



Industrie Service

# EU TYPE-EXAMINATION CERTIFICATE

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

**Certificate No.:** EU-OG 001

**Certification Body of the Notified Body:** TÜV SÜD Industrie Service GmbH  
Westendstr. 199  
80686 Munich – Germany  
Identification No. 0036

**Certificate Holder:** Hans Jungblut GmbH & Co. KG  
Ostheimer Straße 171  
51107 Köln – Germany

**Manufacturer of the Test Sample:** Hans Jungblut GmbH & Co. KG  
Ostheimer Straße 171  
51107 Köln – Germany  
(Manufacturer of Serial Production – see Enclosure)

**Product:** Overspeed governor, detecting and tripping element fixed at the overspeed governor, as a part of the protection device against overspeed for the car moving in upwards direction and tripping element against unintended car movement

**Type:** HJ 200

**Directive:** 2014/33/EU

**Reference Standards:** EN 81-20:2014  
EN 81-50:2014  
EN 81-1:1998+A3:2009  
EN 81-2:1998+A3:2009

**Test Report:** EU-OG 001 of 2016-03-01

**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:** 2016-03-01

**Date of Validity:** from 2016-04-20



Achim Janocha  
Certification Body "lifts and cranes"



# Annex to the EC Type-Examination Certificate No. EU-OG 001 of 2016-03-01



Industrie Service

## 1 Scope of application

### 1.1 Generally

#### 1.1.1 Driving rope

|          |                                      |
|----------|--------------------------------------|
| Category | Round strand rope made of steel wire |
| Diameter | 6 – 6.5 mm                           |

#### 1.1.2 Minimum tension forces (force produced by the tensioning weight, acting on the axis of rope deviating pulley)

|                                                                  |       |
|------------------------------------------------------------------|-------|
| Tensioning force determined in the test<br>(New rope and groove) | 120 N |
|------------------------------------------------------------------|-------|

|                                                                                       |       |
|---------------------------------------------------------------------------------------|-------|
| Tensioning force determined by calculation<br>(coefficient of friction $\mu = 0.09$ ) | 940 N |
|---------------------------------------------------------------------------------------|-------|

|                                                                |       |
|----------------------------------------------------------------|-------|
| Tensile force in downwards direction at given tensioning force | 650 N |
|----------------------------------------------------------------|-------|

Retraction of the safety gear in both directions of rotation possible.

The safety component can fulfil three security features (1.2, 1.3 and 1.4).

### 1.2 Using as an overspeed governor – permissible speeds

|                            |                 |
|----------------------------|-----------------|
| Permissible tripping speed | 0.24 – 2.02 m/s |
|----------------------------|-----------------|

|                                          |                 |
|------------------------------------------|-----------------|
| Permissible maximum range of rated speed | 1.48 – 1.75 m/s |
|------------------------------------------|-----------------|

### 1.3 Using as a part of the protection device against overspeed for the car moving in upwards direction

The overspeed governor can be used as a part of the protection device against overspeed for the car moving in upwards direction. Monitoring of upward speed will be done by overspeed governor itself and a braking device can be triggered (engaged) via the overspeed governor's electric safety device or mechanically (progressive safety gear).

### 1.4 Using as a part of the protection device against unintended car movement by an installed anti-creep protection

Using **with** detection system (activation by detection system till a permissible tripping speed according 1.2 or at each stopping)

|                                      |        |
|--------------------------------------|--------|
| Maximum possible response distance** | 126 mm |
|--------------------------------------|--------|

|                                              |       |
|----------------------------------------------|-------|
| Maximum response time* of retaining solenoid | 45 ms |
|----------------------------------------------|-------|

|                                                  |                                  |
|--------------------------------------------------|----------------------------------|
| Assigned execution features of operating voltage | 12 VDC, 24 VDC, 205 VDC, 230 VAC |
|--------------------------------------------------|----------------------------------|

\*Response time: Defined as the difference in time between current drop of the power supply for the solenoid retaining the blocking device and achieving the end position for the activation of the safety gear.

\*\*Response distance: Defined as the max. distance that can be covered by the lift moving away from the landing position **after the blocking device has engaged** and as caused by delay and/or other distance losses at the overspeed governor until the tensile force has built up.

## 2 Terms and Conditions

2.1 Above mentioned safety component represents only a part at the protection device against overspeed for the car moving in upwards direction and unintended car movement. Only in combination with a braking respectively detecting component in accordance with the standard, which must be subjected to an own type-examination, can the system created fulfil the requirements for a protection device.

2.2 The adjusted tripping speed and the safety switch must be sealed against unauthorized adjustment (safety switch e.g. by colour sealing of the fastening bolts).

2.3 Rope deflection optional (but at least 180° angle of wrap).

2.4 Retraction of the safety gear in both directions of rotation permissible. The direction is to be marked at the overspeed governor, if design works in down direction only

- 2.5 The triggering of the safety device according 1.4 takes place by interruption of the energy supply to the magnetic coin of anti creep protection. This is not caused positive mechanically but electrically resp. electromagnetically by interruption of the energy supply to the magnetic coin of anti creep protection. However, the mechanically engagement of the device has to be absolutely guaranteed after the electrical safety device has responded. In light of the above, the device must be made to engage at regular intervals (e.g. once a day or automatically at each landing) so that the anchor plate can be checked for correct closing (e.g. micro switches resp. proximity switch). If the anchor plate do not perform correctly (anchor fail to close) the lift must be kept at standstill.
- 2.6 If activation of anti-creep according 1.4 will take place by every operational stop of the lift, this activation shall be initiated before car stands still.
- 2.7 The installer of the complete lift must create an examination instruction to fulfil the overall concept of the protection device, add it to the lift documentation and provide any necessary tools or measuring devices, which allow a safe examination (e. g. with closed landing doors).
- 2.8 Fast and safe rescuing of lift passengers must be possible by suitable technical measures under all circumstances. It must be documented in the operation manual of the lift.
- 2.9 The identification drawing HJ 200 or HJ 200-P with certification stamp dated 2016-03-01 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.
- 2.10 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 Considering the whole protection systems, it is necessary to include time need and impact of build-up the tensile force as well as spread and change over time, perhaps possible distances and/or time delay caused by mechanical deflections.
- 3.2 Possible design variants (also in combination):
- Swinging lever (pendulum) installed in up or down position
  - Emergency limit switching
  - Switching off prior to achieve the tripping speed (preliminary switch off, optionally with electrical resetting of safety switch)
  - Design with or without remote release
  - Anti creep system with monitoring of rest position
  - Installation suspending in the shaft pit
  - Applying an encoder by shaft out jutting (direct actuation), optionally indirect by belt drive
  - Magnetic switch and inductive proximity switch fitting (mounted side component) possible
  - Design with or without testing groove
  - Mounting position turned through 180° (console for fastening in upper position)
- 3.3 The overspeed governor can also be used to a counterweight in compliance with the permissible tripping speed.
- 3.4 This EU type-examination certificate was issued according to the following standards:
- EN 81-1:1998 + A3:2009 (D), Annex F.4, F.7 and F.8
  - EN 81-2:1998 + A3:2009 (D), Annex F.4 und F.8
  - EN 81-20:2014 (D), part 5.6.2.2.1.7, part 5.6.6.11 and part 5.6.7.13
  - EN 81-50:2014 (D), part 5.4, 5.7 and 5.8

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-OG 001 of 2016-03-01**

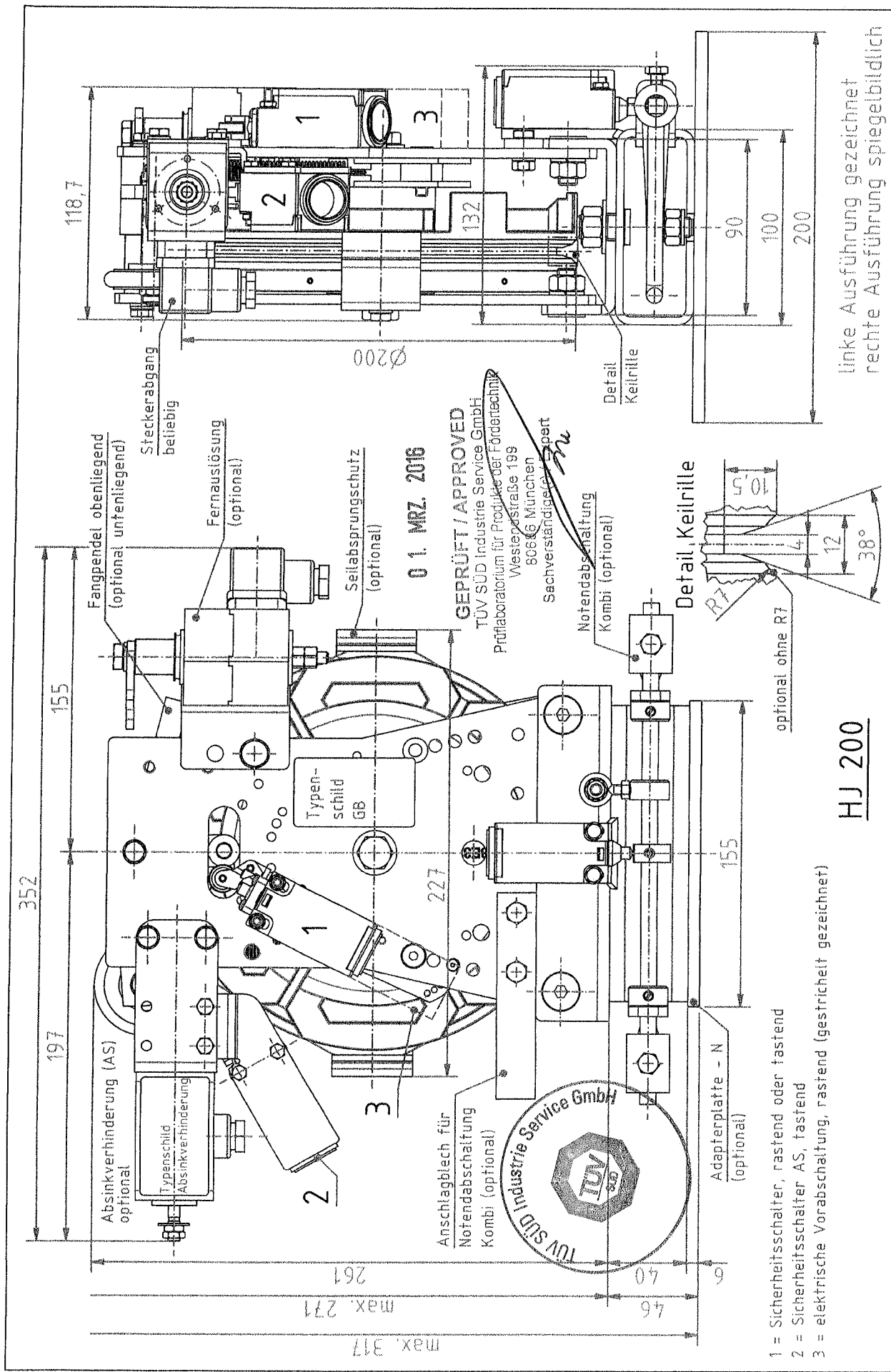


Industrie Service

**Authorised Manufacturer of Serial Production – Production Sites (valid from: 2016-03-01):**

|                |                                              |
|----------------|----------------------------------------------|
| <b>Company</b> | Hans Jungblut GmbH & Co. KG                  |
| <b>Address</b> | Ostheimer Straße 171<br>51107 Köln – Germany |

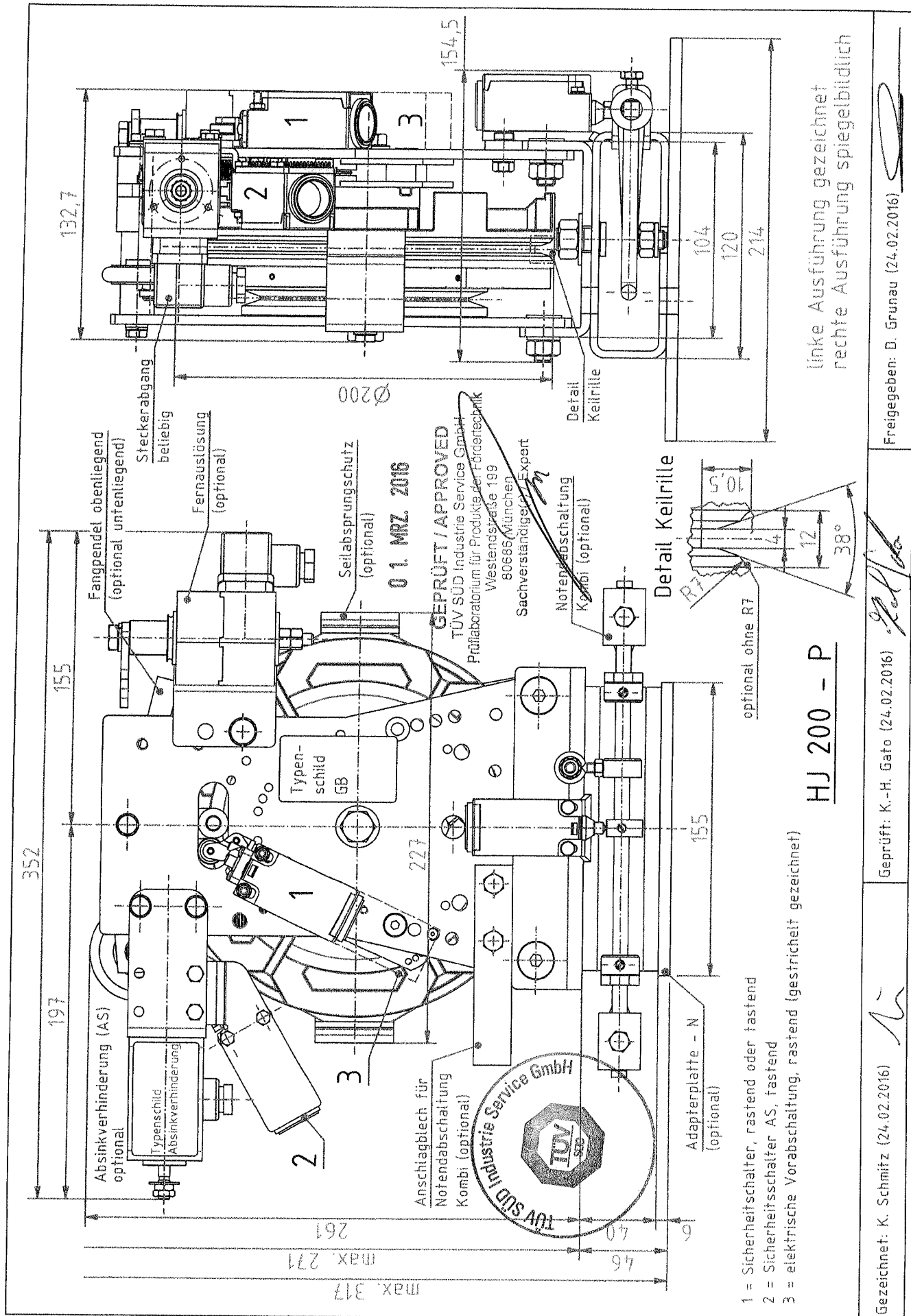
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Gezeichnet: K. Schmitz (24.02.2016)

Geprüft: K.-H. Gato (24.02.2016)

Freigegeben: D. Grunau (24.02.2016)



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Geprüft: K.-H. Gato (24.02.2016)

Freigegeben: D. Grunau (24.02.2016)

**EC declaration of conformity**  
**for safety components according to EC lift-directive 2014/33/EU, Annex II A**

The manufacturer hereby declares that the product has successfully passed the conformity assessment procedure in compliance with the relevant harmonisation legislation.

**Description of the safety component:** Overspeed governor for actuating safety gears on lifts, stacking equipment or similar mechanical handling appliances and hoistings

**Type:** HJ 200

**Year of manufacture:** see type plate overspeed governor

**The safety component conforms to the following rules:**

EN 81-1:1998+A3:2009  
EN 81-2:1998+A3:2009  
EN 81-20:2014 \*  
EN 81-50:2014 \*  
2006/42/EG  
EN 528:2008

**\*) does not apply to AGB 001/1, 001/2, 001/3**

**Notified body for EC-type-examination:** TÜV Süddeutschland Bau und Betrieb GmbH  
Zertifizierungsstelle für Aufzüge und Sicherheitsbauteile  
Westendstrasse 199, D-80686 München  
(Identification number: 0036)

**EC type-examination certificates:** EU-OG 001, AGB 001/1, AGB 001/2, AGB 001/3

**Notified body for production check:** TÜV Rheinland Industrie Service GmbH  
Am Grauen Stein, 51105 Köln, Germany  
(Identification number: 0035)

**Notified body for checking the quality assurance-system:**

see above

**City, Date/Signature of manufacturer:**  
**Declaration to the signer:**

Köln, 20.04.2016



General Manager