Report EU-type examination

Report belonging to EU-type examination certificate number	:	NL22-400-1002-295-02
Date of issue of original certificate	:	07-09-2022
Certificate applies to	:	Safety component
Revision number / date	:	Original
Requirements	:	Lifts Directive 2014/33/EU Standards: EN 81-20:2020, EN 81-50:2020
Project number	:	P210167

1. General specifications

Description of the product	:	Brake as Ascending Car Overspeed Protection (ACOP), and as Unintended Car Movement Protection (UCMP) means
Trademark	:	Shenyang Bluelight Drive Technology Co. Ltd.
Type no.	:	BLS
Name and address of the manufacturer	:	Shenyang Bluelight Drive Technology Co. Ltd. No.37 Shiji Road, Hunnan New District, Shenyang City, 110179, P.R. China.
Laboratory	:	None
Address of examined component	:	SISE laboratory No.1032, Honggang Road, Luohu District, Shenzhen, 518029, P.R. China
Date of examination	:	August 2022
Examination performed by	:	A.Santoe, A. van den Burg, M. Issa

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BRAKE DATA

Manufacturer	Shenyang Bluelight Drive Technology
Type	BLS
Number of friction surfaces	2
Number of brake springs	2 x 22

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The test stand is provided with additional flywheels that can be coupled to the setup but the inertia of the test stand on its own was found to be more than the maximum inertia for the application range defined for the ACOP for these traction machines.
The electromotor is run with high torque at the highest speed anticipated before deceleration occurs (tripping rpm's of the brake). These maximum tripping rpm's are calculated based on the maximum tripping speed of the applied overspeed governor, which overspeed tripping contact activates the brake as ACOP. After constant speed is reached, the brake holding voltage is cut and the brake set is applied until the machine has come to a full stop, while the electromotor continues giving the unbalance torque calculated from the maximum allowed unbalance for the applicable machine. This test is done 10 times with the complete brake.
The results of the torque measurement has been recorded and studied. From these

5. Conditions

Additional to or in deviation of the applicable demands in the considered requirements / standards (see certificate and/or page 1 of this report), the following conditions shall be taken into account:

- The application of this certificate is limited to the brake mentioned in chapter 2 used as brake set for lift applications. Each brake set consists of two independent electro-mechanical block brakes and fulfil the requirements for lift brakes according to clause 5.9.2.2.2 of EN 81-20:2.88 67895.78 564.50 0 E 0 0 1 536.74 577.75 Tm[( )] TJ1 0 0-

- The brake must be interrupted at the DC side of the brake connection to ensure the specified delay times t_{10} and t_{90}.
- The components are according to the descriptions of chapter 2 in this report.

6. Conclusions

Based upon the results of the EU-type examination Liftinstituut B.V. issues an EU-type examination certificate.

The EU-type examination certificate is only valid for products which are in conformity with the same specifications as the type certified product. The certificate is issued based on the requirements that are valid at the date of issue. In case of changes of the product specifications, changes in the requirements or changes in the state of the art the certificate holder shall request Liftinstituut B.V. to reconsider the validity of the certificate.

7. CE marking and EU Declaration of conformity

Every safety component that is placed on the market in complete conformity with the examined type must be provided with a CE marking according to article 18 of the Lift directive 2014/33/EU under consideration that conformity with eventually other applicable Directives is proven. Also, every safety component must be accompanied by an EU declaration of conformity according to annex II of the Directive in which the name, address and Notified Body identification number of Liftinstituut B.V. must be included as well as the number of the EU-type examination certificate.

An EU type-certified safety component shall be random checked e.g. according to annex IX of the Lift directive 2014/33/EU before these safety components may be CE-marked and may be placed on the market. For further information see regulation 2.0.1 öRegulations for product certificationô on www.liftinstituut.com.

Prepared by: Certification decision by:

André van den Burg
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