DNV·GL

Certificate No:
MEDB00004AT

EC-TYPE EXAMINATION CERTIFICATE (MODULE B)

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 Penetrations through "A" class divisions: electric cable transits

with type designation(s)
STI Marine fire stop device

Issued to
Specified Technologies Inc.
Somerville, NJ, USA

is found to comply with the requirements in the following Regulations/Standards:
Regulation **(EU) 2018/773,**
item No. MED/3.26a. SOLAS 74 as amended, Regulation II-2/9 and IMO 2010 FTP Code

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

This Certificate is valid until **2023-09-24**.

Issued at **Høvik** on **2018-09-25**

DNV GL local station:
Certification & Inspection Services

Approval Engineer:
Tessa Biever

Notified Body
No.: **0575**

for **DNV GL AS**

Roald Vårheim
Head of Notified Body

A U.S. Coast Guard approval number will be assigned to the equipment when the production module has been completed and will appear on the production module certificate (module D, E or F), as allowed by the "Agreement between the United States of America and the EEA EFTA states on the mutual recognition of Certificates of Conformity for Marine Equipment" signed 17 October 2005.

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 This certificate remains valid unless suspended, withdrawn, recalled or cancelled.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.

NORWEGIAN ACCREDITATION PROD 019

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Product description
"STI Marine Busbar Firestop Device"
is a penetration system designed for single electrical busbars consisting of a device made of a grey fabric attached to a steel boot plate base with two toggle bolts. The device is attached between the bulkhead/deck by threaded rods and the busbar by a toggle latch. The device contains intumescent materials that expand to keep heat and fire from passing through the penetration within the division. Further details of STI Marine Busbar Firestop Device can be found in the drawing listed under Type Approval documentation.

Approved for Schneider Electric busbar Canalis type KSA 800ET4AF (3L+N+PE) with dimensions 102 mm x 145 mm containing 5 busbars measuring 13.7 mm x 73.2 mm.

Penetration openings for both bulkhead and deck to be a nominal Ø250 mm. Busbar to be centred or offset by max. 3 cm within opening.

For further information see documentation listed under Type Approval documentation.

Application/Limitation
Approved for busbar penetrations in A-0 and A-60 steel bulkheads and decks. Other applications are subject for case-by-case approval.

The insulation material used has to be approved according to the Marine Equipment Directive and bear the Mark of Conformity.

Class A-15 and A-30 shall be insulated as class A-60 and in addition the division shall be insulated at least 200 mm around the penetration.

Installation of device – bulkheads
- A-60 bulkheads: this device can be installed on both unexposed and exposed side.
- A-0 bulkheads: this device can only be installed on unexposed side.

Installation of device – decks
- A-0 and A-60 decks: the device can only be installed on the top side.

Insulation for A-60 bulkheads
The busbar assembly is fully insulated on both sides with a 75 mm thick A-60 slab of min. 365 mm x 365 mm with min. density 96 kg/m^3. The insulation is pin welded to the division.

Insulation for A-60 decks
The busbar assembly is fully insulated on the underside with a 75 mm thick A-60 slab of min. 365 mm x 365 mm with min. density 96 kg/m^3. The insulation is pin welded to the division.

Insulation for A-0 deck and A-0 bulkheads
Insulation of the busbar is not required for A-0 bulkheads and decks.

For further details for installation of insulation see drawings listed under Type Approval documentation.

Each product is to be supplied with its manual for installation and maintenance.

Type Approval documentation
Test report Nos.:
- 367667 dated 24th October 2016 from Exova Warrington Fire, United Kingdom (Openings 1 & 2)
- 38330 dated 9th July 2015 from Exova Warrington Fire, United Kingdom (Openings 10 & 14)
- 4787547497 dated 26 January 2017 from Underwriter's Laboratories Inc., USA (Opening 1)
- 4788031050 dated 26 June 2017 from Underwriter's Laboratories Inc., USA (Opening 25)

Drawing of STI Marine Busbar Firestop Device:
- Part no. MPASSY777, Rev.0, Marine Bus Duct boot Assembly, dated 2017-01-19
- STIM0109 (4 sheets) dated 2018-02-02

Drawings of installation of insulation:
- STIM0109 (4 sheets) dated 2018-02-02

Tests carried out
Tested according to IMO 2010 FTP Code Part 3.

Marking of product
The product or packing is to be marked with name and address of manufacturer, type designation, fire-technical rating, MED Mark of Conformity and USCG approval number if applicable (see first page).