

**EC-TYPE EXAMINATION
CERTIFICATE (MODULE B)**

Certificate No:
MEDB000034G
Revision No:
3

Application of: Directive 2014/90/EU of 23 July 2014 on marine equipment (MED), issued as "Forskrift om Skipsutstyr" by the Norwegian Maritime Authority. This Certificate is issued by DNV GL AS under the authority of the Government of Norway.

This is to certify:

That the Rescue boat propulsion engine-outboard motor

with type designation(s)

Mercury 4-stroke Outboard Engines "See product description page 2"

Issued to

**Mercury Marine - Division of Brunswick
Fond Du Lac, USA**

is found to comply with the requirements in the following Regulations/Standards:

Regulation **(EU) 2020/1170,**

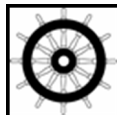
item No. MED/1.37. SOLAS 74 as amended, Regulation III/4, III/34 & X/3 and LSA Code

Further details of the equipment and conditions for certification are given overleaf.

This Certificate is valid until **2022-10-19.**

Issued at **Høvik** on **2021-01-25**

DNV GL local station:
**Certification & Inspection
Services**



for **DNV GL AS**

Approval Engineer:
Dag Harald Williksen

Notified Body
No.: **0575**

.....
Roald Vårheim
Head of Notified Body



The mark of conformity may only be affixed to the above type approved equipment and a Manufacturer's Declaration of Conformity issued when the production-surveillance module (D, E or F) of Annex B of the MED is fully complied with and controlled by a written inspection agreement with a Notified Body. The product liability rests with the manufacturer or his representative in accordance with Directive 2014/90/EU.

This certificate is valid for equipment, which is conform to the approved type. The manufacturer shall inform DNV GL AS of any changes to the approved equipment. This certificate remains valid unless suspended, withdrawn, recalled or cancelled.

Should the specified regulations or standards be amended during the validity of this certificate, the product is to be re-approved before being placed on board a vessel to which the amended regulations or standards apply.

LEGAL DISCLAIMER: Unless otherwise stated in the applicable contract with the holder of this document, or following from mandatory law, the liability of DNV GL AS, its parent companies and subsidiaries as well as their officers, directors and employees ("DNV GL") arising from or in connection with the services rendered for the purpose of the issuance of this document or reliance thereon, whether in contract or in tort (including negligence), shall be limited to direct losses and under any circumstance be limited to 300,000 USD.



Job Id: **344.1-003565-4**
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Product description

Engine designation (Platform)	Mercury 15/20 (Note 1)	Mercury 25/30 (Note 2)	Mercury 30/40 (Note 3)	Mercury/Mariner 40/50/60 (Note 4)
Power (HP)	15/20	25/30	30/40	40/50/60
Type	4-stroke EFI	4-stroke EFI	4-stroke EFI	4-stroke EFI
No. of Cylinders	2	3	3	4
Bore (mm)	61	61	65	65
Stroke (mm)	57	60	75	75

Engine designation (Platform)	Mercury 65Jet/75/80/90/100/115 FourStroke (Note 5)	Mercury 150 FourStroke (Note 6)
Power (HP)	65/75/80/90/100/115	150
Type	4-stroke EFI	4-stroke EFI
No. of Cylinders	4	4
Bore (mm)	90	101.6
Stroke (mm)	81	92

Note 1) This platform includes standard 15-20, 15-20 SeaPro and 15-20 ProKicker engines. The difference in power is made by altering the electronic ignition module.
 Place of production: TMC, Komagane, Japan.

Note 2) This platform includes standard 25-30 and Jet version 30 engines. The difference in power is made by altering the electronic ignition module.
 Place of production: TMC, Komagane, Japan.

Note 3) This platform includes standard 30-40 engines. The difference in power is made by altering the electronic ignition module.
 Place of Production: Mercury Marine, Suzhou, China, Plant 58

Note 4) This platform includes 40-50-60 Std, SeaPro and CT versions and Jet version 40 engines. The difference in power is made by altering the electronic ignition module.
 The engine has to be fitted with a purging system in order to pass the inversion test for fast rescue boats.
 Place of Production: Mercury Marine, Suzhou, China, Plant 58

Note 5) This platform includes 75-80-90-100-115 and 65 Jet Std, SeaPro and CT versions engines. The difference in power is made by altering the electronic ignition module. 65 Jet shares the same components as the rest of the engine family; the power difference is a result of the use of a jet pump instead of a propeller.
 Place of production: Mercury Marine, Fond du Lac, WI, Plant 15.

Note 6) This platform includes standard 150 engine
 Place of production: Mercury Marine, Fond du Lac, WI, Plant 15.

Application/Limitation

The engines are approved for use as propulsion engines for:

- Rescue boats and lifeboats (Notes 1, 2, 3, 5 and 6)
- Rescue boats, fast rescue boats and lifeboats (Note 4).

To enable the engine to pass the inversion test and to comply with the LSA Code requirements for fast rescue boats (Note 4), the engine must be equipped with a "post immersion restart system" (PIRS). The two systems approved for this purpose are the E.P.Barrus PIRS and E.P.Barrus Fast PIRS - systems, manufactured by E. P. Barrus Ltd., Oxfordshire, UK

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Type Examination documentation

Operation and maintenance manuals for the above specified engines.
Applicable Mercury outboard brochures.

Tests carried out

Engine designation	Mercury 15/20	Mercury 25/30	Mercury 30/40	Mercury/Mariner 40/50/60	
Test report	DNV GL A0545953 ¹⁾	ANT12-1240-2 ¹⁾	ANT12-1240-3 ¹⁾	ANT12-1240-5 ¹⁾	N141Z9M9 ²⁾
Result	Passed the test for lifeboat/ rescue boats propulsion	Passed the test for lifeboat/ rescue boats propulsion	Passed the test for lifeboat/ rescue boats propulsion	Passed the test for lifeboat/ rescue boats propulsion	Passed the inversion test for fast rescue boats propulsion

Engine designation	Mercury 65Jet/75/80/90/100/115 FourStroke	Mercury 150 FourStroke
Test report	ANT-13-1392-1 ¹⁾	ANT-13-1392-2 ¹⁾
Result	Passed the test for lifeboat/ rescue boats propulsion	Passed the test for lifeboat/ rescue boats propulsion

- 1) Tests were carried out at Brunswick EMEAs premises in Verviers, Belgium and witnessed by personal from DNV GL Antwerpen office.
- 2) Test was carried out at Barrus Ltd., Bicester, Oxfordshire, UK, and witnessed by personal from DNV GL UK.

Marking of product

The product is to be indelibly marked with name, address of manufacturer and type designation. The Mark of Conformity (wheel-mark) can be affixed when the conditions on page 1 have been met.

END OF CERTIFICATE