TO: ALL HOLDERS OF PASSENGER WINDOW/LIGHT WEIGHT PASSENGER WINDOW/PASSENGER WINDOW PLUG ASSEMBLY COMPONENT MAINTENANCE MANUAL 56-21-61.

REVISION NO. 16 DATED MAR 01/03

HIGHLIGHTS

Pages which have been added or revised are outlined below together with the highlights of the revision. Remove and insert the affected pages as listed and enter Revision No. and date on the Record of Revision Sheet.

CHAPTER/SECTION AND PAGE NO.	DESCRIPTION OF CHANGE
502	Added clarifications and updated callouts.
REPAIR-GEN 601	

BOEING

COMPONENT
MAINTENANCE MANUAL

PASSENGER WINDOW ASSEMBLY
LIGHT WEIGHT PASSENGER WINDOW ASSEMBLY
PASSENGER WINDOW PLUG ASSEMBLY

PART NUMBERS 140T2411-1 THRU -5
140T2412-1,-3,-4
140T2419-1 THRU -5,
-601 THRU -605
140T2421-1 THRU -5,-7,
-601 THRU -605
140T2498-1,-3,-4
140T2987-1,-3 THRU -6
140W2421-1

COMPONENT MAINTENANCE MANUAL
WITH
ILLUSTRATED PARTS LIST

130994

REVISION RECORD

- Retain this record in front of manual. On receipt of revision, insert revised pages in the manual, and enter revision number, date inserted and initial.

REVISION NUMBER	REVISION DATE	DATE FILED	BY

REVISION NUMBER	REVISION DATE	DATE FILED	BY

TEMPORARY REVISION AND SERVICE BULLETIN RECORD

BOEING SERVICE BULLETIN	BOEING TEMPORARY REVISION	OTHER DIRECTIVE	DATE OF INCORPORATION INTO MANUAL
		PRR B12598 PRR B12900-38	DEC 01/94 MAR 01/99

PAGE	DATE	CODE
56-21-61		
TITLE PAGE		
1	NOV 01/00	01.1
2	BLANK	
REVISION RECORD		
1	NOV 01/00	01.1
2	BLANK	
TR & SB RECORD		
1	NOV 01/00	01.1
2	BLANK	
LIST OF EFFECTIVE PAGES		
*1	MAR 01/03	01
THRU LAST PAGE		
CONTENTS		
1	NOV 01/00	01.1
2	BLANK	
INTRODUCTION		
1	NOV 01/00	01.1
2	BLANK	
DESCRIPTION & OPERATION		
1	NOV 01/00	01.1
2	BLANK	
CLEANING		
401	NOV 01/00	01.1
402	NOV 01/00	01.1
CHECK		
501	NOV 01/00	01.1
*502	MAR 01/03	01.1
503	NOV 01/00	01.1
504	NOV 01/00	01.1
505	NOV 01/00	01.1
506	NOV 01/00	01.1

PAGE	DATE	CODE
REPAIR-GENERAL		
*601	MAR 01/03	01.1
602	NOV 01/00	01.1
REPAIR 1-1		
601	NOV 01/00	01.1
602	JUL 01/01	01.1
603	NOV 01/00	01.1
604	NOV 01/00	01.1
REPAIR 2-1		
601	NOV 01/00	01.1
602	NOV 01/00	01.1
603	NOV 01/00	01.1
604	BLANK	
REPAIR 3-1		
601	NOV 01/00	01.1
602	NOV 01/00	01.1
603	NOV 01/00	01.1
604	BLANK	
ASSEMBLY		
701	NOV 01/00	01.1
702	BLANK	
SPECIAL TOOLS		
901	NOV 01/00	01.1
902	BLANK	
ILLUSTRATED PARTS LIST		
1001	NOV 01/00	01.1
1002	NOV 01/00	01.1
1003	NOV 01/00	01.1
1004	NOV 01/00	01.1
1005	NOV 01/00	01.1
1006	NOV 01/00	01.1
1007	NOV 01/00	01.1
1008	NOV 01/00	01.1
1009	NOV 01/00	01.1
1010	NOV 01/00	01.1
1011	NOV 01/00	01.1
1012	NOV 01/00	01.1

* = REVISED, ADDED OR DELETED

PAGE	DATE	CODE
ILLUSTRATED PARTS LIST		CONT.
1013	NOV 01/00	01.1
1014	NOV 01/00	01.1
1015	NOV 01/00	01.1
1016	NOV 01/00	01.1
1017	NOV 01/00	01.1
1018	BLANK	

PAGE	DATE	CODE

* = REVISED, ADDED OR DELETED

TABLE OF CONTENTS

INTRODUCTION

The instructions in this manual provide the information necessary to perform maintenance functions ranging from simple checks and replacement to complete shop-type repair.

This manual is divided into separate sections:

1. Title Page
2. Record of Revisions
3. Temporary Revision & Service Bulletin Record
4. List of Effective Pages
5. Table of Contents
6. Introduction
7. Procedures & IPL Sections

Refer to the Table of Contents for the page location of applicable sections. An asterisked flagnote *[ ] in place of the page number indicates that no special instructions are provided since the function can be performed using standard industry practices.

The beginning of the REPAIR section includes a list of the separate repairs, a list of applicable standard Boeing practices, and an explanation of the True Position Dimensioning symbols used.

An explanation of the use of the Illustrated Parts List is provided in the Introduction to that section.

All weights and measurements used in the manual are in English units, unless otherwise stated. When metric equivalents are given they will be in parentheses following the English units.

Design changes, optional parts, configuration differences and Service Bulletin modifications create alternate part numbers. These are identified in the Illustrated Parts List (IPL) by adding an alphabetical character to the basic item number. The resulting item number is called an alpha-variant. Throughout the manual, IPL basic item number references also apply to alpha-variants unless otherwise indicated.

PASSENGER WINDOW ASSEMBLY
LIGHT WEIGHT PASSENGER WINDOW ASSEMBLY
PASSENGER WINDOW PLUG ASSEMBLY

DESCRIPTION AND OPERATION

1. Description

   A. The passenger window assembly consists of an outer pane, a middle pane, and a seal. The outer pane (approximately 0.5 inch thick) is stretched acrylic plastic, curved to conform to the fuselage contour, with beveled outer edges to fit the window frame. The middle pane is made from modified acrylic plastic sheet and is also curved to conform to the fuselage contour, but has unbeveled edges. The middle pane has a small breather hole just above the bottom edge to maintain cabin pressure between the middle and outer pane. The seal is a molded ethylene propylene ring which positions the two panes and forms a pressure seal when the assembly is installed. New seals contain an integral masking feature which is trimmed out upon installation to expose the outer pane.

   B. The light weight passenger window assembly consists of the same structural details as the passenger window assembly, except that the outer pane is only 0.35 inch thick.

   C. 767-400ER models have window assemblies that are elliptical in shape and are approximately 0.35 inch thick.

   D. The passenger window plug assembly employs the same seal and middle pane as the passenger window assembly. However, an aluminum plug with beveled edges replaces the outer pane.

2. Leading Particulars (approximately)

   Height -- 16 inches
   Width -- 12 inches
   Thickness -- 1 inch
   Weight -- 5 pounds

CLEANING

1. Materials

NOTE: Equivalent substitutes can be used.

A. Cleaners for Acrylic Transparencies and Windows (SOPM 20-60-01)

B. Wipers -- Cloth for Acrylic Transparencies and Windows (SOPM 20-60-04)

C. Solvent -- Aliphatic Naphtha, TT-N-95, type 2 (SOPM 20-60-01)

2. Cleaning

A. Clean all parts by standard industry practices, the instructions in SOPM 20-30-03, and these steps:

B. Clean seals (IPL Fig. 1; 15, 20)(IPL Fig. 2; 15) with solvent and wipers. Wipe off the solvent before it evaporates, with clean wipers. Clean the seals again with solvent as necessary.

C. Clean window panes (IPL Fig. 1; 25, 30, 40, 45)(IPL Fig. 2; 20, 35, 40).

WARNING: INCORRECT CLEANING METHODS OR AGENTS COULD CAUSE WINDOW FAILURE.

(1) Remove dust and grit with clean water.

(2) Wash the panes with soap and water. Cloths, sponges, or chamois can be used, but only to put the water on the plastic. Go over the surface only with a bare hand to find and remove any abrasive before it scratches the plastic surfaces.

(3) Dry acrylic with clean, oil-free and dust-free dry air or with a clean, damp chamois. Cloths can be used, but do not rub the pane after it is dry.

(4) Remove oil and grease with cloth wet with solvent. Rub lightly.

CHECK

1. Check all parts for defects in accordance with standard industry practices.

2. Penetrant check per 20-20-02 -- plug (IPL Fig. 1; 35)(IPL Fig. 2; 25, 30).

3. Check the seals (IPL Fig. 1; 15, 20)(IPL Fig. 2; 15) for cuts, nicks, cracks, fraying, and other imperfections.

4. The following general defect definitions apply for checking window panes for damage (Fig. 501, Fig. 502):

   A. Crazing: series of very fine fissures perpendicular to surface of the pane. Due to extremely narrow width of fissures, crazing is very difficult to detect when viewed normal to the surface. It can be seen by reflection from smooth surfaces of fissures when viewed at varying angles to the incident light.

   B. Crack: A fissure which has visible width when viewed parallel to the faces of the fissure. A crack may propagate at any angle to the surface of a plastic pane depending on direction of the driving force. Cracks in stretched acrylic may have a chevron or clam shell growth lines. A crack will propagate from a stress riser such as a scratch or craze.

   C. In-plane cracking (previously identified as delamination): A smooth-surfaced fissure, or series of fissures, parallel to pane surfaces. In-plane cracking can occur in stretched acrylic and starts at edges of pane or at deep penetrations of the surface. It is most readily detected by the reflection of light from the smooth surfaces of the fissure.

   D. Scratch: The removal or displacement of material from the surface of a pane along a line. The ratio of depth to width is usually quite small.

   E. Chips:

      (1) Spall (shell type) chips have circular or curved periphery with many fine hairlines or ridges that follow the outline of outer edge and degenerate toward the center or deepest point of chip, similar to a clam shell.

      (2) Vee shaped chips have sharp narrow "V" shape and appear to propagate toward the interior of plastic.

5. Check the window panes (IPL Fig. 1; 25, 30, 40, 45)(IPL Fig. 2; 20, 35, 40) with an Ace Optical Micrometer, Model 966A or equivalent, for crazing, cracks, in-plane cracking, scratches, and chips as shown in Fig. 501 and Fig. 502 as follows:

   A. Examine panes for cracks.

CAUTION: THE PRESSURIZATION INTEGRITY OF THE FUSELAGE WITH ONE PANE CRACKED IS BECAUSE THE CRITICAL FAIL-SAFE FEATURE IS NOW GONE. THEREFORE, NO DEFECTS ARE PERMITTED IN MIDDLE PANES.

(1) Examine middle panes for cracks.

NOTE: Minimum allowable thickness of the middle pane is 0.180 inch.

(2) Examine outer panes for cracks. Cracks must be less than 0.05 inch deep.

(3) Examine the outer pane to see if the crack is so deep that the pane thickness after repair will be thinner than these limits.

NOTE: Cracks in the outer pane can start from scratches or crazing as shown in Fig. 501 and Fig. 502.

(a) 0.280 inch minimum thickness for outer panes (IPL Fig. 1; 25, 32)(IPL Fig. 2; 20) as shown in Fig. 501.

(b) 0.400 inch minimum thickness for outer panes (IPL Fig. 1; 30) as shown in Fig. 501.

(4) The exact depth of the crack can be measured with an optical micrometer. To obtain correct measurement, multiply micrometer reading by the acrylic plastic index of refraction, 1.49.

(5) Any accurate method to find the crack depth is acceptable.

B. Examine windows for crazing.

CAUTION: THE PRESSURIZATION INTEGRITY OF THE FUSELAGE WITH A MIDDLE PANE CRAZED IS CRITICAL BECAUSE THE FAIL-SAFE FEATURE IS NOW GONE. THEREFORE, NO DEFECTS ARE PERMITTED IN MIDDLE PANES.

(1) Examine the middle pane for crazing.

(2) Examine the outer pane to see if depth of crazing is more than 0.03 inch on the bevel edge.

NOTE: A 0.03 inch maximum depth of crazing on the bevel edge is permitted if the minimum thickness of uncracked and uncrazed material is as shown in Fig. 501. If there are inplane cracks, the minimum thickness applies to the material between the crack and the craze bottoms on the bevel edge as shown in Fig. 501.

C. Check windows for chipping and for in-plane cracking (previously identified as delamination).

(1) Check outer pane - no edge in-plane cracking allowed if it can be seen with window installed.

(2) Maximum allowable in-plane cracking limits:

(a) Maximum extension from edge of removed pane -- 0.55 inch.

(b) Maximum length at edge -- None - In-plane cracking may run all around the pane.

(3) In-plane cracking of outer pane at any place other than its edges, is often accompaned by chipping. Check for the following:

(a) Maximum chip depth -- 0.05 inch

NOTE: In-plane cracks will continue to grow-reuse of outer panes that exhibit in-plane cracks is not recommended.

D. Check windows for scratches.

(1) Minor scratches in outboard surface of outer pane and inboard surface of inner pane may be made less visible by waxing.

(2) Scratches may be removed from surfaces of panes.

E. Check windows for erosion.

(1) Erosion or chipping can occur at window forward edge. Structurally, this is acceptable. However, if appearance becomes objectionable, window may be repaired to remove roughness.

F. Check windows for concavity.

(1) "Concavity" is out of contour window panes. The outer (stretched acrylic) pane bows inward and the middle (cast acrylic) pane bows outward. A deformed window is of no structural concern even if the middle and outer panes touch when the airplane is unpressurized.

(2) Deformed windows can be returned close to their original contour by removing them from the airplane and drying them out.

G. Check windows for optical distortion.

(1) Check for extreme localized optical distortion, or thickness variations.

NOTE: Uneven surface contour and reduced optical quality can be caused by exposure to high temperature, such as photo flood lamp.

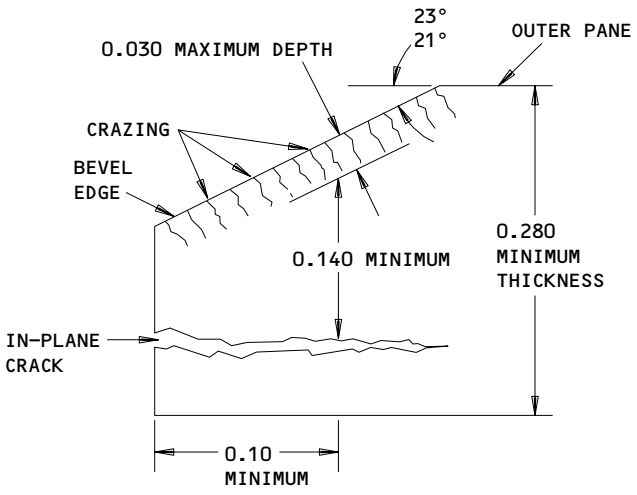
H. Check windows for leakage into cavity between middle and outer panes.

(1) Some signs of a leaking seal are:

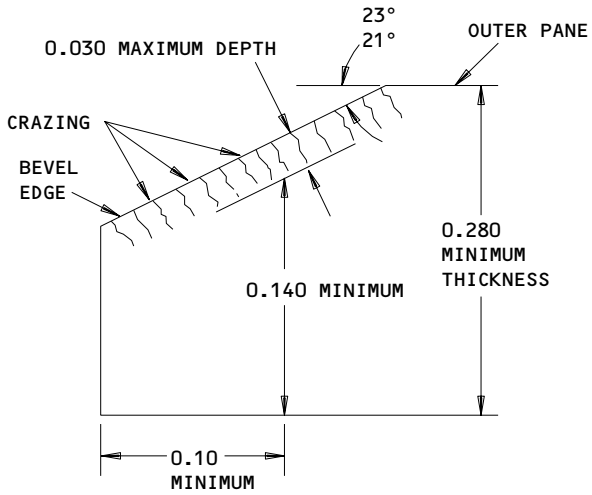
(a) Fogging and concavity.

(b) Brown stains, outside in vicinity of seal or inside near vent hole in middle pane.

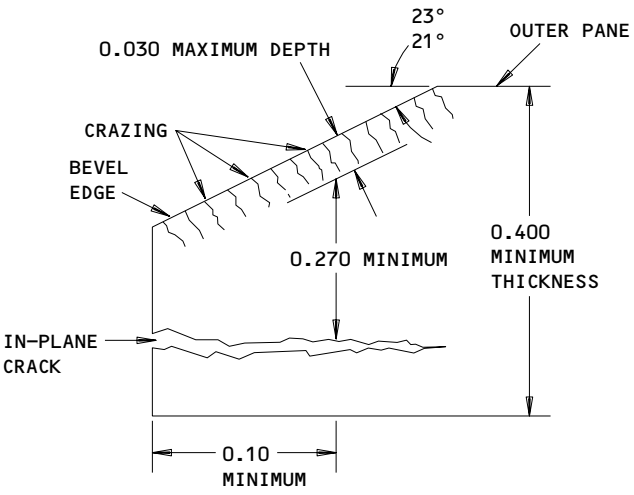
1) Obvious displaced, rolled back, or damaged seals.



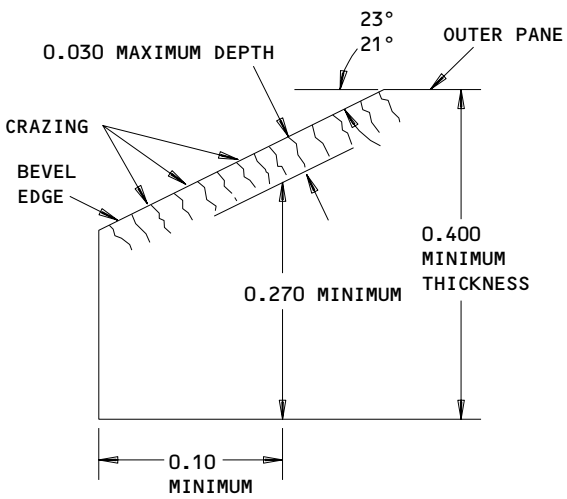
CRAZING AND IN-PLANE CRACK 1



CRAZING ONLY 1



CRAZING AND IN-PLANE CRACK 2



CRAZING ONLY 2

NOTES: MINIMUM PANE WIDTH AND LENGTH TO BE PER APPLICABLE ENGINEERING DRAWINGS

REPLACE MIDDLE PANE IF ANY CRACKS OR CRAZING EXIST

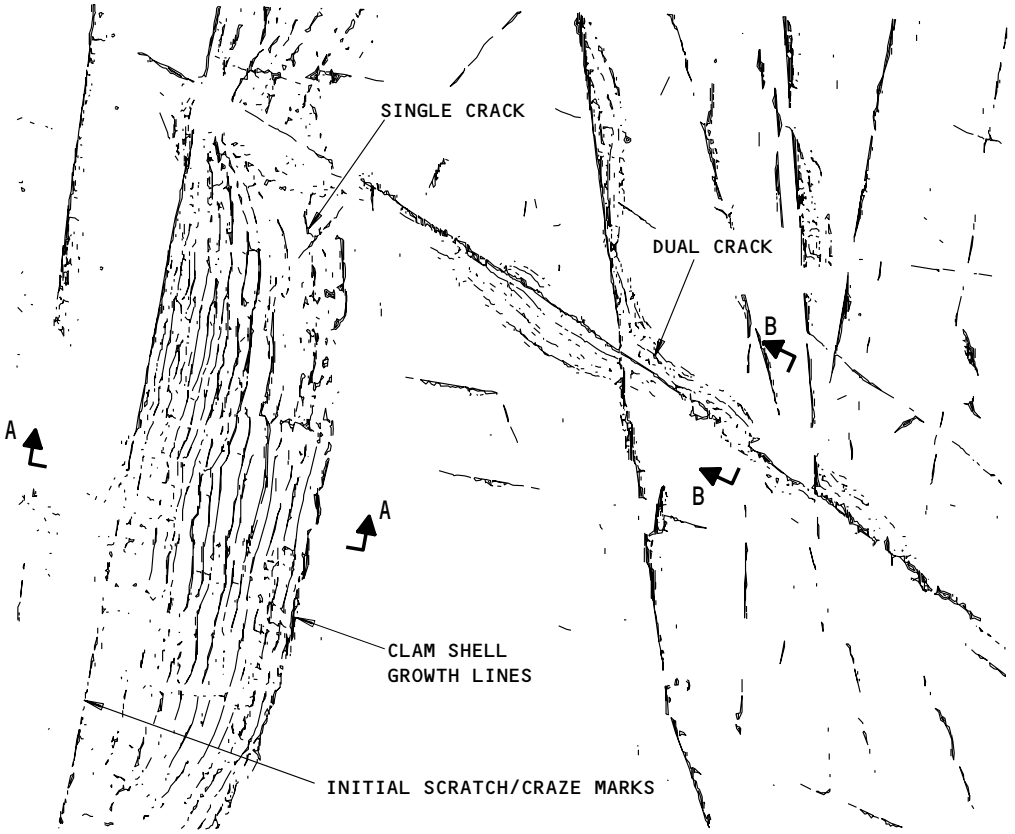
ALL DIMENSIONS ARE IN INCHES

1 FOR OUTER PANE (IPL FIG. 1; 25,32)
(IPL FIG. 2; 20)

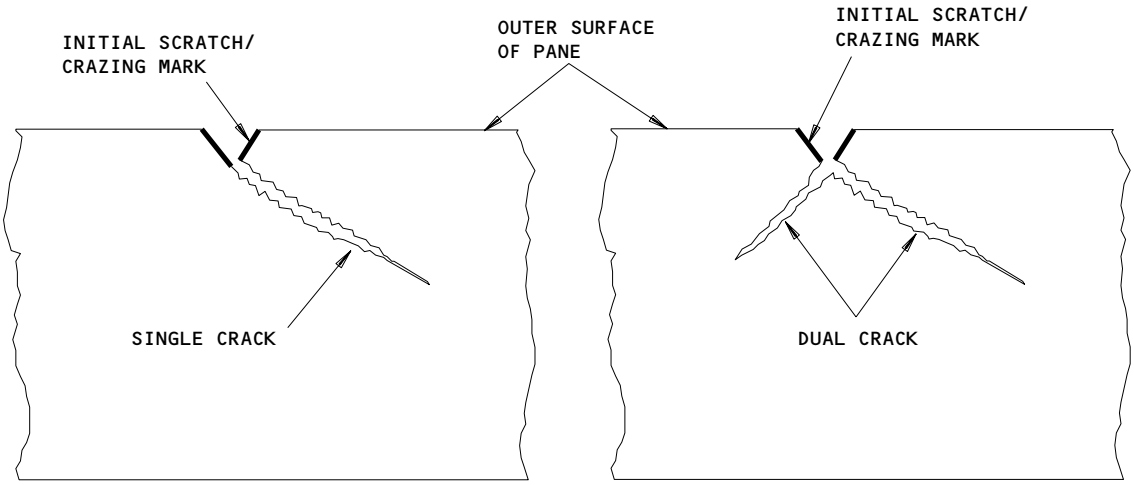
2 FOR OUTER PANE (IPL FIG. 1; 30)

Window Surface Damage
Figure 501

252058



WINDOW SURFACE



A-A

(ROTATED 45° CLOCKWISE)
B-B

Window Surface Damage
Figure 502

132679

REPAIR - GENERAL

1. Content

A. Repair, refinish and replacement procedures are included in separate repair sections as follows:

P/N	NAME	REPAIR
140T2413 140T2414 140T2417 140T2423 140W2422	PANE, OUTER	1-1
- - -	REFINISH OF OTHER PARTS	2-1
140T2415 140T2445 140W2413 65B07674	PANE, MIDDLE	3-1

2. Standard Practices

A. Refer to the following standard practices as applicable, for details of procedures in individual repairs.

20-00-00 Introduction
20-41-01 Decoding Table For Boeing Finish Codes
20-43-01 Chromic Acid Anodizing
20-44-02 Temporary Protective Coatings
20-60-01 Cleaning Materials
20-60-02 Finishing Materials
20-60-04 Miscellaneous Materials

3. Materials and Equipment

NOTE: Equivalent substitutes can be used.

A. Cloth, abrasive -- Micro-Mesh Series, Kit SN-2 (SOPM 20-60-04)

B. Coating, protective -- Spraylat SC-1071 (SOPM 20-44-02)

C. Compound, buffing -- Learok S-30 or 888 (SOPM 20-60-04)

D. Enamel -- BMS 10-60, BAC707 gray gloss (SOPM 20-60-02)

E. Primer -- BMS 10-11, type 1 (SOPM 20-60-02)

F. Sandpaper -- Aluminum oxide, 100-600 Grit, Wet/Dry (SOPM 20-60-04)

G. Tape, protective -- Protex 20V or Scotch 670, or Y-9017 (SOPM 20-60-04)

H. Micrometer, optical -- Ace Model 966A (V92541)

I. Sander, orbital -- Air driven (with rubber pad), 8000 maximum orbits per minute (opm), source optional

J. Sanding block -- Rubber hand sanding block, source optional

K. Chamois -- Cloth, source optional

L. Polish -- Mirror Glaze M10 or M17 (SOPM 20-60-04)

M. Cleaner and Polish -- Plex-i-glow (SOPM 20-60-04)

N. Hard Coating -- Pilkington S-6782 Hard Coating per SMS-024 (V86175)

4. Dimensioning Symbols

A. Standard true position dimensioning symbols used in applicable repair procedures are shown in SOPM 20-00-00.

OUTER PANES - REPAIR 1-1

140T2413-1 thru -5
140T2414-1
140T2417-1, -2
140T2423-1 thru -5, -601 thru -605
140W2422-1

NOTE: Refer to REPAIR-GEN for a list of applicable standard practices.

1. Outer Pane Repair (IPL Fig. 1; 25, 30, 32)(IPL Fig. 2; 20).

   A. Repair chipped, crazed, or scratched window panes.

      (1) Use the optical micrometer to make sure the repair will not decrease the thickness to less than these limits:

         (a) Outer pane (IPL Fig. 1; 25, 32)(IPL Fig. 2; 20) -- 0.280 inch.

         (b) Outer pane (IPL Fig. 1; 30) -- 0.400 inch.

      (2) Give protection to the undamaged side of the pane with protective tape or coating.

      (3) Remove chips, scratches, or surface crazing as follows:

         CAUTION: DO NOT LET THE WINDOW GET TOO HOT. DURING MACHINING AND SANDING, KEEP THE ACRYLIC TEMPERATURE BELOW 130°F. AT THIS TEMPERATURE, THE PANE WILL NOT FEEL HOT WHEN TOUCHED BY THE BACK OF YOUR HAND WITHIN TWO SECONDS AFTER THE SANDER IS REMOVED.

         DO NOT SAND ONLY A LOCAL PORTION OF THE SURFACE AREA. OPTICAL DISTORTION WILL OCCUR UNLESS ALL OF THE SURFACE IS TREATED.

         (a) Apply water spray and remove loose dirt and abrasives with your bare hand.

         (b) Use an abrasive paper or cloth applicable to the surface condition. Generally an abrasive not coarser than 100 grit is necessary for gouges, deep scratches, and severe crazing.

(c) If the defects are small, start with a finer abrasive to decrease subsequent polishing time.

(d) Use a good flow of water to keep the window surface cool and to flush away grit and acrylic material removed.

(e) Sand over all of the window surface with the orbital sander.

NOTE: Two to five minutes of coarse grit sanding will remove approximately 0.005 inch acrylic from a typical passenger window.

(f) Change abrasive paper frequently. Flush the surface with water. Continue to sand until all surface damage is removed and the surface is smooth. Then continue to sand for two more minutes to be sure you removed all of the defects.

(g) Polish the pane with a series of gradually finer abrasive materials. Typically you can use 100-600 grit paper and micromesh cloths of 1600-8000.

1) Continue each step until polishing marks of the last step are removed (usually in two to three minutes).

2) Use a continuous water flow.

(h) Finish polish the window with an approved polishing compound and a clean muslin or wool pad. If necessary, you can use coarse and fine compounds to get a high gloss. If you use a rotary buffer, use a wheel surface speed of 3200 feet per minute for coarse compound and 4200 feet per minute for fine compound.

(i) As an alternative to abrasive paper, use a suitable slurry buffing machine or milling machine. The window panes can be held and pulled flat on a vaccum chuck. For buffing machines, fine abrasive compound in slurry form such as CY-lite 4 will supply both the abrasive and coolant. For milling machines, use a coolant approved for the acrylic and the machine.

(j) Visually examine the window for optical quality. If there is distortion, polish the window again if the pane will be no thinner than the limits noted above.

(4) With the optical micrometer, measure the pane thickness to make sure that it is no thinner than these limits. Be sure to multiply the meter reading by the acrylic refractive index value of 1.49 to get the correct value.

(a) Outer pane (IPL Fig. 1; 25, 32)(IPL Fig. 2; 20) -- 0.280 inch.

(b) Outer pane (IPL Fig. 1; 30) -- 0.400 inch.

(5) For the 140W2422-1 outer pane, apply Pilkington (V86175) SS-6782 hard coating to the outer and inner surfaces as shown in Pilkington Aerospace Incorporated specifications PS-571 and MS-151.

B. Repair crazed or in-plane cracked seal plane surface on outer window panes.

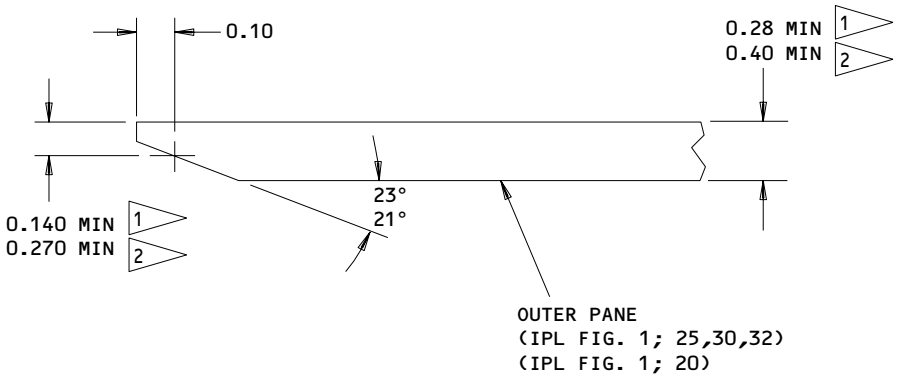
(1) Give protection to the undamaged side of the pane with protective tape or coating.

(2) Remove crazing or cracks from the seal plane surface by hand sanding. With presoaked wet-or-dry sandpaper wrapped around a sanding block, sand along the seal plane surface. Remove the minimum material that will remove the damage. Alternately, you can machine the defects away.

(3) Finish the surface to a 125 microinch finish.

(4) The minimum thickness limits for serviceable windows are in Fig. 601.

(5) For the 140W2422-1 outer pane, apply Pilkington (V86175) SS-6782 hard coating to the outer and inner surfaces as shown in Pilkington Aerospace Incorporated specifications PS-571 and MS-151.



1 (IPL FIG. 1; 25,32) (IPL FIG. 2; 20)

2 (IPL FIG. 1; 30)

ALL DIMENSIONS ARE IN INCHES

Allowable Repair Limits
Figure 601

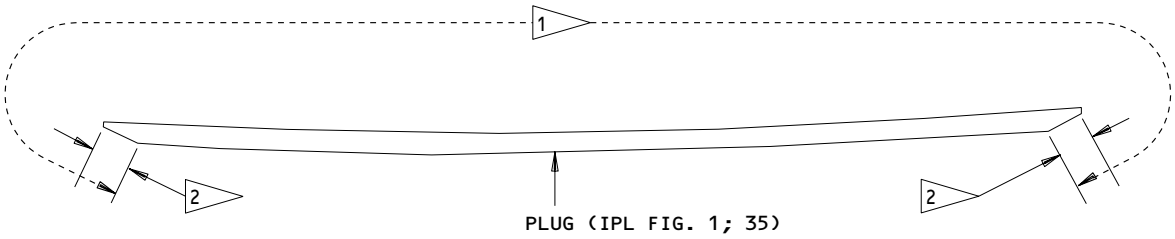
132681

REFINISH OF OTHER PARTS - REPAIR 2-1

1. Repair of these parts is only replacement of the original Finish. Refer to REPAIR-GENERAL for a list of applicable standard practices.

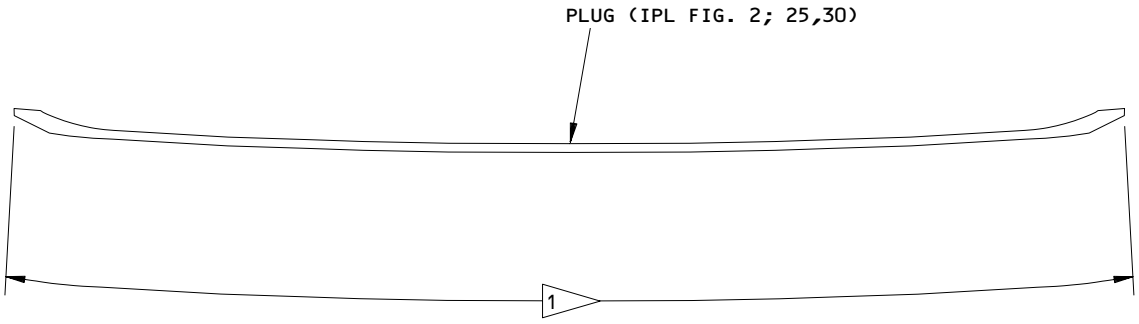
IPL FIG. & ITEM	MATERIAL	FINISH
Fig. 1 Plug (35)	Al alloy	Chromic acid anodize (F-17-02). Apply BMS 10-11, type 1 primer (F-20.03) and BMS 10-60 (F-14.9813, which replaces SRF-14.9813), color 707 gray as shown in Fig. 601.
Fig. 2 Plug (25, 30)	Al alloy	Anodize (F-17.31) and apply BMS 10-79, type 3 primer (F-19.47), then apply BMS 10-60, type 2, color 707 gray enamel (F-19.39-707) to the areas as shown in Fig. 602.

Refinish Details
Table 601



1 APPLY PRIMER TO THE SURFACES.
2 APPLY ENAMEL TO THIS SURFACE.

140T2986-1,-3 THRU -6
Plug Refinish
Figure 601



1 APPY BMS 10-60, TYPE 2 ENAMEL (F-19.39-707) TO THIS AREA. OVERSPRAY IS PERMITTED

140T2499-1,-3,-4
Plug Refinish
Figure 602

MIDDLE PANES - REPAIR 3-1

140T2415-1 thru -5, -7, -8, -9
140T2445-1
140W2413-1
65B07674-21

NOTE: Refer to REPAIR-GEN for a list of applicable standard practices.

1. Middle Pane Repair (IPL Fig. 1; 40, 45)(IPL Fig. 2; 35, 40)

A. Repair chipped, crazed, or scratched windowpanes.

(1) Use the optical micrometer to make sure the repair will not decrease the thickness to less than 0.180 inch.

(2) Give protection to the undamaged side of the pane with protective tape or coating.

(3) Remove chips, scratches, or surface crazing as follows:

CAUTION: DO NOT LET THE WINDOW GET TOO HOT. DURING MACHINING AND SANDING, KEEP THE ACRYLIC TEMPERATURE BELOW 130°F. AT THIS TEMPERATURE, THE PANE WILL NOT FEEL HOT WHEN TOUCHED BY THE BACK OF YOUR HAND WITHIN TWO SECONDS AFTER THE SANDER IS REMOVED.

DO NOT SAND ONLY A LOCAL PORTION OF THE SURFACE AREA. OPTICAL DISTORTION WILL OCCUR UNLESS ALL OF THE SURFACE IS TREATED.

(a) Apply water spray and remove loose dirt and abrasives with your bare hand.

(b) Use an abrasive paper or cloth applicable to the surface condition. Generally an abrasive not coarser than 100 grit is necessary for gouges, deep scratches, and severe crazing. If the defects are small, start with a finer abrasive to decrease polishing time.

(c) Use a good flow of water to keep the window surface cool and to flush away grit and acrylic material removed.

(d) Sand over all of the window surface with the orbital sander.

NOTE: Two to five minutes of coarse grit sanding will remove approximately 0.005 inch acrylic from a typical passenger window.

(e) Change abrasive paper frequently. Flush the surface with water. Continue to sand until all surface damage is removed and the surface is smooth. Then continue to sand for two more minutes to be sure you removed all of the defects.

(f) Polish the pane with a series gradually finer of abrasive materials. You can use 100-600 grit paper and micromesh cloths of 1600-8000.

1) Continue each step until polishing marks of the last step are removed (usually in 2 to 3 minutes).

2) Use a continuous water flow.

(g) Finish polish the window with an approved polishing compound and a clean muslin or wool pad. If necessary, you can use coarse and fine compounds to get a high gloss. If you use a rotary buffer, use a wheel surface speed of 3200 fps for coarse compound and 4200 fps for fine compound.

(h) As an alternative to abrasive paper, use a slurry buffing machine or milling machine. The windowpanes can be held and pulled flat on a vacuum chuck. For buffing machines, a fine abrasive compound in slurry form such as CY-lite 4 will supply the abrasive and coolant. For milling machines, use a coolant approved for the acrylic and the machine.

(i) Visually examine the window for optical quality. If there is distortion, polish the window again if the pane will be no thinner than the limits noted above.

(4) With the optical micrometer, measure the pane thickness to make sure it is no thinner than 0.180 inch. Be sure to multiply the meter reading by the acrylic refractive index value of 1.49 to get the correct value.

(a) Minimum thickness of middle windowpane -- 0.180 inch.

ASSEMBLY

1. Storage

A. Give the windows protection and put them away by standard industry practices and the instructions in SOPM 20-44-02 and 20-70-01.

SPECIAL TOOLS, FIXTURES, AND EQUIPMENT

NOTE: Equivalent substitutes can be used.

1. Ace Optical Micrometer, Model 966A (V92541)

ILLUSTRATED PARTS LIST

1. This section lists and illustrates replaceable or repairable component parts. The Illustrated Parts Catalog contains a complete explanation of the Boeing part numbering system.

2. Indentures show parts relationships as follows:

    Assembly
      Detail Parts for Assembly
      Subassembly
      Attaching Parts for Subassembly
        Detail Parts for Subassembly

    Detail Installation Parts (Included only if installation parts may be returned to shop as part of assembly)

3. One use code letter (A, B, C, etc.) is assigned in the EFF CODE column for each variation of top assembly. All listed parts are used on all top assemblies except when limitations are shown by use code letter opposite individual part entries.

4. Letter suffixes (alpha-variants) are added to item numbers for optional parts, Service Bulletin modification parts, configuration differences (Except left- and right-hand parts), product improvement parts, and parts added between two sequential item numbers. The alpha-variant is not shown on illustrations when appearance and location of all variants of the part is the same.

5. Service Bulletin modifications are shown by the notations PRE SB XXXX and POST SB XXXX.

    A. When a new top assembly part number is assigned by Service Bulletin, the notations appear at the top assembly level only. The configuration differences at detail part level are then shown by use code letter.

    B. When the top assembly part number is not changed by the Service Bulletin, the notations appear at the detail part level.

6. Parts Interchangeability

Optional (OPT)	The parts are optional to and interchangeable with other parts having the same item number.
Supersedes, Superseded By (SUPSDS, SUPSD BY)	The part supersedes and is not interchangeable with the original part.
Replaces, Replaced By (REPLS, REPLD BY)	The part replaces and is interchangeable with, or is an alternate to, the original part.

VENDORS

VKA437 TRIPLEX SAFETY GLASS LTD.
ECKERSALL ROAD
KINGS NORTON BIRMINGHAM B38 8SR
UNITED KINGDOM

V00779 AMP, INC.
M/S 38-77
2800 FULLING MILL ROAD
MIDDLETOWN, PA 17057

V01139 GENERAL ELECTRIC CO.
SILICONE PRODUCTS BUSINESS DEPT.
HUDSON RIVER ROAD
WATERFORD, NY 12188

V06383 PANDUIT CORP.
17301 RIDGELAND AVENUE
TINLEY PARK, IL 60477-0981

V07700 TECHNICAL WIRE PRODUCTS, INC., DBA TECKNIT INC.
129 DERMODY STREET
CRANFORD, NJ 07016-3217

V12035 SIERRACIN CORP.
12780 SAN FERNANDO ROAD
SYLMAR, CA 91342-3728

V6H077 TRANSPARENT PRODUCTS CORP.
23669 EICHLER STREET, UNIT A
HAYWARD, CA 94545-2742

V71984 DOW CORNING CORP.
2200 WEST SALZBURG ROAD
P.O. BOX 997
MIDLAND, MI 48640

V81323 WALLACE-BLACK CO.
5898 BLACKWELDER STREET
CULVER CITY, CA 90230

V83574 PRC-DESOTO INTERNATIONAL
5430 SAN FERNANDO ROAD
GLENDALE, CA 91203

V86175 PILKINGTON AEROSPACE INC.
12122 WESTERN AVENUE
GARDEN GROVE, CA 92841

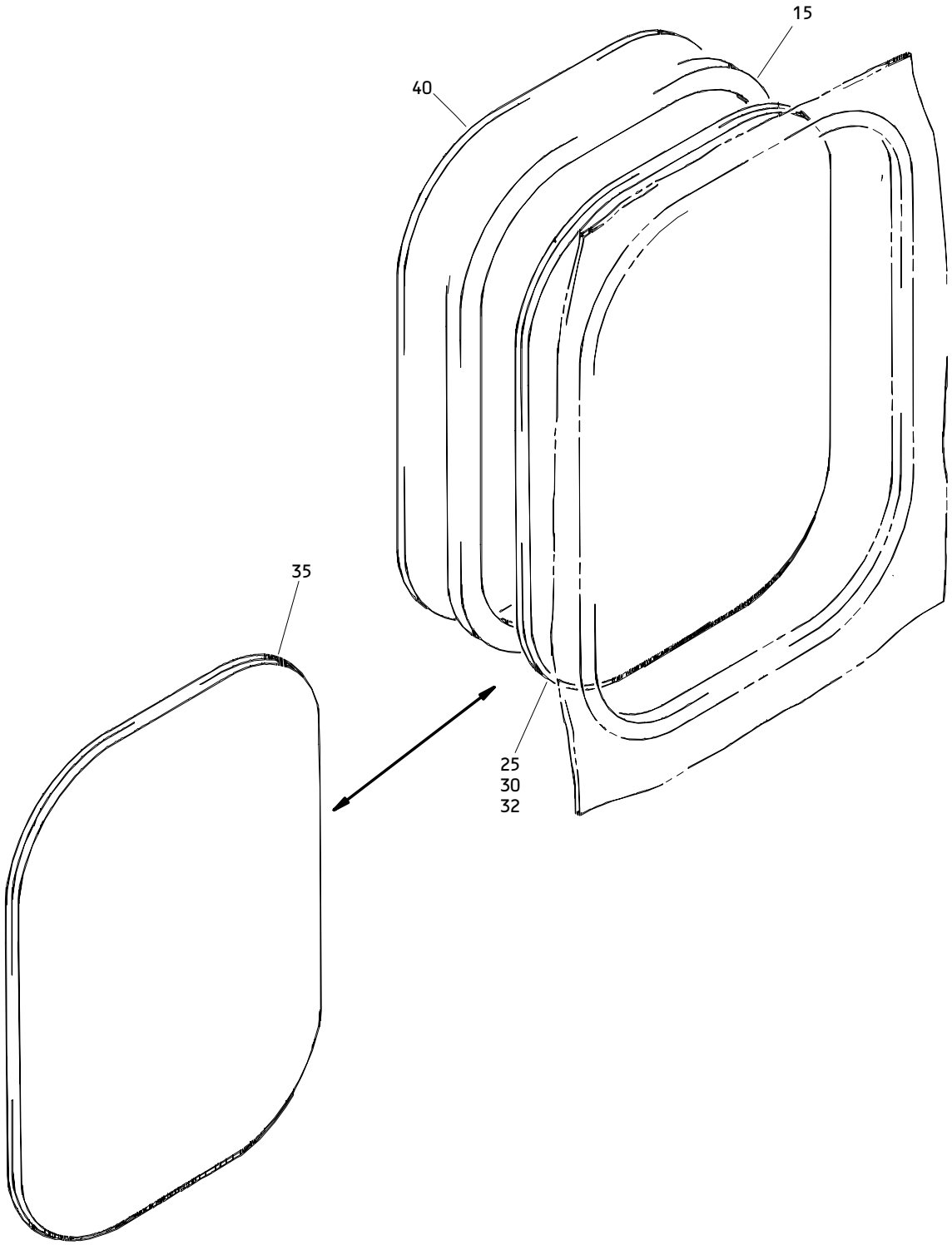
VENDORS

V92541 CUSTOM CRAFT PRODUCTS INC.
1805 CARNEGIE AVENUE
SANTA ANA, CA 92705

V95696 CADILLAC PLASTIC AND CHEMICAL CO.
26580 WEST 8-MILE ROAD
SOUTHFIELD, MI 48034-3649

PART NUMBER	AIRLINE PART NO.	FIG.	ITEM	TTL REQ
140T2411-1		1	1	RF
140T2412-1		1	5	RF
140T2412-3		1	5A	RF
140T2412-4		1	5B	RF
140T2413-1		1	25	1
140T2413-2		1	25A	1
140T2413-3		1	25B	1
140T2413-4		1	25C	1
140T2413-5		1	25D	1
140T2414-1		1	30	1
140T2415-1		1	40	1
140T2415-2		1	40A	1
		1	45	1
140T2415-3		1	40B	1
		1	45B	1
140T2415-4		1	40C	1
		1	45D	1
140T2415-5		1	40D	1
		1	41	1
		1	45A	1
140T2416-1		1	20	1
140T2417-1		1	30A	1
140T2417-2		1	30B	1
140T2419-1		1	6	RF
140T2419-2		1	6A	RF
140T2419-3		1	6B	RF
140T2419-4		1	6C	RF
140T2419-5		1	6D	RF
140T2419-601		1	6E	RF
140T2419-602		1	6F	RF
140T2419-603		1	6G	RF
140T2419-604		1	6H	RF
140T2419-605		1	6J	RF
140T2421-1		1	12	RF
140T2421-2		1	12A	RF
140T2421-3		1	12B	RF
140T2421-4		1	12C	RF
140T2421-5		1	12D	RF
140T2421-601		1	12F	RF
140T2421-602		1	12G	RF
140T2421-603		1	12H	RF
140T2421-604		1	12J	RF
140T2421-605		1	12K	RF
140T2421-7		1	12E	RF
140T2423-1		1	32	1

PART NUMBER	AIRLINE PART NO.	FIG.	ITEM	TTL REQ
140T2423-2		1	32A	1
140T2423-3		1	32B	1
140T2423-4		1	32C	1
140T2423-5		1	32D	1
140T2423-601		1	32E	1
140T2423-602		1	32F	1
140T2423-603		1	32G	1
140T2423-604		1	32H	1
140T2423-605		1	32J	1
140T2445-1		2	40	1
140T2498-1		1	7	RF
		2	5	RF
140T2498-3		1	7A	RF
		2	5A	RF
140T2498-4		1	8	RF
		2	10	RF
140T2499-1		2	25	1
140T2499-4		2	30	1
140T2986-1		1	35	1
140T2986-3		1	35A	1
140T2986-4		1	35B	1
140T2986-5		1	35C	1
140T2986-6		1	35D	1
140T2987-1		1	10	RF
140T2987-3		1	10A	RF
140T2987-4		1	10B	RF
140T2987-5		1	10C	RF
140T2987-6		1	10D	RF
140W2413-1		2	35	1
140W2414-1		2	15	1
140W2421-1		1	3	RF
		2	1A	RF
140W2422-1		2	20	1
65B07671-10		1	15J	1
65B07671-5		1	15	1
65B07671-6		1	15C	1
65B07671-7		1	15D	1
65B07671-8		1	15E	1
65B07671-9		1	15F	1
65B07673-21		1	25E	1
65B07674-21		1	40H	1
		1	41A	1



Passenger Window Assembly
Figure 1

T90407

FIG. & ITEM	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1234567	EFF CODE	QTY PER ASSY
01-					
-1	140T2411-1		WINDOW ASSY-LT WEIGHT PASS.	A	RF
-1A	140T2411-2		WINDOW ASSY-LT WEIGHT PASS.	B	RF
-1B	140T2411-3		WINDOW ASSY-LT WEIGHT PASS.	C	RF
-1C	140T2411-4		WINDOW ASSY-LT WEIGHT PASS.	D	RF
-1D	140T2411-5		WINDOW ASSY-LT WEIGHT PASS.	E	RF
-3	140W2421-1		WINDOW ASSY-PASS. (FOR DETAILS SEE FIG. 2)	AA	RF
-5	140T2412-1		WINDOW ASSY-PASS.	F	RF
-5A	140T2412-3		WINDOW ASSY-PASS.	G	RF
-5B	140T2412-4		WINDOW ASSY-PASS.	H	RF
-6	140T2419-1		WINDOW ASSY-PASS.	AE	RF
-6A	140T2419-2		WINDOW ASSY-PASS.	AF	RF
-6B	140T2419-3		WINDOW ASSY-PASS.	AG	RF
-6C	140T2419-4		WINDOW ASSY-PASS.	AH	RF
-6D	140T2419-5		WINDOW ASSY-PASS.	AJ	RF
-6E	140T2419-601		WINDOW ASSY-PASS.	AK	RF
-6F	140T2419-602		WINDOW ASSY-PASS.	AL	RF
-6G	140T2419-603		WINDOW ASSY-PASS.	AM	RF
-6H	140T2419-604		WINDOW ASSY-PASS.	AN	RF
-6J	140T2419-605		WINDOW ASSY-PASS.	AP	RF
-7	140T2498-1		PLUG ASSY-PASS. WINDOW (FOR DETAILS SEE FIG. 2)	AB	RF
-7A	140T2498-3		PLUG ASSY-PASS. WINDOW (FOR DETAILS SEE FIG. 2)	AC	RF
-8	140T2498-4		PLUG ASSY-PASS. WINDOW (FOR DETAILS SEE FIG. 2)	AD	RF
-10	140T2987-1		PLUG ASSY-PASS. WINDOW	J	RF
-10A	140T2987-3		PLUG ASSY-PASS. WINDOW	K	RF
-10B	140T2987-4		PLUG ASSY-PASS. WINDOW	L	RF
-10C	140T2987-5		PLUG ASSY-PASS. WINDOW	M	RF
-10D	140T2987-6		PLUG ASSY-PASS. WINDOW	N	RF
-12	140T2421-1		WINDOW ASSY-LT WT PASS.	P	RF
-12A	140T2421-2		WINDOW ASSY-LT WT PASS.	Q	RF
-12B	140T2421-3		WINDOW ASSY-LT WT PASS.	R	RF
-12C	140T2421-4		WINDOW ASSY-LT WT PASS.	S	RF
-12D	140T2421-5		WINDOW ASSY-LT WT PASS.	T	RF
-12E	140T2421-7		WINDOW ASSY-LT WT PASS.	U	RF
-12F	140T2421-601		WINDOW ASSY-LT WT PASS.	V	RF
-12G	140T2421-602		WINDOW ASSY-LT WT PASS.	W	RF
-12H	140T2421-603		WINDOW ASSY-LT WT PASS.	X	RF

FIG. & ITEM	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1234567	EFF CODE	QTY PER ASSY
01-					
-12J	140T2421-604		WINDOW ASSY-LT WT PASS.	Y	RF
-12K	140T2421-605		WINDOW ASSY-LT WT PASS.	Z	RF
15	65B07671-5		.SEAL- ((-5) -8 I/W -5 AND -7 SUBJECT TO CUSTOMER PREFERENCE -5 AND -7 HAVE CENTER BLADDER -8 DOES NOT HAVE CENTER BLADDER) (OPT ITEMS 15C, 15D, 15E, 15F)	A-E	1
-15A	65B07671-7		DELETED		
-15B	65B07671-5		DELETED		
-15C	65B07671-6		.SEAL- (OPT ITEMS 15, 15D, 15E, 15F)	A-E	1
-15D	65B07671-7		.SEAL- (OPT ITEMS 15, 15C, 15E, 15F)	A-E	1
-15E	65B07671-8		.SEAL- ((-5) -8 I/W -5 AND -7 SUBJECT TO CUSTOMER PREFERENCE -5 AND -7 HAVE CENTER BLADDER -8 DOES NOT HAVE CENTER BLADDER) (OPT ITEMS 15, 15C, 15D, 15F)	A-E	1
-15F	65B07671-9		.SEAL- (OPT ITEMS 15, 15C, 15D, 15E)	A-E	1
-15G	65B07671-8		.SEAL- (OPT ITEMS 15H, 15J)	P-T,A E-AJ	1
-15H	65B07671-9		.SEAL- (OPT ITEMS 15G, 15J)	P-T,A E-AJ	1
-15J	65B07671-10		.SEAL- (OPT ITEMS 15G, 15H)	P-T,A E-AJ	1
-15K	65B07671-10		.SEAL	U-Z,A K-AP	1

FIG. & ITEM	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1234567	EFF CODE	QTY PER ASSY
01-					
-15L	65B07671-5		.SEAL- ((-5) -8 I/W -5 AND -7 SUBJECT TO CUSTOMER PREFERENCE -5 AND -7 HAVE CENTER BLADDER -8 DOES NOT HAVE CENTER BLADDER) (OPT ITEMS 15M, 15N, 15P, 15Q, 15R)	J-N	1
-15M	65B07671-6		.SEAL- (OPT ITEMS 15L, 15N, 15P, 15Q, 15R)	J-N	1
-15N	65B07671-7		.SEAL- (OPT ITEMS 15L, 15M, 15P, 15Q, 15R)	J-N	1
-15P	65B07671-8		.SEAL- ((-5) -8 I/W -5 AND -7 SUBJECT TO CUSTOMER PREFERENCE -5 AND -7 HAVE CENTER BLADDER -8 DOES NOT HAVE CENTER BLADDER) (OPT ITEMS 15L, 15M, 15N, 15Q, 15R)	J-N	1
-15Q	65B07671-9		.SEAL- (OPT ITEMS 15L, 15M, 15N, 15P, 15R)	J-N	1
-15R	65B07671-10		.SEAL- (OPT ITEMS 15L, 15M, 15N, 15P, 15Q)	J-N	1
-20	140T2416-1		.SEAL- (OPT ITEMS 20A, 20B)	F-H	1
-20A	140T2416-2		.SEAL- (OPT ITEMS 20, 20B)	F-H	1
-20B	140T2416-3		.SEAL- (OPT ITEMS 20, 20A)	F-H	1

FIG. & ITEM	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1234567	EFF CODE	QTY PER ASSY
01-25	140T2413-1		.PANE-OUTER (140T2413-1 T/W 10 EA 140U4001-1 CLIPS AND 1 EA 65B07671-5, -6, -7 OR -8 SEAL I/W 140T2417-1) (140T2423-1 I/W 140T2413-1 DEPENDING ON CUSTOMER PREFERENCE. THE 140T2423 SERIES OUTER PANES USE LOW WATER ABSORBING ACRYLIC MATERIAL)	A,AE	1
-25A	140T2413-2		.PANE-OUTER (140T2413-2 T/W 10 EA 140U4001-1 CLIPS AND 1 EA 65B07671-5, -6, -7 OR -8 SEAL I/W 140T2417-2) (140T2423-2 I/W 140T2413-2 DEPENDING ON CUSTOMER PREFERENCE. THE 140T2423 SERIES OUTER PANES USE LOW WATER ABSORBING ACRYLIC MATERIAL)	B,AF	1
-25B	140T2413-3		.PANE-OUTER (140T2423-3 I/W 140T2413-3 DEPENDING ON CUSTOMER PREFERENCE. THE 140T2423 SERIES OUTER PANES USE LOW WATER ABSORBING ACRYLIC MATERIAL)	C,AG	1
-25C	140T2413-4		.PANE-OUTER (140T2423-4 I/W 140T2413-4 DEPENDING ON CUSTOMER PREFERENCE. THE 140T2423 SERIES OUTER PANES USE LOW WATER ABSORBING ACRYLIC MATERIAL)	D,AH	1

FIG. & ITEM	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1234567	EFF CODE	QTY PER ASSY
01-					
-25D	140T2413-5		.PANE-OUTER (140T2413-5 T/W 10 EA 140U4001-1 CLIPS AND 1 EA 65B07671-5, -6, -7 OR -8 SEAL I/W 140T2414-1) (140T2423-5 I/W 140T2413-5 DEPENDING ON CUSTOMER PREFERENCE. THE 140T2423 SERIES OUTER PANES USE LOW WATER ABSORBING ACRYLIC MATERIAL)	E,T	1
-25E	65B07673-21		.PANE-OUTER	AJ	1
-30	140T2414-1		.PANE-OUTER (140T2413-5 T/W 10 EA 140U4001-1 CLIPS AND 1 EA 65B07671-5, -6, -7 OR -8 SEAL I/W 140T2414-1)	F	1
-30A	140T2417-1		.PANE-OUTER (140T2413-1 T/W 10 EA 140U4001-1 CLIPS AND 1 EA 65B07671-5, -6, -7 OR -8 SEAL I/W 140T2417-1)	G	1
-30B	140T2417-2		.PANE-OUTER (140T2413-2 T/W 10 EA 140U4001-1 CLIPS AND 1 EA 65B07671-5, -6, -7 OR -8 SEAL I/W 140T2417-2)	H	1
-32	140T2423-1		.PANE-OUTER (140T2423-1 I/W 140T2413-1 DEPENDING ON CUSTOMER PREFERENCE. THE 140T2423 SERIES OUTER PANES USE LOW WATER ABSORBING ACRYLIC MATERIAL)	P	1
-32A	140T2423-2		.PANE-OUTER (140T2423-2 I/W 140T2413-2 DEPENDING ON CUSTOMER PREFERENCE. THE 140T2423 SERIES OUTER PANES USE LOW WATER ABSORBING ACRYLIC MATERIAL)	Q	1

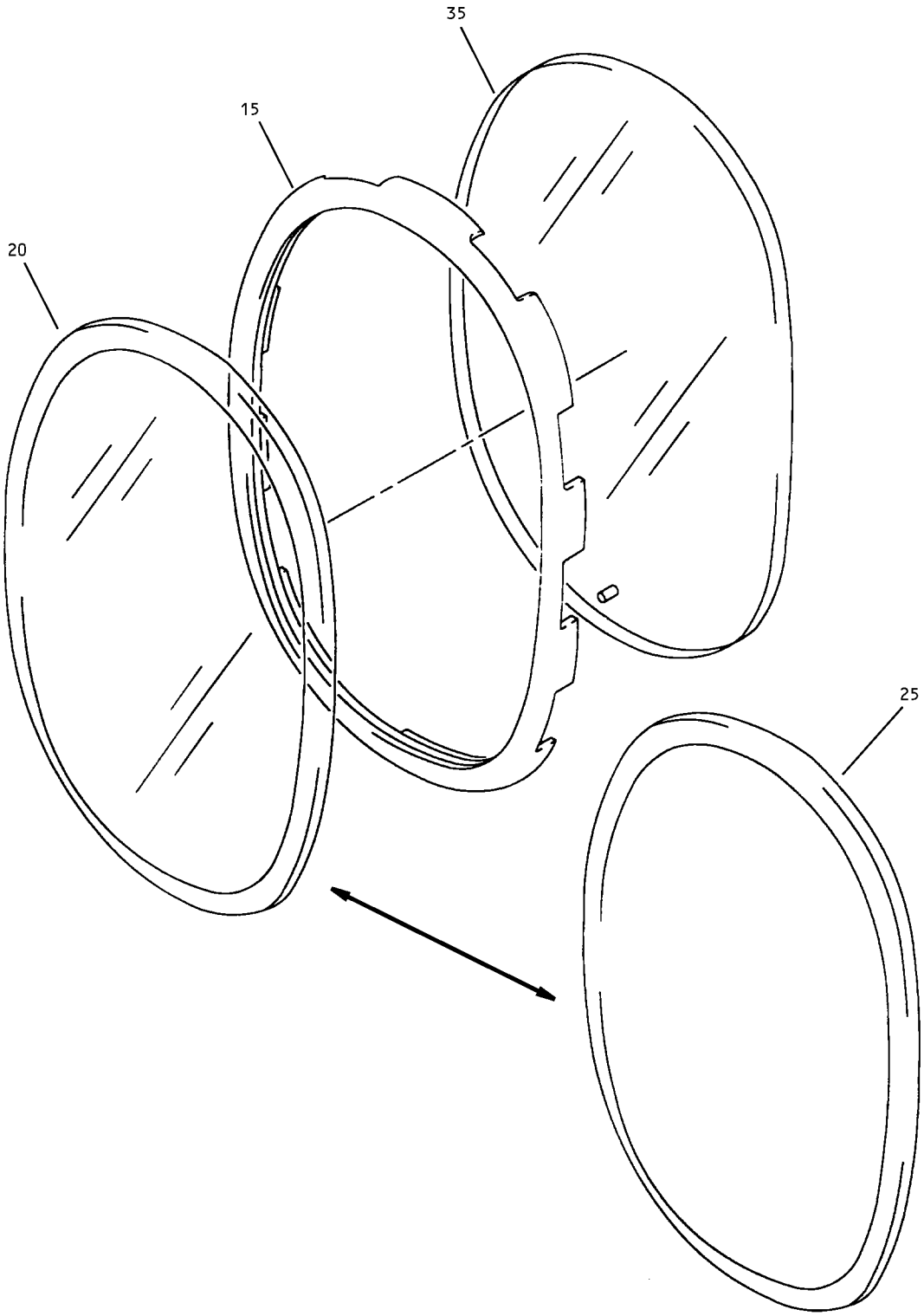
FIG. & ITEM	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1234567	EFF CODE	QTY PER ASSY
01-					
-32B	140T2423-3		.PANE-OUTER (140T2423-3 I/W 140T2413-3 DEPENDING ON CUSTOMER PREFERENCE. THE 140T2423 SERIES OUTER PANES USE LOW WATER ABSORBING ACRYLIC MATERIAL)	R	1
-32C	140T2423-4		.PANE-OUTER (140T2423-4 I/W 140T2413-4 DEPENDING ON CUSTOMER PREFERENCE. THE 140T2423 SERIES OUTER PANES USE LOW WATER ABSORBING ACRYLIC MATERIAL)	S	1
-32D	140T2423-5		.PANE-OUTER (140T2423-5 I/W 140T2413-5 DEPENDING ON CUSTOMER PREFERENCE. THE 140T2423 SERIES OUTER PANES USE LOW WATER ABSORBING ACRYLIC MATERIAL)	U	1
-32E	140T2423-601		.PANE-OUTER	V,AK	1
-32F	140T2423-602		.PANE-OUTER	W,AL	1
-32G	140T2423-603		.PANE-OUTER	X,AM	1
-32H	140T2423-604		.PANE-OUTER	Y,AN	1
-32J	140T2423-605		.PANE-OUTER	Z,AP	1
35	140T2986-1		.PLUG	J	1
-35A	140T2986-3		.PLUG	K	1
-35B	140T2986-4		.PLUG	L	1
-35C	140T2986-5		.PLUG	M	1
-35D	140T2986-6		.PLUG	N	1
40	140T2415-1		.PANE-MIDDLE (PROVIDE COMMON WINDOW PANE FOR 747 AND 767.)	A	1
-40A	140T2415-2		.PANE-MIDDLE	B	1
-40B	140T2415-3		.PANE-MIDDLE	C	1
-40C	140T2415-4		.PANE-MIDDLE	D	1

FIG. & ITEM	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1234567	EFF CODE	QTY PER ASSY
01-					
-40D	140T2415-5		.PANE-MIDDLE (140T2415-5 I/W 65B07674-21 FOR 767 ONLY. 65B07674-21 SHOULD ONLY BE USED IN THE CONSTANT BODY SECTION)	E	1
-40E	140T2415-7		.PANE-MIDDLE	G	1
-40F	140T2415-8		.PANE-MIDDLE	H	1
-40G	140T2415-5		.PANE-MIDDLE (140T2415-5 I/W 65B07674-21 FOR 767 ONLY. 65B07674-21 SHOULD ONLY BE USED IN THE CONSTANT BODY SECTION) (OPT ITEM 40H)	F	1
-40H	65B07674-21		.PANE-MIDDLE (OPT ITEM 40G) (PROVIDE COMMON WINDOW PANE FOR 747 AND 767.) (140T2415-5 I/W 65B07674-21 FOR 767 ONLY. 65B07674-21 SHOULD ONLY BE USED IN THE CONSTANT BODY SECTION)	F	1
-40J	140T2415-1		.PANE-MIDDLE (PROVIDE COMMON WINDOW PANE FOR 747 AND 767) (OPT ITEM 40K)	P,AE	1
-40K	140T2415-9		.PANE-MIDDLE (OPT ITEM 40J)	P,AE	1
-40L	140T2415-2		.PANE-MIDDLE (OPT ITEM 40M)	Q,AF	1
-40M	140T2415-9		.PANE-MIDDLE (OPT ITEM 40L)	Q,AF	1
-40N	140T2415-3		.PANE-MIDDLE (OPT ITEM 40P)	R,AG	1
-40P	140T2415-9		.PANE-MIDDLE (OPT ITEM 40N)	R,AG	1
-40Q	140T2415-4		.PANE-MIDDLE (OPT ITEM 40R)	S,AH	1
-40R	140T2415-9		.PANE-MIDDLE (OPT ITEM 40Q)	S,AH	1

FIG. & ITEM	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1234567	EFF CODE	QTY PER ASSY
01-					
-40S	140T2415-5		.PANE-MIDDLE (140T2415-5 I/W 65B07674-21 FOR 767 ONLY. 65B07674-21 SHOULD ONLY BE USED IN THE CONSTANT BODY SECTION) (OPT ITEM 40T)	T	1
-40T	140T2415-9		.PANE-MIDDLE (OPT ITEM 40S)	T	1
-40U	140T2415-9		.PANE-MIDDLE	U-Z,AK-AP	1
-40V	140T2415-5		.PANE-MIDDLE (140T2415-5 I/W 65B07674-21 FOR 767 ONLY. 65B07674-21 SHOULD ONLY BE USED IN THE CONSTANT BODY SECTION) (OPT ITEMS 40W, 40X)	J	1
-40W	65B07674-21		.PANE-MIDDLE (OPT ITEMS 40V, 40X) (PROVIDE COMMON WINDOW PANE FOR 747 AND 767) (140T2415-5 I/W 65B07674-21 FOR 767 ONLY. 65B07674-21 SHOULD ONLY BE USED IN THE CONSTANT BODY SECTION)	J	1
-40X	140T2415-9		.PANE-MIDDLE (OPT ITEMS 40V, 40W)	J	1
-40Y	140T2415-1		.PANE-MIDDLE (PROVIDE COMMON WINDOW PANE FOR 747 AND 767) (OPT ITEM 40Z)	K	1
-40Z	140T2415-9		.PANE-MIDDLE (OPT ITEM 40Y)	K	1
-41	140T2415-9		.PANE-MIDDLE (OPT ITEM 41A)	AJ	1

FIG. & ITEM	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1234567	EFF CODE	QTY PER ASSY
01- -41A	65B07674-21		.PANE-MIDDLE (OPT ITEM 41) (PROVIDE COMMON WINDOW PANE FOR 747 AND 767) (14OT2415-5 I/W 65B07674-21 FOR 767 ONLY. 65B07674-21 SHOULD ONLY BE USED IN THE CONSTANT BODY SECTION)	AJ	1
-45	14OT2415-2		.PANE-MIDDLE (OPT ITEM 45A)	L	1
-45A	14OT2415-9		.PANE-MIDDLE (OPT ITEM 45)	L	1
-45B	14OT2415-3		.PANE-MIDDLE (OPT ITEM 45C)	M	1
-45C	14OT2415-9		.PANE-MIDDLE (OPT ITEM 45B)	M	1
-45D	14OT2415-4		.PANE-MIDDLE (OPT ITEM 45E)	N	1
-45E	14OT2415-9		.PANE-MIDDLE (OPT ITEM 45D)	N	1

- Item Not Illustrated



Passenger Window Assembly
Figure 2

K27373

FIG. & ITEM	PART NO.	AIRLINE PART NUMBER	NOMENCLATURE 1234567	EFF CODE	QTY PER ASSY
02-					
-1A	140W2421-1		WINDOW ASSY-PASS.	AA	RF
-5	140T2498-1		PLUG ASSY-PASS. WINDOW	AB	RF
-5A	140T2498-3		PLUG ASSY-PASS. WINDOW	AC	RF
-10	140T2498-4		PLUG ASSY-PASS. WINDOW	AD	RF
15	140W2414-1		.SEAL	AA-AD	1
20	140W2422-1		.PANE-OUTER	AA	1
25	140T2499-1		.PLUG	AB	1
-25A	140T2499-3		.PLUG	AC	1
-30	140T2499-4		.PLUG	AD	1
35	140W2413-1		.PANE-MIDDLE	AA	1
-40	140T2445-1		.PANE-MIDDLE	AB-AD	1

- Item Not Illustrated