SERVICE BULLETIN REVISION NOTICE

ENGINE — FUEL AND CONTROL — INTRODUCTION OF 33K BUMP RATING, MODIFICATION OF THE DATA ENTRY PLUG AND NEW ENGINE IDENTIFICATION PLATE

Turbojet Engine Service Bulletin No. V2500-ENG-73-0209 Revision No. 2 dated September 16, 2013.

Revision History

Original Issue November 20, 2008

Revision 1 dated September 17, 2009

Revision 2 dated September 16, 2013

Reason for the Revision

To remove Reference 2, V2500-ENG-72-0295, as a concurrent requirement which is no longer required.

To add a caution statement in the Compliance section.

To add an IAE PROPRIETARY INFORMATION statement.

To add a Summary.

To modify the Effectivity Data by removing the Aircraft Models.

Effect of Revision on Prior Compliance

None.

This is a Complete Revision (Not Applicable to the SGML version)

The format of this Service Bulletin has been changed from previous versions. This revision shows flow bars and the revision date on the bottom of every page. Technical changes incorporated in this revision are marked with revision bars. The contents are in accordance with the list of effective pages.

MODEL APPLICATION

V2533-A5

BULLETIN ISSUE SEQUENCE

V2500 Series 73-0209

Page	Revision No.	Date
1 thru 24	2	September 16/13

A copy of this Revision Notice and any future revision notices must be filed as a permanent record with your copy of the subject bulletin.

SERVICE BULLETIN

ENGINE — FUEL AND CONTROL — INTRODUCTION OF 33K BUMP RATING, MODIFICATION OF THE DATA ENTRY PLUG AND NEW ENGINE IDENTIFICATION PLATE

MODEL APPLICATION

V2533-A5

BULLETIN ISSUE SEQUENCE

V2500 Series 73-0209

ATA NUMBER

72-32-00

73-22-00

Compliance Category

8

Summary

The purpose of this Service Bulletin is to introduce the bump take off (BTO) option for the V2500-A5 SelectOne™ engine models with 33K lb thrust rating, giving operators a thrust enhancement within specific areas of the take off envelope at high altitudes and under hot day conditions.

Planning Information

Effectivity Data

Engine Models Applicable

V2533-A5 (A5 Standard and A5 SelectOne™ Retrofit Standard) that HAVE NOT incorporated Reference 4, Service Bulletin V2500-ENG-72-0565
Engine Serial Nos. V10001 thru V13190

V2533-A5 that HAVE incorporated Reference 4, Service Bulletin V2500-ENG-72-0565
Engine Serial Nos. V10001 thru V13190
Engine Serial No. V15001

V2533-A5
Engine Serial Nos. V15002 thru thru all engines as applicable.

NOTE: Conversion of V2533-A5 SelectOne™ engines to a different model rating as described in this Service Bulletin can only be accomplished as per prior contractual agreement with International Aero Engines.

Concurrent Requirements

CAUTION: THIS SERVICE BULLETIN ONLY APPLIES TO SELECTONE™ ENGINES AND MAY NOT BE INCORPORATED ON A5 STANDARD ENGINES.

ENGINES THAT HAVE BEEN OPERATED AT A HIGHER RATING MUST MAINTAIN THE LIFE LIMITED PARTS LIVES CURRENTLY ASSIGNED TO THE HIGHER RATING, EVEN IF THE ENGINE IS DOWNRATED TO A LOWER RATING.

OPERATORS MUST APPLY REFERENCE 1, V2533-NAC-70-0614 (COVERING THE BLEED VALVE HEATSHIELDS) WHEN CONVERTING AN ENGINE TO 33K RATING.

N1 ACCEPTANCE LIMIT MUST BE CHECKED WHEN CONVERTING TO 33K SELECTONE™ OR 33K SELECTONE™ RETROFIT ENGINES.

IF RE-RATING IS REQUIRED CONTACT IAE CUSTOMER PROGRAMS & LOGISTICS SUPPORT FOR APPLICABILITY.

The new Data Entry Plug Kit Assembly is concurrent requirement for the SCN20A/Z Software introduced in the following Service Bulletin:

Reference 5, IAE V2500-ENG-73-0208 (Engine — Fuel And Control — Provide A New Electronic Engine Control (EEC) With A5 SCN20A/Z Software).

If this Service Bulletin is incorporated on one engine of an aircraft then it must be incorporated concurrently on the engine across wing.

For the SelectOne™ Retrofit, Reference 4, V2500-ENG-72-0565 the following Service Bulletins must be completed prior to or concurrently with : Reference 3, V2500-ENG-72-0376 and Reference 6, V2500-ENG-75-0081.

Reason

1. Condition: V2533-A5 SelectOne™ engine operators have requested thrust enhancements within specific areas of the take off envelope.

2. Background: The thrust enhancement is:

   V2533-A5 Bump Take off (BTO)

   The V2533-A5 BTO option increases thrust at altitudes and hot day conditions above 525 feet and ISA+15°C. The BTO option provides up to max 6.5% thrust increase (at Las Vagas airport conditions, 2,174 feet for ISA+32°C) when compared with the current V2533-A5 rating. Maximum allowable utilization is 1.0% of cycles accrued on LLP.

   The BTO option and associated HP compressor Variable Stator Vane (VSV) schedule changes are already embeded in SCN-20 (BTO rating) and are selectable by a modification to the data entry plug (DEP).

3. Objective: Introduce the 33K bump, modify the Data Entry Plug and provide a new Engine Identification Plate. Provide updates to the Time Limits Manual (TLM) defining certified lives for LLP's with use of the bump.

4. Substantiation: The thrust enhancement does not result in an exceedance or any change of the declared and certified limitation of the V2533-A5 SelectOne™ engine. The BTO option does not alter the declared ratings Type Certificate Data Sheet (TCDS) to which the engine models are certified.

   Incorporation of the thrust enhancement does not affect the current certification requirements in place for the V2533-A5 engine models. All of the Code of Federal Regulation (CFR) per 14 CFR parts 33 and 34 requirements are cleared by similarity to the existing data and certification documentation. Substantiation for this Service Bulletin is contained in Reference 8, IAE-0266 and Reference 9, IAE-0267.

   NOTE: In the Original Issue of this Service Bulletin a decreased new life limit for the HPC drums was specified in the Substantiation. Subsequent investigations and tests have shown that the actual life limits of the HPC drums are greater than the initial predicted new life limits, specified in the Initial Issue. Therefore Revision 1 of this Service Bulletin includes now a reference to the Time Limits Manual of actual life limits of the HPC drums, instead of the initial predicted new life limits.

5. Effects of Bulletin on:

   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.

Description

To provide V2533-A5 SelectOne™ engine operators thrust enhancements within specific areas of the take off, modification instructions for the Data Entry Plug and new Engine Identification Plate.

1. The changes introduced by this service bulletin are as follows:

   A. New Engine Identification Plate has the blanks for marking of Data Entry Plug variant and Bump Rating in all 7 model fields required. See Figure 3. The new Engine Identification Plate, PN 5A1942 can be used on SelectOne™ engines or future Bump rated engines.

2. Existing Engine Identification Plate, PN 5A1875 can not be modified to new plate.

3. For relationship with other Service Bulletins, See References and Chart A.

Compliance

Category 8

Accomplish based upon experience with the prior configuration.

CAUTION: A MINIMUM EGT MARGIN OF 15 DEG C IS REQUIRED TO UTILIZE THE BUMP TAKE-OFF OPTION

NOTE: Conversion of V2533-A5 SelectOne™ engines to a different model rating as described in this Service Bulletin can only be accomplished as per prior contractual agreement with International Aero Engines.

Approval Data

The part number changes and/or part modifications specified in the Accomplishment Instructions and Material Information sections of this Service Bulletin have been shown to comply with the applicable Federal Aviation Regulations and are FAA-APPROVED for the engine model(s) given.

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

Manpower

1. In Service

   .....21 minutes.

2. At Overhaul

   .....21 minutes.

NOTE: The parts affected by this Service Bulletin are accessible at overhaul.

1. To do a modification of the Data Entry Plug Assembly. .....13 minutes
2. To identify Data Entry Plug Assembly. .....3 minutes
3. To mark and install the Engine Identification Plate. .....5 minutes

Weight and Balance

1. Weight Change

None.

2. Moment Arm

   No Effect.

3. Datum

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

Electrical Load Data

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

Software Accomplishment Summary

Not Applicable.

References

1. IAE V2533-NAC-70-0614 (Information — Nacelle — To Announce The Availability Of Heatshields For The Pressure Regulating Valve And The High Pressure Bleed Valve).
2. IAE V2500-ENG-72-0295 has been removed from the list of References.
3. IAE V2500-ENG-72-0376 (Engine HP Compressor Discs (Stages 3 - 8) - Introduction Of A Revised Stage 3 - 8 Disc Assembly With Increased Life).
4. IAE V2500-ENG-72-0565 (Engine - Provide The Requirements For Modification To The V2500 SelectOne™ Retrofit Standard).
5. IAE V2500-ENG-73-0208 (Engine — Fuel And Control — Provide A New Electronic Engine Control (EEC) With A5 SCN20A/Z Software).
6. IAE V2500-ENG-75-0081 (Air - Stage 10 To HPT Air Valve - Deletion Of The HPC Stage 10 Make-up Air Valve And Associated Hardware).
7. FAA NWM AD 200-11-25.
8. LCF Certification Report IAE-0266
9. EC Summary Report IAE-0267
10. Aircraft Maintenance Manual, Chapter/Section 73-22-35, Repairs, Replace the Jumpers, Contacts or Connector — VRS 3500, and Removal/Installation, Installation of the Data Entry Plug Assembly; and Chapter/Section, 73-22-34, Operational Test of the EEC.
11. V2533 Engine Illustrated Parts Catalogs (S-V2533-2IA, S-V2533-2IB, S-V2533-5IA, S-V2533-5IB, S-V2533-6IA, S-V2533-6IB, S-V2533-7IA, and S-V2533-71B), Chapter/Section 73-22-35, (Figure Item No. 01-100), Chapter/Section 72-32-85, (Figure Item No. 03-120), and Chapter/Section 73-22-36, (Figure Item No. 01-100).
12. V2533 Standard Practices/Processes Manual (SSP-V2533-1IA), 70-09-00, Marking of Parts and 70-39-03, Riveting.
13. IAE V2500 Time Limits Manual (T-V2500-1IA), Chapter/Section 05-10-01.
14. Aircraft Modification No. 39193.
15. Internal Reference No. — EC 08VA076, EC 08VA076D, EC 08VA076E, EC 09VR007, PSAF 09VC203A, EC 08VA076-02.
16. ATA Locator — 72-32-00 and 73-22-00.

Other Publications Affected

IAE V2500 Time Limits Manual (T-V2500-1IA), Chapter/Section 05-10-01.

Aircraft Maintenance Manual, Chapter/Section 73-22-35, Repairs, Replace the Jumpers, Contacts or Connector — VRS 3500, and Removal/Installation, Installation of the Data Entry Plug Assembly; and Chapter/Section, 73-22-34, Operational Test of the EEC.

Interchangeability of Parts

Not applicable.

Information in the Appendix

Alternate Accomplishment Instructions (No)

Progression Charts (No)

Revision to Table of Limits (Yes)

Inspection Procedures (No)

Supplement (No)

Added Data (Yes)

Material Information

Material — Price and Availability

The estimated price of new material to do this Service Bulletin when the part modification procedure is used is $525.

The estimated price of new material to do this Service Bulletin using new replacement parts $6,036.

Industry Support Program

Not Applicable.

The material data that follows is for each engine.

For V2533-A5 SelectOne™ Production Standard and SelectOne™ Retrofit Standard Engines:

New PN	Qty	Estimate of Unit Price ($)	Keyword	Old PN	Instructions — Disposition
5A1942	1	525.00	ENGINE IDENTIFICATION PLATE	5A1875 (72-32-85-03-120)	(A)(C)(D)(E)(F)
2A3106	1	5,511.00	KIT ASSY, DATA ENTRY PLUG	2A3106 (73-22-35-01-100)	(B)

Instructions/Disposition Code Statements:

(A) The new Engine Identification Plate and Rivet can be obtained through your International Aero Engines Representative.

(B) The new part can be obtained by modification of the old part as specified in the Accomplishment Instructions.

(C) The part will not be incorporated to the production engines and the part will be supplied as a spare only.

(D) Old part will continue to be available.

(E) New part will be available approximately March 2009.

(F) PN 5A1942 is alternative part to PN 5A1875.

Tooling — Price and Availability

New Support Equipment that is necessary

Tool No.	Name	Manufacturer	Design Availability Date	Aperture Card Delivery Date
IAE2P16369	TESTER	Rolls-Royce	(1)	(1)

(1) Indicates that tool design aperture card is currently available from IAE.

Reidentified Parts

Not Applicable.

Other Material Information Data

Not Applicable.

Accomplishment Instructions

1. Remove the Data Entry Plug Assembly, PN 2A3106, (Reference 11, IPC Chapter/Section 73-22-35, Figure/Item No. 01-100) by the procedure given in Reference 10, AMM Chapter/Section 73-22-35, Repairs, VRS 3500.
2. Remove the backshell assembly to access the jumper wires by the procedures specified in Reference 10, AMM Chapter/Section 73-22-35, Repairs, VRS 3500 and Figure 1.

   NOTE: Do not remove the jumper pin connections at this time.
3. Make two copies of Figure 5, Contact Hole Locations. Mark one as 5A and one as 5B.

   A. Record the following information in the corresponding fields on Figure 5A from the Data Entry Plug Connector:

      (1) Engine Serial Number

      (2) Bump Rating

      (3) Variant

      (4) EPR Modifier

   B. Mark the existing Data Entry Plug connections on the diagram in Figure 5A.

      NOTE: Jumper wires are utilized for the Variant, Engine Serial Number and EPR Modifier. Only the jumpers for the Variant require removal. The other connections need to be maintained per steps C through F below.

   C. Locate the current variant number in Table 1. Highlight the pin connections listed in this table for the current variant number on the connections that were marked in Step B.

   D. Using the same table from Step C, locate the variant of the desired new engine thrust rating. Mark these pin connections on the diagram in Figure 5B.

   E. Now ignore the highlighted variant connections in Figure 5A, and copy the rest of the connections to the diagram in Figure 5B.

      CAUTION: INSTALLATION OF AN INCORRECTLY WIRED DATA ENTRY PLUG CAN LEAD TO OPERATIONAL ISSUES INCLUDING THE POSSIBILITY OF AN ENGINE SURGE. SEE REFERENCE 5, SERVICE BULLETIN V2500-ENG-73-0208 (A5 SCN 20A/Z SOFTWARE INTRODUCTION) FOR ADDITIONAL INFORMATION.

   F. Determine the jumper pin changes required from the differences between the diagrams in Figure 5A and 5B, and any new jumpers needed. See Figure 1 (taken from Reference 11, IPC, Chapter/Section 73-22-35, Figure/Item No. 01-100).
4. Modify the Data Entry Plug Connector by the procedure specified in Reference 10, AMM, Chapter/Section 73-22-35, Repairs.
5. Assemble the Data Entry Plug Assembly by the procedure specified in Reference 10, AMM, Chapter/Section 73-22-35, Repairs, VRS 3500 and Figure 1.
6. Do a check of the wiring, using electrical tester IAE 2P16369, by the procedure specified in Reference 10, AMM, Chapter/Section 73-22-35, Repairs VRS 3500.

   NOTE: If IAE 2P16369 is not available, or the DEP is utilized for a SelectOne™ engine then a continuity check of the jumper pin connections can be used as an alternate means to do this check.

7. Mark the Data Entry Plug Backshell with the new Variant No. by the procedure given in Reference 12, SPPM, Chapter/Section 70-09-00, Marking of Parts and Figure 2. Use the vibration peen method.

8. Install the Data Entry Plug by the procedure given in Reference 10, AMM, Chapter/Section 73-22-35, Repairs, VRS 3500.

9. Replace the Engine Identification Plate. See Figure 4, Sheet 1.

   NOTE: If required, the replacement Engine Identification Plate MUST be obtained from your International Aero Engines Representative, and the old Engine Identification plate MUST be returned to this same representative who shall in turn return the plate to the IAE Manager Production Certificate (via IAE Customer Support, if desired).

   NOTE: Engine Identification Plates may only be replaced or remarked by persons working under the authority of a repair station certificate or an air carrier operating certificate, or by an IAE Product Support Representative.

   NOTE: Ensure that your IAE Representative is aware of the change in Engine Rating.

   A. If Engine Identification Plate (5A1874) is being replaced by the same Part Number Plate, see Figure 4, Sheet 2.

      (1) Remove the four bolts (4W0102) and four nuts (4W0001), that hold the Engine Identification Plate to the Name Plate bracket.

      (2) Give the Engine Identification Plate to your IAE Representative.

      (3) Get the new Engine Identification Plate from your IAE Representative.

      (4) Install the new Engine Identification Plate with the four bolts (4W0102 bolts) and four nuts (4W0001).

      (5) Torque the 4W0102 Bolts between 36–45 lbfin (4.00–5.00 Nm) .

   B. If Engine Identification Plate (5A1874) is being replaced by Engine Identification Plate, PN 5A1942 see Figure 4, Sheet 2, Sheet 3 and Sheet 4.

      (1) Remove the two Bolts (4W0164) and nuts (4W0002) that hold the Name Plate Bracket to the Fan Case.

      (2) Remove the two Bolts (4W0102) that hold the Module Identification to the Name Plate Bracket.

      (3) Remove the four Bolts (4W0102) that hold the Engine Identification Plate to the Name Plate Bracket.

      (4) Give the Engine Identification Plate to your IAE Representative.

      (5) Get the new Engine Identification Plate from your IAE Representative.

      (6) Mark the Engine Identification Plate with the appropriate Take-Off Rating-Bump No. and Variant No. See Reference 12, SPP 70-09-00, Marking of Parts and Figure 3. Use the vibration peen method.

      (7) Install a new Engine Rating Indicator, PN 5A1857 in the Engine Identification Plate at the appropriate “TAKE-OFF RATING/VARIANT” position.

         (a) Drill a hole 0.098 - 0.101 lbin. (2.5 - 2.56 mm.) diameter at the circle marked on the Engine Identification Plate at the designated rating and deburr the hole.

(b) Install the Engine Rating Indicator through the Engine Identification Plate at the designated rating and squeeze with the power riveter. See Reference 12, SPPM 70-09-00, Marking of Parts and Figure 4, Sheet 5.

(8) Install the Engine Identification Plate.

(a) Install the Engine Identification Plate on a new Name Plate Bracket (5A1856) with the existing four bolts (4W0102) and four new nuts (4W0001).

(b) Torque the nuts between 36 - 45 lbfin. (4.0 - 5.0 Nm.).

(9) Install the existing Module Identification Plate.

(a) Install the Module Identification Plate on the Name Plate Bracket with the existing two bolts (4W0102) and two new nuts (4W0001).

(b) Torque the nuts between 36 - 45 lbfin. (4.0 - 5.0 Nm.).

(10) Install the Name Plate Bracket.

(a) Install the Name Plate Bracket on the Fan Frame with the existing two bolts (4W0164).

(b) Torque the bolts between 85 - 105 lbfin. (10.0 - 12.0 Nm.)

C. If Engine Identification Plate (5A1875) is being replaced by Engine Identification Plate, PN 5A1942 see Figure 4, Sheet 4 and Sheet 5.

(1) Remove the four Bolts (4W0102) and Nuts (4W0001) that hold the Engine Identification Plate to the Name Plate Bracket.

(2) Remove the Engine Rating Indicator from the Engine Identification Plate and destroy it.

(3) Give the Engine Identification Plate to your IAE Representative.

(4) Get a new Engine Identification Plate (5A1942) from your IAE Representative.

(5) Mark the Engine Identification Plate with the appropriate Take-Off Rating-Bump No. and Variant No. See Reference 12, SPPM 70-09-00, Marking of Parts and Figure 3. Use the vibration peen method.

(6) Install a new Engine Rating Indicator (5A1857) in the Engine Identification Plate at the appropriate 'TAKE-OFF RATING/VARIANT' position.

(a) Drill a hole 0.098 – 0.101in. (2.5 – 2.56 mm.) diameter at the circle marked on the Engine Identification Plate at the designated rating, and deburr the hole.

(b) Install the Engine Rating Indicator through the Engine Identification Plate at the designated rating and squeeze with the power riveter. See Reference 12, SPPM 70-09-00, Marking of Parts and Figure 4, Sheet 5.

(7) Install the Engine Identification Plate.

(a) Install the Engine Identification Plate on the Name Plate Bracket with the four Bolts (4W0102) and Nuts (4W0001).

(b) Torque the Nuts between 36 – 45 lbfin. (4.0 – 5.0 Nm.).

10. Check the data entry plug wiring by interrogating the MCDU and comparing the output EEC CONFIGURATION information output to the Data Plate information, when the EEC

and DEP are installed on the aircraft. Use the procedure specified in Reference 10, AMM Chapter/Section 73-22-35, Installation and Figure 6.

NOTE: If this does not agree, the Data Entry Plug must be corrected or replaced; until then the aircraft can not be dispatched.

11. Do an operational test of the EEC by the procedure given in Reference 10, AMM, Chapter/Section 73-22-34, Operational Test of the EEC.

12. Recording Instructions

    A. IAE must be informed of all Rating Changes.

    B. A record of accomplishment is required.

Table 1— Data Entry Plug Pin Selection procedure for SelectOne™ Engine Variant — Bump No. — Crank

Jumper Connections

Variant	Engine Rating	Thrust Level	Bump No.	Crank (sec)	Channel A	Channel B	Jumper Type	No. Reqd.	**EEC Software
07	2	33K	01	30	Y to X Z to D,E	N to M g to f, R	3 pin	3 pin: 2	SCN20A/Z

NOTE: ** Indicates EEC Software Standard or later must be installed.

MODIFICATION	PART NUMBER CHANGE	
	For Production Engines	For Engines in field (For Spares)
BASE LINE	5A1465	5A1465
V2500-ENG-72-0378 ENGINE - LP COMPRESSOR - TO ANNOUNCE THE AVAILABILITY OF NEW ENGINE IDENTIFICATION PLATE WITH DESIGNATION OF ALL A5 MODEL RATINGS - CATEGORY 8	5A1465	5A1855
V2500-ENG-70-0622 ENGINE - LP COMPRESSOR - ANNOUNCEMENT OF THE ENGINE IDENTIFICATION PLATE WITH NEW IAE LOGO - CATEGORY 7	5A1874	5A1875
V2500-ENG-73-0209 ENGINE - FUEL AND CONTROL - INTRODUCTION OF 33K BUMP RATING, MODIFICATION OF THE DATA ENTRY PLUG AND NEW ENGINE IDENTIFICATION PLATE - CATEGORY 8	5A1874	5A1942

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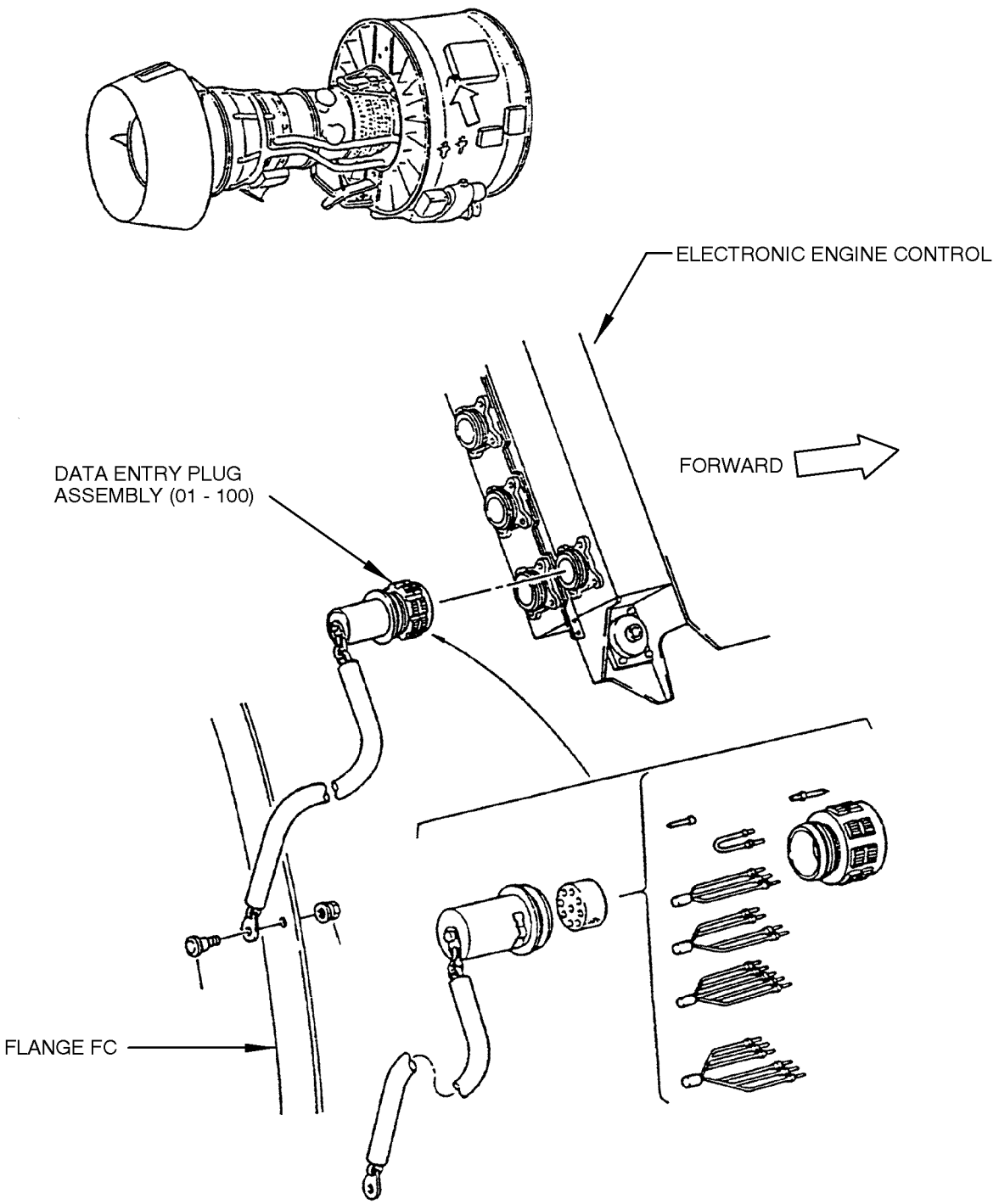
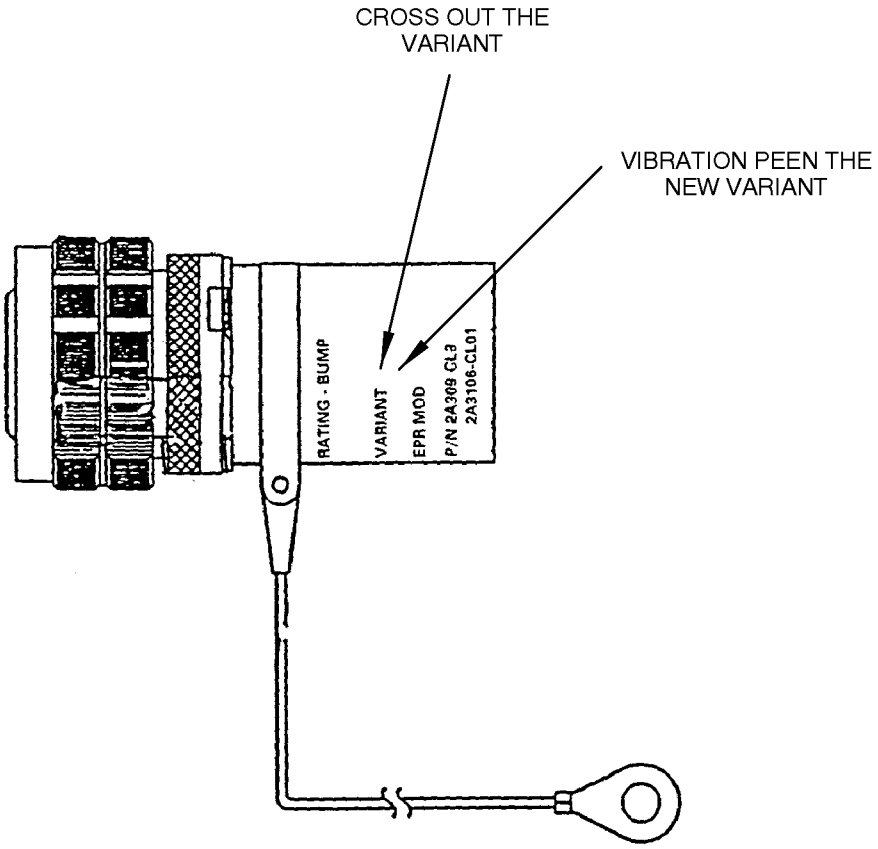
FAMILY TREE — PLATE, IDENTIFICATION REF. CATALOG SEQUENCE NO. 72-32-85. FIGURE 03 ITEM 120
CHART A



DATA ENTRY PLUG ASSEMBLY
Figure 1



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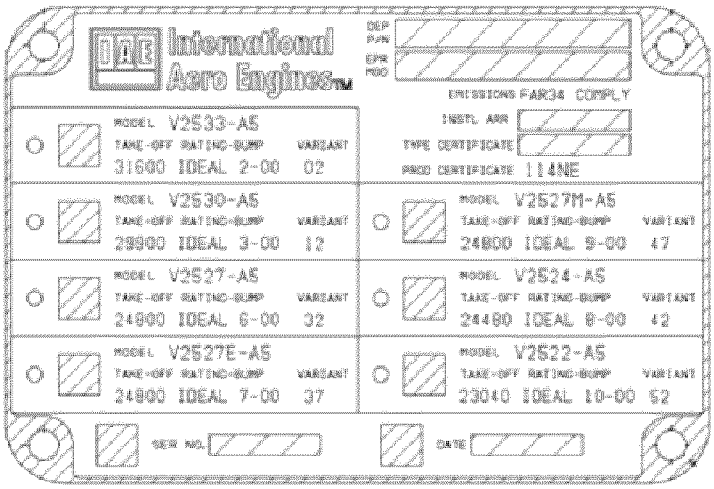
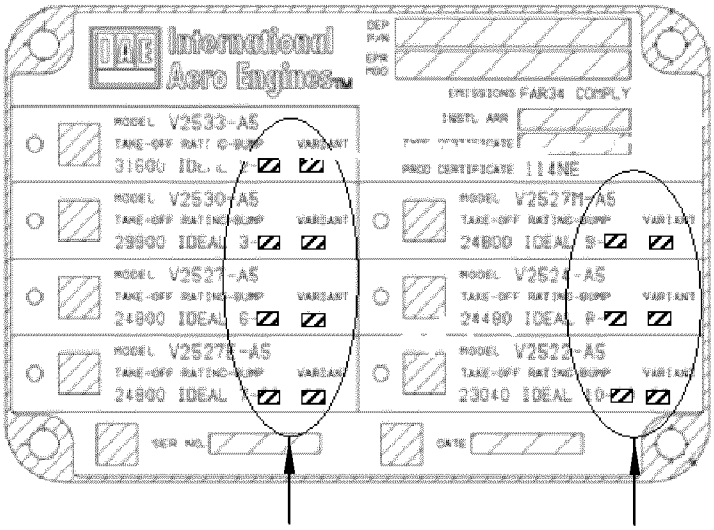
IDENTIFICATION OF THE DATA ENTRY PLUG ASSEMBLY TO THE NEW PART NUMBER
Figure 2



BEFORE ALTERATION



Blank for marking of DEP variant and
Bump Rating in all 7 model fields required

AFTER ALTERATION

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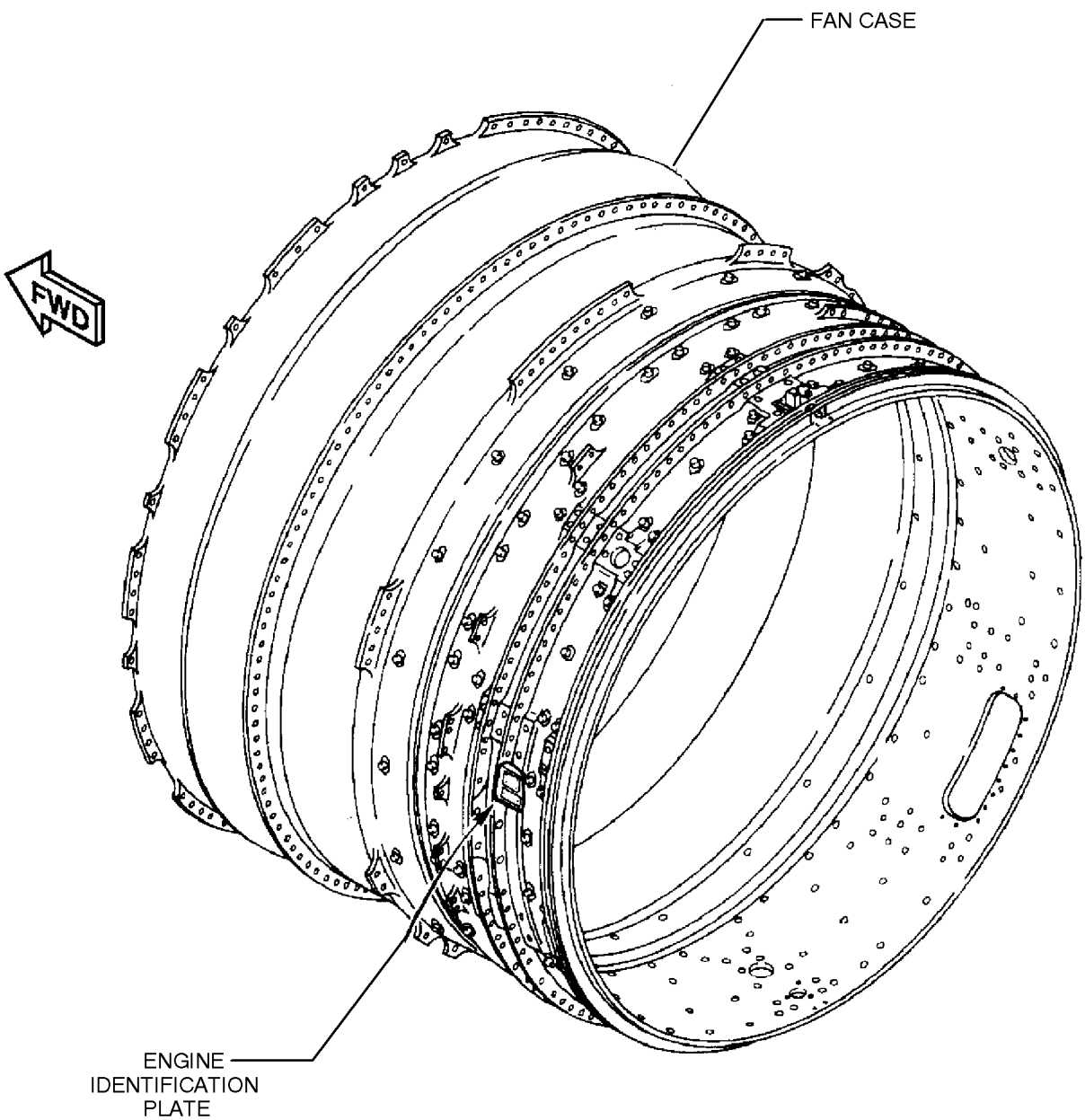
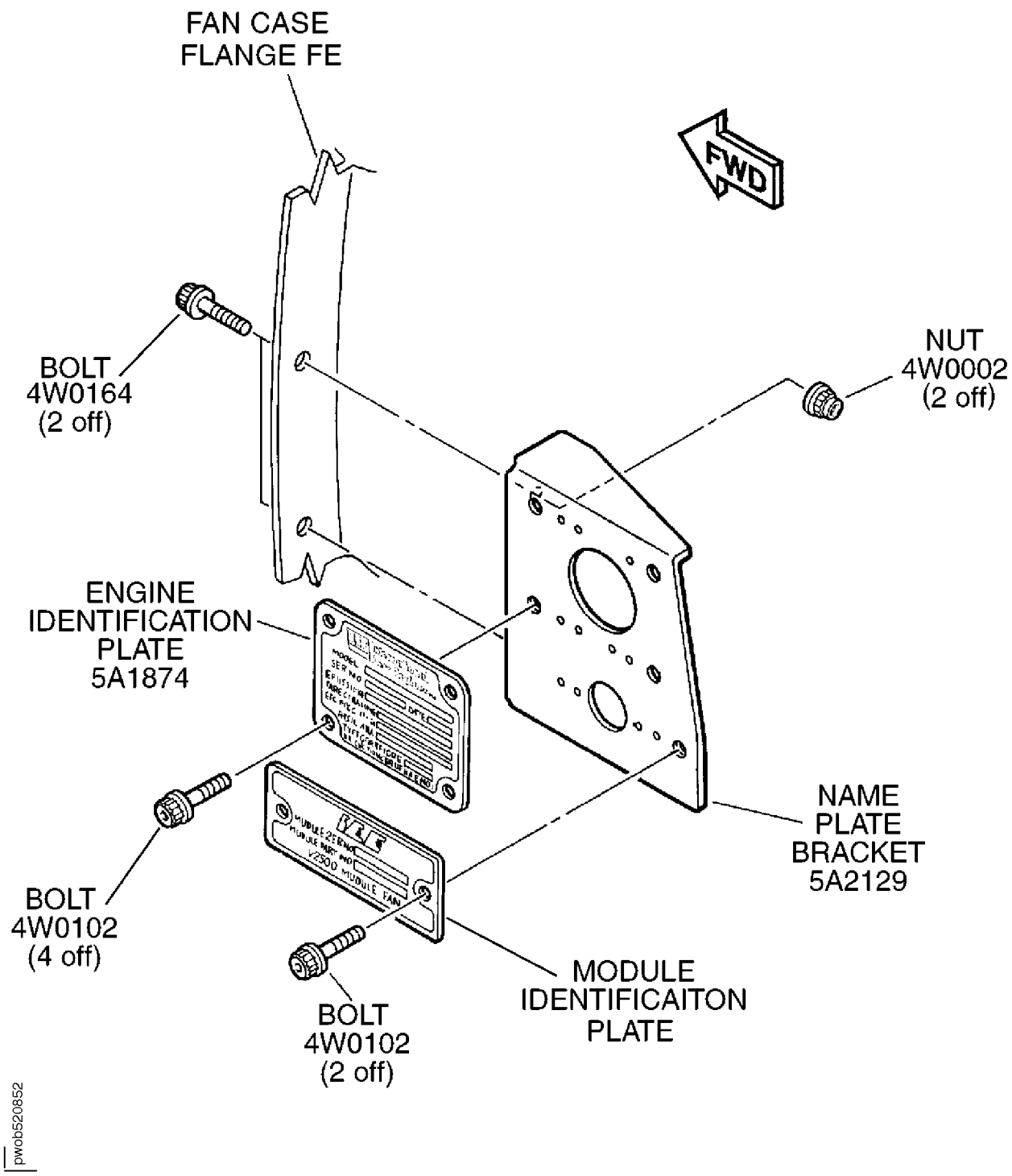
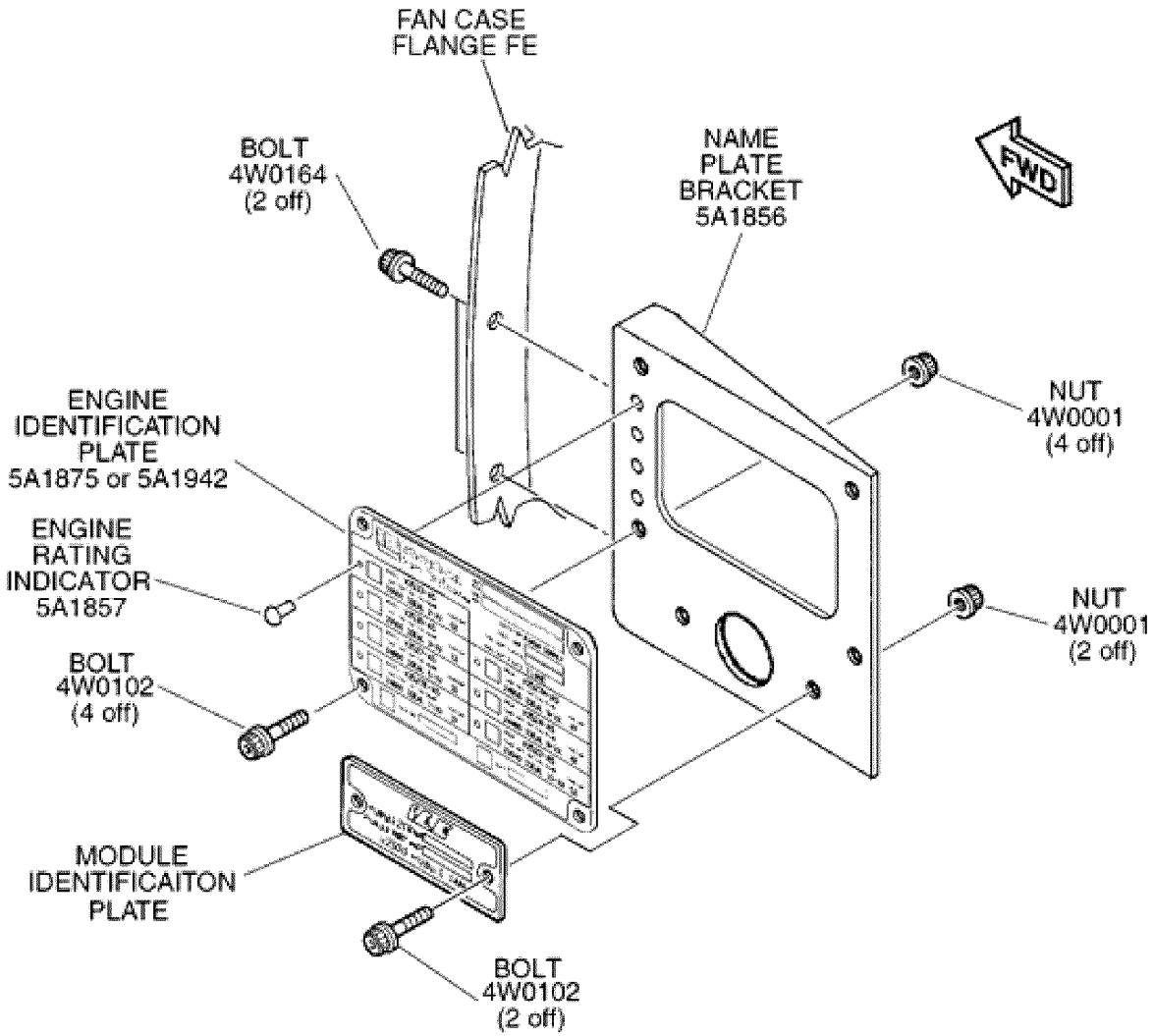
ENGINE IDENTIFICATION PLATE — BEFORE AND AFTER ALTERATION
Figure 3



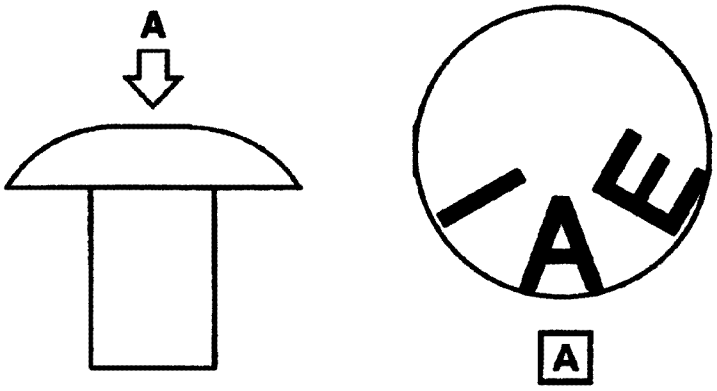
ENGINE IDENTIFICATION PLATE
Figure 4 (Sheet 1)



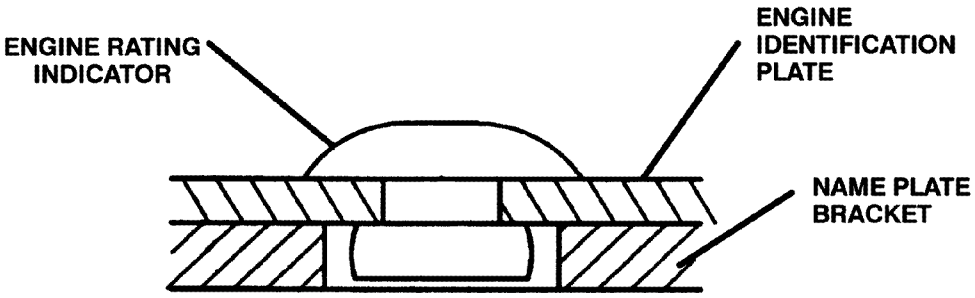
ENGINE IDENTIFICATION PLATE
Figure 4 (Sheet 2)



ENGINE IDENTIFICATION PLATE
Figure 4 (Sheet 3)



ENGINE RATING INDICATOR AS SUPPLIED BY IAE



ENGINE RATING INDICATOR AS PLACED ON THE ENGINE IDENTIFICATION PLATE

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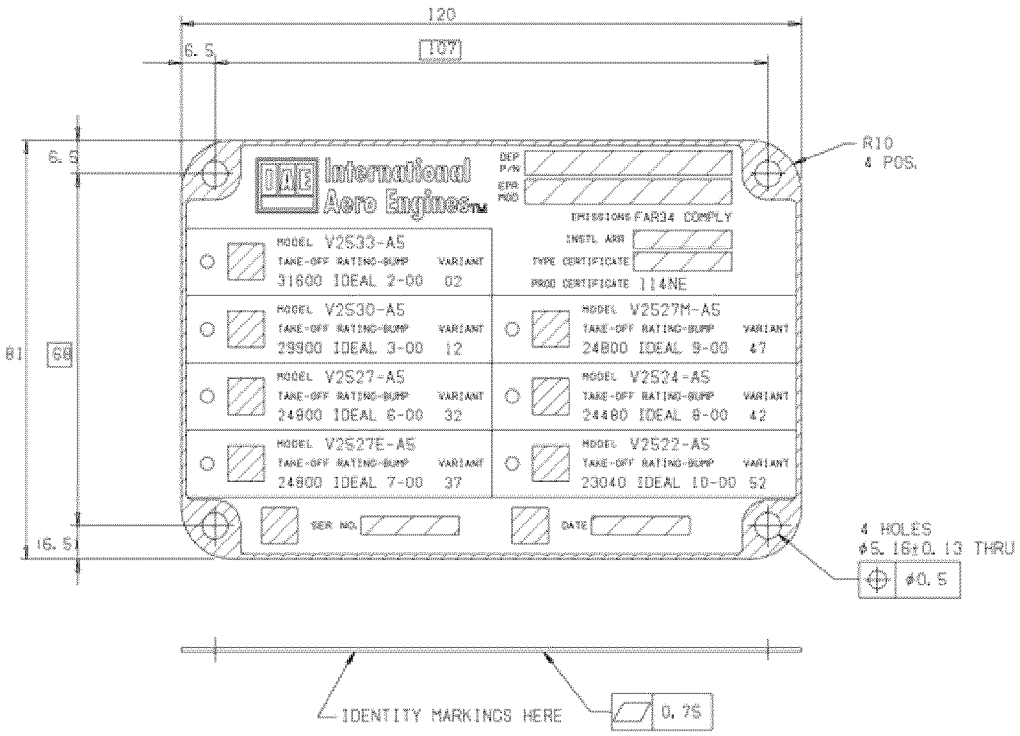
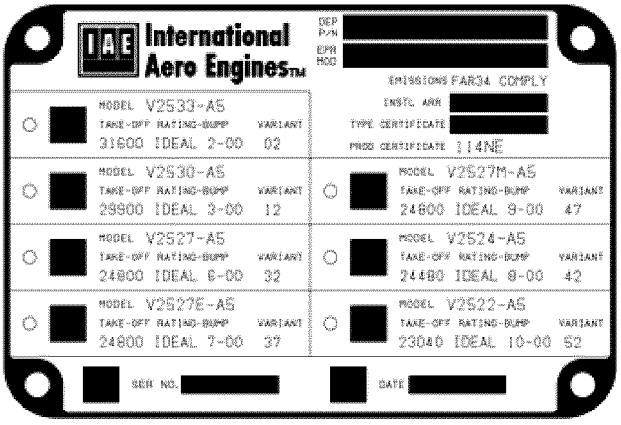
ENGINE IDENTIFICATION PLATE
Figure 4 (Sheet 4)





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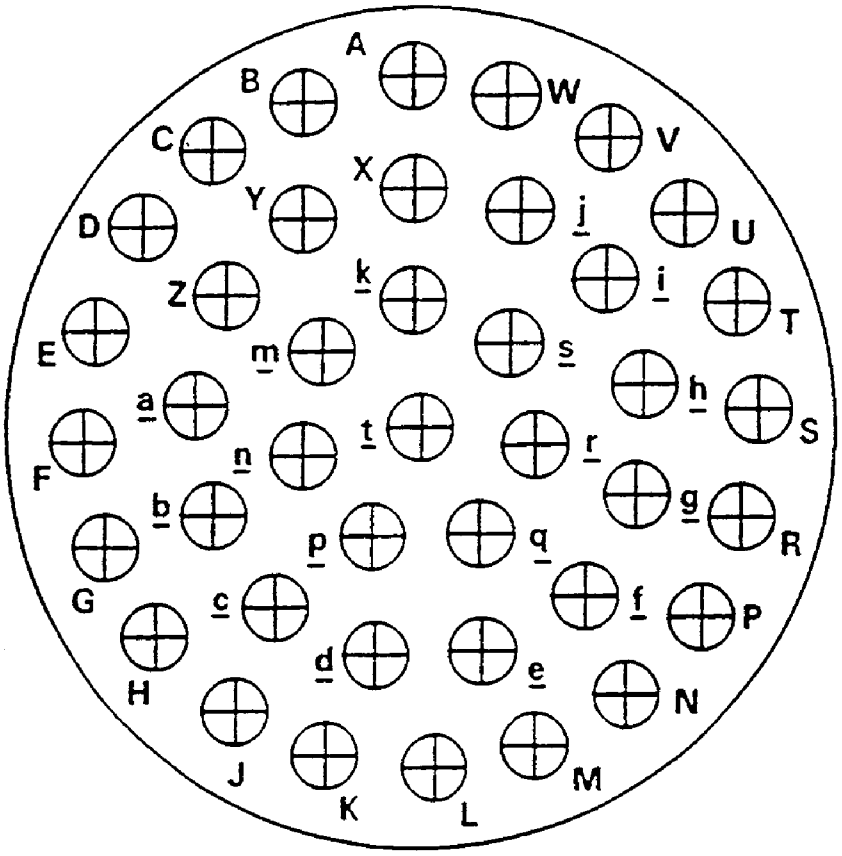
ENGINE IDENTIFICATION PLATE
Figure 4 (Sheet 5)



NOTE: Upper case I, O, and Q are not used.
Lower case l and O are not used.

ENGINE NO. _____

RATING - BUMP _____

VARIANT _____

EPR MOD. _____

P/N 2A3106-CL01

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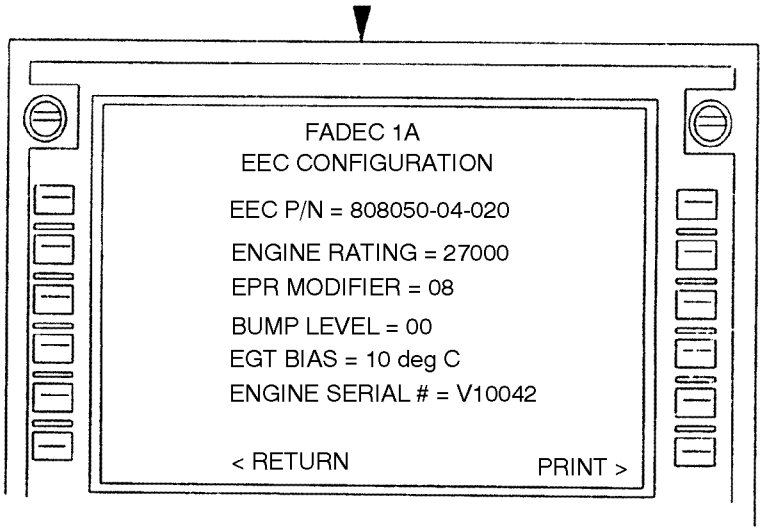
CONTACT HOLE LOCATIONS
Figure 5



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MCDU INTERROGATION OF EEC CONFIGURATION
Figure 6

Appendix

Revision to Table of Limits

Engine Manual(s), Chapter/Section 05-10-01, has been updated to incorporate the Part Service Life Limits related to this Service Bulletin.

Added Data

Internal Reference Information

Revision No.	Reference Document	Origination
Original	EC08VA076	DL/TR
1	EC08VA076D EC08VA076E EC09VR007 PSAF09VC203A	JJP/JH
2	EC08VA076-02	JJP/CMS