

MPC 126 (Nov 2015) Technical Code on Control of Emission of Nitrogen Oxides from Marine Diesel Engines (NO_x Technical Code 2008, Chapter 4, Paragraph 4.4.6.2)

Paragraph 4.4.6.2, Chapter 4 of NO_x Technical Code (NTC) 2008 reads:

4.4.6.2 The following parameters and specifications shall be common to engines within an engine group:

.1 bore and stroke dimensions;

.2 method and design features of pressure charging and exhaust gas system:

- constant pressure;

- pulsating system;

.3 method of charge air cooling system:

- with/without charge air cooler;

.4 design features of the combustion chamber that effect NO_x emission;

.5 design features of the fuel injection system, plunger and injection cam which may profile basic characteristics that effect NO_x emission; and

.6 rated power at rated speed. The permitted ranges of engine power (kW/cylinder) and/or rated speed are to be declared by the manufacturer and approved by the Administration.

Interpretation

For engines fitted with SCR system to reduce NO_x emissions it is recognised that some of the parameters provided may not be common to all engines within a group and that new parameters derived from the SCR chamber and catalyst blocks may be used instead, such as the SCR space velocity (SV), catalyst block geometry and catalyst material.

Whilst the provisions of 4.4.6.2.1 are to remain common to all engines within the group, the remaining parameters listed in 4.4.6.2 may be replaced by alternative SCR parameters provided that the applicant is able to demonstrate that these alternative parameters are suitable for defining the engine group.

The applicant remains responsible for selecting the parent engine and demonstrating the basis of this selection to the satisfaction of the Administration.

Note:

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

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