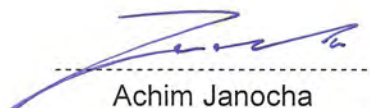




# EU-TYPE EXAMINATION CERTIFICATE

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

<b>Certificate No.:</b>	EU-SG 313
<b>Certification Body of the Notified Body:</b>	TÜV SÜD Industrie Service GmbH Westendstr. 199 80686 Munich – Germany Identification No. 0036
<b>Certificate Holder:</b>	G. Schlosser Aufzugtechnologie GmbH Felix-Wankel-Strasse 4 85221 Dachau – Germany
<b>Manufacturer of the Test Sample:</b> (Manufacturer of Serial Production - see Enclosure)	G. Schlosser Aufzugtechnologie GmbH Felix-Wankel-Strasse 4 85221 Dachau – Germany
<b>Product:</b>	Progressive safety gear, braking device as part of the protection device against overspeed for the car moving in upwards direction
<b>Type:</b>	EB 75 KS/MS
<b>Directive:</b>	2014/33/EU
<b>Reference Standards:</b>	EN 81-20:2014 EN 81-50:2014 EN 81-1:1998+A3:2009 EN 81-2:1998+A3:2009
<b>Test report:</b>	EU-SG 313 of 2016-12-12
<b>Outcome:</b>	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.
<b>Date of Issue:</b>	2017-01-09

  
Achim Janocha

Certification Body "lifts and cranes"



**Annex to the EU-Type Examination Certificate  
No. EU-SG 313 of 2017-01-09**



Industrie Service

**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, maximum rated and tripping speed and quality of tension jaw. The safety component can fulfil optionally two security features according 1.2 and 1.3.

Guide rails to be used

Minimum running surface width 25 mm

Blade width 9 – 31.8 mm

Notes:

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

**1.2 Using as a progressive safety gear (acting downwards) - 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]	Quality of tension jaw	Total mass [kg] min. – max.
drawn or machined	dry or oiled*	1.73 – 1.88	2.16	Steel KS	1400 – 2800
drawn or machined	dry or oiled*	2.10 – 2.29	2.63	Steel KS	1400
machined	dry or oiled*	2.58 – 2.81	3.23	Brass MS	800 – 1400

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 2800 - 1400 kg.

**1.3 Using as a braking device - part of the protection device against overspeed for the car moving in upwards direction (acting upwards) - permissible brake forces**

Manufacturing of running surface	Condition guide rail	Max. tripping speed [m/s]	Quality of tension jaw	Brake force [N] min. – max.
drawn or machined	dry or oiled*	2.16	Steel KS	21974 – 43949
drawn or machined	dry or oiled*	2.63	Steel KS	21974
machined	dry or oiled*	3.23	Brass MS	12557 – 21974

For the intermediate values of the maximum tripping speed of 2.16 – 2.63 m/s the corresponding maximum brake force can be determined through linear interpolation in the range 43949 - 21974 N.

**Annex to the EU-Type Examination Certificate  
No. EU-SG 313 of 2017-01-09**



Industrie Service

**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. 5240.0000.012 and/or 5240.0000.112 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 or brake force according table 1.2 or 1.3 of this certificate till permissible tripping speed.
- 3.3 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.
- 3.4 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 313 of 2017-01-09**

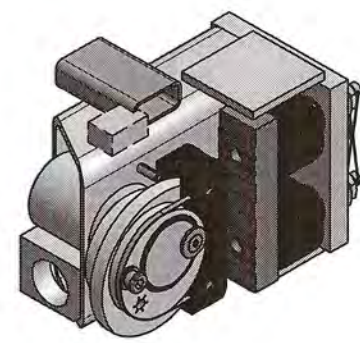
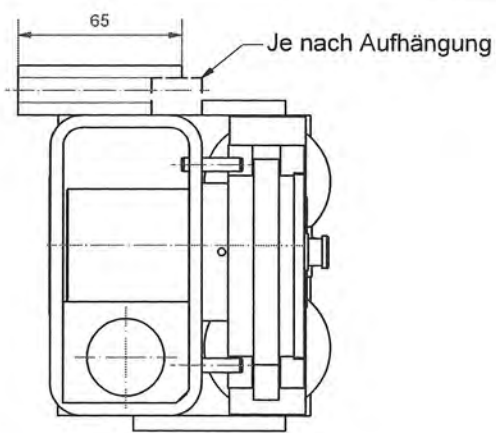
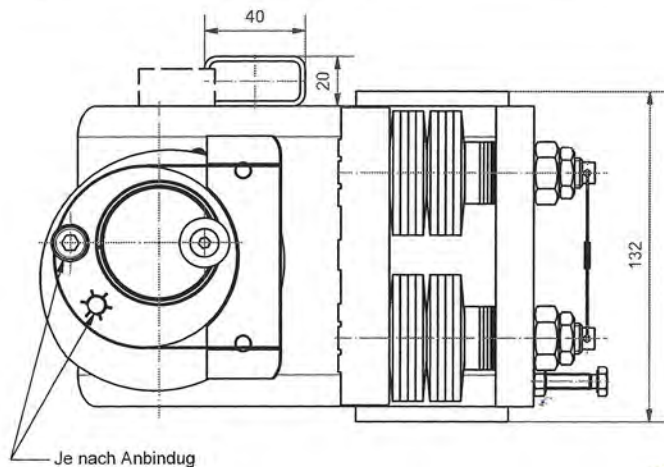


Industrie Service

**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

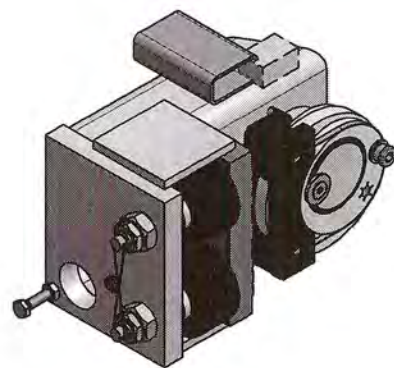
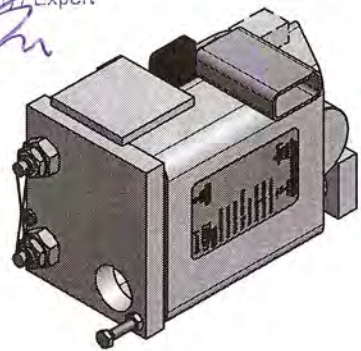
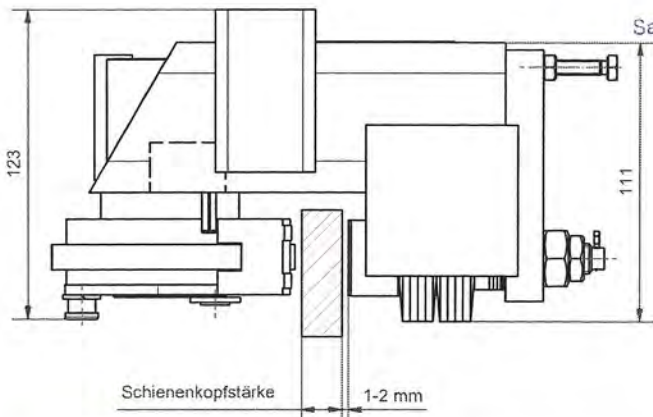
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Dargestellt als abwärts wirkend

12. DEZ. 2016

**GEPRÜFT / APPROVED**  
 TÜV SÜD Industrie Service GmbH  
 Prüflaboratorium für Produkte der Fördertechnik  
 Westendstraße 109  
 80805 München  
 Sachverständige(r) / Expert



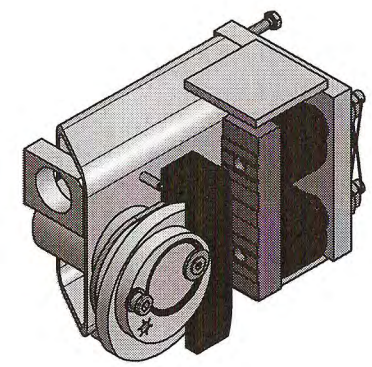
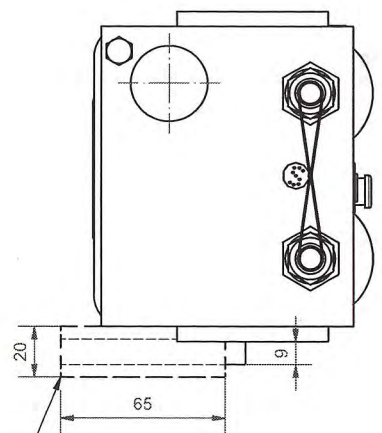
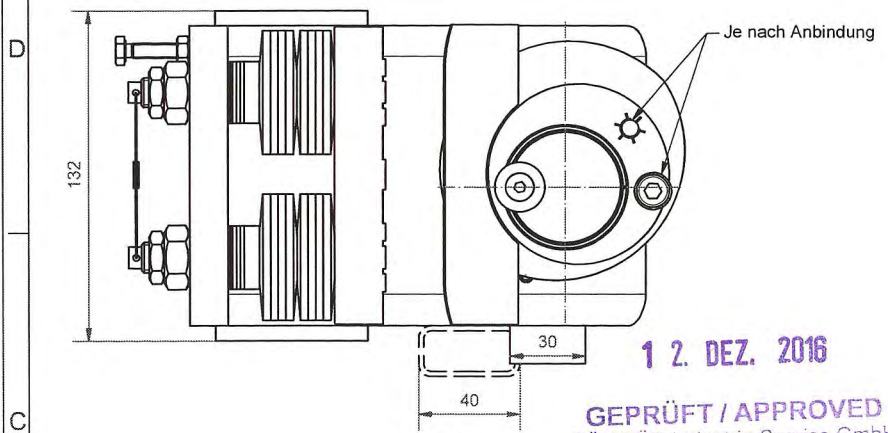
Änd.	kommt vor	Änderungs-Nr.	Änderung	Datum:	Gez.	Name	Ges.

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

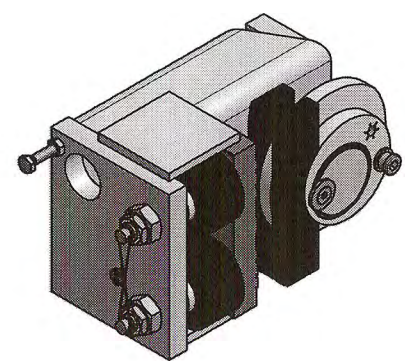
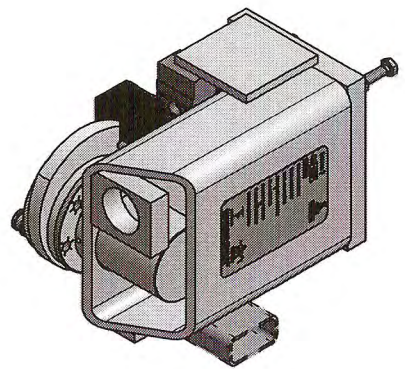
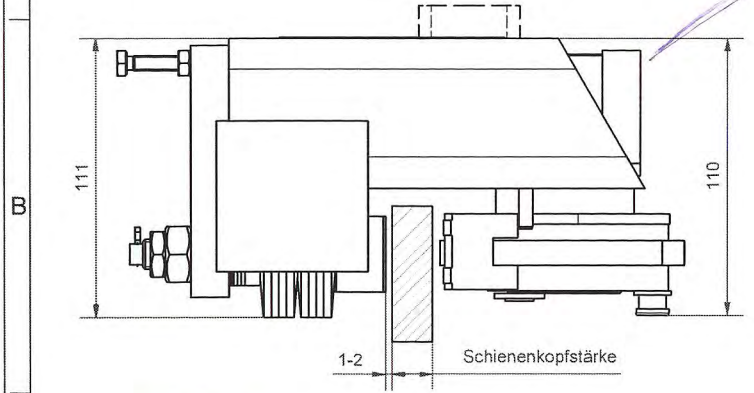
<b>Aufzugstechnologie Schloßer</b>		Werkstoff	Halbzeug
Verwendungsbereich <b>EU-SG 313</b> abwärts wirkend		Maßstab im Orig. 1:2 (1:3)	Masse(Gewicht)
	Datum	Name	
	Gez. 29.09.2016	Martinez	
<b>Maße in mm</b>	Gepr.	S.Gl.	
	Ges.		
Tolerierung	<b>AUFZUGTECHNOLOGIE</b> SCHLOSSER D-85221 Dachau		
ISO 8015	Zeichnungs-Nr.		Änd.
ISO 2768-mH	<b>5240.0000.012</b>		Blatt
J:\AA NEUANFANGTÜVEB 75 KSIS240.0000.012-EB 75 KS-1.idw		A3	

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Dargestellt als aufwärts wirkend

1 2. DEZ. 2016  
**GEPRÜFT / APPROVED**  
 TÜV SÜD Industrie Service GmbH  
 Prüflaboratorium für Produkte der Fördertechnik  
 Westendstraße 199  
 80686 München  
 Sachverständige(r) / Expert



Änd.	kommt vor	Änderungs-Nr.	Änderung	Datum: Gez.	Name	Ges.

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

<b>Aufzugtechnologie Schlosser</b>			
Verwendungsbereich		Werkstoff	Halbzeug
EU-SG 313		Maßstab im Orig.	Masse(Gewicht)
aufwärts wirkend		1:2 (1:3)	7,9 kg
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ISO 2768-mH	J:\AA NEUANFANGITÜV\EB 75 KS\EB75KS-AUFS240.0000.112-EB 75 KS.a.idw		

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