

Lloyds Register “Type” Approval of Series 260/360 Products

The Series 260 and 360 have been in production for more than 20 years and many, many thousands of these level transmitters are in excellent service in ships of all types and classes.

These renowned products have carried Type Approval Certification of all major IACS member Societies during that entire period of production. Although the exciting new “iCT” range of sensors is now superseding the 260 in many new projects, it is intended to continue manufacture of the 260/360 series for the foreseeable future. Firstly, we are committed to supplying them to many naval departments in different countries to comply with support contracts and, secondly a product of this longevity becomes a standard fit within applications of many customers.

In fact, as various IACS classification Society Type Approval certificates for the Series 260 come up for renewal it is intended they will be renewed on an on-going basis, with one exception. This exception is Lloyds Register and for the following reason.

LR have introduced new rules which, requires the 260 product to be completely retested to a new European test standard, E10.

In fact, the series 260 complies entirely with E10 because all the latest E10 requirements have been met by additional testing over the years. All other Class members of IACS recognise this full compliance with E10 and continue to renew certificates accordingly. Regrettably, LR require the product to be submitted for full homologation testing to E10, once again.

With the extremely high test and LR fees, PSM cannot justify renewal especially in view of the iCT range which ultimately replaces this product, already having attained **LR certification**. Further, our poor experience in the length of time it took Lloyds to issue the certificate for the iCT, after successful completion of the tests, gives us no comfort that a 260 series certificate could be available in under **two years**. We made representation to LR and pointed out that many such devices of comparatively low value that have provided vessels with years of excellent service will be excluded from the marine market by this action. Unfortunately they remain resolute in their new policies. Incidentally, Lloyds issued a statement to the effect that:

It is not a statutory requirement for LR class ships to have LR type approved level transmitters providing the equipment meets all the requirements of LR Class rules and E10 unified requirement. If the equipment holds certification from other societies meeting E10 unified requirements (which it does), then the local surveyor should accept the equipment.

Although the statement is somewhat vague it does leave the door open for customers to contact their local surveyor on a case for case basis. If any queries are raised by local surveyors they may contact Lloyds Head Office London for advice.

Please Note: the iCT is a *form, fit & function* replacement for the 260 series in all marine applications and even more. If you have not yet appraised yourself of the huge benefits of this sophisticated new range of sensors and transmitters I urge you to visit our website and view one of the presentations and/or the technical data sheets.

