

**DC-10 SERIES**

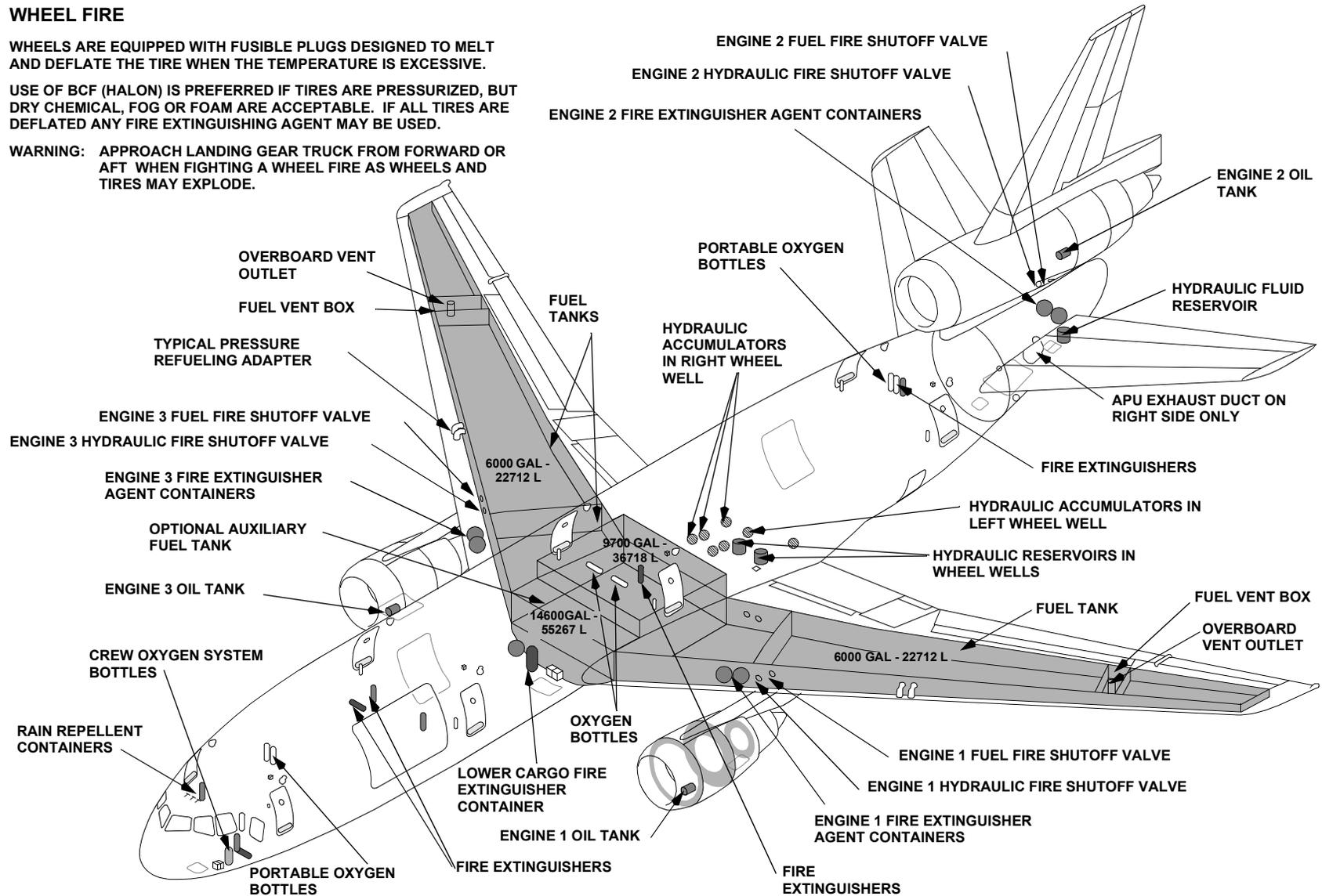
**FLAMMABLE MATERIAL LOCATIONS**

**WHEEL FIRE**

WHEELS ARE EQUIPPED WITH FUSIBLE PLUGS DESIGNED TO MELT AND DEFLATE THE TIRE WHEN THE TEMPERATURE IS EXCESSIVE.

USE OF BCF (HALON) IS PREFERRED IF TIRES ARE PRESSURIZED, BUT DRY CHEMICAL, FOG OR FOAM ARE ACCEPTABLE. IF ALL TIRES ARE DEFLATED ANY FIRE EXTINGUISHING AGENT MAY BE USED.

**WARNING:** APPROACH LANDING GEAR TRUCK FROM FORWARD OR AFT WHEN FIGHTING A WHEEL FIRE AS WHEELS AND TIRES MAY EXPLODE.

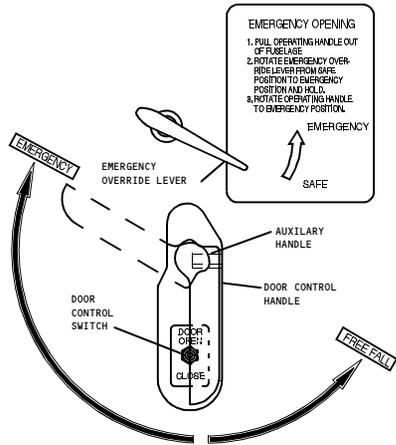


# DC-10 SERIES

## 1 PASSENGER AND SERVICE DOORS

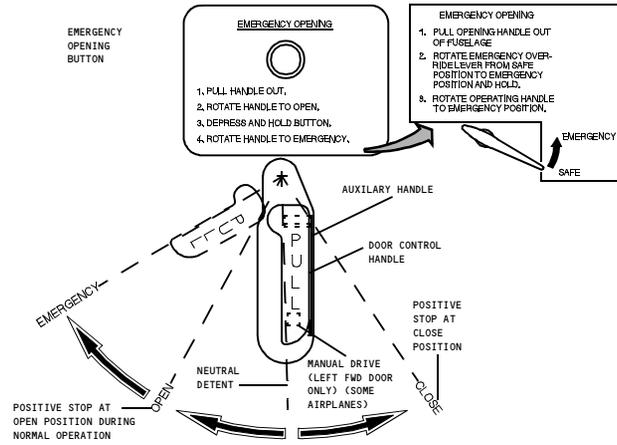
### PUSH BUTTON TYPE

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



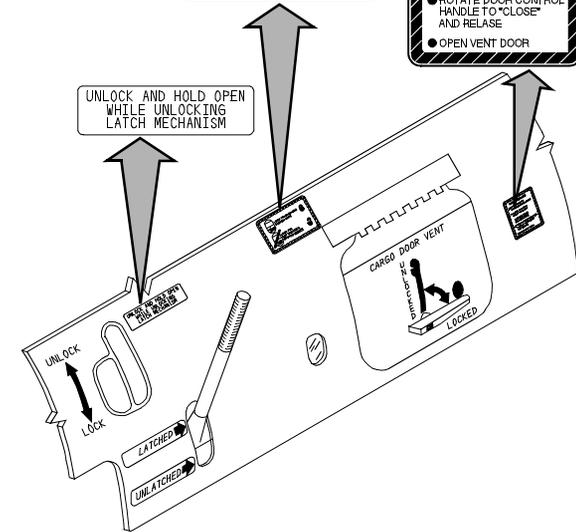
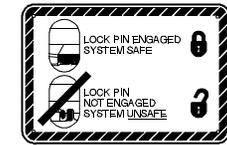
### NON PUSH BUTTON TYPE

**NOTE:** WHEN PLACED IN "EMERGENCY" POSITION, DOOR CONTROL HANDLE WILL REMAIN IN THAT POSITION.



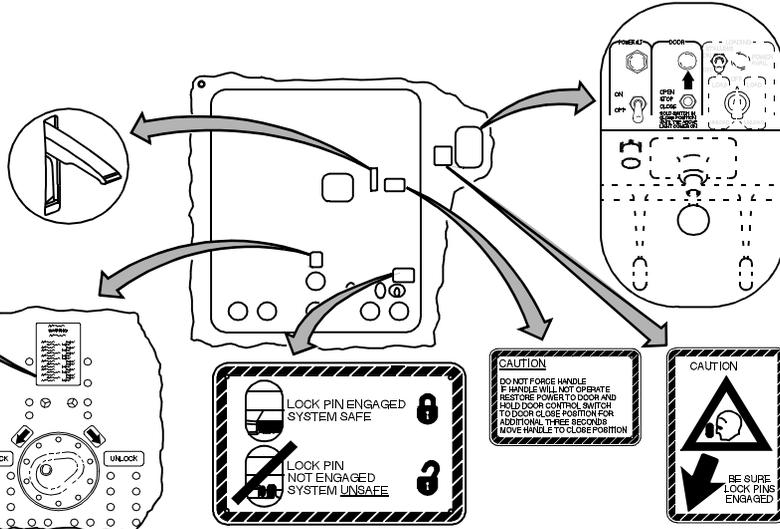
# EMERGENCY RESCUE ACCESS-1

## 2 UPPER CARGO DOOR

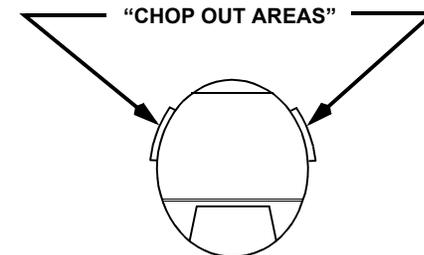


## 3 CARGO ACCESS DOORS

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



## 4 AIRPLANE CROSS SECTION

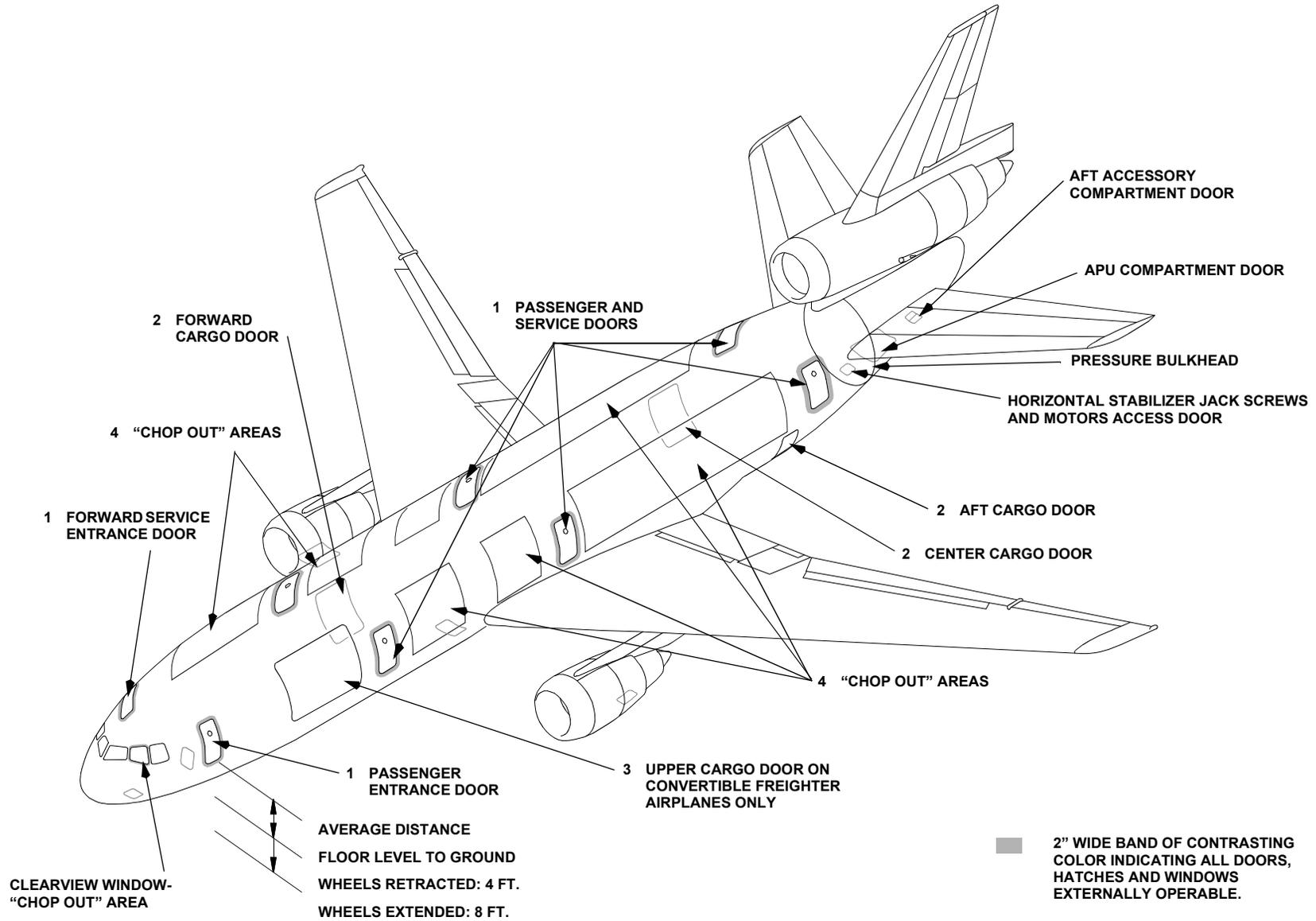


**NOTE:** "CHOP OUT" AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE NECESSITY FOR "CHOP OUT."

**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

**DC-10 SERIES**

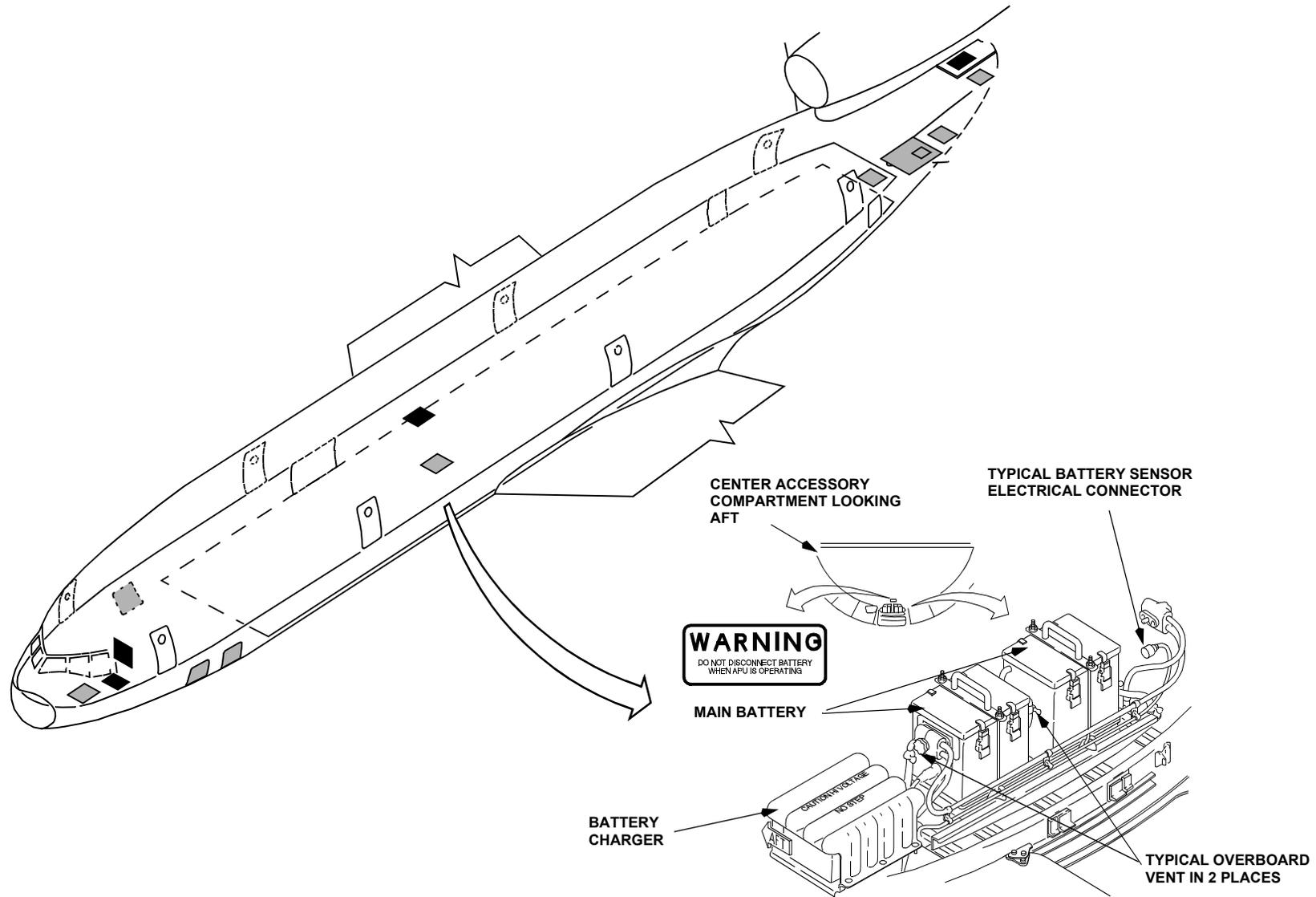
**EMERGENCY RESCUE ACCESS-2**



**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

**DC-10 SERIES**

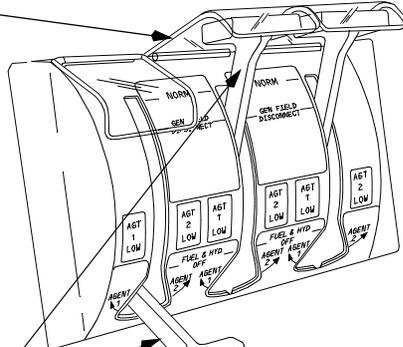
**BATTERY LOCATIONS**



DC-10 SERIES

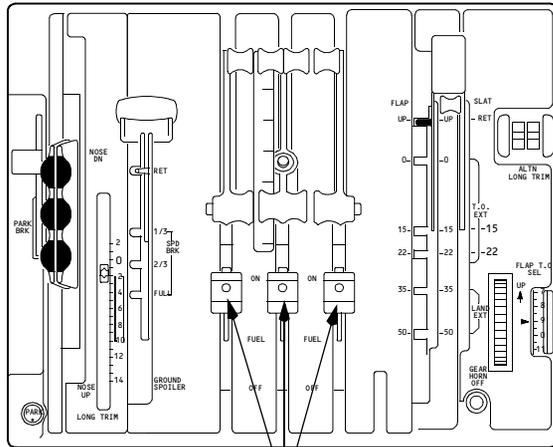
FLIGHT DECK CONTROL SWITCH LOCATIONS

C - ENG FIRE HANDLE COVERS

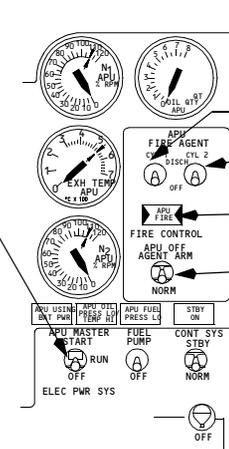
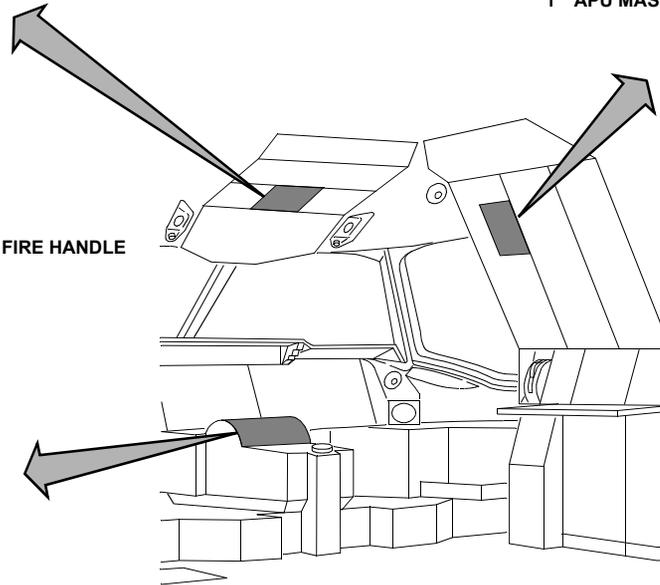


B - ENG FIRE HANDLE

D,E,F - ENG FIRE HANDLE



A,B - FUEL LEVERS



- 4 CYL 1
- 5 CYL 2
- 2 APU FIRE
- 3 APU OFF & AGENT ARE

FLIGHT ENGINEER'S UPPER INSTRUMENT PANEL NO. 1

APU SHUTDOWN AND FIRE PROCEDURE

1. "APU MASTER" SWITCH TO "OFF" (DOWN).
2. IF "APU FIRE" LIGHT IS ILLUMINATED...
3. "APU OFF & AGENT ARM" SWITCH TO "AGENT ARM" (UP).
4. APU FIRE AGENT "CYL 1" SWITCH TO "DISCHARGE" (UP).
5. AFTER 10 SECONDS , APU FIRE AGENT "CYL 2". SWITCH TO "DISCHARGE" (UP)

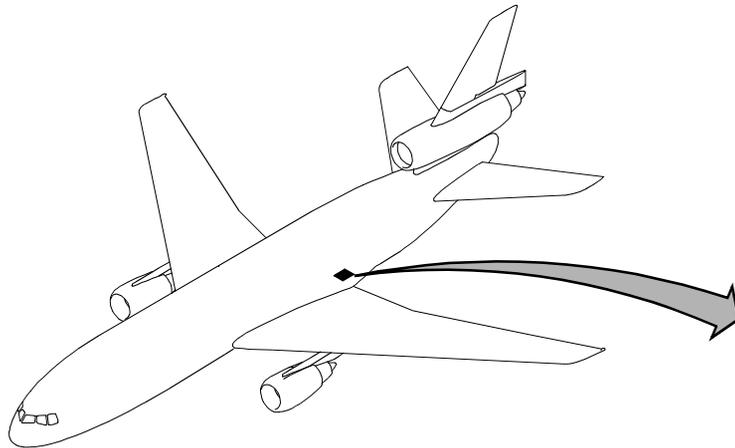
ENGINE SHUTDOWN AND FIRE PROCEDURE:

1. FUEL LEVER(S) FROM "ON" TO "OFF" (DOWN)
2. IF LIGHT(S) IN FUEL LEVER(S) OR "ENG FIRE" HANDLE(S) ARE ILLUMINATED...
3. LIFT "ENG/FIRE" HANDLE GUARD(S).
4. PULL HANDLE(S) DOWN AND FORWARD.
5. WHILE HOLDING FORWARD PRESSURE ON HANDLE, TWIST HANDLE CLOCKWISE AND HOLD.
6. AFTER 10 SECONDS, TWIST HANDLE COUNTERCLOCKWISE.

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

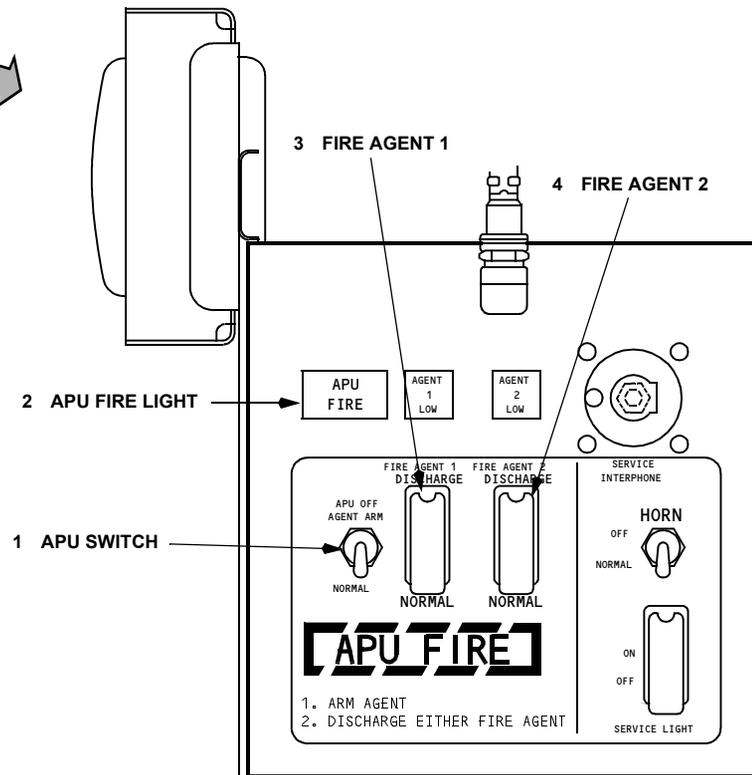
DC-10 SERIES

EXTERNAL APU FIRE CONTROLS



**APU SHUTDOWN AND FIRE PROCEDURE:**

1. TURN APU SWITCH TO "OFF" (UP).
2. IF APU FIRE LIGHT IS ON...
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4. AFTER 10 SECONDS, FIRE AGENT 2 SWITCH TO "DISCHARGE" (UP).



KC-10A

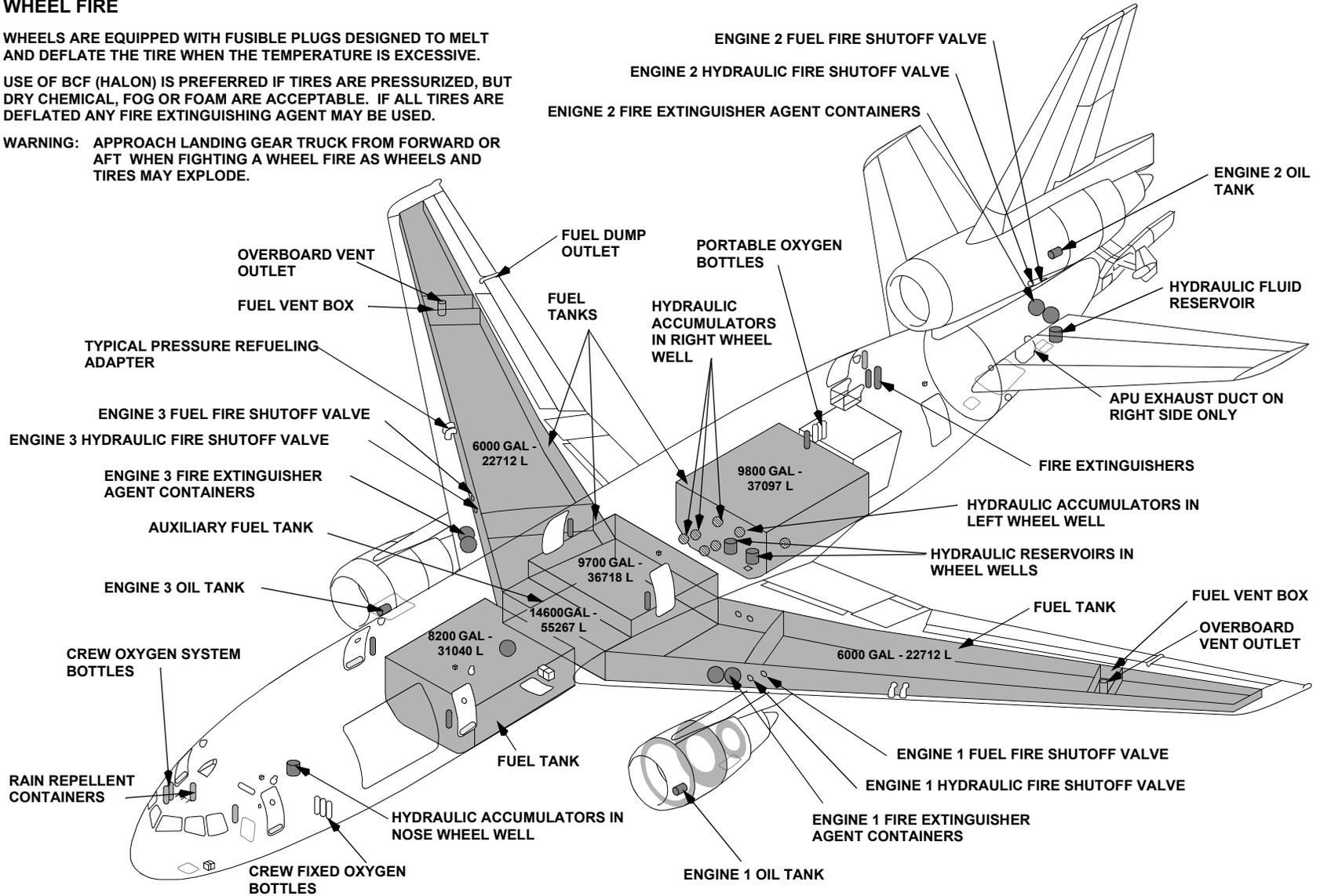
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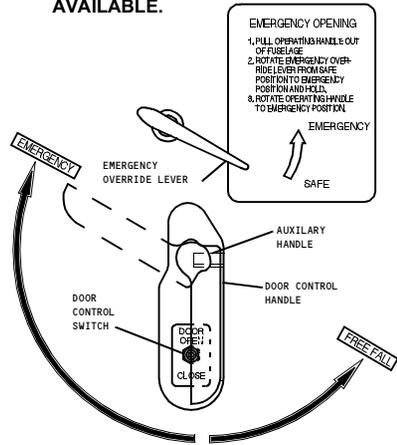
# AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

## KC-10A

## EMERGENCY RESCUE ACCESS-1

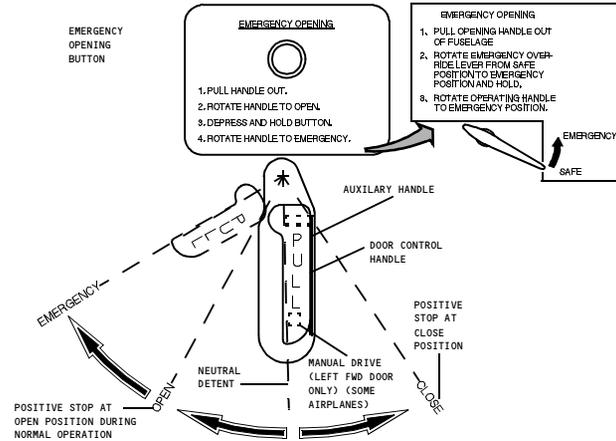
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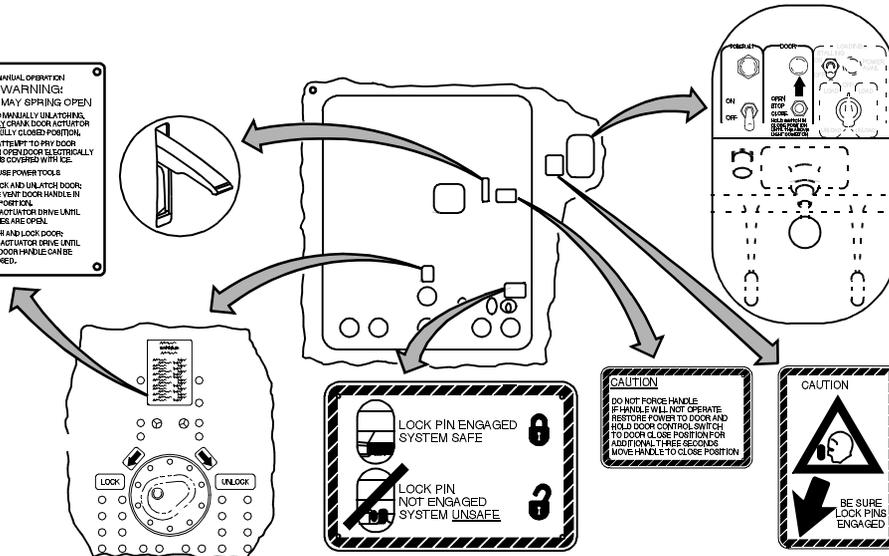
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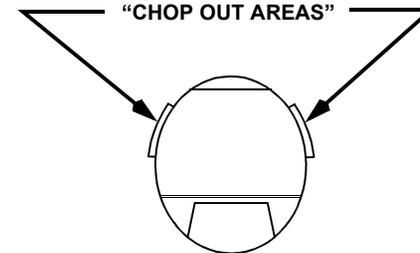


### 2 CARGO ACCESS DOORS

**MANUAL OPERATION**  
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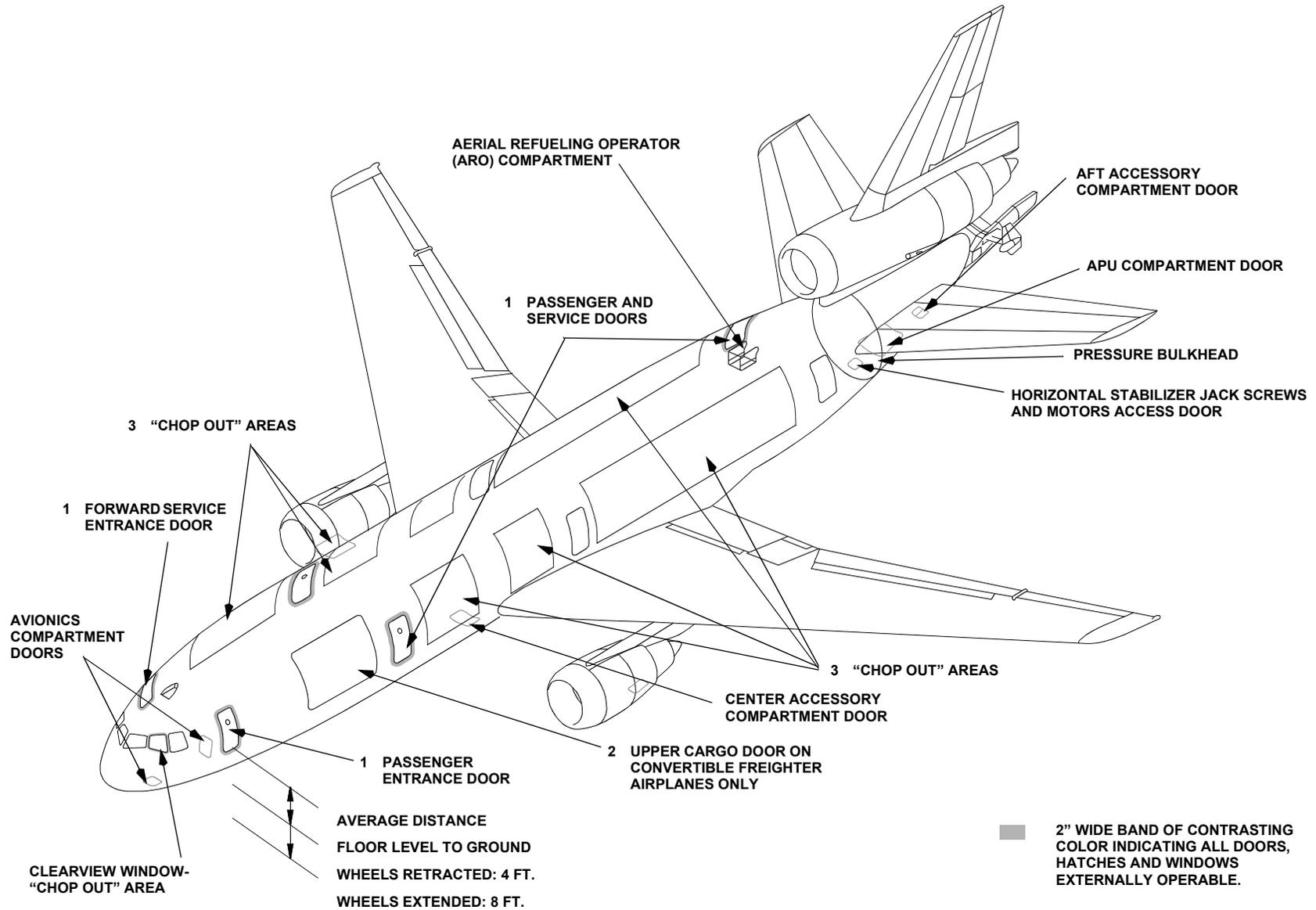


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**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

**KC-10A**

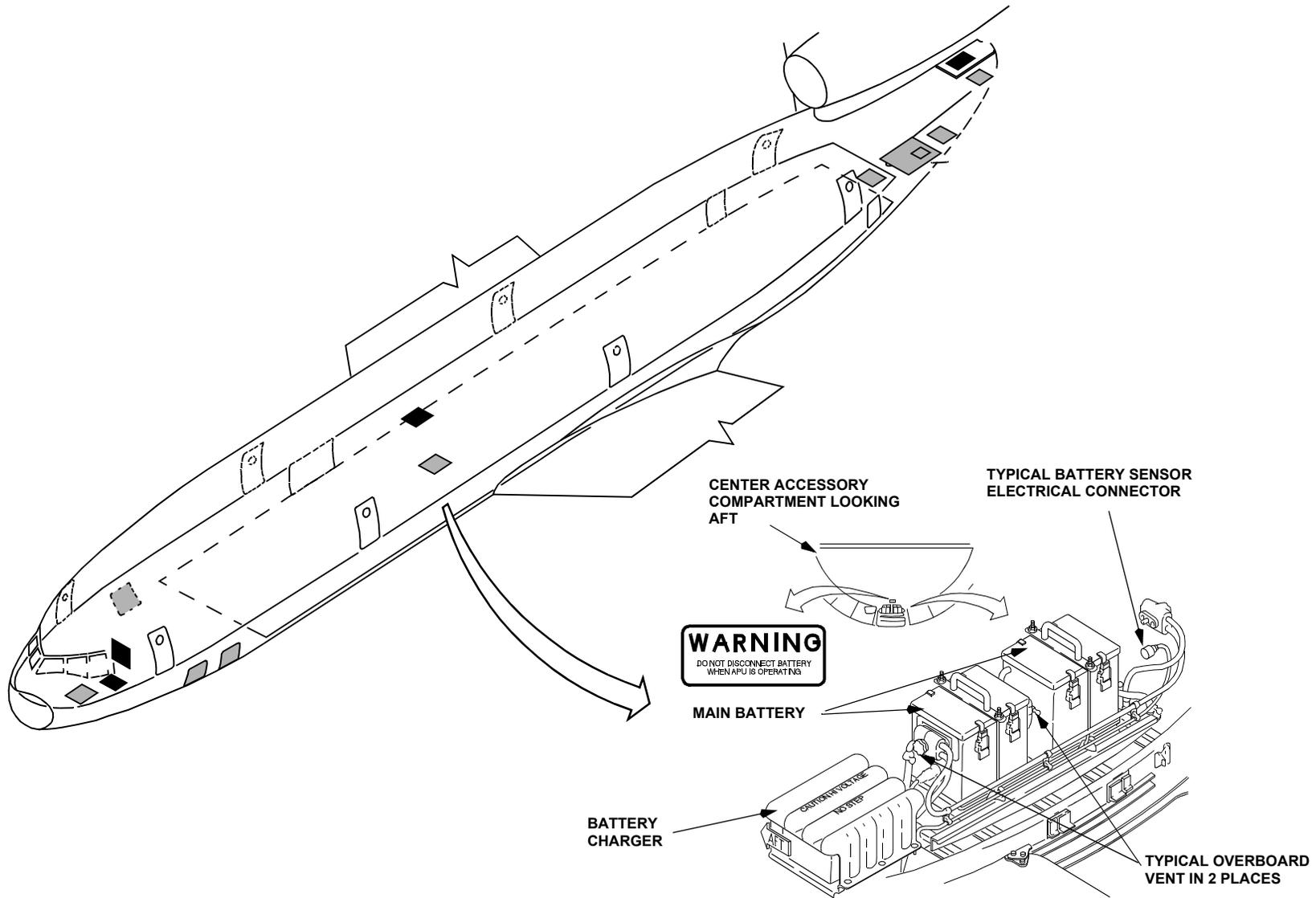
**EMERGENCY RESCUE ACCESS-2**



**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

**KC-10A**

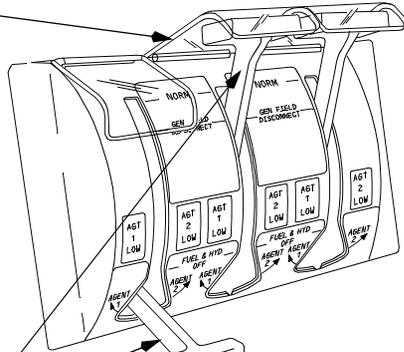
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KC-10A

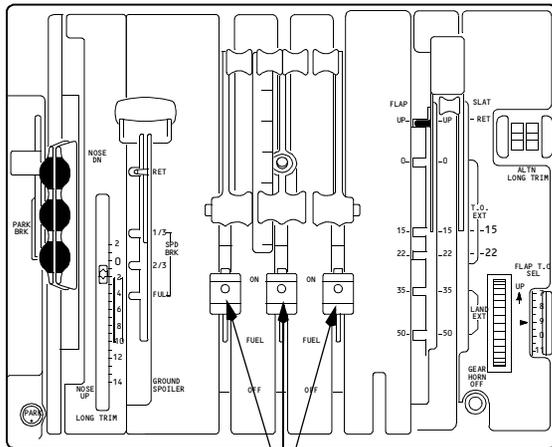
FLIGHT DECK CONTROL SWITCH LOCATIONS

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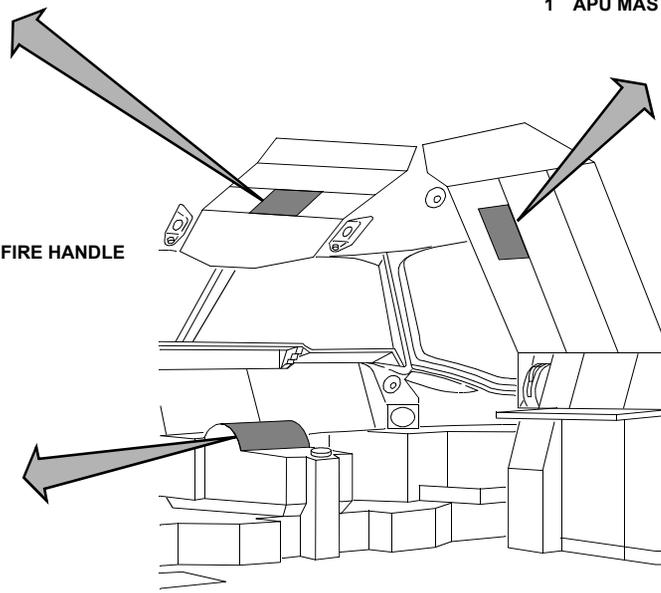


B - ENG FIRE HANDLE

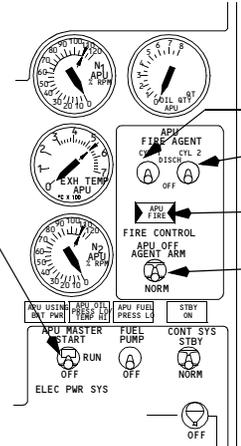
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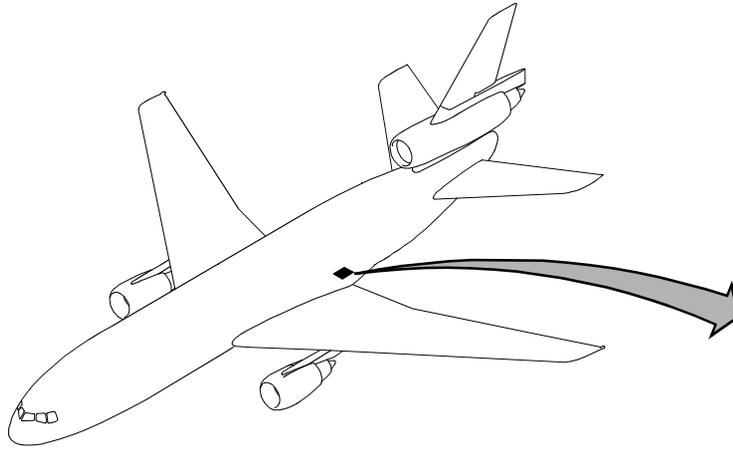
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KC-10A

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