



STAMPS and MARKS for IMO COMPONENTS



The following components have to be marked as per the enclosed lists in order to comply with IMO (International Maritime Organisation).

- Fuel valve nozzle
 - Fuel pump plunger
 - Fuel pump barrel
 - Piston crown
 - Exhaust cam
 - Fuel cam
 - Cylinder cover
 - Cylinder liner
-

Furthermore, specifications are enclosed for:

- Piston rod
- Exhaust valve spindle
- Exhaust valve bottom seat

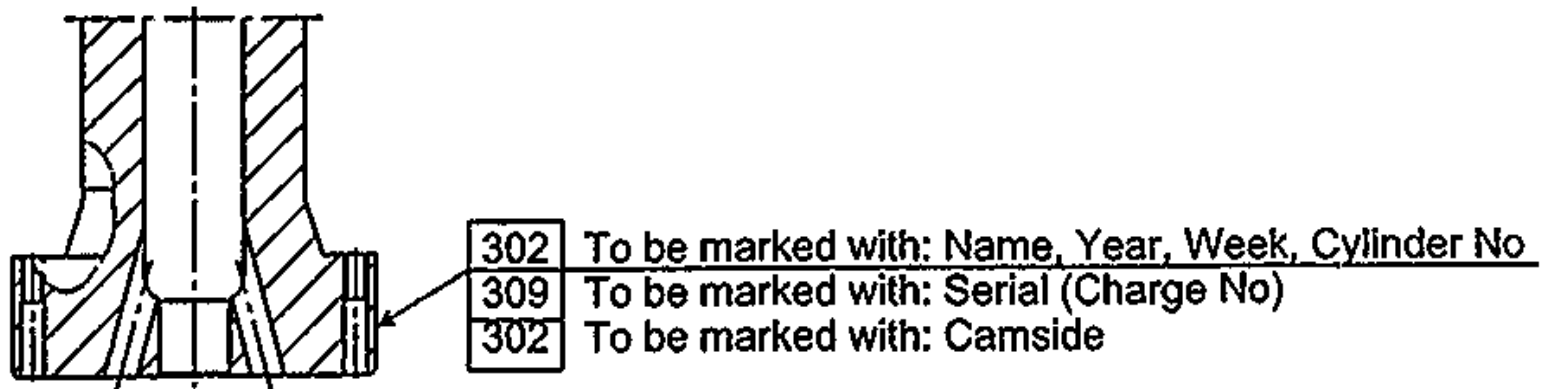


Marks and Stamps on Piston Rod MC and MC-C Type



Marking must, as a minimum, consist of: Name, IMO id No., Year, Week and Serial No.

- Name:** Manufacturer's name/ trade mark
- IMO id No:** A unique identification No. which links the component with the design specification that was used at the time of manufacture, eg. MAN B&W part No. or licensee's drawing No.
- Year:** Production year (2 digits)
- Week:** Production week (2 digits)
- Cylinder No.:** The cylinder number referring to each individual cylinder.





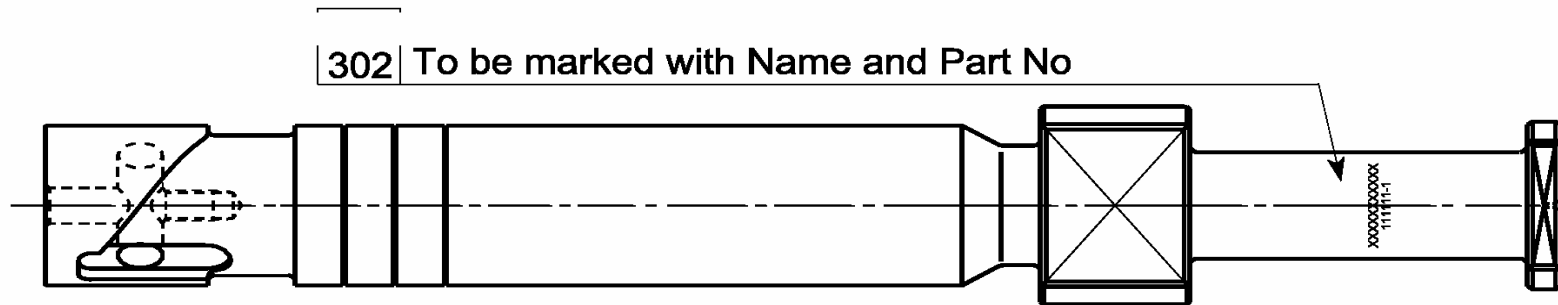
Marks and Stamps on Fuel Pump Plunger MC and MC-C Type



Marking must, as a minimum, consist of: Name and IMO id No.

Name: **Manufacturer's name/ trade mark**

IMO id No.: A unique identification No. which links the component with the design specification that was used at the time of manufacture, eg. MAN B&W part No. or licensee's drawing No.





Marks and Stamps on Fuel Pump Barrel MC and MC-C Type



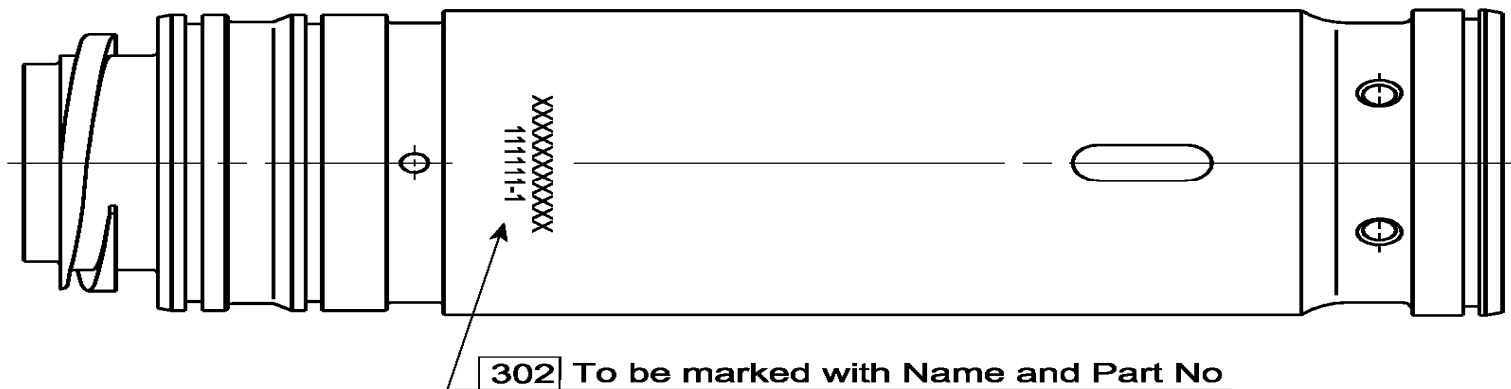
Marking should be made with 2-4 mm size of type.

Note! Always refer to the actual drawing for any additional information regarding marking.

Marking must be as a minimum consist of: Name and IMO id No.

Name: Manufacturer's name/ trade mark

IMO id No.: A unique identification No. which link the component with design specification that was used at the time of manufacture eg. MAN B&W part No. or licensee's drawing No.





Marks and Stamps on Fuel Valve Nozzle MC and MC-C Type

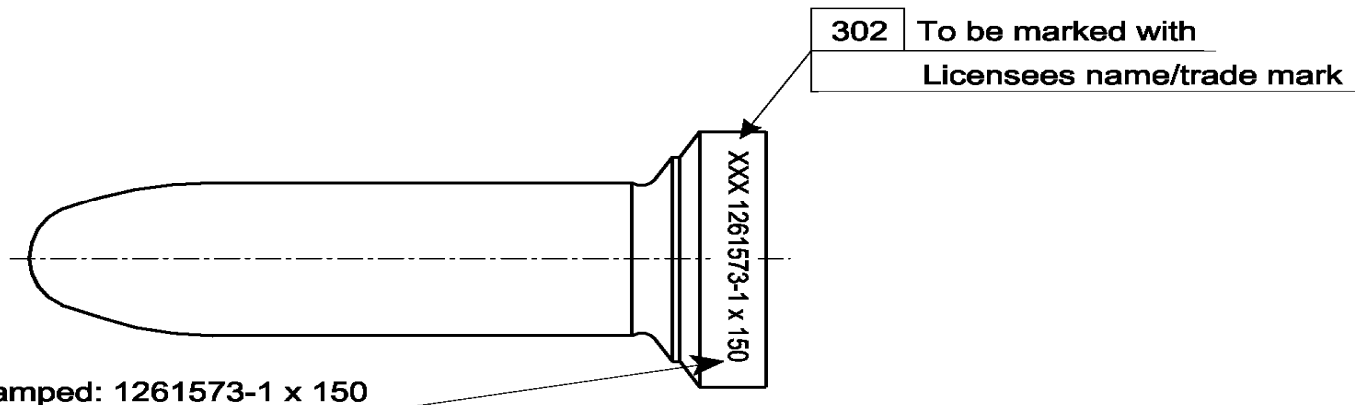


Marking must, as a minimum, consist of: Name, IMO id No. and nozzle size.

- Name:** Manufacturer's name/ trade mark
- IMO id No.:** A unique identification No. which links the component with the design specification that was used at the time of manufacture, eg. MAN B&W part No. or licensee's drawing No.
- Nozzle size:** Diameter of nozzle hole.

Example of marking:

The example shows how to mark a nozzle with hole diameter \varnothing 1.5 mm. with Part No. 1261573-1





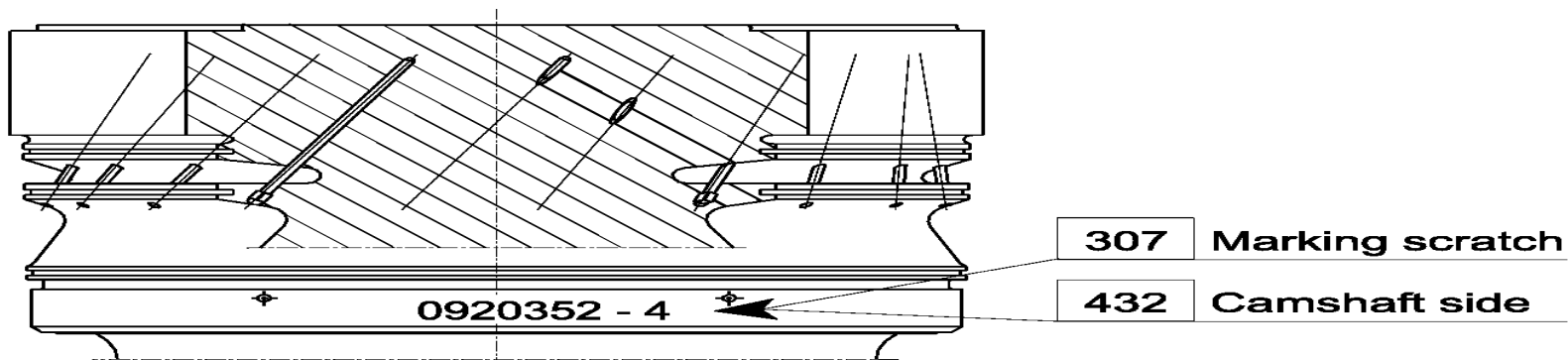
Marks and Stamps on Cylinder Liner MC and MC-C Type



Marking must, as a minimum, consist of: Name, IMO id No., Year, Week and Serial No.

- Name:** Manufacturer's name/ trade mark
- IMO id No:** A unique identification No. which links the component with the design specification that was used at the time of manufacture, eg. MAN B&W part No. or licensee's drawing No.
- Year:** Production year (2 digits)
- Week:** Production week (2 digits)
- Serial (Charge No.):** A unique (traceable) number enabling tracing of material and inspection particulars.

MARK V:





Marks and Stamps on Fuel Cam MC and MC-C Type

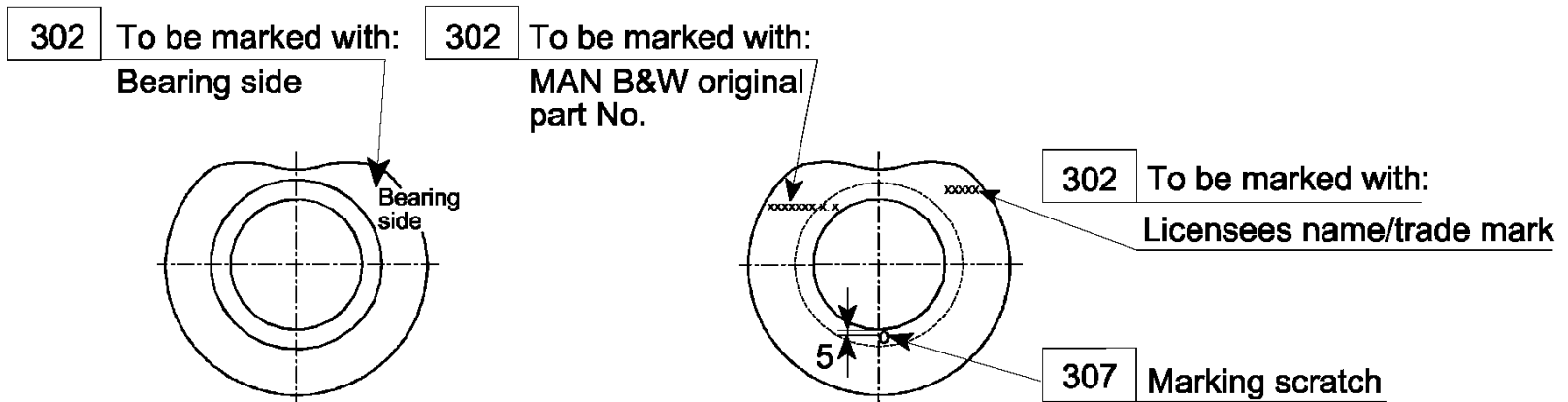


Marking must, as a minimum, consist of: Name and IMO id No.

Name: Manufacturer's name/ trade mark

IMO id No.: A unique identification No. which links the component with the design specification that was used at the time of manufacture, eg. MAN B&W part No. Or licensee's drawing No.

Position of marking, see sketch.





Marks and Stamps on Exhaust Cam MC and MC-C Type



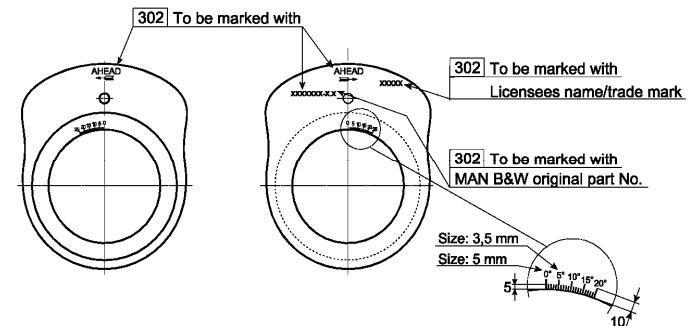
The marking of cams has been changed from a specific lead angle to an angle graduation from 0 to 20degrees in order to reduce the number of variants to two per engine: the long and the short type of cams. This angle graduation covers all types of lead angles for K/L/S – MC/MCE engines. For the marking of the cams with this information, we propose using an electrochemical marking method. Further information regarding this marking method is available from MAN B&W headoffice in Copenhagen.

Marking must, as a minimum, consist of: Name and IMO id No.

Name: Manufacturer’s name/ trade mark

IMO id No.: A unique identification No. which links the component with the design specification that was used at the time of manufacture, eg. MAN B&W part No. Or licensee’s drawing No.

Position of marking, see sketch.



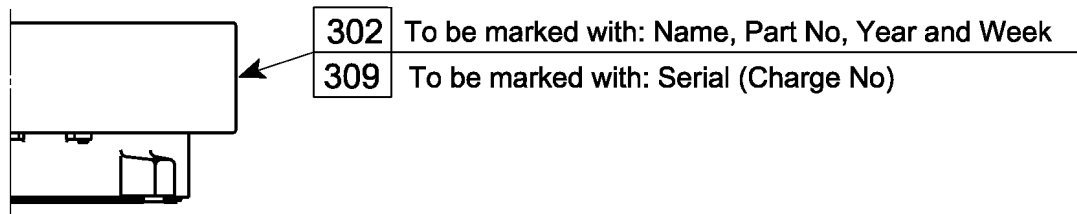


Marks and Stamps on Cylinder Cover MC and MC-C Type



Marking must, as a minimum, consist of: Name, IMO id No., Year, Week and Serial No.

- Name:** Manufacturer's name/ trade mark
- IMO id No:** A unique identification No. which links the component with the design specification that was used at the time of manufacture, eg. MAN B&W part No. or licensee's drawing No.
- Year:** Production year (2 digits)
- Week:** Production week (2 digits)
- Serial (Charge No.):** A unique (traceable) number enabling tracing of material and inspection particulars.



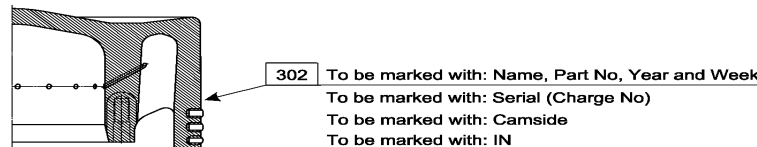


Marks and Stamps on Piston Crown MC and MC-C Type



Marking must, as a minimum, consist of: Name, IMO id No., Year, Week and Serial No.

- Name:** Manufacturer's name/ trade mark
- IMO id No:** A unique identification No. which links the component with the design specification that was used at the time of manufacture, eg. MAN B&W part No. or licensee's drawing No.
- Year:** Production year (2 digits)
- Week:** Production week (2 digits)
- Serial (Charge No.):** A unique (traceable) number enabling tracing of material and inspection particulars.
- IN:** Applies to piston crowns with induction hardened ring grooves. IN denotes that the piston crown is induction hardened.





Marks and Stamps on Exhaust Valve Bottom Piece, MC and MC-C Type



Marking must, as a minimum, consist of: **NAME, MATERIAL, YEAR, WEEK.**

NAME: Licensee's name/trade mark.

MATERIAL: Component identification code (see Table 1)

YEAR: Production year (2 digits)

WEEK: Production week (2 digits)

Table 1

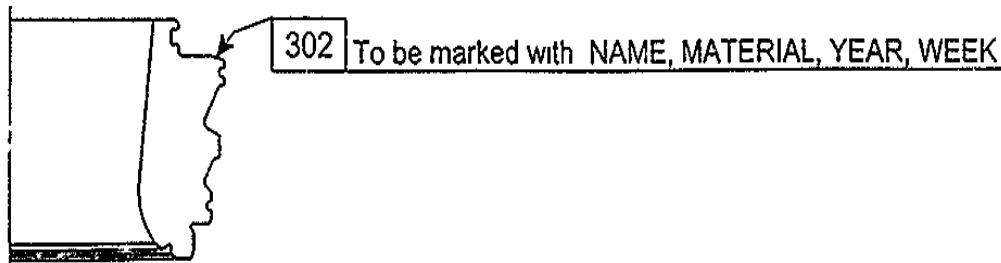
Seat
A150
St6
H

Legend: A1 – Alloy, St – Stellite,
H – Hardened (seat).

Examples of marking:

(Licensee's name) A150 9634

(Licensee's name) H 9634





Marks and Stamps on Exhaust Valve Spindle



MAN B&W Diesel

<http://MarEngine.com>

Marking must, as a minimum, consist of: **NAME, CODE, YEAR, WEEK**

NAME: Licensee's name/trade mark

CODE: Component identification code (see Table 1)

YEAR: Production year (2 digits)

WEEK: Production week (2 digits)

Table 1

Seat	Heat resistant layer	Spindle stem
A150	-	Cr or HVOF
St6	-	Cr or HVOF
St6	In625	Cr or HVOF
Nim	-	Cr or HVOF

Legend: A1–Alloy, St–Stellite, Cr–Chrome, In–Inconel, Nim–Nimonic

Examples of marking: (Licensee's name) St6/In625/Cr 9634

