

Available executions

Execution No.	Material ID	Cylinder No.	Attribute 1: Alignment tool type	
			SCREWS	WEDGES
1	PAAD378499	5		X
2	PAAD378510	5	X	
3	PTAA046335	6	X	
4	PTAA046369	6		X

SURFACE PROTECTION SEE GROUP 03/44
 TOLERANCING PRINCIPLE ISO8015
 GENERAL TOLERANCES ACCORDING TO ISO2768-mk

NOTE

The above executions can be configured using the Engine Configurator. Detailed guidance for the executions is provided within the Marine Installation Manual (MIM). If a specific execution of interest is not shown in the above table, then it may still be under development or not available. For further information or in case of a project-specific request, WinGD must be contacted directly.

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Prod.	X72DF-1.2												
	X72DF-2.2												
Change History	A	sde101				Drawing Updated							
	-	dki021	dst009	06.12.2021	CNAA001106	new Design							
	Rev.	Creator	Approver	Approval Date	Change ID	Change Synopsis					Activity Code	E	C

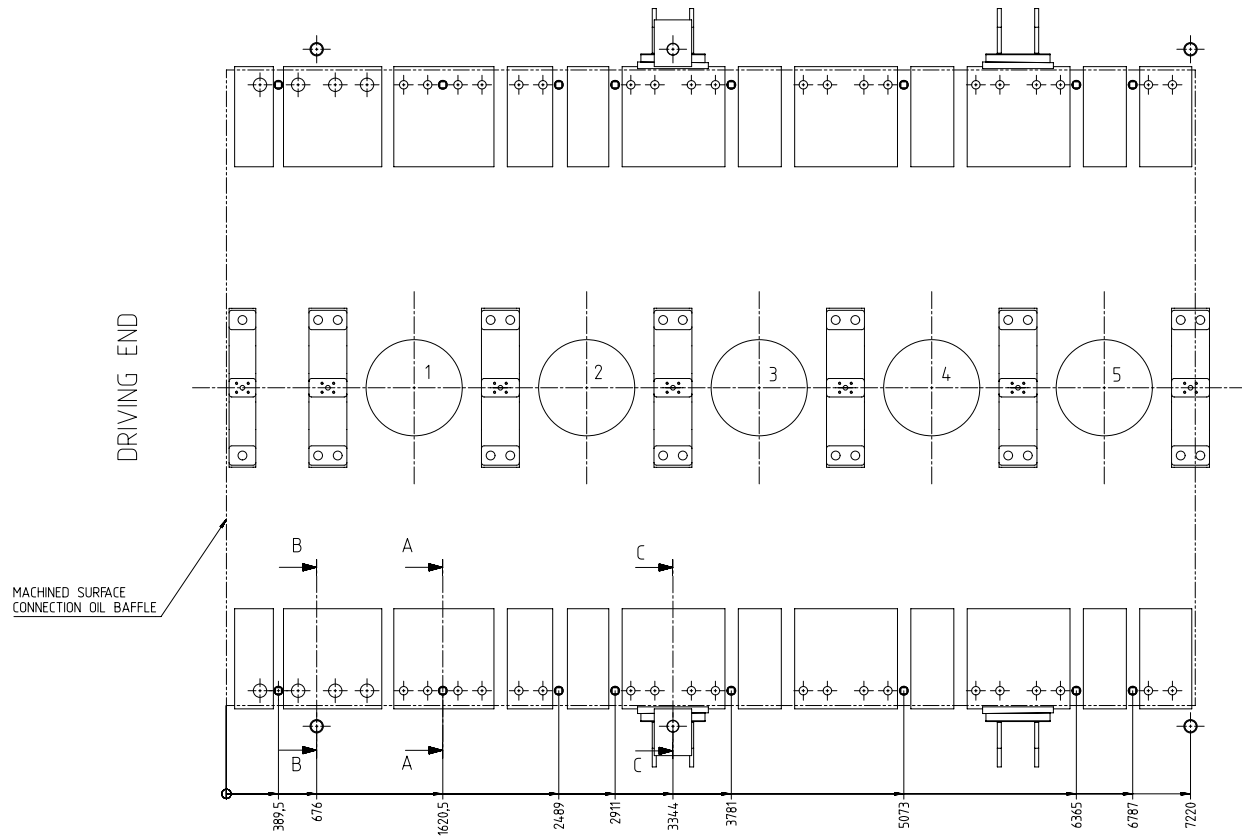


TOOL ENGINE ALIGNMENT
 MIDS master drawing

separate BOM available

Dimension

Scale	-		NX	Units [mm] [kg]	Basic Material			Net Weight	0.001	
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.				Main Design	Design Group	9710-01	Q-Code	XXXXX	Standard	WDS
Qty per	A4	Item ID	PTAA020662			Drawing Page/s	1/1			



CAUTION

Risk:
Tool and/or bedplate damage

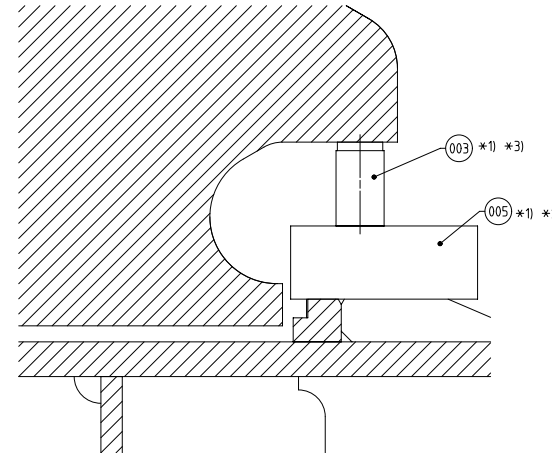
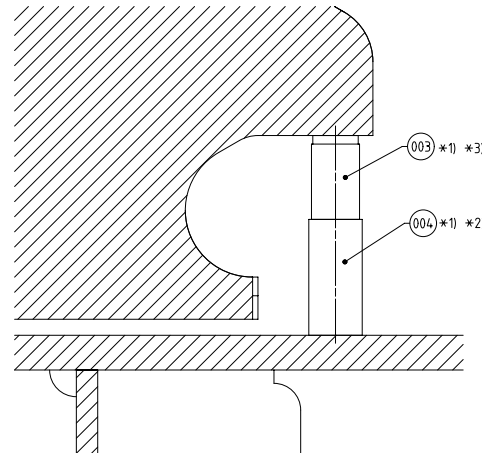
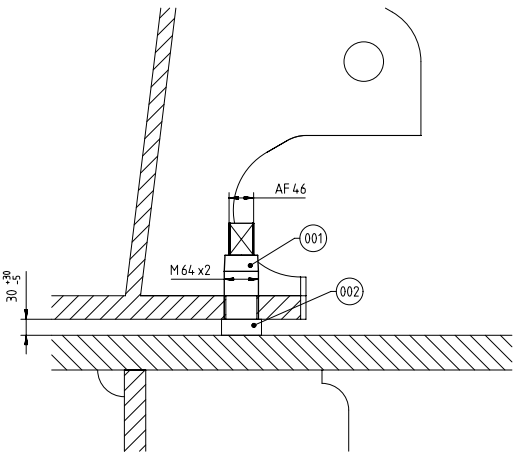
Countermeasure:
Avoid overloading of jacking screws and/or bedplate areas by observing the appropriate engine alignment/ assembly procedure as follows:

- 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.

SECTION A-A 90°
SCALE 1:5

SECTION B-B 90°
SCALE 1:5

SECTION C-C 90°
SCALE 1:5



Remarks

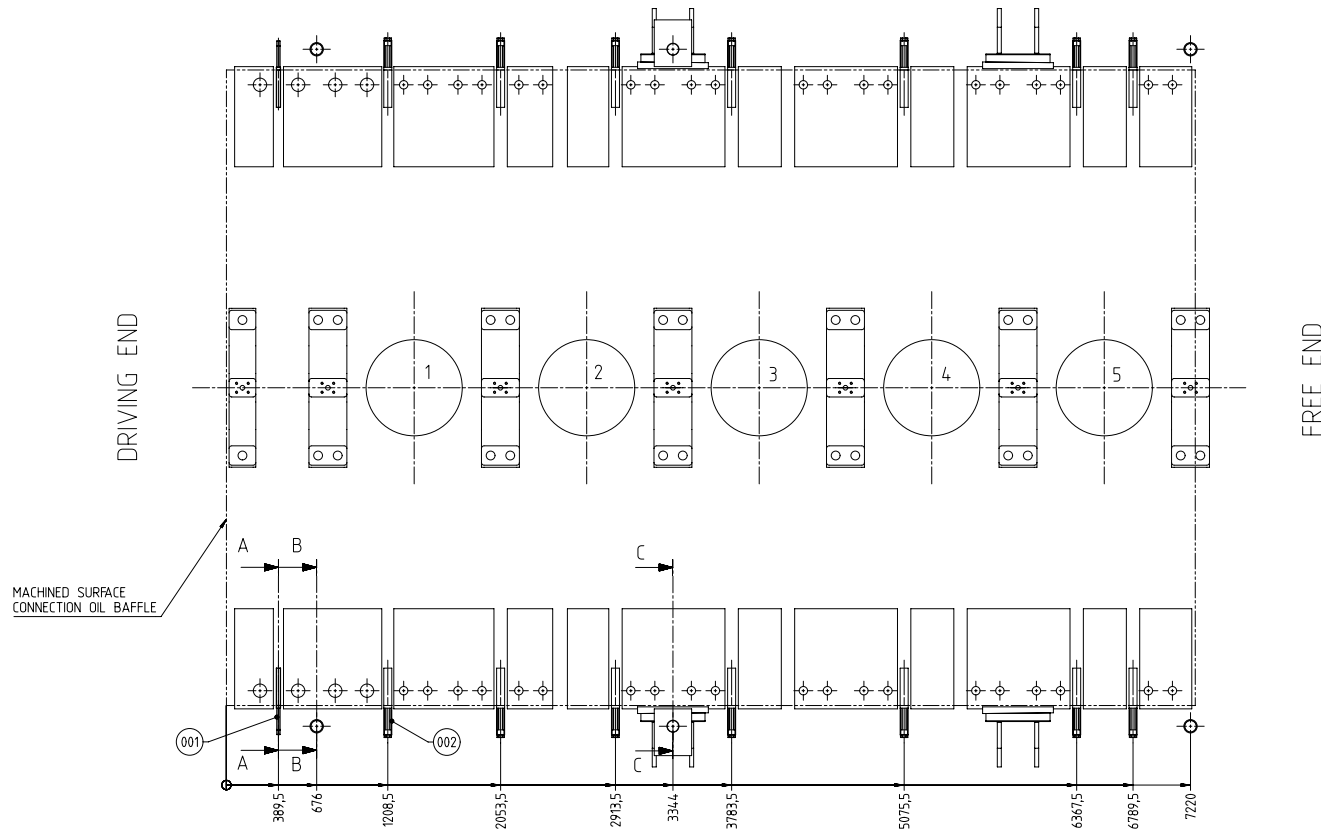
- *1) To be provided by the shipyard.
- *2) Height depending on the requirement (chock thickness in correlation with maximum permissible extension of the hydraulic jack).
- *3) Hydraulic jack proposal
Type: Enerpac RCS-1002
Load at 700 bar: 880 kN

Quantity	ISO ID	Material ID	Material Name	Standard or Drawing	Basic Material Standard	Weight GRUNET
2	005	PAAD318479	SUPPORT PLATE			
4	004	PAAD318480	SUPPORT BLOCK			
6	003	PAAD318478	HYDRAULIC JACK			
2	002	PAAD103306	SPONGE RUBBER RING	DAAD032482		0,001
16	001	PAAD109518	JACKING SCREW	DAAD034398	W-FU-235-N-T	4,64

WINGD
Wolpert Gas & Diesel

Product: WSX72DF-1.2
WSX72DF-2.2

TOOL ENGINE ALIGNMENT
Alignment with: Jacking screws
Werkzeug Motorausrichtung



CAUTION

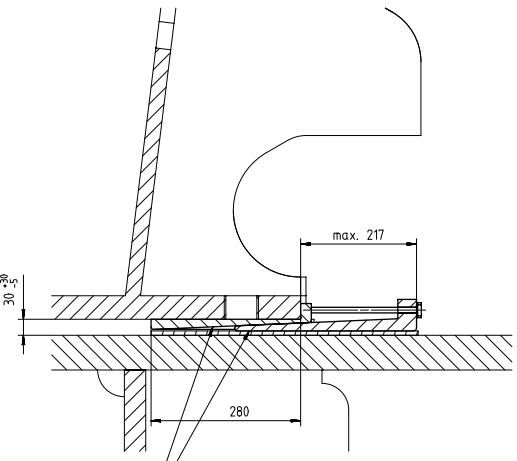
Risk:
Tool and/or bedplate damage

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

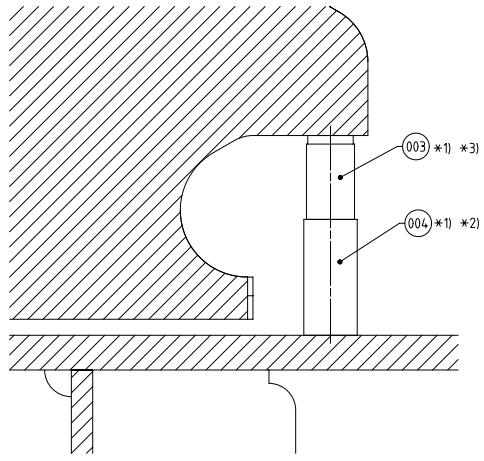
- Insert wedges and/or shims in all indicated positions.
- Lift the engine into the engine room and place it on levelled wedges and/or shims (wedges or shims must be inserted as deep as possible below the bedplate to ensure that the support point is as close as possible at the engine monoblock column).
- 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.

MACHINED SURFACE CONNECTION OIL BAFFLE

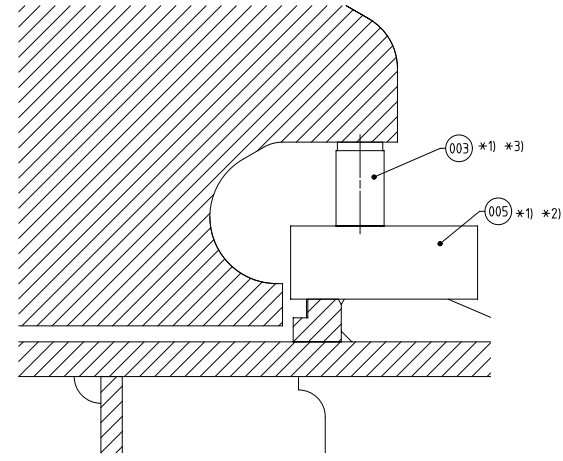
SECTION A-A $\odot 90^\circ$
SCALE 1:5



SECTION B-B $\odot 90^\circ$
SCALE 1:5



SECTION C-C $\odot 90^\circ$
SCALE 1:5



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	Material ID	Material Name	Standard or Drawing	Basic Material Standard	Weight GRUNET
2	005	PAAD318479	SUPPORT PLATE		
4	004	PAAD318480	SUPPORT BLOCK		
6	003	PAAD318478	HYDRAULIC JACK		
14	002	107245.895.200	WEDGE	107245.895	8,51
2	001	107424.346.200	WEDGE NARROW TYPE	107424.346	3,36

WINGD
Werkzeug Motorausrichtung


Product: WSX72DF-12, WSX72DF-22
TOOL ENGINE ALIGNMENT

SURFACE PROTECTION SEE GROUP 0344	Made 05.04.2021	DKI021 DH, Kim	Scale 1:20	Size A1	Page 1/1	Material ID	Net Weight
TOLERANCING PRINCIPLE ISO8015	Chd 16.04.2021	mhu019 Hug	Design Group	9710-01	DAAD14.1907		
GENERAL TOLERANCES ACCORDING TO ISO2768-mK	Appd 16.04.2021	ds009 Strodelcke					

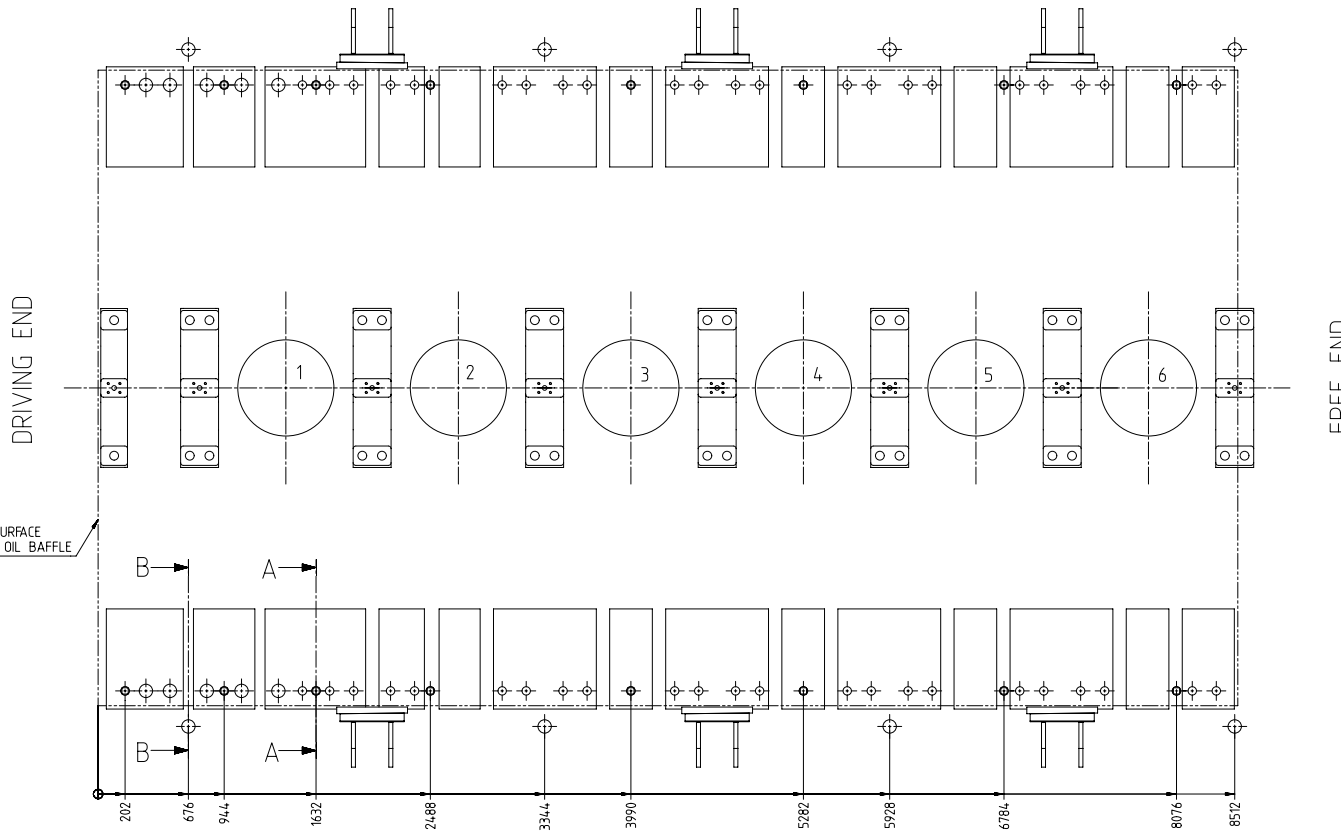
SEQ NO	QTY	Item ID	Item Name	Dimension	Standard-ID	Basic Material	Net Weight
001	16	PAAD109518	JACKING SCREW			W-FU-235-N-T	4.64
002	10	PAAD103306	SPONGE RUBBER RING				0.001
003	4	PAAD318478	HYDRAULIC JACK				
004	4	PAAD318480	SUPPORT BLOCK				

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Prod.	6 X72DF-1.2							
	6 X72DF-2.2							
Change History								
	-	rth101	mhu019	18.10.2022	CNA002635	Main Design/Drawing Introduced	-	-
Rev.	Creator	Approver	Approval Date	Change ID	Change Synopsis	Approved	Activity Code	E C

	<h2>TOOL ENGINE ALIGNMENT</h2> <h3>ALIGNMENT WITH JACKING SCREWS</h3>
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Bill Of Material				Dimension				
Copyright Winterthur Gas & Diesel Ltd. All rights reserved. By taking possession of the document the recipient recognizes and honours these rights. Neither the whole nor any part of this document 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.		Units	[m] [kg]	Basic Material			Net Weight	74
Main Design		Yes	Design Group	9710-01	Q-Code	XXXXX	Standard	WDS
Qty per	Engine	A4	Item ID	PTAA046335			BOM Page/s	01/01



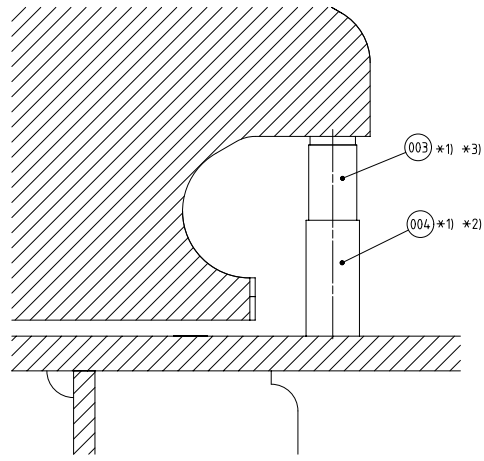
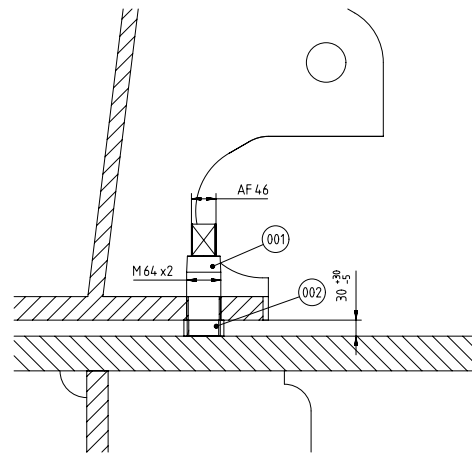
DRIVING END

FREE END

MACHINED SURFACE CONNECTION OIL BAFFLE

SECTION A-A $\odot 90^\circ$
SCALE 1:5

SECTION B-B $\odot 90^\circ$
SCALE 1:5



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.

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

Part		6X72DF-1,2 6X72DF-2,3										
Change History												
Rev	Creator	Approver	Approval Date	Change ID	Change Synopsis	Approver	Activity Code	E	C			
-	rth01	rth010	18.10.2022	0NA002635	Main Design/Drawing Introduced							
WINGD Winterthur Gas & Diesel		TOOL ENGINE ALIGNMENT ALIGNMENT WITH JACKING SCREWS										
separate BOM available		Dimension										
Scale	1:20	Units	[mm]	[kg]	Basic Material			Net Weight	74,00			
Copyright	Copyright Winterthur Gas & Diesel Ltd. All rights reserved. No part may be reproduced or transmitted in any form or by any means electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without prior written permission from Winterthur Gas & Diesel Ltd.											
SURFACE PROTECTION SEE GROUP 0344		TOLERANCING PRINCIPLE ISO8015		Main Design		Yes	Design Group	9710-01	Q-Code	XXXXX	Standard	WDS
		Engine		A1	Item ID	PTAA046335		Drawing Page	1/1			

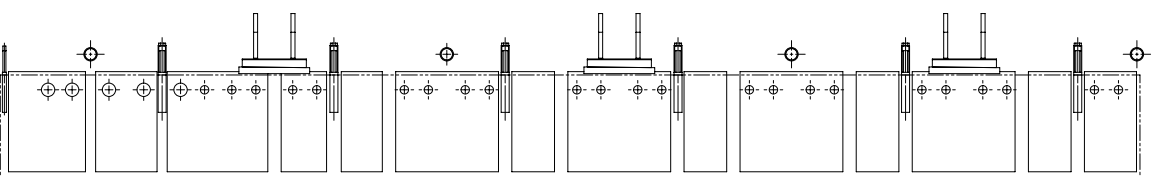
SEQ NO	QTY	Item ID	Item Name	Dimension	Standard-ID	Basic Material	Net Weight
1	12	107.245.895.200	WEDGE				8.51
2	2	107.424.346.200	WEDGE	NARROW TYPE			3.357
3	4	PAAD318478	TOOL ENGINE ALIGNMENT				75
4	4	PAAD318480	TOOL ENGINE ALIGNMENT				75

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Prod.	6 X72DF-1.2		6 X72DF-2.2					
Change History								
	-	sde101	mhu019	18.10.2022	CNAA002635	Main Design/Drawing Introduced	-	-
Rev.	Creator	Approver	Approval Date	Change ID	Change Synopsis	Approved	Activity Code	E C

	<h2>TOOL ENGINE ALIGNMENT</h2> <h3>ALIGNMENT WITH WEDGES</h3>
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Bill Of Material				Dimension				
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Main Design		Yes	Design Group	9710-01	Q-Code	XXXXX	Standard	WDS
Qty per	Engine	A4	Item ID	PTAA046369			BOM Page/s	01/01

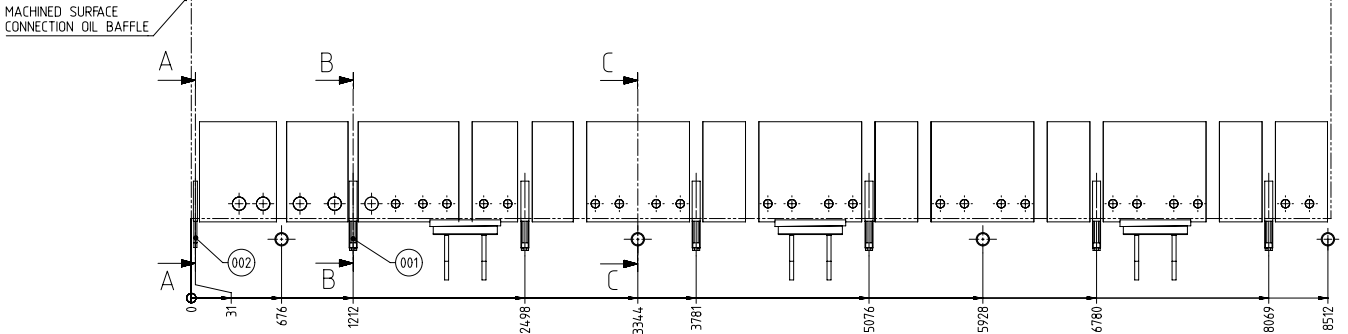
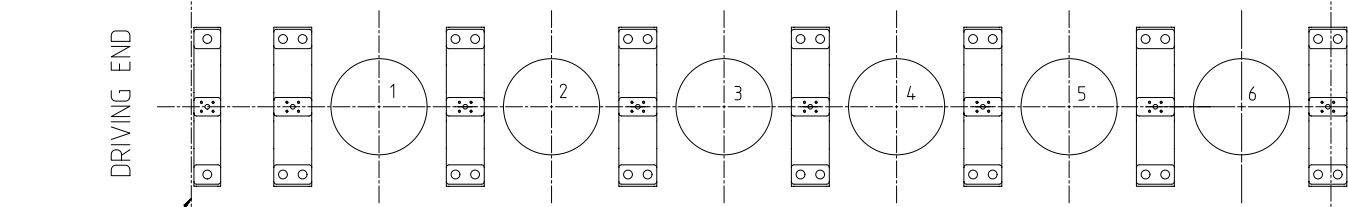


CAUTION

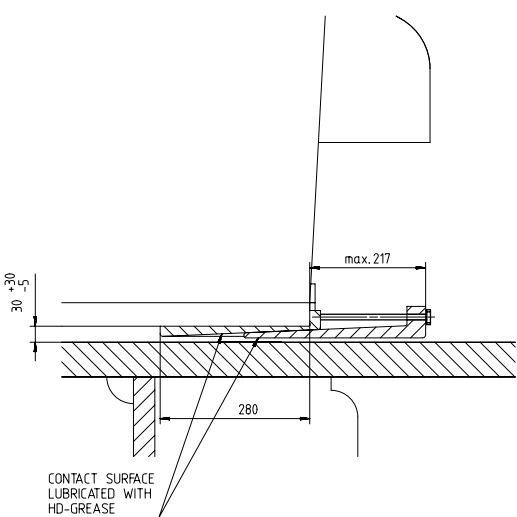
Risk:
Tool and/or bedplate damage

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

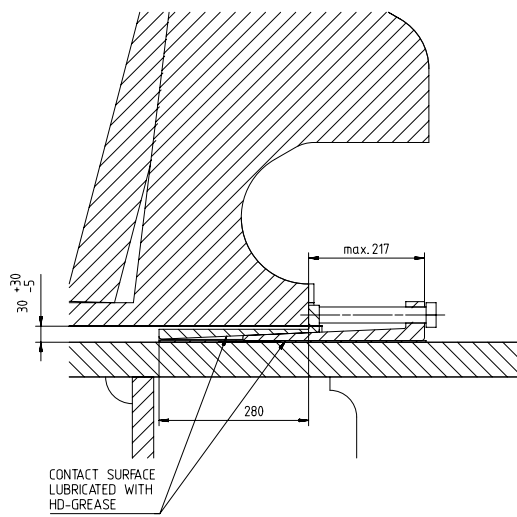
- Insert wedges and/or shims in all indicated positions.
- Lift the engine into the engine room and place it on levelled wedges and/or shims (wedges or shims must be inserted as deep as possible below the bedplate to ensure that the support point is as close as possible at the engine monoblock column).
- 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.



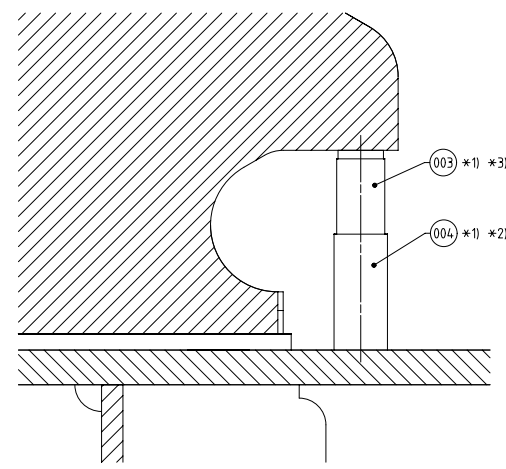
SECTION A-A $\odot 90^\circ$
SCALE 1:5



SECTION B-B $\odot 90^\circ$
SCALE 1:5



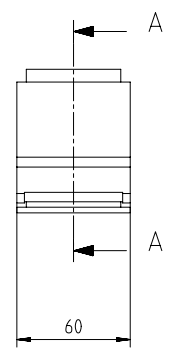
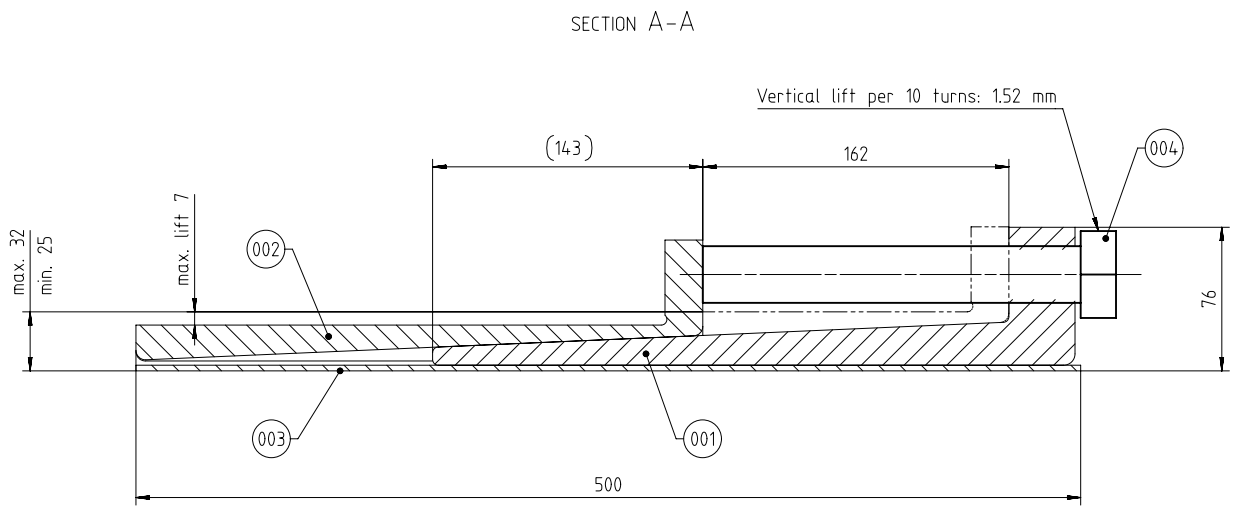
SECTION C-C $\odot 90^\circ$
SCALE 1:5



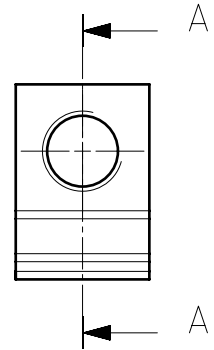
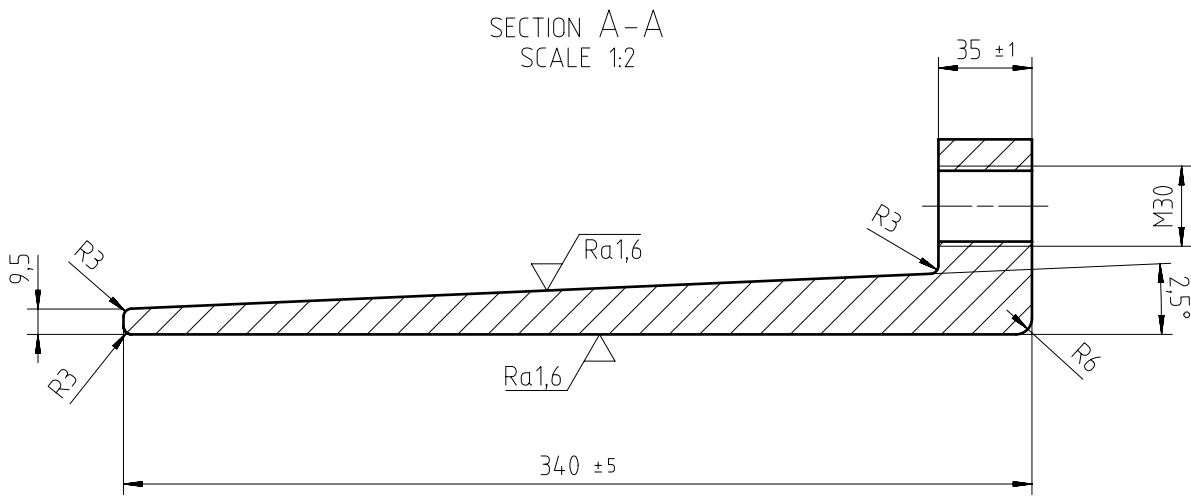
Remarks

- *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

Change History		6X72DF-1,2 6X72DF-3,2							
Rev	Creator	Approved	Approval Date	Change ID	Change Synopsis	Approval	Activity Code	E	C
-	sde101	enb10	18.10.2022	0NA002636	Main Design/Drawing Introduced				
separate BOM available		Dimension							
Scale	1:20	Units	[mm] [kg]	Basic Material		Net Weight	109,0		
Copyright	Wingco Winterthur Gas & Diesel Ltd. All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written consent of Winterthur Gas & Diesel Ltd.			Main Design	Yes	Design Group	9710-01	Q-Code	XXXXX
SURFACE PROTECTION SEE GROUP 0344		TOLERANCING PRINCIPLE ISO8015		ENY per	Engine	A1	Item ID	PTAA046369	
								Drawing Page/s 1/1	



1	004	015.151.048.701	HEXAGON HEAD SCREW M30x200	ISO 4017	88	1,21						
1	003	107.245.898.001	PLATE	107.245.898	W-FU-235-JR	1,0						
1	002	107.246.894.001	KEY	107.246.894	W-FU-235-JR	3,0						
1	001	107.246.895.001	KEY	107.246.895	W-FU-235-JR	3,3						
QTY	SEQ NO	Material ID	Material Name	Dimension, Occ	Standard or Drawing	Basic Material Material Standard	Weight GR./NET					
Free space for ill.						Q-Code XXXXXX Standard ISO; JIS	Main Drw.					
Modif.	B	EAAD014493	05.02.2002	C	7-73552	19.10.2009	D	EAAD084635	27.06.2013	E	EAAD091472	11.11.2019
	Number	Drawn date	Number	Drawn date	Number	Drawn date	Number	Drawn date	Number	Drawn date		
Units			mm	kg	NX	Product W-2S		WEDGE		Schraeger Keil		
SURFACE PROTECTION SEE GROUP 0344			Made	10.07.1996	D.Scheffler		Scale	1:2	Size	A2	Page	1/1
TOLERANCING PRINCIPLE ISO8015			Chkd				Design Group			Material ID	107.245.895.200	
GENERAL TOLERANCES ACCORDING TO ISO2768-mK			Appd	30.08.1996	WCH001 Service User		9710-01	Drawing ID	107.245.895		Rev.	E
			Units	mm	kg	NX	Basic Material			Net Weight 8,51		



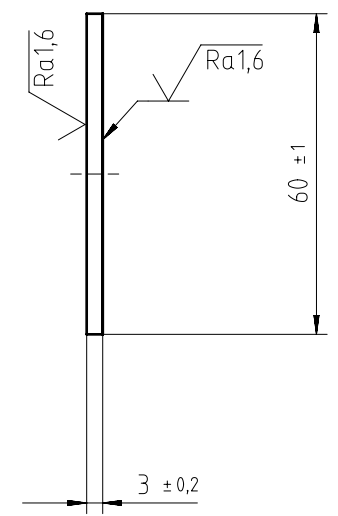
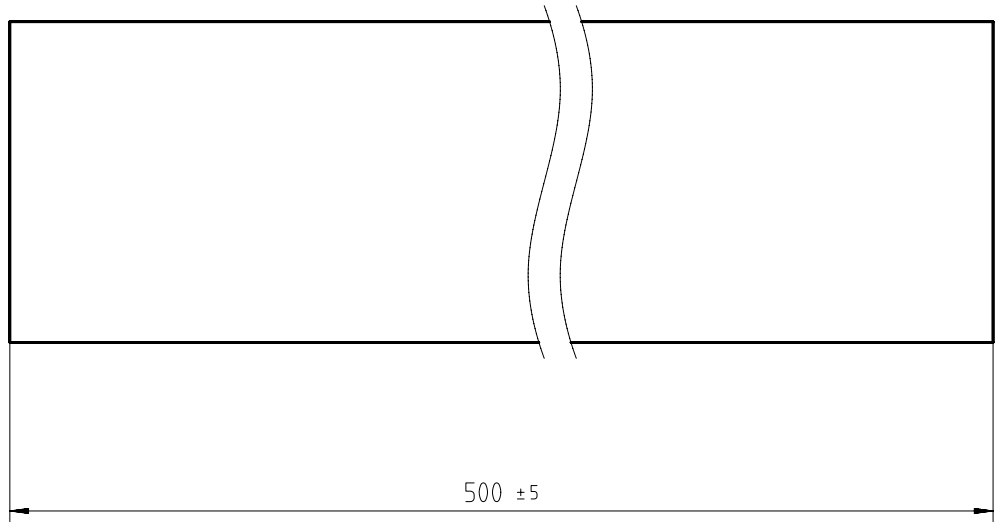
Ra50 (
 Ra1,6
)

Free space for lic.	Q-Code XXXXXX							Main Drw.						
	Standard ISO; JIS													
Modif.	A	7-73.552	19.10.2009	B	EAAD091472	04.11.2019								
	Number	Drawn date	Number	Drawn date	Number	Drawn date	Number	Drawn date	Number	Drawn date				
 Winterthur Gas & Diesel			Product W-2S			KEY Keil								
Units	mm kg	NX		Basic Material	W-FU-235-JR				Net Weight	3,3				
SURFACE PROTECTION SEE GROUP 0344			Made	16.05.2001	D.ADMINISTRATOR		Scale	1:2	Size	A3	Page	1/1	Material ID	107.246.895.001
TOLERANCING PRINCIPLE ISO8015			Chkd			Design Group	9710-01		Drawing ID	107.246.895		Rev.	B	
GENERAL TOLERANCES ACCORDING TO ISO2768-mK			Appd	27.12.2001	WDMS2									

UID - DIMENSIONAL DRAWING - Confidential

1 2 3 4 5 6 7 8

A
B
C
D
E
F



$\sqrt{Ra50}$ ($\sqrt{Ra1,6}$)

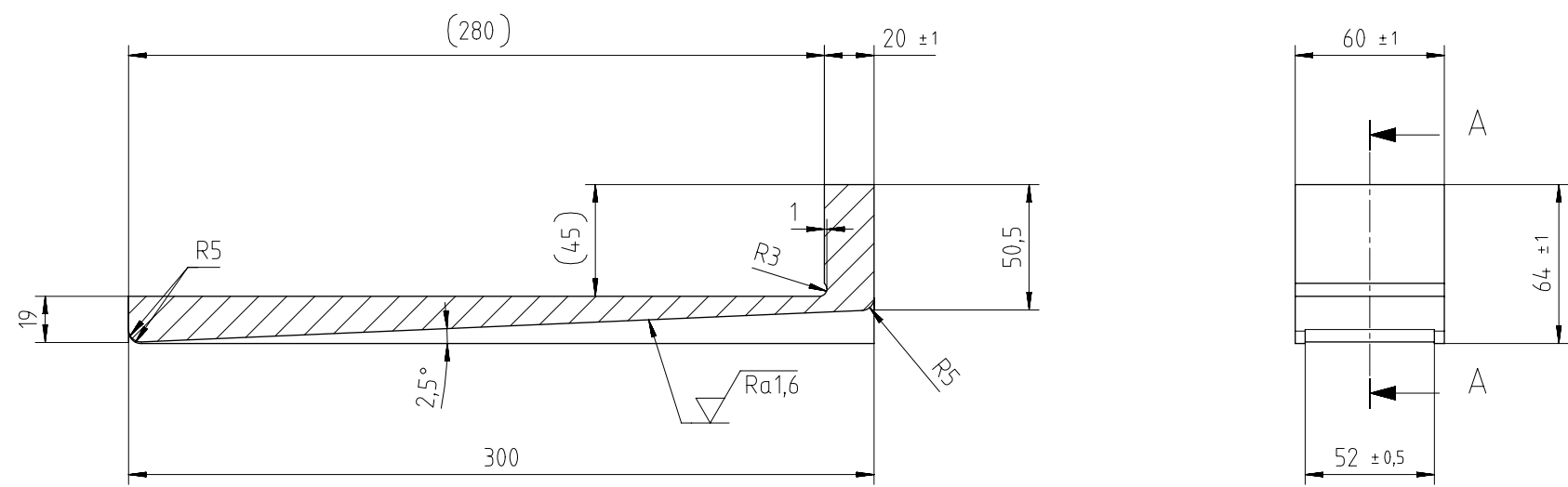
Free space for lic.								Q-Code XXXXXX	Main Drw.					
								Standard ISO; JIS						
Modif.	A	EAAD014305	11.09.1996	B	EAAD091472	05.11.2019								
		Number	Drawn date		Number	Drawn date	Number	Drawn date	Number	Drawn date				
		Product W-2S		PLATE										
				Blech										
Units	mm kg	NX			Basic Material			W-FU-235-JR	Net Weight 1					
SURFACE PROTECTION SEE GROUP 0344		Made	11.07.1996 D. Schaeffler		Scale	1:1		Size	A3	Page	1/1	Material ID	107.245.898.001	
TOLERANCING PRINCIPLE ISO8015		Chkd			Design Group		9710-01		Drawing ID		107.245.898		Rev.	B
GENERAL TOLERANCES ACCORDING TO ISO2768-mK		Appd	22.07.1996 MLU011 Lüthi											

Approved
UID - DIMENSIONAL DRAWING - Confidential

1 2 3 4 5 6 7 8

A
B
C
D
E
F

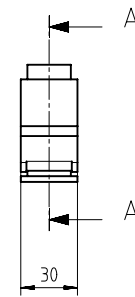
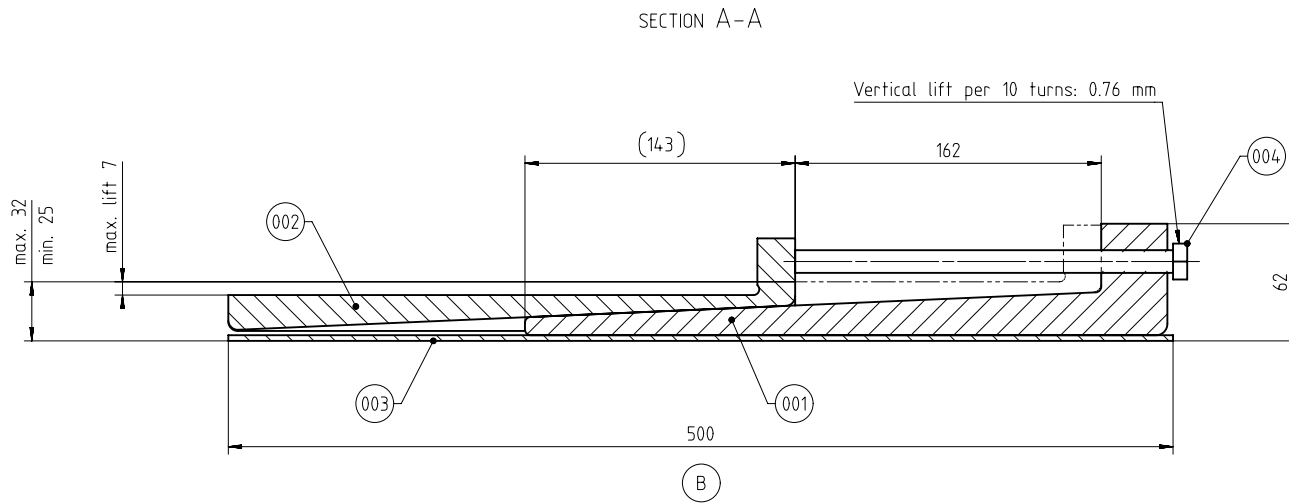
SECTION A-A
SCALE 1:2



$\sqrt{Ra50}$ ($\sqrt{Ra1,6}$)

Free space for lic.								Q-Code XXXXXX	Main Drw.						
								Standard ISO; JIS							
Modif.	A	7-73.552	19.10.2009	B	EAAD091472	05.11.2019									
		Number	Drawn date		Number	Drawn date	Number	Drawn date	Number	Drawn date					
			Product W-2S			KEY Keil									
Units	mm kg	NX		Basic Material			W-FU-235-JR	Net Weight 3							
SURFACE PROTECTION SEE GROUP 0344			Made	16.05.2001	D.ADMINISTRATOR		Scale	1:2	Size	A3	Page	1/1	Material ID	107.246.894.001	
TOLERANCING PRINCIPLE ISO8015			Chkd				Design Group		9710-01			Drawing ID	107.246.894	Rev.	B
GENERAL TOLERANCES ACCORDING TO ISO2768-mK			Appd	27.12.2001	WDMS2										

Approved
DIM - DIMENSIONAL DRAWING - Confidential



QTY	SEQ NO	Material ID	Material Name	Dimension, Occ	Standard or Drawing	Basic Material Material Standard	Weight GR./NET
1	004	015.151.040.701	HEXAGON HEAD SCREW M12x200		ISO 4017	88	0,156
1	003	FAAD34.3262	PLATE		DAAD1234.06	W-FU-235-JR	0,4
1	002	107.424.348.001	KEY		107.424.348	W-FU-235-JR	1,5
1	001	107.424.347.001	KEY		107.424.347	W-FU-235-JR	1,7

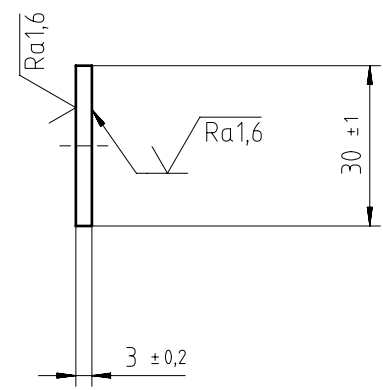
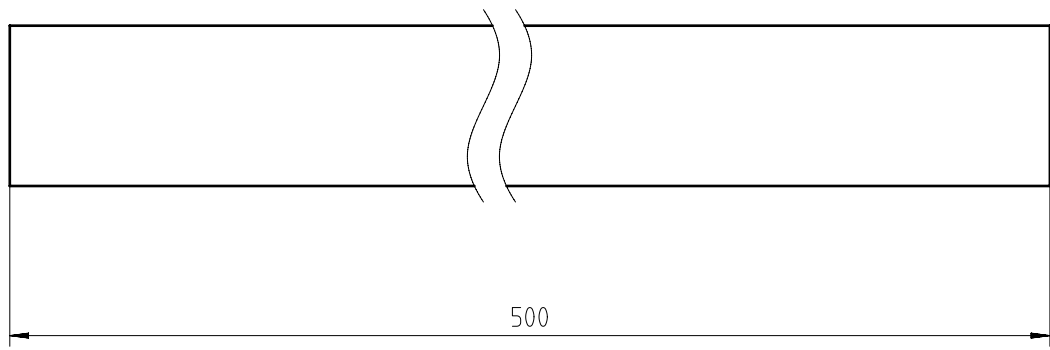
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A	EAAD084635	27.06.2013	B	EAAD091472	06.11.2019			

	Product	W-2S	WEDGE			
			Schraeger Keil			
Units	mm kg	NX	Basic Material	W-FU-235-JR	Net Weight	3,8

SURFACE PROTECTION SEE GROUP 0344	Made	05.08.2009	jba029	J.BAUMANN	Scale	1:2	Size	A2	Page	1/1	Material ID	107.424.346.200	
TOLERANCING PRINCIPLE ISO8015	Chkd				Design Group		Drawing ID	9710-01				Rev.	B
GENERAL TOLERANCES ACCORDING TO ISO2768-mK	Appd	28.09.2009	JBA029	Baumann									

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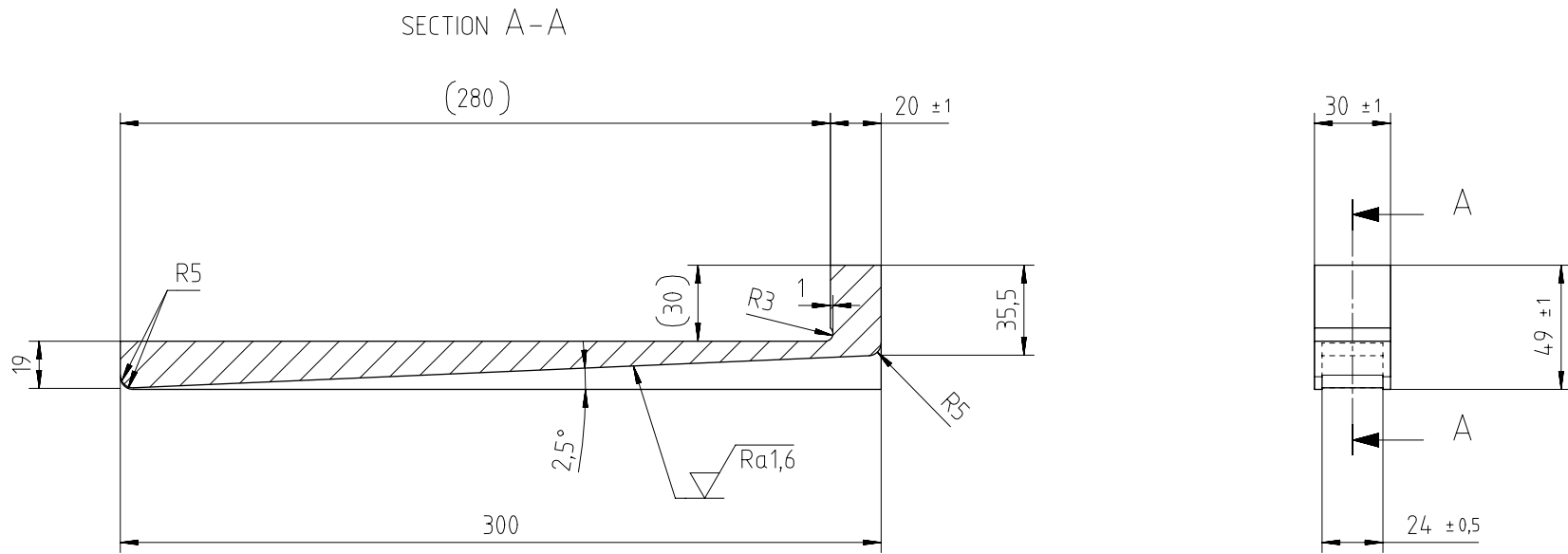
A
B
C
D
E
F



$\sqrt{Ra50}$ ($\sqrt{Ra1,6}$)

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									Standard ISO; JIS					
Modif.	○		○		○		○							
	Number	Drawn date	Number	Drawn date	Number	Drawn date	Number	Drawn date						
		Product W-2S		PLATE Blech										
		Units	mm kg	NX		Basic Material		W-FU-235-JR		Net Weight 0,4				
SURFACE PROTECTION SEE GROUP 0344		Made	06.11.2019 dki021 DH.Kim		Scale	1:1		Size	A3	Page	1/1	Material ID	PAAD343262	
TOLERANCING PRINCIPLE ISO8015		Chkd	26.11.2019 jpi101 Pickup		Design Group		9710-01		Drawing ID	DAAD123406			Rev.	-
GENERAL TOLERANCES ACCORDING TO ISO2768-mK		Appd	02.12.2019 mhu019 Hug											

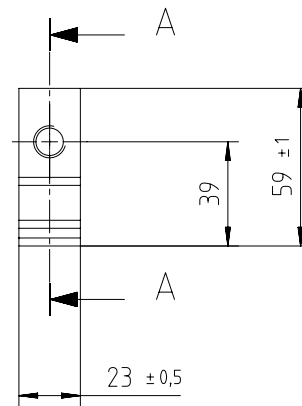
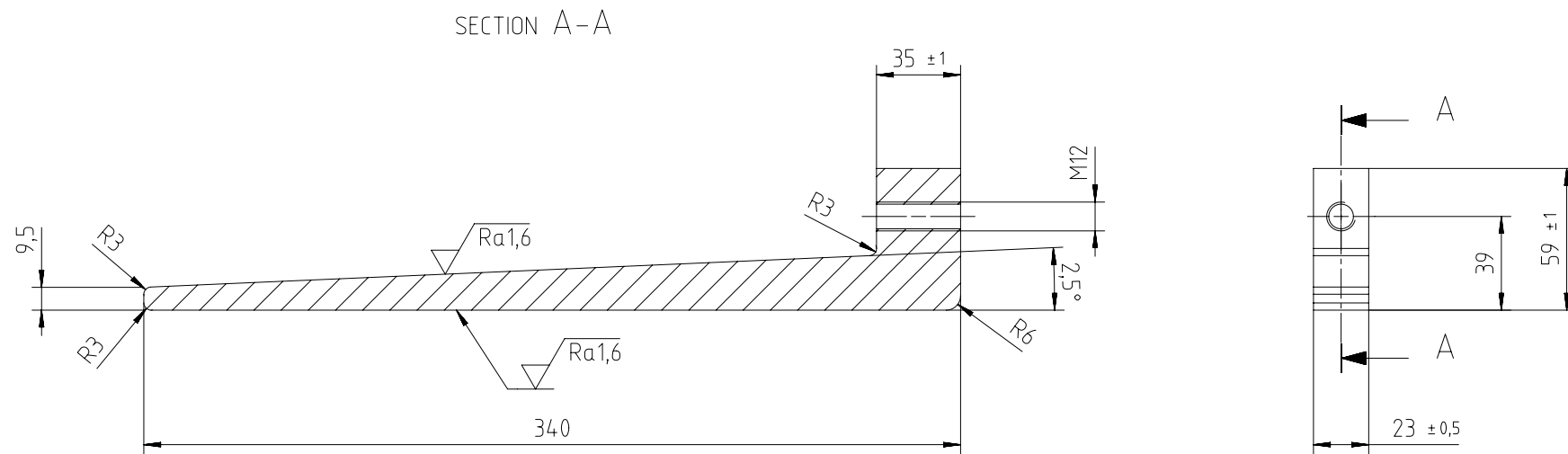
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DIMENSIONAL DRAWING - Confidential



$\sqrt{Ra50}$ ($\sqrt{Ra1,6}$)

Free space for lic.									Q-Code XXXXXX	Main Drw.					
									Standard ISO; JIS						
Modif.	A	EAAD091472	06.11.2019	○	○	○	○	○	○	○					
	Number	Drawn date	Number	Drawn date	Number	Drawn date	Number	Drawn date	Number	Drawn date					
				Product W-2S		KEY Keil									
Units	mm kg	NX			Basic Material W-FU-235-JR				Net Weight 1,5						
SURFACE PROTECTION SEE GROUP 0344		Made	05.08.2009 J.BAUMANN		Scale	1:2		Size	A3	Page	1/1		Material ID	107.424.348.001	
TOLERANCING PRINCIPLE ISO8015		Chkd			Design Group		9710-01		Drawing ID		107.424.348		Rev.	A	
GENERAL TOLERANCES ACCORDING TO ISO2768-mK		Appd	28.09.2009 JBA029 Baumann												

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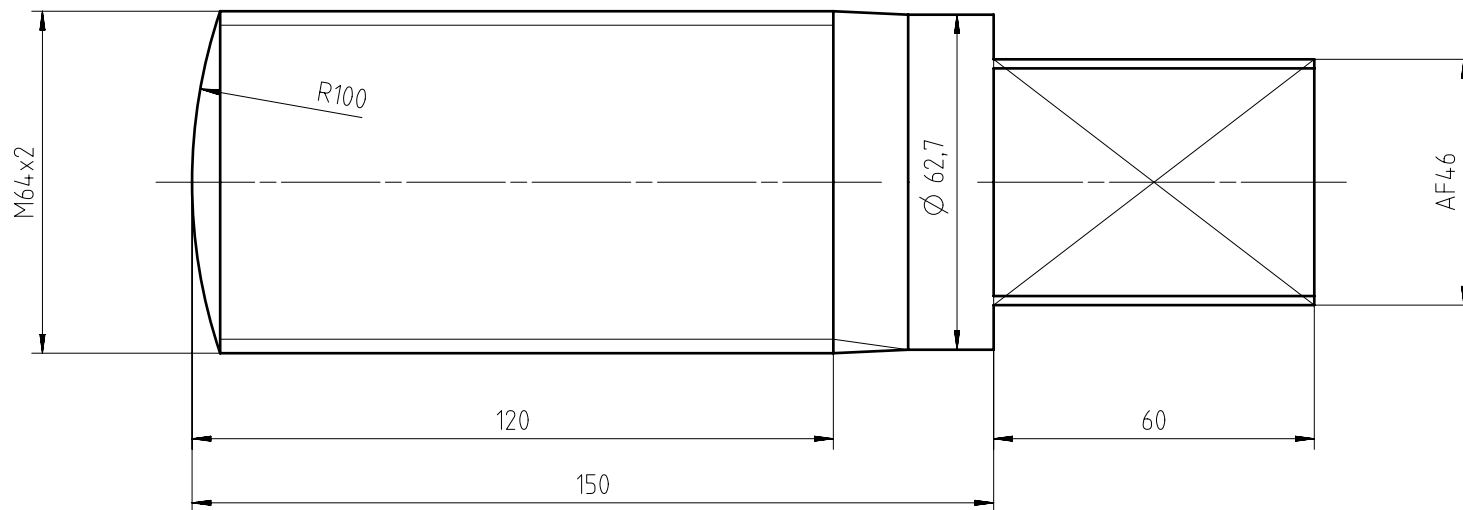


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 Ra1,6
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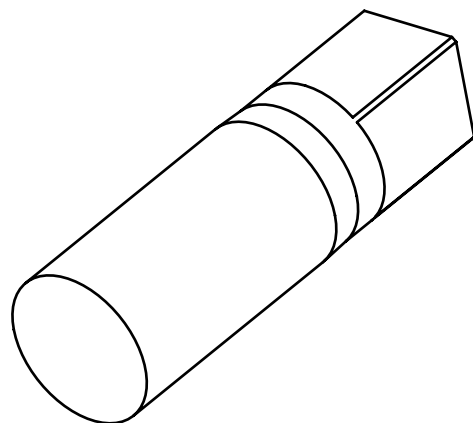
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	Standard ISO; JIS																
Modif.	A	EAAD091472	05.11.2019														
	Number	Drawn date	Number	Drawn date	Number	Drawn date	Number	Drawn date	Number								
 WINGD Winterthur Gas & Diesel				Product W-2S		KEY Keil											
Units	mm kg	NX			Basic Material W-FU-235-JR				Net Weight 1,7								
SURFACE PROTECTION SEE GROUP 0344				Made	05.08.2009 J.BAUMANN		Scale	1:2		Size	A3	Page	1/1		Material ID	107.424.347.001	
TOLERANCING PRINCIPLE ISO8015				Chkd			Design Group	9710-01		Drawing ID	107.424.347				Rev.	A	
GENERAL TOLERANCES ACCORDING TO ISO2768-mK				Appd	28.09.2009 JBA029 Baumann												

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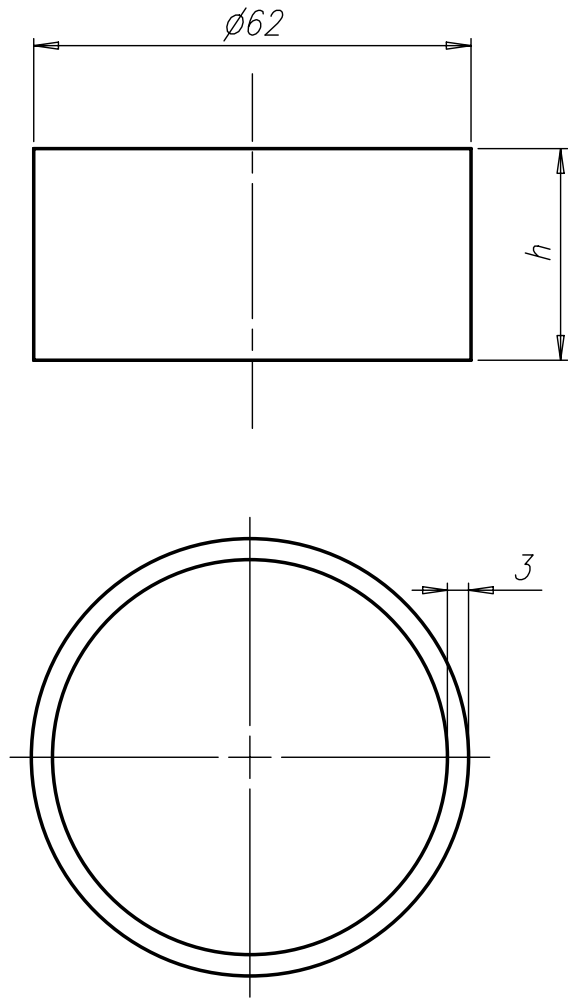
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Modif.	A	EAAD091472	06.11.2019											
		Number	Drawn date		Number	Drawn date	Number	Drawn date	Number	Drawn date				
 Winterthur Gas & Diesel		Product W-2S		JACKING SCREW Abdrueckschraube										
Units	mm kg	NX			Basic Material	W-FU-235-N-T		Net Weight 4,64						
SURFACE PROTECTION SEE GROUP 0344		Made	07.12.2012 mhu019 M.Hug		Scale	1:1		Size	A3	Page	1/1	Material ID	PAAD109518	
TOLERANCING PRINCIPLE ISO8015		Chkd	10.12.2012 wwr001 Wroblewski		Design Group		9710-01		Drawing ID		DAAD034398		Rev.	A
GENERAL TOLERANCES ACCORDING TO ISO2768-mK		Appd	12.12.2012 bha009 Haag											

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



h - determined after engine alignment
** material according to shipyard experience*

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Free space for lic.		Q-Code XXXXXX		Main Drw. N	
Modif.	(A)	EAAD085169	13.06.2014		
	Number	Drawn date		Number	Drawn date
		Product W-2S		SPONGE RUBBER RING Schaumstoff Huelse	
Units	mm kg	IDE	Basic Material *		Net Weight 0.001
Make	22.10.2012	asex06 A.Sekulic	Scale 1:1	Size A4	Page 1/1
Chkd	15.11.2012	mhu019 Hug	Design Group 9710-01	Material ID PAAD103306	
Appd	04.12.2012	wwr001 Wroblewski	Drawing ID DAAD032482	Rev. A	

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MIDS - WinGD X72DF-1.2/2.2 – Tool Engine Alignment (DG9710-01)

TRACK CHANGES

DATE	SUBJECT	DESCRIPTION
2021-04-16	DRAWING SET	First web upload
2022-10-25	PTAA046335 PTAA046369	Drawing set for 6 cyl. - added

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