

# In-Situ Crankpin & Main Journal Repairs

Nicol & Andrew repair worn or damaged crankpins and main journals quickly and cost effectively in-situ, using our specialist "Orbitool" and "Millgrind" equipment.

## Crankpins Repaired On Site to the OEM Standard

Machining and polishing of crankpins is carried out to OEM tolerances and surface finish specifications. Damaged radii need not be a problem, with our proven ability to re-machine the radii in alignment with the original shaft centreline. We cover standard diameters from 75mm up to 1000mm.

## How You Benefit By In-Situ Crankshaft Repairs

- **Fast response (often same day)**
- **Downtime reduced (as little as 24 hours)**
- **Always available, 24/7 service**
- **No need to strip the engine**
- **Shaft rotation only required for main journals**
- **Restored to original OEM specification**
- **Guaranteed and verifiable results**
- **Comprehensive technical backup**

## Main Journal (Milling) and Grinding

Grinding or milling and polishing of main journals is also completed to OEM tolerances and surface finish specifications. The only limit to the diameter catered for is the physical space available within the engine to mount our equipment.

## Non Destructive Testing Included

We back up the above services by a full dimensional and NDT analysis (electronic hardness and Magnaflux checking) of the damaged part.

## All at Sea?

These services are available world-wide. The work can, if necessary, be **undertaken while the vessel is at sea.**

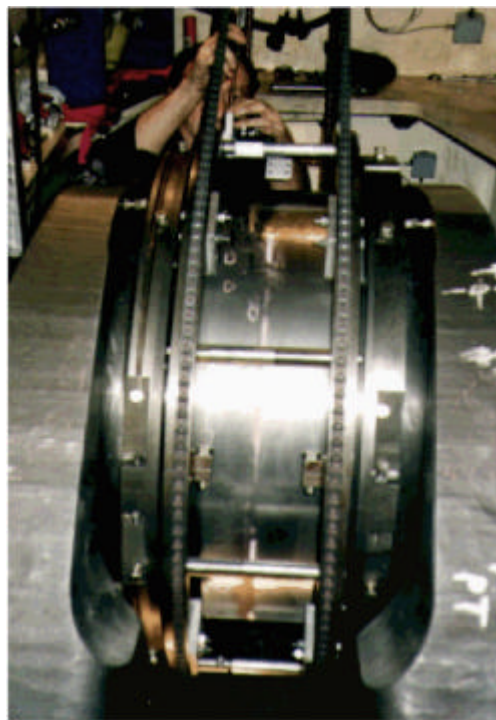


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**Over 50 years in the in-situ repair business**

## Repair Examples from Around the World



Machining and Polishing a 900 mm  $\varnothing$  Crankpin



Mounting the "Millgrind" Equipment on a 400 mm  $\varnothing$  Main Journal

UK sole agents for

**TriTool Inc.**

Portable Machine Tools



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