



## Strontium Aluminate Rigid Strip LLL System

This system comprises of an aluminum carrier extrusion and rigid photoluminescent insert panels, offering a quick and easy installation combined with rugged and durable quality. The carrier offers a 50mm visible width of photoluminescent material and is angled away from vertical to allow the photoluminescent panel to catch more ambient light. The photoluminescent performance of the rigid panels is certified by Lloyds Register as exceeding IMO requirements when charged with less than 30 Lux from a fluorescent source.

Installation is simple. The carrier is fixed to the bulkhead by countersunk screws, the heads being covered by the photoluminescent panels which are simply slipped into the extrusion. Internal and external corners, and drops up and down stairways, are easily made by mitring the extrusion and cutting the photoluminescent panels to suit. LLL signs, shown below, should be used to give direction indication. End caps are available to neatly terminate the extrusion where required.

Priced per metre run  
End caps

PR 2394 ▲  
PR 2395 ▲



TV 2380 EG ▲



TV 2381 EG ▲



TV 2384 EG ▲



TV 2386  
JE ▲



TV 2387  
JE ▲



TV 2382 EG ▲



TV 2383 EG ▲



TV 2385 EG ▲

## Low Location Lighting Signs

A range of signs sized to fit the system above. The signs are printed on transparent, heavy duty vinyl which allows the photoluminescent LLL strip to shine through, highlighting the printed symbol.

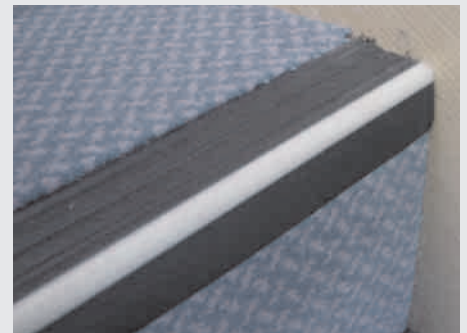
The signs are supplied only in packs of ten.

## Photoluminescent Stair Nosing

This PVC extrusion is probably the best method of highlighting stairs along an escape route when electrical power is lost. Once installed using an acrylic or similar adhesive, these nosings offer a permanent and durable non-slip finish.

Supplied in 4500mm lengths

PR 2393 ▲



## Regulations

As identified in SOLAS consolidated edition 2001, Chapter II-2 Regulation 28.1.10 and 41-2.4.7 and Chapter III-11.5 requires that ships carrying passengers shall be fitted with active or photoluminescent Low Location Lighting and if carrying more than 36 passengers these regulations also apply to the crew accommodation. Reference should also be made to Resolution A.752(18) for the evaluation, testing and application of Low Location Lighting. In addition reference must be made to ISO Standard ISO/15370 as adopted by IMO.

## Installation

All escape routes, including stairs, must be marked by LLL. Where a photoluminescent material is used this should be a minimum of 75mm wide, unless the photoluminescent performance is increased to allow a narrower width. The strip should be positioned no higher than 300mm from deck level. Where stairs or corridors are more than 2m wide, LLL strips should be provided on both sides. Stairs should have the top and bottom clearly identified with signs 2384 or 2385 applied to the strip. 'Dead end' passages should be marked with arrows (2382 or 2383) spaced no more than 1m apart to direct people away from the dead end. The photoluminescent strip should be run up vertically to the handle of each door which forms part of the escape route. 'Exit' signs should be provided at each exit, located on the same side as the door handle. Fire and watertight doors should be marked to show how the door opens. All photoluminescent material must produce at least 15 mcd/m<sup>2</sup> 10 mins. after removal of external light sources, and at least 2 mcd/m<sup>2</sup> after 60 mins, when tested in situ. The installer should ensure that sufficient light is available to activate the photoluminescent material to attain this performance. Systems should have their luminescence tested at least once every 5 years.