



ENGINE - AIR - INCORPORATE A CHAMFER OF THE ACAC INLET/OUTLET DUCT LUG - CATEGORY CODE
8 - MOD.ENG-75-0033

1. Planning Information

A. Effectivity

- (1) Aircraft: (a) Airbus A320
(b) Airbus A321
- (2) Engine : (a) V2500-A1 Engines prior to Serial Number V0322.
(b) V2500-A5 Engines prior to Serial Number V10010.

B. Reason

(1) Condition

An interference between ACAC Inlet Duct and ACAC Mount Bracket may occur under the worst manufacturing tolerances.

(2) Background

The condition was observed when an engine was assembled and a review shows that same condition may occur at ACAC Outlet Duct.

(3) Objective

To avoid the potential interference with ACAC Mount Bracket.

(4) Substantiation

Substantiation test is not required.

(5) Effects of Bulletin on Workshop Procedures:

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

(6) Supplemental Information

The existing parts (ACAC Inlet and Outlet Ducts) are reworkable by modification as new parts. The part number of modified part can be the same as the new part number.

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**C. Description**

Larger chamfer is given to the shoulders of the lugs of ACAC Inlet and Outlet Ducts.

Length from center of hole to edge of lug is reduced to give clearance between the parts (See figure 2).

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

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Accomplish based upon experience with the prior configuration.

F. Manpower

Estimated Manhours to incorporate the full intent of this Bulletin:

Venue	Estimated Manhours
(1) In Service	Not applicable
(2) At overhaul	Total: 15 minutes
(a) To rework the lug of ACAC Inlet/Outlet Ducts.	15 minutes

G. Material – Price and Availability

(1) Modification Kit is not required.

(2) See "Material Information" section for prices and availability of future spares.

H. Tooling – Price and Availability

Special tools are not required to accomplish this Service Bulletin.

I. Weight and Balance

(1) Weight change None

(2) Moment arm No effect.

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- (3) Datum Engine front mount centerline
(Power Plant Station (P.P.S) 100)

J. Electrical Load Data

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

K. References

- (1) Internal Reference No.

92VJ121

- (2) Other References

V2500 Illustrated Parts Catalog, Chapter/Section 75-22-41.

V2500 Standard Practices/Processes Manual, 70-09-00 Marking of Parts.

L. Other Publications Affected

- (1) V2500 Illustrated Parts Catalog, Chapter/Section 75-22-41, will be revised to incorporate the new part.
- (2) V2500 Component Maintenance Manual, Chapter/Section 75-22-41 will be revised to incorporate the new parts for Cleaning, Inspection/Check and Repair.



2. Accomplishment Instructions

A. Removal Instructions

Not applicable

B. Rework Instructions

- (1) To rework the lug of ACAC Inlet and Outlet Ducts in accordance with Figures 1 and 2.

CAUTION: TITANIUM COMPONENTS

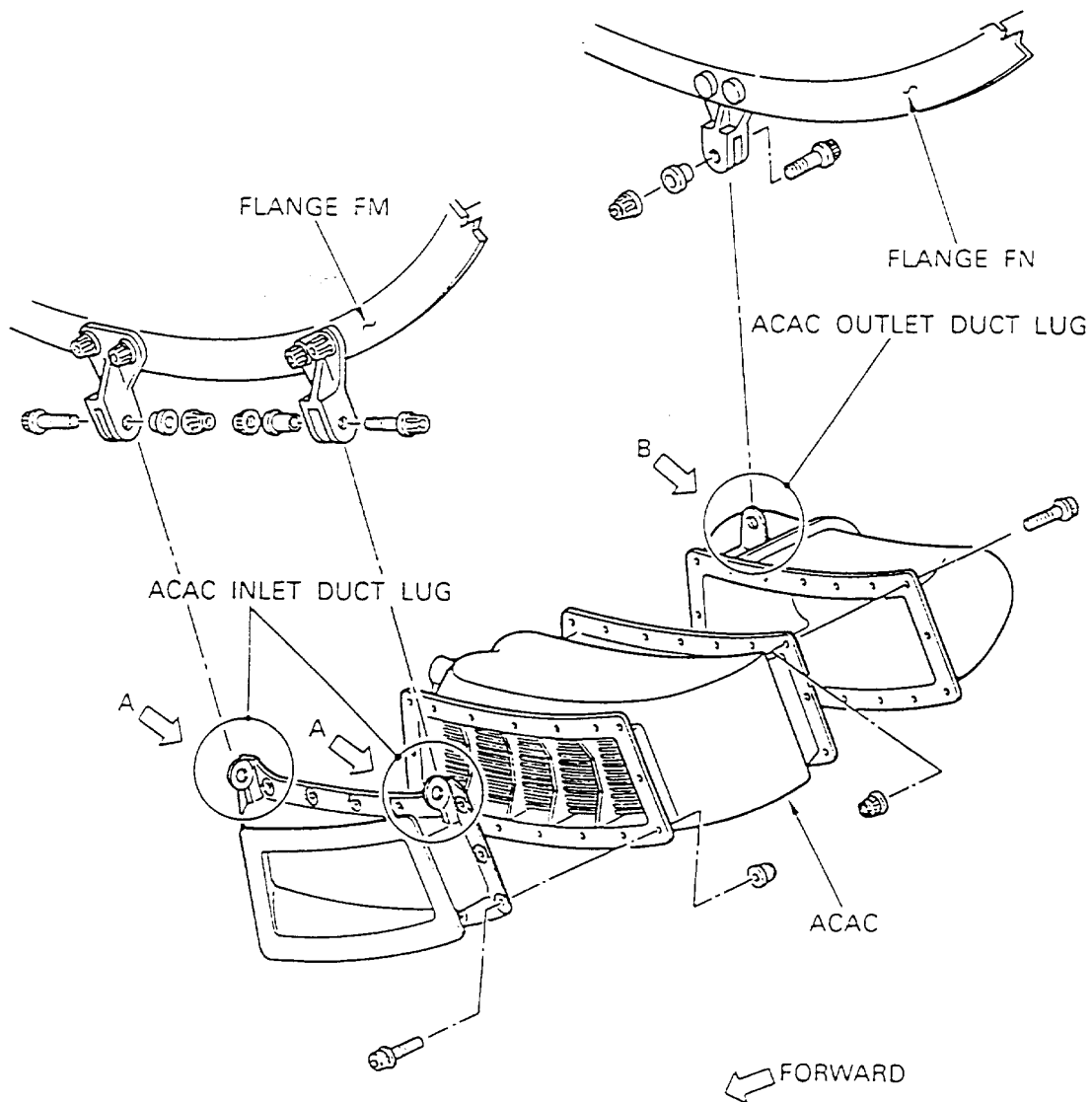
1. SILICON CARBIDE TYPE WHEELS, STONES AND ABRASIVE PAPERS ARE TO BE USED FOR THIS REWORK.
 2. ALUMINUM OXIDE TYPES MUST NOT BE USED.
 3. THE MATERIAL WILL OXIDIZE AND CRACK IF MECHANICAL CUTTERS ARE USED HEAVILY. THIS HAS OCCURRED IF THE COMPONENT SHOWS DARK STRAW TO BLUE DISCOLORATION. IF AT ANY TIME THIS COLOURATION OCCURS THE COMPONENT MUST BE REJECTED.
- (2) To reidentify the part number from 5T8199 to 5T0114 adjacent to existing part number by electrochemical marking [Refer to 1.K.(2)], or vibration peening [Refer to 1.K.(2)]. Delete existing part number with a single line.
- (3) To reidentify the part number from 5T8128 to 5T0115 adjacent to existing part number by electrochemical marking [Refer to 1.K.(2)], or vibration peening [Refer to 1.K.(2)]. Delete existing part number with a single line.

C. Installation Instructions

Not applicable

D. Recording Instruction

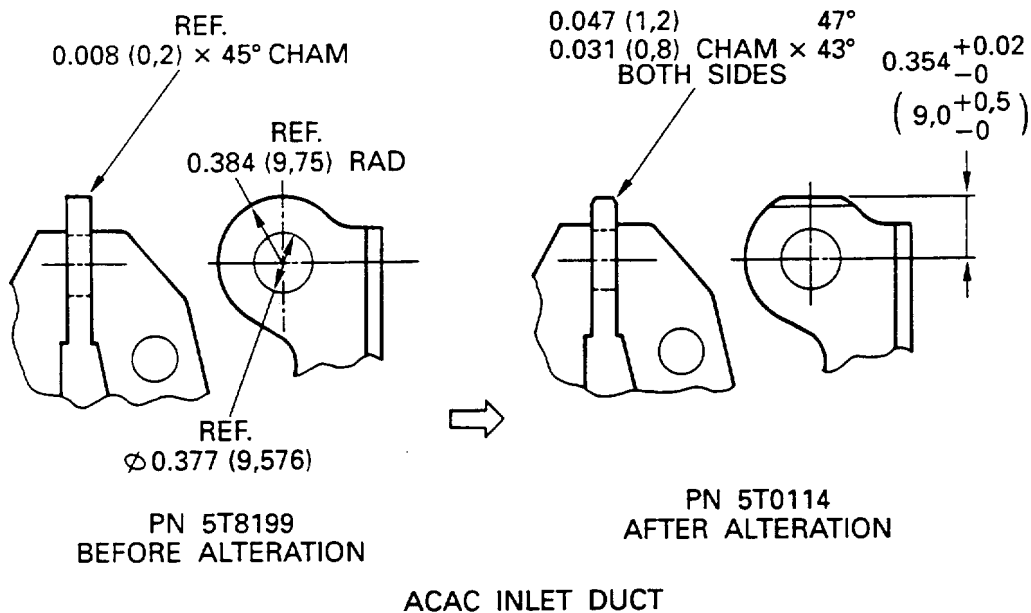
A record of accomplishment is necessary.



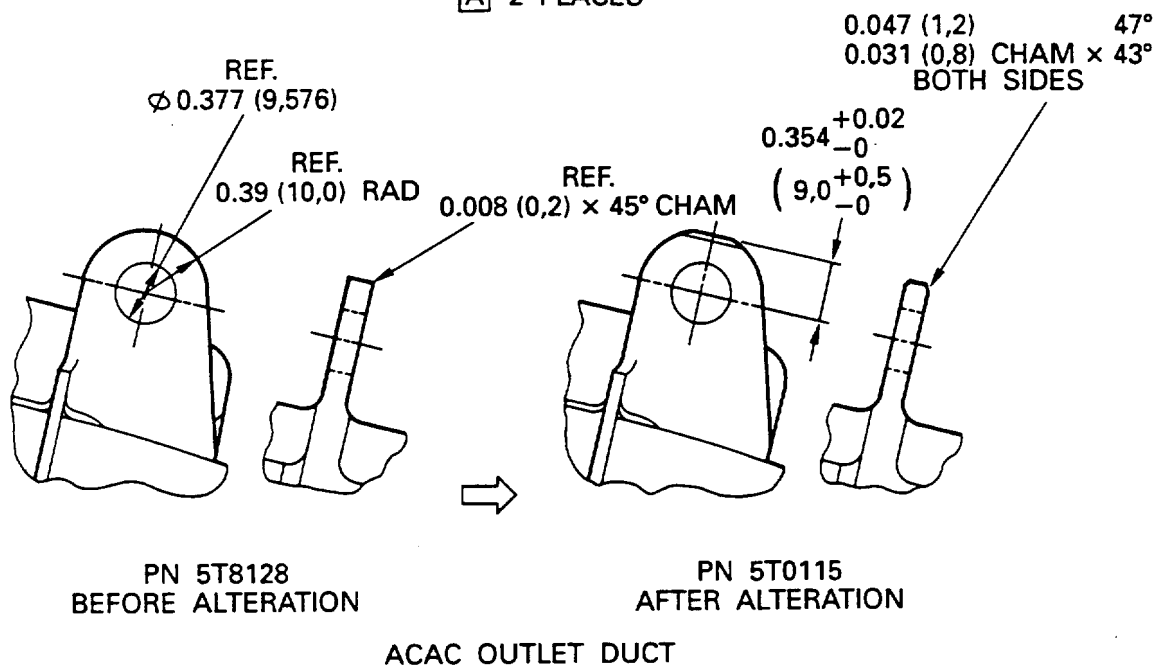
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ACAC INLET/OUTLET DUCTS – LOCATION OF ALTERATION
Fig.1

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[A] 2 PLACES



[B]

ACAC INLET/OUTLET DUCTS – BEFORE AND AFTER ALTERATION
Fig.2

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3. Material Information

Applicability: For each V2500 Engine to incorporate this Bulletin.

A. Kits 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
5T0114 (75-22-41)	1		.Duct, A/O Inlet-ACAC	5T8199 (01-300)	(A)(B)(S1) (1D)
5T0115 (75-22-41)	1		.Duct, A/O Outlet-ACAC	5T8128 (01-400)	(A)(B)(S1) (1D)

C. Instruction/Disposition Code Statements:

(A) New Parts are currently available for sale.

(B) Old Parts will continue to be available until stocks have been exhausted.

(S1) Old and New Parts are not interchangeable, but the new parts may be fitted in lieu of the old parts.

(1D) Old Parts can be reworked and reidentified as new parts.

NOTE: The existing 1993 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.

