















Why Dual Spindle Technology is a Boon to Automakers

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Machines with dual spindles represent an evolutionary step in HMC development. These machines can simultaneously process two separate steps in the manufacture of a part, or machine two completely different parts. A single compact machine with two spindles can perform the work of two machines, boosting output while maximizing shop floor space to permit future production flexibility and expansion. A typical automotive application of a dual-spindle HMC is machining of a transmission assembly composed of a gearbox housing and a clutch housing. With dual-spindle technology it is possible to machine the gearbox housing on one spindle and the clutch housing on the second spindle. This enables the user to machine the entire transmission assembly on one machine.

Advanced twin spindle technology on machines from PCI operate independently of each other, which is a brand-new concept in design and beneficial functionality. The independence allows them to be manipulated separately without entirely reprogramming the machine. Adjustable distance between the spindles provides flexibility of application. Part size capacity is 800mm rotation diameter and 1275mm length. A disc-type tool changer and optional pallet changer speed throughput, and gantry, robotic and manual loading/ unloading systems are available. The machine's compact footprint permits maximum utilization of shop floor space, which is a concern for OEMs and suppliers as demand grows in the industry.

Independent spindles also minimize the effect that one spindle can have on the other. A typical example involves machining two gearbox housings on a twin-spindle machine. On a machine where the spindles are not independent, resonance and

vibration from large-diameter reaming on one spindle can negatively affect the results from the second spindle. A machine with independent spindles does not have that problem.

Data-integrated machines from PCI obtain and use information in many ways, such as employing sensors to detect vibrations as an indication of problems in the machining process, and monitoring spindle health enables proactive scheduling of maintenance to avoid unanticipated downtime that can interrupt production overall.

These new dual-spindle configurations can process a wide range of automotive components, including internal combustion vehicle parts such as gearbox housings and cylinder blocks as well as electric motor housings and battery tray components for hybrid and fully electric vehicles. The machines can also produce structural and suspension components including steering arms and knuckles in addition to aluminum parts for nearly any automotive application.

In an industry with hallmarks of innovation, the automotive sector has driven machine tool technology to advance. Independent dual-spindle HMCs represent the newest example.



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