ZERTIFIKAT ◆ CERTIFICATE ◆ 認証書 ◆ СЕРТИФИКАТ ◆ CERTIFICADO ◆ CERTIFICAT

TÜV SÜD
Industrie Service

Type-examination certificate

Certificate no.:	ESG 232
Certification office:	TÜV SÜD Industrie Service GmbH Westendstr. 199 80686 München - Germany
Applicant/ certificate holder:	SLC - SCHLOSSER LUEZAR & CVR S.L. PC Mapica CL F (Quedjido) 7 50016 Zaragoza - Spain
Date of application:	2011-03-21
Manufacturer of the test sample:	LUEZAR-ECO, S.L. Pol Mapica C/F Oeste, Grupo Quedjido, nave 69 50016 Zaragoza - Spain
Product:	Detecting and tripping element fixed at the overspeed governor as a part of the protection device against unintended car movement
Type:	SLC LF 18 CD
Test laboratory:	TÜV SÜD Industrie Service GmbH Prüflaboratorium für Produkte der Fördertechnik Prüfbereich Aufzüge und Sicherheitsbauteile Westendstr. 199 80686 München - Germany
Date and number of the test report:	2011-10-12 ESG 232
Examination basis:	➢ EN 81-1:1998 + A3:2009 (D), issue December 2009 ➢ EN 81-2:1998 + A3:2009 (D), issue December 2009
Result:	The safety component conforms to the requirements of examination basis for the respective scope of application stated on page 1 - 2 of the annex to this type-examination certificate.
Date of issue:	2011-10-13

Certification office for products of conveyor systems
Lifts and safety components

Christian Rührmeyer

TÜV SÜD Industrie Service GmbH

TÜV®

Industrie Service

Annex to the type-examination certificate no. ESG 232 dated 2011-10-13

1 Scope of application

1.1 Tripping speed and response distance

Maximum possible response distance**	143.0 mm
Theoretical tripping speed by gravitational acceleration	1.67 m/s

** **Response distance:** is the maximum covered distance of the lift from landing door after triggering of blocking device, based on delay and / or other loss distances of the overspeed governor till building up the tensile force.

1.2 Assigned execution features

Solenoid	
Working voltage	24 – 190 V DC or 230 V AC
Duty cycle	75 - 100 %
Number of stopping positions	6
Active system	Tooth wheel (Parking toothed)
Possible retraction direction	Both directions
Tensile force	≥ 300 N

2 Conditions

2.1 The above mentioned safety component represents only a part of a protective equipment against unintended movement of the elevator car. Only in combination with a braking component, which must be subjected to an own type examination, can the system created fulfil the requirements for a safety component in accordance with Annex F.8, EN 81-1:1998 + A3:2009 (D) or EN 81-2:1998 + A3:2009 (D).

2.2 The activation of the safety device takes place by every operational stop of the lift in the way, that the activation is initiated before the car stands still.

2.3 The mechanism of retraction respectively the movement of the blocking device (system is not caused positive mechanically but electrically resp. electromagnetically by interruption of the energy supply to the magnetic coil) must be monitored. This can be done for example by micro- or proximity switches. If the function does not work correctly the lifts ride shall be finished and a new ride must be prevented.

2.4 The installer of a lift must create an examination instruction in accordance with D.2 p) of EN 81-1:1998+A3:2009 (D) respectively D.2 zc) of EN 81-2:1998+A3:2009 (D) for lift(s) to fulfil the overall concept, add it to the lift documentation and provide any necessary tools or measuring devices, which allow a safe examination (e.g. with closed shaft doors).

2.5 In a consideration of the complete system, the time required and the effect on building-up the tensile force, variation and alteration over the time, eventually occurring distances and / or time delay through redirecting must be included.

2.6 Based on technical appropriate actions a quick and riskless rescue of locked up people must be possible under all conditions, which is documented in the lift accompanying instruction manual.

2.7 For installer of a lift, the compliance of the component with the type examined component and the assured response distances and response times must be confirmed in writing (e.g. type plate and/or supplement in the corresponding EC - declaration of conformity overspeed governor).

Note: The English text is a translation of the German original. In case of any discrepancy, the German version is valid only.

Industrie Service

3 Remarks

3.1 This type examination refers to the partial requirements for the protection device against unintended car movement only according to EN 81-1:1998 + A3:2009 (D), Section 9.11, respectively to EN 81-2:1998 + A3:2009 (D), Section 9.13.

Not included is the time occurred through building-up the tensile force as well as distances and time, occurred through mechanical redirecting or electric / electronic delay to braking element.

3.2 In order to provide identification, information about the basic design and functioning and to show the environmental conditions and connection requirements, drawing with the relevant latest identification from the associated EC type examination certification AGB 232/X is to be enclosed with the type-examination certificate and the annex thereto.

3.3 The EC type-examination certificate may only be used in connection with the pertinent annex and the list of the authorized manufacturers (according to enclosure or indication of the corresponding EC type-examination certification AGB 232/X).