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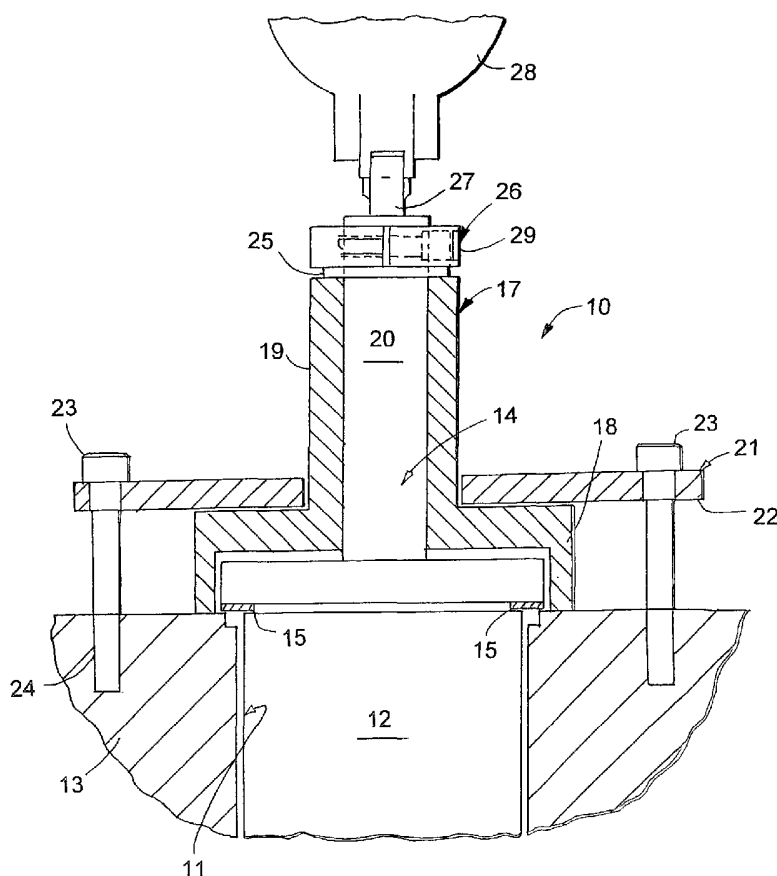
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(54) Title: CUTTER TOOL FOR BORE LINERS



(57) Abstract: A trimmer (10) is provided for trimming a newly-installed sleeve liner (11) after the liner (11) is positioned in a cylinder bore (12) of a combustion engine component (13). The trimmer (10) includes a trimming cutter (14) adapted to shave off a protruding end (16) of the newly-installed sleeve liner (11), and a tool holder (17) shaped to stably engage the combustion engine component (13). The tool holder (17) operably supports the trimming tool (14) for rotation collinearly with a centerline of the cylinder bore (12) and for limited longitudinal movement when the tool holder (17) is attached to the combustion engine component (13). A venturi suction arrangement (40A) is connectable to shop compressed air (48') and includes a suction input (46) adjacent the cutter (14) for collecting all chips and debris from the trimming operation.



For two-letter codes and other abbreviations, refer to the "Guidance Notes on Codes and Abbreviations" appearing at the beginning of each regular issue of the PCT Gazette.

CUTTER TOOL FOR BORE LINERS

BACKGROUND

The present invention relates to cutter tools for trimming liners that are inserted into a cylinder bore.

It is desirable to provide sleeve-type inserts (sometimes called "liners") made of optimal materials and shaped for friction-fit into cylinder bores of cylinder blocks of internal combustion engines. By using inserts, the cylinder blocks can be made of optimal materials (e.g. low-cost materials that are easily machinable and have high heat transfer properties), and yet the cylinder bores can also be made of optimal materials that will last a long time (e.g. higher cost materials having longer wear and better bearing properties). It is further desirable to minimize the cost of installation of such sleeve-type inserts. For example, most sleeve-type inserts that are friction- or interference-fit into position have a protruding end that must be trimmed after installation. It is desirable to provide an installation and trimming operation that can be done without the need for an expensive milling machine for trimming. This applies to original equipment manufacturers, such as large automotive companies, and also applies to job shops and smaller companies, such as re-manufacturers and engine rebuilders. A problem is that it is difficult to control quality when trying to accomplish machining and trimming operations via manually-operated methods. Fixtures can help, but they are often expensive to build and maintain. Further, they are often cumbersome to use and it is often non-intuitive or unclear how to set up and use them.

Another problem with trimming inserts is that the trimmed chips can fall into the cylinder bore. If not removed, they can score and damage the cylinder wall surface, causing considerable damage and thus requiring a second major engine overhaul. Small chips can be especially problematic, since they wedge between the piston and the cylinder wall, where they are engaged and are scraped back and forth with the piston rings. However, removal of all chips is tedious and difficult, especially when the engine block is still in the vehicle where lighting is poor and access is difficult.

Yet another problem with trimmed inserts is their top surface, which must be trimmed flush with a top surface of the cylinder block, so that the head gasket can seal properly between the cylinder block and the cylinder head to prevent oil and radiator fluid cross-contamination and leakage to the cylinder bores. It has been found that the

cutters on milling machines, which cutters are rotated as they move linearly across a cutting area, leave a non-cylindrical crisscross pattern on the top surface of the trimmed inserts. This crisscross pattern includes small grooves that lead from the inner surface of the insert (i.e. the cylinder bore) to the outer surface of the insert (i.e. to the top surface of the cylinder block). These small grooves form passages that allow pressurized exhaust gases to sneak under the gasket and over the top of the insert to a remote location adjacent the gasket. Over time, the exhaust gases can enlarge the small grooves, causing premature failure of the gasket, premature loss of compression and engine failure, and other problems. It is desirable to provide an insert trimming apparatus that does not leave a crisscross pattern of grooves on the trimmed end of a cylinder bore insert, to improve the ability to seal a trimmed end of the insert.

Accordingly, a trimming apparatus is desired solving the aforementioned problems and having the aforementioned advantages.

SUMMARY OF THE PRESENT INVENTION

In one aspect of the present invention, a trimming apparatus for trimming a newly-installed sleeve liner after the liner is positioned in a cylinder bore of a combustion engine component includes a trimming tool adapted to shave off a protruding end of the newly-installed sleeve liner, and a tool holder. The tool holder has a first section shaped and adapted to stably engage the combustion engine component, and a second section operably supporting the trimming tool for rotation over the selected cylinder bore when the tool holder is attached to the combustion engine component. A tie-down device is shaped to secure the tool holder to the engine component.

In another aspect of the present invention, a trimming apparatus includes a trimming tool adapted to shave off a protruding end of the newly-installed sleeve liner, where the trimming tool has a drive shaft and has an enlarged cutter head connected to the drive shaft and further has a stop. A tool holder has a bore neck operably supporting the drive shaft of the trimming tool for rotation and for limited longitudinal movement, with the longitudinal movement being limited by engagement of the stop against the tool holder in at least one direction. The tool holder further has an enlarged pocket for receiving the cutter head and for positioning the cutter head adjacent a protruding end of the newly-installed sleeve liner when the tool holder is supported on the combustion engine component. The tool holder is configured and sized for manual manipulation and

operation and has an end shaped and adapted to stably engage the combustion engine component while the trimming tool is being operated manually.

In another aspect of the present invention, a method includes steps of providing a combustion engine component with a damaged cylinder bore, and friction-fitting a sleeve liner of bearing material in the damaged cylinder bore to repair the cylinder bore. The method further includes providing a trimming tool having a cutter adapted to shave off a protruding end of the newly-installed sleeve liner, the cutter being rotatable about a centerline that is adapted to be positioned collinearly with a centerline of the cylinder bore. The method includes attaching the trimming tool to the combustion engine component including holding the trimming tool for rotation over the selected cylinder bore with the centerline of the cutter aligned with the centerline of the cylinder bore; and rotating the trimming tool to trim a protruding end of the liner.

These and other aspects, objects, and features of the present invention will be understood and appreciated by those skilled in the art upon studying the following specification, claims, and appended drawings.

BRIEF DESCRIPTION OF DRAWINGS

Fig. 1 is a side view of a trimming apparatus embodying the present invention as it is being used to trim a sleeve-type insert in a cylinder bore of a cylinder block;

Fig. 2 is a side view of the trimming apparatus in Fig. 1;

Fig. 3 is a perspective view of a modified trimming apparatus;

Fig. 4 is an exploded view of Fig. 3;

Fig. 5 is a side view of a vacuum barb fitting;

Fig. 6 is a vacuum orifice fitting;

Fig. 7 is a fragmentary view of the orifice fitting of Fig. 5 positioned within the vacuum bar fitting of Fig. 6;

Fig. 8 is a perspective view similar to Fig. 3, but with the housing removed to better show the trimming tool;

Fig. 9 is a bottom view of Fig. 3;

Figs 10 and 11 are perspective views of a cylinder block, Fig. 10 showing a plug before installation into a cylinder bore and Fig. 11 showing the plug after installation;

Fig. 12 is a perspective view of a cylinder block with the trimming tool positioned over one of the cylinder bores;

Fig. 13 is a perspective view similar to Fig. 12, but showing the tie-down device holding the trimming tool to the cylinder block; and

Figs. 14 and 15 are perspective views showing a hand drill operatively engaging the trimming tool for trimming the protruding end of a bore liner.

DETAILED DESCRIPTION OF PREFERRED EMBODIMENTS

A trimming apparatus 10 (Fig. 1) is provided for trimming a newly-installed sleeve liner 11 after the liner 11 is positioned in a cylinder bore 12 of a combustion engine component, such as a cylinder block 13. The trimming apparatus 10 includes a trimming tool 14 with cutter inserts 15 adapted to shave off a protruding end 16 of the newly-installed sleeve liner 11, and a tool holder 17 with an end 18 shaped and adapted to stably engage the combustion engine component 13. The tool holder 17 includes a bore neck 19 that operably supports a shaft 20 of the trimming tool 14. The bore neck 19 is configured to engage and support the shaft 20 to operably hold the trimming tool 14 for rotation and limited longitudinal movement over the cylinder bore 12 when the tool holder 17 is attached to the combustion engine component 13 over the selected cylinder bore 12. A tie-down device 21 engages the tool holder 17 and is adapted for attachment to the engine component 13, such as by apertured flanges 22 that receive and locate bolts 23 for threaded insertion into threaded holes 24 in the engine component 13. The illustrated tie-down device 21 comprises a flat plate body shaped to engage the enlarged lower portion of the tool holder 17 in a manner that secures the tool holder 17 to the engine component 13. It is contemplated that the device 21 can be incorporated into the tool holder 17 if desired. For example the flat plate body could be secured to the holder 17 directly or integrally formed with the holder 17, if desired.

A thrust bearing 25 is attached to a top of the bore neck 19. An adjustable ring-type stop 26 is attached to the drive shaft 20. An adapter shank 27 is attached to a top of the drive shaft 20, and is configured for releasable engagement by a motorized hand drill 28 (or drill press or the like). By loosening transverse bolt 29, the stop 26 can be adjusted longitudinally on the drive shaft 20, such that it adjustably limits the longitudinal motion of the trimming tool 14 relative to the tool holder 17. Thus, a depth of the trimming operation is easily and adjustably controlled. Since the flat plate body positions the bolts 23 over existing threaded holes on the engine component, no

additional or separate holes or clamping devices are needed for attachment of the apparatus 10 to the engine component that is being worked on.

Advantageously, the present design of a cutter apparatus 10 allows the cutting tool 14 to be attached and mounted to the head side of the engine block in a manner intended to trim a newly-installed bore liner that needs the face cut flush or very close to flush with the deck of the engine block. This design features a shaft collar used as a stop to insure that the operator does not undercut the bore liner below the deck surface (i.e. top surface). A clamping mechanism advantageously uses the cylinder head bolt thread locations to secure the tool to the cylinder block. Carbide inserts are used on the cutting tool for the actual trim cut work, although it is noted that steel or other cutters can be used instead. A drive shank is used with a hand drill or any other rotary machine such as a drill press. Other variations may include thread-type adjustable stops, locating and stabilizing shafting that compresses against the cylinder wall for proper alignment, and/or ball end drive shanks for misalignment take-up. The drive shanks can be hex-shaped, if desired.

In operation, the tool holder is attached to the cylinder block, with the trimming tool positioned over the cylinder bore with a protruding end of an insert. The stop is then set to a desired depth. The trimming tool is then rotated by a manual drill, such as a manually-held hand drill or a drill press, until the stop engages the top of the holder. At such time, the protruding end is trimmed to a level such that it no longer protrudes (i.e. it's not "too long") and also such that the end is not undercut down into a top surface of the cylinder head (i.e. it's not "too short").

A modified trimming apparatus 10A (Fig. 3) includes components and features identical to and similar to the apparatus 10. To reduce redundant discussion, similar and identical components and features are identified with the same identification number, but with the addition of the letter "A".

The trimming apparatus 10A (Fig. 4) includes a universal coupler in the form of a ball 30 on an upper end of the trimming tool 14A. The ball 30 has a radial leg 31. A socket coupler 32 engages the ball 30, and includes a slot 33 that slidably receives the leg 31. A shank 34 extends from socket 32 and is adapted for connection to the drill 28A. The socket 32 is angularly adjustable on ball 30 and allows for angular misalignment between the centerline of the trimming tool 14A and the centerline of

rotation of the drill 28A. The slot 33 allows movement of the leg 31, which occurs if the drill 28A is not aligned with the trimming tool 14A. This compensates for misalignment of the drill 28A while still allowing the drill 28A to provide a rotational force to the trimming tool 14A.

The trimming tool 14A includes a disk-shaped cutter head 36 (Fig. 4) with locations 36' configured to receive and support cutters 37, and screws 38 for retaining the cutters 37 to the head 36. A cutter pilot 39 is attached to the head 36 for extending into a leading end of the cylinder bore liner, and a retainer bolt 40 is provided for holding the pilot 39 on the head 36.

The illustrated trimming apparatus 10A includes a suction-creating device 40A which creates an air flow and suction under the tool holder 17A and draws chips and debris away from the trimming tool 14A as follows. A hole 40 is drilled tangentially through the end of the tool holder 17A at a location where the hole 40 partially penetrates into the area occupied by the cutter head 36. A vacuum barb fitting 41 (Fig. 5) includes a body 42 with an internal passageway 43 through the body 42. The body 42 includes an air-in end 44, an air-out end 45, and an open side 46 in a center area. The open side 46 is positioned so that it faces the cutters 37 on the trimming tool 14A. A vacuum orifice fitting 47 is extended into the passageway 43, and includes a reduced diameter tip 48 (Figs. 6-7) that is located proximate the open side 46. When compressed air (see the illustrated shop air line 48', Fig. 3) is blown through the vacuum orifice fitting 47, a venture effect occurs at the tip 48, which creates a vacuum that draws air 49 into the open side 46. The air 49 carries with it any chips and debris 50 that are cut loose from the liner 11 by the trimming tool 14A. The air 49 flows out the air-out end 45 and flows along a hose 51 (Fig. 3) into a collection device, such as the air-permeable collection bag 52. A shut-off valve 53 can be introduced into the compressed air line 48' to control airflow to the suction-creating device 40A.

The suction-creating device 40A is so effective, that a cylinder bore plug 55 may not be needed. Nonetheless, a plug 55 (Figs. 10-11) is provided that includes a foam piece 56 that is equal to a diameter of the cylinder bore, and a flat piece of metal 57 is glued to a top surface of the foam piece 56. The plug 55 sits on the piston associated with the cylinder bore 12. This arrangement assures that all chips and debris will be collected, and that none will fall down into the cylinder bore. This arrangement can be

particularly helpful where the combustion engine is torn apart, with the cylinder block 13 being left in the vehicle. It is believed to be particularly novel and inventive that the present tools 10 and 10A can be used on a cylinder block that remains in a vehicle engine compartment and that remains connected to vehicle transmission. Thus, the repair can be done without the expense and time required to totally remove the engine from the vehicle.

Fig. 8 shows the apparatus 10A, including the collection bag 52. Fig. 9 shows a bottom of the apparatus 10A, including the pilot 39 and small space around edges of the pilot 39 where the cutters 37 travel and where the suction from the suction-creating device has its primary effect. Fig. 10 shows a plug 55 being placed in a cylinder bore, and Fig. 11 shows the top of the plug 55 after installation. Fig. 12 shows the apparatus 10A placed on a selected cylinder bore, and Fig. 13 shows the apparatus 10A with tie-down device 21 bolted to a top of the cylinder block and holding the trimming apparatus 10A to the cylinder block. Figs. 14 and 15 show operative engagement of a hand drill to the shank of the trimming apparatus 10A, for operating the trimming tool 14A to trim a protruding end of the liner 11 in the repaired cylinder bore.

It is to be understood that variations and modifications can be made on the aforementioned structure without departing from the concepts of the present invention, and further it is to be understood that such concepts are intended to be covered by the following claims unless these claims by their language expressly state otherwise.

I claim:

1. A trimming apparatus for trimming a newly-installed sleeve liner after the liner is positioned in a cylinder bore of a combustion engine component, comprising:
 - a trimming tool adapted to shave off a protruding end of the newly-installed sleeve liner;
 - a tool holder with a first section shaped and adapted to stably engage the combustion engine component, and a second section operably engaging the trimming tool and configured to hold the trimming tool for rotation over a selected cylinder bore when the tool holder is attached to the combustion engine component; and
 - a tie-down device shaped to secure the tool holder to the engine component.
2. The apparatus defined in claim 1, wherein the second section has a bore rotatably supporting a shaft on the trimming tool.
3. The apparatus defined in claim 1, wherein the trimming tool has a cutter attached to an end of the shaft, and the first section has an enlarged pocket for housing the cutter.
4. The apparatus defined in claim 1, wherein the trimming tool has a stop and the tool holder has a mating surface that abuts the stop to limit longitudinal movement of the trimming tool relative to the tool holder.
5. The apparatus defined in claim 4, wherein the stop is depth-adjustable.
6. The apparatus defined in claim 1, wherein the tie-down device includes a clamp plate with holes and also includes bolts adapted for engaging mating threaded holes in the engine component.
7. The apparatus defined in claim 1, wherein the trimming tool has a drive shank adapted for attachment to a hand-held manually-operated drill.

8. The apparatus defined in claim 1, wherein the tool holder has a bore neck, and the trimming tool includes a shaft that is rotatable and also that is movable in a direction parallel the bore neck, and wherein the trimming tool includes a stop that engages a top of the neck to limit longitudinal movement of the trimming tool.
9. The apparatus defined in claim 8, wherein the top of the neck includes a thrust bearing for engaging the stop.
10. The apparatus defined in claim 1, wherein the tool holder has a hat-shaped cross sectional shape.
11. The apparatus defined in claim 1, wherein the trimming tool includes a cutter rotatable about an axis, the axis being adapted to be aligned with a centerline of the cylinder bore so that when the cutter is rotated to trim an end of the liner, any score lines formed by the cutter on the trimmed end extend circumferentially and do not crisscross radially across the trimmed end.
12. The apparatus defined in claim 1, including a chip-removing device attached to the tool holder proximate the trimming tool, the chip-removing device being adapted to remove any chips and debris cut loose by the trimming tool when trimming the liner.
13. The apparatus defined in claim 12, wherein the chip-removing device includes a suction-creating device.
14. The apparatus defined in claim 13, wherein the suction-creating device includes a venture airflow arrangement adapted for attachment to shop compressed air and that, when operated, draws chips and debris away from the trimming tool by suction.
15. A trimming apparatus for trimming a newly-installed sleeve liner after the liner is positioned in a cylinder bore of a combustion engine component, comprising:

a trimming tool adapted to shave off a protruding end of the newly-installed sleeve liner, the trimming tool having a drive shaft and having an enlarged cutter head connected to the drive shaft and further having a stop; and

a tool holder having a bore neck operably supporting the drive shaft of the trimming tool for rotation and for limited longitudinal movement, with the longitudinal movement being limited by engagement of the stop against the tool holder in at least one direction, and the tool holder further having an enlarged pocket for receiving the cutter head and for positioning the cutter head adjacent a protruding end of the newly-installed sleeve liner when the tool holder is supported on the combustion engine component, the tool holder being configured and sized for manual manipulation and operation and having an end shaped and adapted to stably engage the combustion engine component while the trimming tool is being operated manually.

16. The apparatus defined in claim 15, wherein the stop is adjustable.

17. The apparatus defined in claim 15, wherein the tool holder includes a thrust bearing on a top surface thereof, and the stop engages the thrust bearing to limit longitudinal movement of the trimming tool relative to the tool holder.

18. The apparatus defined in claim 15, wherein the trimming tool includes a cutter rotatable about an axis, the axis being adapted to be aligned with a centerline of the cylinder bore so that when the cutter is rotated to trim an end of the liner, any score lines formed by the cutter on the trimmed end extend circumferentially and do not crisscross radially across the trimmed end.

19. The apparatus defined in claim 15, including a chip-removing device attached to the tool holder proximate the trimming tool, the chip-removing device being adapted to remove any chips and debris cut loose by the trimming tool when trimming the liner.

20. The apparatus defined in claim 19, wherein the chip-removing device includes a suction-creating device.

21. The apparatus defined in claim 20, wherein the suction-creating device includes a venture airflow arrangement adapted for attachment to shop compressed air and that, when operated, draws chips and debris away from the trimming tool by suction.

22. A method comprising steps of:

providing a combustion engine component with a damaged cylinder bore;

friction-fitting a sleeve liner of bearing material in the damaged cylinder bore to repair the cylinder bore;

providing a trimming tool having a cutter adapted to shave off a protruding end of the newly-installed sleeve liner, the cutter being rotatable about a centerline that is adapted to be positioned collinearly with a centerline of the cylinder bore;

attaching the trimming tool to the combustion engine component including holding the trimming tool for rotation over the selected cylinder bore with the centerline of the cutter aligned with the centerline of the cylinder bore; and

rotating the trimming tool to trim a protruding end of the liner.

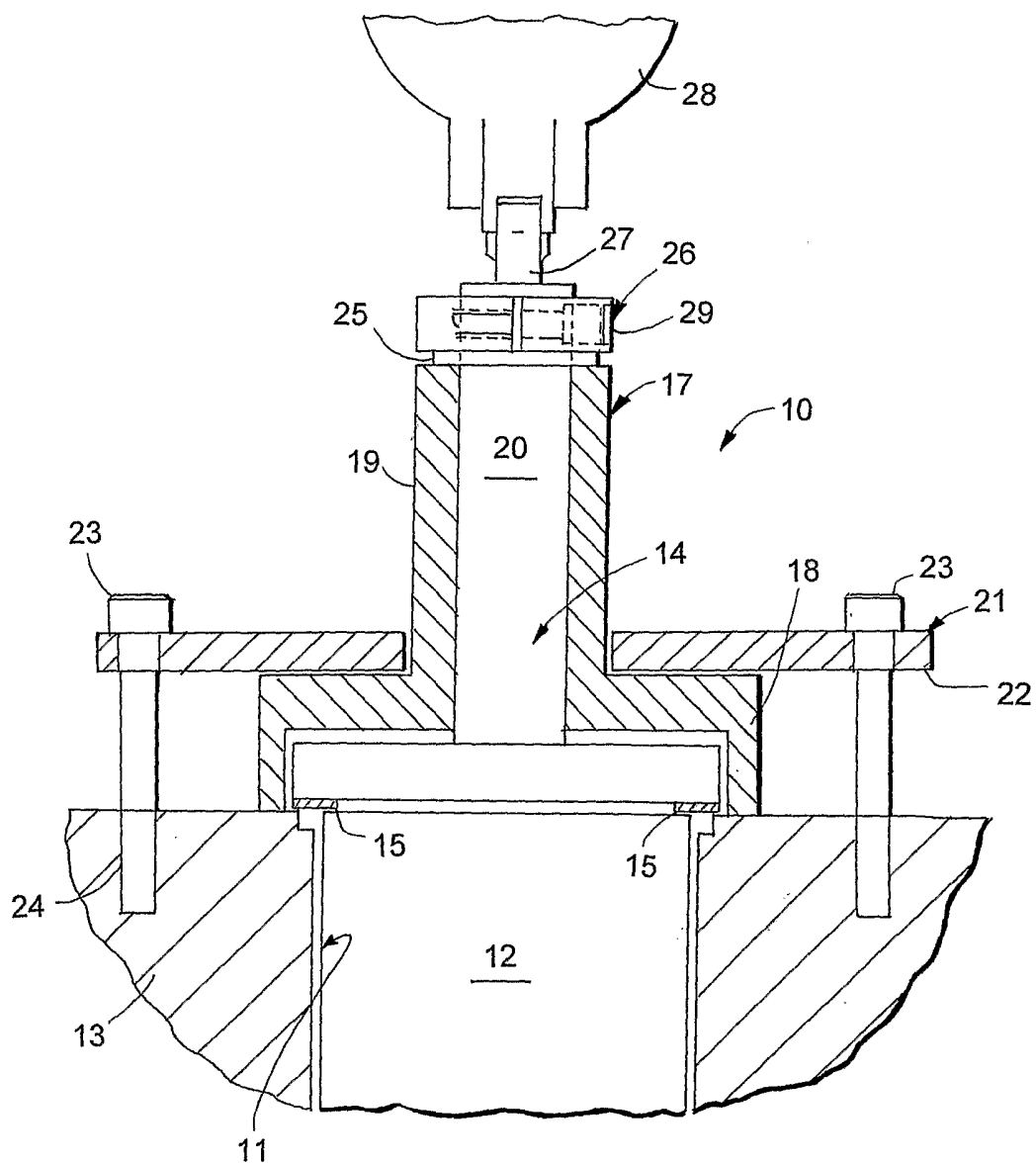


FIG. 1

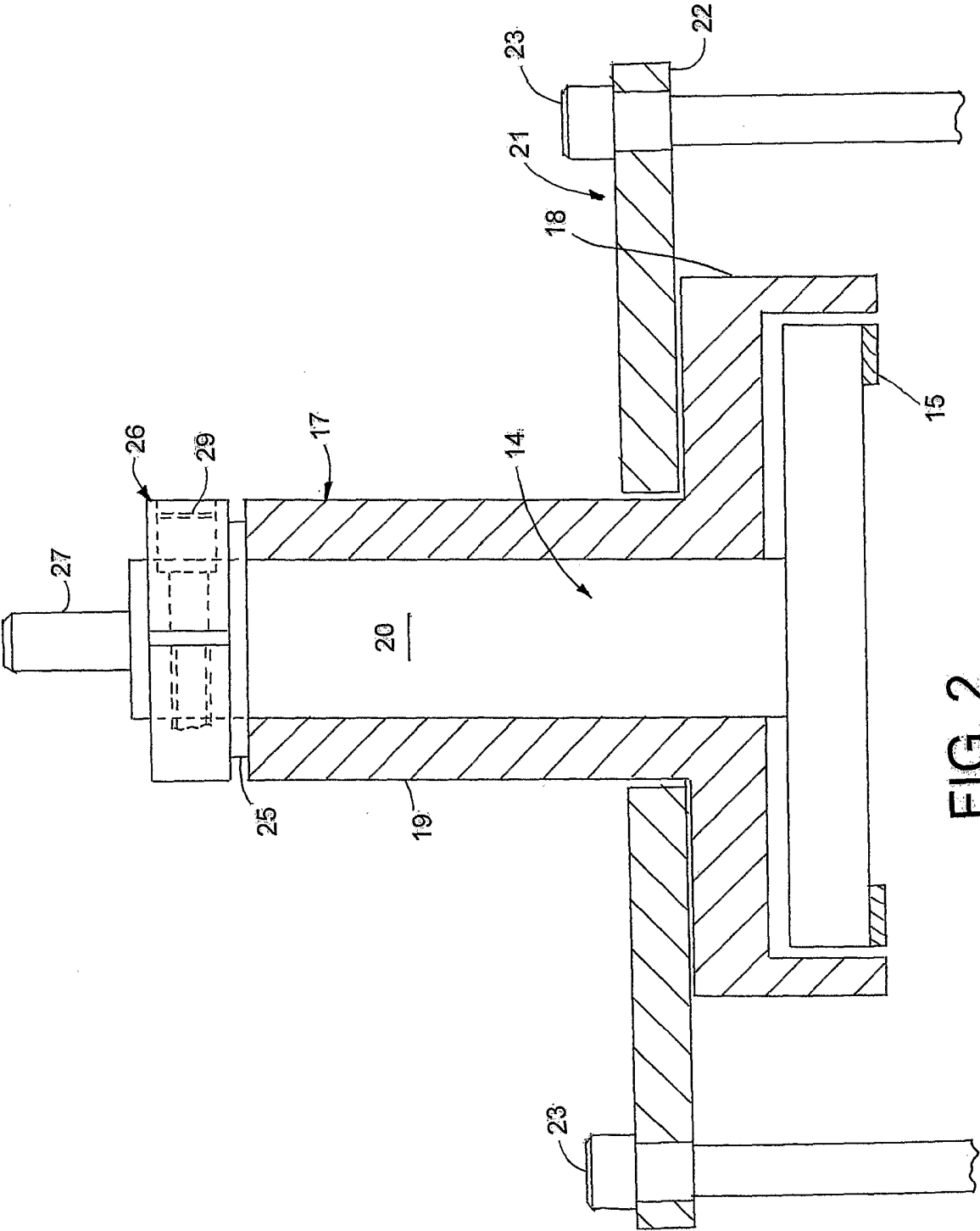
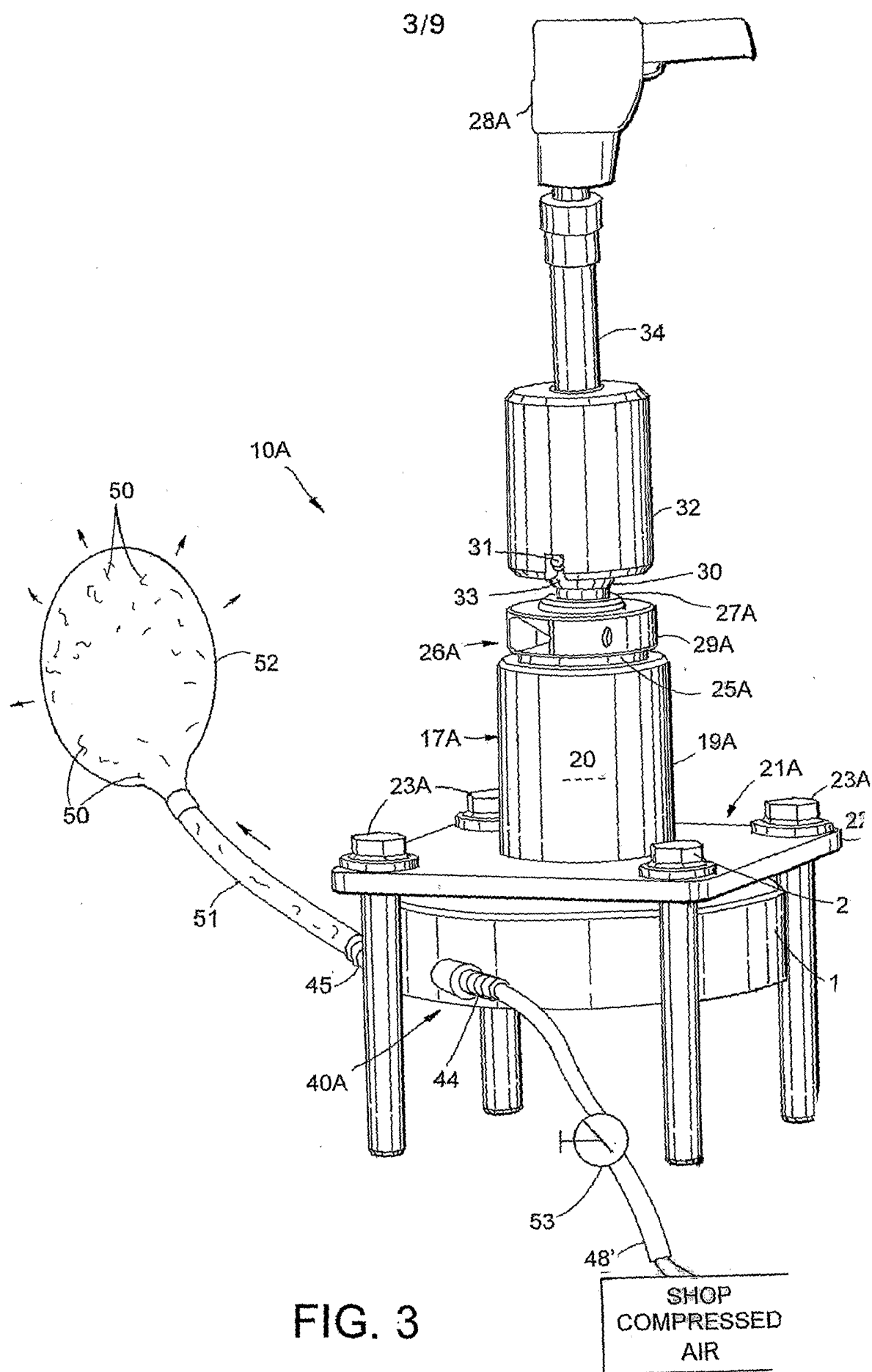


FIG. 2



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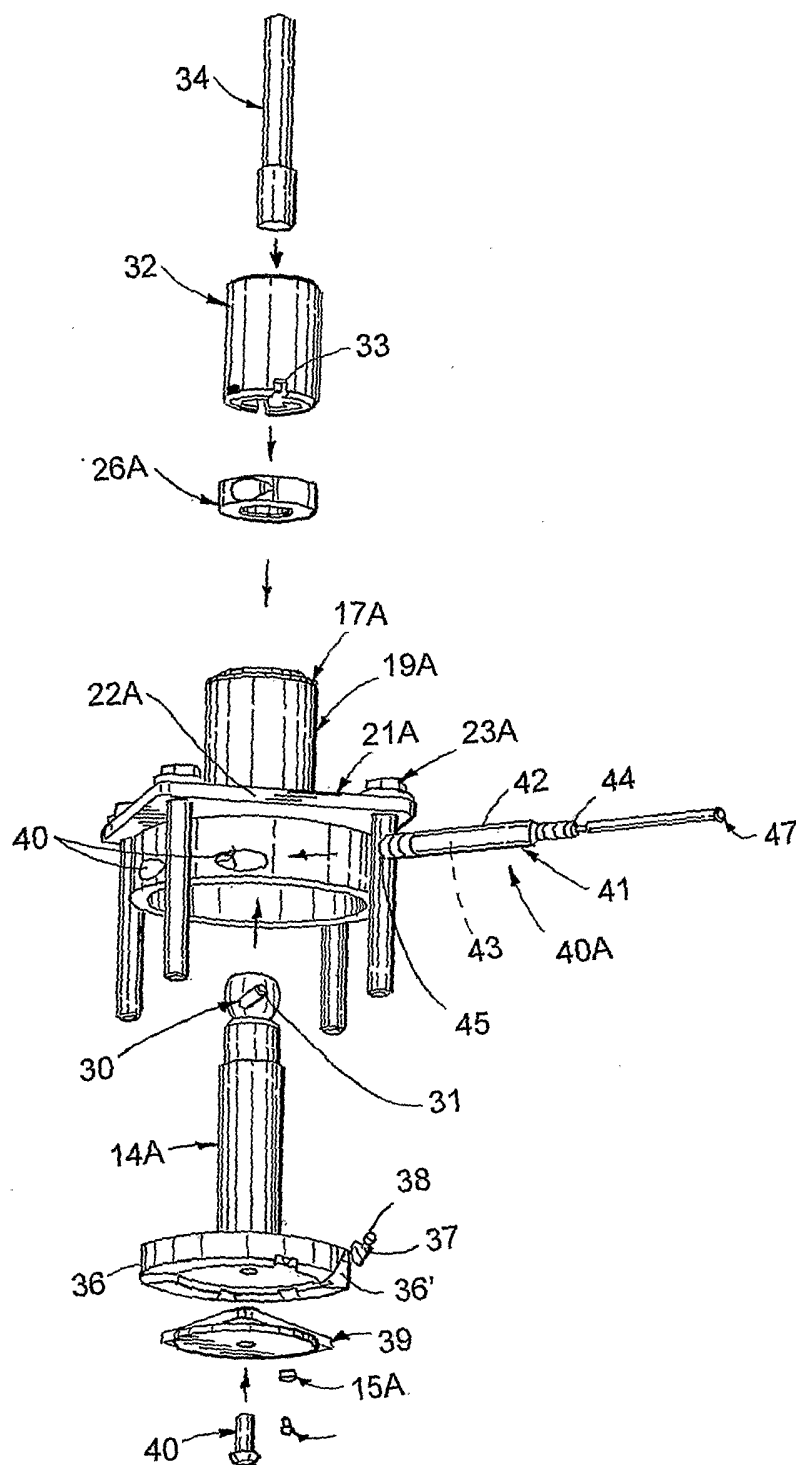


FIG. 4

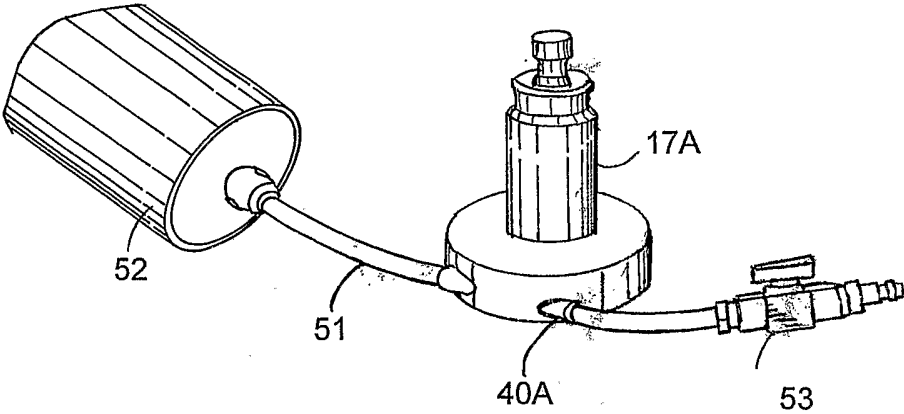


FIG. 8

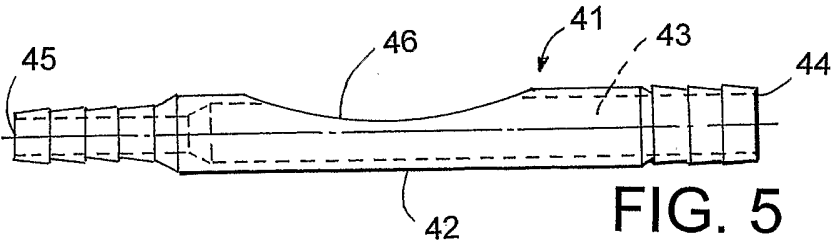


FIG. 5

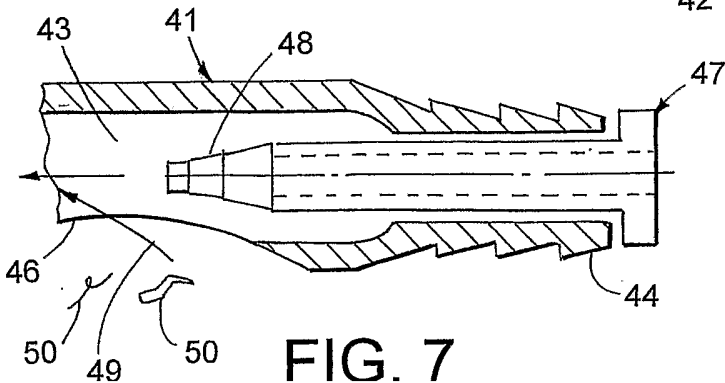


FIG. 7



FIG. 6

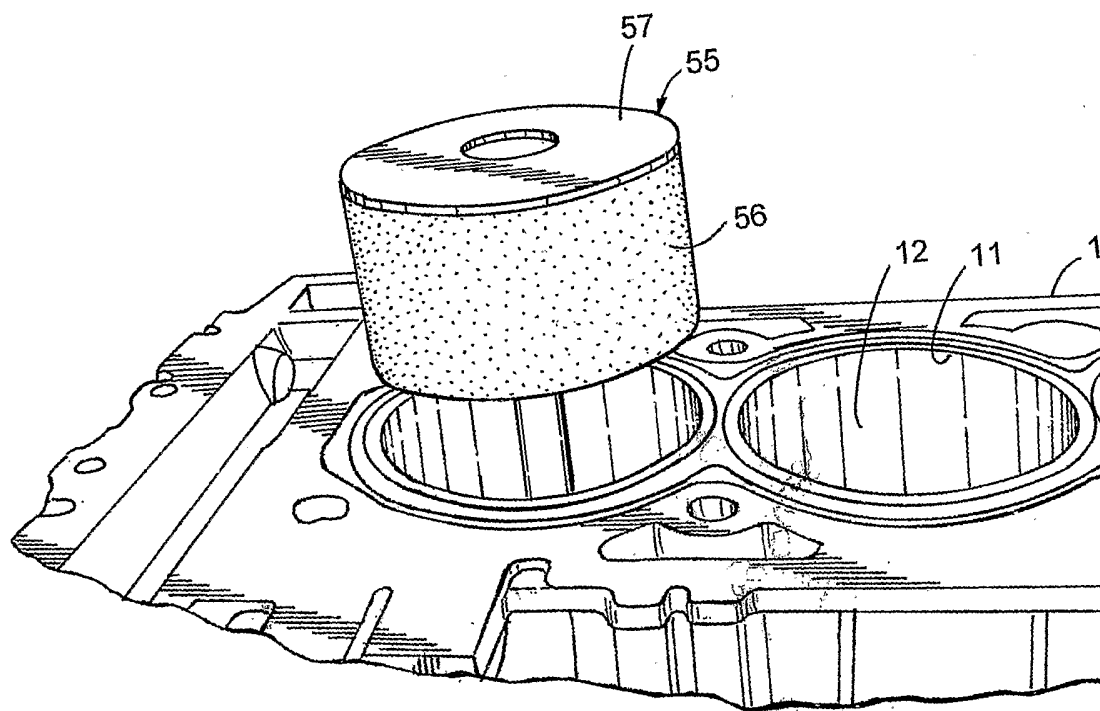
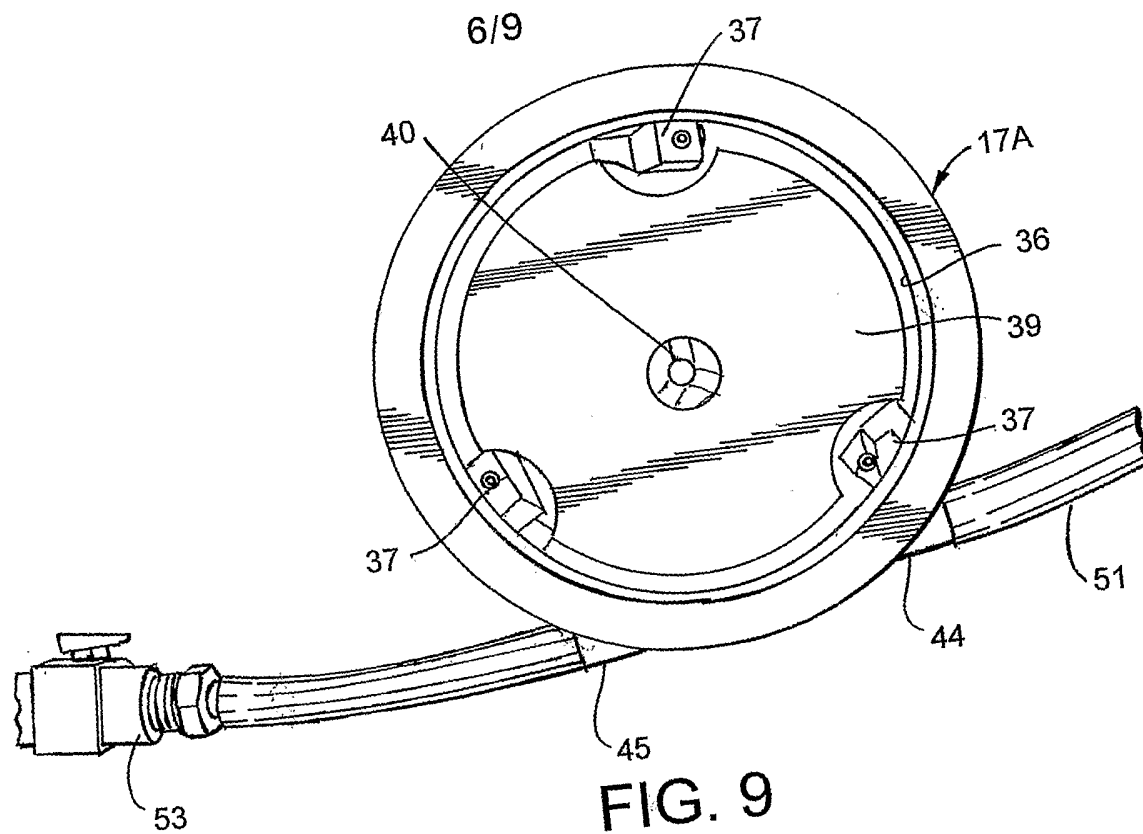


FIG. 10

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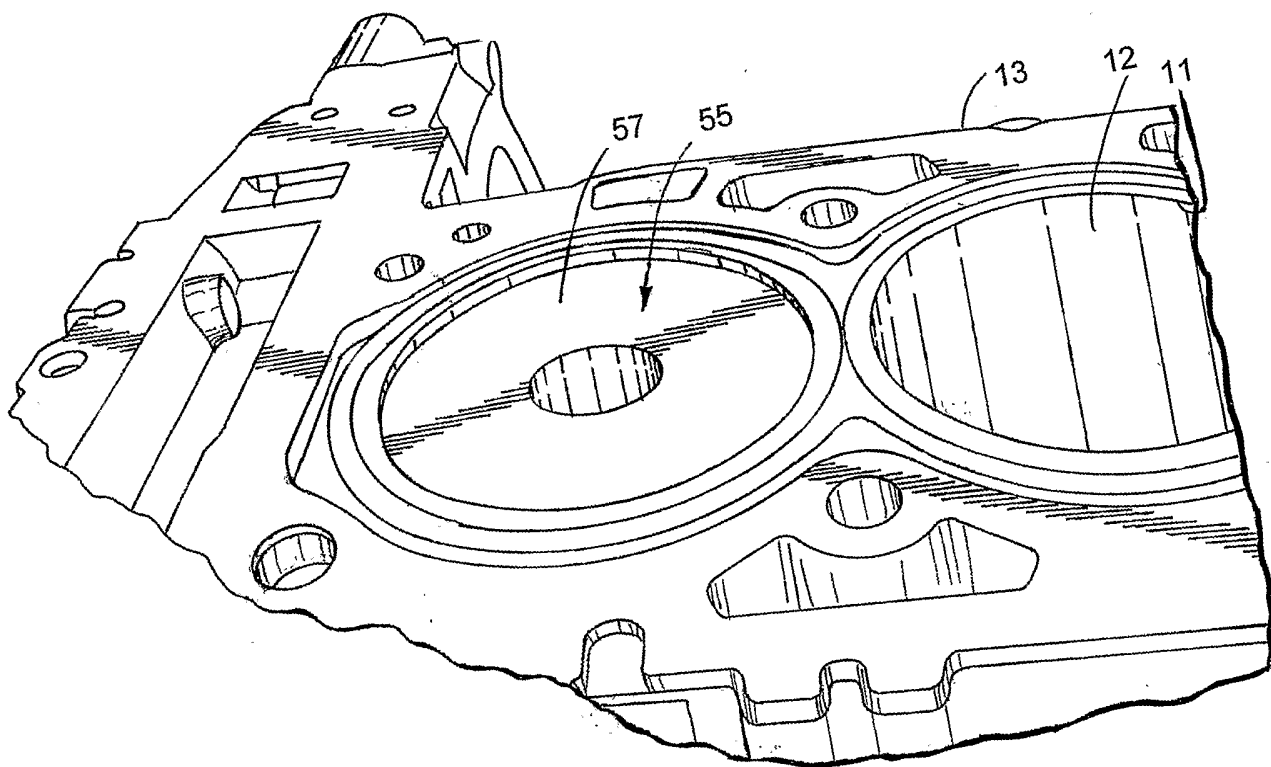


FIG. 11

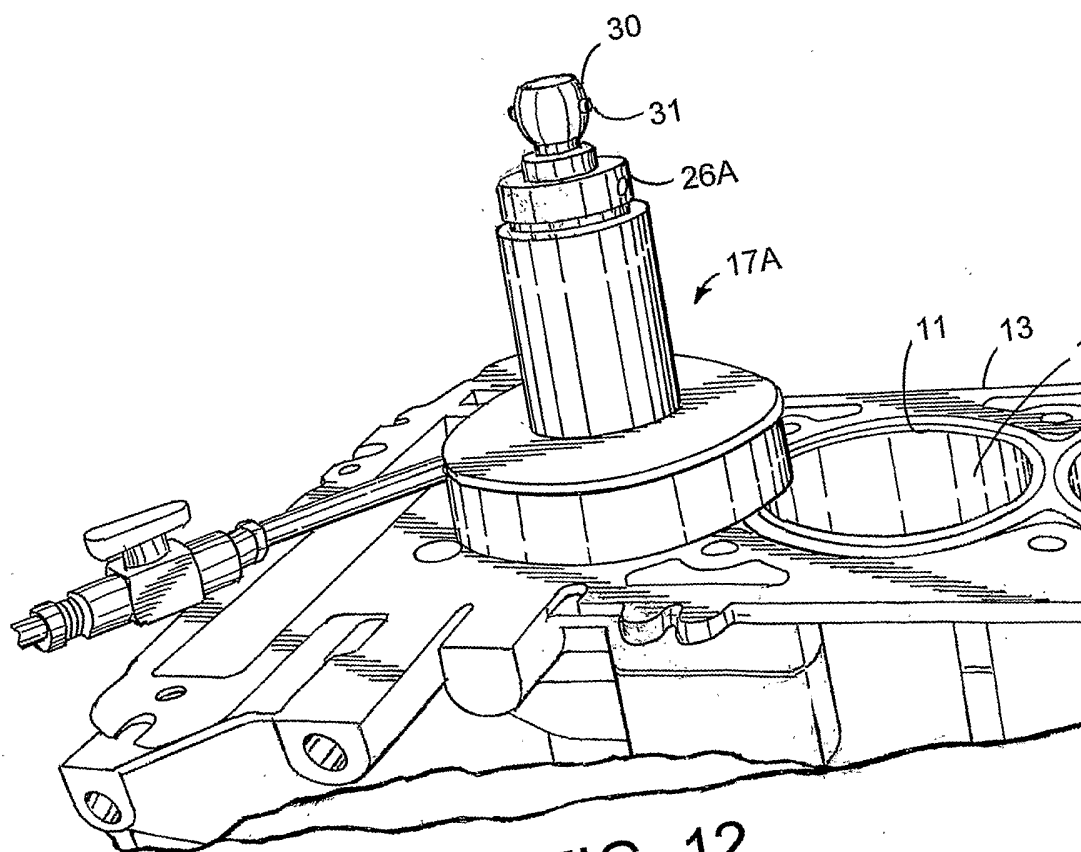
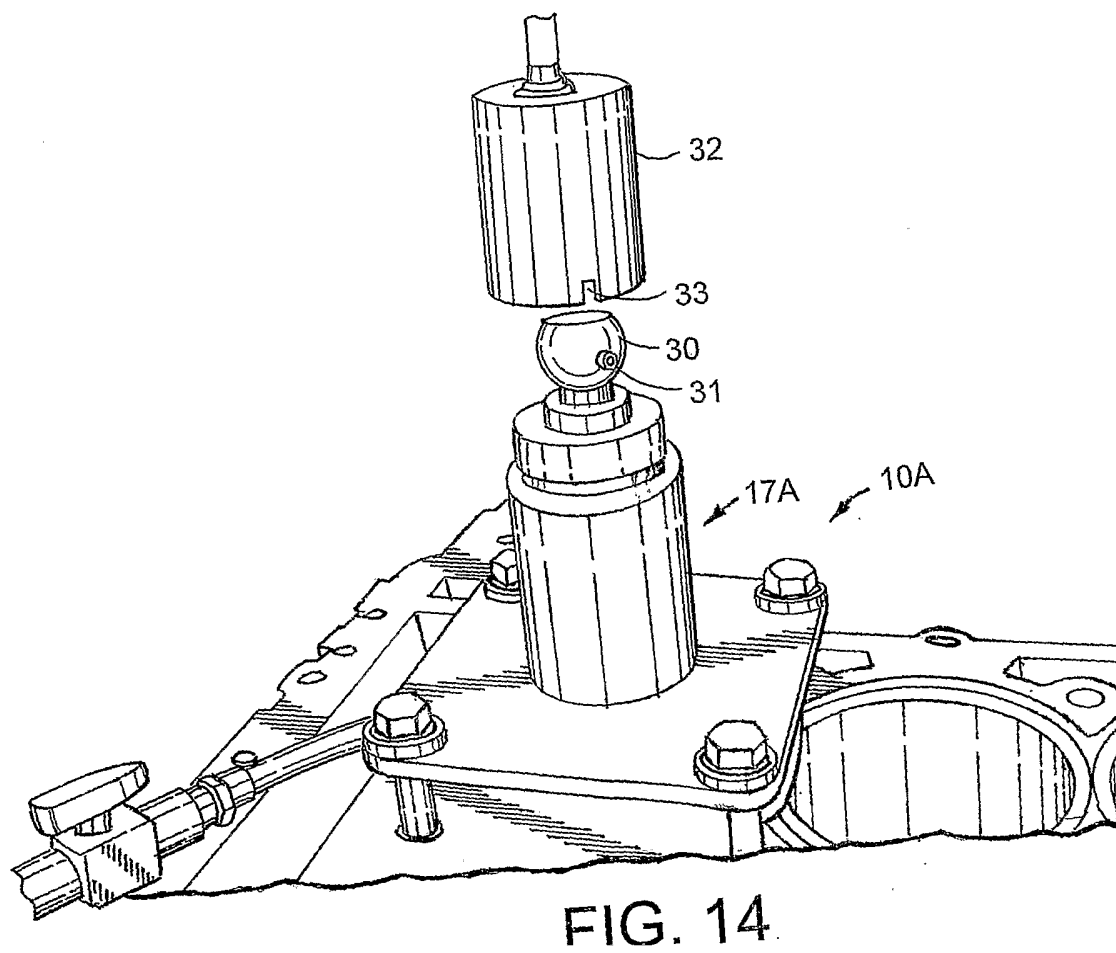
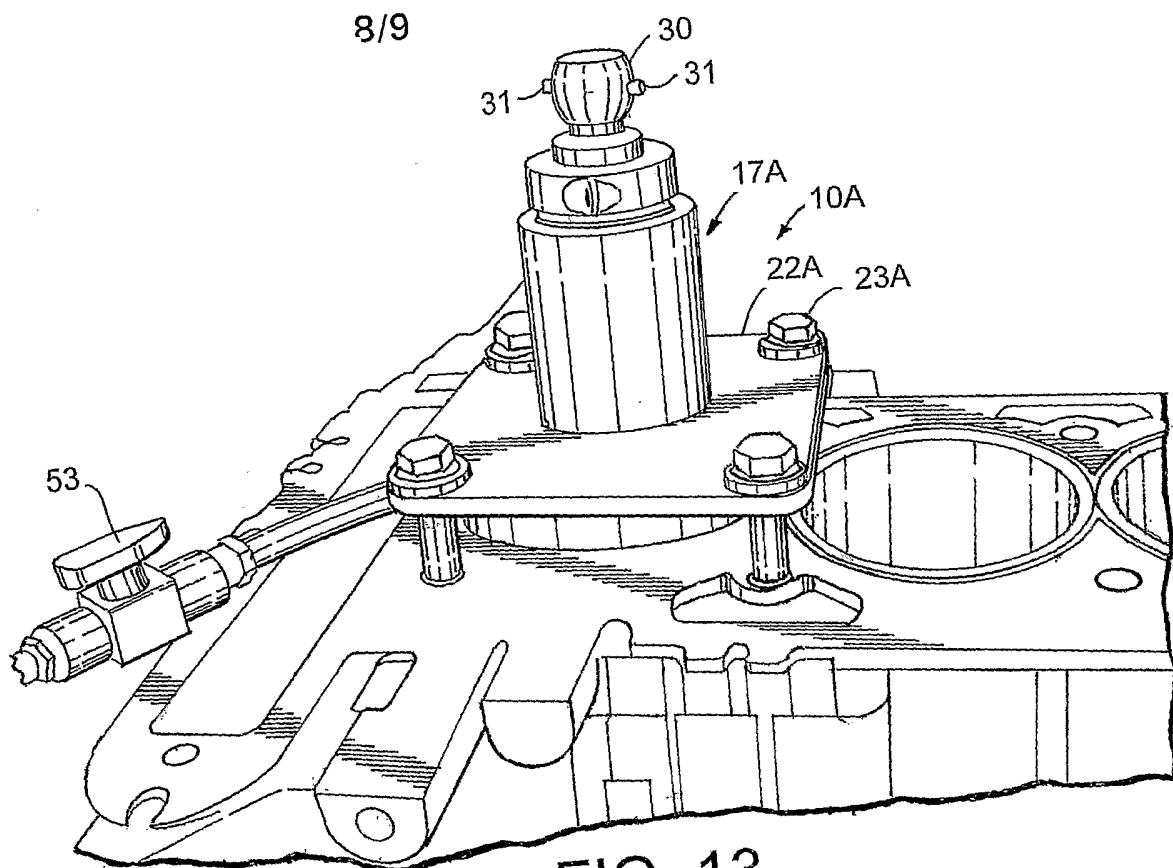


FIG. 12



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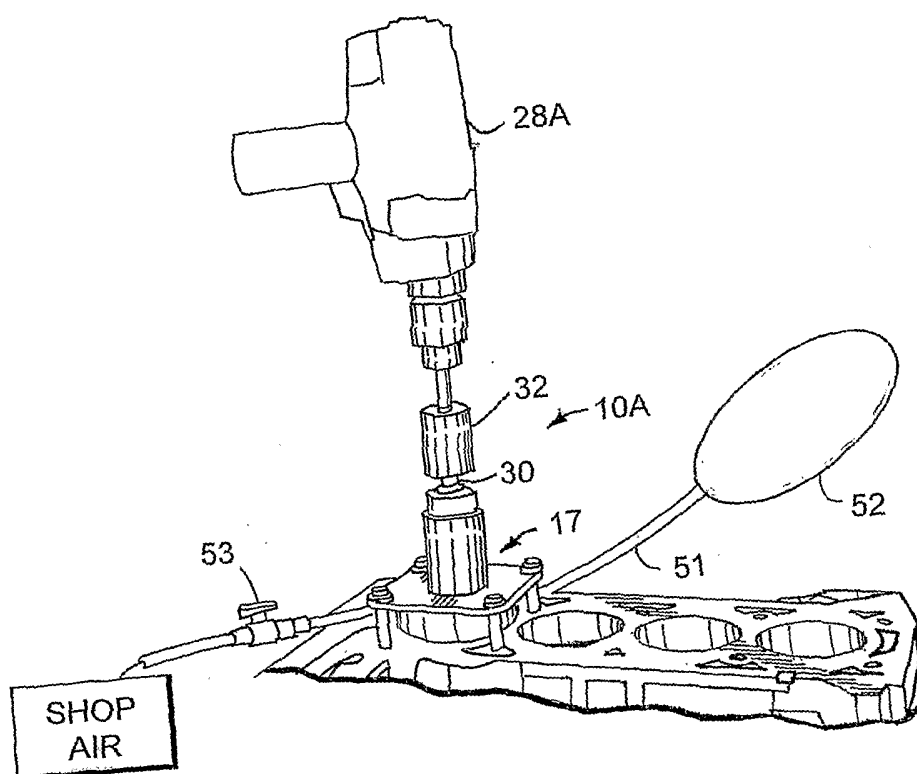


FIG. 15

INTERNATIONAL SEARCH REPORT

International application No.
PCT/US03/09367

A. CLASSIFICATION OF SUBJECT MATTER

IPC(7) :B23B 41/12

US CL :408/97, 1R, 67; 29/888.061

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

U.S. : 408/97, 1R, 709, 202, 72R, B, 115R, B, 80, 100, 110-112, 67; 29/888.061

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched
NONE

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

EAST TEXT: BORING, VACUUM, VENTURI

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X --- Y	US 3,350,964 A (BROOKS) 07 NOVEMBER 1967, SEE FIG. 2, COL. 2, LINE 68 - COL. 3, LINE 42	1,6,8,10,11,15,16 18 ----- 12-14,19-22
X --- Y	US 4,414,869 A (AUGUSTINE) 15 NOVEMBER 1983, SEE FIG. 2, COL. 4, LINE 57 - COL. 6, LINE 68.	1-7,10,11 ----- 22
Y	US 3,818,786 A (LESHEM) 25 JUNE 1974, SEE FIG. 5, COL. 10, LINES 1-17.	12-14,20,21
Y	US 6,367,360 B1 (DUNLAP ET AL.) 09 APRIL 2002, SEE FIG. 1, COL. 4, LINES 49-57.	14,21
A	US 2,945,403 A (EGGER) 19 JULY 1960, SEE THE ENTIRE DOCUMENT.	9,17



Further documents are listed in the continuation of Box C.



See patent family annex.

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"A" document defining the general state of the art which is not considered to be of particular relevance	"X" document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone
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Date of the actual completion of the international search

08 JULY 2003

Date of mailing of the international search report

24 JUL 2003

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