

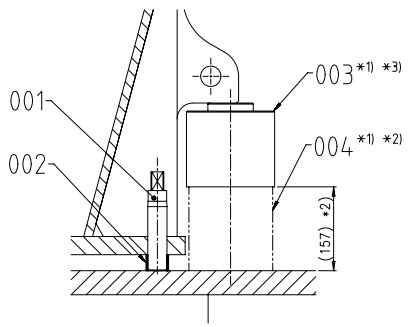
MACHINED SURFACE
CONNECTION OIL BAFFLE

DRIVING END

FREE END

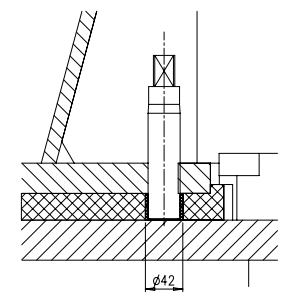
ENGINE BEDPLATE OUTLINE

A-A (1:5)

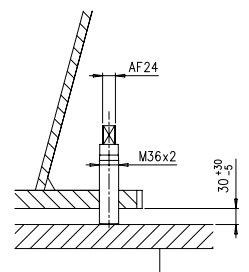


A-A (1:3)

Arrangement after
pouring chock



B-B (1:5)



(A) CAUTION

Risk:
Tool and/or bedplate damage

Countermeasure:
Avoid overloading of jacking screws and/or bedplate areas by observing the appropriate engine alignment/ assembly procedure as follows:

- Lift the engine into the engine room and place it on levelled, temporary blocks, underneath the bedplate beside the jacking screws.
- Screw in all jacking screws until touching the foundation top plate (the full number of jacking screws must be used)
- Apply hydraulic jacks to the protruding bedplate ribs nearby the jacking screws as indicated in the drawing.
- Remove the temporary blocks by slightly lifting the engine with the hydraulic jacks.
- Start with the engine alignment by means of jacking screws. Before turning a jacking screw, reduce its load by use of the hydraulic jacks. Any height adjustment must be performed in small steps - no more than 1 mm per step (equals to 1/2 screw turn, based on 2 mm thread pitch). Changes in height larger than the maximum allowance (1 mm) require a gradual process where all jacking screws are successively adjusted in stages, to ensure the best possible load distribution.

(A) Remarks

- *1) To be provided by the shipyard
- *2) Height depending on the requirement (chock thickness in correlation with maximum permissible extension of the hydraulic jack)
- *3) Hydraulic jack proposal
Type: Enerpac RCS-1002
Load at 700 bar: 880 KN

Quantity	SOI NO	Material ID	Material Name	Dimension, Qty	Standard or Drawing	Basic Material	Weight GR/NET
4	004	PAAD318480	SUPPORT BLOCK				
4	003	PAAD318478	HYDRAULIC JACK				
4	002	PAAD003706	SPONGE RUBBER RING		DAAD005307	Rubber750	0,165
10	001	107,431,44,7,001	JACKING SCREW		107,431,44,7	C45E,S45C	1,34

PER ENGINE

Material	Mod.	EAAD097B	26.09.2019				
Number	Drawn date	Number	Drawn date	Number	Drawn date	Number	Drawn date

WINGD
Wolpert Gas & Diesel

Product: WSX35-B

TOOL ENGINE ALIGNMENT
Alignment with: Jacking Screws
Werkzeug Motorausrichtung

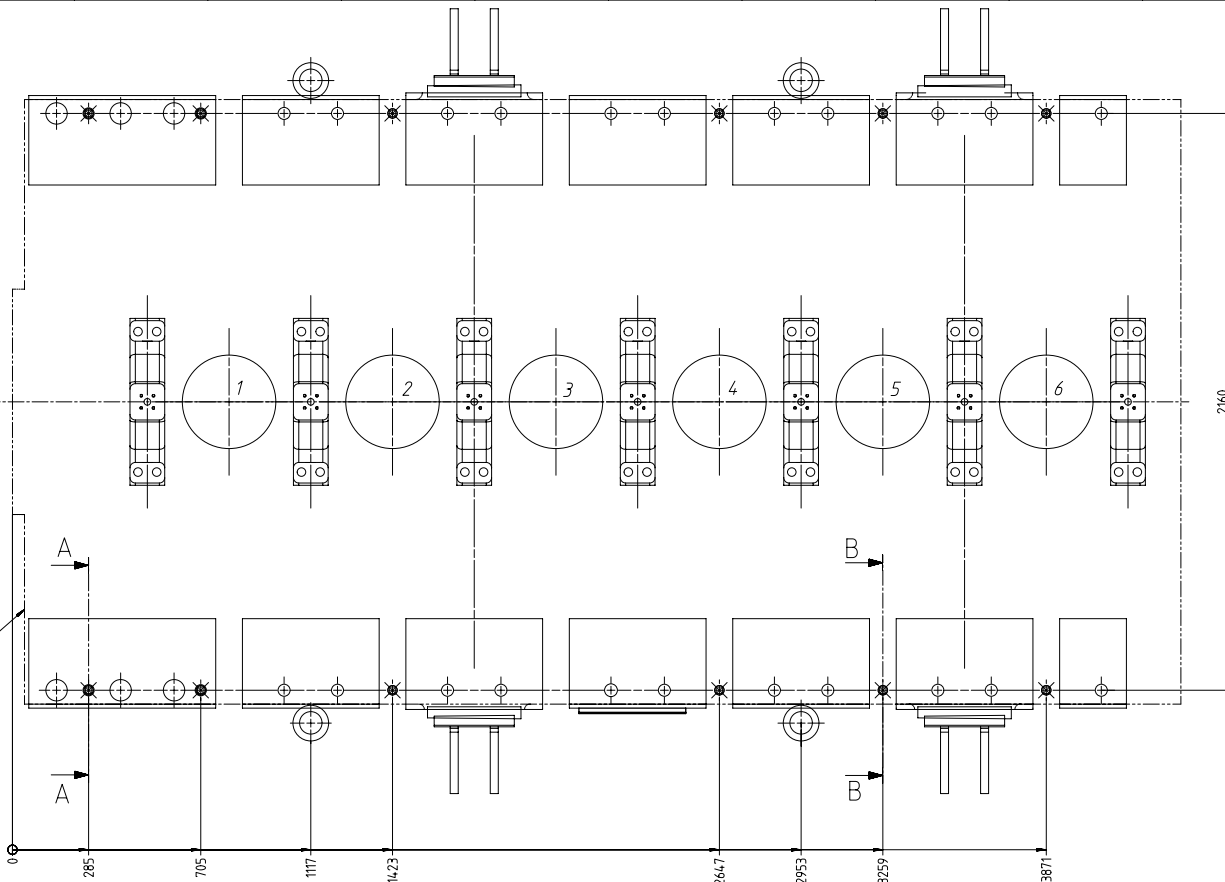
Units	mm kg	NX	Basic Material	Scale	1:5	Size	A1	Page	1/1	Material ID		Net Weight	
SURFACE PROTECTION	SEE GROUP 0344	Made	11.03.2016	dk1021	DH.Kim	Scale	1:5	Size	A1	Page	1/1	Material ID	
TOLERANCING PRINCIPLE	ISO8015	Chd	17.03.2016	mhu019	Hug	Design Group		Drawing	B	DAAD076769		Rev.	A
GENERAL TOLERANCES	ACCORDING TO ISO2768-mK	Appd	18.03.2016	dst009	Strödelcke	9710-01		DAAD076769					

MACHINED SURFACE CONNECTION OIL BAFFLE

DRIVING END

FREE END

ENGINE BEDPLATE OUTLINE



(A) CAUTION

Risk:
Tool and/or bedplate damage

Countermeasure:
Avoid overloading of jacking screws and/or bedplate areas by observing the appropriate engine alignment/ assembly procedure as follows:

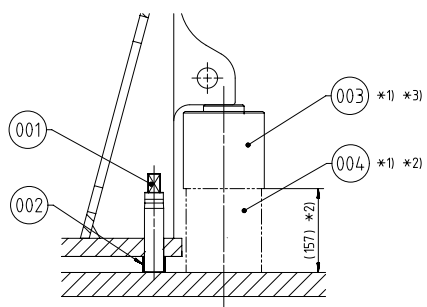
- Lift the engine into the engine room and place it on levelled , temporary blocks, underneath the bedplate beside the jacking screws.
- Screw in all jacking screws until touching the foundation top plate (the full number of jacking screws must be used)
- Apply hydraulic jacks to the protruding bedplate ribs nearby the jacking screws as indicated in the drawing.
- Remove the temporary blocks by slightly lifting the engine with the hydraulic jacks.
- Start with the engine alignment by means of jacking screws. Before turning a jacking screw, reduce its load by use of the hydraulic jacks. Any height adjustment must be performed in small steps - no more than 1 mm per step (equals to 1/2 screw turn, based on 2 mm thread pitch). Changes in height larger than the maximum allowance (1 mm) require a gradual process where all jacking screws are successively adjusted in stages, to ensure the best possible load distribution.

(A) Remarks

- *1) To be provided by the shipyard
- *2) Height depending on the requirement (check thickness in correlation with maximum permissible extension of the hydraulic jack)
- *3) Hydraulic jack proposal
Type: Enerpac RCS-1002
Load at 700 bar: 880 kN

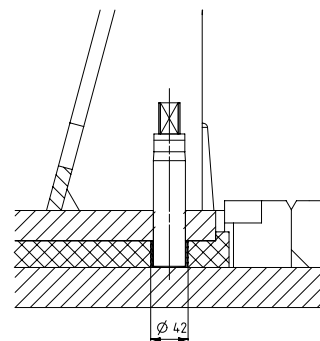
SECTION A-A

SCALE 1:5



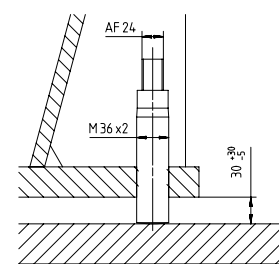
A-A (1:3)

Arrangement after pouring chock



SECTION B-B

SCALE 1:3



Quantity	SSD NO	Material ID	Material Name	Standard or Drawing	Dimension, Qty	Basic Material	Weight
17	004	PAAD318480	SUPPORT BLOCK				
4	003	PAAD318478	HYDRAULIC JACK				
4	002	PAAD003706	SPONGE RUBBER RING	DAAD005307	Rubber750		0,165
12	001	107.431.44.7.001	JACKING SCREW	107.431.44.7	C45E,S45C		1,34

WINGD
 Winderthur Gas & Diesel

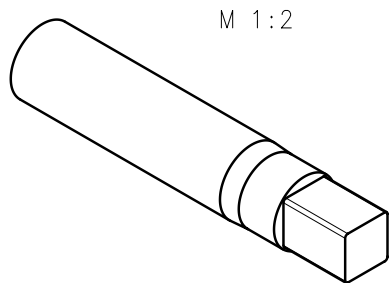
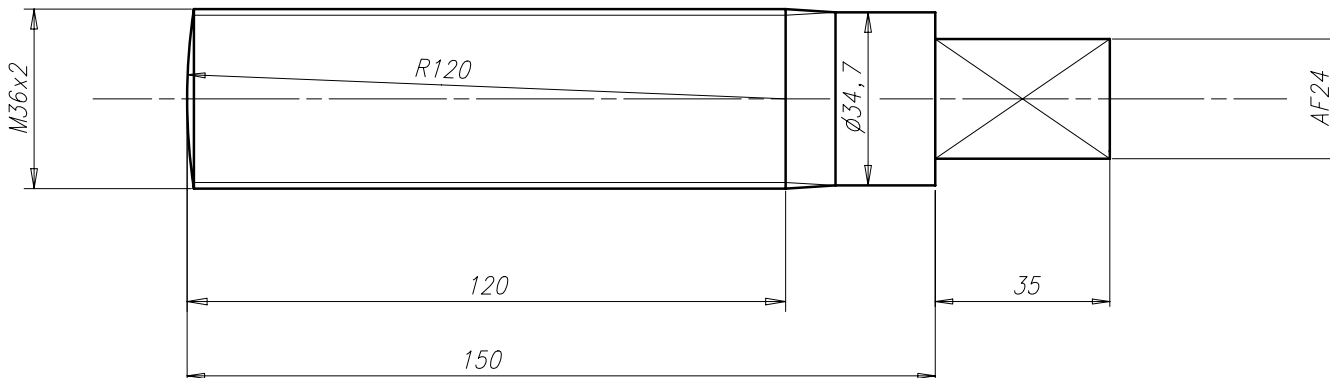
Product: W6X35-B
TOOL ENGINE ALIGNMENT
 Alignment with Wedges
 Werkzeug Motorsrichtung

Units	mm	kg	NX	Basic Material	Size	Page	Net Weight
Make	09.09.2016	dk1021	DH Kim	Scale 1:15	AT	1/1	
Chkd	19.09.2016	waa008	Wang	Design Group	B		
Appd	19.09.2016	mhu019	Hug	9710-01			

SURFACE PROTECTION SEE GROUP 0344
 TOLERANCING PRINCIPLE ISO8015
 GENERAL TOLERANCES ACCORDING TO ISO2768-mK

Drawing ID: DAAD081803
 Rev: A

ROLLED THREAD



M 1:2

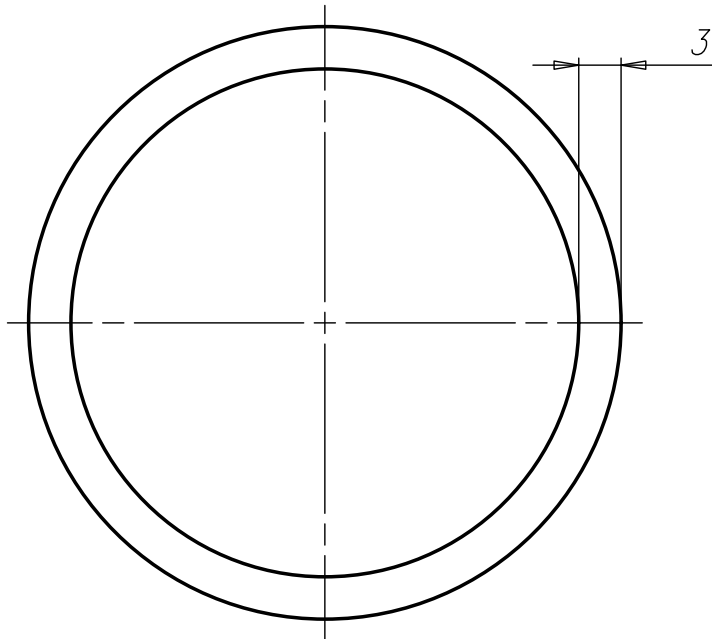
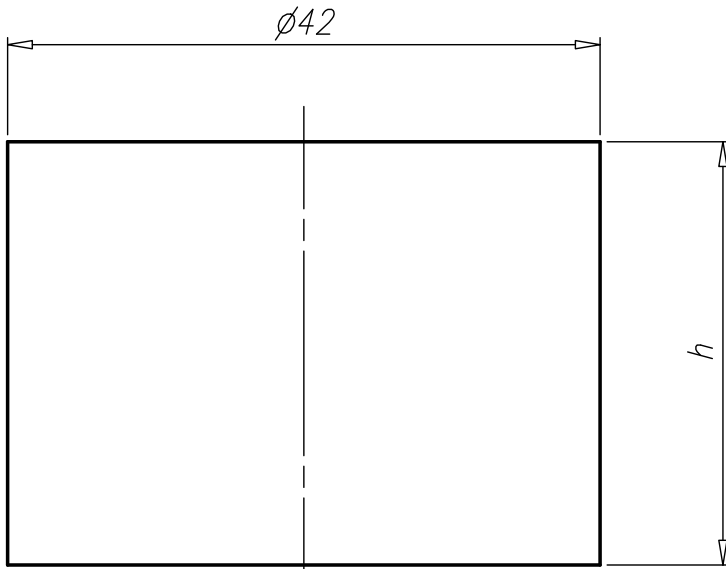
SURFACE PROTECTION SEE GROUP 0344
 TOLERANCING PRINCIPLE ISO8015
 GENERAL TOLERANCES ACCORDING TO ISO2768-mK

Free space for lic.					Q-Code	XXXXX	Main	
					Standard	ISO JIS	Drw.	
Modif.	(A)	EAAD083926	04.07.2012					
	Number	Drawn date	Number	Drawn date	Number	Drawn date	Number	Drawn date
		Product W-2S		JACKING SCREW				
				Abdrueckschraube				
Units	mm kg	IDE		Basic Material	C45E S45C	Net Weight 1,337		
Made	11.02.2010 J. BAUMANN		Scale	1:1	Size	A3	Page	1/1
Chkd	20.01.2011 sfe006 Feuerstein		Design Group	9710	Material ID	107.431.447.001		
Appd	20.01.2011 dst1009 Stroedecke		Drawing ID	107.431.447		Rev.	A	

Approved


ASD - ASSEMBLY DRAWING - Internal

SURFACE PROTECTION SEE GROUP 0344
 TOLERANCING PRINCIPLE ISO8015
 GENERAL TOLERANCES ACCORDING TO ISO2768-mK



h - determined after engine alignment

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Free space for lic.		Q-Code XXXXXX		Main Drw.							
Standard ISO JIS											
Modif.	Number	Drawn date	Number	Drawn date	Number	Drawn date	Number	Drawn date			
		Product W-X35		SPONGE RUBBER RING Schaumstoff Huelse							
Units	mm kg	IDE	Basic Material Rubber750		Net Weight 0.165						
Make	20.01.2011	wwr001	W. Wroblewski	Scale	2:1	Size	A4	Page	1/1	Material ID	PAAD003706
Chkd	20.01.2011	sfe006	Feuerstein	Design Group	9710-01	Drawing ID	DAAD005307		Rev.	-	
Appd	20.01.2011	dst009	Stroedecke								

Approved

OLD - Outline drawing - Internal

MIDS - WinGD X35-B –Tool Engine Alignment (DG 9710-01)

TRACK CHANGES

DATE	SUBJECT	DESCRIPTION
2017-02-17	DRAWING SET	First web upload
2019-10-03	DAAD076769 DAAD081803	Tool arrangement drgs - new revision

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