

# 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:

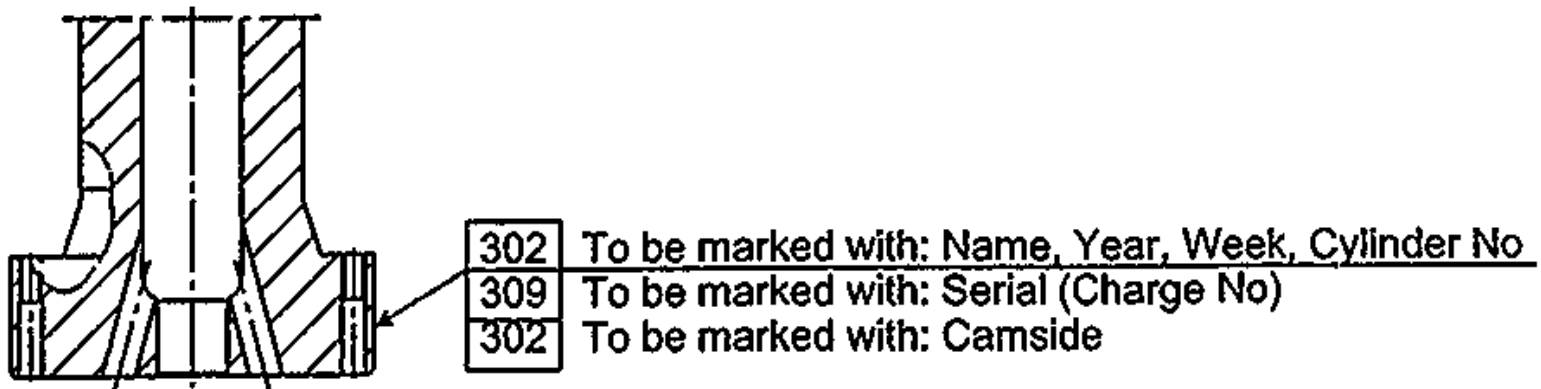
- Piston rod
- Exhaust valve spindle
- Exhaust valve bottom seat

# 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, e.g. 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.



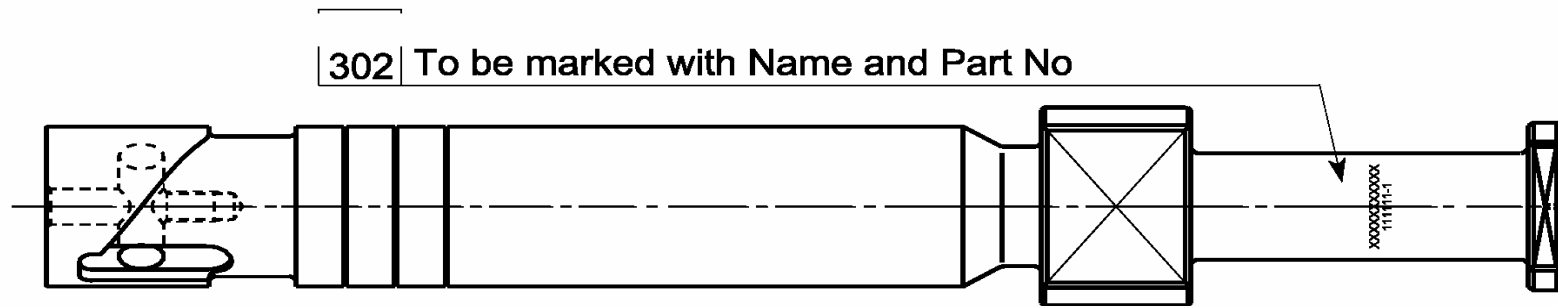
# Marks and Stamps on Fuel Pump Plunger MC and MC-C Type



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, e.g. MAN B&W part No. or licensee's drawing No.



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



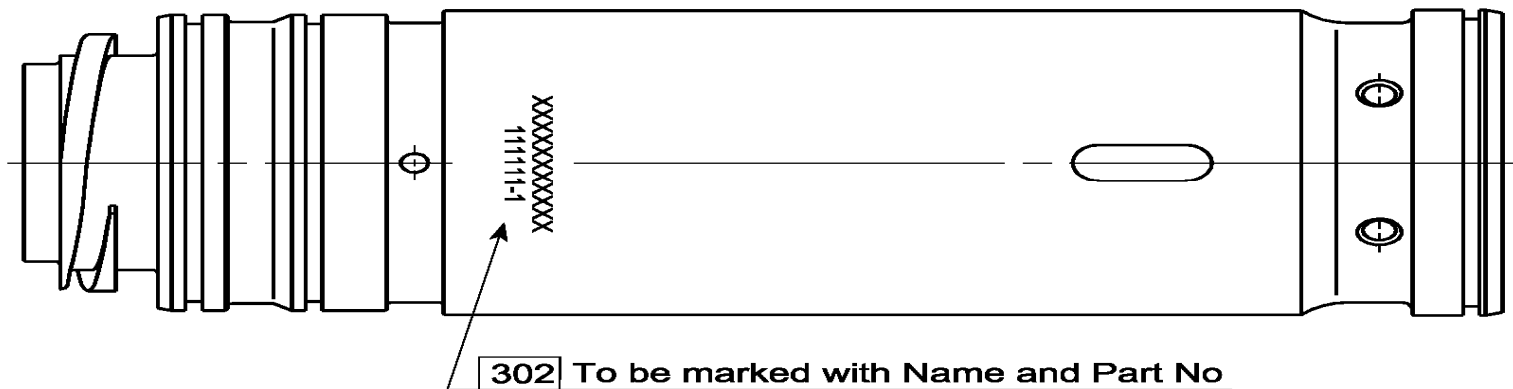
Marking should be made with 2-4 mm size of type.

**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 e.g. MAN B&W part No. or licensee's drawing No.



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

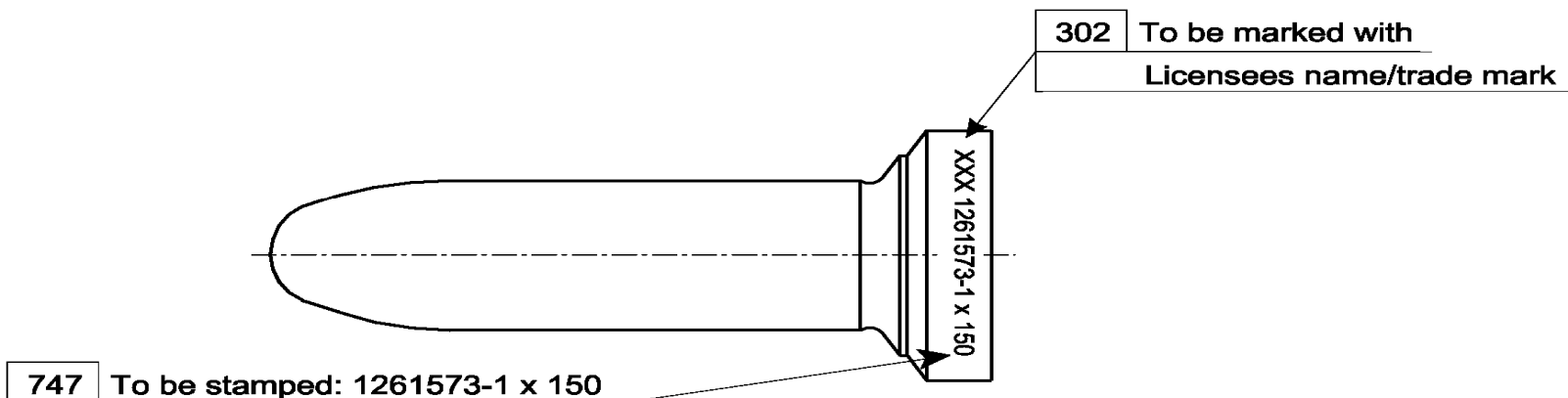


Marking must, as a minimum, consist of: Name, IMO id No. and nozzle size.

- 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, e.g. 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

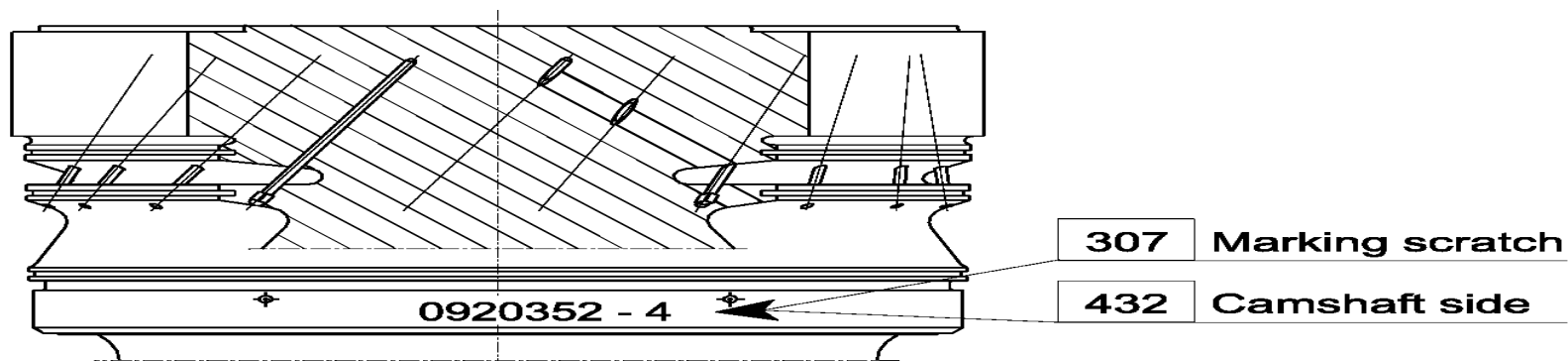
**IMO id No:** A unique identification No. which links the component with the design specification that was used at the time of manufacture, e.g. MAN B&W part No. or licensee's drawing No.

**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

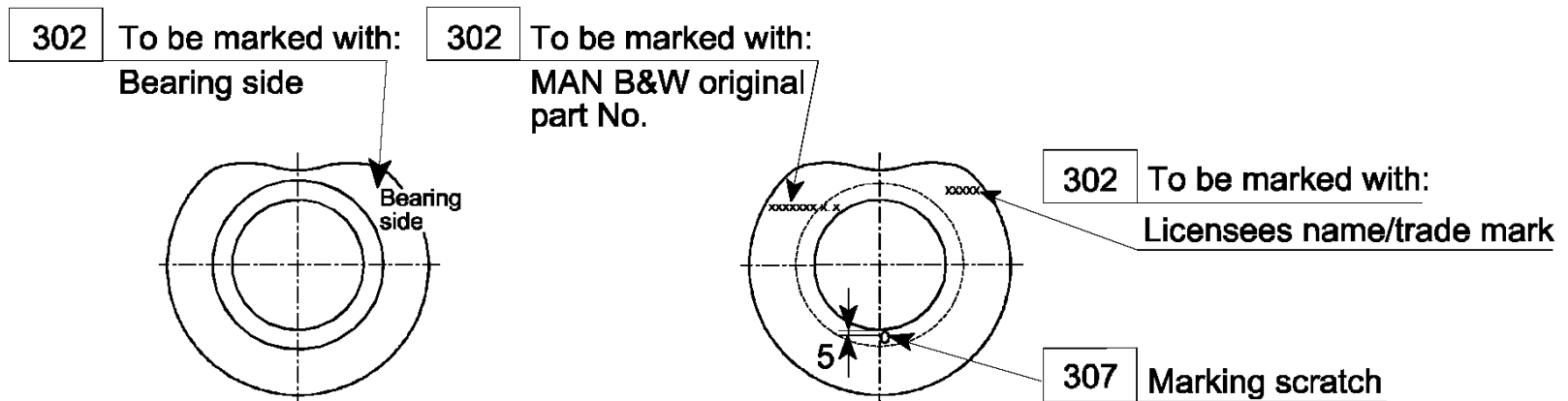


Marking must, as a minimum, consist of: Name and IMO id No.

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, e.g. 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



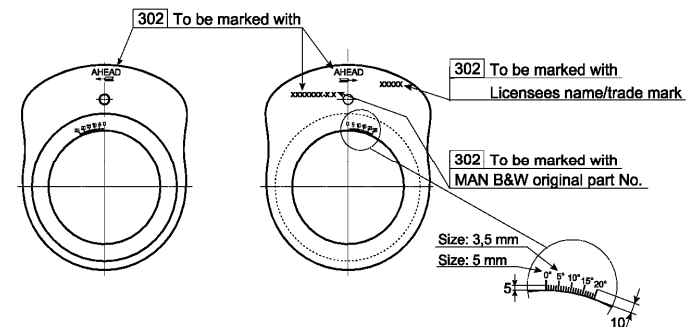
The marking of cams has been changed from a specific lead angle to an angle graduation from 0 to 20degrees in order to reduce the number of variants to two per engine: the long and the short type of cams. This angle graduation covers all types of lead angles for K/L/S – MC/MCE engines. For the marking of the cams with this information, we propose using an electrochemical marking method. Further information regarding this marking method is available from MAN Diesel head office 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, e.g. MAN B&W part No. Or licensee's drawing No.

**Position of marking, see sketch.**



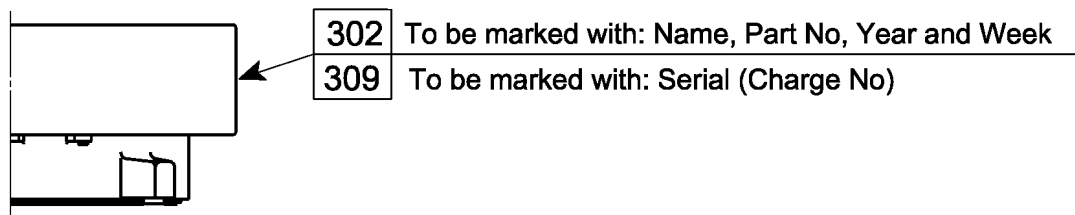


# Marks and Stamps on Cylinder Cover MC and MC-C Type



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, e.g. 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.

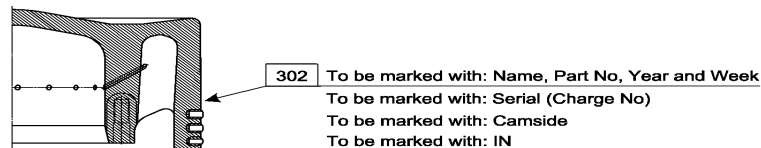


# Marks and Stamps on Piston Crown MC and MC-C Type



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, e.g. 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

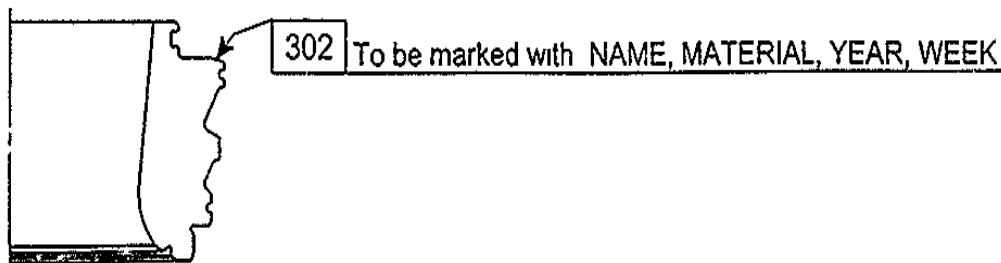
Seat
A150
St6
H

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



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

