



POWER PLANT - ENGINE - EEC FAN HARNESS - INCORPORATE ADDITIONAL SPACERS ONTO CLIPPING
POINTS CP1022 AND CP1017 - CATEGORY CODE 3 - MOD.ENG-71-0048

1. Planning Information

A. Effectivity

- (1) Aircraft: Airbus A320
- (2) Engine: V2500-A1 Engines, Serial No.V0014 thru V0017.

B. Reason

(1) Condition

There is little clearance between the EEC Fan Harness and the Turbine Cooling Controlled Air Tube (Ref. 75-23-48, 01-500) near the top corner of the ACOC. Chafing may occur between them. (Refer to Figure 1.)

(2) Background

During development program, the support condition of clipping point CP1022 was changed to get sufficient clearance between the bolt end at the clipping point CP1022 and the Turbine Cooling Controlled Air Tube (Ref. 75-23-48, 01-500).

Due to this revision, the clearance between the bolt end and the tube was improved, but the clearance between the Tube and the EEC Fan Harness near the top corner of the ACOC, was reduced. The possibility of chafing remains between them. (Refer to Figure 1.)

(3) Objective

To give additional clearance between the EEC Fan Harness and Turbine Cooling Controlled Air Tube.

(4) Substantiation

Substantiation test is not required.

(5) Effect of Bulletin on the following shop functions:

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Removal/Installation	Affected (See Supplemental Information)
Disassembly/Assembly	Affected (See Supplemental Information)
Cleaning	Not affected
Inspection/Check	Not affected
Repair	Not affected
Testing	Not affected

(6) Supplemental Information

The new configuration requires instructions for installing two additional spacers.

C. Description

(1) The changes introduced by this Service Bulletin are as follows:

- (a) Additional spacers are introduced into EEC fan harness clipping points CP1022 and CP1017. The clipping point CP1022 are separated from the support bracket on the ACOC with a 0.1969in. (5,00 mm) long spacer. (Refer to Figure 3.) The clipping point CP1017 are separated from the lug on the tube with a 0.7480in. (20,00 mm) long spacer. (Refer to Figure 2.)
- (b) The resultant clearance between the EEC Fan Harness and the Turbine Cooling Controlled Air Tube (Ref. 75-23-48, 01-500) is approximately 0.3937in. (10,00 mm).

D. Approval

The Part Number changes and/or Part Modifications described in Sections 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 Model listed.

E. Compliance

Category Code 3

Accomplish prior to revenue service.

F. Manpower

Estimated Manhours to incorporate the full intent of this Bulletin

Venue	Estimated Manhours
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(1) In service

- (a) To gain access
- (b) To embody

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(c) To return engine to flyable
status TOTAL 19 minutes

(2) In shop Not applicable

G. Material - Price and Availability

Modification kit, are not required, parts are supplied as single line items.

H. Tooling - Price and Availability

Special tools are not required

I. Weight and Balance

(1) Weight change None

(2) Moment arm No effect

(3) Datum Engine front centerline (Powerplant
station P.P.S.100)

J. Electrical Load Data

This Service Bulletin has no effect on the aircraft electrical load.

K. References

(1) Internal Reference No.

EC88VJ701

(2) Other References

V2500 Engine Illustrated Parts Catalog. Introduction, Appendix 5,
Standard Parts Conversion Table, and 71-51-41.

V2500 Aircraft Maintenance Manual. 70-23-11, Torque Tightening Technique
71-13-00, Maintenance Practices, Fan Cowl.

L. Other Publications Affected

(1) V2500 Engine Illustrated Parts Catalog, 71-41-51.

(2) V2500 Engine Manual, 72-00-32, Removal-02 and Installation-05.

(3) V2500 Aircraft Maintenance Manual, 79-21-42, Removal/Installation.

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2. Accomplishment Instructions

A. Pre-requisite Instructions

- (1) Open the Right Fan Cowl Door in accordance with the Aircraft Maintenance Manual, 71-13-00, Maintenance Practices, Fan Cowl, TASK 71-13-00-010-010.

B. Fitment Instructions

- | Procedure | Supplementary Information |
|--|--|
| (1) Find the clipping points CP1017 and CP1022. | Refer to Figure 1. |
| (2) Remove the PN 4W0001 nut, the PN 5W1086 washer and the PN4W0104 bolt from the clipping point CP1017. | Refer to Figure 2. |
| (3) Remove the PN 4W0043 nut, the PN 5W1086 washer and the PN 4W0104 bolt from the clipping point CP1022. | Refer to Figure 3. |
| (4) Install the new PN 5W1029 spacer to the clipping point CP1022 with the PN 4W0043 nut, the PN 5W1086 washer and the PN 4W0108 bolt. Torque the bolt to 100 lbfin (1,13 mdaN). | Refer to Figure 3.
Refer to the Aircraft maintenance Manual, 70-23-11, Torque Tightening Technique. |
| (5) Install the new PN 5W1032 spacer to the clipping point CP1017 with the PN 4W0001 nut, the PN 5W1086 washer and the PN 4W0116 bolt. Torque the bolt to 100 lbfin (1,13 mdaN). | Refer to Figure 2.
Refer to the Aircraft Maintenance Manual, 70-23-11, Torque Tightening Technique. |

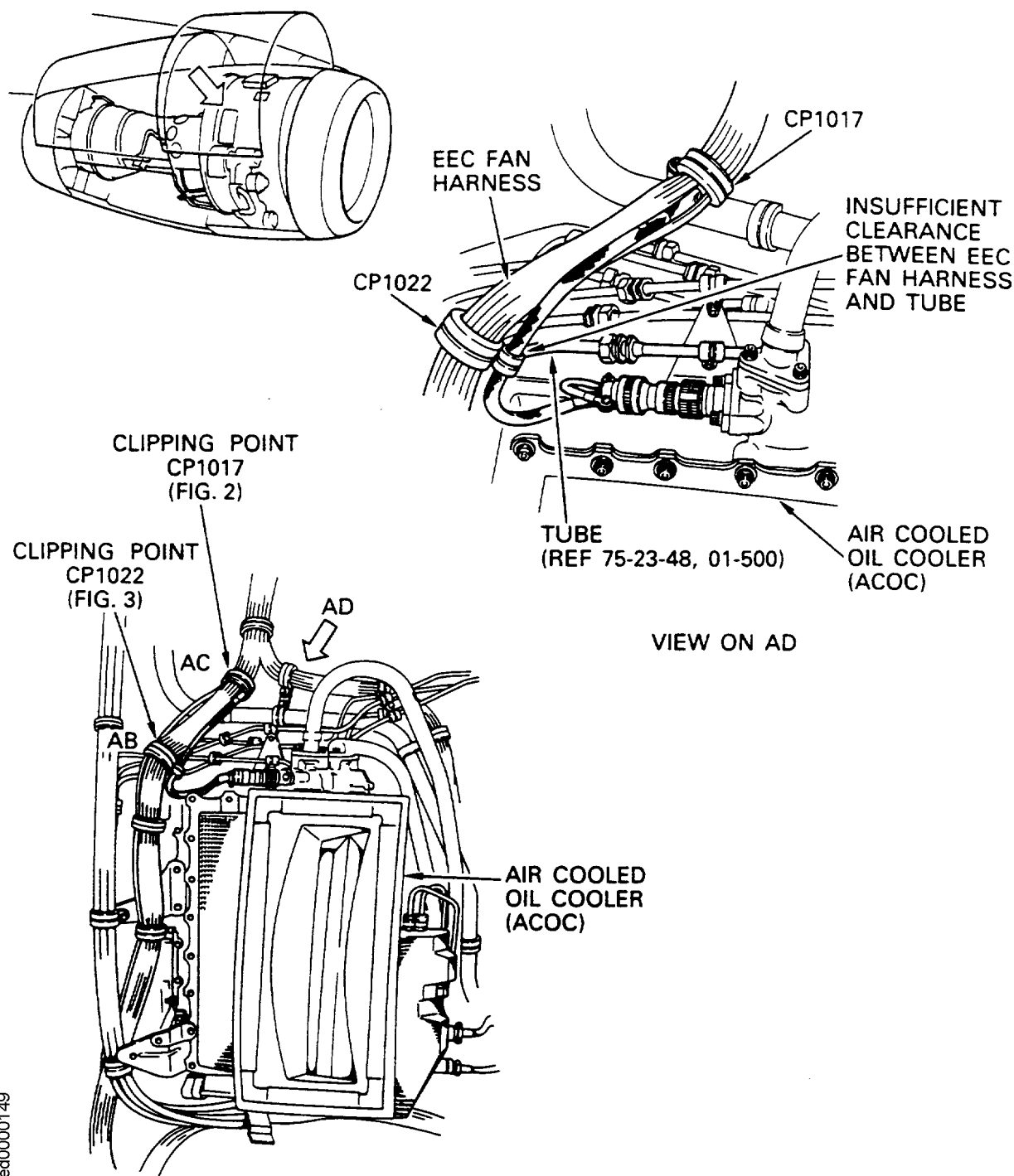
C. Post-requisite Instructions

- (1) Close the Right Fan Cowl Door in accordance with the Aircraft Maintenance Manual, 71-13-00, Maintenance Practices, Fan Cowl, TASK 71-13-00-410-010.

D. Recording Instructions

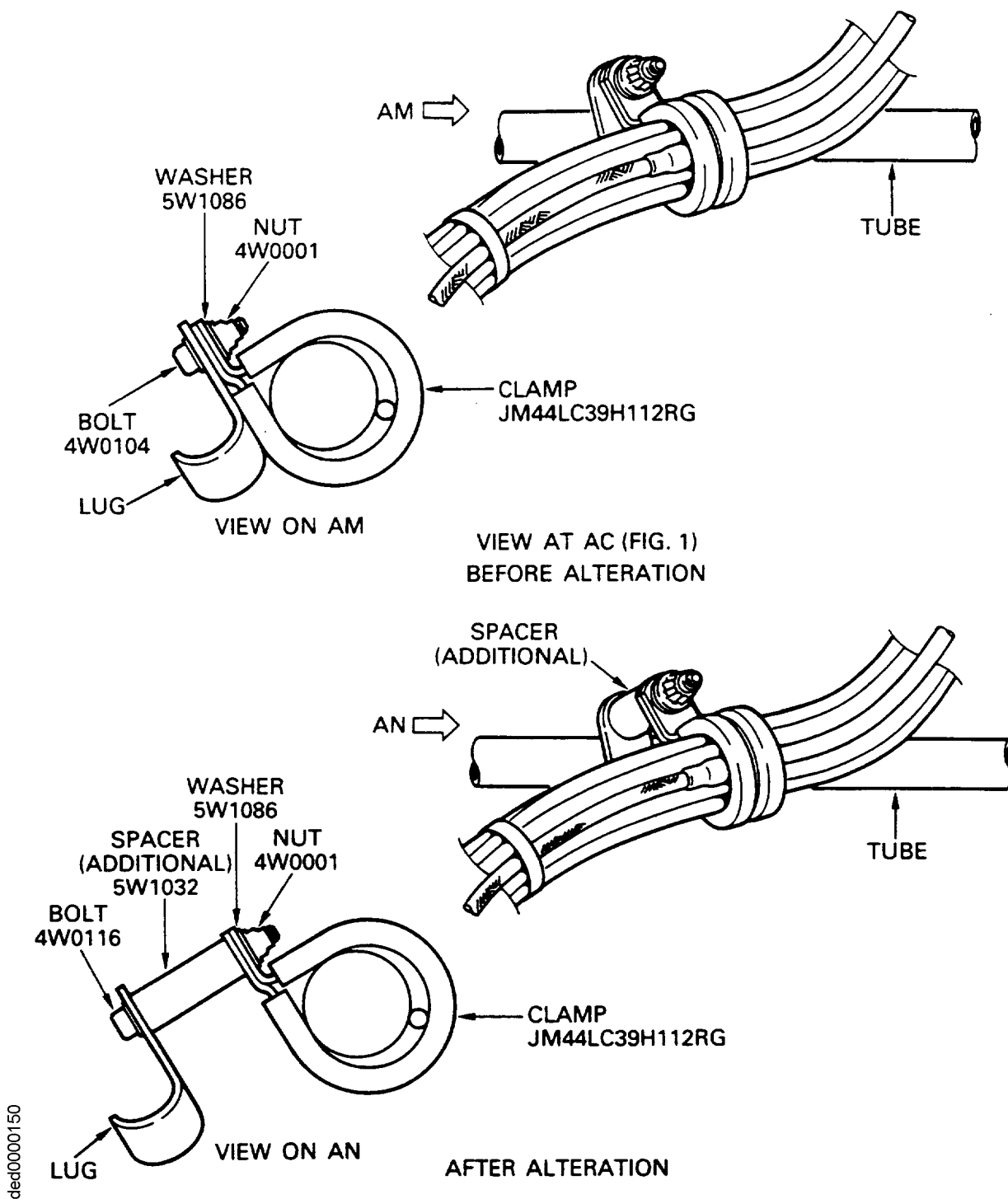
- (1) A record of accomplishment is necessary.

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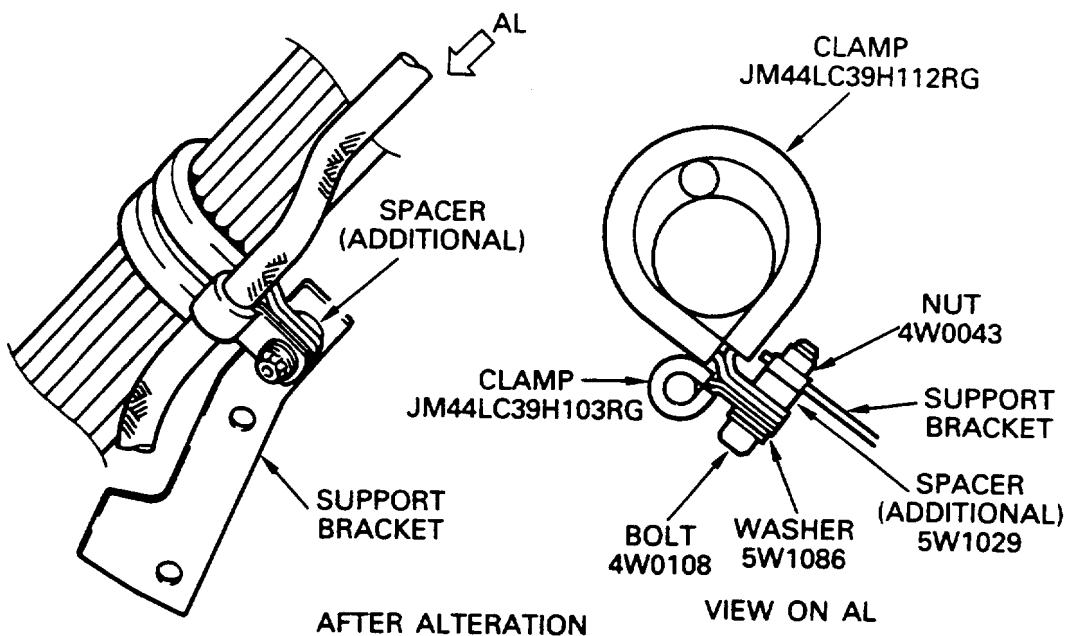
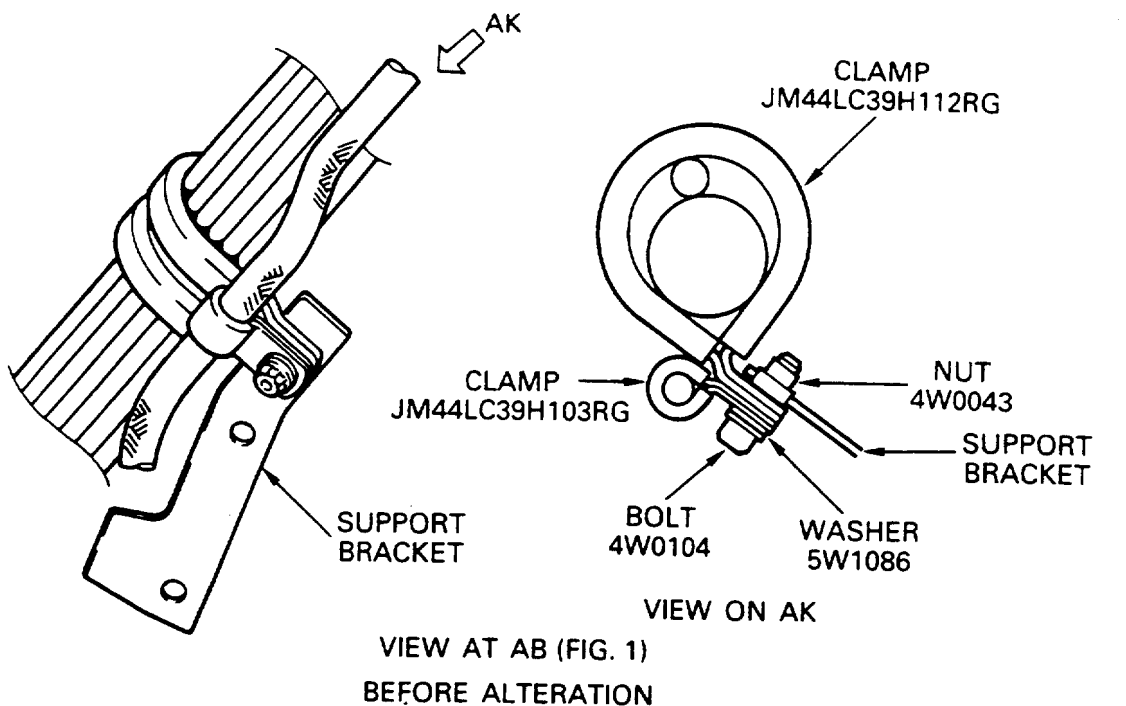


View on right-side of the fan case
Fig.1

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. Details of the clipping point CP1017 - Before and after alteration
Fig 2



. Details of clipping point CP1022 – Before and after alteration
Fig 3

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3. Material Information

New Part No. (ATA No.)	Qty	Est'd Unit Price (\$)	Keyword	Old Part No. (IPC No.)	Instructions Disposition
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Applicability: For each V2500 Engine, Serial No, V0014 thru V0017 to incorporate this Bulletin.

A. Kits associated with this Bulletin:

None

B. Parts affected by this Bulletin:

4W0116 (71-51-41)	1	7.59	Bolt, Machine Double HEX	4W0104 (02-087)	(S1) (S3)
5W1032 (71-51-41)	1	12.60	Spacer, Sleeve (20 mm)	(02-092)	(S1) (S2) (A)
4W0108 (71-51-41)	1	5.19	Bolt, Machine Double HEX	4W0104 (02-127)	(S1) (S3)
5W1029 (71-51-41)	1	11.80	Spacer, Sleeve (5 mm)	(02-132)	(S1) (S2) (A)

C. Instruction/Disposition Code Statements:

(S1) New parts coded (S1) must replace old parts coded (S1) as a COMPLETE SET per Engine.

(S2) Additional item.

(S3) Old part can be used up on other applications.

(A) New part currently available for sale.

NOTE: The estimated Unit Prices shown are provided for planning purposes only and do not constitute a firm quotation. Contact IAE's Spare Parts Sales Department for information concerning firm prices.

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