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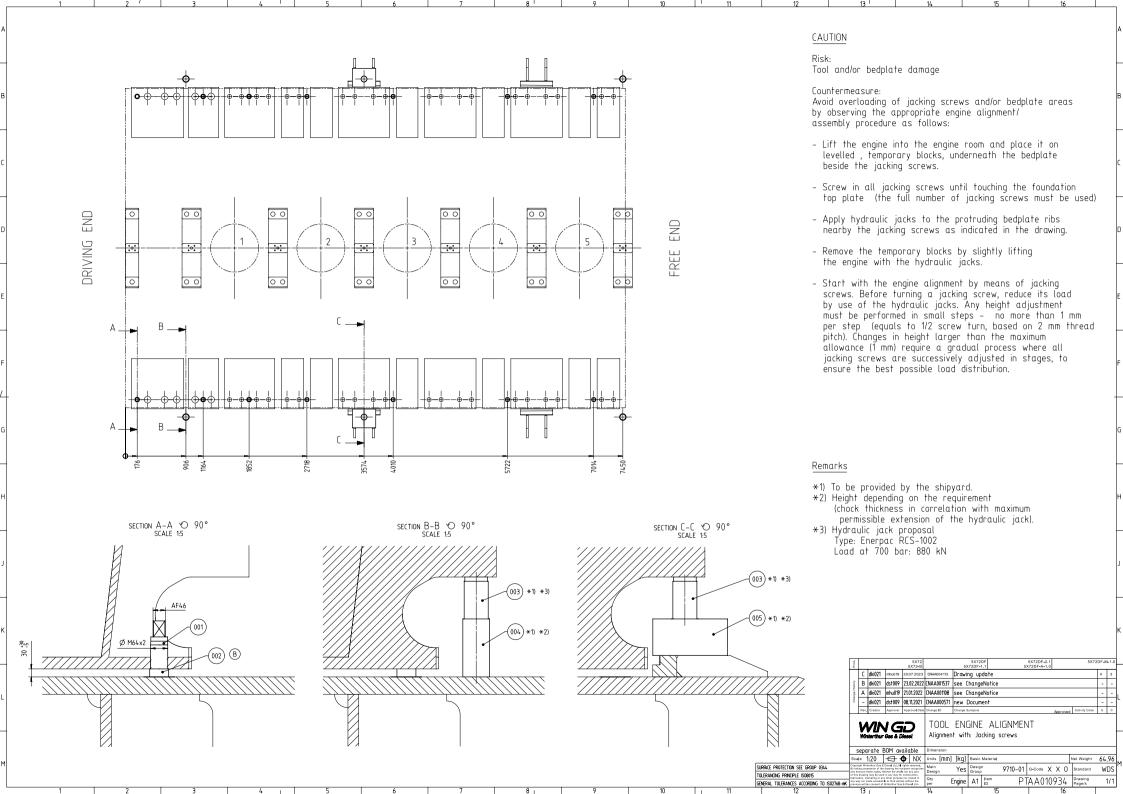
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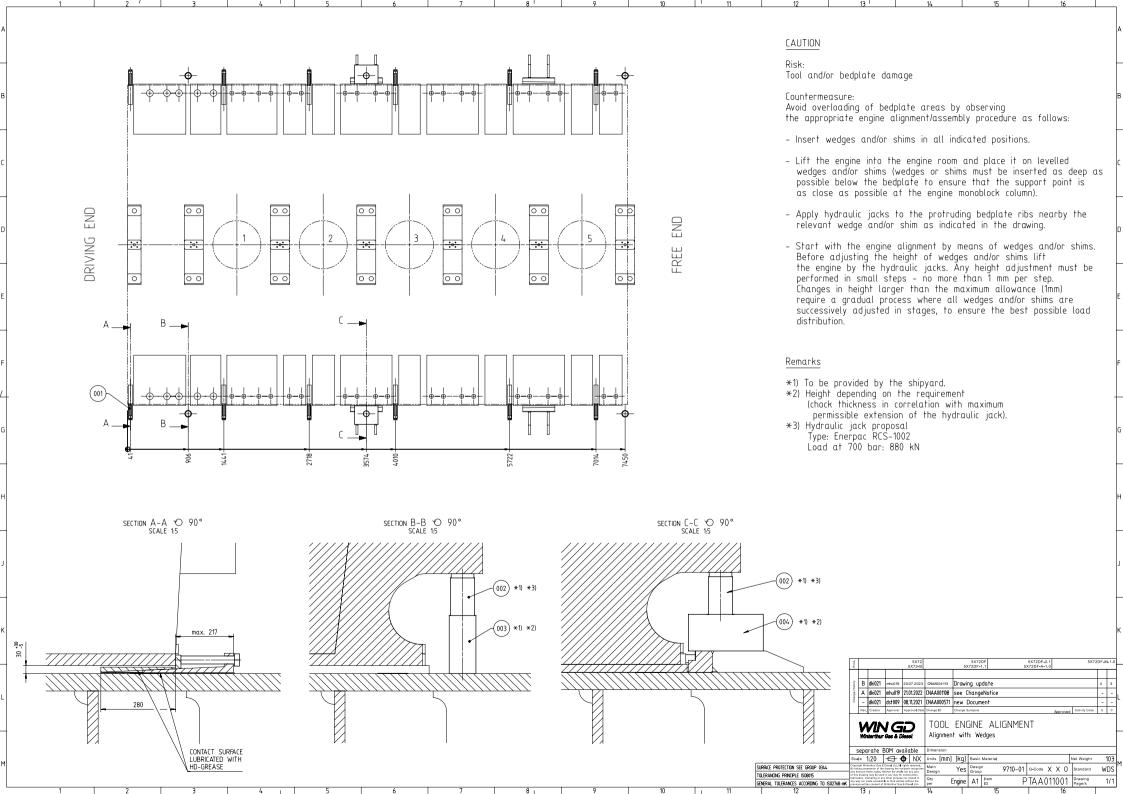
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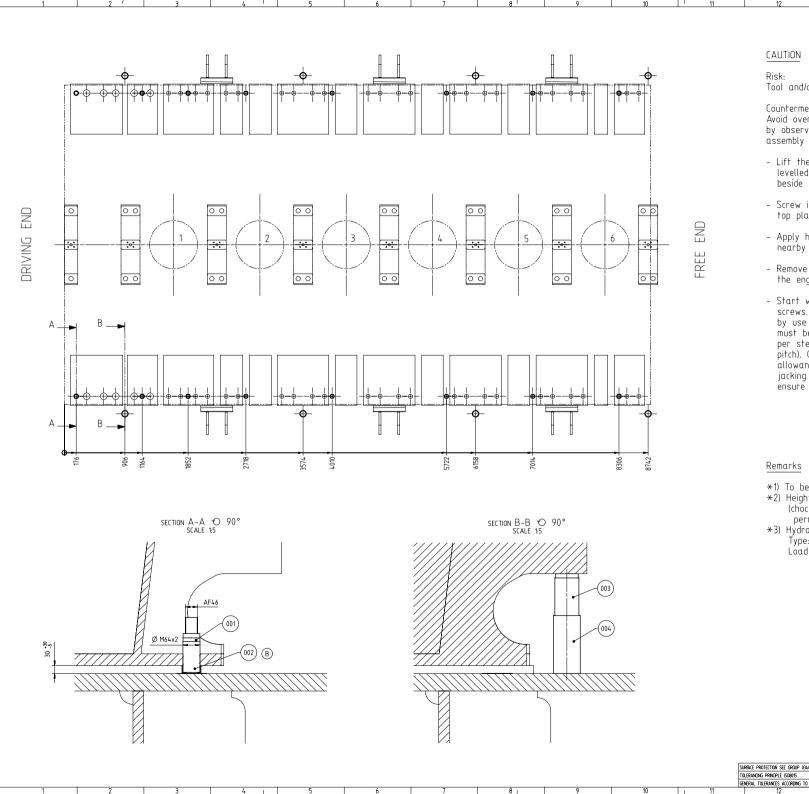
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1	14	PAAD1	09518	JACKING SCI	REW				W-FU-235-N-T		4	1.6
2	6	PTAA0	26527	SPONGE RUE	BBER RING						0.0	ሰበ
	0	FIAAU	20021	HADDVIIIIC	INCK						0.0	00
3	6	PAAD3	18478	HYDRAULIC	JACK							
4	4	PAAD3	18480	SUPPORT BL	OCK							
5	2	PAAD3	18479	SUPPORT PL	ATE							
90.			5 X72		5	X72DF		5 X72DF-2.1		5 X72DF-M-	1.0	
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1	12	107.245	5.895.200	WEDGE								8.51
2	6	PAAD3	18478	HYDRAULIC	JACK							
3	4	PAAD3	19/190	SUPPORT B	LOCK							
				SUPPORT P	I ATF							
4	2	PAAD3	18479									
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1	16	PAAD	109518	JACKING SCI	REW				W-FU-235-N-T		4.6
2	8	DTAA	026527	SPONGE RUI	BBER RING						0.00
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3	8	PAAD	318478	HYDRAULIC .	JACK						
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Risk:

Tool and/or bedplate damage

Countermeasure:

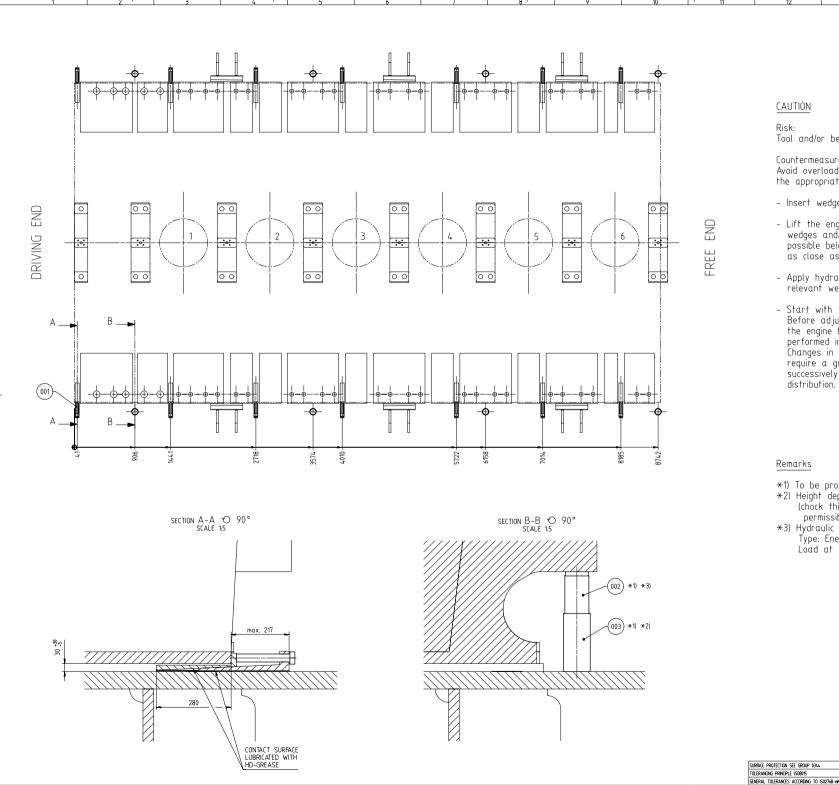
Avoid overloading of jacking screws and/or bedplate areas by observing the appropriate engine alignment/ assembly procedure as follows:

- 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.

- *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

	Prod.				6X72 6X72-B		6>	6X72		6	6X72DF-2 X72DF-A-1			6X72	DF-M	-1.0	Н
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		Rev.	Creator	Approver	Approval Date	Change ID	Change 8	iynopsis				Appr	oved	Activity Code	Е	٥	
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SEQ NO	QTY	Item ID		Item Name				Dimension	Standard-ID	Basic Material		V	Net Veight
1	14	107.24	5.895.200	WEDGE									8.51
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Risk:

Tool and/or bedplate damage

Countermeasure:

Avoid overloading of bedplate areas by observing the appropriate engine alignment/assembly procedure as follows:

- Insert wedges and/or shims in all indicated positions.
- Lift the engine into the engine room and place it on levelled wedges and/or shims (wedges or shims must be inserted as deep as possible below the bedplate to ensure that the support point is as close as possible at the engine monoblock column).
- Apply hydraulic jacks to the protruding bedplate ribs nearby the relevant wedge and/or shim as indicated in the drawing.
- Start with the engine alignment by means of wedges and/or shims. Before adjusting the height of wedges and/or shims lift the engine by the hydraulic jacks. Any height adjustment must be performed in small steps - no more than 1 mm per step. Changes in height larger than the maximum allowance (1mm) require a gradual process where all wedges and/or shims are successively adjusted in stages, to ensure the best possible load distribution.

- *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

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Q QTY	Item ID	Item Name Dimension	Standard-ID	Basic Material	Net Weight
18	PAAD109518	JACKING SCREW		W-FU-235-N-T	4.64
10	PAAD318478	HYDRAULIC JACK			
10	PAAD318480	SUPPORT BLOCK			
8	PTAA026527	SPONGE RUBBER RING			0.001
8	PTAA026527	SPONGE RUBBER RING			

Prod.			7 X72 7 X72-B		7 7	X72DF X72DF-1.1	7 X72DF-2.1 7 X72DF-A-1.0		7 X72DF-N	Л-1.0	
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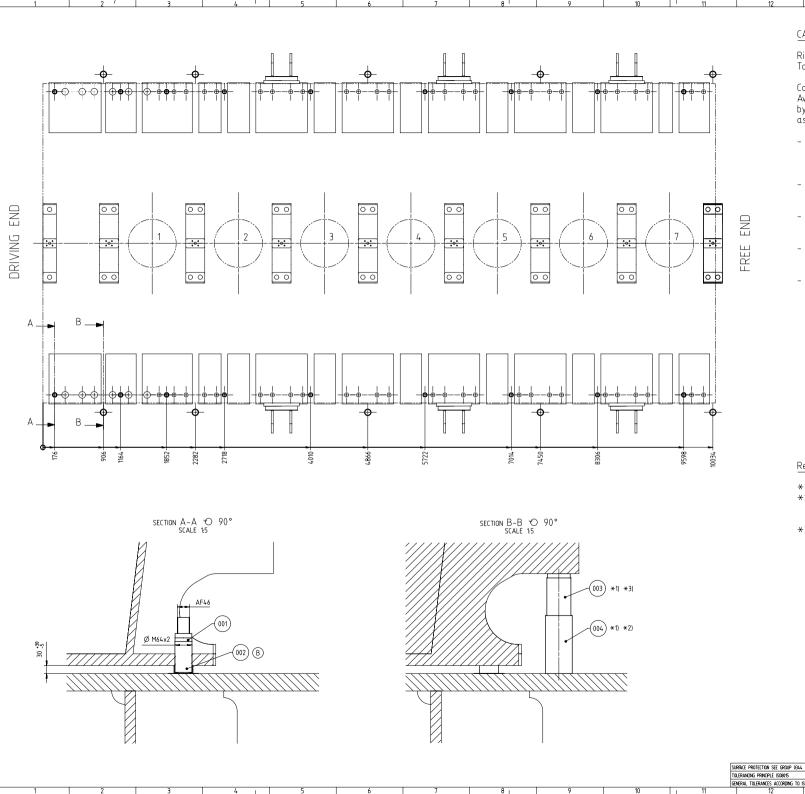


TOOL ENGINE ALIGNMENT

Alignment with: Jacking screws

Bill Of Material	Dimension
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recognizes and honours these rights. Neither the whole nor any part of this document may be used in any way for	Main Design
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.	Qty per

l. t	Units	[m] [kg]	Basic Ma	terial				Net Weight	83.52
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r t	Qty per	Engine	A4	Item ID	PT	\A0	11002	BOM Page/s	01/01



Risk:

Tool and/or bedplate damage

Countermeasure:

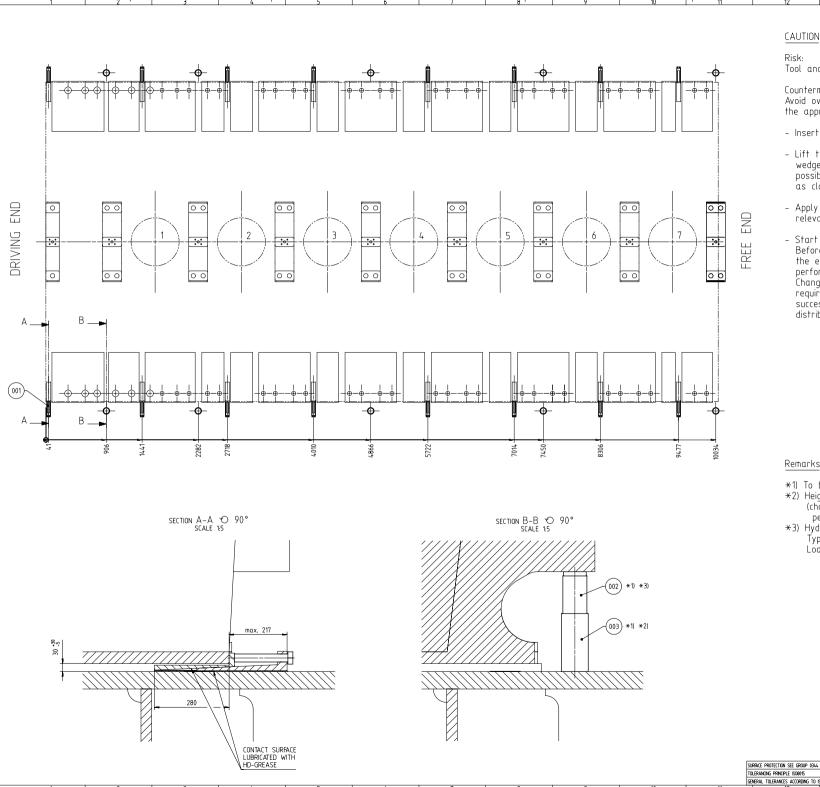
Avoid overloading of jacking screws and/or bedplate areas by observing the appropriate engine alignment/ assembly procedure as follows:

- 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.

- *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

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2	10	PAAD	318478	HYDRAULIC .	JACK								
3	10	DA A D	318480	SUPPORT BL	OCK								
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Risk:

Tool and/or bedplate damage

Countermeasure:

Avoid overloading of bedplate areas by observing the appropriate engine alignment/assembly procedure as follows:

- Insert wedges and/or shims in all indicated positions.
- Lift the engine into the engine room and place it on levelled wedges and/or shims (wedges or shims must be inserted as deep as possible below the bedplate to ensure that the support point is as close as possible at the engine monoblock column).
- Apply hydraulic jacks to the protruding bedplate ribs nearby the relevant wedge and/or shim as indicated in the drawing.
- Start with the engine alignment by means of wedges and/or shims. Before adjusting the height of wedges and/or shims lift the engine by the hydraulic jacks. Any height adjustment must be performed in small steps - no more than 1 mm per step. Changes in height larger than the maximum allowance (1mm) require a gradual process where all wedges and/or shims are successively adjusted in stages, to ensure the best possible load distribution.

- *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

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002	10	PAAD	318478	HYDRAULIC	JACK							
003	10	PAAD	318480	SUPPORT BI	LOCK							
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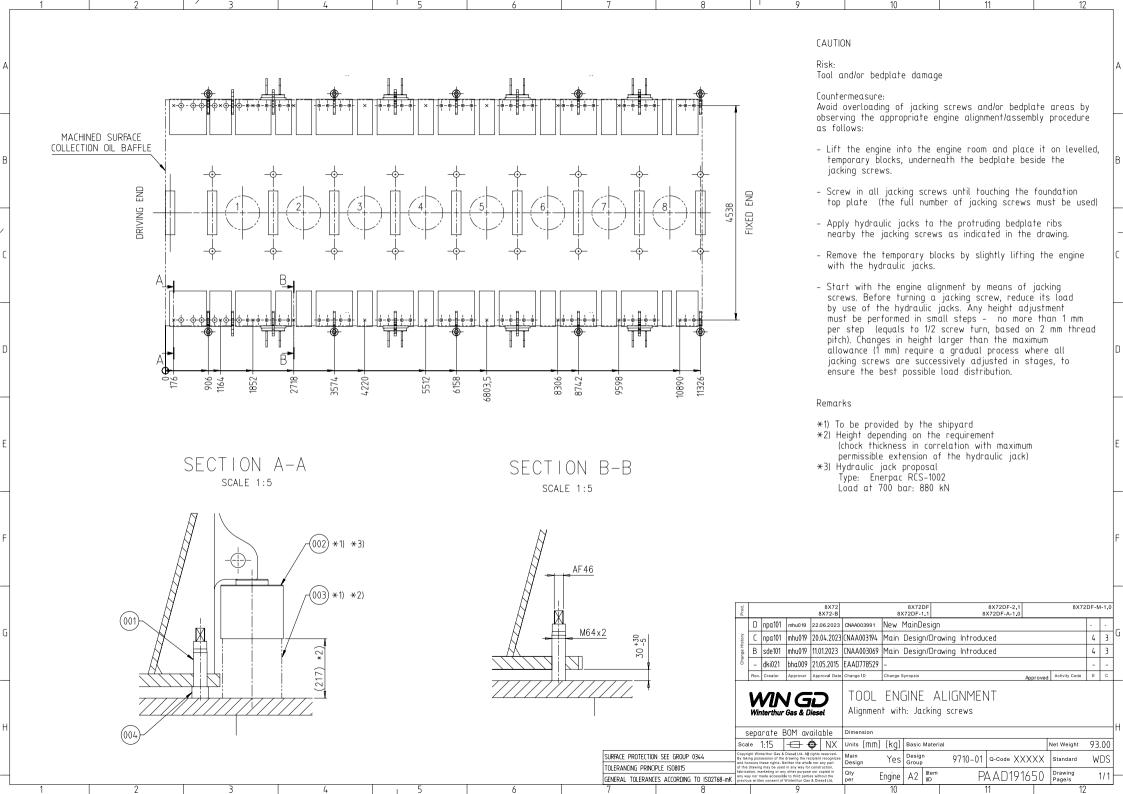
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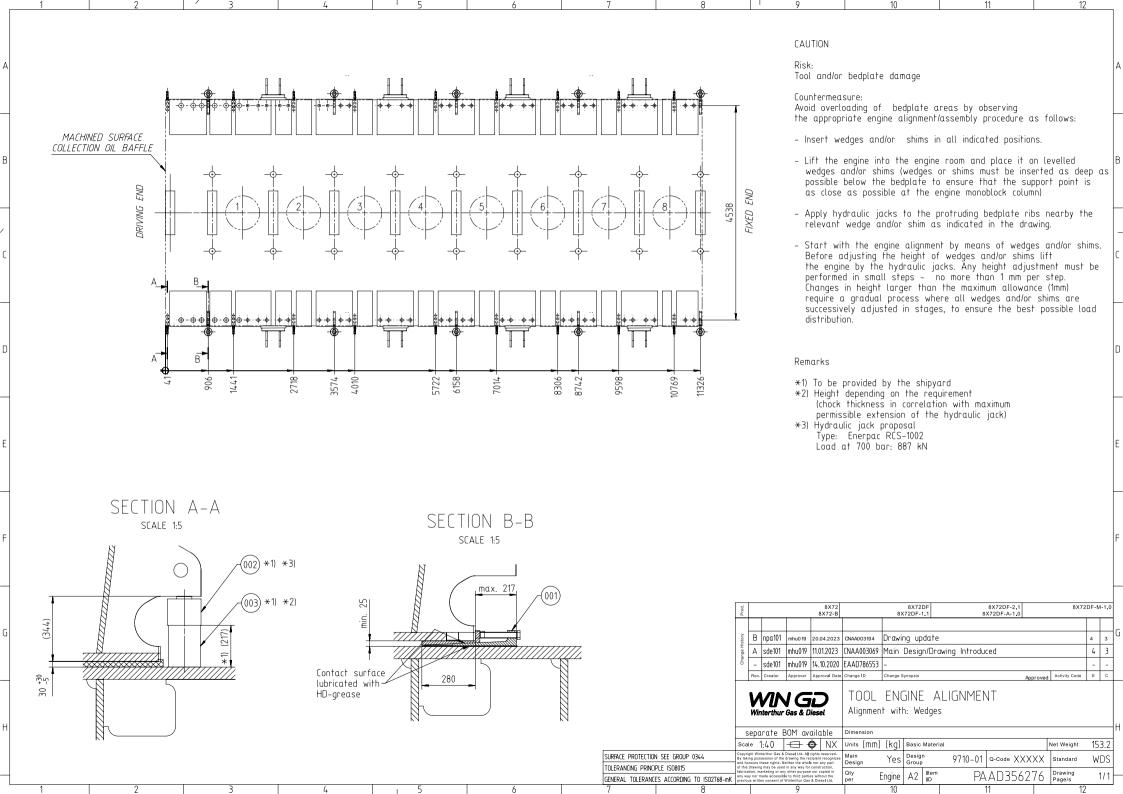
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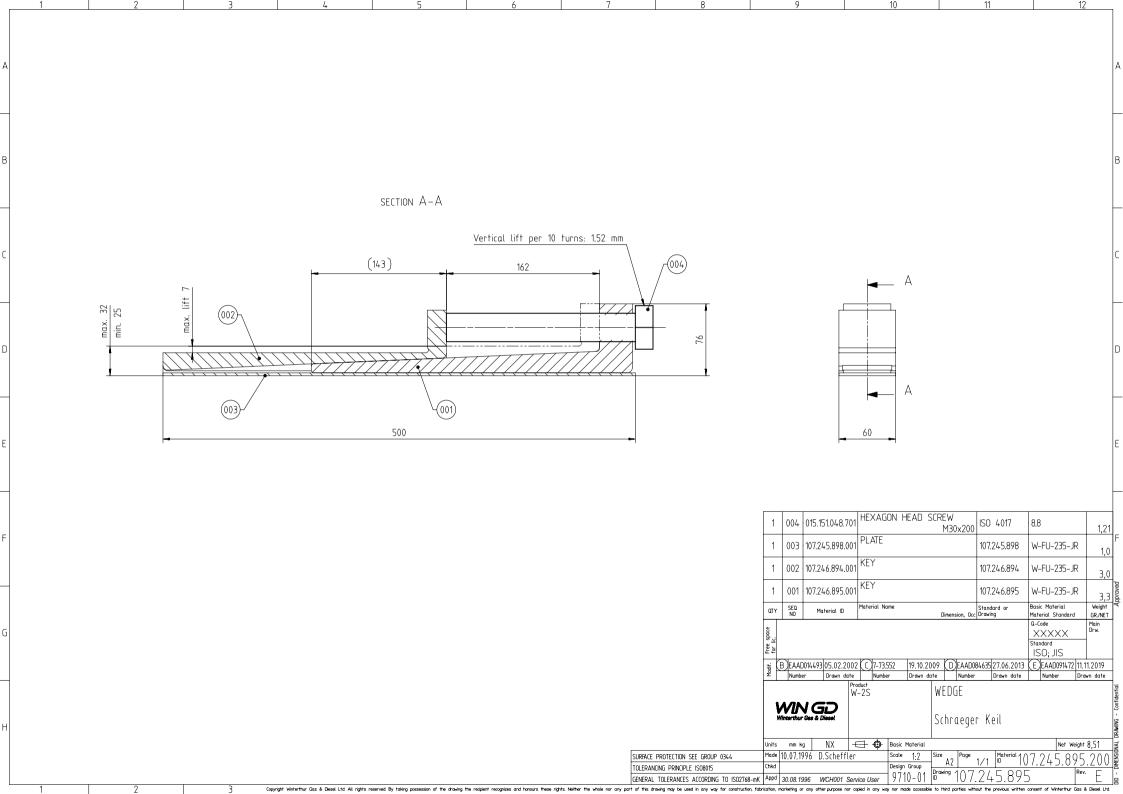
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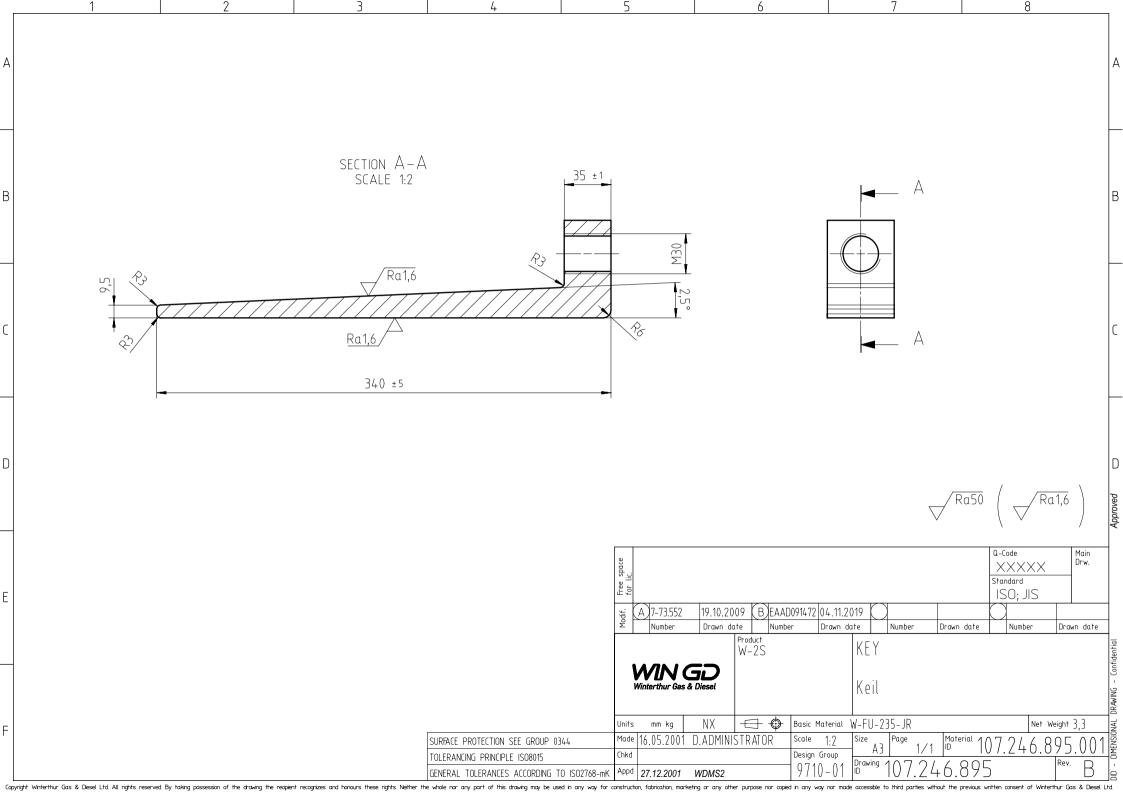
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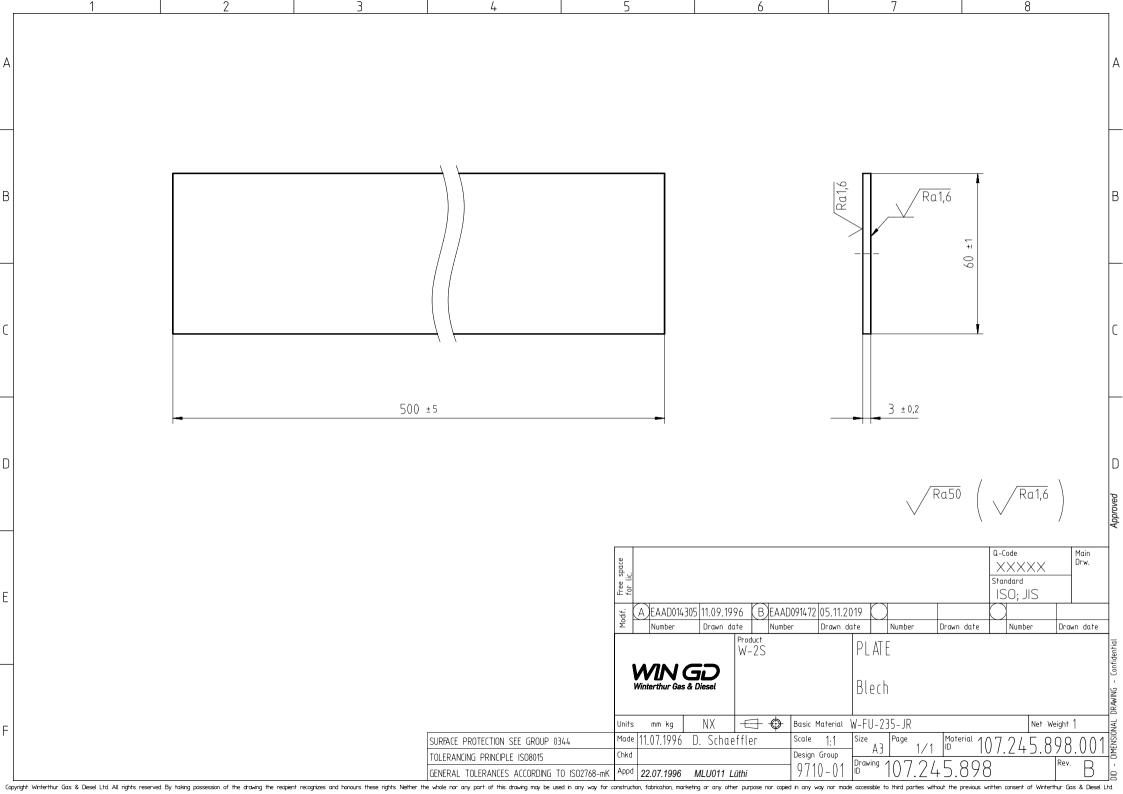


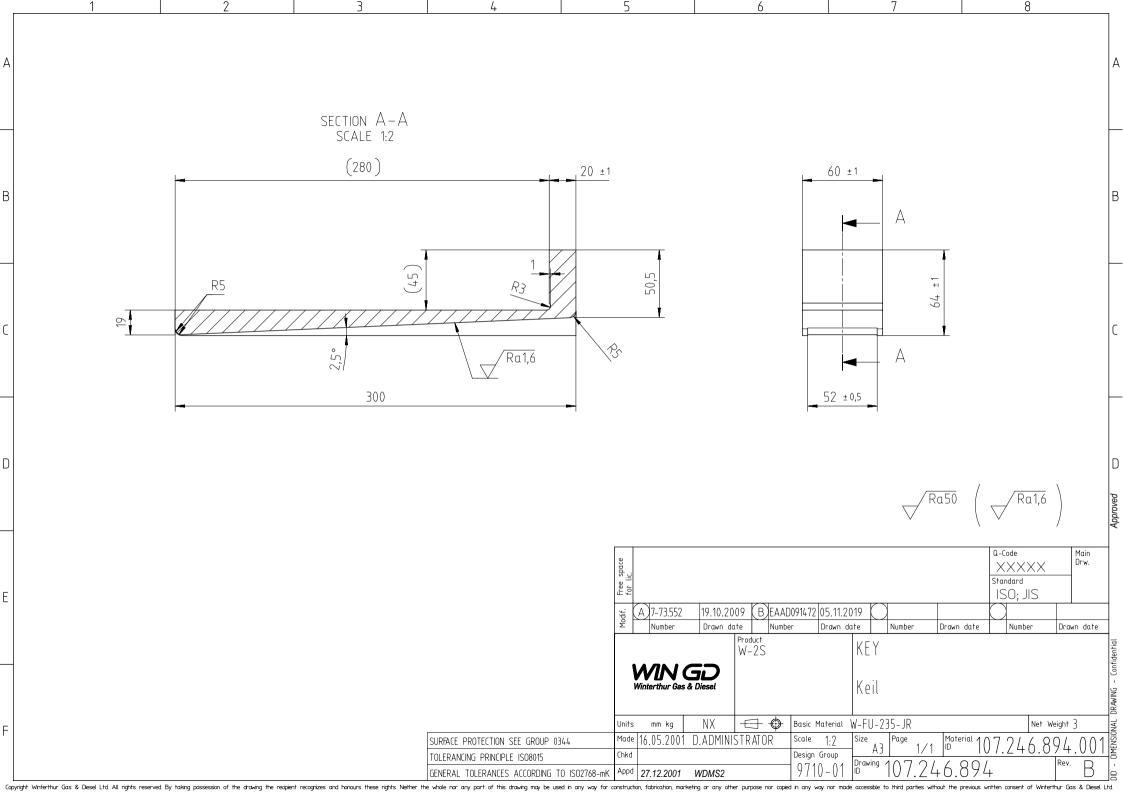
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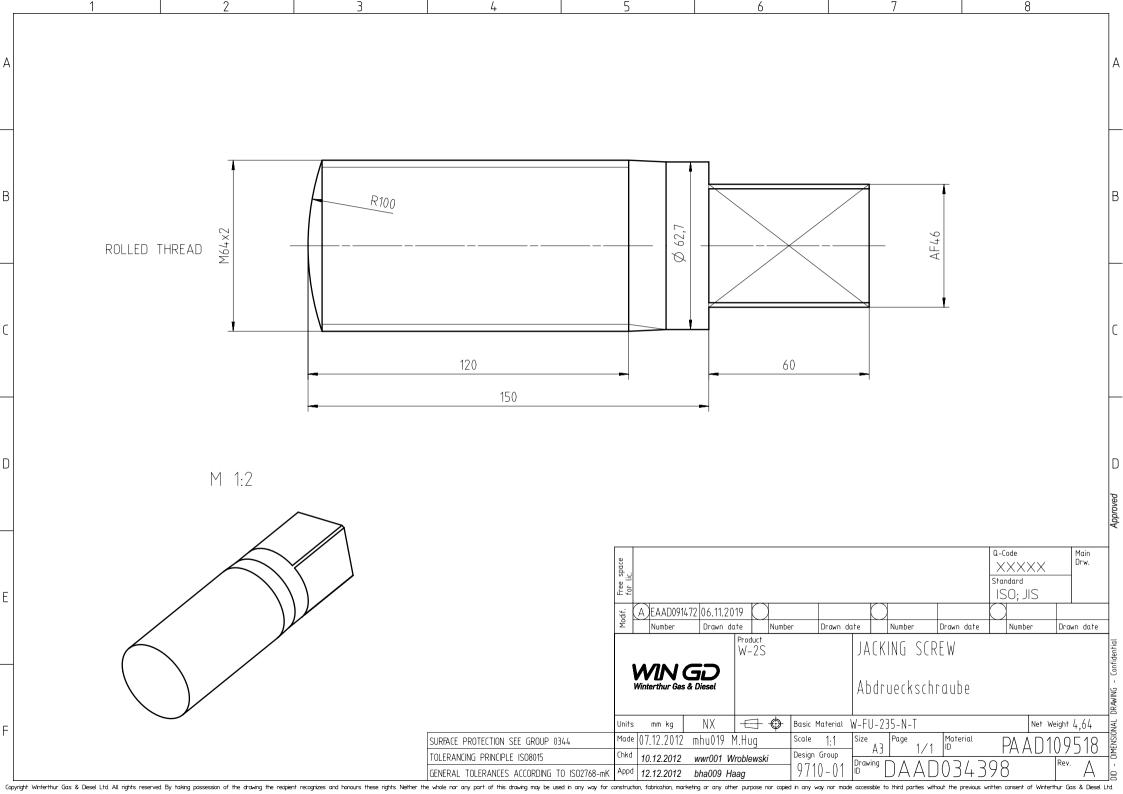


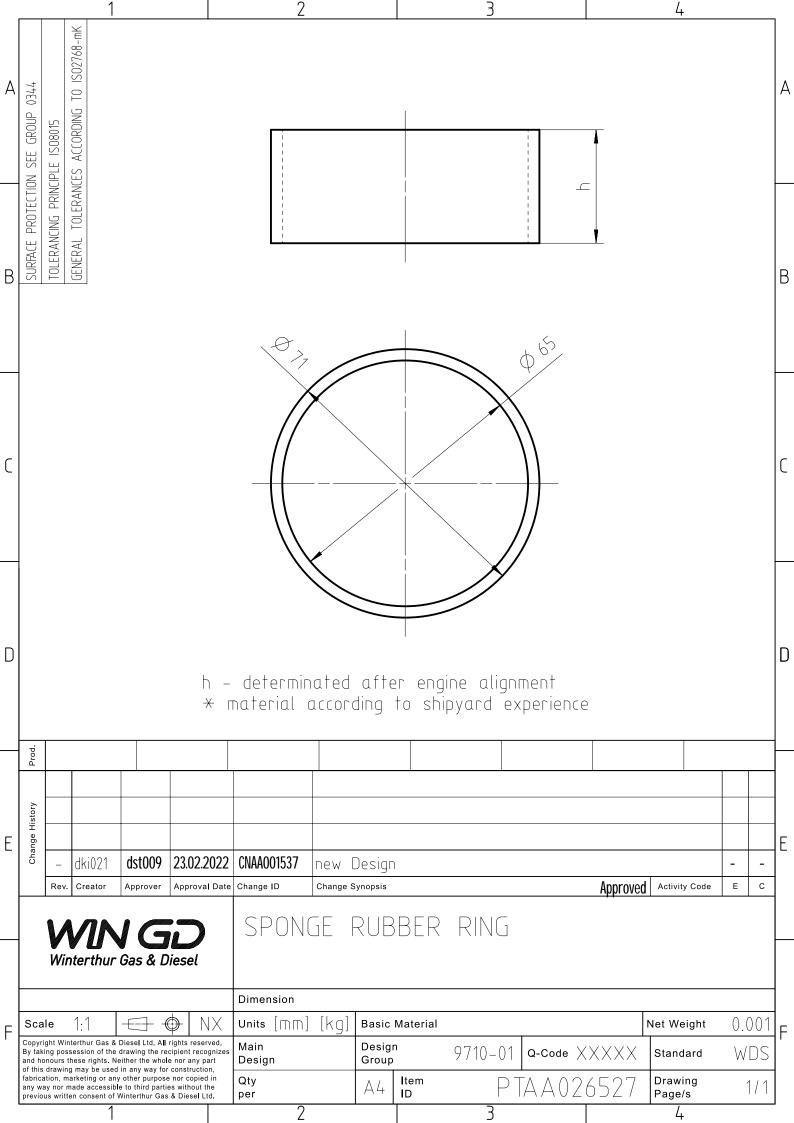














MIDS - Tool Engine Alignment (DG9710-01)

WinGD X72/-B/DF/DF-1.1/DF-2.1

TRACK CHANGES

DATE	SUBJECT	DESCRIPTION
2016-10-16	DRAWING SET	First web upload
2017-01-09	DAAD066096	Assembly drg - new revision
2017-08-09	DAAD090375 DAAD090428	Assembly drgs 5,7 cylinder, alignment by wedges - added
2017-08-18	DAAD050329 DAAD090375 DAAD034418 DAAD056229 DAAD066096 DAAD090428	Assembly drgs new revision
2019-10-03	DAAD090375 DAAD050329 DAAD034418 DAAD056229 DAAD066096 DAAD090428	Assembly drgs new revision
2020-09-29	107.245.895 107.246.895 107.245.898 107.246.894 DAAD034398	Wedge assembly and jacking screw drgs – new revision
2020-10-13	DAAD066199 DAAD130269	Main drg – new revision and new drawing
2022-01-25	DRAWING SET	First web upload of drawing set with "new" bedplate layout, as replacement of the previous version which originates from X72 with "old" bedplate layout

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2022-03-18	PTAA010934 PTAA011001 PTAA010902 PTAA010919 PTAA011002 PTAA011007	First web upload of drawing set with "new" bedplate layout, as replacement of the previous version which originates from X72 with "old" bedplate layout
2023-01-13	PAAD191650 PAAD356276	New main and system drg for 8 cyl added
2023-04-21	PAAD191650 PAAD356276	Main and system drg – new revision
2023-06-22	PAAD191650	New drawing revision
2023-10-20	PTAA010934 PTAA011001 PTAA010902 PTAA010919 PTAA011002 PTAA011007	New drawing revisions

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