



Industrie Service

# EU TYPE-EXAMINATION CERTIFICATE

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

<b>Certificate No.:</b>	EU-BD 845/2
<b>Certification Body of the Notified Body:</b>	TÜV SÜD Industrie Service GmbH Westendstr. 199 80686 Munich - Germany Identification No. 0036
<b>Certificate Holder:</b>	Chr. Mayr GmbH & Co. KG Eichenstr. 1 87665 Mauerstetten - Germany
<b>Manufacturer of the Test Sample:</b> (Manufacturer of Serial Production – see Enclosure)	Chr. Mayr GmbH & Co. KG Eichenstr. 1 87665 Mauerstetten - Germany
<b>Product:</b>	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
<b>Type:</b>	RTW Size 150, 200, 250, 350, 450 Type 8012. _ _ _ . _ _
<b>Directive:</b>	2014/33/EU
<b>Reference Standards:</b>	EN 81-20:2014 EN 81-50:2014
<b>Test Report:</b>	EU-BD 845/2 of 2017-11-30
<b>Outcome:</b>	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.
<b>Date of Issue:</b>	2017-11-30

Achim Janocha  
Certification Body "lifts and cranes"



# Annex to the EC Type-Examination Certificate No. EU-BD 845/2 of 2017-11-30



## 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 torques and tripping rotary speeds

1.1.1 Permissible brake torques and maximum tripping rotary speeds of the traction sheave when the brake device acts on the shaft of the traction sheave while the car is moving upward

Size	Permissible brake torque [Nm]	Max. tripping rotary speed of the traction sheave [rpm]
150	180 - 400	981
200	240 - 500	979
250	370 - 640	800
350	500 - 920	800
450	640 - 1000	600

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 above 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)  
 $\pi$  = 3,14  
 $n$  = Rotary speed (rpm)  
 $i$  = Ratio of the car suspension

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

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

Size	Min. nominal brake torque* [Nm]	Max. nominal brake torque * [Nm]	Diameter of rotor (mm)	Max. tripping rotary speed [rpm]	Maximum response times** [ms]		
					without overexcitation		
					$t_0$	$t_{50}$	$t_{90}$
150	2 x 90 = 180			981	40	70	95
150		2 x 200 = 400		981	20	40	80
200	2 x 120 = 240			979	85	145	190
200		2 x 250 = 500		979	30	60	110
250	2 x 185 = 370			800	50	75	110
250		2 x 320 = 640		800	25	45	85
350	2 x 250 = 500			800	60	100	125
350		2 x 460 = 920		800	30	50	85
450	2 x 320 = 640			600	90	130	190
450		2 x 500 = 1000	253	600	35	60	100
		2 x 550 = 1100	281				

Interim values can be interpolated

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

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**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

**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. E02812200000163 including stamp dated 2017-11-30 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 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.
- 3.2 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.
- 3.3 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.
- 3.4 This EU type-examination certificate was issued according to the following standards:
- 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
- 3.5 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 845/2 of 2017-11-30**



**Authorised Manufacturer of Serial Production – Production Sites (valid from: 2017-11-06):**

**Company** Chr. Mayr GmbH & Co. KG  
**Address** Eichenstr. 1  
87665 Mauerstetten - Germany

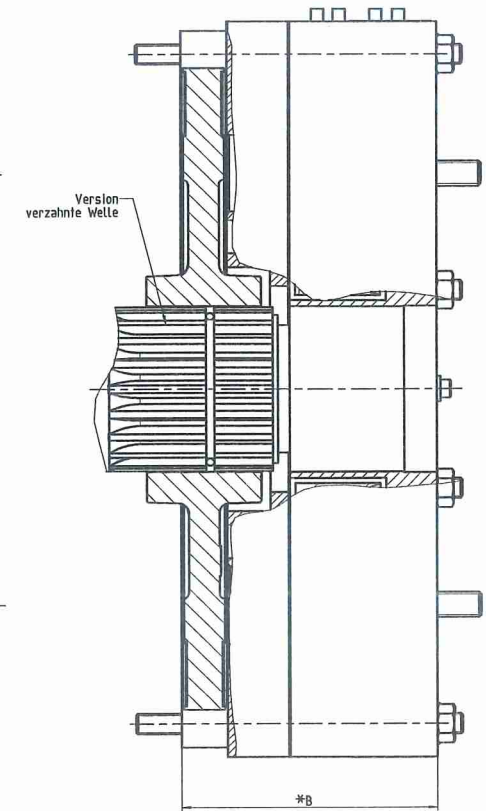
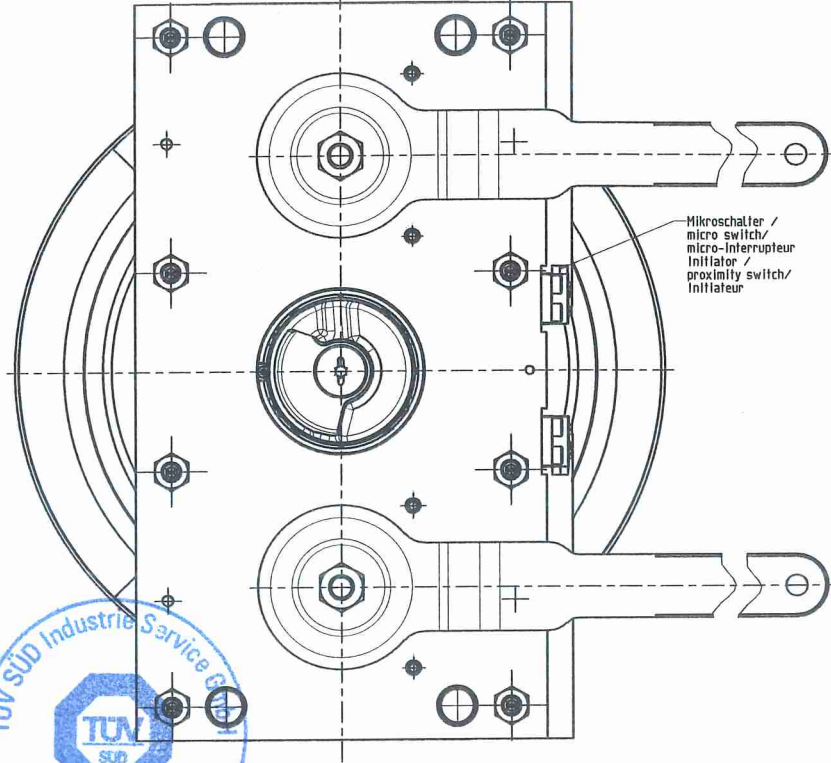
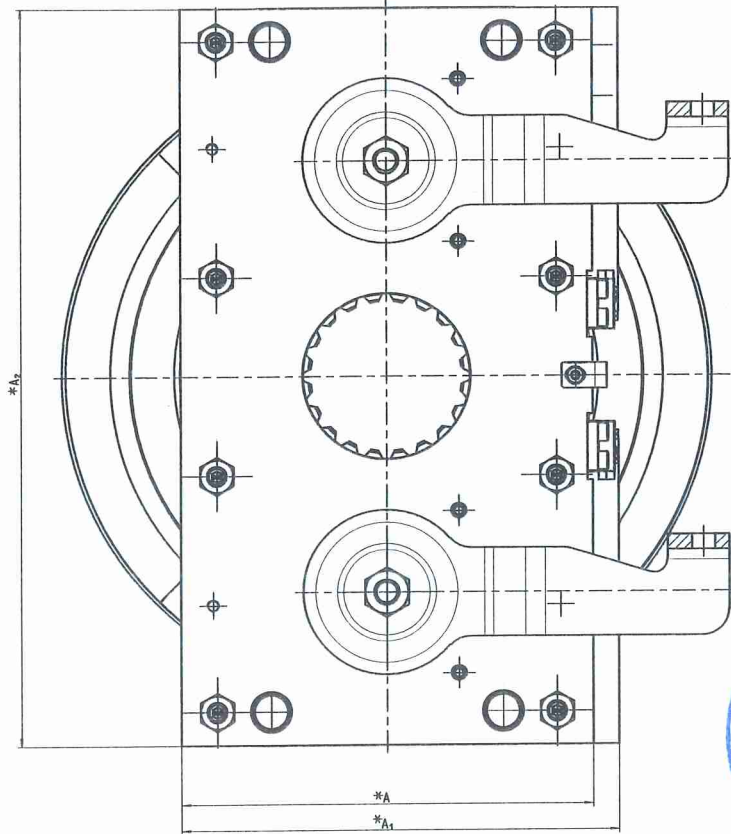
**Company** Mayr Power Transmission Co. Ltd.  
**Address** 7 Fuxin Road, Jiangsu Province  
215637 Zhangjiagang - P.R. China

**Company** Mayr Polska Sp. z o. o.  
**Address** Rojów, ul. Hetmanska 1  
63-500 Ostrzesów - Poland

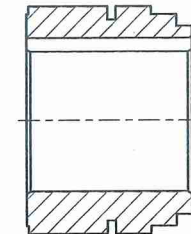
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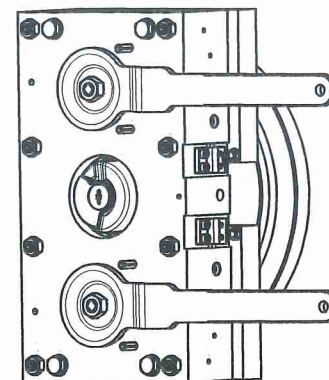
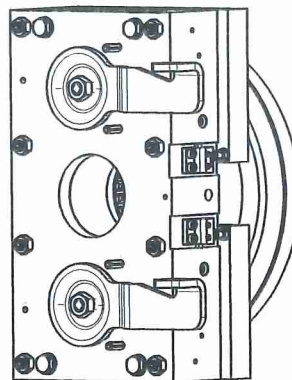


Version  
Name  
(optional)



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

Größe/ size/taille	A	A <sub>1</sub>	A <sub>2</sub>	B
150	160	170	250	90.6 - 100.6
200	160	170	290	90.6
250	160	170	290	100.6 - 110.6
300	200	210	300	100.6 - 110.6
450	250	250	313	110.6

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