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.

To be marked with: Name, Year, Week, Cylinder No
To be marked with: Serial (Charge No)
To be marked with: Camside
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.

302 To be marked with Name and Part 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.

To be marked with Name and Part 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 Ø 1.5 mm. with Part No. 1261573-1

302 To be marked with Licensees name/trade mark

747 To be stamped: 1261573-1 x 150
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:**

![Diagram of cylinder liner with markings](image-url)
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.

To be marked with:
Bearing side

To be marked with:
MAN B&W original part No.

To be marked with:
Licensees name/trade mark

Marking scratch
The marking of cams has been changed from a specific lead angle to an angle graduation from 0 to 20 degrees 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 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, 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.

302 To be marked with: Name, Part No, Year and Week

309 To be marked with: Serial (Charge No)
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

<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>A150</td>
<td></td>
</tr>
<tr>
<td>St6</td>
<td></td>
</tr>
<tr>
<td>H</td>
<td></td>
</tr>
</tbody>
</table>

Examples of marking:

- (Licensee’s name) A150 9634
- (Licensee’s name) H 9634

To be marked with NAME, MATERIAL, YEAR, WEEK
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

<table>
<thead>
<tr>
<th>Seat</th>
<th>Heat resistant layer</th>
<th>Spindle stem</th>
</tr>
</thead>
<tbody>
<tr>
<td>A150</td>
<td>-</td>
<td>Cr or HVOF</td>
</tr>
<tr>
<td>St6</td>
<td>-</td>
<td>Cr or HVOF</td>
</tr>
<tr>
<td>St6</td>
<td>In625</td>
<td>Cr or HVOF</td>
</tr>
<tr>
<td>Nim</td>
<td>-</td>
<td>Cr or HVOF</td>
</tr>
</tbody>
</table>

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

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

To be marked with: NAME, CODE, YEAR, WEEK