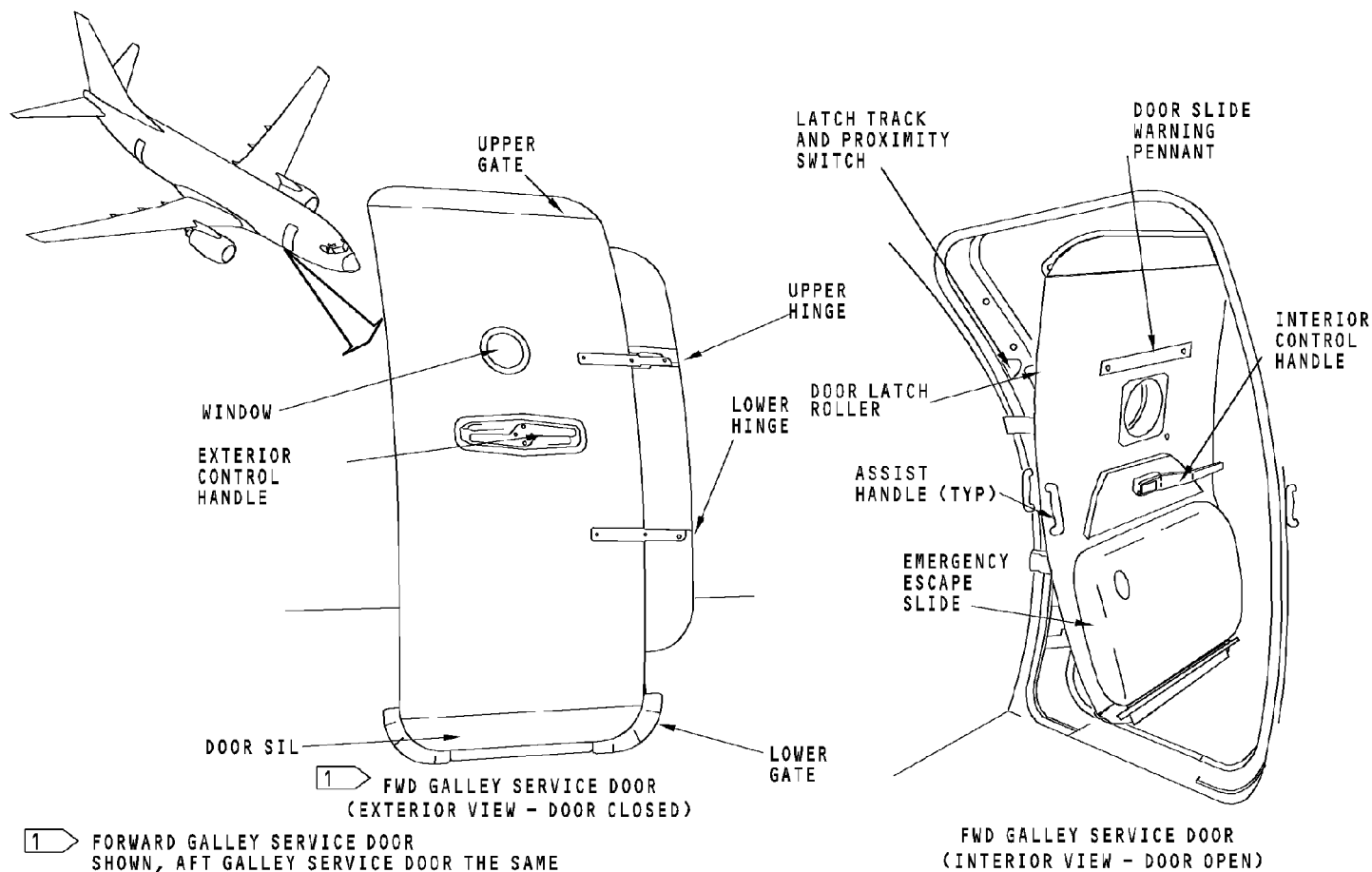
**Door Warning**

The galley service doors have an interface with the door warning system. There is a proximity switch assembly on each galley door frame adjacent to an upper latch roller track. The switch senses the position of its associated door latch roller. When the door is latched, it causes the warning light on P5 forward overhead panel to go off.

An orange pennant is on the door liner above the window. Manually secure it across the window when the door escape slide is armed. This is a visual indication to someone outside the airplane that the door slide is armed.

**Training Information Point**

See PASSENGER/CREW section in this chapter for more information on the operation of the galley service door. (SECTION 52-10)



**DOORS - SERVICE - GALLEY SERVICE DOORS**

**EFFECTIVITY**  
**HAP ALL**

**52-40-00**

D633A101-HAP

Page 31  
Feb 10/2003

**DOORS - CONTROL CABIN DOOR - INTRODUCTION****Purpose**

The crew door separates the flight compartment from the passenger compartment.

**Location**

The crew door is at the entrance to the flight compartment.

**General Description**

The crew door is not a pressure door. It swings open into the passenger compartment. The door has a mechanical and an electric lock.

The door has these components:

- Hinges
- Light seals
- Door handle with mechanical (key) lock
- Blowout panels
- Emergency exit panels
- View hole with lens
- Mirror
- Licence and certificate holder
- Door stop mechanisms.

The door is in a frame assembly. The door handle bolt engages a frame strike assembly. The frame strike has an electric lock. A lighted, alternate action push-button switch on the P8 panel controls the electric lock.

**Hinges and Light Seals**

Hinges attach the door to the frame on the left side of the door.

Seals around the door decrease light and noise transmission.

**Door Handle and Lock Mechanisms**

The door handle turns to disengage the door bolt from the door frame strike assembly. The door handle has a mechanical key-type lock.

When you lock the handle, it does not turn from the passenger side of the door. However, if the electric lock is not energized, the door frame strike assembly moves and lets you open the door with moderate force (10 pounds nominal).

If the electric lock is energized, the strike mechanism does not move and the door does not open easily from the passenger compartment. To open the door from the passenger compartment when the mechanical and electric locks are active, you must pull on the door with enough force to shear the strike lock mechanism (250 pounds nominal).

**EFFECTIVITY****HAP 023, 026 PRE SB 737-25-1496****52-51-00**

D633A101-HAP

Page 1  
Jun 10/2007

**DOORS - CONTROL CABIN DOOR - INTRODUCTION****Blowout Panels and Emergency Exit Panels**

There are four blowout panels on the control cabin door. If there is a rapid depressurization, the blowout panels open into the control cabin. This equalizes the pressure between the flight compartment and the passenger compartment. Spring-loaded latches hold the panels closed until a pressure difference forces the panels open. The panels can blow open into the flight compartment. A cable between the top blowout panel and the door prevents injury to the first observer.

The upper two blowout panels are part of an emergency exit panel assembly. When you pull on the emergency exit handle, the upper two blowout panels come out of the door. This gives the crew a means of emergency exit if the door is blocked or jammed shut.

**View Hole and Lens**

The view hole and lens assembly in the door let the flight crew see the flight compartment entrance area when the door is closed.

**Mirror and Certificate Holders**

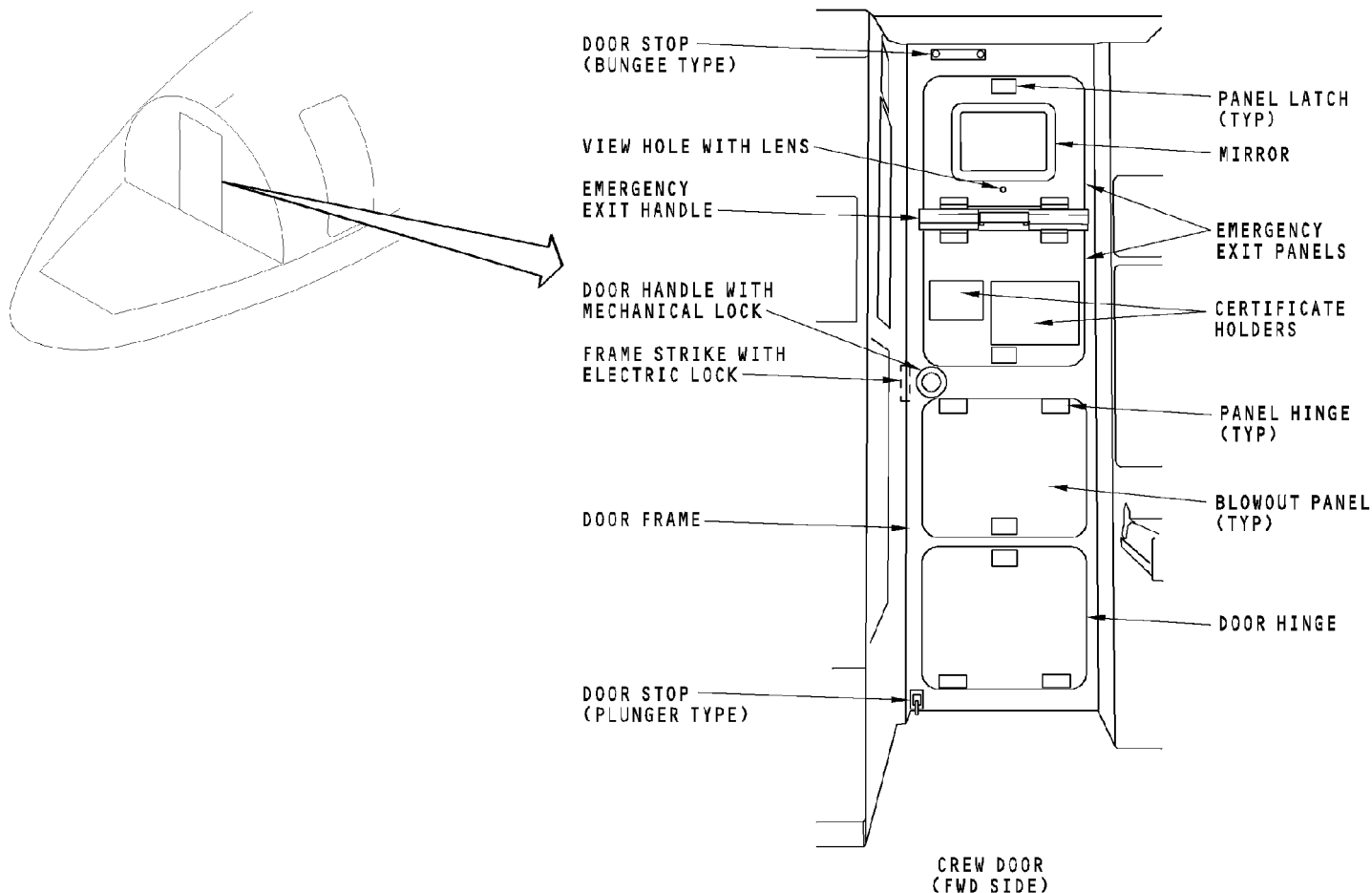
There is a mirror for flight crew use on the upper door.

Frames with a transparent windows for airplane licences and certificates are on the upper door.

**Door Stop**

These are the two types of door stop mechanisms that hold the door in the open position:

- Elastic bungee that snaps to the forward lavatory module
- Spring-loaded plunger with a padded foot and a release lever on the bottom of the door.



**DOORS - CONTROL CABIN DOOR - INTRODUCTION**

**EFFECTIVITY**  
HAP 023, 026 PRE SB 737-25-1496

**52-51-00**

D633A101-HAP

Page 3  
Jun 10/2007

**DOORS - CONTROL CABIN DOOR - INTRODUCTION****Door System**

The flight compartment door provides selective entry to the flight compartment.

Access is provided by the use of a Keypad Access System which consists of a numeric keypad outside the flight compartment area and a chime module and electric strike that is not accessible from outside the flight compartment.

The chime module provides an audible alert to the flight crew that the correct code has been entered into the keypad. There is also an indicator light in the flight compartment and an LED on the keypad that indicates that the correct code has been entered.

The flight crew has a 3-position switch by which they can open the door lock, close the door lock, or permanently lock the door for a specified amount of time to prevent access by anyone regardless if the correct code is entered into the keypad.

The door has blowout panels that will open in the event of a rapid decompression of the passenger compartment.

The door also has a deadbolt so you can lock the door on the ground while the airplane is parked.

All access to system door control/wiring is protected such that they cannot be reached from outside the flight deck area, even after forced removal of the numeric keypad.

The door latch solenoid controls the electric strike.

**EFFECTIVITY**

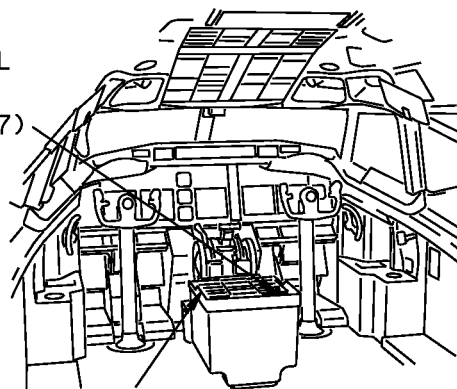
HAP 001-013, 015-022, 024, 025, 028-054, 101-999; HAP 023, 026 POST SB  
737-25-1496

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COCKPIT  
CONTROL PANEL  
SWITCH/LIGHT  
MODULE (P8-47)

SEE (A)

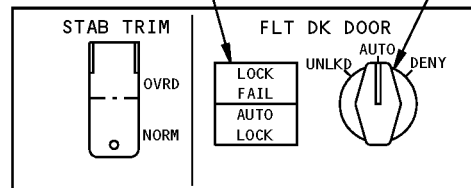


P8 PANEL

**FLIGHT COMPARTMENT**

FLIGHT COMPARTMENT DOOR  
INDICATION LIGHTS

FLIGHT COMPARTMENT  
DOOR LOCK SWITCH



**COCKPIT CONTROL PANEL  
SWITCH/LIGHT MODULE**

(A)

DECOMPRESSION  
PANEL

KEYPAD

DECOMPRESSION  
PANEL

ELECTRIC  
STRIKE



**FLIGHT COMPARTMENT DOOR**

DEADBOLT

CHIME  
MODULE

FLIGHT  
COMPARTMENT  
DOOR



**FLIGHT COMPARTMENT**

**DOORS - CONTROL CABIN DOOR - INTRODUCTION**

**EFFECTIVITY**

HAP 001-013, 015-022, 024, 025, 028-054, 101-999; HAP 023, 026 POST SB  
737-25-1496

**52-51-00**

D633A101-HAP

Page 5  
Feb 15/2009

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**52-51-00**

D633A101-HAP

Page 6  
Oct 10/2003



**DOORS - CONTROL CABIN DOOR - DOOR LOCK****Purpose**

The crew door lock system secures the crew door.

The door handle key lock is mechanical and locks or unlocks the door handle bolt.

The door frame strike is an electromechanical assembly that gives the flight crew a way to enable or disable the control cabin door lock system from their seats.

**Location**

The door handle with a key-lock bolt is in the door.

The strike mechanism with an electric solenoid is in the door frame.

**General Description**

The crew door lock system has these two assemblies:

- A door handle with a key-lock bolt
- A door frame strike assembly with an electric solenoid lock.

The door handle with key lock is a mechanical device. When the key is inserted (unlocked), the handle will turn and move the bolt out of the frame strike. When the key is not inserted (locked), the handle will not turn, and the bolt will not move out of the frame strike.

The strike mechanism is a spring-loaded, pivoting mechanical device with an electrically controlled solenoid lock. When the solenoid is de-energized, the strike is free to turn against spring force. In this condition, the door handle bolt can push the strike aside and allow the door to open. The force required at the handle is 10 pounds (nominal).

When the solenoid is energized, it engages the strike with a shear pin. This will not let the strike move. In this condition, the door handle bolt cannot force the strike aside. If the door handle is locked and the solenoid is energized, the door will not open.

The door security is a function of both the door handle key lock and the door frame strike solenoid lock. The solenoid lock enables or disables the strike.

**Operational Controls and Displays**

A key allows the door handle to turn which moves the bolt out of the strike.

The CAB DOOR alternate action lighted push-button on the P8 stabilizer trim and cabin door module controls the power to the strike solenoid. When the strike solenoid is de-energized, the CAB DOOR UNLOCKED light comes on. When the strike solenoid is energized, the CAB DOOR UNLOCKED light goes out.



## DOORS - CONTROL CABIN DOOR - DOOR LOCK

### Training Information Point

If there is an emergency, a locked crew door can be opened from the passenger compartment. A pull force of 250 pounds (nominal) on the door handle shears the solenoid shear pin. When the pin shears, the crew door strike pivots away from the bolt and the door opens.

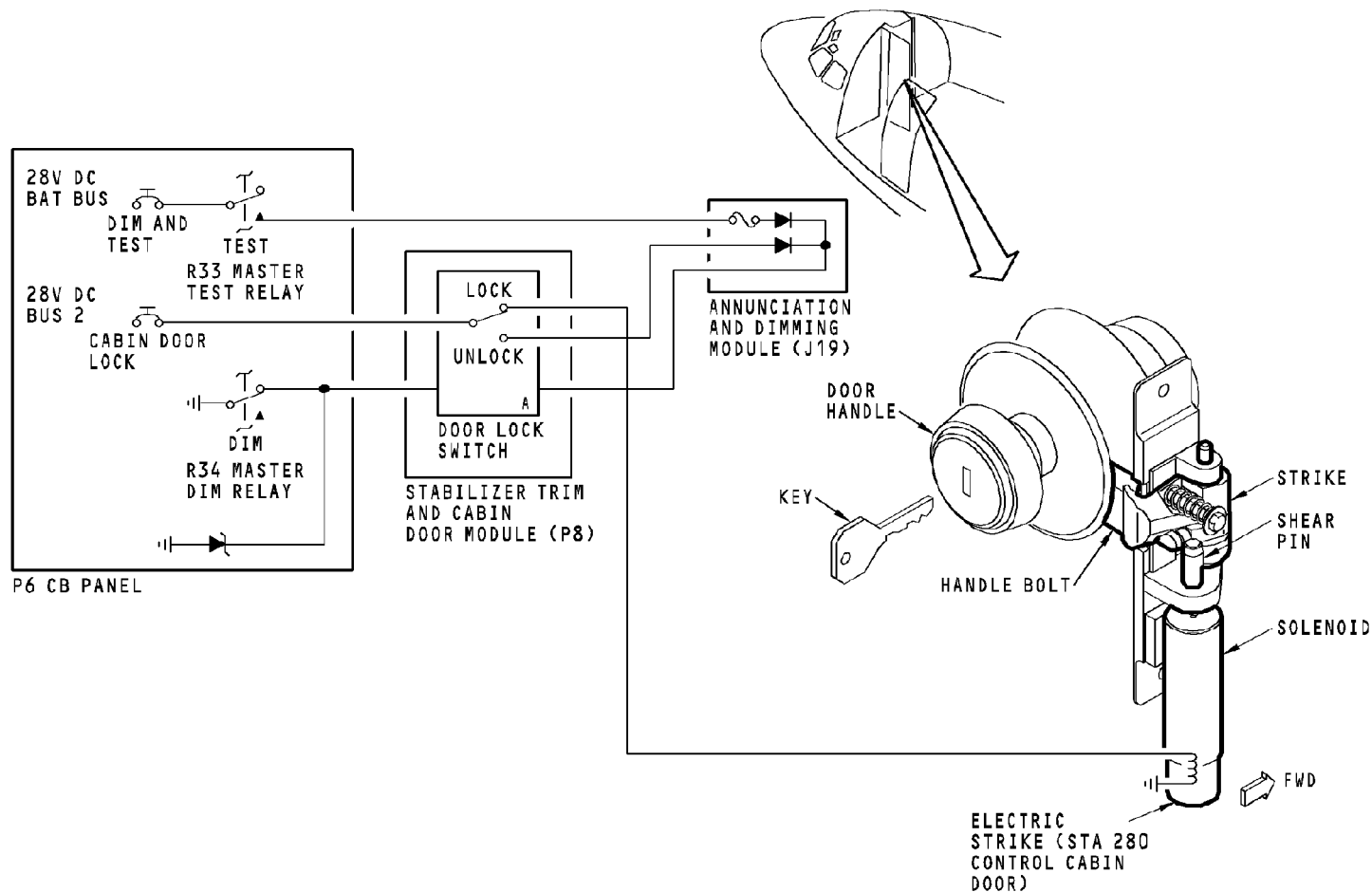
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**EFFECTIVITY**  
HAP 023, 026 PRE SB 737-25-1496

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D633A101-HAP

Page 8  
Jun 10/2007



**DOORS - CONTROL CABIN DOOR - DOOR LOCK**

**EFFECTIVITY**

HAP 023, 026 PRE SB 737-25-1496

**52-51-00**

D633A101-HAP

Page 9  
Jun 10/2007

## FIXED INTERIOR DOORS - CONTROL CABIN DOOR - DOOR AND ELECTRIC STRIKE

**Flight Compartment Door**

The flight compartment door consists of two decompression blowout panels, a lock assembly, and a deadbolt.

The door opens about a piano hinge mounted on the flight compartment partition. The hinge is attached to the partition with screws.

An Observ-O-Scope in the door allows flight crew members to see into the passenger compartment.

The door has blowout panels installed that will open forward in the event of a decompression in the control cabin.

**Electric Strike**

The electric strike consists of a solenoid, a spring mounted strike, and a pin which prevents the strike from rotating.

The solenoid acts to lock the flight compartment door. When 28VDC is applied to the solenoid it closes, extending a pin to prevent the strike from rotating. This prevents the door from being opened from the aft (passenger) side.

When the solenoid is de-energized, the pin retracts and allows the strike to rotate when sufficient force is applied to the door to overcome the spring pressure.

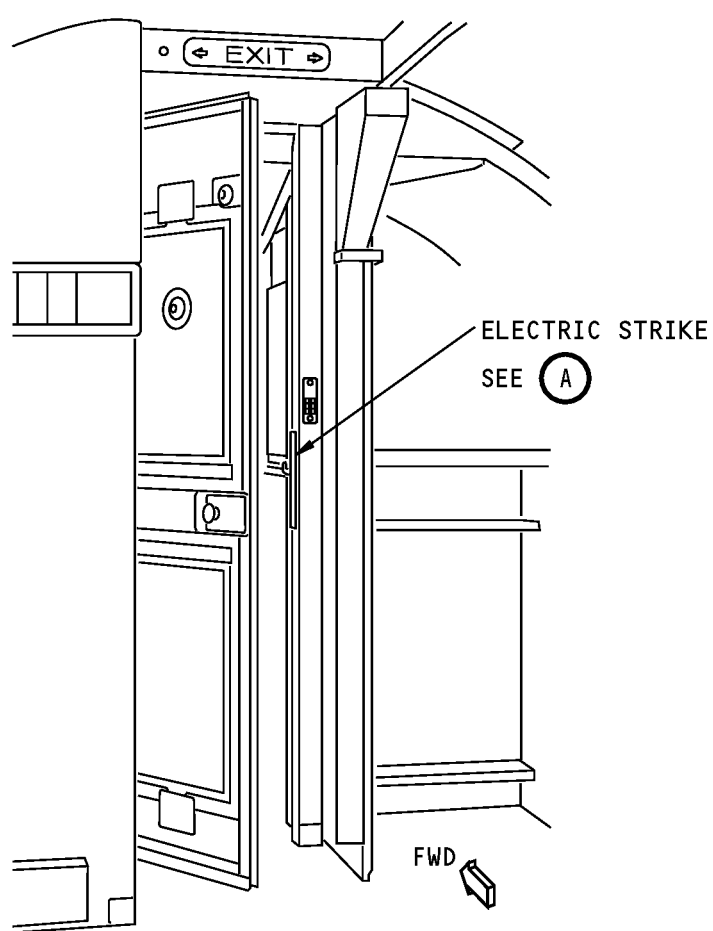
**EFFECTIVITY**

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737-25-1496

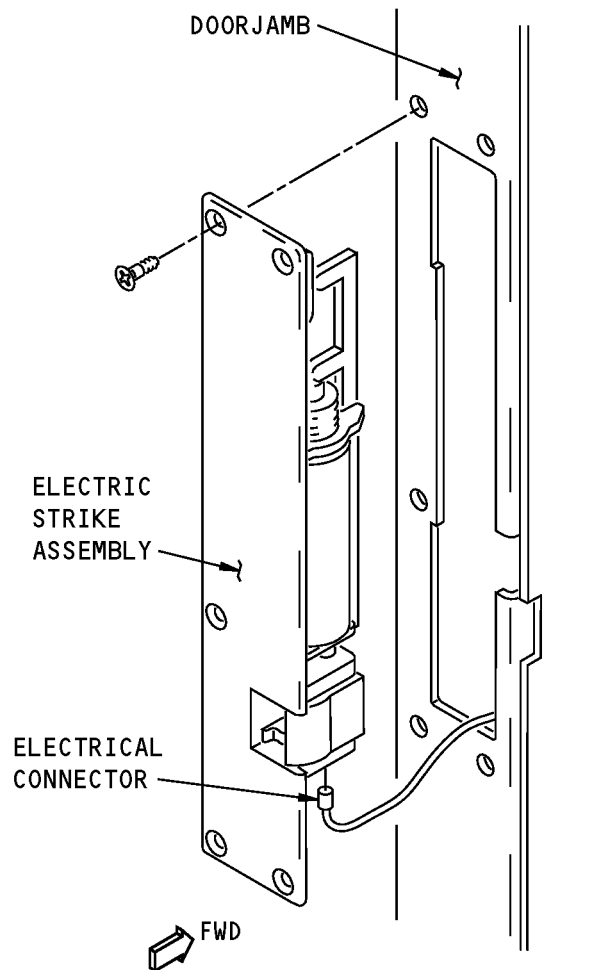
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D633A101-HAP

Page 10  
Feb 15/2009



**FLIGHT COMPARTMENT DOOR**



**ELECTRIC STRIKE**

(A)

**Doors - Control Cabin Door - Door And Electric Strike**

**EFFECTIVITY**

HAP 001-013, 015-022, 024, 025, 028-054, 101-999; HAP 023, 026 POST SB 737-25-1496

**52-51-00**

D633A101-HAP

Page 11  
Feb 15/2009

**DOORS - CONTROL CABIN DOOR - KEYPAD****Keypad**

The keypad is mounted on the passenger side of the right hand door post.

The keypad contains numbers one through five, an ENTER button, and 3 LED's.

The numbers are used by the crew to enter a preprogrammed code to allow entry to the flight compartment.

The LED's are amber, red, and green, and indicate whether a correct code has been entered, and whether the door strike is in the locked or unlocked position, respectively.

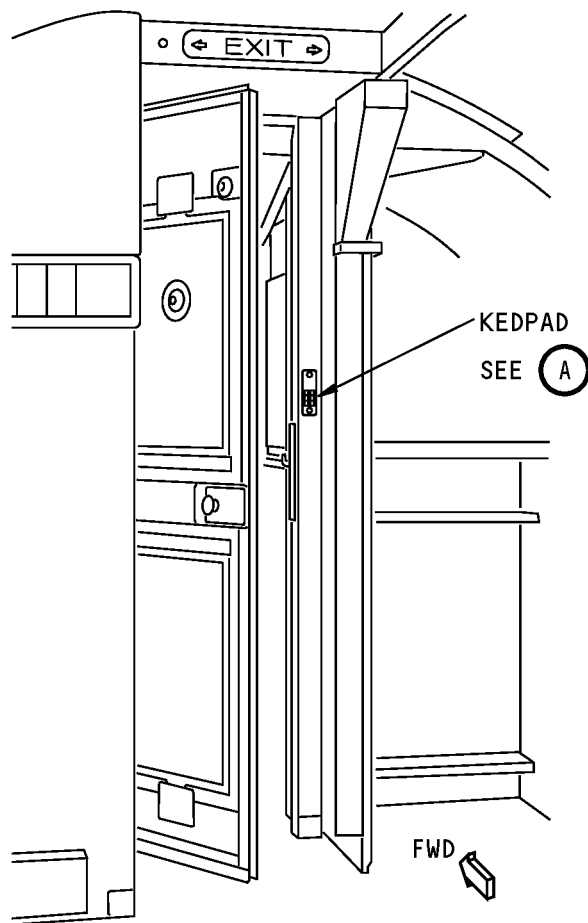
**EFFECTIVITY**

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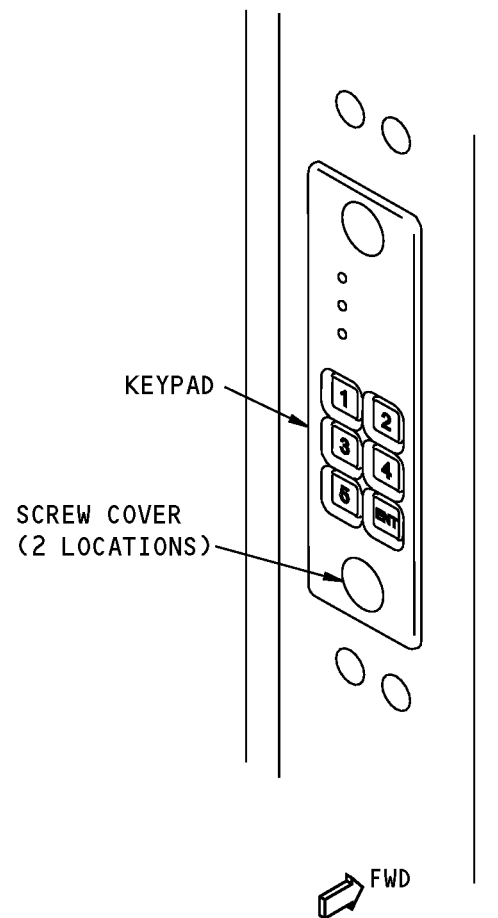
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D633A101-HAP

Page 12  
Feb 15/2009



**FLIGHT COMPARTMENT DOOR**



**KEYPAD  
(A)**

**Doors - Control Cabin Door - Keypad**

52-51-00-007

**EFFECTIVITY**

HAP 001-013, 015-022, 024, 025, 028-054, 101-999; HAP 023, 026 POST SB 737-25-1496

**52-51-00**

D633A101-HAP

## DOORS - CONTROL CABIN DOOR - CHIME MODULE

**Flight Compartment Door**

The chime module is mounted on the right hand door post inside the flight compartment.

The chime module controls the functions of the access system.

A removable cover on the chime module allows access to two switches that must be pressed to program the various time delays and items of the access system.

The programmable items are the Access Time Delay, the Deny Time Delay, Time of Continuous Chime, the Doorbell enable, and Access Code.

A guarded power cut off switch is installed on the chime module to allow normal maintenance and preflight access to the flight compartment when the airplane has electrical power.

When the switch is in the Up (guard extended) position, power is removed from the chime module and strike solenoid, which unlocks the door.

**EFFECTIVITY**

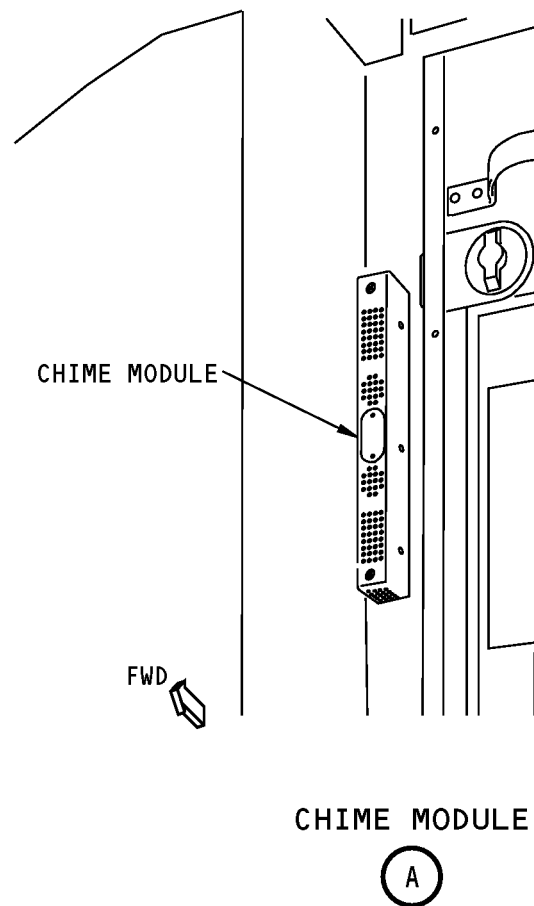
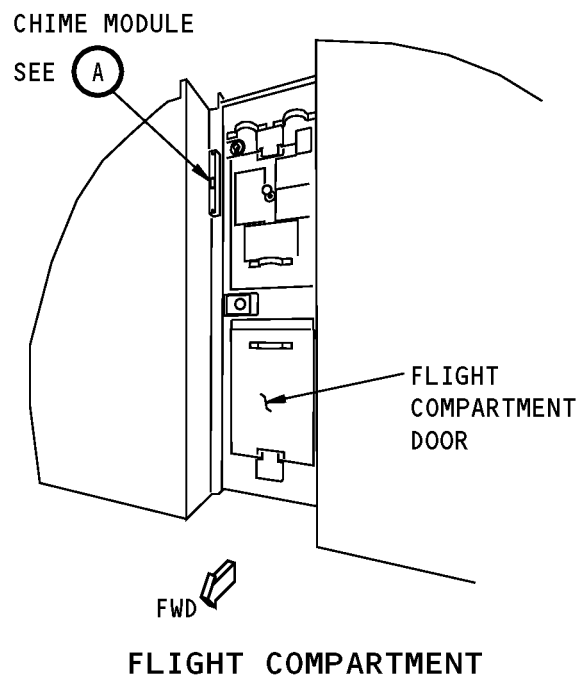
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737-25-1496

**52-51-00**

D633A101-HAP

Page 14  
Feb 15/2009





**Doors - Control Cabin Door - Chime Module**

**EFFECTIVITY**

HAP 001-013, 015-022, 024, 025, 028-054, 101-999; HAP 023, 026 POST SB 737-25-1496

**52-51-00**

D633A101-HAP

Page 15  
Feb 15/2009

**DOORS - CONTROL CABIN DOOR - DECOMPRESSION PANELS****Control Cabin Door Decompression Panels**

The door has blowout panels that will open in the event of a rapid decompression of the control cabin.

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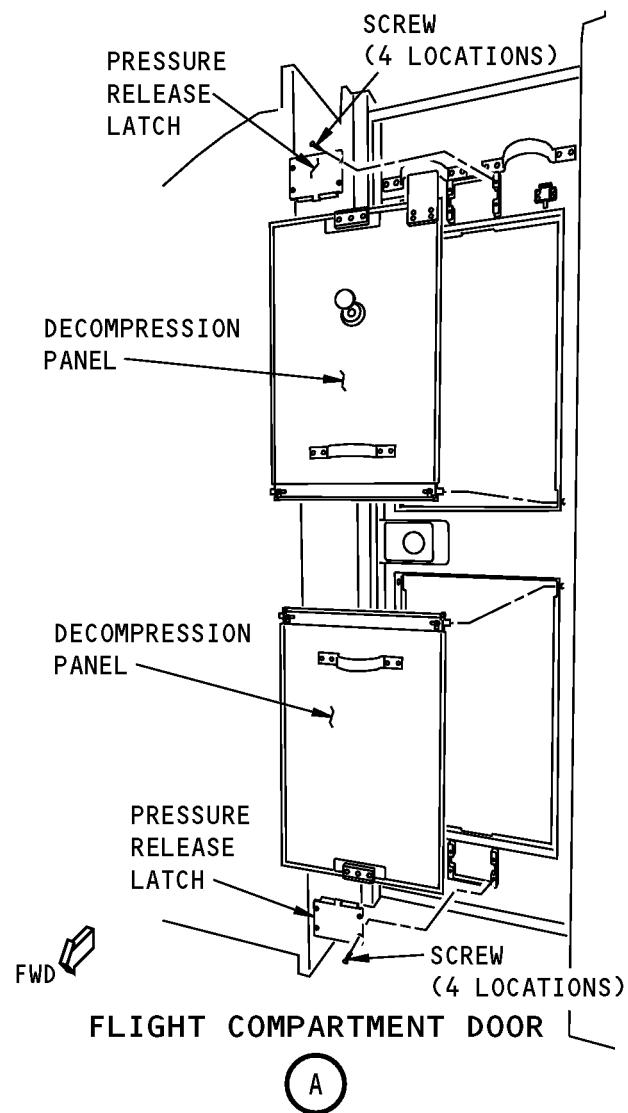
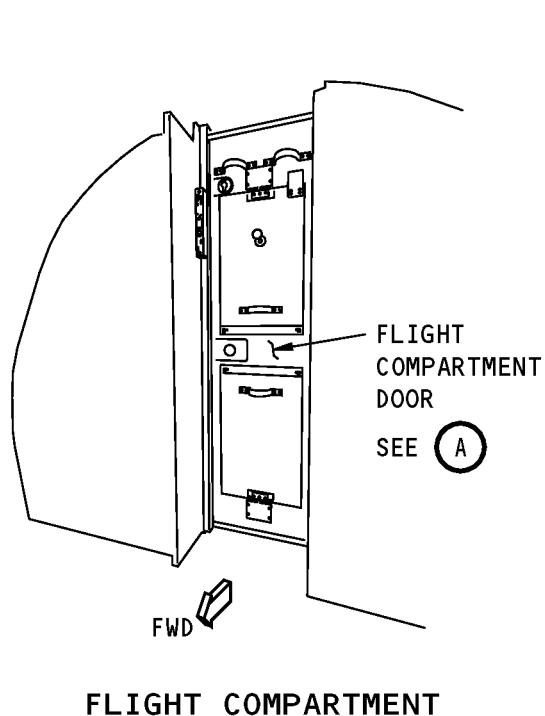
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737-25-1496

**52-51-00**

D633A101-HAP

Page 16  
Feb 15/2009



**Doors - Control Cabin Door - Decompression Panels**

**EFFECTIVITY**

HAP 001-013, 015-022, 024, 025, 028-054, 101-999; HAP 023, 026 POST SB 737-25-1496

**52-51-00**

D633A101-HAP

Page 17  
Feb 15/2009

## DOORS - CONTROL CABIN DOOR - EMERGENCY EXIT PANELS

**Purpose**

The crew door emergency exit panels give the crew an escape path through a blocked or jammed door.

**Location**

The emergency exit panels are on the upper crew door.

**General Description**

The emergency exit panels assembly is a spring-loaded, mechanical device.

The emergency exit panels have these parts:

- Exit handle with cables and retaining pins
- Upper hinged blowout panel
- Lower hinged blowout panel.

The blowout panels have hinges on the exit handle assembly. The exit handle assembly has spring-loaded retaining pins. The retaining pins secure the exit handle assembly to the door structure.

When you pull the exit handle, cables that link the handle to the retaining pins pull the pins free of the door structure. This causes the blowout panels to fold at the handle hinges, and disengage the door structure. As the panels fall to the floor, the retainer cable on the top blowout panel will pull out of the panel.

**Operation**

You operate the emergency exit panels manually from inside the flight compartment.

Pull the exit handle forward to remove the emergency exit panels from the door.

When the panels are free of the door structure, drop them to the cabin floor.

Then lower the first observer's seat and use it as a step to move through the emergency exit.

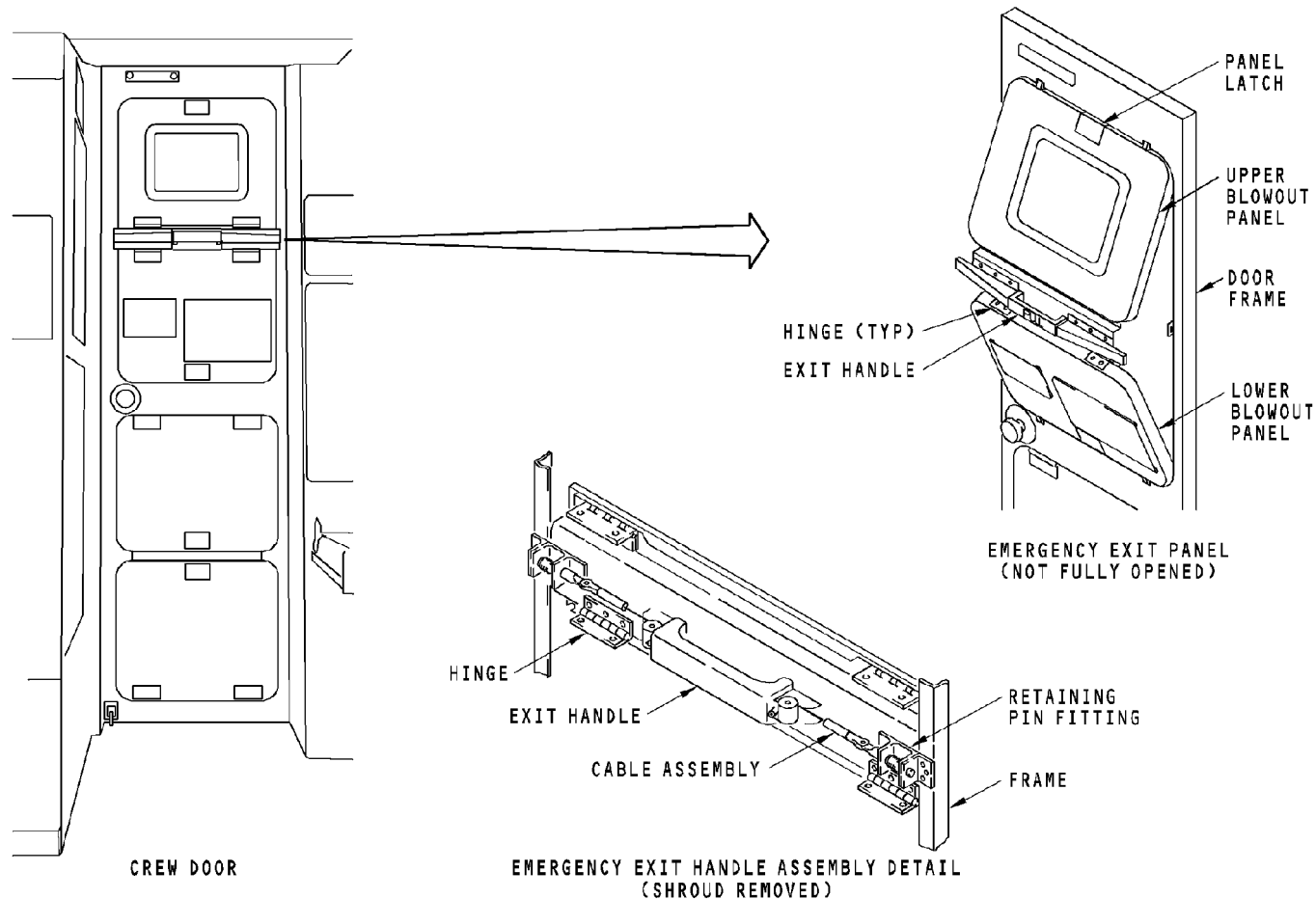
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**52-51-00**

D633A101-HAP

Page 18  
Jun 10/2007



**DOORS - CONTROL CABIN DOOR - EMERGENCY EXIT PANELS**

**EFFECTIVITY**  
HAP 023, 026 PRE SB 737-25-1496

**52-51-00**

D633A101-HAP

Page 19  
Jun 10/2007

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**52-51-00**

D633A101-HAP

Page 20  
Oct 10/2003

**DOORS - CONTROL CABIN DOOR - OPERATION****Operation**

You operate the control cabin door manually. The door opens aft.

**Unlocked Door Handle**

The door has a handle with a key-type mechanical lock on the bolt. When the key is inserted in the handle, you can turn it. This moves the door bolt from the door frame strike assembly. Then you can pull the door open.

**Locked Door Handle**

When the key is not inserted, you cannot turn the door handle from the passenger side of the door. The door bolt will not move out of the door frame strike assembly.

**Electric Strike Lock**

A solenoid-operated shear pin enables or disables strike movement. The CAB DOOR UNLOCKED push-button switch on the P8 panel controls the solenoid strike assembly.

If the solenoid lock is de-energized, the door frame strike will move. In this condition, it acts as a spring-loaded catch on the door bolt. When you pull on the door handle with moderate force (10 pounds nominal), the strike will move away from the door bolt and the door will open.

If the solenoid lock is energized, it will not allow the strike assembly to move. In this condition, the strike will rigidly hold the door bolt and will not let you open the door.

**Door Stop**

Two types of door stop devices hold the door in the open position:

- Spring-loaded plunger with a padded foot and release lever. Step on the top of the plunger to set the door stop. Step on the release lever to release the door stop.
- Bungee cord with a snap. When the door is open, you snap the bungee cord to the snap on the adjacent lavatory module.

**Emergency Exit Panels**

If the door becomes inoperative, the flight crew can exit through the door emergency exit panels.

The emergency exit panels are on the top of the door. Pull on the exit handle between the two panels to open the exit.

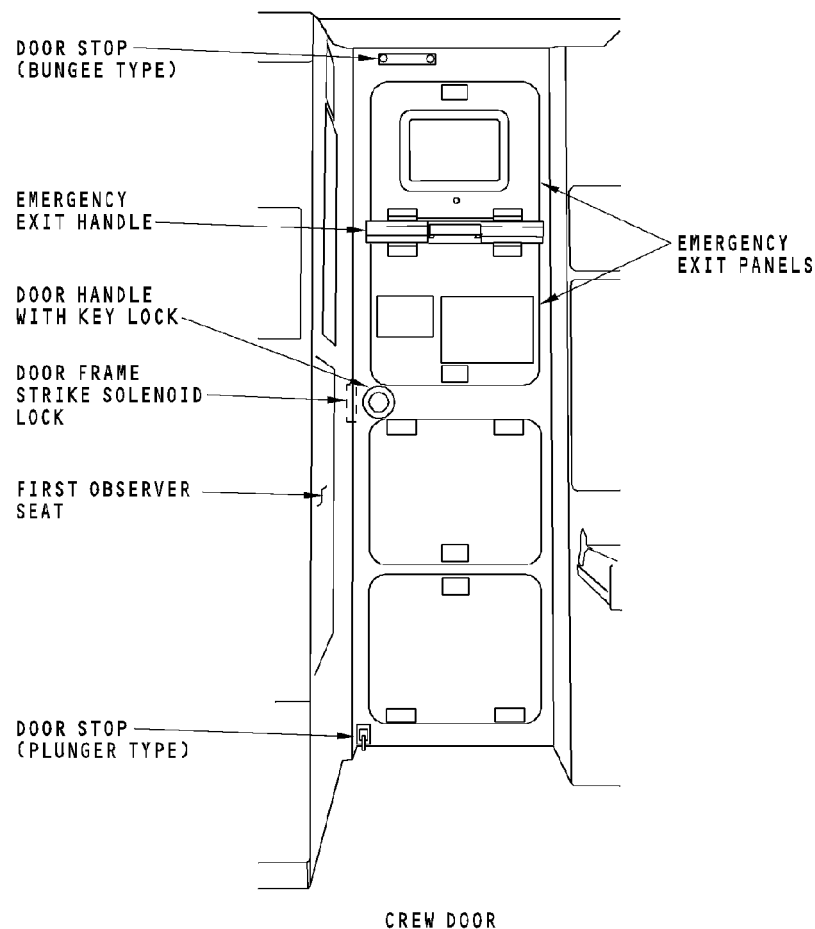
When the panels are free of door structure, drop them on the floor.

Then lower the first observer seat and use it as a step to move through the emergency exit.

**DOORS - CONTROL CABIN DOOR - OPERATION****Training Information Point**

If there is an emergency, the door locks can be overcome. A force of 250 pounds (nominal) on the door handle shears out the strike assembly. This lets the strike move away from the door bolt and the door opens.





**DOORS - CONTROL CABIN DOOR - OPERATION**

**EFFECTIVITY**  
HAP 023, 026 PRE SB 737-25-1496

**52-51-00**

D633A101-HAP

Page 23  
Jun 10/2007

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**52-71-00**

D633A101-HAP

Page 1  
Oct 10/2002

**DOORS - DOOR WARNING SYSTEM - INTRODUCTION****Purpose**

The door warning system gives the crew a visual indication when a door is not secure (not latched).

**Location**

The door warning amber lights are on the door warning annunciator panel on the P5 forward overhead panel.

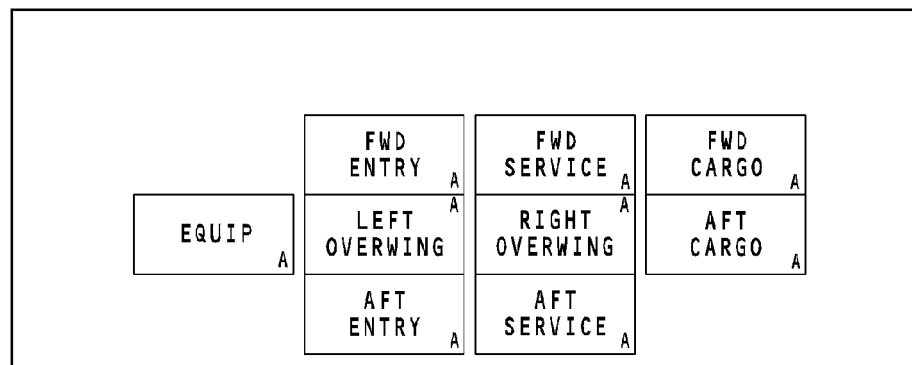
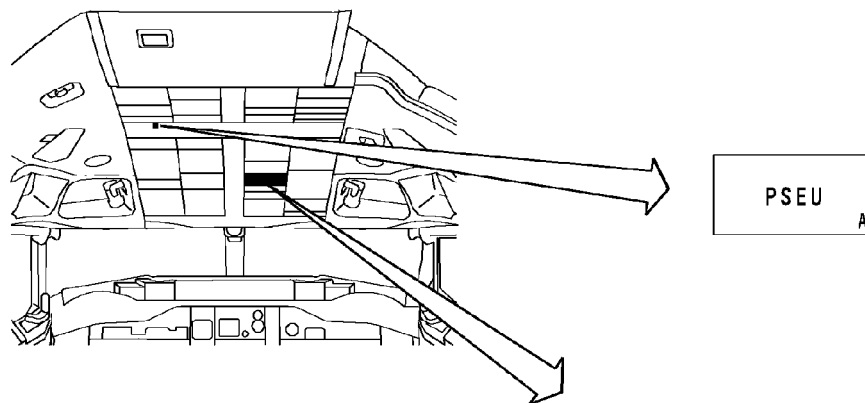
The PSEU amber light is on the P5 aft overhead panel. Under certain conditions, this light comes on when the emergency exit doors lights come on.

**General Description**

These doors have an interface with the door warning system:

- Forward and aft entry doors
- Forward and aft galley service doors
- Emergency exit doors
- Forward and aft cargo doors
- Forward equipment compartment access door
- EE compartment external access door.

The door warning annunciator panel contains indication for the doors when a door is not in the latched position.



DOOR WARNING ANNUNCIATOR PANEL (P5)

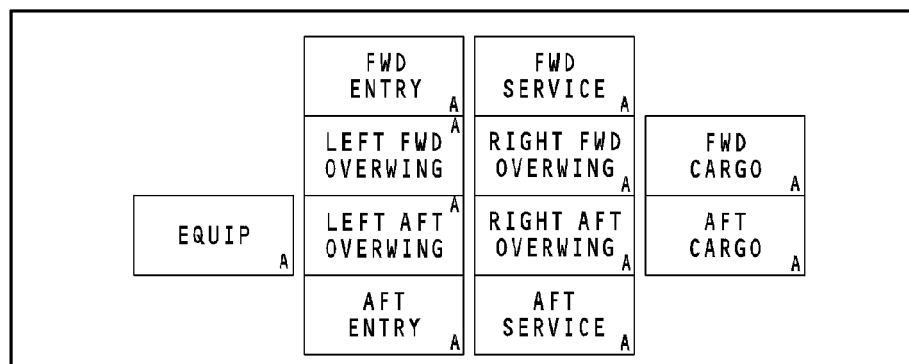
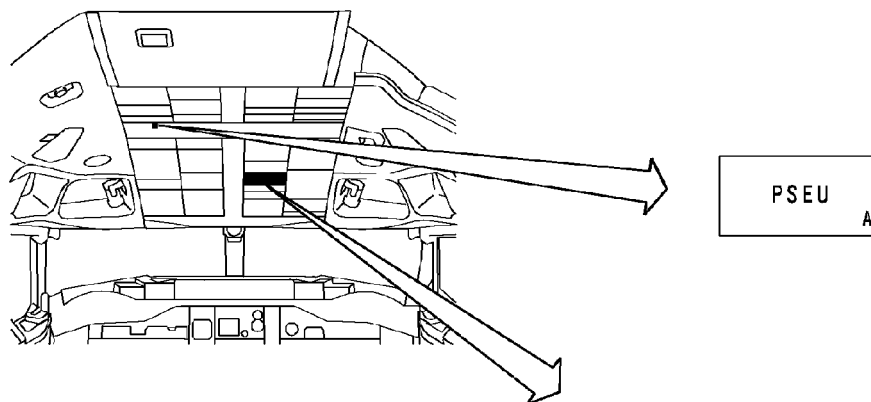
## DOORS - DOOR WARNING SYSTEM - INTRODUCTION

**EFFECTIVITY**  
HAP 101-999

**52-71-00**

D633A101-HAP

Page 3  
Feb 10/2007



DOOR WARNING ANNUNCIATOR PANEL (P5)

## DOORS - DOOR WARNING SYSTEM - INTRODUCTION

### EFFECTIVITY

HAP 001-013, 015-026, 028-054

**52-71-00**

D633A101-HAP

Page 4  
Feb 15/2009

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**52-71-00**

D633A101-HAP

Page 5  
Feb 10/2007

**DOORS - DOOR WARNING SYSTEM - FUNCTIONAL DESCRIPTION****Purpose**

The door warning system gives the crew a visual indication when the doors are not secure (not latched). These are the doors for which indication is provided:

- Passenger entry, forward and aft
- Passenger service, forward and aft
- Cargo, forward and aft
- Equipment, forward and EE compartment.

**Functional Description**

The door warning lights are controlled by proximity sensors and microswitches in the door area. The proximity sensor is part of a solid state switch circuit. The circuit consists of a sensor, an actuator, and a switch card. The sensor and actuator are on the door.

The circuits for the lights are in the proximity switch electronics unit (PSEU).

The door warning annunciator module contains the amber lights. It is on the P5 forward overhead panel.

**Operation**

The sensor senses the proximity or absence of the actuator and provides the signal to the switch card. The switch card uses this signal for the warning light to come on or go out.

The forward access door and the EE compartment door share the same door warning light. A microswitch is at each access door.

When a warning light comes on, the MASTER CAUTION and DOORS annunciator also come on.

When the cargo door is unlatched, the switch card enables cargo compartment lights.

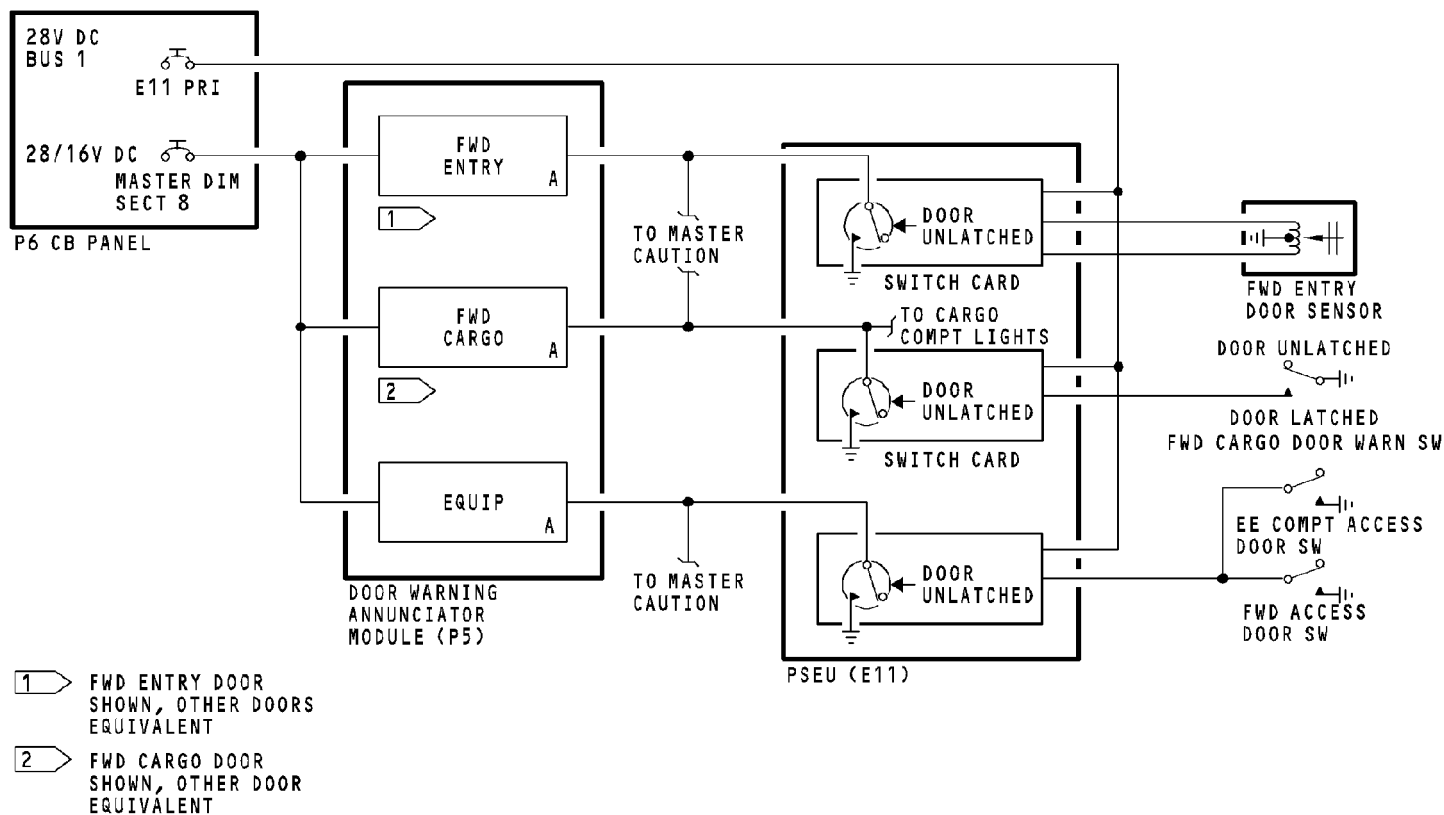
See the cargo compartment lights section. (SECTION 33-36)

**EFFECTIVITY**  
**HAP ALL**

**52-71-00**

D633A101-HAP

Page 6  
Feb 10/2007



**DOORS - DOOR WARNING SYSTEM - FUNCTIONAL DESCRIPTION**

**EFFECTIVITY**  
**HAP ALL**

**52-71-00**

D633A101-HAP

Page 7  
Feb 10/2007



**DOORS - DOOR WARNING SYSTEM - EMERGENCY EXIT DOOR - FLIGHT LOCK LOGIC****Purpose**

The flight lock logic monitors the airplane systems and sends a signal when the emergency exit door should be locked or unlocked.

**General Description**

All of these conditions cause the emergency exit doors to lock:

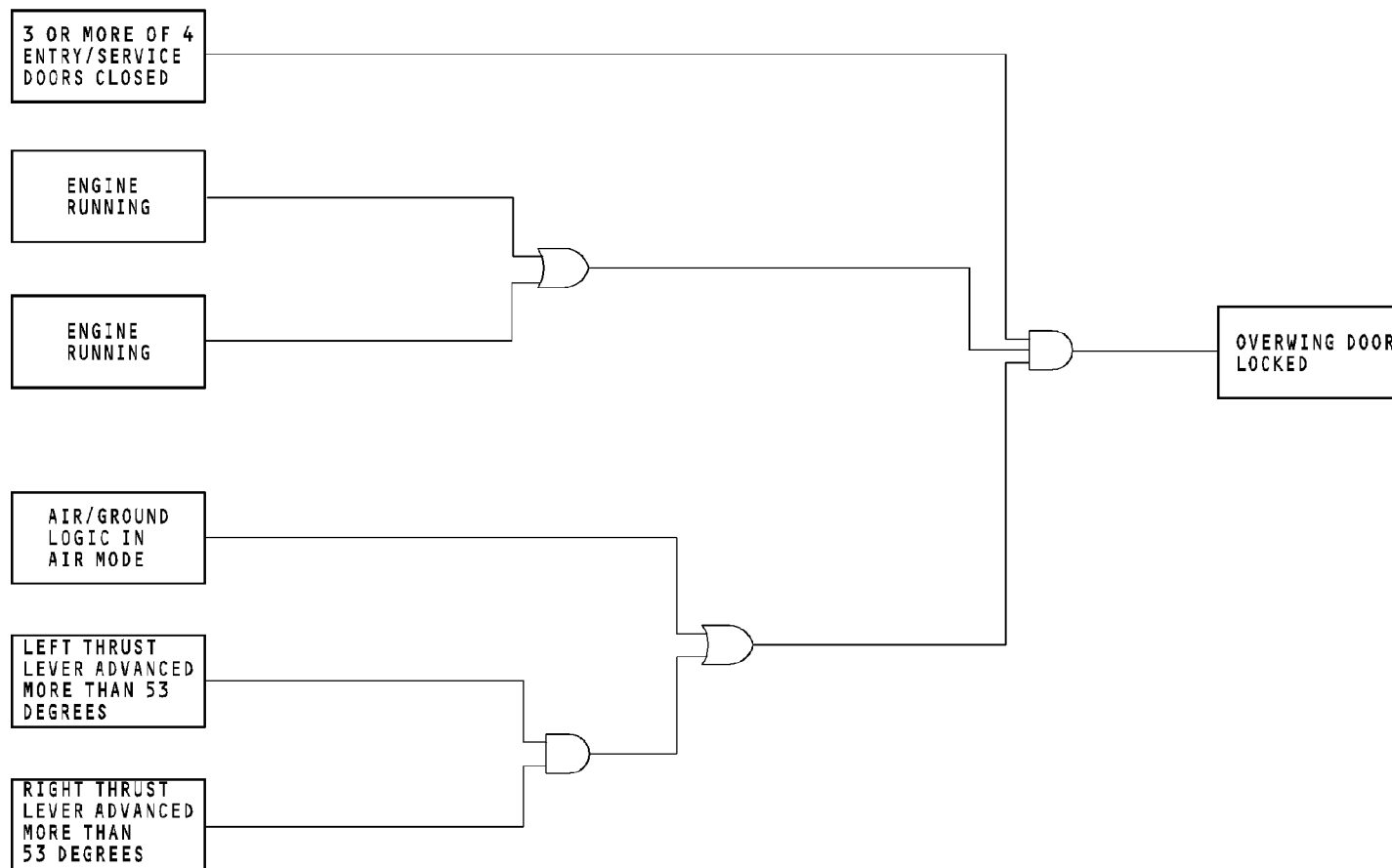
- Three or more of the entry/service doors are closed
- Either engine is running
- Air ground logic is in the AIR MODE or both the left and right thrust levers are advanced more than 53 degrees (TRA).

The flight lock logic is a part of the proximity switch electronic unit (PSEU).

**Training Information Point**

The engine running signal comes from the display electronic unit (DEU). There is an engine running signal when these conditions occur:

- Engine start lever is in idle
- Electronic engine control (EEC) discrete is set to RUN, or N2 more than 50 percent (if the digital data bus is invalid).



**DOORS - DOOR WARNING SYSTEM - EMERGENCY EXIT DOOR - FLIGHT LOCK LOGIC**

**EFFECTIVITY**  
HAP ALL

**52-71-00**

D633A101-HAP

Page 9  
Feb 10/2007

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**52-71-00**

D633A101-HAP

Page 10  
Feb 10/2007

## DOORS - DOOR WARNING SYSTEM - EMERGENCY EXIT DOOR - FUNCTIONAL DESCRIPTION

### Purpose

The door warning system gives the crew an indication when an emergency exit door is not latched or in an uncommanded condition (locked or unlocked).

### Functional Description

There are two door closed switches on the frame of each emergency exit door. One switch is on the forward portion of the frame, the other switch is on the aft portion of the frame. When one or the other of these switches is in a NOT CLOSED position, an indication is provided to the flight crew.

These are the flight crew indications when a door closed switch is in the NOT CLOSED position:

- The related overwing light on the P5-20 door warning annunciator module comes on
- The MASTER CAUTION and DOORS annunciator lights come on.

When the airplane is on the ground and has not started its takeoff roll, the emergency exit doors should be unlocked. If an emergency exit door is locked when it should be unlocked, indication is provided to the flight crew. These are the indications when an emergency exit door is locked when it should be unlocked:

- The PSEU light on the P5 aft overhead panel comes on (and is not resetable)

- The MASTER CAUTION and OVERHEAD annunciator lights come on.

After the airplane starts its takeoff roll or is in the air, the emergency exit doors should be locked. If an emergency exit door is unlocked when it should be locked, indication is provided to the flight crew. These are the indications when an overwing door is unlocked when it should be locked:

- The related overwing light on the P5-20 door warning annunciator module comes on
- The MASTER CAUTION and DOORS annunciator lights come on.

The signal to lock/unlock the emergency exit door comes from the flight lock logic in the PSEU.

When the airplane is on the ground and the thrust levers are less than 53 degrees TRA (thrust resolver angle), the flight lock logic in the PSEU deenergizes the flight lock relay, R742. When R742 is deenergized, the flight lock solenoid is deenergized and the flight lock solenoid switch is in the NOT LOCKED position.

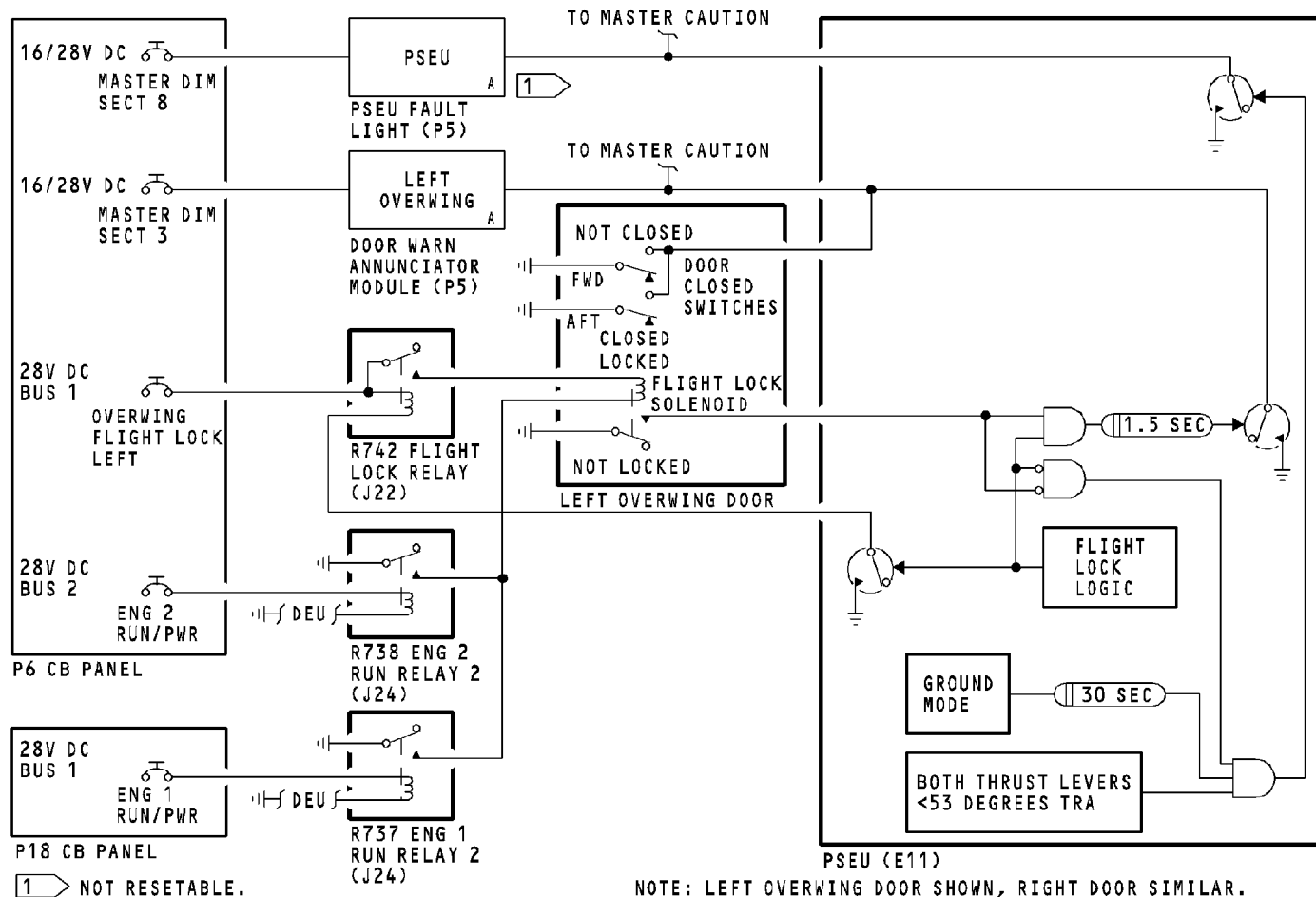
When the airplane starts its take off roll, the flight lock logic energizes the flight lock relay, R742. The flight lock solenoid energizes when the R742 flight lock relay energizes and R737 or R738 engine running relay energizes. When the flight lock solenoid is energized, the flight lock solenoid switch is in the LOCKED position.

**DOORS - DOOR WARNING SYSTEM - EMERGENCY EXIT DOOR - FUNCTIONAL DESCRIPTION**

The engine running relays, R737 and R738, are energized when the display electronic unit (DEU) sends an engine run signal. The DEU sends an engine run signal when all of these conditions occur:

- The engine start lever is in idle
- The electronic engine control (EEC) discrete is set to RUN, or N2 > 50% (if the digital data bus is invalid).

The 1.5 second time delay prevents nuisance indications.



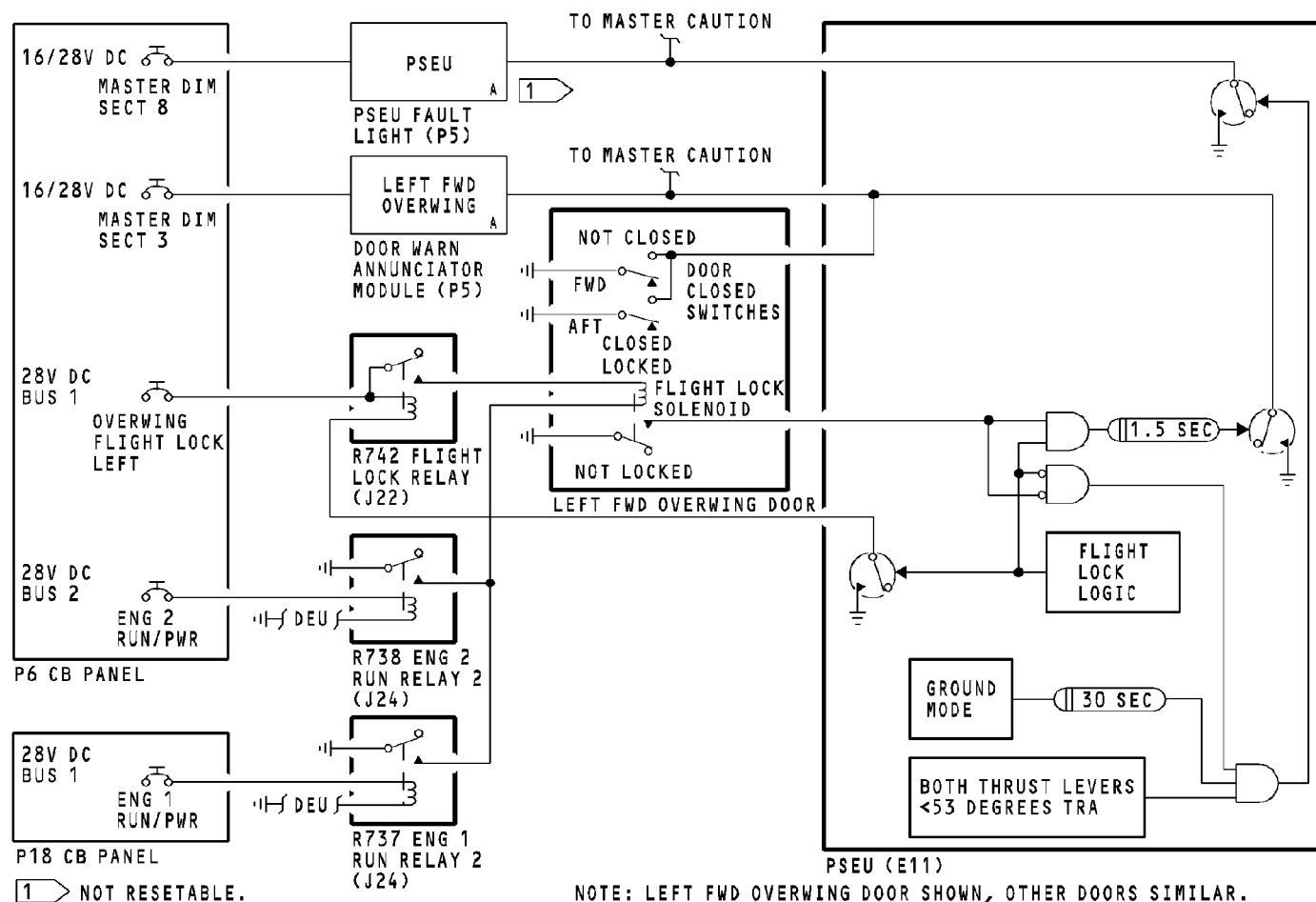
**DOORS - DOOR WARNING SYSTEM - EMERGENCY EXIT DOOR - FUNCTIONAL DESCRIPTION**

**EFFECTIVITY**  
HAP 101-999

**52-71-00**

D633A101-HAP

Page 13  
Feb 10/2007



## DOORS - DOOR WARNING SYSTEM - EMERGENCY EXIT DOOR - FUNCTIONAL DESCRIPTION

### EFFECTIVITY

HAP 001-013, 015-026, 028-054

# 52-71-00

D633A101-HAP

Page 14  
Feb 15/2009