



**International  
Aero Engines**

V2500 Propulsion System — Engine

# SERVICE BULLETIN

Date: September 15, 1999

Subject: Transmittal of Revision 1 to Service Bulletin Number V2500-ENG-73-0135

Service Bulletin Revision History:

<u>Event</u>	<u>Date</u>
Original Issue	November 30, 1998
Revision 1	September 15, 1999

Reasons for issuance of Revision:

- (1) To amend the "Post-requisite Instructions" (Ref 2.C.(2)). The task to test the engine electrical system should read 71-00-00-710-017.

Effect on Past Compliance:

None.

List of Effective Pages:

<u>Page No.</u>	<u>Rev No.</u>	<u>Date</u>
1	1	September 15, 1999
2-7	Original	November 30, 1998
8	1	September 15, 1999
9-13	Original	November 30, 1998

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Transmittal

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## ENGINE - POWERPLANT - REWORK OF THE TERMINAL BLOCK ASSEMBLY

### MODEL APPLICATION

V2500-A1  
V2522-A5  
V2524-A5  
V2527-A5  
V2527E-A5  
V2530-A5  
V2533-A5

### BULLETIN INDEX LOCATOR

73-00-00

### COMPLIANCE CATEGORY CODE

6

### INTERNAL REFERENCE No

PM - 97VN554/A

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1. Planning Information

A. Effectivity

(1) Aircraft:

- (a) Airbus A319
- (b) Airbus A320
- (c) Airbus A321

(2) Engine:

- (a) All V2500-A1 Engines.
- (b) V2522-A5 Engines prior to V10440.
- (c) V2524-A5 Engines prior to V10440.
- (d) V2527-A5 Engines prior to V10440.
- (e) V2527E-A5 Engines prior to V10440.
- (f) V2530-A5 Engines prior to V10440.
- (g) V2533-A5 Engines prior to V10440.

B. Reason

(1) Condition

The Tangs that hold the Terminal Blocks in place inside the Terminal Block Assembly may chafe and cause fretting of the Terminal Block.

(2) Background

There have been some reports from Operators of Terminal Block damaged caused by fretting.

(3) Objective

To replace the Tangs (which may cause fretting to the Terminal Block) with an End Block Assembly and so maintain engine reliability.

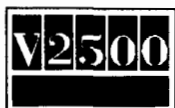
(4) Substantiation

Not applicable.

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(5) Effect of Bulletin on:

(a)	Removal/Installation	Not affected
(b)	Disassembly/Assembly	Affected
(c)	Cleaning	Not affected
(d)	Inspection/Check	Not affected
(e)	Repair	Not affected
(f)	Testing	Not affected

(6) Supplemental Information

None.

C. Description

(1) The change introduced by this Service Bulletin is as follows:-

- (a) The cover of the Terminal Block Assembly is removed. The Mounting Rail is disconnected and the Terminal Blocks moved to obtain access to the Retaining Tangs. The Retaining Tangs are removed and the local area dressed flush. A new End Block Assembly is installed and the Terminal Blocks are placed back in position and fixed in location with the End Blocks. The cover of the Terminal Block Assembly is re-installed.

D. Approval

The technical content of this Service Bulletin has been approved under DGAC (Direction Generale de L'Aviation Civile - France). Design Organisation Approval No. F.JA.02.

E. Compliance

Category 6

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

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**F. Manpower**

Estimated man-hours to incorporate the intent of this Service Bulletin on each Engine:

VENUEESTIMATED MANHOURS

(1) At Overhaul

1.5 M/Hrs

Total 1.5 M/Hrs

NOTE: Manhour estimate is provided for planning purposes only.

**G. Material Cost and Availability**

The parts to accomplish this Service Bulletin are available from the manufacturer as Kit No. V2573135-551.

Operators should send a charge purchase order for the applicable quantity of kits for units shown in paragraph 1.A. Upon receipt of the purchase order Rohr will provide a delivery schedule. Operators will have one year from service bulletin initial issuance date to place an order for kits. After one year, operators will be required to purchase parts individually at current catalog price if they desire to incorporate this.

Direct purchase order to:

Rohr, Inc.

850 Lagoon Drive

Chula Vista, CA 91910-2098

USA.

Attn: Airline Account Manager - MZ-107A

(Ref Service Bulletin No. V2500-ENG-73-0135)

NOTE: Please do not send purchase orders for kits via Spec 2000 ordering system.

**H. Tooling - Cost and Availability**

None required.

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I. Weight and Balance

- (1) Weight change..... None
- (2) Moment arm..... None
- (3) Datum..... Engine Front Mount Centerline  
(Powerplant Station PPS 100.00)

J. Electrical Load Data

Not affected.

K. References

<u>Publication</u>	<u>Chapter/Section</u>
A320/V2500-A1, A320/A321/V2500-A5 (M-V2500-1IA) Aircraft Maintenance Manual	71-00-00 71-13-00
IAE PCI-V2500-1IA Overhaul Processes And Consumable Index Airbus Aircraft Modification No. 25189	

L. Other Publications Affected

<u>Publication</u>	<u>Chapter/Section</u>
A320/V2500-A1 Powerplant Illustrated Parts Catalog (PIP-V2500-2IA)	73-22-34
A320/A321/V2500-A5 Powerplant Illustrated Parts Catalog (PIP-V2500-2IA)	73-22-34
A320/V2500-A1 Engine Illustrated Parts Catalog (S-V2500-1IA)	73-22-34
A321/V2500-A5 Engine Illustrated Parts Catalog (S-V2500-2IA)	73-22-34

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## 2. Accomplishment Instructions

### A. Pre-requisite Instructions

- (1) Open the Fan Cowl Doors as instructed in the A320/V2500-A1, A320/A321/V2500-A5 Aircraft Maintenance Manual, Task 71-13-00-010-010.

### B. Rework/Modification Instructions

- (1) Remove the four A218-D14 Screws, A218-B14 Screw and SP154-B Washer to release the 740-5455-503/505 Cover from the 740-5435-505/507/509 Terminal Block Assembly. Remove the cover. Refer to Figure 1, sheet 1.
- (2) Loosen the 592144-1 Self Locking Screw to enable free movement of the End Block Assembly. Refer to Figure 1, sheet 2.
- (3) Remove the two A218-B14/A206-B14 Screws to release the MRTB-2 Terminal Block Mounting Rail. Let the Mounting Rail remain in position.
- (4) Move the End Block Assembly along the Mounting Rail to the End Stops.
- (5) Move the M81714/3-B-B1 and M81714/3-B-A1 Terminal Blocks along the Terminal Block Mounting Rail towards the End Stops.

CAUTION: MAKE SURE YOU USE A MINIMUM FORCE WHEN YOU REMOVE THE MOUNTING RAIL FROM THE TERMINAL BLOCK. TOO MUCH FORCE MAY BREAK THE CONNECTION.

- (6) Carefully remove the Mounting Rail from the Terminal Block Housing.
- (7) Carefully break off the Mounting Rail Tangs from the Mounting Rail and make the remaining stems of the Tangs level with the Mounting Rail Base. Remove all sharp edges.

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WARNING: SOLVENT IS FLAMMABLE AND THE VAPOUR IS HARMFUL.  
USE IN A WELL VENTILATED AREA. AVOID PROLONGED BREATHING  
OF VAPOURS OR PROLONGED OR REPEATED CONTACT WITH SKIN.  
HIGH CONCENTRATIONS MAY CAUSE IMPAIRED JUDGEMENT.  
PROTECTIVE GLOVES SHOULD BE WORN DURING USE. MAY CAUSE  
DERMATITIS BY REMOVING SKIN OILS. PRIOR TO USE OF THIS  
PRODUCT, READ THE "MATERIAL SAFETY DATA SHEET" AND  
FOLLOW ALL LISTED SAFETY AND HEALTH PRECAUTIONS.

- (8) Use a clean, lint free cloth (CoMat 02-099) made moist with solvent (CoMat 01-438) to clean the surrounding area of the inner surface of the Mounting Rail. Wipe the area dry before the solvent evaporates.
- (9) Install the new End Block Assembly to the Mounting Rail as shown in Figure 1, sheet 3. Let the 592144-1 Self Locking Screw remain loose to enable free movement.
- (10) Install the MRTB-2 Mounting Rail to the Terminal Block Housing with two A218-B14/A206-B14 Screws.
- (11) Move the M81714/3-B-A1 Terminal Block to the Alignment Marking " 1 " as indicated on the Mounting Rail.
- (12) Move the M81714/3-B-B1 Terminal Block to the Alignment Marking " 2 " as indicated on the Mounting Rail.
- (13) Move each End Block Assembly to secure the Terminal Blocks in their correct positions. Tighten the 2 off 592144-1 Self Locking Screws.
- (14) Make sure that the Terminal Blocks are secure and do not move in their positions.
- (15) Install the 740-5455-503/505 Cover to the 740-5435-505/507/509 Terminal Block Assembly with the four A218-D14 Screws and A218-B14 Screw and SP154-B Washer. Refer to Figure 1, sheet 1. Torque the five Screws to 40 lbfin (4.5 Nm).

## C. Post-requisite Instructions

- (1) Close the Fan Cowl Doors as instructed in the A320/V2500-A1, A320/A321/V2500-A5 Aircraft Maintenance Manual, Task 71-13-00-410-010.

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- (2) Do a test of the engine electrical system as instructed in the A320/V2500-A1, A320/A321/V2500-A5 Aircraft Maintenance Manual, Task 71-00-00-710-017.

R

D. Recording Instructions

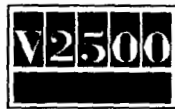
- (1) A record of accomplishment is necessary. Write in the Aircraft Log that Service Bulletin V2500-ENG-73-0135 has been done.

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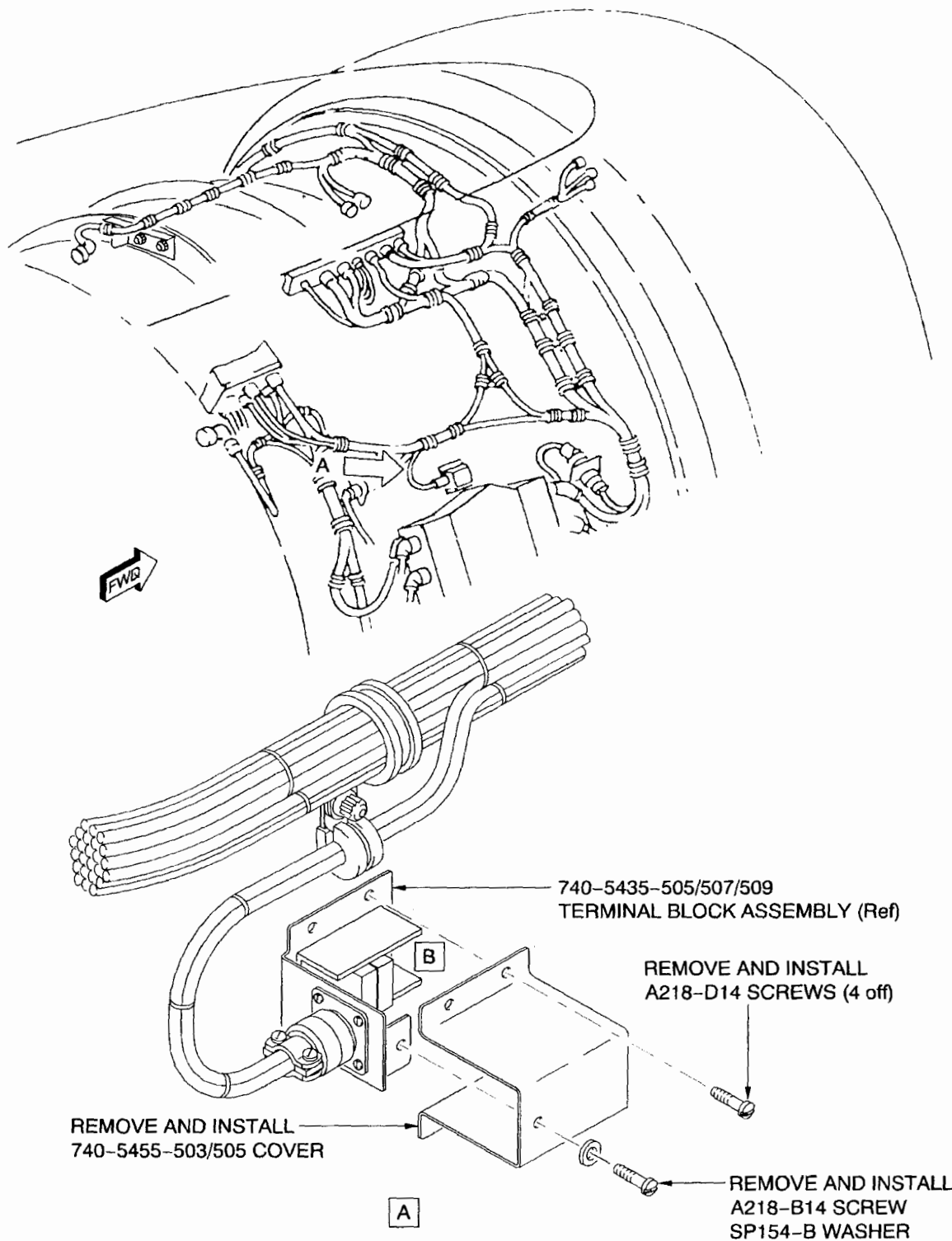
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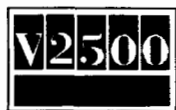


REWORK OF TERMINAL BLOCK ASSY  
FIGURE 1 SHEET 1

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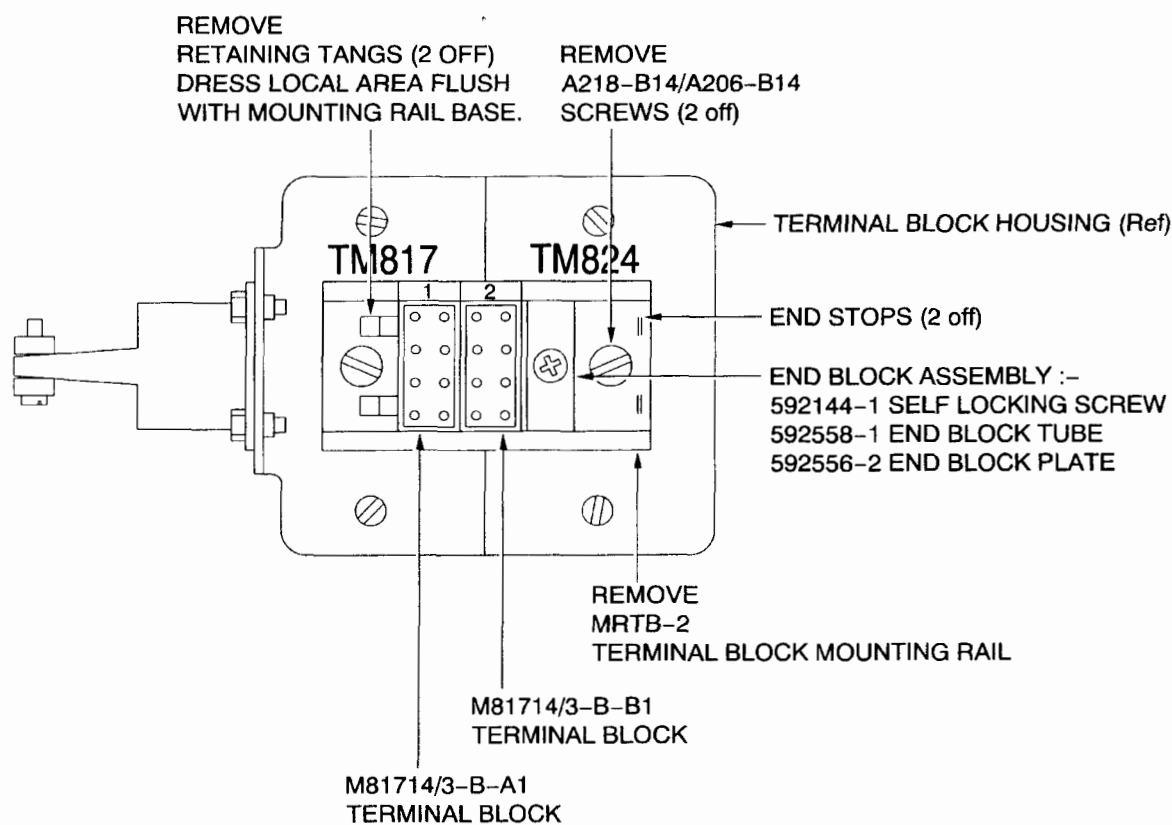
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**B**

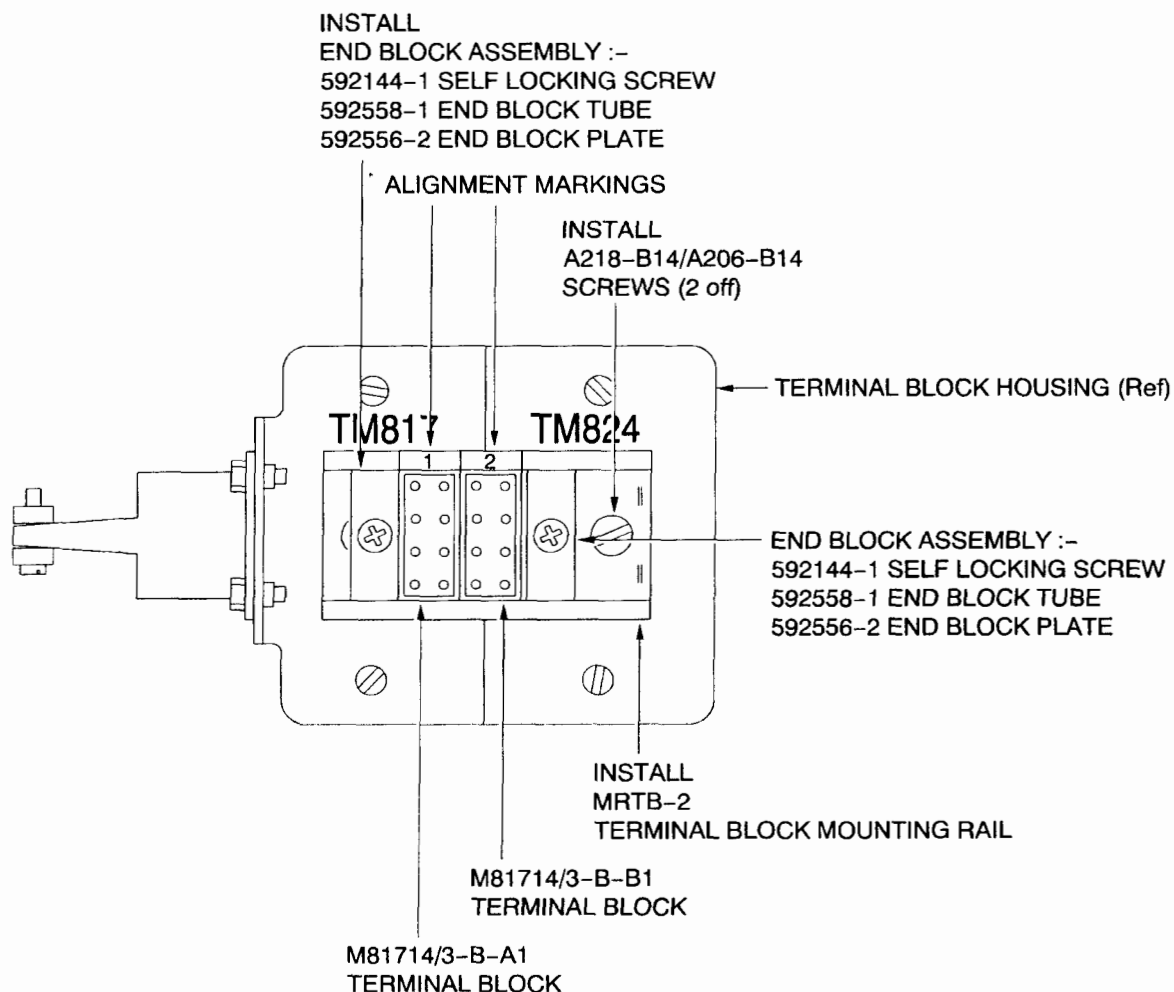
BEFORE

REWORK OF TERMINAL BLOCK ASSY  
FIGURE 1 SHEET 2

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**B**

AFTER

REWORK OF TERMINAL BLOCK ASSY  
FIGURE 1 SHEET 3

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## 3. Material Information

NEW		EST'D		OLD	
PART No		UNIT		PART No	INSTR/
(ATA No)	QTY	PRICE (\$)	KEYWORD	(IPC No)	DISPOS

Applicability: For each V2500-A1 or V2500-A5 Engine to incorporate this Bulletin.

### A. Kits associated with this Bulletin

V2573135-551	1	Kit	(A)
consisting of:			

592558-1	1	Tube, End Block
592556-2	1	Plate, End Block
592144-1	1	Self Locking Screw, End Block

### B. Parts affected by this Bulletin

M81714-3BA1	1	Terminal Module	---	(B) (C)
(73-22-34)			(01-574)	
592558-1	2	Tube, End Block	---	(B) (C)
(73-22-34)			(01-576)	
592556-2	2	Plate, End Block	---	(B) (C)
(73-22-34)			(01-577)	
592144-1	2	Self Locking Screw,	---	(B) (C)
(73-22-34)		End Block	(01-578)	

### C. Instructions/Dispositions Code Statements

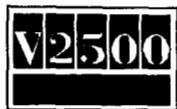
- (A) Kit will be available January 1999.
- (B) New part will be available January 1999.
- (C) New part number is introduced as a new spare.

NOTE: The estimated 1998 Unit Price shown is provided for planning purposes only and does not constitute a firm quotation. Consult the Rohr Price Catalog or contact Rohr's Spares Parts Sales Department for information concerning firm prices.

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D. Materials Required to Incorporate this Bulletin.

CoMat	01-438	Solvent
CoMat	02-099	Lint free cloth

NOTE: To identify the consumable materials, refer to the Overhaul Processes and Consumable Index PCI-V2500-1IA..

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