

EC TYPE-EXAMINATION CERTIFICATE

Acting under the Warenwetbesluit liften, issued by Liftinstituut B.V.
identification number Notified Body 0400,
commissioned by Besluit no. 2014-0000003574. January 10th, 2014

Certificate nr. : NL12-400-1002-074-07 Revision no: 5

Description of the product : Traction MRL

Trademark, type : Kleemann, ATLAS 2:1 N

Name and address of the manufacturer : Kleemann Group
Kilkis Industrial Area
P.O Box 25
P.C. 61 100 Kilkis, Greece

Name and address of the certificate holder : Kleemann Group
Kilkis Industrial Area
P.O Box 25
P.C. 61 100 Kilkis, Greece

Certificate issued on the following requirements : Lifts Directive 95/16/EC

Certificate based on the following standard : Parts of: EN 81-1:1998 + A3:2009

Test laboratory : None

Date and number of the laboratory report : None

Date of EC type-examination : March – July 2012, October 2012, March – December 2013,
January – February 2014, June – July 2014

Annexes with this certificate : Report belonging to the EC type-examination certificate
nr.:NL12-400-1002-074-07REV.5

Additional remarks : Rated load 375 - 1000 kg
Maximum speed 1,60 m/s
Maximum travel 50 m
Drive Gearless, VVVF
Furthermore see chapter 5 of the report belonging to this EC type examination certificate.

Conclusion : The (model) lift meets the requirements of the Lifts Directive 95/16/EC taking into account any additional remarks mentioned above.

Issued in Amsterdam
Date of issue : 10-07-2014
Valid until : 26-07-2017

ing. A.J. van Ommen
Manager Business Unit
Certification

Certification decision by





Report EC type-examination

Report belonging to EC type-examination certificate no. : NL12-400-1002-074-07
Date of issue of original certificate : July 17, 2012
Concerns : Lift
No. and date of revision : 5; July 10, 2014
Requirements : Lifts Directive 95/16/EC.
Standard: EN81-1:1998+A3:2009
Project no. : P120037-03, P120037-07, P130258-01 ,
P130284-01, P130284-03, P140248-01

1. General specifications

Name and address manufacturer : Kleemann Group
Kilkis Industrial Area
P.O Box 25
P.C. 61 100 Kilkis, Greece
Description of lift : Gearless traction lift without machine room
Type : Atlas 2:1 N
Address of examined lift : Kleemann Group
Kilkis Industrial Area
P.O Box 25
P.C. 61 100 Kilkis, Greece
Data of examination : March-July 2012, October 2012. March-
December 2013, January-February 2014,
June – July 2014
Examination performed by : W.Visser

2. Description lift

General:

The Kleemann Atlas 2:1N is a traction lift with a 2:1 suspension system that is built without a separate machine room (MRL). The car is centrally suspended and guided. The gearless traction machine which is applied is depending on the load. The traction machine and the governor are supported by a frame that is mounted in the top of the well and secured with specially designed wall plates.

The power switches, the fuses and the controller including functions for inspection and rescue operation are mounted in a cabinet.

This cabinet is mounted in or in the vicinity of one of the landing doorframes, at one of the two upper floors or in rare cases on other floors.

If the travel of the car is more than 30 m, an intercom is provided for two-direction communication between the car and the control panel.

When for maintenance or inspection entrance to the car roof is necessary, a fixed balustrade of 700 mm height at least on machine side provides a safe working area. The car can be built with a single entrance or a double entrance oriented opposite to each other. The allowed doors are two or three panel telescopic doors and two, four or six panels central opening doors or semi automatic hinged landing doors with foldable car doors. The minimum pit depth is 1100 mm and the lift has a regular headroom of minimum 3400 mm.

The main characteristics of the Atlas 2:1 N lift are given in table 1, table 2 and general drawings in Annex 1.

The motor and mechanical brake are activated accordingly the harmonized standard (e.g. by minimal two independent contactors). The supply for these contactors is only possible if the safety chain is closed. The main contactors used for the motor and brake belong to the category AC-3 as defined in EN 60947-4-1. Contact ratings shall be dimensioned accordingly their purpose (accordingly the components technical data).

The SIL 2 certified Yaskawa L1000A frequency converter itself can be used as one of the main contactors, to activate the motor circuit (in compliance with article 12.7.3 of EN 81-1:1998 + A3:2009). The L1000A safety integrated Safe-Disable-Status-Function (SDSF) is the means to stop the car. Inputs H1 / H2 of L1000A are used to enable/disable the drive by means of contactor FR, which is energized behind the safety line. The SDSF contact is checked by the lift controller at the contactor check input, prior to every run.

Unintended Car Movement Protection (UCMP):

The controller monitors the safety circuit just before the lift starts and during the trip in the period where the door bypass device, if applied, is active.

When the car leaves the landing zone with open doors it leads to an open safety circuit because of the door-bridging circuit becoming inactive. After this UCM detection the machine brake is no longer energized and will close due to spring force.

The lift enters a status that requires the intervention of a lift technician to recover to normal mode, switching off and on of the main switch will not recover the lift. The UCM detection status is stored in a non volatile memory and is cleared only when a dedicated unblocking action is performed. For this action, the lift maintenance person has to select the related menu in the lift controller in order to reset the lift.

In absence of a door safety bypassing device and a re-levelling function with open doors, UCMP relies on the exclusion of an unintended car movement by measures mentioned above. The braking force must be guaranteed. A relevant Risk Analysis is provided and found in order.

This means that also in this case both brake elements must be monitored by switches which are checked by the inverter or controller prior to start. These switches are pre-set and therefore guard excessive wear of the brake elements.

**Ascending Safety Device (ASD):**

The ascending overspeed protection can be performed by either the bi-directional safety gear on the car which is triggered by the overspeed governor or by the machine brake which is tripped by the overspeed contact on the governor.

Table 1: Main characteristics of ATLAS 2:1 N lift.

Rated load	kg	375	450	≤630	≤1000
Rated speed	m/s	≤1.6			
Car area	m ²	0,9	1,3	1,66	2,4
Min/max car weight	kg	550/800	550/900	590/1100	800/1100
Door type		telescopic single side or central opening doors hinged semi-automatic doors			
Clear entrance width	mm	600-900	600-1000	600-1200	600-1200
Number of car entrances		1 entrance or 2 entrances at 180°			
Maximum no. of stops		18			
Maximum no. of accesses		32			
Maximum travel	m	50			
Minimum headroom	mm	See table 2			
Minimum pit height	mm	See table 2 (with a normal apron)			
Machine type 1		SM200.15C	SM200.15C	SM200.15C	SM200.20C
Brake		RTW/8012-250	RTW/8012-250	RTW/8012-250	RTW/8012-350
Machine type 2		XAP2M	XAP2M	XAP2M	XAP2L
Brake		VAR07	VAR07	VAR07	VAR09
		SZ300/	SZ300/	SZ300/	SZ600/500
Machine type 3		-	-	SM200.20C	SM200.30C
Brake				RTW/8012-350	RSR/8010-400
Machine type 4		-	-	Sassi G300-T0	Sassi G300-T1
Brake				DF01	DF01
Machine type 5		RNS			RN1
Brake		PZ300B, PZ300C			SPZ300
Controller type		Kleemann Lisa 10 or 20 / Kleemann Serial / KLLC 100			
Drive type		Ziehl Abegg Zetadyn 3C/ Yaskawa L1000A / Gefran ADL			
Integrated Controller / Drive type		Kleemann UControl / STEP CH 1000			
Diameter governor rope	mm	6,5 / 8			
- Min. braking load	kN	31,5 / 28			
Rope manufacturer, type		Pfeifer Drako, 250 T / Gustav Wolf, PAWO 819W			
-diameter	mm	6,5			
-min braking load	kN	31,5			
Number of ropes		6	6	6-7	8
Traction sheave diameter	mm	240			210 / 240
-α, groove, γ		180, V-groove, 40-45			
Car guide rails	mm	75/62/10			89/62/16
Max bracket distance	mm	2000			2000
Cwt guide rails	mm	50/50/5			
Max bracket distance	mm	2000			

Cwt guide rails in case CWT safety gear	mm	75/62/10
Max bracket distance	mm	2000

Table 2: Allowed car dimensions.

Single entrance car						
Rated load	Total car height (ext)	Door height	V ≤ 1,0 m/s		1,0 m/s ≥ V ≤ 1,6 m/s	
			Min Pit	Min head	Min pit	Min head
kg	mm	mm	mm	mm	mm	mm
≤630 kg	2300	2000	1100	3400	1200	3600
>630 kg	2340	2000	1100	3400	1200	3600
≤630 kg	2400	2100	1100	3500	1200	3700
>630 kg	2440	2100	1100	3500	1200	3700

Note 1: For larger car heights the minimum headroom is evenly increased.

Note 2: For double entrance car with a door height exceeding the car height, min headroom is increased 100 mm.

2.2 Summary of applicable safety components

The following table lists the allowed safety components with their certificate number which may be used in the Atlas 2:1 N lift within their application range.

Component	Manufacturer; type	Certificate no.
Landing door locking device	Gea Zita; EØ 1 A/B	LF/A-C-1047/04
	Gea Zita; EØ 2 A/B	LF/A-C-1044/03
	Electrometal; I (TI)	LF/A-C-1179/11
	Klefer; PRT2-40/10, PRD2-40/10	ATV 700
	Klefer; PRT2-50/11, PRD2-50/11	ATV 703
	Klefer-Tecnolama; PRC2-40/10	ATV 699 – ATV 530/1
	Klefer-Tecnolama; PRC2-50/11	ATV 702 – ATV 484/3
	Klefer-Tecnolama; PRC4-40/10	ATV 701 – ATV 533/1
	Klefer-Tecnolama; PRC4-50/11	ATV 704 – ATV 487/4
	Klefer-Tecnolama; PRC6-50/11	ATV 705 – ATV 488/3
	Tecnolama; Premium	01/11-009/PR/R
	Tecnolama; 265/11/50	02/09-009/PR/R
	Tecnolama; 210/10/40	01/09-009/PR/R
	Tecnolama; PRC6-40/10	ATV 534/1
	Tecnolama; PRI1-50/11, PRD1-50/11	ATV 483/3
	Tecnolama; PRI2-40/10, PRD2-40/10	ATV 531/1
	Tecnolama; PRI2-50/11, PRD2-50/11	ATV 485/3
Tecnolama; PRI3-40/10, PRD3-40/10	ATV 532/1	
Tecnolama; PRI3-50/11, PRD3-50/11	ATV 486/3	
Car safety gear	Dynatech; PR 2000 UD	ATI/LD-VAM150A-1/11
	Dynatech; PR 2500 UD	ATI/LD-VAM065A-3/11
	Dynatech; ASG-100	ATI/LD-VAM154A-2/11
	Dynatech; ASG-120	ATI/LD-VAM154A-2/11
	Kleemann; KL PSG-1000 (V≤1,0 m/s)	NL13-400-1002-074-12

Counterweight safety gear (optional)	Dynatech; PR 2500	ATI/LD-VA/M062A-1/11
	Kleemann; 1410315-D	C/TH/LF06-03/0004
	Centoducati; 92.01	I0085
	Dynatech; ASG-100	ATI/LD-VA/M154A-2/11
	Dynatech; ASG-120	ATI/LD-VA/M154A-2/11
	Kleemann; KL PSG-1000 (V≤1,0 m/s)	NL13-400-1002-074-12
Ascending safety device (Safety Gear)	Dynatech; PR 2000 UD	ATI/LD-VA/M150A-1/11
	Dynatech; PR 2500 UD	ATI/LD-VA/M065A-3/11
	Dynatech; ASG-100-UD	ATI/LD-VA/M154A-2/11
	Dynatech; ASG-120-UD	ATI/LD-VA/M154A-2/11
Ascending safety device (Brake)	Mayr RTW/8012 size 250, 350	ABV 845
	Mayr RSR/8010 size 400	ABV 766/2
	Warner ERS VAR 07 SZ 300	ABV 819
	Suzhou Torin Drive ; PZ 300 B	ABV 847/1
	Suzhou Torin Drive ; PZ 300 C	ABV 877/1
	Suzhou Torin Drive ; SPZ 300	ABV 893/1
PU Buffers	Elastogran; 1251	08/208/AP005/1251
	Elastogran; 1651	08/208/AP005/1651
	Elastogran; 1002	08/208/AP005/1002
	Elastogran; 1303	08/208/AP005/1303
	Elastogran; 080080	44 208 06 338893 100
	Elastogran; 125080	44 208 06 343067 100
	Elastogran; 165080	44 208 06 343068 100
	Acla; 300411	08/208/AP002/300411
	Acla; 300401	08/208/AP001/300401
Hydraulic Buffers	Thyssen; 01A	APV 001/002/003
	Thyssen; 01B	
	Thyssen; 01C	
	Hebei Dongfang Fuda Machinery; YH52/175	BSI-LB-516943
	Oleo ; LSB16.B	BSI-LB-570095
Overspeed governor (car and cwt)	Montanari; RG300,RH300,RG300BD,RH300BD	AGB 100/4
	Thyssen; 6023	AGB 055/2
	PFB; LK300	AGB 184/4
	Kleemann; KLG1.0	NL10-400-1002-071-07
	Kleemann; KLG1.6	NL10-400-1002-071-08
	Dynatech; Quasar	ATI / LD-VA / M207 / 12
	Ningbo; OX-187	CN.CE.0383.01-07/09

2.3 Applied other certified components

Component	Manufacturer; type	Certificate no.
Suspension ropes	Pfeifer Drako; 250 T	KP 067/2
	Gustav Wolf; PAWO 819W + IWRC	KP 271

Controller - Main PCB	Kleemann; Lisa 10	0920892613/5 / 0671
	Kleemann; Lisa 20_RB_V2.3	NL11-400-1002-135-02
	Kleemann; Serial	LF/A-C-1188/11
	MLC; LC 100-S (PCB Safety circuit)	01/208/6003/12
	MLC; LC 100-Z (PCB Car connections)	01/208/6003/12
Door bridging PCB	Schneider; Lisa 10-10	0920892613/5 / 0671
	Schneider; Lisa 10-A3	NL11-400-1002-135-03
	Schneider; Lisa 20_RB_V2.3	NL11-400-1002-135-02
	Kleemann; GL-2LEV	LF/A-C-1188/11
	Kleemann; SB-ZONE	LF/A-C-13007/12
	STEM; NCUM 10	DES 009/1, DCI020
Inverter	Yaskawa; L1000A (SIL2)	Z10/10/03/22733/027
UCMP system	Kleemann, UCMP for traction lifts with gearless drive models ATLAS 1:1, ATLAS 2:1N, ATLAS RPH 2:1N, ATLAS 2:1-L, ATLAS GIGAS 2:1N, ATLAS SUPER GIGAS 4:1, Gearless MR.	NL12-400-1002-074-05
UCMP means	Mayr RTW/8012 size 250, 350	ESV 845
	Mayr RSR/8010 size 400	ESV 766/1
	Warner ERS VAR 07 SZ 300	ESV 819
	Warner ERS VAR 09 sz 600/500	NL11-400-1002-153-01
	A.Sassi G300-T0&T1 / DF01	DCI 003
	Suzhou Torin Drive ; PZ 300 B	ESV 847
	Suzhou Torin Drive ; PZ 300 C	ESV 877
	Suzhou Torin Drive ; SPZ 300	ESV 893

2.4 Applied other components

Component	Manufacturer	Type
Inverter	Zetadyn	3C
	Gefran	ADL200
Integrated Drive / Controller	STEP	CH 1000
	Kleemann	UControl

3. Examinations and tests

The examination covered a check whether compliance with the Lift Directive 95/16/EC is met, if possible based on the harmonized product standard EN 81-1 :1998 + A3:2009. Issues not covered by or not complying these Standards are directly related to the above mentioned essential requirements based on the risk assessment. The examination included:

- Examination of the technical file (See annex 2):
- Check of performed calculations according to EN 81-1.



- Examination of the representative model in order to establish conformity with the technical file.
- Inspections and tests to check compliance with the requirements.

4. Results

After the final examination the product and the technical file were found in accordance with the requirements. The functional tests passed without remarks. The load tests passed without remarks and did not lead to permanent deformations or loss of stability.

4.1. Calculations

Calculations of the car guide rails and counterweight guide rails are made on the basis of EN 81-1 requirements. Additional calculations were made for the counterweight frame, machine support frame, drive shaft and the buffer support structure. The calculations were checked and found in order.

There has been given special attention to the fact that it should be possible to conduct final inspections without the need of checking calculations.

This means that, where possible, system limits are given such as maximum car mass and maximum bracketing distance for the guide rails.

4.1.1. Guide rail calculations

The calculations are made according to EN 81-1 Annex G.

The calculations take into account the additional loads introduced by the machine.

The information stated in the model description enables final inspections without the need of a calculation check. The maximum bracket span for each allowed type of guide rail is stated in the model description.

4.1.2. Traction

The calculations are made according to EN 81-1 Annex M and found in order.

The minimum and maximum required mass of the car is indicated in the model description.

The information stated in the model description enables final inspections without the need of a traction calculation check.

4.1.3. Suspension rope safety factor

All relevant factors have been considered and lead to the maximum allowed car mass and car dimensions as stated in the model description.

The information stated in the model description enables final inspections without the need of a calculation check.

4.2 Measurements

4.2.1. Current measurements

Current measurements were done to check proper balancing. The final result was ok.



4.2.2. Speed measurements

The following speed measurements, using testloads, have been performed:

- nominal speed
- inspection drive speed

All measurements were within the set values according to paragraph 12.6 (nominal speed), paragraph 14.2.1.3. (inspection drive speed)) of EN 81-1.

4.2.3. Insulation resistance measurements

On the following circuits, insulation resistance measurements have been performed:

- Motor circuit
- Safety circuit
- Car lighting circuit

The measured values of the single lines, and of parts of lines, as well as their summation, were significantly higher than the required values in the standard EN 81-1, par 13.1.3.

5. Conditions

On the EC type-examination certificate the following conditions apply:

General:

- Nominal load : 375 - 1000 kg
- Max. nominal speed : 1,6 m/s
- Max travel : 50 m
- Max number of stops : 18
- Motor and brakes must be energized according to the requirements of EN 81-1:1998+A3:2009 clause 12.4 & 12.7 while the used contactors must fulfill the requirements of EN 81-1:1998+A3:2009 clause 13.2.
- This EC type certification does not include approval for fire-fighting purposes according to EN 81-72.

Control cabinet:

- The controller must be located in a separate and lockable cabinet. It must be able to close and lock this door without the use of a key. Opening can only be done with the use of a key.
- The control cabinet must be located next to one of the two upper landing doors or in the nearby vicinity. In rare cases the control cabinet can be located at intermediate floors, always in the nearby vicinity of the landing door. In that case the following conditions must be met:
 - Put a label at the bottom and top landing door, indicating the location of the control panel.
 - The control cabinet must be accessible at all times



- Put a label inside the control cabinet door: " *do not leave unattended, close door when leaving* ".
- Install an additional 3-phase main switch near the motor
- The control panel shall be protected against splashing water and shall have a protection degree IPX3, the electrical equipment inside the control panel shall have a protection degree IP2X.
- The cabinet shall be located in an area which is suitably protected against all weather conditions, such as rain, including the working area (min. 500 x 700 mm) in front of the cabinet.
- Unrestricted access to the controller must be ensured. Therefore the controller can not be located in private premises without additional measures.
- The control panel shall not be located in areas where interference with public can be expected to lead to dangerous situations.
- If the controller is installed outside, the effect of high and low temperatures and the influences on the lift system must be examined separately.
- In front of the control panel a horizontal free space of 70 cm is required. In case the space in front of the control cabinet shall allow the passing of public this minimum horizontal free space needs to be 1.20 m. In specific situations for instance if wheelchairs have to pass by, this value might need to be enlarged to 1,55 m. The essence is that in any case a free horizontal space of 70 cm is guaranteed. In addition, depending on the frequency of passing public and the nature of activities on site, the use of a fence guarding the working area might be needed.
- The light intensity in front of the opened control panel shall be 200 lux.
- A LED display must be installed in the control cabinet as a level indicator including identification of car movement and car travelling direction.
- An emergency powered rescue drive must be supplied in the cabinet .

Machine:

- The light intensity in front of the machine and inverter shall be 200 Lux.
- The machine used is equipped with a non-adjustable brake. This brake is considered by its manufacturer as a maintenance free brake. The machine itself needs only visual inspections. The maintenance work foreseen to be performed from the car roof is not likely to cause any unexpected movement of the car. Changing of the machine or the brake is considered repair work and not maintenance work. For that reason the car is not equipped with any mechanical blocking device to keep it in position to perform maintenance. (EN 81-1:1998 + A3:2009 paragraph 6.4.3)
- Considering the location of the machine at the side in the top of the well, nib guards or other additional protections for the traction sheave are not required.

Rope system:

- The rope system of the ATLAS 2:1 N deviates from various EN 81-1 articles. The nominal diameter of the ropes is 6.5 mm instead of the required 8.0 mm and the traction sheave has a diameter of 210 or 240 mm. The rope

terminations consist of a wedge socket with one rope clamp that is mounted such that it prevents that the wedge can leave the socket. Because of the risks involved with the deviations of the standard, the suspension rope system has been type approved by a Notified Body. The drive system of the ATLAS 2:1 N meets all conditions set in the report of both certifications.

Pit :

- For entrance of the pit, in case the depth is over 500 mm, a vertically fixed ladder shall be present to reach the pit floor from the landing. When this is not possible, a not permanently fixed ladder can be used under several conditions:
 - It must be possible to place the not permanently fixed ladder in an operational position angle of approximately 70° to the horizontal.
 - Additional requirements for this ladder are that it can be stored either against the wall of the well or on a support attached to the guide rail within a reach of 0.70 m or it is stored on the pit floor under the condition that it is connected to a chain in order to lift it from the landing position.
 - The ladder shall be connected irremovably to the pit.
 - The ladder shall comply with EN 81-1, paragraphs 6.2.2.c and d.
- Clearances between bottom of the safety gear frame and top of the overspeed governor's tension weight can be reduced to 100 mm minimum.

Car :

- The car roof is accessible, provided with required handrails and inspection drive.
- In case a 1,10 m balustrade is needed, it can be a foldable version. It is equipped with 2 safety switches: one is checking the folded position that enables normal drive and the other is checking the complete upright, unfolded, position and enables inspection drive from the car top.

Re-levelling with open doors or pre-opening of doors:

When the option re-levelling with the doors open or pre-opening of doors is provided, the following items will have to be checked during final inspection:

- The maximum length of the zones is 100 mm. It must fulfil the requirements of EN 81-1 and the conditions of the UCMP certificate NL12-400-1002-074-05.
- The magnets which define the re-levelling or pre-opening zone, shall be bonded to prevent movement with open doors outside the allowed zone.
- STEP CH 1000 and Kleemann UControl integrated controller/drive shall not be used for installations with a releveling function.

Well:

- Local requirements may demand an emergency light on the car roof or top of the well.
- A two way communication device shall allow contact with the rescue service and shall be designed and constructed such, that it will function even without the normal power supply. This provision shall be there both on the car roof and on the bottom of the car so that it can be reached when trapped in the pit.

- A temperature between +5°C and + 40°C must be ensured in the lift well
- The vertical clearance between the VVVF located in the welltop (which might have some part in the car projection) and the top of the cardoormotor box must be sufficient. If this can not be achieved, the VVVF must be relocated.

Documents:

- A technical file, a user manual, a maintenance manual and an electrical diagram must be present at the lift.
- When the option re-levelling with the doors open is provided, the following items will have to be present at the installation to be checked during final inspection:
 - Detailed field test instructions regarding UCMP must be present in one of the following documents "Kleemann KL-UCMP Traction-Examination and Tests before putting into service"
 - "Gearless Machine Ziehl-Abegg / Lift Drive Zetadyn / Serial controller" or,
 - "Gearless Machine Ziehl-Abegg / Lift Drive Zetadyn / Lisa controller" or,
 - "Gearless Machine Ziehl-Abegg / Lift Drive Yaskawa / Serial controller" or,
 - "Gearless Machine Ziehl-Abegg / Lift Drive Yaskawa / Lisa controller" or,
 - "MLC LC100 User Manual & NCUM10 Test instructions"
 - An additional calculation shall be done to check whether the deceleration and stopping distance is within the limits as required by EN 81-1:1998+A3:2009. The calculation method to be used is "Kleemann Calculations for UCM-A3, stopping with Machine Brake". For each installation the calculations shall be checked and approved.

6 Conclusions

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

The EC type-examination certificate is only valid for products which are in conformity with the same specifications as the type certified product. The EC type-examination 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 EC type-examination certificate.

7 CE marking and EC Declaration of conformity

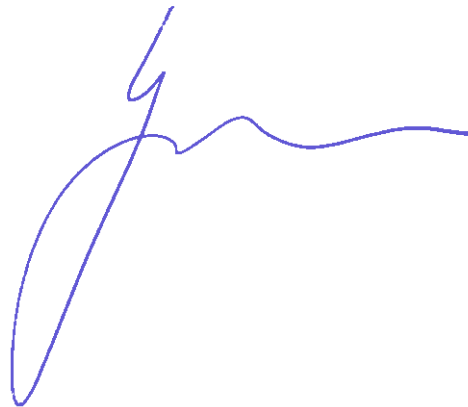
Every product that is placed on the market in complete conformity with the examined type must be provided with a CE marking according to annex III of the Directive under consideration that conformity with eventually other applicable Directives is proven. Also every product must be accompanied by an EC 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 EC type-examination certificate.

Prepared by:



W. Visser
Productspecialist Certification
Liftinstituut B.V.

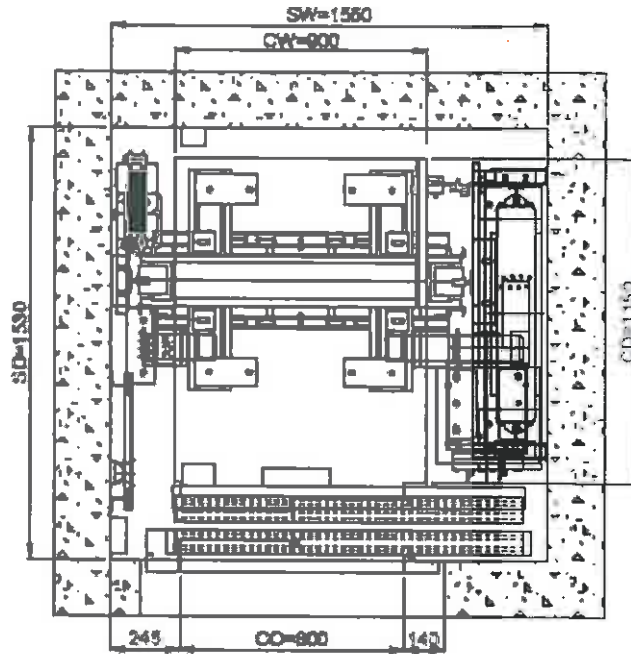
Certification decision by:



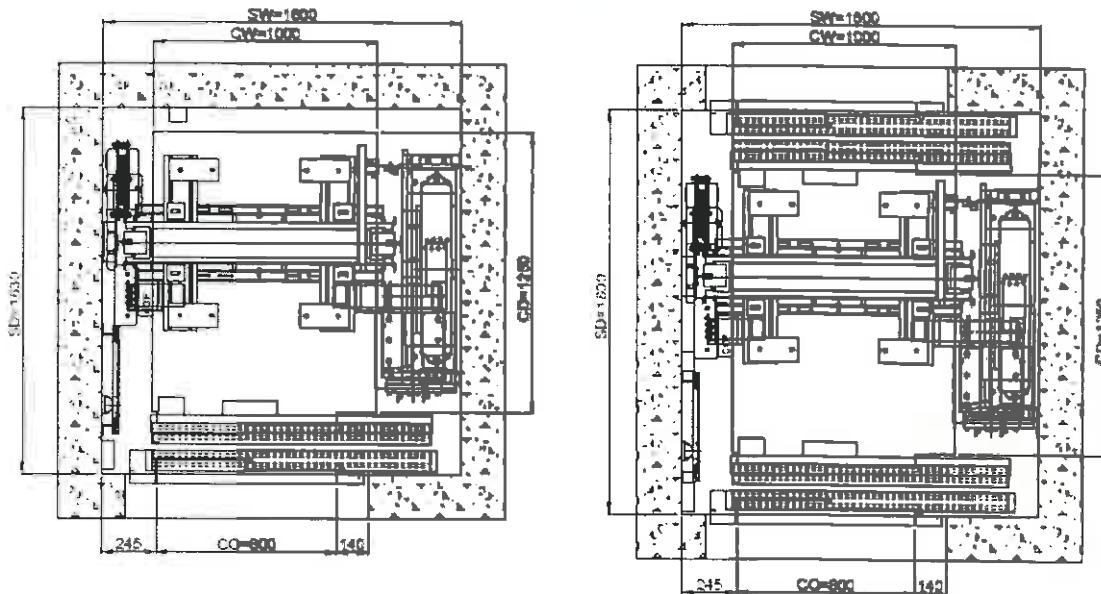
Annexes

Annex 1a : ATLAS 2:1 N (dimensions are not absolute)

ATLAS 2:1 N (375kg/ 5persons/ Available car area 900X1150)
Side-opening doors

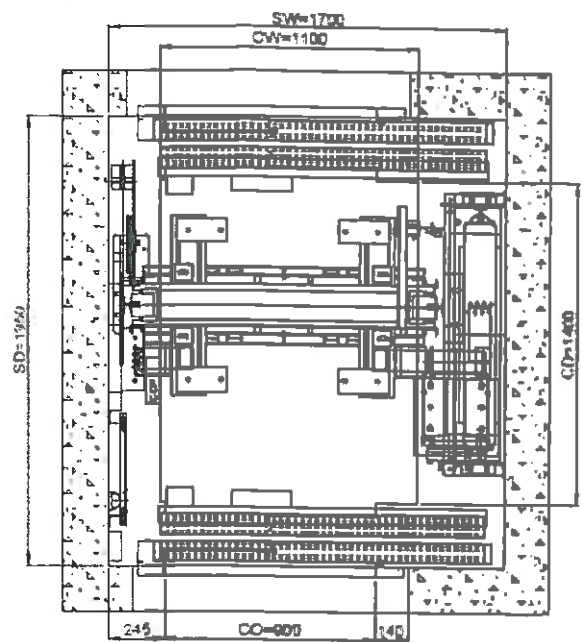
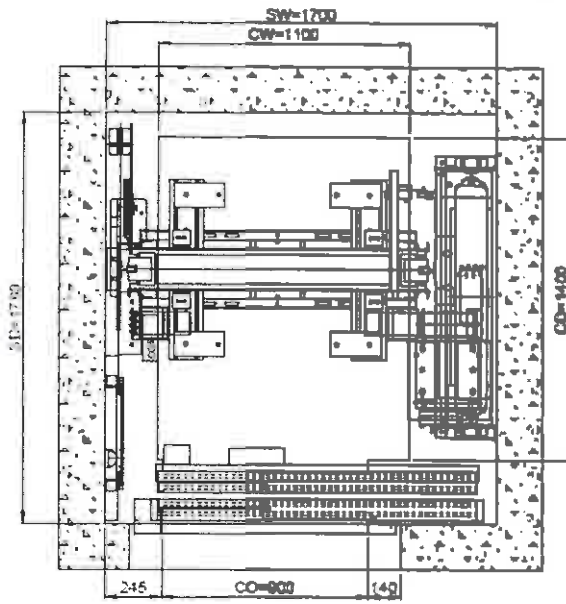


ATLAS 2:1 N (450kg/ 6persons/ Available car area 1000X1250)
Side-opening doors

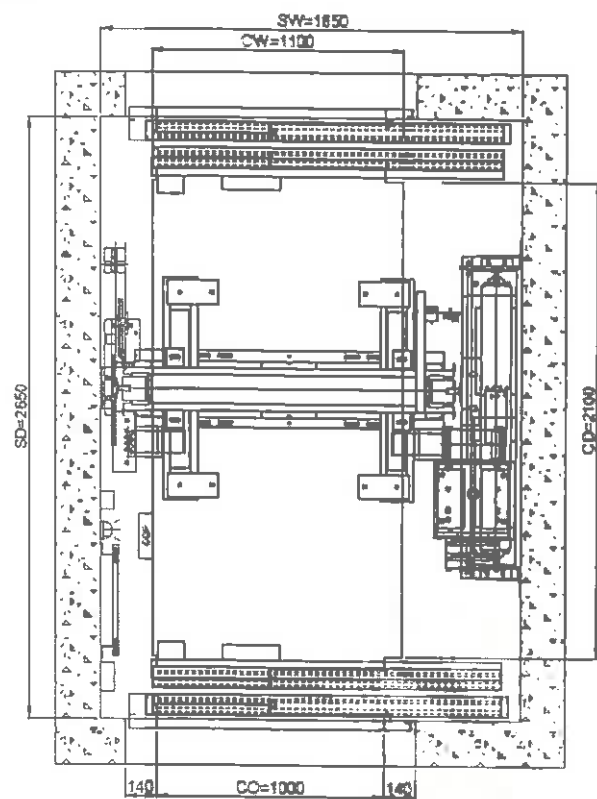
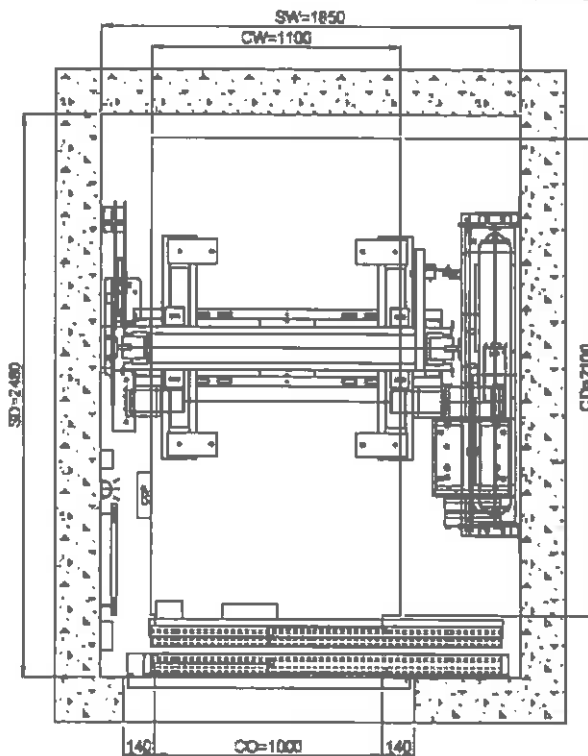




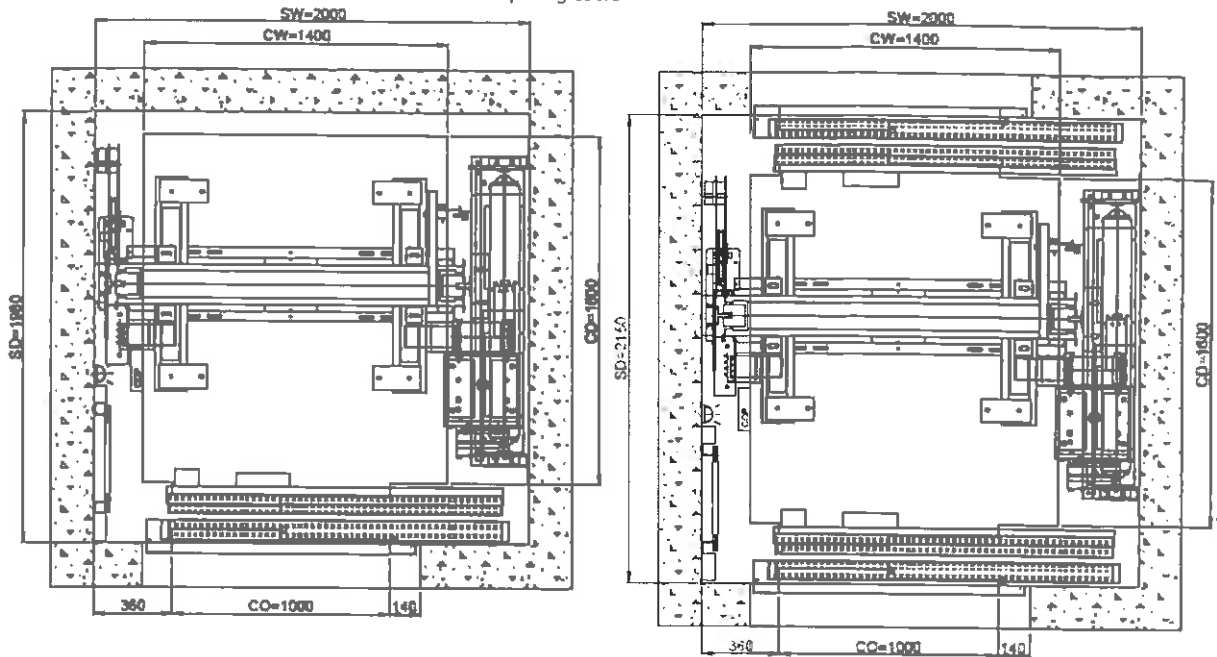
ATLAS 2:1 N (630kg/ 8persons/ Available car area 1100X1400)
Side-opening doors



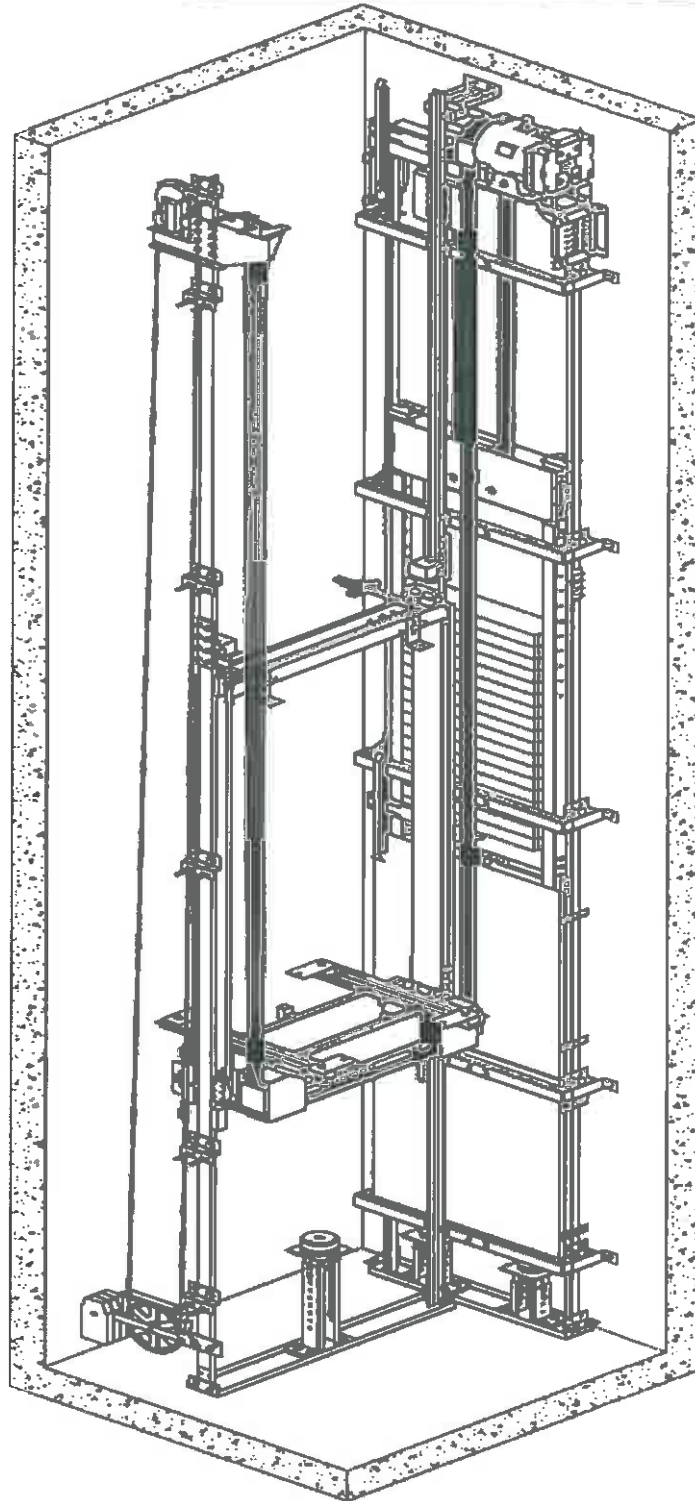
ATLAS 2:1 N (1000kg/ 13persons/ Available car area 1100X2100)
Side-opening doors



ATLAS 2:1 N (1000kg/ 13persons/ Available car area 1400X1600)
Side-opening doors



Annex 1b : Overview of complete installation



Annex 2 : Documents of the Technical File which were subject of the examination

title	document number	date
results of tests		14-06-2012
operation instructions	V4-2012	05-04-2012
installation instructions	V1.7-2011	05-04-2012
planning data	V2.5-2009	05-04-2012
RA > no Block device	V1	05-04-2012
RA > free space tension weight	V1	28-06-2012
Stopping distance calcs (UCM)	5.5.3-13	05-04-2012
Atlas 2:1 Buckling calcs	V1	10-04-2012
Atlas 2:1 Ropes & Traction calcs	Rev. 2	12-09-2013
Atlas 2:1 machine beam calcs	V1	16-07-2012
EI diagram Serial-Zetadyn 3C	V1	12-04-2012
EI diagram Serial-Yaskawa	V1	12-04-2012
EI diagram Lisa 10-Zetadyn 3C	V1	12-04-2012
EI diagram Lisa 10-Yaskawa	V1	12-04-2012
LC100 User Manual	V1	01-09-2013
EI diagram MLC L100-Gefran ADL	Rev.1	03-09-2013
Lisa-20 Systembeschreibung A3	V1.0	22-12-2011
Lisa 20 Benutzerhandbuch	V0.92	30-10-2013
EI diagram Lisa 20-Zetadyn 3C	V1	31-10-2013
EI diagram Lisa 20-Yaskawa	V1	28-10-2013
Stopping distance calcs (UCM)	Add. RN1 & RNS machines	21-11-2013
Yaskawa Quick Start guide	CP710616 33 B	Dec 2009
STEP Instruction Manual	V2.12	31-01-2014
EI diagram Step	V2	05-02-2014

Annex 3 : Revision overview

REVISIONS OF THE CERTIFICATE

Rev.:	Date	Summary of revision
-	July 17, 2012	Original
1	October 19, 2012	Including SB-ZONE & change bracket distances
2	December 03, 2013	Including several safety components, controllers
3	December 19, 2013	Textual changes
4	February 25, 2014	Including STEP Controller/Drive
5	July 10, 2014	Add UControl, Brakes as ASD, new well cross sections

REVISIONS OF THE REPORT, BELONGING TO THE CERTIFICATE

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