International Aero Engines

SERVICE BULLETIN

AIR - VARIABLE STATOR VANE ACTUATOR LINKAGE - INTRODUCTION OF A NEW SETTING PROCEDURE FOR THE RE-SCHEDULING OF THE HP COMPRESSOR VARIABLE VANES - CATEGORY CODE 4 - MOD.ENG-75-0055

1. Planning Information

A. Effectivity

(1) Aircraft: (a) Airbus A320

(2) Engine: (a) V2500-A1 Engines prior to Serial No.V0362

B. Reason

Several instances have occured where the HP compressor stage 4 rotor blade airfoil have become detached from the blade platform. The proposed re-scheduling of the HP compressor variable vanes should assist to restore the gas incidence angle on the stage 4 rotor blade.

C. Compliance

Category Code 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.

D. Approval

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

E. References

(1) Internal Reference No.

95VR004

(2) Other References

A320 Aircraft Maintenance Manual.

V2500 Engine Manual.

V2500 Standard Practices Processes Manual.

F. Action

(1) Open the fan cowl doors by the approved procedures in Reference (1) Chapter/Section 71-13-00.

(2) Open the thrust reverser halves by the approved procedures in Reference (1) Chapter/Section 78-32-00.

(3) Check the HP compressor rigging is correctly set to the high speed position. If necessary reset by the approved procedures in Reference (1) Chapter/Section 75-32-42, or Reference (2) Chapter/Section 72-41-00.

(4) Temporarily mark the crankshaft housing position by the approved procedures in Reference (3) Chapter/Section 70-09-01.

(5) Remove all rigging pins.

(6) Remove the wire that safeties the locknut of the control rod at the actuator control rod end and loosen the locknut. Refer to Figure 1.

(7) Remove the 4W0004 nut, 4W2624 washer and the AS26423 bolt that attaches the control rod end to the actuator ram.

(8) Hold the control rod assembly, turn the actuator control rod end one complete turn (360 degrees) to increase the length. Make sure that the length of the control rod assembly has increased approximately 0.043 inches.

(9) Make sure that the control rod end is in safety. Refer to Figure 1.

(10) Install the control rod assembly to the actuator ram using existing AS26423 bolt, 4W2624 washer and 4W0004 nut. Torque the nut to 290 to 370 lbfin (33 to 42 Nm).

(11) Torque the locknut to between 180 to 220 lbfin (20 to 25 Nm).

(12) Make sure that the control rod end is aligned to less than 5 degrees.

(13) Safety wire the locknut to the control rod end with V02-126 lockwire.

(14) Install the 1R18282 rigging pin 1 off in the actuating ram, make sure the actuating mechanism is in the high speed position.

(15) Visually inpect the crankshaft and housing assembly temporarily markings to confirm that the crankshaft has moved from the high speed position towards the low speed position.

(16) Remove the temporary markings from the crankshaft and housing by the approved procedures in References (3) Chapter/Section 70-10-00.

(17) Remove the 1R18282 rigging pin.

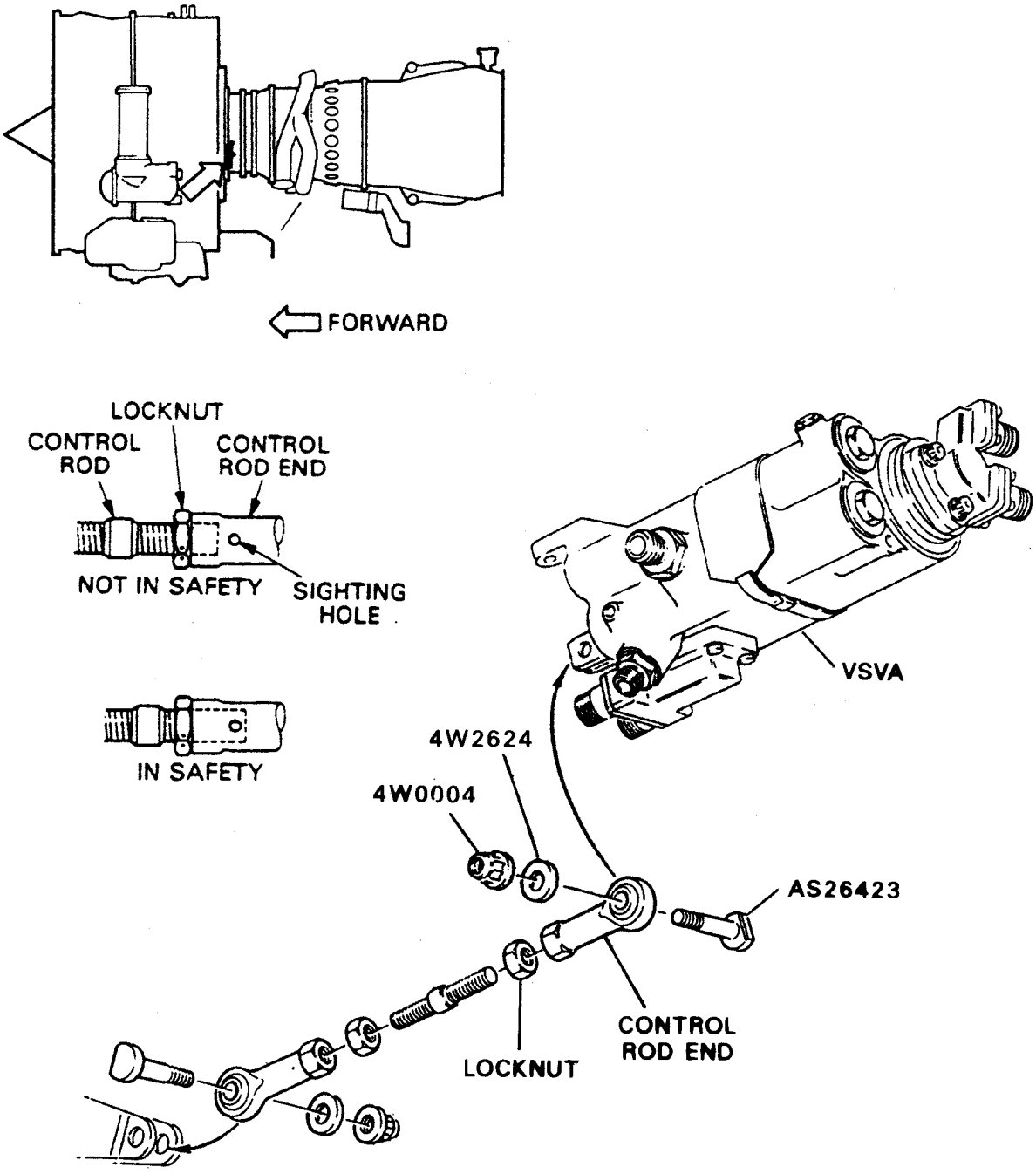
(18) Close the thrust reverser halves by the approved procedure in Reference (1) Chapter/Section 78-32-00.

(19) Close the fan cowl doors by the approved procedures in Reference (1) Chapter/Section 71-13-00.

(20) Do a power assurance run, refer to Aircraft Maintenance Manual Chapter/Section 71-00-00, Test 11.

G. Recording Instructions

(1) A record of accomplishment is necessary.



Location of Variable Stator Vane Actuator (VSVA) and Linkage
Fig.1

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