

	European Co-ordination of Notified Bodies for Lifts and their Safety Components NB-L	DOC NB-L/002/2004 version: 02.2004
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Result of the meeting NB-L/Ah – SC in Hannover, 2004-02-09/10

Questions to CEN TC 10 WC 1 via NB-L-HC

1. According to clause 10.3.4 and 10.3.6 energy accumulation type buffers with linear or non-linear characteristics and with buffered return movement are covered by the standard for use up to 1,6 m/s. Is our understanding correct?
2. In EN 81-1 clause 10.3.4 is written, that energy accumulation type buffers with buffered return movement can be used for lifts with rated speed up to 1, 6 m/s. Clause 10.4.1.2.1 c) and 10.4.2 specifies the rising speed up to 1 m/s. These requirements will be fulfilled in many cases by using polyurethane buffers.

Are the requirements in Annex F.5.3.1.1.1 to apply only for springs or in combination with Annex F.5.3.1.1.2 for all types of buffers with energy accumulation and buffered return movement?

3. Test with energy accumulation type buffers with non-linear characteristics for rated speed up to 1, 6 m/s have shown, that maximum decelerations higher than 10 g can occur as a peak less than 0, 04 s and average deceleration less than 1 g. The standard does not define a limit for peak deceleration or peak average but only for the duration of the peak.

Annex F. 5 should be modified. Due to the peak values it should be clarified what is the maximum influence to a human body or to the mechanical construction of the lift e.g. buffer stand(s).

Proposal for NB-L

Until the questions are clarified by CEN TC 10 WG 1 Notified Bodies need a "Recommendation for use", because manufacturers ask for type testing and certification of polyurethane buffers for the use for rated speed higher than 1,0 m/s.

Therefore the opinion of the group is to limit in the meantime the permissible deceleration peak to 10 g. During type testing and certification of buffer with non-linear characteristic to a rated speed up to 1, 0 m/s this limit was not exceeded. Additional to the information listed in F. 5.4, the measured maximum deceleration peak will be stated in the certificate.