

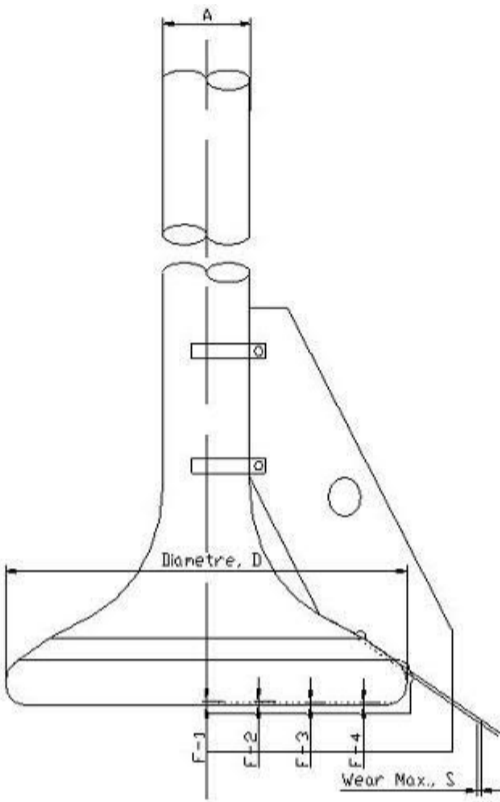
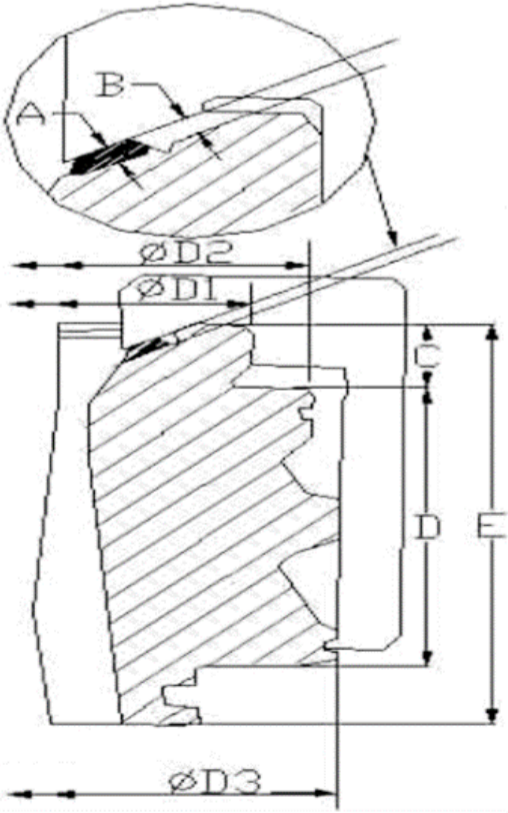
Engine Type

MAN B&W 50MC

Class

NA

1. Measurement Report

Valve spindle		Original	1#	2#	3#	4#
	A	$60_{-0.076}^{-0.030}$	59.96	59.96	59.97	59.96
	D	288.6	288.6	288.6	288.5	288.6
	S	0	0	0	0	0
	F-1	0	0	0	0	0
	F-2	0	0	0	0	0
	F-3	0	0	0	0	0
	F-4	0	0	0	0	0
	H	1000 ± 0.3	999.9	1000.2	999.8	1000.1
Valve seat		Original	1#	2#	3#	
	Wear at A	/	0	0	0	
	Wear at B	/	0	0	0	
	C	25	25	25	25	
	D	120 ± 0.1	120	120	120	
	E	169	169	169	169	
	D1	$300_{-0.27}^{-0.19}$	299.76	299.78	299.74	
	D2	$330_{-0.20}^{-0.10}$	329.80	329.88	329.84	
	D3	$350_{-0.20}^{-0.10}$	349.86	349.84	349.88	

Engine Type

MAN B&W 50MC

Class

NA

2. Photo Report



Rough machined of valve spindles



Rough machined of valve spindles



Valve spindle machined zone be re-built up



Valve spindle machined zone be re-built up



Contact surface be cladded with Stellite material



Rough machined of valve seats

Engine Type

MAN B&W 50MC

Class

NA



Valve seat machined zone be re-built up



Contact surface be cladded with Stellite material



Valve spindle over view after recondition



All 4PCs valve spindle guide stem were chromed



Valve spindle contact surface view after recondition



Valve spindle contact surface close view

Engine Type

MAN B&W 50MC

Class

NA



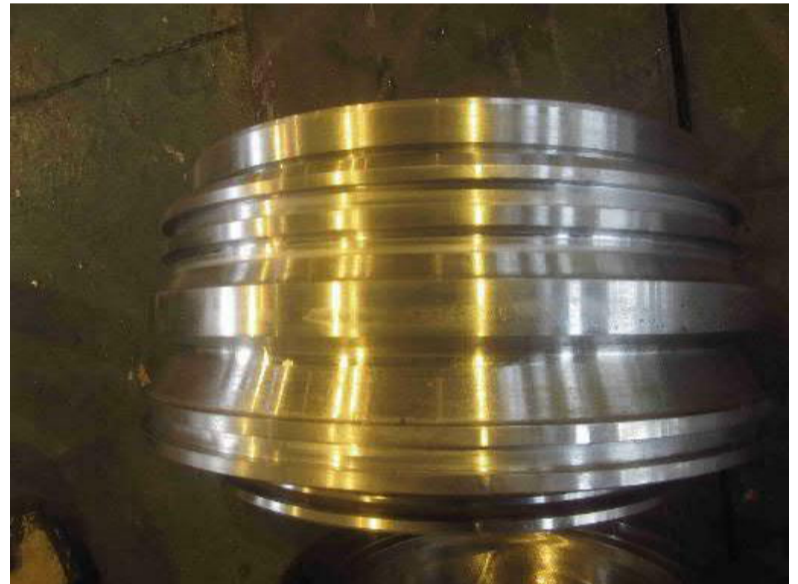
Valve spindle contact surface close view



Valve spindle bottom disc view after recondition



Over view of valve seats after recondition



Valve seat side view



Valve seat contact surface view after recondition



Valve seat contact surface close view