



ENGINE – TURBINE EXHAUST CASE ASSEMBLY – OIL FEED TUBE ASSEMBLY TO INCORPORATE WEAR  
SLEEVE AT THE TUBE CLIPPING POINT – CATEGORY CODE 6 – MOD.ENG-72-0056

1. Planning Information

A. Effectivity

- (1) Aircraft: Airbus A320
- (2) Engine: V2500-A1 Engines before Serial No. V0091.\* and Serial No. V0157

\*The Serial Number shown is of a preliminary nature and is provided for advanced planning only. A future revision to this Service Bulletin will confirm final Serial Number effectivity.

B. Reason

(1) Condition

Potential chafing on No. 5 bearing oil feed tube at the tube clipping point.

(2) Background

This condition was observed during repair developement.

(3) Objective

To provide a more durable oil feed tube.

(4) Substantiation

Not necessary.

(5) Effects of bulletin on workshop procedures:

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

(6) Supplemental Information

This service bulletin has been issued for information only. Incorporation of Service Bulletin V2500-ENG-72-0104 will prevent potential chafing on oil feed tube.

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SERVICE BULLETIN

C. Description

- (1) The new feed tube has a brazed wear sleeve at the clamping point. Any chafing would occur on the wear sleeve and not on the tube itself.
- (2) Service bulletin V2500.ENG.72-0104 superseded present service bulletin.

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 6

Accomplish when the subassembly (i.e. modules, accessories, components, build groups) is disassembled sufficiently to afford access to the affected part and to all affected spare parts.

F. Manpower

Estimated manhours to incorporate the intent of this bulletin:

Venue	Estimated Manhours
(1) In service .....	Not applicable
(2) At overhaul .....	Not applicable

G. Material - Prices and Availability

- (1) Modification Kit not required.
- (2) See "Material Information" section for prices and availability of future spares.

H. Tooling - Price and Availability

Special tools are not required.

I. Weight and Balance

- |                   |                               |
|-------------------|-------------------------------|
| (1) Weight change | Not significant               |
| (2) Moment arm    | No effect                     |
| (3) Datum         | Engine Front Mount Centerline |

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**SERVICE BULLETIN**

(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.**

EC88VF068

EC88VF068-01

EC88VF068-02

EC88VF068-04

**(2) Other References**

V2500 Illustrated Part Catalog.

**L. Other Publications Affected**

- (1) V2500 Illustrated Parts Catalog. Chapter/Section 72-50-53 to add the new parts.

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2. Accomplishment Instructions

- A. No accomplishment instructions are given because the incorporation of this service bulletin is not recommended. Accomplishment of service bulletin V2500-ENG-72-0104 will prevent chafing on oil feed tube.



## SERVICE BULLETIN

3. Material Information

Applicability: For each V2500 Engine to incorporate this Bulletin.

A. Kits associated with this bulletin:

None

B. Parts affected by this bulletin:

New Part No. (ATA No.)	Qty	Est'd Unit Price (\$)	Keyword	Old Part No. (IPC No.)	Instructions Disposition
4B8067 (72-50-53)	1	288,00	.Tube,A/O Oil Feed	4B8046 (01-170)	(A) (B) (S1)
MS21106-7 (72-50-53)	1	5,39	.Clamp	MS21106-6 (01-370)	(A) (B) (D) (S1)
4W0102 (72-50-53)	1	3,47	.Bolt,Machine Double Hex .190 x .438	4W0109 (01-620)	(A) (D) (S1)
- (79-50-53)	1	-	.Washer, Tube Interm Scavenge.	4P8051 (01-630)	(D1)
- (79-50-53)	2	-	.Spacer,Tube Interm Scavenge	4P8050 (01-640)	(D1)
MS21106-13 (72-50-53)	1	7,71	.Clamp	MS21106-12 (01-650)	(B) (D) (S1)

C. Instruction/Disposition Code Statements:

(A) New part is available.

(B) Old part coded (B) will continue to be available.

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

(D1) Old parts coded (D1) will be scrapped.

(S1) New parts coded (S1) must be fitted s a set. Mixing of old and new parts is not permissible.

NOTE: The estimated 1992 Unit Price shown are provided for planning purposes only and do not constitute a firm quotation. Consult the IAE Price Catalog or contact IAE's Spare Parts Sales Department for information concerning firm prices.

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