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

Industrie Service

EU-TYPE EXAMINATION CERTIFICATE

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

Certificate No.:	EU-OG 232/1
Notified Body:	TÜV SÜD Industrie Service GmbH Westendstr. 199 80686 Munich – Germany Identification No. 0036
Certificate Holder:	SLC - SCHLOSSER LUEZAR & CVR S.L. Pol. Malpica, C/ F, Grupo Quejido, nave 7 50016 Zaragoza – Spain
Manufacturer of the Test Sample: (Manufacturer of Serial Production - see Enclosure)	LUEZAR-ECO, S.L. Pol. Malpica C/ F, Grupo Quejido, nave 69 50016 Zaragoza – Spain
Product:	Overspeed governor, detecting and tripping element fixed at the overspeed governor, as a part of the protection device against overspeed for the car moving in upwards direction and tripping element against unintended car movement
Type:	SLC LF 18 _ _
Directive:	2014/33/EU
Reference Standards:	EN 81-20:2020 EN 81-50:2020
Test report:	EU-OG 232/1 dated 2020-07-24
Outcome:	The product conforms to the essential health and safety requirements of the mentioned Directive if the requirements of the annex to this EU-type examination certificate are kept.
Date of Issue:	2020-07-24

Achim Janocha

Notified Body LCC

TÜV SÜD Industrie Service GmbH 00 36 Notified Body

TÜV®

Annex to the EU-Type Examination Certificate
No. EU-OG 232/1 of 2020-07-24

Industrie Service

1 Scope of application

1.1 Generally

1.1.1	Drive	Endwise toothed belt acting on a tooth wheel
1.1.2	Toothed belt	
	Type	ISO 13050 R8M
	Dimension	
	Width x height	10.0 x 5.4 mm
	Tooth height	3.2 mm
	Tooth distance	8.0 mm
	Minimum tensile strength	≥ 5415 N
	Maximum permissible length	174.5 m
1.1.3	Tooth wheel	
	Material	Polyamide (PA6)
	Diameter	180 mm
1.1.4	Permissible tensioning weight (The tensioning force refers to operating state only and there is no relating to point 1.1.5)	14 – 16 kg
1.1.5	Tension force in the tooth belt after activating (see remarks point 3.3)	450 – 500 N
1.1.6	Arrangement	Pit, headroom or guide rail

1.1.7 Permissible application

The overspeed governor can be used in cooperation with instantaneous safety gears, progressive safety gears or progressive safety gear acting upward as well as combined systems (progressive safety gear in up and instantaneous safety gear in down direction) according manufacturer´s instructions.

Retraction of the safety gear in both direction of rotation is permissible.

The safety component can fulfil three security features (1.2, 1.3 and 1.4)

1.2 Using as an overspeed governor – permissible speeds

Permissible tripping speed	0.43 – 3.27 m/s
Permissible rated speed	≤ 2.84 m/s

1.3 Using as a part of the protection device against overspeed for the car moving in upwards direction

The overspeed governor can be used as a part of the protection device against overspeed for the car moving in upwards direction. Monitoring of upward speed will be done by overspeed governor itself and a braking device can be triggered (engaged) via the overspeed governor's electric safety device or mechanically

1.4 Using as a part of the protection device against unintended car movement by an installed anti-creep protection

Using **without** detection system (activation at each landing)

1.4.1 Tripping speed and response distance

Maximum possible response distance*	143.0 mm
Theoretical tripping speed by gravitational acceleration	1.67 m/s

*Response distance: Defined as the max. distance that can be covered by the lift moving away from the landing position **after the blocking device has engaged** and as caused by delay and/or other distance losses at the overspeed governor until the tensile force has built up

1.4.2 Assigned execution features

Solenoid	
Working voltage	24 – 190 V DC or 230 V AC
Duty cycle	75 - 100 %

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 braking respectively detecting component in accordance with the standard, which must be subjected to an own type-examination, can the system created fulfil the requirements for a protection device.

2.2 The adjusted tripping speed and the safety switch must be sealed against unauthorized adjustment (safety switch e.g. by colour sealing of the fastening bolts).

2.3 It must be possible to test the engaging force at the operating place of the lift.

2.4 The triggering of the safety device according 1.4 takes place by interruption of the energy supply to the magnetic coil of anti creep protection. This is not caused positive mechanically but electrically resp. electromagnetically by interruption of the energy supply to the magnetic coil of anti creep protection. However, the mechanically engagement of the device has to be absolutely guaranteed after the electrical safety device has responded. In light of the above, the device must be made to engage at each regular landing, so that the anchor plates can be checked for correct closing (e.g. micro switches resp. proximity switch). If the anchor do not perform correctly (anchors fail to close) the lift must be kept at standstill.

2.5 Activation of anti-creep according 1.4 will take place by every operational stop of the lift in the way such as activation is initiated before car stands still.

2.6 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).

2.7 Fast and safe rescuing of lift passengers must be possible by suitable technical measures under all circumstances. It must be documented in the operation manual of the lift.

2.8 The identification drawing „PG.LF18CD.00E“ including stamp dated 2020-02-28 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.

2.9 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 Considering the whole protection systems, it is necessary to include time need and impact of build-up the tensile force as well as spread and change over time, perhaps possible distances and/or time delay caused by mechanical deflections.

3.2 Possible design variants (also in combination):

- Version acting downwards only also possible. The direction of rotation for retracting the safety gear is to be marked at the overspeed governor.
- Design in narrow and wide version, with and without pre switch off including electrical resetting device, lowering protection and remote release is possible.

3.3 The force produced by the friction clutch is adjusted by the manufacturer and is not adjustable at the operating place of the lift.

3.4 This EU-Type Examination certificate was issued according to the following standards:

- EN 81-1:1998 + A3:2009 (D), Annex F.4, F.7 and F.8
- EN 81-2:1998 + A3:2009 (D), Annex F.4 und F.8
- EN 81-20:2014 (D), part 5.6.2.2.1.7, part 5.6.6.11 and part 5.6.7.13
- EN 81-50:2014 (D), part 5.4, 5.7 and 5.8
- EN 81-20:2020 (D), part 5.6.2.2.1.7, part 5.6.6.11 and part 5.6.7.13
- EN 81-50:2020 (D), part 5.4, 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-OG 232/1 of 2020-07-24

Industrie Service

Authorised Manufacturer of Serial Production – Production Sites (valid from: 2018-11-06):

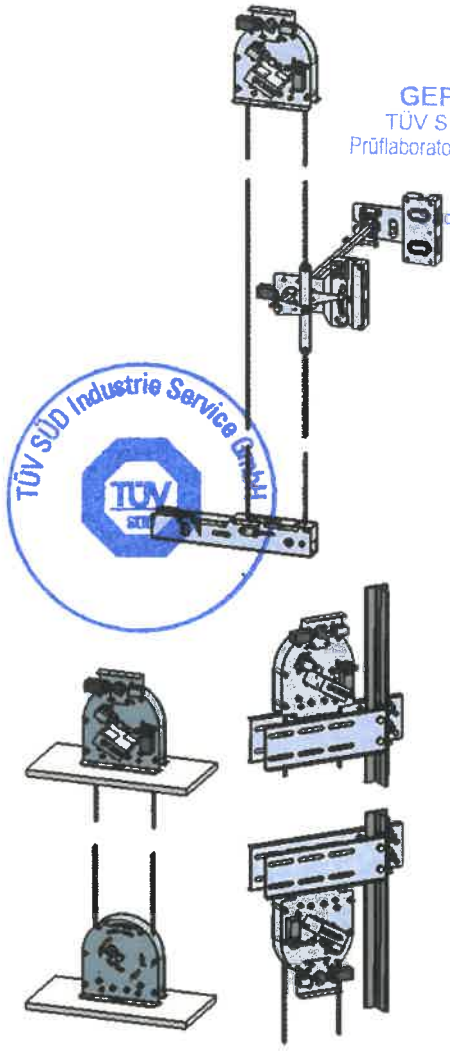
Company	LUEZAR – ECO, S.L.
Address	Pol. Malpica C/ F, Grupo Quejido, nave 69 50016 Zaragoza – Spain

- END OF DOCUMENT -

1.- SLC LF 18 CD OVERSPEED GOVERNOR

The SLC LF 18 CD overspeed governor has been certified under the lift directive 2014/33/UE.
- *SLC LF 18 CD overspeed governor is installed in the lift shaft, and it can be placed at the top or at the bottom.*
- *It is a centrifugal overspeed governor actioned by a toothed belt, which activates mechanically the safety gears.*
- *The effort transmitted to the steering linkage is limited by the governor's clutch, which allows the governor rotation after the safety gear interlocking.*
- *The tensile force in the belt should be about 100N.*
- *It can perform in both directions or only in one direction*

General description SLC LF 18 CD	*DG.LF18CD.00E*
General assembly instructions SLC LF 18 CD	*MM.LF18CD.00E*
Periodic control SLC LF 18 CD	*CP.LF18CD.00E*



28. FEB. 2020

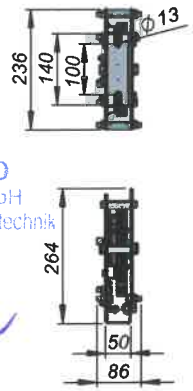
GEPRÜFT / APPROVED
TÜV SÜD Industrie Service GmbH
Prüflaboratorium für Produkte der Fördertechnik
Westendstraße 199
80686 München
Sachverständiger / Expert
M. Najum

TÜV SÜD Industrie Service GmbH

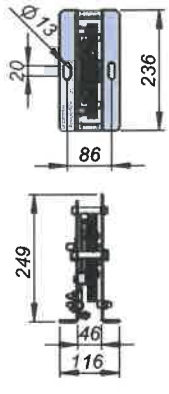
2.- OVERSPEED GOVERNOR ASSEMBLY

Depending on the car frame type and the shaft configuration, it can be placed :
- *With an external support SLC LF 18 CDE.*
- *With an internal support SLC LF 18 CDI.*
- *Attached to the guide.*
- *At the top or at the bottom of the shaft.*
- *Standing or upside down.*

SLC LF 18 CDI



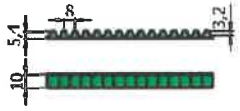
SLC LF 18 CDE

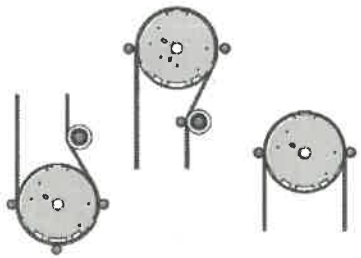


3.- BELT ARRANGEMENT

- *A minimum of 12 belt teeth should engage with the .governor toothed disc.*
- *The belt can be diverted and guided using rollers with a minimum diameter of 50mm.*
- *Rope retainers should be used for preventing the belt from leaving the disc.*

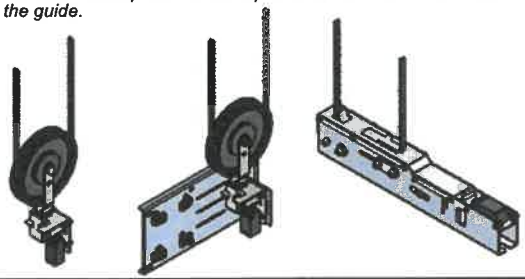
TOOTHED BELT
Type ISO 13050 R8M-10
Tensile strength ≥ 5415 N





4.- BELT TENSIONERS

- *The tensioners keep the tension in the belt and control the stretch / breakage of the belt by a safety switch.*
- *The tensioners are placed at the top or at the bottom of the lift shaft or fixed to the guide.*



4.- OVERSPEED GOVERNOR ACTIVATION

The overspeed governor SLC LF 18 CD include an activating system according to 5.6.2.2.1.5 EN81-20, which causes the opening of the centrifugal masses and the interlocking of the overspeed governor.
The system can be:
a) Manual activating.
b) Remote actuating.

MANUAL ACTUATING

REMOTE ACTUATING

5.- ELECTRICAL CONTROL

In conformity with point 5.6.2.2.1.6of EN81-20, the overspeed governor, or another device, shall initiate the stopping of the machine before the car reaches the tripping speed of the governor by means of an electric safety device.

For Vn > 1m/s, the device must operate before the tripping speed.
This device is called "overspeed switch" which consists of:
Option A
- An electromechanical system.
Option B
- An electronic system.
For Vn ≤ 1m/s, the device must operate as latest as the moment when the tripping speed of the governor is reached. This function is often carried out by the electrical switch of the steering linkage of the safety gear. But an overspeed switch could be also used.

Description	*DG.CSLIM.04E*
Instruction	*MM.CSLIM.04E*
General drawing	*PG.CSLIM.04E*

ELECTRICAL SWITCH

ELECTROMECHANICAL OVERSPEED SWITCH

ELECTRONIC OVERSPEED SWITCH

6.- ANTI-SLIDING PROTECTION (AD)

Optionally, the overspeed governor can include an anti-sliding protection system as a protection against uncontrolled car movements. This is an electro-mechanical device that locks the overspeed governor when the lift car is stopped. The system performs in both directions (upwards and downwards).

On this overspeed governor only the AD10 system can be used.

AD10 system	
Description	*DG.AD10.04E*
Instructions	*MM.AD10.04E*
General drawing	*PG.AD10.04E*

AD10

SLC
Polígono malpica C/F oeste nave nº7
50016 Zaragoza-Spain

Tolerancias: General tolerance: Freimaßtoleranz:	ISO 2768-m	Revisión: Revision: Änderung:	2
Superficie: Surface: Oberfläche:		Material: Material: Werkstoff:	
Escala: Scale: Maßstaf:	SE	Formato: Size: Papierformat:	A3

	Fecha / Date / Datum:	Nombre / Name / Name:
Dibujado: Edited: Bearbeitet:	26/03/2019	Dibujante
Revisado: Checked: Geprüft:		I+D
Revisado: Checked: Geprüft:		Producción
Revisado: Checked: Geprüft:		Comercial

Aplicación: Field of application: Verwendungsbereich:

OVERSPEED GOVERNOR SLC LF 18 CD

Dibujo número: Drawing nº: Zeichnung nº: PG.LF18CD.00E