

ZERTIFIKAT

CERTIFICADO

‘EPHITTAH

認証証書

CERTIFICATE

ZERTIFIKAT

EC type-examination certificate



Certificate no.: AFV 319

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

**Applicant/
Certificate holder:** Technolift s.r.l.
Via Enrico Fermi, 7
I - 38015 Lavis - Trento

Date of submission: 1999-02-25

Manufacturer: Technolift s.r.l.
Via Enrico Fermi, 7
I - 38015 Lavis - Trento

Product, type: Instantaneous safety gear, type SH 1

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

**Date and
Number of test report:** 1999-03-24
319

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: 2001-07-30 (german version 1999-03-24)

Zertifizierungsstelle für Aufzüge und Sicherheitsbauteile
EC-Identification number: 0036

A handwritten signature in black ink, appearing to read 'P. Tkalec', is written over a light-colored background.

Peter Tkalec

Annex to the EC type-examination certificate No. AFV 319

1. Scope of Application

- 1.1 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 and the blade width of guide rails

Tripping speed (m/s)	Maximum total mass (kg)
0,50	7857
0,60	7560
0,70	7236
0,80	6897
0,90	6548
1,00	6197
1,10	5851
1,20	5513
1,32	5128
1,65	4175

- 1.2 Maximum rated speed

1.2.1 Car 0,63 m/s

1.2.2 Counterweight 1,00 m/s

- 1.3 Maximum tripping speed of overspeed governor

1.3.1 Car 1,00 m/s

1.3.2 Counterweight 1,65 m/s

- 1.4 Guide rails to be used

1.4.1 Blade width 16 mm

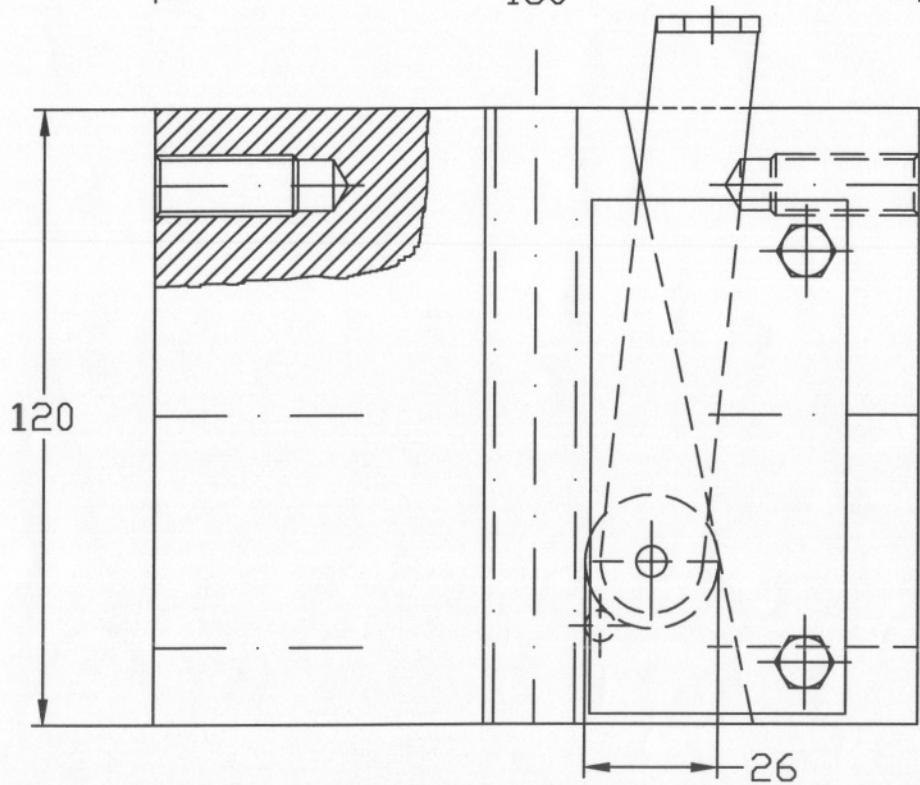
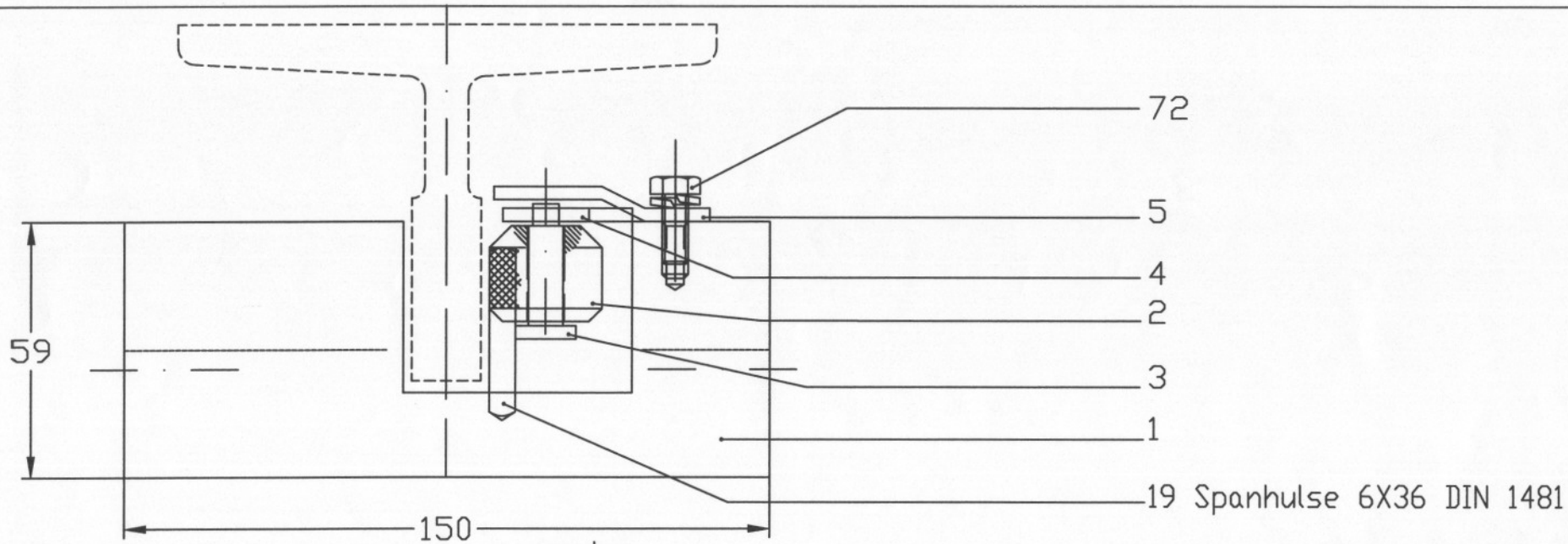
1.4.2 Minimum running surface width of guide rails 30 mm

2. Remarks

2.1 The test over covers the safety gear und the safety gear elements (rollers) and did not include either the connection between the individual safety gear elements (safety gear rods) or the actuation of the electric safety device. When connecting the safety gear elements to the overspeed governor, attention must be paid to the fact that, at the point at which the overspeed governor rope engages, the car don't travel more than 0,03 m until the safety gear element engage.

2.2 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. 3005 49 - 15/1 dated 27 September 1983 is to be enclosed with the EC type-examination certificate and the annex thereto.

2.3 The EC type-examination certificate may only be used in connection with the pertinent annex.



24. MRZ. 1999

- GEPRÜFT -
 TÜV Süddeutschland
 Bau und Betrieb GmbH
 Zentralabteilung Aufzüge, Sicherheitsbauteile
 Westendstraße 199, 80686 München
 Der Sachverständige



Materiale:				TECHNOUFT s.r.l. LAVIS - TRENTO	
Compilato:		Data: 27/09/83	Peso:		
Approvato:		Data:	kg		
MODIFICHE:	N.	Data	Descrizione della modifica	Approvato	Descrizione: Aufbau
					Sperrfangvorrichtung Type SH 1
					Edizione: 1.0
					Scala: 1:1
				Quantita:	Codice: 30 05 49 - 15/1
<small>La ditta si riserva o l'entità di legge la proprietà di questo disegno non è di deposito e di vendita comunque solo e solo a delle condizioni come sopra definitivamente scritte.</small>					