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

Industrie Service

EU TYPE-EXAMINATION CERTIFICATE

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

Certificate No.:	EU-SG 710/1
Certification Body of the Notified Body:	TÜV SÜD Industrie Service GmbH Westendstr. 199 80686 Munich – Germany Identification No. 0036
Certificate Holder:	Sautter Lift Components GmbH Remsstrasse 2 70806 Kornwestheim – Germany
Manufacturer of the Test Sample: (Manufacturer of Serial Production – see Enclosure)	Sautter Lift Components GmbH Remsstrasse 2 70806 Kornwestheim – Germany
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:	SG2D-1
Directive:	2014/33/EU
Reference Standards:	EN 81-20:2014 EN 81-50:2014
Test Report:	EU-SG 710/1 of 2019-02-21
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:	2019-02-21

TÜV SÜD Industrie Service GmbH 00 36 Notified Body

Achim Janocha
Certification Body "lifts and cranes"

TÜV®

Annex to the EU Type-Examination Certificate
No. EU-SG 710/1 of 2019-02-21

Industrie Service

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 three security features according 1.2, 1.3 and 1.4.

Guide rails to be used

Minimum running surface width 19 mm

Blade width 5 – 16 mm

* Oil according specification of manufacturer

** 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. range of rated speed [m/s]	Max. tripping speed [m/s]	Total mass [kg] min. – max.
drawn	dry	2.50 – 2.80	3.23	303 – 2489
	oiled*	2.50 – 2.80	3.23	292 – 2368
machined	dry	2.50 – 2.80	3.23	293 – 2814
	oiled*	2.50 – 2.80	3.23	303 – 2889

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.
drawn	dry	3.23	4350 – 39068
	oiled*	3.23	4126 – 37173
machined	dry	3.23	4001 – 44166
	oiled*	3.23	4010 – 45353

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	Max. tripping speed [m/s]	Brake force [N] min. – max.
drawn	dry	2.20	4350 – 39068
	oiled*	2.20	4126 – 37173
machined	dry	2.20	4001 – 44166
	oiled*	2.20	4010 – 45353

Assigned arrangement and design features

- Possible effecting direction — up / down
- Air gap — in acc. w. assembly instructions
- Maximum total distance = response distance** + retraction distance*** — 64.0 mm

2 Terms and Conditions

2.1 Above mentioned safety component represents only a part at the protection device against overspeed 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 SG2D-1 Var.1 or SG2D-1 Var.2 including stamp dated 2016-07-11 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 manufacturers of the serial production). The enclosure will be updated immediately after any change by the certification holder.

3 Remarks

3.1 Pursuant to the comment standard EN 81-50, the total mass determined for adjustment purposes may be 7.5 % higher or lower.

3.2 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.

3.3 It can be assumed, that with regard to low tripping speeds (based on the associated test report) according item 1.4 the braking element (part of the protection device against unintended car movement) provides functionality itself.

3.4 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.

3.5 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 710/1 of 2019-02-21

Industrie Service

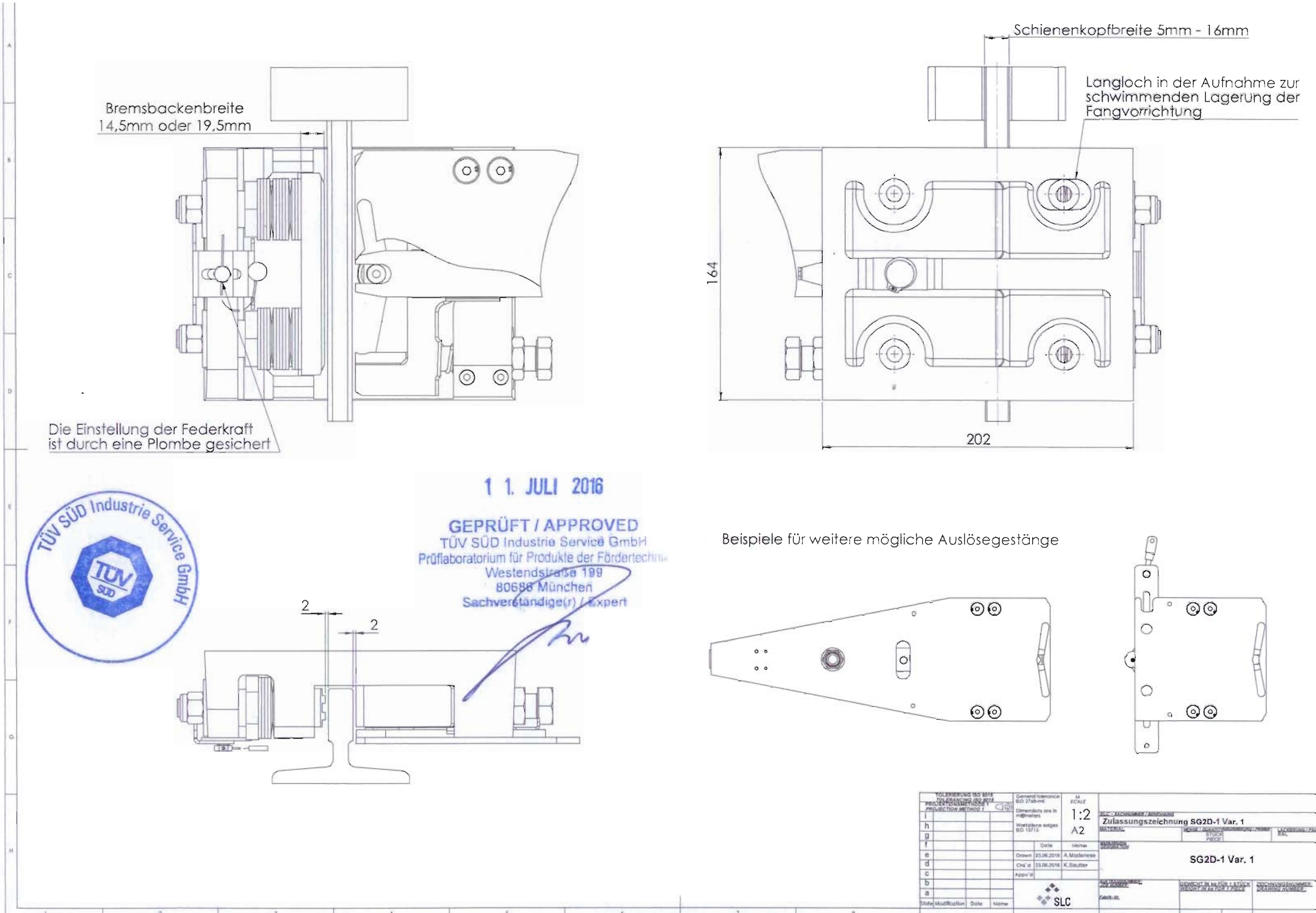
Authorised Manufacturer of Serial Production – Production Sites (valid from: 2018-12-28):

Company Sautter Lift Components GmbH
Address Remsstrasse 2
70806 Kornwestheim – Germany

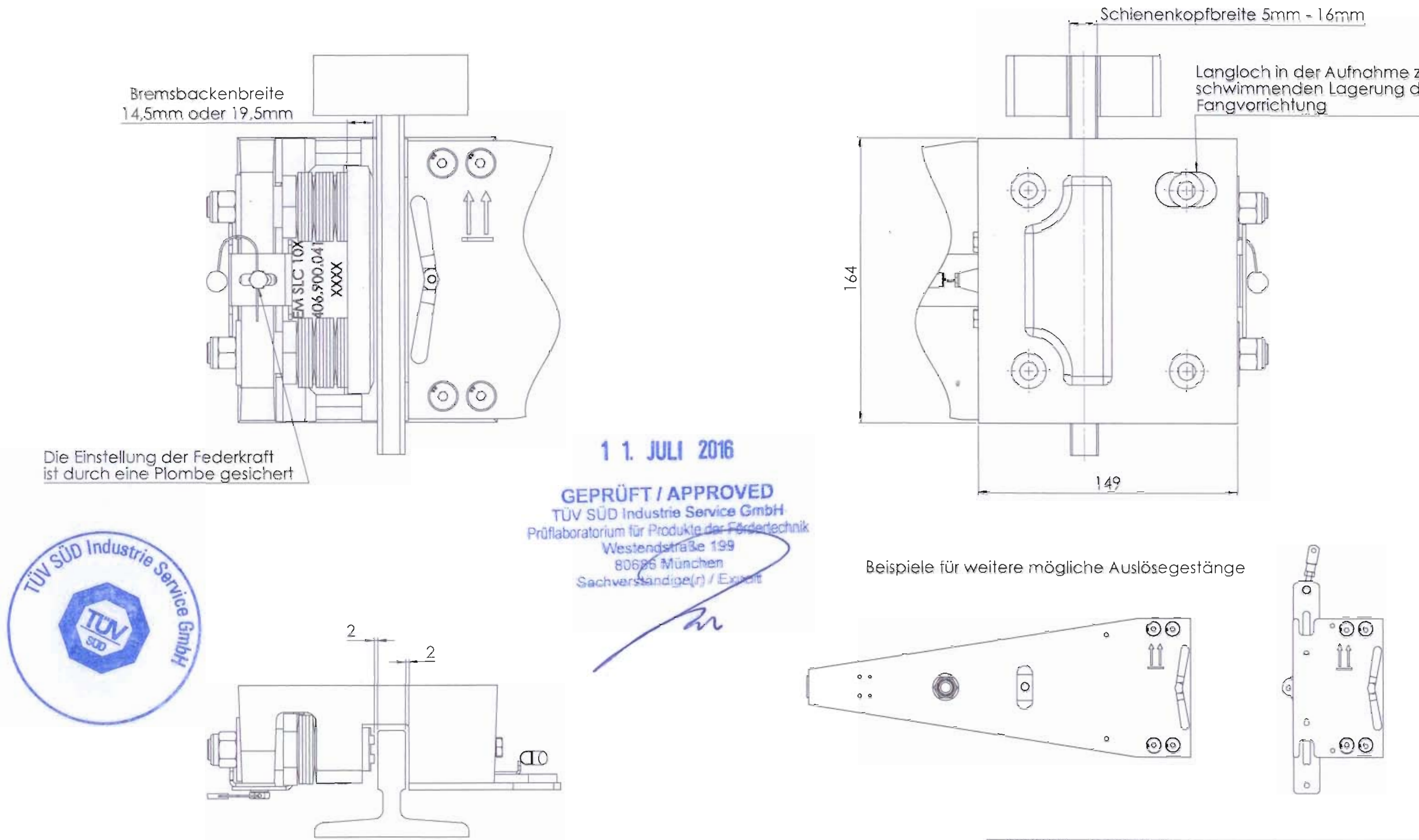
Company SLC - AS Asansör Güvenlik Ekipmanlari A.Ş.
Address Fatih Mah. 1191 Sokak 12
Sarniç - Gaziemir
35414 Izmir – Turkey

– END OF DOCUMENT –

Based on: Document from company Sautter Lift Components GmbH of 2018-12-28



Bremsbackenbreite
14,5mm oder 19,5mm
Die Einstellung der Federkraft
ist durch eine Plombe gesichert
Schienenkopfbreite 5mm - 16mm
Langloch in der Aufnahme zur schwimmenden Lagerung der Fangvorrichtung
164
202
2
2
Beispiele für weitere mögliche Auslösegestänge
TÜV SÜD Industrie Service GmbH
1 1. JULI 2016
GEPRÜFT / APPROVED
TÜV SÜD Industrie Service GmbH
Prüflaboratorium für Produkte der Fördertechnik
Westendstraße 199
80686 München
Sachverständige(r) / Expert
1:2
A2
Zulassungszeichnung SG2D-1 Var. 1
SG2D-1 Var. 1
SLC



TÜV SÜD Industrie Service GmbH

11. JULI 2016

GEPRÜFT / APPROVED
TÜV SÜD Industrie Service GmbH
Prüflaboratorium für Produkte der Fördertechnik
Westendstraße 199
80686 München
Sachverständige(r) / Expert

Scale 1:2 — A2

Drawn 23.06.2016 A.Modenesi
Chk'd 23.06.2016 K.Seuß
Zulassungszeichnung SG2D-1 Var. 2

SG2D-1 Var. 2

SLC