



# EU TYPE-EXAMINATION CERTIFICATE

According to Annex IV, Part A of 2014/33/EU Directive

<b>Certificate No.:</b>	EU-OG 232
<b>Certification Body of the Notified Body:</b>	TÜV SÜD Industrie Service GmbH Westendstr. 199 80686 Munich – Germany Identification No. 0036
<b>Certificate Holder:</b>	SLC - SCHLOSSER LUEZAR & CVR S.L. Pol. Malpica, C/ F, Grupo Quejido, nave 7 50016 Zaragoza – Spain
<b>Manufacturer of the Test Sample:</b> <small>(Manufacturer of Serial Production – see Enclosure)</small>	LUEZAR-ECO, S.L. Pol. Malpica C/ F, Grupo Quejido, nave 69 50016 Zaragoza – Spain
<b>Product:</b>	Overspeed governor, detecting and tripping element fixed at the overspeed governor, as a part of the protection device against overspeed for the car moving in upwards direction and tripping element against unintended car movement
<b>Type:</b>	SLC LF 18 __
<b>Directive:</b>	2014/33/EU
<b>Reference Standards:</b>	EN 81-20:2014 EN 81-50:2014 EN 81-1:1998+A3:2009 EN 81-2:1998+A3:2009
<b>Test Report:</b>	EU-OG 232 of 2016-03-01
<b>Outcome:</b>	The safety component conforms to the essential health and safety requirements of the mentioned Directive as long as the requirements of the annex of this certificate are kept.
<b>Date of Issue:</b>	2016-03-01
<b>Date of Validity:</b>	from 2016-04-20

*Werner Rau*

Werner Rau

Certification Body "lifts and cranes"



**Annex to the EC Type-Examination Certificate  
No. EU-OG 232 of 2016-03-01**



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**1 Scope of application**

1.1 Generally

1.1.1 Drive Endwise toothed belt  
acting on a tooth wheel

1.1.2 Type RPU 8 M10

Dimension

Width x height 10.0 x 5.4 mm

Tooth height 3.2 mm

Tooth distance 8.0 mm

Tensile strength 5415 N

Maximum permissible length of belt (calculated value) 160 m

1.1.3 Tooth wheel

Material Polyamide (PA6)

Diameter 180 mm

1.1.4 Permissible tensioning weight 14 – 16 kg  
(The tensioning force refers to operating state only and there is no relating to point 1.1.5)

1.1.5 Tension force in the tooth belt after activating 450 – 500 N  
(see remarks point 3.3)

1.1.6 Arrangement Pit, headroom or guide rail

1.1.7 Permissible application

The overspeed governor can be used in cooperation with instantaneous safety gears, progressive safety gears or progressive safety gear acting upward as well as combined systems (progressive safety gear in up and instantaneous safety gear in down direction) according manufacturer's instructions.

Retraction of the safety gear in both direction of rotation is permissible.

The safety component can fulfil three security features (1.2, 1.3 and 1.4)

**1.2 Using as an overspeed governor – permissible speeds**

Permissible tripping speed 0.43 – 3.27 m/s

Permissible rated speed ≤ 2.84 m/s

**1.3 Using as a part of the protection device against overspeed for the car moving in upwards direction**

The overspeed governor can be used as a part of the protection device against overspeed for the car moving in upwards direction. Monitoring of upward speed will be done by overspeed governor itself and a braking device can be triggered (engaged) via the overspeed governor's electric safety device or mechanically

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**1.4 Using as a part of the protection device against unintended car movement by an installed anti-creep protection**

Using **without** detection system (activation at each landing)

**1.4.1 Tripping speed and response distance**

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

\*Response distance: Defined as the max. distance that can be covered by the lift moving away from the landing position **after the blocking device has engaged** and as caused by delay and/or other distance losses at the overspeed governor until the tensile force has built up

**1.4.2 Assigned execution features**

Solenoid	
Working voltage	24 – 190 V DC or 230 V AC
Duty cycle	75 - 100 %

**2 Terms and Conditions**

- 2.1 Above mentioned safety component represents only a part at the protection device against over-speed for the car moving in upwards direction and unintended car movement. Only in combination with a braking respectively detecting component in accordance with the standard, which must be subjected to an own type-examination, can the system created fulfil the requirements for a protection device.
- 2.2 The adjusted tripping speed and the safety switch must be sealed against unauthorized adjustment (safety switch e.g. by colour sealing of the fastening bolts).
- 2.3 It must be possible to test the engaging force at the operating place of the lift.
- 2.4 The triggering of the safety device according 1.4 takes place by interruption of the energy supply to the magnetic coil of anti creep protection. This is not caused positive mechanically but electrically resp. electromagnetically by interruption of the energy supply to the magnetic coil of anti creep protection. However, the mechanically engagement of the device has to be absolutely guaranteed after the electrical safety device has responded. In light of the above, the device must be made to engage at each regular landing, so that the anchor plates can be checked for correct closing (e.g. micro switches resp. proximity switch). If the anchor do not perform correctly (anchors fail to close) the lift must be kept at standstill.
- 2.5 Activation of anti-creep according 1.4 will take place by every operational stop of the lift in the way such as activation is initiated before car stands still.
- 2.6 The installer of the complete lift must create an examination instruction to fulfil the overall concept of the protection device, add it to the lift documentation and provide any necessary tools or measuring devices, which allow a safe examination (e. g. with closed landing doors).
- 2.7 Fast and safe rescuing of lift passengers must be possible by suitable technical measures under all circumstances. It must be documented in the operation manual of the lift.
- 2.8 The identification drawing „PG.LF18CD.00E“ including stamp dated 2016-03-01 shall be included to the EU type-examination for the identification and information of the general construction and operation and distinctness of the approved type.
- 2.9 The EU type-examination certificate may only be used in combination with the corresponding annex and enclosure (List of authorized manufacturer of the serial production). The enclosure will be updated immediately after any change by the certification holder.

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**3 Remarks**

- 3.1 Considering the whole protection systems, it is necessary to include time need and impact of build-up the tensile force as well as spread and change over time, perhaps possible distances and/or time delay caused by mechanical deflections.
- 3.2 Possible design variants (also in combination):
- Version acting downwards only also possible. The direction of rotation for retracting the safety gear is to be marked at the overspeed governor.
  - Design in narrow and wide version, with and without pre switch off including electrical resetting device, lowering protection and remote release is possible.
- 3.3 The force produced by the friction clutch will adjust by the manufacturer and is not adjustable at the operating place of the lift.
- 3.4 This EU type-examination certificate was issued according to the following standards:
- EN 81-1:1998 + A3:2009 (D), Annex F.4, F.7 and F.8
  - EN 81-2:1998 + A3:2009 (D), Annex F.4 und F.8
  - EN 81-20:2014 (D), part 5.6.2.2.1.7, part 5.6.6.11 and part 5.6.7.13
  - EN 81-50:2014 (D), part 5.4, 5.7 and 5.8

A revision of this EU type-examination certificate is inevitable in case of changes or additions of the above mentioned standards or of changes of state of the art.

**Enclosure to the EU Type-Examination Certificate  
No. EU-OG 232 of 2016-03-01**



Industrie Service

**Authorised Manufacturer of Serial Production – Production Sites (valid from: 2016-03-01):**

**Company** LUEZAR – ECO, S.L.  
**Address** Pol. Malpica C/ F, Grupo Quejido, nave 69  
50016 Zaragoza – Spain

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