

EU Konformitätserklärung

EU – Declaration of conformity / Déclaration de conformité UE / Dichiarazione di conformità UE
Declaración de conformidad de la UE / Declaração de conformidade da UE



Chr. Mayr GmbH + Co. KG
Eichenstraße 1
D-87665 Mauerstetten

DE erklärt folgende Konformität gemäß EU-Richtlinie und Normen für Artikel
EN explains the following conformity according to EU directives and norms for the following product
FR déclare la conformité suivante selon la directive CE et les normes concernant l'article

IT dichiara la seguente conformità secondo la direttiva UE e le norme per l'articolo
ES declara la siguiente conformidad a tenor de la directiva y normas de la UE para el artículo
PT declara a seguinte conformidade, de acordo com as diretiva CE e normas para o artigo

Elektromagnetische Federdruckbremse / Electromagnetic spring applied brakes / Freins électromagnétiques à ressort de pression / Freni elettromagnetici a molle compresse / Frenos de muelles electromagnéticos / Freio eletromagnético de molas

Produkt / Product / Produit / Prodotto / Producto / Produto	Größen / Sizes / Tailles / Grandezze / Dimensión / Dimensão	Typen / Types / Types / Serie / Tipos / Tipos	
ROBA-stop®-silenzio®	1300	896.30 _ 3 SO	
2006/42/EG	X	2011/65/EU (RoHs II) incl. 2015/863/EU (RoHs III)	
X 2014/35/EU	X	2014/33/EU	
2014/30/EU			

Certification
Notified Body: © TÜV SÜD Industrie Service GmbH
Westendstraße 199
D-80686 München

Reg. No.: 0036
Certificate No. EU-BD 783

Monitoring of production (if deviates from the certifier)
Notified Body:

Reg. No.:
Certificate No.:

Normen Referenz / Standards reference / Référence normes / Riferimenti norme / Referencia normas / Referência padrões:

EN 81-20:2020-06 / EN 81-50:2020-06 / DIN VDE 0580:2011-11 / DIN EN IEC 63000:2019-05

Sicherheitsfunktion / Safety function / Fonction de sécurité / Funzione di sicurezza / Función de seguridad / Função de segurança

DE Bremsenrichtung, als Teil der Schutzeinrichtung für den aufwärtsfahrenden Fahrkorb gegen Übergeschwindigkeit und Bremsselement gegen unbeabsichtigte Bewegung des Fahrkorbs.
EN Braking device as part of the protection device against over speed for the car moving in upwards direction and braking element against unintended car movement.
FR Dispositif de freinage faisant partie d'un système de protection contre la survitesse en montée de la cabine d'ascenseur et élément de freinage contre le déplacement involontaire de la cabine d'ascenseur.
IT Dispositivo di frenatura come parte del dispositivo di protezione contro la fuga verso l'alto della cabina e elemento di frenatura contro i movimenti incontrollati della cabina.
ES Dispositivo de frenado como parte de un dispositivo de seguridad contra la sobrevelocidad de la cabina en movimiento ascendente y como elemento de frenado contra movimientos incontrolados de la cabina.
PT Dispositivo de freio para ser usado como parte da unidade de proteção para prevenir excesso de velocidade da cabine elevadora em movimento ascendente e elemento de freio contra movimentos inadvertidos da cabine elevadora.

Identification: **Jahr der Herstellung:** Siehe Typenschild am Produkt **Year of manufacture:** see product label
Année de production: Voir l'étiquette sur le produit **Anno di produzione:** vedi l'etichetta sul prodotto
Año de fabricación: ver placa de identificación del producto **Ano de fabricação:** Ver placa do produto

Dokumentationsbeauftragter / documentation officer / Spécialiste documentation / ufficiale documentazione / oficial documentación / oficial documentação

Qualitätsmanagement

Mauerstetten, 14.12.2022

Ort und Datum / place and date / Lieu et date /
luogo - data / fecha y lugar / Lugar e data


Geschäftsführer / Managing Director / Directeur Général / Gerente / Gerente
Ferdinand Mayr M.Sc.



EU TYPE-EXAMINATION CERTIFICATE

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

Certificate No.:	EU-BD 783
Certification Body of the Notified Body:	TÜV SÜD Industrie Service GmbH Westendstr. 199 80686 Munich - Germany Identification No. 0036
Certificate Holder:	Chr. Mayr GmbH & Co. KG Eichenstr. 1 87665 Mauerstetten - Germany
Manufacturer of the Test Sample: (Manufacturer of Serial Production – see Enclosure)	Chr. Mayr GmbH & Co. KG Eichenstr. 1 87665 Mauerstetten - Germany
Product:	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
Type:	RSO 1300/896.30_3 SO
Directive:	2014/33/EU
Reference Standards:	EN 81-20:2014 EN 81-50:2014 EN 81-1:1998+A3:2009
Test Report:	EU-BD 783 of 2015-09-30
Outcome:	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.
Date of Issue:	2015-09-30
Date of Validity:	from 2016-04-20


Achim Janocha

Certification Body "lifts and cranes"



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 torque and tripping rotary speed

1.1.1 Permissible brake torque when the braking device acts on the shaft of the traction sheave while the car is moving upward 4400 Nm

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 below 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)
 π = 3,14
 n = Rotary speed (rpm)
 i = Ratio of the car suspension

Maximum tripping rotary speed of the traction sheave 460 rpm

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

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

Size	Nominal brake torque* [Nm]	Maximum response times** [ms]		
		parallel without Overexcitation / serial with Overexcitation		
		t_0	t_{50}	t_{90}
1300	2 x 2200 = 4400	85 / 85	150 / 150	200 / 240

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

1.2.2 Assigned execution features

Type of powering / deactivation	continuous current / continuous current end
Brake control	parallel or serial
Nominal air gap	0.45 mm
Damping elements	YES
Overexcitation	at double non-release voltage
Maximum tripping rotary speed of the traction sheave	460 rpm

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. E07913014000161 including stamp dated 2015-09-30 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 A code number will be inserted in the blank in the type designation RSO 1300/896.30_3 SO according to the design (3 with hand release, 2 without hand release).
- 3.2 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.
- 3.3 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.
- 3.4 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.
- 3.5 This EU type-examination certificate was issued according to the following standards:
– EN 81-1:1998 + A3:2009 (D), Annex F.7 and F.8
– 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
- 3.6 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 783 of 2015-09-30**

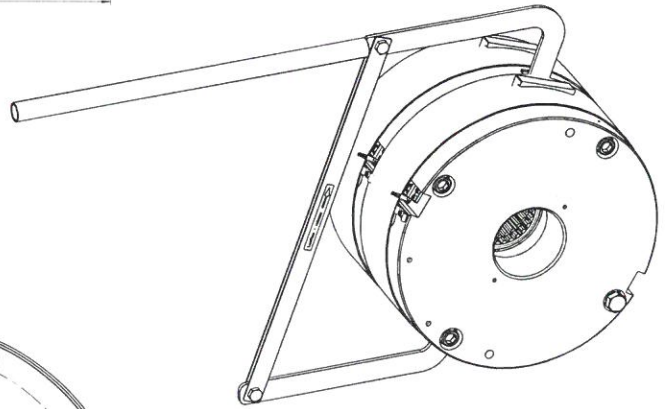
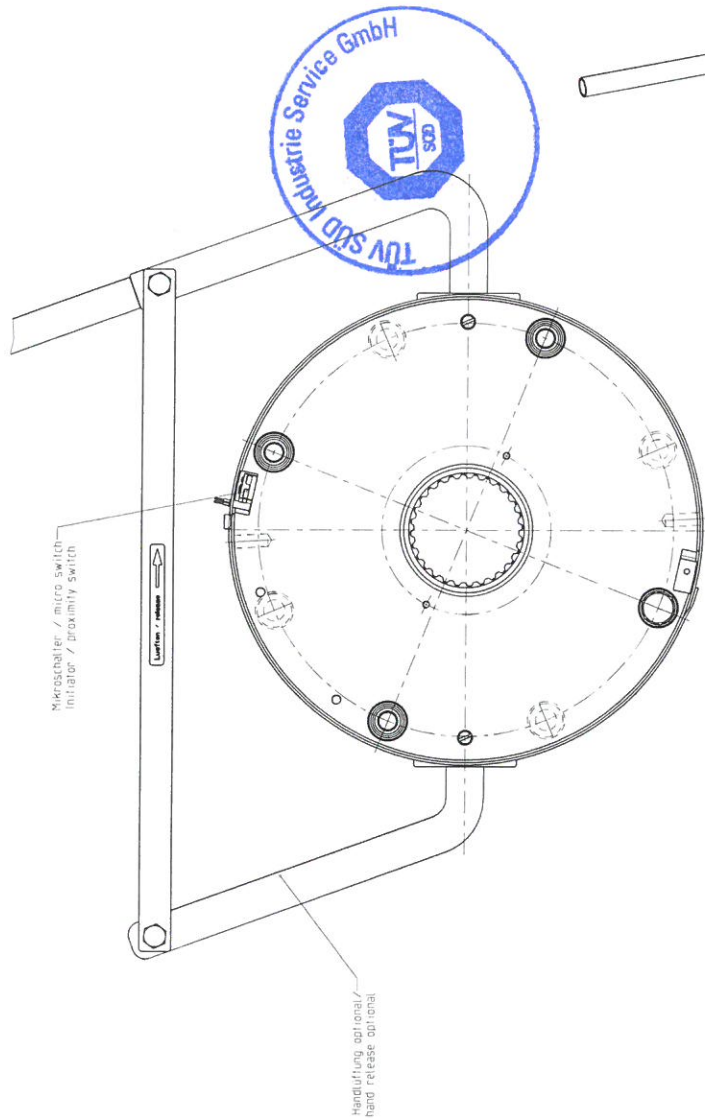
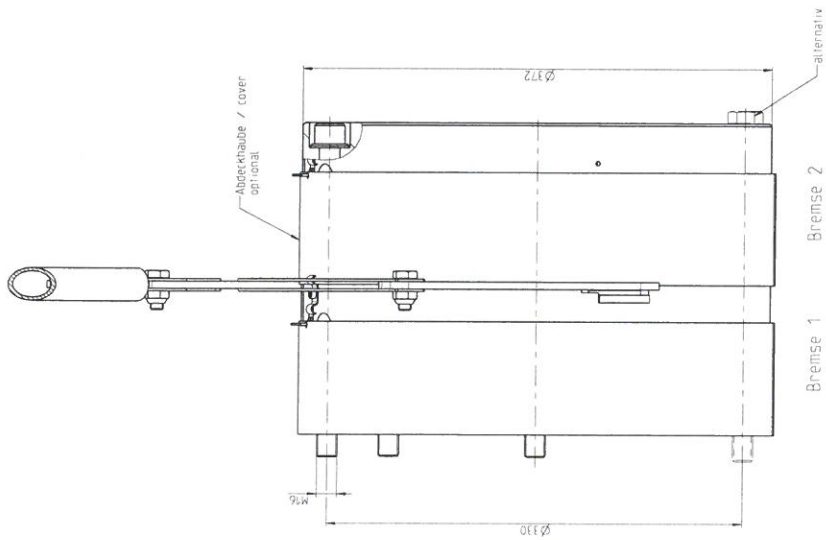


Authorised Manufacturer of Serial Production – Production Sites (valid from: 2015-09-30):

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

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

- END OF DOCUMENT -



30. SEP. 2015

GEPRÜFT / APPROVED
 TÜV SÜD Industrie Service GmbH
 Prüflaborium für Produkte der Fördertechnik
 Westendstraße 199
 80686 München
 Sachverständige(r) / Expert

M. Najm

NAME / NOMENCLATURE RSD 1300/896.30...-5	REFERENCE / REFERENCE RSD 1300/896.30...-5	DATE / DATE 30.09.2015	DRAWING NO. / NO. DESSIN 3482686
SCALE / ÉCHELLE 1:1	QUANTITY / QUANTITÉ 1300	ORDER NO. / NO. DE COMMANDE E07913014000161	MANUFACTURER / FABRICATEUR Mayr
DRAWING / ÉCHÉLONNAGE RSD 1300/896.30...-5	MANUFACTURER / FABRICATEUR Mayr	ORDER NO. / NO. DE COMMANDE E07913014000161	DRAWING NO. / NO. DESSIN 3482686

Gearless G-500



Gearless Sassi series G-500 with brake type MAYR Roba-stop-silenzio 1300

**Only skilled and qualified personnel can operate:
Do not deactivate the safety devices.**



- 1- Check that the landing doors are closed and blocked.
- 2- Switch off the mains switch.



ATTENTION: RISK OF FALL OF THE CABIN

- 3- Reassure **passengers** inside the cabin and inform them about the situation.
Avoid them from attempting to get out of the cabin before the cabin reaches the nearest floor.
- 4- Release the service brake **very carefully**, by turning the release lever group towards release direction using tube "T". (*see picture aside*)



ATTENTION: CABIN CAN MOVE UPWARDS OR DOWNWARDS WITH REGARD TO THE LOAD!

- 5- To reduce at minimum acceleration and speed of the cabin **open and close the service brake intermittently until you reach the nearest floor.**



ATTENTION: IMMEDIATELY RELEASE THE LEVER FOR BRAKE HAND RELEASE IN CASE OF SUDDEN AND BIG ACCELERATION

- 6- Manually open the landing door where the cabin is positioned, and let people coming out. Close the landing door properly.



ATTENTION: AVOID PASSENGERS FROM FALLING DOWN!

- 7- Check that all landing doors are closed and blocked
- 8- Mains switch must be switched off
- 9- Remove tube "T" from the release lever group and place it in machine room.



IMMEDIATELY INFORM SAFETY RESCUE SERVICE OF THE MAINTENANCE COMPANY

IN CASE YOU ARE NOT ABLE TO MOVE THE CABIN BY HAND, IMMEDIATELY INFORM THE SAFETY RESCUE SERVICE OF THE MAINTENANCE COMPANY

