14.00
Low Level Escape Route System

Inside the accommodation:
IMO A752 (18), in its regulation for Low Location Escape for passenger ships including crew areas states that “Means of escape including stairways, exits and fire fighting equipment shall be marked by Low Location Marking at all points of the escape route, including angles and inter-sections. All escape route signs and fire equipment location markings should be of photoluminescent material or marked by lighting or a combination of both”.

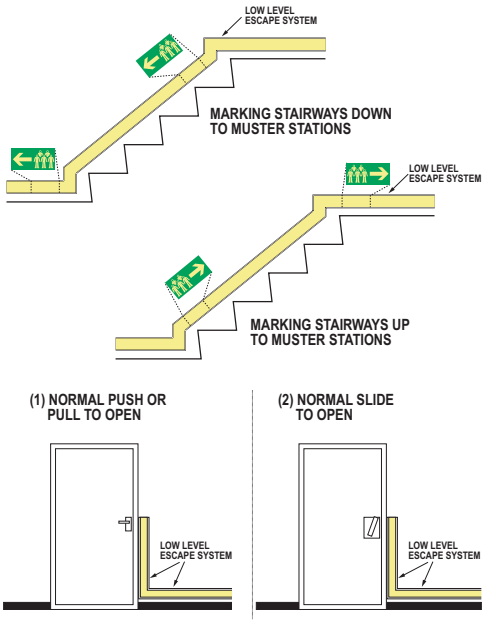
In the case of fire or smoke ingress the onboard emergency lighting efficiency will be greatly reduced. In all areas the Low Location Marking should be continuous were possible and installed within 300 mm of the deck. Only one side of an access way needs marking if the width is less than 2 m, both sides will be marked if the width exceeds 2 m. All materials should be non toxic and contain no radioactive material.

All photoluminescent materials should be manufactured to International recognised standards eg DIN 67510.

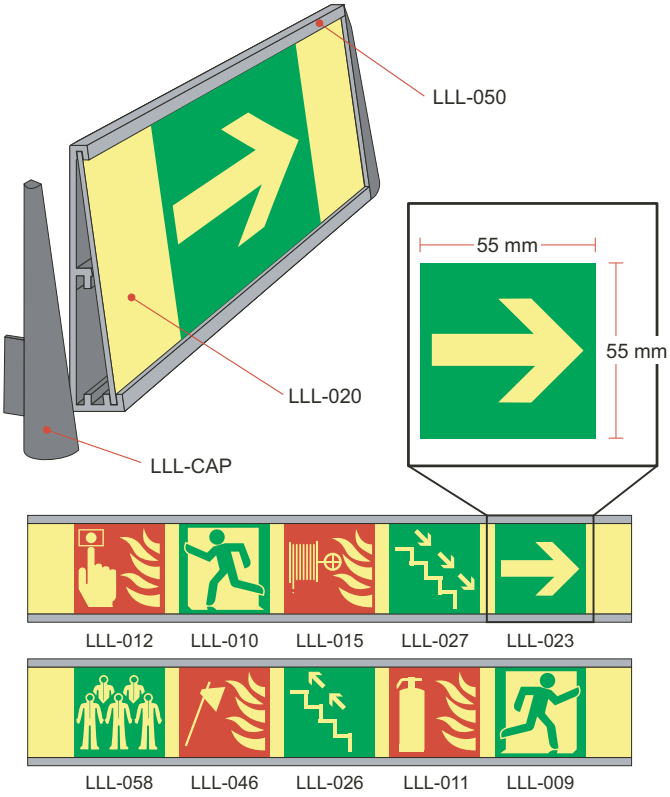
Photoluminescent material should provide a luminance value <15 Mcd/m^2 measured 10 minutes after the removal of light and measure <2 Mcd/m^2 after 60 minutes.

Fire certification to IMO A653 (16) and type approval to IMO A752 (18) is required for Low Location Systems.

Photoluminescent EU/ISO fire equipment and safe condition signs can be inserted in the escape route systems thus forming an integral safety information system.



14.01
Low Level Escape System Tracking 54 mm U1000



The system can be fitted up to 300 mm above finished floor/deck level but as a rule it is inserted at low level above any skirting or moulding.

In all passageways and corridors the system should be continuous except when interrupted by doorways or other corridors off main route etc. and always lead to an exit door and continue up bulkhead to highlight position of door handle.

Please note that to prevent confusion NO other doors should be similarly marked.

When using full lengths (2.0 m) of aluminium carrier, drill and countersink holes for fixing screws approximately 25 mm from either end and at approximately 325 mm centres down it's length.

Any cutting to length or mitring of corners that may be necessary should be carried out before it is pre-drilled or countersunk.

Mark and drill bulkhead using the now prepared components as templates and then fix with screws supplied.

Once a length of aluminium carrier is firmly mounted, slide in photoluminescent insert strip along with any picto inserts required eg fire fighting equipment, directional arrows etc.

Once insert is installed the next length of carrier can be butted up to be fixed.

Upon completion, all exposed ends should be fitted with plastic end caps supplied.

When fitting system to stairwells the fitting procedure is the same method as previously outlined except that the aluminium carrier follows the line of the stair nosings that in turn abutts to system fitted around any stair landings to give a continuous installation from top to bottom of stairwell if aplicable.