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

TÜV SÜD
Italia

CERTIFICATE

Lift Directive 2014/33/EU - CE type-examination certificate for safety components (ref. Annex IV – A)

Certificate No.:	**EDPD 006**
Name and address of the certificate holder:	Montanari Giulio & C. S.r.l. Via Bulgaria 39/A 41122 Modena (MO)
Date of submission:	12/04/2016
Name and address of manufacturer:	Montanari Giulio & C. S.r.l. Via Bulgaria 39/A 41122 Modena (MO)
Product:	Progressive safety gear with braking device as part of the protection device against overspeed for the car moving in upwards direction.
Model/type:	PPR40BD
Reference standards:	EN 81-20: 2014 EN 81-50: 2014
Test laboratory:	TÜV Italia S.r.l. Via Carducci, 125 20099 - Sesto San Giovanni (MI)
Test report:	PAT160504-05-272959

It is certified that the safety components in the field of application indicated in the attachment to this certificate, satisfy the essential safety requirements of Directive:

2014/33/EU

Date of issue: 10/05/2016

ACCREDIA
L'ENTE ITALIANO DI ACCREDITAMENTO

SGQ N° 049A SSI N° 005G PRD N° 081B
SGA N° 018D ITX N° 001L ISP N° 057E
SCR N° 009F PRS N° 077C LAB N° 0076

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Signatory of EA, IAF and ILAC Mutual Recognition Agreements

TÜV Italia Srl Industrie Service 09 48 Notified Body

TÜV Italia S.r.l.
Notified Body, Identification No. 0948

Paolo Marcone
Industry Service/Real Estate & Infrastructure
Managing Director

1. Scope

The security component is included in Annex III of Directive lifts 2014/33/EU as belonging to the "*List of safety components for lifts*".

1.1 Total allowable mass (mass of car loaded with rated load, or mass of counterweight) in relation to the maximum tripping speed of the overspeed governor and rail thickness:

Finishing	Condition	Max. tripping speed [m/s]	Max. allowable mass [kg]	
			Min	Max
drawn (/A)	*dry*	*2,63*	*2865*	*4009*
drawn (/A)	*lubricated**	*2,63*	*3002*	*3997*
machined (/B)	dry	*2,63*	2920	4638
machined (/B)	lubricated*	*2,63*	2562	4662

** mineral oil DIN 51517 part 1*

1.2 Braking force applied in upward acceleration (mass of car loaded with rated load, or mass of counterweight) in relation to the maximum tripping speed of the overspeed governor and rail thickness:

Finishing	Condition	Max. tripping speed [m/s]	Max. allowable mass [kg]	
			Min	Max
drawn (/A)	*dry*	*2,63*	*44949*	*62921*
drawn (/A)	*lubricated**	*2,63*	*47124*	*62735*
machined (/B)	dry	*2,63*	45821	72790
machined (/B)	lubricated*	*2,63*	40203	73173

** mineral oil DIN 51517 part 1*

1.3	Allowable rated speed:	2,00 m/s
1.4	Maximum overspeed governor tripping speed:	2,63 m/s
1.5	Minimum gripping surface width:	32 mm
1.6	Rail thickness:	8 ÷ 16 mm

2. Main technical characteristics

In order to provide identifying elements and information regarding construction and operation, environmental conditions, connection requirements and compliance with the tested and approved type, the EU type test certificate and this attachment must be accompanied by drawing number 7049022928 r.00 of 15/01/2007.

3. Conditions for validity of certificate

3.1 The tests performed refer exclusively to the safety component tripping during downward drive; neither connections with the car or counterweight, nor the activation of the electrical safety device have been examined.

3.2 An ID plate must be affixed to the safety component reporting the information required by EN 81-20:2014 point 5.6.2.1.1.3

3.3 The tripping speed must satisfy the requirements of point 5.6.2.2.1 of EN 81-20:2014

3.4 When the car safety gear is engaged, an electric safety device installed on the car and compliant with 5.11.2 of EN 81-20:2014 must cause the machine to stop before or at the time the device is tripped.

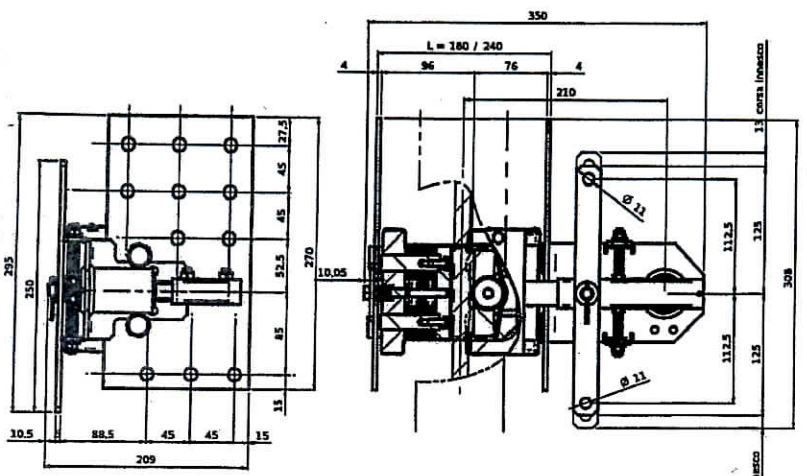
3.5 The accidental engagement of the safety gear must be prevented as much as possible.

4. Notes

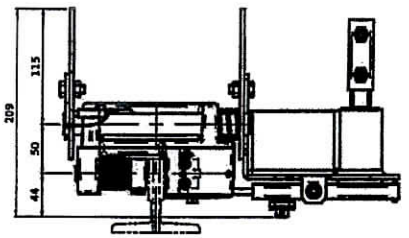
In accordance with the requirements of Directive lifts 2014/33/EU, the applicant must inform the notified body about the changes, albeit minor, who has made or plans to make to the component to which the certificate relates.

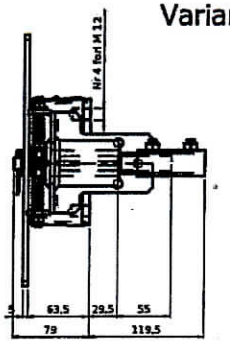
The EU type-examination No. EDPD 006 may only be used in connection with the pertinent annex.

Sesto San Giovanni, 10/05/2016

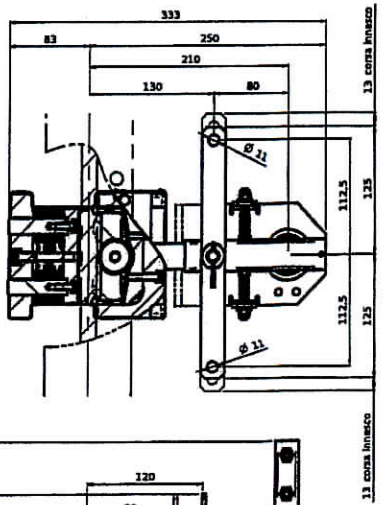


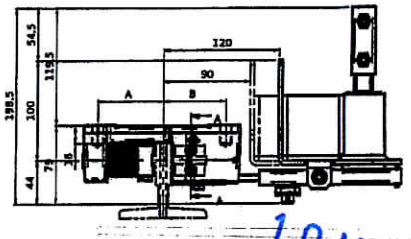
Variante 1





Variante 2





GUIDA (mm)	A (mm)	B (mm)
16	68	65
14	69	64
12	70	63
10	71	62
9	71,5	61,5
8	72	61

Paracadute tipo PPR25BD
Paracadute a presa progressiva idoneo a frenare la cabina sia nel senso della discesa che nel senso della salita.
L'azione frenante viene esercitata da un rullino zigrinato con presa sulla guida dell'impianto e rotolante su di un piano inclinato ricavato nel blocco.
La forza frenante, in discesa, viene esercitata da una serie di molle a tazza di tipo " BAUER ", opportunamente configurate sia come numero che come disposizione.
L'azione frenante in salita viene esercitata dalle medesime molle, ma riducendo la loro deformazione interponendo uno spessore calibrato tra blocco e rullino.
Il blocco puo' essere montato sull'arcata della cabina tramite piastre in dotazione (variante 1), o direttamente applicato ad essa utilizzando i fori filettati posteriori (variante 2).

Type PPR25BD Safety gear
Progressive action safety gear designed to brake the car in both descent and ascent.
The braking action is exerted by a knurled roller acting on the rail of the installation, rolling on an inclined plane in the body of the safety gear.
The braking force in descent is applied by the requisite number of strategically placed Bauer belleville springs.
The braking action in ascent is exerted by the same springs, but their deformation is reduced by placing a sized shim between the body of the safety gear and the knurled roller.
The block may be mounted on the car frame by means of the plates supplied (variant 1), or directly, using the threaded holes on the rear of the car frame itself (variant 2).

BREMS-FANGVORRICHTUNG TYP PPR25BD
Diese Brems-Fangvorrichtung eignet sich zum Bremsen des Fahrkorbes sowohl Abwarts als auch Aufwarts.
Das Bremsen erfolgt durch eine Randel-Rolle, die in die Fuhrungsschiene eingreift und auf eine dazu in dem Fangvorrichtungs-Korper entwickelte schrage Flache rollt.
Die Bremskraft beim Abwartsfahrem wird von BAUER-Tellerfedern ausgeubt die in der erforderlichen Anzahl und Anordnung angebracht werden.
Die Bremskraft beim Aufwartsfahren erfolgt ebenso durch BAUER-Tellerfeder, indem ihre Verzerrung durch ein entsprechend dimensioniertes Zwischenstuck (zum Einlegen zwischen Fangvorrichtungskorper undd Randel-Rolle) reduziert wird.
Die Brems-Fangvorrichtung kann an den Rahmen entweder durch die mitgelieferten Platten (version 1) oder direkt durch die hinteren Gewindelocher (version 2) befestigt werden.

10 MAG 2016

TÜV Italia Srl Industrie Service
TÜV SÜD
Italia

3D CAD Drawing

REV.	DATA	DESCRIZIONE REVISIONE	DISEGNATORE	APPROVATO	DOCUMENTO
00	15/01/07	EMESSO GRAFICO UFFICIALE	CAMELLINI	15/01/07	PR 06/214

Tolleranze generali UNI ISO 2768 - mk

Smussi e raggi senza indicazione: Sm1x45° - R4
Sformo generale 3°

APPROVATO	DATA	DISEGNATORE	DATA
CAMELLINI	15/01/07	CAMELLINI	15/01/07

TRATTAMENTO TERMICO	DUREZZA T.T.
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TRATTAMENTO SUPERFICIALE	PROFONDITA T.T.
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MATERIALE	DUREZZA MAT.
	HB ---/---
TIPO	MODELLO
PPR40BD	-----

Montanari Giulio & C.
MODENA - ITALY

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TAVOLA	PESO	SCALA	
1 di 1	-- kg	(1:5)	A3

CODICE	REVISIONE	DESCRIZIONE
7049022928	R00	BLOCCO PPR40BD CON/SENZA PERNI