P U B L I C A T I O N T R A N S M I T T A L

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V2500 A1/A5 SERIES PROPULSION SYSTEM SERVICE BULLETIN

This document transmits Revision 1 to Service Bulletin NV2500-78-0219

Document History

Service Bulletin Revision Status	Supplement Revision Status
Initial Issue Jan.7/05	

Bulletin Revision 1

Remove	Incorporate	Reason for change
All pages of the Service Bulletin	Pages 1 to 6 of the Service Bulletin	To change the Accomplishment Instruction.

V2500-NAC-78-0219

CHECK THAT ALL PREVIOUS TRANSMITTALS HAVE BEEN INCORPORATED
If any have not been received please advise Customer Data Services, Rolls-Royce plc, Derby, England

LIST OF EFFECTIVE PAGES

The effective pages to this Service Bulletin following incorporation of Revision 1 are as follows:

	Page	Revision Number	Revision Date
	Bulletin		
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International Aero Engines

SERVICE BULLETIN

NACELLE - FIXED DUCT ASSEMBLY - LOWER BIFURCATION SEAL LAND GAP INSPECTION

1. Planning Information

A. Effectivity

(1) Airplane:

(a) Airbus A319

Airbus A320

Airbus A321

(2) Engine:

(a) V2500-A1

V2500-A5

(3) Thrust Reversers with Serial Numbers prior to S/N 871701:

Lower Bifurcation Seal Land area with IAE seal on bifurcation panel assembly (P/N 6A7930).

B. Concurrent Recommendation

Replacement of a damaged seal on IAE bifurcation panel assembly in accordance with Airbus AMM, Task 72-38-25-300-010 (VRS6669).

C. Reason

(1) Problem

There have been several reports of damaged seals on the lower bifurcation panel assembly.

(2) Cause

Since the incorporation of the Oil in the Turbine Modification, the new lower bifurcation panel seals (PN ARM1317) have been damaged in production on C-duct closure. This is due to minimal gap and sharp edges between the seal land abutment faces. On C-duct closure, the bifurcation seal can get dragged causing the bottom section of the seal to get trapped between the seal land of the opposing C-ducts.

(3) Background

Minimal gap and sharp edges between the seal land faces can result in damage to the seals. On C-duct closure, the lower bifurcation seal can be dragged causing the lower section of the seal to get trapped between seal land of the opposing C-ducts.

(4) Objectives

R To modify the fixed duct assembly lower bifurcation seal land to prevent damage to the seal.

(5) Substantiation

Not applicable.

D. Description

This Service Bulletin provides instructions to modify, as necessary, the fixed duct assembly lower bifurcation seal land area to prolong the service life of the IAE seal on the bifurcation panel assembly.

E. Approval

The part number changes and or part modifications given in sections 2 and 3 of this Service Bulletin comply with applicable Federal Aviation Regulations and are FAA approved for engine model(s) listed.

F. Compliance

Category Code 8

Accomplish based upon experience with the prior configuration.

G. Manpower

Estimated Man-hours to incorporate the full intent of this bulletin:

(1) In Service

1.0 hours

NOTE: Manpower estimate is provided for planning purposes only. No labor allowance is being provided.

H. Material Cost and Availability

Not applicable.

I. Tooling

No special tools are required.

J. Weight and Balance

Not applicable.

K. References

Publication	Chapter/Section
IAE V2500 Standard Practices/Processes Manual (SPP-V2500-1IA)	70-09-00
A320/V2500-A1 A319/A320/A321/V2500-A5 Aircraft Maintenance Manual (M-V2500-1IA)	71-13-00, 78-32-00, 78-32-80
A320/V2500-A1 A319/A320/A321/V2500-A5 Aircraft Maintainance Manual Repair VRS6669	72-38-25-300-010
EC 04VN710C	

L. Other Publications Affected

Publication	Chapter/Section
Thrust Reverser Assembly Component Maintenance Manual (CMM-TR-V2500-1IA)	78-30-00
A320/V2500-A1 A319/A320/A321/V2500-A5 Aircraft Illustrated Parts Catalog	78-32-45, 78-32-75

2. Material Information

A. Material Requirements

None.

B. Parts Required to Accomplish this Service Bulletin:

None.

C. Parts Affected by this Service Bulletin

None.

D. Instructions/ dispositions Code Statements:

None.

E. Materials Required to do this Service Bulletin:

CoMat 06-149	Ink
CoMat 05-074	Aluminum Oxide Abrasive Paper (180 grit)

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

3. Accomplishment Instructions

A. Gain access to the affected area of the thrust reverser.

(1) Open the fan cowl doors. Refer to the Airbus Aircraft Maintenance Manual, Task 71-13-00-010-010.

(2) Open the thrust reverser pressure relief door. Refer to the Airbus Aircraft Maintenance Manual, Task 78-32-00-010-010.

B. Inspect the lower bifurcation seal land area.

(1) Inspect the lower bifurcation seal land area for damage to the seal on the bifurcation panel assembly (PN 6A7930). Refer to Figure 1. If seal is damaged, refer to VRS6669 for repair/replacement instructions.

R (2) Chamfer the seal land as follows:

R (a) Open the thrust reverser halves per AMM Task 78-32-00-010-010.

R (b) Use local handtools to remove equal amounts of material from each seal
R land (P/Ns 740-0012-69 and 740-0012-70) to achieve an 0.080 - 0.120
R inch (2,032 mm to 3,048 mm) gap.

R (c) Rework each C-duct half by adding a 0.025 x 0.025 inch chamfer in the
R forward/aft direction to the seal land. Remove all burrs and sharp
R edges to achieve a 125 microfinish using Comat 05-074 Aluminimu Oxide
R abrasive paper (180 grit).

R (3) Mark that Service Bulletin V2500-NAC-78-0219 Revision 1 has been done on the thrust reverser data plate or ink stamped data identification area. Use vibro-etch, electro etch or ink stamp method. Refer to the Standard Practises/Processors Manual (SPP-V2500-1IA).

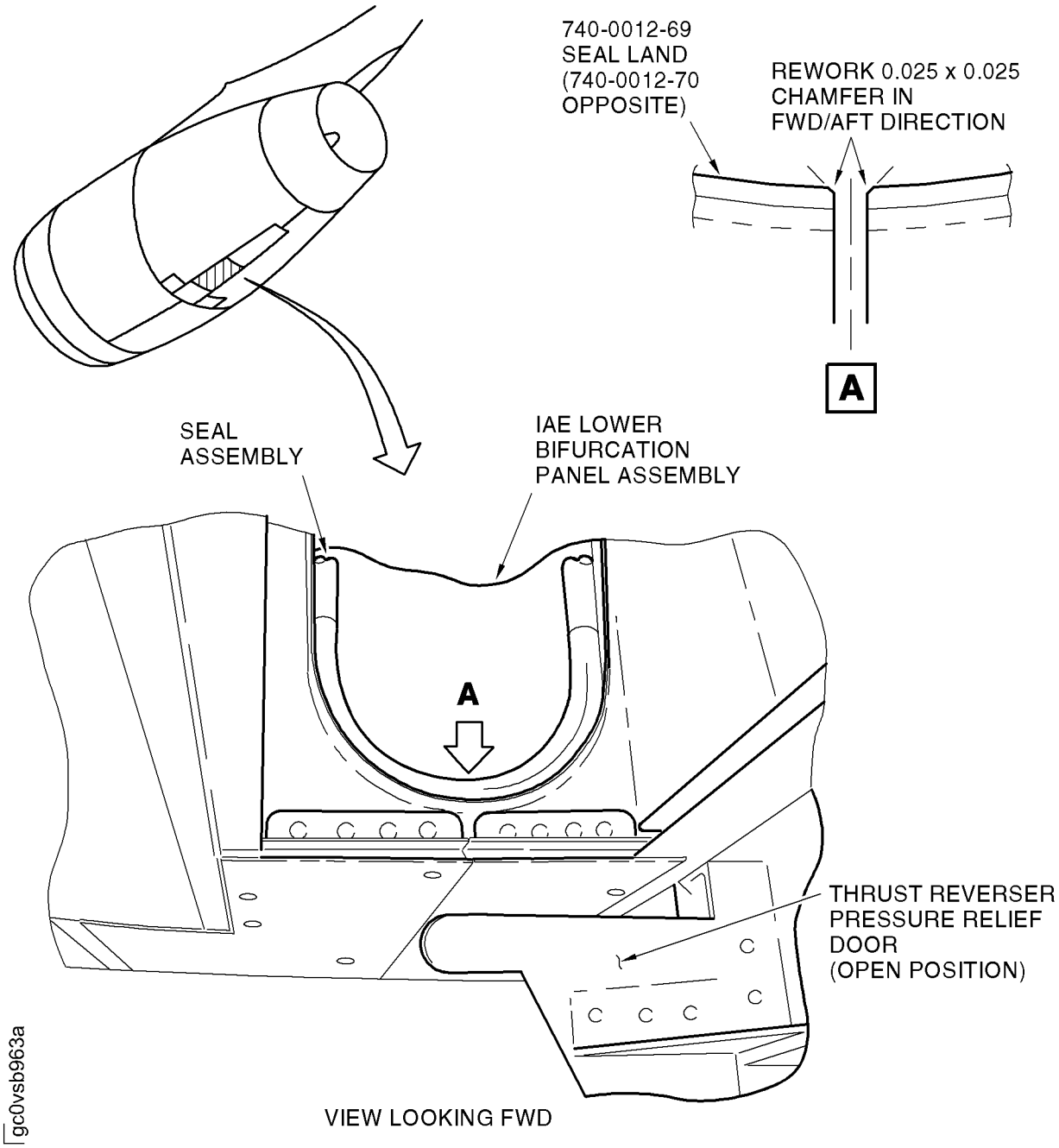
(a) Close the thrust reverser halves per Airbus Aircraft Maintenance Manual, Task 78-32-00-410-010.

C. Return the thrust reverser to operational condition.

(1) Close the thrust reverser pressure relief door. Refer to the Airbus Aircraft Maintenance Manual, Task 78-32-00-410-010.

(2) Close the fan cowl doors. Refer to the Airbus Aircraft Maintenance Manual, Task 71-13-00-410-010.

R



R Lower Bifurcation Seal Land Area Gap Inspection
R Figure 1