CHAPTER

52

DOORS

CHAPTER 52
DOORS

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A = Added, R = Revised, D = Deleted, O = Overflow

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CHAPTER 52
DOORS

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PART NUMBER: B52004-1

NAME: INSTALLATION TOOL - DOOR SEAL

AIRPLANE MAINTENANCE: YES

AMM 52-09-11

COMPONENT MAINTENANCE: YES

CMM 52-16-03, CMM 52-16-15, CMM 52-36-02, CMM 52-36-12, CMM 52-46-05, CMM 52-46-06, CMM 52-61-02, CMM 71-13-28

USAGE & DESCRIPTION: The B52004-1 installation tool is used on 737-100 thru -900 airplanes.

B52004 is used to install seals on all doors except the forward entry door.

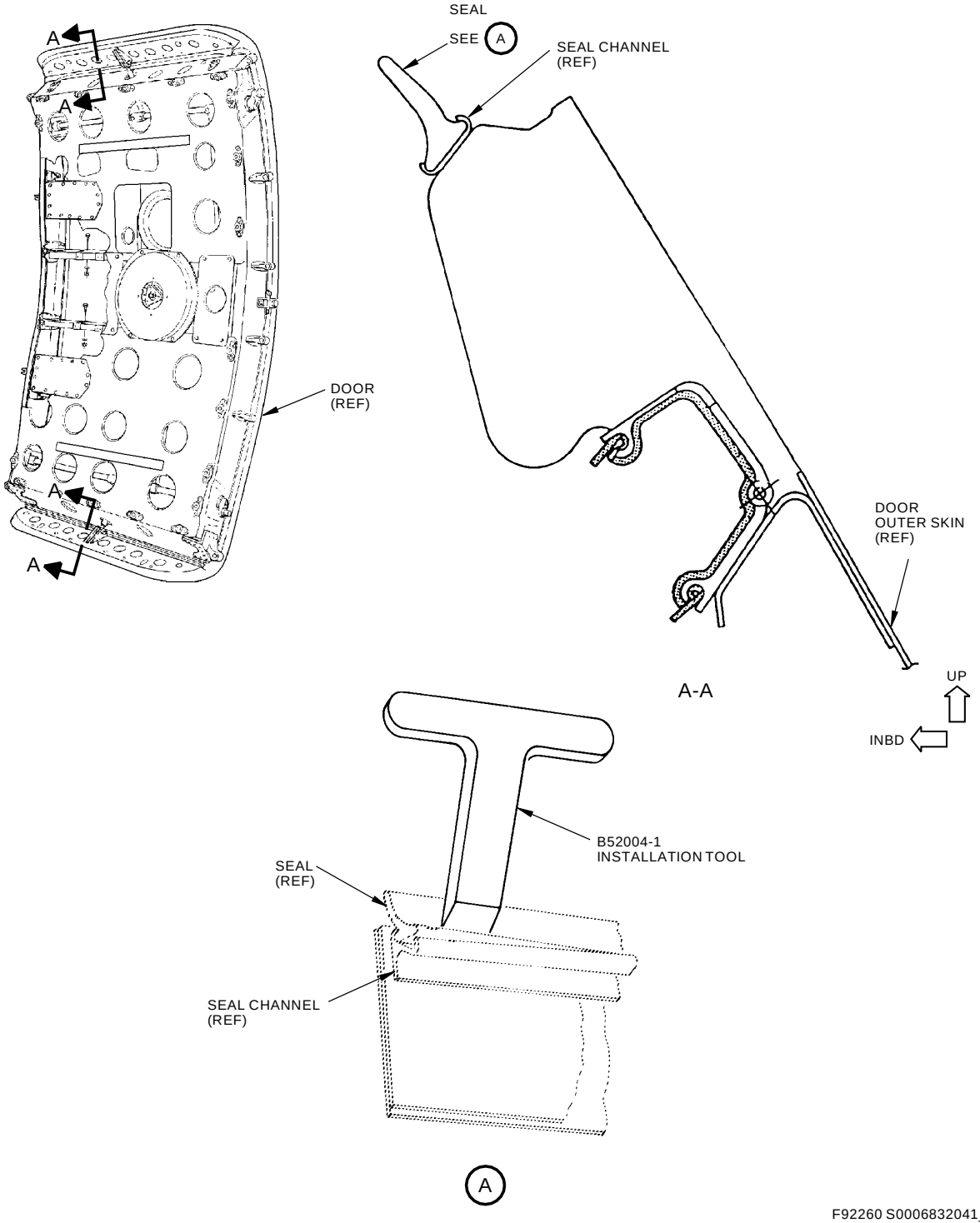
Refer to the current B52004 tool drawing AMM 52-09-11, CMM 52-16-03, CMM 52-16-15, CMM 52-36-02, CMM 52-36-12, CMM 52-46-05, CMM 52-46-06, CMM 52-61-02, CMM 71-13-28 and the current B52004 tool drawing for complete usage instructions.

B52004-1 is a T-handle device fabricated from nylon, delrin or lexan.

WEIGHT: 1 lb (0.5 kg)

DIMENSIONS: 5 x 5 x 0.25 inches (127 x 127 x 6.4 mm)

NOTE: B52004 replaces SE52-1002 for future procurement.



Door Seal Installation Tool
Figure 1

PART NUMBER: J52039-1, -87, -88, -90

NAME: PERSONNEL BARRIER EQUIPMENT - MAIN CARGO DOOR

AIRPLANE MAINTENANCE: YES

AMM 52-32-11

COMPONENT MAINTENANCE: NO

USAGE & DESCRIPTION: The J52039-1, -87, -88 and -90 personnel barrier equipment are used on 737-200C, -700C and -700QC airplanes.

J52039 is used to prevent personnel from falling from the airplane when the main deck cargo door is opened.

Refer to the current J52039 tool drawing and AMM 52-32-11 for complete usage instructions.

J52039-1, -87, -88 and -90 equipment consist of:

J52039-1		
QUANTITY	**NOMENCLATURE**	**PART NUMBER**
1	BARRIER ASSEMBLY	J52039-3
1	STORAGE BOX	

J52039-87		
QUANTITY	**NOMENCLATURE**	**PART NUMBER**
1	MIDDLE BARRIER ASSEMBLY	J52039-7
1	STORAGE BOX	

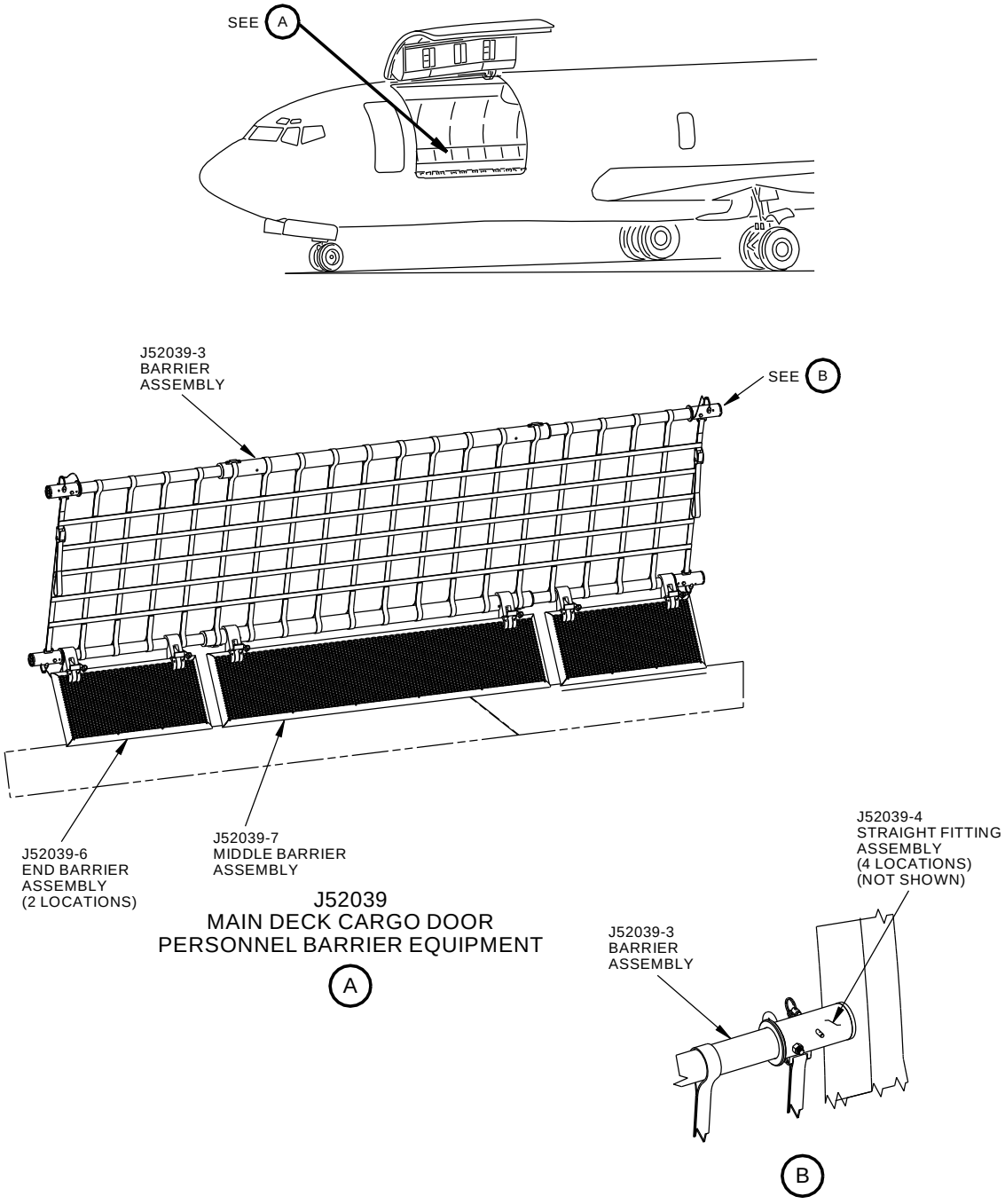
J52039-88		
QUANTITY	**NOMENCLATURE**	**PART NUMBER**
2	END BARRIER ASSEMBLY	J52039-6
1	STORAGE BOX	

J52039-90		
QUANTITY	**NOMENCLATURE**	**PART NUMBER**
4	STRAIGHT FITTING ASSEMBLY	J52039-4
1	STORAGE BOX	

WEIGHT: J52039-1 - 48 lbs (22 kg)
J52039-87 - 22 lbs (10 kg)
J52039-88 - 27 lbs (12 kg)
J52039-90 - 6 lbs (3 kg)

DIMENSIONS: J52039-1 - 4 x 8 x 90 inches (102 x 203 x 2286)
J52039-87 - 12 x 22 x 70 inches (305 x 559 x 1778 mm)
J52039-88 - 12 x 22 x 32 inches (305 x 559 x 813 mm)
J52039-90 - 4 x 5 x 5 inches (102 x 127 x 127 mm)

NOTE: J52039 supersedes F70258.



2124095 S0000457911_V1

Main Deck Cargo Door Personnel Barrier Equipment
Figure 1

PART NUMBER: J51004-1

NAME: VACUUM GENERATOR TEST EQUIPMENT

AIRPLANE MAINTENANCE: YES

AMM 52-09-01, AMM 51-11-00, AMM 52-13-00

COMPONENT MAINTENANCE: NO

USAGE & DESCRIPTION: The J51004-1 vacuum generator test equipment is used on all 737 airplanes.

J51004 is used in conjunction with a customer-furnished, regulated air source. J51004 is used for leak checks around doors and windows without pressurizing the airplane.

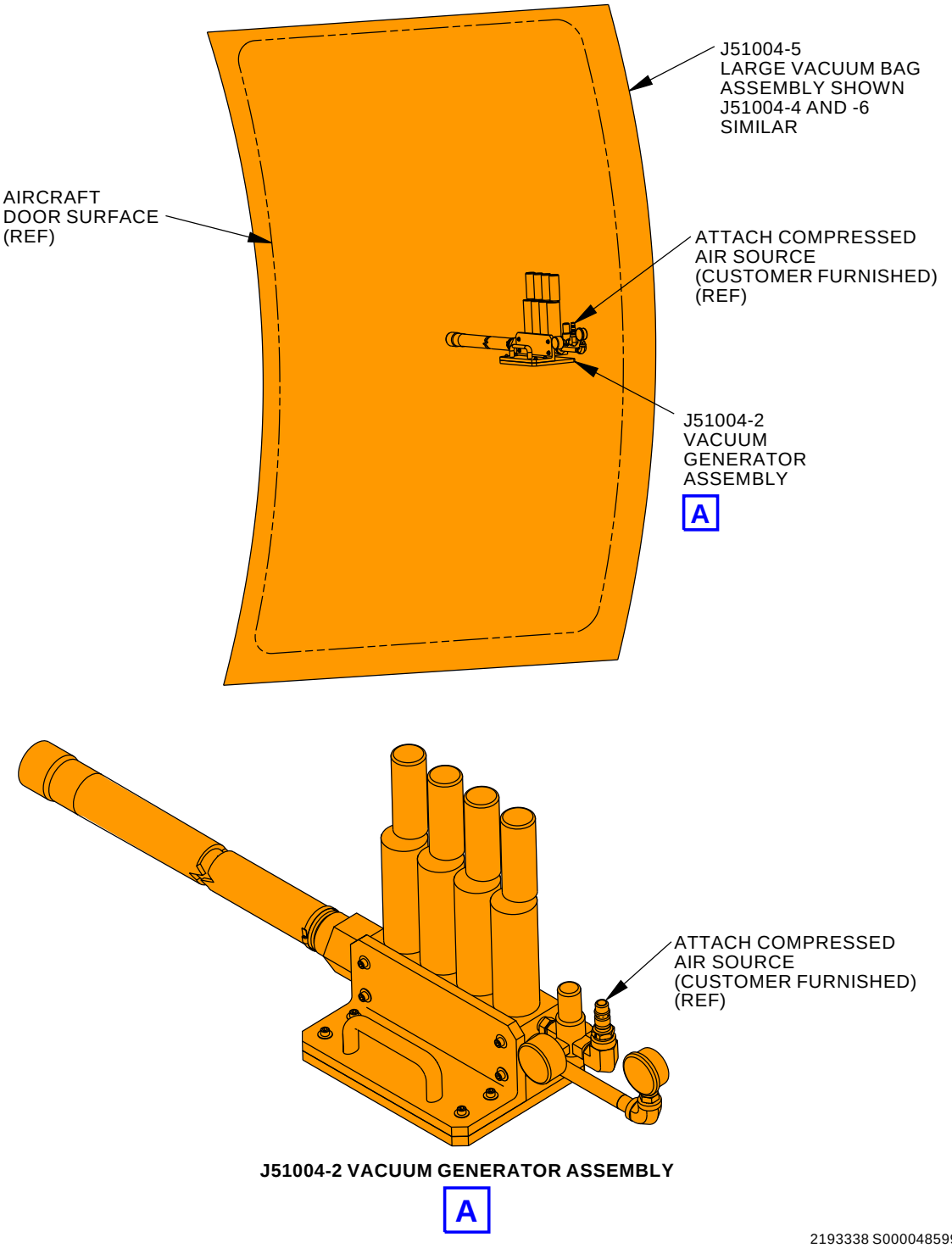
Refer to AMM 52-09-01 (737-100 thru -500), AMM 51-11-00, AMM 52-13-00 (737-600 thru -900) and the current J51004 drawing for complete usage instructions.

J51004-1 consists of:

J51004-1		
QUANTITY	**NOMENCLATURE**	**PART NUMBER**
1	VACUUM GENERATOR ASSEMBLY	J51004-2
1	MEDIUM VACUUM BAG ASSEMBLY	J51004-4
1	LARGE VACUUM BAG ASSEMBLY	J51004-5
1	SMALL VACUUM BAG ASSEMBLY	J51004-6
1	STORAGE BOX	

WEIGHT: 30 lbs (14 kg)

DIMENSIONS: 10 x 15 x 20 inches (254 x 381 x 508 mm)



Vacuum Generator Test Equipment
Figure 1

PART NUMBER: F70085

NAME: WRENCH - SPANNER, BEARING RETAINER NUT

AIRPLANE MAINTENANCE: YES

AMM 52-11-00

COMPONENT MAINTENANCE: NO

USAGE & DESCRIPTION: The F70085 bearing retainer nut spanner wrench is used on 737-100 thru -900 airplanes.

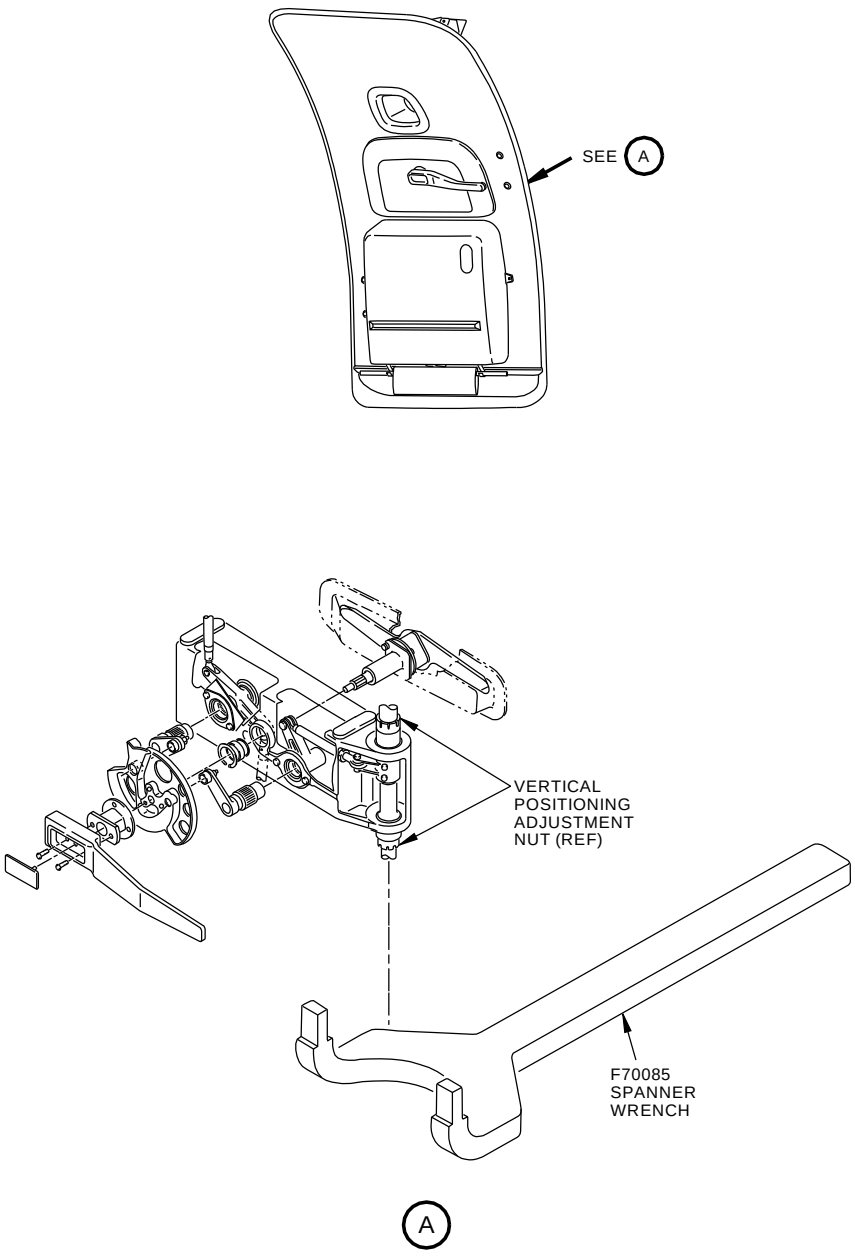
F70085 is used to turn the vertical positioning adjustment nuts on the passenger entry and galley doors. F70085 is required for making adjustments when installing or rigging the doors.

Refer to AMM 52-11-00 and the current F70085 tool drawing for complete usage instructions.

F70085 consists of a heat-treated steel spanner wrench, 6.00 inches long with a 1.56 inch opening. The finish is cadmium or zinc plate.

WEIGHT: 1 lb (0.5 kg)

DIMENSIONS: 6 x 2 x 1 inches (152 x 51 x 25 mm)



F92126 S0006832047_V3

Galley and Entry Door Torque Adapter
Figure 1

PART NUMBER: F70324-1

NAME: CANOPY - FORWARD ENTRY DOOR

AIRPLANE MAINTENANCE: NO

COMPONENT MAINTENANCE: NO

OTHER MANUALS: YES

RAMP EQUIPMENT

USAGE & DESCRIPTION: The F70324-1 canopy assembly is used on all 737-100 thru -900 airplanes.

F70324 is used to protect passengers or maintenance personnel and the airplane interior from inclement weather conditions. When a passenger door is opened, one frame attaches to the door latch fittings on either side and to the airplane skin at the top center of the door. Pivot points are provided on the fixed tubular frame to permit extension and retraction of the canopy.

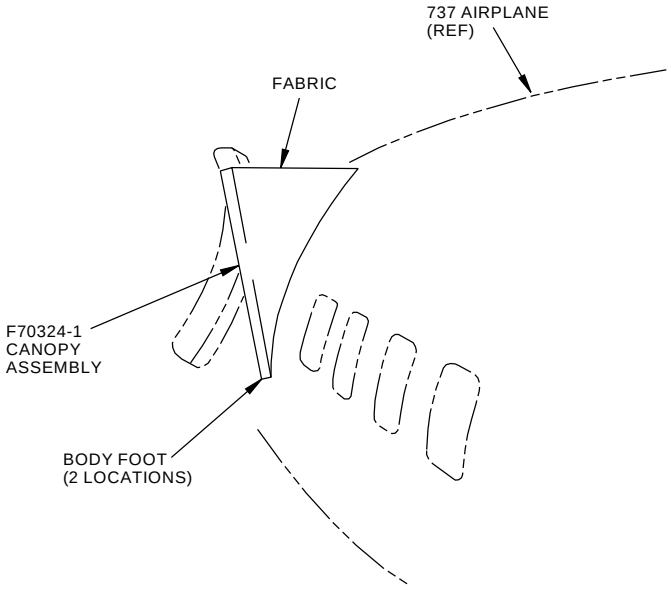
Refer to the current F70324 drawing for complete usage instructions.

F70324 consists of two aluminum tubular frames covered with nylon impregnated fabric.

WEIGHT: 9 lbs (4.1 kg)

DIMENSIONS: 60 x 35 x 4 inches (1524 x 889 x 102 mm)

NOTE: F70324 replaces 2ME50-7945 for future procurement.



F92140 S0006832049_V3

Forward Entry Door Canopy
Figure 1

PART NUMBER: F70336-1

NAME: SPANNER WRENCH - ASSIST HANDLE, MAIN ENTRY DOOR

AIRPLANE MAINTENANCE: YES

AMM 52-11-31, AMM 52-13-31, AMM 52-41-31

COMPONENT MAINTENANCE: NO

USAGE & DESCRIPTION: The F70336-1 spanner wrench is used on 737-100 thru -900 airplanes.

F70336 is used to tighten or remove the handle nut holding the assist handle on the entry doors in the passenger cabin.

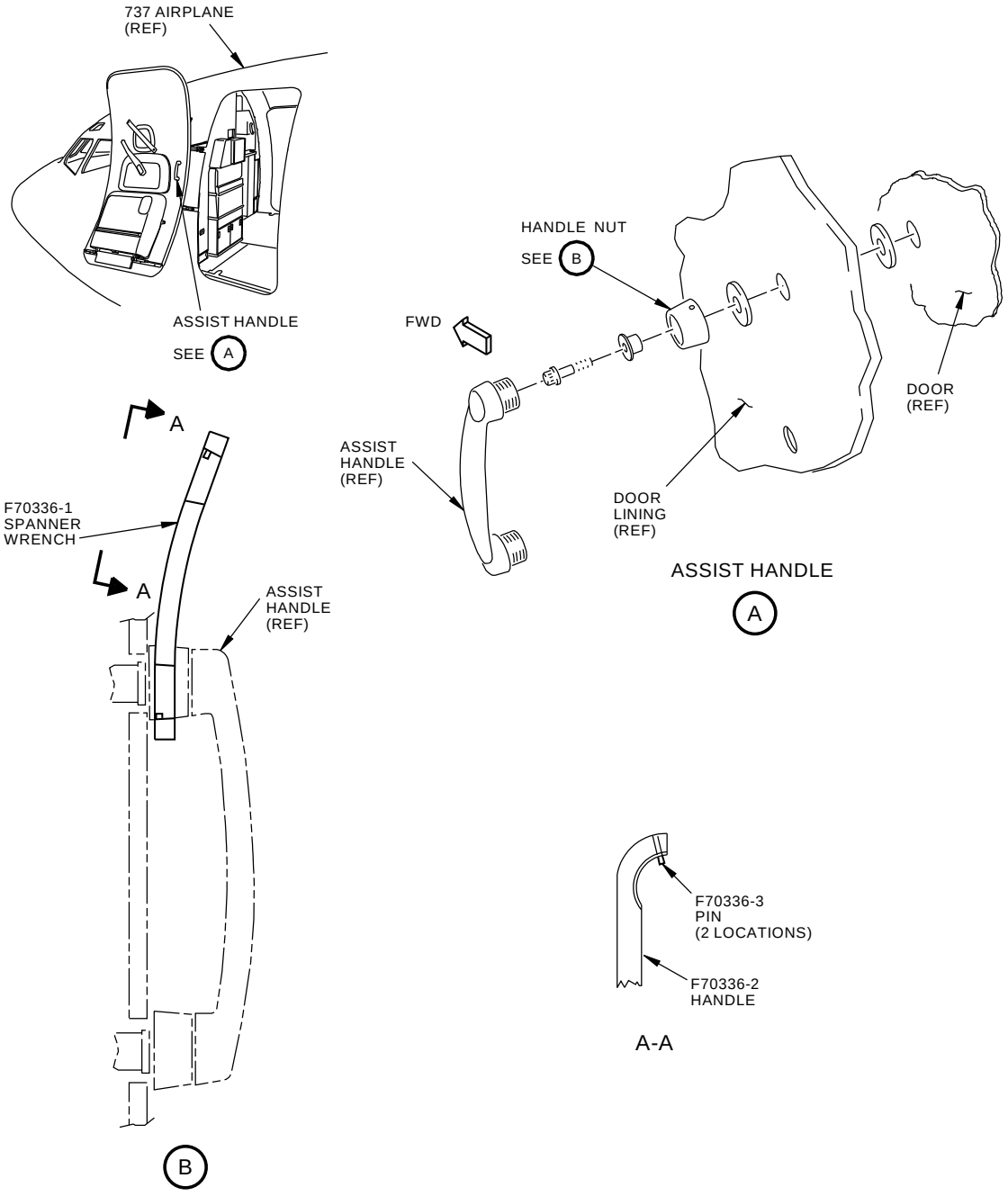
Refer to AMM 52-11-31, AMM 52-13-31, AMM 52-41-31 and the current F70336 drawing for complete usage instructions.

F70336-1 consists of:

F70336-1		
QUANTITY	**NOMENCLATURE**	**PART NUMBER**
1	HANDLE	F70336-2
2	PIN	F70336-3

WEIGHT: 0.5 lbs (0.2 kg)

DIMENSIONS: 0.4 x 1 x 6 inches (10 x 25 x 152 mm)



G77547 S0006832051_V3

Main Entry Door Assist Handle Spanner Wrench
Figure 1

PART NUMBER: F70038

NAME: WRENCH ASSEMBLY - MECHANISM NUT, DOOR HANDLE

AIRPLANE MAINTENANCE: YES

AMM 52-11-00

COMPONENT MAINTENANCE: YES

CMM 52-16-01, CMM 52-16-03, CMM 52-16-12, CMM 52-41-04, CMM 52-41-05, CMM 52-46-05, CMM 52-46-06

USAGE & DESCRIPTION: The F70038 wrench assembly is used on 737-100 thru -900 airplanes.

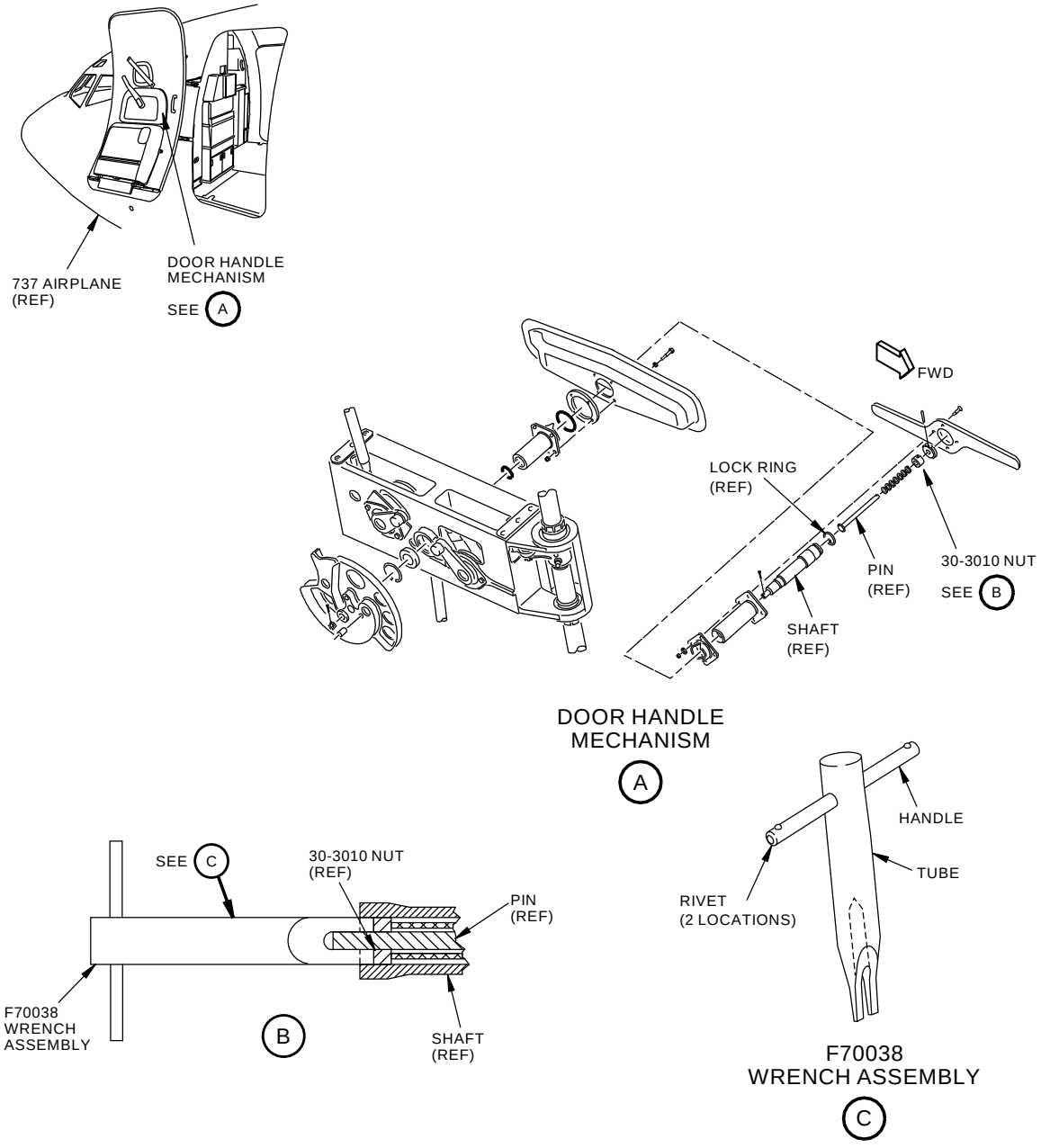
F70038 is used to install or remove the door handle mechanism nut in the passenger entry and galley doors. One end of F70038 is tapered to fit the slotted recessed nut in the door handle.

Refer to AMM 52-11-00, CMM 52-16-01, CMM 52-16-03, CMM 52-16-12, CMM 52-41-04, CMM 52-41-05, CMM 52-46-05, CMM 52-46-06 and the current F70038 drawing for complete usage instructions.

F70038 consists of a 5/8-inch steel round with a 0.320 inch diameter hole thru the center. One end is tapered to fit the slotted recessed nut in the door handle mechanism. A 4-inch bar, inserted through the top of the tool, provides sufficient leverage to turn the nut. Overall length of the wrench is 3.50 inches. F70038 is cadmium or zinc plated

WEIGHT: 0.4 lbs (0.2 kg)

DIMENSIONS: 4 x 3.5 x 0.63 inches (102 x 89 x 16 mm)



G75535 S0006832053_V3

Door Handle Mechanism Nut Wrench Assembly
Figure 1

PART NUMBER: F70339-43

NAME: TEST EQUIPMENT - DOOR SNUBBER EXTENSION AND RETRACTION

AIRPLANE MAINTENANCE: NO

COMPONENT MAINTENANCE: YES

CMM 52-11-01, CMM 52-11-02, CMM 52-11-09

USAGE & DESCRIPTION: The F70339-43 test equipment is used on all 737 airplanes.

F70339 is used to hold and check travel time limits of the door snubber assemblies during extension and retraction tests. Timing of the plunger is accomplished by tripping a lever that applies the load to the snubber.

Refer to the current F70339 tool drawing, CMM 52-11-01, CMM 52-11-02 and CMM 52-11-09 for complete usage instructions.

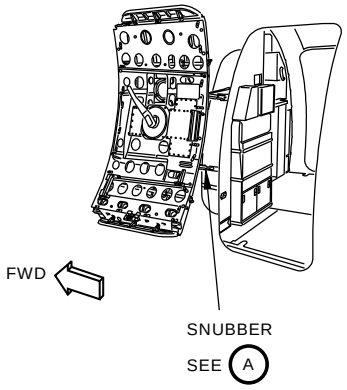
F70339-43 consists of:

F70339-43		
QUANTITY	**NOMENCLATURE**	**PART NUMBER**
1	TEST FIXTURE	F70339-44
1	WEIGHT (5 LBS)	F70339-25
1	WEIGHT (15 LBS)	F70339-26
1	WEIGHT (40 LBS)	F70339-27
1	STORAGE BOX	

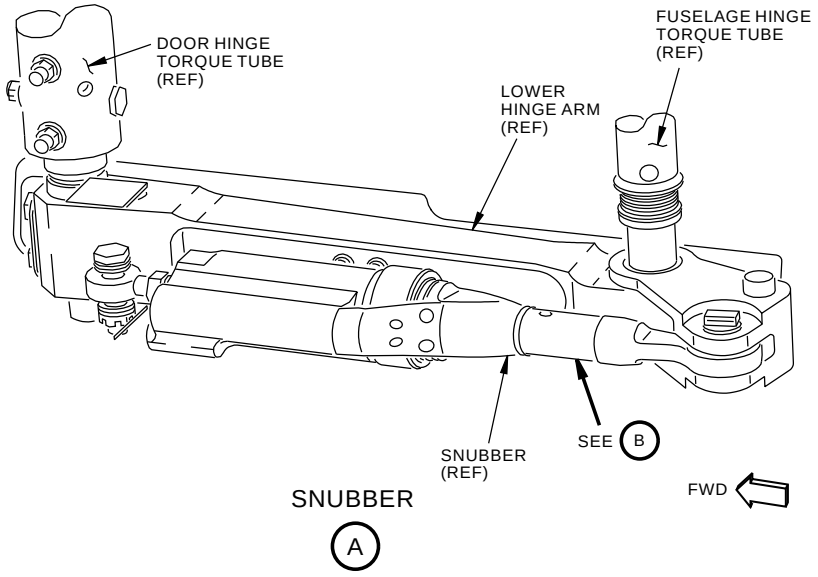
WEIGHT: 70 lbs (32 kg)

DIMENSIONS: 24 x 6 x 4 inches (610 x 152 x 102 mm)

NOTE: F70339-43 supersedes F70339-41 and TSJ90-10072-1



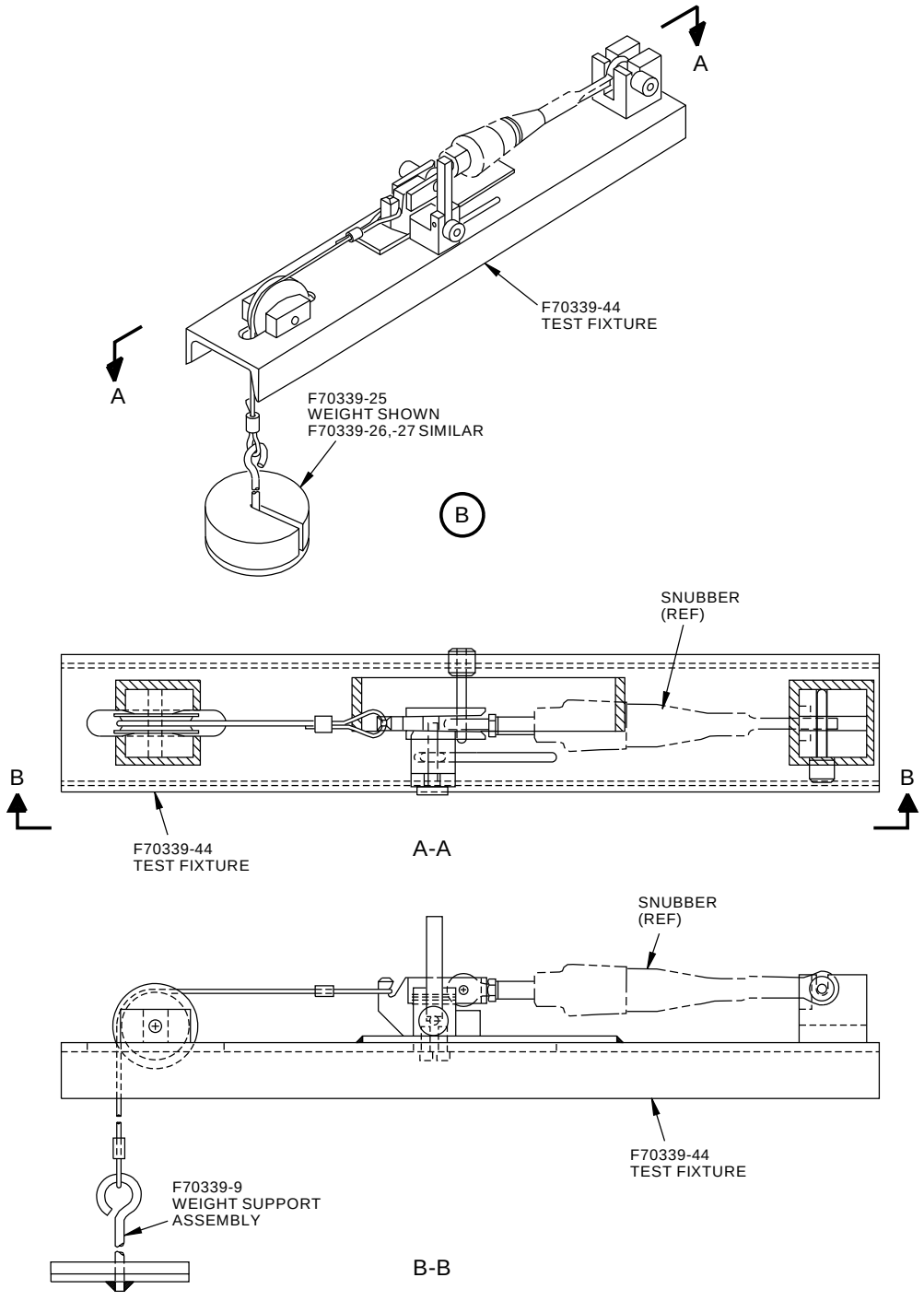
TYPICAL ENTRY OR
SERVICE DOOR



SNUBBER
A

H72467 S0006832055_V4

Door Snubber Extension and Retraction Test Equipment
Figure 1 (Sheet 1 of 2)



F70339-43
TEST FIXTURE

H72591 S0006832056_V5

Door Snubber Extension and Retraction Test Equipment
Figure 1 (Sheet 2 of 2)

PART NUMBER: C52008-1

NAME: TORQUE WRENCH ASSEMBLY - GALLEY AND ENTRY DOOR

AIRPLANE MAINTENANCE: YES

AMM 52-11-00

COMPONENT MAINTENANCE: NO

USAGE & DESCRIPTION: The C52008-1 torque wrench assembly is used on 737-300 thru -900 airplanes.

C52008 is used in conjunction with a customer-furnished torque wrench to perform a torque test on the galley and entry door handles.

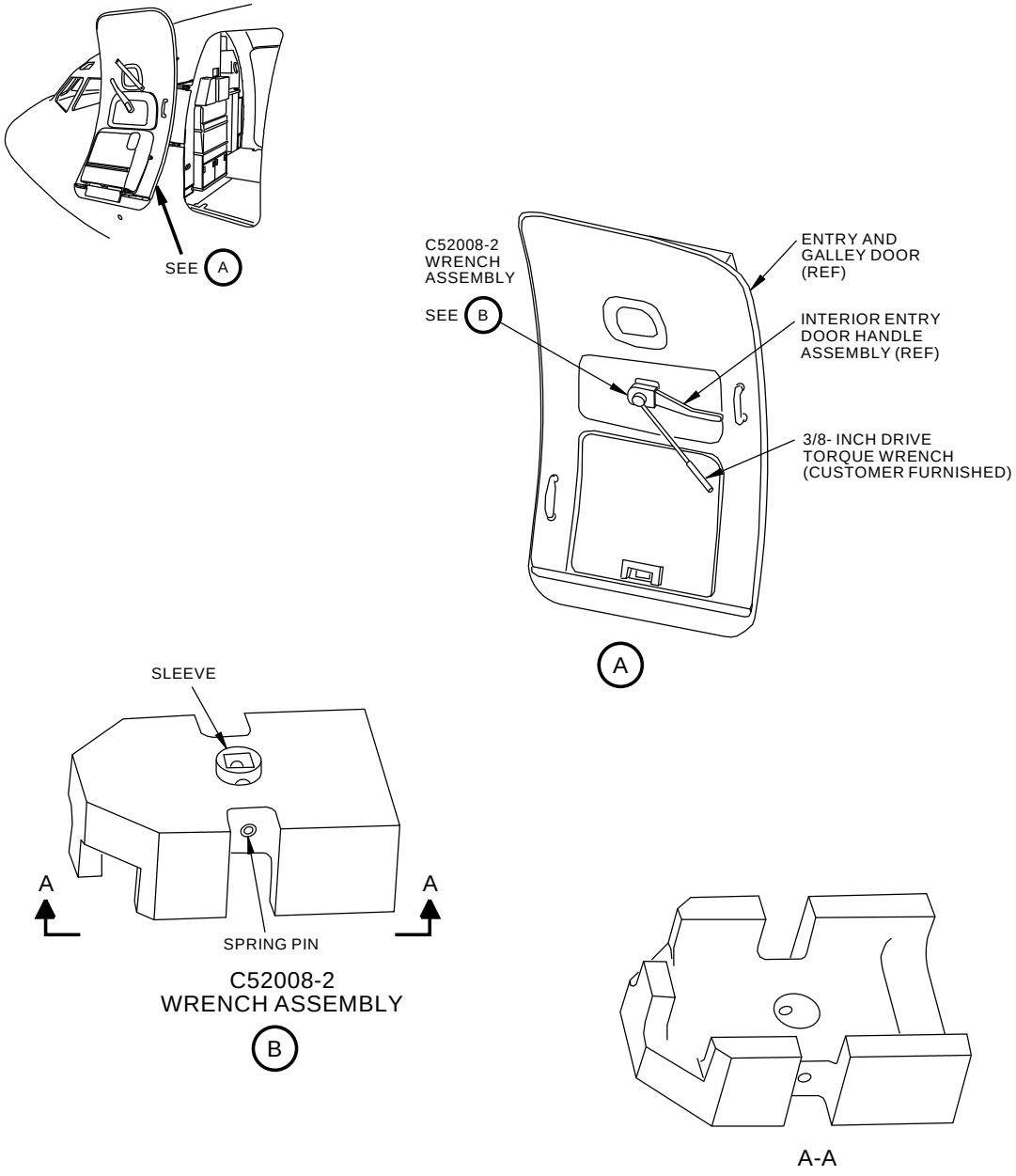
Refer to AMM 52-11-00, AMM 52-13-00, AMM 52-141-00 and the current C52008 drawing for complete usage instructions.

C52008-1 consists of:

C52008-1		
QUANTITY	**NOMENCLATURE**	**PART NUMBER**
1	WRENCH ASSEMBLY	C52008-2
1	STORAGE BOX	

WEIGHT: 1 lb (0.45 kg)

DIMENSIONS: 5 x 4 x 2 inches (127 x 102 x 51 mm)



K11432 S0006832058_V3

Galley and Entry Door Torque Wrench Assembly
Figure 1

PART NUMBER: F80178-1

NAME: SETTING TOOL - FORWARD ENTRY DOOR LATCH ROLLER

AIRPLANE MAINTENANCE: YES

AMM 52-11-00

COMPONENT MAINTENANCE: YES

CMM 52-16-01, CMM 52-16-12, CMM 52-41-04, CMM 52-41-05

USAGE & DESCRIPTION: The F80178-1 setting tool is used during line and component maintenance on 737-100 thru -900 airplanes.

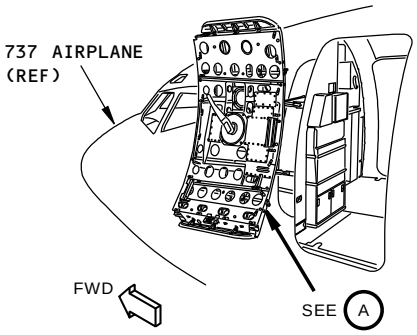
F80178 is used to set the forward entry door latch rollers to proper overcenter position so that the door linkage can be rigged on or off the airplane.

Refer to CMM 52-16-01, CMM 52-16-12, CMM 52-41-04, CMM 52-41-05 and the current F80178 drawing for complete usage instructions.

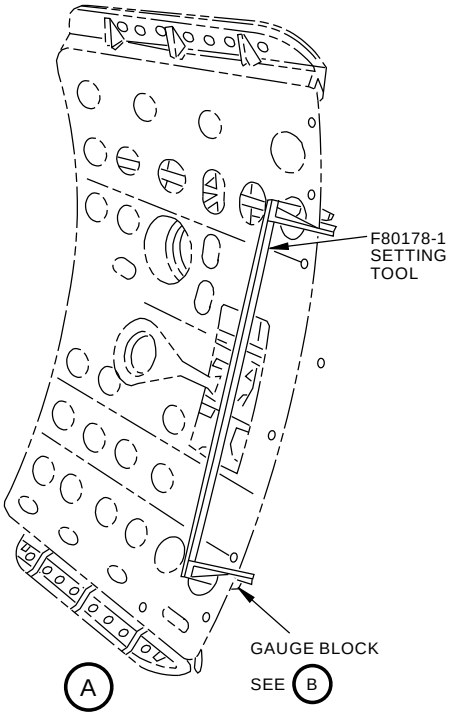
F80178-1 is an adjustable length channel incorporating upper and lower clamps and setting blocks, all contained in a storage box.

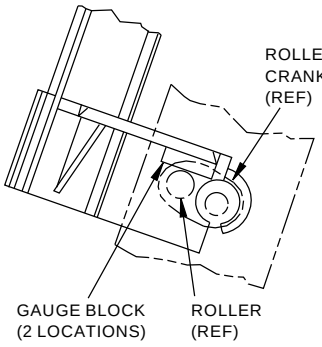
WEIGHT: 5 lbs (2.3 kg)

DIMENSIONS: 6 x 6 x 46 inches (152 x 152 x 1168 mm)



FORWARD ENTRY DOOR





GAUGE BLOCK

B

L41026 S0006832060_V3

Forward Entry Door Latch Roller Setting Tool
Figure 1

PART NUMBER: C52006-64, -74

NAME: RIGGING SIMULATOR - ESCAPE SLIDE, PASSENGER DOOR

AIRPLANE MAINTENANCE: YES

AMM 52-11-00, AMM 52-13-00, AMM 52-41-00

COMPONENT MAINTENANCE: NO

USAGE & DESCRIPTION: The C52006-74 (preferred) rigging simulator is used on all 737 airplanes.

The C52006-64 rigging simulator is used on all 737-600 thru -900 airplanes.

C52006 is used to simulate the weight of the door-mounted escape slide and pan when performing passenger door rigging after these components have been removed for airplane heavy maintenance.

Refer to the current C52006 drawing, AMM 52-11-00, AMM 52-13-00 and AMM 52-41-00 for complete usage instructions.

C52006-64 and -74 consist of:

C52006-64		
QUANTITY	**NOMENCLATURE**	**PART NUMBER**
1	PLATE ASSEMBLY	C52006-42
3	17 POUND WEIGHT ASSEMBLY	C52006-43
2	7 POUND WEIGHT ASSEMBLY	C52006-44
1	11 POUND WEIGHT ASSEMBLY	C52006-65
1	STORAGE BOX	

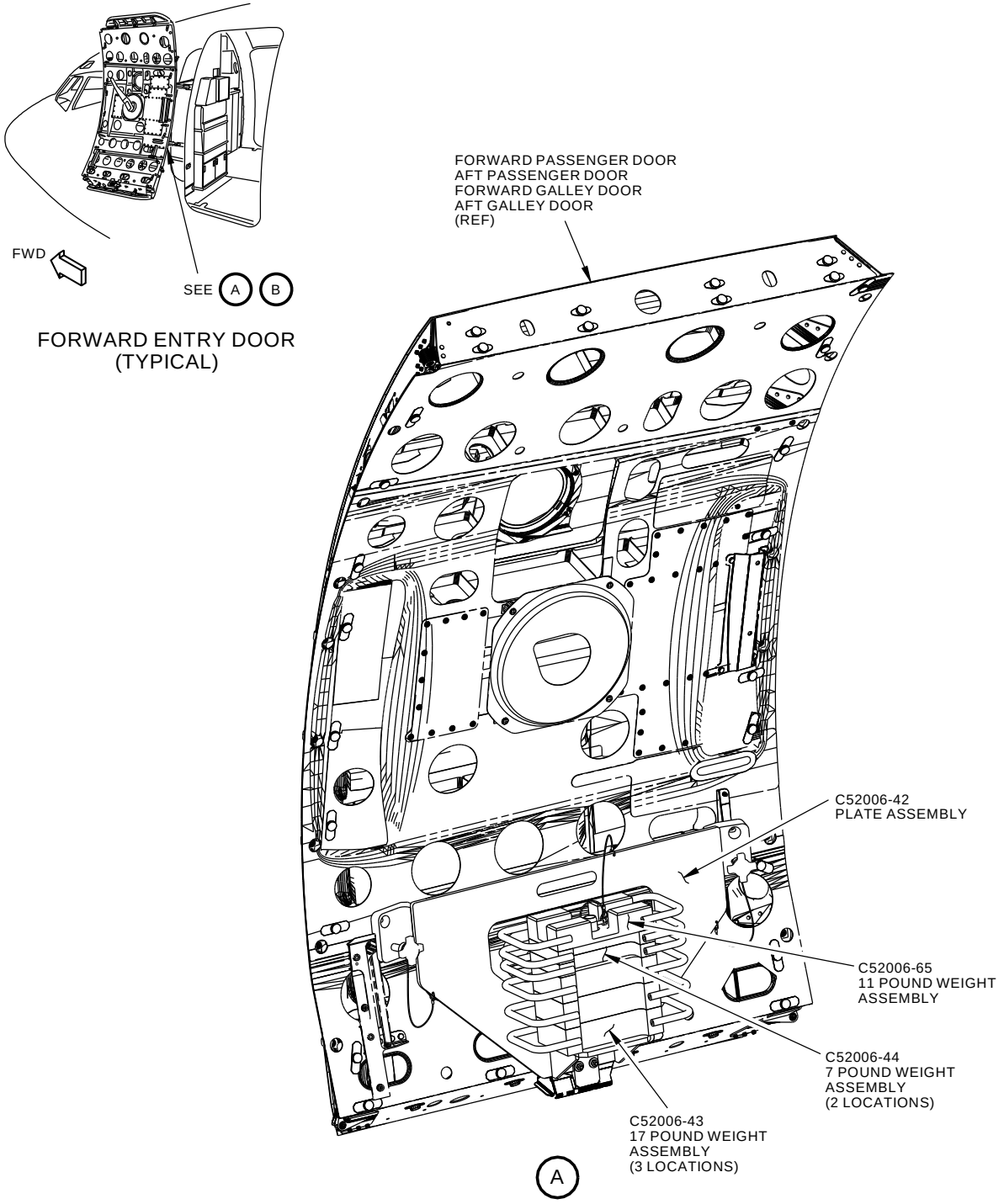
C52006-74		
QUANTITY	**NOMENCLATURE**	**PART NUMBER**
1	PLATE ASSEMBLY	C52006-75
3	17 POUND WEIGHT ASSEMBLY	C52006-43
2	7 POUND WEIGHT ASSEMBLY	C52006-44
1	11 POUND WEIGHT ASSEMBLY	C52006-65
1	STORAGE BOX	

WEIGHT: C52006-64 or -74 - 90 lbs (41 kg)

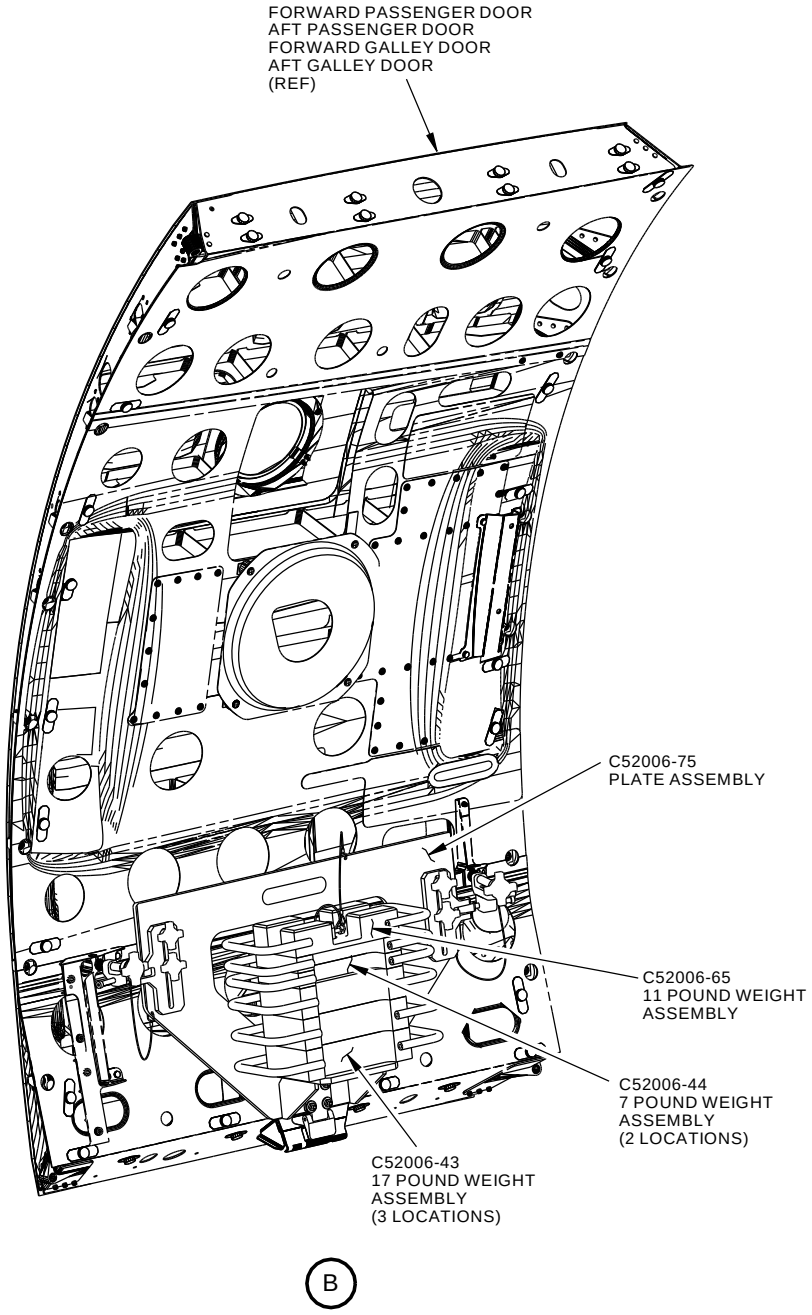
DIMENSIONS: C52006-64 or -74 - 8 x 18 x 32 inches (203 x 457 x 813 mm)

NOTE: C52006-74 replaces C52006-64 for future procurement.

C52006-64 supersedes C52006-41.



Rigging Simulator
Figure 1 (Sheet 1 of 2)



Rigging Simulator
Figure 1 (Sheet 2 of 2)

PART NUMBER: F70335-1

NAME: LINE REAMING TOOL SET - ENTRY DOOR HINGE, SUPPORT FITTING

AIRPLANE MAINTENANCE: NO

COMPONENT MAINTENANCE: YES

CMM 52-16-01, CMM 52-16-12

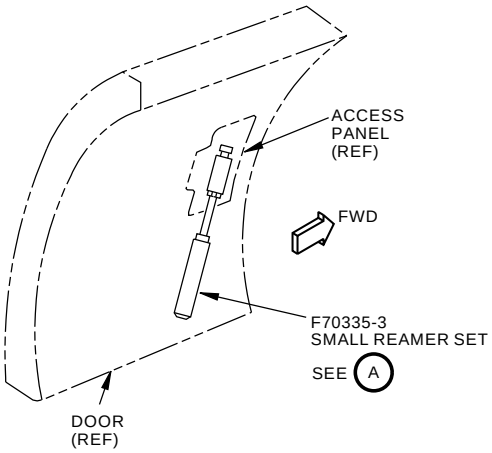
USAGE & DESCRIPTION: The F70335-1 line reaming tool set is used during component maintenance on 737-100 thru -900 airplanes.

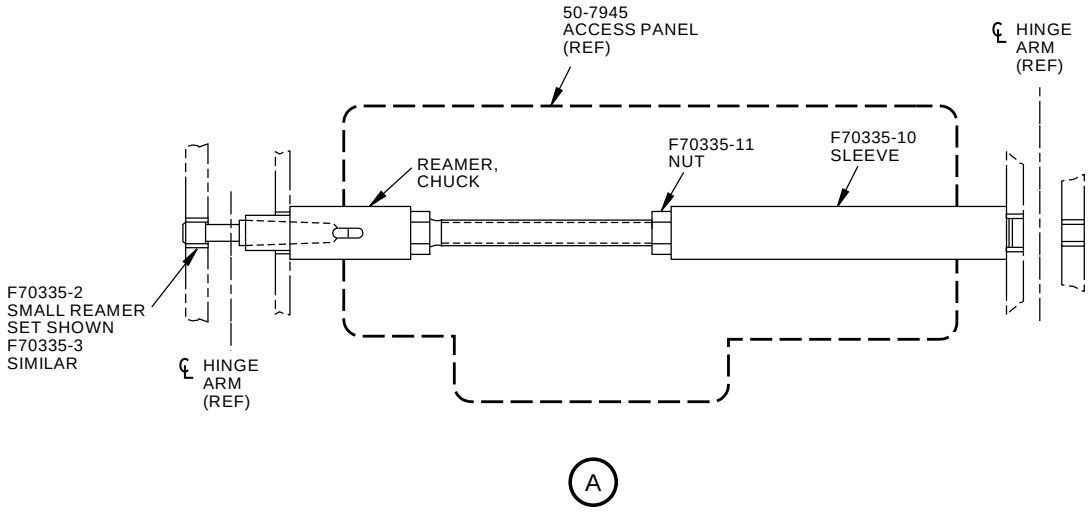
F70335 is used to line ream the entry door hinge arm bushings without dismantling the door.

Refer to CMM 52-16-01, CMM 52-16-12 and the current F70335 drawing for complete usage instructions.

F70335-1 consists of:

F70335-1		
QUANTITY	**NOMENCLATURE**	**PART NUMBER**
1	LARGE REAMER SET	F70335-2
1	SMALL REAMER SET	F70335-3
1	SLEEVE	F70335-10
1	NUT	F70335-11
1	STORAGE BOX	





L71685 S0006832066_V3

Door Hinge Reaming Tool Set
Figure 1

PART NUMBER: C52012-15, -29

NAME: PERSONNEL BARRIER - ENTRY AND GALLEY DOORS

AIRPLANE MAINTENANCE: YES

AMM 52-11-00

COMPONENT MAINTENANCE: NO

USAGE & DESCRIPTION: The C52012-15 (option) or -29 (preferred) personnel barrier is used on all 737-100 thru -900 airplanes.

C52012 is used to prevent personnel from accidentally falling from the forward and aft entry and galley door openings when the doors are open or removed.

Refer to the current C52012 tool drawing and AMM 52-11-00 for complete usage instructions.

C52012-15 and -29 consist of:

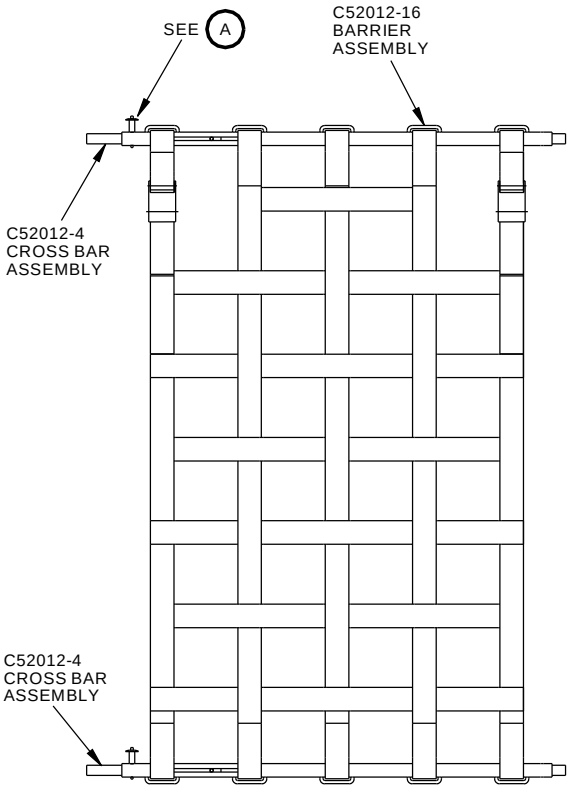
C52012-15		
QUANTITY	**NOMENCLATURE**	**PART NUMBER**
1	BARRIER ASSEMBLY	C52012-16
1	STORAGE BOX	

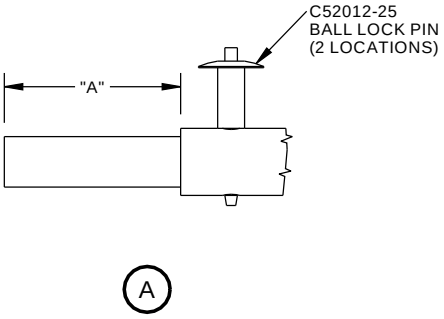
C52012-29		
QUANTITY	**NOMENCLATURE**	**PART NUMBER**
1	BARRIER ASSEMBLY	C52012-30
1	STORAGE BOX	

WEIGHT: C52012-15 - 9 lbs (4 kg)
C52012-29 - 19 lbs (9 kg)

DIMENSIONS: C52012-15 or -29 - 4 x 8 x 40 inches (102 x 203 x 1016 mm)

NOTE: C52012-29 replaces C52012-15 for future procurement.
C52012-15 supersedes C52012-1.

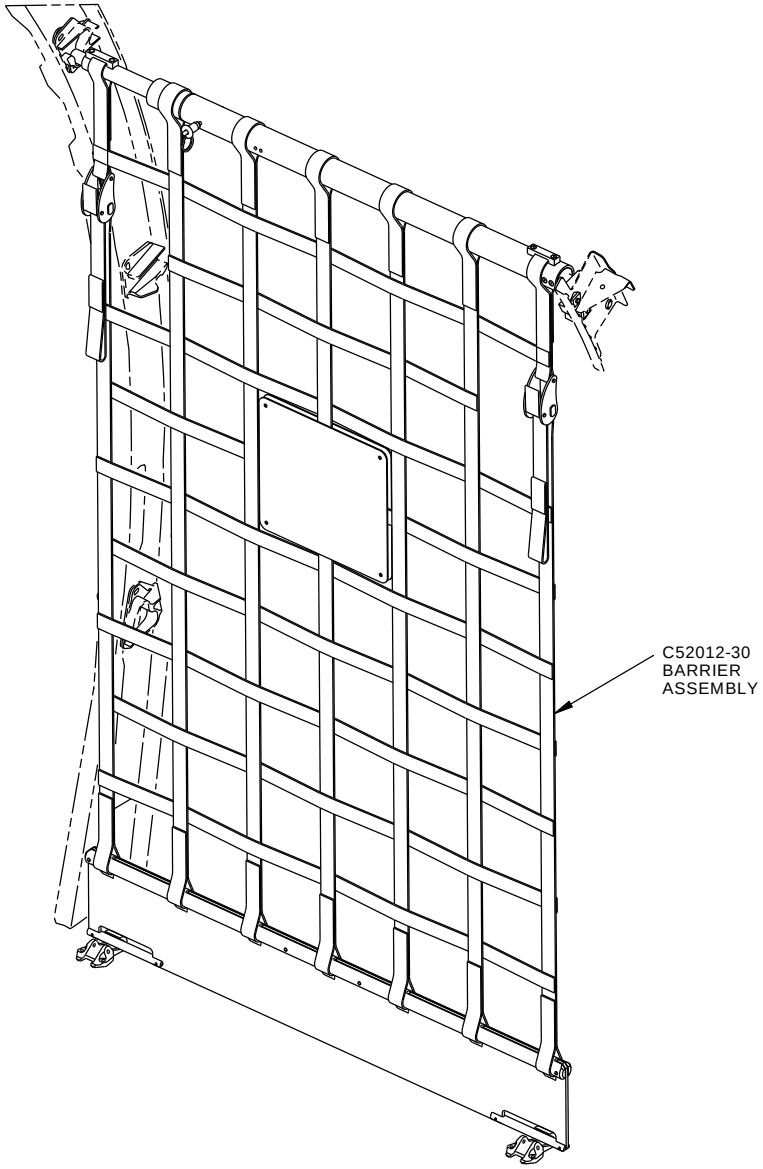




DIMENSION "A" INCHES		
DOOR	UPPER BAR	LOWER BAR
FWD ENTRY DOOR	6.75	6.75
FWD GALLEY DOOR	2.25	2.25
AFT ENTRY DOOR	2.65	3.25
AFT GALLEY DOOR	2.65	3.25

1427273 S0000242978_V2

Entry and Galley Door Personnel Barrier
Figure 1 (Sheet 1 of 2)



2164942 S0000474986_V1

Entry and Galley Door Personnel Barrier
Figure 1 (Sheet 2 of 2)

PART NUMBER: C52011-1

NAME: SAFETY BARRIER - MID-EXIT DOOR

AIRPLANE MAINTENANCE: YES

AMM 52-23-00

COMPONENT MAINTENANCE: NO

USAGE & DESCRIPTION: The C52011-1 mid-exit door safety barrier is used on the 737-900ER.

C52011 is used to provide a safety barrier when the mid-exit door is open or removed.

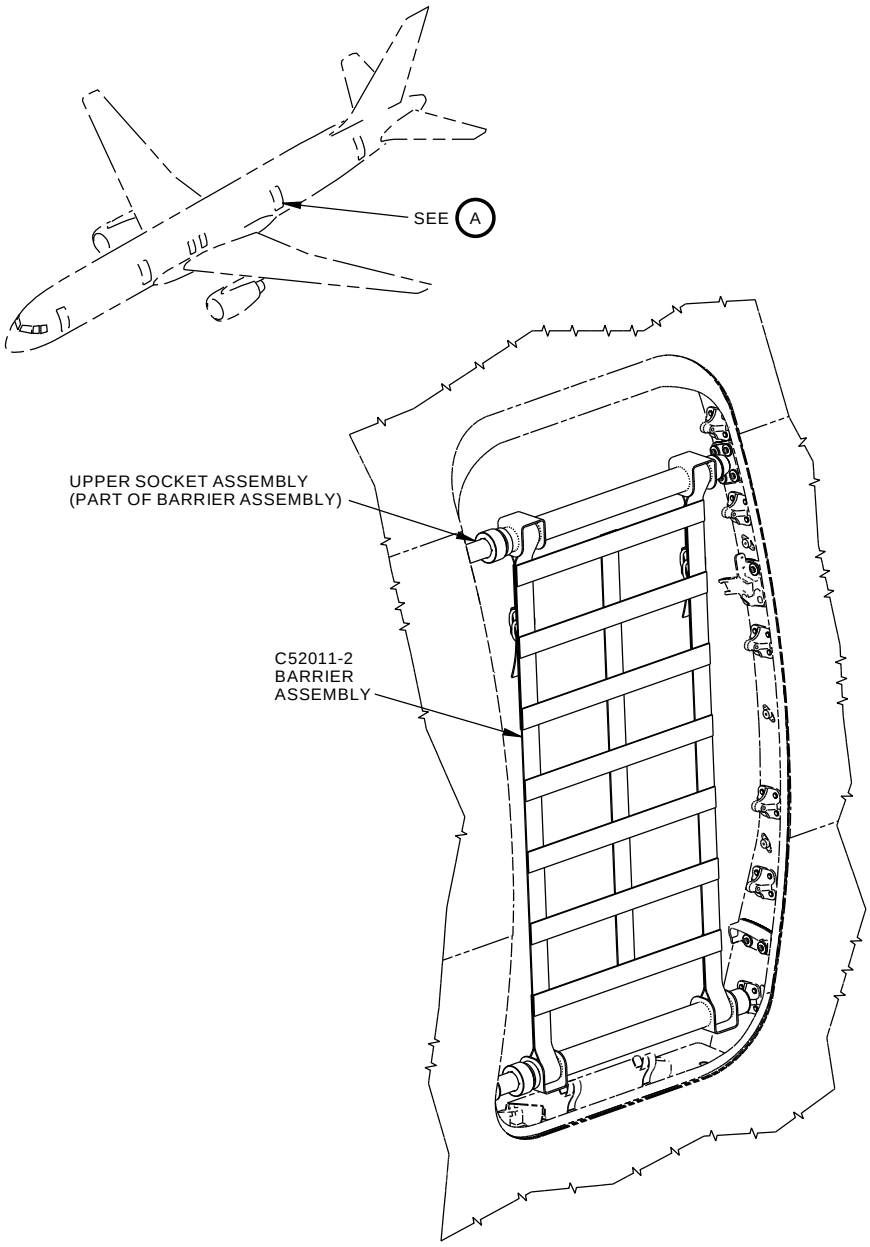
Refer to the current C52011 tool drawing and AMM 52-23-00 for complete usage instructions.

C52011-1 safety barrier consists of:

C52011-1		
QUANTITY	**NOMENCLATURE**	**PART NUMBER**
1	BARRIER ASSEMBLY	C52011-2
1	STORAGE BOX	

WEIGHT: 8 lbs (4 kg)

DIMENSIONS: 4 x 10 x 30 inches (102 x 254 x 762 mm)



C52011-1
MID-EXIT DOOR SAFETY BARRIER

A

1438496 S0000259164_V1

Mid-Exit Door Safety Barrier
Figure 1

PART NUMBER: 2ME50-7945

NAME: CANOPY ASSEMBLY - FORWARD ENTRY DOOR

AIRPLANE MAINTENANCE: NO

COMPONENT MAINTENANCE: NO

OTHER MANUALS: YES

RAMP EQUIPMENT

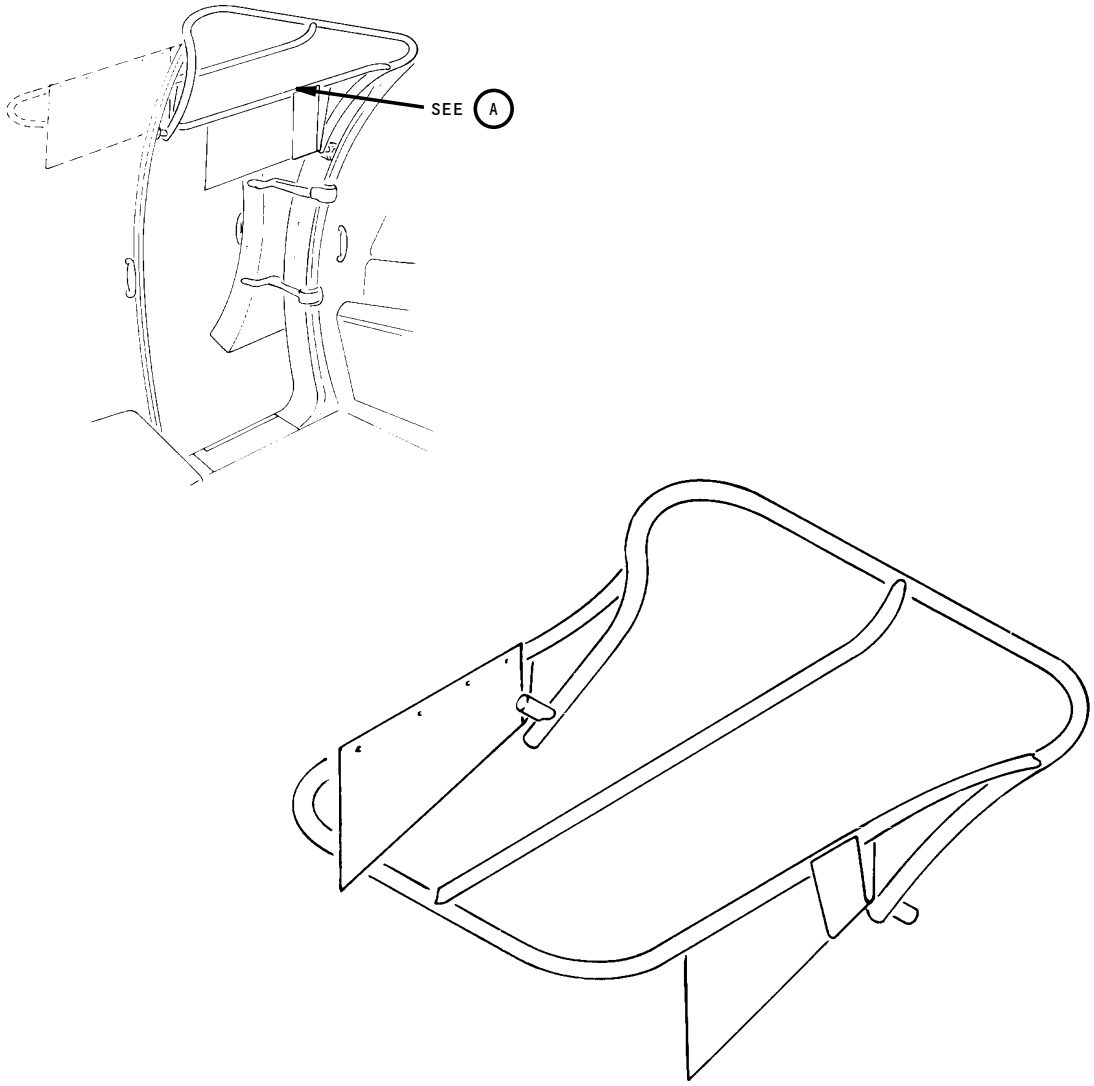
USAGE & DESCRIPTION: The 2ME50-7945 canopy assembly is used on 737-100 thru -900 airplanes.

2ME50-7945 is used to provide weather protection for the airplane interior when the door is in the open position.

Refer to the current 2ME50-7945 for complete usage instructions.

2ME50-7945 consists of a welded frame made of 3/4-inch, outside diameter, aluminum tubing with an 8-1/2-ounce vinyl coated nylon cover. The canopy is approximately 42 x 48 inches.

NOTE: F70324 replaces 2ME50-7945 for future procurement.



2ME50-7945
FORWARD ENTRY DOOR CANOPY ASSEMBLY

A

2090006 S0000439946_V1

Forward Entry Door Canopy Assembly
Figure 1

PART NUMBER: C52005-1

NAME: FIXTURE EQUIPMENT - AUTOMATIC OVERWING EXIT DOOR SPRING

AIRPLANE MAINTENANCE: NO

COMPONENT MAINTENANCE: YES

CMM 52-26-09

USAGE & DESCRIPTION: The C52005-1 fixture equipment is used during component maintenance on 737-600 thru -900 airplanes.

C52005 is used for the assembly or disassembly of the automatic overwing exit door spring mechanism.

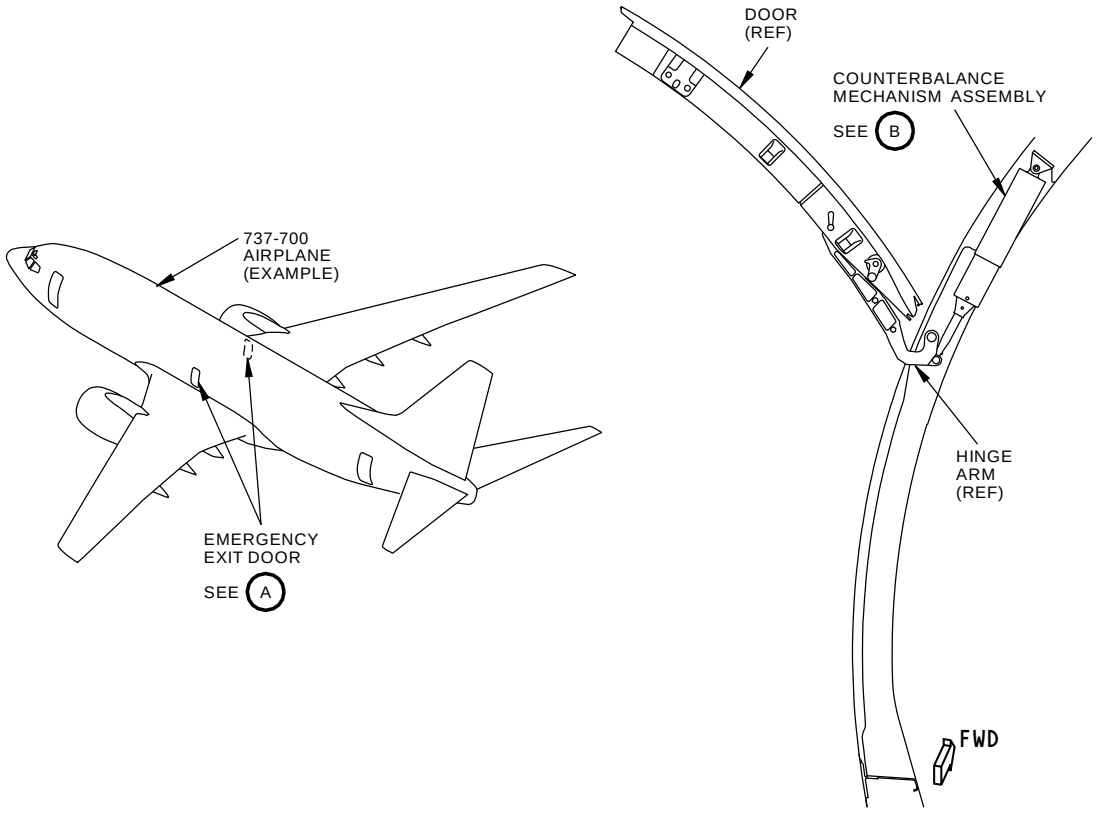
Refer to CMM 52-26-09 and the current C52005 drawing for complete usage instructions.

C52005-1 consists of:

C52005-1		
QUANTITY	**NOMENCLATURE**	**PART NUMBER**
1	FIXTURE ASSEMBLY	C52005-2
1	COLLAR LOCK ASSEMBLY	C52005-3
1	HIGH PRESSURE HOSE	HC-921
1	HYDRAULIC HAND PUMP	P-391
1	STORAGE BOX	

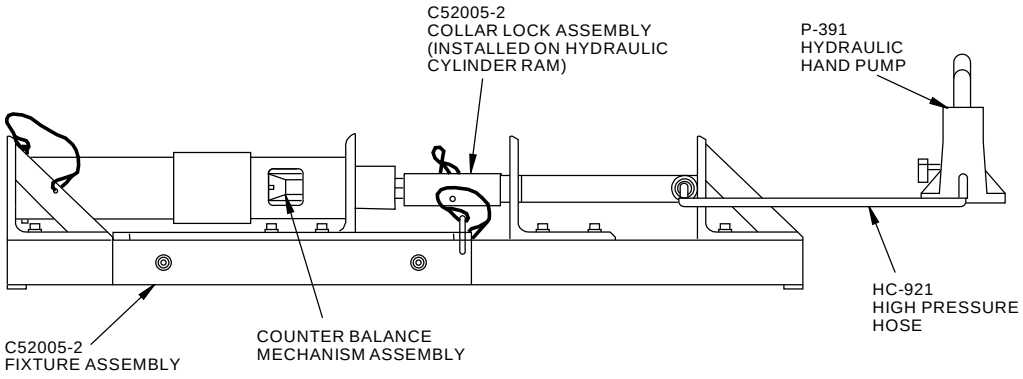
WEIGHT: 50 lbs (23 kg)

DIMENSIONS: 50 x 10 x 10 inches (1270 x 254 x 254 mm)



EMERGENCY EXIT DOOR
(FULL OPEN)

A



B

H59562 S0006832071_V3

Automatic Overwing Exit Door Spring Fixture Equipment
Figure 1

PART NUMBER: C52007-1

NAME: TORQUE WRENCH ADAPTER EQUIPMENT - AUTOMATIC OVERWING EXIT HATCH

AIRPLANE MAINTENANCE: YES

AMM 52-22-41

COMPONENT MAINTENANCE: NO

USAGE & DESCRIPTION: The C52007-1 torque wrench adapter equipment is used on all 737-600 thru -900 airplanes.

C52007 is tool is used to install and remove the flight lock solenoid nut on the overwing exit hatch.

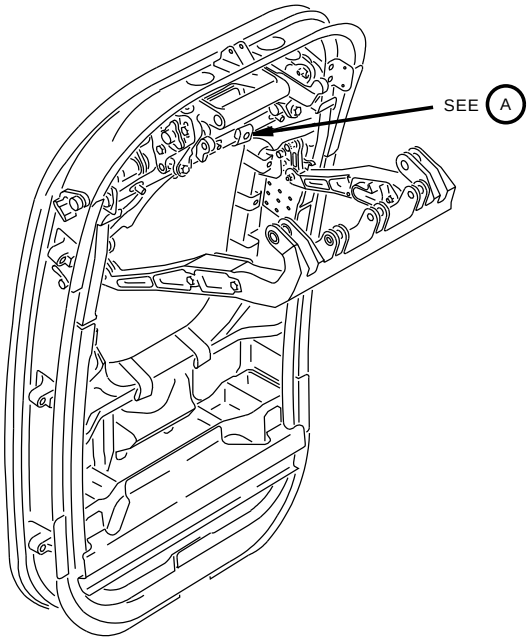
Refer to the current C52007 too drawing and AMM 52-22-41 for complete usage instructions.

C52007-1 consists of:

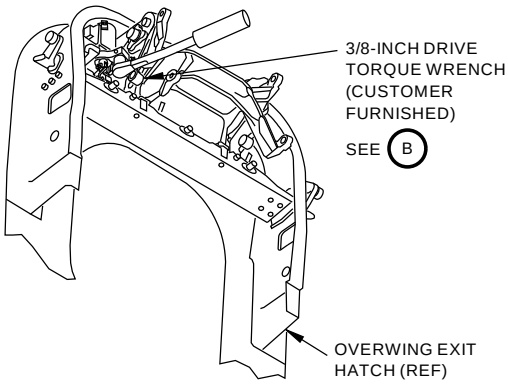
C52007-1		
QUANTITY	**NOMENCLATURE**	**PART NUMBER**
1	CROWFOOT WRENCH	C52007-2
1	3/8 TO 1/2 INCH ADAPTER	A2A
1	STORAGE BOX	

WEIGHT: 1 lb (0.5 kg)

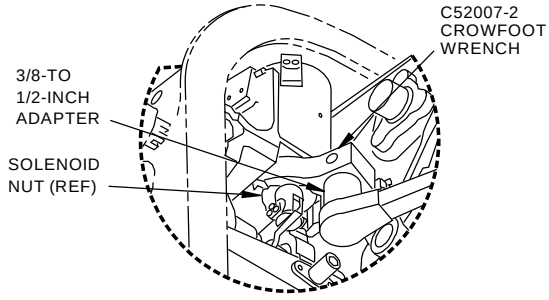
DIMENSIONS: 4 x 4 x 2 inches (102 x 102 x 51 mm)



EMERGENCY EXIT HATCH
(EXAMPLE)



A



TORQUE WRENCH
(CUSTOMER FURNISHED)

B

L41379 S0006832073_V3

Torque Wrench Adapter Usage
Figure 1

PART NUMBER: C52010-1

NAME: SUPPORT EQUIPMENT - MID-EXIT DOOR

AIRPLANE MAINTENANCE: YES

AMM 52-23-00

COMPONENT MAINTENANCE: NO

USAGE & DESCRIPTION: The C52010-1 support equipment is used on 737-900ER airplanes only.

C52010 is used to hold the 737-900ER mid-exit door in a partially open position for cabin ventilation during ground maintenance.

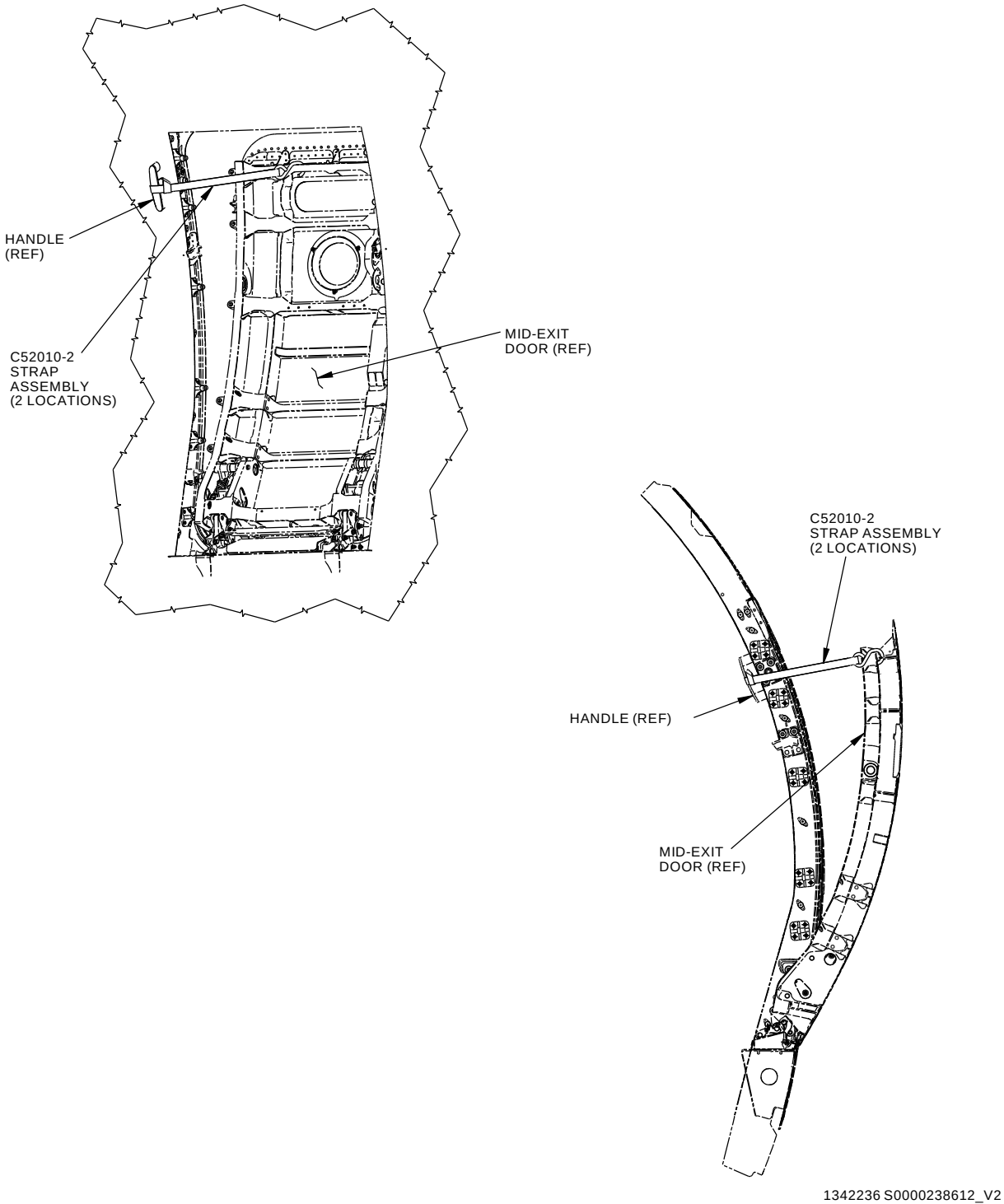
Refer to the current C52010 tool drawing and AMM 52-23-00 for complete usage instructions.

C52010-1 consists of:

C52010-1		
QUANTITY	**NOMENCLATURE**	**PART NUMBER**
2	STRAP ASSEMBLY	C52010-2
1	STORAGE BOX	

WEIGHT: 0.5 lbs (0.23 kg)

DIMENSIONS: 2 x 3 x 6 inches (51 x 76 x 152 mm)



Mid-Exit Door Support Equipment
Figure 1

PART NUMBER: C52001-1

NAME: HOLDING FIXTURE - COMPRESSED SPRING CARTRIDGE

AIRPLANE MAINTENANCE: NO

COMPONENT MAINTENANCE: YES

CMM 52-31-14, CMM 52-31-15

USAGE & DESCRIPTION: The C52001-1 spring cartridge holding fixture is used during component maintenance on 737-300 thru -500 airplanes, line number 1643 and on. C52001-1 is used during component maintenance on all 737-600 thru -900 airplanes.

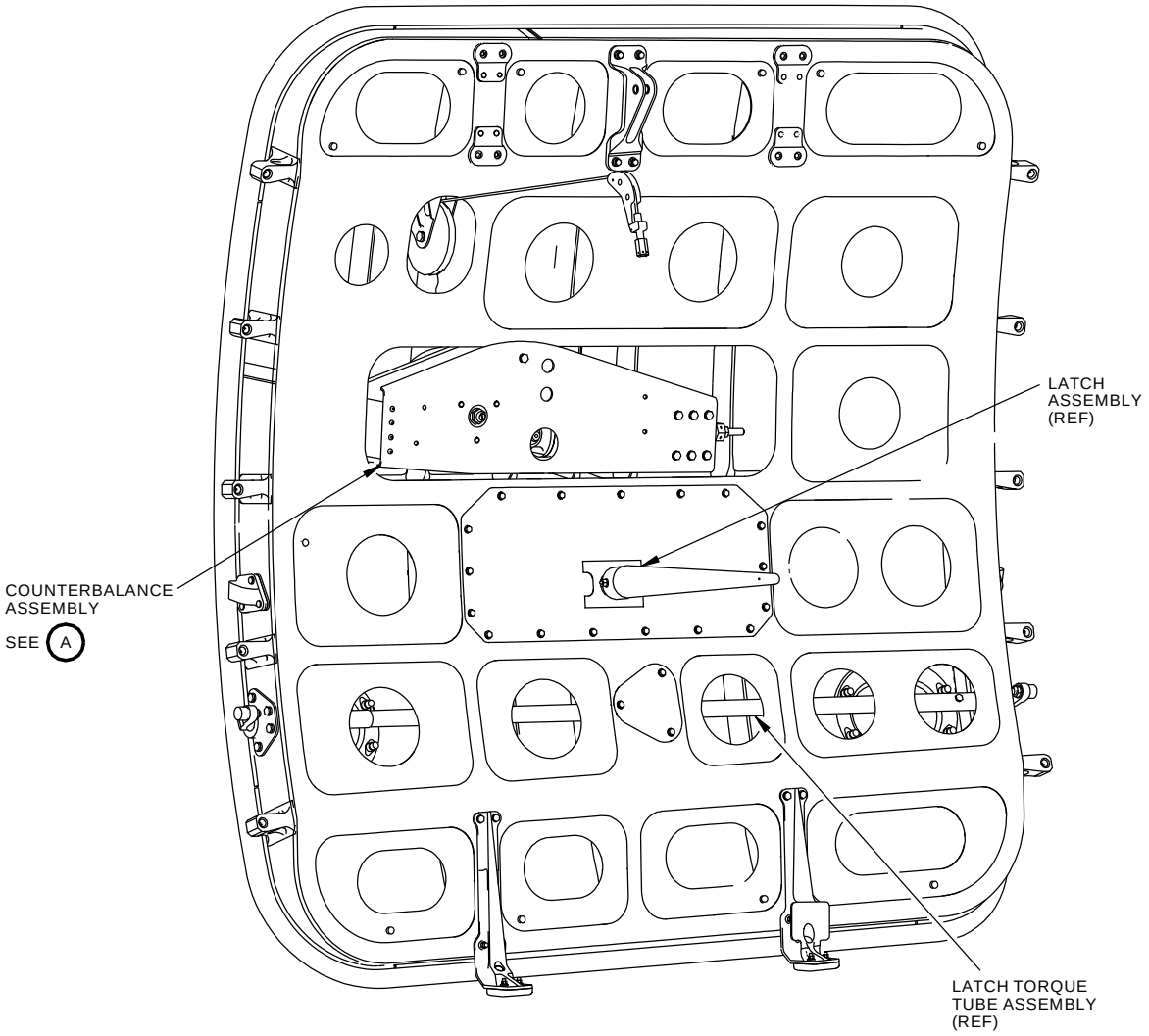
C52001 is used to control the load springs during assembly and disassembly of the cargo door counterbalance spring cartridge assembly.

Refer to CMM 52-31-14, CMM 52-31-15 and the current C52001 drawing for complete usage instructions.

C52001-1 consists of:

C52001-1		
QUANTITY	**NOMENCLATURE**	**PART NUMBER**
1	HOLDING FIXTURE ASSEMBLY	C52001-2
1	STORAGE BOX	

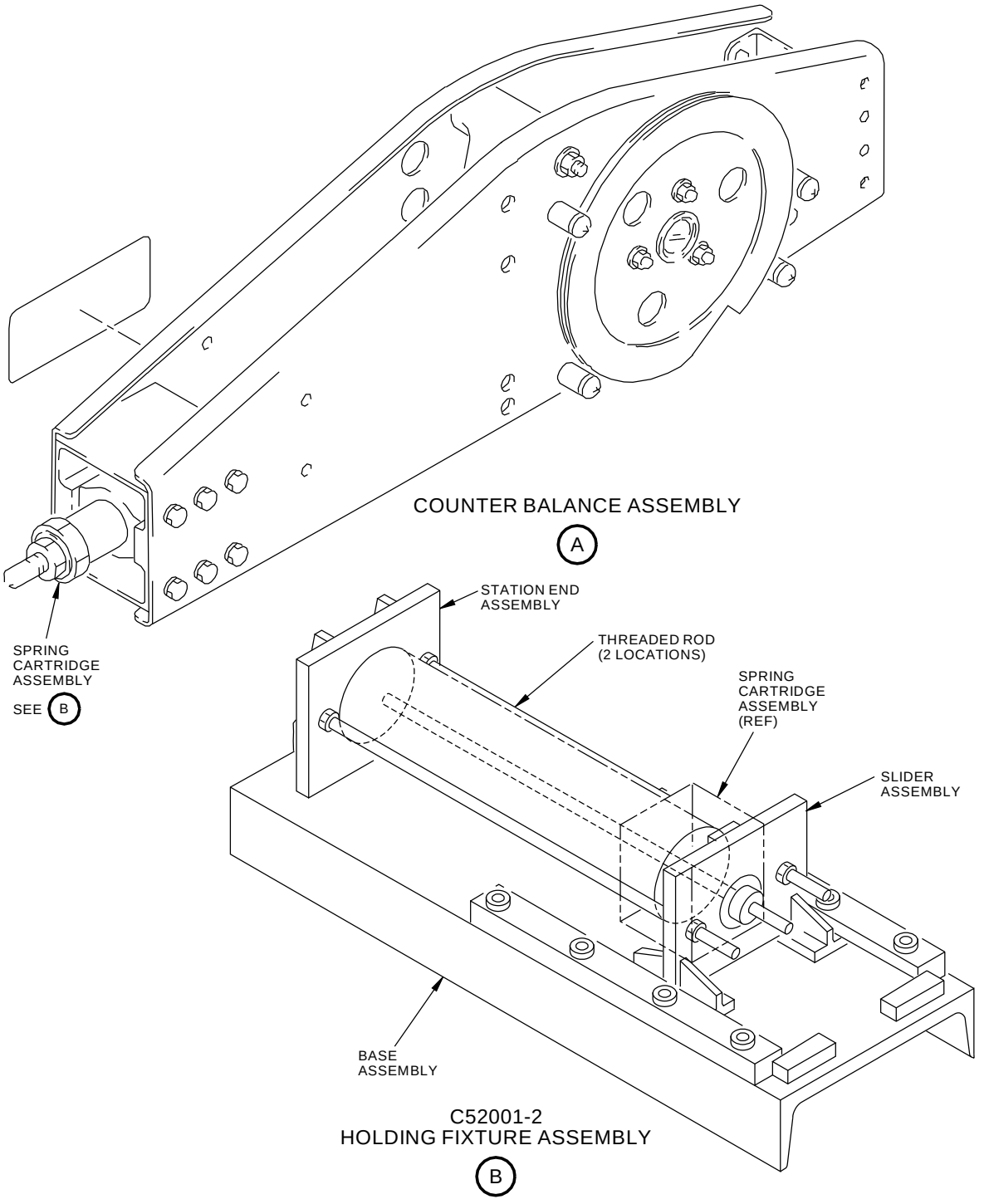
NOTE: C52004-1 replaces the C52001-1 for future procurement.



AFT CARGO DOOR ASSEMBLY

2120226 S0000455425_V1

Compressed Spring Cartridge Holding Fixture
Figure 1 (Sheet 1 of 2)



Compressed Spring Cartridge Holding Fixture
Figure 1 (Sheet 2 of 2)

PART NUMBER: C52002-32, -33

NAME: REPAIR FIXTURE - FORWARD AND AFT CARGO DOOR

AIRPLANE MAINTENANCE: NO

COMPONENT MAINTENANCE: YES

CMM 52-31-14, CMM 52-31-15

OTHER MANUALS: YES

SRM 52-30

USAGE & DESCRIPTION: The C52002-32 and -33 cargo door repair fixtures are used on all 737 airplanes.

C52002-32 is used for the forward cargo door.

C52002-33 is used for the aft cargo door.

The C52002 fixtures are used to support the forward or aft cargo door during repair, maintenance and overhaul operations. The clamps can be tightened to door stop fittings and the rectangular frame is supported by two steel leg assemblies.

Refer to the current C52002 drawing, CMM 52-31-14 and CMM 52-31-15 for complete usage instructions and SRM 52-30 for information on repair of cargo doors.

C52002-32 and -33 consist of:

C52002-32		
QUANTITY	**NOMENCLATURE**	**PART NUMBER**
1	FORWARD FRAME ASSEMBLY	C52002-34
2	LEG ASSEMBLY	C52002-5
2	CLAMP	CL-550-HTC
1	SUPPORT, BOTTOM REAR	C52002-50
1	SUPPORT, BOTTOM FRONT	C52002-49
2	HINGE ARM ASSEMBLY	C52002-37
1	SUPPORT ASSEMBLY	C52002-36
9	SUPPORT	C52002-45
10	SWING CLAMP ASSEMBLY	ADB-21207
10	TOGGLE SCREW	ADB-30317
2	TRUNNION	CL-5-TL
VARIOUS	MISCELLANEOUS HARDWARE	

C52002-33		
QUANTITY	**NOMENCLATURE**	**PART NUMBER**
1	AFT FRAME ASSEMBLY	C52002-35

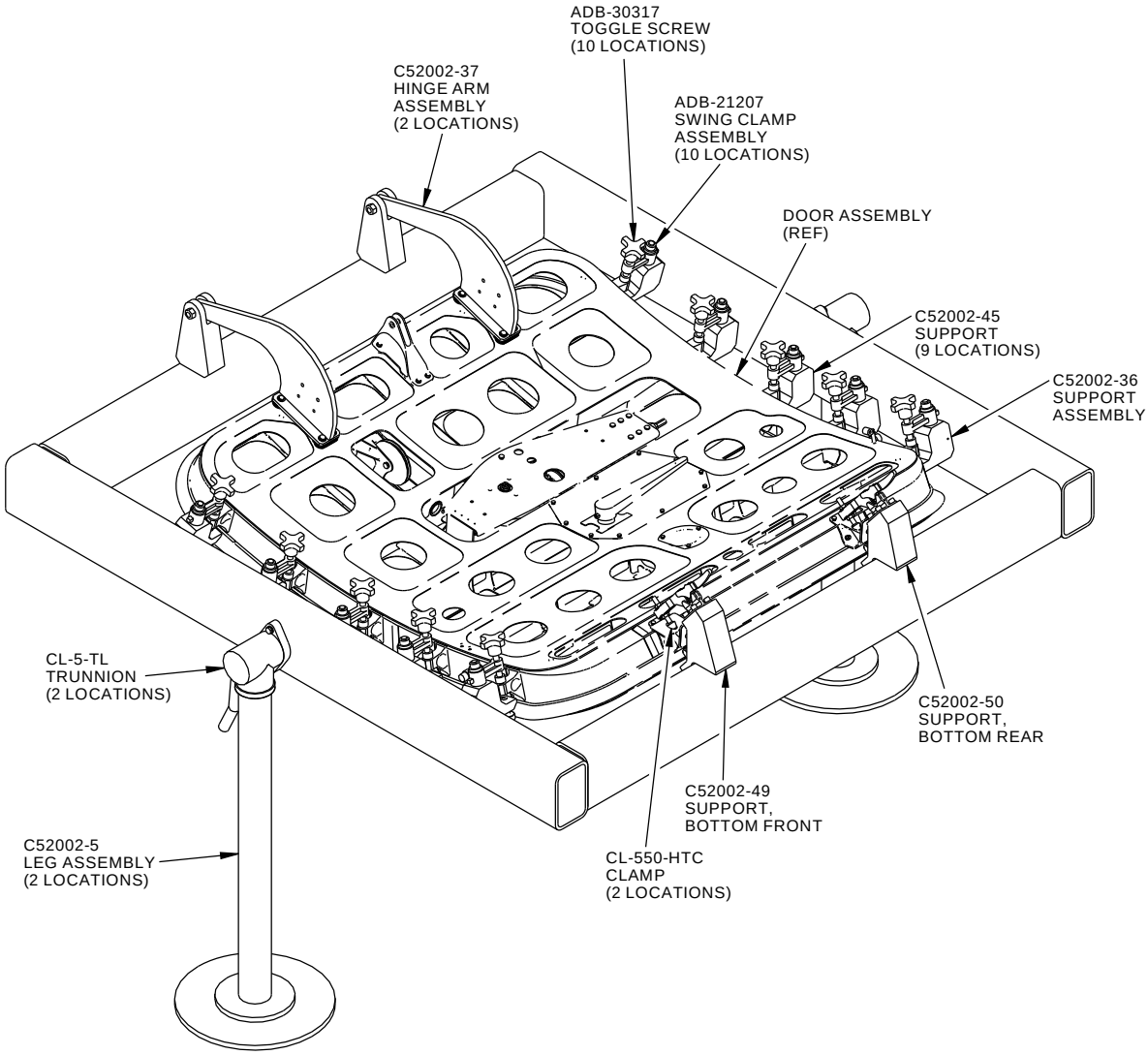
(Continued)

C52002-33		
QUANTITY	**NOMENCLATURE**	**PART NUMBER**
2	LEG ASSEMBLY	C52002-5
2	CLAMP	CL-550-HTC
1	SUPPORT, BOTTOM REAR	C52002-50
1	SUPPORT, BOTTOM FRONT	C52002-49
1	HINGE ARM ASSEMBLY	C52002-38
1	HINGE ARM ASSEMBLY	C52002-39
1	SUPPORT ASSEMBLY	C52002-36
9	SUPPORT	C52002-45
10	SWING CLAMP ASSEMBLY	ADB-21207
10	TOGGLE SCREW	ADB-30317
2	TRUNNION	CL-5-TL
VARIOUS	MISCELLANEOUS HARDWARE	

WEIGHT: C52002-32 - 637 lbs (289 kg)
C52002-33 - 659 lbs (299 kg)

DIMENSIONS: C52002-32 - 47 x 68 x 86 inches (1194 x 1727 x 2184 mm)
C52002-33 - 48 x 68 x 84 inches (1219 x 1727 x 2134 mm)

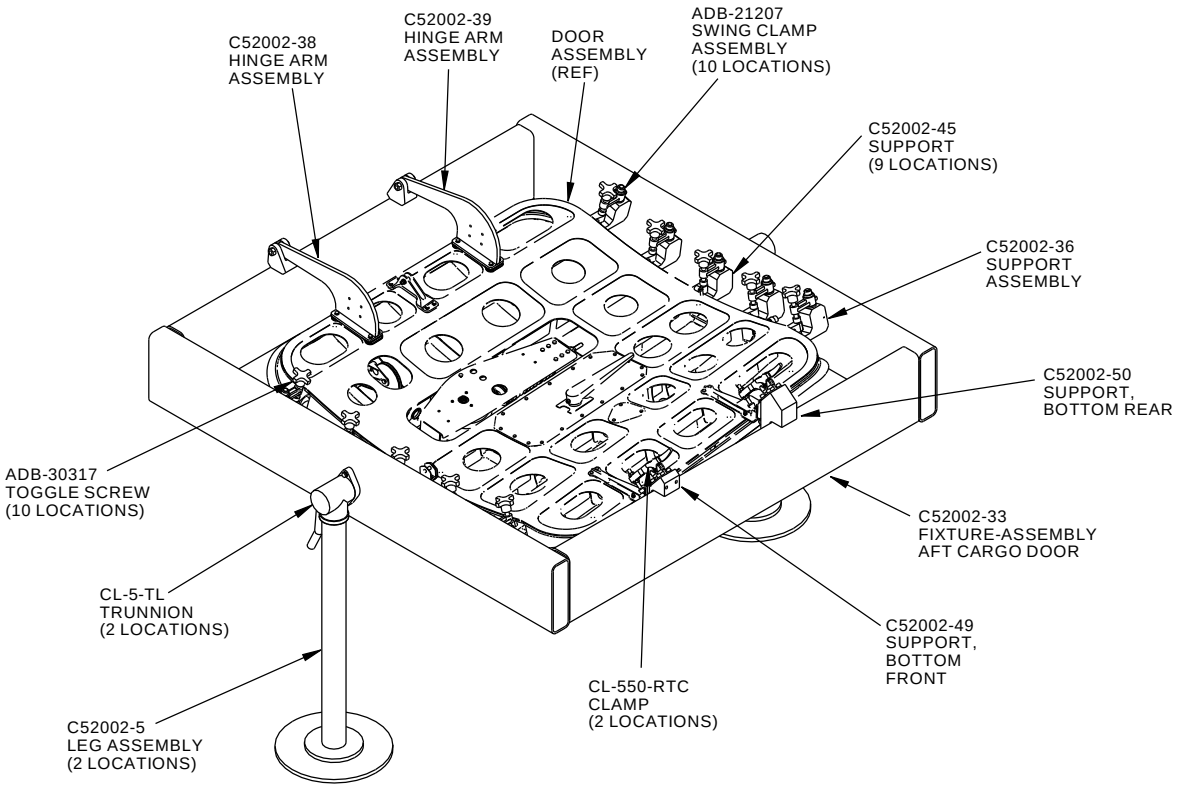
NOTE: C52002-32 supersedes C52002-1.
C52002-33 supersedes C52002-2 and C52002-26.



C52002-32
FORWARD CARGO DOOR
REPAIR FIXTURE

1848033 S0000328005_V1

Repair Fixture
Figure 1 (Sheet 1 of 2)



C52002-33
AFT CARGO DOOR REPAIR FIXTURE

L72131 S0006832078_V4

Repair Fixture
Figure 1 (Sheet 2 of 2)

PART NUMBER: C52004-1

NAME: SPRING - LOADING CONTROL EQUIPMENT

AIRPLANE MAINTENANCE: NO

COMPONENT MAINTENANCE: YES

CMM 52-31-14, CMM 52-31-15, CMM 52-36-02, CMM 52-36-12

USAGE & DESCRIPTION: The C52004-1 spring loading control equipment is used on all 737-300 thru -900 airplanes.

C52004 is used to control spring loading during assembly and disassembly of the 65C33696-1, -2, -4 and -5 spring cartridge assemblies for the bulk cargo doors.

Refer to the current C52004 tool drawing, CMM 52-31-14, CMM 52-31-15, CMM 52-36-02 and CMM 52-36-12 for complete usage instructions.

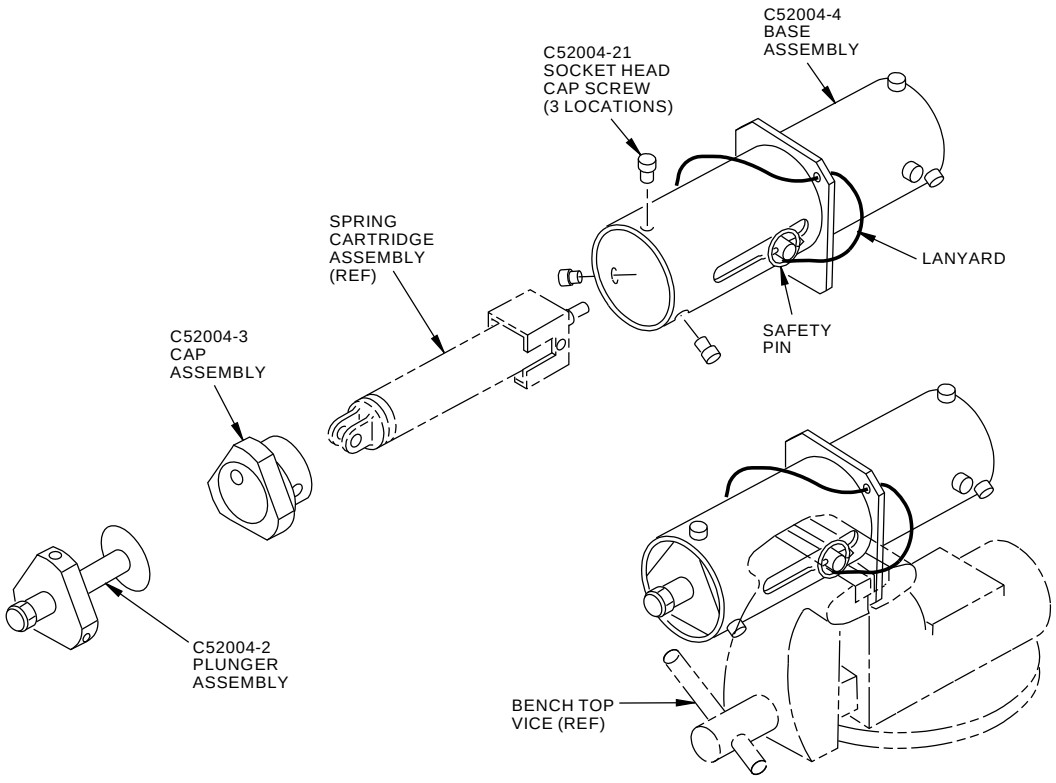
C52004-1 consists of:

C52004-1		
QUANTITY	**NOMENCLATURE**	**PART NUMBER**
1	PLUNGER ASSEMBLY	C52004-2
1	CAP ASSEMBLY	C52004-3
1	BASE ASSEMBLY	C52004-4
3	SOCKET HEAD CAP SCREW	C52004-21
1	STORAGE BOX	

WEIGHT: 10 lbs (4.5 kg)

DIMENSIONS: 7 x 9 x 20 inches (178 x 229 x 508 mm)

NOTE: C52004 replaces C52001 for future procurement.



L72209 S0006832080_V3

Control Equipment
Figure 1

PART NUMBER: C52009-1, -2

NAME: LIFTING FIXTURE EQUIPMENT - MAIN DECK CARGO DOOR (CE)

AIRPLANE MAINTENANCE: YES

AMM 52-32-21

COMPONENT MAINTENANCE: NO

USAGE & DESCRIPTION: The C52009-1 (CE qualified) lifting fixture equipment is used on -700C and -700QC airplanes.

The C52009-2 (not CE qualified) spreader bar is used on 737-200C and -200QC airplanes.

C52009-1 is used in conjunction with a customer-furnished overhead lift and J71046 specification load cell equipment. C52009-1 is used for removal or installation of the main deck cargo door on the 737-700C and -700QC.

C52009-2 used in conjunction with a customer-furnished overhead lift, J71046 specification load cell equipment and F70250-14 drop assemblies (from the F70250 lifting fixture assembly) for removal or installation of the main deck cargo door on the 737-200C and 200QC. C52009-2 includes all of the components of the C52009-2 spreader bar but requires the customer-furnished, F70250-14 drop assemblies for use.

Refer to AMM 52-32-21 and the current C52009 drawing for complete usage instructions.

C52009-1 and -2 consist of:

C52009-1		
QUANTITY	**NOMENCLATURE**	**PART NUMBER**
1	SPREADER BAR	C52009-2*[1]
1	FORWARD DROP ASSEMBLY	C52009-3
1	AFT DROP ASSEMBLY	C52009-4
16	WASHER	C52009-24
16	HEX HEAD BOLT	C52009-12
1	STORAGE BOX	

*[1] NOT INCLUDED IN THE STORAGE BOX.

C52009-2		
QUANTITY	**NOMENCLATURE**	**PART NUMBER**
1	SPREADER BAR	C52009-6
2	CABLE ASSEMBLY	C52009-7
2	SHACKLE	C52009-26
2	SHACKLE	C52009-27
2	SHACKLE	C52009-28

(Continued)

C52009-2		
QUANTITY	**NOMENCLATURE**	**PART NUMBER**
2	HOOK	C52009-29
1	WELDLESS RING	C52009-30
1	PROOF LOAD TAG	C52009-31
1	IDENTIFICATION TAG	C52009-32

WEIGHT: 180 lbs (82 kg)

DIMENSIONS: 119 x 15 x 20 inches (3023 x 381 x 508 mm)

DECLARATION OF CONFORMITY: C52009-1 requires a written Declaration of Conformity from the C52009-1 fabricator if it is to be used in the European Union. The design of C52009-1 meets the European requirements of Machinery Directive 2006/42/EC including its amendments. When used within the European Union, the fabricator of C52009-1 must also meet the requirements of that directive. At a minimum for the tool fabricator, this requires the retention of a technical file, a labeling of the equipment with the CE mark, and the completion of an EC Declaration of Conformity. If C52009-1 is to be used within the European Union and the Declaration of Conformity is missing, contact the fabricator of C52009-1 for a replacement Declaration of Conformity.

OPERATING INSTRUCTIONS: Refer to the current C52009-1 drawing and AMM 52-32-21 maintenance procedures for detailed instructions on the use of this equipment. This equipment shall only be used in conjunction with Boeing maintenance procedures to maintain Boeing airplanes.

MAINTENANCE: General Cleaning: Basic care of the equipment includes cleaning the equipment of dirt, corrosives, or contaminants. Wipe off all surface dirt with a sponge dampened in plain water. Squeeze the sponge dry. Dip the sponge in a mild solution of water and commercial soap or detergent, clean the components and wipe dry with a clean cloth. Hang the components freely to dry, but away from excessive heat or steam.

Slings, Wire Rope: Maintenance and inspection of wire rope shall be performed in accordance with EN 1492-1, Section 6, Section Annex B and ASME B-30.9, Chapter 9-2.

Structural and Mechanical Lifting Devices, (spreader bar):

1. Maintenance shall be done based on the recommendations made by the lifter manufacturer or qualified person.
2. Before adjustments and repairs are started on a lifter, the following precautions shall be taken:
   - All courses of power shall be disconnected, locked out, and tagged "Out of Service".
   - A lifter removed from service for repair shall be tagged "Out of Service".

3. Only a qualified person shall perform adjustments and tests when required.
4. Replacement parts shall be at least equal to the original manufacturer's specifications.
5. After adjustments and repairs have been made, the lifter shall not be returned to service until it has been inspected according to ASME B-30.20, para. 20-1.3.4.
6. Dated records of repairs and replacements shall be made.
7. Adjustments and repairs. Any hazardous conditions disclosed by the inspection requirements of ASME B-30.20, para. 20-1.3.1 shall be corrected before normal operations of the lifter is resumed. Adjustments and repairs shall be done under the direction of , or by, a qualified person.

PROOF LOAD: Proof load testing for the C52009-1 lifting fixture equipment shall be performed per the current C52009-1 drawing proof load diagrams (example Figure 2) and:

- In conjunction with initial fabrication
- Subsequent to modification of this equipment (equipment shall only be modified in accordance with the C52009-1 drawing).
- After repair of load carrying components.
- After replacement of load carrying components (except for load carrying components such as shackles and hoist rings that carry their own certification).
- Continuing integrity/safety of the device to be assured by inspection.

INSPECTION: FREQUENT

General Inspection (before use):

1. Missing fasteners
2. Notes, Cautions and Warnings are legible
3. Usage placards are legible

Slings, General: Prior to use, all new, altered, modified or repaired slings shall be inspected by a designated person to verify compliance with the applicable provisions of EN 1492-1, Section 6, Section Annex B and ASME B-30.9

Slings, Wire Ropes:

1. Visual inspection for damage shall be performed by the user or other designated person each day or shift the sling is used.
2. Condition such as those listed in EN 1492-1, Section 6, Section Annex B and ASME B-30.9, paragraph 9.2.9.4 or any other condition that may result in hazard shall cause the sling to be removed from service.

3. Slings shall not be returned to service until approved by a qualified person.

Structural and Mechanical Lifting Devices (spreader bar):

1. Visual Inspection by the operator before and during each lift of the device. Records are not required. Inspect for:
   - Structural deformation, cracks or excessive wear of any parts of the lifting device.
   - Loose or missing guards, fasteners, covers, stops or nameplates.
   - All functional operational mechanisms and automatic hold and release mechanisms for misadjustments interfering with operation.

PERIODIC

Welding Inspection:

1. Magnetic particle or dye penetrant inspection for all welds, after all proof load tests.
2. Inspect and evaluate per GSE Welding Document A00001 Inspection Requirements Tables 1 & 2, and Acceptance Criteria Table 3.
3. Reject cracked or deformed parts.

Slings, General:

1. A complete inspection for damage to the sling shall be periodically performed by a designated person.
2. Each sling and component shall be examined individually, taking care to expose and examine all surfaces.
3. The sling shall be examined for the conditions noted in the frequent inspection and in ASME B-30.9 or any other conditions that may result in a hazard shall cause the sling to be removed from service.
4. Slings shall not be returned to service until approved by a qualified person.
5. A written record of the most recent periodic inspection shall be maintained and shall include the condition of the sling.

Slings, Wire Ropes:

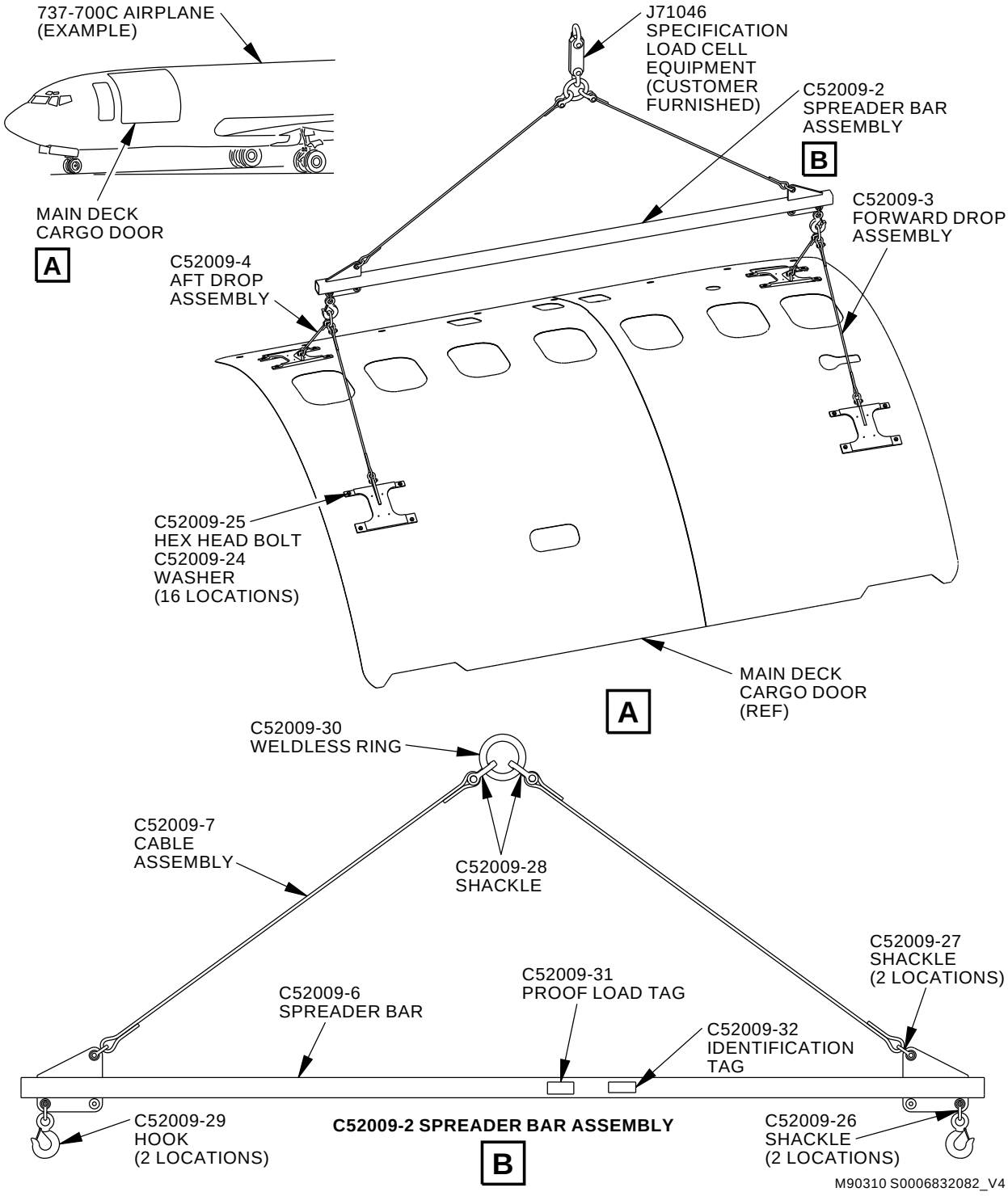
1. Wire rope inspection shall be conducted on the entire length, including splices, end attachments and fittings.
2. Wire rope inspection shall be examined for conditions listed in EN 1492-1, Section 6, Section Annex B and ASME B-30.9, paragraph 9.2.9.4.
3. Deficiencies found during the inspection are analyzed and the wire rope shall not be used, if deficiencies are determined to be hazardous.

Structural and Mechanical Lifting Devices (spreader bar):

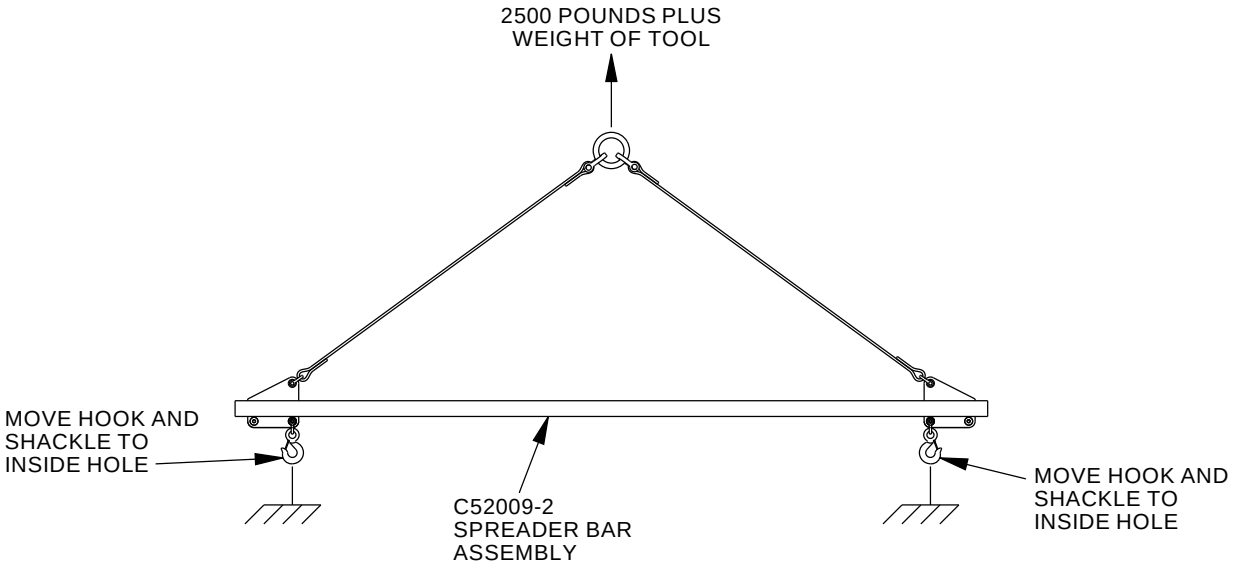
1. A written record of a visual inspection, by a qualified person is required.
2. Inspection is made of external conditions for a continuing evaluation of the following factors:
   - Loose bolts or fasteners.
   - Excessive wear of linkages and other mechanical parts.
   - Excessive wear at hoist hooking points and load support clevises or pins.
   - Deficiencies found during the inspection are analyzed and the lifting device shall not be used, if deficiencies are determined to be hazardous.
   - The lifting device shall not be used until the hazardous deficiencies are corrected.

STORAGE: C52009-1 shall be stored clean, dry, and free of exposure to fumes or corrosive elements, indoors and in the furnished storage box.

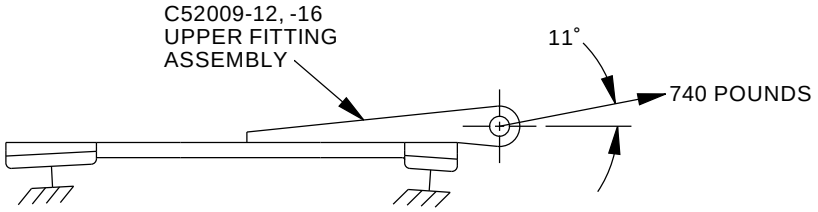
DECOMMISSIONING: Part and assemblies of this equipment, including wire ropes, shall be permanently altered to prevent their unauthorized reuse. Recycling is the preferred manner of disposal for those materials where that option is available.



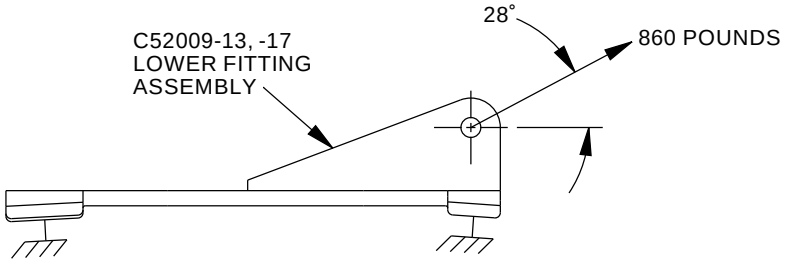
Main Deck Cargo Door Lifting Equipment
Figure 1



**C52009-1 PROOF LOAD DIAGRAM 1
(EXAMPLE)**



**C52009-1 PROOF LOAD DIAGRAM 2
(EXAMPLE)**



**C52009-1 PROOF LOAD DIAGRAM 3
(EXAMPLE)**

2432099 S0000562384_V1

**C52009-1 Proof Load Diagrams (Examples)
Figure 2**

PART NUMBER: A52037

NAME: TEST BOX - FLIGHT DECK ACCESS SYSTEM (FDAS)

AIRPLANE MAINTENANCE: NO

COMPONENT MAINTENANCE: YES

CMM 21-09-02, CMM 31-11-26, CMM 31-36-97, CMM 52-51-03, CMM 52-51-04

USAGE & DESCRIPTION: C22001 drawing has been transferred to BAE Systems and will no longer be revised by Boeing. C22001 inclusion in the 737 ITEM is for information and historical purposes only.

A52037 is used on 737 airplanes equipped with Keypad and Chime module LRU's 285T0852-1 and 285T0855-1,-2. See CMM 21-09-02, CMM 31-11-26, CMM 31-36-97, CMM 52-51-03 and CMM 52-51-04

PART NUMBER: ME141A6480-1

NAME: TRANSPORTATION SLING - FORWARD AIRSTAIR

AIRPLANE MAINTENANCE: YES

AMM 52-61-10

COMPONENT MAINTENANCE: NO

USAGE & DESCRIPTION: The ME141A6480-1 transportation sling is used on 737-100 thru -900 airplanes equipped with a forward airstair.

ME141A6480-1 is used to lift and install forward airstairs.

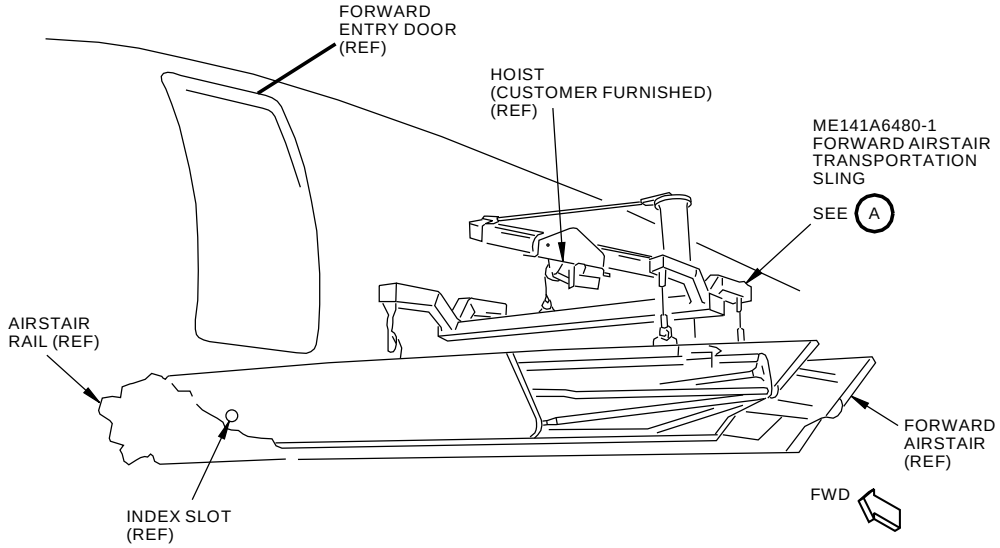
Refer to AMM 52-61-10 and the current ME141A6480-1 drawing for complete usage instructions.

ME141A6480-1 consists of a rectangular steel beam with a lift eye and two support arms. Four cable assemblies with lift adapters are attached by stud socket assemblies to the ends of the support arms.

WEIGHT: 100 lbs (45 kg)

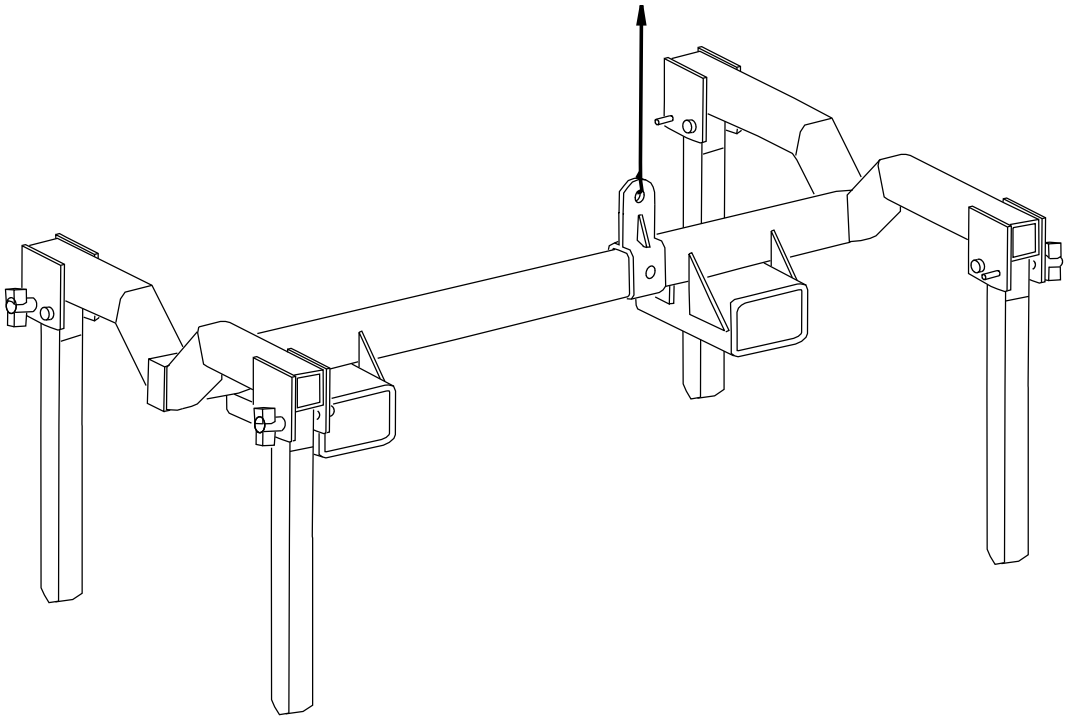
DIMENSIONS: 50 x 44 x 12 inches (1270 x 1118 x 305 mm)

NOTE: C52013 replaces ME141A6480-1 for future procurement.



M26790 S0006832088_V3

Forward Airstair Transportation Sling Usage
Figure 1



ME141A6480-1
FORWARD AIRSTAIR TRANSPORTATION SLING

A

M26834 S0006832089_V3

Forward Airstair Transportation Sling
Figure 2

PART NUMBER: C52013-1

NAME: TRANSPORTATION SLING EQUIPMENT - FORWARD AIRSTAIR (CE)

AIRPLANE MAINTENANCE: YES

AMM 52-61-10

COMPONENT MAINTENANCE: NO

USAGE & DESCRIPTION: The C52013-1 (CE qualified) transportation sling equipment is used on all 737 airplanes equipped with forward airstairs.

C52013 is used to install, remove, lift and transport the forward airstair assembly.

Refer to AMM 52-61-10 and the current C52013 drawing for complete usage instructions.

C52013-1 consists of:

C52013-1		
QUANTITY	**NOMENCLATURE**	**PART NUMBER**
1	SLING ASSEMBLY	C52013-2
1	COUNTER WEIGHT ASSEMBLY	C52013-3
1	STORAGE BOX	

WEIGHT: 120 lbs (54 kg)

DIMENSIONS: 15 x 40 x 58 inches (381 x 1016 x 1473 mm)

NOTE: C52013 replaces ME141A6480-1 for future procurement.

DECLARATION OF CONFORMITY: C52013 requires a written Declaration of Conformity from the C52013 fabricator if it is to be used in the European Union. The design of C52013 meets the European requirements of Machinery Directive 2006/42/EC including its amendments. When used within the European Union, the fabricator of C52013 must also meet the requirements of that directive. At a minimum for the tool fabricator, this requires the retention of a technical file, a labeling of the equipment with the CE mark, and the completion of an EC Declaration of Conformity. If C52013 is to be used within the European Union and the Declaration of Conformity is missing, contact the fabricator of C52013 for a replacement Declaration of Conformity.

OPERATING INSTRUCTIONS: Refer to the current C52013 drawing and AMM 52-61-10 procedures for detailed instructions on the use of this equipment. This equipment shall only be used in conjunction with Boeing maintenance procedures to maintain Boeing airplanes.

MAINTENANCE: General Cleaning: Basic care of the equipment includes cleaning the equipment of dirt, corrosives, or contaminants. Wipe off all surface dirt with a sponge dampened in plain water. Squeeze the sponge dry. Dip the sponge in a mild solution of water and commercial soap or detergent, clean the components and wipe dry with a clean cloth. Hang the components freely to dry, but away from excessive heat or steam.

Slings, Synthetic: Maintenance and inspection of synthetic shall be performed in accordance with ASME B-30.9, Chapter 9-5 and 9-6.

Structural and Mechanical Lifting Devices, (supporting lifter):

1. Maintenance shall be done based on the recommendations made by the lifter manufacturer or qualified person.
2. Before adjustments and repairs are started on a lifter, the following precautions shall be taken:
   - All courses of power shall be disconnected, locked out, and tagged "Out of Service".
   - A lifter removed from service for repair shall be tagged "Out of Service".
3. Only a qualified person shall perform adjustments and tests when required.
4. Replacement parts shall be at least equal to the original manufacturer’s specifications.
5. After adjustments and repairs have been made, the lifter shall not be returned to service until it has been inspected according to ASME B-30.20, para. 20-1.3.4.
6. Dated records of repairs and replacements shall be made.
7. Adjustments and repairs. Any hazardous conditions disclosed by the inspection requirements of ASME B-30.20, para. 20-1.3.1 shall be corrected before normal operations of the lifter is resumed. Adjustments and repairs shall be done under the direction of , or by, a qualified person.

PROOF LOAD: Proof load testing for the C52013-1 transportation sling equipment shall be performed per the current C52013 drawing proof load diagrams (example Figure 2) and:

- In conjunction with initial fabrication
- Subsequent to modification of this equipment (equipment shall only be modified in accordance with the C52013 drawing).
- After repair of load carrying components.
- After replacement of load carrying components (except for load carrying components such as shackles and hoist rings that carry their own certification).
- Continuing integrity/safety of the device to be assured by inspection.

INSPECTION: FREQUENT

General Inspection (before use):

1. Missing fasteners
2. Notes, Cautions and Warnings are legible
3. Usage placards are legible

Slings, General: Prior to use, all new, altered, modified or repaired slings shall be inspected by a designated person to verify compliance with the applicable provisions of EN 1492-1, Section 6, Section Annex B and ASME B-30.9

Slings, Webbing:

1. Visual inspection for damage shall be performed by the user or other designated person each day or shift the sling is used.
2. Slings shall not be returned to service until approved by a qualified person.
3. A written record of frequent inspections is not required.
4. Conditions detailed below and in EN 1492-1, Section 6, Section Annex B and ASME B-30.9, or conditions that may result in a hazard shall cause the sling to be removed from service.
   - Red warning yarns visible.
   - Acid or caustic burns.
   - Melting or charring of any part of the sling surface.
   - Snags, punctures, tears or cuts.
   - Broken or worn stitches in load bearing splices.
   - Excessive abrasive wear.
   - Knots in any part of the sling.
   - Discoloration and brittle or stiff areas on any part of the sling.
   - Distortion of fittings.
   - Missing or illegible sling tag.

Structural and Mechanical Lifting Devices (supporting lifter):

1. Visual Inspection by the operator before and during each lift of the device. Records are not required. Inspect for:
   - Structural deformation, cracks or excessive wear of any parts of the lifting device.
   - Loose or missing guards, fasteners, covers, stops or nameplates.
   - All functional operational mechanisms and automatic hold and release mechanisms for misadjustments interfering with operation.

PERIODIC

Welding Inspection:

1. Magnetic particle or dye penetrant inspection for all welds, after all proof load tests.
2. Inspect and evaluate per GSE Welding Document A00001 Inspection Requirements Tables 1 & 2, and Acceptance Criteria Table 3.
3. Reject cracked or deformed parts.

Slings, General:

1. A complete inspection for damage to the sling shall be periodically performed by a designated person.
2. Each sling and component shall be examined individually, taking care to expose and examine all surfaces.
3. The sling shall be examined for the conditions noted in the frequent inspection and in ASME B-30.9 or any other conditions that may result in a hazard shall cause the sling to be removed from service.
4. Slings shall not be returned to service until approved by a qualified person.
5. A written record of the most recent periodic inspection shall be maintained and shall include the condition of the sling.

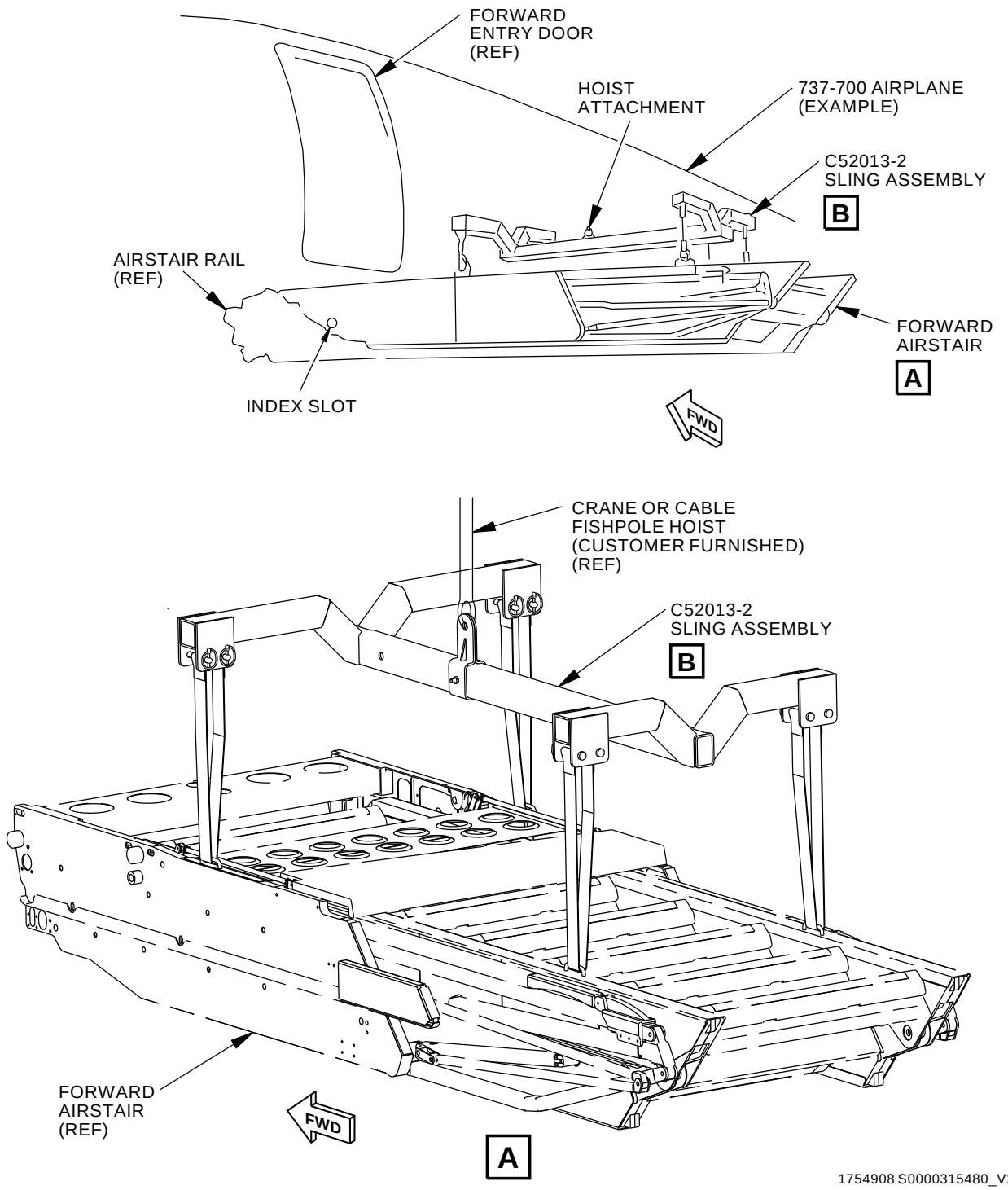
Slings, Synthetic: The straps shall be examined for the conditions noted in the frequent inspection and in ASME B-30.9 or any other conditions that may result in a hazard shall cause the sling to be removed from service.

Structural and Mechanical Lifting Devices (supporting lifter):

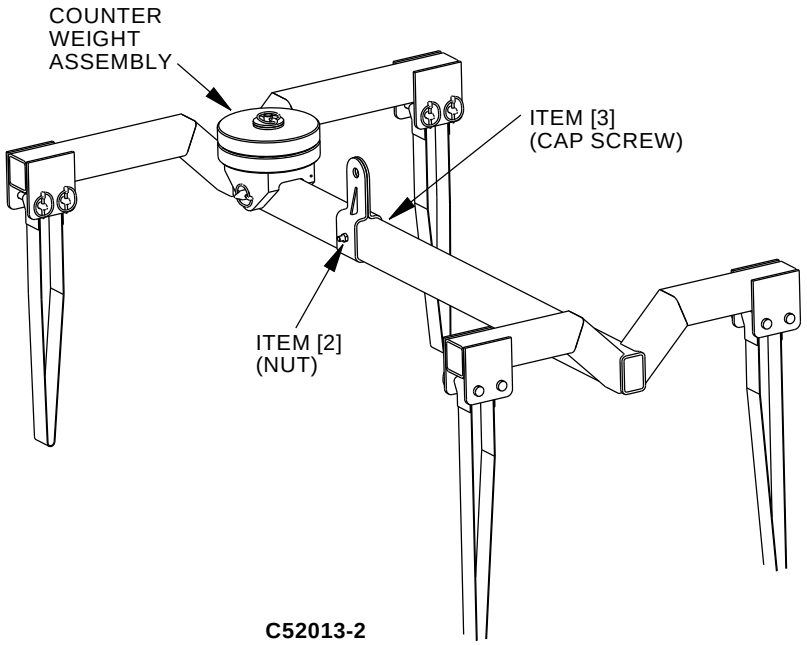
1. A written record of a visual inspection, by a qualified person is required.
2. Inspection is made of external conditions for a continuing evaluation of the following factors:
   - Loose bolts or fasteners.
   - Excessive wear of linkages and other mechanical parts.
   - Excessive wear at hoist hooking points and load support clevises or pins.
   - Deficiencies found during the inspection are analyzed and the lifting device shall not be used, if deficiencies are determined to be hazardous.
   - The lifting device shall not be used until the hazardous deficiencies are corrected.

STORAGE: C52013 shall be stored clean, dry, and free of exposure to fumes or corrosive elements, indoors and in the furnished storage box.

DECOMMISSIONING: Part and assemblies of this equipment, including textile components, shall be permanently altered to prevent their unauthorized reuse. Recycling is the preferred manner of disposal for those materials where that option is available.

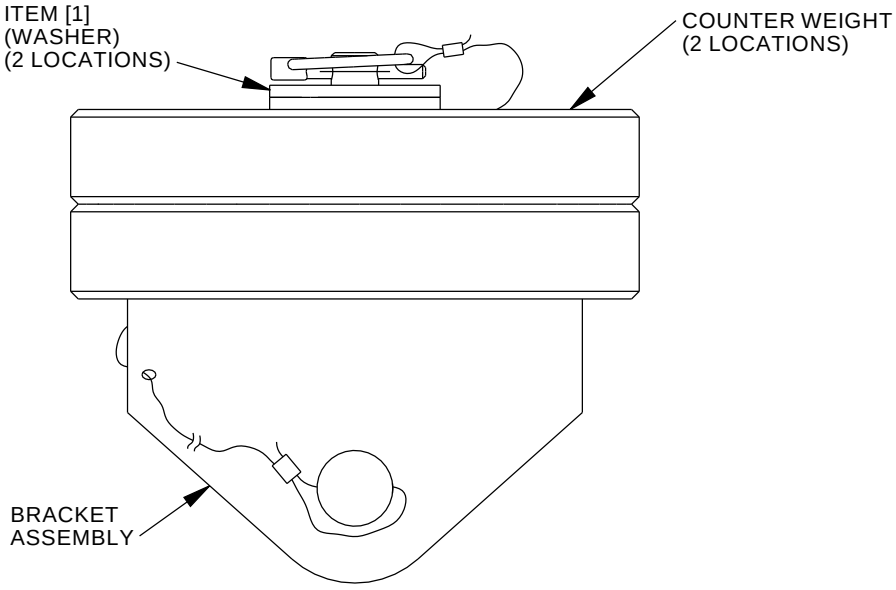


Forward Airstair Transportation Sling Equipment
Figure 1 (Sheet 1 of 2)



C52013-2
SLING ASSEMBLY

B

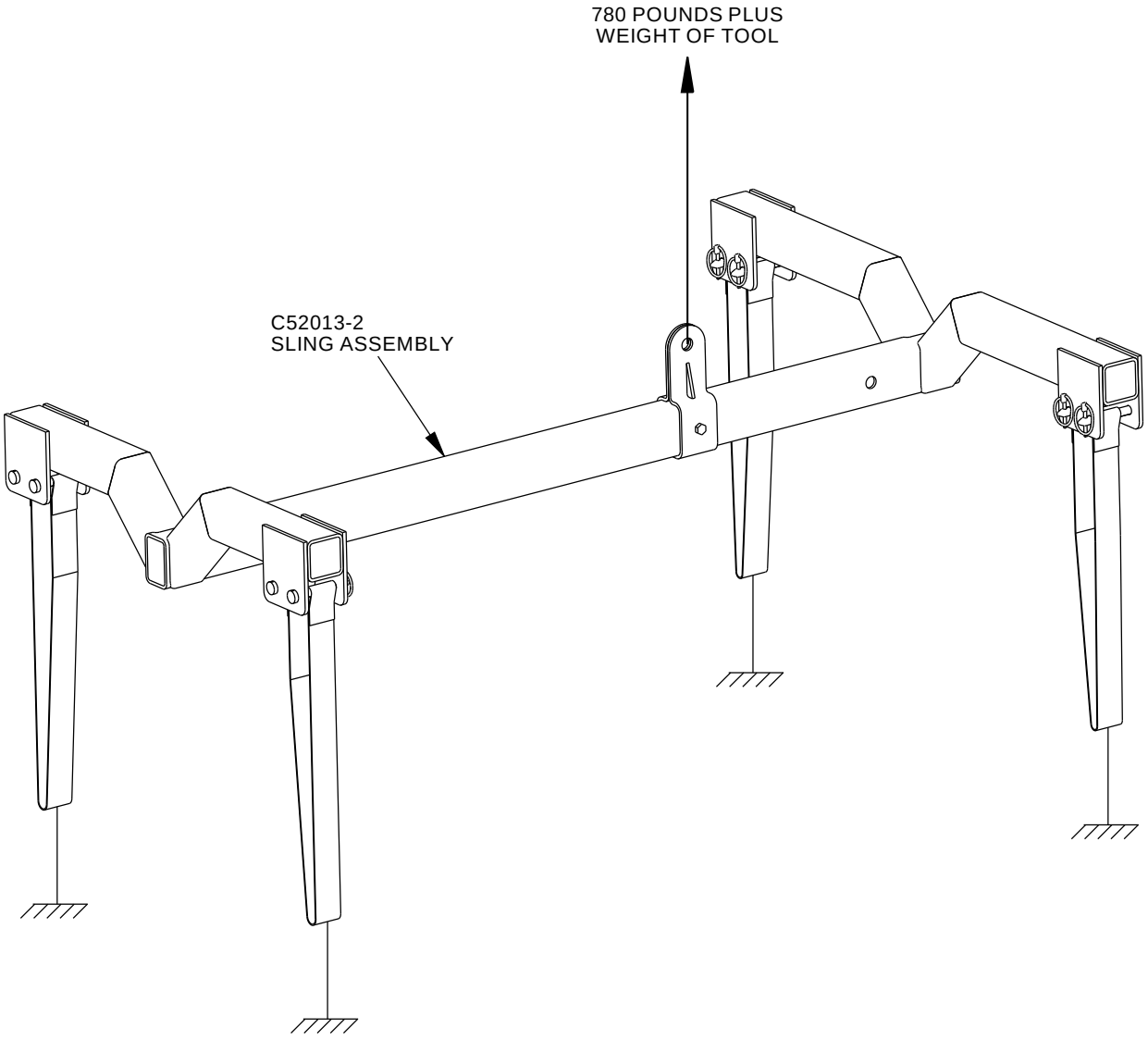


C52013-3
COUNTER WEIGHT ASSEMBLY

C

2431845 S0000562635_V1

Forward Airstair Transportation Sling Equipment
Figure 1 (Sheet 2 of 2)



**C52013 PROOF LOAD DIAGRAM
(EXAMPLE)**

2431865 S0000562634_V1

**C52013 Proof Load Drawing (Example)
Figure 2**

REPAIRABLE/REPLACEABLE PARTS			
ITEM NUMBER	**PART NUMBER**	**NOMENCLATURE**	**VENDOR CODE**
[1]	C52013-13	WASHER	- - -
[2]	C52013-10	NUT	- - -
[3]	C52013-9	CAP SCREW	- - -

PART NUMBER: C52014-1

NAME: REMOVAL/INSTALLATION EQUIPMENT - FORWARD AIRSTAIR (CE)

AIRPLANE MAINTENANCE: NO

COMPONENT MAINTENANCE: NO

USAGE & DESCRIPTION: The C52014-1 (CE qualified) removal/installation equipment is used on all 737 airplanes equipped with forward airstairs.

C52014 removal/installation equipment is used in conjunction with the J20009 jacking equipment to install and remove the forward airstair assembly.

Use the C52013 transportation sling equipment to transport and to lift the C52014 removal/installation equipment onto and off the J20009 jacking equipment. Use the C52013 transportation sling equipment to lift the airstair onto and off the C52014 removal/installation equipment once the C52014 has been secure to the J20009 jacking equipment.

Refer to the current C52014 drawing for complete usage instructions.

C52014-1 consists of:

C52014-1		
QUANTITY	**NOMENCLATURE**	**PART NUMBER**
1	CONVEYOR ASSEMBLY	C52014-2
1	ADAPTER ASSEMBLY	C52014-3
2	RAIL ASSEMBLY	C52014-4
1	END RAIL ASSEMBLY	C52014-5
2	RATCHER STRAP	C52014-7
1	STORAGE BOX	

WEIGHT: 330 lbs (150 kg)

DIMENSIONS: 15 x 56 x 85 inches (381 x 1422 x 432mm)

DECLARATION OF CONFORMITY: C52014 requires a written Declaration of Conformity from the C52014 fabricator if it is to be used in the European Union. The design of C52014 meets the European requirements of Machinery Directive 2006/42/EC including its amendments. When used within the European Union, the fabricator of C52014 must also meet the requirements of that directive. At a minimum for the tool fabricator, this requires the retention of a technical file, a labeling of the equipment with the CE mark, and the completion of an EC Declaration of Conformity. If C52014 is to be used within the European Union and the Declaration of Conformity is missing, contact the fabricator of C52014 for a replacement Declaration of Conformity.

OPERATING INSTRUCTIONS: Refer to the current C52014 drawing for detailed instructions on the use of this equipment. C52014 shall only be used in conjunction with Boeing maintenance procedures to maintain Boeing airplanes.

MAINTENANCE: General Cleaning: Basic care of the equipment includes cleaning the equipment of dirt, corrosives, or contaminants. Wipe off all surface dirt with a sponge dampened in plain water. Squeeze the sponge dry. Dip the sponge in a mild solution of water and commercial soap or detergent, clean the components and wipe dry with a clean cloth. Hang the components freely to dry, but away from excessive heat or steam.

PROOF LOAD: Proof load testing for the C52014-1 removal/installation equipment shall be performed per the current C52014 drawing proof load diagrams (example Figure 2) and:

- In conjunction with initial fabrication
- Subsequent to modification of this equipment (equipment shall only be modified in accordance with the C52014 drawing).
- After repair of load carrying components.
- After replacement of load carrying components (except for load carrying components such as shackles and hoist rings that carry their own certification).
- Continuing integrity/safety of the device to be assured by inspection.

INSPECTION: FREQUENT

General Inspection (before use):

1. Missing fasteners
2. Notes, Cautions and Warnings are legible
3. Usage placards are legible

PERIODIC

Welding Inspection:

1. Magnetic particle or dye penetrant inspection for all welds, after all proof load tests.
2. Inspect and evaluate per GSE Welding Document A00001 Inspection Requirements Tables 1 & 2, and Acceptance Criteria Table 3.
3. Reject cracked or deformed parts.

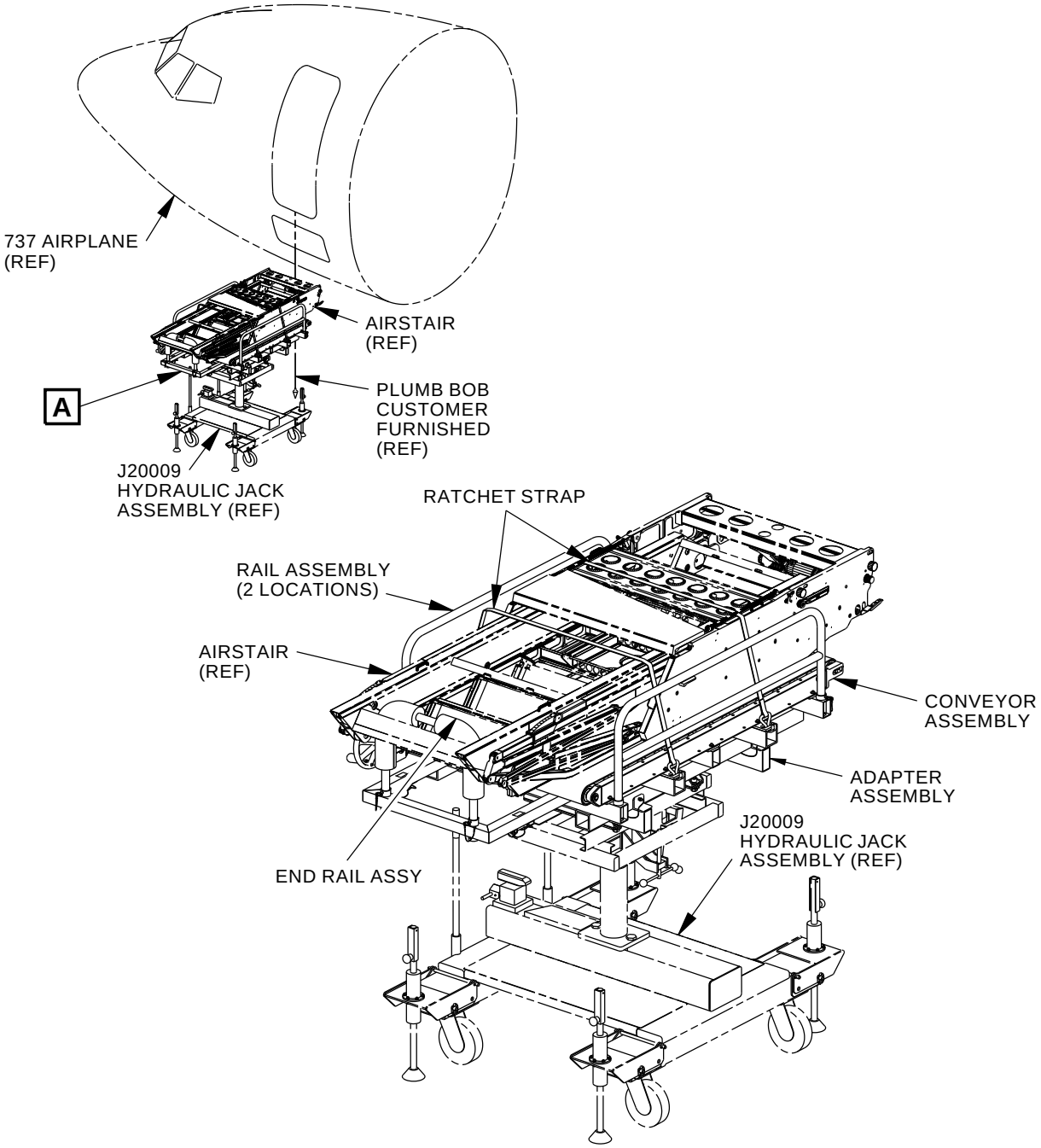
Slings, General:

1. A complete inspection for damage to the sling shall be periodically performed by a designated person.
2. Each sling and component shall be examined individually, taking care to expose and examine all surfaces.
3. The sling shall be examined for the conditions noted in the frequent inspection and in ASME B-30.9 or any other conditions that may result in a hazard shall cause the sling to be removed from service.
4. Slings shall not be returned to service until approved by a qualified person.

5. A written record of the most recent periodic inspection shall be maintained and shall include the condition of the sling.

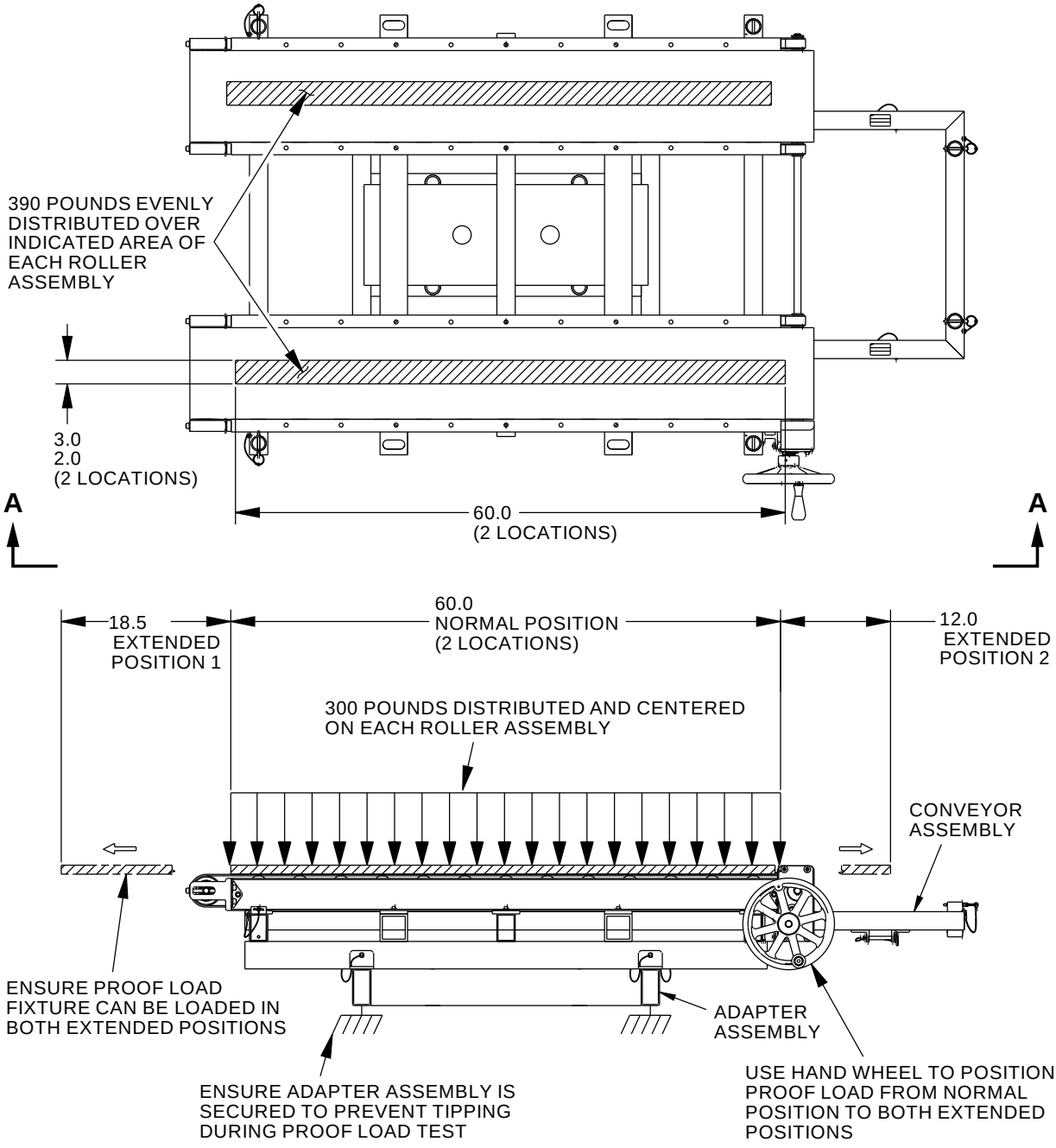
STORAGE: C52014 shall be stored clean, dry, and free of exposure to fumes or corrosive elements, indoors and in the furnished storage box.

DECOMMISSIONING: Part and assemblies of this equipment, including textile components, shall be permanently altered to prevent their unauthorized reuse. Recycling is the preferred manner of disposal for those materials where that option is available.



Forward Airstair Removal/Installation Equipment
Figure 1

I



PROOF LOAD DIAGRAM

A-A

2474853 S0000578200_V1

C52014 Proof Load Drawing (Example)
Figure 2