

**IAE Propulsion System
NON-MODIFICATION
SERVICE BULLETIN**

**ENGINE – IDENTIFICATION OF REDUCED TOLERANCE SPIGOT FITS WITHIN THE HP
COMPRESSOR
(NON-MODIFICATION)**

MODEL APPLICATION

V2500 - A1

BULLETIN INDEX LOCATOR

72-41-00

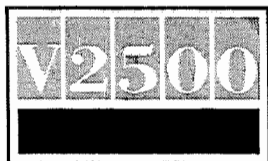
Compliance Category Code

5

Internal Reference No.

EC 99VR775

V2500-ENG-72-0354



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1. Planning Information

A. Effectivity

(1) Aircraft:

Airbus A320

(2) Engines:

V2500-A1 All engines

B. Reason

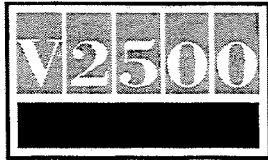
- (1) IAE is developing a new standard of EEC software (SCN 15) for the V2500-A1 engine that will enable the extended start crank to be deleted.**
- (2) Deletion of the extended start crank will require concurrent embodiment of a number of modifications, these modifications will be listed by the Service Bulletin which introduces EEC software SCN15.**
- (3) This NMSB is raised to allow the tracking of one of the changes that will be a concurrent requirement for the extended start crank deletion. This change is the revision to the allowable tolerance of the spigot joints of the HPC rotor assembly.**

C. Action

During overhaul of the HP compressor where the module is sufficiently disassembled to afford access, the following parts should be inspected to ensure that they comply with the published Engine Manual limits (first published in August 1998 revision).

ATA	Fig-item	Description	Insp/Chk Breakout
72-41-11	01-200	HPC 3-8 drum	01
72-41-12	01-600	HPC 9-12 drum	02
72-41-13	01-850	HPC rear shaft	01

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Ensuring that the parts meet these published limits will result in the spigot joints of the HP compressor rotor meeting the required interference fit. Keeping the interference fit of the spigot joints within this tolerance band will reduce the response of the HP compressor rotor during critical sub-idle running conditions.

D. Approval

The 'Compliance' statement and the procedures given in part C 'Actions' of this Non-Modification Service Bulletin, obey the Federal Aviation Regulations and are FAA-Approved for the engine models listed.

E. Compliance

Category 5

This Service Bulletin should be accomplished when the engine is disassembled sufficiently to afford access to the affected subassembly.

F. References

- (1) IAE V2500-A1 Engine Manual ATA 72-41-11, Page Block 801
- (2) IAE V2500-A1 Engine Manual ATA 72-41-12, Page Block 801
- (3) IAE V2500-A1 Engine Manual ATA 72-41-13, Page Block 801

G. Manpower

N/A

H. Record of accomplishment

A record of accomplishment is necessary. Where build records exist from previous engine overhauls it is permissible to apply this NMSB retrospectively provided that it can be demonstrated that the criteria detailed in part C. 'Actions' can be met.

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