V2500 International Aero Engines

V2500 Propulsion System — Nacelle

SERVICE BULLETIN

Date: September 3, 1999

Subject: Transmittal of Revision 1 to Service Bulletin Number V2500-NAC-26-0012

Service Bulletin Revision History:

Event	Date
Basic Issue	Oct. 02/97
Revision 1	Sep. 03/99

Reasons for Issuance of Revision

(1) To revise the effectivity statement on page 2.

Effect on Past Compliance

(1) None.

List of Effective Pages:

Page No.	Rev. No.	Date
1 and 2	1	Sep. 03/99
3 thru 10	basic	Oct. 02/97

V2500 International Aero Engines

V2500 Propulsion System — Nacelle

SERVICE BULLETIN

NACELLE - EXHAUST - BRACKET, INBOARD BIFURCATION OVERHEAT DETECTOR - MODIFICATION OF

MODEL APPLICATION

V2500-D5

BULLETIN INDEX LOCATOR

26-00-00

Compliance Category Code

4

Internal Reference No.

JG/LL 96VN814

October 2, 1997

R Revision 1 - September 3, 1999

V2500-NAC-26-0012

1. Planning Information

A. Effectivity

(1) Aircraft:

(a) MD90

(2) Nacelle: V2500 D5 thrust reverser serial numbers 0004001 through 0007001, 0009001, 0010001, and 0021001 through 0204001.

NOTE: For thrust reverser serial numbers 0205001 through 0220001, the intent of this service bulletin was accomplished by the manufacturer prior to delivery.

B. Reason

(1) Condition

The inboard bifurcation overheat detector may interfere with the fan air elbow duct.

(2) Background

Interference between the inboard bifurcation overheat detector and the fan air elbow duct has been found on several production units.

(3) Objective

Prevent interference between the inboard bifurcation overheat detector and the fan air elbow duct.

(4) Substantiation

Not applicable.'

(5) Impact 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

None.

C. Description

The inboard bifurcation overheat detector is removed, the nutplates on the support brackets removed and relocated, and the overheat detector installed. The fan air duct elbow is examined for damage and repaired or replaced as necessary.

D. Approval

Incorporation of this Service Bulletin must be accomplished only in conjunction with Douglas Aircraft Company Service Bulletin MD90-78-024 which has received exclusive FAA approval for MD-90 Series aircraft.

E. Compliance maintenance action for the nacelle or nacelle component.'

Category 4

Accomplish at the first visit of the nacelle component to a maintenance base capable of compliance with the accomplishment instructions regardless of the planned maintenance action for the nacelle or component.

F. Manpower

Estimated manhours per nacelle to incorporate the full intent of this Bulletin:

VENUE		ESTIMATED MANHOURS
(1) In Service		
(a)	To gain access	0.25 M/Hrs.
(b)	To rework	2.00 M/Hrs.
(c)	To return to service	0.25 M/Hrs.
	Total	2.50 M/Hrs

NOTE: After incorporation of this modification, a maximum of 5.0 manhours will be reimbursed by Rohr, as a labor credit allowance per affected aircraft. To obtain a labor credit allowance after procurement of noted material, labor claims should reference this service bulletin number and aircraft fuselage number and be submitted to:

Rohr, INC.
850 Lagoon Drive
Chula Vista, CA. 91910-2098
U.S.A.

Attn: Airline Support Manager, MZ-107A
Warranty Department
(Ref: Service Bulletin V2500-NAC-26-0012)

G. Material'-'Cost and Availability

The parts to accomplish this Service Bulletin are available from the supplier as kit V2526012-551 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. Operators will have one year from the issue date of the service bulletin to place an order. After one

year, kits will no longer be available and operators will have to order parts individually at catalog prices, if they desire to incorporate the change.

Direct purchase order to:
Rohr, Inc.
850 Lagoon Drive
Chula Vista, CA 91910-2098
U.S.A.

Attn: Airline Support Manager - MZ-107A
(Ref. Service Bulletin No. V2500-NAC-26-0012)

H. Tooling'-'Cost and Availability

None required.

I. Weight and Balance

(1) Weight change . . . . . None

(2) Moment arm . . . . . None

(3) Datum . . . . . Front Engine Mount Centerline

. . . . . (Power Plant Station (PPS) 100.00)

J. Electrical Load Data

Not Applicable.

K. References

	Chapter/Section
Overhaul Processes and Consumable Index (PCI-V2500-1IA)	
IAE V2500 Standard Practices/Processes Manual (SPP-V2500-1IA)	70-09-00

L. Other Publications Affected

None.

2. Accomplishment Instructions

A. Pre-requisite Instructions

(1) Remove the inboard bifurcation overheat detector from the 290-0877-31, 290-0877-32, 290-0877-33 and 290-0877-34 brackets on the upper thrust reverser half. Refer to Figure 1.

B. Rework or Modification Instructions

(1) Remove the rivets and nutplates from the 290-0877-31, 290-0877-32, 290-0877-33 and 290-0877-34 brackets. Refer to Figure 1.

(2) Install a CCR244CS-3-02 rivet to fill one of the nutplate attach rivet holes. Refer to Figure 1.

(3) Enlarge the other existing nutplate attach rivet hole to 0.218-0.229 inch (5.54-5.82 mm). Refer to Figure 1.

(4) Drill the holes for the new nutplate attach rivets. Refer to Figure 1.

(5) Install the MS21072-3 nutplates with the CCR244CS-3-02 rivets. Refer to Figure 1.

(6) Reidentify the brackets as follows:

290-0877-31 as 290-0877-1B
290-0877-32 as 290-0877-2B
290-0877-33 as 290-0877-3B
290-0877-34 as 290-0877-4B

Use a rubber stamp and marking ink (CoMat 06-073). Refer to the IAE V2500 Standard Practices/Processes Manual, Chapter 70-09-00.

C. Post-requisite Instructions

(1) Examine and repair damage to the 290-5233 fan air elbow duct as follows. Refer to Figure 2:

(a) Nicks and scratches -

1 0.007 inch (0.18 mm) or less in depth and 1.7 inch (43.2 mm) or less in length -Blend out the damage.

2 Larger than in 1, replace the duct.

(b) Dents without nicks, scratches, or gouges

1 Dent 0.64 inch (16.2 mm) or less in diameter and 0.043 inch (1.09 mm) in depth is acceptable.

2 Larger than in 1, replace the duct.

(c) Dents with nicks, scratches, or gouges

1 Dent 0.50 inch (12.7 mm) or less in diameter and 0.033 inch (0.84 mm) in depth with a nick scratch or gouge as in (a)1. - Blend out the damage.

2 Larger than in 1, replace the duct.

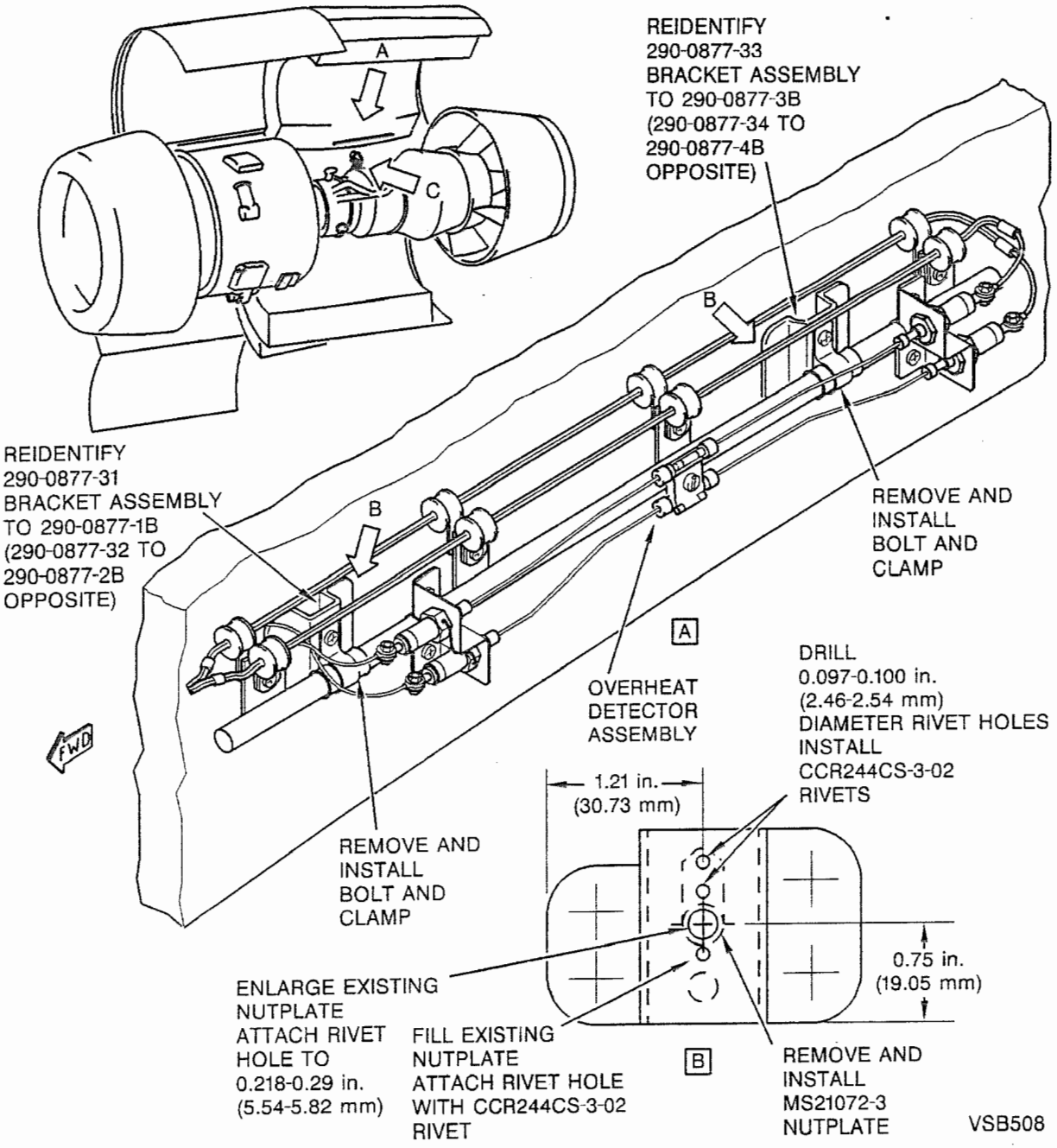
(d) Cracks

1 No cracks allowed.

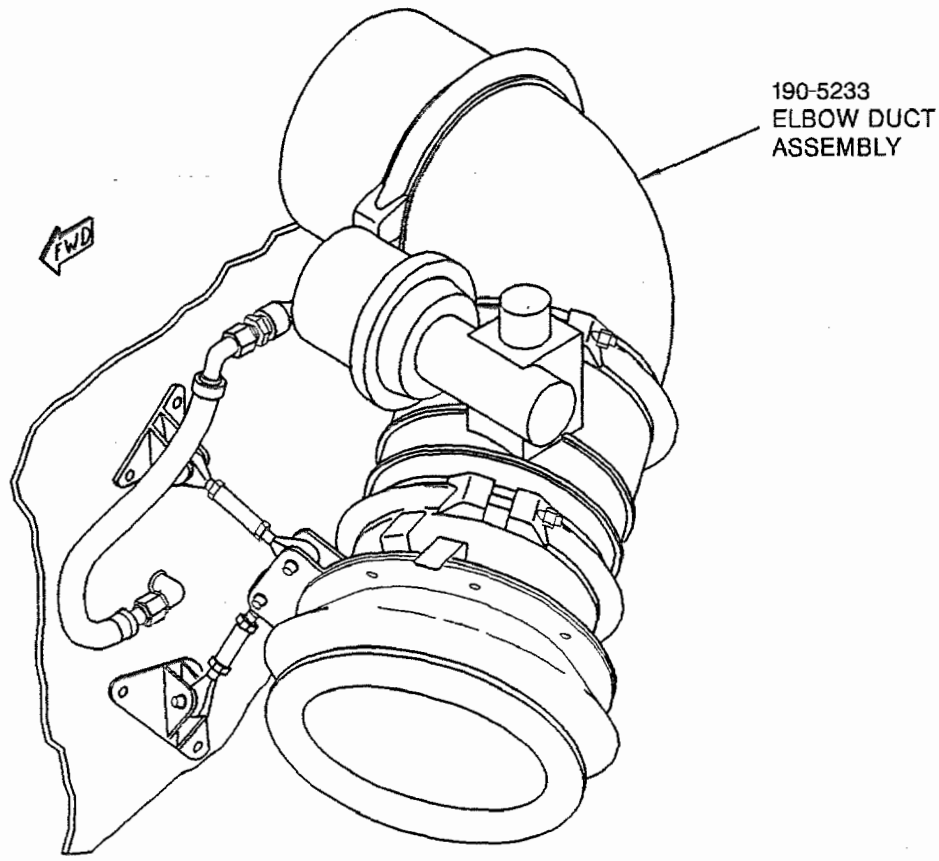
(2) Install the inboard bifurcation overheat detector on the upper thrust reverser half.

D. Recording Instructions

(1) A record of accomplishment is necessary. Write in the aircraft log and metal stamp, vibroetch, or electroetch on the thrust reverser assembly data plate that Service Bulletin V2500-NAC-26-0012 has been done. Refer to the IAE V2500 Standard Practices/Processes Manual, Chapter 70-09-00.'



Inboard Overheat Detector Installation Modification
Figure 1



C

VSB509

Elbow Duct Assembly
Figure 2

3. Material Information

Applicability: For each V2500-D5 upper thrust reverser half to incorporate this bulletin.

A. Kits associated with this Bulletin:

New Part No. (ATA No.)	Qty	Est'd Unit Price ($)	Keyword	Old Part No. (IPC No.)	Instr/ Dispos
V2526012 -551 Consistinf of:	1		Kit		(A)
CCR244CS-3-02	6		Rivet		
MS21072-3	2		Nutplate		

B. Parts affected by this Bulletin:

None.

C. Instruction/Disposition Code Statements:

(A) Kit will be available December 1997.

D. Materials Required to Incorporate This Bulletin:

CoMat 06-073 Metal Marking Ink

NOTE: To identify the consumable materials, refer to the Overhaul Processes and Consumable Index PCI-V2500-1IA.'