

7. Fire warning light/engine shutdown button (affected engine) - Push.  
Pushing the illuminated fire warning light/engine shutdown button:
- Closes the corresponding fire wall fuel shutoff valve.
  - Closes and locks the engine compartment cooling air bypass air valves.
  - Locks the boundary layer bleed diverter valves open.
  - Arms the appropriate fire extinguisher agent discharge switch.
8. Fire extinguisher agent discharge switch - MAIN, 15 seconds after pushing fire warning light/engine shutdown button; then RES, if required.  
Wait 15 seconds after pushing button before moving appropriate discharge switch to MAIN, to allow cooling air bypass valves to close. The fire warning light should go out within 25 seconds after moving the discharge switch to MAIN if the fire or overheat condition no longer exists. If the fire warning light remains on, move the discharge switch to RES.
9. Bypass (affected inlet):  
If SUPERSONIC, bypass door standby switch - As required to refine bypass area to 700, 1100, or 1800 square inches.  
Move switch as required to obtain 700 square inches for one engine out; 1100 square inches for two engines out; and 1800 square inches for three engines out.
10. Engine emergency brake switch (affected engine) - ON, if above Mach 1.5.

**CAUTION**

Only one engine per inlet should be braked above Mach 1.5. This prevents the possibility of inducing continuous inlet buzz which could seriously affect airplane stability and control and could damage the engines and the inlet. Speed should be reduced to below Mach 1.5 before actuation of the brake for a second engine.

**NOTE**

The engine braking system is irreversible; therefore, the engine cannot be re-started after the emergency brake has been engaged.

11. Engine emergency brake switch - OFF.  
Move switch to OFF after rpm stabilizes at 22% or below.
12. Engine rpm lockup switch (above Mach 1.4) - AUTO.

ENGINE FIRE DURING GROUND SHUTDOWN.

If an engine fire is observed by the ground crew, motor the affected engine as follows:

1. External electrical and hydraulic power - Check on.  
Motoring the engine requires right primary ac bus power and primary hydraulic power (for engines 1, 2 or 3, primary hydraulic system No. 1; for engines 4, 5 or 6, primary hydraulic system No. 2).
2. Throttle (affected engine) - OFF.
3. Alternate throttle switch (affected engine) - Hold at DECR momentarily.
4. Throttle (affected engine) - IDLE.
5. Ground start switch - ON.  
Moving the ground start switch to ON motors the engine to get rid of fuel fumes and clear the engine.
6. If fire persists, throttle (affected engine) - OFF.

WING OR FUSELAGE FIRE.

If a fire is confirmed in either wing section, or in a fuselage section other than the accessible crew and electronic equipment compartments and engine or accessory drive system compartments, abandon the airplane.

CABIN FIRE, SMOKE, OR FUMES.

Smoke and fumes are removed in time by the normal air recirculation system, however they can be removed faster by using these procedures.