

ZERTIFIKAT

CERTIFICADO

「EPRITTAH

認証証書

CERTIFICATE

ZERTIFIKAT

# EC type-examination certificate



**Certificate no.:** ABFV 709

**Notified body:** TÜV Süddeutschland Bau und Betrieb GmbH  
Zertifizierungsstelle  
für Aufzüge und Sicherheitsbauteile  
Westendstraße 199, D-80686 München

**Applicant/  
Certificate holder:** Cobianchi Lifteile AG  
Sägegasse 5  
CH-3110 Münsingen-Bern

**Date of submission:** 2002-05-02

**Manufacturer:** Cobianchi Lifteile AG  
Sägegasse 5  
CH-3110 Münsingen-Bern

**Product, type:** Progressive safety gear with braking device as part of  
the protection device against overspeed for the car  
moving in upwards direction, type PC 44 DA

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

**Date and  
Number of test report:** 2002-10-24  
709

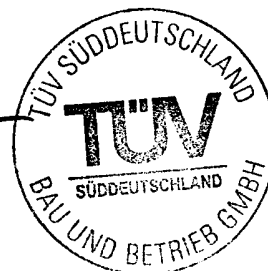
**EC-directive:** 95 / 16 / EC

**Statement:** The safety component conforms to the directive's  
safety requirements for the respective scope of  
application stated on page 1 of the annex to this EC  
type-examination certificate.

**Certificate date:** 2002-10-24

Zertifizierungsstelle für Aufzüge und Sicherheitsbauteile  
EC-identification number: 0036

*P. Tkalec*  
Peter Tkalec



**Annex to the EC type-examination certificate No. ABFV 709 dated 2002-10-24**

**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 manufacture and condition of the guide rails running surface

Manufactured by	Condition	Total mass (kg) min. - max.
drawn	dry	701 - 5414
drawn	oiled*	616 - 4200
machined	dry	549 - 5260
machined	oiled*	696 - 6040

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

- 1.2 Braking device (acting upwards)  
Permissible brake force when using the braking devices in twos, depends on manufacture and condition of the guide rails running surface

Manufactured by	Condition	Brake force (N) min. - max.
drawn	dry	10997 - 31693
drawn	oiled*	9666 - 35941
machined	dry	8622 - 34796
machined	oiled*	10920 - 40396

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

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

<b>Maximum tripping speed (m/s)</b>	3,50
<b>Maximum rated speed (m/s)</b>	2,75 - 3,00

- 1.4 Guide rails to be used

- 1.4.1 Minimum running surface width 32 mm  
1.4.2 Blade width 7 - 19 mm

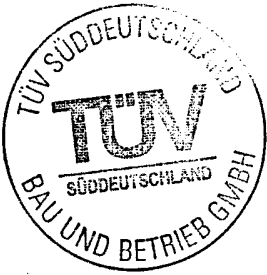
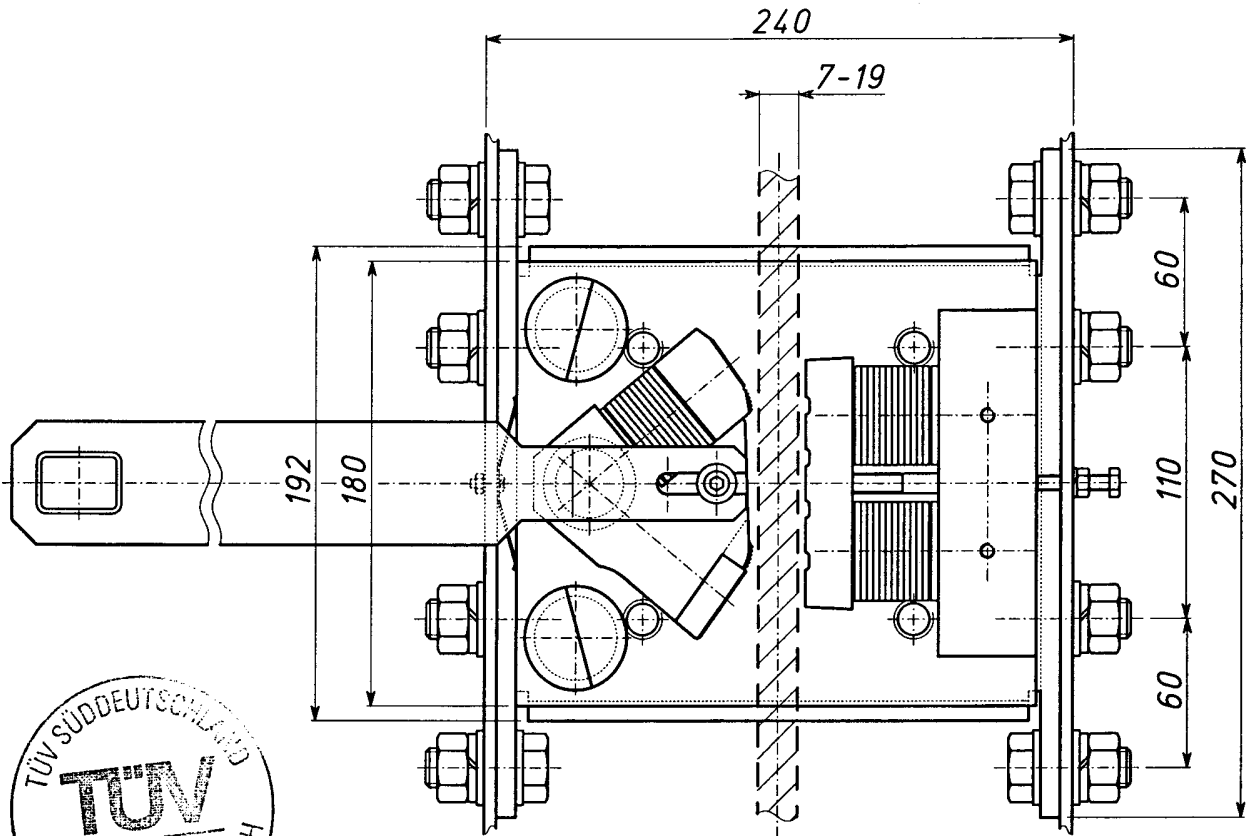
**2. Conditions for the brake device**

- 2.1 Since the braking device represents only the decelerating element of the protection device against over-speed for the car moving in upwards direction, the speed monitoring element for upwards direction must be an overspeed governor which also retracts the brake 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 rails in upwards direction).

**3. Remarks**

- 3.1 Due to the characteristics, the brake force for the progressive safety gear acting downwards and the brake force for the braking device acting upwards are not permanently related to each other. They can be adjusted separately. The permissible total mass stated in 1.1 thus also is not permanently related to the permissible braking force as defined in 1.2, however the limit values may be not higher or lower.  
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 1g.  
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.  
3.4 In order to provide identification and information about the basic design and its functioning and to show the environmental conditions and connection requirements pertaining to the tested and approved type, and to define which parts have been tested, drawing no. PC44DA BZ01-1 dated 3 October 2002 is to be enclosed with the EC type-examination certificate and the annex thereto.  
3.5 The EC type-examination certificate may only be used in connection with the pertinent annex.

# Bremstangvorrichtung Typ - PC44DA



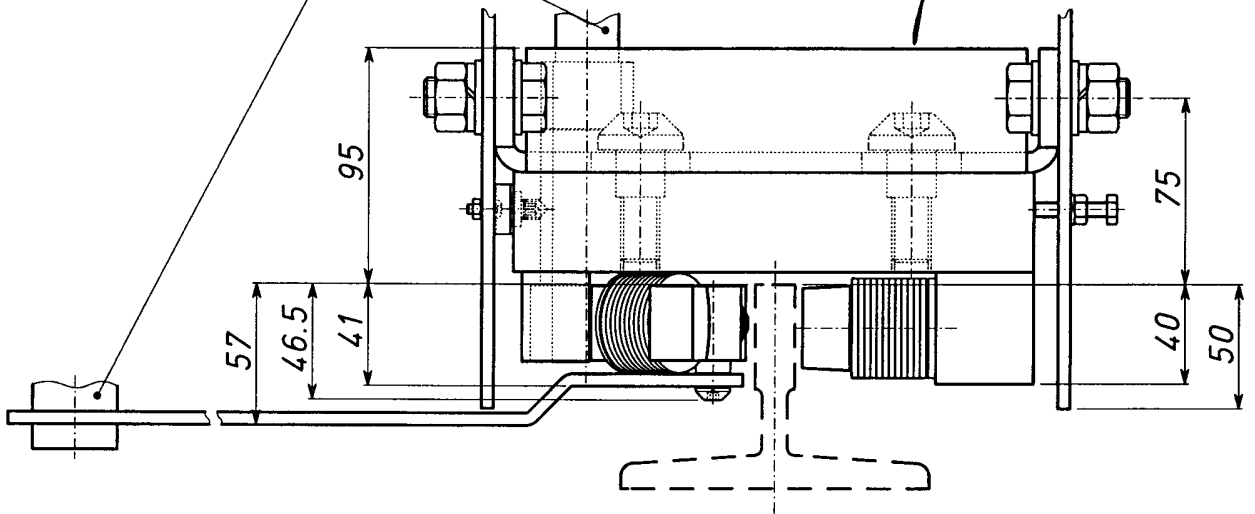
24. OKT. 2002

- GEPRÜFT -

TÜV Süddeutschland Bau und Betrieb GmbH  
 Abteilung Aufzüge und Sicherheitsbauteile  
 Westendstr. 199, D-80686 München  
 Der Sachverständige

*Kaplan*

Fangwelle innen- oder aussenliegend



Das Urheberrecht an dieser Zeichnung und allen  
 Belegen, die dem Empfänger persönlich unver-  
 irrt sind, verbleibt jederzeit unserer Firma.  
 Ohne unsere schriftliche Genehmigung darf diese  
 nicht kopiert oder zugänglich gemacht werden.

Ausgabe:

03.10.02 / DH



Coblenz Lifttechnik AG  
 CH - 340 Mönningen

PC44DA BZ01-1