



Industrie Service

Confirmation about a test assessment

Certificate No.:	622/1
Certificate Holder:	Elevator Trading GmbH Kömmplitzer Str. 5 04519 Rackwitz - Germany
Manufacturer:	Elevator Trading GmbH Kömmplitzer Str. 5 04519 Rackwitz - Germany
Date of application:	2018-08-15
Product:	Locking device with hook bolt as an element intended for horizontally moved, side and centre opening telescopic car sliding doors with power operation
Type:	KTV M200
Test laboratory:	TÜV SÜD Industrie Service GmbH Abteilung Aufzüge und Sicherheitsbauteile Gottlieb-Daimler-Str. 7 70794 Filderstadt - Germany
Date and Test report number:	2018-10-15 G 622/1
Reference Standards	- EN 81-20:2014 (D) - EN 81-50:2014 (D)
Outcome:	The equipment under test – intended use is being presupposed – fulfils the requirements of the test specifications for the respective scope of application stated in the annex of this confirmation about a test assessment, keeping the mentioned conditions.
Validity until:	2023-10-14
Date of Issue:	2018-10-15

Test laboratory for lifts and cranes
Business unit lifts and safety components

Thoralf Mührel



**Annex to the confirmation about a test assessment
No. G 622/1 of 2018-10-15**



1 Scope of application

1.1 The locking device of the KTV M200 with hook bolt as a locking element acts for blocking the following, horizontally moved car sliding doors of series Marathon 200 with power operation

- centre opening, car sliding door with two panels, type M200 m2
- centre opening, car sliding door with four panels, type M200 m4
- centre opening, car sliding door with six panels, type M200 m6
- side opening, car sliding door with two panels, type M200 e2
- side opening, car sliding door with three panels, type M200 e3

1.2 Nominal values of the electrical safety devices:

AC : 230 V / 2 A
DC: 200 V / 2 A

2 Conditions

2.1 The corresponding approval drawings No. KTV M200_001 (2 sheets) dated 2018-08-10 as well as the written notes and dimension details in the mentioned approval drawings, have to be observed.

In particular, the following conditions have to be guaranteed:

- When operating, the hook bolt must engage to a depth of more than or equal to ≥ 7 mm
- In case of interruption of the lock contact, the hook bolt must engage to a depth of ≥ 7 mm

2.2 For the locking device other:

- Types of design,
- Mounting positions,
- Actuation devices or
- Additional control switches

Than mentioned in the approval drawings shall not be used.

2.3 The emergency unlocking of the door locking device needs to be ensured if the car stops too high.

2.4 The car sliding doors may be used combined with the following locking devices for horizontally moved sliding landing doors.

Sliding landing doors series Marathon 200, with locking device of type KTV M200

Type of landing doors	EC type examination no. of the landing door locking device	Date of issue of the EC type examination certificate
Marathon M200/e2	EU-DL 579	2017-03-01
Marathon M200/m4	EU-DL 580/1	2017-06-28
Marathon M200/m2	EU-DL 581	2017-03-01
Marathon M200/e3	EU-DL 679	2017-03-01
Marathon M200/m6	EU-DL 680	2017-03-01

The door dimensions of the car sliding door must be chosen within the permissible dimensions for the sliding landing doors used.

**Annex to the confirmation about a test assessment
No. G 622/1 of 2018-10-15**



Industrie Service

3 Notes

- 3.1 For identification and information about the principal method of construction and mode of operation of the tested components, the drawings No. KTV_M200_001 (2 sheets) dated 2018-08-10 and the drawing No. KTV_M200_002 (1 sheet) dated 2018-08-10 with certification stamp of 2018-10-15 have to be enclosed to this confirmation about a test assessment.
- 3.2 For juridical reasons, this confirmation about a test assessment is not equivalent to an EU type examination certificate in accordance with annex IV clause A (EU type examination of safety components) of Directive 2014/33/EU can be issued for them.
- The list of safety components (annex III of Directive 2014/33/EU) does not contain car door locking devices. Therefore, no EU type examination certificate in accordance with annex IV clause A (EU type examination of safety components) of Directive 2014/33/EU can be issued for them.
- The tested locking device for car doors complies with the requirements of EN 81-50:2014 (D), number 5.2.
- 3.3 This confirmation about a test assessment was issued according to the following standards:
- EN 81-20:2014 (D), part 5.3.9.1
 - EN 81-50:2014 (D), part 5.2
- A revision of this confirmation certificate is inevitable in case of changes or additions of the above mentioned standards or of changes of state of the art.
- 3.4 This confirmation about a test assessment does not include the assessment of measures to avoid dragging of children hands in case of sliding car doors with glass panels according to EN 81-20:2014 (D), number 5.3.6.2.2.1 i)
- 3.5 This confirmation about a test assessment does not include assessing the observance of the requirements of EN 81-20:2014, number 5.3.5.3.4 (stability of the glass door panels).
- 3.6 The measures and their effect for limitation of the closing force and impulse of the horizontally moved sliding doors (EN 81-20:2014, number 5.3.6.2.2) are not part of this confirmation about a test assessment.
- 3.7 The assessment of the car doors concerning combustibility is not part of this confirmation about a test assessment.
- 3.8 The observance of the requirements with regard to the IP-degrees of protection for electrical devices is not part of this confirmation about a test assessment.
- 3.9 At the locking device there shall be a label with the information necessary for the component's identification with the name of the manufacturer, identification sign of this confirmation about a test assessment and details of type.
- 3.10 This confirmation about a test assessment is state-of-the-art, as documented by the harmonized standards valid at present. In case of changes or supplements to these standards, or in case of a development of the state of the art, a revision may become necessary.
- 3.11 The confirmation about a test assessment shall only be used together with the pertinent annex.

legal claim

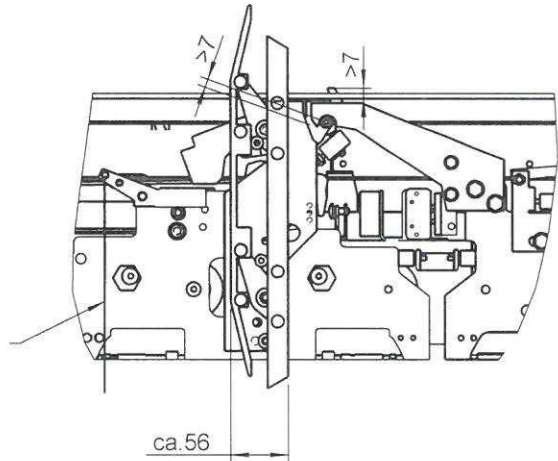
These drawing subjects to completely lawfully provided

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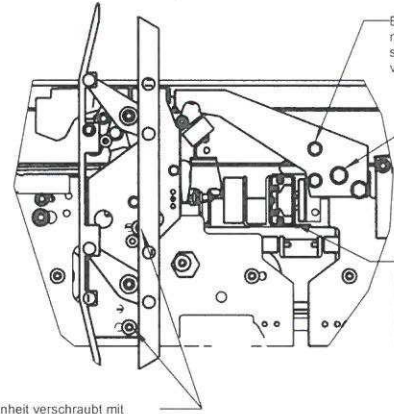
F

Zustand: Mitnahmeschwert zusammengeklappt
Kabinentür verriegelt
status: folded brace unit, locked cabin door
Etat: sabre est plie, porte cabine verrouille



Notentriegelungsstrick wird bis Unterkannte Türblatt mit Kabelschellen geführt und dort befestigt.
rope of emergency release will be guided with clamps up to lower edge of door panel and will be fixed there
corde de déverrouillage d'urgence est guidé au bord inférieure de vantail avec des colliers et y fixé

Zustand: Schwert wird durch vorhandene Schachttürrollen begrenzt auf 78 ± 1 mm, Kabinentür wird entriegelt
status: brace unit is limited by existant landing door pulleys on 78 ± 1 mm, cabin door will be unlocked
Etat: sabre est limité par des galets existants à 78 ± 1 mm, porte cabine est déverrouillera



Brückenwinkelverschraubung: Sicherheitsschrauben M6 mit Sicherheitsmutter
screwing of the bridge circuit angle: safety screws M6 with lock nut
vissage d'équerre du shunt: vis de sécurité M6 avec écrou de sécurité

Riegelverschraubung: Sicherheitsschrauben M8 mit Sicherheitsmutter
screwing of the locking bolt: safety screws M8 with lock nut
vissage du verrou: vis de sécurité M8 avec écrou de sécurité

verwendete Sicherheitsschalter mit dazugehöriger Brücke
used safety contacts with suitable bridge circuit:
Interrupteur de sécurité utilisé avec shunt correspondant:
Fa. Bernstein SEL 1
Fa. Schmersal: AZ 051
Fa. Kronenberg: HZSK

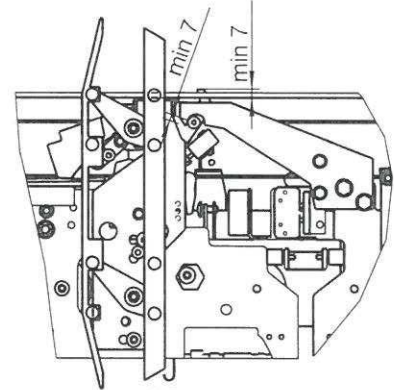
Verriegelungseinheit verschraubt mit Linsenschrauben M8 und Sicherungsring
locking unit screwed with clamping screws M8 and lock ring
unité de verrouillage vissé avec vis à tête bombée M8 et circlip

15. Okt. 2018



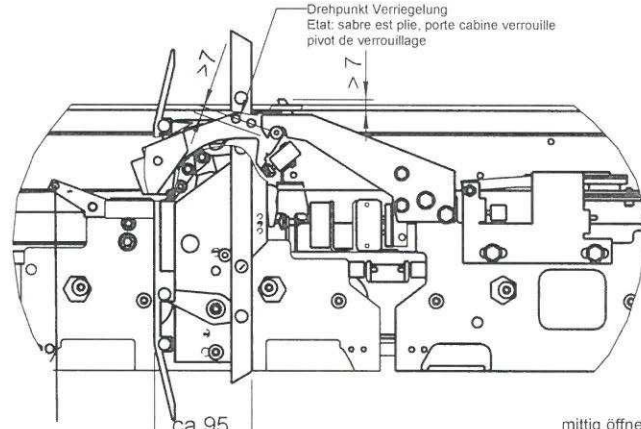
Die Verriegelung des antreibenden Fahrschlittens ist identisch wie bei einseitig öffnenden Türen. Lagerung des Hakenriegel siehe Blatt 1
the locking device of the propulsive sliding carriage is identical to one side opening doors. Bearing of the hook bolt see page 1
le verrouillage du chariot propulsant est identique comme aux portes ouvrant à un côté. Palier du crochet cf. Page 1

Zustand: Verriegelung bei Kontaktbeginn
status: locking when contact starts
Etat: verrouillage à contact début



1:5

Zustand: keine Begrenzungen durch Schachttür Kabinentür bleibt verriegelt
status: no limit by landing door, cabin door will remain locked
Etat: pas de limitation par porte palière, porte cabine reste verrouillé



mittig öffnende Tür
central opening door
porte ouvrant centrale

Dateiname des 3D-Modells: BMP_KTV_M200_M2_VERR		Dateityp: ASSEM	Dateiname der Zeichnung: BMP_MECH_KTV_M200_001	
Art.-li.:	Allgemeintol. DIN ISO 2768-m	Werkstück -kanten DIN 6784	M: 3:100 /	Gew.: 17657.2 kg
Art.-re.:			Werkstoff: Halbzeug:	
Art.-Pl.:			Benennung: Kabinentuerverriegelung Marathon 200	
		Datum 10.08.18	Name Guth	
		Gez.:		
		Stand:		
ELEVATOR Trading GmbH Kömmitzer Str. 5 D-04519 Rackwitz Tel. 034294/1797-00 Fax. 034294/1797-33			Zeichnungsnummer: KTV M200 001	Index: Blatt: 2 2 Bl.
Zust.:	Änderung	Datum	Name (Urspr.)	(Ers.f.): (Ers.d.)

Erweiterung: Mitnahme Seite 2 über Stahlseil
 add on: synchronization of 2nd side by steel rope
 élargissement: synchronisation de 2ième côté par câble d'acier

Stahlseilklemmung am Fahrschlitten 1
 steel rope clamping at sliding carriage 1
 serrage par câble d'acier au chariot 1

Stahlseilklemmung am Fahrschlitten 2
 steel rope clamping at sliding carriage 2
 serrage par câble d'acier au chariot 2



15. Okt. 2016

Dateiname des 3D-Modells: TEST_KT_TB1400TH2000M4_8158AC40		Dateityp: ASSEM	Dateiname der Zeichnung: KTV_G2_KOMPL_TB1400TH2000		
Art.-li.:	Allgemeintol. DIN ISO 2768-m	Werkstück -kanten DIN 6784	M: 3:20 /A: 24,7 m ²	Gew.: 111971,6 kg	
Art.-re.:			Werkstoff: -		
Art.-Pl.:			Halbzeug: -		
	Datum	Name	Benennung		
	Bear. 10.08.18	Guth	Kabinentürverriegelung Marathon 200		
	Gez.				
	Stand				
ELEVATOR Trading GmbH Körmmilzer Str. 5 D-04519 Rackwitz Tel. 034294/1797-00 Fax. 034294/1797-33			Zeichnungsnummer: KTV M200 002	Index: 0	
Zust.	Änderung	Datum	Nam (Urspr.)	(Ers.f.):	(Ers.d.):

legal claim.

Für diese Zeichnung wird jeglicher, gesetzlich vorgesehener Rechtsschutz in Anspruch genommen. - These drawing subjects to completely lawfully provided

V

A

B

C

D

E

F

A

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D

E

1 2 3 4 5 6 7 8

1 2 3 4

legal claim

These drawing subjects to completely lawfully provided

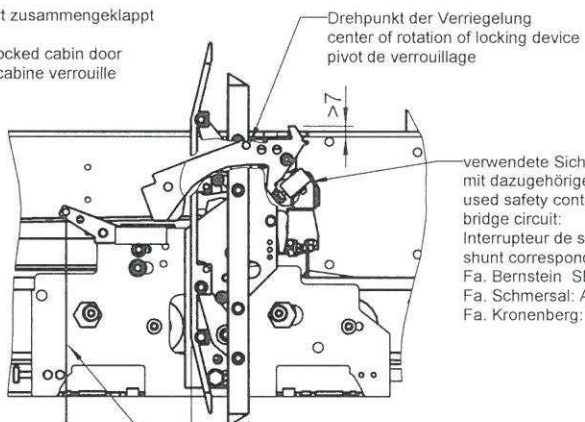
V

Für diese Zeichnung wird jeglicher gesetzlich vorgesehener Rechtsschutz in Anspruch genommen. -

E

F

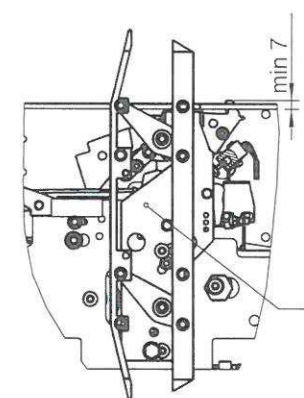
Zustand: Mitnahmeschwert zusammengeklappt
Kabinentür verriegelt
status: folded brace unit, locked cabin door
Etat: sabre est plie, porte cabine verrouille



Drehpunkt der Verriegelung
center of rotation of locking device
pivot de verrouillage

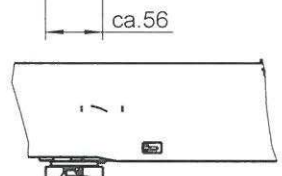
verwendete Sicherheitsschalter
mit dazugehöriger Brücke:
used safety contacts with suitable
bridge circuit:
Interrupteur de sécurité utiliser avec
shunt correspondant:
Fa. Bernstein SEL 1
Fa. Schmersal: AZ 061
Fa. Kronenberg: HZSK

Zustand: Verriegelung bei Kontaktbeginn
status: locking when contact starts
Etat: verrouillage à contact début

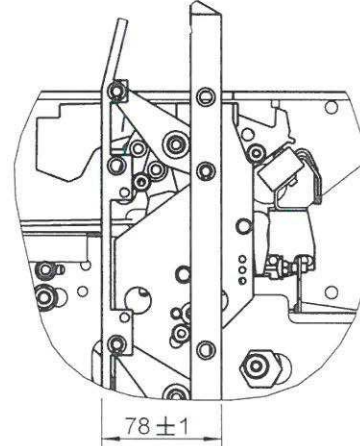


Position der Kennzeichnung
position of marking
position du marquage

Notentriegelungsstrick wird bis
Unterkante Türblatt mit Kabelschellen
geführt und dort befestigt.
rope of emergency release will be
guided with clamps up to lower edge of
door panel and will be fixed there
corde de déverrouillage d'urgence est
guidé au bord inférieure de vantail avec
des colliers et y fixé

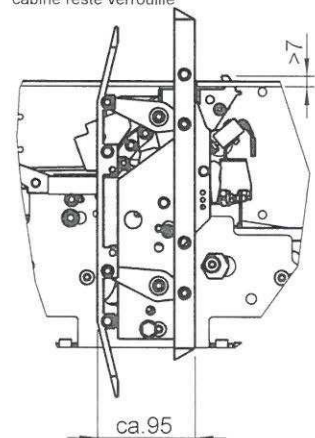


Zustand: Schwert wird durch vorhandene Schachttürrollen
begrenzt auf 78 ± 1 mm. Kabinentür wird entriegelt
status: brace unit is limited by existant landing door
pulleys on 78 ± 1 mm, cabin door will be unlocked
Etat: sabre est limité par des galets existants
à 78 ± 1 mm, porte cabine est déverrouillera



Kabel werden mit Kabelbinder
am Brückenwinkel befestigt
und zur Kabine hin durch den
Querträger durchgeführt.
cables will be fixed with
clamps at the angle of bridge
circuit and will be guided through
the cross bar towards the cabin
cables auront fixé à équerre du
shunt avec des colliers de serrage
et passer à travers à la traverse

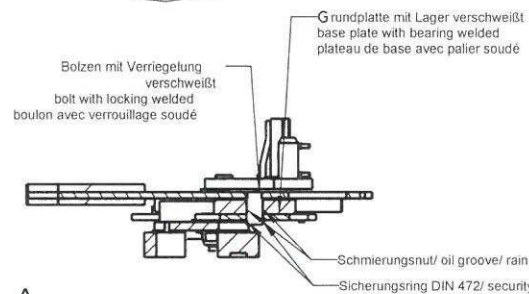
Zustand: keine Begrenzung durch Schachttür
Kabinentür bleibt verriegelt
status: no limit by landing door, cabin door
will remain locked
Etat: pas de limitation par porte palière, porte
cabine reste verrouillé



Verschraubung der Brücke mit
Innensechskantschrauben DIN EN 912
M4x6 und Sicherungsscheibe
screwing of the bridge circuit with
hexagon-socket head bolts DEN EN 912
M4x6 and security ring
vissage du shunt avec vis à six pans
creux DEN EN 912 M4x6 et rondelle d'arrêt

15. Okt. 2018

einseitig öffnende Tür
one side opening door
porte ouvrant à un côté



Bolzen mit Verriegelung
verschweißt
bolt with locking welded
boulon avec verrouillage soudé

Grundplatte mit Lager verschweißt
base plate with bearing welded
plateau de base avec palier soudé

Schmieringnut/ oil groove/ rainure de graissage
Sicherungsring DIN 472/ security ring DIN 472/ circlip DIN 472



A-A

Dateiname des 3D-Modells: BMP_KTV_M200_E2_VERR		Dateityp: ASSEM	Dateiname der Zeichnung: BMP_MECH_KTV_M200_001	
Art.-li.:	Allgemeintol. DIN ISO 2768-m	Werkstück -kanten DIN 6784	M: 1:20 /	Gew.: 3877,7 kg
Art.-re.:			Werkstoff: Halbzeug:	
Art.-Pl.:			Benennung: Kabinentuerverriegelung Marathon 200	
		Datum 10.08.18	Name Guth	
		Gez.:		
		Stand:		
ELEVATOR Trading GmbH Kömmelitzer Str. 5 D-04519 Rackwitz Tel.034294/1797-00 Fax.034294/1797-33			Zeichnungsnummer: KTV M200_001	Index: Blatt.1 2 Bl.
Zust.:	Änderung	Datum	Name (Urspr.)	(Ers.f.): (Ers.d.):