



Certificate No.
SCMB.0415

Date of Issue
25/09/2023

Valid From
25/09/2023

The Certificate is valid until
24/09/2033

**EU TYPE-EXAMINATION CERTIFICATE
FOR SAFETY COMPONENTS
ACCORDING TO
EUROPEAN LIFT DIRECTIVE
2014/33/EU ANNEX IV (MODULE B)**

Applicant/Certificate Holder (Name & Address):	Ningbo Xinda Elevator Accessories Factory Dongwu Town, Ningbo City, Zhejiang Province, China
Manufacturer (Name & Address):	Same as applicant
Date of Submission:	10/05/2023
Test Laboratory (Name & Address):	Shenzhen Institute of Quality & Safety Inspection and Research Tejian Building, 1032 HongGang Road, Luohu District, Shenzhen, Guangdong Province, China
Date and Number of test report:	14/11/2022 No. 2022AF1198 23/11/2022 No. 2022AF1261
Description of Product:	Braking device as part of the Unintended Car Movement Protection (UCMP) means and Ascending Car Overspeed Protection (ACOP) means.
Application of product:	Acting on the traction sheave shaft, as part of the protection device against unintended car movement and as part of the ascending car overspeed protection.
Model:	PZ-30S (Technical Description Attached) Annex A: Technical Specifications Annex B: Design Drawings
Drawing Number:	Z12940003
Standard(s):	EN81-50:2020
Reference Standard(s)	EN81-20:2020

EUROCERT SA, aforementioned notified body with identification number 1128, ascertains and certifies that above safety component satisfy the safety requirements of the European Directive 2014/33/EU. The manufacturer is authorized to provide the safety component described above with the CE Mark as displayed below:

CE 1128

Preconditions:

It is required that the above safety equipment must always come with a declaration of conformity and the relevant instructions of use.

Please check the validity of the certificate from our website using the password **fB2aT8iW**



On behalf of EUROCERT S.A.,

Director of International Markets

INSPECTOR

Chad Wang

CHAD WANG

The data of this certificate were gathered with every possible thoroughness.
This certificate reflects the findings of the time and place of the audit.
Reproduction of this document is strictly forbidden.

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Product Certification
Cert. No.: 21

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ANNEX A

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TECHNICAL SPECIFICATIONS

Product Model	: PZ-30S
Application of Product:	: Acting on the traction sheave shaft, as part of the protection device against unintended car movement and as part of the ascending car overspeed protection.
Material of Friction Element	: Asbestos free
Action Method	: Action when electrical power supply is off
Spring Type and Number	: Cylindrical helical compression spring (mm): 12.9×6.5×43, quantity: 2×12
Inner/Outer Diameter of Brake Wheel	: Φ190 (mm)/ Φ260 (mm)
Nominal Brake Torque	: 1710 (Nm)
Max. Working Airgap	: 0.30 (mm)

1. Braking device as part of the Ascending Car Overspeed Protection (ACOP) Means

Permissible System Total Mass (empty car mass + counterweight e.t.c.)	: 1028 – 5637.5(kg)
Permissible Rated Load with Suspension Ratio of 2:1	: 320- 1275 (kg)
Range of Balance Coefficient	: 0.4 – 0.5
Rated Speed	: 0.63 – 1.75(m/s)
Tripping Speed	: 0.72 – 2.33(m/s)





ANNEX A

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TECHNICAL SPECIFICATIONS

2. Braking device as part of the Unintended Car Movement Protection (UCMP) Means

Permissible System Total Mass : 1028 – 5637.5 (kg)
(empty car mass + counterweight e.t.c.)

Permissible Rated Load with Suspension : 320- 1275 (kg)
Ratio of 2:1

Range of Balance Coefficient : 0.4 – 0.5

Max. Response Time : 250 (ms)

Max. Allowable Moving Distance : 0.222(m)
Corresponding to The Test Speed

Conditions:

- 1) Since the brake device represents only a part of the protection device against overspeed for the car moving in upwards direction an overspeed governor as per EN 81-20, paragraph 5.6.2.2.1 must be used to monitor the upward speed as well as the downward speed and the brake device must be triggered (engaged) via the overspeed governor's electric safety device.
- 2) Since the brake device represents only a part of the protection device against the unintended car movement. The complete system, apart from the stopping element, also consists of detection element and activation element. These components are subjected to their own type examination. Only the combination of the three parts can create a system which fulfills the requirement for protection against UCM in accordance with EN 81-20 paragraph 5.6.7.
- 3) The mechanical movement of each brake circuit is to be monitored separately and directly. If a brake circuit fails to engage (close) while the lift machine is at standstill, next movement of the lift must be prevented.
- 4) In cases where the lift machine moves despite the brake being engaged (closed), the lift machine must at the latest be stopped and the next movement of the lift must be prevented.





ANNEX B

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DESIGN DRAWINGS

