International Aero Engines

SERVICE BULLETIN

ENGINE - FUEL AND CONTROL - INSPECT THE FUEL NOZZLE SUPPLY MANIFOLD ASSEMBLIES FOR THE CONDITION OF THE BRAZE JOINTS - CATEGORY CODE 6 - MOD.ENG-73-0089

1. Planning Information

A. Effectivity

(1) Aircraft: Airbus A320, A321
McDonell Douglas MD-90

(2) Engine: V2500-A1 Engine before Serial No. V0362
V2522-A5 Engines before Serial No. V10248
V2524-A5 Engines before Serial No. V10248
V2527-A5 Engines before Serial No. V01248
V2530-A5 Engines before Serial No. V10248
V2533-A5 Engines before Serial No. V10248
V2525-D5 Engines before Serial No. V20137
V2528-D5 Engines before Serial No. V20137

NOTE: This procedure will be done at the same time as or before the procedure given in V2500-ENG-73-0088.

B. Reason

Operators are discovering some evidence of cracked Fuel Nozzle Manifold Assemblies.

C. Compliance

Category 6

Accomplish when the subassembly (i.e. modules accessories, components, build groups) is disassembled sufficiently to afford access to the affected part and to all affected spare parts.

D. Approval

The 'compliance' statement and the procedures described in paragraph F of this Service Bulletin have been shown to comply with the applicable Federal Aviation Regulations and are FAA-APPROVED for the Engine Model listed.

E. References

(1) Internal Reference No.

96VC041

(2) Other References

V2500 Standard Practices Manual (SPP-V2500-1I-A) Chapter/Section 70-23-05.

F. Action

(1) Do a visual inspection of the tube to ferrule braze joint, at the end furthest from the tee. You must inspect at this location.

NOTE: This procedure will be done at the same time as or before the procedure given in V2500-ENG-73-0088.

(a) We recommend that you use a 10X, or greater, magnifying glass.

(b) Look at the assembly for visual signs of staking (punch marks).

1 The parts that make up the assembly will not be marred or nicked outside the brazed area, when the stake or dimple operation was done correctly.

(c) Look for recessed braze.

NOTE: Recessed braze is braze material that does not completely fill the gap between the component parts at the joint.

1 The braze joint must create a smooth transition between the joined components.

(d) Replace any Fuel Nozzle Supply Manifold Assembly which has the conditions specified in steps 1. (b) or (c).

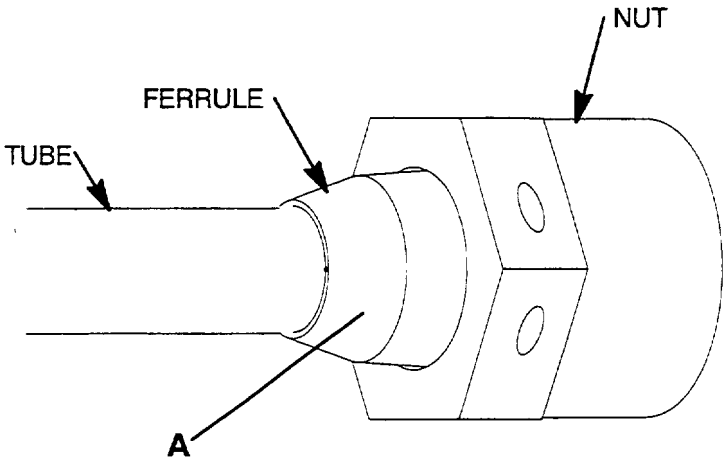
(2) Do a fluorescent penetrant inspection by the procedure specified in Reference (1) Chapter/Section 70-23-05, Control No./Task No. 70-23-05-230-501.

NOTE: This procedure will be done at the same time as or before the procedure given in V2500-ENG-73-0088.

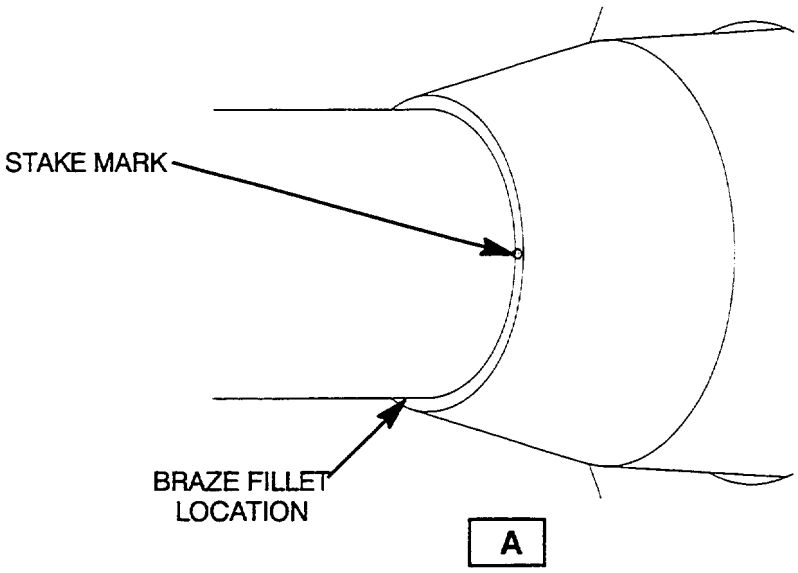
(a) Use the procedure for a local high sensitivity inspection.

(b) The braze joint at the ferrule furthest from the tee is the only location on each Fuel Nozzle Supply Manifold Assembly that must be inspected.

(c) Cracks in the Fuel Nozzle Supply Manifold Assemblies at this location are not acceptable. Replace any assembly that has this condition.



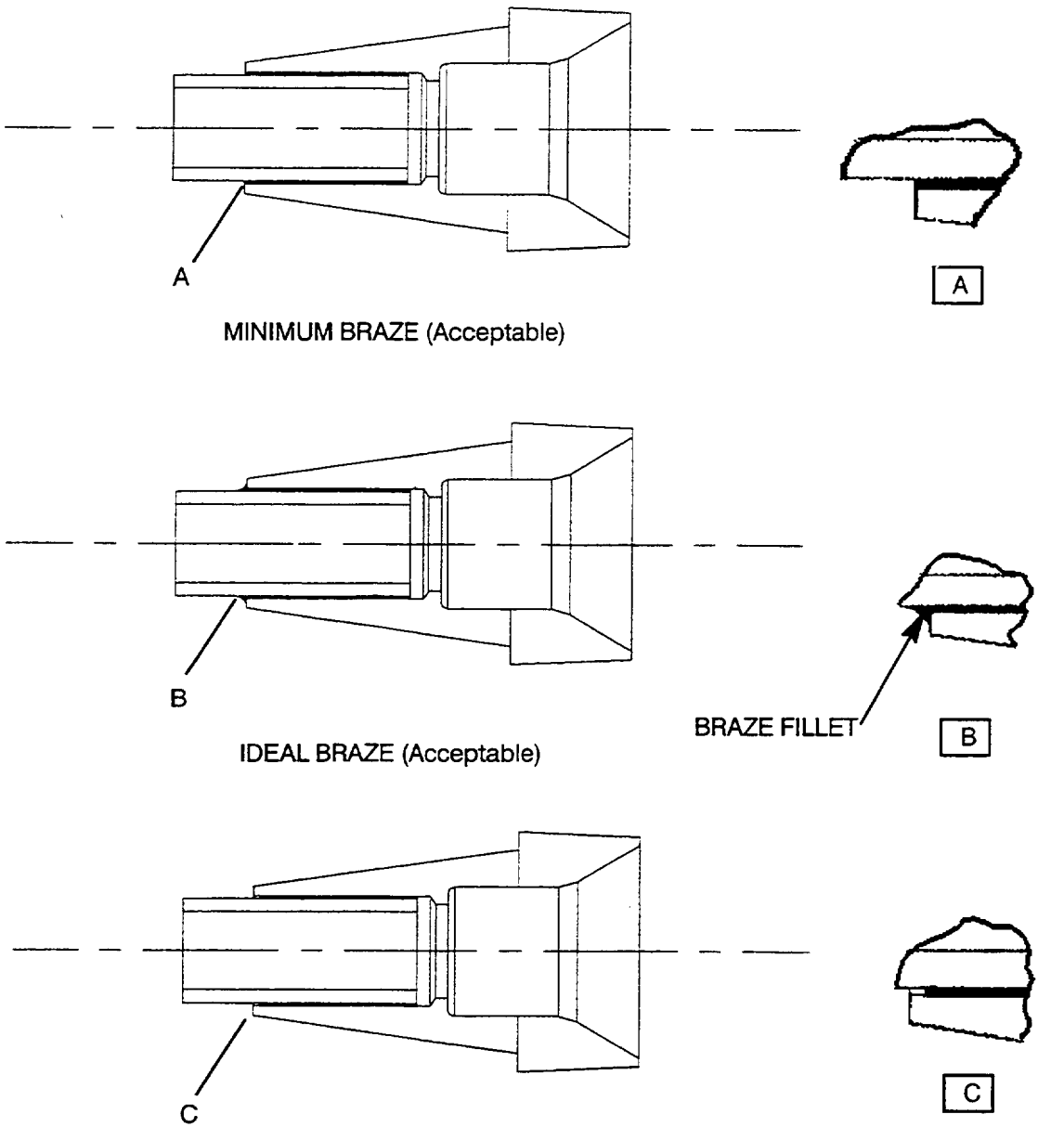
TYPICAL VIEW OF FUEL NOZZLE SUPPLY MANIFOLD
ASSEMBLY AT TUBE NUT AND FERRULE LOCATION



VERY IMPORTANT INSPECTION LOCATIONS

E7762

Inspection of the Fuel Nozzle Supply Manifold
FIG.1



Inspection of the Fuel Nozzle Supply Manifold
Fig.2

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