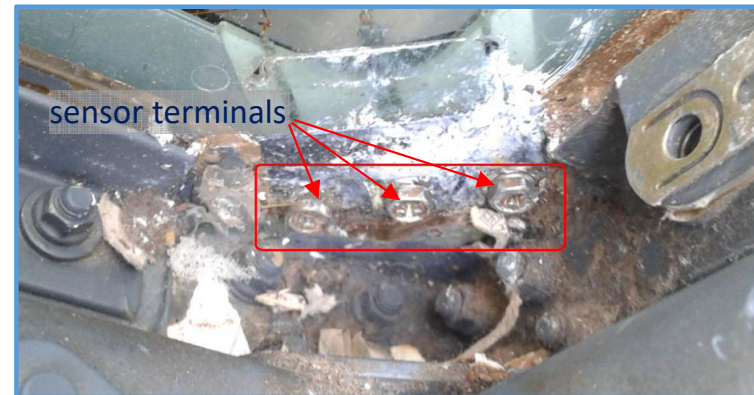


737 No.2 Window - Thermal Edge Break

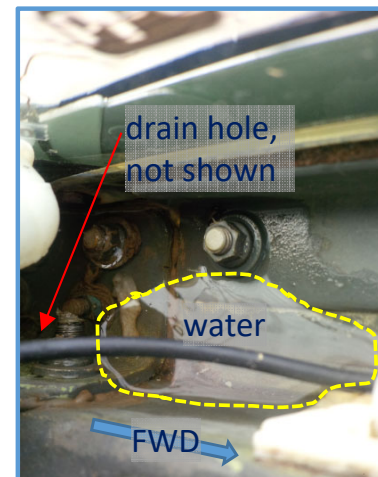
Wet area around the sensor terminals for the No.2 Window, i.e., moisture from condensation, rain when No.2 window open, etc., may cause loss of insulation resistance. This condition may cause the window heat control unit (WHCU) to sense a cold window, leading to a runaway heat condition, causing the window to overheat, and fracture in the pattern shown below.



Thermal edge break fracture pattern, typical.



Evidence of moisture at the No.2 window sensor terminals.



Water accumulation in window assembly due to plugged drain hole.



Water accumulation in window frame sill due to plugged drain hole.

Recommended Maintenance Action

Recommendations to help reduce the number of unscheduled removals and service interruptions are:

- inspect and replace the No.2 windows per AMM TASK 56-12-11-200-801
- inspect and repair the fillet seal per AMM TASK 56-12-11-300-804 if found eroded, cracked, or missing

(May help reduce the risk of thermal edge break.)

- inspect the No.2 window assembly and sill per AMM TASK 56-12-11-200-802, removing any blockage on the aft drain hole on the No.2 window sill and the No.2 window assembly or removing any water accumulation
- apply a layer of Dow Corning 340 heat sink compound to the No.2 window temperature sensor terminal connections per AMM SUBTASK 30-41-00-900-001 step (e).

NOTE: All recommendations are to be performed at a self-prescribed interval, based on operators experience, component reliability program, findings, etc.