EC-TYPE EXAMINATION CERTIFICATE (MODULE B)

Certificate no.:
MEDB0000BAS
Revision no.:
0

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 AS under the authority of the Government of Norway.

This is to certify:

that the **Equivalent fixed gas fire extinguishing systems components (extinguishing medium, head valves and nozzles) for machinery spaces and cargo pump rooms**

with type designation(s)
RX 5 1 12

issued to
Rotarex Firetec S.A.
Roost (Bissen), **Luxembourg**

is found to comply with the Implementing Regulation **(EU) 2025/1533** for
Item no. **MED/3.45** (Row **2 of 2**)
according to the following requirements:
SOLAS 74 Reg. II-2/10, IMO Res. MSC.36(63)-(1994 HSC Code) 7, IMO Res. MSC.97(73)-(2000 HSC Code) 7, IMO Res. MSC.391(95)-(IGF Code) 11, IMO MSC/Circ.848, IMO MSC.1/Circ.1313, SOLAS 74 Reg. X/3, IMO Res. MSC.98(73)-(FSS Code) 5

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

Date of issue: **2026-01-12**

Expiry date: **2031-01-11**

DNV local unit:
Netherlands CMC

Approval Engineer:
Helge Bjørnarå

Notified Body
no.: **0575**

for **DNV AS**

Christine Mydlak-Röder
Head of Notified Body

NORWEGIAN ACCREDITATION PROD 019

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 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 This certificate remains valid unless suspended, withdrawn, recalled or cancelled.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 AS, its parent companies and their subsidiaries as well as their officers, directors and employees (“DNV”) 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 USD 300 000.

Product description

“RX 5 1 12”,
is a fixed gas fire extinguishing system using fire extinguishing agent FK-5-1-12 stored in steel cylinders as liquid and pressurized with nitrogen and distributed through pipes and nozzles.

The extinguishing concentration and nozzles are covered by this type approval certificate. Documentation for the other system components shall be submitted and approved for each project.

The system is to be designed in accordance with the "Principal Requirements" in IMO MSC/Circ.848 as amended by IMO MSC.1/Circ.1267.

The extinguishing agent FK-5-1-12 is to be produced by a maker certified by Rotarex Firetec.

Please see Appendix: Product Description

Application/Limitation

Approved for use as "total flooding" fire extinguishing system in machinery spaces and cargo pump rooms.

The design gas concentration (diesel/fuel oil) shall be minimum 5.85% (applied on a net volume) and the maximum agent discharge time shall be 10 seconds for 95% of the extinguishing concentration. The extinguishing system shall be designed and installed according to SOLAS Ch. II-2, IMO MSC/Circ.848 as amended by IMO MSC.1/Circ.1267 and maker’s manual.

The following additional limitations will apply:
A. FK-5-1-12 systems are not suitable for the ship’s cargo holds. If FK-5-1-12 systems are installed inside cargo pump rooms, all components shall be certified for use in hazardous areas, the design gas concentration shall be adjusted, and the system is subjected to case by case approval.
B. If FK-5-1-12 is used above its NOAEL (calculated on net volume at maximum expected ambient temperature), means should be provided to limit exposure (IMO MSC.1/Circ.1267, 6). In no case should FK-5-1-12 be used in concentrations above its LOAEL.
C. Steel storage cylinders of size 30 L to 453 L. Cylinders being 81 L or larger is only accepted when arrangements are provided on board to ensure that cylinders can be easily moved (even to shore) for service and recharging. All cylinders shall be of the same size.
D. Cylinders are topped up with nitrogen to 34.5 bar or 50 bar at 20 °C. The fill density shall be maximum 1.2 kg/L.
E. Cylinders are to be delivered with product certificate or equivalent certificates acceptable to the flag administration and class.
F. Cylinders to be located in a separate room in accordance with SOLAS Reg. II-2/10.4.3 or distributed throughout the protected space in accordance with the requirements in IMO MSC/Circ.848 item 11 as amended by IMO MSC.1/Circ.1267. When distributed within the protected space, the agent concentration (after any single failure) shall be 4.5 %.
G. Components in the system will be regarded under pressure class II or I with a maximum design pressure of 39 bars or 56 bars (at 54 °C) respectively. Consideration will though be made for piping and couplings inside the protected space.
H. The nozzles are to be located in accordance with the maker’s manual. A basic rule is that one nozzle can as a maximum cover an area of 10 m x 10 m. 360° nozzles shall be located centrally in this area, the 180° nozzles on the sides (as applicable). The maximum cover height is 5 m. The minimum average nozzles pressure is 3.6 bar and 3.3 bar respectively.
I. Bilges (except open bilges in small volume engine rooms) are to be protected with a dedicated nozzle network.

The following documents are to be approved and filed by the Flag State Administration:
a. Plans showing location of cylinders, piping, nozzles and release stations as well as the assembled system.
b. Capacity calculations, including hydraulic flow calculations.
c. Plans defining release lines and alarm system.
d. Material specification and dimensions for piping and specifications for all other components.
e. Ship specific release procedures and post discharge ventilation procedures.
f. Manual containing design, inspection, operation and maintenance procedures.
g. Control arrangements for closure of openings and stop of fans and any pressure relief devices as per IMO MSC/Circ.848, 13. These plans can also be supplied by yard.

Testing at installations and periodical surveys:
- The system shall be tested as per maker’s manual, flag administration and class requirements.
- The system is subject to biennial (every 2nd year) inspection by an approved service supplier. The attending surveyor will also apply requirement relevant for flag administration and/or class on newbuilding and ship in operation surveys.

Type Examination documentation

Tests carried out
Tested in accordance with IMO MSC/Circ.848 as amended by IMO MSC.1/Circ.1267.

Marking of product
Main components in the system are to be marked with name and address of manufacturer, type designation and the Mark of Conformity (see first page).

APPENDIX

Product Description

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Physical properties of extinguishing agent

Trade name	FK-5-1-12
Molecular formula	$CF_3CF_2C(O)CF(CF_3)_2$
Agent specific vapour volume (S) [1)]	0,07188 m^3/kg
Design concentration (C)	5.85%
Min. agent required (W/V) [2)]	0.8644 kg/m^3
NOAEL [3)]	10.0%
LOAEL [3)]	>10.0%

1) To be applied in conjunction with IMO MSC/Circ.848, 3.4.2.3.1
2) When calculated at 20 °C. Ambient temperature to be determined case by case for each project
3) NFPA 2001 (2008 Edition)