Flight Crew Operations Manual Bulletin
for
The Boeing Company

The Boeing Company
Seattle, Washington 98124-2207

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Airplane Effectivity: All Airplanes

Subject: Excessive Cabin and Flight Deck Temperatures

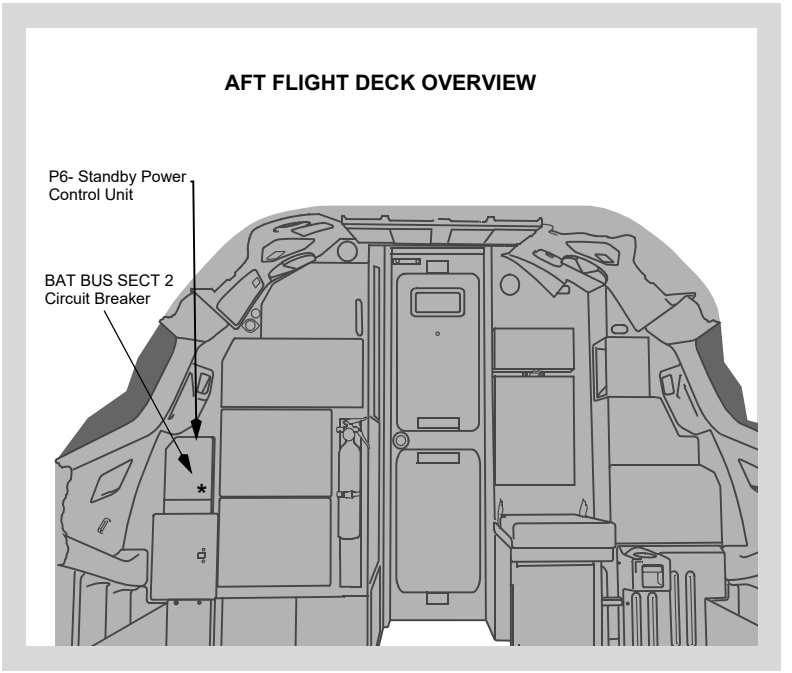
Reason: To inform flight crews of the flight deck effects after the Standby Power Control Unit (SPCU) BAT BUS SECT 2 circuit breaker trips.

Information in this bulletin is recommended by The Boeing Company, but may not be FAA approved at the time of writing. In the event of conflict with the FAA approved Airplane Flight Manual (AFM), the AFM will supersede. The Boeing Company regards the information or procedures described herein as having a direct or indirect bearing on the safe operation of this model airplane.

THE FOLLOWING PROCEDURE AND/OR INFORMATION IS EFFECTIVE UPON RECEIPT

Background Information

Boeing has received two in service reports of excessive cabin and flight deck temperature events which could not be mitigated using current Non-Normal Checklists (NNCs). These events were the result of the BAT BUS SECT 2 circuit breaker tripping on the SPCU resulting in several flight deck effects including hot cabin temperatures. The BAT BUS SECT 2 circuit breaker is located on the P-6 SPCU panel behind the First Officer and near the R3 window.



If the BAT BUS SECT 2 circuit breaker trips, both ram air deflector doors extend, reducing cooling airflow to the air conditioning heat exchangers. This causes:

- Insufficient cooling of hot bleed air
- Both packs to supply excessively hot air to the cabin and flight deck
- Temperatures to increase and become excessively hot
- Loss of cabin and flight deck temperature control
- Loss of pack overheat protection
- Inability to turn off the packs

The guidance in the Cabin Temperature Hot and PACK NNCs is not effective in controlling cabin or flight deck temperatures.

The flight crew can regain control of the cabin and flight deck temperatures by following the guidance in the attached Cabin Temperature Hot BAT BUS SECT 2 Circuit Breaker Trips NNC which resets the BAT BUS SECT 2 circuit breaker.

- If the circuit breaker remains reset, the flight should continue to land at the nearest suitable airport
- If the circuit breaker trips again, the flight crew is directed to turn off both engine bleeds and reset the LAND ALT to open the outflow valve and ventilate the cabin and flight deck
- Refer to the revised Cabin Temperature Hot BAT BUS SECT 2 Circuit Breaker Trips NNC for complete details

If the circuit breaker is tripped, the following flight deck effects occur:

Air Systems

- PACK (both) lights illuminate
  - Indicates a loss of pack overheat protection and pack control
- ZONE TEMP (CONT, FWD and AFT) lights illuminate
  - Indicates a loss of duct overheat protection and zone temperature control
- Cabin and flight deck temperatures increase and become excessively hot
- Loss of manual outflow valve control through the manual (MAN) mode on the Cabin Pressurization Panel

  Note: AUTO and ALTN pressurization modes operate normally.
- Loss of electrical power to the right bleed air DUCT PRESSURE indicator

  Note: Right engine bleed air valve operates normally.

Automatic Flight

- Autopilot B (if engaged) disengages

  Note: Autopilot A is available.
- Mode Control Panel (MCP) COURSE display (FO only) blanks

  Note: Course selector can be used to set course on the FO PFD and ND.

Communications

- The airplane interphone, call system (chimes) and Passenger Address (PA) are inoperative

Electrical

- STANDBY PWR OFF light illuminates
  - Partial loss of the battery bus

    Note: AC standby and DC standby buses are energized.

Engines

- REVERSER LIMITED (engine 2 only) light illuminates
  - Engine 2 reverser will not deploy
- ENGINE START switch (engine 2 only) does not stay in GRD position during engine start

  Note: ENGINE START switch can be held in the GRD position to accomplish an engine start and must be manually moved to the OFF or AUTO position after starter cutout (approximately 63% N2).

Fire Protection

- Loss of APU fire detection
- Loss of engine fire and overheat detection (both engines)

  Note: Fire extinguishing (both engines) is available.

Hydraulics

- Loss of standby hydraulic pump

Landing Gear

- Loss of electrical power to the Hydraulic Brake Pressure Indicator
  - Hydraulic Brake Pressure Indicator decreases to zero

    Note: Parking brake and brake accumulator operate normally.

Warning Systems

- Master Caution lights illuminate
- System Annunciator Panel ELEC, ENG and AIR COND lights illuminate

Root cause investigations revealed an unexpected grounding of the Weight-on-Wheels (WOW) signal to the ram air door actuators when the BAT BUS SECT 2 circuit breaker trips. The WOW signal anomaly is isolated to the ram air door circuit and does not affect any other airplane systems that use WOW or air/ground signals.

Boeing plans to publish a Service Bulletin with recommended guidance to eliminate the identified issue. Further investigations have concluded that the same issue does not affect other 737 models.

Operating Instructions

If the flight deck effects described above occur, do the Cabin Temperature Hot BAT BUS SECT 2 Circuit Breaker Trips NNC included with this bulletin.

Note: With the BAT BUS SECT 2 circuit breaker tripped, guidance in the following NNCs is not effective in controlling cabin or flight deck temperatures:

- Cabin Temperature Hot
- PACK

The existing Cabin Temperature Hot NNC is also being revised in the event the flight crew initially references this NNC. A new step has been added to redirect the flight crew to the Cabin Temperature Hot BAT BUS SECT 2 Circuit Breaker Trips NNC for this condition.

When this bulletin is incorporated into your next FCOM revision, the QRH will contain the updated Cabin Temperature Hot and Cabin Temperature Hot BAT BUS SECT 2 Circuit Breaker Trips NNCs. The attached replacement pages will no longer be retained behind this bulletin.

Administrative Information

Add this bulletin behind the Flight Crew Operations Manual Bulletin Record page in Volume 1 of your Operations Manual.

Amend the Operations Manual Bulletin Record to show bulletin TBC-42 "In Effect" (IE). A new Bulletin Record will be issued with the next FCOM revision.

This anomaly impacts all 737 MAX airplanes. When all airplanes in the fleet have reported compliance with the Service Bulletin (which will be issued at a later date), the following actions will occur:

- This bulletin will be canceled.
- The FCOM will be revised to:
  - Remove the Cabin Temperature Hot BAT BUS SECT 2 Circuit Breaker Trips NNC
  - Update the Cabin Temperature Hot NNC to no longer reference the Cabin Temperature Hot BAT BUS SECT 2 Circuit Breaker Trips NNC.

Please send all correspondence regarding this Flight Crew Operations Manual Bulletin to Flight Operations, through the Boeing Communications System (BCS) on the MyBoeingFleet home page.

If User does not have access to MyBoeingFleet, please consult with the Boeing Field Service Office for assistance.

Intentionally
Blank

Cabin Temperature Hot

Condition: Flight deck or passenger cabin temperature is excessively hot. The temperature can cause incapacitation.

Objective: To regain temperature control. If unable to regain control, to descend and configure to provide alternate ventilation.

1 Choose one:

◆BAT BUS SECT 2 circuit breaker **is** tripped:

Plan to land at the nearest suitable airport.

Note: The BAT BUS SECT 2 circuit breaker is located on the P-6 SPCU panel behind the First Officer and near the R3 window.

►►Go to the Cabin Temperature Hot BAT BUS SECT 2 Circuit Breaker Trips checklist on page 2.6

■ ■ ■ ■

◆BAT BUS SECT 2 circuit breaker is **not** tripped:

►►Go to step 2

▼ Continued on next page ▼

▼Cabin Temperature Hot continued▼

2 Choose one:

◆**Flight deck** temperature is excessively hot:

►►**Go to step 3**

◆**Passenger cabin** temperature is excessively hot:

►►**Go to step 10**

3 TRIM AIR switch . . . . . OFF

4 **Wait** 1 minute.

5 Choose one:

◆Air from the flight deck outlets is still **excessively hot**:

►►**Go to step 6**

◆Air from the flight deck outlets is **becoming cooler**:

The flight deck temperature gradually cools.

■ ■ ■ ■

6 ISOLATION VALVE switch. . . . . CLOSE

7 L PACK switch . . . . . OFF

8 **Wait** 1 minute.

▼ Continued on next page ▼

▼Cabin Temperature Hot continued▼

9 Choose one:

◆Air from the flight deck outlets is still **excessively hot**:

►►**Go to step 17**

◆Air from the flight deck outlets is becoming **cooler**:

The flight deck temperature gradually cools.

■ ■ ■ ■

10 TRIM AIR switch . . . . . OFF

11 **Wait** 1 minute.

12 Choose one:

◆Air from the passenger cabin outlets is still too **warm**:

►►**Go to step 13**

◆Air from the passenger cabin outlets is **cool**:

The passenger cabin temperature gradually cools.

■ ■ ■ ■

13 ISOLATION VALVE switch . . . . . CLOSE

14 R PACK switch . . . . . OFF

15 **Wait** 1 minute.

▼ Continued on next page ▼

▼Cabin Temperature Hot continued▼

16 Choose one:

◆Air from the passenger cabin outlets is still too **warm**:

►►**Go to step 17**

◆Air from the passenger cabin outlets is **cool**:

The passenger cabin temperature gradually cools.

■ ■ ■ ■

17 Start a descent to the lowest safe altitude, or 10,000 feet, whichever is higher. Use the speedbrakes to increase the rate of descent, if needed. Monitor cabin altitude and rate.

18 R RECIRC FAN switch . . . . . AUTO

19 L RECIRC FAN switch . . . . . OFF

20 Minimize the flight deck lighting intensity.

21 Open the flight deck door.

22 **During** daylight:

Use flight deck window shades, as needed.

Instruct the cabin crew to close cabin window shades.

23 Advise the cabin crew that the cabin lighting will be extinguished, but passenger reading lights will continue to work.

24 CAB/UTIL switch. . . . . OFF

25 IFE/PASS SEAT switch . . . . . OFF

▼ Continued on next page ▼

▼Cabin Temperature Hot continued▼

26 **When** at level off:

Maintain 290 knots minimum. Flight deck and passenger cabin temperatures can increase rapidly at speeds below 290 knots.

27 Choose one:

◆Airplane altitude is **at or below 10,000 feet**:

►►**Go to step 28**

◆Airplane altitude is **above 10,000 feet**:

Don oxygen masks.

Establish crew communications.

►►**Go to step 28**

28 PACK switch (operating pack) . . . . . OFF

Do **not** accomplish the following checklist:

PACK

29 Pressurization mode selector . . . . . MAN

Use momentary actuation of the outflow valve switch to avoid large and rapid pressurization changes.

30 ⚠ Outflow VALVE switch . . . . Move to OPEN until the outflow VALVE indication shows fully open

This step increases airplane ventilation.

31 Plan to land at the nearest suitable airport.

■ ■ ■ ■

Cabin Temperature Hot
BAT BUS SECT 2
Circuit Breaker Trips

If A/P B Engaged	Both
A/P P/RST	PACK

	Engine 2	All 3
STANDBY PWR OFF	REVERSER LIMITED	ZONE TEMP

Condition: BAT BUS SECT 2 circuit breaker is tripped resulting in excessive cabin and flight deck temperatures.

Flight deck effects that indicate a tripped BAT BUS SECT 2 circuit breaker are listed in the Additional Information section.

1 Plan to land at the nearest suitable airport.

2 Start a descent to the lowest safe altitude or 10,000 feet, whichever is higher.

3 **Wait** approximately 2 minutes after the BAT BUS SECT 2 circuit breaker trips. The 2 minutes begin when the Master Caution and the related flight deck effects initially occur.

Caution! After waiting 2 minutes, do not delay resetting the circuit breaker to ensure the cabin and flight deck temperatures do not continue to increase and become excessively hot.

▼ Continued on next page ▼

▼Cabin Temperature Hot BAT BUS SECT 2 Circuit Breaker Trips continued▼

When the BAT BUS SECT 2 circuit breaker is reset, pack overheat protection is restored. This closes one or both pack valves if a pack overheat condition is present. If both pack valves close, cabin and flight deck airflow supply stops and cabin altitude begins to climb.

4 ⚠ BAT BUS SECT 2 circuit breaker . . . . . Reset

Caution! Do not reset circuit breaker more than one time.

5 Monitor cabin altitude

6 **If** at anytime a cabin altitude warning occurs:

►►Go to the CABIN ALTITUDE WARNING or Rapid Depressurization checklist on page 2.XX

7 Choose one:

◆BAT BUS SECT 2 circuit breaker **trips** again:

Cabin and flight deck temperatures cannot be controlled and become excessively hot.

►►Go to step 10

◆BAT BUS SECT 2 circuit breaker does **not** trip again:

►►Go to step 8

▼ Continued on next page ▼

▼Cabin Temperature Hot BAT BUS SECT 2 Circuit Breaker Trips continued▼

8 **If** at anytime the BAT BUS SECT 2 circuit breaker subsequently trips during the flight, return to step 10 this checklist.

9 **If** one or both pack lights illuminate:

►►Go to the PACK checklist on page 2.XX

Note: Even if one or both packs reset, plan to land at the nearest suitable airport.

■ ■ ■ ■

10 BLEED air switches (both) . . . . . OFF

This step prevents hot air from entering the cabin and flight deck.
This step also causes a loss of cabin pressure.

11 APU switch . . . . . OFF

Caution! Do not run the APU. An APU fire would not be detected and the APU would continue to run.

12 Avoid icing conditions where wing anti-ice is needed.

13 Establish alternate interphone communications.

The airplane interphone, call system (chimes) and Passenger Address (PA) are inoperative.

Note: Consider opening the flight deck door for crew communication.

▼ Continued on next page ▼

▼Cabin Temperature Hot BAT BUS SECT 2 Circuit Breaker Trips continued▼

14 Pressurization mode selector . . . . . AUTO or ALTN

Select AUTO unless the automatic pressurization mode has failed.

15 **After** level off, set the Landing Altitude (LAND ALT) indicator to 1,000 feet above airplane altitude.

This step opens the outflow valve causing the cabin altitude to climb and improves airplane ventilation.

Note: Do not reset the pressurization to the landing altitude to ensure the outflow valve remains open.

16 **After** level off, maintain 290 KIAS minimum.

This step prevents cabin and flight deck temperatures from increasing. It also ventilates hot air from the cabin and flight deck through the open outflow valve.

Note: Cabin and flight deck temperatures can increase with a high passenger count.

17 Avoid high rates of descent for passenger comfort.

18 Do **not** accomplish the following checklists:

Cabin Temperature Hot

PACK

ZONE TEMP

▼ Continued on next page ▼

▼Cabin Temperature Hot BAT BUS SECT 2 Circuit Breaker Trips continued▼

19 Review all warning lights, caution lights and other alerts, and do other checklists as needed.

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Additional Information

The BAT BUS SECT 2 circuit breaker is located on the P-6 SPCU panel behind the First Officer and near the R3 window.

If the BAT BUS SECT 2 circuit breaker is tripped, the following flight deck effects occur:

Air Systems

- PACK (both) lights illuminate
- ZONE TEMP (CONT, FWD and AFT) lights illuminate
- Cabin and flight deck temperatures increase and become excessively hot
- Loss of manual outflow valve control through the manual (MAN) mode on the Cabin Pressurization Panel
  - AUTO and ALTN pressurization modes continue to operate normally
- Loss of electrical power to the right bleed air DUCT PRESSURE indicator
  - Right engine bleed air valve operates normally

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▼Cabin Temperature Hot BAT BUS SECT 2 Circuit Breaker Trips continued▼

Automatic Flight

- Autopilot B (if engaged) disengages
  - Autopilot A is available
- Mode Control Panel (MCP) COURSE display (FO's only) blanks
  - Course selector can be used to set course on the FO's PFD and ND

Communications

- The airplane interphone, call system (chimes) and Passenger Address (PA) are inoperative

Electrical

- STANDBY PWR OFF light illuminates
  - Partial loss of the battery bus
  - AC standby and DC standby buses are energized

Engines

- REVERSER LIMITED (engine 2 only) light illuminates
  - Engine 2 reverser will not deploy
- ENGINE START switch (engine 2 only) does not stay in GRD position during engine start
  - ENGINE START switch can be held in the GRD position to accomplish an engine start and must be manually moved to the OFF or AUTO position after starter cutout (approximately 63% N2)

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▼Cabin Temperature Hot BAT BUS SECT 2 Circuit Breaker Trips continued▼

Fire Protection

- Loss of APU fire detection
- Loss of engine fire and overheat detection (both engines)
  - Fire extinguishing (both engines) is available

Hydraulics

- Loss of standby hydraulic pump

Landing Gear

- Loss of electrical power to the Hydraulic Brake Pressure Indicator
  - Hydraulic Brake Pressure Indicator drops to zero
  - Parking brake and brake accumulator operate normally

Warning Systems

- Master Caution lights illuminate
- System Annunciator Panel ELEC, ENG and AIR COND lights illuminate

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