

# EC-Type Examination Certificate (Module B)



This is to certify that:

TÜV NORD Systems GmbH & Co.KG, notified by the Federal Maritime and Hydrographic Agency of Germany (BSH), did undertake the relevant type approval procedures for the type of equipment identified below which was found to be in compliance with the essential fire protection equipment requirements of Marine Equipment Directive (MED) 2014/90/EU, subject to any conditions in the details of appraisal attached hereto.

Recognized acc. to 2014/90/EU  
by the BSH  
BSH-Reference No.:  
0800511/4822/005



**Certificate No.:** M20009

**Manufacturer:** Lethe GmbH  
Seehafenstrasse 17  
21079 Hamburg  
Germany

**Product Name:** LM25-ID6-B15

**Product Description:** Inspection door class B-15

**Regulation Item:** MED/ 3.11b - B class division

**Specified Standards:** SOLAS 74 as amended, Reg. II-2/3.4, Reg. II-2/9,  
IMO Res. MSC.307 (88) - (2010 FTP Code) as amended  
IMO MSC./ Circ.1120  
IMO MSC.1/ Circ.1581

**Related Directive** 2014/90/EU – in conjunction with 2019/1397/EU


*The attached annex (details of appraisal) is part of this certificate.*

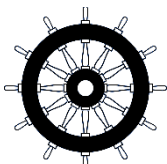
**USCG Approval No.:** 164.108

**Date of Issue:** 2020-07-17

**Expiry Date:** 2025-07-17

**Tobias Nelke**  
Head of certification body SEECERT  
(Notified Body No.: 0045)

The mark of conformity (wheelmark ) may only be affixed to the above type approved equipment and a Manufacturer's Declaration of Conformity issued when the production-control phase module (D, E, or F) of ANNEX II of the Directive is fully complied with and is approved with a corresponding certificate of a notified body. This certificate remains valid unless suspended, expired or withdrawn, provided the conditions in the attached annex (details of appraisal) are complied with. This certificate will not be valid if the manufacturer makes any changes or modifications to the approved type of equipment, which have not been notified to, and agreed with the notified body SEECERT. Should the specified regulations or standards be amended during the period of validity of this certificate, the product(s) is/are to be re-approved prior to it/they being placed on the market and on board vessels to which the amended regulations or standards apply. An 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 European Community and the United States of America on Mutual Recognition of Certificates of Conformity for Marine Equipment".



XXXX/(YY)YY

**The marking of approved marine equipment must take place under Article 9, Article 10 and if applicable Article 11 in conjunction with Annex I of the Marine Equipment Directive 2014/90/EU. In addition to the marking, the identification number of the notified body performing the conformity assessment procedure and the year in which the conformity mark was affixed shall be indicated.**

XXXX Number of the Notified Body responsible for quality surveillance module.  
(YY)YY The year (last two or four digits) in which the mark is affixed.

## DETAILS OF APPRAISAL

### Appraisal Documentation:

Test report No.: DMT-DO-53-124 dated 31<sup>st</sup> of January 2020 issued by DMT GmbH & Co. KG, Germany (TNS Ref.No.: 8118168013)

### Tests carried out:

Tested according to IMO 2010 FTP Code Annex 1: Part 3 and IMO MSC.1/Circ. 1319

### Technical principles:

The test specimen consisted of a wall of type "LM50-W1-B15" from Lethe GmbH, into which the inspection door of type "LM25-ID6-B15" had been installed. The construction had been installed in a test frame according to 2010 FTP Code Part 3, Annex 1, Section 2.1.

The inspection door "LM25-ID6-B15" consists of a door leaf (752 mm x 2150 mm x 30 mm; W x H x D) as well as a door frame made of steel profiles (light passage: 710 mm x 2110 mm; W x H).

The door leaf consists of two half shells made of 0.8 mm thick, edged aluminium sheets. The door leaf is insulated with mineral wool type "SeaRox SL 440", which is glued to the halfshells with "Promat®-Kleber K84" adhesive. The two half-shells are screwed together at the end faces using steel self-tapping screws (4.0 x 16 mm). On the hinge sides, the door leaf has been reinforced with a reinforcing bracket (25 mm x 25 mm x 1.25 mm x 2140 mm) made of galvanized sheet steel. On the lock side, the door leaf is reinforced with a reinforcing bracket (25 mm x 113 mm x 1.25 mm x 2140 mm) made of galvanized sheet steel, which was widened in the area of the lock case.

#### Door frame

The two-part door frame consists of a main frame and a counter frame. The main frame consisting of four steel profiles made of edged, galvanized sheet steel with a thickness of 1.25mm, which are mitred and welded together. The counter frame, consisting of four steel profiles made of edged, galvanized sheet steel with a thickness of 1.25mm, which are mitred and welded together. The counter frame is inserted into the opening of the partition from the side facing the fire compartment. The frame is inserted into the opening from the side facing away from the fire compartment and is screwed to the counter-frame and the reinforcements in the separating surface all the way round using steel self-tapping screws (4.0 x 16 mm). A surrounding strip of the intumescent building material "Promasal PL" (D: 2.5 mm; W: 20) is applied to the frame in the door gap on the fire room side.

#### Door hinge

The door hinge is connected to the door frame by a continuous piano hinge made of 1.0 mm thick stainless steel. The piano hinge is attached to both the door frame and the door leaf by means of steel self-tapping screws (4.0 x 16 mm).

#### Interlock

The door leaf is locked via a three-point rod lock (top, bottom and side) type "0.22.0251.3" (Steinbach & Vollmann GmbH & Co. KG). The locking bar (8 mm, steel) is guided by four steel sheet holding blocks. The lock area has a cover made of 1.25 mm thick sheet steel. This cover is glued on the flat side with "Promaseal PL" (thickness: 2.5 mm) and is only open around the area of the lock tongue and the locking bars. The lock and locking bars are operated by a hinged ring-shell handle type "5017.82" (KWS Baubeschläge, Woelm GmbH), which drives the lock via an 8 mm square. The hinged ring-shell handle is positioned in an opening (∅: 87 mm) from the side facing away from the fire room and is fastened in the door leaf by means of four countersunk steel screws and four "M4" riveting nuts.

### Properties of the materials used

#### Insulation material

"SeaRox SL 440"

- Manufacturer: Rockwool International A/S
- Nominal thickness: 30.0 mm
- Determined thickness: 29,9 mm
- Nominal density: 150 kg/m<sup>3</sup>
- Density determined: 150 kg/m<sup>3</sup>.
- Determined moisture content: 0,5 %.
- Determined proportion of organic components: 3.7 %

Adhesives / sealants  
"Promat®-Kleber K84"

- Manufacturer: Etex Building Performance GmbH

Approval is valid on the results of tests carried out on the construction and materials mentioned herein as well as for installation in an approved bulkhead "LM25-ID6-B15" Inspection door class B-15 " to form an integrated part of a fire retardant division of class B-15 (other bulkhead types or components may be approved case-by-case). The door leaf opens away from the fire side. Any additionally used surface materials have to be certified according to the Marine Equipment Directive, if required by relevant rules and regulations. The "LM25-ID6-B15" Inspection door class B-15" has been successfully tested with extended test period in compliance with IMO MSC.1/ Circ. 1319.

**Installation:**

Assembly procedure on board as per manufacturer's instruction, which has to be supplied together with the product.

**Marking:**

The product/ package shall be permanently marked in accordance with Article 10 of the Council Directive 2014/90/EC of 23<sup>rd</sup> of July 2014 on marine equipment, e.g. certificate (approval) number, fire rating, etc.

**Remarks:**

None

**Limitations / Acceptance on use of the product:**

See under "Technical principles"

**Comment to USCG Approval:**

Approval limited to maximum door size tested. Doors must be used with a fire tested frame design.