



# EU-TYPE EXAMINATION CERTIFICATE

According to Annex IV, Part A of 2014/33/EU Directive

**Certificate No.:** EU-SG 374

**Certification Body of the Notified Body:** TÜV SÜD Industrie Service GmbH  
Westendstr. 199  
80686 Munich – Germany  
Identification No. 0036

**Certificate Holder:** G. Schlosser Aufzugtechnologie GmbH  
Felix-Wankel-Strasse 4  
85221 Dachau – Germany

**Manufacturer of the Test Sample:** G. Schlosser Aufzugtechnologie GmbH  
Felix-Wankel-Strasse 4  
85221 Dachau – Germany  
(Manufacturer of Serial Production - see Enclosure)

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

**Type:** KB 55 S

**Directive:** 2014/33/EU

**Reference Standards:** EN 81-20:2014  
EN 81-50:2014  
EN 81-1:1998+A3:2009  
EN 81-2:1998+A3:2009

**Test report:** EU-SG 374 of 2016-12-12

**Outcome:** The safety component conforms to the essential health and safety requirements of the mentioned Directive as long as the requirements of the annex of this certificate are kept.

**Date of Issue:** 2017-01-09

Achim Janocha  
Certification Body "lifts and cranes"



**1 Scope of application**

1.1 Generally

Both following application possibilities refer to a brand new pair of safety gear depending on manufacture and condition of the guide rail running surface and maximum rated and tripping speed. The safety component can fulfil optionally two security features according 1.2 and 1.3.

Guide rails to be used

Minimum running surface width used according 1.2 35 mm

Minimum running surface width used according 1.3 40 mm

Blade width 9 – 31.8 mm

Note:

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

1.2 Using as a progressive safety gear (acting downwards) on car - permissible total mass of car and rated load depending on maximum rated and tripping speed

Manufacturing of running surface	Condition guide rail	Max. range of rated speed [m/s]	Max. tripping speed [m/s]	Total mass [kg] min. – max.
machined	dry or oiled*	1.20 – 1.30	1.50	4700 – 13350
		2.10 – 2.29	2.63	4700 – 10800
	dry	2.10 – 2.29	3.83	5363 – 8910
drawn	dry or oiled*	1.20 – 1.30	1.50	5800 – 10050
		2.10 – 2.29	2.63	5800

For the intermediate values of the maximum tripping speed of 1.5 – 2.63 m/s the corresponding maximum total mass can be determined through linear interpolation in the range of 13350 - 10800 and 10050 - 5800 kg.

For the intermediate values of the maximum tripping speed of 2.63 – 3.83 m/s the corresponding maximum total mass can be determined through linear interpolation in the range of 4700 - 5363 and 10800 - 5800 kg.



**Annex to the EU-Type Examination Certificate  
No. EU-SG 374 of 2017-01-09**

1.3 Using as a braking device on counterweight - part of the protection device against overspeed for the car moving in upwards direction - permissible brake forces

Manufacturing of running surface	Condition guide rail	Max. tripping speed [m/s]	Brake force [N] min. – max.
machined	dry or oiled*	1.50	73771 – 209541
		2.63	73771 – 169517
	dry	3.83	84182 – 139846
drawn	dry or oiled*	1.50	91037 – 157745
		2.63	91037

For the intermediate values of the maximum tripping speed of 1.5 – 2.63 m/s the corresponding maximum brake force can be determined through linear interpolation in the range of 209541 - 169517 und 157745 – 91037 N.

For the intermediate values of the maximum tripping speed of 2.63 – 2.83 m/s the corresponding maximum brake force can be determined through linear interpolation in the range of 73771 - 84182 und 169517 – 139846 N.

## 2 Terms and Conditions

- 2.1 Above mentioned safety component represents only a part at the protection device against overspeed for the car moving in upwards direction. Only in combination with a detecting and triggering component in accordance with the standard (two separate components also possible), which must be subjected to an own type-examination, can the system created fulfil the requirements for a protection device.
- 2.2 The forces acting on the guide rails shall be safety absorbed.
- 2.3 Mass configuration of the lift installation with regard to the permissible total mass and braking forces to be construed in a way that comply with the valid values of deceleration according standard EN 81-20 based on safety function (e.g. deceleration of the empty car in up direction not more than  $1g_n$ ).
- 2.4 The installer of the complete lift must create an examination instruction to fulfil the overall concept of the protection device, add it to the lift documentation and provide any necessary tools or measuring devices, which allow a safe examination (e. g. with closed landing doors).
- 2.5 The identification drawing No. 5270.0000.011 including stamp dated 2016-12-12 shall be included to the EU type-examination for the identification and information of the general construction and operation and distinctness of the approved type.
- 2.6 The EU type-examination certificate may only be used in combination with the corresponding annex and enclosure (List of authorized manufacturer of the serial production). The enclosure will be updated immediately after any change by the certification holder.

### **3 Remarks**

- 3.1 Pursuant to the comment standard EN 81-50, the total mass determined for adjustment purposes may be 7.5 % higher or lower.
- 3.2 The progressive safety gear can also be used to a counterweight in compliance with the permissible total mass according table 1.2 of this certificate till permissible tripping speed.
- 3.3 The progressive safety gear can also be used in a rail dependent storage and retrieval equipment with a guide rail blade width till 80 mm, respectively 102 mm according drawing number 5279.0400.001 or 5270.0000.061 each with testing date 2016-12-12.
- 3.4 Examination of compliance with other requirements according standard, reduction of braking forces due to wear-and-tear or alterations to the installation due to the installation's operation such as alterations to the running surfaces of the guide rails, are not part of this type-examination.
- 3.5 This EU type-examination certificate was issued according to the following standards:
  - EN 81-1:1998 + A3:2009 (D), Annex F.3 and F.7
  - EN 81-2:1998 + A3:2009 (D), Annex F.3
  - EN 81-20:2014 (D), part 5.6.2.1.1.2 and part 5.6.6.11
  - EN 81-50:2014 (D), part 5.3 and 5.7

A revision of this EU type-examination certificate is inevitable in case of changes or additions of the above mentioned standards or of changes of state of the art.

**Enclosure to the EU Type-Examination Certificate  
No. EU-SG 374 of 2017-01-09**



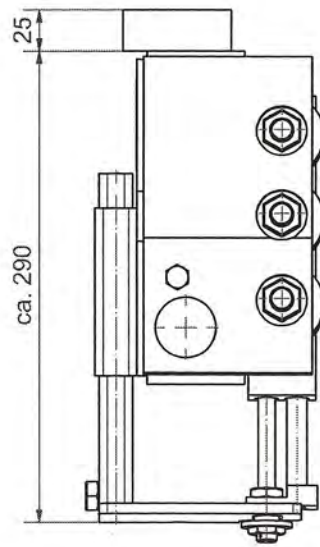
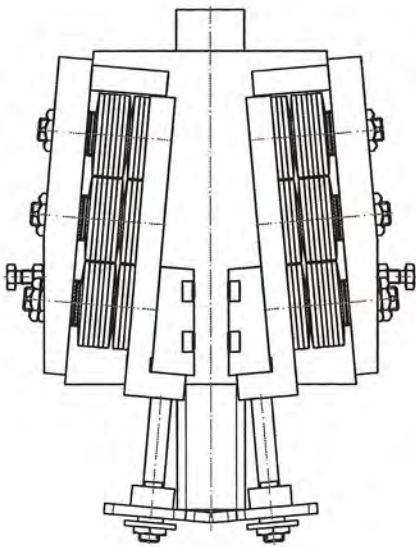
Industrie Service

**Authorised Manufacturer of Serial Production – Production Sites (valid from: 2017-01-09):**

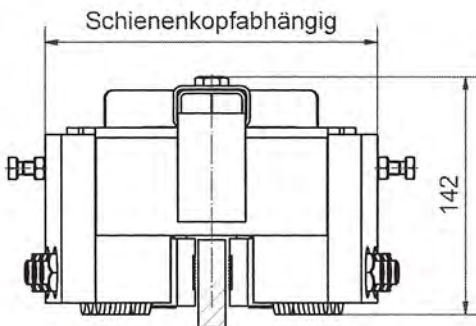
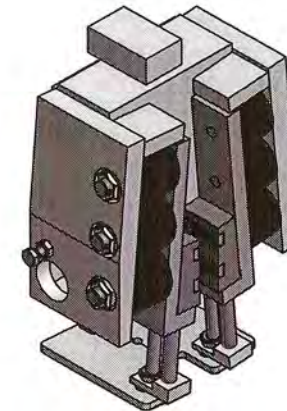
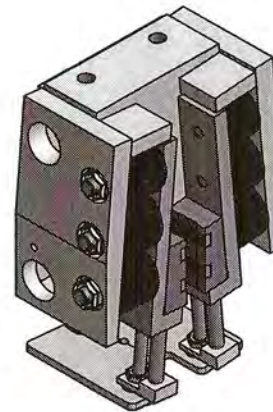
**Company** G. Schlosser Aufzugtechnologie GmbH  
**Address** Felix-Wankel-Strasse 4  
85221 Dachau – Germany

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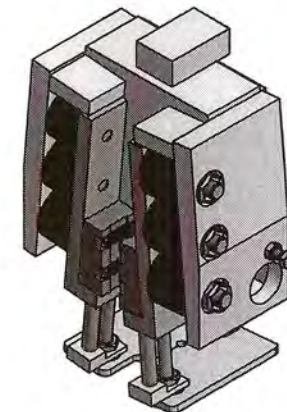
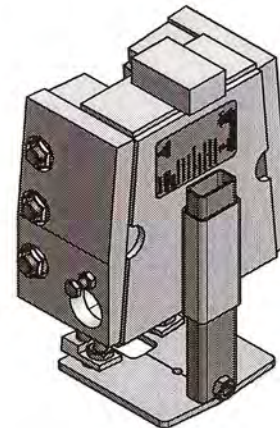


Ansicht 2 Achs-Aufnahme



1 2. DEZ. 2016

**GEPRÜFT / APPROVED**  
 TÜV SÜD Industrie Service GmbH  
 Prüflaboratorium für Produkte der Fördertechnik  
 Westendstraße 199  
 80688 München  
 Sachverständiger / Expert

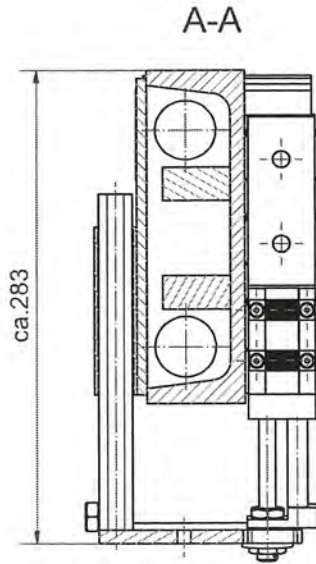
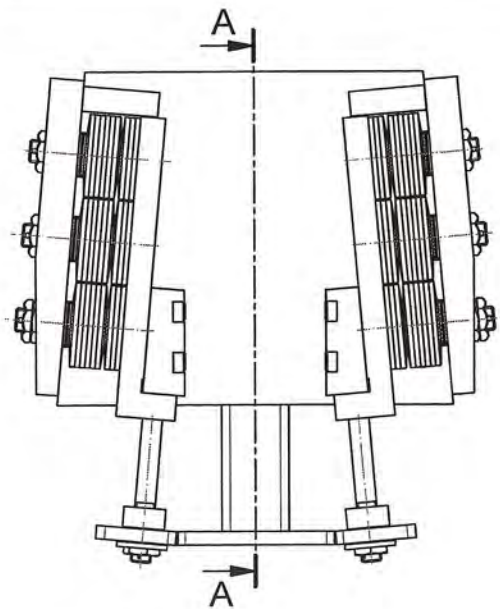


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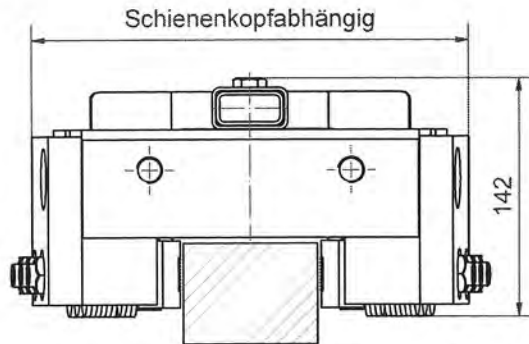
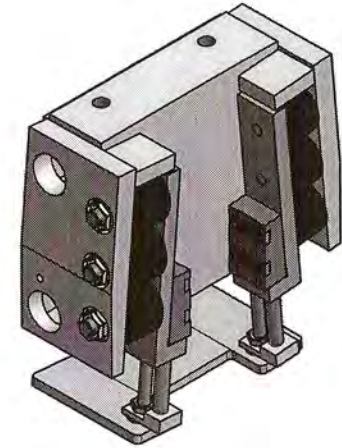
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Oberflächen Ra in um ISO 1302  
 Allgemeintoleranzen Schweißkonstruktionen ISO 13920-BF

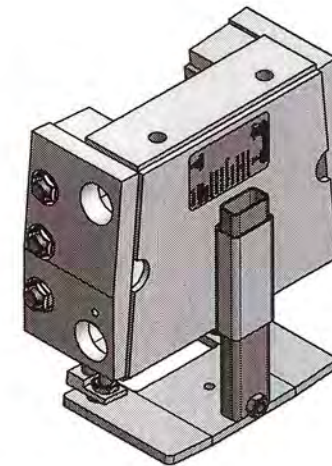
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		Datum	Name		Benennung	
Maße in mm		Gez. 22.11.2016	Martinez		<b>Massbild KB 55 S</b> Dimensioned Drawing KB 55 S	
Tolerierung		Gepr. 07.12.2016	HTS			
ISO 8015		Abt.		Zeichnungs-Nr.		Änd.
ISO 2768-mH				5270.0000.011		Blatt 1
J:\AA NEUANFANG\TÜV\KB 55 S\5270.0000.011-KB 55 S-1.dwg		AUFZUGTECHNOLOGIE SCHLOSSER D-85221 Dachau		A3		



Ansicht 2 Achs-Aufnahme



12. Dez. 2016

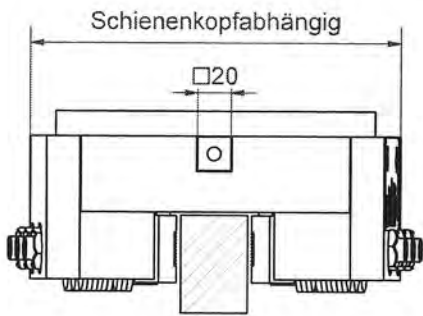
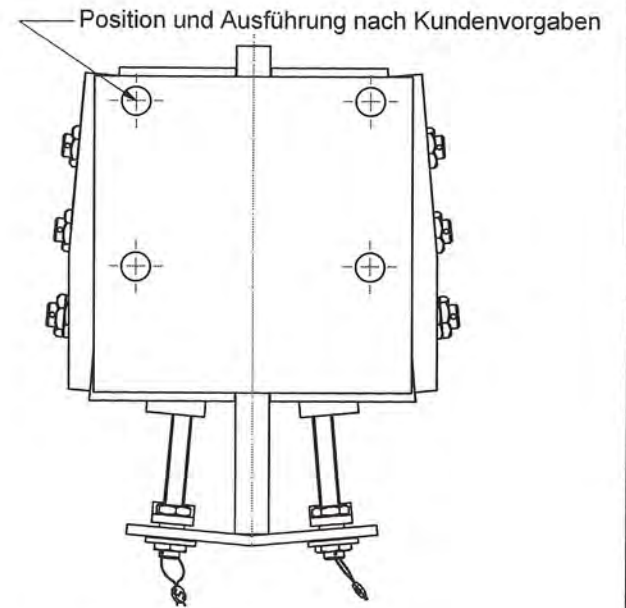
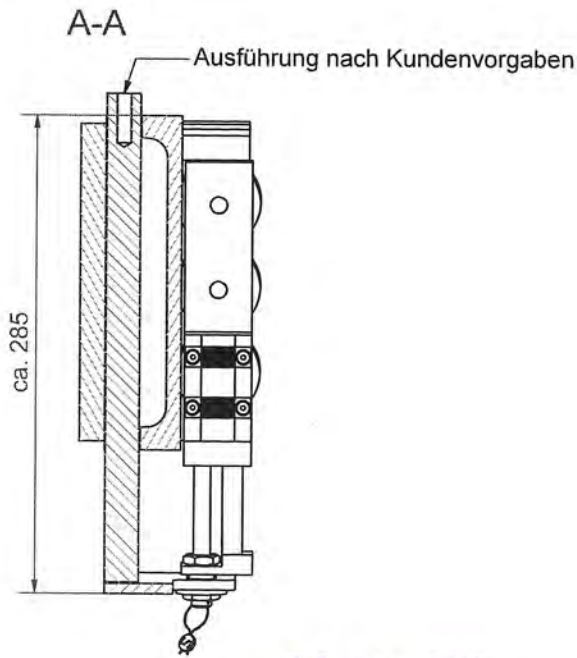
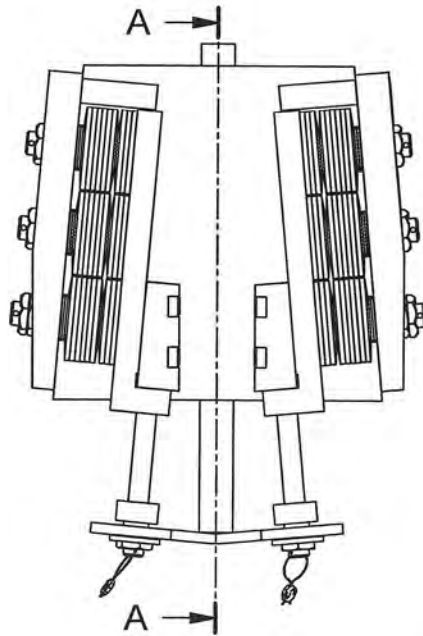


Max. Schienenkopfstärke 102mm

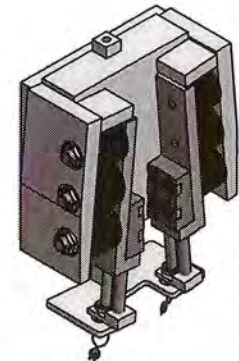
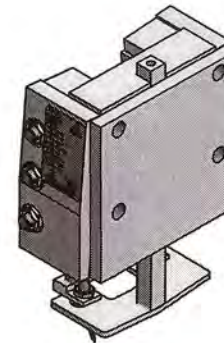
Aufzugtechnologie Schlosser		Werkstoff	Halbzeug
Verwendungsbereich EU-SG 374 Anhang, Kap. 3.3		Maßstab im Orig. 1:3 (1:4)	Masse(Gewicht) -
 Datum: 02.12.2016 Name: Martinez Maß in mm Gepr.: 07.12.2016 HTS Tolerierung Abt.:		Benennung <b>Massbild KB 55 S</b> Dimensioned Drawing KB 55 S	
Oberflächenn Ra in um ISO 1302 Allgemeintoleranzen ISO 13920-BF Schweißkonstruktionen		Zeichnungs-Nr. <b>5270.0000.061</b>	Zeichnungs-Nr. And. Blatt 1 A3
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Änd.	kommt vor	Änderungs-Nr.	Änderung	Datum:	Gez.	Name	Ges.
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12. Dez. 2016



Max. Schienenkopfstärke 80mm

Aufzugstechnologie Schlosser		Werkstoff	Halbzeug								
Verwendungsbereich EU-SG 374 Anhang, Kap. 3.3		Maßstab im Ong. 1:3 (1:5)	Masse(Gewicht) 19,8 kg								
		Benennung									
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Gepr. 07.12.2016	HTS										
Abt.											
Tolerierung ISO 8015 ISO 2768-mH		Zeichnungs-Nr. <b>5279.0400.001</b>	And. Blatt 1 A3								
<small>J:\AA NEUANFANGTÜVRBG-KB 55-Accalori\5279.0400.001 - KB55S Massbild idw</small>											

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				Oberflächen Ra in um ISO 1302 Allgemeintoleranzen Schweißkonstruktionen ISO 13920-BF			