



ATISAE

## EU TYPE-EXAMINATION CERTIFICATE

According to annex IV part A of Directive 2014/33/EU

<b>Certificate number:</b>	ATI / PP / 010	rev: 2
<b>Notified Body:</b>	TÜV SÜD ATISAE S.A.U. Avda. de los Artesanos, 20 E 28760 Tres Cantos MADRID (ESPAÑA) Identification number: 0053.	
<b>Product:</b>	<b>Safety Component</b> <b>Progressive Safety Gear (PP)</b>	
<b>Type:</b>	ASG-xxx / ASG-xxx UD	
<b>Manufacturer:</b>	DYNATECH, DYNAMICS & TECHNOLOGY, S.L.U. P.I. PINA DE EBRO, SECTOR C PARCELA 9 50750 ZARAGOZA	
<b>Certificate Holder:</b>	DYNATECH, DYNAMICS & TECHNOLOGY, S.L.U. P.I. PINA DE EBRO, SECTOR C PARCELA 9 50750 ZARAGOZA	
<b>Date of submission:</b>	29.06.2020	
<b>Date of type examination:</b>	08.07.2020	
<b>Test laboratory &amp; report:</b>	Please refer to tech. annex section 2.10.	
<b>Directive:</b>	Directive 2014/33/EU of 26 February 2014	
<b>Standards of reference:</b>	EN 81-20:2014; EN 81-50:2014;	
<b>Report number:</b>	8101277506 (23.06.2020); MD_DEU_112812 (28.07.2011); MD_EVN_110058 (30.05.2011); MD_DEU_063360 (07.11.2006); MD_DEU_060551 (23.03.2006);	
<b>Expiry date:</b>	Indefinite. Please refer to tech. annex section 2.12)	
<b>Statement:</b>	<p>The safety component allows the lift on which it is installed to satisfy the health and safety requirements of the Lifts Directive when it is used within the scope, as well as under the installation conditions that are set up in the technical annex to this certificate.</p> <p>This certificate consists of this cover, a technical annex with 3 pages and 2 enclosed documents. It shall be reproduced with all its pages and documents to be considered valid.</p>	



DAS/0000017-1

Bruno Cano Hernández  
Director Técnico de Elevación

TÜV SÜD ATISAE S.A. (Unipersonal) (Áreas territoriales: Madrid, Castilla y León, Cantabria, Galicia, Logroño, Cataluña, Tenerife, Murcia, Mérida, Asturias, Pamplona, Valencia, Vitoria y Zaragoza). Organismo de Control acreditado por ENAC con acreditación nº 05 / EI 730.

EC12.04F4-EN v.2019-01-31

## GENERAL CONDITIONS – INFORMATION TO THE CERTIFICATE HOLDER

- ❖ This certificate is the means to assure the compliance with the procedure for assessing the design phase for the safety component according to clause 15.1.a) or b) of the European Lift Directive 2014/33/EU.
- ❖ In order to place the component into the market, the manufacturer shall comply with any of the assessment procedures mentioned in that clause to assess the production phase.
- ❖ The holder and the manufacturer of the component shall follow the obligations described in clause 8 of the Lift Directive.
- ❖ The CE marking of the component shall follow the rules described by clauses 18 and 19 of the Directive, and must be accompanied by the number of the Notified Body intervening in the assessment of the production phase (clause 19.4).
- ❖ This certificate is issued in order to make it publicly available, so the holder may be required to deliver a copy to check the technical specifications. In such a case it shall be delivered or reproduced completely with all its pages and drawings.
- ❖ If the certificate is extended the certificate number will remain, being modified only the revision number.
- ❖ In the event of end of production for the component, the holder shall inform to this Body the effective date when the component is not available to place it into the market.

These conditions are for information only and are not part of the certificate body.

## TECHNICAL ANNEX TO THE EU TYPE EXAMINATION CERTIFICATE ATI / PP / 010 Rev. 2

### 1. Scope:

#### 1.1. Progressive safety gear (free fall or descending overspeed).

TYPE	Guide rail	Blade width (mm)	Permissible mass (kg)	Vr (m/s)	Vt (m/s)	A.F. (mm)	Oiling condition
ASG-100/ASG-100 UD	A	7 ÷ 16	515 ÷ 2,139	2.00	2.33	≥25	oiled <sup>(1)</sup>
ASG- 65/ASG- 65 UD	A	7 ÷ 16	782 ÷ 2,214	2.00	2.33	=20	oiled <sup>(1)</sup>
ASG-120/ASG-120 UD	B	7 ÷ 16	693 ÷ 4,233	2.00	2.33	≥25	oiled <sup>(1)</sup>
ASG-121/ASG-121 UD	B	7 ÷ 16	598 ÷ 4,019	2.00	2.33	≥25	dry

key: A (drawn); B (machined); Vr maximum rated speed (please refer to remark 2.8);

Vt maximum tripping speed; AF gripping width;

<sup>(1)</sup> ISO VG 150 or oil with similar characteristics.

#### 1.2. ACOP Braking device (ascending overspeed).

TYPE	Guide rail	Blade width (mm)	Braking force (N)	Vr (m/s)	Vt (m/s)	A.F. (mm)	Oiling condition
ASG-100 UD	A	7 ÷ 16	2,881 ÷ 19,572	2.00	2.33	≥25	oiled <sup>(1)</sup>
ASG- 65 UD	A	7 ÷ 16	8,394 ÷ 16,242	2.00	2.33	=20	oiled <sup>(1)</sup>
ASG-120 UD	B	7 ÷ 16	7,228 ÷ 38,486	2.00	2.33	≥25	oiled <sup>(1)</sup>
ASG-121 UD	B	7 ÷ 16	9,502 ÷ 36,689	2.00	2.33	≥25	dry

Key and remarks (please refer to section 1.1.)

#### 1.3. Adjustment:

continuous;

#### 1.4. Activation means.

In addition to conventional tripping means, using the governor's rope, the following types are supported to be used along with so called electronic overspeed governors (please refer to the mentioned certificates for conditions and details):

Type	certificate	For safety gear types
DA (eASG)	ATI / CA 020	ASG-100 ASG- 65 ASG-120 ASG-121
DA-UD (eASG UD)	ATI / CA 021	ASG-100 UD, ASG- 65 UD, ASG-120 UD, ASG-121 UD

### 2. Remarks.

General remark. All clauses mentioned with reference to EN 81-20, unless otherwise indicated.

- 2.1. Intended use of the device. The safety gear device can be used as means against the free fall and descending overspeed [5.6.2.1], as braking device for the ascending car overspeed protection means [5.6.6.4.a)] or as stopping element for a protection against unintended car movement system [5.6.7.4.a)] (see remark 2.14). In these both cases it only represents a part of the means or system. For [5.6.2.1] and [5.6.6], an overspeed governor as set forth [5.6.2.2.1] and [5.6.6.10.a)], or equivalent means, shall be used to control the speed of the car. For [5.6.7] an additional system shall control and detect the unintended movement of the car and trigger the stopping element.



- 2.2. The arrangement of the device makes available, in one single block, the braking performance for both directions (downwards / upwards). The figures of permissible mass (1.1) and braking force (1.2.) when used as braking device are related, because of the device uses the same adjustment for both in one single elastic element so they cannot be adjusted separately.
- 2.3. There are two sub-types for each arrangement: one available for up and down tripping (marked UD) and other only to be tripped downwards which upwards tripping roller has been disengaged.
- 2.4. The certificate affects to the gripping elements and does not include either the connection elements, safety gear rods, or the actuation of the electric safety device, except for the activation sets: DA & DA-UD.
- 2.5. When the device is used as braking device against ascending overspeed [5.6.6], the permissible braking force of the device shall be used in such a way that the retardation of the car does not exceed 1 gn with empty car moving upwards. The responsibility to comply with this premise is under the installer of the lift. Furthermore, the retardation must be enough to achieve the counterweight hits its buffers at a speed not higher than the rated speed.
- 2.6. When the device is used as stopping element [5.6.7], the permissible braking force of the device shall be used in such a way that the retardation of the car does not exceed 1 gn with empty car moving upwards. The responsibility to comply with this premise is under the installer of the lift. Furthermore, the retardation must be enough to achieve the car to be stopped within the stopping distance set forth in [5.6.7.5]. This last premise shall also be ensured for the descending stopping distance.
- 2.7. The mass stated may differ from the permissible mass by 7.5 %.
- 2.8. This device must be used according the conditions given in EN 81-20. The rated speed in section 1.1 is the maximum permissible but should be considered what stated in [5.6.2.2.1.a)4)] regarding the recommended tripping speed for a given rated speed when it is greater than 1.0 m/s.
- 2.9. It shall be placed an identifiable plate on the device with the following items:

Manufacturer's name	Type-examination certificate number <sup>(1)</sup>
Permissible load range or adjustment parameter <sup>(2)</sup>	Guide rail type for which the device is adapted <sup>(3)</sup>

- (1) The marking of the device is done as part of the protection system to which it belongs (please see 2.1 and 2.14). The CE marking shall only be considered for the part concerning the means of protection against free fall [5.6.2.1] and against ascending car over-speed [5.6.6].
- (2) In case the marking of the device shows the adjustment parameter instead of the load range, it shall be made available in the instruction manual the relation between this parameter and the load range.
- (3) In order to adapt the device to different blade widths there are constructive differences. The marking shall include either the guide rail type (by its reference) either the blade rail width for which the device is adapted.

Additionally, the nature of the safety gear for only down tripping or up & down tripping shall be stated.

**2.10. Test laboratory.**

**Test report**

AIMME – Instituto Tecnológico Metalmeccánico	S06-00029 (08.03.2006)	S06-00030 (08.03.2006)
Parque Tecnológico. Avda. Leonardo Da Vinci, 38	S06-01220 (03.11.2006)	S06-01221 (03.11.2006)
46980 - Paterna (VALENCIA)	S06-01219 (03.11.2006)	S06-01564 (03.11.2006)
	S11-00956 (19.07.2011)	S11-01025 (19.07.2011)



2.11. The following documents are enclosed to this certificate:

NUMBER	DATE	TITLE
DYN 38.C001.01	28/03/2006	CONJUNTO ASG
DYN 38.C001.02	12/02/2009	CONJUNTO ASG UD

These documents are enclosed in order to provide identification and information about the basic design of the safety component.

2.12. This certificate has not an expiry date except in case of: design modifications, that the manufacturer must communicate to this Notified Body previously to the modifications be effective; changes in the applicable legislation or technical changes in the standards of reference for which the expiry date shall be the deadline provided by the regulation, or the date when the standard of reference ceases to provide presumption of conformity.

2.13. This certificate is the adaptation of the certificate with number ATI/LD-VA/M154A-1/11 issued on 28.07.2011 by ATISAE, to the standards with references EN 81-20 and EN 81-50. The component is the same so it can be used in the event of replacing.

2.14. The mention to its use as stopping element within the protection system against unintended car movement (UCM) is done with the basis of the provisions given by EN 81-20.

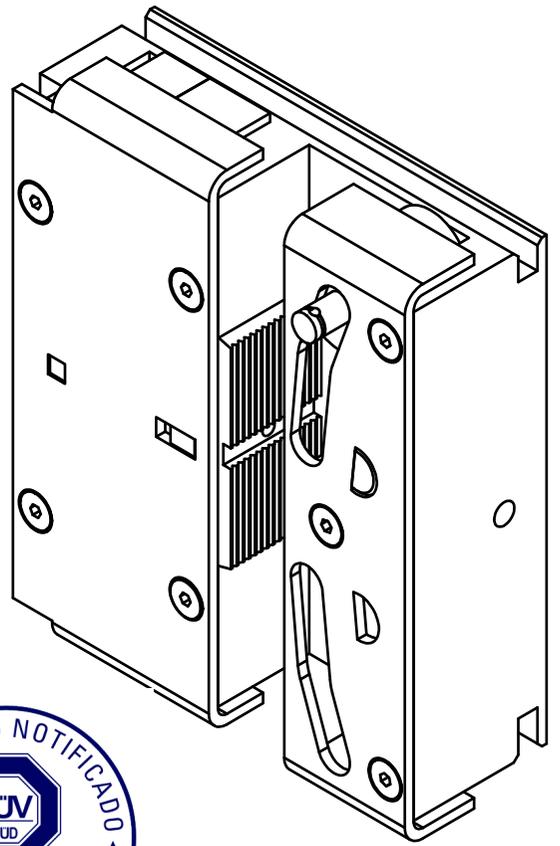
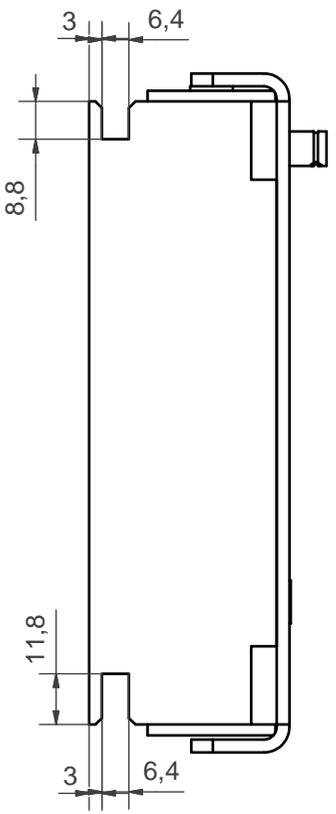
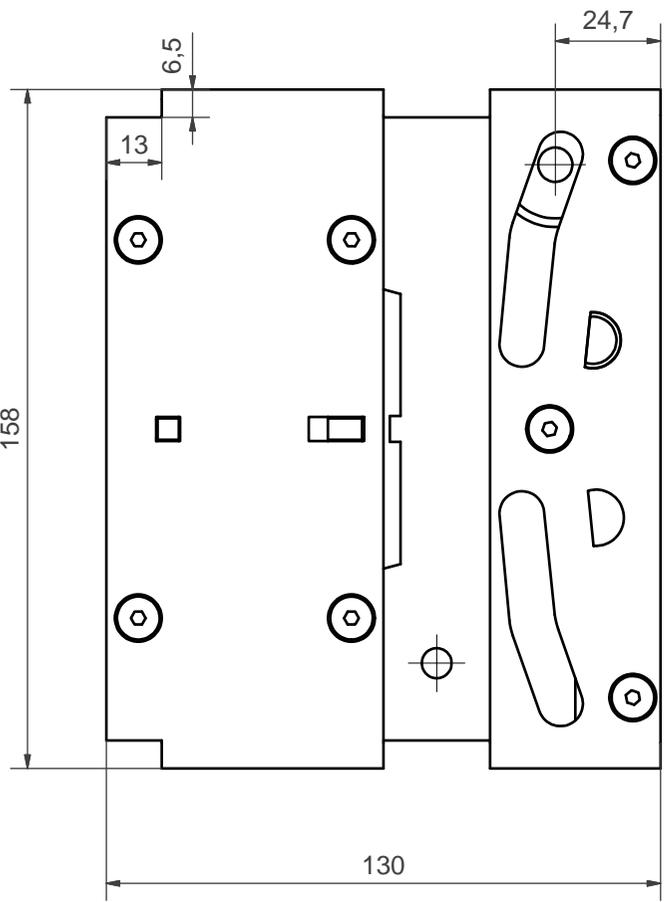
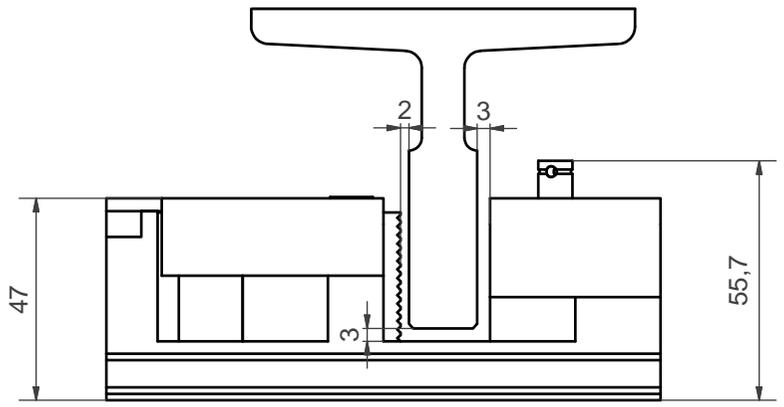
Regarding the use of the device as stopping element it should be noted:

- a) The stopping ability of the device has been tested at different speeds, including at low speed so a braking force able to stop the car can be achieved. It is not possible to provide a single stopping distance because this is a function of the characteristics of the hoisting layout and the speed reached when the braking starts.
- b) There is no evidence that the device can keep the braking force along the range of possible tripping speeds. It can be stronger or softer braking which shall be assessed when testing the complete UCM system.
- c) The ratio of P/Q and other characteristics related to the scope as stopping element shall be found via tests of the whole assembly of the UCM system.

2.15. Revision log.

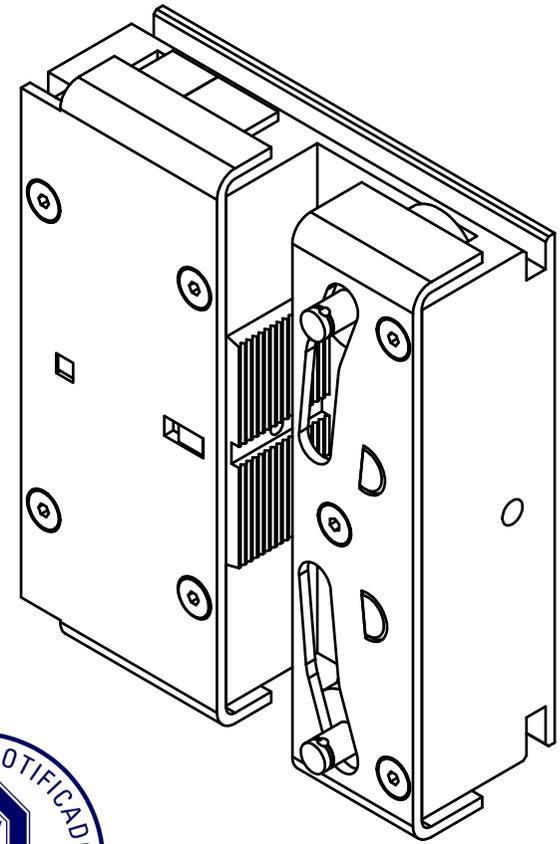
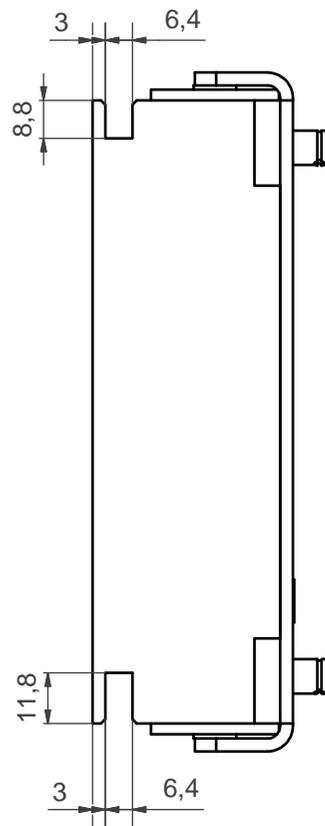
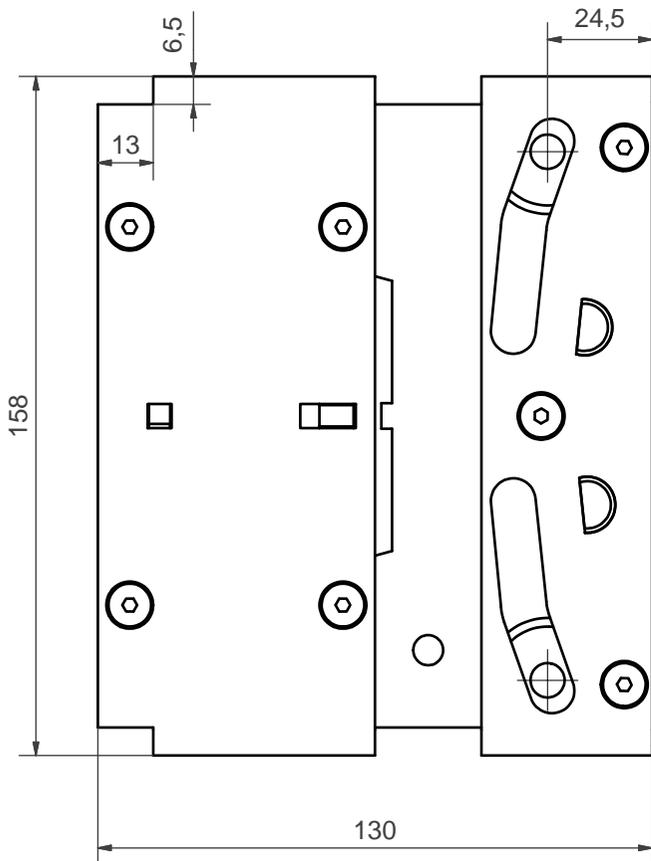
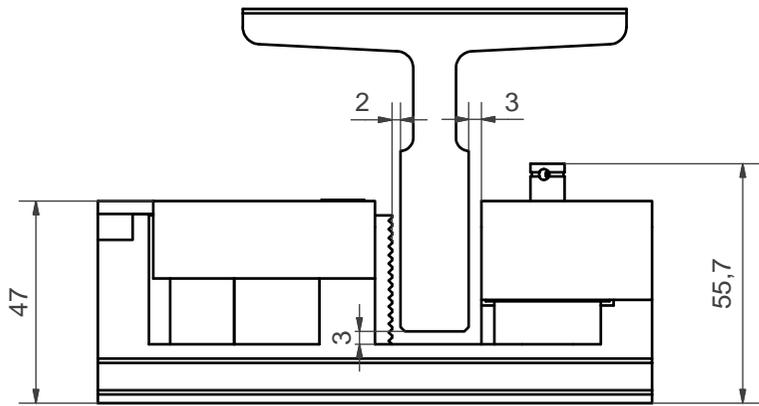
REV	Date	Modification
0	21.07.2015	Initial issue.
1	21.04.2016	Updating of references to Directive 2014/33/EU.
2	08.07.2020	Includes electromechanical activation means used along with electronic overspeed governors.





ATI / PP / 010 r2

CANTIDAD POR CONJUNTO:		
Material:		
Peso terminado:		CONJUNTO: ASG
Tto. tco:		Conjunto/ Assembly/ Ensemble/ Baugruppe
Tto. sup:		
Dibujado	Fecha	
	28/03/2006	O. LACÁMARA
Norma		
OBSERVACIONES:		PLANO COD. Nº: DYN 38.C001.01
MEDIDAS SIN TOLERANCIA SEGÚN DIN-7168 GM		Escala:
Fichero:	Sustituye a:	Sustituido por:



ATI / PP / 010 r2

CANTIDAD POR CONJUNTO:		
Material:		
Peso terminado:		CONJUNTO: ASG UD
Tto. tco:		Conjunto/ Assembly/ Ensemble/ Baugruppe
Tto. sup:		
Dibujado	Fecha	
	12/02/2009	J. Remacha
Norma		
OBSERVACIONES:		Escala:
MEDIDAS SIN TOLERANCIA SEGÚN DIN-7168 GM		PLANO COD. Nº: DYN 32.C001.02
Archivo:	Sustituye a:	Sustituido por: