Certificate No.
SCMB.0412

Date of Issue
28/09/2023

Valid From
28/09/2023

The Certificate is valid until
27/09/2033

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:	27/09/2022 No. 2022AF0998 15/09/2022 No. 2022AF0944
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, as part of the protection device against unintended car movement and as part of the ascending car overspeed protection.
Model:	DB5 (Technical Description Attached) Annex A: Technical Specifications Annex B: Design Drawings
Drawing Number:	Z12220002
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 **pD9mA9lM**

On behalf of EUROCERT S.A.,
GEORGE N. SIFONIOS
Director of International Markets

INSPECTOR
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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ANNEX A

CERTIFICATE No.: SCMB.0412

TECHNICAL SPECIFICATIONS

Product Model	:	DB5
Application of Product:	:	Acting on the traction sheave, 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): 3.5×10.8×40.3, quantity: 2×12
Diameter of Brake Wheel	:	Φ494 (mm)
Nominal Brake Torque	:	2067.5 (Nm)
Max. Working Airgap	:	0.25 (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.)	:	1580 – 4637.5(kg)
Permissible Rated Load with Suspension Ratio of 2:1	:	450- 1275 (kg)
Range of Balance Coefficient	:	0.4 – 0.5
Rated Speed	:	0.5 – 2.5(m/s)
Tripping Speed	:	0.58 – 3.23(m/s)

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

Permissible System Total Mass (empty car mass + counterweight e.t.c.)	:	1580 – 4637.5 (kg)
Permissible Rated Load with Suspension Ratio of 2:1	:	450- 1275 (kg)
Range of Balance Coefficient	:	0.4 – 0.5
Max. Response Time	:	250 (ms)
Max. Allowable Moving Distance Corresponding to The Test Speed	:	0.251(m)

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.

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ANNEX B

CERTIFICATE No.: SCMB.0412

DESIGN DRAWINGS