



# Standard Practice for Thermal Rating and Installation of Internal Combustion Engine Packages for use in Hazardous Locations in Marine Applications<sup>1</sup>

This standard is issued under the fixed designation F2876; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon ( $\epsilon$ ) indicates an editorial change since the last revision or reapproval.

## 1. Scope

1.1 This practice covers the method of testing, rating and installation of internal combustion engine packages for use in hazardous areas in marine applications. The thermal rating of the engine is determined by the actual readings of engine and exhaust system temperatures within hazardous areas, as defined by references in Section 2.22 and 2.3 of this practice, or as designated by the authority having jurisdiction, or both. The goal of this practice is to thermally rate engine packages, and provide additional installation recommendations, in order to reduce the risk of igniting the ignitable mixtures that may be present within the hazardous areas of marine vessels.

1.2 Only a marine engine suitable for the service, designed and constructed in conformance with the requirements of 3.1.2, is considered.

1.3 The system of units in this practice shall be SI (metric) form, along with the standard (English) system equivalent placed in parentheses, for example, 20°C (68°F); 20 °C (68 °F).

1.4 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety, health, and environmental practices and determine the applicability of regulatory limitations prior to use. This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.*

1.5 *This international standard was developed in accordance with internationally recognized principles on standardization established in the Decision on Principles for the Development of International Standards, Guides and Recommendations issued by the World Trade Organization Technical Barriers to Trade (TBT) Committee.*

## 2. Referenced Documents

### 2.1 ASTM Standards:<sup>2</sup>

**F683 Practice for Selection and Application of Thermal Insulation for Piping and Machinery**

### 2.2 NFPA Standards:<sup>3</sup>

**NFPA 70 The National Electric Code (NEC), 2008**

<sup>1</sup> This practice is under the jurisdiction of ASTM Committee F25 on Ships and Marine Technology and is the direct responsibility of Subcommittee F25.07 on General Requirements.

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<sup>2</sup> For referenced ASTM standards, visit the ASTM website, www.astm.org, or contact ASTM Customer Service at service@astm.org. For Annual Book of ASTM Standards volume information, refer to the standard's Document Summary page on the ASTM website.

## 2.2 IEC Standards:<sup>3</sup>

~~IEC 60092~~ISO/IEC 80079-20-1 Electrical installations in ships—Part 502: Tankers—Special features—Explosive atmospheres—Part 20-1: Material characteristics for gas and vapour classification—Test methods and data

## 2.3 CFR:<sup>4</sup>

~~CFR 46~~ United States Code of Federal Regulations, Title 46, Shipping

## 2.4 EN Standards:<sup>3</sup>

~~EN 1834-1~~ Reciprocating internal combustion engines. Safety requirements for design and construction of engines for use in potentially explosive atmospheres.

### 3. Terminology

#### 3.1 Definitions:

3.1.1 *hazardous location*—area in which an explosive gas atmosphere is or may be expected to be present, in quantities such as to require special precautions for the construction, installation and use of electrical apparatus and other potential heat sources. These areas are defined by the authority having jurisdiction, ~~or in accordance with NFPA 70 (NEC) Articles 500, 501 and 504; or NEC Articles 500 and 505; or IEC 60092-502, or a combination thereof.~~jurisdiction.

3.1.2 *marine engine*—a compression-ignition engine designed and constructed for operation in the marine environment, regardless of horsepower, to the applicable standards or rules of a recognized classification society in Title 46, Code of Federal Regulations, Part 8, or a comparable engine design and construction standard.

3.1.3 *ignitable mixture* —a mixture of gas, such as natural gas, or similar volatile hydrocarbon gas with normal air, that will propagate flame or explode when exposed to an ignition source.

3.1.4 *ignition temperature*—(*explosive atmosphere*)—the lowest temperature at which an ignitable mixture may be ignited.

3.1.5 *maximum surface temperature*—the highest temperature attained under the most severe operating conditions by any equipment part or surface capable of igniting an ignitable mixture.

### 4. Summary of Practice

4.1 While there have been great improvements made in the safety of electrical and electronic equipment utilized in hazardous locations, there has been little development concerning reducing the hazards associated with high temperature surfaces of internal combustion engines operating in the same hazardous locations. Several factors have significantly increased the temperature of hot surfaces and exhaust gases of internal combustion engines. Some of these factors are performance related, while others have resulted from compliance with new environmental standards.

4.2 This practice provides guidance for the temperature rating of marine internal combustion engines based on the surface temperature exposures within a hazardous location in the marine environment.

### 5. General Requirements

5.1 The application of this practice will help reduce the risk of fire, or explosions, caused by ignitable gas mixtures coming in contact with the heated surfaces and hot exhaust gases generated by compression ignition (diesel) engines used in, or near, hazardous locations.

5.1.1 Category 2G engines fitted in Hazardous Area Zone 1 and Category 3G engines fitted in Hazardous Area Zone 2 are to comply with criteria outlined by EN 1834-1.

NOTE 1— Category 2G and 3G engines are defined in EN 1834-1.

5.1.2 EN 1834-1 is to be applied except as modified by this practice.

<sup>3</sup> Available from National Fire Protection Association (NFPA), 1 Batterymarch Park, Quincy, MA 02169-7471, <http://www.nfpa.org>.

<sup>3</sup> Available from American National Standards Institute (ANSI), 25 W. 43rd St., 4th Floor, New York, NY 10036, <http://www.ansi.org>.

<sup>4</sup> Available from U.S. Government Printing Office Superintendent of Documents, 732 N. Capitol St., NW, Mail Stop: SDE, Washington, DC 20401, <http://www.access.gpo.gov>.

## 5.2 Marine Engine Design and Construction Requirements:

5.2.1 Special consideration should be given to engine accessories such as pumps, fans, and starter motors such that they are constructed of suitable materials and installed in ways that will minimize friction, heat and sparking.

5.2.2 High pressure fuel piping (greater than 100 bar, or 1450 psi) installed between fuel pumps and injectors, shall be double jacketed in order to reduce the risk of fuel spray coming in contact with hot surfaces.

5.2.3 Marine Engines and engine components shall be properly bonded and grounded to the hull.

5.2.4 The use of materials known to create, or store, static electricity shall be avoided.

5.2.5 Fans and fans blades shall be constructed of conductive, non-sparking materials.

5.2.6 Drive belts shall be conductive and the pulleys, shafts and driving equipment shall be grounded.

5.2.7 For sealed, purged or pressurized engine enclosures special considerations should be given to the use of lock outs that will prevent the engine from starting when protective guards, insulated covers, or other attachments necessary to maintain temperature control, are removed.

5.2.8 Sealed, purged or pressurized engine enclosures shall be designed to dampen the pressure of an internal explosion and shall be protected against over pressurization.

5.2.9 Air ducts and exhaust gas piping to and from non-hazardous locations shall be gas tight within the hazardous location. EN 1834-1 should be consulted.

5.2.10 Air ducts within the hazardous location shall be fitted with flame arrestors, or other equipment designed and tested to perform the functions of a flame arrestor. EN 1834-1 should be consulted.

5.2.11 Exhaust systems shall be fitted with a spark arrestor, or other equipment designed and tested to perform the functions of a spark arrestor. EN 1834-1 should be consulted.

5.2.12 To help prevent unsafe operation, warning signs and labels shall be used to indicate when necessary equipment guards, or protective covers, are removed from the engine.

5.2.13 The procedures outlined in EN 1834-1 should be consulted for additional hazard and risk reduction.

5.2.14 The procedures outlined in Practice **F683** may be applied if necessary in order to limit the exposed surface temperatures of piping and machinery.

5.2.15 ~~At~~ ~~In lieu of EN 1834-1, all~~ electrical or electronic equipment associated with engine installations in hazardous locations shall be tested or approved and listed or certified by an independent laboratory for the Class and Group of the cargo carried or the hazardous location to the standards and protection techniques specified under ~~NFPA 70 (NEC) Articles 500, 501 and 504; or NEC Articles 500 and 505; or IEC 60092-502 and~~ acceptable to the authority having jurisdiction.

NOTE 2—The authority having jurisdiction defines applicable hazardous areas and electrical standards for each specific marine application.

## 6. Procedure for Rating

6.1 The testing required in Section 7 shall be used to determine the highest temperature exposure of the engine application package. The highest temperature obtained, based on the most severe test operating and environmental (including high ambient air temperature) conditions, will be the temperature used for determining the rating of the engine.

6.2 The determination of an appropriate marine engine temperature rating for installation in a hazardous location is based upon the lowest ignition temperature of the cargo the vessel is authorized to carry, or the lowest ignition temperature of the engine fuel being used, whichever is lower, and the highest temperature exposure within the hazardous location of any part of the marine engine package as determined in 6.1. The temperature of engine surfaces, auxiliary components and exhaust system gases that may