

Engine type:	8K98MC	MCR Power:	45760 kW	VIT: YES	Engine no: CE0059A
Test cycle:	E3	MCR Speed:	94 r/min	Cooling system:	Central cooling
Engine group:	CMD-K98-08-9	Vessel name/data for:	Delivery Test	Survey code ver.:	5-3-4

Table 3: Components *)

MAN B&W IMO ID	CMD IMO ID	Actual Marking	Surveyor comments	Combustion chamber		Fuel Injection equipment				T/C			Other																	
				Cylinder liner	Piston crown	Cylinder cover	Fuel pump plunger	Fuel pump barrel	Fuel nozzle	Fuel cam	T/C	Compressor	Turbine	Diffuser	Nozzle ring	Exhaust cam	Scav. air cooler	Governor	Aux. blower											
3196336-5	5027330-4	5027330-4		3196336-5	5027330-4	5043116-0	5043116-0	1295936-2	5003213-6	1298186-4	3181578-9	TCAB8-25042	TCAB8-25042	IMO-0665	IMO-0665	IMO-0054	IMO-2048	IMO-1376	IMO-1376	3181434-0	GEA (WUHU)	GEA (WUHU)	Type:248/48/21/4-NSV-S141-34N256	LYNGS & MARINE	LYNGS & MARINE	OSAKA BLOWER	OSAKA BLOWER	MFG.CO.,LTD	MFG.CO.,LTD	Type:TBMMS-18589A
3181578-9	3181578-9	3181578-9		3181578-9	3181578-9	5043116-0	5043116-0	1295936-2	5003213-6	1298186-4	3181578-9	TCAB8-25042	TCAB8-25042	IMO-0665	IMO-0665	IMO-0054	IMO-2048	IMO-1376	IMO-1376	3181434-0	GEA (WUHU)	GEA (WUHU)	Type:248/48/21/4-NSV-S141-34N256	LYNGS & MARINE	LYNGS & MARINE	OSAKA BLOWER	OSAKA BLOWER	MFG.CO.,LTD	MFG.CO.,LTD	Type:TBMMS-18589A

*) Original input from the Technical File

Table 4: Settings **)

Compression ratio (shims)	mm	7	TF	Actual
Fuel pump shims (if applicable)	mm	N/A	N/A	N/A
Fuel pump orifice (if applicable)	Ømm	N/A	N/A	N/A
Fuel valve opening/closing pressure	bar	350	350	350
Fuel cam lead angle	deg. CA (b.TDC)	12.85	12.85	12.85
Fuel cam lead lift	mm	24.80	24.80	24.80
Exhaust valve lead angle	deg. CA (b.BDC)	-1.53	-1.53	-1.53
Exhaust by-pass orifice diameter	Ømm	N/A	N/A	N/A

**) Original input from test-bed adjustment (average for all cylinders, see individual in § 4)

Comments:
 When using the parameter check method for the on-board survey (§ 3.2), a check of the fuel nozzle will usually be sufficient to verify compliance (provided that the record book shows the engine is kept as originally built,) where the component check method (§ 3.3) usually is carried out to obtain the specified reference performance data (within the given tolerances). Adjustments of setting values are carried out during opening-up inspections and allow check of a complete cylinder unit.
 as specified in Table 1.3 - first on test bed but later as necessary. New setting values shall be stated in the record book for later reference
 See additional comments in § 3, on-board NOx verification procedures, and the flow chart in Fig. 1.

Fuel.1-4