



**DOKUMENTACJA  
TECHNICZNA  
DŹWIGU**

**Park Naukowo Technologiczny**

**AM 400720**

**3. Schematy elektryczne**

Tłumaczenie zestawienia elementów  
Schematy połączeń



	index	
summary	D_001	
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power supply controller	rozdzielnia	F_003-F_003
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safety supply diagram	obwód bezpieczeństwa	F_006-F_007
logical part controller	część logiczna sterownika	F_008-F_0011
logical part car	część logiczna - kabina	F_0012-F_0015
machinery electrification	szafa sterowa - połączenia	F_0016-F_0018
shaft electrification	szyb - połączenia	F_0019-F_0019
car electrification	kabina - połączenia	F_0020-F_0023
UWAGA:		
KOMPLETNY ZESTAW ZAWIERA 24 STRONY.		
g	szary	
j	żółty	
be	niebieski	
bc	biały	
r	czerwony	
m	brązowy	
ro	różowy	
ve	zielony	
vi	fioletowy	
n	czarny	
o	pomarańczowy	
bec	jasno niebieski	
v/j	zielono-żółty	
12VS	zasilanie awaryjne	
AD	wezwanie dół	
AL	alarm	
AL	alarm	
AM	wezwanie góra	
AMCA	zderzak	
AmCP	zderzak	
ARU	błąd	
ARU	błąd	
B1/B2	interkom	
BAS	kontakt skrócenia prowadnic	
BM	luzownik	
BPR	czujnik położenia kabiny	
CAME		
CCAM		
CCV	plyta interfejsu	
CE		
CEG	oświetlenie w podszybiu	
CLIM	zdalne kluczyk. wyz. ogr. prę. i resetu kontaktu ogr. prę.	
COM	kontakt pełnego przeciążenia	
CoS	zasilanie awaryjne	
CSR	rezystor	

D	dół	
DEF	błąd	
DI	jazda inspekcyjna w dół	
DR	jazda serwisowa w dół	
EBI	oświetlenie szafy sterowej	
ECH	drabina	
ECS	oświetlenie awaryjne	
ED	krańcowy przejazd dolny	
EM	łącznik krańcowy	
F	sterownik	
FCFE	przycisk zamknięcia drzwi	
FCH	łącznik krańcowy	
FCID	kontakt jazdy inspekcyjnej w dół	
FCIM	kontakt jazdy inspekcyjnej w górę	
FCOU	otwarcie drzwi	
FE	zamykanie	
FER	pierścień ferrytowy	
FF		
FF	przycisk zamykania	
FI	zamykanie	
FI	przycisk zamykania	
FLOT	przełącznik	
FLT	filtr	
FR	stycznik luzownika	
FT	tablica rozdzielcza	
GV	duża prędkość	
HAUT	kontakt wydłużenia prowadnic	
HP	głośnik	
HS	uszkodzenie	
HSM	uszkodzenie	
IF	zamykanie drzwi	
INSP	przełącznik jazdy NORM/INSPEK	
INT	wyłącznik główny	
IO	otwieranie drzwi	
ISO	poziomowanie	
KAL	przełącznik alarmu	
KBG	kontakt zderzaka	
KD	jazda w dół	
KEP	oświetlenie przystanku	
KL	oświetlenie	
KM	jazda w górę	
KR	chłodnica	
L	linia	
LimD	elektryczne wyzwalanie kontaktu ogr. prę.	
LimR	elektryczny reset kontaktu ogr. prę.	
M	góra	
M1	góra 1	
MA	jazda	

MI	jazda inspekcyjna w górę	
MIC	mikroprocesor	
MR	jazda serwisowa w górę	
MY	załączanie	
N	główne zasilanie	
NDNF	załączanie	
NDS	załączanie	
NS	kontakt pełnego przeciążenia	
OCC	stan zajętości	
OI	otwieranie	
OU	otwieranie	
PC	gniazdo	
PoV	łącznik oświetlenia szafy sterowej	
PP	ppoż	
PRIC	jazda rewizyjna	
PV	mała prędkość	
R	sieć	
RAPP	jazda ucząca	
Rb	rezystor	
RPH	przełącznik kontroli faz	
RPO	sygnał akustyczny	
RPR	położenie kabiny	
RTH	przełącznik termiczny	
RUN	jazda	
RVE	przełącznik wentylatora	
S	zabezpieczenie	
SP	stycznik jazdy	
ST2	przystanek po stronie przelotowej	
SU	kontakt przeciążenia	
T	wyłącznik czasowy	
TAQ	trap	
TG	generator	
TG	przełącznik funkcji pożarowej	
TH	przełącznik termiczny	
TH-CT	łącznik termiczny	
TL	wyłącznik	
TL	łącznik oświetlenia szybu	
TRAP	kontakt klapy awaryjnego wyjścia	
UPS	UPS	
URG		
VE	wentylator	
VINS		
Vint	wyświetlacz	
VMD	mała prędkość	
VML	duża prędkość	
VMP	załączenie	
Vpmp	ppoż	
VPR	położenie kabiny	



**Tłumaczenie do schematów elektrycznych dźwigów typu ISIS  
(uporządkowane alfabetycznie)**

Modification	Zmiany
Battery	Akumulator/Bateria
Brake	Hamulec
By pass	Bocznik/obejście
Car	Kabina
Car locking device	Rygiel drzwi kabinowych
Centrale Board	Płyta główna
Controller	Sterownik
Date	Data
Diagnostic tool	Wtyk diagnostyczny
Diagram	Schemat
Direction gong	Gong kierunku jazdy
Door card	Kart elektr. Drzwi
Door switch	Przełącznik drzwi
Down	Dół
Drive	Napęd
Emergency	Awaryjne
Fan	Wentylator
Fire switches	Przełączniki pożarowe
Floor	Podłoga
Group	Grupa
Inspection	Inspekcja
Interface relay	Przełącznik interface'u
Intervention Box	Szafa sterowa
Keyboard control panel	Panel sterowania w kabinie
Landing board	Płyta elektr. przy kasecie wezwań/na przyst.
Lighting	Oświetlenie
Limit switch	Krańcówka
Locking	Zamknięcie
Machine room	Maszynownia
Main	Główny
Motor	Silnik
Name	Nazwa
Overload	Przeciążenie
Phase	Faza
Phone line	Linia telefoniczna
PIT	Podszybie
Power supply	Zasilanie
Recall	Jazda rewizyjna
Relay	Przełącznik
Resistor	Rezystor
Safeties	Elementy bezpieczeństwa
Safety gear	Chwytnacz
Selection detector	Identyfikacja wezwania
Shaft	Szyb
Socket	Gniazdo
Speer limiter car	Ogranicznik prędkości
Switch Pit	Wyłącznik krańcowy w podszybiu
Tension pulley	Obciążka
Top	Góra
Transformer	Transformator
Trap	Kłapa
Under	Pod
Up	Góra
VF Regulation	Falownik





SUMMARY FOLIOS

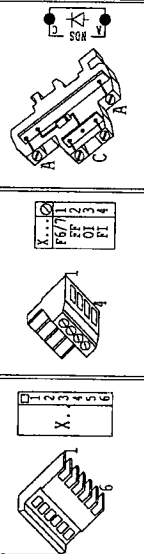
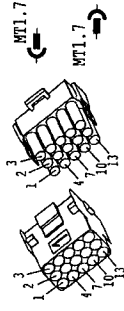
SUMMARY  
CONTROLLER BOX  
POWER SUPPLY CONTROLLER  
POWER SUPPLY DIAGRAM  
SAFETY SUPPLY DIAGRAM  
LOGICAL PART CONTROLLER  
LOGICAL PART CAR  
MACHINERY ELECTRIFICATION  
SHAFT ELECTRIFICATION  
CAR ELECTRIFICATION

D 001 a D 001  
F 001 a F 002  
F 003 a F 003  
F 004 a F 006  
F 007 a F 008  
F 009 a F 011  
F 012 a F 014  
F 015 a F 016  
F 017 a F 017  
F 018 a F 020

LIFTS GROUP  
1/2

Lift drawing power off  
car at lowest floor  
with doors closed

CONNECTING



MODIFICATIONS	DATE	NAME
C		
B		
A		



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TE DOC002-0100  
langues.fr. france

Doc. 000 11

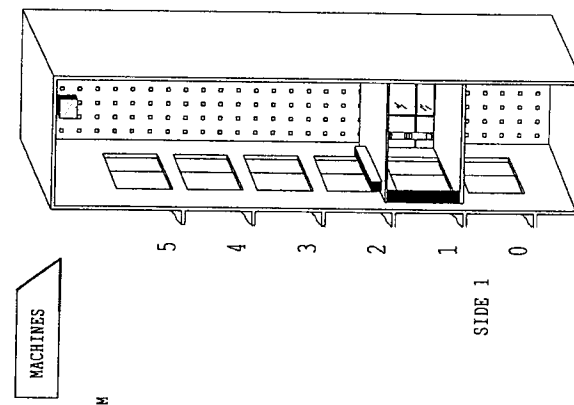
SIGNIFICATION

EMERGENCY SUPPLY VOLTAGE  
DOWN CALL  
ALARM  
UP CALL  
BUFFER  
CONTROL FAULT  
MACHINE ROOM INTERCOM  
GUARD RAIL EXTENDED  
GUARD RAIL RETRACTED  
BRAKE  
CABINE AT LANDING  
DELETION BANK  
DELETION BANK  
INTERFACE CARD  
WELL LIGHT  
SPEED LIMITOR  
BY PASS  
STANDBY SUPPLY  
DAMPING RESISTOR  
DOWN  
FAULT  
INSPECTION DOWN  
RECALL DOWN  
SERVICE BOX LIGHTING  
LADDER  
EMERGENCY LIGHTING  
DOWN EXTREME  
UP EXTREME  
DOOR CLOSED  
LIMIT SWITCH  
DOWN INSPECTION LIMIT SWITCH  
UP INSPECTION LIMIT SWITCH  
DOOR OPENED  
DOOR CLOSED  
DISTRIBUTION BOARD  
CLOSING  
NUDGING  
FEARITE  
INSPECTION CLOSE  
FLOOR SWITCH  
FILTER  
BRAKE  
HIGH SPEED  
LOUDSPEAKER  
OUT OF ORDER  
OUT OF ORDER  
INSPECTION  
POWER SWITCH  
Door closing / door closed  
Door opening / door open  
ISOLEVELLING  
ALARM  
SHAFT BUFFER  
DOWN  
LANDING LIGHTING  
LIGHTING  
UP  
OIL COOLING  
LINE  
DOWN GOVERNOR TRIPPING  
SETTING ON  
up

HI  
MA  
MI  
MaI  
MaR  
MIC  
MIC  
MY  
N  
NONF  
NOS  
NS  
OCC  
OI  
OU  
PC  
POV  
PP  
PRIC  
PV  
R  
RAP  
Rb  
Rb  
RPH  
RPO  
RPR  
RTH  
RUN  
RVE  
S  
SP  
STOP2  
SU  
T  
TAQ  
TG  
TH  
TH-CT  
TL  
UPS  
URG  
VE  
VINS  
VINT  
VMD  
VNL  
VMP  
VMP  
VPR  
g  
j  
be  
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v/j

SIGNIFICATION

UP 1  
RUN  
INSPECTION UP  
INSPECTION RUN  
RECALL RUN  
MICROPROCESSOR  
RECALL UP  
STAR UP  
MAIN POWER SUPPLY  
NO SIMULTANEOUS STARTING  
NO SIMULTANEOUS STARTING  
BY PASS  
BUSY CONDITION  
INSPECTION OPEN  
OPENING  
SOCKET  
GATE  
FIREMEN  
CAR PRIORITY  
SLOW SPEED  
NETWORK  
RECALL  
CURRENT-LIMITING RESISTOR  
BUZZER  
CABINE AT LANDING  
THERMIC RELAY  
RUN  
FAN  
SAFETY  
RUN  
STOP SIDE 2  
OVERLOAD  
TIMER  
TRAP  
GENERATING SET VOLTAGE  
THERMIC RELAY  
THERMIC SWITCH  
REMOTE CONTROL SWITCH  
AUTOMATIC EMERGENCY POWER SUPPLY SYSTEM  
VIP SERVICE  
FAN  
SERVICE INDICATOR  
SLOW SPEED  
HIGH SPEED  
STAR UP  
FIREMEN  
CABINE AT LANDING  
grey  
yellow  
blue  
white  
red  
brown  
pink  
green  
purple  
black  
orange  
light blue  
green/yellow



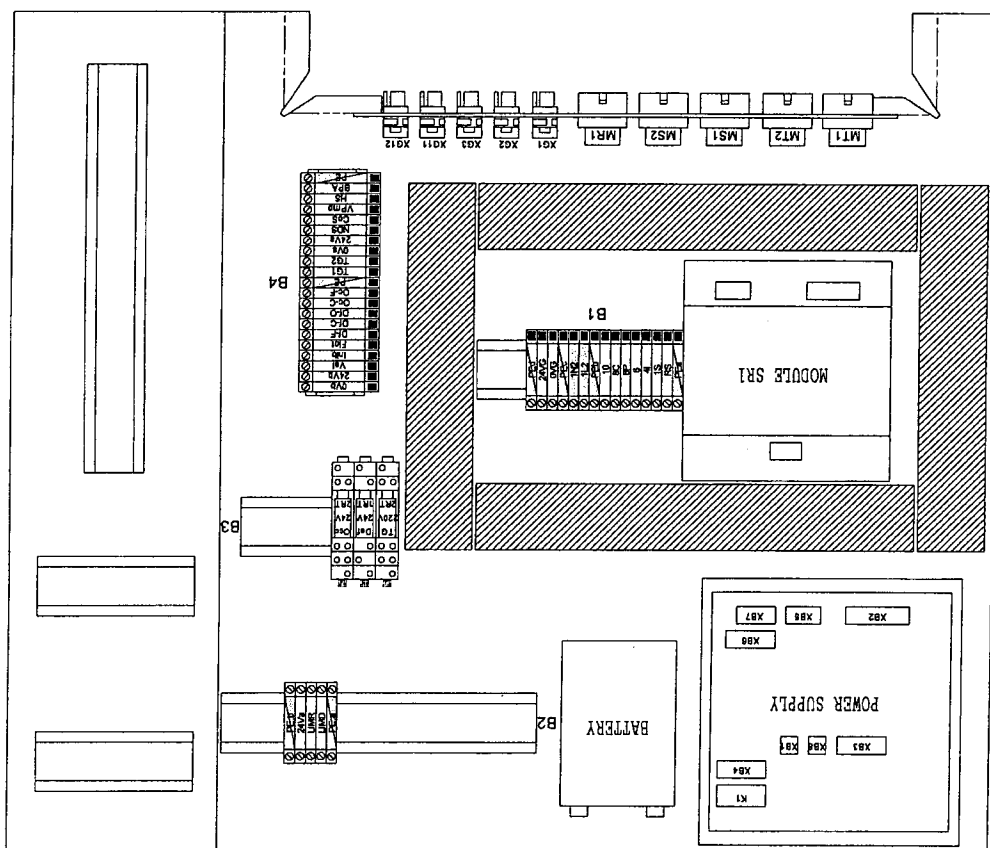
SUMMARY  
ISIS CONTROL TYPE  
VF REGULATION DRIVE

PARK TECH W GDANSKU D1

GDA&#323

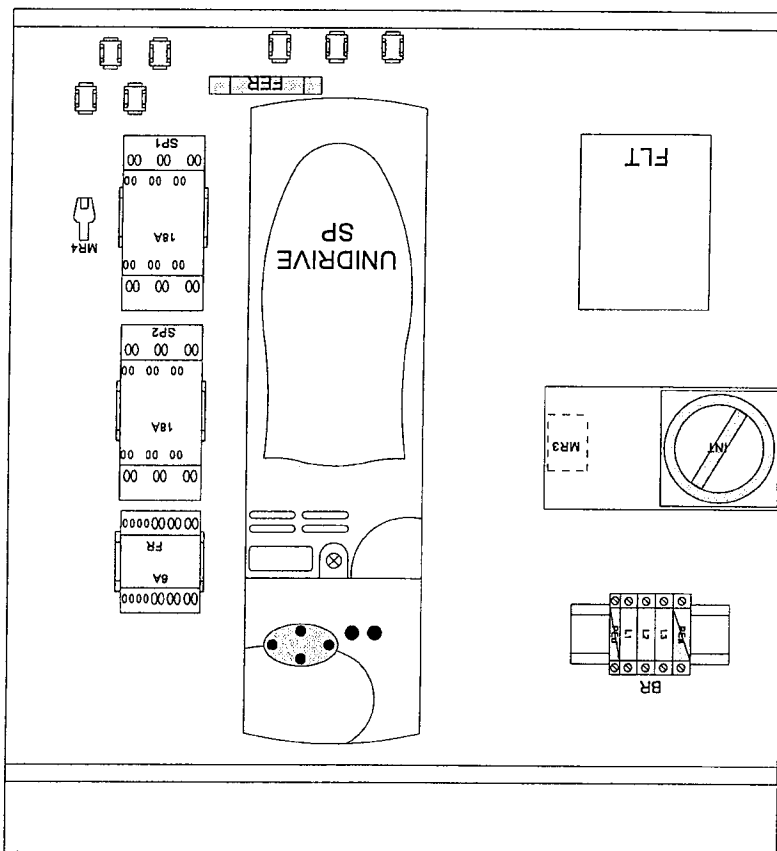
NAME LIGER G.

DATE 25-Oct-2007



03 05 07 09 11 13 15 1 19 21 23 25 27 29 31 33 35 37 39 41 43 45 47 49 51 53

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GDA#323

CONTROLLER BOX  
ISIS CONTROL TYPE  
VF REGULATION DRIVE

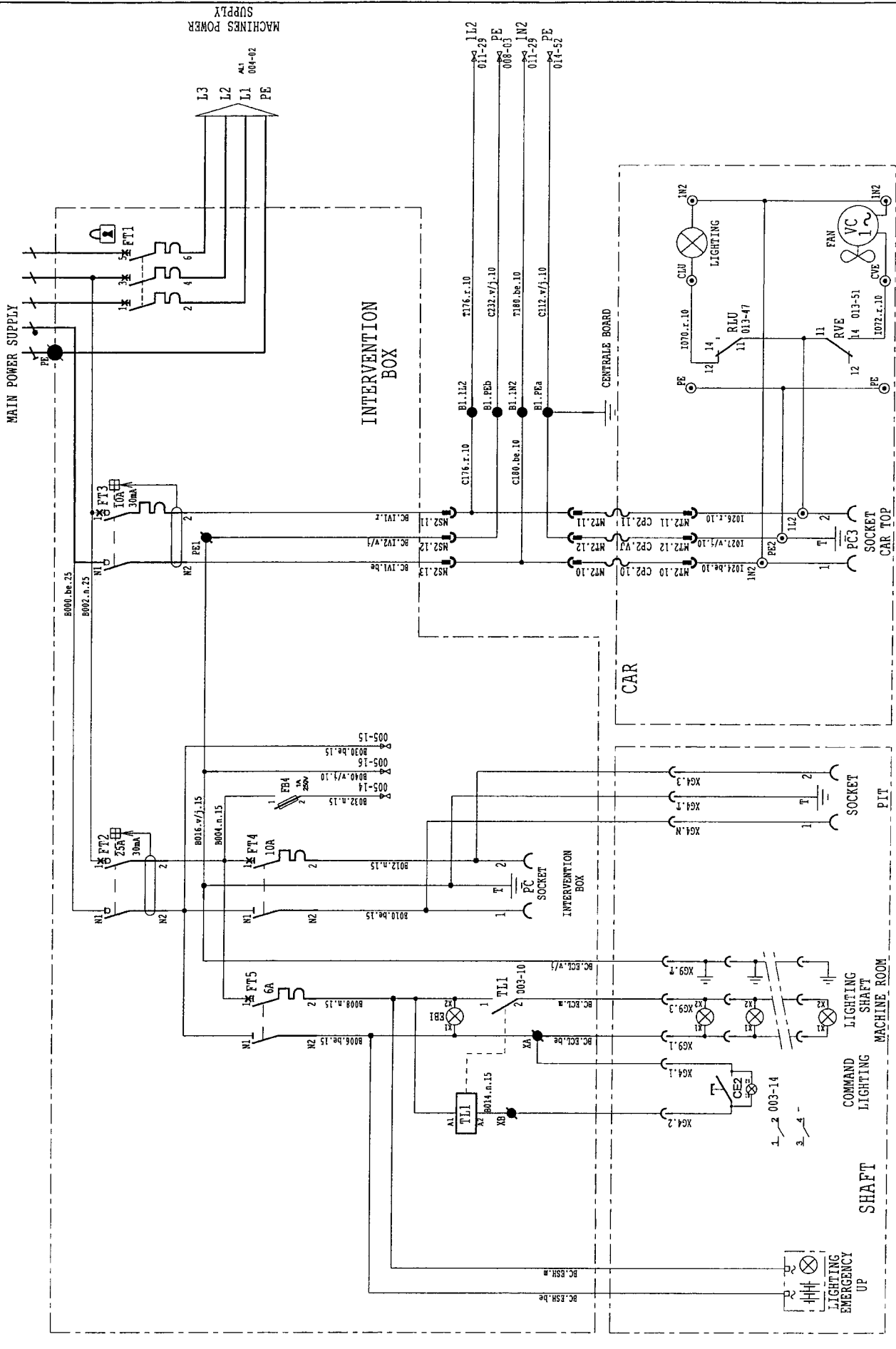
F\_002

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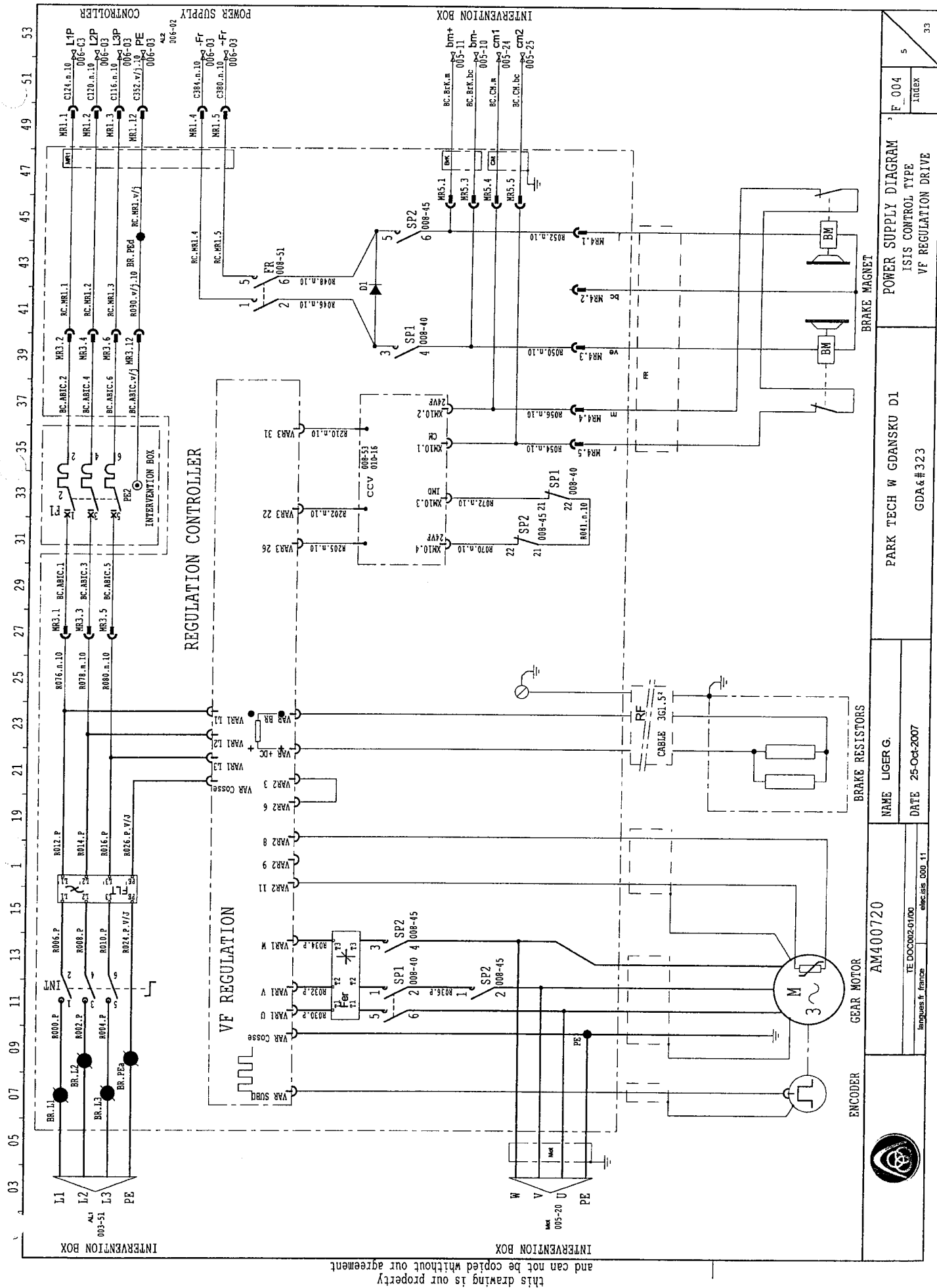
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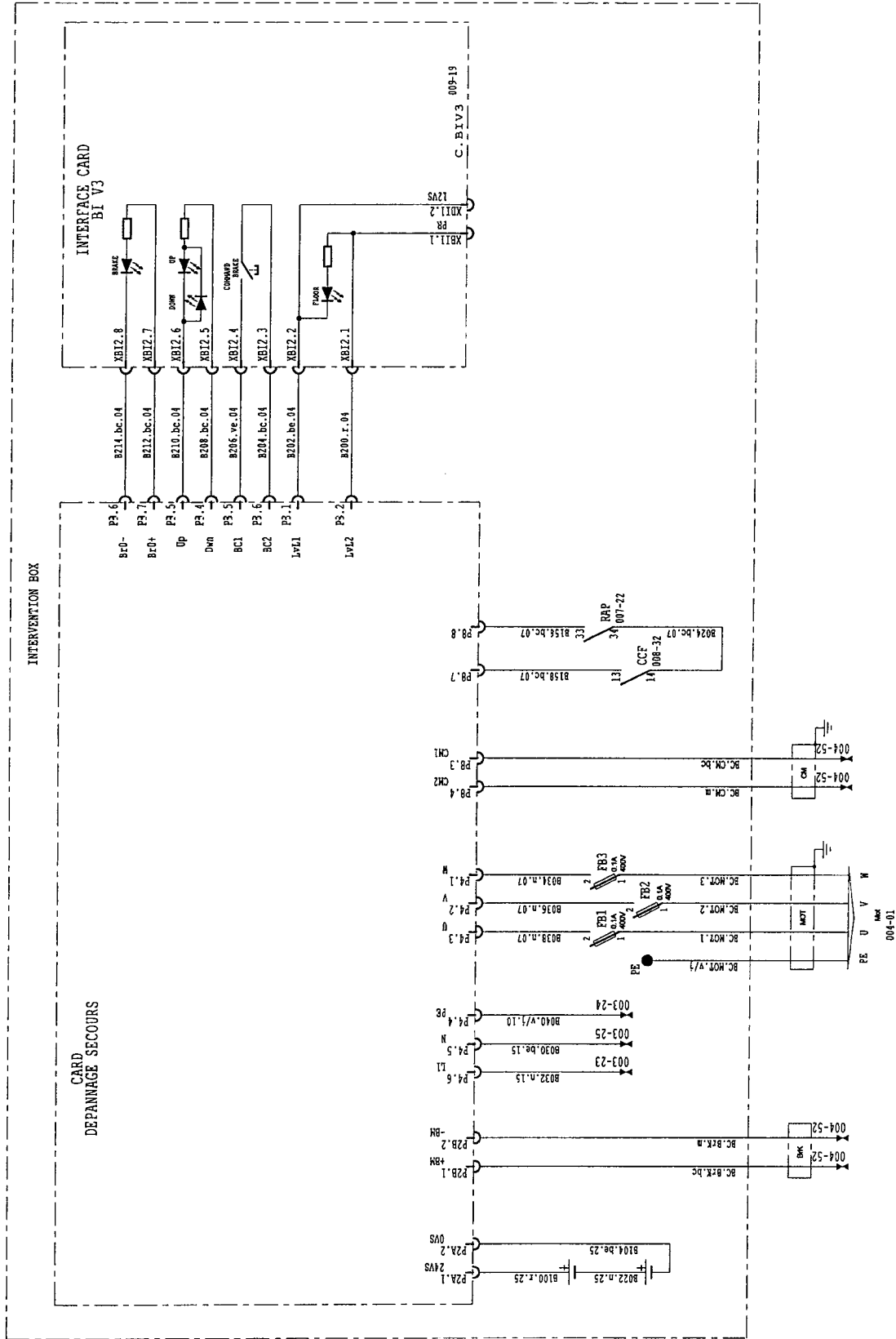
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	<b>AM400720</b>		<b>NAME</b> UGER G.		<b>PARK TECH W GDANSKU D1</b>		<b>POWER SUPPLY CONTROLLER</b> ISIS CONTROL TYPE VF REGULATION DRIVE		<b>F 003</b> Index	
	<b>TE DOC002-01/00</b> Langues & France		<b>DATE</b> 25-Oct-2007		<b>GDA&amp;#32</b>					



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REGULATION CONTROLLER

004-01



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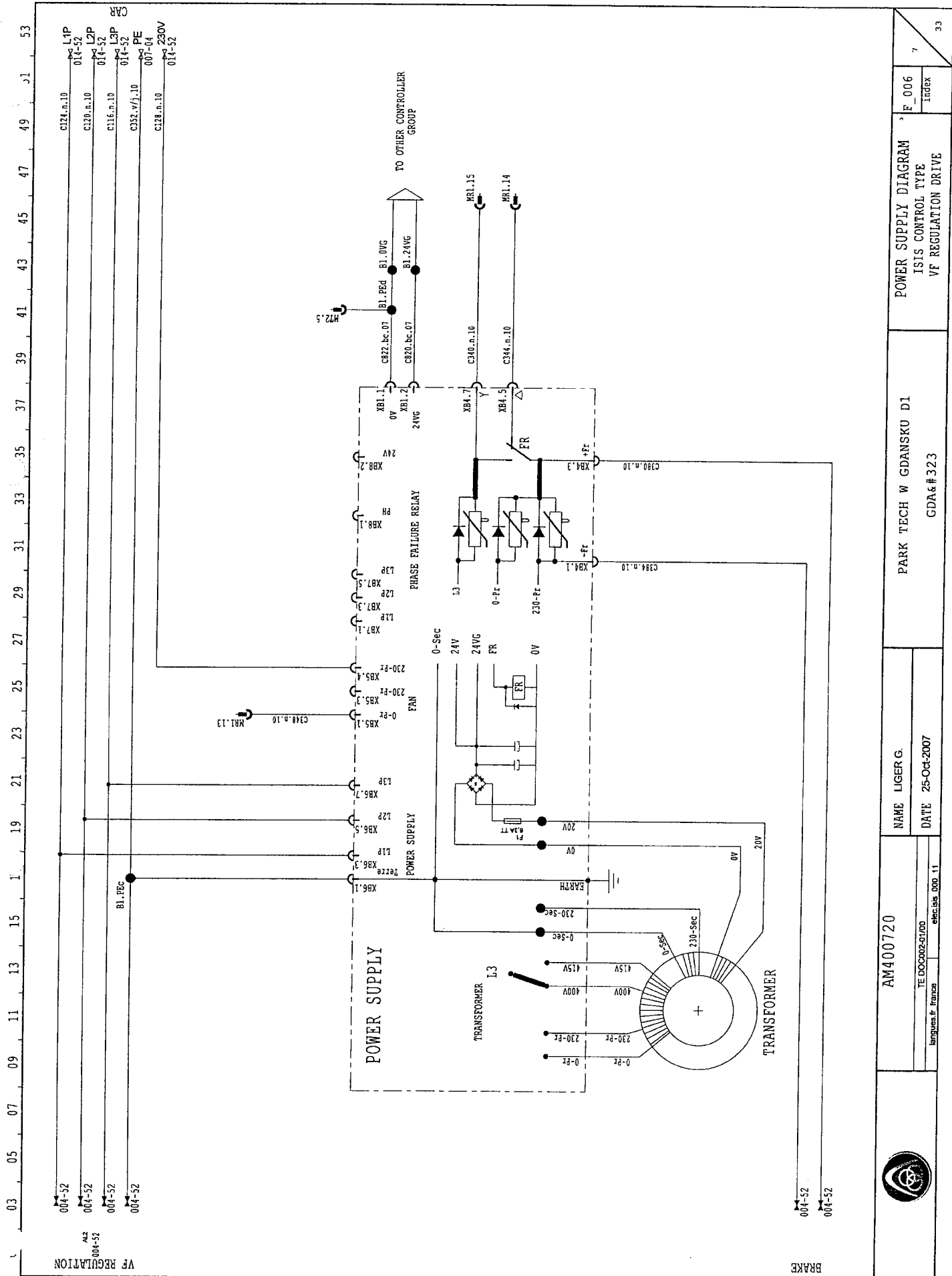
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POWER SUPPLY DIAGRAM  
ISIS CONTROL TYPE  
VF REGULATION DRIVE

F 005  
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PARK TECH W GDANSKU D1

GDA&#323

POWER SUPPLY DIAGRAM  
ISIS CONTROL TYPE  
VF REGULATION DRIVE

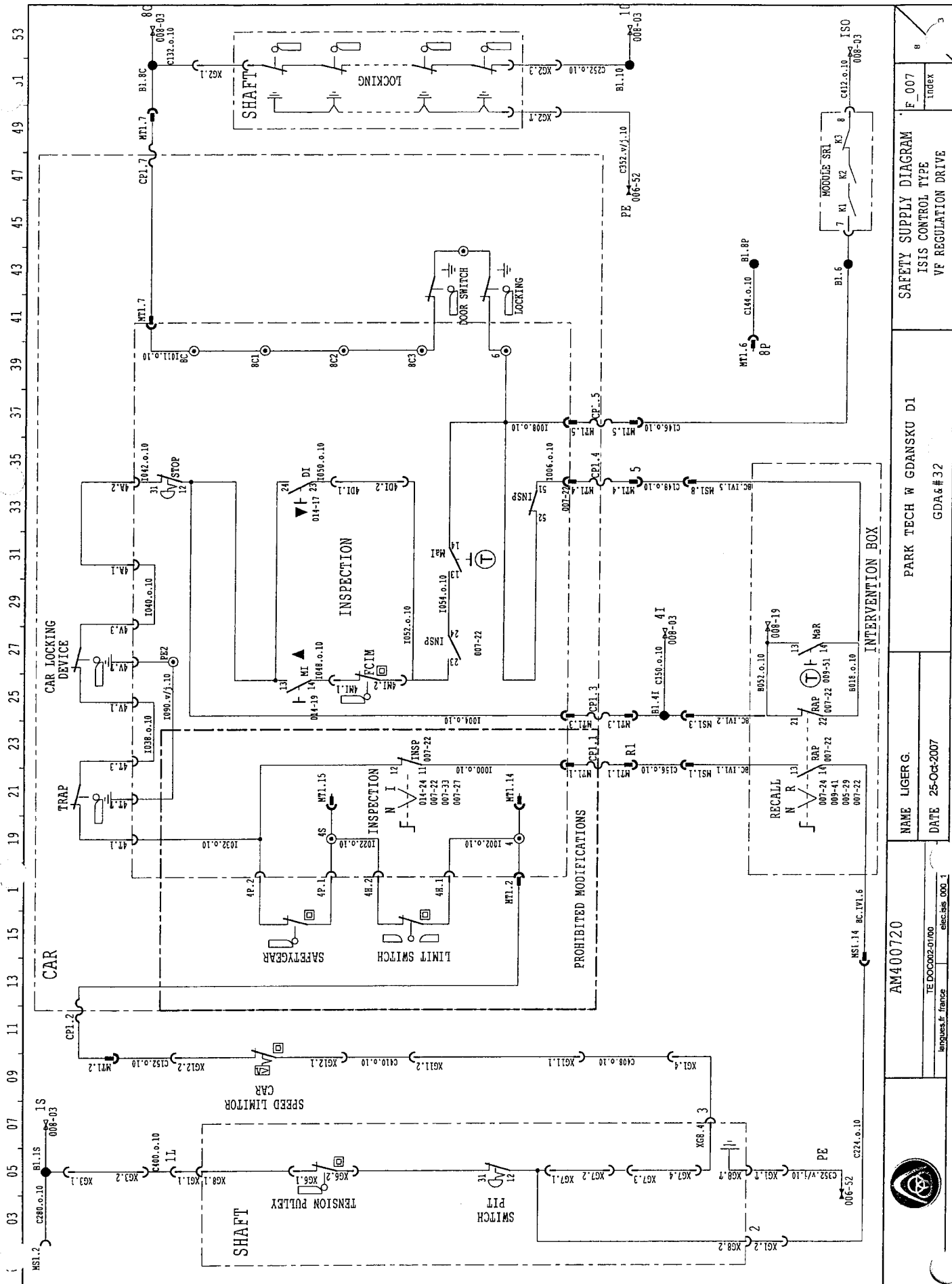
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SAFETY SUPPLY DIAGRAM  
ISIS CONTROL TYPE  
VF REGULATION DRIVE

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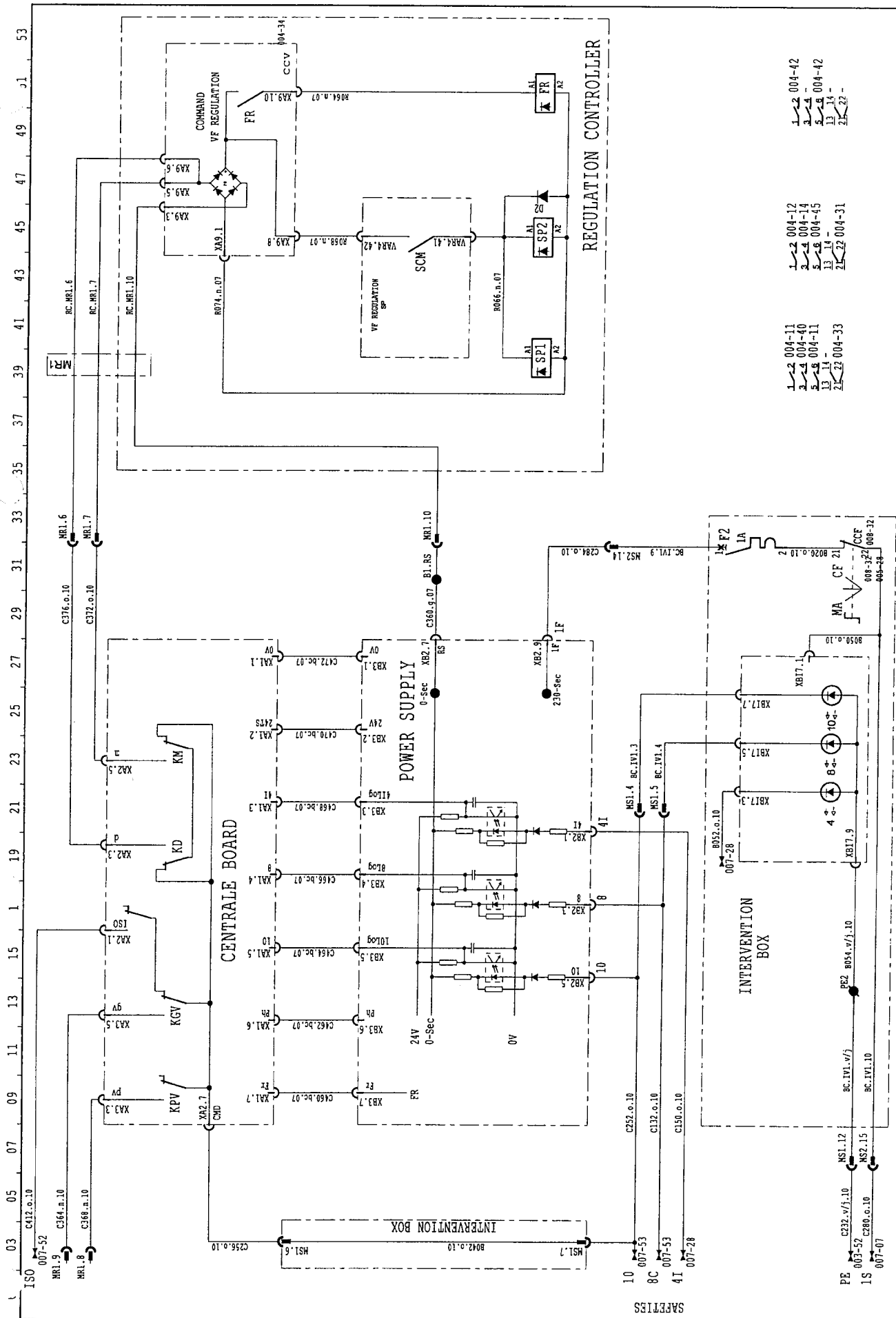
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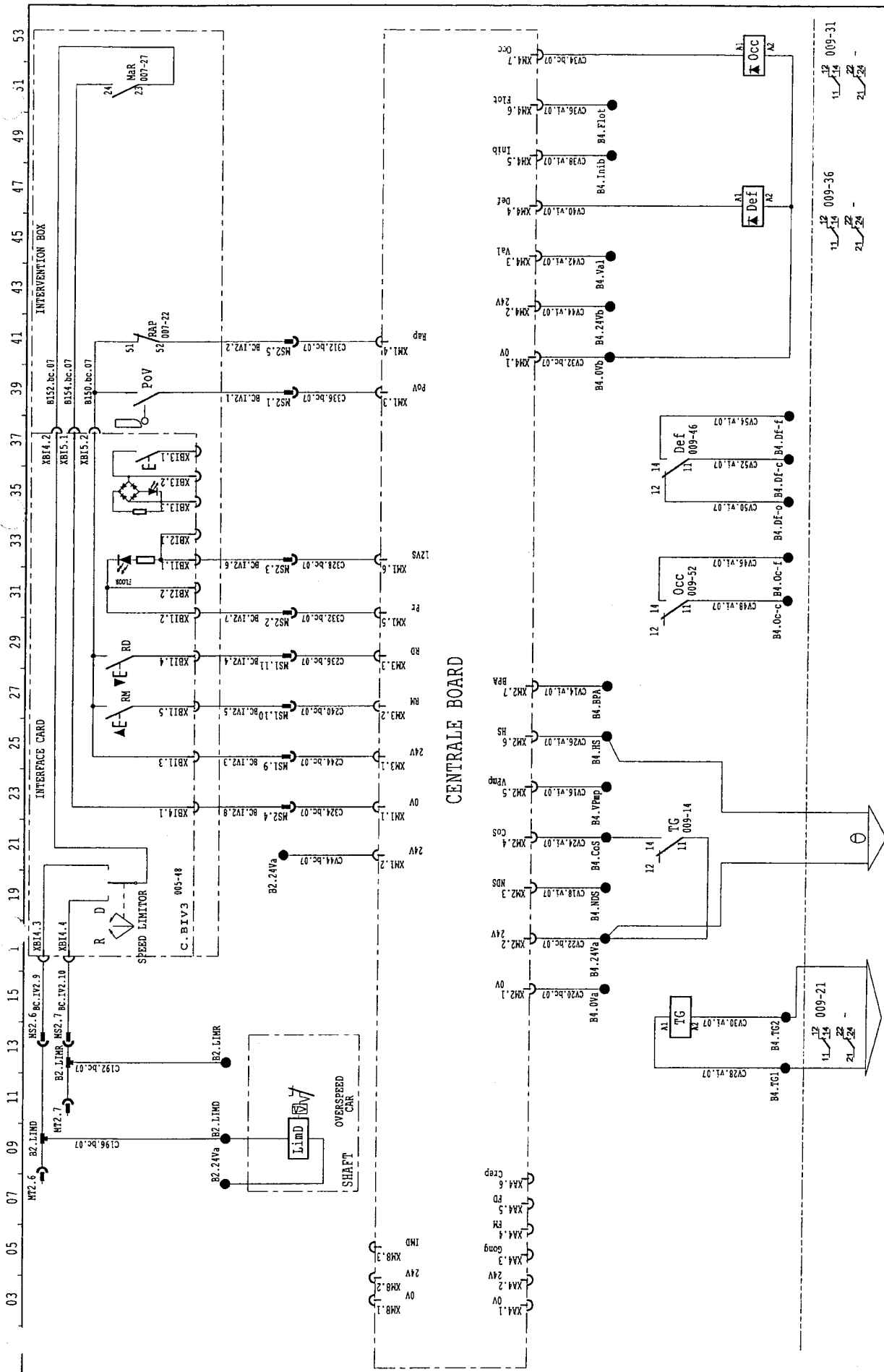
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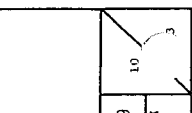


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- 97-98 004-59
- 99-100 004-60

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	TE DOC002-01/00		DATE 25-Oct-2007		GDA #323		ISIS CONTROL TYPE		VF REGULATION DRIVE		Index	

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	<b>AM400720</b> NAME LIGER G. DATE 25-Oct-2007	PARK TECH W GDANSKU D1 GDA&#32	LOGICAL PART CONTROLLER ISIS CONTROL TYPE VF REGULATION DRIVE	F 009 Index	10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53
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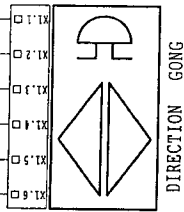


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PROCESSEUR CARD

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X171.3  
X171.4  
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X172.2  
X172.3  
X172.4

X30.1  
X30.2  
X30.3  
X30.4  
X31.1  
X31.2  
X31.3  
X31.4



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LOGICAL PART CAR  
ISIS CONTROL TYPE  
VF REGULATION DRIVE

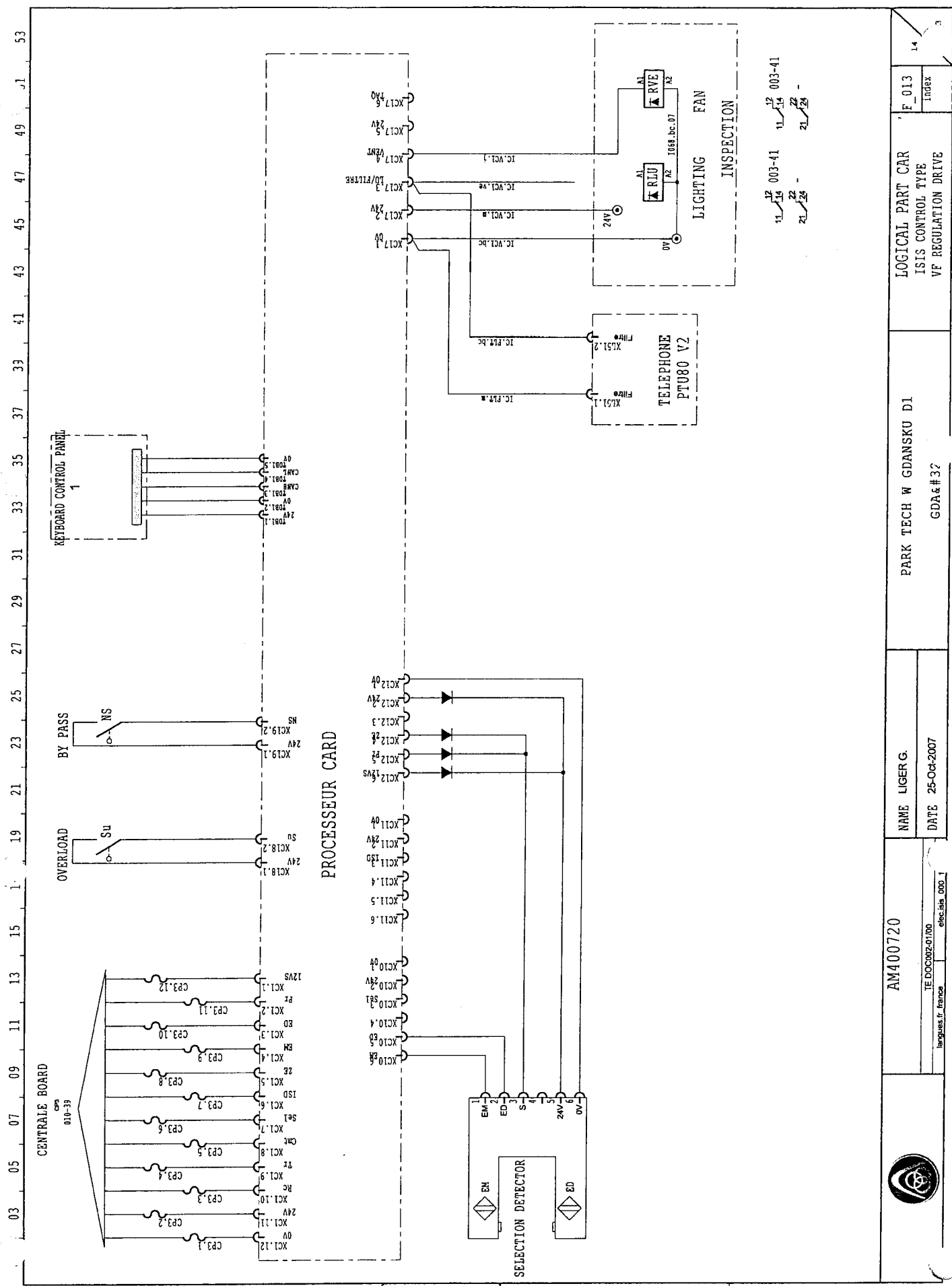
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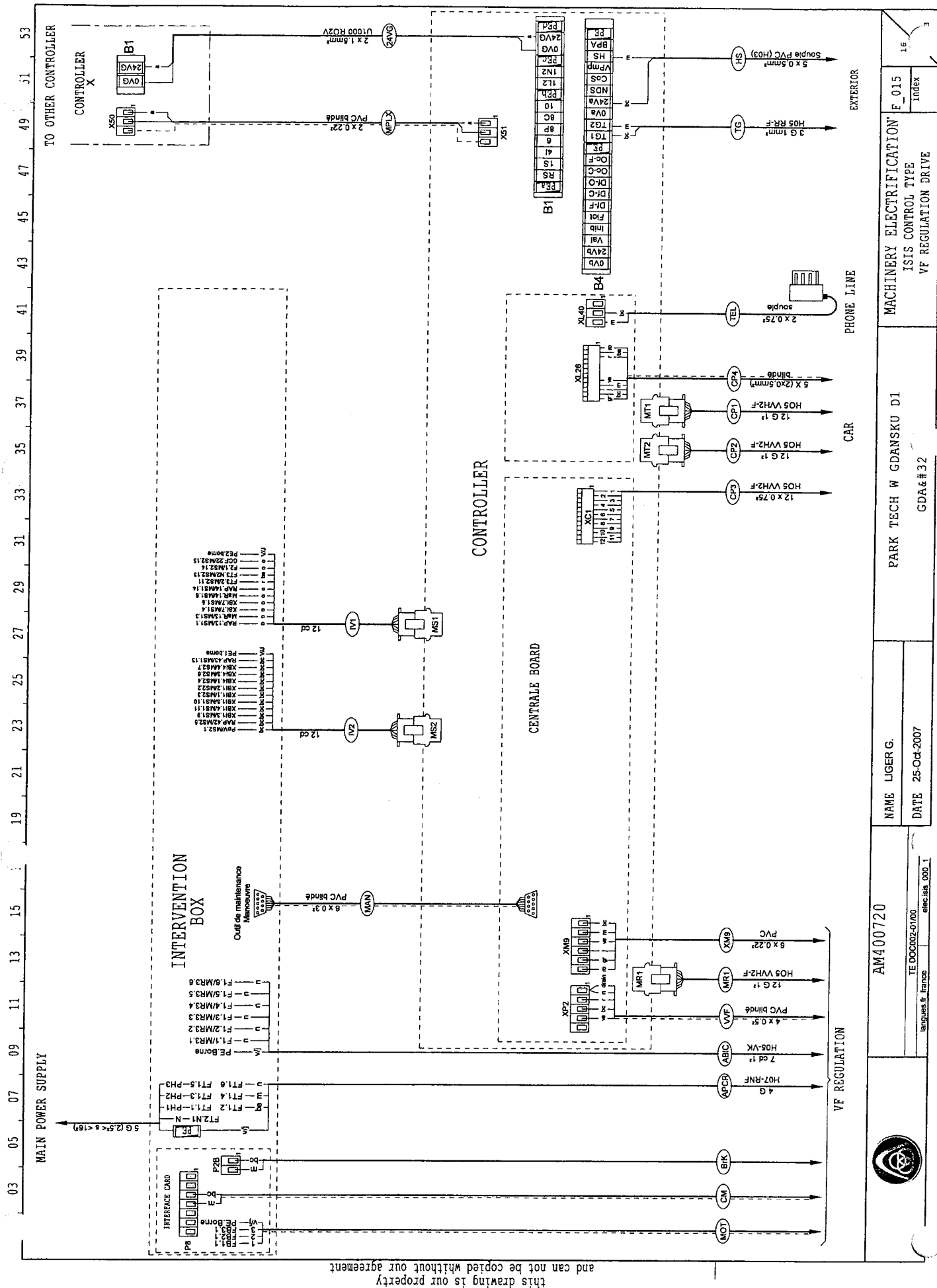
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LOGICAL PART CAR  
ISIS CONTROL TYPE  
VF REGULATION DRIVE

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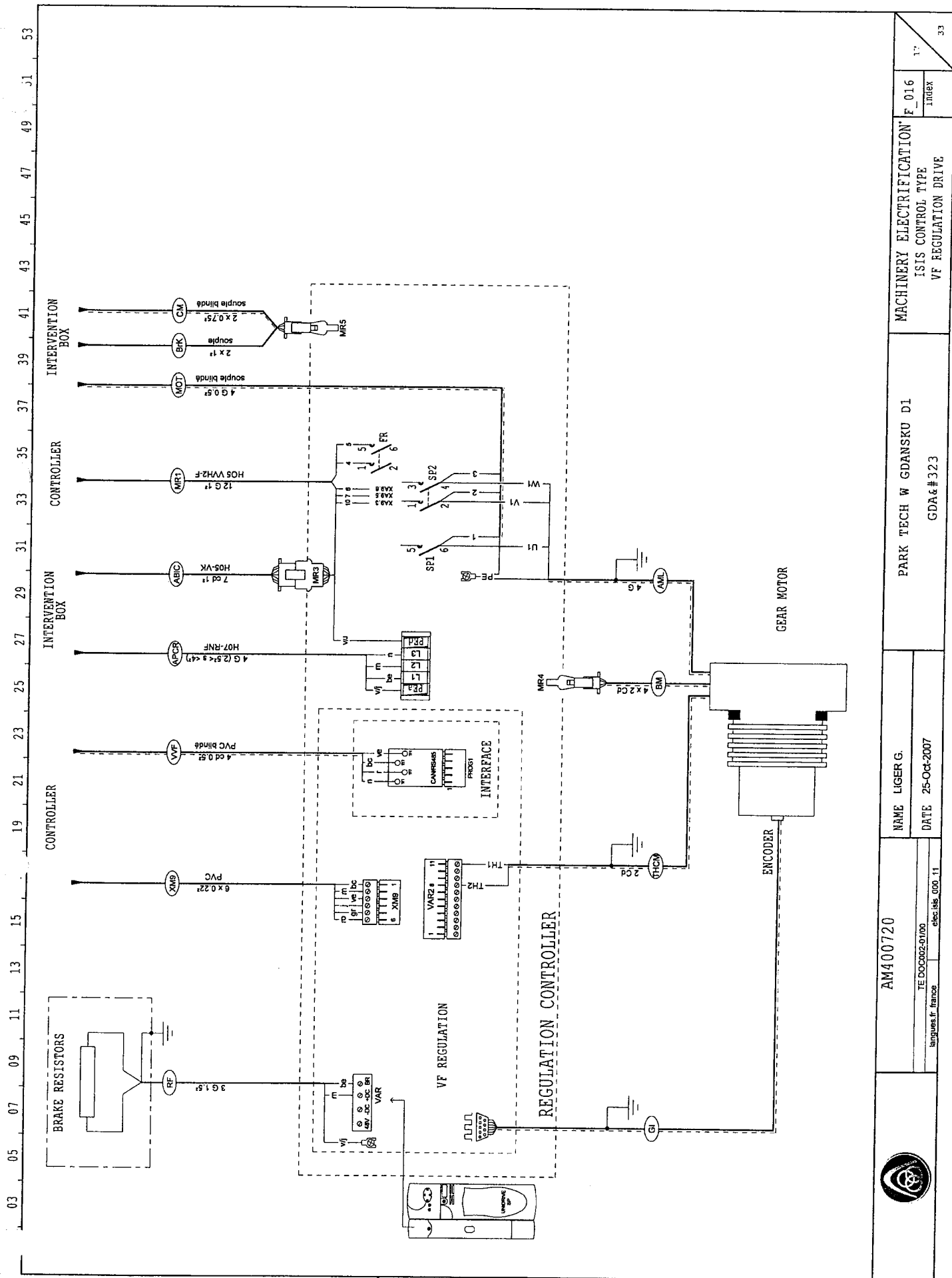
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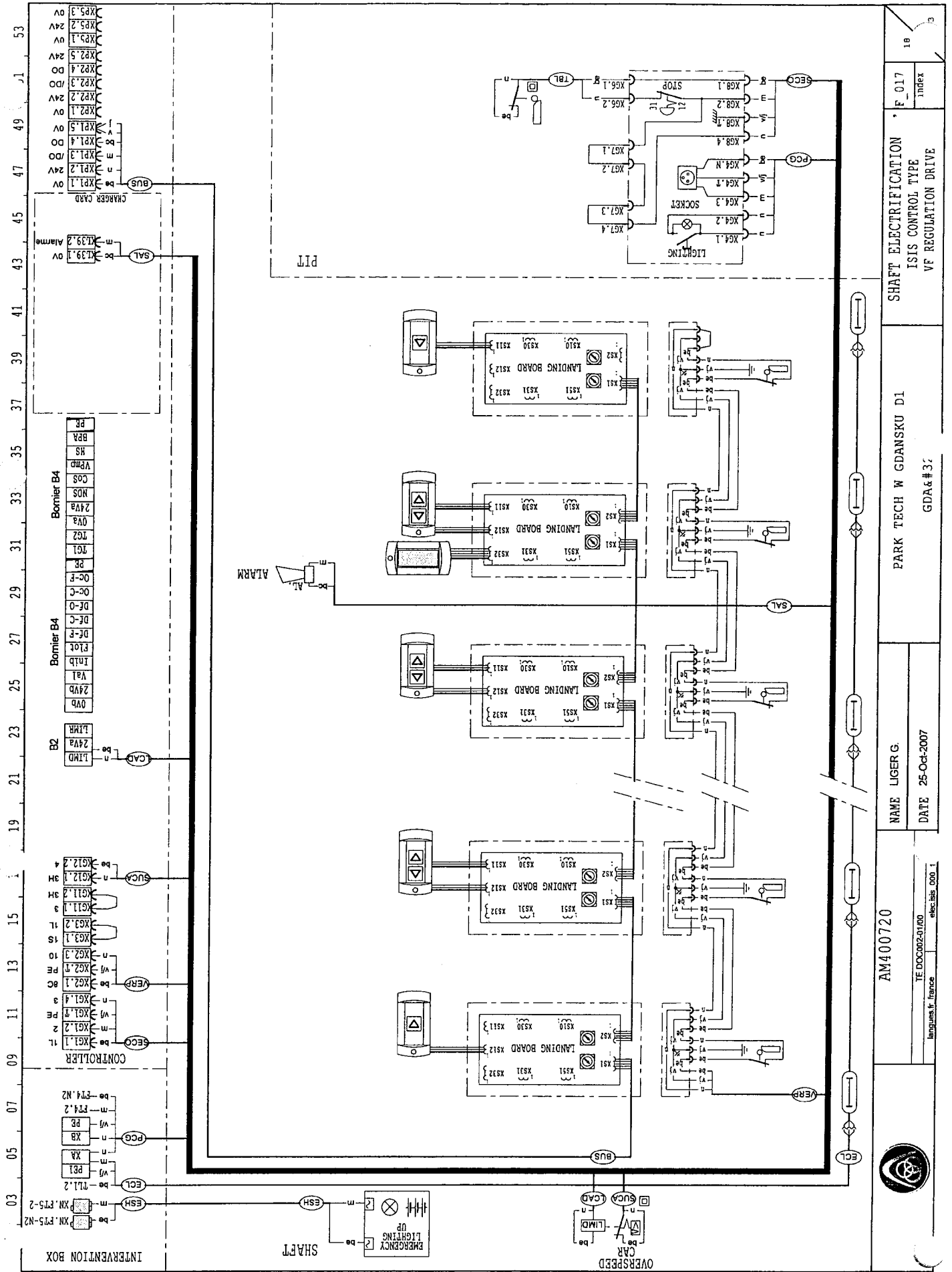
MACHINERY ELECTRIFICATION  
ISIS CONTROL TYPE  
VF REGULATION DRIVE

F\_016  
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SHAFT ELECTRIFICATION  
F\_017  
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DATE 25-Oct-2007

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VF REGULATION DRIVE  
ISIS CONTROL TYPE

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Langues: F, France  
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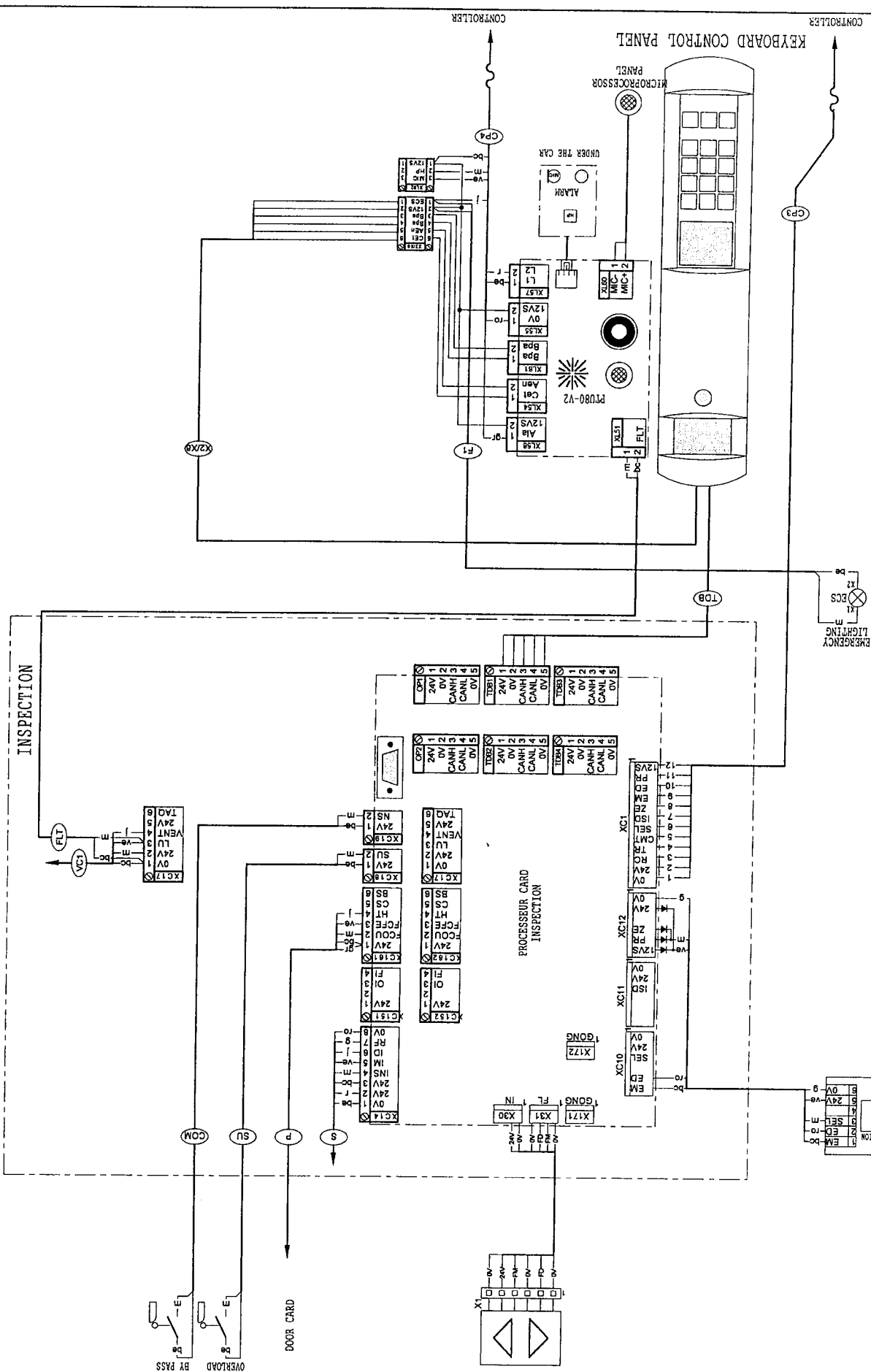
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GDA&#323

CAR ELECTRIFICATION " " F\_018  
ISIS CONTROL TYPE  
VF REGULATION DRIVE

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**DOKUMENTACJA  
TECHNICZNA  
DŹWIGU**

**Park Naukowo Technologiczny**

**AM 400720**

**4. Świadectwo badania typu dźwigu Isis**





# APAVE

ORGANISATION NOTIFIED AS THE BODY OF INSPECTION FOR THE CONFORMITY OF LIFTS  
N° 0077

APPLICANT: THYSSENKRUPP ELEVATOR MANUFACTURING FRANCE  
Rue de Champfleür – ZI St Barthélémy  
BP 126  
49001 ANGERS CEDEX 01

## EC CERTIFICATION OF TYPE INSPECTION N° 0077-V-B-069-08-2006

This CE certificate of type inspection is issued to the applicant for the lift model defined below in application of point 5 of paragraph B of appendix V (module B) of directive 95/16/CE of 29 June 1995 with respect to the convergence of lift legislation of member states.

Lift model	:	ISIS – Version 2/A Lift with no machine room ( Trademark "ISIS" or "SYMPHONY" )
Spécificities	:	Live load 450 kg to 1050 kg Speed : $\leq 1.60$ m/s Gearless motor
Engineering characteristics and extension limits	:	See appendix to certificate : Sheet : DAM 6 - CTCS 5 - DCE 5 (06/06) Drawings : PI 14/A - PI 15 - PI 16/A - PI 17 – PI 18/A – PI 19/A (06/06)
Date of issue	:	03 / 08 / 2006
Validity expiry	:	03 / 08 / 2009
File references	:	APAVE – 06.201.102.13081.00.1 THYSSENKRUPP - Certification File - ISIS - Version 2/A (06/2006)

The lift model defined in the appendices enclosed with the certificate meets the essential conditions of health and safety as defined in appendix 1 of Directive 95/16/EC of 25 June 1995.

Paris, 03/08/2006  
Chief Engineer of dept. "handling and hoist machines"  
D. FERRIER-CANA

N.B.: In conformity with point 6 of paragraph B of appendix V of Directive 95/16/EC, the applicant undertakes to inform the notified organisation of any modifications, even minor, that he/she has made or envisages making to the approved lift, including any new extensions or variations unspecified in the initial engineering file. Two copies of this certificate are supplied to applicant in the French language ; any translation should be enclosed with the original certificate which is the only authentic text. No duplicate shall be issued.

Translation realised for ThyssenKrupp Elevator Manufacturing France  
Certified as conforming with the original issued by APAVE

  
G. RICHARD  
Product manager



## DESCRIPTION OF LIFT MODEL

DAM 6 - 06 / 06

" ISIS " - Version 2/A lift without machine room

( Trademark " ISIS " or " SYMPHONY " )

Gearless LS – Steel ropes

450 kg ≤ CU ≤ 1050 kg \_ V ≤ 1.00 m/s or 1.00 < V ≤ 1.60 m/s

Lift model =

Basic lift with possible extensions  
(without modification to safety components)

### Basic lift:

Type of lift:	Electric traction lift
Rated load:	1000 kg
Number of passengers:	13
Speed:	1,00 m/s ( frequency variation )
Lift travel:	12 metres
Number of served levels:	2 ( same side )
Clear opening:	800 x 2100 mm ( Door M2T )
Car mass:	1200 kg
Counterweight mass:	1700 kg
Machine room:	None

### Limits of use:

- Not to be used in an atmosphere presenting risk of explosion.
- Do not expose to weather (IP 20 protection rating).
- The service box is located on the landing on the top terminal level (N) or the one before (N - 1) – Keep in a dry, sheltered place.  
( Free access and 500 x 700 mm working area per § 6.3.2.a of EN 81 )
- Shaft top ventilation in conformity with § 5.2.3 of EN 81.
- Working temperature: 5 to 40°C (§ 0.3.15 of EN 81)
- Manual repair on emergency current
- Installation in buildings open to the public  
( in accordance with the regulations in force in the countries concerned )
- Possibility of safety gear on counterweight
- Possibility of emergency return to floor system

### Possible extensions to limits :

Live load:	450 to 1050 kg	450 to 1050 kg
Max. speed:	V ≤ 1,00 m/s	1.00 < V ≤ 1,60 m/s
Travel:	0 to 40 metres (max. 24 levels)	0 to 60 metres (max. 24 levels)
Max. car dimensions :	Width 1000 to 1600 mm - Depth 1250 to 2100 mm Height 2100 mini ( 2000 mm in existing buildings – in accordance with the regulations in force in the countries concerned )	
Max. suspended weight :	2200 kg ( car side ) - 1700 kg ( counterweight side )	
Max. clear opening :	Width 700 to 1500 mm Height 2000 to 2500 mm ( 1900 mm mini in existing buildings - in accordance with the regulations in force in the countries concerned )	
Max. clear opening :	Automatic telescopic or centre-opening sliding doors ( conforming to § 7 of EN 81 )	
Nature of doors:	Painted sheet or stainless steel covered door frame Painted sheet, stainless steel covered or glazed panels (per table J2 of EN 81)	
Position of doors:	In shaft, recessed or on landing	
Access:	Single or through	
Fireman arrangement:	Possible in option with additional equipments ( in accordance with the regulations in force in the countries concerned )	
Fixings:	Concrete ( C 20/25 mini ) or other materials, Halfen steel or rails. ( Resistant to the forces shown on GAD )	
<u>List of regulations and basic standards :</u>	Lift directive 95 / 16 / EC JUNE 95 Standard EN 81-1 NOVEMBER 98 EN 81-1 / A2 MAI 05	

The building must be designed to bear the indicated loads and meet acoustic and fire constraints in conformity with regulations currently in force in the countries in question.



## ENGINEERING CHARACTERISTICS AND SAFETY COMPONENTS

CTCS 5 - 06 / 06

" ISIS " - Version 2/A lift without machine room

Page 01

( Trademark "ISIS" or "SYMPHONY" )

Gearless LS - Steel ropes

450 kg =< CU =< 1050 kg - V<= 1,00 m/s or 1,00 < V <= 1,60 m/s

Rated load ( kg )	450 to 1050	
Max. mass car side ( kg )	2200	
Max. mass counterweight side ( kg )	1700	
Hanging	2/1	
Diameter of suspension ropes ( mm )	6,5	
Number of suspension ropes	6 to 9	
Minimum breaking load ( Rt min en kN )	31,5	
Diameter of speed governor cable (mm)	6,3 or 6,5	
Minimum breaking load ( Rt min en kN )	>= 26,5	
Max. travel ( m )	40	60
Rated speed ( m/s )	<=1	<=1,6
Traction sheave diameter ( mm )	240	
Grooves	45° V grooves	
Reeling angle ( ° )	180	
Type of guide rails	Car	T 70x65x9 or T 89x62x16 or T 125x65x16 - oiled
	Counterweight	T 50x50x5 or T 70x65x9 drawn
Max. interval	Car	2300 to 3500
between fixings ( mm )	Counterweight	2950 to 3500
Controller	MCI (Integral collective)	

### SAFETY GEAR AND BRAKING CLAMPS (car) - V = 1,00 m/s

Types	Certificate	Total suspended mass ( kg )	Type of guide rails
DYNATECH PR-2500-UD	ATI/LD - VA/M065A-2/00	613 to 1955 Kg ( +/- 7,5 % )	Oiled
		Braking force ( N )	
		2889 to 9761 N	
Types	Certificate	Total suspended mass ( kg )	Type of guide rails
DYNATECH PQ-4000-UD	ATI/LD - VA/M120/01	881 to 4023 Kg ( +/- 7,5 % )	Oiled
		Braking force ( N )	
		6629 to 28659 N	
Types	Certificate	Total suspended mass ( kg )	Type of guide rails
DYNATECH ASG-100 UD	ATI/LD-VA / M154 / 06	515 to 2139 kg ( +/- 7,5 % )	Oiled
		Braking force ( N )	
		5408 to 16035 N	

N.B. PR 2500 clamps ( CE approval ATI/LD-VA/M062/99 ) controlled by speed governor ( CE approval AGB 209, ATI / LD - VA / M155 / 06 or AGB 055/2 ) fitted as a fall arrester system on the counterweight are not used as a protective device against excessive up speed.

They are not therefore a safety component in the terms of appendix 4 § 2 of the elevator directive 95/16/EC

NON-LINEAR ENERGY ACCUMULATION-TYPE BUFFERS ( V <= 1,00 m/s )			
Types	Certificate	Impact speed	Load on one pad
ACLA A300402 ACLA C300422	08/208/AP 001/300402 08/208/AP 002/300422	maxi 1,15 m/s maxi 1,15 m/s	Maxi : 12500 N Mini 3250 N
ACLA A300403 ACLA C300423	08/208/AP 001/300403 08/208/AP 002/300423	maxi 1,15 m/s maxi 1,15 m/s	Maxi : 25340 N Mini 5680 N

ENERGY DISSIPATION BUFFERS ( 1,00 < V <= 1,60 m/s )			
Types	Certificate	Impact speed	Load on one buffer
THYSSEN 01 A / 01 B / 01 C	APV 001 / 002 / 003	maxi 1,84 m/s	Mini 6200 / 9700 N Maxi 20000 / 30200 N



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Page 02 MàJ 04/07

SPEED GOVERNOR - V ≤ 1,00 m/s			
Types	Certificate	Rated engagement speed	Observations
PFB LK 200 T	AGB 209/1	Vn ≤ 1,00 m/s / Vd max. ≤ 1,50 m/s	Remote engagement 2-directional engagement
Types	Certificate	Rated engagement speed	Observations
DYNATECH VEGA	ATI / LD - VA / M155 / 06	Vn ≤ 1,00 m/s / Vd max. ≤ 1,50 m/s	Remote engagement 2-directional engagement

SPEED GOVERNOR - 1,00 < V ≤ 1,60 m/s			
Types	Certificate	Rated engagement speed	Observations
THYSSEN 6023	AGB 055/2	Vn ≤ 1,60 m/s / Vd max. ≤ 2,15 m/s	Remote engagement 2-directional engagement

ELECTRONIC COMPONENTS		
Types	Certificate	Operation
Module SR 1 Module BSR 1	09 208 92610/5 ATI / LD - VA / M158 / 06 ATI / LD - VA / M129 / 03	Levelling and self-levelling door-open safety circuit Levelling and self-levelling door-open safety circuit

LANDING DOOR LOCKING DEVICES		
Types	Certificate	Operation
THYSSEN M2TS6 THYSSEN M2ZS6 M2T/M2Z S6 version étanche THYSSEN M2T / M2Z S11 SELCOM " HYDRA 01 " SELCOM " HYDRA 11 " SELCOM " HYDRA 31 " SELCOM " HYDRA 43 " SLYCA "ECOSYL" SLYCA "POLYGAM" SLYCA "3BS" MEILLER " TTS 18 " MEILLER " TTS 28 " MEILLER "TTS 31"	ATV 545/0 ATV 546/0 ATV 611 N° 0071/0406/12 ATV 438/1 ATV 439/1 ATV 440/1 ATV 442 N° 0071/0199/09 N° 0071/0199/05 N° 0071/0199/08 ATV 368/4 ATV 588 ATV 590	2 x side-opening panels ( L and R ) 2 x side-opening panels ( Z ) 2 x side-opening panels 2 x side-opening panels 2 x side-opening panels ( Z ) 2 x side-opening panels ( L and R ) 3 x side-opening panels ( L and R ) 4 x side-opening panels ( Z ) 2 or 4 x side-opening panels ( Z ) or 2 x side-opening panels ( L and R ) 2 or 4 x side-opening panels ( Z ) or 2 x side-opening panels ( L and R ) 3 x side-opening panels ( L and R ) 4 x side-opening panels ( Z ) 4 x side-opening panels ( Z ) 3 x side-opening panels ( L and R )



## DEFINITION OF CAR AND DRIVE

DCE 5 - 06 / 06

**" ISIS " - Version 2/A lift without machine room**

( Trademark "ISIS" or "SYMPHONY" )

**Gearless LS – Steel ropes**

**450 kg  $\leq$  CU  $\leq$  1050 kg – V  $\leq$  1.00 m/s or 1.00 < V  $\leq$  1.60 m/s**

### Car and car door

Dimensions : Width : min.1000 mm to max. 1600 mm - Depth : min. 1250 mm to max. 2100 mm  
Surface area conforming to § 8.2.1 of EN 81

Position and type of controls in conformity with standard ISO 4190 or EN 81-70.

Ventilation surfaces in conformity with § 8.16.2 of EN 81.  
(Mechanical ventilation optional)

Car trapdoor dimensions in conformity with § 8.12 of EN 81.

Lighting ensuring a minimum 50 Lux at floor level as per § 8.17.1 of EN 81.

Car walls, floor and ceiling in conformity with § 8.3 of EN 81.

Structural panels in painted sheet, EZ sheet, plastic-coated sheet or stainless steel sheet;  
mechanical strength in conformity with § 8.3.2.1 of EN 81.

Painted or EZ sheet panels can be covered with plastic-coated or stainless steel sheet, melamine panels, laminate mounted on wood, PVC sandwich panels, marble, solid wood, (etc.), supplied with a fire resistance report, in conformity with the legislation in force in each country concerned.

Glass side and back walls possible per § 8.3.2.2 and in conformity with the strength tests described in appendix J (table J1) of EN 81.

Car top in sheet metal or laminated glass, designed to comply with the requirements of § 8.13 of EN 81.

Car top guard rail in conformity with § 8.13.3 of EN 81.  
( Retractable guard rail possible if compensatory measures provided )

The car door is a two-panel type with side opening or a two-panel type with central opening, sliding horizontally.  
( conforming to § 8.6 of EN 81 ).

Car door panels in painted or stainless steel sheet or glazed (EN 81 - Appendix J - table J2)  
( clearance between car door and wall conforming to § 11.2 of EN 81 )

The maximum loaded suspended weight on car side is 2200 kg ( including cladding ).  
( i.e.: maximum empty suspended weight 1150 kg for a live load of 1050 kg )

### Drive and Controller

machine : Gearless MLS XA 2 ( oil free )

Power : 4.6 kW to 11 kW ( Depending on the load )

Speed : 159 rpm ( V = 1.00 m/s ) or 255 rpm ( V = 1.60 m/s )

THREE-PHASE power supply: 400 V + N – 50/60 Hz

Traction drive

Sheave dia. 240 mm – V-Grooves to 45°

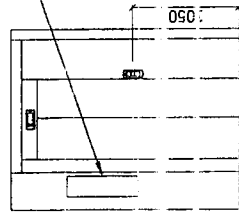
6 to 9 steel ropes - 6.5 mm dia. ( Depending on the load )

MCI integral collective controller with frequency converter (possibility of GROUP function).

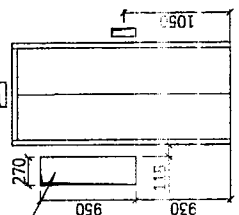
Work area 700 mm deep in front of the controller per § 6.3.2.1 of EN 81  
(Light in this area at least 200 lux at a height of 1 m from floor).

# Elevation of landing opening top terminal level

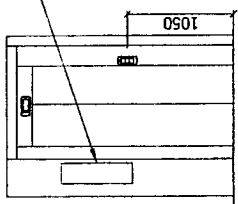
Centre-opening door on landing



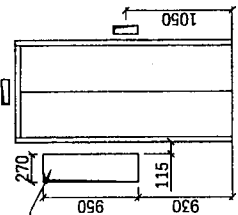
Centre-opening door in shaft



Side-opening door on landing

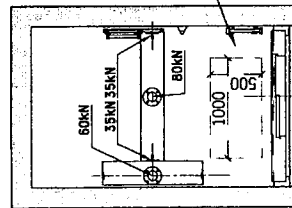


Side-opening door in shaft

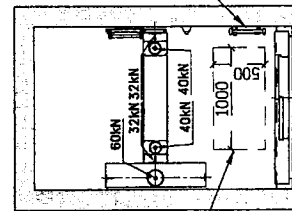


## Plan of pit

$1.00 < V \leq 1.60 \text{ m/s}$



$V \leq 1.00 \text{ m/s}$

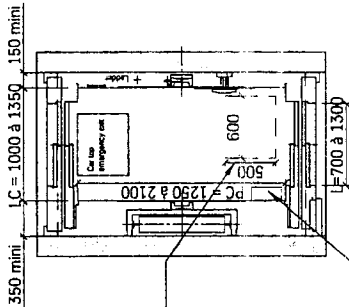
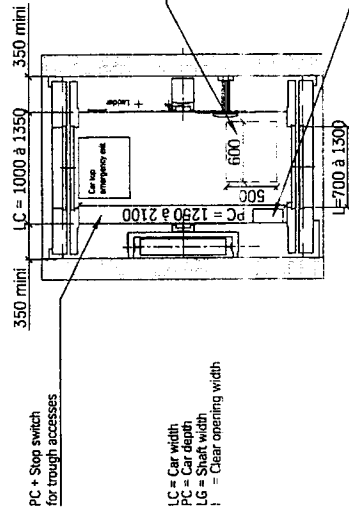


Type of concrete as per P1B305 B25  
Mean resistance 25 MPa  
Concrete grade EN 206 C20/25

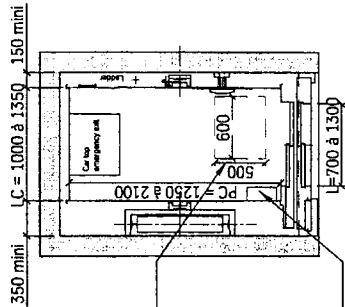
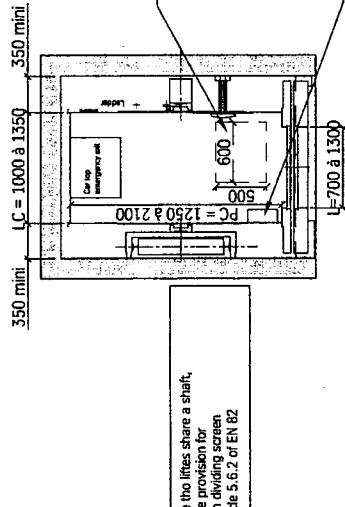
1000 X 500 X 600 mm  
rectangular parallelepiped  
safety area

# Elevation of shaft (Symmetrical installation possible)

2 panel central opening door on landing with trough access2 panel side opening door on landing with trough accesses

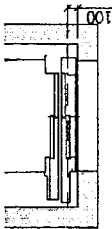


2 panel central opening door on landing with single access2 panel side opening door on landing with single access

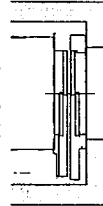


In cases where two lifts share a shaft,  
make provision for  
a mesh dividing screen  
per article 5.6.2 of EN 82

Doors in Nische



Doors in shaft



## CERTIFICATION DRAWING

2 panel door  
Narrow car = 1000 à 1350 - V=1.00/1.60 m/s  
Page  
1/1

ISIS or SYMPHONY LIFT  
450 kg < CU < 1050 kg  
(Gearless)



ThyssenKrupp Elevator  
Manufacturing France

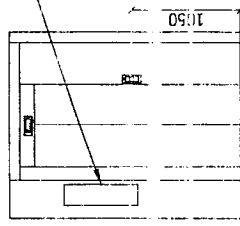
DRAWN: 15/08/2005 NAME: VERGNE S

A3

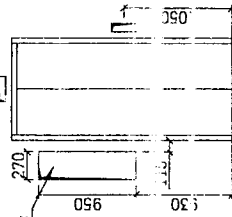
REVISION PLAN  
TEDOC013-11/94

# ation of landing opening top terminal level

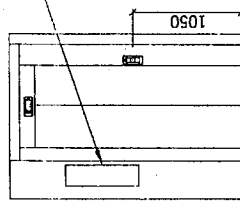
Centre-opening door on landing



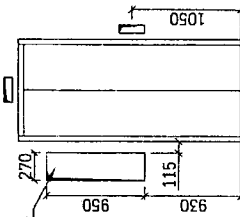
Centre-opening door in shaft



Side-opening door on landing

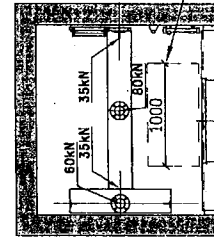


Side-opening door in shaft

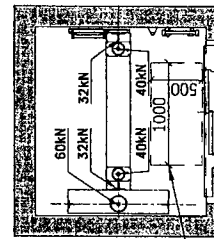


## Plan of pit

1.00 < V ≤ 1.60 m/s

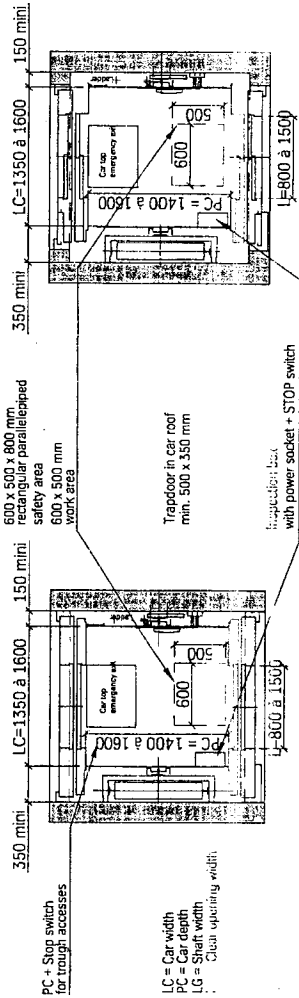


V ≤ 1.00 m/s

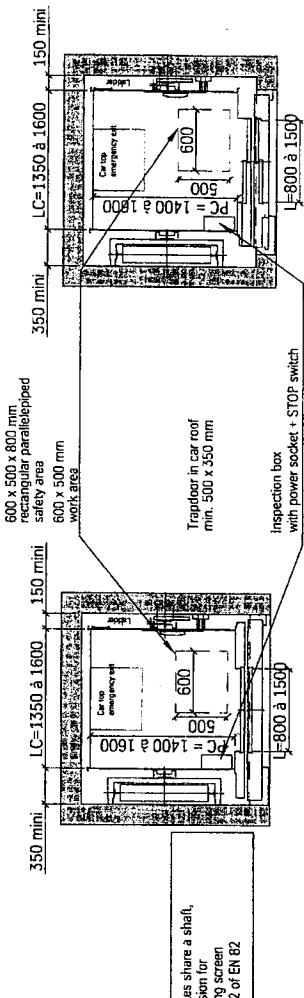


# Elevation of s : (Symetrical installation possible)

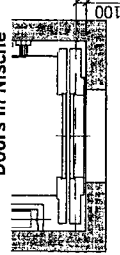
2 panel central opening door on landing with trough accesses 2 panel side opening door on landing with trough accesses



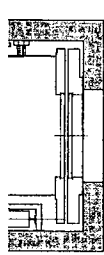
2 panel central opening door on landing with single access 2 panel side opening door on landing with single access



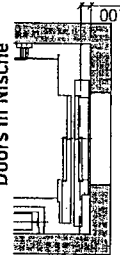
Doors in Nische



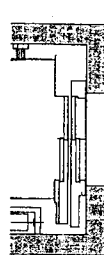
Doors in shaft



Doors in Nische



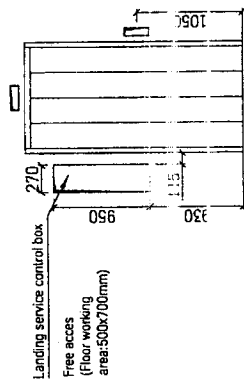
Doors in shaft



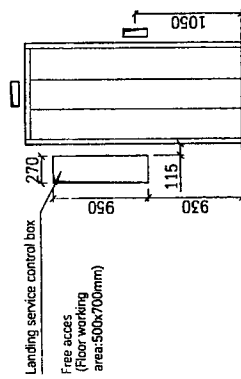
CERTIFICATION DRAWING Shaft plans		Page PI 15 1/1	
2 panel door Wide car = 1350 à 1600 - V=1.00/1.60 m/s		ISIS or SYMPHONY LIFT 800 kg ≤ CU ≤ 1050 kg (Gearless)	
DRAWN: 15/09/2005 NAME: VERGIES S		ThyssenKrupp Elevator Manufacturing France	
REVISION PLAN TEDOC013-11/94		A3	

## Elevation of landing opening top terminal level

4 panel central opening door in shaft

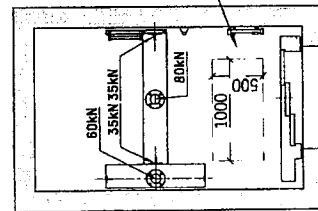


3 panel side opening door in shaft

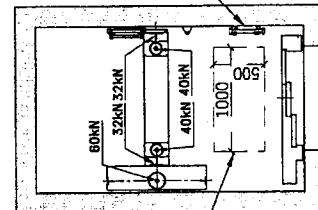


## Plan of pit

$1.00 < V \leq 1.60 \text{ m/s}$

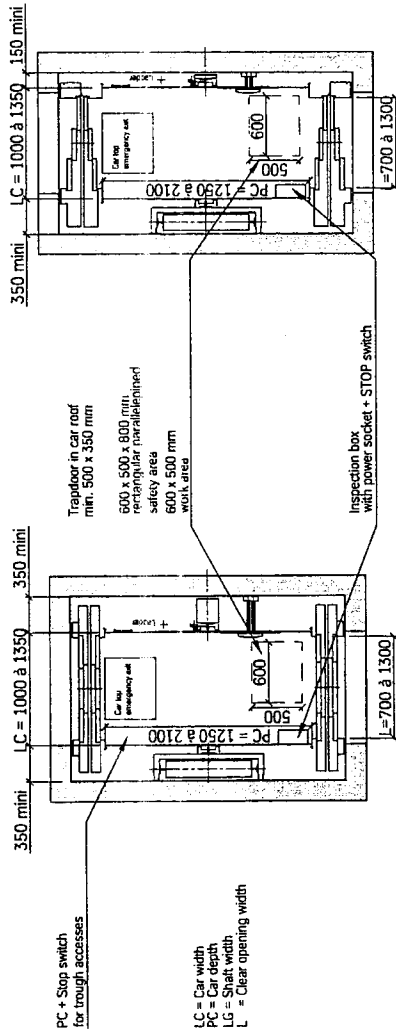


$V \leq 1.00 \text{ m/s}$

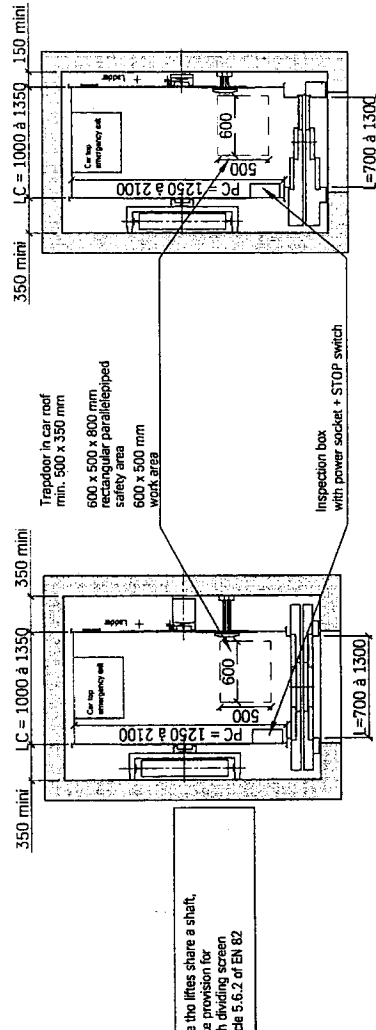


## Elevation of shaft (Symetrical installation possible)

4 panel central opening door in shaft with trough accesses 3 panel side opening door in shaft with trough accesses

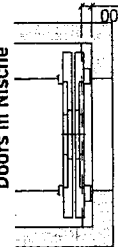


4 panel central opening door in shaft with single access 3 panel side opening door in shaft with single access



In cases where the lifts share a shaft, make provision for a mesh dividing screen per article 5.6.2 of EN 82

Doors in Nische



Doors in Nische

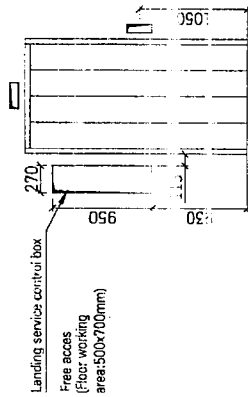


CERTIFICATION DRAWING		Shaft plans	
two panel and three panel doors		Narrow car = 1000 à 1350 - V=1.00/1.60 m/s	
ISIS or SYMPHONY LIFT		PI 16	
450 kg < CU < 1050 kg		1/1	
(Gearless)			
DRAWN: 14/01/2006		NAME: VERGÈS	
ThyssenKrupp Elevator		Manufacturing France	
A3		REVISION PLAN	
TEDOC013-11/94			

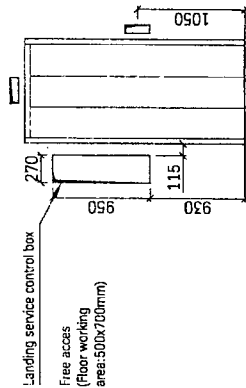


# ation of landing opening top terminal level

## 4 panel central opening door in shaft



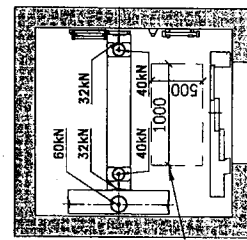
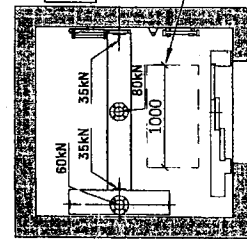
## 3 panel side opening door in shaft



## Plan of pit

1.00 < V ≤ 1.60 m/s

V < 1.00 m/s

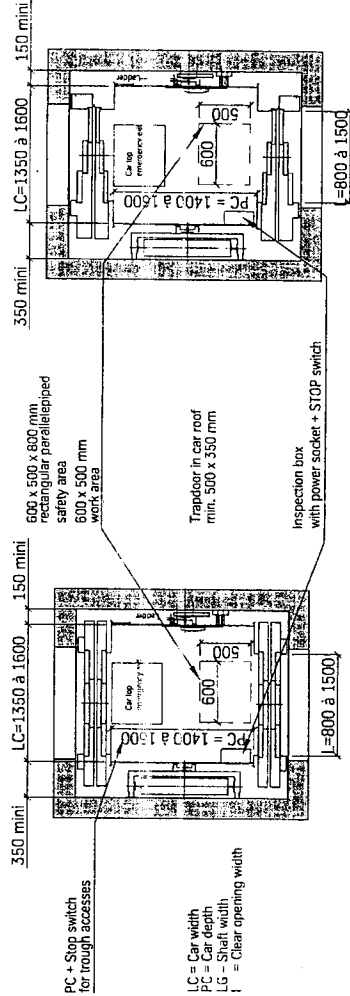


Type of concrete as per P18305 B25  
Mean resistance  $f_{cm}$  MPA  
Concrete grade ENV 206 C20/25

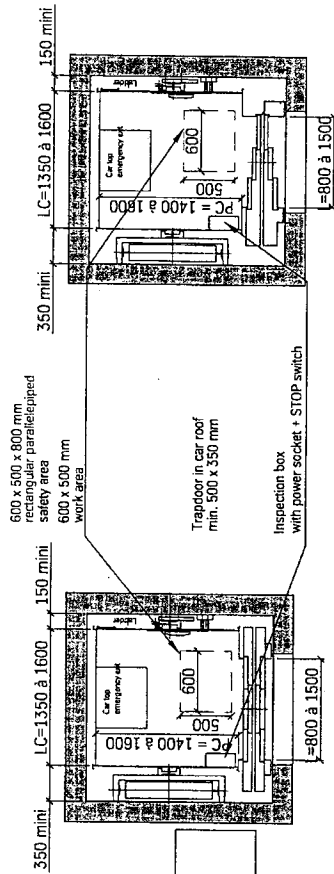
1000 X 500 X 600 mm  
rectangular parallelepiped  
safety area

# Elevation of shaft (Symmetrical installation possible)

## 4 panel central opening door in shaft with troughed accesses 3 panel side opening door in shaft with troughed accesses



## 4 panel central opening door in shaft with single access 3 panel side opening door in shaft with single access



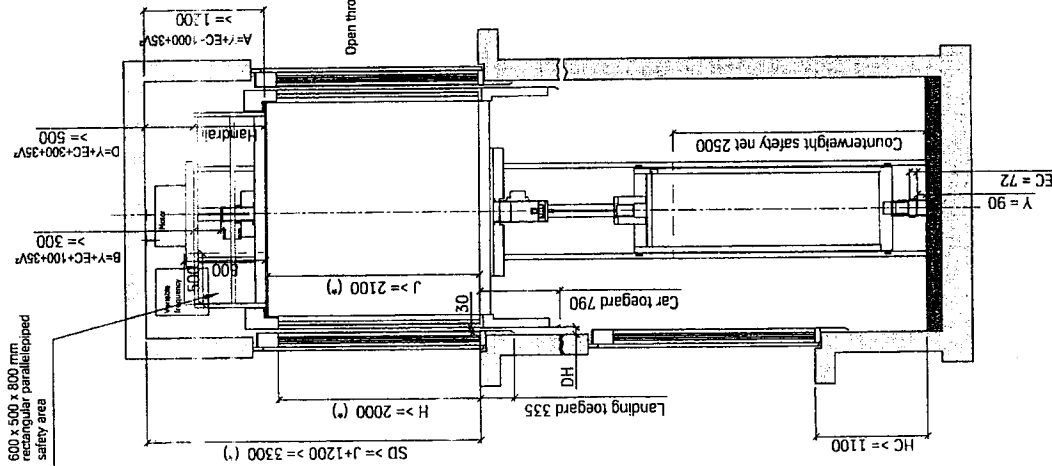
In cases where the lifts share a shaft,  
make provision for  
a mesh dividing screen  
per article 5.6.2 of EN 82

## Doors in Nische

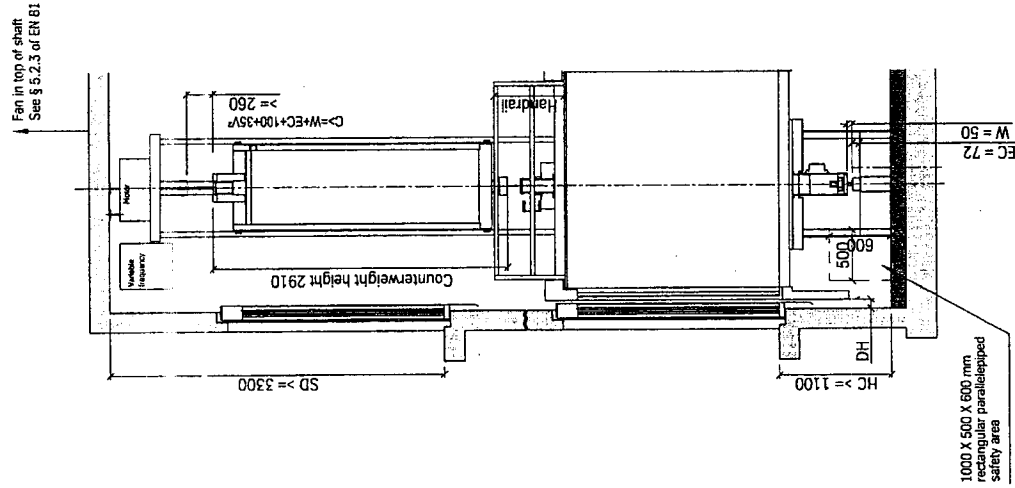
## Doors in Nische

<p><b>CERTIFICATION DRAWING</b> Shaft plans</p>		<p>Page PI 17 1/1</p>
<p>two panel and three panel doors Wide car = 1350 à 1600 - V=1.00/1.60 m/s</p>		<p>Page PI 17 1/1</p>
<p>ThyssenKrupp Elevator Manufacturing France</p>		<p>Page PI 17 1/1</p>
<p>Drawn: 15/02/2005 NAME: VERGÈS</p>		<p>Page PI 17 1/1</p>
<p>REVISION PLAN TEDOC013-11/94</p>		<p>Page PI 17 1/1</p>
<p>A3</p>		<p>Page PI 17 1/1</p>

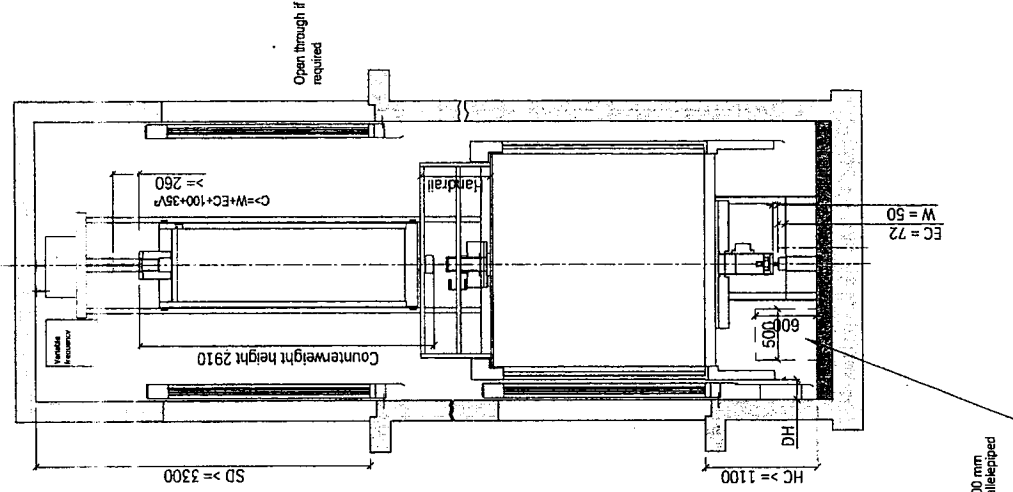
## Doors on landing



## Doors in Nische



## Doors in shaft

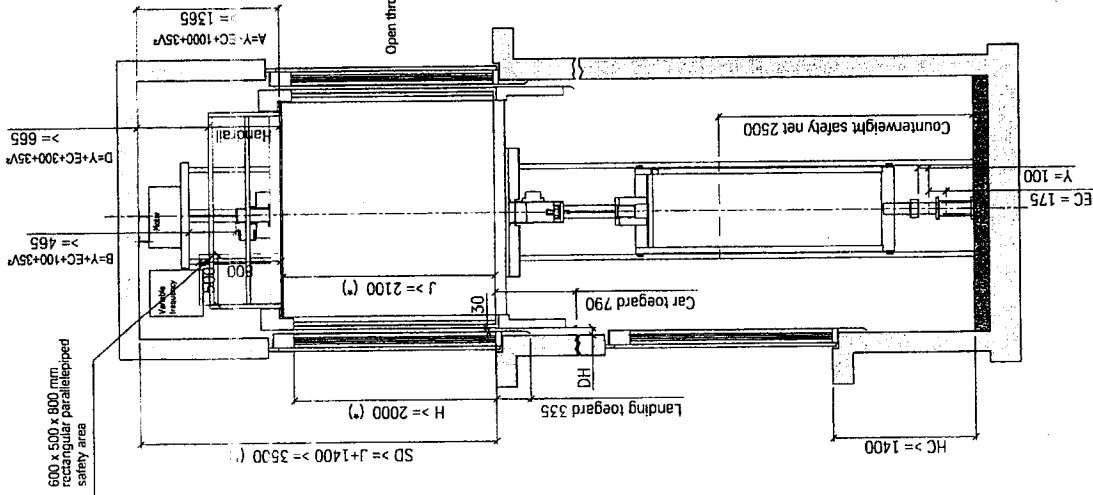


HC = Pit height  
 Y = Clearance under counterweight buffer  
 EC = Buffer compression  
 SD = Headroom  
 J = Car headroom  
 A = Clearance on car roof  
 B = Clearance at topmost part of installation  
 W = Clearance between car and buffer  
 C = Clearance above counterweight  
 D = Clearance above handrail  
 H = Clear opening height  
 DH = Clearance between car sill and shaft wall  
 See § 10.2.1 of EN 81

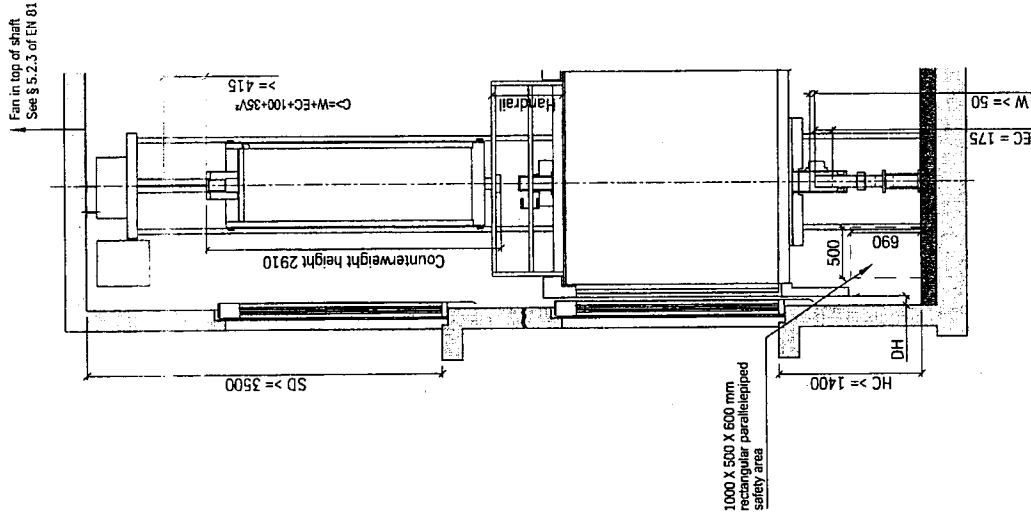
(\*) Height possible in existing buildings  
 H = 1900 mm - J = 2000 mm - SD = 3200 mm  
 In accordance with the regulation in force in the countries concerned.

CERTIFICATION DRAWING		Page
Shaft plans		PI 18 1/1
Verticals sections of shaft V < 1.00		
ISIS or SYMPHONY LIFT		
ThyssenKrupp Elevator		
Manufacturing France		
DRAWN: 15/09/2005 NAME: VEGIERE S		
A3		
REVISION PLAN		
TEDOC013-11/94		

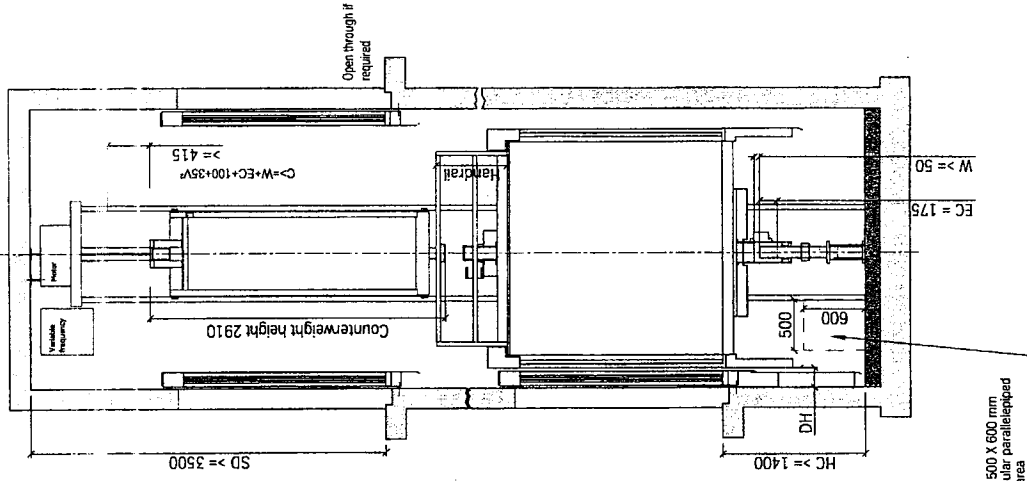
# Doors on landing



# Doors in Nische



# Doors in shaft



(\*) Height possible in existing buildings  
H = 1900 mm - J = 2000 mm - SD = 3400 mm  
In accordance with the regulation in force in the countries concerned.

CERTIFICATION DRAWING		Shaft plans	
Verticals sections of shaft V<=1.60		ISIS or SYMPHONY LIFT	
ThyssenKrupp Elevator		PI 19	
Manufacturing France		1/1	
A3		TEDOC013-11/94	
REVISION PLAN		A 05/06/03	
DRAWN: 15/06/2003		NAME: YERGEN S	



**Service Technique Equipements Mécaniques**

Correspondant : D. FERRIER-CANA

Ligne directe : 01.40.54.59.21

N° Chrono : 200710220100474

N/réf. : OFC/TM

V/réf. : 070.955.01.27

V/lettre du : -

**THYSSENKRUPP ELEVATOR**

**MANUFACTURING FRANCE**

A l'attention de Monsieur André FAYOL

Rue de Champfleür

ZI Saint Barthélémy

49001 ANGERS CEDEX 01

Paris, le 16 août 2007

Objet : Examen CE de type « Ascenseur "ISIS - Version 2A" »

N° 0077-V-B-069-08-2006

Limiteur de vitesse Dynatec modèle VEGA

Certificat : AT/ILD-VA/M 155A-1/06

Messieurs,

Comme suite à nos entretiens téléphoniques et à votre Email du 16 août 2007, nous avons l'honneur de vous confirmer les points suivants :

⇒ Nous prenons note de la nouvelle référence du limiteur de vitesse :

- AT/ILD-VA/M 155 A-1/06

en remplacement de la référence :

- AT/ILD-VA/M 155/06 qui figure dans les documents annexés à notre attestation d'examen CE de type : 0077-V-B-069-08-2006.

En attente de la finalisation de la mise à jour en cours du dossier technique en notre possession et de l'actualisation de l'annexe CTCS - 06/06 page 02/02 - Mise à jour le 04/07, nous vous confirmons la validité de notre attestation d'examen CE de type n° 0077-V-B-069-08-2006, les exigences essentielles de sécurité de la Directive 95/16/CE restant satisfaites.

Restant à votre disposition pour tout renseignement complémentaire,

Nous vous prions d'agréer, Messieurs, l'expression de notre considération distinguée.

Pour, l'Ingénieur, Chef du Service Technique  
Equipements Mécaniques  
D. FERRIER-CANA

Paris, August the 16<sup>th</sup> 2007

Further to our conversations and your e-mail from 16th of August 2007, we are pleased to confirm the following points:

We take into account the new reference number of governor:

- ATI/LD-VA/M155 A 1/06

instead of the reference:

- ATI/LD-VA/M 155/06 which appears on the documents annexed to our EC Type examination Certificate number: 0077-V-B-069-08-2006

We are finalizing the up-dating of technical files and the CTCS annex - 06/06 page 02/02 - up-dated 04/05 and in the meantime we confirm the validity of our EC Type examination Certificate number: 0077-V-B-069-08-2006, as the main security requirements of 95/16/CE Directive are fulfilled.

We stay at your disposal for any information you may need.

Sincerely yours

Technical Department Manager  
Mechanical Equipment  
D. FERRIER-CANA

