



ENGINE - HP COMPRESSOR RING CASES - INTRODUCTION OF SCALLOPED STAGE 7 REAR LINER -
CATEGORY CODE 7 - MOD.ENG-72-0268

1. Planning Information

A. Effectivity

- (1) Aircraft
 - (a) Airbus A319
 - (b) Airbus A320
 - (c) Airbus A321
 - (d) McDonnell Douglas MD-90
- (2) Engines:
 - (a) V2522-A5 Engines prior to Serial No.V10112
 - (b) V2524-A5 Engines prior to Serial No.V10112
 - (c) V2527-A5 Engines prior to Serial No.V10112
 - (d) V2530-A5 Engines prior to Serial No.V10112
 - (e) V2525-D5 Engines prior to Serial No.V20018
 - (f) V2528-D5 Engines prior to Serial No.V20018

B. Concurrent Requirement

None.

C. Reason

(1) Condition

There is insufficient clearance between the stage 7 rear liner of the HP Compressor and the four anti-rotation stop bolts.

The problem is caused by a build up of adverse tolerances.

(2) Background

The problem has been found during engine build.

(3) Objective

The purpose of this Service Bulletin is to make engine build easier.

(4) Substantiation

A satisfactory engineering assessment has been done on the changes introduced by this Service Bulletin.

(5) Effect of Bulletin of Workshop Procedures:

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

(6) Supplement Information

None.

D. Description

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

- (a) The stage 7 rear liner of the HP compressor has changed. Four scallops have been cut out of the outer wall, adjacent to the four anti-rotation bolts.

E. Approval

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

F. Compliance

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

G. Manpower

Estimate of man-hours to incorporate to do this Service Bulletin in full:

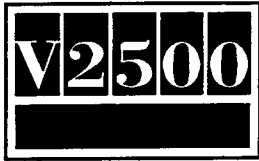
Venue	Estimated Man-hours
(1) In service	Not applicable
(2) At overhaul	No more time is necessary to do this Service Bulletin.

NOTE: It is possible to get access to the parts affected by this Service Bulletin at overhaul.

H. Material - Price and Availability

(1) A modification kit is not necessary.

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- (2) See "Material Information" section for prices and availability of new spares.

I. Tooling - Price and Availability

Special tools are not necessary.

J. Weight and Balance

- | | | | | | |
|-----|---------------|----|----|----|--|
| (1) | Weight change | .. | .. | .. | None |
| (2) | Moment arm | .. | .. | .. | No effect |
| (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.

EC93VR099/A

M. Other Publications Affected

- (1) Illustrated Parts Catalog (IPC), Chapter/Section 72-41-21
- (2) Engine Manual (EM), Chapter/Section 72-41-20, Assembly/Disassembly



2. Accomplishment Instructions

A. Rework Instructions

None.

B. Assembly Instructions

For the correct removal/installation procedures refer to the applicable V2500 Engine Manual (EM), Chapter/Section 72-41-20, Assembly/Disassembly

C. Recording Instructions

A record of accomplishment is necessary.



3. Material Information

Applicability: For each V2500 Engine to incorporate this Bulletin.

A. Kits necessary for this Service Bulletin:

None

B. Parts affected by this Service Bulletin:

New Part No. (ATA No.)	Qty	Est'd Unit Price (\$)	Keyword	Old Part No. (IPC No.)	Instructions Disposition
6A5862 (72-41-21)	1	355.00	Liner - rear - HP HP Stage 7	6A4268 (03-490)	(A)(B) (S1)

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 Catalog or contact IAE's Spare Parts Sales Department.

C. Instructions/Disposition Codes

- (A) New parts are currently available.
- (B) Old parts are no longer available.
- (S1) New and old parts are freely and fully interchangeable.

