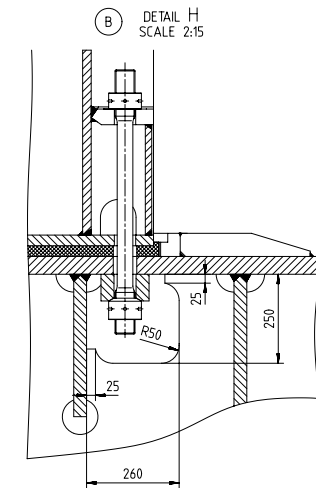
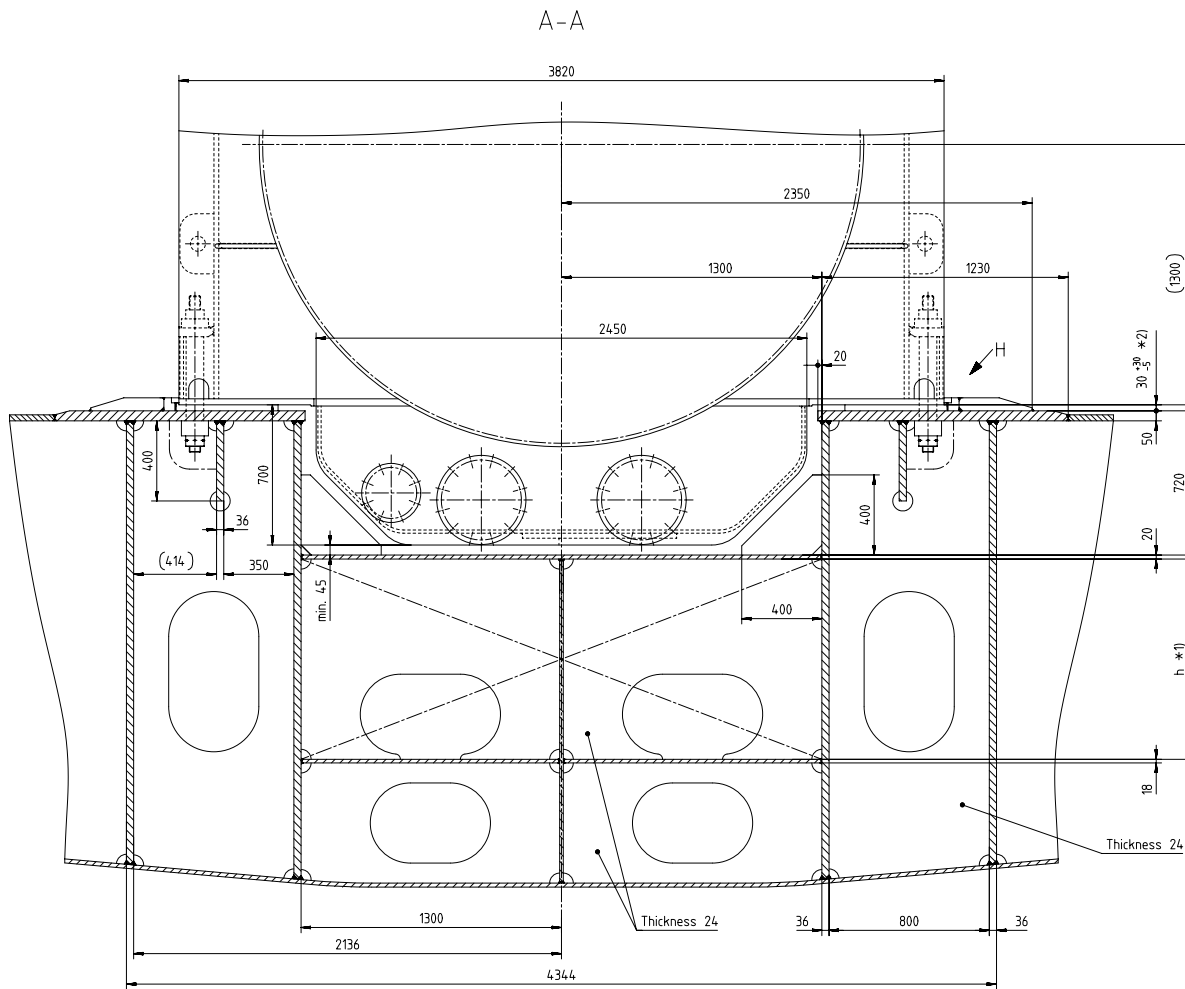
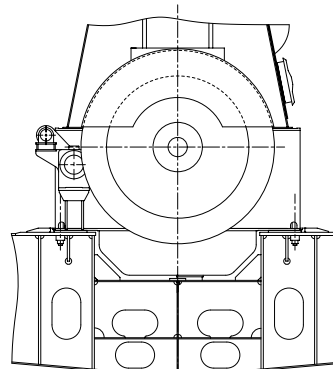
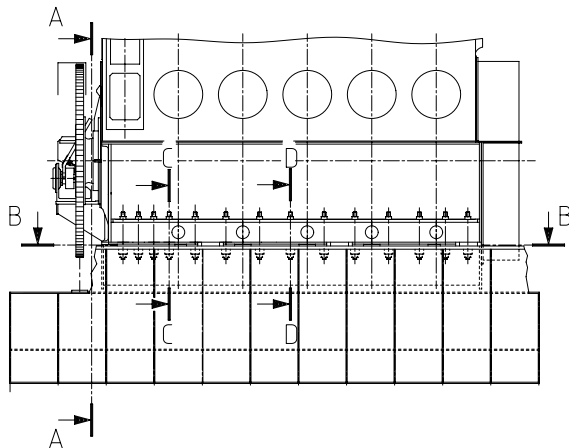




Remarks:

*1) Height to be determined by shipyard. For dimensions layout of lub. oil drain tank and drains refer to design group 9722.

*2) Chock thickness 30^{+30}_{-5}
- Final chock thickness to be determined by shipyard.



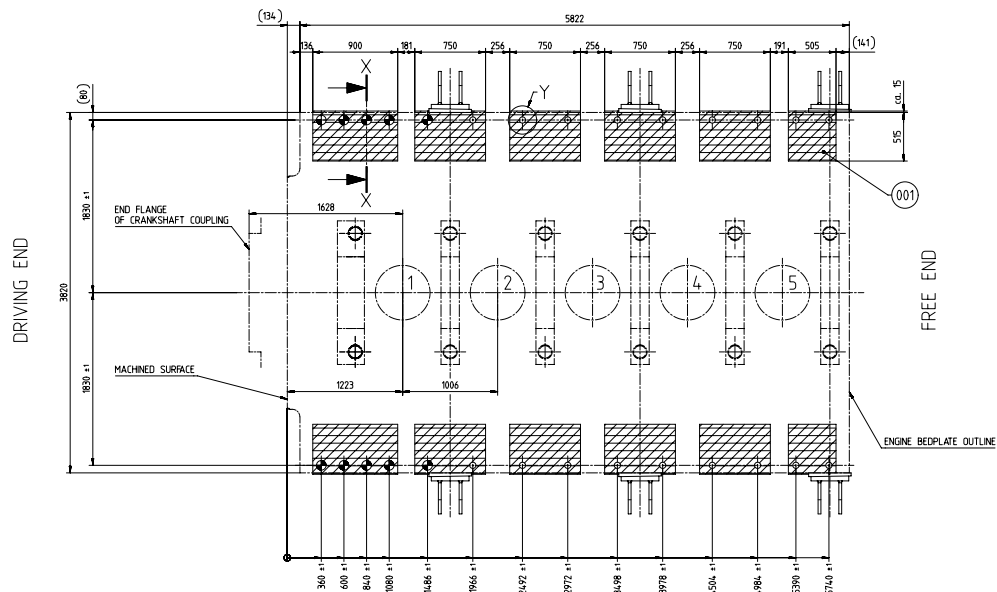
Net weight		107.414.003.200		5Cyl	Execution with side stoppers welded type		107.414.003.201		5Cyl	Execution with side stoppers frame-cut type	
952	881										
1	1	017	107.410.532.500	FITTING INSTRUCTIONS		107.410.532				0,001	
6	6	016	107.325.275.001	WEDGE		107.325.275		W-FU-235-JR		3,8	
3	-	015	107.246.128.001	ENGINE SIDE STOPPER		107.246.128		W-FU-235-JR		29,2	
3	-	014	107.410.446.200	ENGINE SIDE STOPPER		107.410.446		W-FU-235-JR		29,2	
-	3	013	PAAD319207	ENGINE SIDE STOPPER		DAAD112261				17,3	
-	3	012	107.410.445.200	ENGINE SIDE STOPPER		107.410.445				17,3	
18	18	011	107.367.109.001	PLUG		107.367.109		Rubber750		0,001	
10	10	010	107.413.422.001	JOINT DISC		107.413.422		Rubber750		0,001	
1	1	009	107.367.119.001	SEALING PIECE		107.367.119				0,001	
28	28	008	107.246.122.001	SPHERICAL ROUND NUT		M56	107.246.122	34CrMo4		2,0	
18	18	007	107.410.317.001	CONICAL SOCKET			107.410.317	34CrMo4,SCM 435		6,6	
10	10	006	107.410.316.001	CONICAL SOCKET		D135x85	107.410.316	34CrMo4,SCM 435		6,1	
18	18	005	107.413.370.001	ELASTIC BOLT			107.413.370	34CrMo4,SCM 435		10,8	
10	10	004	107.410.314.001	ELASTIC BOLT		M56x810	107.410.314	34CrMo4,SCM 435		11,4	
10	10	003	107.410.315.001	SLEEVE		D135x54,2	107.410.315	34CrMo4,SCM 435		16,5	
28	28	002	107.246.121.001	ROUND NUT			107.246.121	34CrMo4		1,6	
1	1	001	107.398.394.500	EPOXY RESIN		M56	107.398.394			0,001	
Quantity PER ENGINE		ISO NO	Material ID	Material Name		Dimension, Qty		Standard or Drawing	Basic Material	Weight GR/NET	
107.413.363.201		Free space for file	A		EAAD08240004	04.02.2011	B		EAAD089996	19.02.2019	Main Drw. H
107.413.363.201			Number	Drawn date	Number	Drawn date	Number	Drawn date	Number	Drawn date	



Product
SRT-flex5BT-B
SRT-flex5BT-D
SRT-flex5BT-E

ENGINE SEATING/FOUNDATION
THRUST SLEEVES

B-B CHOCKING AND DRILLING PLAN FOR FOUNDATION BOLTS



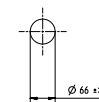
Remarks:

- *1) For the layout is taken into consideration:
- A max. permissible static load of 0.8 N/mm²
- Engine holding down studs fully tightened according to fitting instructions
- Engine mass (incl. net engine mass, vibration damper, flywheel, water and oil)
- *2) The max. permissible mean surface pressure of the epoxy resin chocks is to be determined by the shipyard in accordance with the relevant classification society rules.
- *3) Referring to a standardized chock thickness of 25 up to 60 mm.

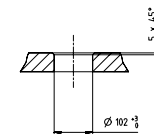
B Table : Dimensions of epoxy resin chocks *1)

No. of Cyl.	Max. perm. mean surface pressure of chock *2)	Total chock length (mm)	Total net chocking area (cm ²)	Required quantity of epoxy resin material *3)	
				min. (dm ³)	max. (dm ³)
5	4.5	4405	43652	113	271
No. of Cyl.	Total No. of holes	No. of Thrust sleeves			
5	28	10			

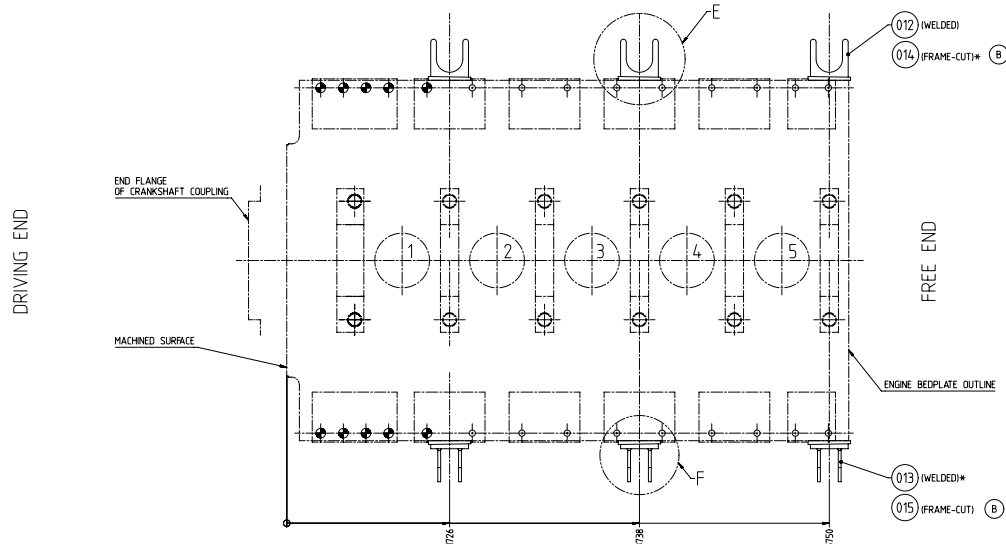
Y (1:5)



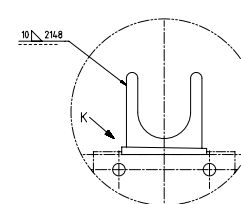
X-X (1:5)



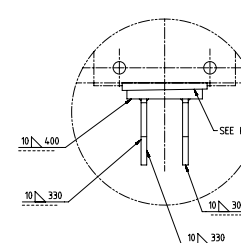
B-B ENGINE SIDE STOPPER ARRANGEMENT WITH FLAME-CUT OR WELDED TYPE



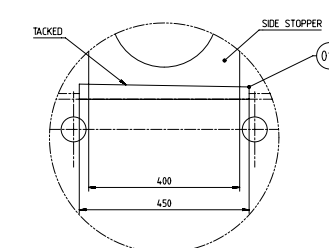
B DETAIL E SCALE 1:10



B DETAIL F SCALE 1:10

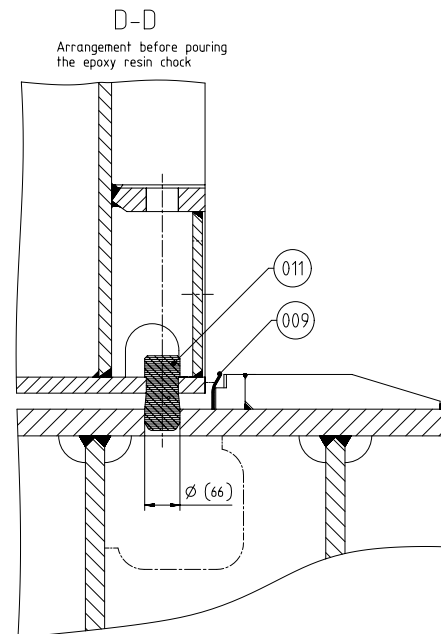
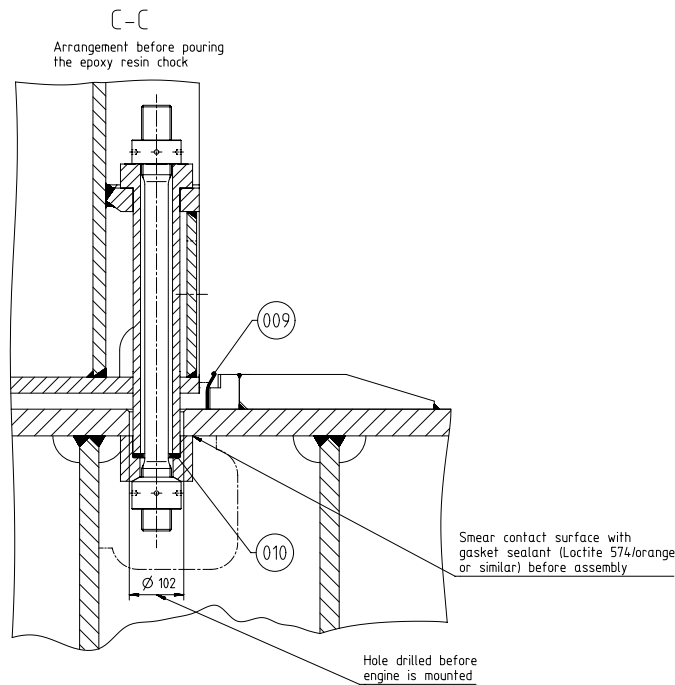
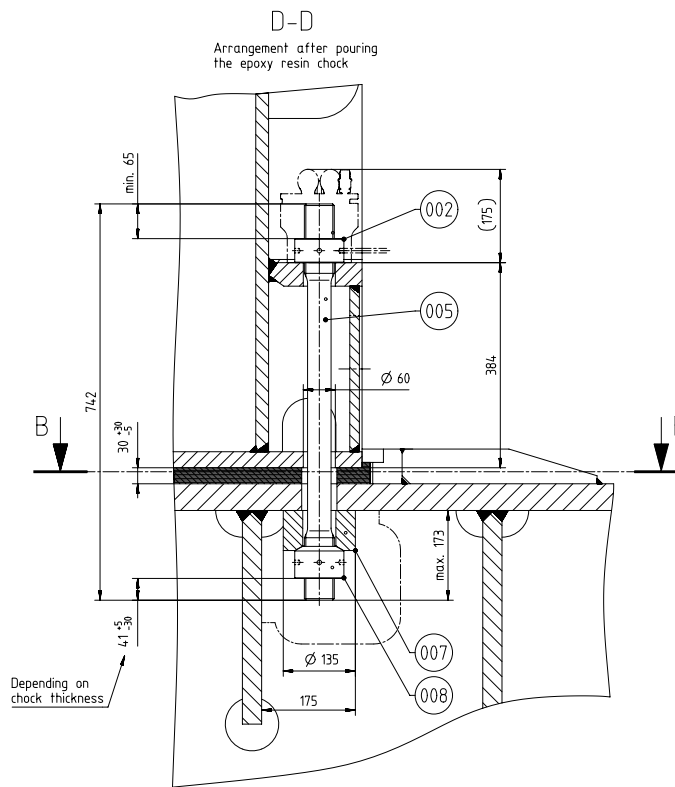
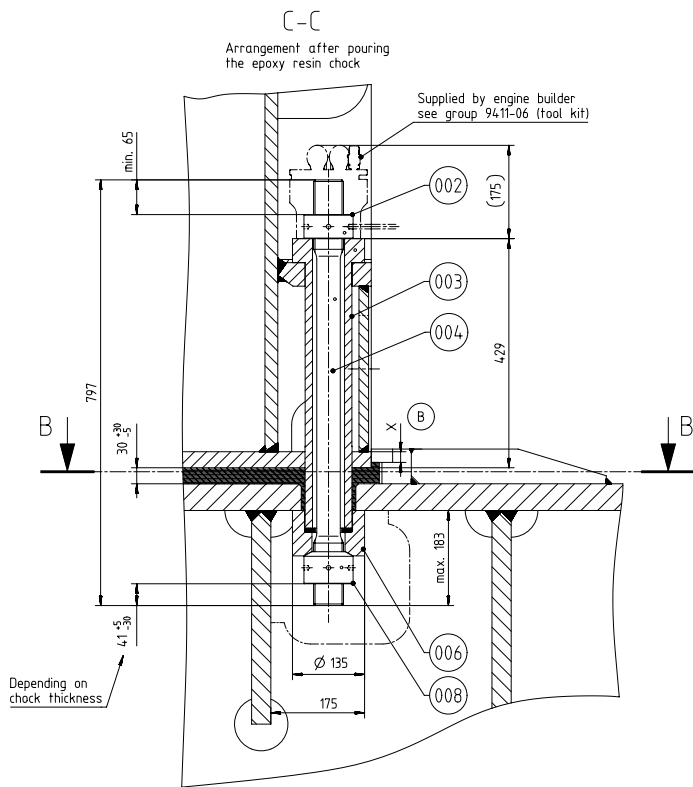


B DETAIL K SCALE 1:5



*SHOWN ON DRAWING

WING		ENGINE SEATING/FOUNDATION THRUST SLEEVES	
Rev.	1/1	Rev.	1/1
107413.363		107413.363	



(B) CONTACT SURFACE BETWEEN WEDGE AND ENGINE BEDPLATE

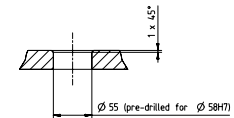
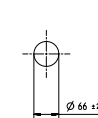
RT-flex58T-B/-D/-E
X [mm] Min. 15

Mod. Free space for file		Q-Code XXXXX		Main Drw. H	
Standard ISO, JIS					
Mod. EAAD08240004_02.2011	Number	Drawn date	Mod. EAAD089996	Number	Drawn date
Product SRT-flex58T-B	ENGINE SEATING/FOUNDATION THRUST SLEEVES				
Product SRT-flex58T-D					
Product SRT-flex58T-E					
Units mm kg NX	Basic Material	Scale 1:5	Size A1	Page 3/3	Material ID
Surface PROTECTION SEE GROUP 0344	Made 22.04.2009 mpr002 Prstec	Design Group	9710	107.413.363	Rev. B
TOLERANCING PRINCIPLE ISO8015	Appd 01.07.2009 JBA/029 Baumann				
GENERAL TOLERANCES ACCORDING TO ISO2768-mS					

Technical drawing of a crankshaft assembly, showing five crankpins (1-5) and their corresponding crank webs. The drawing includes dimensions for crankpin diameters (360 to 5140 mm), crank web widths (36 to 505 mm), and crank pin-to-pin distances (900 to 750 mm). It also shows the crankshaft's position relative to the engine bedplate and the crankshaft coupling flange. The drawing is labeled with (194) and (141) in the top corners, and (B) at the bottom center.

- *1) For the layout is taken into consideration:
 - A max. permissible static load of 0.8 N/mm².
 - Engine holding down studs fully tightened according to fitting instructions
 - Engine mass (incl. net engine mass, vibration damper, flywheel, water and oil)
- *2) The max. permissible mean surface pressure of the epoxy resin chucks is to be determined by the shipyard in accordance with the relevant classification society rules.
- *3) Referring to a standardized chuck thickness of 25 up to 60 mm.
- *4) Tolerance does not apply for fitted studs.

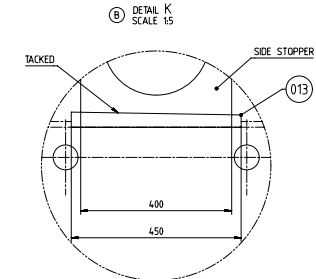
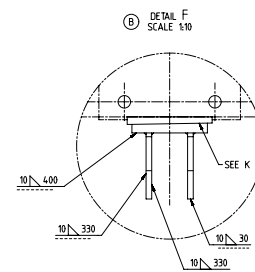
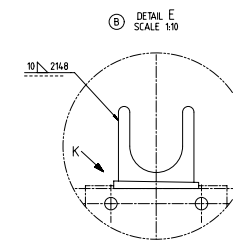
No. of Cyl.	Max. perm. mean surface pressure of chock #2)	Total chock length	Total net chocking area	Required quantity of epoxy resin material #3)	
				min.	max.
	(N/mm ²)	(mm)	(cm ²)	(dm ³)	
5	4.5	4405	44473	1%	275
No. of Cyl.	Total No. of holes	No. of fitted studs			
5	28	12			



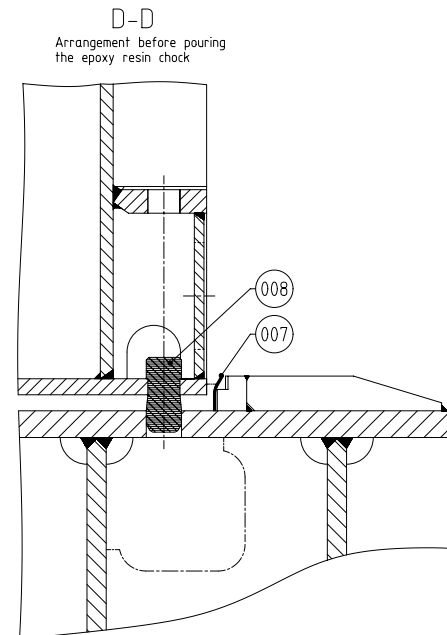
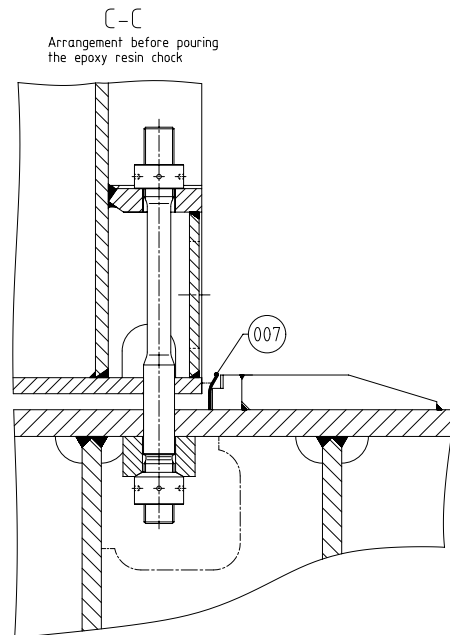
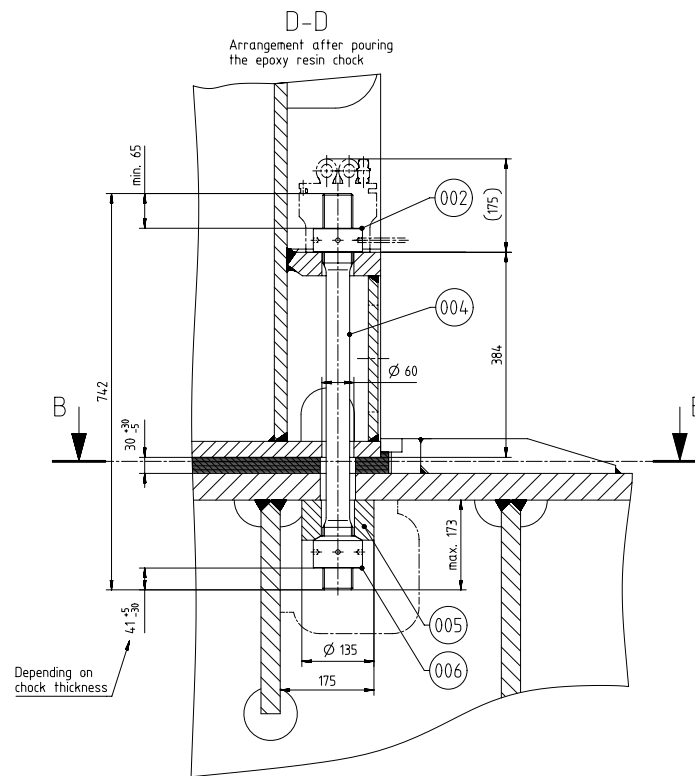
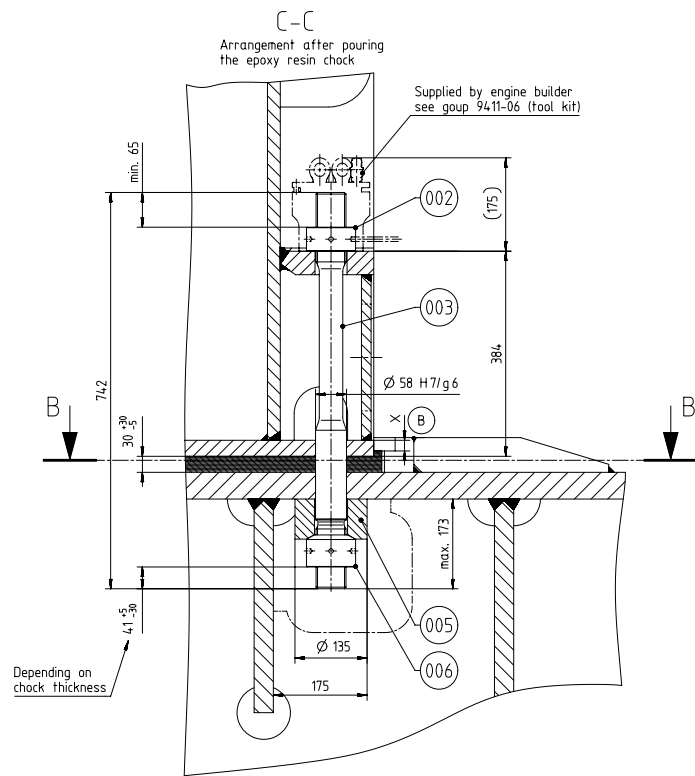
Technical drawing of the crankshaft assembly, showing the crankshaft, connecting rods, and pistons. The drawing includes dimensions and labels for various components.

Labels and dimensions:

- END FLANGE OF CRANKSHAFT COUPLING
- MACHINED SURFACE
- ORDINATE 78
- 1, 2, 3, 4, 5 (Cylinder numbers)
- 726, 738, 750 (Dimensions)
- FREE END
- ENGINE BEDPLATE OUTLINE
- 009 (WELDED)
- 011 (FRAME-CUT)*
- 010 (WELDED)*
- 012 (FRAME-CUT)*
- E (Crankshaft pin)
- F (Crankshaft pin)



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	35
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	----

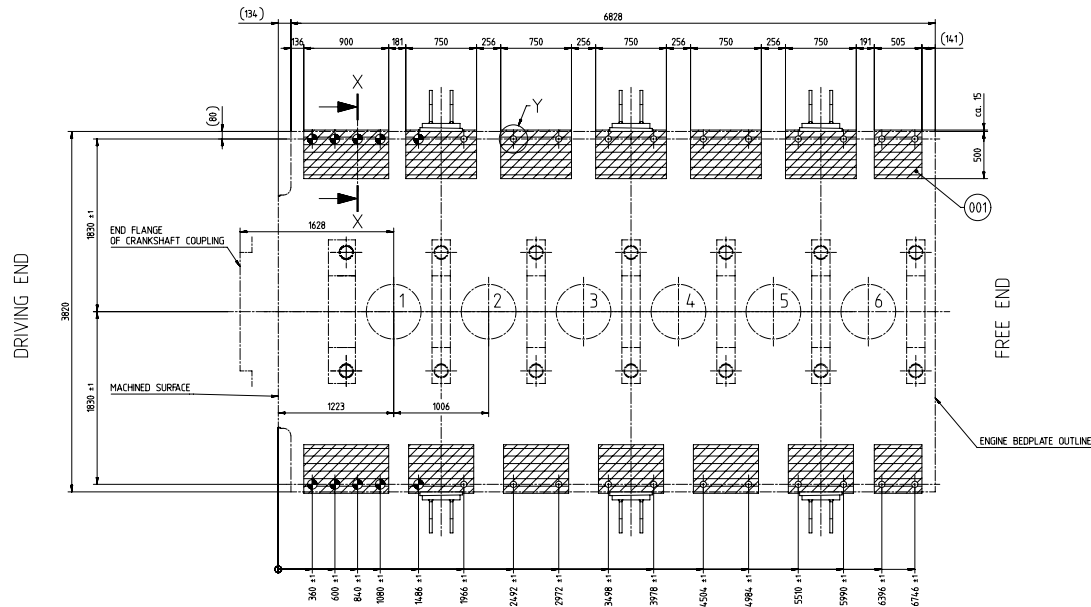


(B) CONTACT SURFACE BETWEEN WEDGE AND ENGINE BEDPLATE

	RT-flex58T-B/-D/-E
X [mm]	Min. 15

Mod. A EAAD08240004_02.2011		Mod. B EAAD089996_19.02.2019		G-Code XXXXX Standard ISO, JIS		Main Drw. H	
Number	Drawn date	Number	Drawn date	Number	Drawn date	Number	Drawn date
WINGD Winderthur Gas & Diesel				Product SRT-flex58T-B SRT-flex58T-D SRT-flex58T-E			
ENGINE SEATING/FOUNDATION FITTED STUDS							
Units	mm kg	NX	Basic Material	Scale	1:5	Size	A1
Made	06.05.2009	by	ba029 Baumann	Design Group	9710	Page	3/3
Chkd				Design Group		Material ID	
Appd	01.07.2009	by	JB4029 Baumann	Design Group		Drawing ID	107.414.003
SURFACE PROTECTION SEE GROUP 0344				TOLERANCING PRINCIPLE ISO8015			
GENERAL TOLERANCES ACCORDING TO ISO2768-mS				Rev. B			

B-B CHOCKING AND DRILLING PLAN FOR FOUNDATION BOLTS



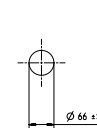
Remarks:

- *1) For the layout is taken into consideration:
 - A max. permissible static load of 0.8 N/mm²
 - Engine holding down studs fully tightened according to fitting instructions
 - Engine mass (incl. net engine mass, vibration damper, flywheel, water and oil)
- *2) The max. permissible mean surface pressure of the epoxy resin chocks is to be determined by the shipyard in accordance with the relevant classification society rules.
- *3) Referring to a standardized chock thickness of 25 up to 60 mm.

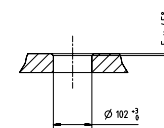
(B) Table : Dimensions of epoxy resin chocks *1)

No. of Cyl.	Max. perm. mean surface pressure of chock *2)	Total chock length (mm)	Total net chocking area (cm ²)	Required quantity of epoxy resin material *3)	
				min.	max.
6	4.5	5155	49885	129	309
No. of Cyl.		Total No. of holes	No. of Thrust sleeves		
6		32	10		

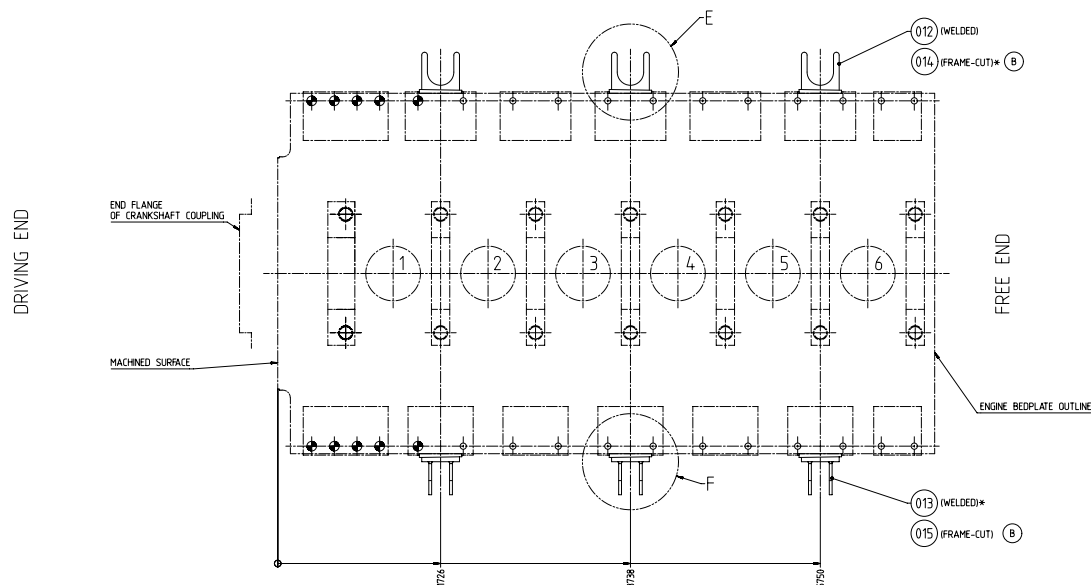
Y (1:5)



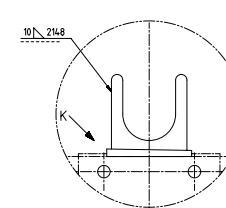
X-X (1:5)



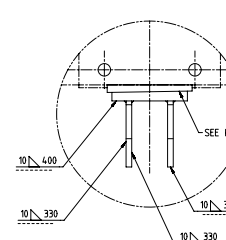
B-B ENGINE SIDE STOPPER ARRANGEMENT WITH FLAME-CUT OR WELDED TYPE



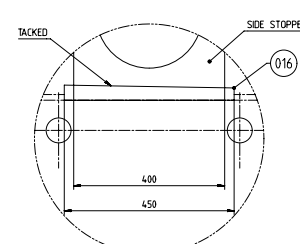
(B) DETAIL E SCALE 1:10



(B) DETAIL F SCALE 1:10

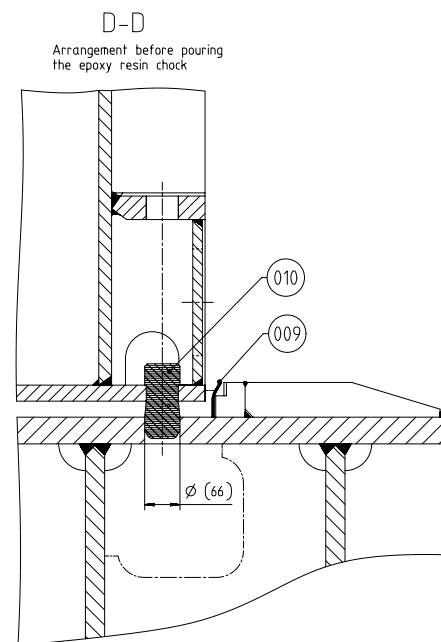
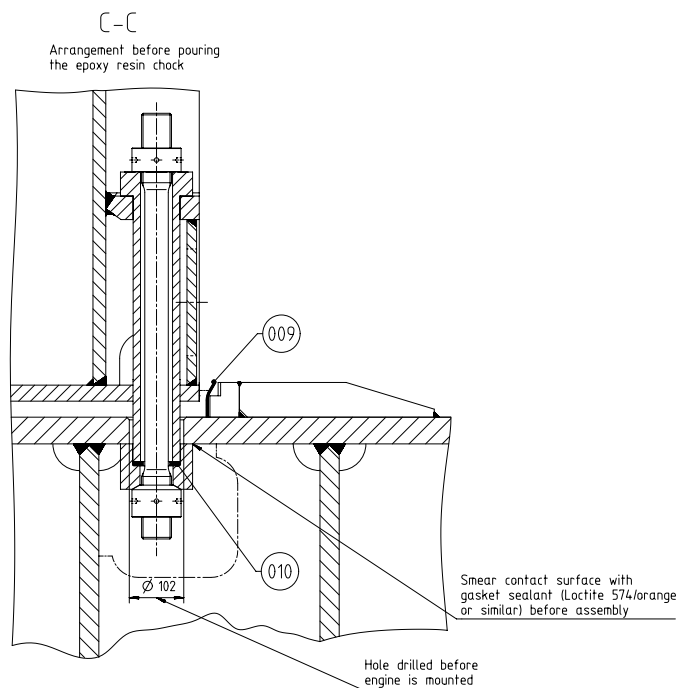
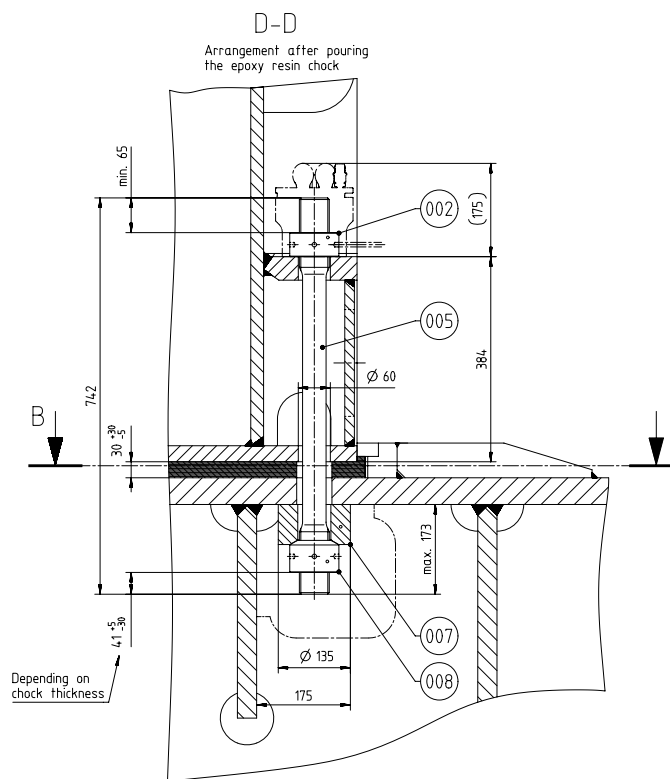
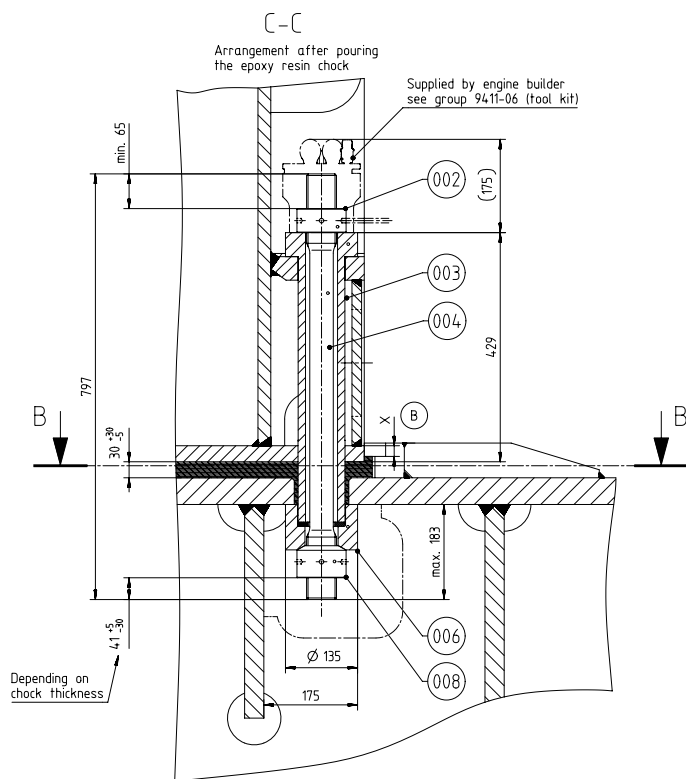


(B) DETAIL K SCALE 1:5



*SHOWN ON DRAWING

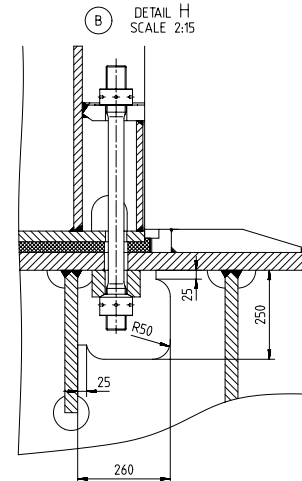
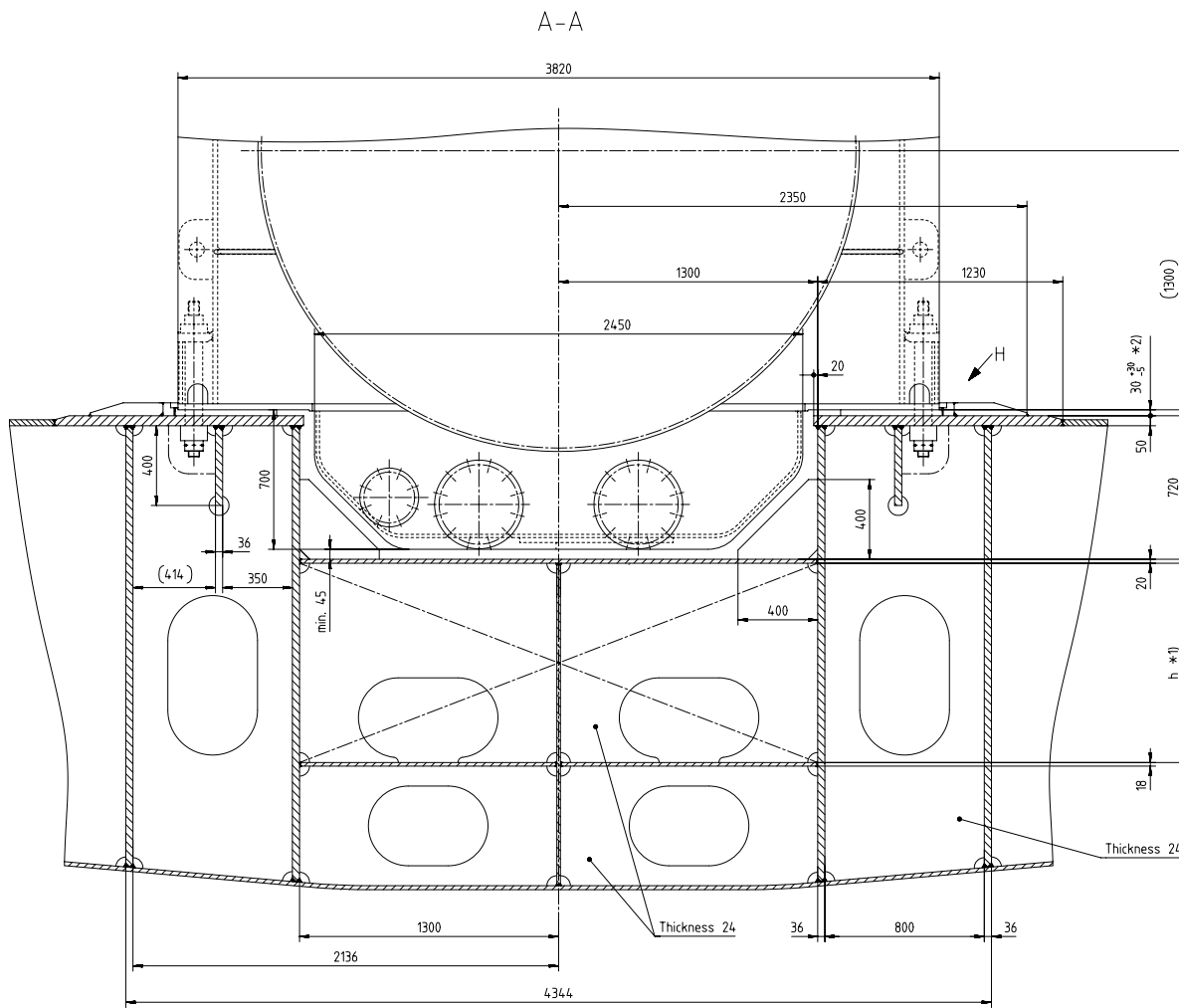
WIND WINDING WINDING		ENGINE SEATING/FOUNDATION THRUST SLEEVES	
Date: 22.04.2019 Drawn: 1/1 Checked: 1/1 Design: 1/1 Scale: 1:10 No. 107413364	Date: 22.04.2019 Drawn: 1/1 Checked: 1/1 Design: 1/1 Scale: 1:10 No. 107413364	Date: 22.04.2019 Drawn: 1/1 Checked: 1/1 Design: 1/1 Scale: 1:10 No. 107413364	Date: 22.04.2019 Drawn: 1/1 Checked: 1/1 Design: 1/1 Scale: 1:10 No. 107413364



(B) CONTACT SURFACE BETWEEN WEDGE AND ENGINE BEDPLATE

	RT-flex58T-B/-D/-E
X [mm]	Min. 15

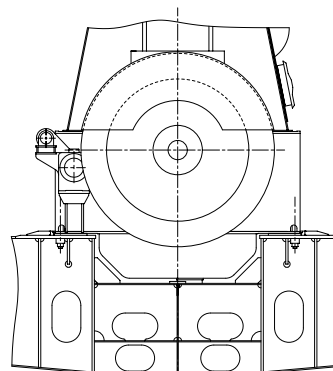
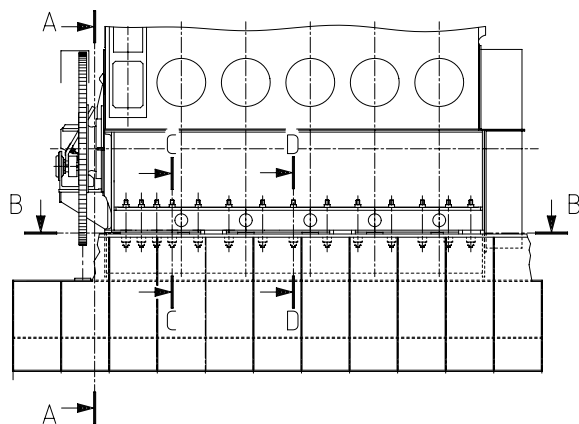
Mod. 1		Mod. 2		Mod. 3		Mod. 4		Mod. 5		Mod. 6		Mod. 7		Mod. 8		Mod. 9		Mod. 10		Mod. 11		Mod. 12		Mod. 13		Mod. 14		Mod. 15		Mod. 16		Mod. 17		Mod. 18		Mod. 19		Mod. 20	
Number		Drawn date		Number		Drawn date		Number		Drawn date		Number		Drawn date		Number		Drawn date		Number		Drawn date		Number		Drawn date		Number		Drawn date		Number		Drawn date		Number		Drawn date	
A		EAAD08240004_02.2011		B		EAAD089996_19.02.2019																																	
Free space for file																																							
Q-Code		XXXXX		Main		Drw.		H																															
Standard		ISO; JIS																																					
Product		6RT-flex58T-B		6RT-flex58T-D		6RT-flex58T-E																																	
ENGINE SEATING/FOUNDATION		THRUST SLEEVES																																					
Units		mm kg		NX		Basic Material																																	
Made		22.04.2009		mpr002		Prstec		Scale		1:5		Size		A1		Page		3/3		Material																			
Chkd								Design Group				Drawing		B		107.413.364		Rev.		B																			
Appd		01.07.2009		JBA/029		Baumann		9710																															
SURFACE PROTECTION		SEE GROUP 0344																																					
TOLERANCING PRINCIPLE		ISO8015																																					
GENERAL TOLERANCES		ACCORDING TO ISO2768-mS																																					



Remarks:

*1) Height to be determined by shipyard. For dimensions layout of lub. oil drain tank and drains refer to design group 9722.

*2) Chock thickness 30^{+30}_{-5}
- Final chock thickness to be determined by shipyard.



Net Weight		107.413.364.200		6 Cyl	Execution with side stoppers welded type		
889	818	107.413.364.201		6 Cyl	Execution with side stoppers frame-cut type		
1	1	014	107.410.532.500	FITTING INSTRUCTIONS		107.410.532	0,001
6	6	013	107.325.275.001	WEDGE		107.325.275	3,8
-	-	012	107.246.128.001	ENGINE SIDE STOPPER		107.246.128	29,2
3	-	011	107.410.446.200	ENGINE SIDE STOPPER		107.410.446	29,2
-	3	010	PAAD319207	ENGINE SIDE STOPPER		DAAD112261	17,3
-	3	009	107.410.445.200	ENGINE SIDE STOPPER		107.410.445	17,3
20	20	008	107.367.109.001	PLUG		107.367.109	Rubber750
1	1	007	107.367.119.001	SEALING PIECE		107.367.119	0,001
32	32	006	107.246.122.001	SPHERICAL ROUND NUT		M56	0,001
32	32	005	107.410.317.001	CONICAL SOCKET		107.410.317	2,0
20	20	004	107.413.370.001	ELASTIC BOLT		107.413.370	6,6
12	12	003	107.413.935.001	FITTED STUD		107.413.935	10,8
32	32	002	107.246.121.001	ROUND NUT		M56	12,4
1	1	001	107.398.394.500	EPOXY RESIN		107.398.394	1,6
Quantity PER ENGINE		SEQ. NO.	Material ID	Material Name	Standard or Drawing	Dimension, Qty	Basic Material
107.414.005.201		Free space for file	107.414.005.200				Weight GR/NET
							Q-Code XXXXXX
							Standard ISO, JIS
							Man. Drw.
107.414.005.201		A EAAD08240004_02.2011		B EAAD089996_19.02.2019		H	
Material ID	Number	Drawn date	Number	Drawn date	Number	Drawn date	Number

WINGO
Wärthner Gas & Diesel

Product
6RT-flex58T-B
6RT-flex58T-D
6RT-flex58T-E

ENGINE SEATING/FOUNDATION
FITTED STUDS

SURFACE PROTECTION SEE GROUP 0344

TOLERANCING PRINCIPLE ISO8015

GENERAL TOLERANCES ACCORDING TO ISO2768-mK

Units mm kg

NX

Basic Material

Scale 1:13

Size A1

Page 1/3

Material ID

Net Weight

Made 06.05.2009

by 029 J.Baumann

Design Group

9710

Drawing B

107.414.005

Rev. B

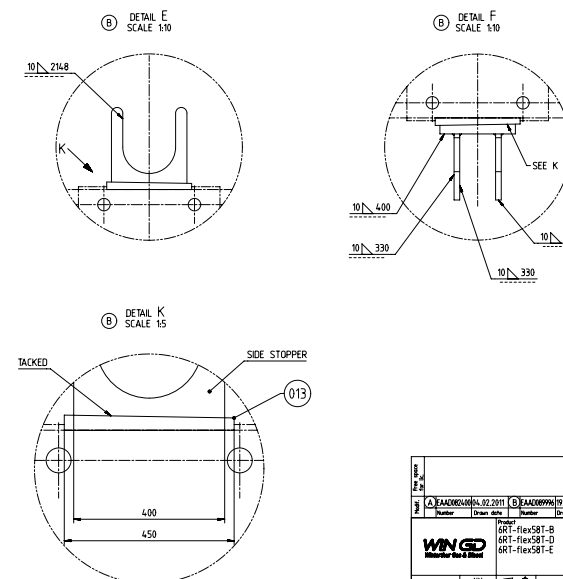
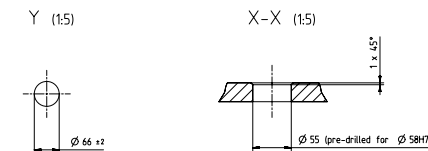
Appd 01.07.2009

J.Baumann

[illegible]

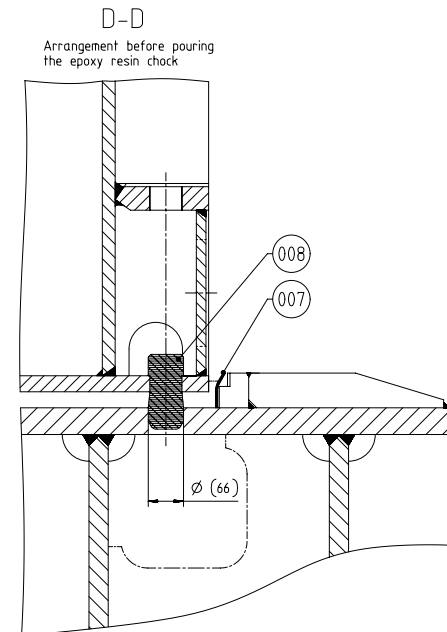
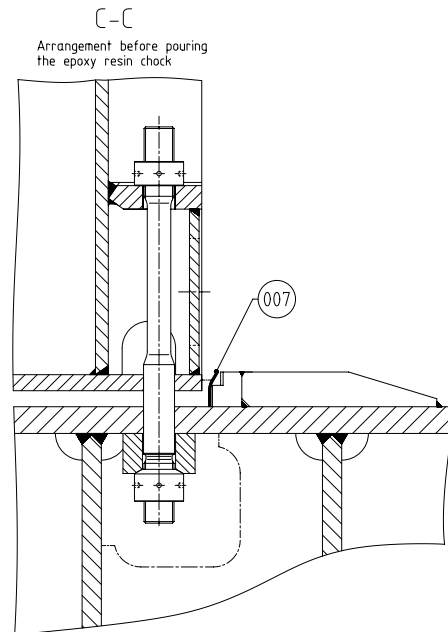
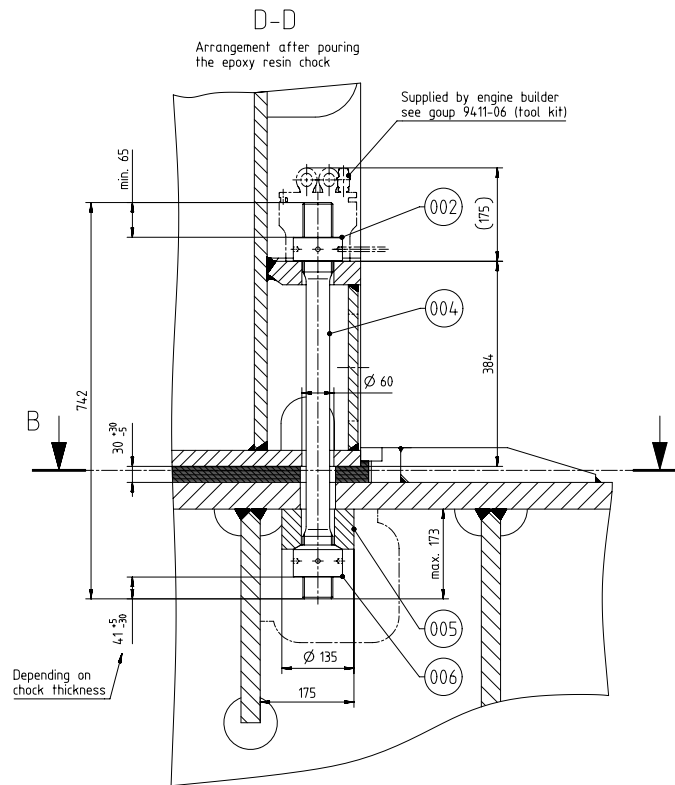
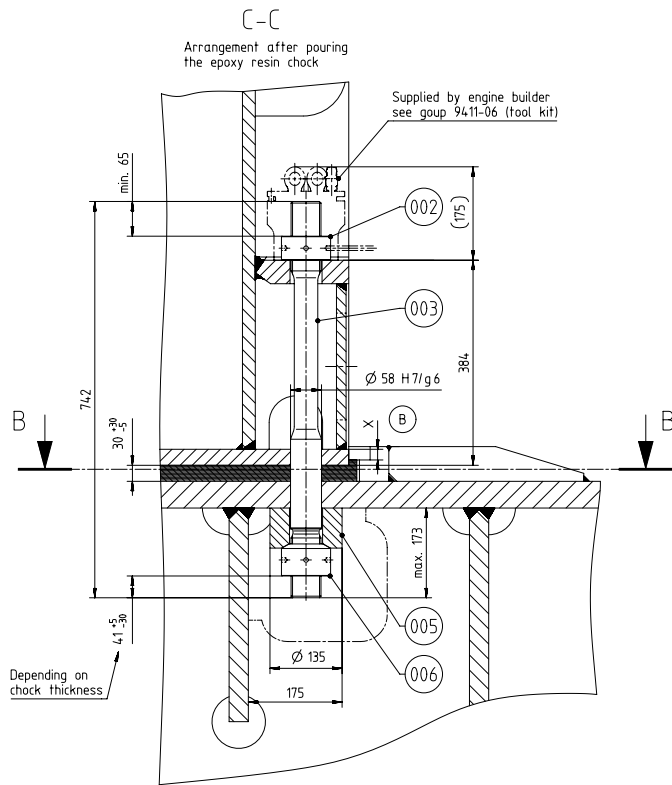
- *1) For the layout is taken into consideration:
 - A max. permissible static load of 0.8 Nmm².
 - Engine holding down studs fully tightened according to fitting instructions
 - Engine mass (incl. net engine mass, vibration damper, flywheel, water and oil)
- *2) The max. permissible mean surface pressure of the epoxy resin chocks is to be determined by the shipyard in accordance with the relevant classification society rules.
- *3) Referring to a standardized chock thickness of 25 up to 60 mm.
- *4) Tolerance does not apply for fitted studs.

No. of Cyl.	Max. perm. mean surface pressure of (cock #2)	Total cock length	Total net chocking area	Required quantity of epoxy resin material *3	
	(N/mm ²)	(mm)	(cm ²)	min.	max
				(dm ²)	
6	4.5	5155	50507	130	31
No. of Cyl.	Total No. of holes	No. of fitted studs			
6	32	12			



*SHOWN ON DRAWING

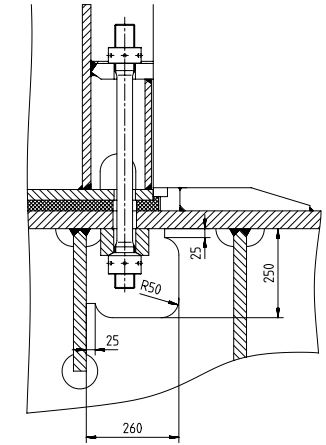
1 2 3 4 5 6 7 8 9 10 11 12		WINGD WINGD World & Steel										S-Code XXXXXX Standard ISO JIS		Non Dim H	
A 2020/04/09 02.2219		B 2020/04/09 02.2219													
Number 1		Drawn date 2020.04.09		Number 2		Drawn date 2020.04.09		Number 3		Drawn date 2020.04.09		Number 4		Drawn date 2020.04.09	
ENGINE SEATING FOUNDATION FITTED STUDS															
GRT-flexS8T-B GRT-flexS8T-D GRT-flexS8T-E															
(GPA) no kg NX  Basic Material															
05.05.2009 06079 Bourmann															
Date 07.07.2009		JMS22 Bourmann		Size 920		A0 1/3		Material 107.4.4.005		Weight 1.0		B		B	



(B) CONTACT SURFACE BETWEEN WEDGE AND ENGINE BEDPLATE

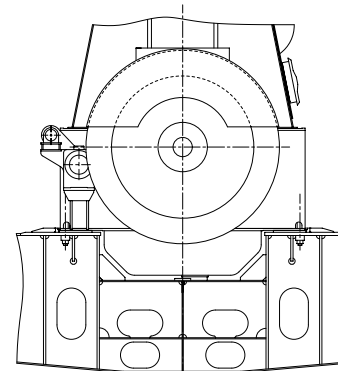
	RT-flex58T-B/-D/-E
X [mm]	Min. 15

Mod. A EAAD08240004.02.2011		Mod. B EAAD089996.19.02.2019		G-Code XXXXX		Main Drw. H	
Number	Drawn date	Number	Drawn date	Number	Drawn date	Number	Drawn date
Product 6RT-flex58T-B 6RT-flex58T-D 6RT-flex58T-E				ENGINE SEATING/FOUNDATION FITTED STUDS			
WINGD Wärthner Gas & Diesel				Standard ISO, JIS			
Units mm kg NX	Scale 1:5	Size A1	Page 3/3	Material ID	Net Weight		
Made 06.05.2009	Design Group J.Baumann	9710	107.414.005	Rev. B			
SURFACE PROTECTION SEE GROUP 0344							
TOLERANCING PRINCIPLE ISO8015							
GENERAL TOLERANCES ACCORDING TO ISO2768-mS							



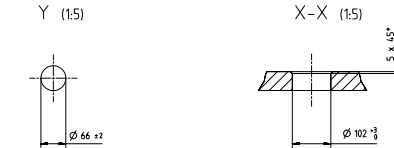
*2) Chock thickness 30^{+30}_{-5}
- Final chock thickness to be determined by shipyard.

	Product 7RT-flex58T-B 7RT-flex58T-D 7RT-flex58T-E	ENGINE SEATING/FOUNDATION THRUST SLEEVES
---	--	---



[illegible]

No. of Cyl.	Max. perm. mean surface pressure of cock #2	Total cock length	Total net chocking area	Required quantity of epoxy resin material #3	
	(N/mm ²)	(mm)	(cm ²)	ml	kg
7	4.5	5905	53006	137	32
No. of Cyl.	Total No. of holes	No. of thrust sleeves			
7	36	12			



DRIVING END

END FLANGE OF CRANKSHAFT COUPLING

MACHINED SURFACE

1 2 3 4 5 6 7

ENGINE BEDPLATE OUTLINE

FREE END

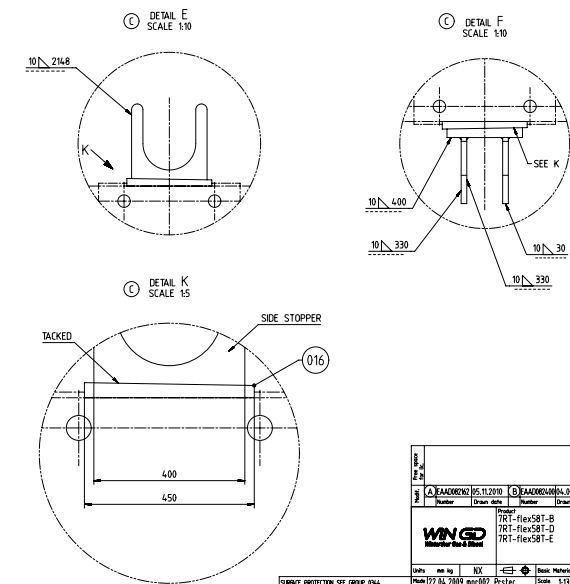
E

F

012 (WELDED)
014 (FRAME-CUT)*

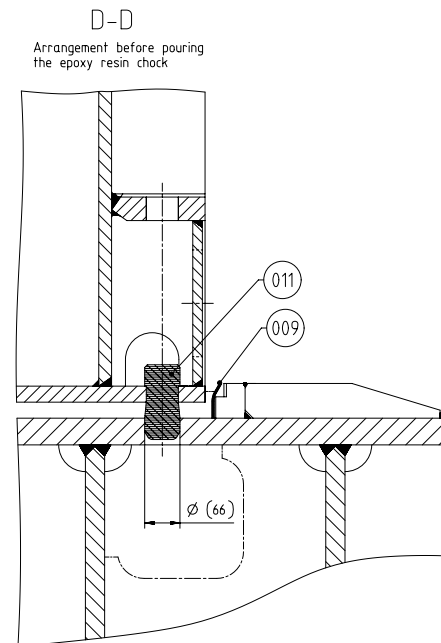
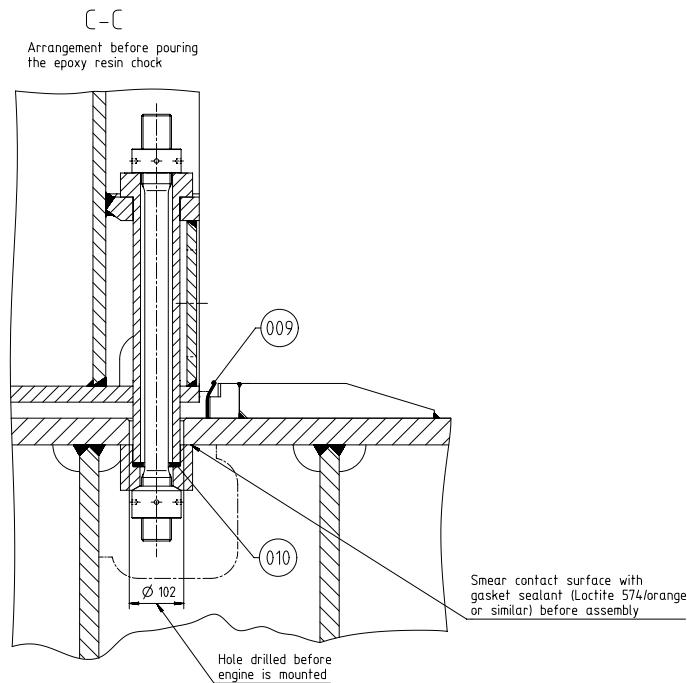
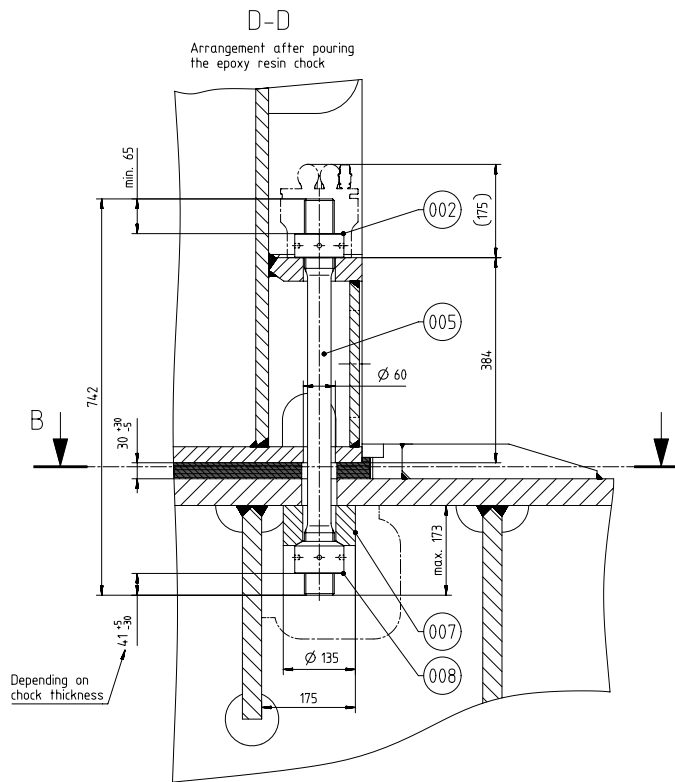
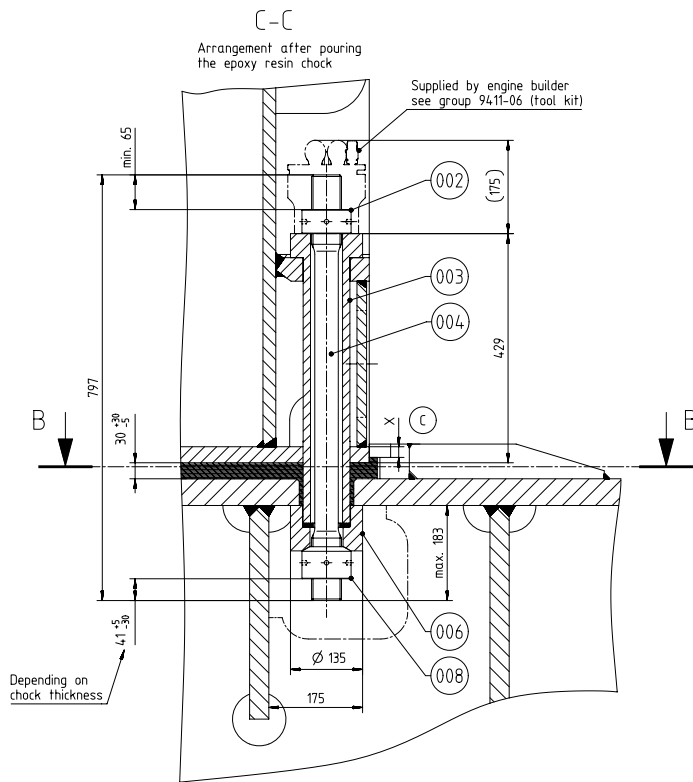
013 (WELDED)*
015 (FRAME-CUT)

1724 1738 1750 1762



*SHOWN ON DRAWING

	1. SAAC000001 11.11.2010		2. SAAC000004 02.02.2011		3. SAAC000099 09.02.2019		4. SAAC000000 01.01.2010
	Number	Ordn date	Number	Ordn date	Number	Ordn date	Number
1. TR1-flex58T-B							ENGINE SEATING FOUNDATION THRUST SLEEVES
2. TR1-flex58T-D							
3. TR1-flex58T-E							
(C43) 22.04.2009 NX				(C43) 22.04.2009 mag92		(C43) 22.04.2009 mag92	
Date 01.07.2009	Drawn JBAS2	Project 910		Size A0	Paper 1/3	Material 273.43.365	Rev. C

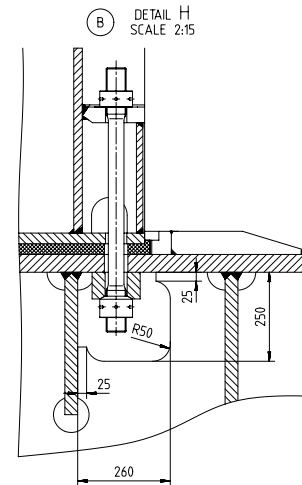
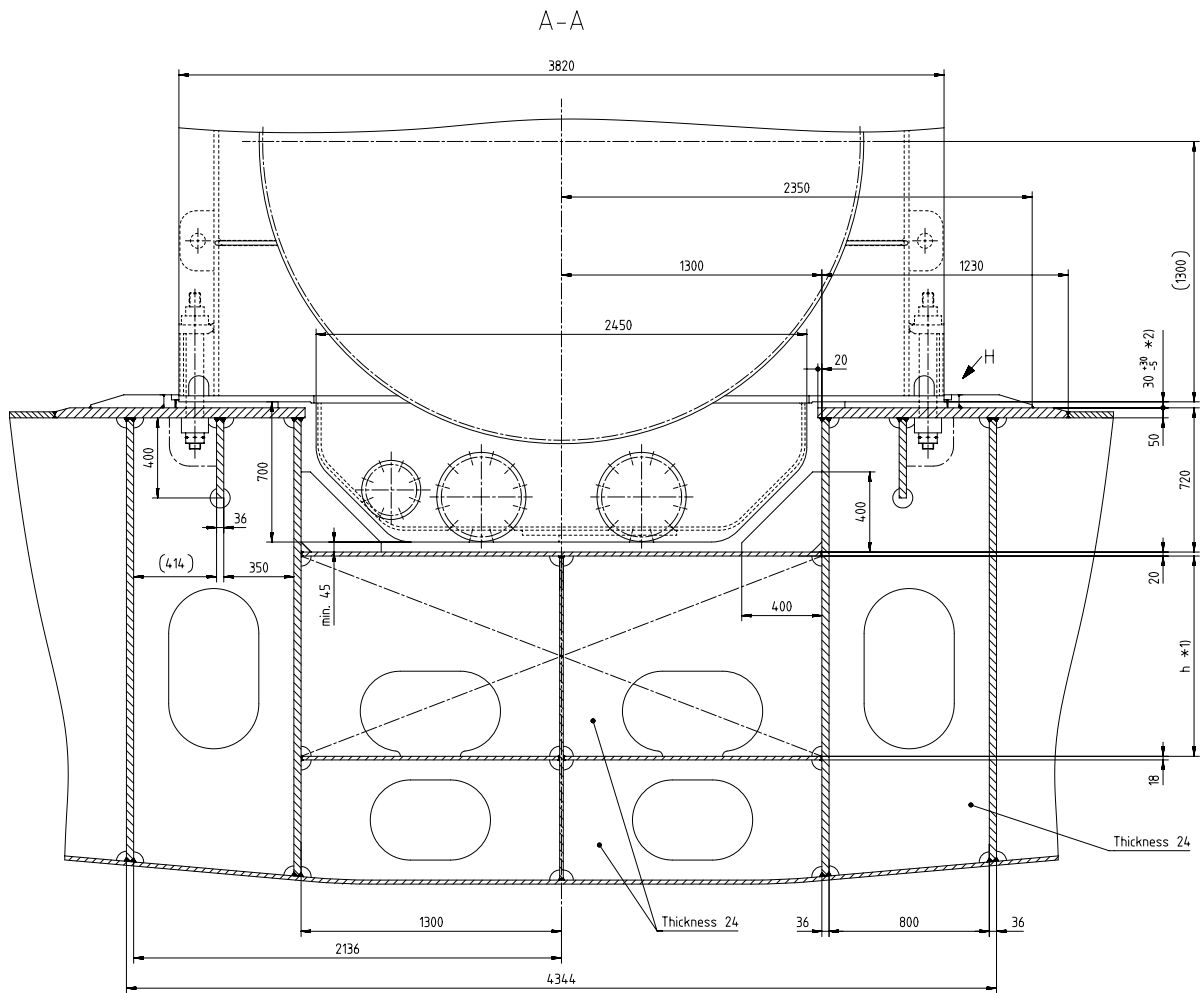


(C) CONTACT SURFACE BETWEEN WEDGE AND ENGINE BEDPLATE

	RT-flex58T-B/-D/-E
X [mm]	Min. 15

Mod. A		Mod. B		Mod. C		Mod. D		Mod. E		Mod. F		Mod. G		Mod. H		Mod. I		Mod. J		Mod. K		Mod. L		Mod. M		Mod. N		Mod. O		Mod. P		Mod. Q		Mod. R		Mod. S		Mod. T		Mod. U		Mod. V		Mod. W		Mod. X		Mod. Y		Mod. Z		Mod. AA		Mod. AB		Mod. AC		Mod. AD		Mod. AE		Mod. AF		Mod. AG		Mod. AH		Mod. AI		Mod. AJ		Mod. AK		Mod. AL		Mod. AM		Mod. AN		Mod. AO		Mod. AP		Mod. AQ		Mod. AR		Mod. AS		Mod. AT		Mod. AU		Mod. AV		Mod. AW		Mod. AX		Mod. AY		Mod. AZ		Mod. BA		Mod. BB		Mod. BC		Mod. BD		Mod. BE		Mod. BF		Mod. BG		Mod. BH		Mod. BI		Mod. BJ		Mod. BK		Mod. BL		Mod. BM		Mod. BN		Mod. BO		Mod. BP		Mod. BQ		Mod. BR		Mod. BS		Mod. BT		Mod. BU		Mod. BV		Mod. BW		Mod. BX		Mod. BY		Mod. BZ		Mod. CA		Mod. CB		Mod. CC		Mod. CD		Mod. CE		Mod. CF		Mod. CG		Mod. CH		Mod. CI		Mod. CJ		Mod. CK		Mod. CL		Mod. CM		Mod. CN		Mod. CO		Mod. CP		Mod. CQ		Mod. CR		Mod. CS		Mod. CT		Mod. CU		Mod. CV		Mod. CW		Mod. CX		Mod. CY		Mod. CZ		Mod. DA		Mod. DB		Mod. DC		Mod. DD		Mod. DE		Mod. DF		Mod. DG		Mod. DH		Mod. DI		Mod. DJ		Mod. DK		Mod. DL		Mod. DM		Mod. DN		Mod. DO		Mod. DP		Mod. DQ		Mod. DR		Mod. DS		Mod. DT		Mod. DU		Mod. DV		Mod. DW		Mod. DX		Mod. DY		Mod. DZ		Mod. EA		Mod. EB		Mod. EC		Mod. ED		Mod. EE		Mod. EF		Mod. EG		Mod. EH		Mod. EI		Mod. EJ		Mod. EK		Mod. EL		Mod. EM		Mod. EN		Mod. EO		Mod. EP		Mod. EQ		Mod. ER		Mod. ES		Mod. ET		Mod. EU		Mod. EV		Mod. EW		Mod. EX		Mod. EY		Mod. EZ		Mod. FA		Mod. FB		Mod. FC		Mod. FD		Mod. FE		Mod. FF		Mod. FG		Mod. FH		Mod. FI		Mod. FJ		Mod. FK		Mod. FL		Mod. FM		Mod. FN		Mod. FO		Mod. FP		Mod. FQ		Mod. FR		Mod. FS		Mod. FT		Mod. FU		Mod. FV		Mod. FW		Mod. FX		Mod. FY		Mod. FZ		Mod. GA		Mod. GB		Mod. GC		Mod. GD		Mod. GE		Mod. GF		Mod. GG		Mod. GH		Mod. GI		Mod. GJ		Mod. GK		Mod. GL		Mod. GM		Mod. GN		Mod. GO		Mod. GP		Mod. GQ		Mod. GR		Mod. GS		Mod. GT		Mod. GU		Mod. GV		Mod. GW		Mod. GX		Mod. GY		Mod. GZ		Mod. HA		Mod. HB		Mod. HC		Mod. HD		Mod. HE		Mod. HF		Mod. HG		Mod. HH		Mod. HI		Mod. HJ		Mod. HK		Mod. HL		Mod. HM		Mod. HN		Mod. HO		Mod. HP		Mod. HQ		Mod. HR		Mod. HS		Mod. HT		Mod. HU		Mod. HV		Mod. HW		Mod. HX		Mod. HY		Mod. HZ		Mod. IA		Mod. IB		Mod. IC		Mod. ID		Mod. IE		Mod. IF		Mod. IG		Mod. IH		Mod. II		Mod. IJ		Mod. IK		Mod. IL		Mod. IM		Mod. IN		Mod. IO		Mod. IP		Mod. IQ		Mod. IR		Mod. IS		Mod. IT		Mod. IU		Mod. IV		Mod. IW		Mod. IX		Mod. IY		Mod. IZ		Mod. JA		Mod. JB		Mod. JC		Mod. JD		Mod. JE		Mod. JF		Mod. JG		Mod. JH		Mod. JI		Mod. JJ		Mod. JK		Mod. JL		Mod. JM		Mod. JN		Mod. JO		Mod. JP		Mod. JQ		Mod. JR		Mod. JS		Mod. JT		Mod. JU		Mod. JV		Mod. JW		Mod. JX		Mod. JY		Mod. JZ		Mod. KA		Mod. KB		Mod. KC		Mod. KD		Mod. KE		Mod. KF		Mod. KG		Mod. KH		Mod. KI		Mod. KJ		Mod. KK		Mod. KL		Mod. KM		Mod. KN		Mod. KO		Mod. KP		Mod. KQ		Mod. KR		Mod. KS		Mod. KT		Mod. KU		Mod. KV		Mod. KW		Mod. KX		Mod. KY		Mod. KZ		Mod. LA		Mod. LB		Mod. LC		Mod. LD		Mod. LE		Mod. LF		Mod. LG		Mod. LH		Mod. LI		Mod. LJ		Mod. LK		Mod. LL		Mod. LM		Mod. LN		Mod. LO		Mod. LP		Mod. LQ		Mod. LR		Mod. LS		Mod. LT		Mod. LU		Mod. LV		Mod. LW		Mod. LX		Mod. LY		Mod. LZ		Mod. MA		Mod. MB		Mod. MC		Mod. MD		Mod. ME		Mod. MF		Mod. MG		Mod. MH		Mod. MI		Mod. MJ		Mod. MK		Mod. ML		Mod. MN		Mod. MO		Mod. MP		Mod. MQ		Mod. MR		Mod. MS		Mod. MT		Mod. MU		Mod. MV		Mod. MW		Mod. MX		Mod. MY		Mod. MZ		Mod. NA		Mod. NB		Mod. NC		Mod. ND		Mod. NE		Mod. NF		Mod. NG		Mod. NH		Mod. NI		Mod. NJ		Mod. NK		Mod. NL		Mod. NM		Mod. NN		Mod. NO		Mod. NP		Mod. NQ		Mod. NR		Mod. NS		Mod. NT		Mod. NU		Mod. NV		Mod. NW		Mod. NX		Mod. NY		Mod. NZ		Mod. OA		Mod. OB		Mod. OC		Mod. OD		Mod. OE		Mod. OF		Mod. OG		Mod. OH		Mod. OI		Mod. OJ		Mod. OK		Mod. OL		Mod. OM		Mod. ON		Mod. OO		Mod. OP		Mod. OQ		Mod. OR		Mod. OS		Mod. OT		Mod. OU		Mod. OV		Mod. OW		Mod. OX		Mod. OY		Mod. OZ		Mod. PA		Mod. PB		Mod. PC		Mod. PD		Mod. PE		Mod. PF		Mod. PG		Mod. PH		Mod. PI		Mod. PJ		Mod. PK		Mod. PL		Mod. PM		Mod. PN		Mod. PO		Mod. PP		Mod. PQ		Mod. PR		Mod. PS		Mod. PT		Mod. PU		Mod. PV		Mod. PW		Mod. PX		Mod. PY		Mod. PZ		Mod. QA		Mod. QB		Mod. QC		Mod. QD		Mod. QE		Mod. QF		Mod. QG		Mod. QH		Mod. QI		Mod. QJ		Mod. QK		Mod. QL		Mod. QM		Mod. QN		Mod. QO		Mod. QP		Mod. QQ		Mod. QR		Mod. QS		Mod. QT		Mod. QU		Mod. QV		Mod. QW		Mod. QX		Mod. QY		Mod. QZ		Mod. RA		Mod. RB		Mod. RC		Mod. RD		Mod. RE		Mod. RF		Mod. RG		Mod. RH		Mod. RI		Mod. RJ		Mod. RK		Mod. RL		Mod. RM		Mod. RN		Mod. RO		Mod. RP		Mod. RQ		Mod. RR		Mod. RS		Mod. RT		Mod. RU		Mod. RV		Mod. RW		Mod. RX		Mod. RY		Mod. RZ		Mod. SA		Mod. SB		Mod. SC		Mod. SD		Mod. SE		Mod. SF		Mod. SG		Mod. SH		Mod. SI		Mod. SJ		Mod. SK		Mod. SL		Mod. SM		Mod. SN		Mod. SO		Mod. SP		Mod. SQ		Mod. SR		Mod. SS		Mod. ST		Mod. SU		Mod. SV		Mod. SW		Mod. SX		Mod. SY		Mod. SZ		Mod. TA		Mod. TB		Mod. TC		Mod. TD		Mod. TE		Mod. TF		Mod. TG		Mod. TH		Mod. TI		Mod. TJ		Mod. TK		Mod. TL		Mod. TM		Mod. TN		Mod. TO		Mod. TP		Mod. TQ		Mod. TR		Mod. TS		Mod. TT		Mod. TU		Mod. TV		Mod. TW		Mod. TX		Mod. TY		Mod. TZ		Mod. UA		Mod. UB		Mod. UC		Mod. UD		Mod. UE		Mod. UF		Mod. UG		Mod. UH		Mod. UI		Mod. UJ		Mod. UK		Mod. UL		Mod. UM		Mod. UN		Mod. UO		Mod. UP		Mod. UQ		Mod. UR		Mod. US		Mod. UT		Mod. UY		Mod. UZ		Mod. VA		Mod. VB		Mod. VC		Mod. VD		Mod. VE		Mod. VF		Mod. VG		Mod. VH		Mod. VI		Mod. VJ		Mod. VK		Mod. VL		Mod. VM		Mod. VN		Mod. VO		Mod. VP		Mod. VQ		Mod. VR		Mod. VS		Mod. VT		Mod. VY		Mod. VZ		Mod. WA		Mod. WB		Mod. WC		Mod. WD		Mod. WE		Mod. WF		Mod. WG		Mod. WH		Mod. WI		Mod. WJ		Mod. WK		Mod. WL		Mod. WM		Mod. WN		Mod. WO		Mod. WP		Mod. WQ		Mod. WR		Mod. WS		Mod. WT		Mod. WY		Mod. WZ		Mod. XA		Mod. XB		Mod. XC		Mod. XD		Mod. XE		Mod. XF		Mod. XG		Mod. XH		Mod. XI		Mod. XJ		Mod. XK		Mod. XL		Mod. XM		Mod. XN		Mod. XO		Mod. XP		Mod. XQ		Mod. XR		Mod. XS		Mod. XT		Mod. XY		Mod. XZ		Mod. YA		Mod. YB		Mod. YC		Mod. YD		Mod. YE		Mod. YF		Mod. YG		Mod. YH		Mod. YI		Mod. YJ		Mod. YK		Mod. YL		Mod. YM		Mod. YN		Mod. YO		Mod. YP		Mod. YQ		Mod. YR		Mod. YS		Mod. YT		Mod. YY		Mod. YZ		Mod. ZA		Mod. ZB		Mod. ZC		Mod. ZD		Mod. ZE		Mod. ZF		Mod. ZG		Mod. ZH		Mod. ZI		Mod. ZJ		Mod. ZK		Mod. ZL		Mod. ZM		Mod. ZN		Mod. ZO		Mod. ZP		Mod. ZQ		Mod. ZR		Mod. ZS		Mod. ZT		Mod. ZY		Mod. ZZ	
--------	--	--------	--	--------	--	--------	--	--------	--	--------	--	--------	--	--------	--	--------	--	--------	--	--------	--	--------	--	--------	--	--------	--	--------	--	--------	--	--------	--	--------	--	--------	--	--------	--	--------	--	--------	--	--------	--	--------	--	--------	--	--------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--	---------	--

SURFACE PROTECTION SEE GROUP 0344		TOLERANCING PRINCIPLE ISO8015		GENERAL TOLERANCES ACCORDING TO ISO2768-mK		Scale 1:5		Size A1		Page 3/3		Material ID		Net Weight	
Made 22.04.2009 mpr002 Prstec		Design Group		Drawing ID		9710		107.413.365		Rev. C					

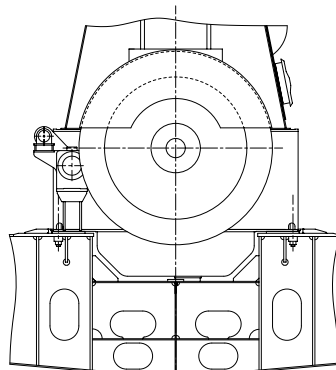
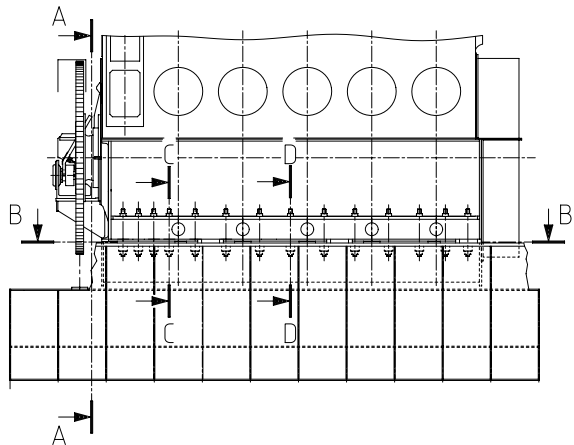


Remarks:

*1) Height to be determined by shipyard. For dimensions layout of lub. oil drain tank and drains refer to design group 9722.

*2) Chock thickness 30⁺³⁰₋₅
- Final chock thickness to be determined by shipyard.

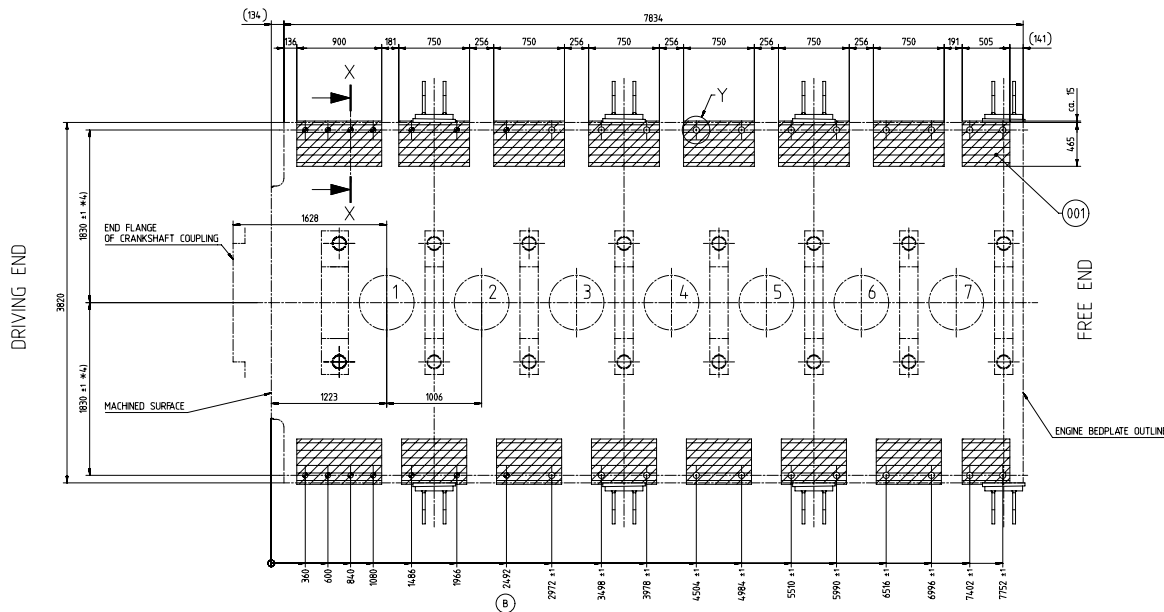
107.414.006.200	7 Cyl	Execution with side stoppers welded type
107.414.006.201	7 Cyl	Execution with side stoppers frame-cut type



Quantity PER ENGINE	Material ID	Material Name	Dimension, Qty	Standard or Drawing	Basic Material Material: Standard	Weight GR/NET
107.414.006.201	107.414.006.200	107.414.006.200	107.414.006.200	107.414.006.200	107.414.006.200	107.414.006.200
1	1	014	107.410.532.500	FITTING INSTRUCTIONS	107.410.532	0,001
8	8	013	107.325.275.001	WEDGE	107.325.275	3,8
4	-	012	107.246.128.001	ENGINE SIDE STOPPER	107.246.128	29,2
4	-	011	107.410.446.200	ENGINE SIDE STOPPER	107.410.446	29,2
-	4	010	PAAD319207	ENGINE SIDE STOPPER	DAAD112261	17,3
-	4	009	107.410.445.200	ENGINE SIDE STOPPER	107.410.445	17,3
22	22	008	107.367.109.001	PLUG	107.367.109	0,001
1	1	007	107.367.119.001	SEALING PIECE	107.367.119	0,001
36	36	006	107.246.122.001	SPHERICAL ROUND NUT	M56 107.246.122	2,0
36	36	005	107.410.317.001	CONICAL SOCKET	107.410.317	6,6
22	22	004	107.413.370.001	ELASTIC BOLT	107.413.370	10,8
14	14	003	107.413.935.001	FITTED STUD	107.413.935	12,4
36	36	002	107.246.121.001	ROUND NUT	M56 107.246.121	1,6
1	1	001	107.398.394.500	EPOXY RESIN	107.398.394	0,001

ENGINE SEATING/FOUNDATION FITTED STUDS

B-B CHOCKING AND DRILLING PLAN FOR FOUNDATION BOLTS



Remarks:

- *1) For the layout is taken into consideration:
 - A max. permissible static load of 0.8 N/mm²
 - Engine holding down studs fully tightened according to fitting instructions
 - Engine mass (incl. net engine mass, vibration damper, flywheel, water and oil)
- *2) The max. permissible mean surface pressure of the epoxy resin chocks is to be determined by the shipyard in accordance with the relevant classification society rules.
- *3) Referring to a standardized chock thickness of 25 up to 60 mm.
- *4) Tolerance does not apply for fitted studs.

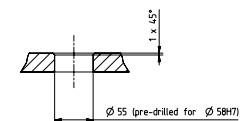
(B) Table : Dimensions of epoxy resin chocks *1)

No. of Cyl.	Max. perm. mean surface pressure of chock *2)	Total chock length (mm)	Total net chocking area (cm ²)	Required quantity of epoxy resin material *3)	
				min.	max.
7	4.5	5905	53748	139	333
No. of Cyl.		Total No. of holes	No. of fitted studs		
7		36	14		

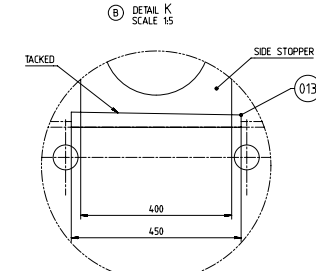
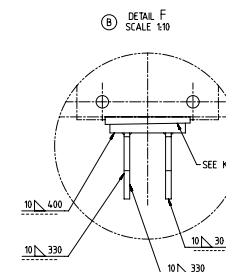
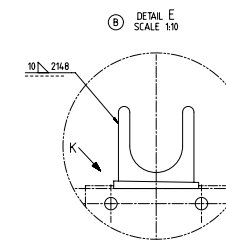
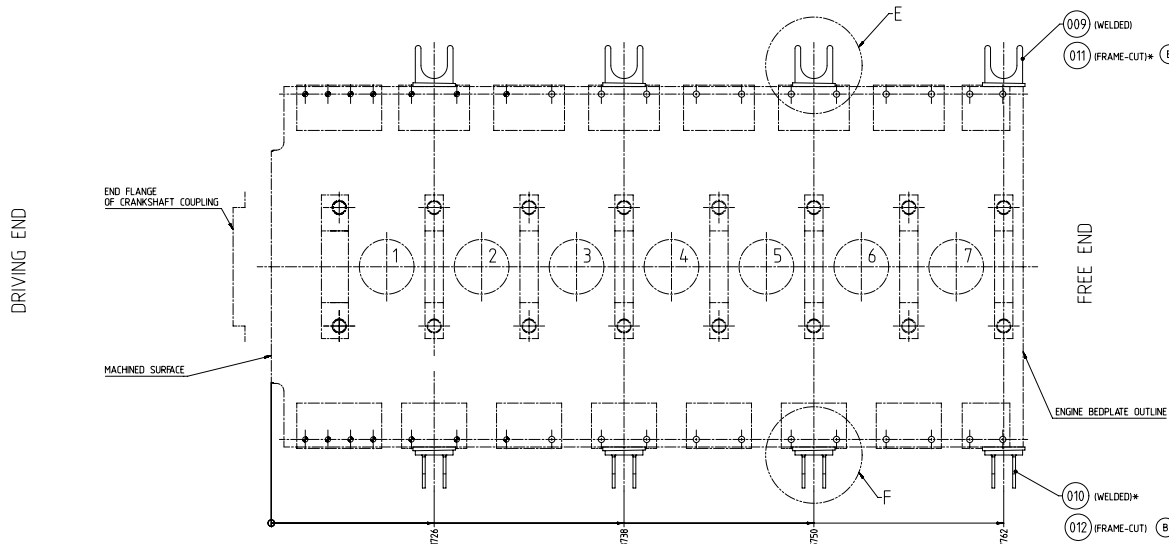
Y (1:5)



X-X (1:5)



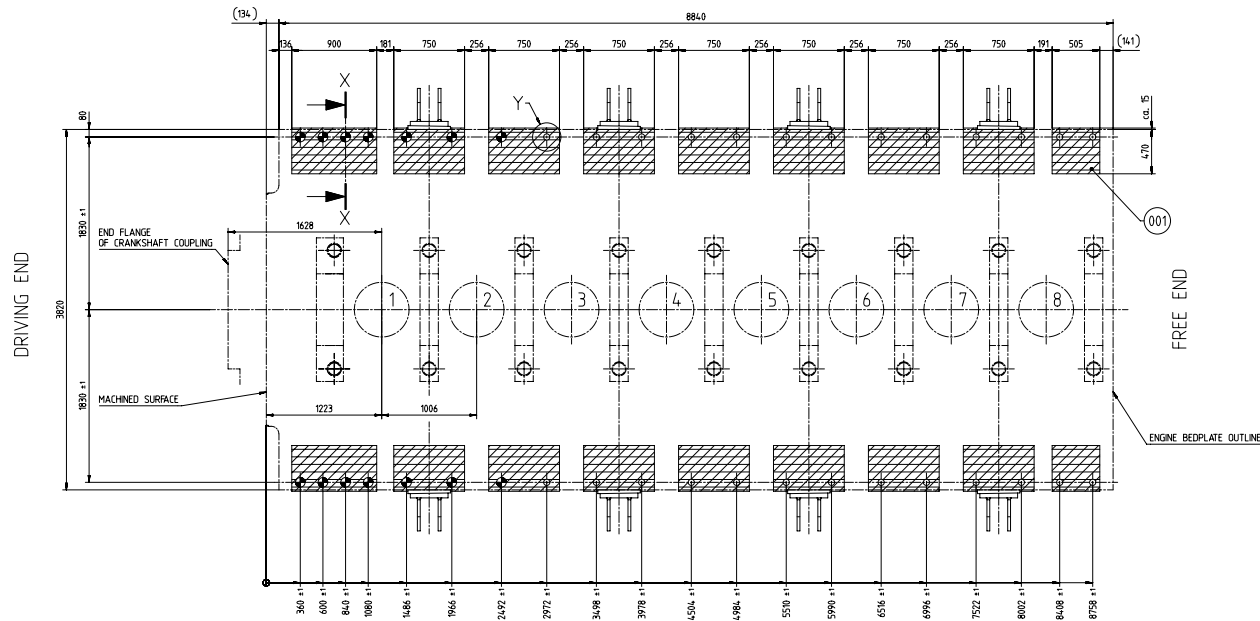
B-B ENGINE SIDE STOPPER ARRANGEMENT WITH FLAME-CUT OR WELDED TYPE



*SHOWN ON DRAWING

WIND		ENGINE SEATING/FOUNDATION FITTED STUDS	
Rev.	01	Rev.	01
Rev.	02	Rev.	02
Rev.	03	Rev.	03
Rev.	04	Rev.	04
Rev.	05	Rev.	05
Rev.	06	Rev.	06
Rev.	07	Rev.	07
Rev.	08	Rev.	08
Rev.	09	Rev.	09
Rev.	10	Rev.	10
Rev.	11	Rev.	11
Rev.	12	Rev.	12
Rev.	13	Rev.	13
Rev.	14	Rev.	14
Rev.	15	Rev.	15
Rev.	16	Rev.	16
Rev.	17	Rev.	17
Rev.	18	Rev.	18
Rev.	19	Rev.	19
Rev.	20	Rev.	20
Rev.	21	Rev.	21
Rev.	22	Rev.	22
Rev.	23	Rev.	23
Rev.	24	Rev.	24

B-B CHOCKING AND DRILLING PLAN FOR FOUNDATION BOLTS



Remarks:

- *1) For the layout is taken into consideration:
 - A max. permissible static load of 0.8 N/mm².
 - Engine holding down studs fully tightened according to fitting instructions.
 - Engine mass (incl. net engine mass, vibration damper, flywheel, water and oil).
- *2) The max. permissible mean surface pressure of the epoxy resin chocks is to be determined by the shipyard in accordance with the relevant classification society rules.
- *3) Referring to a standardized chock thickness of 25 up to 60 mm.

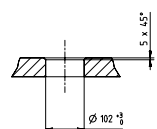
Table : Dimensions of epoxy resin chocks *1)

No. of Cyl.	Max. perm. mean surface pressure of chock *2)	Total chock length (mm)	Total net chocking area (cm ²)	Required quantity of epoxy resin material *3)	
				min.	max.
8	4.5 (N/mm ²)	6655	60401	156 (dm ³)	374
No. of Cyl.	Total No. of holes	No. of thrust sleeves			
8	40	14			

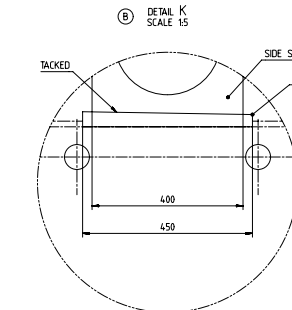
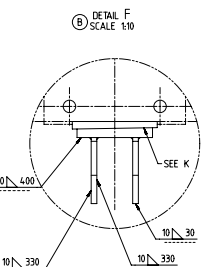
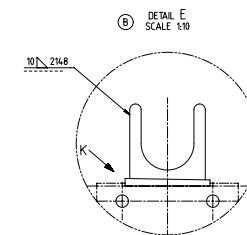
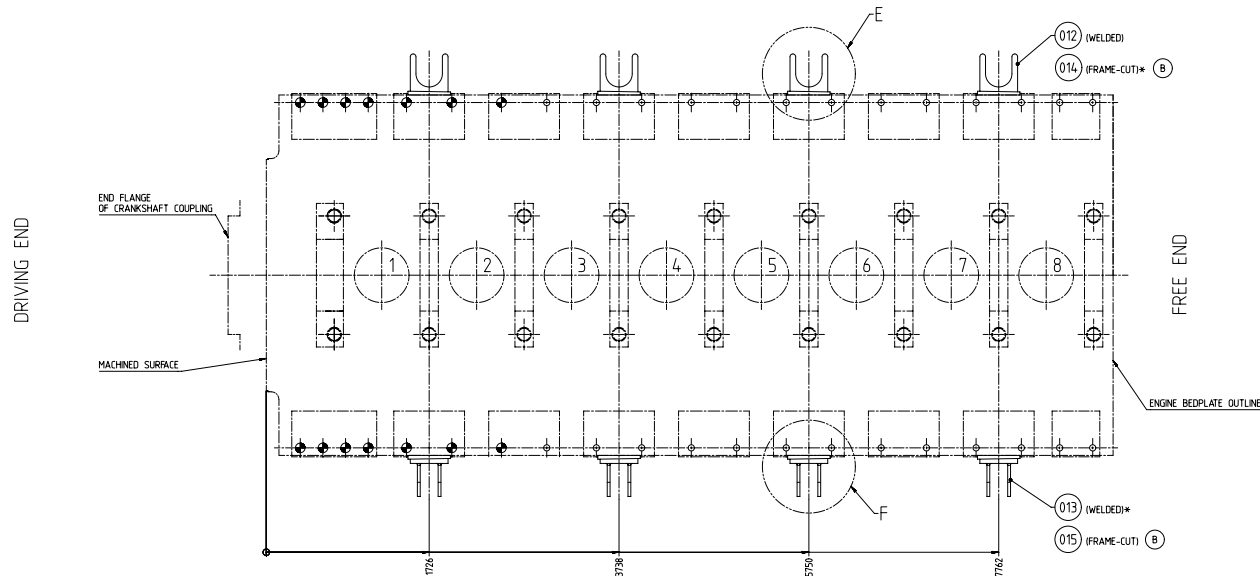
Y (1:5)



X-X (1:5)



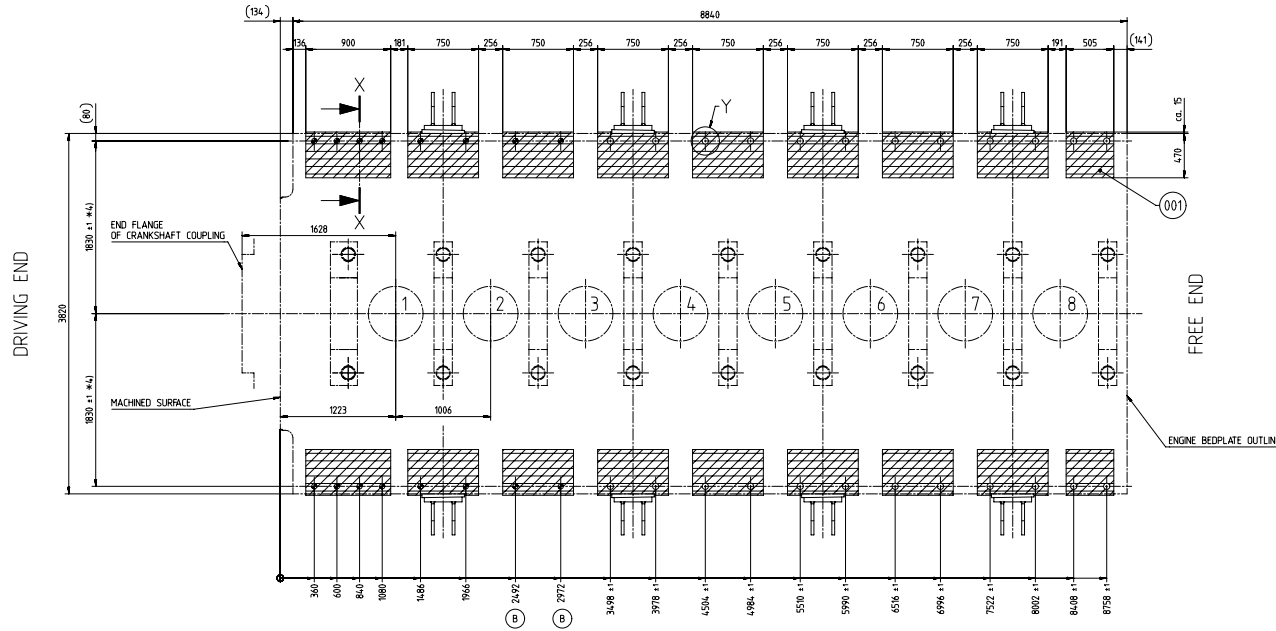
B-B ENGINE SIDE STOPPER ARRANGEMENT WITH FLAME-CUT OR WELDED TYPE



*SHOWN ON DRAWING

WING		WING		WING		WING	
BRT-flexS8T-B		BRT-flexS8T-D		BRT-flexS8T-E		BRT-flexS8T-F	
ENGINE SEATING/FOUNDATION		THRUST SLEEVES					
107413367		107413367		107413367		107413367	

B-B CHOCKING AND DRILLING PLAN FOR FOUNDATION BOLTS



Remarks:

- *1) For the layout is taken into consideration:
 - A max. permissible static load of 0.8 N/mm².
 - Engine holding down studs fully tightened according to fitting instructions
 - Engine mass incl. net engine mass, vibration damper, flywheel, water and oil
- *2) The max. permissible mean surface pressure of the epoxy resin chocks is to be determined by the shipyard in accordance with the relevant classification society rules.
- *3) Referring to a standardized chock thickness of 25 up to 60 mm.
- *4) Tolerance does not apply for fitted studs.

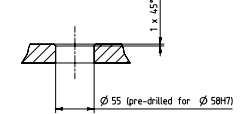
(B) Table : Dimensions of epoxy resin chocks *1)

No. of Cyl.	Max. perm. mean surface pressure of chock *2)	Total chock length (mm)	Total net chocking area (cm ²)	Required quantity of epoxy resin material *3)	
				min. (dm ³)	max. (dm ³)
8	4.5	6655	6124.3	158	379
No. of Cyl.	Total No. of holes	No. of fitted studs			
8	40	16			

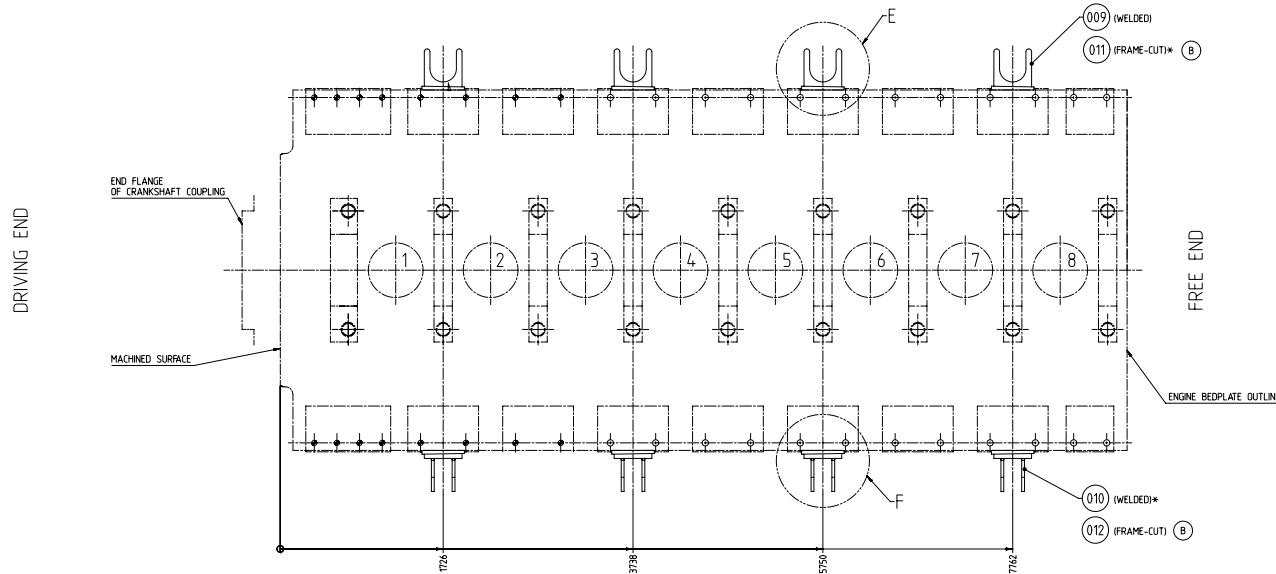
Y (1:5)



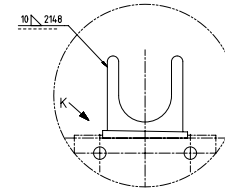
X-X (1:5)



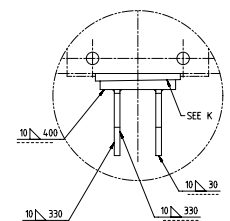
B-B ENGINE SIDE STOPPER ARRANGEMENT WITH FLAME-CUT OR WELDED TYPE



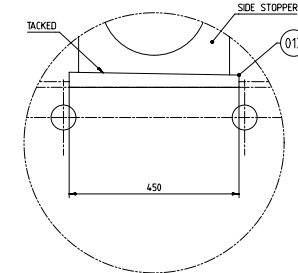
(B) DETAIL E SCALE 1:10



(B) DETAIL F SCALE 1:10

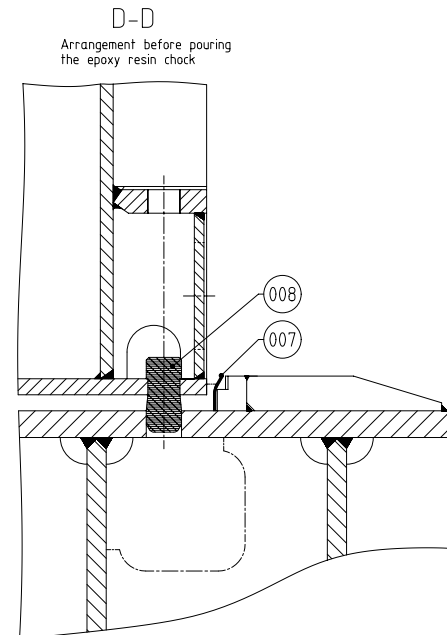
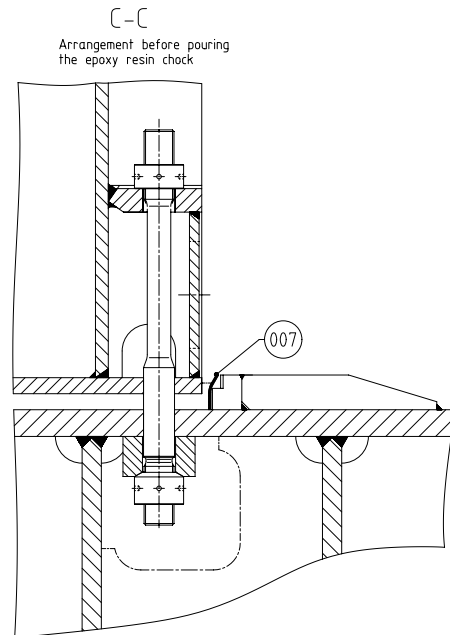
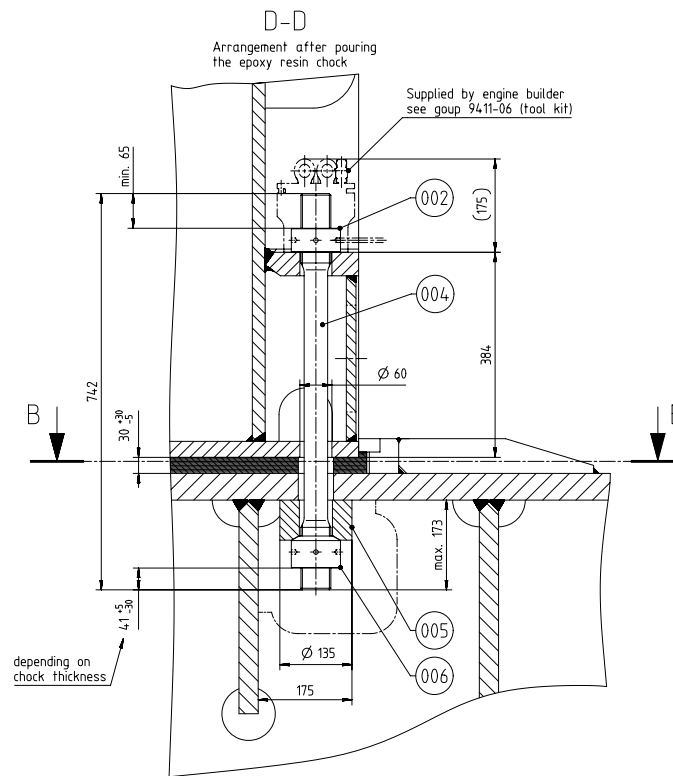
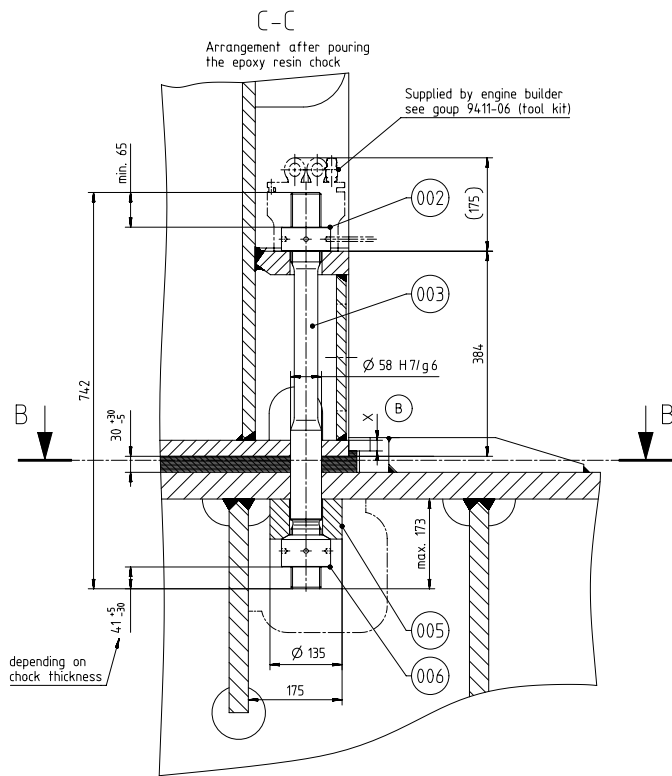


(B) DETAIL K SCALE 1:5



*SHOWN ON DRAWING

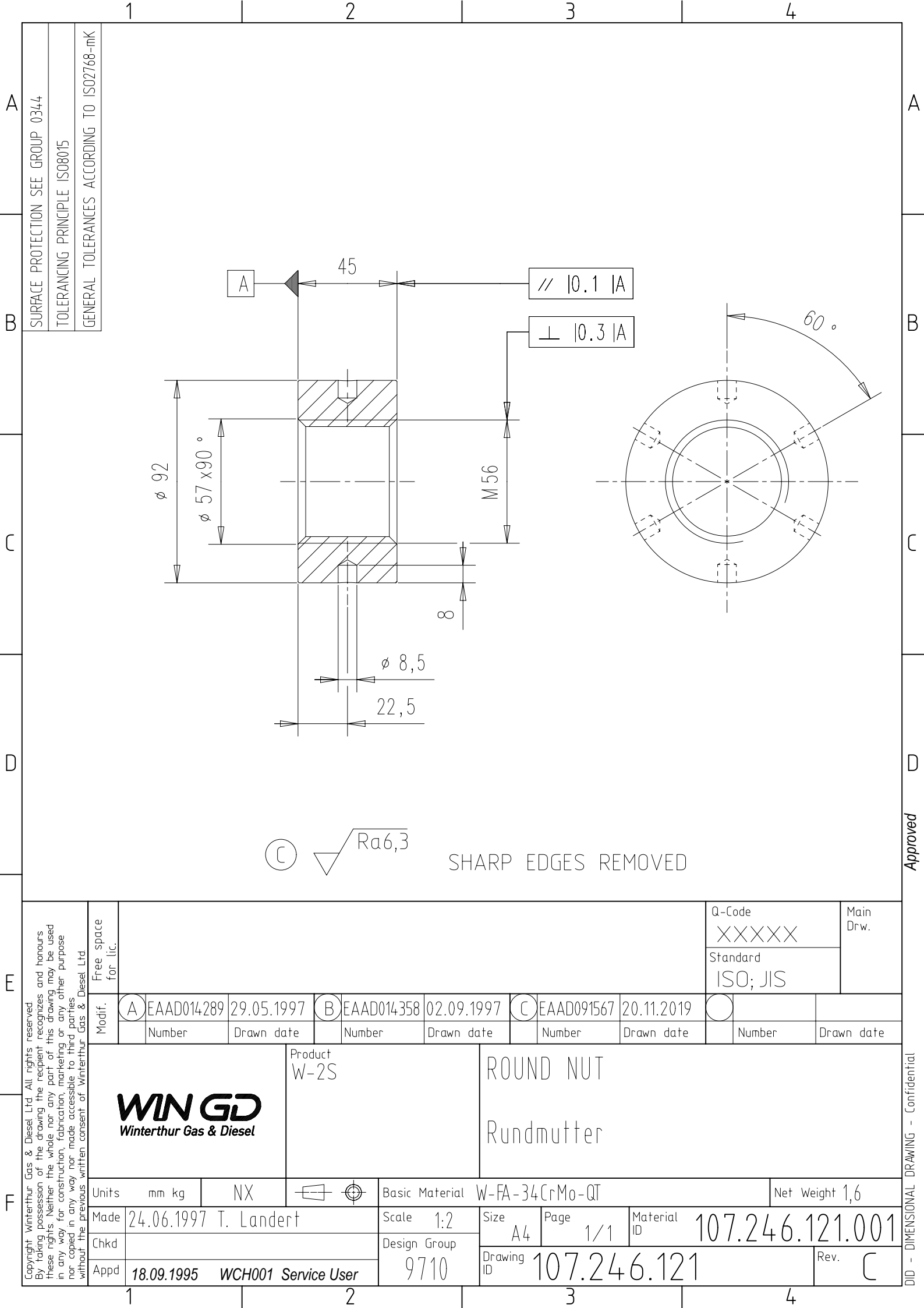
WING		ENGINE SEATING/FOUNDATION FITTED STUDS	
Material	BR1-flex58T-B BR1-flex58T-D BR1-flex58T-E	Material	BR1-flex58T-B BR1-flex58T-D BR1-flex58T-E
Weight	107.414.007	Weight	107.414.007

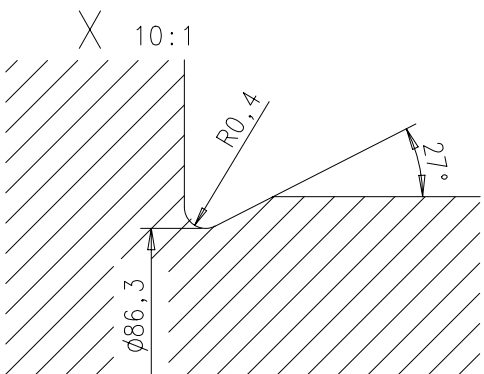
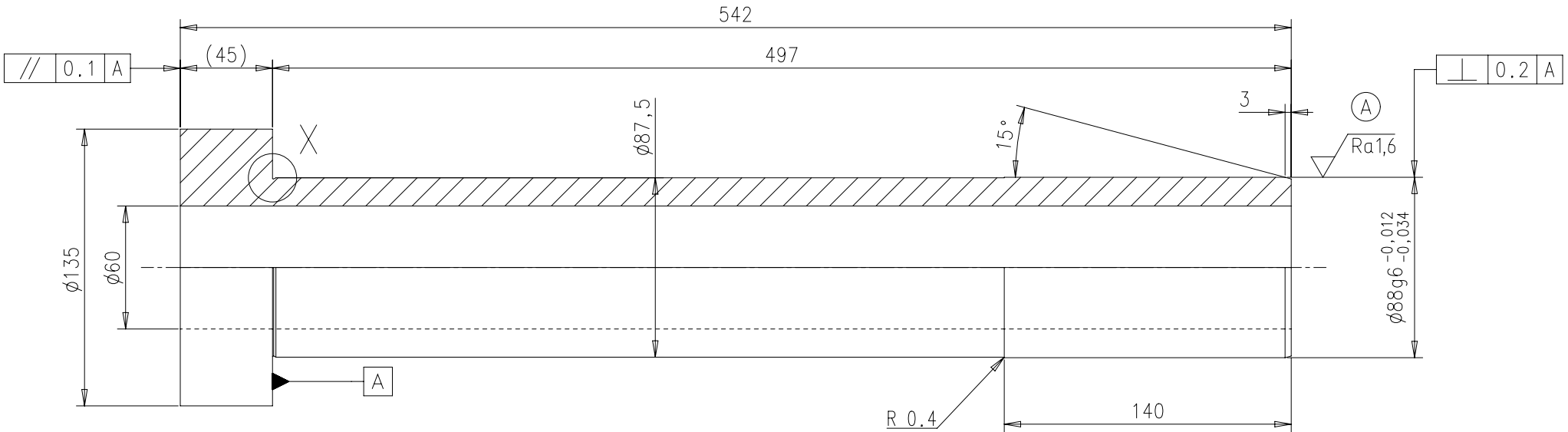


(B) CONTACT SURFACE BETWEEN WEDGE AND ENGINE BEDPLATE

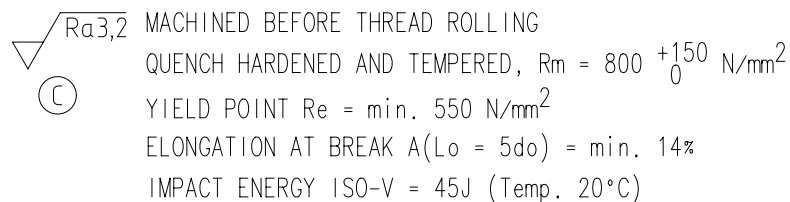
	RT-flex58T-B/-D/-E
X [mm]	Min. 15

Mod. A		Mod. B		Mod. C		Mod. D		Mod. E		Mod. F		Mod. G		Mod. H	
Number		Drawn date		Number		Drawn date		Number		Drawn date		Number		Drawn date	
01.07.2009		JBA/029 Baumann		01.07.2009		JBA/029 Baumann		01.07.2009		JBA/029 Baumann		01.07.2009		JBA/029 Baumann	
Units		mm kg		NX		Basic Material		Scale		1:5		Size		A1	
Made		06.05.2009		JBA/029 Baumann		Design Group		9710		Drawing		B		107.414.007	
Chkd															
Appd															
TOLERANCING PRINCIPLE		ISO 2768-mS		GENERAL TOLERANCES		ACCORDING TO ISO 2768-mS		SURFACE PROTECTION		SEE GROUP 0344		Material		A1	
Product		8RT-flex58T-B		8RT-flex58T-D		8RT-flex58T-E		ENGINE SEATING/FOUNDATION		FITTED STUDS		Net Weight			
Q-Code		XXXXXX		Standard		ISO, JIS		Main Drw.		H		Rev.		B	



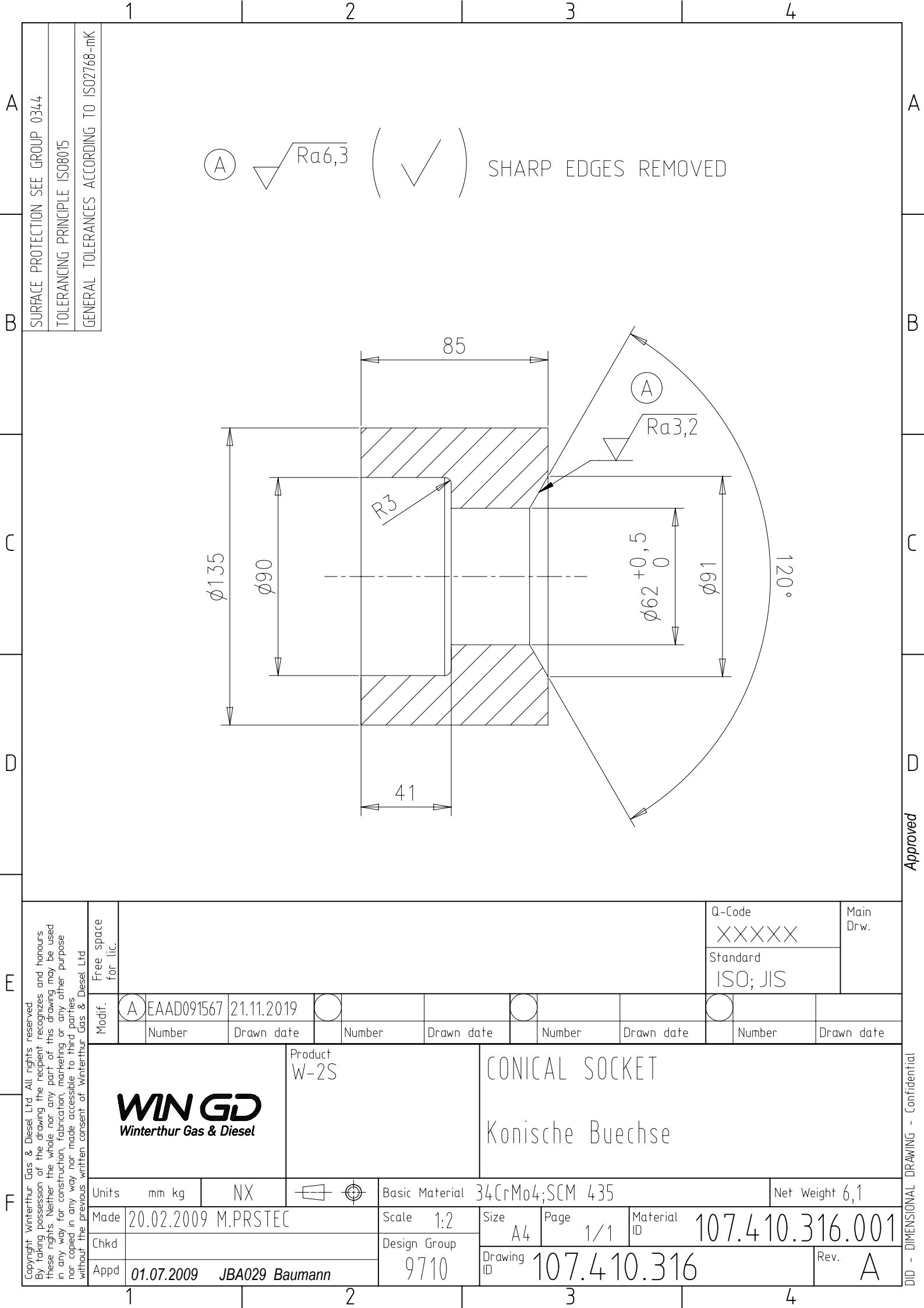


Free space for lic.	Q-Code XXXXX								Main Drw.			
	Standard ISO; JIS											
Modif.	A	EAAD091567	21.11.2019									
	Number	Drawn date	Number	Drawn date	Number	Drawn date	Number	Drawn date				
WIN GD Winterthur Gas & Diesel		Product W-2S		SLEEVE Huesle								
Units	mm kg	NX	Basic Material		W-FA-34CrMo-QT				Net Weight 16,5			
SURFACE PROTECTION SEE GROUP 0344		Made	20.02.2009 M.PRSTEC		Scale	1:2	Size	A3	Page	1/1	Material ID	107.410.315.001
TOLERANCING PRINCIPLE ISO8015		Chkd			Design Group	9710		Drawing ID	107.410.315		Rev.	A
GENERAL TOLERANCES ACCORDING TO ISO2768-mK		Appd	12.06.2009 JBA029 Baumann									



INSPECTION DOCUMENTS ACCORDING DIN EN 10204		
SOME SPECIFIC REQUIREMENTS MAY HAVE TO BE FOLLOWED. THIS IS TO BE AGREED WITH THE APPROPRIATE CLASSIFICATION SOCIETY		
TEST TYPE	CERTIFICATE TYPE	TESTING FREQUENCY
MATERIAL	MATERIAL IDENTIFICATION	-
CHEMICAL ANALYSIS	CLASSIFICATION CERTIFICATE 3.2	TEST PER ORDER LOT OR PER CHARGE IF SEVERAL CHARGE
TENSILE TEST	CLASSIFICATION CERTIFICATE 3.2	TEST PER ORDER LOT OR PER CHARGE IF SEVERAL CHARGE
IMPACT TEST	CLASSIFICATION CERTIFICATE 3.2	TEST PER ORDER LOT OR PER CHARGE IF SEVERAL CHARGE
HARDNESS TEST	INSPECTION CERTIFICATE 3.1 (INDEPENDENT AUTHORITY)	EXAMINATION OF EACH PART
SURFACE CRACK DES. TEST	CLASSIFICATION CERTIFICATE 3.2	EXAMINATION OF EACH PART

Free space for lic.									Q-Code 1QXP1	Main Drw.		
									Standard ISO; JIS			
Modif.	A	EAAD082400	04.02.2011	B	EAAD083430	18.01.2012	C	EAAD091567	22.11.2019			
		Number	Drawn date		Number	Drawn date		Number	Drawn date		Number Drawn date	
WIN GD Winterthur Gas & Diesel			Product W-2S			ELASTIC BOLT Dehnbolzen						
Units	mm kg	NX		Basic Material W-FA-34CrMo-QT					Net Weight 10,8			
Made	22.04.2009 mpr002 Prstec			Scale	1:4		Size	A3 1/1		Material ID	107.413.370.001	
Chkd				Design Group								
Appd	01.07.2009 JBA029 Baumann			9710		Drawing ID 107.413.370					Rev.	C



Technical drawing of a mechanical part, likely a flange or end plate, showing a front view and a 120-degree sector detail.

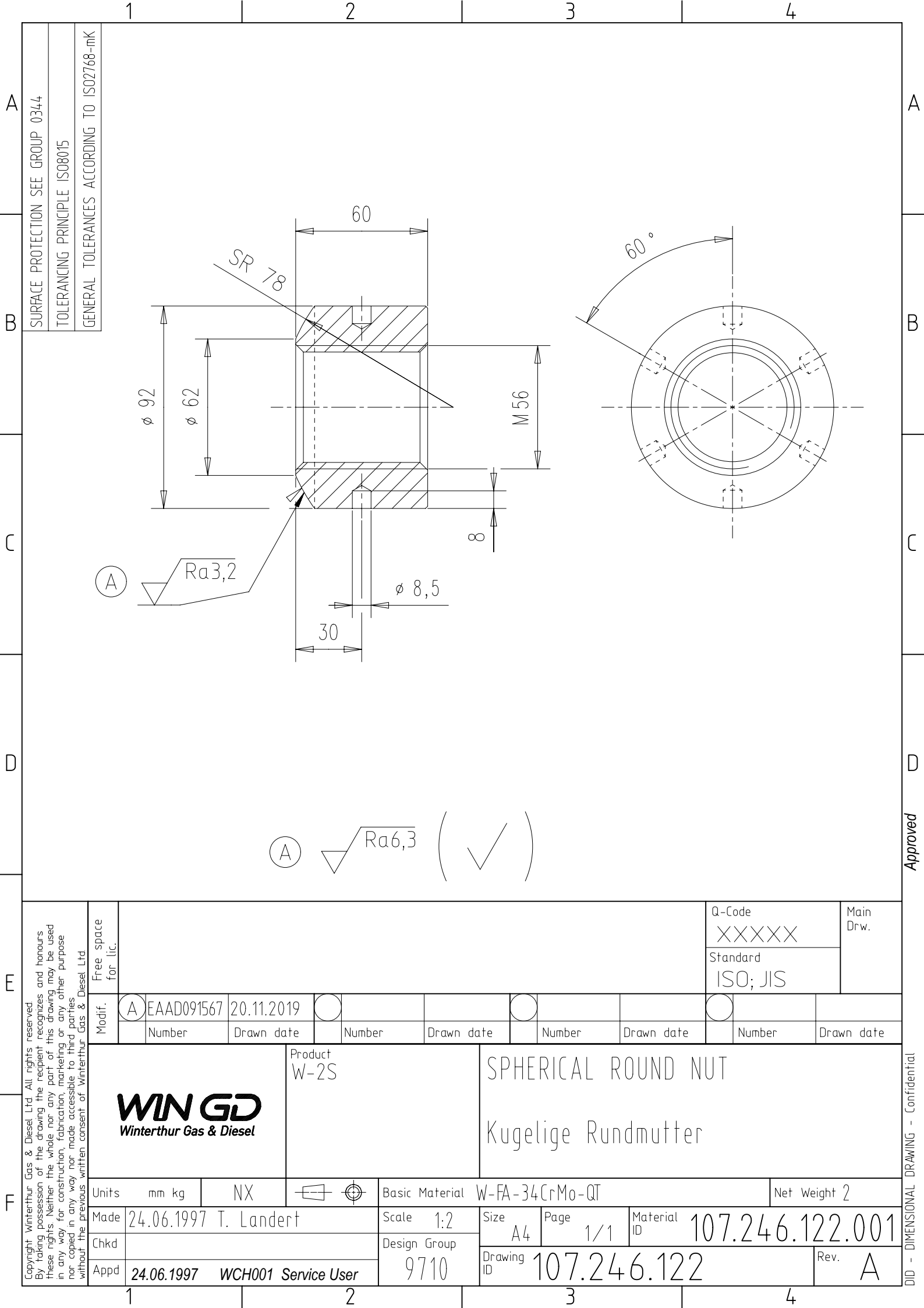
Front View Dimensions:

- Overall width: 75
- Central hole diameter: $\phi 62^{+0.5}_0$
- Overall height: $\phi 135$

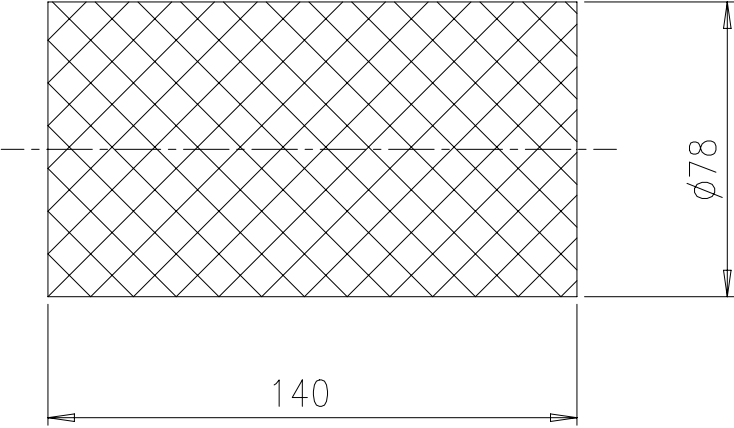
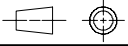
Detail View (120° Sector):

- Radius: $Ra 3,2$
- Surface finish: $Ra 3,2$
- Feature label: A

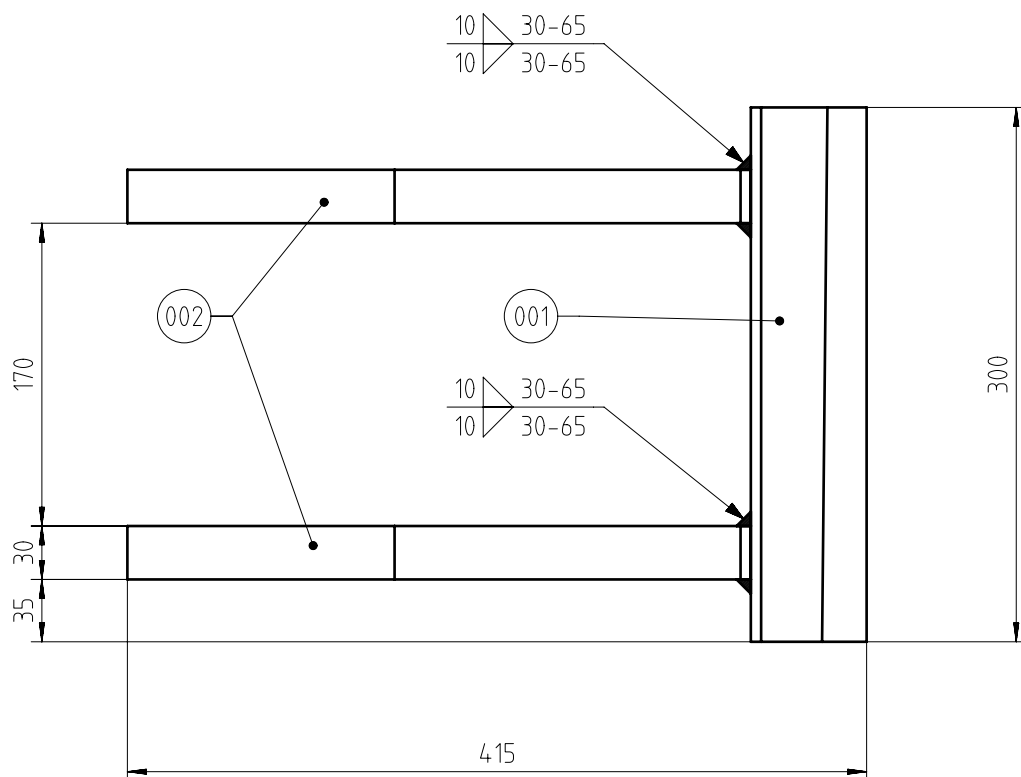
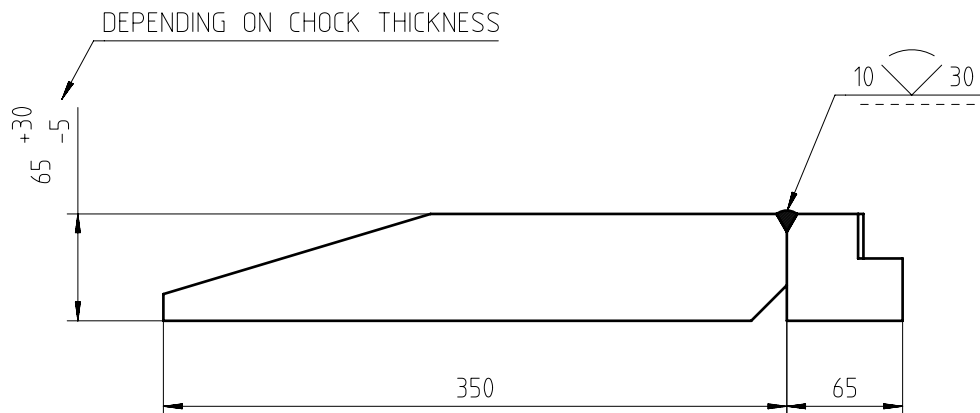
CONFIDENTIAL - DIMENSIONAL DRAWING - Confidential



	1	2	3	4																																			
A	SURFACE PROTECTION SEE GROUP 0344																																						
B	TOLERANCING PRINCIPLE ISO8015																																						
	GENERAL TOLERANCES ACCORDING TO ISO2768-mK																																						
	X determined during assembly																																						
C																																							
D																																							
	Approved																																						
E	<table><tr><td rowspan="2">Free space for lic.</td><td colspan="6"></td><td>Q-Code XXXXXX</td><td rowspan="2">Main Drw.</td></tr><tr><td colspan="6"></td><td>Standard ISO; JIS</td></tr><tr><td rowspan="2">Modif.</td><td>A</td><td>EAAD091567</td><td>22.11.2019</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td>Number</td><td>Drawn date</td><td></td><td>Number</td><td>Drawn date</td><td></td><td>Number</td><td>Drawn date</td></tr></table>				Free space for lic.							Q-Code XXXXXX	Main Drw.							Standard ISO; JIS	Modif.	A	EAAD091567	22.11.2019								Number	Drawn date		Number	Drawn date		Number	Drawn date
Free space for lic.							Q-Code XXXXXX	Main Drw.																															
							Standard ISO; JIS																																
Modif.	A	EAAD091567	22.11.2019																																				
		Number	Drawn date		Number	Drawn date		Number	Drawn date																														
	<table><tr><td rowspan="2"></td><td colspan="2">Product W-2S</td><td colspan="2">JOINT DISC</td></tr><tr><td colspan="2"></td><td colspan="2">Dichtscheibe</td></tr></table>					Product W-2S		JOINT DISC				Dichtscheibe																											
	Product W-2S		JOINT DISC																																				
			Dichtscheibe																																				
F	<table><tr><td>Units</td><td>mm kg</td><td>NX</td><td></td><td>Basic Material</td><td>Rubber 750</td><td>Net Weight</td><td>0,001</td></tr><tr><td>Made</td><td colspan="3">23.04.2009 M.PRSTEC</td><td>Scale</td><td>1:1</td><td>Size</td><td>A4</td></tr><tr><td>Chkd</td><td colspan="3"></td><td>Design Group</td><td>9710</td><td>Page</td><td>1/1</td></tr><tr><td>Appd</td><td colspan="3">01.07.2009 JBA029 Baumann</td><td>Drawing ID</td><td colspan="2">107.413.422</td><td>Rev.</td><td>A</td></tr></table>				Units	mm kg	NX		Basic Material	Rubber 750	Net Weight	0,001	Made	23.04.2009 M.PRSTEC			Scale	1:1	Size	A4	Chkd				Design Group	9710	Page	1/1	Appd	01.07.2009 JBA029 Baumann			Drawing ID	107.413.422		Rev.	A		
Units	mm kg	NX		Basic Material	Rubber 750	Net Weight	0,001																																
Made	23.04.2009 M.PRSTEC			Scale	1:1	Size	A4																																
Chkd				Design Group	9710	Page	1/1																																
Appd	01.07.2009 JBA029 Baumann			Drawing ID	107.413.422		Rev.	A																															
	1	2	3	4																																			
DID - DIMENSIONAL DRAWING - Confidential																																							

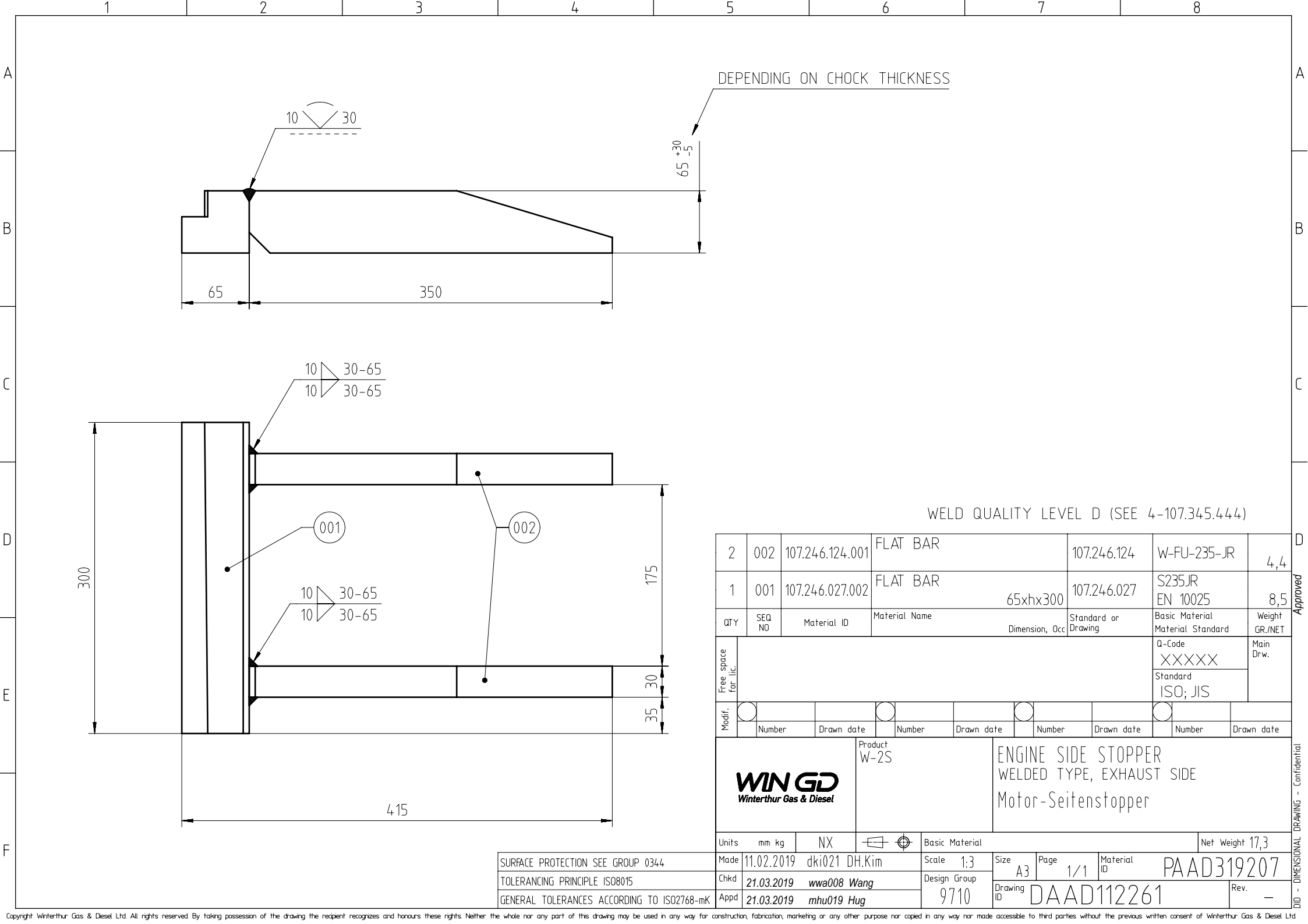
	1	2	3	4	
A	SURFACE PROTECTION SEE GROUP 0344				A
B	TOLERANCING PRINCIPLE ISO8015				B
	GENERAL TOLERANCES ACCORDING TO ISO2768-mK				
C					C
D	<i>* material according to shipyard experience</i>				D
E	Free space for lic. Q-Code XXXXXX Standard ISO; JIS Main Drw. Modif. A EAAD085169 04.07.2014 B EAAD091567 20.11.2019 Number Drawn date Number Drawn date Number Drawn date Number Drawn date				E
F	WIN GD Winterthur Gas & Diesel Product W-2S PLUG Units mm kg NX  Basic Material * Net Weight 0,001 Made 13.02.2006 R.Zucchi Scale 1:2 Size A4 Page 1/1 Material ID 107.367.109.001 Chkd Design Group 9710 Drawing ID 107.367.109 Rev. B Appd 03.04.2006 SNA001				F
	1	2	3	4	

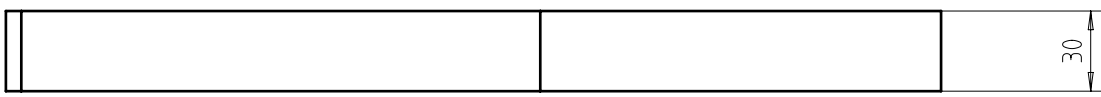
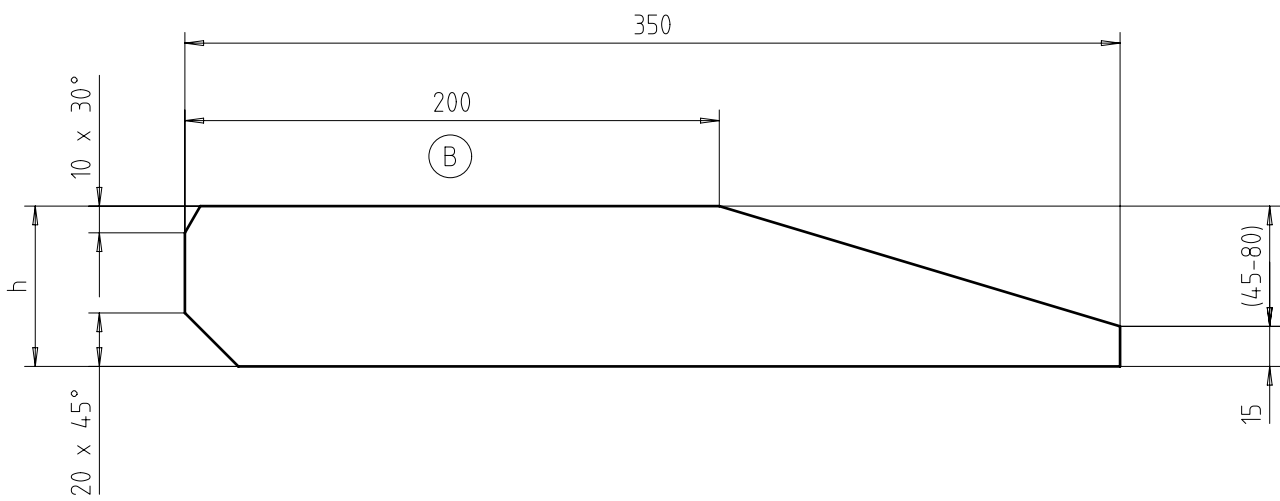
C



C WELD QUALITY LEVEL D (SEE 4-107.345.444)

2	002	107.246.124.001	FLAT BAR			107.246.124	W-FU-235-JR	4,4			
1	001	107.246.027.001	FLAT BAR			65xhx300	107.246.027	S235JR EN 10025	8,5		
QTY	SEQ NO	Material ID	Material Name			Standard or Drawing	Basic Material	Material Standard	Weight GR./NET		
Free space for lic.							Q-Code	Main Drw.			
							XXXXX				
							Standard ISO; JIS				
Modif.	A	EAAD084051	22.01.2013	B	EAAD085000	18.07.2014	C	EAAD089996	11.02.2019		
	Number	Drawn date		Number	Drawn date		Number	Drawn date		Number	Drawn date
WIN GD Winterthur Gas & Diesel			Product W-2S			ENGINE SIDE STOPPER WELDED TYPE, FUEL SIDE Motor-Seitenstopper					
Units	mm kg	NX				Basic Material				Net Weight 17,3	
Made	24.02.2009 M.Prstec			Scale 1:3		Size A3	Page 1/1	Material ID	107.410.445.200		
Chkd				Design Group							
Appd	01.07.2009 JBA029 Baumann			9710		Drawing ID			107.410.445		Rev. C

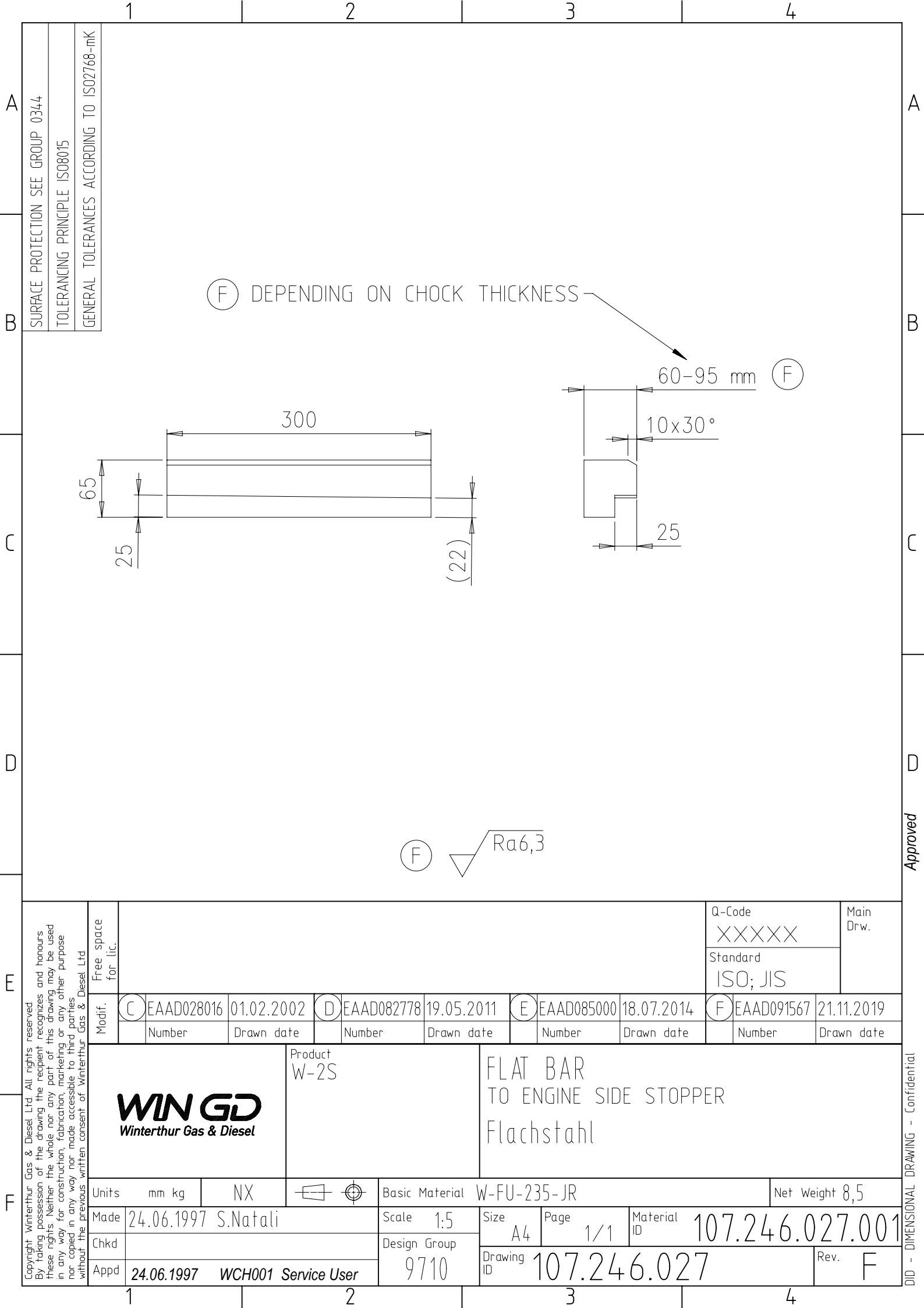




Ra50
SHARP EDGES REMOVED

h = (60 - 95 mm)
DEPENDENT ON CHOCK THICKNESS,
TO BE DETERMINED BY SHIPYARD

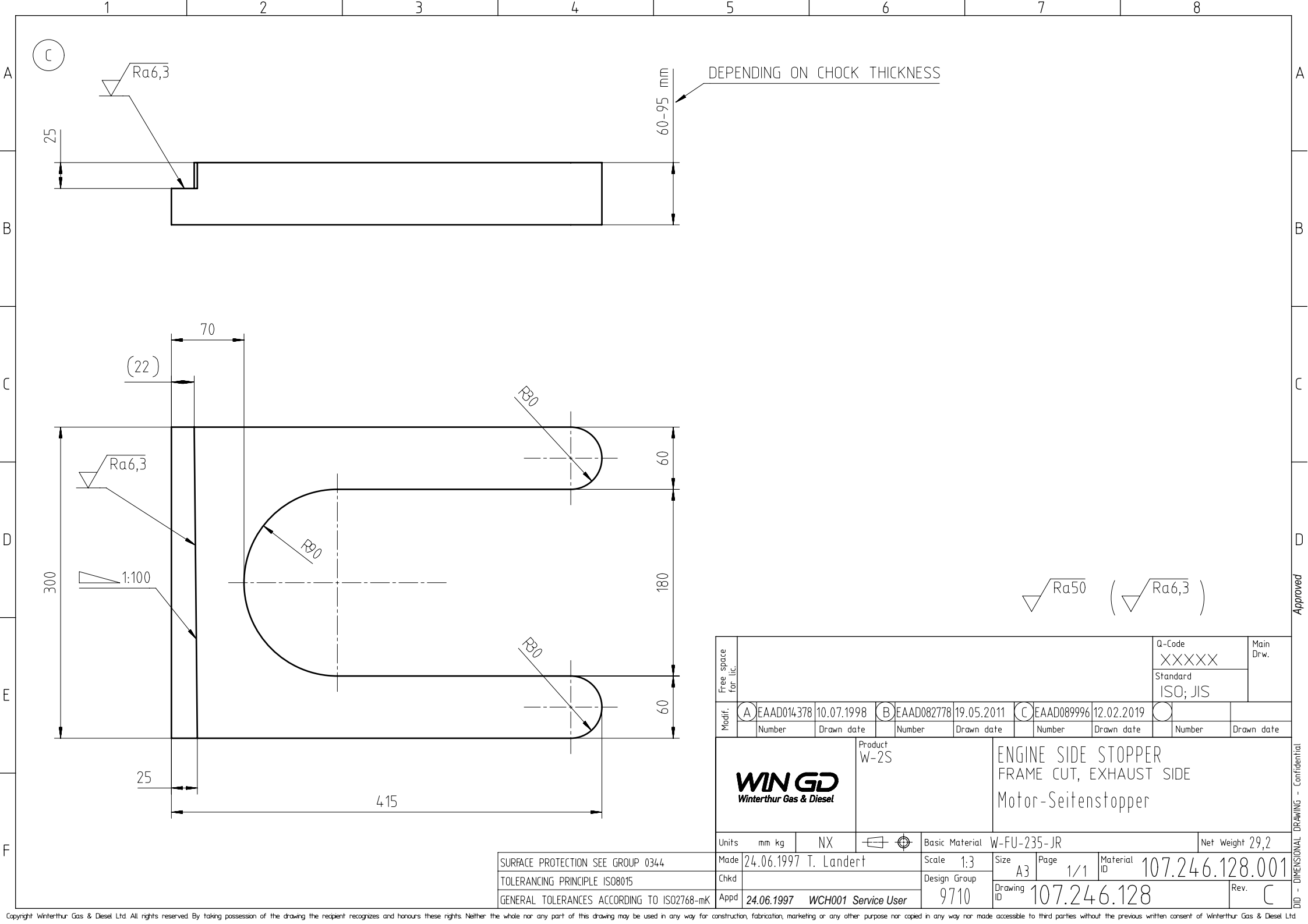
Free space for lic.								Q-Code	Main Drw.							
								XXXXXX								
								Standard ISO; JIS								
Modif.	A	EAAD082778	19.05.2011	B	EAAD089996	24.10.2018										
		Number	Drawn date		Number	Drawn date		Number	Drawn date		Number	Drawn date				
WIN GD Winterthur Gas & Diesel			Product W-2S			FLAT BAR TO ENGINE SIDE STOPPER Flachstahl										
Units	mm kg	NX			Basic Material	W-FU-235-JR				Net Weight 4,4						
Made	24.06.1997 T.Landert				Scale	1:2		Size	A3		Page	1/1		Material ID	107.246.124.001	
Chkd					Design Group		9710				Drawing ID		107.246.124		Rev.	B
Appd	24.06.1997 WCH001 Service User															



	1	2	3	4																																																										
A	SURFACE PROTECTION SEE GROUP 03/44																																																													
B	TOLERANCING PRINCIPLE ISO8015																																																													
	GENERAL TOLERANCES ACCORDING TO ISO2768-mK																																																													
C	(41.5) 1:100 350 45 25																																																													
D	D Ra6,3 SHARP EDGES REMOVED																																																													
E	<table><tr><td rowspan="2">Free space for lic.</td><td colspan="6"></td><td>Q-Code XXXXXX</td><td rowspan="2">Main Drw.</td></tr><tr><td colspan="6"></td><td>Standard ISO; JIS</td></tr><tr><td rowspan="2">Modif.</td><td>A</td><td>EAAD014378</td><td>10.07.1998</td><td>B</td><td>EAAD028016</td><td>01.02.2002</td><td>C</td><td>EAAD085000</td><td>18.07.2014</td><td>D</td><td>EAAD091567</td><td>20.11.2019</td></tr><tr><td></td><td>Number</td><td>Drawn date</td><td></td><td>Number</td><td>Drawn date</td><td></td><td>Number</td><td>Drawn date</td><td></td><td>Number</td><td>Drawn date</td></tr></table>				Free space for lic.							Q-Code XXXXXX	Main Drw.							Standard ISO; JIS	Modif.	A	EAAD014378	10.07.1998	B	EAAD028016	01.02.2002	C	EAAD085000	18.07.2014	D	EAAD091567	20.11.2019		Number	Drawn date		Number	Drawn date		Number	Drawn date		Number	Drawn date																	
Free space for lic.							Q-Code XXXXXX	Main Drw.																																																						
							Standard ISO; JIS																																																							
Modif.	A	EAAD014378	10.07.1998	B	EAAD028016	01.02.2002	C	EAAD085000	18.07.2014	D	EAAD091567	20.11.2019																																																		
		Number	Drawn date		Number	Drawn date		Number	Drawn date		Number	Drawn date																																																		
F	<table><tr><td colspan="2"> WIN GD Winterthur Gas & Diesel </td><td colspan="2">Product W-2S</td><td colspan="4">WEDGE TO ENGINE SIDE STOPPER Schraeger Keil</td></tr><tr><td>Units</td><td>mm kg</td><td>NX</td><td> </td><td colspan="4">Basic Material W-FU-235-JR</td><td colspan="2">Net Weight 2,9</td></tr><tr><td>Made</td><td colspan="3">09.12.1996 S.Natali</td><td>Scale</td><td>1:5</td><td>Size</td><td>A4</td><td>Page</td><td>1/1</td><td>Material</td><td colspan="2">107.246.028.001</td></tr><tr><td>Chkd</td><td colspan="3"></td><td>Design Group</td><td colspan="2">9710</td><td>Drawing ID</td><td colspan="4">107.246.028</td><td>Rev.</td><td>D</td></tr><tr><td>Appd</td><td colspan="3">09.12.1996 WCH001 Service User</td><td colspan="9"></td></tr></table>				WIN GD Winterthur Gas & Diesel		Product W-2S		WEDGE TO ENGINE SIDE STOPPER Schraeger Keil				Units	mm kg	NX		Basic Material W-FU-235-JR				Net Weight 2,9		Made	09.12.1996 S.Natali			Scale	1:5	Size	A4	Page	1/1	Material	107.246.028.001		Chkd				Design Group	9710		Drawing ID	107.246.028				Rev.	D	Appd	09.12.1996 WCH001 Service User											
WIN GD Winterthur Gas & Diesel		Product W-2S		WEDGE TO ENGINE SIDE STOPPER Schraeger Keil																																																										
Units	mm kg	NX		Basic Material W-FU-235-JR				Net Weight 2,9																																																						
Made	09.12.1996 S.Natali			Scale	1:5	Size	A4	Page	1/1	Material	107.246.028.001																																																			
Chkd				Design Group	9710		Drawing ID	107.246.028				Rev.	D																																																	
Appd	09.12.1996 WCH001 Service User																																																													
	1	2	3	4																																																										

Copyright Winterthur Gas & Diesel Ltd. All rights reserved.
By taking possession of the drawing the recipient recognizes and honours these rights. Neither the whole nor any part of this drawing may be used in any way for construction, fabrication, marketing or any other purpose nor copied in any way nor made accessible to third parties without the previous written consent of Winterthur Gas & Diesel Ltd.

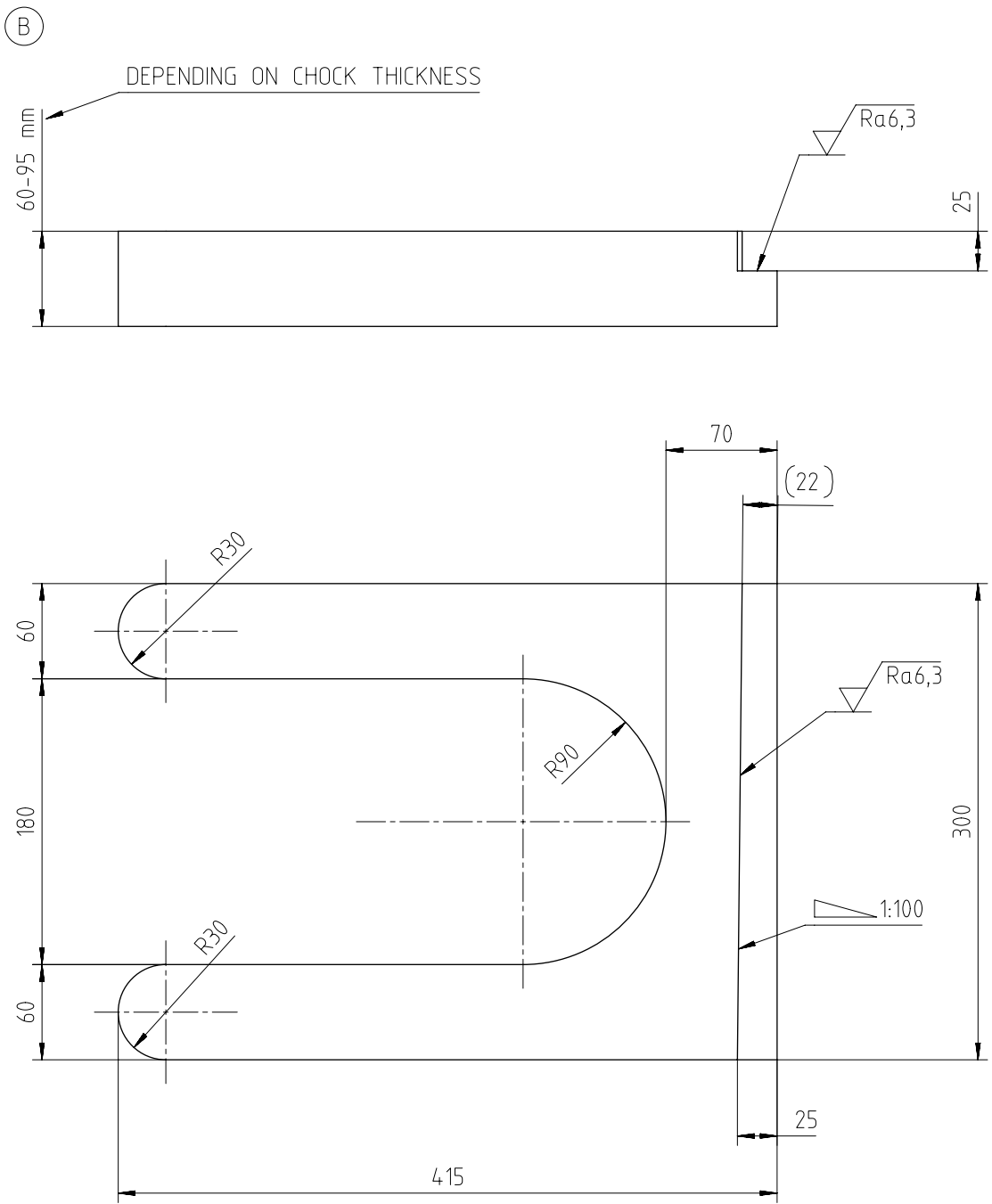
DID - DIMENSIONAL DRAWING - Confidential



DEPENDING ON CHOCK THICKNESS

Ra50 (Ra6,3)

Free space for lic.								Q-Code	Main Drw.	
								XXXXX		
Modif.	A	EAAD014378	10.07.1998	B	EAAD082778	19.05.2011	C	EAAD089996	12.02.2019	
	Number	Drawn date		Number	Drawn date		Number	Drawn date	Number	Drawn date
WIN GD Winterthur Gas & Diesel		Product W-2S		ENGINE SIDE STOPPER FRAME CUT, EXHAUST SIDE Motor-Seitenstopper						
		Units	mm kg	NX	Basic Material	W-FU-235-JR				Net Weight 29,2
SURFACE PROTECTION SEE GROUP 0344		Made	24.06.1997 T. Landert		Scale	1:3	Size	A3	Page	1/1
TOLERANCING PRINCIPLE ISO8015		Chkd			Design Group	9710		Material ID	107.246.128.001	
GENERAL TOLERANCES ACCORDING TO ISO2768-mK		Appd	24.06.1997 WCH001 Service User		Drawing ID	107.246.128				Rev. C



Surface finish symbols: $\sqrt{Ra50}$ and $(\sqrt{Ra6,3})$.

Free space for lic.								Q-Code XXXXX	Main Drw.	
								Standard ISO; JIS		
Modif.	A	EAAD084051	22.01.2013	B	EAAD089996	11.02.2019				
	Number	Drawn date		Number	Drawn date		Number	Drawn date		Number
Units		mm kg	NX	Product W-2S		ENGINE SIDE STOPPER FRAME CUT, FUEL SIDE Motor-Seitenstopper				
Basic Material		W-FU-235-JR			Net Weight		29,2			
Made		24.02.2009 M.Prstec			Scale		1:3		Size	
Chkd					Design Group		9710		Page	
Appd		01.07.2009 JBA029 Baumann			Drawing ID		107.410.446		Rev.	
									B	

SURFACE PROTECTION SEE GROUP 0344		Made		24.02.2009 M.Prstec		Scale		1:3		Size		A3		Page		1/1		Material		107.410.446.200	
TOLERANCING PRINCIPLE ISO8015		Chkd				Design Group		9710		Drawing ID		107.410.446		Rev.		B					
GENERAL TOLERANCES ACCORDING TO ISO2768-mK		Appd		01.07.2009 JBA029 Baumann																	



DID - DIMENSIONAL DRAWING - Confidential

A		1		2		3		4		A																																																																	
B		SURFACE PROTECTION SEE GROUP 03/44 TOLERANCING PRINCIPLE ISO8015 GENERAL TOLERANCES ACCORDING TO ISO2768-mK A Ra6.3 SHARP EDGES REMOVED (40,5) 1:100 450 45 25 <tr><td colspan="2">C</td><td colspan="10"></td><td colspan="2">C</td></tr> <tr><td colspan="2">D</td><td colspan="10"></td><td colspan="2">D</td></tr> <tr><td colspan="2">E</td><td colspan="10"> Free space for lic. Q-Code XXXXXX Standard ISO; JIS Main Drw. Modif. A EAAD088473 17.10.2017 Number Drawn date Number Drawn date Number Drawn date Number Drawn date <tr><td colspan="2">F</td><td colspan="10"> WIN G2 Winterthur Gas & Diesel Product W-2S WEDGE Schraeger Keil Units mm kg NX Basic Material W-FU-235-JR Net Weight 3,8 Made 16.01.2002 S.STYLIANOU Scale 1:5 Size A4 Page 1/1 Material 107.325.275.001 Chkd Design Group 9710 Drawing ID 107.325.275 Rev. A Appd 31.01.2002 SNA001 <tr><td colspan="2"></td><td colspan="2">1</td><td colspan="2">2</td><td colspan="2">3</td><td colspan="2">4</td><td colspan="2"></td></tr></td></tr></td></tr>										C												C		D												D		E		Free space for lic. Q-Code XXXXXX Standard ISO; JIS Main Drw. Modif. A EAAD088473 17.10.2017 Number Drawn date Number Drawn date Number Drawn date Number Drawn date <tr><td colspan="2">F</td><td colspan="10"> WIN G2 Winterthur Gas & Diesel Product W-2S WEDGE Schraeger Keil Units mm kg NX Basic Material W-FU-235-JR Net Weight 3,8 Made 16.01.2002 S.STYLIANOU Scale 1:5 Size A4 Page 1/1 Material 107.325.275.001 Chkd Design Group 9710 Drawing ID 107.325.275 Rev. A Appd 31.01.2002 SNA001 <tr><td colspan="2"></td><td colspan="2">1</td><td colspan="2">2</td><td colspan="2">3</td><td colspan="2">4</td><td colspan="2"></td></tr></td></tr>										F		WIN G2 Winterthur Gas & Diesel Product W-2S WEDGE Schraeger Keil Units mm kg NX Basic Material W-FU-235-JR Net Weight 3,8 Made 16.01.2002 S.STYLIANOU Scale 1:5 Size A4 Page 1/1 Material 107.325.275.001 Chkd Design Group 9710 Drawing ID 107.325.275 Rev. A Appd 31.01.2002 SNA001 <tr><td colspan="2"></td><td colspan="2">1</td><td colspan="2">2</td><td colspan="2">3</td><td colspan="2">4</td><td colspan="2"></td></tr>												1		2		3		4			
C												C																																																															
D												D																																																															
E		Free space for lic. Q-Code XXXXXX Standard ISO; JIS Main Drw. Modif. A EAAD088473 17.10.2017 Number Drawn date Number Drawn date Number Drawn date Number Drawn date <tr><td colspan="2">F</td><td colspan="10"> WIN G2 Winterthur Gas & Diesel Product W-2S WEDGE Schraeger Keil Units mm kg NX Basic Material W-FU-235-JR Net Weight 3,8 Made 16.01.2002 S.STYLIANOU Scale 1:5 Size A4 Page 1/1 Material 107.325.275.001 Chkd Design Group 9710 Drawing ID 107.325.275 Rev. A Appd 31.01.2002 SNA001 <tr><td colspan="2"></td><td colspan="2">1</td><td colspan="2">2</td><td colspan="2">3</td><td colspan="2">4</td><td colspan="2"></td></tr></td></tr>										F		WIN G2 Winterthur Gas & Diesel Product W-2S WEDGE Schraeger Keil Units mm kg NX Basic Material W-FU-235-JR Net Weight 3,8 Made 16.01.2002 S.STYLIANOU Scale 1:5 Size A4 Page 1/1 Material 107.325.275.001 Chkd Design Group 9710 Drawing ID 107.325.275 Rev. A Appd 31.01.2002 SNA001 <tr><td colspan="2"></td><td colspan="2">1</td><td colspan="2">2</td><td colspan="2">3</td><td colspan="2">4</td><td colspan="2"></td></tr>												1		2		3		4																																											
F		WIN G2 Winterthur Gas & Diesel Product W-2S WEDGE Schraeger Keil Units mm kg NX Basic Material W-FU-235-JR Net Weight 3,8 Made 16.01.2002 S.STYLIANOU Scale 1:5 Size A4 Page 1/1 Material 107.325.275.001 Chkd Design Group 9710 Drawing ID 107.325.275 Rev. A Appd 31.01.2002 SNA001 <tr><td colspan="2"></td><td colspan="2">1</td><td colspan="2">2</td><td colspan="2">3</td><td colspan="2">4</td><td colspan="2"></td></tr>												1		2		3		4																																																							
		1		2		3		4																																																																			

MIDS - WinGD-RT-flex58-D/E– Engine Seating Foundation (DG9710)

TRACK CHANGES

DATE	SUBJECT	DESCRIPTION
2017-05-28	DRAWING SET	First web upload
2019-07-19	107.413.363 107.414.003 107.413.364 107.414.005 107.413.365 107.414.006 107.413.367 107.414.007	Assembly drgs – new revision
	107.410.445 107.246.124 DAAD112261	Engine side stopper drgs – new revision/new drg
2020-09-10	107.398.394 107.246.121 107.410.315 107.413.935 107.410.314 107.413.370 107.410.316 107.410.317 107.246.122 107.367.119 107.413.422 107.367.109 107.246.027 107.246.028	System drgs – new revision

DISCLAIMER

© Copyright by Winterthur Gas & Diesel Ltd.

All rights reserved. No part of this document may be reproduced or copied in any form or by any means (electronic, mechanical, graphic, photocopying, recording, taping or other information retrieval systems) without the prior written permission of the copyright owner.

THIS PUBLICATION IS DESIGNED TO PROVIDE AN ACCURATE AND AUTHORITATIVE INFORMATION WITH REGARD TO THE SUBJECT-MATTER COVERED AS WAS AVAILABLE AT THE TIME OF PRINTING. HOWEVER, THE PUBLICATION DEALS WITH COMPLICATED TECHNICAL MATTERS SUITED ONLY FOR SPECIALISTS IN THE AREA, AND THE DESIGN OF THE SUBJECT-PRODUCTS IS SUBJECT TO REGULAR IMPROVEMENTS, MODIFICATIONS AND CHANGES. CONSEQUENTLY, THE PUBLISHER AND COPYRIGHT OWNER OF THIS PUBLICATION CAN NOT ACCEPT ANY RESPONSIBILITY OR LIABILITY FOR ANY EVENTUAL ERRORS OR OMISSIONS IN THIS BOOKLET OR FOR DISCREPANCIES ARISING FROM THE FEATURES OF ANY ACTUAL ITEM IN THE RESPECTIVE PRODUCT BEING DIFFERENT FROM THOSE SHOWN IN THIS PUBLICATION. THE PUBLISHER AND COPYRIGHT OWNER SHALL UNDER NO CIRCUMSTANCES BE HELD LIABLE FOR ANY FINANCIAL CONSEQUENTIAL DAMAGES OR OTHER LOSS, OR ANY OTHER DAMAGE OR INJURY, SUFFERED BY ANY PARTY MAKING USE OF THIS PUBLICATION OR THE INFORMATION CONTAINED HEREIN.