



ENGINE - POWERPLANT - OIL - MAGNETIC CHIP DETECTOR SEAL RING - REPLACEMENT OF -  
CATEGORY CODE 5 - MOD.ENG-79-0028

1. Planning Information

A. Effectivity

- (1) Aircraft: Airbus A320
- (2) Engine: V2500-A1 Engines prior to Serial Number V0272  
expect V0260, V0268 and V0270.

B. Reason

(1) Condition

The seal ring on the magnetic chip detector housing may ingest oil and swell such that it could cause deformation of the housing. Deformation can cause the MCD housing to leak oil when the probe is removed.

(2) Background

Incidents have been reported of an oil leak at the MCD housing, where the MCD housing non-return valve does not re-seat on the housing when the chip detector is removed. In these instances, the MCD housing was deformed such as to cause an oil leak.

(3) Objective

To install a satisfactory seal ring between the MCD housing and its adjacent installation item to prevent leakages.

(4) Substantiation

Manufacturers tests show the new configuration to be satisfactory.

(5) Effect of Bulletin on:

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

(6) Supplemental Information

None.

V2500-ENG-79-0028

Apr.2/93

Page 1 of 3

**C. Description**

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

- (a) The seven magnetic chip detector probes and housings are removed from the engine. The seal ring on the MCD housings are replaced together with the seal rings on the MCD probes. The housings are then reinstalled with the chip detector probes.

**D. Approval**

The technical content of this Service Bulletin is covered by an Airbus Industrie Modification No. P3188/23696 which is under DGAC (Direction Generale De L'Aviation Civile - France) approval.

**E. Compliance**

Category Code 5

Accomplish when the engine is disassembled sufficiently to afford access to the affected subassembly (i.e. modules, accessories, components, build groups) and to all affected spare subassemblies.

**F. Manpower**

Estimated manhours to incorporate the full intent of this Service Bulletin:

VENUE	ESTIMATED MANHOURS
(1) In Service .....	
(a) To gain access .....	0.1 M/Hrs
(b) To embody .....	1.2 M/Hrs
(c) To return engine to flyable status.....	0.1 M/Hrs
	Total.....1.4 M/Hrs
(2) In Shop .....	
(a) To gain access .....	0 M/Hrs
(b) To embody .....	1.2 M/Hrs
(c) To return engine to overhaul condition.....	0 M/Hrs
	Total.....1.2 M/Hrs

**V2500-ENG-79-0028**



# SERVICE BULLETIN

## G. Material Cost and Availability

The parts to accomplish this Service Bulletin are available from the supplier as Kit No V2579028-551 at no cost to the operator.

Operators with units listed in Paragraph 1.A should submit a no charge purchase order for the applicable quantity of Kits. the purchase order must specify this service bulletin number and only the parts listed herein. Delivery schedules will be furnished to operators upon receipt of their written request.

Direct purchase order to:

Rohr Industries, Inc.  
660 Bay Blvd.  
Chula Vista, CA 92012-0878 USA

Attention: Customer Support Manager, Bldg. 850A  
(Service Bulletin No V2500-ENG-79-0028)

## H. Tooling - Cost and Availability

None required.

## I. Weight and Balance

- |     |                    |  |
|-----|--------------------|--|
| (1) | Weight change..... | None   |
| (2) | Moment arm.....    | No effect  |
| (3) | Datum.....         | Engine Front Mount Centerline<br>(Powerplant Station PPS 100.00) |

## J. Electrical Load Data

Not affected.

## K. References

- |     |                        |
|-----|------------------------|
| (1) | Internal Reference No. |
|     | 92VN074/A              |
| (2) | Other references       |

V2500-ENG-79-0028

