



# Technical Highlights

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## Responsibilities for Marine Vessel Operators with EPA-Certified Diesel Engines

*The U.S. Environmental Protection Agency's (EPA's) final rule for commercial marine diesel engines rated over 37 kilowatts (kW) sets emission standards that apply to new engines used in the United States. These standards take effect for new engines manufactured starting in 2004, 2005, or 2007 depending on the size of the engine. This fact sheet informs marine vessel operators of their responsibilities under the final rule.*

### **Which engines are affected by the new emission standards?**

In general, emission standards and related requirements start for new commercial marine diesel engines manufactured in 2004 or later for engines with displacement less than 2.5 liters per cylinder. This corresponds to a power rating of about 600 kW for a 12-cylinder engine. Standards begin to apply for bigger engines that are manufactured in 2007 or later. In some limited cases, the standards also apply to remanufactured or other used engines. We allow certain exemptions and flexibilities for a wide variety of situations. See the "Scope of Application" fact sheet (EPA420-F-99-047) for more information about when standards apply for individual engines. We plan to set emission standards for recreational marine diesel engines in the near future.

The emission limits of MARPOL Annex VI apply to engines before the EPA standards start. Also, EPA standards do not apply to engines with displacement over 30 liters per cylinder, so the MARPOL Annex VI limits continue to apply to these engines after the EPA standards start. See the fact sheet on MARPOL Annex VI (EPA420-F-99-038) for more information.

### **What do I need to know about engine labels?**

Every certified engine needs a label showing that it meets the requirements that apply to it. The label includes several things, including the model year and useful life of the engine and its tune-up specifications and adjustments. The label may also show that the engine is certified only for certain applications or for a certain fuel.

### **What requirements apply to rebuilding engines?**

Engines with a label must be rebuilt to their original configuration. See the fact sheet on rebuilding diesel engines (EPA420-F-99-045) for additional information.

### **What is tampering?**

If you disable the engine's emission control system or make other changes to the engine that increase its emissions, you could be guilty of tampering with a certified engine. You can make changes to the engine without violating the requirements if you have a reasonable basis to believe that you are not increasing the engine's emissions. This should generally include emission test data showing emissions levels before and after the change.

### **How do emission standards affect the manufacturer's warranty?**

The engine manufacturer must provide a warranty for emission-related components for the period specified on the engine label. If they provide you with a longer warranty (either written or negotiated) for components unrelated to emission controls, that longer warranty period also applies to all your emission-related components. Emission-related components generally include anything the manufacturer has added to the engine to meet emission standards.

## **Do emission standards affect the way I maintain my engines?**

The manufacturer may not require you to use specific parts or repair facilities, but it is still your responsibility to maintain your own engines. The manufacturer will have maintenance instructions showing what is needed to ensure that the engine and its emission control systems will work properly. If you don't do these things, high emission rates could occur and the manufacturer's warranty may no longer be valid.

## **What aftermarket parts may I use?**

Companies may certify their parts to show that the engine will still meet our requirements, but we don't require it. If you select or install parts that disable or seriously compromise the engine's emission control system, this may be an engine tampering violation. This could result either from low-quality parts or from parts that are designed to optimize engine performance at the expense of emission control.

## **For More Information**

See 40 CFR 94 for additional details. For more information on commercial marine diesel engines, visit the Office of Mobile Sources' web site at:

<http://www.epa.gov/oms/marine.htm>

You can also contact Bob Montgomery at:

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