



Industrie Service

EU TYPE-EXAMINATION CERTIFICATE

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

Certificate No.: EU-SG 795

Certification Body of the Notified Body: TÜV SÜD Industrie Service GmbH
Westendstr. 199
80686 Munich – Germany
Identification No. 0036

Certificate Holder: Cobianchi Lifteile AG
Weststrasse 16
3672 Oberdiessbach – Switzerland

Manufacturer of the Test Sample: Cobianchi Lifteile AG
Weststrasse 16
3672 Oberdiessbach – Switzerland
(Manufacturer of Serial Production – see Enclosure)

Product: Progressive safety gear, braking device as part of the protection device against overspeed for the car moving in upwards direction and braking element against unintended car movement

Type: PC100 _

Directive: 2014/33/EU

Reference Standards: EN 81-20:2014
EN 81-50:2014
EN 81-1:1998+A3:2009
EN 81-2:1998+A3:2009

Test Report: EU-SG 795 of 2016-01-27

Outcome: 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.

Date of Issue: 2016-01-27

Date of Validity: from 2016-04-20

Werner Rau
Werner Rau

Certification Body "lifts and cranes"



Annex to the EC Type-Examination Certificate No. EU-SG 795 of 2016-01-27



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1 Scope of application

1.1 Generally

Following application possibilities refer to a brand new pair of safety gear depending on manufacture and condition of the guide rail running surface and maximum rated and tripping speed. The safety component can fulfil separately and in combination (1.2 and 1.4, 1.3 and 1.4) three security features according 1.2, 1.3 and 1.4.

Guide rails to be used

Minimum running surface width 38 mm

Blade width 15.88 – 31.75 mm

Notes:

* HLP – oils according DIN 51524, part 2

** Response distance: Defined as the maximum distance, that can be covered by the car between inoperative position of the safety gear and until the car lies against the guide rails (start of retraction)

*** Retraction distance: Defined as the maximum distance that can be covered by a car with parallel build-up of the braking force until the safety gear has reached its final position (limit stop)

1.2 Using as a progressive safety gear (acting downwards) - permissible total mass of car and rated load depending on maximum rated and tripping speed

Manufacturing of running surface	Condition guide rail	Max. rated speed [m/s]	Max. tripping speed [m/s]	Total mass [kg] min. – max.
machined	oiled*	3.04	3.50	2405 – 6951
	dry	3.04	3.50	3245 – 6763
machined	oiled*	2.29	2.63	6951 – 13000
	dry	2.29	2.63	6763 – 13000

1.3 Using as a braking device - part of the protection device against overspeed for the car moving in upwards direction (acting upwards) - permissible brake forces

Manufacturing of running surface	Condition guide rail	Max. tripping speed [m/s]	Brake force [N] min. – max.
machined	oiled*	3.50	37750 – 109100
	dry	3.50	50930 – 106150
machined	oiled*	2.63	109100 – 204050
	dry	2.63	106150 – 204050

1.4 Using as a braking element - part of the protection device against unintended car movement (acting upwards and downwards) - permissible brake forces, range of tripping speed and design features

Manufacturing of running surface	Condition guide rail	Range of tripping speed [m/s]	Brake force [N] min. – max.
machined	dry or oiled*	0.029 – 2.00	52943 – 204050

Assigned arrangement and design features

- Possible effecting direction up / down
- Air gap in acc. w. assembly instructions
- Total distance = response distance* + retraction distance** 31.2 mm

**Annex to the EC Type-Examination Certificate
No. EU-SG 795 of 2016-01-27**



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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 detecting and triggering component in accordance with the standard (two separate components also possible), which must be subjected to an own type-examination, can the system created fulfil the requirements for a protection device.
- 2.2 The forces acting on the guide rails shall be safety absorbed.
- 2.3 Mass configuration of the lift installation with regard to the permissible total mass and braking forces to be construed in a way that comply with the valid values of deceleration according standard EN 81-20 based on safety function (e.g. deceleration of the empty car in up direction not more than $1g_n$).
- 2.4 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).
- 2.5 The identification drawing No. 100E-BZ01-1 and 100U-BZ01-1 including stamp dated 2016-01-27 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.
- 2.6 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.

3 Remarks

- 3.1 The working direction will be marked at the blank after the type designation PC 100 _ by a code letter (U:=working upwards, E:= working downwards)
- 3.2 Optional feature in earthquake-endangered areas possible.
- 3.3 Pursuant to the comment standard EN 81-50, the total mass determined for adjustment purposes may be 7.5 % higher or lower.
- 3.4 The progressive safety gear can also be used to a counterweight in compliance with the permissible total mass according table 1.2 of this certificate till permissible tripping speed.
- 3.5 It can be assumed, that with regard to tripping speeds below the minimum measured tripping speed according with item 1.4 (braking element - part of the protection device against unintended car movement), functionality is provided.
- 3.6 Examination of compliance with other requirements according standard, reduction of braking forces due to wear-and-tear or alterations to the installation due to the installation's operation such as alterations to the running surfaces of the guide rails, are not part of this type-examination.
- 3.7 This EU type-examination certificate was issued according to the following standards:
 - EN 81-1:1998 + A3:2009 (D), Annex F.3, F.7 and F.8
 - EN 81-2:1998 + A3:2009 (D), Annex F.3 und F.8
 - EN 81-20:2014 (D), part 5.6.2.1.1.2, part 5.6.6.11 and part 5.6.7.13
 - EN 81-50:2014 (D), part 5.3, 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-SG 795 of 2016-01-27**



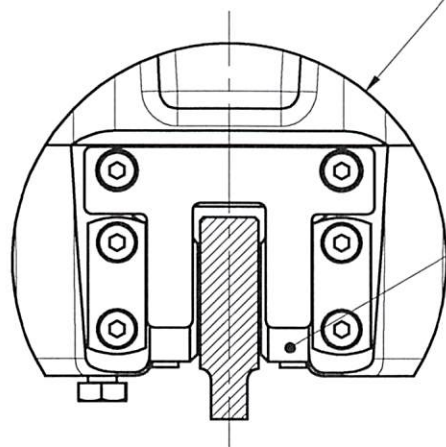
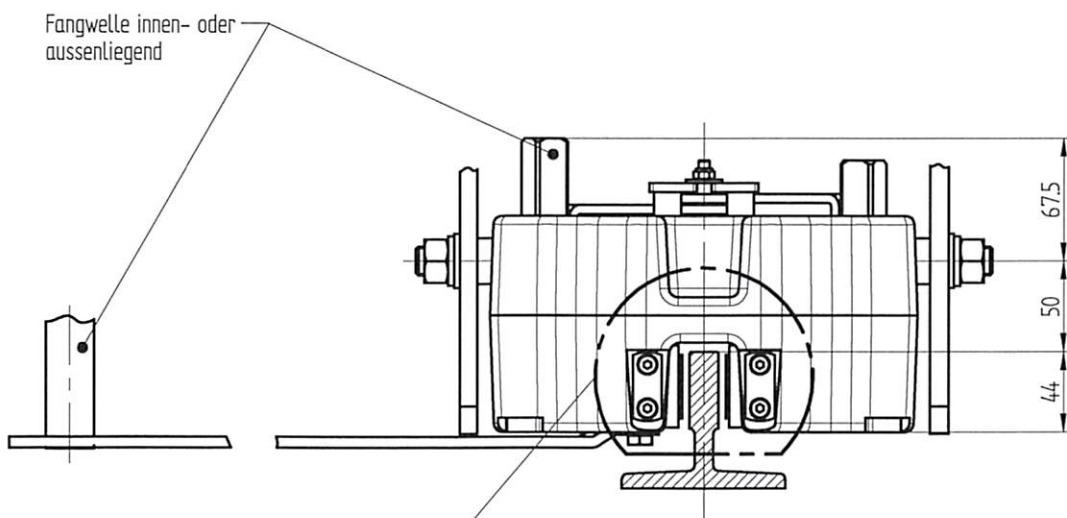
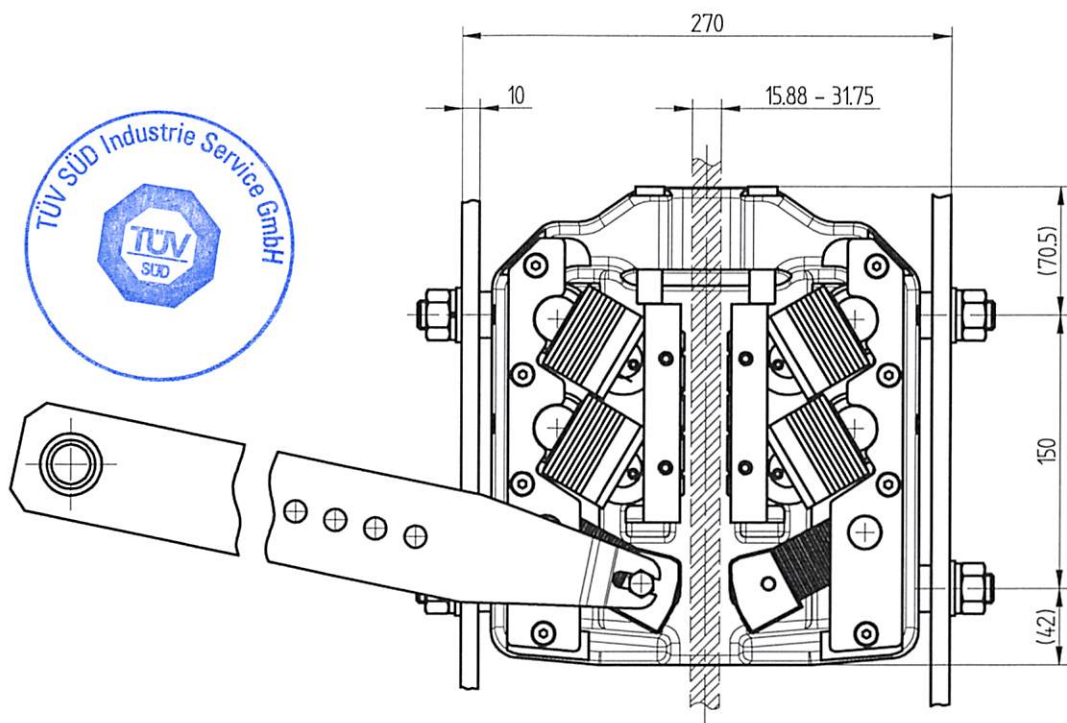
Industrie Service

Authorised Manufacturer of Serial Production – Production Sites (valid from: 2016-01-27):

Company	Cobianchi Lifteile AG
Address	Weststrasse 16 3672 Oberdiessbach – Switzerland

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Bremfangvorrichtung Typ - PC100E



27. JAN. 2016

GEPRÜFT / APPROVED
 TÜV SÜD Industrie Service GmbH
 Prüflaboratorium für Produkte der Fördertechnik
 Westendstraße 100
 80686 München
 Sachverständige(r) / Expert

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

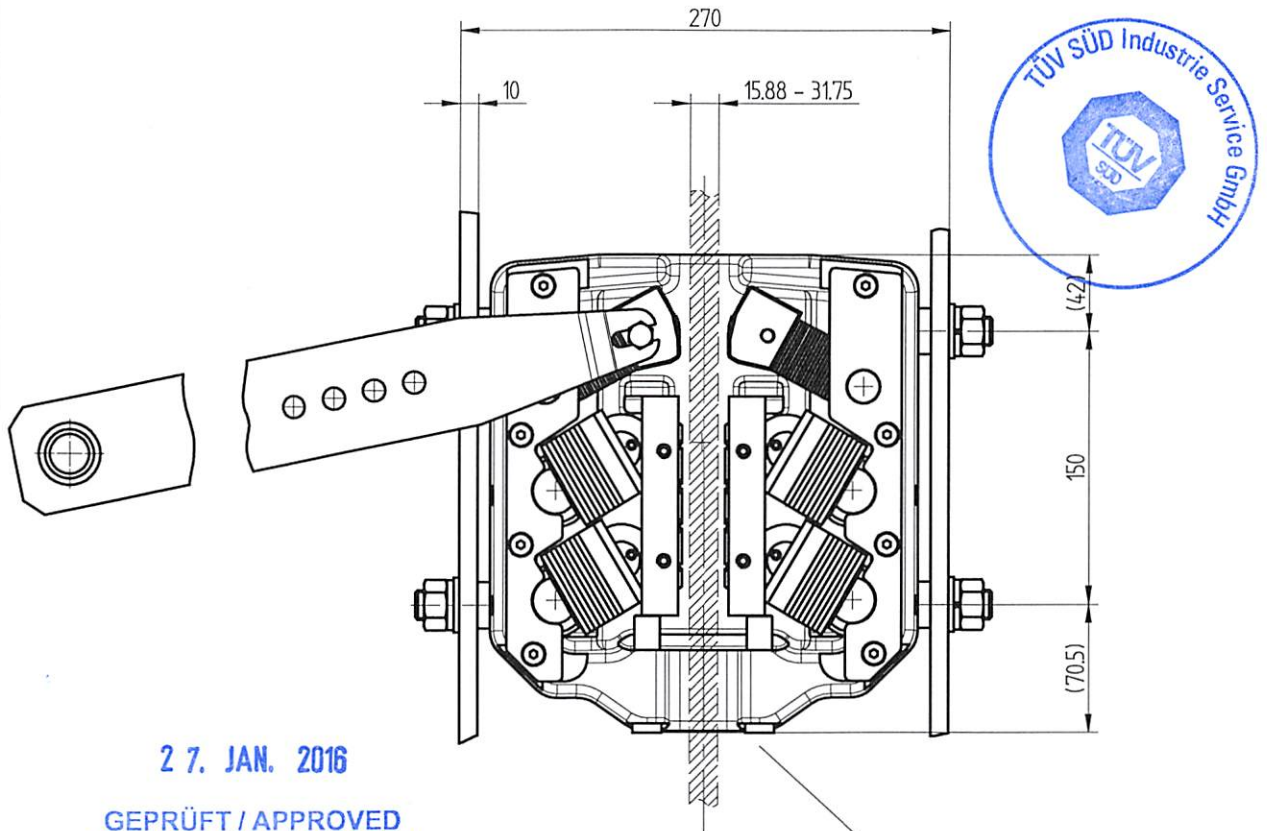
Ausgabe:
 20.01.16 / H. Gehrig

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Zeichnungsnummer
 100E-BZ01-1

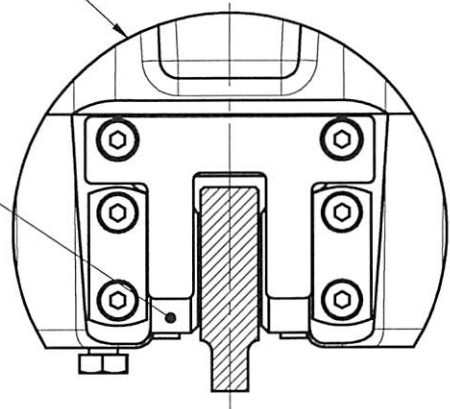
Bremseinrichtung Typ - PC100U



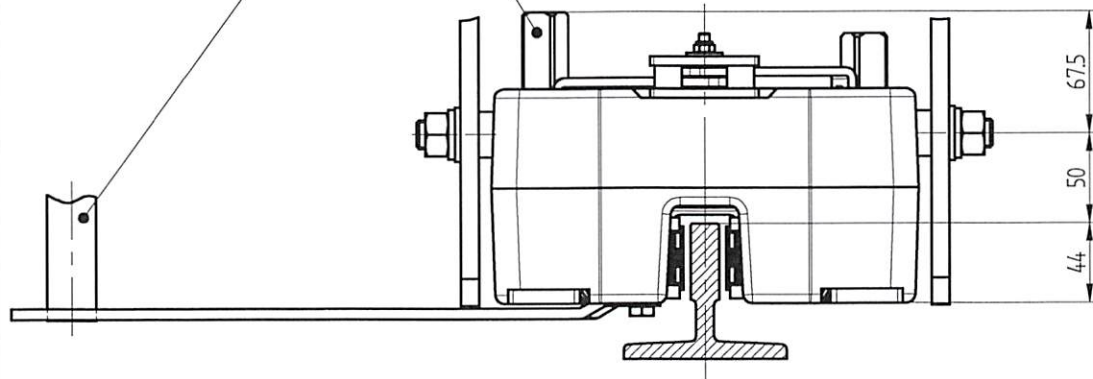
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 80686 München
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Option: Führungselement



Fangwelle innen- oder aussenliegend



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