



## SERVICE BULLETIN

ENGINE - FUEL AND CONTROL - TO PROVIDE A NEW ELECTRONIC ENGINE CONTROL (EEC) WITH THE  
D5 SCN13/N SOFTWARE CONFIGURATION - CATEGORY CODE 4 - MOD.ENG-73-0129

# 1. Planning Information

## A. Effectivity

- (1) Aircraft: McDonnell Douglas MD-90
- (2) Engine: V2525-D5 Engines before Serial No. V20207  
V2528-D5 Engines before Serial No. V20207

## B. Reason

### (1) Condition:

1.0 REMOVAL OF 7A BLEED ON-GROUND OVERRIDE: During ground taxi operation, V2500-D5 service engines have experienced several uncommanded engine "rundowns" as a result of HPC stall. Events are characterized by engine rotor speeds dropping sub-idle, followed by likely exceedance of EGT redline as a result of increased fuel/air ratio.

2.0 EGT FILTERING FOR OFF-IDLE EGT SPIKE REDUCTION: The HPC 7A bleed scheduling is being revised such that the bleed will always be commanded open during idle/low power on-ground operation to prevent engine rundowns due to HPC stall. Opening of this bleed valve raises a concern that deteriorated engines under hot day conditions may experience momentary EGT redline exceedance as a result of off-idle EGT spikes which occur immediately following throttle advance during ground taxi or takeoff operation.

### (2) Background:

1.0 REMOVAL OF 7A BLEED ON-GROUND OVERRIDE: Investigation of V2500-D5 rundowns indicates that all events experienced to date have occurred when the engine is operating with all HPC stability bleeds closed, and ECS service bleed extracted from the APU rather than the engine. Conclusion is that current HPC stability bleed scheduling for on-ground operation does not provide adequate HPC stall margin to cover all operating conditions. Current versions of V2500-D5 EEC software (SCN-10 and later) provide for the use of only a single HPC stability bleed (7C bleed) during ground operation, with the bleed only being commanded open during or immediately after an acceleration or deceleration transient. It is possible at stabilized ground idle, therefore, for no stability bleeds to be open.

# V2500-ENG-73-0129



2.0 EGT FILTERING FOR OFF-IDLE EGT SPIKE REDUCTION: EGT spikes are caused by the initial addition of fuel immediately following movement of the throttle off the idle position. Slow response of the low rotor relative to the high rotor results in the EGT probes being exposed to a momentary high gaspath temperature. Opening of engine stability bleeds will raise the pre-spike EGT thereby increasing the threat of a redline exceedance. EGT spikes are not harmful to the engine hot section hardware, since metal temperatures do not have sufficient time to respond to short duration changes in gaspath temperature.

(3) Objective:

1.0 REMOVAL OF 7A BLEED ON-GROUND OVERRIDE: Revise operation of the HPC 7A bleed such that the bleed will always be commanded open during idle/low power on-ground operation. This bleed is already employed for steady state HPC stability protection, on ground above 5500 ft., inflight and during reverse operations. The solution is consistent with that employed for a similar problem on the V2500-A5 engine.

2.0 EGT FILTERING FOR OFF-IDLE EGT SPIKE REDUCTION: Incorporate increased filtering of the EGT signal for low power, on-ground operation such that momentary EGT spikes will not result in cockpit indicated EGT exceeding redline limits. This additional filtering is intended to alleviate off-idle spike concerns; it will not impact EGT response during starting, at takeoff power, or at other conditions for which EGT response is deemed critical.

(4) Substantiation

At present (D5-SCN12), on-ground below 5500 ft., at ground idle/low power, there are no HP compressor stability bleeds scheduled open steady state. The removal of the 7A stability bleed on-ground override will result in the 7A valve being open steady state at low power, thus enhancing HP Compressor stall margin. It also results in the stability bleed scheduling matching precisely that used by the V2500-A5 fleet as well as the above-schedule used and certified during the original D5 flight test program.

Analysis of EGT off-idle spikes has shown that there are no detrimental effects on the engine hot section hardware. (Reference IAE 97-034).

Closed loop bench testing was successfully completed on 11/14/97.

Flight test on Engine Serial Nos. V20001 and V20002 was successfully completed on 12/22/97.

(5) Effects of Bulletin on Workshop Procedures:

V2500-ENG-73-0129



## SERVICE BULLETIN

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

## (6) Supplemental Information

None.

C. Description

- (1) D5SCN13/N provides new EEC software logic that provides the removal of the 7A Bleed On-Ground Override and, EGT Filtering for Off-idle EGT Spike Reduction.

Part I – If the Electronic Engine Control is sent to one of the addresses listed in Paragraph 2. B., Accomplishment Instructions

- (a) A new EEC can be obtained from the supplier referenced in Part I of this Service Bulletin. The removed part is returned, programmed, identified with the new part number, and installed again.

Part II – If IAE is requested to assist or coordinate the reprogramming of the Electronic Engine Control

- (b) The EEC can be programmed on the engine, by the procedure given in part II of this Service Bulletin, and identified with the new part number.

D. Approval

The Part Number Changes and/or part modifications described in Section 2 and 3 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. Compliance

## Category 4

Accomplish at the first visit of an engine or module to a maintenance base capable of compliance with the accomplishment instructions regardless of the planned maintenance action or the reason for engine removal.

V2500-ENG-73-0129



## SERVICE BULLETIN

F. Manpower

Estimated Manhours to incorporate the full intent of Part I of this Service Bulletin (in service):

Venue	Estimated Manhours
(1) In service.. ..	TOTAL: 1 hour 16 minutes

## (a) To gain access

(i) Install warning notices ..	5 minutes
(ii) Open the fan cowls .. ..	7 minutes
(iii) Remove the EEC .. ..	23 minutes
TOTAL: 35 minutes	

## (b) To return to flyable status

(i) Install the EEC .. ..	28 minutes
(ii) Close the fan cowls .. ..	8 minutes
(iii) Remove the warning notices	5 minutes
TOTAL: 41 minutes	

Estimated Manhours to incorporate the full intent of Part II of this Service Bulletin (in service):

Venue	Estimated Manhours
(2) In service.. ..	TOTAL: 1 hour 25 minutes

## (a) To gain access

(i) Install warning notices ..	5 minutes
(ii) Open the fan cowls .. ..	7 minutes
(iii) Program the EEC .. ..	1 hour
TOTAL: 1 hour 12 minutes	

## (b) To return to flyable status

(i) Close the fan cowls .. ..	8 minutes
-------------------------------	-----------

V2500-ENG-73-0129



## SERVICE BULLETIN

(ii) Remove the warning notices 5 minutes

TOTAL: 13 minutes

Estimated Manhours Part I or Part II (overhaul):

(3) At overhaul .. .. Not applicable

#### G. Material - Price and Availability

(1) Modification kit is not required.

(2) This Service Bulletin will be done at no cost to the operator for units that are reprogrammed in the field. See Paragraph 2., Accomplishment Instructions, Part II. Units that are returned to Hamilton Support Systems or PWORCE to incorporate this Service Bulletin will be charged to the operator. See Paragraph 2., Accomplishment Instructions, Part I.

#### H. Tooling - Price and Availability

The tools and equipment that follow are necessary to do the procedure given in Part II of this Service Bulletin.

(1) A dedicated (recommendation) IBM compatible computer, with the following minimum requirements:

(a) 80286 processor

(b) 512 Kbytes RAM

(c) 1.44 Mbyte, 3.5" floppy disk drive

(d) Dual channel RS-422 asynchronous communication board (HS recommends Model DS202 by Qua Tech Incorporated) with the following setup:

Channel A EEC - COM3 (Base address 2E8, IRQ level 5)

Channel B EEC - COM4 (Base address 3E8, IRQ level 5)

(e) MSDOS operating system (version 3.0 or higher)

(f) Virus scan program such as "VI-SPY" or "McAfee" is recommended.

NOTE: The IBM computer date/time must be current prior to performing this procedure.

(2) Hamilton Standard diskette called out in Reference (2). This diskette contains the EEC150-20: application code, trims, memory clear utilities, and software loader. The diskette can be obtained from:

# V2500-ENG-73-0129



International Aero Engines

## SERVICE BULLETIN

IAE Customer Support

400 Main Street

M/S 121-10

East Hartford

CT 06108 USA

Tel: 860-565-5515

Fax: 860-565-0600

Associated Engine Serial Numbers and IAE Tracking No. S306UI must be stated on all correspondence.

- (3) EEC150-20 communication cables as defined in Table 1.

Printed in Great Britain

# V2500-ENG-73-0129

Feb. 17/98

Page 6



EEC SIGNAL NAME	EEC CONNECTOR	QUA-TECH CONNECTOR	QUA-TECH SIGNAL NAME
UART IN LINE B CHA	P1- <u>b</u>	PA-2	TXD+
UART IN LINE A CHA	P1-H	PA-7	TXD-
UART OUT LINE A CHA	P1- <u>c</u>	PA-4	RXD+
UART OUT LINE B CHA	P1-J	PA-8	RXD-
BOOT DISC CHA	P1-D	N/A	N/A
BITE DISC CHA	P1-Z	N/A	N/A
BOOT/BITE RTN CHA	P1- <u>m</u>	N/A	N/A
UART IN LINE B CHB	P7- <u>b</u>	PB-2	TXD+
UART IN LINE A CHB	P7-H	PB-7	TXD-
UART OUT LINE A CHB	P7- <u>c</u>	PB-4	RXD+
UART OUT LINE B CHB	P7-J	PB-8	RXD-
BOOT DISC CHB	P7-D	N/A	N/A
BITE DISC CHB	P7-Z	N/A	N/A
BOOT/BITE RTN CHB	P7- <u>m</u>	N/A	N/A
Table 1 Communication Connections			

de000e7528

Communication Connections  
Table 1

V2500-ENG-73-0129



International Aero Engines

## SERVICE BULLETIN

- (4) EEC150-20 NAMEPLATE PN 751333-1 or modified nameplate 822815-1.
- (5) 28 VDC  $\pm$  0.5A power supply and associated power cables as defined in Table 2.

Printed in Great Britain

# V2500-ENG-73-0129

Feb. 17/98

Page 8





EEC SIGNAL NAME	EEC CONNECTOR	POWER SUPPLY
GTP CHA	P3- <u>m</u>	+28VDC
GTP RTN CHA	P3- <u>r</u>	RTN
GTP CHB	P9- <u>m</u>	+28VDC
GTP RTN CHB	P9- <u>r</u>	RTN
Table 2 Power Supply Connections		

de000e7529

Printed in Great Britain

Power Supply Connections  
Table 2

V2500-ENG-73-0129



I. Weight and Balance

- |                   |  |
|-------------------|--|
| (1) Weight change | None   |
| (2) Moment arm    | No effect  |
| (3) Datum         | Engine front mount Centerline<br>(Power Plant station (PPS) 100) |

J. Electrical Load Data

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

K. References

- (1) Internal Reference No.

97VZ019

- (2) Other References

IAE V2500 Service Bulletins:

V2500-ENG-73-0065 (Engine - Fuel And Control - To Provide A New Electronic Engine Control (EEC) With The SCN11 Software Configuration)

V2500-ENG-73-0079 (Engine - Fuel And Control - To Provide A New Electronic Engine Control (EEC) With The SCN11B Software Configuration)

V2500-ENG-73-0100 (Engine - Fuel and Control - To Provide A New Electronic Engine Control (EEC) with the D5 SCN12 Software Configuration)

Hamilton Standard Service Bulletin EEC-150-20-73-20.

MD-90 Aircraft Maintenance Manual, Chapter/Section 73-21-34.

The V2500-D5 Engine Illustrated Parts Catalog (S-V2500-3IA), Chapter/Section 73-22-34.

L. Other Publications Affected

- (1) The V2500 Engine Illustrated Parts Catalog (S-V2500-3IA), Chapter/Section 73-22-34, Figure 1, to add the new parts.

V2500-ENG-73-0129



## 2. Accomplishment Instructions

Part I – If the Electronic Engine Control is sent to one of the addresses listed in Paragraph 2.B. Accomplishment Instructions

- A. The Source Demonstration requirements of this rework means that any facility not authorized to accomplish this rework either utilize the Authorized Vendors listed below or contact IAE Manager Maintenance Operations to determine if a qualification program can be initiated at their facility.

IAE-INTERNATIONAL AERO ENGINES AG  
400 Main Street M/S 121-10  
East Hartford, CT 06108 USA

- B. Authorized Rework Vendors for this bulletin are listed below.

Hamilton Support Systems  
Customer Service Center  
97 Newberry Road  
East Windsor, CT 06088 USA

OR

Pratt & Whitney Overhaul/Repair Center Europe (PWORCE)  
Maastricht Airport  
P.O. Box 269  
6190 AG BEEK  
The Netherlands

- C. The designation by IAE of an authorized rework vendor indicates that the vendor has demonstrated the necessary capability to enable it to carry out the rework. However, IAE makes no warranties or representations concerning the qualifications or quality standards of the vendors to carry out the rework, and accepts no responsibility whatsoever for any work that may be carried out by a rework vendor, other than when IAE is listed as the vendor. Authorized rework vendors do not act as agents or representatives of IAE.

- D. Removal Instructions

- (1) Remove the 808050-4-031 (2A3268) Electronic Engine Control by the procedure given in Reference (3), Chapter/Section 73-21-34, Removal Installation. Refer to Figure 1.

- E. Rework Instructions

- (1) Do a modification of the 808050-4-031 (2A3268) Electronic Engine Control (See Reference (4), Chapter/Section 73-21-34, Fig/Item No. 01-280) and reidentify by the procedures given in Reference (2).



Procedure

Supplementary Information

- (a) Send the Electronic Engine Control to the approved vendor to be modified. See Paragraph 2.B.

See Figure 1.

F. Installation Instructions

- (1) Install the 808050-4-033 (2A3356), Electronic Engine Control (1 off) by the approved procedure given in Reference (3), Chapter/Section 73-21-34, Removal/Installation.

G. Recording Instructions

- (1) A record of accomplishment is necessary.

Part II – If IAE is requested to assist or coordinate the reprogramming of the Electronic Engine Control

NOTE: This procedure can only be accomplished by maintenance personnel that have been trained by an IAE representative.

- A. Isolate aircraft electrical system and gain access to the EEC by doing the pre-requisite procedures given in 3. A. B. and C. Reference (3), Chapter/Section 73-21-34, Removal/Installation.

NOTE: Only turn back-on aircraft 28VDC when instructed to in the following procedure.

B. General

- (1) Hamilton Standard electronic Engine Control Model EEC150-20, software is programmed into the EEC using an IBM compatible computer and Hamilton Standard supplied software.
  - (a) Disassembly of the EEC is not required.
  - (b) Data integrity of the Hamilton Standard supplied software is performed as part of the reprogramming procedure.
  - (c) A bit-for-bit memory verification test is included as part of the reprogramming procedure.
  - (d) No functional, thermal cycle, or vibration testing is required for units reprogrammed in accordance with this Service Instruction.
  - (e) The EEC can be programmed at room ambient conditions or while it is installed on the engine.



- (2) The tools specified in Paragraph 1. H. are necessary to accomplish this procedure.

C. Do the steps that follow to reprogram the Electronic Engine Control (EEC) without removing it from the engine.

- (1) Verify that the model number on the identification plate of the unit is "EEC120-20".
- (2) Record the current unit part number and the unit serial number from the nameplate. This information will input into your computer.
- (3) Connect commercial power to all necessary reprogramming equipment.
- (4) Remove the harness connector from the EEC connector marked J1 and connect the programming harness connector marked P1 to the EEC connector marked J1. Ensure that the red engagement stripe on the EEC connector J1 is fully covered.
- (5) Remove the harness connector from the EEC connector marked J7 and connect the programming harness connector marked P7 to the EEC connector marked J7. Ensure that the red engagement stripe on the EEC connector J7 is fully covered.
- (6) If the computer and power supply connections to the cables are permanent, skip to step C. (9).
- (7) Connect the programming harness connector marked "ch. a uart" to the IBM compatible computer UART board connectors for the channel A RS-422 Port (COM-3). Make sure that the connectors are properly mated.
- (8) Connect the programming harness connector marked "ch. b uart" to the IBM compatible computer UART board connectors for the channel B RS-422 Port (COM4). Make sure that the connectors are properly mated.

NOTE: UART connections can differ for different IBM Compatible Computers.

NOTE: It is important to verify that the connectors are correctly installed for correct loader operation. Hamilton Standard recommends labeling the RS-422 COM3 port as "ch. a uart" and COM4 port as "ch. b uart" on the computer to reduce errors.

- (9) If the EEC is powered by aircraft 28VDC power supply, skip to step C. (13)
- (10) If the computer and power supply connections to the cables are not permanent, connect the opposite end of P3 and P9 cables to the 28VDC power supply.



- (11) Remove the harness connector from the EEC connector marked J3 and connect the power supply harness connector marked P3 to the EEC connector marked J3. Ensure that the red engagement stripes on EEC connector J3 are fully covered.
- (12) Remove the harness connector from the EEC connector marked J9 and connect the power supply harness connector marked P9 to the EEC connector marked J9. Ensure that the red engagement stripes on EEC connector J9 are fully covered.
- (13) Locate the BOOT/BITE switches for channel A and channel B. Set the Boot/BITE switches to the ON (closed) position.
- (14) Turn on the aircraft 28VDC power supply to the EEC
- (15) Turn on the power to the IBM compatible computer.

NOTE: Please make sure that the Disk Drive "A" has no disks present, prior to power on of the computer.

- (16) Wait for the MSDOS prompt "C:\>" to appear on the IBM compatible computer.

NOTE: The procedure uses disk drive "A" to identify the location of the floppy drive in the computer system. If your computer is configured with the 3.5 inch floppy drive at a different designation, substitute that designation into the procedure.

- (17) Obtain the Hamilton Standard reprogramming diskette which is given in Reference (2).

- (a) Make sure that the write protection tab of the diskette is covering the "hole".

NOTE: If necessary, you can remove the stickers from the corner of the disk and move the protecting device to close the hole.

- (b) Insert the diskette into the floppy drive designated as "A" on the IBM computer.

- (18) The display will show the "C:\>". Type a: then press the RETURN key.

NOTE: Some computers have the RETURN key designated ENTER.

- (19) The display will show the "A:\>" prompt.

- (a) Type LDR150 then press the RETURN key. this starts the UART programming utility.



## SERVICE BULLETIN

- 1 Several messages will appear including the program identification, version number, time and the UTC/P&W document property rights notice.
  - 2 If there is a configuration error on the diskette, the program will display the appropriate error message and abort the programming process. Refer to Table 3 for a summary of error code description and troubleshooting suggestions
- (20) The UART programming utility LDR150, will display the following message:  
"Enter operator's name performing download:[]>"
- (a) The field between the brackets will always be empty the first time the program is executed on the diskette.
  - (b) Subsequent execution of the program will display the last name entered.
    - 1 If the operator is the same, press the RETURN key to continue.
    - 2 If a different name is present than the operator or no name is present, the operator should enter his/her name and press the RETURN key.
- (21) The LDR150 program will display the following message:
- WARNING: EEC FAULT MEMORY WILL BE CLEARED BY THIS PROGRAM. IF AN EEC FAULT DUMP IS REQUIRED PRIOR TO PROGRAMMING, ENTER Q TO QUIT OR C TO CONTINUE [Q/C].
- (a) If a fault dump has already been accomplished or is not required, type C, then press the RETURN key.
  - (b) If a fault dump is required or the operator wishes to terminate the programming procedure, type Q, then press the RETURN key.
  - (c) If the operator selects the quit option, turn off the 28VDC power to the EEC and go to step C.(37).
- (22) The LDR150 program will now prompt with the following message: "Enter the 9 character EEC Serial Number: [XXXX-XXXX]>". From the Hamilton Standard nameplate, enter the nine character EEC serial number and press the RETURN key.
- NOTE: For steps (23) and (24), if the EEC150-20 part number on the nameplate between the dashes is a single digit, enter a zero immediately preceding this digit.
- Example: P/N 808050-4-031 would be entered as 808050-04-031.

V2500-ENG-73-0129



- (23) The LDR150 program will now prompt with the following message: "Enter the 13 character EEC HW Part No.: [XXXXXX-XX-XXX]>". From the Hamilton Standard nameplate, enter the 13 character EEC Hardware Part Number and press the RETURN key.
- (24) The LDR150 program will now prompt with the following message: "Enter the 13 character EEC HW Part No.: [XXXXXX-XX-XXX]>". From Reference (2), the Service Bulletin, enter the 13 character EEC Hardware Part Number and press the RETURN key.
- (25) The LDR 150 program will now prompt with the following message: "Enter Trim Checksum Value for "xxxxxx.xxx:>". The xxxxx.xxx designation is the name of the Trim File being loaded to the EEC. From Reference (2), the Service Bulletin, enter the trim checksum value and press the RETURN key.
- (26) The LDR150 program will now prompt with the following message: "Do you wish to reenter the above entries [Y/N/Q]:"
- (a) To proceed with programming process, type N, then press the RETURN key. Continue with step C. (27).
  - (b) To correct any errors in the data entered, type Y then press RETURN. continue with step C.(20).
  - (c) To quit the programming process, type Q, then press RETURN. Turn off the 28VDC power to the EEC and continue with step C. (37).
- (27) At this point the screen will be initialized to display the activity of the programming process.
- (a) Status messages will scroll across the screen.
  - (b) If an error occurs, see Table 3 for a summary of error code description and troubleshooting suggestions.
- (28) The LDR150 program will prompt with the following message:
- Turn Off the BITE and BOOT switches to the EEC
- then
- Turn Off POWER to the EEC and wait at least 5 seconds
- then
- Turn on POWER to the EEC
- Press the RETURN Key When Ready to Continue





Locate the B00T/BITE switches on your test equipment, and set the B00T/BITE switches to the OFF (open) position.

(29) Switch off the 28VDC Aircraft supply to the EEC, wait 5 seconds, then switch on the 28VDC power supply to the EEC.

(30) On the IBM compatible computer, press the RETURN key.

(31) Wait until the LDR150 program prompts with the following message:

Turn ON the BITE and B00T switches to the EEC

then

Turn Off POWER to the EEC and wait at least 5 seconds

then

Turn ON POWER to the EEC

...Press the RETURN Key When Ready to Continue

Locate the B00T/BITE switches on your test equipment, and set the B00T/BITE switches to the ON (closed) position.

(32) Switch off the 28VDC power supply to the EEC, wait 5 seconds, then switch on the 28VDC supply to the EEC.

(33) On the IBM compatible computer, press the RETURN key.

(34) Wait until the LDR150 program prompts with the following message:

Turn OFF POWER to the EEC

...Press the RETURN Key When Ready to Continue

Switch off the 28VDC supply to the EEC

(35) On the IBM compatible computer, press the RETURN key.

(36) The LDR150 program will now display the status of the programming process. Record the name of the log file for hard copy report of the process.

(a) If a successful programming occurred, the following message will be displayed:



\*\*\*\*EEC PROGRAMMING SUCCESSFULLY COMPLETED\*\*\*\*

Record the log file name "VLXXXX.LOG" for later printout.

If desired, record the log file name "VLXXXX.LOG" for later printout."

- (b) If programming was unsuccessful, the following message will be displayed:

\*\*\*\*DOWNLOAD PROCESS ABORTED - ERROR CODE "X"\*\*\*\*

Record the log file name "VLXXXX.LOG" for later printout.

If desired, record the log file name "VLXXXX.LOG" for later printout."

The "X" refers to the type of error that caused the process to abort. Table 3 describes the error codes and action to be taken.

- (37) Press the RETURN key to terminate the program and return to the MSDOS prompt "A:\>".

- (38) A paper copy of the log file can be made by the IBM compatible computer if a printer is available. You can do this as follows:

NOTE: You can remove the diskette, write protect the diskette, and move to a system with a printer if no printer is connected to the original system. Complete the commands listed below to make a paper copy.

- (a) At the MSDOS prompt, type PRINT VLXXX.LOG.
- (b) Press the RETURN key.
- (c) Wait until the printer is finished before proceeding to the next step.
- (d) Remove the diskette, write protect the diskette.
- (39) Disconnect the EEC reprogramming electrical connectors from J1 and J7 and J3/J9, if applicable.
- (40) Reconnect the aircraft electrical harness connectors to J1 and J7 and J3/J9, if applicable.
- (41) Identify the Electronic Engine Control by the procedure specified in Reference (2).
- (42) Close-up the engine and remove the remaining notices by doing the post-requisite procedures given in steps 4. I., J. and K. Reference (3), Chapter/Section 73-21-34, Removal/Installation, and the Recording Instructions given in Part I, Paragraph G.



International Aero Engines

## SERVICE BULLETIN

- (43) Do the post-installation test specified in Reference (3) as shown for the Electronic Engine Control.

Printed in Great Britain

V2500-ENG-73-0129

Feb. 17/98

Page 19



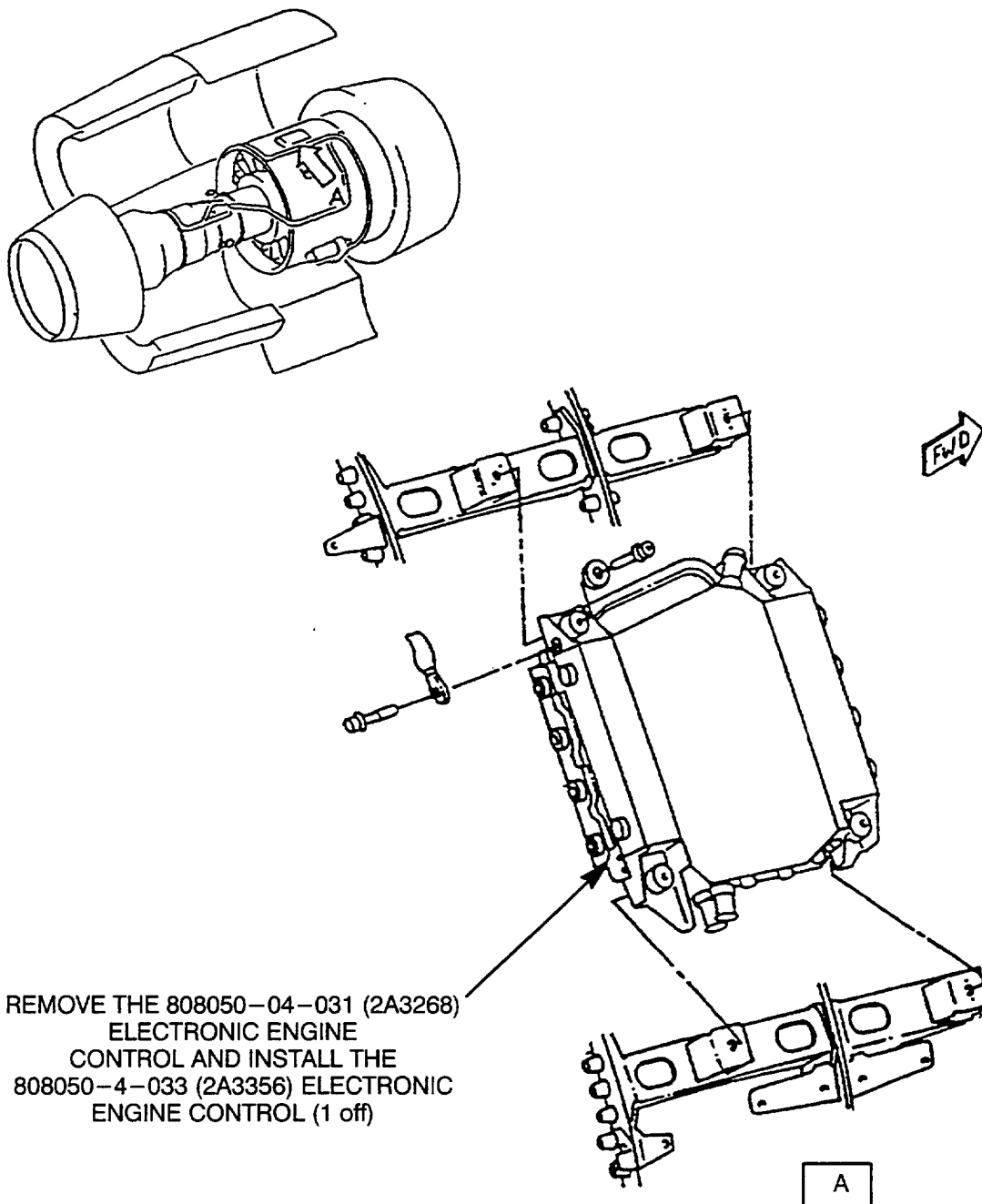
## SERVICE BULLETIN

ERROR CODE	ERROR TYPE	ACTION
E1	EEC VERIFY ERROR - Data verify error in EEC - Compare failed or location could not be programmed	Try procedure 3 times, if still bad return EEC unit
E2	COMMUNICATION ERROR - Communication problem between EEC and IBM compatible computer	Check BITE, cables, power supply. UART board, and EEC. Retry 3 times.
E3	CONFIGURATION ERROR - Configuration data comparison failed. (Possible Hardware P/N mismatch, EEC compatibility mismatch, Trim Checksum mis- match)	Operator data entered incorrect or incorrect data on existing nameplate. Check data - retry with the correct information.
E4	SYSTEM PROBLEM - Poor operating environment, bad disk, or program aborted by op- erator.	If the process was not termi- nated by the operator, check that the disk is not write pro- tected, or replace disk and retry.
Table 3 Error Code Definitions		

de000e7530

Error Code Definitions  
Table 3

V2500-ENG-73-0129



de000e7905

Location of the Electronic Engine Control (EEC)  
Fig.1



## SERVICE BULLETIN

3. Material InformationA. Kit associated with this bulletin.

None

B. Parts affected by this bulletin.

New Part No. (ATA No.)	Qty	Est'd Unit Price (\$)	Keyword	Old Part No. (IPC No.)	Instructions Disposition
------------------------------	-----	-----------------------------	---------	------------------------------	-----------------------------

Applicability: For each V2525-D5 and V2527-D5 Engine to incorporate this Service Bulletin

808050-4-033 1 (2A3356) (73-21-34)		Control, Electronic Engine		808050-4-031 (1D)(A) (2A3268) (01-280)	
--	--	----------------------------------	--	--	--

C. Instructions/Disposition Code Statements:

(1D) The new part can be obtained through modification by the approved procedure in Reference (2). Purchase the new parts from or return the old parts for modification to one of the approved vendors listed in Paragraph 2. B. in the Accomplishment Instructions.

(A) The new part is currently available.

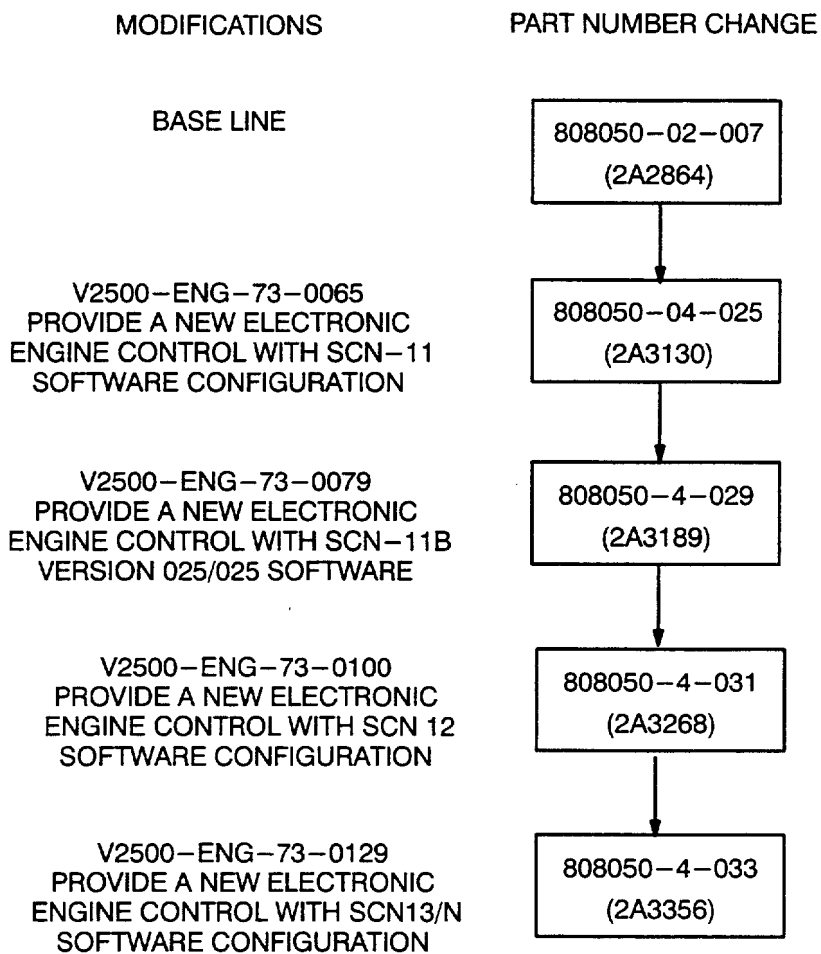
NOTE: The estimated 1998 unit prices shown are provided for planning purposes only and do not constitute a firm quotation. Consult the IAE Price Catalog or contact IAE's Spare Parts Sales Department for information concerning firm prices.

V2500-ENG-73-0129



## SERVICE BULLETIN

Printed in Great Britain



de000e7906

Family Tree - Electronic Engine Control (EEC) Ref. Catalog Sequence No. 73-22-34. Fig.  
01 Item 280  
Fig.2

V2500-ENG-73-0129



**International Aero Engines**

**SERVICE BULLETIN**

Printed in Great Britain

**V2500-ENG-73-0129**

**Feb. 17/98**

**Page 24**





**Hamilton Standard**

A United Technologies Company

# SERVICE BULLETIN

© 1998 by United Technologies Corporation

## ENGINE FUEL AND CONTROL - EEC150-20 - INCORPORATION OF NEW SOFTWARE CONFIGURATION: D5 SCN13/N

### 1. Planning Information

#### A. Effectivity

All Hamilton Standard  
EEC150-20 Units  
Not Incorporating  
808050-4-033

Following incorporation of this Service Bulletin, the EEC150-20 can be installed on McDonnell Douglass MD90 aircraft that use the IAE V2500-D5 engine.

#### B. Concurrent Requirements

(1) None

#### C. Reason

The purpose of this Service Bulletin is to allow the V2500-D5 operators to install new software in the EEC150-20.

##### (1) Problem

###### (a) Removal of 7A Bleed On-Ground Override:

- 1 During ground taxi operation, V2500-D5 service engines have experienced several uncommanded engine "rundowns" as a result of HPC stall. Events are characterized by engine rotor speeds dropping sub-idle, followed by a likely exceedance of EGT redline as a result of increased fuel/air ratio.

###### (b) EGT Filtering for Off-Idle EGT Spike Reduction:

- 1 The HPC 7A bleed scheduling is being revised such that the bleed will always be commanded open during idle/low power on-ground operation to prevent engine rundowns due to HPC stall. Opening of this bleed valve raises a concern that deteriorated engines under hot day conditions may experience momentary EGT redline exceedance as a result of off-idle EGT spikes which occur immediately following throttle advance during ground taxi or takeoff operation.

##### (2) Cause

###### (a) Removal of 7A Bleed On-Ground Override:

- 1 Investigation of V2500-D5 rundowns indicates that all events experienced to date have occurred when the engine is operating with all HPC stability bleeds closed, and ECS service bleed extracted from the APU rather than the engine. Conclusion is that current HPC stability bleed scheduling for on-ground operation does not provide adequate HPC stall margin to cover all operating conditions. Current versions of V2500-D5 EEC software (SCN-10



**Hamilton Standard**

A United Technologies Company

# SERVICE BULLETIN

and later) provide for the use of only a single HPC stability bleed (7C bleed) during ground operation, with the bleed only being commanded open during or immediately after an acceleration or deceleration transient. It is possible at stabilized ground idle, therefore, for no stability bleeds to be open.

**(b) EGT Filtering for Off-Idle EGT Spike Reduction:**

- 1 EGT spikes are caused by the initial addition of fuel immediately following movement of the throttle off the idle position. Slow response of the low rotor relative to the high rotor results in the EGT probes being exposed to a momentary high gaspath temperature. Opening of engine stability bleeds will raise the pre-spike EGT thereby increasing the threat of a redline exceedance. EGT spikes are not harmful to engine hot section hardware since metal temperatures do not have sufficient time to respond to short duration changes in gaspath temperature.

**(3) Solution**

**(a) Removal of 7A Bleed On-Ground Override:**

- 1 Revise operation of the HPC 7A bleed such that this bleed will always be commanded open during idle/low power on-ground operation. This bleed is already employed for steady state HPC stability protection, on-ground above 5500ft, inflight and during reverse operations. The solution is consistent with that employed for a similar problem on the V2500-A5 engine.

**(b) EGT Filtering for Off-Idle EGT Spike Reduction:**

- 1 Incorporate increased filtering of the EGT signal for low power, on-ground operation such that momentary EGT spikes will not result in cockpit indicated EGT exceeding redline limits. This additional filtering is intended to alleviate off-idle spike concerns; it will not impact EGT response during starting, at takeoff power, or at other conditions for which EGT response is deemed critical.

**D. Description**

- (1) The EEC150-20 is reprogrammed and reidentified with the new part number.

**E. Compliance**

- (1) Category 4 - Accomplish on a planned basis when an installed EEC150-20 is at a maintenance base capable of compliance with the Accomplishment Instructions, regardless of other planned maintenance.

**F. Approval**

- (1) The part number changes and/or modifications described in paragraphs 2. and 3. of this Service Bulletin have been shown to comply with the applicable Federal Aviation Regulations and are FAA-approved for the EEC150-20 Electronic Engine Control listed.

**G. Manpower**

- (1) Approximately 1 man-hour is necessary to do these Service Bulletin procedures.



**Hamilton Standard**

A United Technologies Company

# SERVICE BULLETIN

## H. Material - Cost and Availability

- (1) This Service Bulletin will be done at no charge to the operator for controls that are reprogrammed in the field (3. Accomplishment Instruction, Alternate Reprogramming Method). EEC150-20 controls that are returned to one of the following addresses to incorporate this Service Bulletin will be charged to the operator:

- (a) United Technologies Corporation  
Hamilton Standard Division  
Attention: Hamilton Support Systems  
Electronics Service Center  
97 Newberry Road  
East Windsor, CT 06088  
USA

- (b) Hamilton Standard  
Customer Support Center - Maastricht  
Maastricht Airport  
PO Box 269  
6190 AG BEEK  
Maastricht Airport  
The Netherlands

- (2) The hard copy purchase order to perform this service bulletin must refer to the HS Service Bulletin number EEC150-20-73-20 and the IAE Service Bulletin Number V2500-ENG-73-0129.

- (3) The parts required to accomplish this service bulletin are listed in Section 2, Material Information. These parts are available to the operator. Lead times can be obtained from Hamilton Standard by issuing a hard copy purchase order for the quantity requested. Purchase orders for parts must refer to HS Service Bulletin number EEC150-20-73-20, to IAE Service Bulletin number IAE V2500-ENG-73-0129, and must be addressed to:

Mail: Hamilton Standard Customer Support Service Center  
47 Lakeshore Parkway  
Rock Hill, SC 29730  
Attn: Spare Parts Sales

Facsimile: 803-325-2849

## I. Weight and Balance

- (1) None

## J. Electrical Load Data

- (1) Not affected

## K. Software Accomplishment Summary

- (1) None



**Hamilton Standard**

A United Technologies Company

# SERVICE BULLETIN

## L. References

E9137 Standard Practices Manual  
Component Maintenance Manual CMM 73-28-01  
IAE Service Bulletin Number V2500-ENG-73-0129  
HS Service Bulletin Number EEC150-20-73-16

## M. Other Publications Affected

(1) Illustrated Parts Catalog 73-28-01

## N. Interchangeability or Intermixability of Parts

(1) None

## 2. Material Information

- A. This Service Bulletin change uses the parts in the list for each EEC150-20 that incorporates this Service Bulletin.
- B. Any parts that usually are discarded when you disassemble the EEC150-20 are not in the list.
- C. In the list of parts for this change, MSQ is the Minimum Sales Quantity. The parts that have an entry in this area of the list are supplied only in this quantity, or a multiple of this quantity.
- D. In the list of parts for this change, the Key Word is a one-word name for the part.
- E. In the list of parts for this change, the Instruction Codes tell you what to do with the parts. A short list under the list of parts tells you about the instruction codes that are used in the list.

## F. New Parts Required

Table 1. New Parts

New PN	Qty	MSQ	Estimated Price	Key Word	PN Before this SB	Instruction Code
808050-4-033	1		--	Control	808050-4-031	A
819191-15	1	1	0.00	Diskette	819191-11	B, C
819105-3	1		0.00	S Record Format	819105-2	C

Instruction Code A: The PN Before this SB is used to make the New PN.

Instruction Code B: One reprogramming diskette can modify approximately 40 EEC150-20 units. You should order the proper quantity of diskettes to modify your fleet of EEC150-20 units.

Instruction Code C: The reprogramming diskette is provided to you at no charge by IAE. See your local IAE service representative for ordering information.



**Hamilton Standard**

A United Technologies Company

# SERVICE BULLETIN

## 3. Accomplishment Instructions

**CAUTION:** REFER TO THE E9137 STANDARD ELECTRONIC PRACTICES MANUAL FOR SPECIAL PRECAUTIONS. ELECTROSTATIC DISCHARGE (ESD) CAN CAUSE DAMAGE TO THE ELECTRONIC COMPONENTS IN THE EEC150-20.

**NOTE:** The Alternate Reprogramming Method procedures may be used whenever the EEC electrical connectors are disconnected from the aircraft. If the EEC is reprogrammed using 28 VDC power from the aircraft, refer to the engine service bulletin.

**NOTE:** Refer to the E9137 Standard Electronic Practices Manual to do the procedure unless otherwise noted.

- A. If you use the Alternate Reprogramming Method, skip to step 3.B. Otherwise refer to CMM 73-28-01, section 200 (ATLAS) to reprogram the EEC150-20. Use the program and version number shown below:

Replace Y812396-027 with Y812396-028

Replace Y812397-027 with Y812397-028

Replace Y812398-027 with Y812398-028

If you do not use the Alternate Reprogramming Method of programming, skip to step 3.AO.

- B. If you use the Alternate Reprogramming Method, verify that the model number on the identification plate of the unit is EEC150-20.
- C. Record the current unit part number and the unit serial number from the nameplate. You will enter this information into the computer.
- D. Plug in all necessary equipment, but do not turn the equipment on.
- E. Connect the programming harness connector marked P1 to the EEC connector marked J1. Ensure that the red engagement stripe on the EEC connector J1 is fully covered. Connections are given in Table 2.
- F. Connect the programming harness connector marked P7 (Table 2) to the EEC connector marked J7. Ensure the red engagement stripe on the EEC connector J7 is fully covered. If the computer and power supply connections to the cables are permanent, skip to step 3.J.
- G. Connect the programming harness connector marked CH A UART to the IBM compatible computer UART board connectors for the channel A RS-422 port (COM3). Ensure that these connectors are properly mated.



**Hamilton Standard**

A United Technologies Company

# SERVICE BULLETIN

- H. Connect the programming harness connector marked CH B UART to the IBM compatible computer UART board connectors for the channel A RS-422 port (COM4). Ensure that these connectors are properly mated.

**NOTE:** UART connections can differ for different IBM compatible computers.

**NOTE:** It is important to verify that the connectors are correctly installed for correct loader operation. HS recommends labeling the RS-422 COM3 port as CH A UART and COM4 port as CH B UART on the computer to reduce errors.

- I. Connect the opposite end of P3 and P9 (Table 3) cables to the 28 VDC supply.
- J. Connect the power supply harness connector marked P3 to the EEC connector marked J3. Ensure that the red engagement stripes on EEC connector J3 are fully covered.
- K. Connect the power supply harness connector marked P9 to the EEC connector marked J9. Ensure that the red engagement stripes on EEC connector J9 are fully covered.
- L. Locate the BOOT/BITE switches for Channel A and Channel B. Set the BOOT/BITE switches ON (closed).
- M. Turn on the 28 VDC power supply to the EEC.
- N. Turn on power to the IBM compatible computer.
- O. Wait for the MSDOS prompt C:\> to appear on the IBM compatible computer.
- NOTE:** The procedure assumes the floppy disk is in drive A. If the floppy drive in your computer has another designation, substitute that designation in the procedure.
- P. Obtain the Hamilton Standard reprogramming diskette PN 819191-15. Ensure that the write protection tab of the diskette is covering the "hole."
- Q. Insert the diskette into the floppy drive designated A on the IBM compatible computer. The display shows C:\>.
- R. Type a:, then press the RETURN key (ENTER key on some computers). The display shows A:\>.
- S. Type LDR150, then press RETURN. This starts the UART programming utility. Several messages appear, including the program identification, version number, time, and the UTC/P&W document property rights notice.

**NOTE:** If there is a configuration error on the diskette, the program displays the appropriate error message and aborts the programming process. See Table 4 for a summary of error code descriptions and troubleshooting suggestions.

- T. The UART programming utility LDR150 displays the following message: Enter operator's name performing download:{}. The field between the brackets is always empty the first time the program is executed. Subsequent execution displays the last name entered.
- (1) If this is not the first execution of the program, and the displayed name is unchanged, press RETURN and go to step V.
- (2) If this is the first program execution (no name is displayed), or if the operator's name changes, enter the new name and press RETURN.



**Hamilton Standard**

A United Technologies Company

# SERVICE BULLETIN

U. The LDR150 program displays this message:

WARNING - EEC Fault Memory Will Be Cleared By This Program. If an EEC Fault Dump is Required Prior to Programming, Enter Q to Quit or C to Continue [Q/C]:

- (1) If a fault dump is already completed, or is not required, type C, then press RETURN, and go to step V.
- (2) If a fault dump is required, or if you want to stop the programming procedure, type Q, then press RETURN. If the programming procedure is stopped, turn off 28 VDC power to the EEC and go to step AK.

V. The LDR150 program displays this message: ENTER THE 9 CHARACTER EEC SERIAL NUMBER: [xxxx-xxxx].

W. Enter the nine character EEC serial number, from the nameplate, and press RETURN.

**NOTE:** For steps 3.X and Y, precede the middle part number digit with a zero. For example, enter 808050-4-033 as 808050-04-033.

X. The LDR150 program display shows: ENTER THE 13 CHARACTER CURRENT EEC HW PART NO.: [XXXXXX-XX-XXX]. Enter the part number and press RETURN.

Y. The LDR150 program display shows: ENTER THE 13 CHARACTER SB EEC HW PART NO.: [XXXXXX-XX-XXX]. Enter the new part number given in this service bulletin and press RETURN.

Z. The LDR150 program display shows: ENTER TRIM CHECKSUM VALUE FOR XXXXXX.XXX:>. The XXXXXX.XXX designation is the name of the Trim File being loaded into the EEC. Enter the trim checksum value 51337.00 and press RETURN.

AA. The LDR150 program display shows: DO YOU WISH TO ENTER THE ABOVE ENTRIES [Y/N/Q]:

- (1) To proceed with the programming process, type N, then press RETURN. Go to step 3. AB.
- (2) To correct any errors in the data entered, type Y, then press RETURN. Go to step 3. T.
- (3) To quit the programming process, type Q, then press RETURN. Turn off the 28 VDC power to the EEC and continue with step 3. AL.

AB. At this point, the screen is initialized to display the activity of the programming process. Status messages scroll across the screen. If an error occurs, see Table 4 for a summary of error code descriptions and troubleshooting suggestions.

AC. The LDR150 program display shows:

Turn off the BITE and BOOT switches to the EEC  
then

Turn Off POWER to the EEC and wait at least 5 seconds



**Hamilton Standard**

A United Technologies Company

# SERVICE BULLETIN

then  
Turn On Power to the EEC

Press the RETURN Key When Ready to Continue

- (1) Locate the BOOT/BITE switches on your test equipment, and set them to OFF (open).

AD. Switch off the 28 VDC power to the EEC wait 5 seconds, then switch power on.

AE. On the IBM compatible computer, press RETURN.

AF. Wait until the LDR150 program display shows:

Turn ON the BITE and BOOT switches to the EEC

then  
Turn Off POWER to the EEC and wait at least 5 seconds  
then

...Press the RETURN Key When Ready to Continue

- (1) Locate the BOOT/BITE switches on your test equipment, and set the BOOT/BITE switches to ON (closed).

AG. Switch off the 28 VDC power supply to the EEC, wait 5 seconds, then switch power on.

AH. On the IBM compatible computer, press RETURN.

AI. Wait until the LDR150 display shows:

Turn Off POWER to the EEC

... Press the RETURN Key When Ready to Continue

- (1) Switch off the 28 VDC power supply to the EEC.

AJ. On the IBM compatible computer, press the RETURN key.

AK. The LDR150 program displays the status of the programming process. Record the name of the log file for hard copy report of the process.

- (1) If programming is successful, the following message is displayed:

**\*\*\*EEC REPROGRAMMING SUCCESSFULLY COMPLETED\*\*\***

Record the log file name VLXXXX.LOG for later printout

If desired, record the log file name VLXXXX.LOG for later printout.

- (2) If the programming is unsuccessful, the following message is displayed:

**\*\*\*DOWNLOAD PROCESS ABORTED - ERROR CODE X\*\*\***

Record the log file name VLXXXX.LOG for later printout.

If desired, record the log file name VLXXXX.LOG for later printout.

The X refers to the type of error that caused the process to abort. Table 4 describes the error codes and action to be taken.





**Hamilton Standard**

A United Technologies Company

# SERVICE BULLETIN

- AL. Press RETURN to stop the program and return to the MSDOS prompt: A:\>.
- AM. If a printer is available, a paper copy of the log file can be generated by the IBM computer:

**NOTE:** If no printer is available, you can move the diskette to a system with a printer and do the next three steps.

At the MSDOS prompt, type PRINT

VLXXXX.LOG.

- (1) Press RETURN.
- (2) Do not proceed to the next step until the file is printed.
- AN. Disconnect the EEC electrical connectors from the J1, J3, J7, and J9 connectors.
- AO. Put the information shown below on a new identification plate.

**NOTE:** EEC150-20 assemblies reprogrammed at one of the addresses given in 1.H. are returned with their assemblies reidentified.

**NOTE:** If Service Bulletin EEC150-20-73-16 (reference 1.L.) is incorporated, bypass (1) and (2) below and go to (3).

- (1) Put the new end assembly part number in the PART NO. area of the of the new identification plate.

PART NUMBER BEFORE  
THIS SERVICE BULLETIN

PART NUMBER AFTER  
THIS SERVICE BULLETIN

808050-4-XXX

808050-4-033

- (2) Put the new IAE part number in the CI NO. area of the new identification plate.

EEC150-20 END ASSEMBLY

NEW IAE PART NUMBER

808050-4-033

2A3356

- (3) Use a ballpoint pen or its equivalent to put the date and the last three digits of the new part number (3. AO. (1)) on the identification plate per HS Service Bulletin EEC150-20-73-16. Erase (scratch out) the existing HS and IAE part numbers (i.e., 031 and 2A3268).

**Hamilton Standard**

A United Technologies Company

# SERVICE BULLETIN

Table 2. Communication Connections

EEC SIGNAL NAME	EEC CONNECTOR	QUA-TECH CONNECTOR	QUA-TECH SIGNAL NAME
UART IN LINE B CHA	P1- <b>b</b>	PA-2	TXD+
UART IN LINE A CHA	P1-H	PA-7	TXD-
UART OUT LINE A CHA	P1- <b>c</b>	PA-4	RXD+
UART OUT LINE B CHA	P1-J	PA-8	RXD-
BOOT DISC CHA	P1-D	N/A	N/A
BITE DISC CHA	P1-Z	N/A	N/A
BOOT/BITE RTN CHA	P1- <b>m</b>	N/A	N/A
UART IN LINE B CHB	P7- <b>b</b>	PB-2	TXD+
UART IN LINE A CHB	P7-H	PB-7	TXD-
UART OUT LINE A CHB	P7- <b>c</b>	PB-4	RXD+
UART OUT LINE B CHB	P7-J	PB-8	RXD-
BOOT DISC CHB	P7-D	N/A	N/A
BITE DISC CHB	P7-Z	N/A	N/A
BOOT/BITE RTN CHB	P7- <b>m</b>	N/A	N/A

Table 3. Power Supply Connections

EEC SIGNAL NAME	EEC CONNECTOR	POWER SUPPLY
GTP CHA	P3- <b>m</b>	+28 VDC
GTP RTN CHA	P3- <b>r</b>	+28 VDC RTN
GTP CHB	P9- <b>m</b>	+28 VDC
GTP RTN CHB	P9- <b>r</b>	+28 VDC RTN

**Hamilton Standard**

A United Technologies Company

# SERVICE BULLETIN

Table 4. Error Code Definitions

ERROR CODE	ERROR TYPE	ACTION
E1	EEC VERIFY ERROR - Data verify error in EEC - Compare failed or location could not be programmed.	Try procedure three times; if still bad return EEC unit.
E2	COMMUNICATION ERROR - Communication problem between EEC and IBM compatible computer.	Check BITE, cables, power supply, UART board, and EEC. Retry three times.
E3	CONFIGURATION ERROR - Configuration data comparison failed. (Possible hardware PN mismatch, EEC compatibility mismatch, trim checksum mismatch)	Operator data entered incorrectly or incorrect data on existing nameplate. Check data - retry with the correct information.
E4	SYSTEM PROBLEM - Poor operating environment, bad disk, or program aborted by the operator	If the process was not terminated by the operator, check that the disk is not write protected, or replace disk and retry.

Hamilton Standard Internal Reference Number 243889  
IAE Engineering Change Number 97VZ019  
IAE Service Bulletin Number 2500-ENG-73-129

Feb 17/98

EEC150-20-73-20  
Page 11