

**MPC
103**

(Jan 2013)

**Identical Replacement Engines
(MARPOL Annex VI Regulation 13)****Regulation****MARPOL Annex VI Regulation 13**

13.1.1.2 each marine diesel engine with a power output of more than 130 kW which undergoes a major conversion on or after 1 January 2000 except when demonstrated to the satisfaction of the Administration that such engine is an identical replacement to the engine which it is replacing and is otherwise not covered under paragraph 1.1.1 of this regulation.

13.2.2 For a major conversion involving the replacement of a marine diesel engine with a non-identical marine diesel engine or the installation of an additional marine diesel engine, the standards in this regulation in force at the time of the replacement or addition of the engine shall apply.”

Interpretation

In regulation 13.1.1.2 the term “identical” (and hence, by application of the converse, in regulation 13.2.2 the term “non-identical”) as applied to engines under Regulation 13 is to be taken as:

An ‘identical engine’ is, as compared to the engine being replaced*, an engine which is of the same:

design and model;

rated power;

rated speed;

use;

number of cylinders;

fuel system type (including, if applicable, injection control software); and

- (a) for engines without EIAPP certification, have the same NO_x critical components and settings**; or
- (b) for engines with EIAPP certification, belonging to the same Engine Group / Engine Family.

NOTE:

1. This Unified Interpretation is to be uniformly implemented by IACS Societies for “.. a time of the replacement ..” of an engine, as interpreted by UI MPC 98, occurring on or after 1 January 2014.

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* In those instances where the replaced engine will not be available to be directly compared with the replacing engine at the time of updating the Supplement to the IAPP Certificate reflecting that engine change it is to be ensured that the necessary records in respect of the replaced engine are available in order that it can be confirmed that the replacing engine represents "an identical engine".

** For engines without EIAPP Certification there will not be the defining NO_x critical component markings or setting values as usually given in the approved Technical File. Consequently in these instances the assessment of '... same NO_x critical components and settings...' shall be established on the basis that the following components and settings are the same:

Fuel system

- (a) Fuel pump model and injection timing
- (b) Injection nozzle model

Charge air

- (a) Configuration and, if applicable, turbocharger model and auxiliary blower specification
- (b) Cooling medium (seawater / freshwater)

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