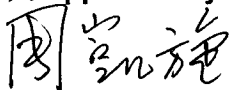


型号认可证数据单

THE VALIDATION DATA SHEET

编号/No: VTC0117E
 版次/Revision: 1
 型号/Type:
 V2522-A5; V2525-D5;
 V2524-A5; V2528-D5;
 V2527-A5; V2533-A5;
 V2527E-A5; V2527M-A5;
 V2530-A5
 批准人/Approved By:

 日期/Date: 2008.11.12

本数据单是型号认可证(编号: VTC0117E)的组成部分, 它规定了符合中国民用航空总局的适航要求所颁发此型号认可证的产品状态和限制。

This data sheet, which is part of Validation of Type Certificate (No: VTC0117E), prescribes condition and limitation under which the product for which the type certificate was issued meets the airworthiness requirements of the Chinese Civil Aviation Regulation.

注: 本 VTC 取代 VTC051E。

Note: this VTC supersedes VTC051E.

CAAC 认可数据单和型号合格证数据单

CAAC Validation Data Sheet and Type Certificate Data Sheet

	中国民用航空总局认可数据单号、版次和颁发日期 CAAC Validation Data Sheet Number, Revision and issuance date	型号合格证数据单号、版次和颁发日期 Type Certificate Data Sheet Number, Revision and issuance date
当前 Current	No. VTC0117E, 版次 1 2008 年 11 月 12 日	FAA TCDS Number E40NE, Revision 9, June 22, 1999
历史 History	不适用 NA	不适用 NA

型号认可证持有人/Validation of Type Certificate Holder:

International Aero Engines AG (IAE)
 c/o IAE Airworthiness
 400 Main Street
 East Hartford, CT 06108

类型/TYPE:

双转子、轴流、高涵道比涡轮风扇发动机, 具有单级风扇、4级低压压气机、10级高压压气机、环形燃烧室、2级高压涡轮、5级低压涡轮。

Dual rotor, axial flow, high bypass turbofan, single-stage fan; four-stage low pressure compressor, ten-stage high pressure compressor, annular combustor, two-stage high-pressure turbine, five-stage low pressure turbine.

额定值(见注 5)/RATINGS (See NOTE 5):

型号/ MODELS	最大连续海平面静态推力, 磅/ Maximum continuous at sea level, static thrust, lb	起飞(5 分钟)海平面静态推力, 磅/ Takeoff (5 min.) at sea level, static thrust, lb
V2530-A5	26,950	29,900
V2527-A5 V2527E-A5 V2527M-A5	22,240	24,800
V2522-A5	19,200	23,040
V2524-A5	19,200	24,480
V2528-D5	25,660	28,000
V2525-D5	23,900	25,000
V2533-A5	26,950	31,600

单发失效(见注21)/OEI (See NOTE 21)

部件/COMPONENTS:

参考安装和使用手册(IOM); 安装手册; 零件图解目录或经批准的零件清单。

For information refer to the Installation and Operating Manual (IOM); Installation Handbook; Illustrated Parts Catalogue or Approved Parts List.

主要尺寸(英寸)/PRINCIPAL DIMENSIONS(IN):

型号/ MODELS	长/ Length	标称直径/ Normal diameter	最大径向投影/ Maximum radial projection
V2530-A5	126.0205	66.23	43.048
V2527-A5 V2527E-A5 V2527M-A5	--	--	--
V2522-A5	126.0205	66.23	43.048
V2524-A5	--	--	--
V2528-D5	126.0205	66.23	43.665
V2525-D5	--	--	--
V2533-A5	--	--	43,048
说明/LEGEND: "--"表明同之前型号一样/SAME AS PRECEDING MODEL "---"不适用/NOT APPLICABLE			

重量(净重)/WEIGHT (DRY):

包括所有必需的附件, 但-A5系列不包括起动机、尾喷管和点火系统的电源, -D5系列

不包括尾喷管。

Includes all essential accessories, but excludes starter, exhaust nozzle, and power source for the ignition system for the -A5 series, and exhaust nozzle for the -D5 series.

型号/ MODELS	重量(净重)/WEIGHT (DRY)
V2530-A5, V2533-A5	2,404 kg/5,300 lb
V2527-A5, V2527E-A5, V2527M-A5	--
V2522-A5, V2524-A5	--
V2528-D5	2,595 kg/5,720 lb
V2525-D5	--

重心(英寸)/CENTER OF GRAVITY (IN):

型号/ MODELS	前安装区域中心线后/ Aft of front mount area centerline	发动机中心线下/ Below engine centerline	发动机纵向中心线右侧/ Starboard of engine vertical centerline
V2530-A5 V2533-A5	15.7 ± 1.0	1.7 ± 0.5	0.7 ± .5
V2527-A5 V2527E-A5 V2527M-A5	--	--	--
V2522-A5 V2524-A5	--	--	--
V2528-D5	14.1 ± 1.0	1.6 ± .5	0.1 ± .5
V2525-D5	--	--	--

燃油/FUEL:

见注 10/See NOTE 10

滑油/OIL:

见注 11/See NOTE 11

FAA 审定基础/CERTIFICATION BASIS:

V2530-A5/V2527-A5/V2527E-A5/V2528-D5/V2525-D5的审定基础为1965年2月1日生效的FAR33, 第1修正案到第14修正案。V2522-A5/V2524-A5/V2527M-A5/V2533-A5的审定基础为1965年2月1日生效的FAR33, 第1修正案到第14修正案和15修正案的33.28条。

For V2530-A5/V2527-A5/V2527E-A5/V2528-D5/V2525-D5 FAR 33, effective February 1, 1965, as amended by 33-1 through 33-14 inclusive. For V2522-A5/V2524-A5/V2527M-A5/V2533-A5 FAR 33, effective February 1, 1965, as amended by 33-1 through 33-14, inclusive and FAR 33.28, Amendment 33-15.

型号合格证编号/Type Certificate Number E40NE		
型号/MODEL	申请日期/APPLICATION	批准日期/ISSUED/Revised

V2530-A5	1989年11月17日/NOV.17, 1989 (Orig)	1992年11月24日/NOV 24, 1992
V2527-A5	1992年10月12日/OCT 12, 1992 (Rev)	
V2528-D5	1989年3月22日/MAR 22, 1990 (Orig)	1989年11月24日/NOV 24, 1992
V2525-D5	1989年10月19日/OCT 19, 1992 (Rev)	
V2527E-A5	1989年6月6日/JUN 6, 1995	1989年8月4日/AUG 4, 1995
V2522-A5	1989年7月24日/JUL 24, 1995	1989年4月19日/APR 19, 1996
V2524-A5		
V2533-A5	1989年12月16日/DEC 16, 1994	1989年8月21日/AUG 21, 1996
V2527M-A5	1989年2月25日/FEB 25, 1999	1989年5月3日/MAY 3, 1999

CAAC 认可审定基础/CAAC VALIDATION BASIS:

接受 FAA 的审定基础作为认可审定基础。

Accept FAA certification basis as validation basis.

生产基础/PRODUCTION BASIS

生产合格证No.114NE

Production Certification No. 114NE

注1/NOTE 1

发动机转子最大允许运行转速如下:

Maximum Permissible Operating Speeds for the engine rotors as follows:

低压转子转速/Low pressure rotor (N1) RPM 5,650 (100%)

高压转子转速/High pressure rotor (N2) RPM 14,950 (100%)

注2/NOTE 2

涡轮排气温度(实际值/显示值°C)(见注19)。

Turbine Exhaust Gas Temperature(Actual/Indicated °C)(See NOTE 19)

型号/ MODELS	V2530-A5	V2527-A5* V2527E-A5 V2527M-A5	V2522-A5	V2524-A5	V2525-D5	V2528-D5	V2533-A5
起飞(5分钟)/ Takeoff(5min)	650/650	645/635	625/635	635/635	620/620	635/635	670/650
最大连续/ Maximum Continuous	610/610	--	--	--	--	--	--
地面启动/ Start Ground	635/635	--	--	--	--	--	--
空中/ Inflight	635/635	--	--	--	--	--	--

*驾驶舱显示和飞机飞行手册中的地面和空中启动的限制温度为635°C,但是对于版本为SCN9A(V2527-A5)的EEC软件,允许的实际限制温度为645°C。所有其他的和后续的软件版本,其软件限制温度为635°C。

*The cockpit and aircraft flight manuals for SCN9A(V2527-A5) will reflect a ground and air start limit of 635°C, but the ECC software allows an actual limit of 645°C. All other and

subsequent software versions have a software limit of 635°C.

滑油出口温度（所有型号）/Oil Outlet Temperature (All Models):

连续运行/Continuous operation 155°C/311°F

瞬时运行(15分钟)/Transient operation (15 min.) 165°C/329°F(最大/maximum)

注3/NOTE 3

燃油和滑油压力限制/Fuel and oil pressure limits

燃油压力：发动机系统泵进口燃油压力至少比燃油蒸汽压力高5psig，但不超过70psig，汽液比为0。

Fuel Pressure: At inlet to engine system pump, not less than 5 psig above the true vapor pressure of the fuel and not greater than 70 psig with a vapor/liquid ratio of zero.

滑油压力：最低60psig

Oil Pressure: 60 psig minimum.

注4/NOTE 4

V2522-A5/V2524-A5/V2527-A5/V2527MA5/V2530-A5/V2527E-A5/V2533-A5 的最大允许引气如下：

Maximum permissible air bleed extraction for the V2522-A5/V2524-A5/V2527-A5/V2527MA5/V2530-A5/V2527E-A5/V2533-A5 is as follows:

7级引气/7th Stage Bleed	最大引气限制(2)(占发动机核心气流(WA26)的百分比)/ Max Bleed Limit(2)(% of core flow (WA26))
等于或低于90%修正的高压转子转速 At or below 90% Corrected high rotor speed	8.2%
从90%到97%修正的高压转子转速 From 90% to 97% Corrected high rotor speed	从8.2%到6.0%线性变化 Linear variation from 8.2% to 6.0%
等于或高于97%修正的高压转子转速 At or above 97% Corrected high rotor speed	6.0%
10级引气/10th Stage Bleed(1)	
等于或低于61%修正的高压转子转速 At or below 61% corrected high rotor speed	13.7%
从61%到78%修正的高压转子转速 From 61% to 78% corrected high rotor speed	从13.7%到12.0%线性变化 Linear variation from 13.7% to 12.0%
从78%到97%修正的高压转子转速 From 78% to 97% corrected high rotor speed	从12.0%到6.0%线性变化 Linear variation from 12.0% to 6.0%
等于或高于97%修正的高压转子转速 At or above 97% corrected high rotor speed	6.0%

(1) 在最大连续额定值及以上状态工作，22,000 英尺以下不允许 10 级引气。

No 10th Stage bleed allowed below 22,000 ft. at Max. Continuous Rating and above.

(2) 只有因故障必需时，才能在限制条件下同时使用 7 级和 10 级引气，直到着陆。

Simultaneous use of 7th and 10th stage bleed at limiting conditions is allowed only when required by a malfunction and only until the next landing.

V2525-D5/V2528-D5的最大允许引气如下:

Maximum permissible air bleed extraction for the V2525-D5/V2528-D5 is as follows:

单级引气/Single Stage Bleed:

7级引气/7th Stage Bleed	最大单级引气限制(2)(占发动机核心气流(WA26)的百分比)/Max Single Stage Bleed Limit(2) (% of core flow (WA26));
等于或低于100%修正的N2转速 At or below 100% corrected N2	9.2%
10级引气/10th Stage Bleed(1)	
从最小慢车到65%修正的N2转速 From minimum idle to 65% corrected N2	从16%到18%线性变化(5) linear variation from 16% to 18%(5)
从65%到75%修正的N2转速 From 65% to 75% corrected N2	从18%到16%线性变化 linear variation from 18% to 16%
从75%到84%修正的N2转速 From 75% to 84% corrected N2	16%
从84%到97.5%修正的N2转速 From 84% to 97.5% corrected N2	从16%到7%线性变化 linear variation from 16% to 7%
从97.5%到100%修正的N2转速 From 97.5% to 100% corrected N2	7%

混合引气/Mixed Stage Bleed:

7级引气/7th Stage Bleed	最大混合引气限制(3)(占发动机核心气流(WA26)的百分比)/Max Mixed Stage Bleed Limit(3) (% of core flow (WA26))
从79%到86.5%修正的N2转速 From 79% to 86.5% corrected N2	从0%到9%线性变化 linear variation from 0% to 9%
从86.5%到96%修正的N2转速 From 86.5% to 96% corrected N2	9%
10级引气/10th Stage Bleed(4)	
从79%到84%修正的N2转速 From 79% to 84% corrected N2	16%
从84%到93.6%修正的N2转速 From 84% to 93.6% corrected N2	从16%到4%线性变化 linear variation from 16% to 4%
从93.6%到96%修正的N2转速 From 93.6% to 96% corrected N2	4%

(1) 24,000 英尺以下:

—环境温度在 40°F 以上, 在最大连续额定值及其以上的状态下运行, 10 级不允许引气。

— 在环境温度在 40°F 及以下，在起飞额定值下 10 级最大允许引气为 2%；在最大连续额定值下 10 级最大允许引气为 4%。

Below 24,000 ft.:

- at ambient temperatures above 40°F, no 10th stage bleed is allowed at Max. Continuous Rating and above.

- At 40°F ambient temperature and below, a maximum of 2% 10th stage bleed is allowed at takeoff rating and 4% 10th stage bleed at Max. Continuous Rating.

(2) 允许 7 级和/或 10 级引气补充进气整流罩的防冰引气。

The allowable 7th and/or 10th stage bleed is in addition to the bleed used for inlet cowl anti-icing.

(3) 只有在出现故障时，才允许在任何功率条件下使用 7 级和 10 级同时引气，直到下次着陆。

Simultaneous use of 7th and 10th stage bleed is allowed at any power condition due to malfunction and only until the next landing.

(4) 当需要同时引气的时候，7 级和 10 级引气总和不能超过下面列出的限制。

When simultaneous bleed flow is required, the addition of the 7th and 10th stage bleed may not exceed the total extraction limits shown below.

(5) 只有在环境温度小于等于 30°F 时，才允许 18%。

18% for ambient temperatures of 30°F and below only.

同时引气总量/Total Simultaneous Bleed Flow

	最大混合引气限制(占发动机核心气流(WA26)的百分比)/Max Combined Bleed Limit (%WA26)
从79%到80%修正的N2转速 From 79% to 80% corrected N2	从16%到16.5%线性变化 linear variation from 16% to 16.5%
从80%到87.5%修正的N2转速 From 80% to 87.5% corrected N2	16.5%
从87.5%到91%修正的N2转速 From 87.5% to 91% corrected N2	从16.5%到12.5%线性变化 linear variation from 16.5% to 12.5%
从91%到96%修正的N2转速 From 91% to 96% corrected N2	12.5%

注5/NOTE 5

额定值是在海平面静态试车台上基于以下条件获得的：

The ratings are based on Sea Level Static test stand operation under the following condition:

— 发动机进口空气温度59°F，压力29.92英寸汞柱

Engine inlet air at 59°F and 29.92 in.Hg.

— 指定的燃油和滑油（见注10和11）

Specified fuel and oil (see NOTES 10 and 11).

— 没有风扇、压气机引气或附件驱动负载

No fan or compressor air bleed or load on accessory drives.

— 理想的进口压力恢复

Ideal inlet pressure recovery.

- 混合排气系统没有内部压力损失，主喷口的速度系数等于1.0

A mixed exhaust system having no internal pressure losses and a mixed primary nozzle velocity coefficient equal to 1.0.

- 起飞额定值是审定的起飞运行最大推力，这个推力值是在下面条件下测得的：

Takeoff rating is a maximum thrust certified for takeoff operation. The specified takeoff thrust is available at and below:

V2530-A5 V2533-A5	V2527-A5* V2527E-A5 V2527M-A5	V2522-A5 V2524-A5	V2528-D5	V2525-D5
ISA+15°C/27°F	ISA+31°C/56°F	ISA+40°C/72°F	ISA+15°C/27°F	ISA+15°C/27°F

最大连续额定值是审定的连续工作最大推力，这个推力是在小于等于 ISA+18°F (10°C) 下测得的。

Maximum Continuous rating is the maximum thrust certified for continuous operation. The specified thrust is available at and below ISA +18°F (10°C) ambient temperature.

注6/NOTE 6

V2530-A5/V2527-A5/V2527E-A5/V2527M-A5/V2522-A5/V2524-A5/V2533-A5 附件驱动规定如下表所示：

The accessory drive provisions shown in the following tabulation are incorporated in the V2530-A5/V2527-A5/V2527E-A5/V2527M-A5/V2522-A5/V2524-A5/V2533-A5

驱动/Drive	转向/ Rotation	与涡轮轴的 速比/ Speed ratio to turbine shaft	扭矩/TORQUE (lb-in)		过载/ Overload	悬臂力矩/ Overhang (lb-in)
			连续/ Continuous	静态/ Static		
起动机/ Starter	CCW	0.941:1	---	*	---	550
整体驱动电机 /IDGS	CCW	0.604:1	**	11,000	**	800
液力泵/Fluid power pump (R)	CCW	0.267:1	1,300	6,500	1,950	400

CCW=逆时针/counterclockwise

*起动机最大扭矩：零转速时470磅-英尺；最大允许扭矩1,175磅-英尺。

Maximum starter torque = 470 lb.-ft. at zero rpm. The maximum allowable starter torque value is 1175 lb.-ft.

**在发动机任意转速下，最大允许连续扭矩值相当于175马力。以下过载条件可以接受：

Maximum allowable continuous torque values are equivalent to 175 horsepower at any engine speed. The following overload conditions can be accommodated:

马力/ HORSEPOWER	持续时间/ DURATION TIME	再次出现时间/ RECURRING TIME
225	5分钟/5 minutes	1000小时/1,000 hours
225	5秒/5 seconds	1小时/1 hour
450	5秒/5 seconds	1000小时/1,000 hours

V2528-D5/V2525-D5附件驱动规定如下：

The accessory drive provisions shown in the following tabulation are incorporated in the V2528-D5 /V2525-D5

驱动/Drive	转向/ Rotation	与涡轮轴的速比/ Speed ratio to turbine shaft	扭矩/TORQUE (lb-in)		过载/ Overload	悬臂力矩/ Overhang (lb-in)
			连续/ Continuous	静态/ Static		
起动机/ Starter	CCW	0.941:1	---	*	---	550
变速恒频电机 /SCF	CCW	1.582:1	**	5,500	**	1000
液力泵/Fluid power pump (R)	CCW	0.275:1	1,100	4,700	2,100	100

CCW=逆时针/counterclockwise

*起动机最大扭矩：零转速时470磅-英尺；最大允许扭矩1,175磅-英尺。

Maximum starter torque = 470 lb.-ft. at zero rpm. The maximum allowable starter torque value is 1175 lb.-ft.

**在发动机任意转速下，最大允许连续扭矩值相当于140马力。以下过载条件可以接受：

Maximum allowable continuous torque values are equivalent to 175 horsepower at any engine speed. The following overload conditions can be accommodated:

马力/ HORSEPOWER	持续时间/ DURATION TIME	再次出现时间(小时)/ RECURRING TIME(Hours)
167	5分钟/5 minutes	1000
225	5秒/5 seconds	1
335	5秒/5 seconds	1000

注7/NOTE 7

功率设定、功率检查及各种运行情况下发动机的输出控制，是基于参照涡轮排气压力和低压转子转速确定的IAE公司发动机图表，因此发动机组件中包含压力探头和低压转子转速传感器。

Power setting, power checks, and control of engine output in all operations are to be based upon International Aero Engines AG engine charts referring to either turbine discharge section gas pressure or low rotor speed. Pressure probes and a low rotor speed sensor are included in the engine assembly for this reason.

注8/NOTE 8

在结冰条件下飞行，允许的最低风扇转速是24.8% (1,400 RPM)

For inflight operation during icing conditions, the minimum allowable fan speed is 24.8% (1,400 RPM).

注9/NOTE 9

发动机控制系统包括电缆的闪电和电磁干扰的防护能力，在V2500-A5/-D5的安装和使用手册(IAE-0043/IAE-0174)中4.12部分详细说明。

Lightning and EMI protection capability of the electronic engine control system, including cables, are specified in the V2500-A5/-D5 Installation and Operating Manual, (IAE-0043/IAE-0174), Section 4.12.

注10/NOTE 10

符合IAE公司最近颁发的V2500A5/-D5发动机安装和使用手册(IAE-0043/IAE-0174)适用版本中所列规范的燃油和燃油添加剂可以单独使用或按任何比例混合使用，而不会对发动机的运行及功率输出产生不利影响。

Fuels and fuel additives conforming to the specifications listed in the latest applicable issue of the International Aero Engines V2500A5/-D5 Installation and Operating Manual (IAE-0043)/(IAE-0174). These fuels may be used separately or mixed in any proportions without adversely affecting the engine operation or power output.

注：中国的3号航空燃油规范（GB6537）已经包含在该手册中。

Note: #3 Jet fuel specification (GB6537) has already included in the Manual.

注11/NOTE 11

符合IAE公司最近颁发的V2500A5/-D5安装和使用手册(IAE-0043/IAE-0174)中所列规范的滑油，批准用于V2500-A5/-D5系列发动机。

Oils conforming to the specifications listed in the International Aero Engines V2500-A5/-D5 Installation and Operating Manual (IAE-0043)/(IAE-0174), latest revision, are approved for use in the V2500-A5/-D5 engine.

注12/NOTE 12

V2500-A5/-D5发动机符合FAA关于涡轮盘完整性和转子叶片包容性的要求，但不要求外部护板。某些发动机部件有寿命限制，其寿命限制列于FAA核准的IAE公司V2500涡扇发动机手册时间限制部分，第5章。

The V2500-A5/-D5 engines meet Federal Aviation Administration requirements for adequate turbine disk integrity and rotor blade containment and does not require external

armoring. Certain engine parts are life limited. These limits are listed in the FAA approved International Aero Engines AG V2500 Turbofan Engine Manual. Time Limit Section, Chapter 5.

注13/NOTE 13

发动机满足FAR34部中的烟雾和碳氢化合物的排放要求和国际民航组织标准中的一氧化碳及氮氧化物的排放要求。

The engine meets the smoke and hydrocarbon emission requirements of FAR 34 and the carbon monoxide and nitrogen oxide requirements of International Civil Aviation Organization Standards.

注14/NOTE 14

V2500-A5/-D5发动机符合FAR34部的燃油排泄物要求。

The V2500-A5/-D5 engine meets the fuel venting emissions requirements of FAR 34.

注15/NOTE 15

V2500-A5/-D5系列发动机最大允许的进口变形限制在IAE V2500-A5/-D5发动机安装和使用手册(IAE-0043/IAE-0174)中有详细说明。

The maximum permissible V2500-A5/-D5 engine inlet distortion limit is specified in the International Aero Engines V2500-A5/D5 Installation and Operating Manual (IAE-0043/IAE-0174).

注16/NOTE 16

关于发动机转子轴瞬时超转转速和瞬时排气超温以及超温发生的次数限制在维修文档中有详细说明。

Information regarding transient rotor shaft overspeed rpm, as well as transient gas overtemperature and number of overtemperature occurrences, is specified in the Maintenance Document.

注17/NOTE 17

补充型号合格证SE1091NE批准在V2500-A5系列型号上安装风扇反推装置和排气系统。反推装置/排气系统，图纸编号为745D8018，由风扇反推装置、普通尾喷管组件、尾锥、吊架安装组件组成，包含的零件列在IAE反推型号设计材料清单No. N5004中。

Supplemental Type Certificate SE1091NE approves installation of a fan thrust reverser and exhaust system on the V2500-A5 series models. The thrust reverser/exhaust system identified as Drawing Number 745D8018, consists of the fan thrust reverser, common nozzle assembly, tail plug, and pylon installation kit, and consists of parts listed in IAE Thrust Reverser Type Design Bill-of-Material, Serial No. N5004.

注18/NOTE 18

V2500-A5/-D5系列发动机FADEC控制系统的放行时间限制在V2500发动机安装和使用手册(IAE-0043; V2500-A5) (IAE-0174; V2500-D5)4.13部分有详细说明。安装和使用手册中放行时间限制的技术数据包含在IAE V2500报告IAE-0184 (V2500-A5)，PWA-6564和PWA-6243中。

Time limited dispatch (TLD) limits for the V2500-A5/-D5 FADEC control system are listed in the V2500 Installation and Operating Manual (IOM) (IAE-0043; V2500-A5) (IAE-0174; V2500-D5), Section 4.13. The technical data substantiating the IOM TLD limits are contained in IAE V2500 Reports IAE-0184 (V2500-A5), PWA-6564, and PWA-6243.

注19/NOTE 19

EEC软件可以控制EGT显示值和实际值的偏差，以便使飞机上显示的EGT限制值一致。EGT的实际值和与之对应的显示值通过EEC软件和数据插头配线共同控制。发动机的EGT限制由EEC的件号和DEP的件号控制，通过专门的服务通告实施。发动机的数据牌也能反映发动机限制的构型。注2给出了各个发动机允许的最大EGT值，虽然这些最大值可能不会达到。有关特定型号的发动机EGT限制值信息见安装和使用手册，文件号IAE-0174(D5)或者IAE-0043(A5)。

EEC software provides the capability of biasing indicated versus actual EGT values so as to provide consistent displayed EGT limit values to the aircraft. The actual versus indicated EGT values are controlled by a combination of EEC software, and Data Entry Plug (DEP) wiring scheme. Engine EGT limits are controlled by EEC P/N and DEP P/N, and are only implemented by specific service bulletin instructions. The engine data plate also reflects the engine limits configuration. NOTE 2 gives the maximum permissible approved EGT values for individual engine models, although these maximum values may not be implemented on all models. See the Installation and Operating Manual, Document No. IAE-0174(D5) or IAE-0043(A5), for information defining the EGT limit values currently assigned to specific engine models.

注20/NOTE 20

型号描述/Model Description:

V2527-A5	基本型号，用于A320/Basic Model, Airbus A320 applications.
V2530-A5	基本型号，用于A321/Basic Model, Airbus A321 applications.
V2528-D5	基本型号，用于麦道90/Base Model, Douglas MD-90 applications.
V2525-D5	基本型号，用于麦道90/Base model, Douglas MD-90 applications.
V2527E-A5	增加起飞推力型号，用于A320。V2527E-A5相对于V2527-A5增加了在海平面高度以上的起飞推力。 Enhanced takeoff thrust model, Airbus A320 applications. The V2527E-A5 provides increased takeoff thrust at altitudes above sea level relative to the V2527-A5 base model.
V2527M-A5	增强了爬升推力，用于A319。 Enhanced climb thrust for Airbus A319 applications.
V2522-A5	降推力型号，用于A319/Reduced thrust model, Airbus A319 applications.
V2524-A5	降推力型号，用于A319/Reduced thrust model, Airbus A319 applications.
V2533-A5	增加起飞推力型号，用于A321。 Increased takeoff thrust model, Airbus A321 applications.

注21/NOTE 21

只有在由于停车或者故障造成单发失效的情况下，起飞推力运行时间允许超过5分钟，但不能超过10分钟。

Use of takeoff thrust for more than five minutes (not to exceed ten minutes) is approved for use only in the event of an inoperative engine due to shutdown or failure.