

## <Tier3>

Tier III regulations apply when any ship's keel-laying date is after January 1, 2016 navigates an ECA (Emission Control Area) within 200 nautical miles of North America, Canada and the Caribbean Sea. In addition, after January 1, 2021 this regulation will extend to include the ECAs in the North Sea and the Baltic Sea.

Tier III regulations require a further 80% NOx reduction compared to Tier I, a difficult task for the engine alone and so after-treatment equipment is necessary. For this reason, we have partnered with leaders in marine Selective Catalytic Reduction (SCR) technology company, [D.E.C. Marine AB](#) (head office: Sweden), who have shipped about 400 SCR units to date. The resulting engine-SCR arrangement (Scheme A) has proven, full Tier III compliance. NOx testing took place in the field and in our factory witnessed by the

main classification societies, and we have already received Tier III compliance certificates for all our major engine models.

It is important to note that components within our engines that are affected by NOx level controls are stamped with ID numbers indicating they conform to the regulations. These numbers are checked by surveyors and so to maintain compliance please only use Daihatsu Diesel genuine parts, as listed in the technical files, when replacing parts. Please note compliance certificates cannot be renewed if it is confirmed that parts with different ID numbers are fitted.