

EC type-examination certificate



ZERTIFIKAT ◆ CERTIFICATE ◆ CERTIFICADO ◆ CERTIFICAT
認証証書 ◆ EPITITAT

Certificate no.: AFV 409/1

Notified body: TÜV Süddeutschland Bau und Betrieb GmbH
Zertifizierungsstelle
für Aufzüge und Sicherheitsbauteile
Westendstraße 199, D-80686 München

**Applicant/
Certificate holder:** Montanari Giulio & C. s.r.l.
Via Bulgaria, 39
I-41100 Modena

Date of submission: 1999-02-10

Manufacturer: Montanari Giulio & C. s.r.l.
Via Bulgaria, 39
I-41100 Modena

Product, type: Instantaneous safety gear, type PB-50

Test Laboratory: TÜV Süddeutschland Bau und Betrieb GmbH
Abteilung Aufzüge und Sicherheitsbauteile
Westendstraße 199, D-80686 München

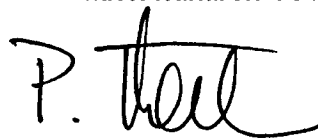
**Date and
Number of test report:** 1999-04-29
409/1

EC-directive: 95 / 16 / EC

Statement: The safety component conforms to the directive's
safety requirements for the respective scope of appli-
cation stated on page 1 of the annex to this EC type-
examination certificate.

Certificate date: 1999-11-11 (german version 1999-04-29)

Zertifizierungsstelle für Aufzüge und Sicherheitsbauteile
EC-identification number: 0635


Peter Tkalec

Annex to the EC type-examination certificate No. AFV 409/1

1. Scope of Application

- 1.1 Permissible total mass of car and rated load or counterweight in using one pair of safety gears, depends on maximum tripping speed or the overspeed governor and the blade width of guide rails

Tripping speed (m/s)	Maximum total mass (kg)		
	Blade width 8-10 mm	Blade width 14 mm	Blade width 16 mm
0,50	2390	4220	5090
0,60	2300	4060	4900
0,70	2200	3890	4690
0,80	2100	3700	4470
0,90	1990	3520	4240
1,00	1885	3330	4020
1,10	1780	3140	3790
1,20	1680	2960	3570
1,32	1560	2760	3320
1,65	1270	2240	2700

1.2 Maximum rated speed

1.2.1 Car 0,63 m/s

1.2.2 Counterweight 1,00 m/s

1.3 Maximum tripping speed of overspeed governor

1.3.1 Car 1,00 m/s

1.3.2 Counterweight 1,65 m/s

1.4 Minimum running surface width of guide rails 25 mm

2. Remarks

2.1 The test over covers the safety gear und the safety gear elements (rollers) and did not include either the connection between the individual safety gear elements (safety gear rods) or the actuation of the electric safety device. When connecting the safety gear elements to the overspeed governor, attention must be paid to the fact that, at the point at which the overspeed governor rope engages, the car don't travel more than 0,03 m until the safety gear element engage.

2.2 In order to provide identification and information about the basic design and its functioning and to show the environmental conditions and connection requirements pertaining to the tested and approved type, and to define which parts have been tested, drawing No. R49006253 dated 03 November 1997 is to be enclosed with the EC type-examination certificate and the annex thereto (The EEC type-examination certificate number EFV 409/1 on the drawing is no longer applicable and is to be regarded as AFV 409/1 within the definition of this EC type-examination certificate).

2.3 The EC type-examination certificate may only be used in connection with the pertinent annex.