International Aero Engines

SERVICE BULLETIN

ENGINE - POWER PLANT - EEC AND IGNITION SUPPLY HARNESS, CLIPPING - CHANGES TO - CATEGORY CODE 4 - MOD.ENG-71-0019

1. Planning Information

A. Effectivity

(1) Airplane: Airbus A320

(2) Engine: V2500-A1 Engines Serial Number prior to V0031.

B. Reason

(1) Condition

The Engine Electronic Control (EEC) and ignition supply harness touches connector 4001VC-A. There are also other positions where the EEC harness has inadequate clearance at the EEC unit.

(2) Background

Some installed harnesses could have unsatisfactory clearance between the harness and the 4001VC-A connector. It is recommended to increase the clearance between the harness and the connector.

(3) Objective

To maintain engine reliability.

(4) Substantiation

It has been shown that the incorporation of this Service Bulletin will give a solution to the problem.

(5) Impact of Bulletin on:

Removal/Installation	Affected
Disassembly/Assembly	Not Affected
Cleaning	Not Affected
Inspection/Check	Not Affected
Repair	Not Affected
Testing	Not Affected

(6) Supplemental Information

None.

C. Description

(1) The change introduced by this Bulletin is as follows:

Clipping point 0824 is removed from the 740-5429-501 clipping bracket. The 740-5429-501 clipping bracket is replaced by the 740-5477-501 clipping bracket at a new position. Clipping point 0897 is attached to the new bracket.

The 740-5887-501 clipping bracket is installed on the engine flange (PPS 93.939) and clipping point 0896 is attached to it.

This modification will increase the clearance between the EEC and ignition supply harness and the D501J connector.

D. Approval

The part number changes and/or part modifications described in Paragraphs 2 and 3 of this Service Bulletin have been shown to comply with the applicable Federal Aviation Regulations and are FAA approved for the equipment model(s) listed.

E. Compliance

Category 4

Accomplish at the first visit of an Engine or Module to a maintenance base capable of compliance with the accomplishment instructions regardless of the planned maintenance action or the reason for Engine removal.

F. Manpower

Estimated manhours to incorporate the full intent of this Bulletin:

VENUE	ESTIMATED MANHOURS
(1) In Service	
(a) To gain access	0.2 M/HRS.
(b) To embody	0.6 M/HRS.
(c) To return engine to flyable status	0.2 M/HRS.
TOTAL	1.0 M/HRS.

G. Material Cost and Availability

The parts to accomplish this Service Bulletin are available from the supplier as Kit V2571019-551 at no cost to the operator.

Operators with units listed in Paragraph 1.A should submit a no charge purchase order for the applicable quantity of Kits. The purchase order must specify this service bulletin number and only the parts listed herein. Delivery schedules will be furnished to operators upon receipt of their written request.

Direct purchase order to:

Rohr Industries, Inc.
660 Bay Blvd.
Chula Vista, CA 92012-0898 USA
Attn: Customer Support Manager, Bldg. 850A
(Service Bulletin No. V2500-ENG-71-0019)

H. Tooling Cost and Availability

None required.

I. Weight and Balance

(1) Weight Change ..... None

(2) Moment Arm ..... No effect

(3) Datum ..... Engine Front Mount Centerline
..... (Powerplant Station
..... PPS 100.00)

J. Electrical Load Data

Not affected.

K. References

(1) Internal Reference No.

88VN106/88VN106A

(2) Other References