



Customer : CFG	Manual: TSM
Type : A318/A319/A320/A321	Selected effectivity: ALL
Rev. Date : Aug 01/12	
71-00-00-810-802-A - Smoke and/or Oil Smell in the Cabin	

Fault Symptoms

** ON A/C ALL		71-00-00-810-802-A
Warnings/malfunctions		
ATA	Message	
< 71-00	SMOKE AND/OR OIL SMELL IN THE CABIN FROM ENGINE	

Isolation Procedure

** ON A/C ALL

TASK 71-00-00-810-802-A

Smoke and/or Oil Smell in the Cabin

1. Possible Causes

- stationary air oil seals in the forward sump
- static seals in the forward sump

2. Job Set-up Information

A. Referenced Information

REFERENCE

AMM 21-00-00-615-003

AMM 21-00-00-615-004

AMM 71-00-00-710-006

AMM 71-00-00-790-002

** ON A/C 001-001, 003-099

AMM 72-31-00-290-001

** ON A/C 101-199, 201-300

AMM 72-31-00-290-002

** ON A/C 001-001, 003-099

AMM 75-31-60-000-001

** ON A/C 101-199, 201-300

AMM 75-31-60-000-002

** ON A/C 001-001, 003-099

AMM 75-31-60-400-001

** ON A/C 101-199, 201-300

AMM 75-31-60-400-002

DESIGNATION

Decontamination of the Environmental Control System (ECS) when the Temperature is below 24 deg.C (Engine/s)

Decontamination of the Environmental Control System (ECS) when the Temperature is above 24 deg.C (Engine/s)

Minimum Idle Check

Fuel or Hydraulic or Oil Leakage Limits

Inspection of the High Pressure Compressor Rotor Assembly

Inspection of the High Pressure Compressor Rotor Assembly

Removal of the Bleed Valve and Ballscrew Actuator Assembly

Removal of the Bleed Valve and Ballscrew Actuator Assembly

Installation of the Bleed Valve and Ballscrew Actuator Assembly

Installation of the Bleed Valve and Ballscrew Actuator Assembly

** ON A/C ALL

3. Fault Confirmation

Subtask 71-00-00-710-051-A

A. Not applicable, the fault is evident.

4. Fault Isolation

** ON A/C 001-001, 003-099



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71-00-00-810-802-A - Smoke and/or Oil Smell in the Cabin

Subtask 71-00-00-810-051-A

A. If the fault symptom is identified by the crew observation smoke and/or smell in the cabin from the engine:

NOTE: The fault can be due to defective stationary air oil seals in the forward sump or static seals in the forward sump .

- do a minimum idle check AMM 71-00-00-710-006 for 15 minutes at minimum idle.
- check for oil drops or smoke coming out of the forward sump drain, during the engine operation AMM 71-00-00-790-002.

(1) Do a borescope inspection of the HP compressor stage No.1 and No.2 blades through the S1 and S2 inspection ports AMM 72-31-00-290-001. Check for oil wetting.

(2) Check for presence of oil wetting at the 6 O'clock position of the booster inlet (IGV).

(3) Check for presence of oil wetting inside the two lower forward sump pressurizing tubes.

(a) remove one of the bleed valve and ballscrew actuator assembly at the 4 or 8 O'clock position AMM 75-31-60-000-001.

(b) get your hand through the VBV door opening to access to the inlet of the forward sump pressurization tube.

(c) check with the finger tip for presence of oil wetting.

NOTE: If the access is too difficult, use a flexible borescope.

(d) install the bleed valve and ballscrew actuator assembly AMM 75-31-60-400-001.

(4) If excessive oil leakage/smoke from the forward sump drain, oil wetting on the HPC stage 1 and 2 blades, oil wetting on the booster inlet and the forward sump pressurizing tubes was identified, remove the engine.

(5) If no oil leakage/smoke from the forward sump drain, oil wetting on the HPC stage 1 and 2 blades, oil wetting on the booster inlet and the forward sump pressurizing tubes was identified:

(a) clean and do the decontamination of the Environmental Control System (ECS) AMM 21-00-00-615-003 or AMM 21-00-00-615-004.

** ON A/C 101-199, 201-300

Subtask 71-00-00-810-051-B

A. If the fault symptom is identified by the crew observation smoke and/or smell in the cabin from the engine:

NOTE: The fault can be due to defective stationary air oil seals in the forward sump or static seals in the forward sump .

- do a minimum idle check AMM 71-00-00-710-006 for 15 minutes at minimum idle.
- check for oil drops or smoke coming out of the forward sump drain, during the engine operation AMM 71-00-00-790-002.

(1) Do a borescope inspection of the HP compressor stage No.1 and No.2 blades through the S1 and S2 inspection ports AMM 72-31-00-290-002. Check for oil wetting.

(2) Check for presence of oil wetting at the 6 O'clock position of the booster inlet (IGV).

(3) Check for presence of oil wetting inside the two lower forward sump pressurizing tubes.

(a) remove one of the bleed valve and ballscrew actuator assembly at the 4 or 8 O'clock position AMM 75-31-60-000-002.

(b) get your hand through the VBV door opening to access to the inlet of the forward sump pressurization tube.

(c) check with the finger tip for presence of oil wetting.



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NOTE: If the access is too difficult, use a flexible borescope.

- (d) install the bleed valve and ballscrew actuator assembly AMM 75-31-60-400-002.
- (4) If excessive oil leakage/smoke from the forward sump drain, oil wetting on the HPC stage 1 and 2 blades, oil wetting on the booster inlet and the forward sump pressurizing tubes was identified, remove the engine.
- (5) If no oil leakage/smoke from the forward sump drain, oil wetting on the HPC stage 1 and 2 blades, oil wetting on the booster inlet and the forward sump pressurizing tubes was identified:
 - (a) clean and do the decontamination of the Environmental Control System (ECS) AMM 21-00-00-615-003 or AMM 21-00-00-615-004.