



TÜV-A-AT-1/12/308CEES/1

TÜV
AUSTRIA

EG-Baumusterprüfbescheinigung

nach Europäischer Richtlinie für Maschinen Nr. 2006/42/EG, Anhang V (2)

Certificate of EC-Type Examination

according European Directive for Machinery Nr. 2006/42/EG, Annex V (2)

Produkt / Product: Sicherheitslichtgitter & Auswertegerät nach SIL2
Safety Light Curtain & Control System according SIL2

Type / Type: WELIG

Antragsdatum / Date of application:
09.10.2013

Bescheinigungsnummer / Certificate number:
TÜV-A-AT-1/12/308CEES/1

Zugelassene Stelle / Approved body:
TÜV AUSTRIA SERVICES GMBH
Krugerstraße 16
A-1015 Wien
ID-Nr.: 0408

Bescheinigungsinhaber / Certificate holder:
WECO Aufzugteile GmbH
Heimstettener Str. 2a
D-85599 Parsdorf

Prüfstelle / Test laboratory:
TÜV AUSTRIA SERVICES GMBH
Krugerstraße 16
A-1015 Wien

Hersteller / Manufacturer:
VARIOTECH GmbH
Gewerbeweg 5
A-2230 Gänserndorf

Prüfgrundlage:
Basis of examination:
Europäische Richtlinie für Maschinen Nr.
2006/42/EG, Anhang V (2)
EN 62061: 2005 + Corr. 2: 2008

Datum und Nummer des Prüfprotokolls:
Date and number of laboratory report:
2013-AT-EP/0077, 18.11.2013

*European Directive for Machinery Nr.
2006/42/EC, Annex V (2)
EN 62061: 2005 + Corr.2: 2008*

Bemerkungen: Das geprüfte Produkt erfüllt die Prüfgrundlagen im Rahmen des
Remarks: im Anhang 1 dieser Bescheinigung definierten Anwendungsbereichs.
*The product fulfils the base of examination in the scope of application, defined in
the annex 1 of this certificate.*

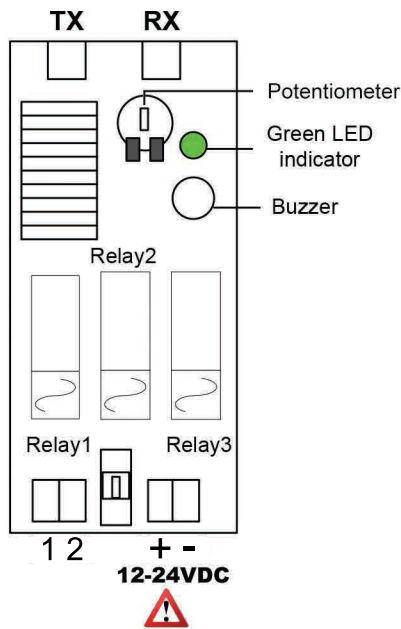
Verbreitung dieser Bescheinigung nur im Ganzen mit Anhang 1 und darin angeführten Unterlagen.
Spread of this certificate allowed complete only with annex 1 and documents called there.

19.11.2013
Ausstellungsdatum
Date of issue

Ing. Thomas Maltet
Zertifizierungsstelle
Certifying Department
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18.11.2018
Gültig bis
Valid until

Auszugsweise Vervielfältigung nur mit Genehmigung der TÜV AUSTRIA SERVICES GMBH gestattet
Duplication of this document in parts is subject to the approval TÜV AUSTRIA SERVICES GMBH



Car Top Box Layout

Connection

Connect 1 and 2 to safety chain relay contact.

This contact is foreseen for connection to the safety chain and will stop the lifting system in case of a mistake. To increase the performance of the unit and protect the safety contact a fuse for the relay is built into the PCB.

The fuse is rated F 2.5A

The relays are rated for 4A 250V

Power supply 12 to 24VDC $\pm 10\%$

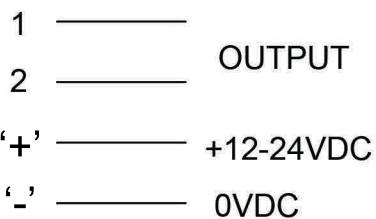
It is possible to connect the unit to either 12 or 24VDC with a tolerance of 10%

There is no voltage selection required as the device will automatically adjust

Door detector connection cable

2.4m round 4 pole screened cable with round connectors

Earthing: the device must be earthed using the earthing point



LED indicator status

	ON	Light constantly when there is no obstruction between the profiles
	Blink	When there is an obstruction between the profiles

Buzzer status

Silent	Device under normal operating conditions
Beep beep	When there is an obstruction between the profiles for longer than 5s

Potentiometer in device

The default power setting of the transmitter is 50%. A clockwise adjustment will increase the strength of the transmitting profile. Local conditions may require and adjustment of the Transmitter

Set UP

The lifting system must be in the door zone.

1. Ensure the correct mechanical installation of the profiles on either side of the car entrance
2. Test the fixing of the profiles
3. Ensure that a passing person/passenger cannot damage the profiles
4. Check all connections
5. The LED status indicator should be constantly lighting on the PCB in the device
6. LED constant light = the unit is under power and does not detect any obstruction and is in 'normal' status, All relays have switched. The main controller must function correctly

Door Detector Test

The door detector cannot be tested unless the lifting system is working correctly and the safety door detector has been correctly connected to the main controller. Prior to test:

1. The status LED in the safety controller must light constantly
2. All connections must be made

Test – When the car is in the halt

1. The LED in the safety controller must be lit
2. An obstruction must be placed between the profiles
3. The status LED must start to 'blink' and after 5s the device will start to buzz
4. The safety relays in the safety controller must be switched off. The contacts are visible through the transparent cover of the safety contact

Test – When the car is moving

1. An obstruction must be placed between the profiles as the car is in motion
2. The car must immediately STOP. (Emergency Stop)
3. After 5s the buzzer must be activated

Trouble shooting

The basic function of the safety door detector is to detect an obstruction in the entrance zone of the car and instantly stop the unit when an obstruction is detected

The Emergency Stop, cause by the breaking of the safety chain will occur when the unit is stationary and when it is in motion has no effect on the system

When the unit is stationary this has no effect on the system. When the unit is in motion it will immediately stop