

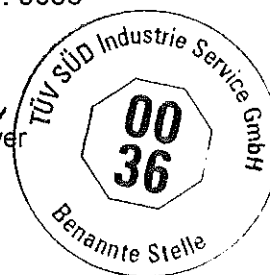


EC type-examination certificate

Certificate no.: AFV 867
Notified body: TÜV SÜD Industrie Service GmbH
 Westendstr. 199
 80686 München - Germany
**Applicant/
Certificate holder:** P.F.B. s.r.l.
 Via Raimondo Dalla Costa, 690
 41100 Modena - Italy
Date of application: 2011-05-26
Manufacturer of the test sample: P.F.B. s.r.l.
 Via Raimondo Dalla Costa, 690
 41100 Modena - Italy
Product: Instantaneous safety gear
Type: BP-3S
Test laboratory: TÜV SÜD Industrie Service GmbH
 Prüflaboratorium für Produkte der Fördertechnik
 Prüfbereich Aufzüge und Sicherheitsbauteile
 Westendstr. 199
 80686 München - Germany
**Date and
Number of test report:** 2011-06-29
 AFV 867
EC-Directive: 95 / 16 / EC
Result: The safety component conforms to the essential safety requirements of the Directive for the respective scope of application stated on page 1 of the annex to this EC type-examination certificate.
Date of issue: 2011-07-01

Certification body for lifts and safety components
 Identification Number: 0036

C. Rührmeyer
 Christian Rührmeyer





Industrie Service

**Annex to the EC type-examination certificate
no. AFV 867 dated 2011-07-01**

1 Scope of Application

- 1.1 Permissible total mass of car and rated load or counterweight in using one pair of safety gears, depends on maximum tripping speed or the overspeed governor.

Tripping speed [m/s]	Maximum total mass [kg]
0.50	3123
0.60	3005
0.70	2876
0.80	2741
0.90	2603
1.00	2463
1.10	2326
1.20	2192
1.32	2037
1.65	1659

- 1.2 Maximum rated speed

- 1.2.1 Car 0.63 m/s
1.2.2 Counterweight 1.00 m/s

- 1.3 Maximum tripping speed of overspeed governor

- 1.3.1 Car 1.00 m/s
1.3.2 Counterweight 1.65 m/s

- 1.4 Guide rails to be used

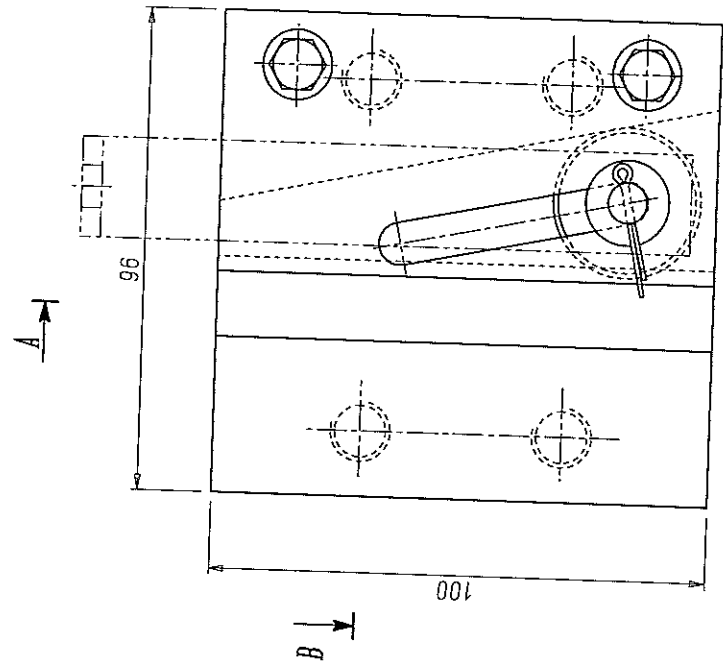
- 1.4.1 Blade width 10 mm
1.4.2 Minimum running surface width of guide rails 23 mm

2 Remarks

- 2.1 The test over covers the safety gear and the safety gear elements (rollers) and did not include either the connection between the individual safety gear elements (safety gear rods) or the actuation of the electric safety device. When connecting the safety gear elements to the overspeed governor, attention must be paid to the fact that, at the point at which the overspeed governor rope engages, the car don't travel more than 0.03 m until the safety gear element engage.
- 2.2 In order to provide identification and information about the basic design and its functioning, drawing No. BP-3S with certification stamp dated 2011-07-01 is to be enclosed with the EC type-examination certificate and the Annex thereto.
- 2.3 The environment and connection conditions of the safety gear are described and depicted in additional documents (e. g. the assembly instructions).
- 2.4 The EC type-examination certificate may only be used in connection with the pertinent annex and the list of the authorized manufacturers (according to enclosure). This enclosure shall be updated and re-edited following information of the certificate holder.

Note: The English text is a translation of the German original. In case of any discrepancy, the German version is valid only.

Sez. A-A

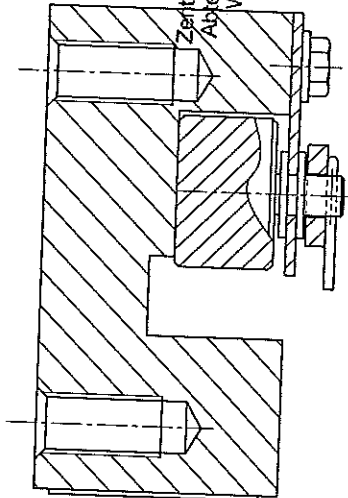


B ↓

PARACADUTE SX

A →

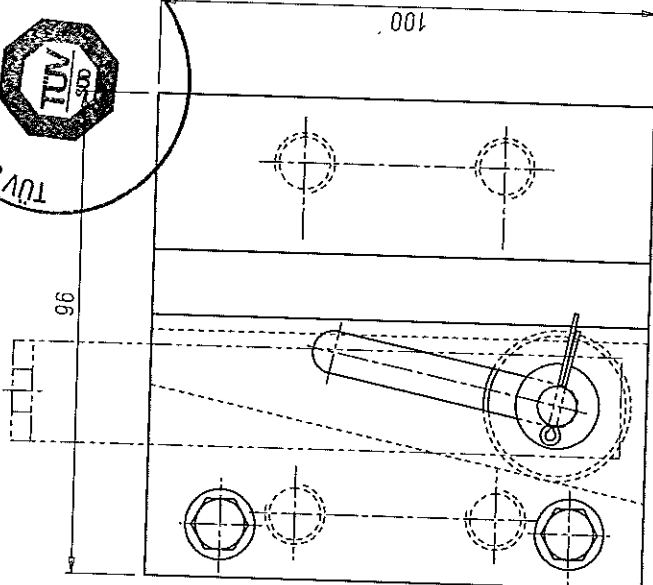
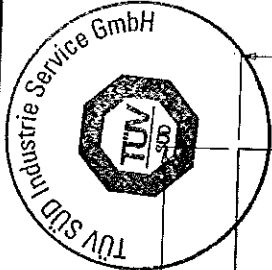
Sez. B-B



1. Juli 2011

- GEPRÜFT -

TÜV SÜD Industrie Service GmbH
Zentralbereich Fördertechnik-Sonderbauten
Abteilung Aufzüge und Sicherheitsbauteile
Westendstr. 199, D-80686 München
Der Sachverständige



PARACADUTE DX

NR.	DATA	DESCRIZIONE	LAZOR. GEN.	NOTE
1		BESCHREIBUNG		
scala 1:1		Q. ta'	QUALITA'	MATERIALE
DENDINAZIONE			STATO-N° -HDD.	
COMPLESSTIO			DIMEN.	
GRUPPO PARACADUTE BP.3 (GUIDA 10)			PESO Kg.	
MACCHINA			T. T.	
			DIS.	UER.
			DATA	84/10
			COD. N°	8024300320 (DX)
			DIS. N°	8024300321 (SX)
				BP. 35



IL PRESENTE DISEGNO E' DI PROPRIETA' DELLA PFB SRL. NE E' VIETATA LA DIVULGAZIONE A TERTINI DI LEGGE. SENZA AUTORIZZAZIONE

N° FILE: b959