

CERTIFICAT

CERTIFICADO

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認証証書

CERTIFICATE

ZERTIFIKAT

# EC-type examination certificate



**Certificate no.:** ABFV 514/1

**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:** 2001-04-26

**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 GD

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

**Date and  
Number of test report:** 2001-09-25  
514/1

**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:** 2002-08-07 (German version 2001-09-25)

Zertifizierungsstelle für Aufzüge und Sicherheitsbauteile  
Identification number: 0036

  
Peter Tkalec



**Annex to the EC type-examination certificate No. ABFV 514/1 dated 2002-08-07**

**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

| Max. tripping speed (m/s) | Total mass (kg) |      |
|---------------------------|-----------------|------|
|                           | min.            | max. |
| 2,16                      | 2004 - 6053     |      |
| 3,23                      | 2004 - 4928     |      |

For the intermediate values of the maximum tripping speed of 2,16 - 3,23 m/s the corresponding maximum brake force can be determined through linear interpolation in the range of 6053 - 4928 kg

- 1.2 Braking device (acting upwards)

| Maximum tripping speed (m/s) | Brake force (N) |
|------------------------------|-----------------|
| 2,16                         | 13033 - 36902   |
| 3,23                         | 13033 - 30433   |

For the intermediate values of the maximum tripping speed of 2,16 - 3,23 m/s the corresponding maximum brake force can be determined through linear interpolation in the range of 36902 - 30433 N

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

| Maximum tripping speed (m/s) | 2,16        | 3,23        |
|------------------------------|-------------|-------------|
| Max. rated speed (m/s)       | 1,60 - 1,88 | 2,50 - 2,81 |

- 1.4 Guide rails to be used

- 1.4.1 Running surface manufactured by machined
- 1.4.2 Condition of the running surface dry or oiled\*  
\*Mineral oils without additives  
(e.g. lubricating oils C according to DIN 51517 part 1)
- 1.4.3 Blade width 14 - 28,60 mm
- 1.4.4 Minimum running surface width 32 mm

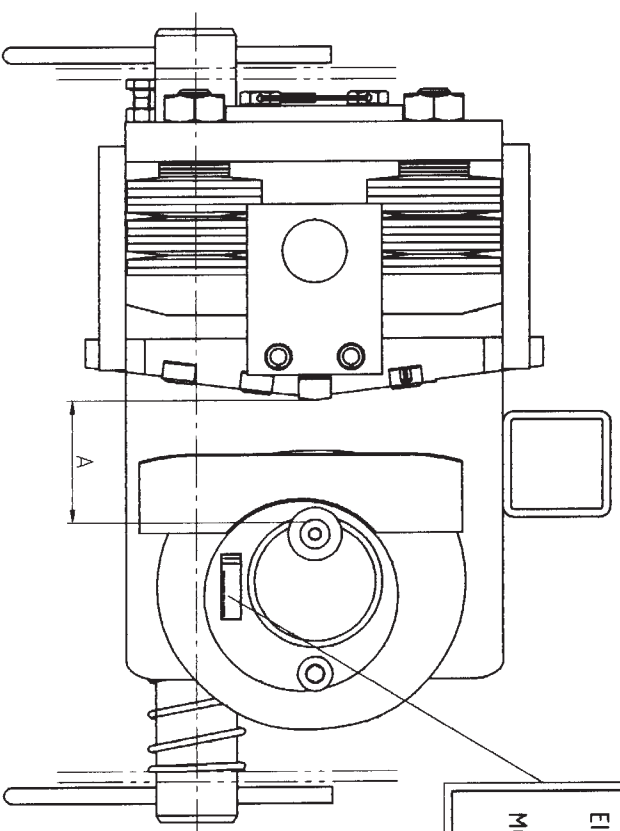
**2. Conditions for the braking device**

- 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 tails in upwards direction).

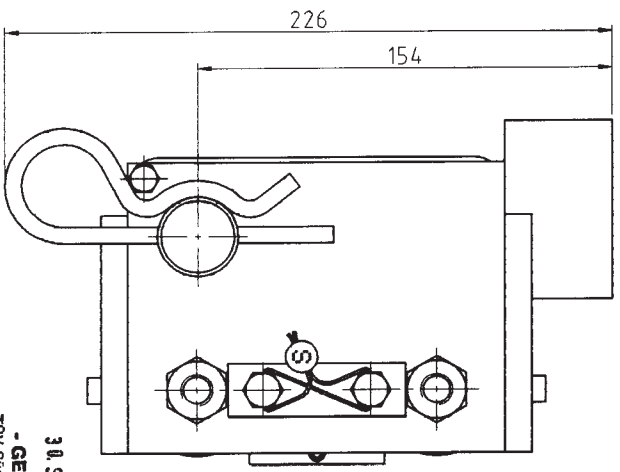
**3. Remarks**

- 3.1 Due to the characteristics, 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 1 g.
- 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
- 3.2 In order to provide identification and information about the basic design and its functioning and to show which parts have been tested of the approved type drawing No. 5350.600.000 dated 27 July 1999 is to be enclosed with the EC type - examination certificate and the annex thereto. The environmental conditions and connection requirements of the safety gear or described in separate documents. (e.g. operating instructions).
- 3.3 The EC type - examination certificate may only be used in connection with the pertinent annex.

Rubr. 1 rechts / Col. 1 right



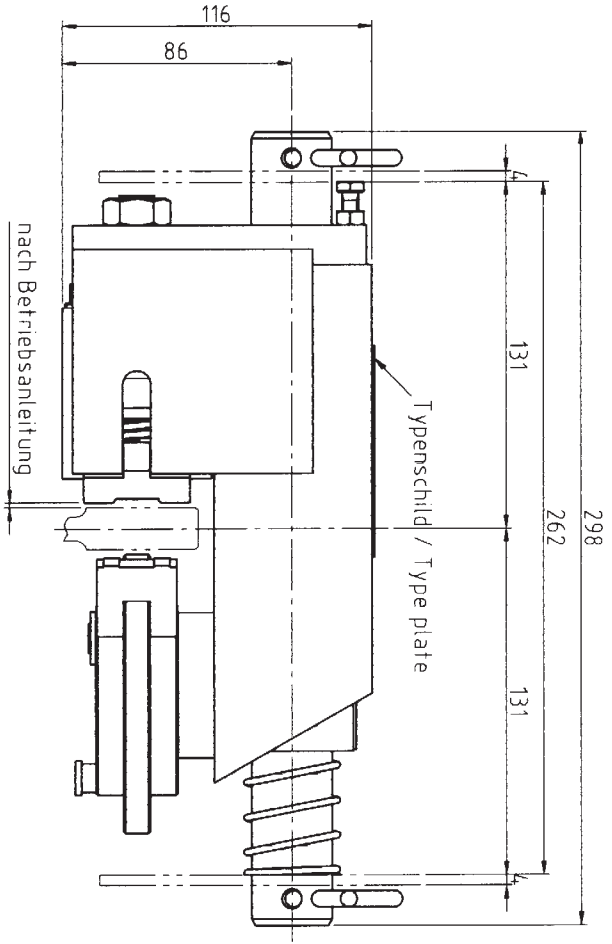
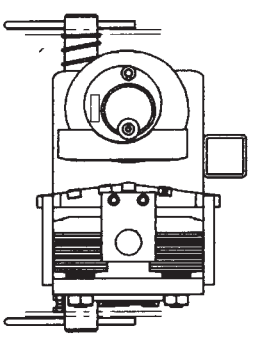
EINBAU: KURVENEXZENTERSCHREIBE  
 STEMPELUNG UNTEN  
 MOUNTING: CAM ECCENTRIC  
 STAMPING ON BOTTOM



30. SEP. 1999

- GEPRÜFT -  
 TÜV Süddeutschland  
 Bau und Betrieb GmbH  
 Zentralabteilung Aufzüge, Sicherheitsbauteile  
 Westendstraße 188, 80366 München  
 Der Sachverständige

Rubr. 2 links / Col. 2 left (M 1:5)



|                    |  |                                  |  |            |  |             |  |  |  |              |  |
|--------------------|--|----------------------------------|--|------------|--|-------------|--|--|--|--------------|--|
| Verwendungsbereich |  | Freiheranz<br>DIN 7168<br>mittel |  | Oberfläche |  | Maßstab 1:2 |  | Position   |  | Menge        |  |
| Zust. Änderung     |  | Datum                            |  | Name       |  | EDV Nr.     |  | Halbzeug   |  | Werkstoff    |  |
|                    |  |                                  |  |            |  |             |  | Werkstoff-Nr.                                    |  | Gewicht (kg) |  |
|                    |  |                                  |  |            |  |             |  | FANGVORRICHTUNG EB75GD                           |  |              |  |
|                    |  |                                  |  |            |  |             |  | SAFETY GEAR EB75GD                               |  |              |  |
|                    |  |                                  |  |            |  |             |  | Teil-Nr. / Zeichnungs-Nr.                        |  | Blatt        |  |
|                    |  |                                  |  |            |  |             |  | 5350.600.000                                     |  | Bl           |  |
|                    |  |                                  |  |            |  |             |  | AUFZUGTECHNOLOGIE<br>SCHLOSSER<br>D-85221 Dachau |  |              |  |
|                    |  |                                  |  |            |  |             |  | Bearb. 27.07.99 R. Wormann                       |  |              |  |
|                    |  |                                  |  |            |  |             |  | Gepr. Norm                                       |  |              |  |
|                    |  |                                  |  |            |  |             |  | Datum  |  |              |  |