



EU TYPE-EXAMINATION CERTIFICATE

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

Certificate No.:	EU-BD 834
Certification Body of the Notified Body:	TÜV SÜD Industrie Service GmbH Westendstr. 199 80686 Munich - Germany Identification No. 0036
Certificate Holder:	Chr. Mayr GmbH & Co. KG Eichenstr. 1 87665 Mauerstetten - Germany
Manufacturer of the Test Sample: (Manufacturer of Serial Production – see Enclosure)	Chr. Mayr GmbH & Co. KG Eichenstr. 1 87665 Mauerstetten - Germany
Product:	Braking device acting on the shaft of the traction sheave, as part of the protection device against overspeed for the car moving in upwards direction and braking element against unintended car movement
Type:	RSO 1800/896.03-..
Directive:	2014/33/EU
Reference Standards:	EN 81-20:2014 EN 81-50:2014 EN 81-1:1998+A3:2009
Test Report:	EU-BD 834 of 2015-09-30
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:	2015-09-30
Date of Validity:	from 2016-04-20

Achim Janocha
Certification Body "lifts and cranes"



1 Scope of application

1.1 Use as braking device – part of the the protection device against overspeed for the car moving in upwards direction – permissible brake torque and tripping rotary speed

1.1.1 Permissible brake torque when the braking device acts on the shaft of the traction sheave while the car is moving upward 5600 Nm

1.1.2 Maximum tripping speed of the overspeed governor and maximum rated speed of the lift
The maximum tripping speed of the overspeed governor and the maximum rated speed of the lift must be calculated on the basis of the traction sheave's maximum tripping rotary speed as outlined below taking into account traction sheave diameter and car suspension.

$$v = \frac{D_{TS} \times \pi \times n}{60 \times i}$$

v = Tripping (rated) speed (m/s)
 D_{TS} = Diameter of the traction sheave from rope's center to rope's center (m)
 π = 3,14
 n = Rotary speed (rpm)
 i = Ratio of the car suspension

Maximum tripping rotary speed of the traction sheave 460 rpm

1.2 Use as braking element – part of the protection device against unintended car movement (acting in up and down direction) – permissible brake torque, tripping rotary speed and characteristics

1.2.1 Nominal brake torque and response times with relation to a brand-new brake element

Size	Nominal brake torque* [Nm]	Maximum response times** [ms]		
		without Overexcitation		
		t_0	t_{50}	t_{90}
1800	2 x 2800 = 5600	65	165	230

Explanations:

- * **Nominal brake torque:** Brake torque assured for installation operation by the safety component manufacturer.
- ** **Response times:** t_x time difference between the drop of the braking power until establishing X% of the nominal brake torque, t_{50} optionally calculated $t_{50} = (t_{10} + t_{90})/2$ or value taken from the examination recording

1.2.2 Assigned execution features

Type of powering / deactivation	continuous current / continuous current end
Brake control	parallel
Nominal air gap	0.45 mm
Damping elements	YES
Overexcitation	NO
Maximum tripping rotary speed of the traction sheave	460 rpm

2 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 installer of a lift must create an examination instruction to fulfil the overall concept, add it to the lift documentation and provide any necessary tools or measuring devices, which allow a safe examination (e. g. with closed shaft doors).
- 2.3 The manufacturer of the drive unit must provide calculation evidence that the connection traction sheave – shaft – brake disc and the shaft itself is sufficiently safe, if the brake disc is not a direct component of the traction sheave (e. g. casted on). The shaft itself has to be statically supported in two points.
The calculation evidence must be enclosed with the technical documentation of the lift.
- 2.4 The setting of the brake torque has to be secured against unauthorized adjustment (e. g. sealing lacquer).
- 2.5 The identification drawing no. E07914015000161 including stamp dated 2015-09-30 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 A code number will be inserted in the blank in the type designation RSO 1800/896.03-.- according to the design (3 with hand release, 2 without hand release).
- 3.2 In the scope of this type-examination it was found out, that the brake device also functions as a brake for normal operation, is designed as a redundant system and therefore meets the requirements to be used also as a part of the protection device against overspeed for the car moving in upwards direction and as braking element as part of the protection device against unintended car movement.
- 3.3 Checking whether the requirements as per section 5.9.2.2 of EN 81-20:2014 (D) have been complied with is not part of this type examination.
- 3.4 Other requirements of the standard, such as reduction of brake moment respectively brake force due to wear or operational caused changes of traction 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.7 and F.8
– EN 81-20:2014 (D), part 5.6.6.11, 5.6.7.13
– EN 81-50:2014 (D), part 5.7 and 5.8
- 3.6 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-BD 834 of 2015-09-30**

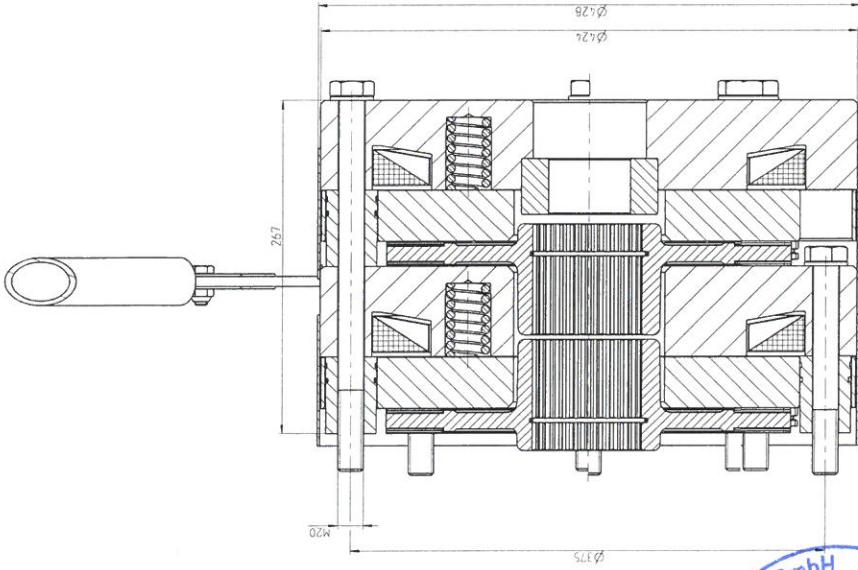


Authorised Manufacturer of Serial Production – Production Sites (valid from: 2015-09-30):

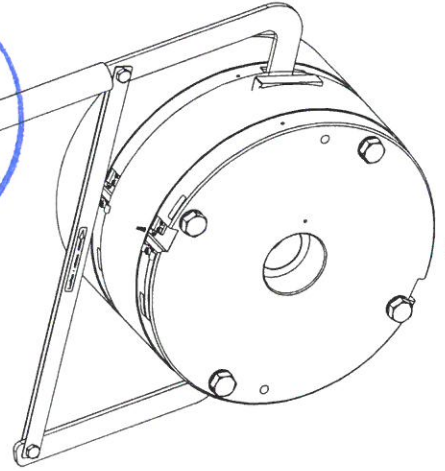
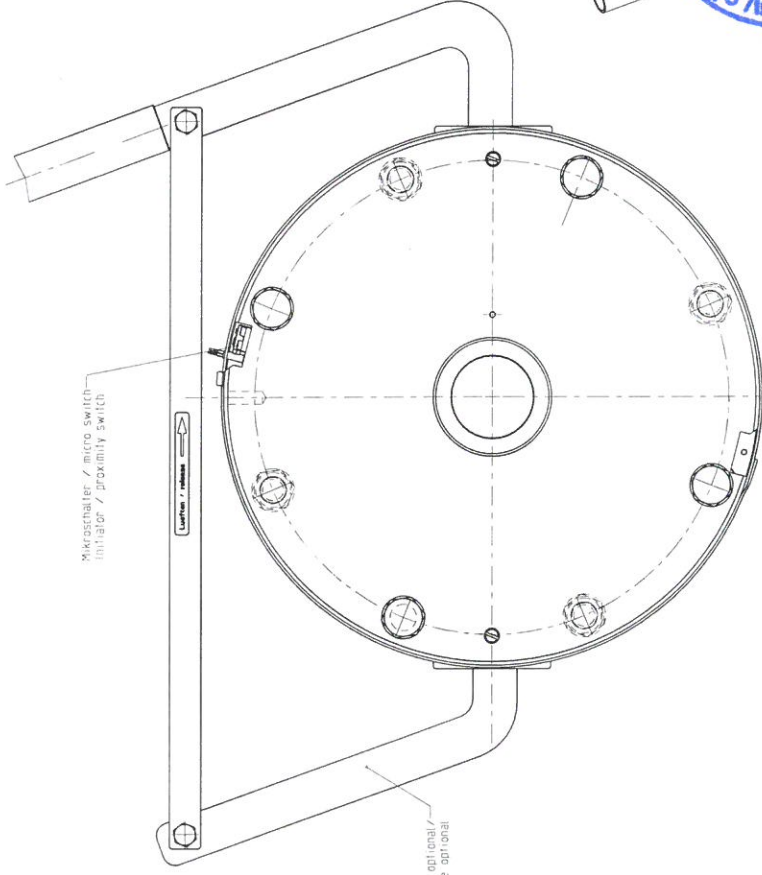
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63-500 Ostrzesów - Poland

- END OF DOCUMENT -



Bremsen 1
Bremsen 2



30. SEP. 2015

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Unterschrift / Signature <i>H. Neumann</i>	Datum / Date 30.09.2015	Ort / Location München	Maßstab / Scale 1:1
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