

Daihatsu Diesel Mfg. Acquires SOC According to Scheme A  
- World's first for IMO NOx Tier III Regulations -

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Daihatsu Diesel Mfg.Co.

Expected to be applied to ships built in and after 2016, the IMO NOx Tier III Regulations demand an 80% reduction in NOx compared to existing Tier I levels. The new Regulations' strict requirements make it difficult for engines alone to satisfy them; it is thus necessary to add an exhaust aftertreatment system.

In November 2013, Daihatsu Diesel Mfg. Co., Ltd. (hereinafter referred to as the "DDK") became the first in the world to acquire from Nippon Kaiji Kyokai (ClassNK) and Det Norske Veritas (DNV) a Statement of Compliance\* (SOC), which certifies that its selective catalytic reduction (SCR) system complies with the IMO NOx Tier III Regulations. The certification was granted after successful performance in NOx certification testing, in which a diesel engine and the SCR system were combined (Scheme A\*\*), under the observation of the two classification organizations, and after examination of a NOx technical file that included technical information on the SCR.

Going forward, DDK will continue to have each engine model certified for the IMO NOx Tier III Regulations by combining them with the SCR system in preparation for the startup of its mass production and sale.

\* An SOC thus acquired may be transferred to an Engine International Air Pollution Prevention (EIAPP) Certificate upon enforcement of the Tier III Regulations.

\*\* A standard procedure for verifying compliance with NOx emission regulations by operating a diesel engine and the SCR system in combination

Counter in charge

Daihatsu Diesel Mfg.co.,Ltd. General Affairs Department

Takashi Mizushina

Tel: 06-6454-2331 Fax: 06-6454-2750 Email: takashi.mizushina@dhtd.co.jp