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**V2500 -A5/D5 PROPULSION SYSTEMS SERVICE BULLETIN**

Printed in Great Britain

This document transmits the Initial Issue of Service Bulletin EV2500-12-0004

Bulletin Initial Issue

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Pages 1 to 5 of the  
Service Bulletin

Reason for change  
Initial issue

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LIST OF EFFECTIVE PAGES

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SERVICING – INTRODUCTION OF ADDITIONAL ALTERNATIVE ENGINE OIL LUBRICANTS – AEROSHELL  
TURBINE OIL 500, 555, 560 AND CASTROLAERO 5000

1. Planning Information

A. Effectivity

- (1) Airbus A319  
V2522-A5, V2524-A5, V2527M-A5 Engines.
- (2) Airbus A320  
V2527-A5, V2527E-A5 Engines.
- (3) Airbus A321  
V2530-A5, V2533-A5 Engines.
- (4) Boeing – Longbeach Division MD-90  
V2525-D5, V2528-D5 Engines.

B. Concurrent Requirements

None

C. Reason

(1) Condition

It is considered logistically advantageous to introduce further engine lubricant types to the list of approved lubricants available for use.

(2) Background

See (1) Condition

(3) Objective

The incorporation of this Service Bulletin (Modification) is designed to extend the range of acceptable engine lubricating oils.

(4) Substantiation

The additional lubricant types have been shown by extensive laboratory testing and in service engine experience on other V2500 applications to be satisfactory alternatives to the existing engine lubricants.



(5) Effect of Bulletin on:

(a) Operation

Not affected

(b) Maintenance

Affected

(c) Overhaul

Not affected

(d) Repair Schemes

Not affected

(e) Interchangeability

Not affected

(f) Fits and Clearances

Not affected

D. Description

(1) This Service Bulletin introduces the lubricants that follow as alternatives to the existing approved lubricants:

(a) AeroShell Turbine Oil 500 (AST0500).

(b) AeroShell Turbine Oil 555 (AST0555).

(c) AeroShell Turbine Oil 560 (AST0560).

(d) CastrolAero 5000 (CA5000).

(2) Existing approved V2500-A5 and V2500-D5 engine lubricants

(a) Mobil Jet II

(b) Mobil Jet 254

(c) Mobil Jet 291

(d) BP Turbo Oil BPT02380

(e) BP Turbo Oil BPT02197



(f) Turbo Nycoil 600 (Type 2)

E. Compliance

Category Code 8

Accomplish based upon experience with the prior configuration.

F. Approval

The part number changes and/or part modification described in section 2 and 3 of this Service Bulletin have been shown to comply with the applicable Federal Aviation Regulations and are FAA approved for the engine models listed.

G. Manpower

(1) In service

Not affected

(2) At overhaul

Not applicable

NOTE: The parts affected by this Service Bulletin are accessible at overhaul.

H. Material Price and Availability

(1) A modification kit is not necessary.

(2) Refer to 2. Material information for prices and availability of future spares

I. Tooling Price and Availability

Special tools are not necessary

J. Industry Support Information

Not applicable

K. Weight and Balance

(1) Weight Change

None.

(2) Moment Arm

No effect.



(3) Datum

Engine front mount centreline (Power Plant Station – PPS 100).

L. Electrical Load Data

The aircraft electrical load is not affected by this Service Bulletin.

M. References

(1) Internal reference EC98VR031

(2) Aircraft Maintenance Manual (1IA):

(a) TASK 12-13-79-610-010, Drain oil system

(b) TASK 12-13-79-610-011, Fill oil system

(c) TASK 12-13-79-610-012, Prime oil system

(3) Aircraft Maintenance Manual (3IA), 12-12-79, page block 301, Servicing oil system

N. Other Publications Affected

(1) Standard Practices and Processes, 70-04-02, Approved engine oils

(2) Engine Maintenance Manual (EMM, 1IA and 3IA), 70-04-02, pageblock 1. Approved engine oils

O. Interchangeability of Parts

Not affected

2. Material Information

None

3. Accomplishment Instructions

A. Rework Instructions

None

B. Assembly Instructions

Mixing of oils



Under normal oil servicing, it is not acceptable to mix oils. Using different oil types (random mixing) is only acceptable if you are changing from one oil type/brand to another. It is then acceptable to mix oils, provided you always top up with the same oil. This will eventually lead to engine operation with the newly introduced oil type/brand exclusively in use.

NOTE: Engine oil type/brand change by top up is recognised as 'industry best practice'.

C. Recording Instructions

A record of accomplishment is not required.

