



Type-examination certificate

Certificate no.: ESV 873

Certification office: TÜV SÜD Industrie Service GmbH
Westendstr. 199
80686 München - Germany

**Applicant/
certificate holder:** Cobianchi Lifteile AG
Sägegasse 5
3110 Münsingen/Bern - Switzerland

Date of application: 2011-08-10

Manufacturer of the test sample: Cobianchi Lifteile AG
Sägegasse 5
3110 Münsingen/Bern - Switzerland

Product: Braking element as a part of the protection device
against unintended car movement

Type: PC11DO

Test laboratory: TÜV SÜD Industrie Service GmbH
Prüflaboratorium für Produkte der Fördertechnik
Prüfbereich Aufzüge und Sicherheitsbauteile
Westendstr. 199
80686 München - Germany

**Date and
number of the test report:** 2011-10-11
ESV 873

Examination basis:

- EN 81-1:1998 + A3:2009 (D), issue December 2009
- EN 81-2:1998 + A3:2009 (D), issue December 2009

Result: The safety component conforms to the requirements
of examination basis for the respective scope of appli-
cation stated on page 1 - 2 of the annex to this type-
examination certificate.

Date of issue: 2011-10-13

Certification office for products of conveyor systems
Lifts and safety components

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Annex to the type-examination certificate no. ESV 873 dated 2011-10-13

1 Scope of application with relation to a brand-new element

1.1 Range of braking forces and tripping speeds

| Manufacturing | Condition of the guide rail running surface | Tripping speed [m/s] | Brake force (kg) min. - max. |
|---------------|---|----------------------|------------------------------|
| drawn | dry | 0,06 - 2,16 | 3468 – 23544 |
| | oiled* | 0,06 - 2,16 | 3707 – 22909 |
| machined | dry | 0,11 - 1,50 | 4070 – 23544 |
| | oiled* | 0,11 - 2,16 | 3976 - 22732 |

*HLP oils in acc. w. DIN 51524, part 2

1.2 Assigned arrangement and design features

- Possible effecting direction down
- Air gap in acc. w. assembly instructions
- Total distance = response distance* + retraction distance** 11,3 mm

* **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)

1.3 Guide rails to be used

- 1.3.1 Minimum running surface width 20 mm
- 1.3.2 Blade width 5 – 16 mm

2 Conditions

- 2.1 The above mentioned safety component represents only a part of the safety equipment against unintended car movement. Only in combination with a detecting and triggering component (2 separate components allowed) which are subject to a separate type-examination that allows the resulting system fulfilling the requirements for a safety component in acc. w. F.8, EN 81-1: 1998 + A3:2009 (D).
- 2.2 The application range of the safety component is in combination with the safety gear.
- 2.3 With regard to the fulfilment of the complete design for the lift installation(s) the installer (of the lift installation) has to create test instructions in acc. w. D.2 p) of EN 81-1:1998 + A3:2009 (D) and has to attach such test instructions to the lift documentation and provide required auxiliary means or measuring devices allowing the safe examination and inspection (e.g. with the shaft doors closed).
- 2.4 Mass configuration of the lift installation with regard to the braking forces to be construed in a way that allows observing the admissible delay values from Section 9.11.6 [EN 81-1:1998 + A3:2009 (D)] or Section 9.13.6 [EN 81-2:1998 + A3:2009 (D)].
- 2.5 The installer of the lift has to be provided with a written confirmation with regard to the compliance of the component with the type-examined component as well as with regard to the warranted rated braking force, response and retraction distance (e.g. by way of a rating plate and/or an addendum to the relevant declaration of conformity).

Note: The English text is a translation of the German original. In case of any discrepancy, the German version is valid only.



3 Remarks

- 3.1 This type-examination is referring only to partial requirements regarding the protective device against unintended car movement in acc. w. EN 81-1:1998 + A3:2009 (D), Section 9.11 and EN 81-2:1998 + A3:2009 (D), Section 9.13 respectively.
- 3.2 It can be assumed that with regard to tripping speeds below the minimum measured tripping speed in acc. w. item 1.1 of this type-examination functionality is provided.
- 3.3 The examination of the compliance with other requirements in acc. w. EN 81-1:1998 + A3:2009 (D), e.g. 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.
- 3.4 When considering the entire system, time delays with regard to the build-up of the braking force due to mechanical deflections or electric/electronic components are to be included into considerations.
- 3.5 In order to provide identification, information about the basic design and functioning and to show the environmental conditions and connection requirements, latest valid identification drawing from the relevant EC type-examination certificate no. AFV 873/X is to be enclosed with the type-examination certificate and the annex thereto.
- 3.6 This type-examination certificate to be used only in connection with the pertinent annex and the list of the authorised manufacturers (in acc. with annex to or indication in the relevant EC type-examination certificate no. AFV 873/X).