
MPC Resolution 2 of the 1997 MARPOL Conference 36 Technical Code on Control of Emission of (July 2004) Nitrogen Oxides from Marine Diesel Engines

Chapter 2.2.9

Chapter 2.2 Procedures for pre-certification of an Engine Group

Chapter 2.2.9 reads as follows:

A model form of an EIAPP Certificate is attached as appendix 1 to this Code.

Interpretation:

The model form *Supplement to Engine International Air Pollution Prevention Certificate* particulars indicated below shall be interpreted as follows:

(a) 1.12 Specification(s) of test fuel

The particular ISO 8217 grade specification applicable to the fuel oil used at the relevant Parent Engine test (i.e. DMA, DMB, DMC) shall be given on all (Parent and Member Engine) EIAPP Certificates within that Engine Group / Engine Family.

(b) 1.14 Applicable NO_x emission limit (g/kWh) (regulation 13 of Annex VI)

The limit value given here shall be the limit value for the Engine Group / Engine Family based on the highest engine speed to be included in that Engine Group / Engine Family (in accordance with Regulation 13(3)(a)), irrespective of the rated speed of the Parent Engine or the rated speed of the particular engine as given on the EIAPP Certificate.

(c) 1.15 Engine's actual NO_x emission value (g/kW h)

The appropriate application average weighted NO_x emission value(s) determined at the Parent Engine test shall be given on all (Parent and Member Engine) EIAPP Certificates. In the case of an Engine Group / Engine Family which is approved to more than one application cycle the Parent Engine value shall, as a minimum, be given for the particular application cycle applicable to the specific engine to which the EIAPP Certificate refers.

In those cases where the Technical File includes tolerances in respect of NO_x emission settings then the effect upon the as measured emission value of those tolerances shall be stated and the basis of the emission value, as stated under 1.15 of the EIAPP Certificate, be given. In no cases shall the effect tolerances be such as to exceed the limit value as stated under 1.14 of the EIAPP Certificate.

Where the installation includes a NO_x-reducing device the actual NO_x emission value (g/kWh) for the engine with the NO_x reduction device in operation shall be given.

Note:

This UI is to be uniformly implemented by IACS Societies from 19 May 2005.

