

MPC 108 (Nov 2015) 2011 Guidelines Addressing Additional Aspects to the NO_x Technical Code 2008 with regard to Particular Requirements related to Marine Diesel Engines fitted with Selective Catalytic Reduction (SCR) Systems (Resolution MEPC.198(62), Section 3.2.1.3)

MEPC.198(62), Section 3.2.1.3 reads:

3.2.1 In addition to the information supplied in paragraph 3.1.3 of these guidelines and items in section 2.4 of the NTC 2008, engine systems fitted with SCR should include the following information in its Technical File:

.3 design features of SCR specific components in the exhaust duct from the engine exhaust manifold to the SCR chamber;

Interpretation

The engine technical file is to include any exhaust duct parameters which may affect NO_x emissions. This may include, but not be limited to:

- a) Any restrictions specified by the applicant relating to exhaust duct configuration/design, including the position and number of bends in exhaust duct along with orientation and geometry, exhaust duct changes of diameter and arrangements fitted to manipulate exhaust flow, where applicable
- b) Minimum distance between reductant injection point(s) and SCR chamber
- c) Position of reductant injection equipment within duct and the direction of reductant injection, e.g. counter flow or parallel flow
- d) Reductant mixing arrangements
- e) Reductant lances, nozzles, atomising arrangement
- f) Inlet plenum design, top entry or bottom entry
- g) SCR by-pass arrangements, when fitted

When a by-pass is fitted then the by-pass valve and its control arrangements are to be considered NO_x critical components.

When it is proposed to use an integrated reductant injection and SCR chamber arrangement which is supplied as a packaged item to be fitted into an exhaust duct then the parameters of such a unit which may affect NO_x emissions are to be specified by the applicant.

Note:

1. This Unified Interpretation is to be uniformly implemented by IACS Societies not later than 1 July 2016.

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