
MPC 122 (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 6.3.2.1.2)**

MEPC.198(62), Section 6.3.2.1.2 reads:

6.3.2.1 Exhaust gas, catalyst, reductant and an injection system should satisfy the following conditions at each mode point:

.2 Exhaust gas component

Exhaust gas for the test should either be diesel engine exhaust gas or simulated gas.

Where diesel exhaust gas is used it should correspond, in terms of concentrations, to the exhaust gas in section 6.2 of these guidelines, in terms of NO_x, O₂, CO₂, H₂O, and SO₂ ($\pm 5\%$ of the required concentration for each emission species).

Where simulated gas is used it should correspond, in terms of concentrations, to the exhaust gas in section 6.2 of these guidelines, in terms of NO, NO₂, O₂, CO₂, H₂O, and SO₂ ($\pm 5\%$ of the required concentration for each emission species) balance N₂.

Interpretation

When the applicant is able to demonstrate that one or more of the gas species and concentrations provided in 6.3.2.1.2 of the guidelines do not affect the modelling process then an exemption from the applicable concentration requirement for the species may be agreed.

Note:

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

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