

Aerospace series — Identification marking of engine items — Design standard

ICS 49.050

National foreword

This British Standard is the UK implementation of EN 4300:2008.

The UK participation in its preparation was entrusted to Technical Committee ACE/12, Aerospace fasteners and fastening systems.

A list of organizations represented on this committee can be obtained on request to its secretary.

This publication does not purport to include all the necessary provisions of a contract. Users are responsible for its correct application.

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English Version

**Aerospace series - Identification marking of engine items -
Design standard**

Série aérospatiale - Marquage pour articles moteurs -
Normes de conception

Luft- und Raumfahrt - Kennzeichnung von
Triebwerkbauteilen - Konstruktionsnorm

This European Standard was approved by CEN on 29 February 2008.

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Foreword

This document (EN 4300:2008) has been prepared by the Aerospace and Defence Industries Association of Europe - Standardization (ASD-STAN).

After enquiries and votes carried out in accordance with the rules of this Association, this Standard has received the approval of the National Associations and the Official Services of the member countries of ASD, prior to its presentation to CEN.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by October 2008, and conflicting national standards shall be withdrawn at the latest by October 2008.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN [and/or CENELEC] shall not be held responsible for identifying any or all such patent rights.

According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom.

1 Scope

This standard:

- describes the location and the layout of the marks of the item;
- describes the marking processes to be used according to the environment and the function of the items;
- determines the selection conditions of the marks;
- determines the compatibility conditions of the marking processes with the constitution, the production and the use of the items.

This document applies to aerospace engine items and shall be used in conjunction with EN 4301.

2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 4301, *Aerospace series — Identification marking methods for engine items*.

AS 478J, *Identification Marking Methods*. ¹⁾

3 Abbreviation

O.C.R. Optical Character Recognition

4 Presentation

4.1 Definition

4.1.1 Identity mark

An identity is represented by a mark affixed by means of a marking process.

An identity mark allows for example:

- the identity of an item and its design origin;
- the initial compliance of the item with its definition to be proved;
- the data relating to the various stages of the item's life in production and in use to be traced (traceability);
- the conditions of use to be specified;
- etc.

4.1.2 Description of an identity mark

An identity mark is information (coded identity or not), consisting of characters presented in a clear and orderly manner. A mark is characterised by a composition and a size and is applied directly to the item or to a separate support.

1) Published by: Society of Automotive Engineers (SAE), 400 Commonwealth Drive, Warrendale, PA 15096-0001 USA.

4.2 Marking

Marking is the action of affixing the marks on a medium (item, label, etc.). Marking is defined by a process (or several alternative processes) at a location identical for all the units of the same item.

The marking process is selected according to:

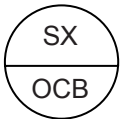
- its ability not to affect the material, the geometry or the characteristics of the item;
- its ease of implementation;
- its cost;
- its long-term resistance.

Selection shall be thorough. An ill-suited process or sign size may damage an item during the last phases of manufacturing.

4.3 Relationship between identifier and mark

The following examples in Table 1 illustrate the relationship between identifier and mark.

Table 1

Identity requirement	Mark to be applied
To identify item's definition.	F0320 37356-12-6
To indicate the conditions of use.	VENT BEFORE OPENING
To state the compliance of an item with its definition.	 (inspection punch)
To provide for traceability of the item.	12345678 (serial number)
To specify a functional aspect of the item.	 (flow direction of a fluid)
To specify the condition of the item.	REP R2738 (item having been subjected to repair)
To specify a grade of material.	● Colour dot on an elastomer seal

5 Application of use

5.1 General

Minimum identification shall be provided to clearly identify the part and be compatible with the item and its environment.