

**MPC
74**

(July 2004)
(Rev.1
Nov 2019)

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

(NO_x Technical Code 2008, Chapter 5, Paragraph 5.10.1)

Chapter 5.10.1

Chapter 5.10 Test report

Chapter 5.10.1 reads as follows:

Paragraph 5.10.1, Chapter 5 of the NO_x Technical Code (NTC) 2008 reads:

5.10.1 For every engine Individual Engine or Parent Engine tested for pre-certification or for initial certification on board without precertification, to establish an Engine Family or Engine Group, the engine manufacturer shall prepare a test report which shall contain, as a minimum, the necessary data to fully define the engine performance and enable calculation of the gaseous emissions including the data as set out in section 1 of appendix 5 of this Code. The original of the test report shall be maintained on file with the engine manufacturer and a certified true copy shall be maintained on file by the Administration.

Interpretation

~~For application of this section the term “as a minimum” shall be interpreted as incorporating the~~ The “necessary data to fully define the engine performance and enable calculation of the gaseous emissions” shall be incorporated, in accordance with 5.12, from the raw data units to the cycle weighted NO_x emission value in g/kWh. The data set given under Appendix 5 should not be considered definitive and any other test data (i.e. engine performance or setting data, description of control devices) relevant to the approval of a specific engine design and/or on-board NO_x verification procedures must also be given. For the engine fitted with SCR, under scheme A, the parameters listed in sub-paragraphs of paragraph 5.2.2 of IMO Resolution MEPC. 291(71) shall be measured and recorded in the engine test report. Under scheme B, the exhaust gas temperature at the intended inlet of the SCR chamber shall be determined and recorded in the test report. For Dual fuel engines, the ratio of liquid-to-gas, Gas fuel temperature and its measurement point position shall be recorded during the testing.

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 from 1 July 2020.

With reference to appendix 5 of the Code, it shall be further interpreted that:

- a) The term "Deviation" as given under "Sheet 3/5", Measurement equipment, Calibration" refers to the deviation of the analyzer calibration and not the deviation of the span gas concentration.
- b) The ~~fuel~~ "Fuel properties" as given under "Sheet 3/5, Fuel Characteristics, Fuel properties" shall, ~~in those cases where a 'DM' grade fuel is used,~~ include sufficient data to justify the ISO 8217:2017 grade (i.e. DMA, DMB ~~or DMC etc.~~) as given on EIAPP Certificate Supplement 4.12-1.9.4 and hence as a minimum shall give the by considering other additional analysis results for water content (ISO 37733), carbon residue (ISO-10370) ~~full or 10% sample and, in the case of the DMA / DMB grades, Cetane Number / Index (ISO 4264).~~ for the fuel oil characteristics, i.e. Cetane index (ISO 4264:2018), carbon residue (ISO 10370:2014).

End of document
