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DATE ~~R~~ Sep. 5/01**V2500-A1/A5/D5 PROPULSION SYSTEMS SERVICE BULLETIN**

Printed in Great Britain

This document transmits Revision 2 to Service Bulletin EV2500-72-0260

Document History

Service Bulletin Revision Status	
Initial Issue	Nov.7/97
Revision 1	Jan.16/98

Supplement Revision Status

Bulletin Revision 2

Remove
 All pages of the
 Service Bulletin

Incorporate
 Pages 1 to 6 of the
 Service Bulletin

Reason for change
 to correct ATA reference in
 Material information and
 revise the bulletin to the
 latest format

V2500-ENG-72-0260

Transmittal - Page 1 of 2

CHECK THAT ALL PREVIOUS TRANSMITTALS HAVE BEEN INCORPORATED

If any have not been received please advise Publication Services, Rolls-Royce plc, Derby, England

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LIST OF EFFECTIVE PAGES

The effective pages to this Service Bulletin following incorporation of Revision 2 are as follows:

<u>Page</u>	<u>Revision Number</u>	<u>Revision Date</u>
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	Bulletin		
R	1	2	Sep.5/01
R	2	2	Sep.5/01
R	3	2	Sep.5/01
R	4	2	Sep.5/01
R	5	2	Sep.5/01
R	6	2	Sep.5/01

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V2500-ENG-72-0260
Transmittal - Page 2



ENGINE - LP COMPRESSOR BLADES AND FILLERS - INTRODUCTION OF REVISED METHOD OF
ATTACHING CHOCKING PADS

1. Planning Information

A. Effectivity

(1) Airbus A319

V2522-A5, V2524-A5 Engines prior to Serial No. V10273

(2) Airbus A320

(a) V2500-A1 Engines prior to Serial No. V0362

(b) V2527-A5, V2527E-A5 Engines prior to Serial No. V10273

(3) Airbus A321

V2530-A5, V2533-A5 Engines prior to Serial No. V10273

(4) Boeing - Longbeach Division MD-90

V2525-D5, V2528-D5 Engines prior to Serial No. V20156

(5) ATA Locator 72-31-11

B. Concurrent Requirements

A1 models only

This Service Bulletin can only be done on engines which have SB 70-0307 incorporated. (Refer to L.(2)).

C. Reason

(1) Condition

The procedure to attach the chocking pads to the LP compressor blade roots is difficult and takes a long time.

An analysis has shown that this procedure can be better.

(2) Background

See (1).



(3) Objective

The purpose of this Service Bulletin is to make the maintenance of the units better.

(4) Substantiation

A satisfactory engineer's analysis has been done on the changes in this Service Bulletin.

(5) Effect of Bulletin on Workshop Procedures:

(a) Removal/Installation

Not affected

(b) Disassembly/Assembly

Not affected

(c) Cleaning

Not affected

(d) Inspection/Check

Not affected

(e) Repair

Affected

(f) Testing

Not affected

(6) Supplemental Information

None.

D. Description

(1) The changes continued in this Service Bulletin are as follows:

(a) The front and rear chocking pad assemblies have been changed. They are almost the same as the initial parts except for the changes which follow:

(i) A plate is added and bonded to the upper side of the elastomer block.



(ii) The thickness of the elastomer on the front and rear chocking pads is decreased so that the new plate can be added.

(b) The procedure to bond the chocking pad assemblies to the blade root has been changed to double-sided adhesive tape. The result is a decrease in the curing time from approximately 24 to two hours.

E. Approval

The part number changes and/or part modifications are given in Sections 2 and 3 of this Service Bulletin. They obey the applicable Federal Aviation Regulations and are FAA approved for the engine models listed.

F. Compliance

Category code 7.

This Service Bulletin can be done when there are no initial parts remaining.

G. Manpower

(1) In service

Not applicable

(2) At overhaul

Not applicable

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

H. Material – Price and Availability

(1) Modification Kit is not necessary.

(2) See "Material Information" section for price and availability of future spares.

I. Tooling – Price and Availability

Special tools are not necessary.

J. Weight and Balance

(1) Weight Change

Plus 0.2lb (0,09kg).



(2) Moment Arm

34.2in (869mm) forwards of datum.

(3) Datum

Engine Front Mount Centreline (Power Plant Station - PPS 100).

K. Electrical Load Data

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

L. References

(1) Internal Reference No. EC96VR018

(2) Other References

A1 models only

Service Bulletin ENG-70-0307 - Engine - LP compressor rotor - Deletion of root pin and trailing edge pip from LP compressor blade

M. Other Publications Affected

(1) Illustrated parts catalog (IPC), Chapter/Section 72-31-11.

(2) Engine Manual (EM):

(a) A1/A5, Chapter/Section 72-31-11, Repair 013

(b) D5, Chapter/Section 72-31-11, Repair 009

(3) Aircraft Maintenance Manual (AMM):

(a) Airbus A319, A320, A321, Chapter/Section 72-31-11, Repairs

(b) Boeing Longbeach MD-90, Chapter/Section 72-31-11, Repair



2. Material Information

A. Kits necessary for this Service Bulletin:

None

B. Parts affected by this Service Bulletin

Applicability: For each V2500 engine to incorporate this Service Bulletin

72-31-11

FIG ITEM NO.	NEW PART NO.	QTY	PART TITLE	MAT	OLD PART NO.	INSTR DISP
01350	6A5981	1	Pad, rear-assy of	-	-	(A)(B) (E)(F)

A1 models only

For engines which have Service Bulletin ENG-70-0307

01358	6A5980	1	Pad, front-assy of	-	-	(A)(C) (E)(F)
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A5 and D5 models

01358	6A5980	1	Pad, front-assy of	-	-	(A)(C) (E)(F)
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NOTE: The unit prices, if shown, are an estimate and they are given for the purpose of planning only. For information about actual prices, refer to the IAE price Catalogue or contact IAE's Spare Parts Sales Department.

C. Instructions disposition codes

(A) New part is currently available

(B) Alternative to 6A3495

(C) Alternative to 6A5454

(E) Part of 6A4700 assemblies for A5 and D5 models

(F) Part of 6A5485 assemblies for A1 models



3. Accomplishment Instructions

A. Rework Instructions

None

B. Assembly Instructions

- R (1) Attach the chocking pads (6A5980 or 6A5981) to the root of the LP compressor blades.
- (2) For the correct installation procedures refer to:
- (a) Engine Manual (EM), Chapter/Section 72-31-11, Repair 013 (A1/A5) or Chapter/Section 72-31-11, Repair 009 (D5).
- R (b) Aircraft Maintenance Manual (AMM), Chapter/Section 72-31-11, Repairs (A319, A320, A321 and MD-90).

C. Recording Instructions

A record of accomplishment is required.