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DATE: **Jan.18/02**

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**V2500-D5 PROPULSION SYSTEM SERVICE BULLETIN**

Printed in Great Britain

This document transmits the Initial Issue of Service Bulletin EV2500-73-0077

Bulletin Initial Issue

Remove

Incorporate  
Pages 1 to 6 of the  
Service Bulletin

Reason for change  
Initial issue

**V2500-ENG-73-0077**  
Transmittal - Page 1 of 2

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LIST OF EFFECTIVE PAGES

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ENGINE FUEL AND CONTROL – FUEL SYSTEM AIR TUBES – INTRODUCTION OF NON-VENTED PB SENSE  
LINE ASSEMBLY

1. Planning Information

A. Effectivity

Boeing – Longbeach Division MD-90

V2525-D5, V2528-D5 Engines

B. Concurrent Requirements

None.

C. Reason

(1) Condition

Moisture has been found in the Pb sense line system which may freeze during overnight stops. This causes starting problems which in extreme situations may result in EEC removals and/or delays and cancellations.

(2) Background

The problem has been experienced on engines in service.

(3) Objective

Incorporation of this Service Bulletin (Modification) is designed to maintain engine reliability.

(4) Substantiation

The changes introduced by this Service Bulletin have been the subject of satisfactory engineering analysis.

(5) Effect of Bulletin on:

(a) Operation

Not affected.

(b) Maintenance

Not affected.

(c) Overhaul

Not affected.



(d) Repair Schemes

Not affected.

(e) Interchangeability

Not affected.

(f) Fits and Clearances

Not affected.

D. Description

This Service Bulletin introduces a non-vented ferrule into the Pb sense line in order to reduce the potential of moisture contamination.

The changes introduced by this Service Bulletin are as follows:

A non-vented tube closure nut assembly is introduced to replace the existing vented plug assembly in the end fitting of the moisture trap.

E. Compliance

Category 8

Selected Operators only, D5 Engine.

This Service Bulletin is released for purposes of Controlled Service Introduction (CSI).

F. Approval

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

G. Manpower

Estimate of man-hours necessary to embody this Service Bulletin in full:

- (1) In Service – Not applicable
- (2) At Overhaul – No additional time is necessary to embody 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.
- (2) For the prices and availability of future spares refer to the Supplement.

I. Tooling – Price and Availability

Special tools are not necessary.

J. Weight and Balance

- (1) Weight Change
  - (a) None.
- (2) Moment Arm
  - (a) No effect.
- (3) Datum
  - (a) Engine front mount centreline (Power Plant Station (PPS) 100)

K. Electrical Load Data

The aircraft electrical load is not affected by this Service Bulletin.

L. References

- (1) Internal Reference No. 01VR020
- (2) Illustrated Parts Catalogue (IPC), 3IA, 3IB, 73-22-49, will be revised.

M. Other Publications Affected

- (1) Illustrated Parts Catalogue (IPC), Chapter/Section 72-41-11.
- (2) Engine Manual, 72-00-32, Removal-03, Installation-03, Installation-03, Config-01.
- (3) Component Maintenance Manual (CMM-THD-V2500-3IA). 73-22-49, Cleaning, Inspection/Check.
- (4) Aircraft Maintenance Manual (AMM, MD-90/V2500-D5, Maintenance Support Manual), Inspection/Check.



## 2. Material Information

### A. Kits necessary for this Service Bulletin:

None.

### B. Parts affected by this Service Bulletin:

All Engines

(73-22-49)

06260 AS15829 1 .Nut assy - Tube Closure - 6A7398 (A)(B)

### C. Instruction Disposition Codes

(A) Part will be made available from December 2001.

(B) Old and new part are freely and fully interchangeable.



### 3. Accomplishment Instructions

#### A. Maintenance action consists of the following:

- (1) Remove the lockwire securing existing vented tube closure (plug) to sense line water trap (Part No.6A7398, Fig.6, Item 260).
- (2) Remove plug.
- (3) Examine interior of water trap and clean as necessary to remove any contamination.
- (4) Remove flexible pipe connecting sense line to the EEC (73-22-49, Fig.7, Item 100).
- (5) Purge sense line between EEC and water trap with nitrogen in accordance with existing Engine Manual procedures.
- (6) Install and secure new non-vented tube closure (plug) (Part No.AS15829) into sense line water trap as follows (Reference: IAE 1001 torque tightening procedure):
  - (a) Suitable wrench to be used to prevent rotation of the union.
  - (b) Nut threads and tube closure (plug) to be lubricated with clean engine oil.
  - (c) Tube closure (plug) and nut to be aligned with union without undue straining of the assembly.
  - (d) Nut to be tightened to 283 - 310 lb.ft. (32 - 35 Nm.).
  - (e) Nut to be untightened approximately half a turn, then re-tightened to specific value. Repeat a further two times. On final torque application torque is to be applied smoothly and without pause until appropriate value is achieved.
  - (f) Secure nut using wire locking applied to standard Engine Manual procedure.
- (7) Do a purge of the full sense line following installation/securing of the non-vented tube closure (plug) and nut assembly.
- (8) Install flex tube at EEC end of sense line (73-22-49, Fig.7, Item 100) to the newly installed (new or refurbished) EEC.

#### B. Rework Instructions

None.



**C. Assembly Instructions**

The revised parts introduced by this Service Bulletin are interchangeable. Remove and Install in accordance with current overhaul procedures and maintenance practices (Engine Manual, 72-00-32, Removal-03, Installation-03, Installation-03 Config-01 and AMM, 73-21-15, Inspection/Check).

**D. Recording Instructions**

A record of accomplishment is necessary.