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認証証書

CERTIFICATE

ZERTIFIKAT

# EC-type examination certificate



**Certificate no.:** ABFV 490/1

**Notified body:** TÜV Süddeutschland Bau und Betrieb GmbH  
Zertifizierungsstelle  
für Aufzüge und Sicherheitsbauteile  
Westendstraße 199, D-80686 München

**Applicant/  
Certificate holder:** Schlosser Aufzugtechnologie GmbH  
Felix - Wankel - Straße 4  
D-85221 Dachau

**Date of submission:** 2003-11-20

**Manufacturer:** Schlosser Aufzugtechnologie GmbH  
Felix - Wankel - Straße 4  
D-85221 Dachau

**Product, type:** Progressive safety gear with braking device as  
part of the protection device against overspeed  
for the car moving in upwards direction, type  
EB 75 KD

**Test Laboratory:** TÜV Süddeutschland Bau und Betrieb GmbH  
Abteilung Aufzüge und Sicherheitsbauteile  
Westendstraße 199, D-80686 München

**Date and  
Number of test report:** 2003-11-21  
490/1

**EC-directive:** 95 / 16 / EC

**Statement:** The safety component conforms to the directive's  
safety requirements for the respective scope of  
application stated on page 1- 2 of the annex to  
this EC type-examination certificate.

**Certificate date:** 2003-11-21

Zertifizierungsstelle für Aufzüge und Sicherheitsbauteile  
Identification number: 0036

A handwritten signature in blue ink, appearing to read 'P. Tkalec', written over a horizontal line.  
Peter Tkalec



## Annex to the EC type-examination certificate No. ABFV 490/1 dated 2003-11-21

### 1. Scope of Application

- 1.1 Progressive safety gear (acting downwards)  
Permissible total mass of car and rated load or counterweight in using one pair of safety gears, depends on maximum tripping speed of the overspeed governor, manufacture and condition of the guide rails running surface

| Max. tripping speed (m/s) | Manufactured by and condition | Total mass (kg)<br>min. - max. |
|---------------------------|-------------------------------|--------------------------------|
| 2,16                      | drawn/dry                     | 1542 - 2405                    |
| 2,63                      | drawn/dry                     | 1542                           |
| 2,16                      | drawn/oiled*                  | 1288 - 2686                    |
| 2,63                      | drawn/oiled*                  | 1288                           |
| 2,16                      | machined/dry                  | 1492 - 3008                    |
| 2,63                      | machined/dry                  | 1492                           |
| 2,16                      | machined/oiled*               | 1446 - 3196                    |
| 2,63                      | machined/oiled*               | 1446                           |

\*Mineral oils without additives (e.g. lubricating oils C according to DIN 51517 part 1)

For the intermediate values of the maximum tripping speed of 2,16 - 2,63 m/s the corresponding maximum total mass can be determined through linear interpolation in the range of 1542 - 2405, 2686 - 1288, 3008 - 1492 and 3196 - 1446 kg.

- 1.2 Braking device (acting upwards)  
Permissible brake force when using the braking devices in twos, depends on the maximum tripping speed of the overspeed governor, manufacture and condition of the guide rail running surface

| Max. tripping speed (m/s) | Manufactured by and condition | Brake force (N)<br>min. max. |
|---------------------------|-------------------------------|------------------------------|
| 2,16                      | drawn/dry                     | 8542 - 16004                 |
| 2,63                      | drawn/dry                     | 8542                         |
| 2,16                      | drawn/oiled*                  | 8705 - 21547                 |
| 2,63                      | drawn/oiled*                  | 8705                         |
| 2,16                      | machined/dry                  | 10872 - 17751                |
| 2,63                      | machined/dry                  | 10872                        |
| 2,16                      | machined/oiled*               | 11161 - 18702                |
| 2,63                      | machined/oiled*               | 11161                        |

\*Mineral oils without additives (e.g. lubricating oils C according to DIN 51517 part 1)

For the intermediate values of the maximum tripping speed of 2,16 - 2,63 m/s the corresponding maximum total mass can be determined through linear interpolation in the range of 16004 - 8542, 21547 - 8705, 17751 - 10872 and 18702 - 11161 N.

- 1.3 Maximum tripping speed of overspeed governor and range of the maximum rated speed

|                              |             |             |
|------------------------------|-------------|-------------|
| Maximum tripping speed (m/s) | 2,16        | 2,63        |
| Maximum rated speed (m/s)    | 1,73 - 1,88 | 2,10 - 2,29 |

- 1.4 Guide rails to be used

1.4.1 Minimum running surface width 25 mm

1.4.2 Blade width 8 - 19 mm

**2. Conditions for the braking device**

- 2.1 Since the braking device represents only the decelerating element of the protection device against overspeed for the car moving in upwards direction, the speed monitoring element for upwards direction must be an overspeed governor which also retracts the braking device as per EN 81-1, section 9.9.
- 2.2 The forces acting in upwards direction on the guide rails must be safely absorbed (e.g. without shifting the guide rails in upwards direction).

**3. Remarks**

- 3.1 Due to the characteristics, the brake force for the progressive safety gear acting downwards and the brake force for the braking device acting upwards are permanently related to each other. They cannot be adjusted separately in principle. The permissible total mass stated in 1.1 thus also is permanently related to the permissible brake force as defined in 1.2.
- 3.2 The permissible brake forces must be applied to the lift system in such a manner, that the empty car moving in upwards direction is not decelerated by more than 1g.
- 3.3 Pursuant to the standard EN 81, annex F, paragraph 3, section 3.4. a) 2) the total mass determined for adjustment purposes may be 7,5% higher or lower.
- 3.4 In order to provide identification an information about the basic design and its functioning and to show the environmental conditions and connection requirements pertaining to the tested and approved type, and to define which parts have been tested, drawing No. 5340.600.000 dated 25 May 1998 with last modification dated 20 November 2003, is to be enclosed with the EC - type - examination certificate and the annex thereto.
- 3.5 The EC - type - examination certificate may only be used in connection with the pertinent annex.

