

METHOD OF PROCESSING THE CONNECTING SURFACES BETWEEN
A MARINE ENGINE FRAME AND THE ASSOCIATED BEARING SUP-
PORT, AND AN APPARATUS AND USE OF THE METHOD AND APPA-
RATUS

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The invention concerns a method of processing the connecting surfaces between a marine engine frame and the associated bearing support, which parts wholly or partially surround a crankshaft, said bearing support being removed to expose the connecting surface of the engine frame and facing towards the bearing support, and also an apparatus/setting-up system for the execution of the method.

During the use of marine engines, a pitting by erosion occurs on the connecting surfaces between the engine frame and the bearing support. The result of this pitting, which occurs in the connecting surface, is that the two parts do not fit together in an optimum manner, so that there is a risk that crankshaft and bearings, which the two parts surround, describe asymmetrical rotations, whereby there is a risk of bearing seizure. In order for a crankshaft to function in an optimum manner, it is thus important that the connecting surfaces between the engine frame and the bearing support are uniform and without play. Therefore, it is important to carry out a processing of these connecting surfaces as soon as this pitting is detected

The known technique involves the removal of the bearing support itself and thereafter the removal of the entire engine frame in order that the two opposing connecting surfaces can be processed, preferably by a mechanical method. In that the engine frame weighs up to several hundred tons, such a procedure involves great costs and a great consumption of time. It is desirable, therefore, to be able to develop a method for the processing of these connecting surfaces without the necessity of having to remove the engine

frame, and thus effect a processing of at least this free connecting surface, while the bearing support itself can be processed in a normal manner.

5 This is made possible with a method of the kind disclosed in the preamble, and where there is also established an auxiliary plane which is set-up/extended following the centreline of the crankshaft, and a second auxiliary line at right-angles to this line, and that an in situ processing of the connecting surface of the engine frame is effected at an angle which is a function of the position of the auxiliary plane.

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It is expedient that the actual establishing of the auxiliary lines can take place as disclosed in DK 167,080.

15 It is thus important that there is established an auxiliary plane which determines those surfaces which must be processed in a uniform manner in relation to the crankshaft, so that no oblique grinding of the surfaces takes place. When this auxiliary plane is registered and coded in, it is subsequently possible to carry out a processing of those surfaces in which pitting has occurred. This processing of the surfaces is preferably effected by
20 means of spark machining as disclosed in claim 3, where in a manner of speaking the spark electrodes work in reverse, in that the electrodes are moved from below and up towards the connecting surface at a given frequency. The liquid which must be used in order for the spark machining to take place is supplied through a hole drilled in the engine frame itself. This
25 hole also serves for the mounting of an assembly bolt for the assembly of the engine frame against the bearing support, but can now expediently be used for the feeding through of the liquid. It is important that the liquid flow is such that it seeks to remove the "swarf" which arises during the spark machining, so that the electrode processing can result in an even and
30 smooth surface, and so that sparks are not emitted in the areas where this must not take place.

As disclosed in claim 2, it is expedient to effect the actual setting-up by means of lasers, in that the laser is set up in accordance with the centreline of the crankshaft, and that subsequent use is made of angle lasers for lateral setting up, in that this angle laser has the centreline of its light parallel with a bore in the engine frame, said bore being substantially at right-angles to the crankshaft. This plane is transferred to the electrodes by means of a reference sensor from the auxiliary plane. The reference sensor is an electronic, two-coordinate gyro with an accuracy of 0.002° . In this way it is ensured that the auxiliary plane, which is necessary for the spark machining to take place at the correct angle, is positioned correctly.

As disclosed in claims 4 and 5, it is also expedient for the spark machines to be two in number, i.e. one on each side of the crankshaft, and that the spark electrodes are encapsulated in a vessel, in the sense that the actual upper surface of the electrode is naturally not encapsulated, but where the liquid covers this such as this is also disclosed in claim 6. It is hereby ensured that a flushing away of elements from these surfaces is effected, and where the actual supply of liquid takes place, such as this is disclosed in claim 7.

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The invention also concerns an apparatus/setting-up system for the execution of the method, and where this comprises a base plate on which at least two spark electrode machines are placed, said spark electrode machines being mounted on a vertically-displaceable column, and that the apparatus/setting-up system also comprises means for the positioning of the base plate seating.

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Claim 9 discloses an expedient encapsulation of the spark electrodes in such a manner that it is ensured that there is liquid present during the processing.

- 5 Finally, the invention also concerns the use of a method and an apparatus as disclosed in claim 10.

The invention will now be explained in more detail with reference to the drawing, where

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fig. 1 shows an apparatus/setting-up system for use in the execution of the method according to the invention,

15 fig. 2 shows a part section through a marine engine comprising crankshaft, bearing shells, bearing cap and bearing support and engine frame,

fig. 3 shows the electrodes in relation to the surrounding vessel filled with liquid.

20 In fig. 2 is seen a marine engine cut through in the area around a bearing 21. The cross-section comprises a crankshaft 1, which is surrounded by bearing shells 21, and where said crankshaft has a well-defined centreline 15. The bearings are surrounded by a bearing housing comprising a bearing cap 4 and a bearing support 3. The whole of the construction is surrounded in turn by an engine frame 18 which is secured to the bearing support 3 via vertically-extending bolts 6 disposed on each side of the crank-

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shaft 1. In order for the bearing cap 4 and the bearing support 3 to be positioned correctly at their connecting surfaces 8, a guide stud 5 for correct assembly is provided in the one connecting surface 8.

5 At right-angles to the centreline and parallel with the horizontal plane, a bolt construction extends through the engine frame 18 and the bearing support 3 which ensures the correct position between these parts. The centreline of the hole for the bolt 16, together with the centreline for the crankshaft, constitute lines which span an auxiliary plane 14, which will be explained in the
10 following.

When the connecting surface 8 is to be processed to secure that the pitting which arises as a result of erosion can be processed, the bearing support 3 is separated from the engine frame 18 by loosening the bolts 6 on each side of the crankcase. Thereafter, the bearing support 3 is removed leaving
15 the engine frame 18 with associated elements standing with a free surface 13 in which the pitting has occurred. The free surface of the bearing support 3 will similarly display erosion pitting, and this is processed in the normal way.

20 The free surface 13 of the engine frame 18 will be processed by means of the spark machining set-up, which will be described in the following.

The actual set-up for the processing of the free surface is seen in fig. 1. The position of the auxiliary plane 14 is set by means of the crankshaft's centreline 15 and the transverse centreline 16 which spans an auxiliary plane,
25 whereby it is ensured that the free surface will be processed correctly in relation to the crankshaft itself. This is important, because an incorrect an-

gling of the free surface will give rise to an incorrect assembly of the bearing housing, with subsequent risk of bearing seizure. On the auxiliary plane's 14 base plate there are mounted two spark machines 10, which uppermost have a spark electrode 11 which can be displaced vertically in relation to the auxiliary plane 14 by means of displacement elements, e.g.
5 in the form of hydraulic or pneumatic arrangements or an inching motor.

The upper surface 20 of the spark electrode is the active surface from which the spark machining of the free surface takes place. This surface
10 constitutes a negative in relation to the free surface, and is at least just as large as the extent of the free surface in order to ensure a uniform processing. During its work, the spark electrode will thus be moved up and down on its rails at a given frequency, which will depend on the nature of the surface. However, there is a movement of 0.3 mm, and such that the
15 electrode never touches the free surface.

It is important that the connecting surface is flat and uniform in order to ensure that the bearing in the bearing housing does not suffer damage during operation of the engine. Since such an engine frame 18 is very heavy, up to
20 several hundred tons, a great saving of work is hereby made possible in that the engine frame does not have to be removed from the area in order for the processing of the free surface to be effected, and in that it is sufficient exclusively to remove the bearing support 3, the weight of which, all things being equal, is minimal and therefore easier to handle.

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Fig. 3 shows the spark electrode in relation to a surrounding vessel 12. This vessel surrounds the spark electrode in such a manner that the active surface of the spark electrode is covered by liquid, and that besides the active

surface is naturally left free. Three sides of the vessel will typically consist of rigid walls, while the fourth side will consist of a rubber-like wall which allows a certain displacement during the up and down movements of the spark electrode. The liquid which is supplied to the spark electrode will be
5 supplied continuously through the hole which is left when the bolt 6 in fig. 2 is removed. Into this hole there is pressed a hose which opens out in a rose with a diameter of approx. 60 mm. The rose is disposed approx. 20-30 mm from where the hole opens out. In this way, a pressure regulation of the liquid flow is achieved with the upwards and downwards movement of the
10 electrodes. A valve in the bottom of the vessel 12 ensures that the liquid flows out again, so that a certain flow takes place. It is necessary to ensure that the "swarf" which is removed during the spark machining operation does not lie on top of the electrodes and thus give rise to uncontrolled sparks and herewith an uneven processing of the free surface on the en-
15 gine frame. The liquid is re-circulated, but after it has been filtered to ensure that the sludge particles have been removed.

The system is envisaged primarily for use for marine engines, in that due to the great weight it is difficult to get the said surfaces processed. However,
20 the system can also be used in other connections, e.g. aviation engines and engines for heavy vehicles and the like.



CLAIMS

1. Method of processing the connecting surfaces between a marine engine frame and the associated bearing support, which parts wholly or partially surround a crankshaft, said bearing support being removed to expose the connecting surface of the engine frame and facing towards the bearing support, **characterized** in that there is established an auxiliary plane which is set-up/extended following the centreline of the crankshaft, and a second auxiliary line at right-angles to this line, and that an in situ processing of the connecting surface of the engine frame is effected at an angle which is a function of the position of the auxiliary plane.
2. Method according to claim 1, **characterized** in that in the establishing of the auxiliary plane, use is made of a laser for the determination of the two auxiliary lines which span the auxiliary plane.
3. Method according to claim 1 or 2, **characterized** in that the processing comprises a spark machining of the connecting surface of the engine frame.
4. Method according to any of the foregoing claims, **characterized** in that at least one and preferably two spark machines are placed on the auxiliary plane, which spark machines are disposed with the active surface of the spark electrode in the area opposite the connecting surface of the engine frame.
5. Method according to any of the foregoing claims, **characterized** in that all of the surfaces of the spark electrodes, with the exception of the active surface, are surrounded by a vessel in which a suitable liquid is present.



6. Method according to any of the foregoing claims, **characterized** in that the upper surface of the liquid covers the active surface of the spark electrode.

5 7. Method according to any of the foregoing claims, **characterized** in that the liquid is supplied to the place where the spark machining is effected through a hole in the engine frame and lying above the spark electrode's active surface.

10 8. Apparatus/setting-up system for the execution of the method according to claims 1-7, **characterized** in that this comprises a base plate on which at least two spark electrode machines are placed, said spark electrode machines being mounted on a vertically-displaceable column, and in that the apparatus/setting-up system also comprises means for the positioning of the base plate seating.

15 9. Apparatus/setting-up system according to claim 8, **characterized** in that this comprises a liquid-tight container which surrounds the five surfaces of the spark electrode and exclusively that surface from which the sparks are emitted.

20 10. Use of a method and an apparatus/setting-up system according to any of the foregoing claims for the processing of marine engines.