
MPC 109 (Nov 2015) 2011 Guidelines Addressing Additional Aspects to the NO_x Technical Code 2008 with regard to Particular Requirements related to Marine Diesel Engines fitted with Selective Catalytic Reduction (SCR) Systems (Resolution MEPC.198(62), Section 3.2.1.4)

MEPC.198(62), Section 3.2.1.4 reads:

3.2.1 In addition to the information supplied in paragraph 3.1.3 of these guidelines and items in section 2.4 of the NTC 2008, engine systems fitted with SCR should include the following information in its Technical File:

.4 catalyst block specification and arrangement in the SCR chamber;

Interpretation

The engine technical file is to include details of catalyst block specification and the arrangement of catalyst blocks within the SCR chamber, this is to include, but not be limited to:

- a) Installation of blocks within the SCR chamber, including the number of blocks, number of layers and sealing arrangements between blocks and SCR chamber casing and frame to prevent exhaust gas slip
- b) Catalyst block geometry, including the CPSI (cells per square inch) or metric equivalent
- c) Limiting ranges for physical parameters such as the space velocity (SV), area velocity (AV) and linear velocity (LV)
- d) Catalyst material, this may be identified by means of a part number or specification number
- e) Arrangement of soot blowing equipment
- f) Inspection and access arrangements
- g) Any baffle plates or other devices installed within the SCR chamber for exhaust gas and reductant flow distribution

The applicant is to provide a means of ensuring that a visual inspection of an SCR block can easily identify it as being of the type in the technical file, this may be by stamping the catalyst block casing with an ID number of the parameter where practical.

Inspection of the SCR chamber should be limited to ensuring that the correct catalyst blocks are fitted during assembly of the SCR. Inspection of spare catalyst blocks can be accepted to demonstrate compliance at surveys other than at the initial assembly of the SCR. This practice recognises the demand for safe working procedures and avoids disassembly of catalyst blocks.

Note:

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

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