ZERTIFIKAT ◆ CERTIFICATE ◆ 認證證書 ◆ СЕРТИФИКАТ ◆ CERTIFICADO ◆ CERTIFICAT

TYPE EXAMINATION CERTIFICATE

According to Lifts Regulations 2016, Schedule 11, Section A

Certificate No.:	UK-SG 598/1
Approved Body:	TUV SUD BABT UNLIMITED Octagon House Concorde Way, Segensworth North Fareham, Hampshire, PO15 5RL, UK Identification No. 0168
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:	BF _ D-2
Regulation:	Lifts Regulations 2016
Reference Standards:	EN 81-20:2020 EN 81-50:2020
Test report:	UK-SG Sautter dated 2022-03-24
Outcome:	The product conforms to the essential health and safety requirements of the mentioned Regulation if the requirements of the annex to this type examination certificate are kept.
Date of Issue:	2022-04-08

Bernd Gründling

TUV SUD BABT UNLIMITED

TUV SUD BABT UNLIMITED 01 68 Approved Body

Annex to the Type Examination Certificate
No. UK-SG 598/1 of 2022-04-08

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	20 mm
Blade width	9 – 30 mm

Notes:

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

** 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	2.00 – 2.29	2.63	837 – 2934
	oiled*	2.00 – 2.29	2.63	805 – 3380
machined	dry	2.00 – 2.29	2.63	871 – 4016
	oiled*	2.00 – 2.29	2.63	827 – 3725
machined	dry	2.50 – 2.81	3.23	871 – 3364
	oiled*	2.50 – 2.81	3.23	827 – 3205

For the intermediate values of the maximum tripping speed of 2.63 – 3.23 m/s the corresponding maximum total mass can be determined through linear interpolation in the range of 4016 - 3364 and 3725 - 3205 kg.

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	2.63	13130 – 46059
	oiled*	2.63	12628 – 53046
machined	dry	2.63	13679 – 63042
	oiled*	2.63	12986 – 58471
machined	dry	3.23	13679 – 52800
	oiled*	3.23	12980 – 50304

For the intermediate values of the maximum tripping speed of 2.63 – 3.23 m/s the corresponding maximum brake force can be determined through linear interpolation in the range of 63042 - 52800 and 58471 - 50304 N.

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	13130 – 46059
	oiled*	2.20	12628 – 53046
machined	dry	2.20	13679 – 63042
	oiled*	2.20	12986 – 58471

Assigned arrangement and design features

- Possible effecting direction — up / down
- Air gap — in acc. w. assembly instructions
- Total distance = response distance* + retraction distance** — 24.0 mm

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 with title BF_D-2 including stamp dated 2016-05-02 shall be included to the type examination for the identification and information of the general construction and operation and distinctness of the approved type.

2.6 The 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 The working direction will be marked at the blank in the type designation BF _ D-2 by code number (1:= downward; 2:= up and downward, 3:= upward).

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

3.3 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.

3.4 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.

3.5 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.

3.6 This 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
- EN 81-20:2020 (D), part 5.6.2.1.1.2, part 5.6.6.11 and part 5.6.7.13
- EN 81-50:2020 (D), part 5.3, 5.7 and 5.8

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

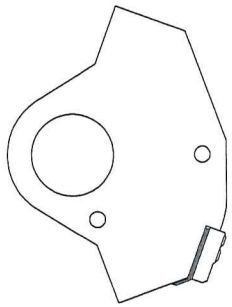
Authorised Manufacturer of Serial Production – Production Sites (valid from: 2022-03-14):

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

- END OF DOCUMENT -

Fangrichtung nach unten

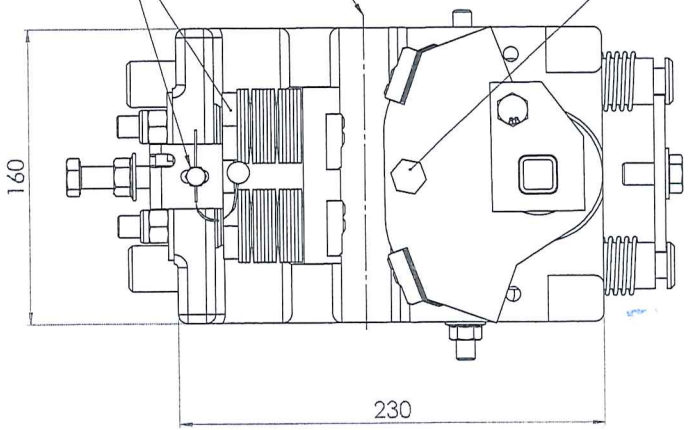
BF1D-2

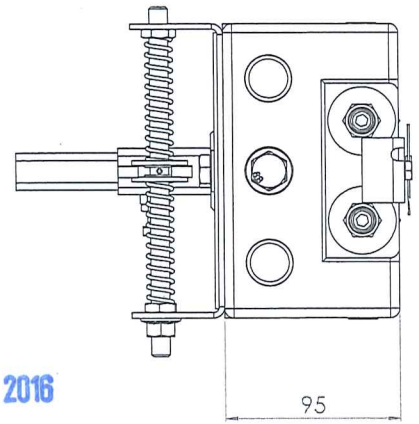


Einstellung ist gesichert

Schienenmitte

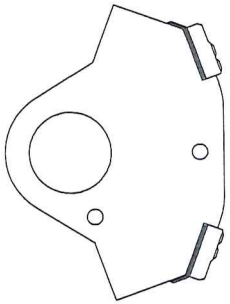
Angriffspunkt zur Auslösung





Fangrichtung nach oben und unten

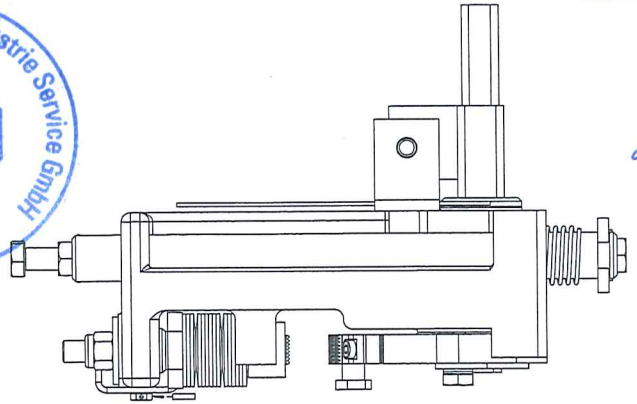
BF2D-2



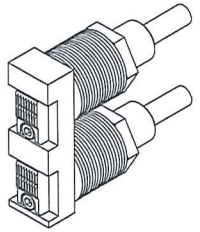
02. MAI 2016

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

TÜV SÜD Industrie Service GmbH

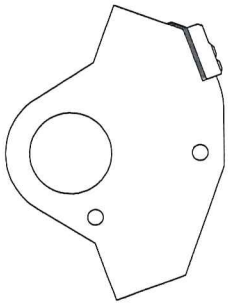


Bremsbacken
Typ 2



Fangrichtung nach oben

BF3D-2



TOLERIERUNG ISO 8015 TOLERANCING ISO 8015 PROJEKTIONSMETHODE 1 PROJECTION METHOD 1				General tolerance ISO 2768-mK	M SCALE		
i				Dimensions are in millimeters	1:2		
h				Workpiece edges ISO 13715	A2		
g					Date	Name	
f				Drawn	17.03.2016	A.Medenese	
e				Chk'd	17.03.2016	K.Sautter	
d				Appv'd			
c							
b							
a							
State	Modification	Date	Name	SLC			

ZEICHNUNGSBENENNUNG / TITLE: Zulassungszeichnung BF_D-2			
MATERIAL	MENGE / QUANTITY STÜCK / PIECE	GRUNDIERUNG / PRIMER	LACKIERUNG / PAINTING RAL
BENENNUNG / DESIGNATION: BF_D-2			
AUFTRAGSNUMMER: JOB NUMBER: Fabrik-Nr.	GEWICHT IN kg FÜR 1 STÜCK / WEIGHT IN kg FOR 1 PIECE	ZEICHNUNGSNUMMER: / DRAWING NUMBER:	BLATT / LEAF 1 / 1