

YAW DISC RESURFACING

COMPLETE CUSTOMER SERVICE



The disc resurfacing story for Svendborg Brakes started some years ago in 2016. It was after a visit to a customer who, has supplied many offshore turbines, commented that they had a number of damaged yaw discs which would cost many hundreds of thousands of euros per turbine, if they had to replace the yaw discs offshore.

A MARKET FOR FIXING DAMAGED YAW DISCS

When looking at what was on the market already from our disc resurfacing competitors, It was decided that Svendborg Brakes should develop a solution for reconditioning damaged yaw discs. With the existing solutions, from our competitors, it took up to 5 days to machine a disc, and some could only machine the lower side of the disc.

HOW AND WHY WE ARE DIFFERENT

None of the existing solutions offered a complete turnkey service where a turbine was machined as well as changing pads and brakes. It was not possible to make the turbine ready to run again by a single service provider. Svendborg Brakes has a lot of turbine experience for servicing brakes - both onshore and offshore, so it was only natural to provide a complete package.

- Huge cost savings for customers as they do not have to remove complete nacelle
- Ensures that friction material is not overloaded with point loads
- Part of scalable aftermarket service solution

EXCEEDING ALL EXPECTATIONS

The first disc resurfacing tool was developed in-house by Svendborg Brakes and the first customer trial was carried out. The turbine had a yaw disc that had been damaged by a pad incorrectly installed by a technician some time before, and the mistake was not detected until significant damage was done. The machining results exceeded expectations.

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HIGHLIGHTS

- Servicing of damaged yaw brake disc
- Transported in 4 parts. No part weighs more than 40 kg
- Developed by Svendborg Brakes engineers
- Bolted onto machine frame
- Machines both sides of disc, if needed
- Quick setup and machine time



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GREAT SUCCESS OPENED DOORS TO NEW EXCITING DEVELOPMENTS

After our good experience with the first developed Disc Resurfacing Tool, Svendborg Brakes could see many possibilities in developing a lighter and smaller version that easier could be transported and handled in the turbines. Very few turbines have crane capacity over 250 kg and internal cranes to maneuver the tool inside the nacelle to lower the tool into the yaw section - certainly not common.

THE 2ND GENERATION WAS BORN

The DRT 2nd generation was developed with a total weight of less than 130 kg, which makes it possible to transport as 4 parts and to be assembled in the yaw section - no part weighs more than 40 kg making it very easy to manoeuvre through small personnel access hatches.

A NEED FOR MORE DRT GEN2'S AFTER SEVERAL SUCCESSFUL SERVICE JOBS

Svendborg Brakes has now machined with DRT Gen2 on turbines in Europe and China. Some of the discs were EXTREMELY badly damaged, but after Svendborg Brakes service visit, they all returned to a great condition. More DRT Gen2 tools are being made to be placed at different Svendborg Brakes Service Centres around the world.



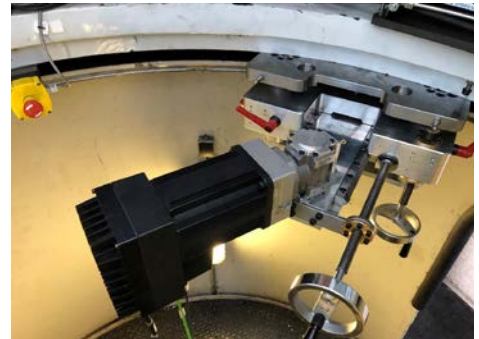
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Before



After

