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V2500-A1/A5 SERIES PROPULSION SYSTEM NON-MODIFICATION SERVICE BULLETIN

This document transmits the Initial Issue of Non-Modification Service Bulletin V2500-ENG-72-0636.

Non-Modification Service Bulletin Initial Issue

Remove	Incorporate	Reason for change
	Pages 1 to 7 of the Non-Modification Service Bulletin.	Initial Issue.
	Page 1 of the Appendix.	Initial Issue.

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Transmittal - Page 1 of 1

CHECK THAT ALL PREVIOUS TRANSMITTALS HAVE BEEN INCORPORATED
If any have not been received please advise IAE International Aero Engines AG

NON-MODIFICATION SERVICE BULLETIN – NO.4 BEARING INTERNAL SCAVENGE TUBE ASSEMBLY
ONETIME REPLACEMENT PROCEDURE

1. Planning Information

A. Effectivity

(1) Airbus A319

(a) V2522-A5, V2524-A5, V2527M-A5

Engines from Serial No. V10001 thru V13190.

(b) V2522-A5, V2524-A5, V2527M-A5

Engines from Serial No. V15001 thru V16646.

(2) Airbus A320

(a) V2500-A1

Engines from Serial No. V0001 thru V0361.

(b) V2527-A5, V2527E-A5

Engines from Serial No. V10001 thru V13190.

(c) V2527-A5, V2527E-A5

Engines from Serial No. V15001 thru V16646.

(3) Airbus A321

(a) V2530-A5, V2533-A5

Engines from Serial No. V10001 thru V13190.

(b) V2530-A5, V2533-A5

Engines from Serial No. V15001 thru V16646.

B. Concurrent Requirements

There are no concurrent requirements.

C. Reason**(1) Condition:**

Based on the investigation results of a fractured No.4 Bearing Internal Scavenge Tube Assembly PN 2A2074-01, IAE recommends replacement of the internal tube at next shop visit provided the engine has accumulated 20,000 flight cycles. This applies to A1/A5 engines and is a onetime replacement only.

(2) Background:

Engineering review revealed that No.4 Bearing Internal Scavenge Tube Assembly, PN 2A2074-01, can experience higher than desired stresses. Replacing the tube at this interval mitigates the potential for an event.

(3) Objective:

This Non-Modification Service Bulletin provides the procedure for one time replacement of No.4 Bearing Internal Scavenge Tube Assembly PN 2A2074-01 on V2500-A1/A5 engines that have accumulated 20,000 flight cycles.

(4) Effect of Bulletin on:**(a) Removal/Installation:**

Not affected.

(b) Disassembly/Assembly:

Not affected.

(c) Cleaning:

Not affected.

(d) Inspection/Check:

Not affected.

(e) Repair:

Not affected.

(f) Testing:

Not affected.

(5) Supplemental Information

None.

D. Description

Do a one time replacement of the No.4 Bearing Internal Scavenge Tube Assembly PN 2A2074-01.

E. Compliance

Category 3

Do at the next shop visit after the engine has accumulated 20,000 flight cycles.

NOTE: This Non-Modification Service Bulletin is not required to be done if any of the following requirements are met:

1. The Engine is on-wing and has accumulated more than 20,000 flight cycles. In such case, do not remove the engine from on-wing solely to do this Non-Modification Service Bulletin.
2. At the next shop visit, the engine has not accumulated 20,000 flight cycles.
3. At the next shop visit, the engine is not sufficiently disassembled to afford access to the No.4 Bearing Internal Scavenge Tube.

F. Approval Data

The compliance statement and the procedures described in this Non-Modification Service Bulletin have been shown to comply with the applicable Federal Aviation Regulations and are FAA-APPROVED for the Engine Model(s) listed.

G. Manpower

(1) In Service

(a) Not Applicable

(2) At Overhaul

(a) Necessary to Mark Flange of PN2A2074-01: 2 minutes

(b) Necessary to replace internal tube: 35 minutes

(c) Total Necessary Man-Hours: 37 minutes

H. Weight and Balance

(1) Weight Change

None.

(2) Moment Arm

No Effect.

(3) Datum

Engine Front Mount Centerline (Power Plant Station (PPS) 100)

I. Electrical Load Data

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

J. Software Accomplishment Summary

Not Applicable.

K. References

- (1) V2500 Engine Illustrated Parts Catalogs (S-V2500-1IA, S-V2500-2IA, S-V2500-2IB, S-V2500-3IA, S-V2500-3IB, S-V2500-5IA, S-V2500-5IB, S-V2500-6IA, S-V2500-6IB, S-V2500-7IA and S-V2500-7IB), Chapter/Section 72-42-20.
- (2) V2500 Engine Manual (E-V2500-1IA), Chapter/Section 72-42-00.
- (3) V2500 Standard Practices/Processes Manual (E-V2500-1IA), Chapter/Section 70-09-00.
- (4) Internal Reference No. – EA 12VC271.
- (5) ATA Locator – 72-42-20.

L. Other Publications Affected

None.

M. Interchangeability of Parts

Not Applicable.

N. Information in the Appendix

Alternate Accomplishment Instructions (No)

Progression Charts (No)

Added Data (Yes)

Revision to Table of Limits (No)

Inspection Procedures (No)

2. Material Information

A. Material – Price and Availability

Not Applicable.

B. Industry Support Program

Not Applicable.

C. The material data that follows is for each engine.

This Non-Modification Service Bulletin is for replacing the No.4 Bearing Internal Scavenge Tube Assembly, PN 2A2074-01.

D. Instructions/Disposition Code Statements:

Parts Modification Conditions

Not Applicable.

Spare Parts Availability

Not Applicable.

Cleaning, Inspection and Repair Information

Not Applicable.

E. Tooling – Price and Availability

Special tools are not required to accomplish this Non-Modification Service Bulletin.

F. Reidentified Parts

Not Applicable.

G. Other Material Information Data

Not Applicable.

3. Accomplishment Instructions

NOTE: This Non-Modification Service Bulletin is not required to be done if any of the following requirements are met:

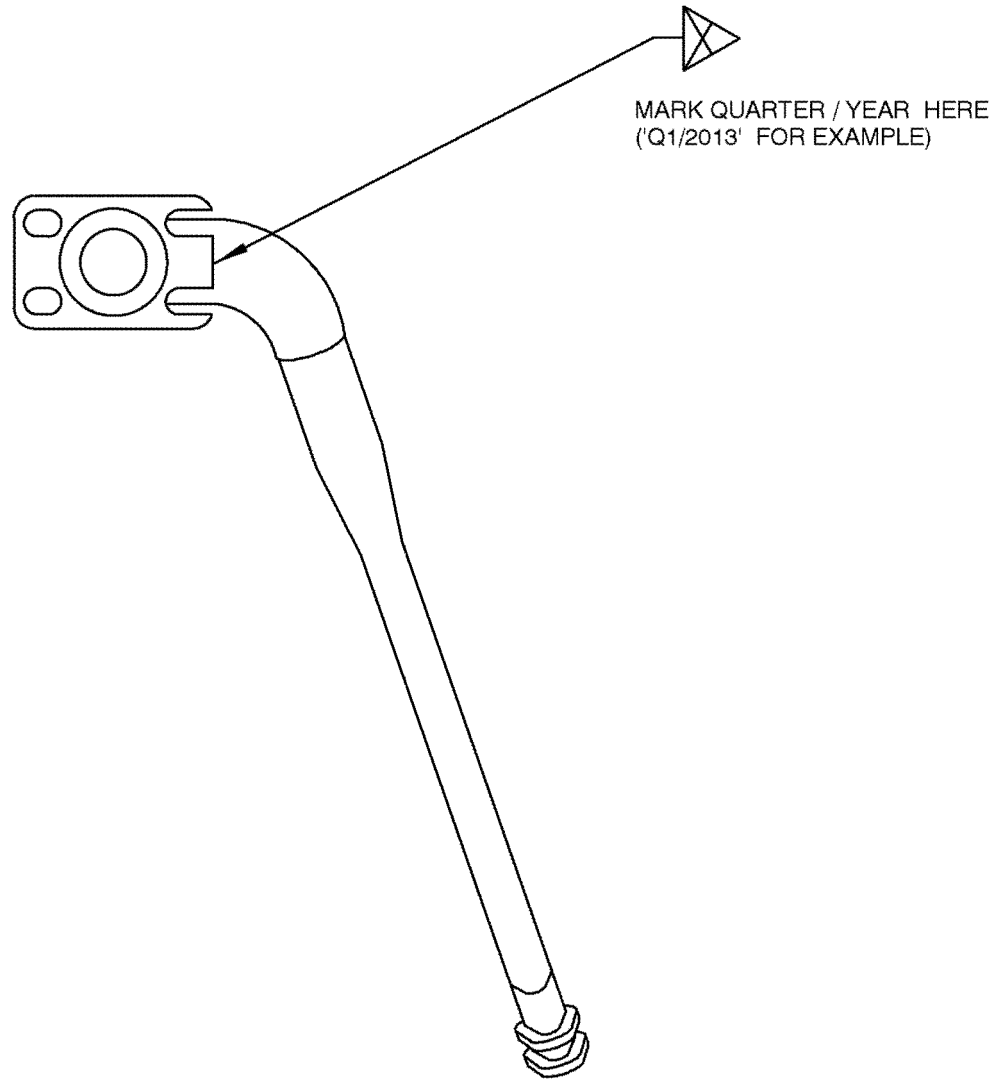
1. The Engine is on-wing and has accumulated more than 20,000 flight cycles. In such case, do not remove the engine from on-wing solely to do this Non-Modification Service Bulletin.
2. At the next shop visit, the engine has not accumulated 20,000 flight cycles.
3. At the next shop visit, the engine is not sufficiently disassembled to afford access to the No.4 Bearing Internal Scavenge Tube.

(1) Overhaul instructions

- (a) Remove the No.4 Bearing Internal Scavenge Tube Assembly, PN 2A2074-01, from the Diffuser and Combustor group. See Reference 2, Engine Manual, Task 72-42-00-040-001. Discard this tube and make it unserviceable in a permitted manner described in FAA Advisory Circular: 21-43, Appendix E "Scrap or Salvageable Aircraft Products and Articles" dated 10/16/2009.
- (b) Obtain a new No.4 Bearing Internal Scavenge Tube Assembly, PN 2A2074-01.
- (c) Mark the new tube with quarter and year at the location shown in Figure 1. For example, mark the tube "Q1/2013" if the tube was replaced in the 1st quarter of the year 2013. See Reference 3, Standard Practices Manual, Chapter/Section 70-09-00, Marking of Parts. Approved marking methods are deep electrolytic etch, metal stamp (press or roll), or drag impression.
- (d) Install the new No.4 Bearing Internal Scavenge Tube Assembly, PN 2A2074-01 to the Diffuser and Combustor group. See Reference 2, Engine Manual, Task 72-42-00-430-001.

(2) Recording Instructions

- (a) A record of accomplishment is required.



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LOCATION OF MARKING ON THE NO.4 BEARING INTERNAL SCAVENGE TUBE ASSEMBLY
FIGURE 1

APPENDIXAdded Data

Internal Reference Information

<u>Revision No.</u>	<u>Reference Document</u>	<u>Origination</u>
Original	EC12VC271	JK/MAM



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