



# EU TYPE-EXAMINATION CERTIFICATE

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

<b>Certificate No.:</b>	EU-BD 1034
<b>Certification Body of the Notified Body:</b>	TÜV SÜD Industrie Service GmbH Westendstr. 199 80686 Munich - Germany Identification No. 0036
<b>Certificate Holder:</b>	INTORQ GmbH & Co. KG Wülmsers Weg 5 31855 Aerzen - Germany
<b>Manufacturer of the Test Sample:</b> <small>(Manufacturer of Serial Production – see Enclosure)</small>	INTORQ GmbH & Co. KG Wülmsers Weg 5 31855 Aerzen - Germany
<b>Product:</b>	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
<b>Type:</b>	BFK464-20R
<b>Directive:</b>	2014/33/EU
<b>Reference Standards:</b>	EN 81-20:2014 EN 81-50:2014
<b>Test Report:</b>	EU-BD 1034 of 2017-08-25
<b>Outcome:</b>	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.
<b>Date of Issue:</b>	2017-09-11

Achim Janocha  
Certification Body "lifts and cranes"



**Annex to the EC Type-Examination Certificate  
No. EU-BD 1034 of 2017-09-11**



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**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 torques and tripping rotary speeds**

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

Nominal brake torque [Nm]	Maximum tripping rotary speed of the traction sheave [rpm]
560 - 900	900

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 above 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)  
 $\pi$  = 3,14  
 $n$  = Rotary speed (rpm)  
 $i$  = Ratio of the car suspension

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

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

Minimum brake torque* [Nm]	Maximum brake torque* [Nm]	Maximum tripping rotary speed [rpm]	Maximum response times** [ms]		
			without / with overexcitation		
			$t_{10}$	$t_{50}$	$t_{90}$
2 x 280 = 560		900	79 / 87	123 / 131	167 / 175
	2 x 450 = 900		42 / 49	70 / 77	99 / 105

**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	serial / parallel
Nominal air gap	0.45 mm
Damping elements	YES
Overexcitation	2-fold non-release voltage

# Annex to the EC Type-Examination Certificate No. EU-BD 1034 of 2017-09-11



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## 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. 5021915 or 5023866 including stamp dated 2017-08-25 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 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.
- 3.2 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.
- 3.3 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.
- 3.4 This EU type-examination certificate was issued according to the following standards:
  - 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
- 3.5 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 1034 of 2017-09-11**



Industrie Service

**Authorised Manufacturer of Serial Production – Production Sites (valid from: 2017-07-27):**

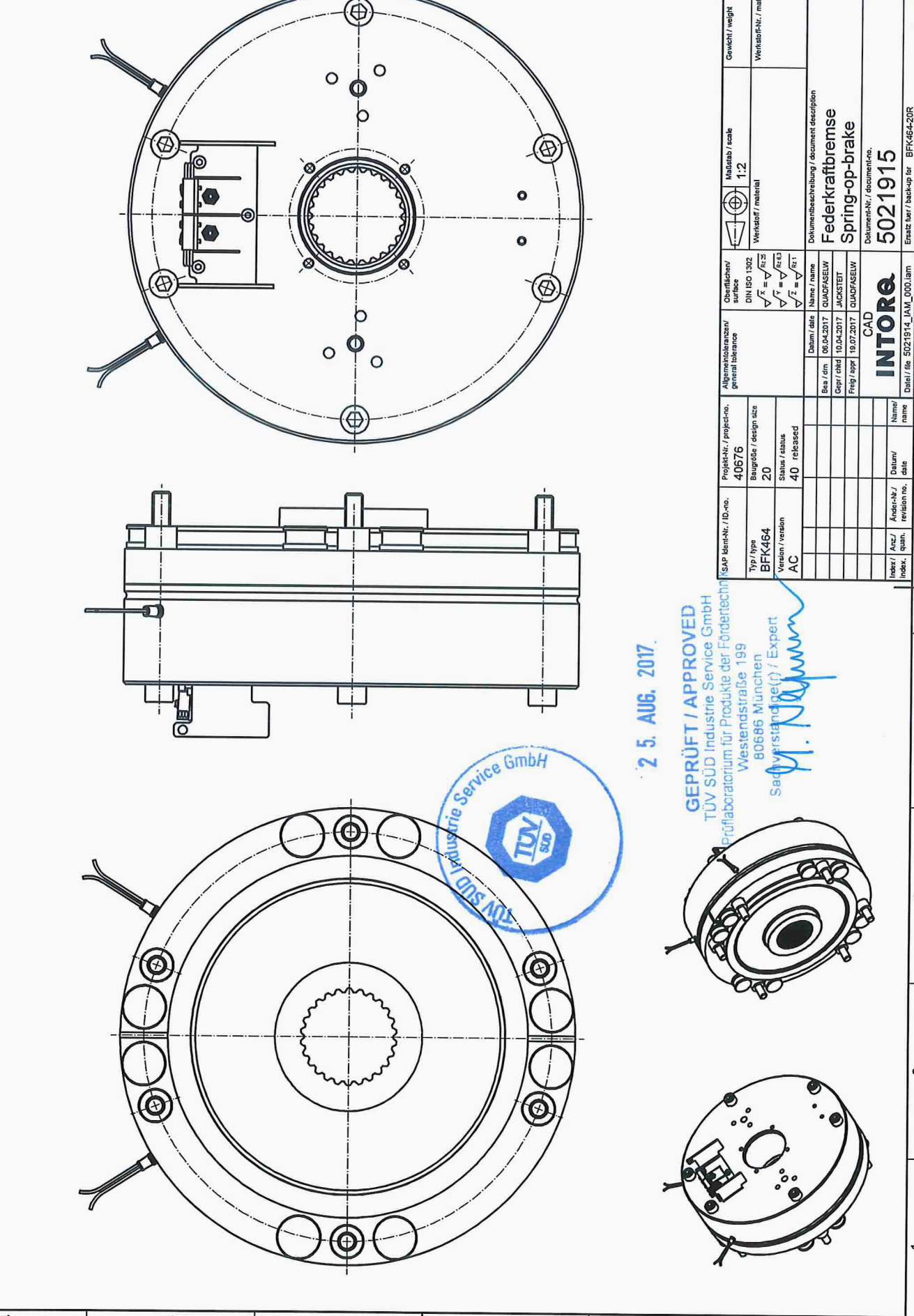
**Company** INTORQ GmbH & Co. KG  
**Address** Wülmser Weg 5  
31855 Aerzen – Germany

**Company** INTORQ (Shanghai) Co., Ltd.  
**Address** No. 600, Xin Yuan Nan Road  
Building no.6 / Zone B  
Nan Hui District, Lingang  
201306 Shanghai - P.R. China

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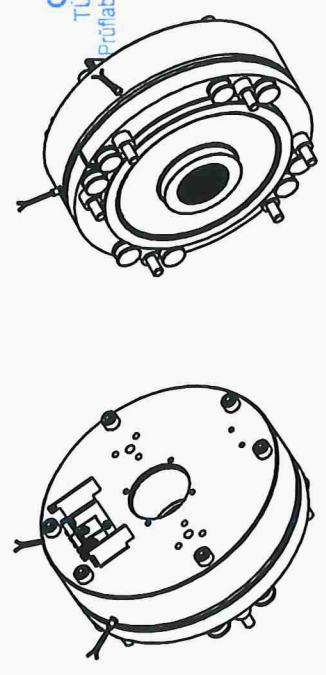
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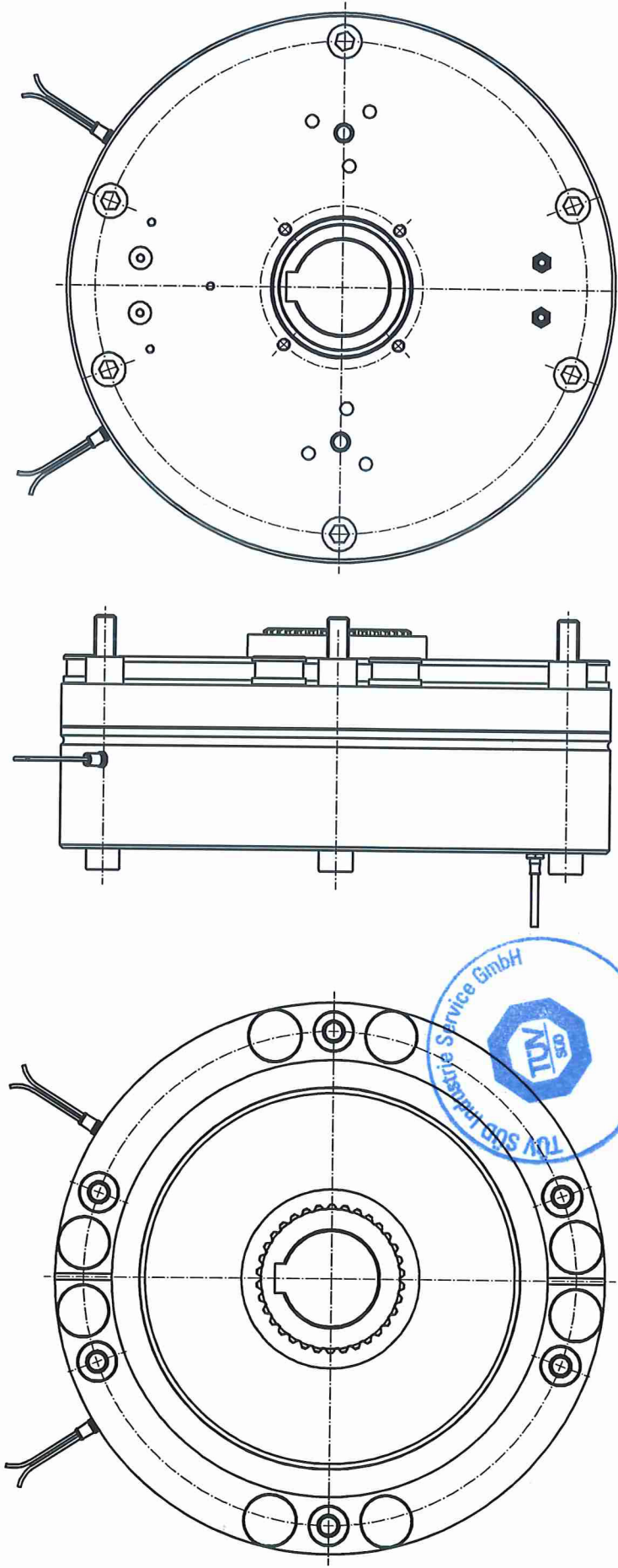
GEPRÜFT / APPROVED  
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 Sachverständige(r) / Expert

*M. Nijman*



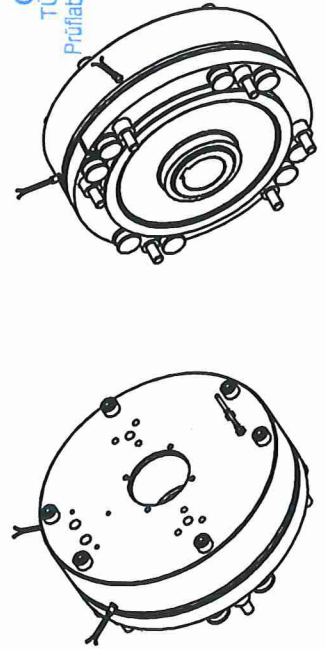
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BFK464		20		DIN ISO 1302		1:2			
Version / version		Status / status		$\sqrt{r} = \sqrt{Rz}$ $\sqrt{r} = \sqrt{Rz}$ $\sqrt{r} = \sqrt{Rz}$					
AC		40 released		Datei / date		Name / name		Dokumentbeschreibung / document description	
				Bear / dm		QUADFASELW		Federkraftbremse	
				Gepr / cskd		JACKSTETT		Spring-op-brake	
				Freig / rppr		19.07.2017		QUADFASELW	
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				Index / Anz /		INTORQ		5021915	
Indev. /		Andev. /		Name /		Datei / file		Ersatz / er /	
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25. AUG. 2017

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SAP Blatt-Nr. / ID-no.		Projekt-Nr. / project-no.		Oberflächen/ surface		Maßstab / scale		Gewicht / weight	
Typ / type BFK464		Baugröße / design size 20		DIN ISO 1302		1:2		Verkauf-Nr. / material-no.	
Version / version AA		Status / status 40 released		$\sqrt{R} = \sqrt{R/25}$ $\sqrt{r} = \sqrt{r/2.5}$ $\sqrt{E} = \sqrt{E/1}$		Verkauf-Nr. / material			
Datum / date		Name / name		Allgemeintoleranzen / general tolerance		Dokumentbeschreibung / document description			
25.08.2017		QUADFASSELW				Federkraftbremse			
25.08.2017		HANF				Spring-op-brake			
25.08.2017		HANF				Dokument-Nr. / document-no.		5023866	
CAD		INTORQ				Blatt / sheet		3	
Datei / file: 5023865_IAM_000.dwg		Ersatz-Nr. / backup for: BFK464-20R				von / of		3	

