

TYPE APPROVAL CERTIFICATE

This is to certify:**That the Class A Door**

with type designation(s)

Lift Landing Doorset ref. Series 3201-PEGASUS ty. 01/C, Hi.Per. execution, in A-60 Class

Issued to

**Wittur S.p.A.
Colorno PR, Italy**

is found to comply with

DNV GL rules for classification – Ships**DNV GL offshore standards****DNV GL statutory interpretations DNVGL-SI-0364 – SOLAS interpretations****Application :****Approved for use as lift-landing door of class A-60.****This certificate is recognized by Transport Canada****Product(s) approved by this certificate is/are accepted for installation on all vessels classed by DNV GL.**Issued at **Hamburg** on **2017-09-01**This Certificate is valid until **2022-08-31**.for **DNV GL**DNV GL local station: **Milan**Approval Engineer: **Pavel Golyshev**

.....
Antje Fleischhauer
Head of Section

This Certificate is subject to terms and conditions overleaf. Any significant change in design or construction may render this Certificate invalid. The validity date relates to the Type Approval Certificate and not to the approval of equipment/systems installed.



Product description

"Lift Landing Doorset ref. Series 3201-PEGASUS ty. 01/C, Hi.Per. execution, in A-60 Class"

Lift landing door composed of two sliding leaves, with each leaf of 2275 mm x 750 mm (height x width) in external size and composed of steel sheet with bent edges, 1.5 mm thick, fitted on the side exposed to fire. The insulation material, composed of two layers of product named GIPSBIFIRE, 12 mm thick each and having density of 880 kg/m³ (manufactured by BIFIRE S.r.l. (MI) Italy) is at sight on the side unexposed to fire, secured by steel sheet retaining clips fitted on the side of each leaf. The door frame is composed of "C" shaped 3 mm thick steel profiles.

Thermo expanding gasket, 2 mm x 10 mm, named "Palusol Fireboard" is fitted on the vertical edge of each door leaf from the frame side and on the upper frame. For these and other details, see test report and drawing listed under Type Examination documentation below.

Application/Limitation

The lift-landing door is approved for use only as an integrated part of lift enclosure steel boundaries of Class A-60.

Clear opening size (as tested): 1400 mm x 2200 mm (width x height).

A fire door of marginally larger dimensions than a fire-tested fire door may be individually assessed and accepted by Flag Administration (or Recognized Organization acting on its behalf) for a specific project with the same classification, provided documented compliance with IMO MSC.1/Circ.1319.

Any surface material used on the door leaves and door frame has to be approved for smoke and toxicity and low flame spread characteristic (IMO FTP 2010 Code Parts 2 and 5) when required according to relevant rules and regulations.

Any adhesive used, other than the one used during testing, has to be tested for low flame spread characteristics according to IMO 2010 FTP Code Part 5.

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

Type Approval documentation

Certification in accordance with Class Programme DNVGL-CP-0338, October 2015.

Test Report No. 2015CS01596 issued on 26th of March 2015 from RINA Test Laboratory, Italy.
Drawing no. 3214.34.0046.

Tests carried out

Tested according to IMO Res. MSC.307(88) – 2010 FTP Code, Annex 1, Part 3.

The door has been successfully tested for extended test period of 68 minutes.

Marking of product

The product is to be marked with name and address of manufacturer, type designation and fire-technical rating.

Transport Canada Approval

Based on the procedures laid down in the Transport Canada Publication entitled "Approval Procedures for, Life Saving Equipment and Structural Fire Protection Products (TP 14612)", DNV GL confirms that the product listed in this certificate is in accordance with Transport Canada's requirements.

Periodical assessment

DNV GL's surveyor is to be given permission to perform Periodical Assessments at any time during the validity of this certificate and at least every second year. The arrangement is to be in accordance with procedure described in Class Programme DNVGL-CP-0338, Section 4.