

## Subject: Window Heat Control Indications

### Overview

A new Window Heat Control Unit (WHCU) is being installed on 737-900ER aircraft 3856 and subsequent. This new WHCU goes through an initialization process when the WINDOW HEAT switches are selected ON and produces indications that could be misinterpreted as abnormal.



### Background

Selection of the WINDOW HEAT switches to the ON position places the new WHCU into an initialization process. The amber window OVERHEAT light illuminates, along with the two master caution lights, and the amber ANTI-ICE light on the system annunciator panel, because during the initialization process electrical power is not being applied to the windows.

After the initialization process completes (in approximately 3 seconds), the amber OVERHEAT lights extinguish. The two master caution lights and the amber ANTI-ICE light on the system annunciator panel can also extinguish. The green window heat ON lights also illuminate.

The illumination of the amber OVERHEAT and ANTI-ICE lights during the initialization process does not change the function of the OVERHEAT light during an overheat or loss of electrical power.

**Operating Instructions**

The functionality of the new WHCU will affect the following procedures:

- Vol. 1, NP.20, Preflight Procedures - Pilot Monitoring
- Vol. 1, SP.3, Window Heat System Tests
- QRH, chapter 3, Window Overheat

If the window OVERHEAT lights, the two master caution lights, and the amber ANTI-ICE light on the system annunciator panel extinguish within 5 seconds of turning the window heat ON, the WHCU is operating normally.

**Note:** Since the new WHCU was incorporated into production there have been reports of the window OVERHEAT lights illuminating during bus transfers on the ground.

If the window OVERHEAT light illuminates during a power transfer, the flight crew should accomplish the QRH WINDOW OVERHEAT procedure in an attempt to reset the system.

**Procedures**

The new guidance is labeled by effectivities in order to make it easier to differentiate the temporary differences in these procedures. The following procedures should be used on aircraft 3856-3920 until the WHCU software is updated.

**Vol. 1, NP.20, Preflight Procedures - Pilot Monitoring**

WINDOW HEAT switches .....ON

Position switches ON at least 10 minutes before takeoff.

**3601-3610, 3701-3773, 3801-3855**

Verify that the OVERHEAT lights are extinguished.

**3856-3920**

Verify that the OVERHEAT lights extinguish within 5 seconds.

**Note:** The master caution and ANTI-ICE system annunciator lights can illuminate.

Verify that the ON lights are illuminated (except at high ambient temperatures.)

**Vol. 1, SP.3, Window Heat System Tests**

**Overheat Test**

The overheat test simulates an overheat condition to check the overheat warning function of the window heat system.

WINDOW HEAT switches ..... ON  
**3856-3920**

Verify that the OVERHEAT lights extinguish within 5 seconds.  
**Note:** The master caution and ANTI-ICE system annunciator lights can illuminate.

WINDOW HEAT TEST switch ..... OVHT  
OVERHEAT lights – On

ON lights – Extinguish  
Lights extinguish after approximately 1 minute.

MASTER CAUTION – On  
ANTI-ICE system annunciator – On

WINDOW HEAT switches ..... Reset  
Position the WINDOW HEAT switches OFF, then ON.

**3856-3920**  
Verify that the OVERHEAT lights extinguish within 5 seconds.  
**Note:** The master caution and ANTI-ICE system annunciator lights can illuminate.

**Power Test**

The power test verifies operation of the window heat system. The test may be accomplished when any of the window heat ON lights are extinguished and the associated WINDOW HEAT switch is ON.

WINDOW HEAT switches .....ON

**3856-3920**

Verify that the OVERHEAT lights extinguish within 5 seconds.

**Note:** The master caution and ANTI-ICE system annunciator lights can illuminate.

**Note:** Do not perform the power test when all ON lights are illuminated.

WINDOW HEAT TEST switch .....PWR

The controller is forced to full power, bypassing normal temperature control. Overheat protection is still available.

WINDOW HEAT ON lights .....Illuminated

If any ON light remains extinguished, the window heat system is inoperative. Observe the maximum airspeed limit of 250 kts below 10,000 feet.

## QRH, chapter 3, Window Overheat

### 3.6

▲ DELTA  
737 Operations Manual

OVERHEAT

### WINDOW OVERHEAT

Condition: A window overheat occurs.

- 1 WINDOW HEAT switch (affected window) . . . OFF
  - 2 **Wait** 2 - 5 minutes.
  - 3 WINDOW HEAT switch (affected window) . . . ON
- 3856-3920
- 4 **Wait** 5 seconds.

**Note:** The master caution and ANTI-ICE system annunciator lights will illuminate then extinguish within 5 seconds.

- 5 Choose one:

◆ Window OVERHEAT light **stays extinguished:**

Continue normal operation.



◆ Window OVERHEAT light **illuminates again:**

►► **Go to step 6**

- 6 WINDOW HEAT switch (affected window) . . . OFF  
Limit airspeed to 250 knots maximum below 10,000 feet.
- 7 Pull both WINDSHIELD AIR controls. This vents conditioned air to the inside of the windshield for defogging.



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**Conclusion**

The information contained in this bulletin will be incorporated into a future Volume I, Volume II, and QRH revision.

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**Approved By**

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