

TECHNICAL BULLETIN T02-2020

Battery exchange and SBM on EPIRBs

In 2004, IMO adopted stricter rules on maintenance requirements on EPIRBs in resolution MSC.152(78) which went into force July 1st 2006: .



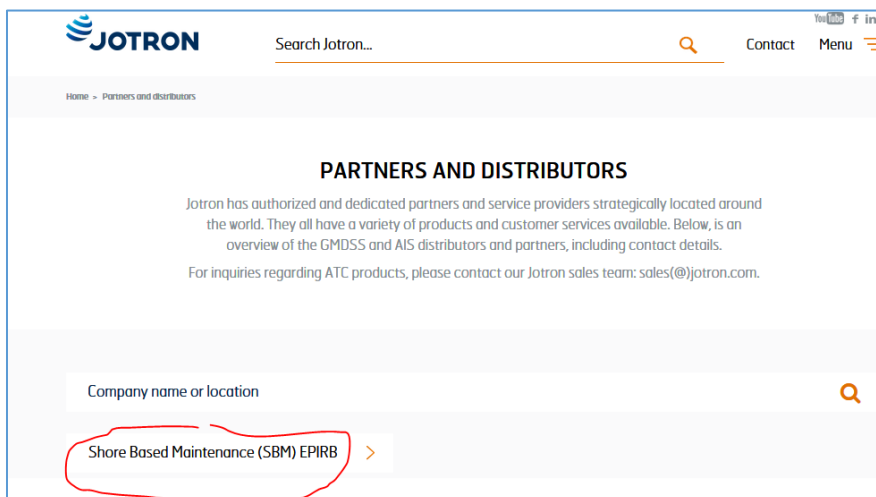
CHAPTER IV, RADIOCOMMUNICATIONS,

Regulation 15- Maintenance requirements

9 Satellite EPIRBs shall be:

1. annually tested for all aspects of operational efficiency, with special emphasis on checking the emission on operational frequencies, coding and registration, at intervals as specified below:
 - .1 on passenger ships, within 3 months before the expiry date of the Passenger Ship Safety Certificate; and
 - .2 on cargo ships, within 3 months before the expiry date, or 3 months before or after the anniversary date, of the Cargo Ship Safety Radio Certificate. The test may be conducted on board the ship or at an approved testing station; and
2. subject to maintenance at intervals not exceeding five years, to be performed at an approved shore-based maintenance facility.

This amendment means that all SOLAS ships shall have shore based maintenance performed on their EPIRBs every 5 years according to Guidelines in [MSC/Circ. 1039](#) together with manufacturers guidelines. This normally means battery exchange with tests to be performed by Manufacturer approved SBM (Shore Based Maintenance) provider. Those who are approved to do this are listed on our web page:



<https://jotron.com/partners-and-distributors/>

Non-SOLAS vessels with mandatory EPIRB carriage requirements have in most countries also requirements of mandatory SBM in accordance with the same guidelines.

If a Radio Surveyor finds EPIRBs which do not have official battery exchange/SBM documentation, he/she will most likely require the EPIRB to be exchanged.