



liftinstituut
SINCE 1933



EU-TYPE EXAMINATION CERTIFICATE

Issued by Liftinstituut B.V.
identification number Notified Body 0400,
commissioned by Decree no. 2022-0000107366

Certificate no. : NL12-400-1002-169-04 Revision no.: 2

Description of the product : Safety gear as braking part of Unintended Car Movement Protection (UCMP)

Trademark : Schlosser

Type no. : EB 75 KS

Name and address of the manufacturer : G. Schlosser Aufzugtechnologie GmbH
Felix-Wankel-Strasse 4
D-85221 Dachau
Germany

Name and address of the certificate holder : G. Schlosser Aufzugtechnologie GmbH
Felix-Wankel-Strasse 4
D-85221 Dachau
Germany

Certificate issued on the following requirements : Lifts Directive 2014/33/EU

Certificate based on the following standard : Parts of: EN 81-20:2020, EN 81-50:2020

Test laboratory : None

Date and number of the laboratory report : None

Date of EU-type examination : July 2022


Additional document with this certificate : Report belonging to the EU-type examination certificate no.: NL12-400-1002-169-04 Rev.2


Additional remarks : This revision replaces certificate NL12-400-1002-169-04 Rev.1 of 30-05-2017

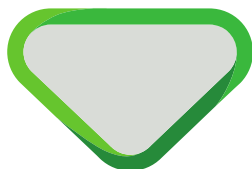
Conclusion : The safety component meets the requirements of the Lifts Directive 2014/33/EU taking into account any additional remarks mentioned above.

Amsterdam

Date : 06-07-2022
Valid until : 06-07-2027


ing A.J. van Ommen
International Business
Manager


Certification decision by

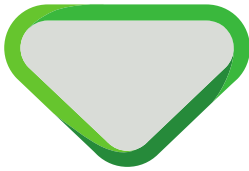


Report EU-type examination

Report belonging to EU-type examination certificate number : NL12-400-1002-169-04
Date of issue of original certificate : 24-07-2012
Certificate applies to : Safety component
Revision number / date : 2 / 06-07-2022
Requirements : Lifts Directive 2014/33/EU
Standard(s):
EN 81-20:2020, EN 81-50:2020
under exclusion of articles -
Project number : P220040

1. General specifications

Description of the product : Safety gear as braking part of Unintended Car Movement Protection (UCMP)
Trademark : Schlosser
Type no. : EB 75 KS
Name and address of the manufacturer : G. Schlosser Aufzugtechnologie GmbH
Felix-Wankel-Strasse 4
D-85221 Dachau
Germany
Laboratory : None
Address of examined Component : None
Date of examination : July 2022
Examination performed by : A. van den Burg, M. Issa



2. Description safety component

The EB 75 KS is an eccentric type progressive safety gear intended and already certified for use as a safety gear in downward direction and as an ascending car overspeed protection in upward direction.

This certificate is an addition that allows the component to be also used as the braking element of an uncontrolled car movement protection as described in EN 81-20:2020.

The safety gears must be activated by a suitable governor that shall be pre triggered when the car doors are open, this governor shall be certified as part of an unintended car movement protection.

Alternatively, another means that is certified to detect uncontrolled car movement in combination with a suitable safety gear activation mechanism can be used.

The safety gear may be used in up or down direction, depending on the mounting orientation.

The user shall verify by calculation (or testing) that the lift is stopped within the allowable limits as specified in EN 81-20:2020 art. 5.6.7.5.

The calculation shall take into account all delays that increase the stopping distance.

Delays to be considered for calculation of the stopping distance:

- Eventual delay of the triggering.
- Delay of the activation mechanism.
- Delay of the safety gear before the full braking force is reached (77 mm).
- The additional braking distance of the safety gear under worst case loading conditions from maximum possible triggering speed when it is not already pre triggered at standstill.

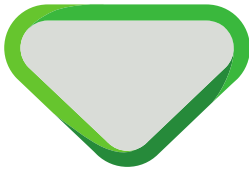
For application in down direction, all application conditions and limits as mentioned in the certificate EU-SG 313 shall be respected.

For application in upward direction, all application conditions and limits as mentioned in the certificate EU-SG 313 shall be respected.

The maximum delay of the safety gear from start of activation until full brake force is reached can be expressed in a rotation angle of 90° of the eccentric which is equivalent to an additional travel of 77 mm (see Annex 1A).

The type of mechanism determines the additional travel of the activation mechanism.

In case a standard Schlosser activation mechanism is used, the delay of the safety gear including mechanism in upward activation direction is found to be 91 mm at maximum. This value is found when the governor rope is mounted to the outer hole of the activation lever, in case the governor is mounted to the middle or inner hole, the activation distance is reduced (see Annex 1B).



3. Examinations and tests

The examination covered a check whether compliance with the Lift Directive 2014/33/EU is met, if possible based on the harmonized product standards EN 81-20:2020 and EN 81-50:2020.

Issues not covered by or not complying these Standards are directly related to the above mentioned essential requirements based on the risk assessment, where applicable with the aid of harmonized A-and B-standards.

The examination included:

- examination of the technical file consisting of:
 - all relevant information of the component,
 - technical drawings,
 - service manual.
- examination of the representative model in order to establish conformity with the technical file.
- tests and inspections to check compliance with the essential demands of the Lifts Directive, special attention is given to the activation delay and to the fact that the safety gear shall also work at low activation speed.

4. Results

After the examination the safety gear and the technical file were found in accordance with the requirements.

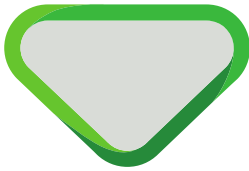
The functional tests passed without remarks and the safety gears activated within the defined distance, also at very low activation speed.

A description of the tests performed is given in "Test report type-examination NL12-400-1002-169-01/05" issued by the Liftinstituut on July 24th 2012.

5. Conditions

Additional to or in deviation of the applicable demands in the considered requirements / standards (see certificate and/or page 1 of this report), the following conditions shall be taken into account:

- An additional calculation shall be done to check whether the stopping distance of the car is within the limits as required by EN 81-20:2020 art. 5.6.7.5.



For each lift model the calculations shall be checked and approved.

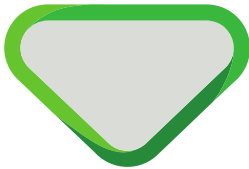
When the braking force “F” of the safety gear is not directly provided, for calculations it can be taken as 16x the adjusted mass, $F=16 (P+Q)$, Car mass “P” and nominal load “Q” in [kg], “F” in [N].

- For application in down direction, all application conditions and limits as mentioned in the certificate EU-SG 313 shall be respected.
- For application in upward direction, all application conditions and limits as mentioned in the certificate EU-SG 313 shall be respected.

6. Conclusions

Based upon the results of the EU-type examination Liftinstituut B.V. issues an EU-type examination certificate.

The EU-type examination certificate is only valid for products which are in conformity with the same specifications as the type certified product. The certificate is issued based on the requirements that are valid at the date of issue. In case of changes of the product specifications, changes in the requirements or changes in the state of the art the certificate holder shall request Liftinstituut B.V. to reconsider the validity of the certificate.



7. CE marking and EU Declaration of conformity

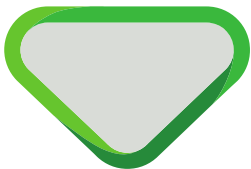
Every safety component that is placed on the market in complete conformity with the examined type must be provided with a CE marking according to article 18 of the Lift directive 2014/33/EU under consideration that conformity with eventually other applicable Directives is proven. Also every safety component must be accompanied by an EU declaration of conformity according to annex II of the Directive in which the name, address and Notified Body identification number of Liftinstituut B.V. must be included as well as the number of the EU-type examination certificate.

An EU type-certified safety component shall be random checked e.g. according to annex IX of the Lift directive 2014/33/EU before these safety components may be CE-marked and may be placed on the market. For further information see regulation 2.0.1 'Regulations for product certification' on www.liftinstituut.com.

Prepared by:

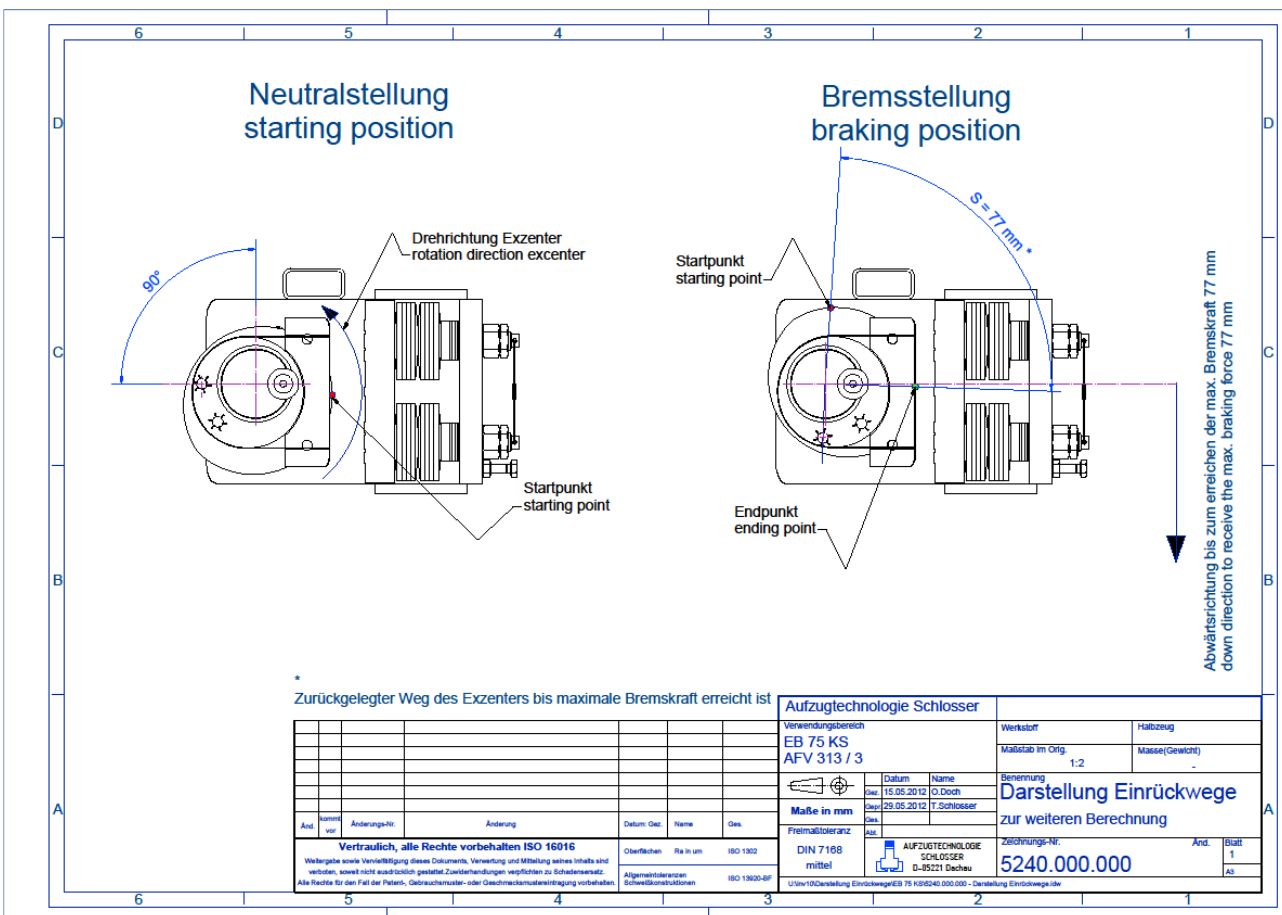
André van den Burg
Product specialist Certification

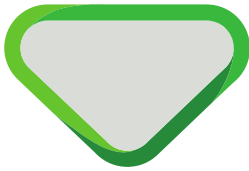
Certification decision by:



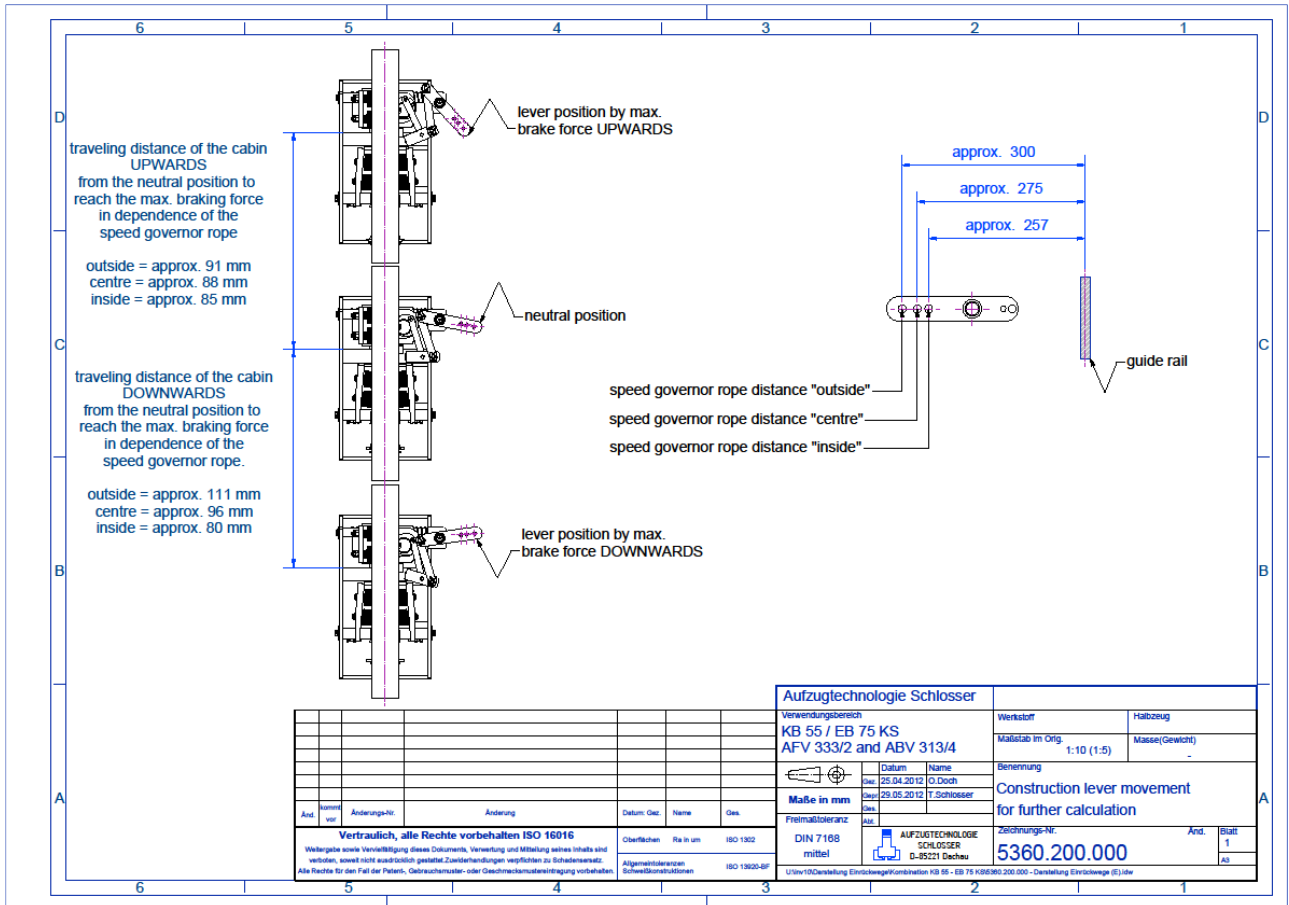
Annexes

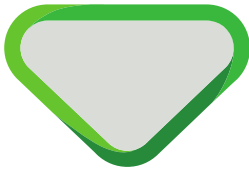
Annex 1.A Activation distance of EB 75 KS safety gear (maximum distance travelled between start of activation until full force in both up direction and down direction if mounted upside down)





Annex 1.B Activation distance of EB 75 KS safety gear in upward direction with Schlosser activation mechanism applied.





Annex 2. Documents of the Technical File which were subject of the examination

Title	document number	date
Montage-Betriebs-Wartungsanleitung	-	15-02-2011

Annex 3. Reviewed deviations from the standards

EN xx-x par.	Requirement	Accepted design
X.X.X		

Annex 4. Revision of the certificate and its report

Rev.:	Date	Summary of revision
-	24-07-2012	Original
1	30-05-2017	Update to EU-Type examination certificate 2014/33/EU, EN 81-20 and EN 81-50
2	06-07-2022	Certification renewal. Update standard versions.