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IAE Propulsion System
NON-MODIFICATION SERVICE BULLETIN

OIL - OIL PRESSURE TRANSMITTER

RETURN OF POTENTIALLY DEFECTIVE TRANSMITTER UNITS.

(NON- MODIFICATION)

MODEL APPLICATION

V2500-A1
V2500-A5

BULLETIN INDEX LOCATOR

79-33-15

Compliance Category Code	Internal Reference No.
5	99VR767

Jun. 16/99

V2500-ENG-79-0078

OIL - OIL PRESSURE TRANSMITTER - RETURN OF POTENTIALLY DEFECTIVE TRANSMITTER UNITS. (NON- MODIFICATION)

1 Planning Information

A. Effectivity

(1) Aircraft

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

(2) Engines

(a) V2500-A1 engines fitted with oil differential pressure transmitters listed in C. Figure 1
(b) V2500-A5 engines fitted with oil differential pressure transmitters listed in C. Figure 1

B. Reason

(1) Problem

There has been one instance where an internal malfunction of the oil differential pressure transmitter has resulted in an in-flight shut down due an indicated drop in oil pressure. The current FCOM procedure requires the engine to be shut down if oil pressure indication is below 13 psi.

Two further units were subsequently removed from the shut down engine having shown the same fault symptoms. These two units had previously been removed from other engines but routine testing at the manufacturer did not identify any problems.

The purpose of this Non-Modification Service Bulletin is to advise operators in possession of applicable Oil Pressure Transmitters to return these units to the vendor at a convenient opportunity.

(2) Background

(a) Further investigation of the transmitters at the manufacturer (Eaton) revealed that broken interfacial solder joints in the electronic section of the transmitter caused the intermittent signals. The intermittent signals resulted in the oil pressure indication problems on the flightdeck. During manufacture, the solder joints are covered with epoxy resin to protect against physical agitation, vibration and/or shock. On the three failed units, the epoxy resin at these particular locations had not been applied in sufficient quantities to provide adequate protection. Due to a change in the method of epoxy application, units manufactured since mid 1993 may exhibit this same epoxy resin condition.

(b) Units manufactured since mid-1993 that have previously been tested at Eaton and were No Fault Found may therefore exhibit damaged solder joints that were not identified during routine testing. These units are identified in C. Figure 1.

C. Compliance

Category 5

Accomplish when the engine is disassembled sufficiently to afford access to the affected unit.

Unit not installed

Accomplish the action at F.1. below if the unit is listed in the table (Figure 1).

Unit Installed on an engine

Accomplish the action at F.2. below at next convenient opportunity if the unit is listed in the table (Figure 1).

The table below lists all applicable units:

Figure 1 **Table of Suspect Oil Pressure Differential Transmitters**
Part Number: 41SG240-1

Serial Number	Customer	Customer P.O.	Date of Shipment
129269	AMU	6AV0541	19 September 1996
113117	ALK	AD/1519/15F	27 February 1996
85910	AWE	X00169956	8 September 1992
88644	AWE	X00193630	2 March 1994
88649	AWE	X00231178	24 April 1996
88656	AWE	X00247852	13 November 1996
91615	AWE	X00201750	8 September 1994
93122	AWE	X00236448	11 September 1996
95708	AWE	X00260274	28 April 1997
95721	AWE	X00263548	5 June 1997
113143	CPA	E95579	4 February 1997
119932	CPA	P95615	27 June 1995
85882	CPA	P96087	24 April 1996
85903	CPA	P95558	25 April 1995
88621	MSR	7302381	16 September 1997
93109	MSR	6301341	30 July 1996
136386	LRC	38674N451W3	15 April 1998
95724	MEX	CMA05770-MM	25 April 1996
129272	OHY	97AP0130R	5 August 1997
129277	OHY	97AP0130R	5 August 1997
95697	SAA	3302695	31 January 1994
119862	TNA	97J008NR	4 February 1997
113149	UAL	S-601212-5237	22 January 1998
119846	UAL	S-569110-5237	16 September 1996
119857	UAL	S-601210	22 January 1998

N.B. The following units were not sent directly to airlines.
Therefore please check records to check if these serial numbers are held:

Serial Number	Customer	Customer P.O.	Date of Shipment
91614	AIRLINE ROTABLES	R0012131	9 August 1996
91608	AIRLINE ROTABLES	R0015552	17 June 1997
91636	GE	S071963VA	22 August 1997
95709	GE	S066682VA	30 May 1997
91625	IAE	CMA 06686-MM	27 August 1996
93140	MTU	60-559540	12 May 1997
88609	RR plc	3GN06656	9 February 1996
113155	SHORTS BROTHERS	S12000143	17 October 1996
88638	SHORTS BROTHERS	R380134	17 October 1996

D. Approval

The 'compliance' statement and the procedures given in Section 2 of this Non-Modification Service Bulletin obey the Federal Aviation Regulations and are FAA-Approved for the engine models listed.

E. References

IAE A1/A5 Illustrated Parts Catalogue Chapter/Section 79-33-15 Fig/Item 01-010

F. Action

1. Unit not installed

If the unit is listed in the table (Figure 1) and has not yet been installed or has been removed for oil pressure indication problems, return the unit to the vendor as below (Eaton), referencing this Non-Modification Service Bulletin, for further investigation.

Return address:
F.A.O. Dick Delisle
Eaton Corporation
Pressure Sensors Division
15 Durant Avenue
Bethel, CT 06801
USA

2. Unit installed on an engine

If the unit is listed in the table (Figure 1) and is installed on an engine, remove the unit at the earliest convenient opportunity and return to the vendor at the address above, referencing this Non-Modification Service Bulletin, for further investigation.

G. Other publications affected

None

2 Accomplishment instructions

A. Rework instructions

Not applicable

B. Assembly instructions

(1) For the correct removal/installation procedure refer to the Airbus AMM 79-33-15 Removal/Installation.

C. Record of accomplishment

Not required