EOS / BSG-25P package

Insert for operation manual

Blatt/*sheet* PM.7.002891.EN.1
Datum/*date* 07.03.2013
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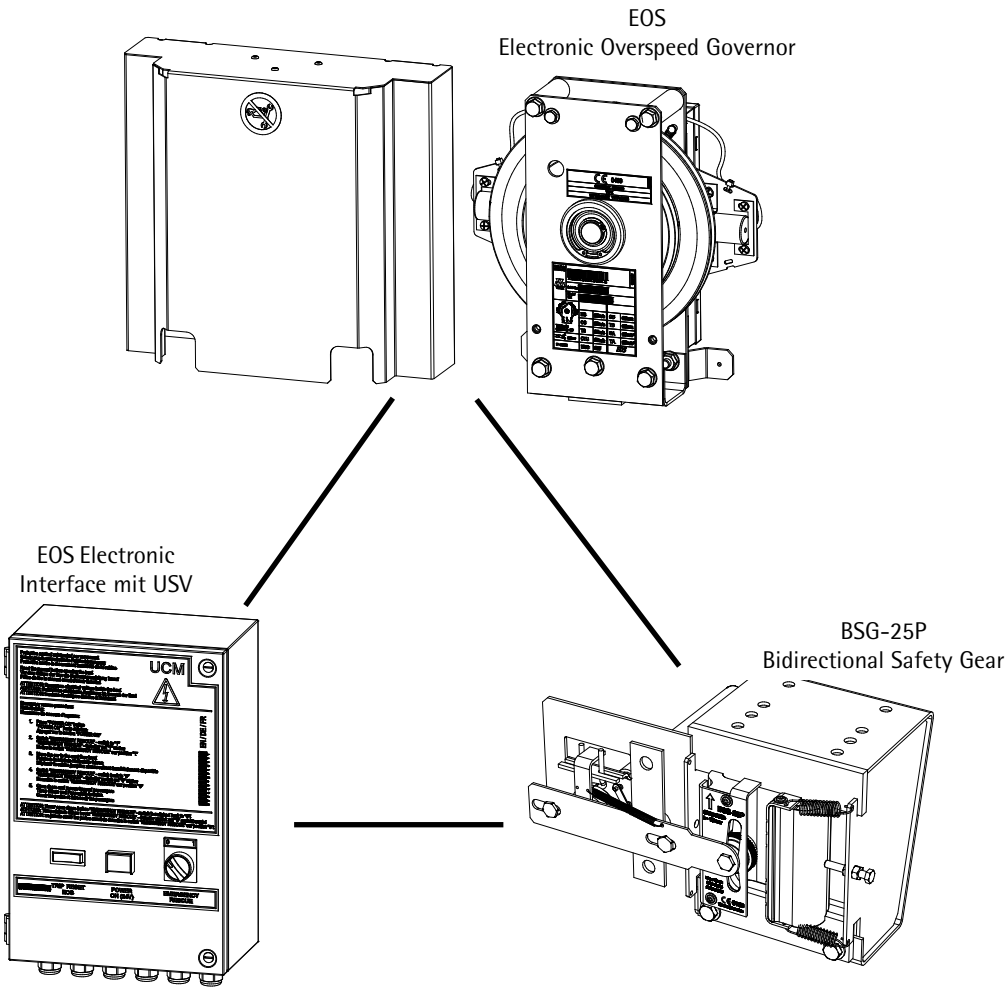
PM.7.002891.EN$111

EOS UCM package BSG-25P
Insert for operation manual PM.7.002883.EN

PM.7.0022891.DE03.2016

Original



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Product manufacturer reference can be found on the product type label.
For any support or further questions please contact your trading office.

EOS / BSG-25P package

Insert for operation manual

Blatt/*sheet* PM.7.002891.EN.2
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EOS / BSG-25P package

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Insert for operation manual

1 General

1.1 General information

This insert is an appendic to the general operation manual for EOS (D200 and D300) with EOS-Electronic Interface used for protection against uncontrolled car movement. (PM.7.002883.EN).

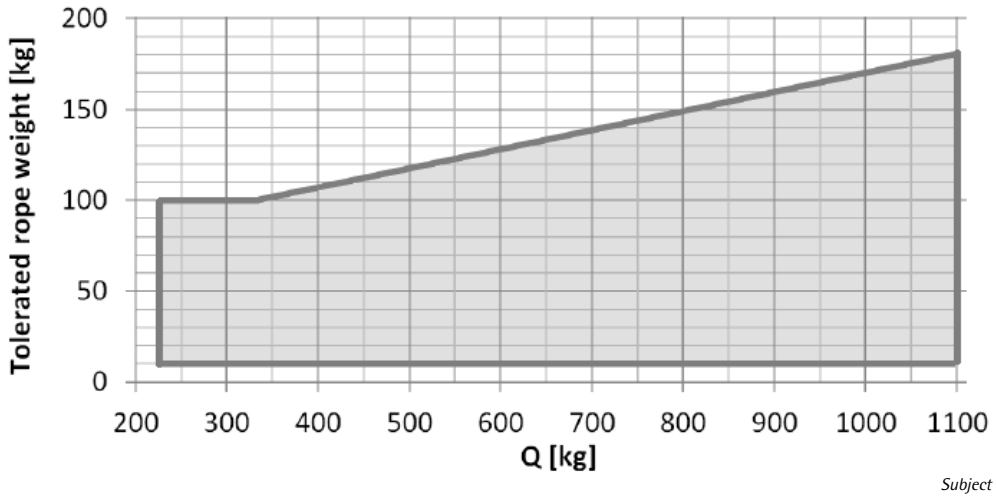
All parameters mentioned in this insert are refering to descriptions and test methods in the manual mentioned before.

2 Field of application for EOS with BSG-25P

If the specified requirements are met, it is guaranteed by a certificate, that the specified requirements are fullfilled.

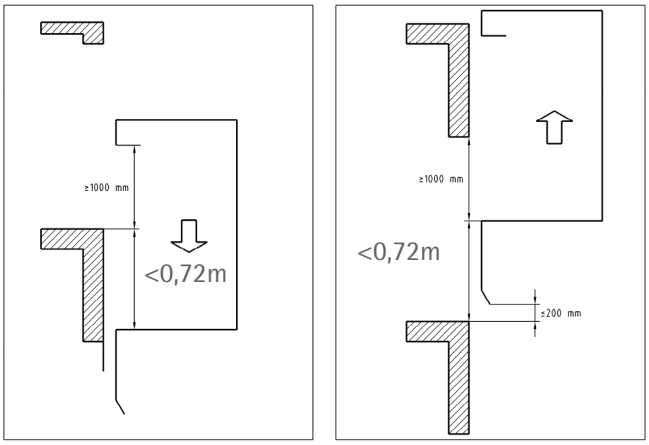
2.1 Requirements

- The used components (EOS and BSG) shall be operated within their specification.
- This package is only designed for rope lifts according to EN81-1:1998-A3:2009 or EN81-20:2014
- Weight balance 40% to 50%. The weight balance indicates at which load (as a percentage of the maximum nominal load) the counterweight isequal to the weight of the car plus load.
- The system accelaration should be ≤ 2,5 m/s ² (according EN81-50:2014). The system acceleration indicates the highest possible acceleration of the car at the worst conditions of loading and uncontrolled driving force.
- The equivalent mass of the drive (with traction sheave), all pulleys, the compensation ropes and the compensated hoist ropes mEQ has to be between 10kg and 0,75xQ (nominal load).
  The mass mEQ is the mass which would, if attached to the car, store the same kinetic energy like the moving and rotating mass of the driving element (engine, transmission, traction sheave,...)
- For the combination with BSG-25P an EOS type 1 is used with filter settings Par 4 (see TC.7.002894.DE chapter 2.8). In case of using other filter settings the compliance with the standard has to be checked by the creator.
- The total mass of the unbalanced hoist ropes has to be within the shaded area in the diagram below.



2.2 Prepossessed requirements

- The deceleration remains within the required range according to EN 81.
- The movement is stopped within a path of +/- 0.72 m. The other required dimensions have to be checked according the sketch mentioned in chapter 9.11.5 of EN81-1:1998-A3:2009 or chapter 5.6.7.5 of EN81-20:2014.



- The structure of the system meets the requirements of EN81-1:1998-A3:2009,chapter 9.11 and EN81-20:2014, chapter 5.6.7.

The mentioned values are met for up to 100% of the rated load of the car. (100% of Q)

The door height and the apron length has to be according to EN81-1:1998-A3:2009 or EN81-20:2014

The requirements for the complete system according to EN81-20:2014 have to be chekked on site

3 Name plate, designation and identification

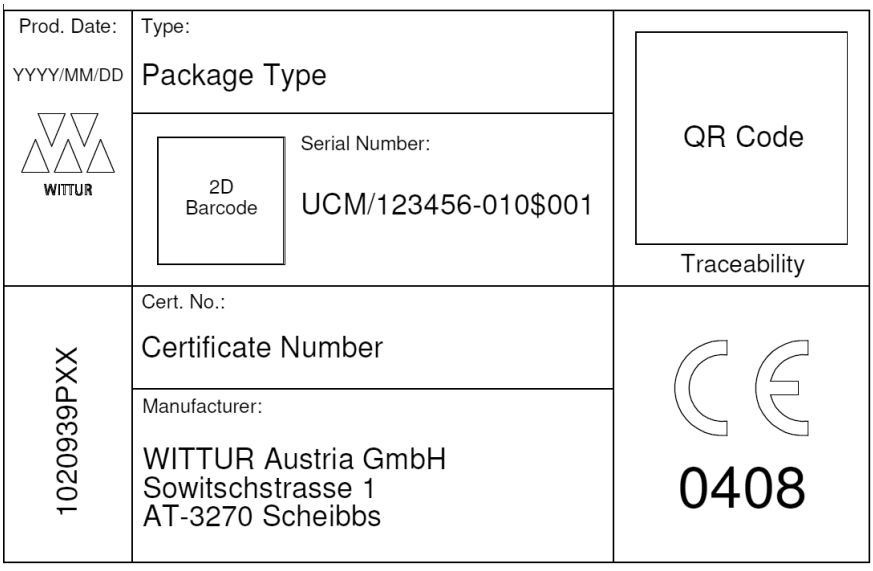
3.1 Labeling

In addition to the CE- and type label on each certified part of the UCM package there is also a package label for the complete certified UCM protection system according to LD 2014/33/EU.

The package label has to be fixed to the elevator controller at a cleary visible place.

The Marking gives following data:

- Name and Adress of the manufacturer
- Type of the UCM protection package
- Type examination number
- Production date of the system
- Serial number (clear text and barcode)
- CE-Marking



4 Limit values for UCM test case

4.1 Tolerated brake distances in UCM test case

The UCM-functionality of the EOS / BSG-25P package has to be checked periodically. The general operating manual can be used for this package (EOS in combination with the BSG-25P and the EOS Electronic Interface (See PM.7.002883 chapter 5)).

It is not allowed testing full brake force of the brake by using recall-drive or handweel in upward direction. Brake or guide rail could get damaged.

During the test the BSG-25P has to be the only braking element. Motor brake or other systems that can decrease the brake distance have to be bridged.

The mentioned test is the dynamic test for the UCM-function only. Therefore all other test concerning the EOS or the BSG-25P have to be performed according their manuals.

The measured stopping distances are based on the acceleration set in the controller or inverter and shall not exceed the values shown in the diagrams on the next page. There is one diagram for EOS D200 and one for EOS D300 due to the different activation distances.

Because the diagram is based on worst case values (maximum drop out times, negligence of shaft efficiency and internal engine braking effects) the measured values on site have to be lower.

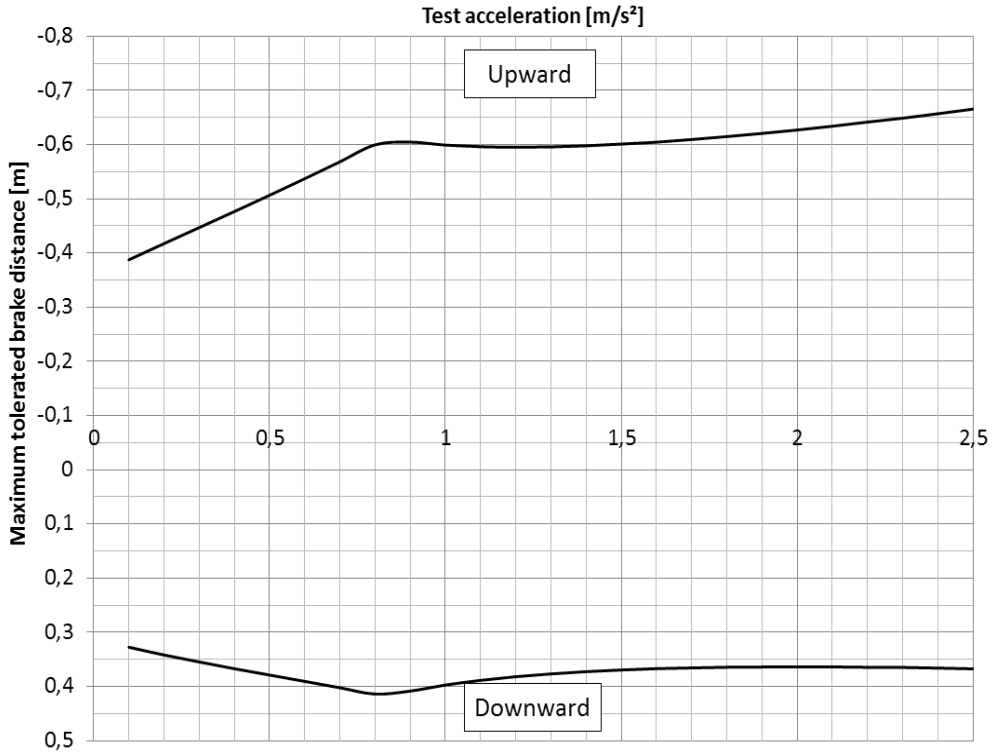
A check of the system acceleration with ADIAS is recommended at the inspection test in case of unknown accelerations. The measured values have to be stored in the lift documentation for periodical tests.

Reconnect ENM1 and ENM2 and remove all bridges used for the test before the lift is set back into service!

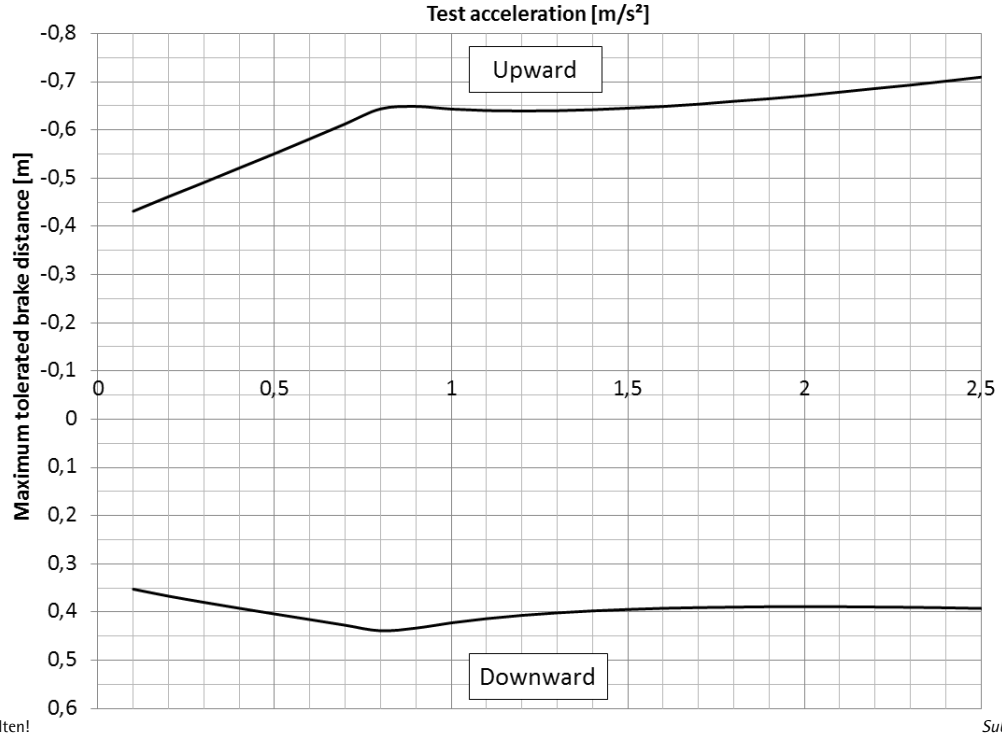
EOS / BSG-25P package

Insert for operation manual

Tolerated maximum brake distances for EOS D200:



Tolerated maximum brake distances for EOS D300:



WITTUR manufacturing locations

Product manufacturer reference can be found on the product type label.

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