

MPC 51 Resolution 2 of the 1997 MARPOL Conference Technical Code on Control of Emission of Nitrogen Oxides from Marine Diesel Engines

(July
2004)
(Rev.1
Jan
2017)

Paragraph 3.2.1, Chapter 3 of NOx Technical Code (NTC) 2008 reads:

3.2.1 For every Individual Engine or Parent Engine of an Engine Family or Engine Group, one or more of the relevant test cycles specified in 3.2.2 to 3.2.6 shall be applied for verification of compliance with the applicable NOx emission limit contained in regulation 13.

Interpretation

For application of this section it shall be interpreted that:

- (a) For a parent engine of an engine family or engine group, one or more test cycles may be applied where an engine family or engine group may contain engine models which can be used solely for one application and engine models which can be used for another application.
- (b) Individual engines or member engines of an engine family or engine group intended to be used for more than one application are to be certified for the relevant test cycles.
- (c) In those instances where an engine as installed on board may be used simultaneously or separately for supplying energy for auxiliary purposes and for supplying energy to main propulsion that engine is to be certified to the test cycle only which represents the main purpose of the engine application. In such cases main propulsion is considered to be the main purpose and takes precedence. This, for example, means that any-diesel-electric propulsion application only requires E2 certification irrespective of whether energy can be distributed to the switchboard for other (auxiliary) purposes. Similarly, this applies to main engines which e.g. can also drive cargo pumps.

Note:

1. This UI is to be uniformly implemented by IACS Societies from 19 May 2005.
2. Rev.1 of this UI is to be uniformly implemented by IACS Societies when an application for certification of an engine is dated on or after 1 July 2018.

MPC

51

(cont)

Chapter 3.2.1

Chapter 3.2 Test cycles and weighting factors to be applied

Chapter 3.2.1 reads as follows:

For every individual engine or parent engine of an engine group or family, one of the test cycles specified in 3.2.2 to 3.2.6 shall be applied for verification of compliance with the NO_x emission limits in accordance with regulation 13 of Annex VI.

Interpretation:

For application of this section it shall be interpreted that:

- (a) One of the test cycles specified in Chapters 3.2.2 to 3.2.6, applicable to the application, shall be applied.
- (b) Where more than one test cycle is to be applied the average cycle weighted NO_x emission value (in g/kWh) for each cycle is to be stated on the EIAPP Certificate 1.15, together with the corresponding limit value, 1.14.
- (c) A Parent Engine test for a particular duty cycle is to follow the appropriate test cycle. A Parent Engine emission value shall not be 'constructed' by, for example, adding data from one test to emission values taken from another test.
- (d) In those instances where a constant speed engine as installed can be used either solely for main propulsion or auxiliary purposes, then that engine should be certified to both the E2 and D2 cycles.
- (e) Where a generator is also permanently fitted or coupled to main engine propulsion shafting then certification of that main engine using only the E2 or E3 cycle, as appropriate, is required.

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