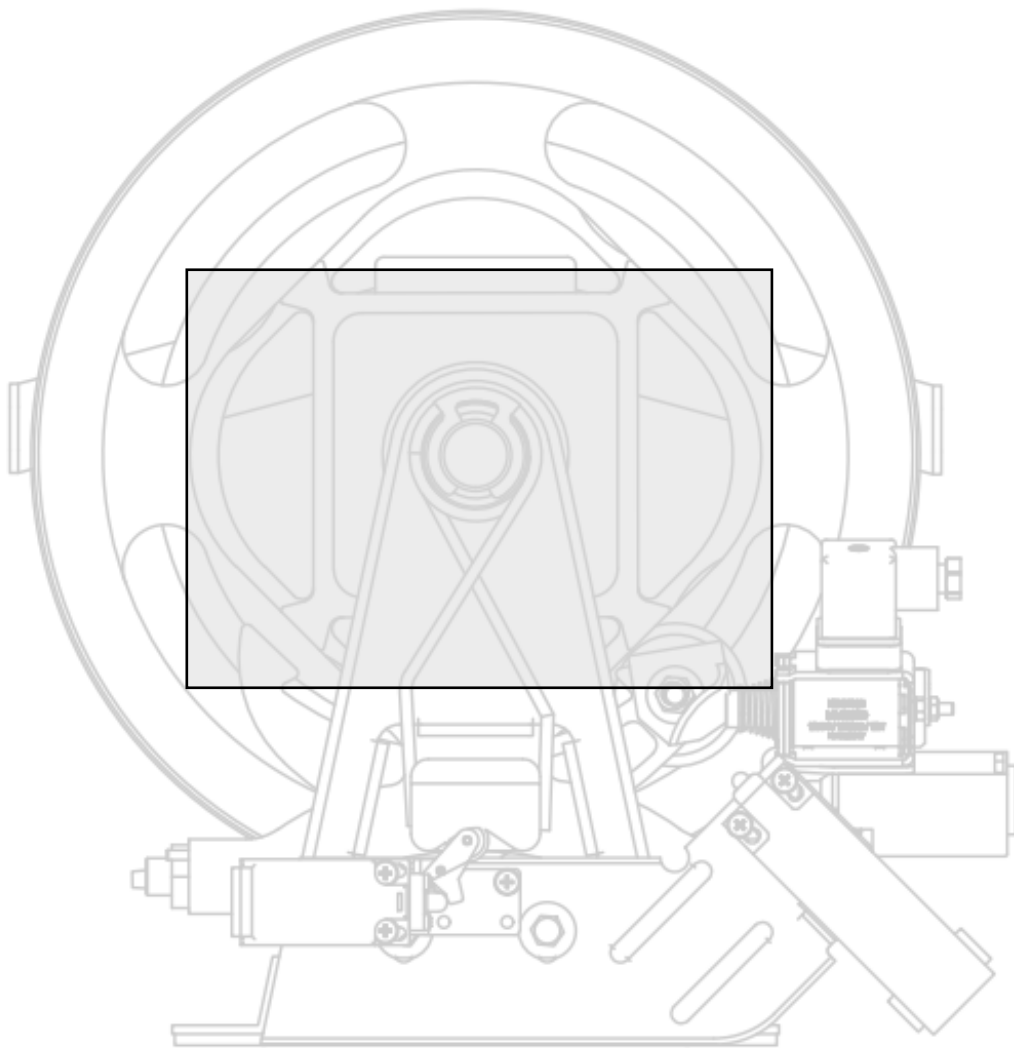


# Overspeed Governor

Operation and Installation Manual



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# 1. Introduction / General Information

## Area of use / Application

BODE overspeed governors were developed for lift systems and are used in all types of lifts. They monitor the rated speed ( $V_n$ ), trigger mechanically at a factory-set tripping speed ( $V_a$ ) and actuate the lift's safety gear. The tripping speed of the overspeed governor depends on the rated speed of the lift system. It is usually dimensioned using the selection and calculation principles of EN81-20:2020-5.6.2.2.1.1. We will be happy to assist you in calculating the correct tripping speed.

**The overspeed governor must be installed by lift professionals who are in detail familiar with the function of a lift system and who are qualified to make electrical connections.** It has to be ensured, that the overspeed governor has been correctly and professionally installed in the lift system, that it functions properly, that the safety gear will be correctly actuated and that the lift stops safely in case of an emergency!

In accordance with EN81-20/50 BODE overspeed governors are EU type-examined safety components. For this reason we want to point out, that subsequent modifications to overspeed governors, in particular changes to the tripping speed or the replacement of pre-cutoff switches, are not permitted.

## Basic Information

BODE overspeed governors are type-tested in accordance with the Lift Directive 2014/33/EU and fulfil the requirements of EN81-20:2020 and EN81-50:2020. They can be used in a tripping speed range of 0.50 - 3.40 m/s. In accordance with EN81-50:2020, they have a 40° wedge groove with undercut and are usually hardened.

Various switches are available for electrical integration into your lift system. They can be equipped with solenoids for Unintended Car Movement Protection (UCMP) or remote actuation. A detailed overview of the technical data can be found in chapter 6.

## Function Description

The overspeed governor and the tension weight are connected to the safety brake, which is attached to the car's safety frame, via a steel rope. When the lift is travelling, the overspeed governor wheel and the tension weight wheel turn to the right or left, depending on the direction of travel.

A so-called pendulum is mounted on the overspeed governor, which follows a square contour sideways of the overspeed governor wheel via a roller. At each corner of this contour this roller is "pushed away" during operation of the overspeed governor. In the event of an overspeed the roller/pendulum will be pushed stronger away by the overspeed governor wheel (and its square contour) as at nominal speed. In this case, the pendulum blocks the overspeed governor wheel. It is mechanically blocked and cannot rotate anymore. The lift car continues moving in the shaft, the overspeed governor rope, guided in the wedge groove, blocks and engages the safety gear of the lift. The car will stop.

## Tripping Force

The tripping force of the overspeed governor can only be achieved in conjunction with the tension weight, the steel rope and the safety gear. Please consider and check this when dimensioning your system.

According to EN81-20:2020 5.6.2.2.2, the greater of the two values must be selected:

- twice that necessary to engage the safety gear, or
- 300 N

The total weight load on the tension weight pulley or idler pulley from BODE must not exceed 150kg.

## Remote actuation for checking the safety gear

In many applications the overspeed governor is mounted in the lift shaft and difficult to reach for testing the safety gear actuation. For these applications, we offer the option of a remote actuation device on the overspeed governor, so that the function of the safety gear can be easily tested when checking the lift system.

A solenoid, mounted on the overspeed governor, will be energised during the lift travel and thus pushes the movable core (bolt) out. It blocks the overspeed governor wheel and the safety gear will be engaged via the governor rope. The remote actuation only blocks the overspeed governor when the solenoid is energised. The movable core (bolt) is retracted when the solenoid is de-energised.

## Unintended Car Movement Protection / UCMP

BODE also offers a UCMP device. Acc. to EN81-20:2020 5.6.7 UCMP is the abbreviation for: "Unintended Car Movement Protection".

This device consists of a solenoid, mounted to the overspeed governor. The solenoid blocks the overspeed governor as long as it is not energised. Only during lift travel, the solenoid is energised and the moveable core retracted.

Any car movement apart from a regular one, will therefore eventually engage the safety gear and stop the lift.

## UCMP tripping distance

The UCMP tripping distance is the required way to block the overspeed governor and to engage the safety gear after detecting the wheel rotation. It is therefore also dependent on the position of the governor wheel when it is tripped, which can result in different reaction distances.

Overspeed Governor Type 8 (Ø 200mm wheel): 50mm – 250mm  
Overspeed Governor Type 7/9 (Ø 300mm wheel): 70mm – 350mm

## Type Label



**Figure 1:** Example Type Label of an Overspeed Governor

- 1) Manufacturer information
- 2) Device designation
- Designation of the European and British type examination certificate
- 3) Technical Data:
  - VA = Tripping speed
  - Year = Manufacturing year
  - S/N = Serial number
  - Type = Overspeed governor type
- 4) CE and UKCA – signs including identification numbers of the notified bodies
- 5) QR code showing 2, 3 and the order number

Minor deviations in the layout of the type label from different production periods are possible.

## 2. Installation

### Please note before installation!

Check the overspeed governor after delivery for any transport damage and whether the tripping speed and further functions match the requirements of your application. The foam pads can be disposed of with normal residual waste, the cardboard with paper recycling.

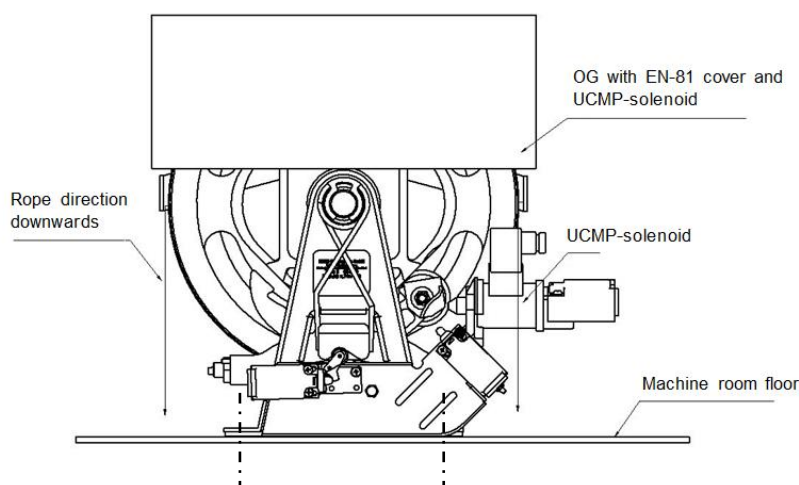
When installing the device in the lift system, it must be ensured that the overspeed governor and the tension weight are mounted vertically one above the other.

## Installation Locations

Overspeed governors are installed in the machine room or in the lift shaft. They are not suitable for outdoors applications without additional protective measures.

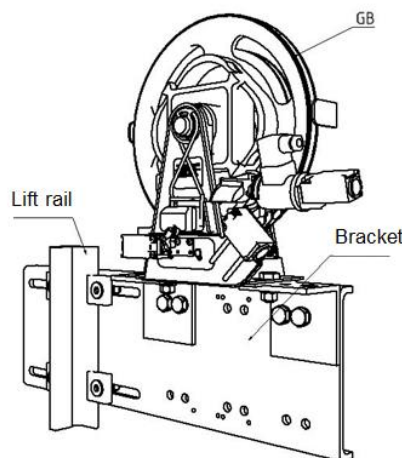
## Vertical Installation

The overspeed governor is usually mounted vertically in the engine room. A drawing with the required positions of the installation holes can be found in chapter 6 of this document. It must be installed vertically above the tension weight in order to avoid increased one-sided wear during operation and lateral forces when tripping.



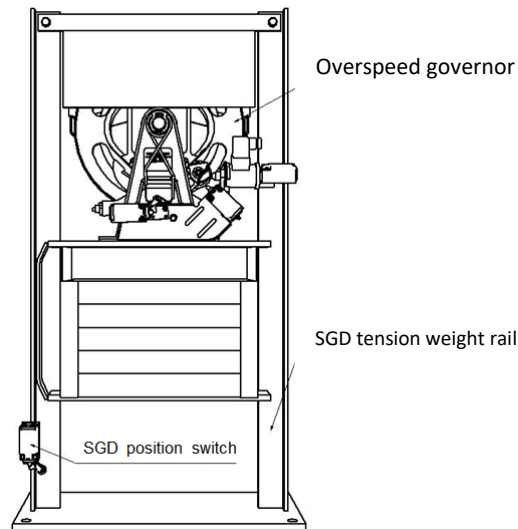
**Figure 2:** Overspeed Governor Type 7, upright installation with cover

To install the overspeed governor in the shaft head, BODE offers a bracket, allowing the device to be mounted upright. The bracket is simply fixed to the lift rail using standard mounting material (clamping claws).



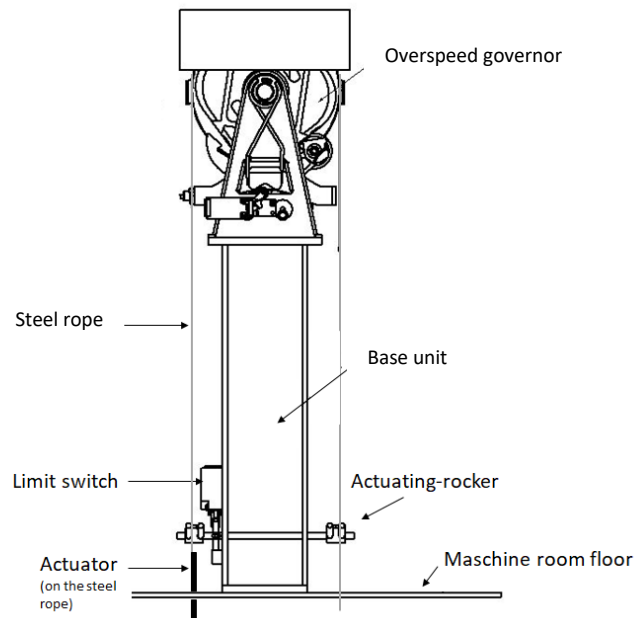
**Figure 3:** Shaft head-installation with bracket

It is possible to mount the overspeed governor upright on a BODE SGD tension weight in the shaft pit. In this case, the steel rope outlet is at the top. A pulley must be installed in the shaft head accordingly.



**Figure 4:** Upright installation on a SGD-tension weight

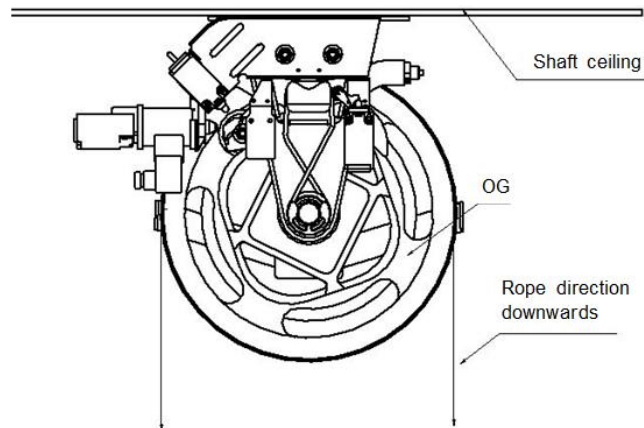
A base unit is used to install a shaft limit switch with an actuating rocker, engaged by cams fixed on the steel rope. The overspeed governor is installed above this socket. It is mounted on the floor in the machine room and the overspeed governor is mounted upright on it, as shown in image 5.



**Figure 5:** Upright installation on a base with limit switch and rocker

## Suspended installation in the shaft head

It is possible to mount the overspeed governor in the shaft head directly on the ceiling. Use the installation drawing in chapter 6 to mount the overspeed governor.



**Figure 6:** Shaft head upside-down installation

## Beware of the installation position!!

Overspeed governors for suspended mounting cannot be replaced with overspeed governors for upright mounting, even if the tripping speed  $V_a$  is the same. Therefore, when ordering the overspeed governor, please be sure to specify the installation position, upright or suspended.

## Covers

BODE offers two different covers for its overspeed governors:

- Cover in accordance with EN81-20 to prevent the ingress of foreign objects between the governor wheel and the rope  
(Article numbers: Type 8 = 10100063; Type 7/9 = 10100062)
- Cover in accordance with EN81-20 and Occupational Health and Safety Regulations to protect the entire overspeed governor against inadvertent contact  
(Article numbers: Type 8 = 10100584; Type 7/9 = 10100585)

Further information is available in chapter 6.

## General Assembly

- Mount the tension weight in the shaft pit and align it as straight as possible below the actuation of the safety gear.
- Depending on the planned application, install the overspeed governor in the machine room or in the shaft head.
- Attach the overspeed governor steel rope and fasten it to the safety gear actuator. We recommend to support the tension weight while installation to relief the rope tension. After installation re-attach the steel rope and remove the weight support.

## Disassembly

- The disassembly is carried out in the reverse order.
- If only the overspeed governor is to be replaced, it is recommended to support the tension weight to relief the tension. Unhook the steel rope and replace the overspeed governor. Re-attach the steel rope and remove the weight support.

## Disposal

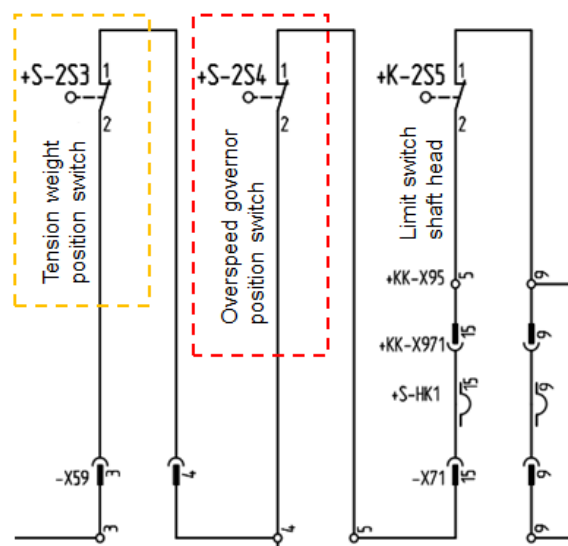
The overspeed governor is regular scrap metal. The switchgear is considered electronic waste and must be disposed of in accordance with the applicable regulations.

## 3. Electrical Installation

### Switchgear

The overspeed governor has to be electrically connected by electrotechnical trained persons only.

The NC contact (21/22) of the overspeed governor and the contact of the electrical pre-stop (if present) are serially integrated into the passive safety circuit of the lift system. This stops the lift if the overspeed governor is triggered, as required in EN81-20:2020 5.6.2.2.1.6. Any deviation from this must be authorised by a notified body in advance.



**Figure 7:** Example of a passive safety circuit

The switchgear used by BODE are position switches to EN 50047 with positive break contacts. They are usually equipped with an angle roller lever for actuation. Switches for pre-cut-off are actuated by a plunger. A list of the available switches with their different functions is attached in the appendix, chapter 6. Our overspeed governors are equipped with the switch 1563 (1NC, 1NO contact, slow action) as a standard.

### **Pre-cut-off switch 2230 and 2240 ( $V_n > 1,0\text{m/s}$ )**

According to EN81-20:2020 5.6.2.2.1.6, lifts with rated speeds greater than 1.0 m/s must be stopped electrically, before the mechanical tripping speed is reached. The pre-cut-off switches 2230 and 2240 are used for this purpose, which are also series connected into the passive safety circuit (Figure 7). At BODE, the electrical tripping speed of the pre-cut-off switches is usually set 5% below the mechanical tripping speed.

These switches trip according to the speed set in the factory! They can therefore not be replaced on site!

### **Electrical connection of the UCMP solenoid**

The unintended care movement protection (UCMP) solenoid is energised during lift travel. The plunger is retracted and thus releases the overspeed governor wheel. When the lift stopped, the solenoid is de-energised, so that the plunger is pushed outside, thus blocking the wheel of the overspeed governor. The travel enable signal from the control system or a comparable signal is usually used to control the UCMP solenoid.

When using signals of the lift control, it may be useful to connect a coupling relay in order to prevent damage to the PLC by switching the solenoid coil on and off. The contacts of the solenoid position switch serve as monitoring contacts for the lift controller. BODE offers a surface-mounted key switch (Article number: 10100018) that can be installed in the machine room or at a suitable location to deliberately interrupt the power supply to the UCMP solenoid during travel. This allows a remote tripping of the overspeed governor to test the safety gear of the lift.

### **Problems during maintenance work or during people evacuation due to the use of an UCMP-solenoid**

In the event of a lift system power failure the plunger of the UCMP-solenoid is pushed out and blocks the overspeed governor. This can lead to problems during maintenance work, but also during people evacuation.

- If necessary, an undervoltage power supply can be installed to energise the UCMP-solenoid in evacuation or maintenance situations.
- If the overspeed governor is reachable, e.g. in the machine room, the UCMP-solenoid plunger can be simply fixed manually in order to carry out the work described above.

## Electrical connection of the remote actuation solenoid

The remote actuation solenoid (12VDC, 24VDC, 110VAC or 230VAC) is only shortly energised during the lift travel to push the plunger out to trip the overspeed governor. This allows to block the overspeed governor and to test the function of the safety gear. BODE offers a **surface-mounted key switch** (Article number: 10100017), which can be installed in the machine room or at a suitable location for a safe energisation of the remote actuation solenoid.

## **Additional position switch for remote actuation / UCMP for tripping speeds $V_a > 1,50\text{m/s}$ !**

As required by EN81-20, overspeed governors are equipped with a pre-cut-off switch for tripping speeds greater than 1.50 m/s. When triggered by the solenoid of the remote actuation or the UCMP, it is possible that the pre-cut-off switch has not triggered because the overspeed governor was not tripped due to high speed.

For this reason, a position switch (e.g. 1563) must be installed in addition to the pre-cut-off switch (2230 or 2240) to ensure that the safety circuit is interrupted whenever the overspeed governor is tripped.

## 4. Settings

### Factory setting

BODE overspeed governors are pre-set, further settings must not be made!

The tripping speed cannot be adjusted on site, it is not allowed to do any changes. We strongly point out that these are type-tested safety components that are sealed accordingly to prevent subsequent manipulation. For this reason, it is essential to be informed of the required tripping speed before the overspeed governor is manufactured. Electric pre-cut-off switches are factory-set to trip 5% below the mechanical tripping speed.

You need support with the tripping speed calculation? Please do not hesitate to contact us for further information:

Telefon: 0211 – 77 92 75 0  
Email: [order@bode-components.com](mailto:order@bode-components.com)

## Commissioning

Before commissioning the lift system, we recommend to check the installation and function of the overspeed governor once again:

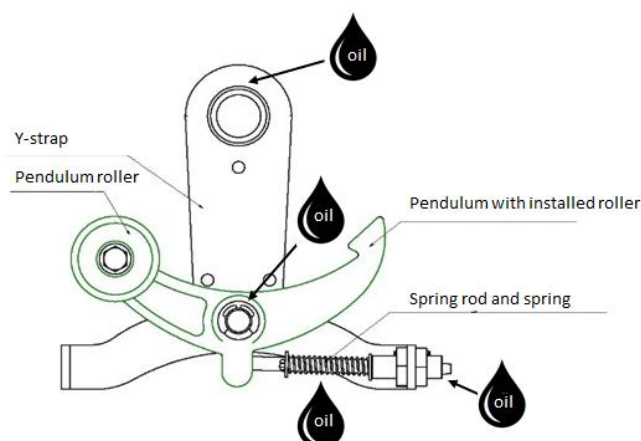
- The fastening of the overspeed governor
- The vertical rope outlet and fixed connection to the safety gear
- The free movement of the tension weight and the function of the tension weight switch
- The electrical integration of the overspeed governor into the lift system, in particular whether the NC contact has been correctly integrated into the passive safety circuit
- The mechanical function

## 5. Maintenance and Service

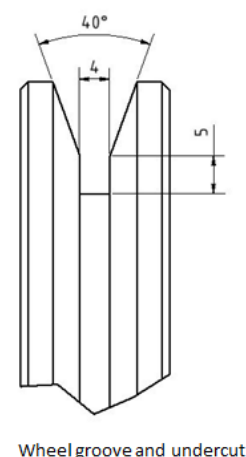
We recommend to inspect the overspeed governor with every lift inspection for running noises and signs of wear.

### Cleaning and lubrication

Dust and other soiling on the surface can be removed with a dry, lint-free cloth and a bit of compressed air, if necessary. Clean, if necessary, the wheel groove in the same way. The moving parts of the overspeed governor should be lubricated with a few drops of oil from time to time. Please do not use grease, spray oils or similar to lubricate the moving parts! BODE uses a very low viscosity hydraulic oil of type ISO 68 for assembly. This oil does not become resinous and offers favourable creep properties due to its low viscosity. Check the ease of movement of the mechanical tripping system of the overspeed governor (see Figure 8). If necessary, apply 1 to 2 drops of ISO 68 hydraulic oil to the spring rod, the spring itself and the two axles to prevent any noise development and to maintain a smooth running of the overspeed governor.



**Figure 8:** Detail view of the tripping system



**Figure 9:** Wheel-groove

## **Wear**

In addition to the pendulum pulley with rubber O-ring (Figure 8), the overspeed governor wheel should be checked for wear. Excessive lubrication of the governor rope can accumulate dust, the wheel groove becomes more contaminated and the wear increases accordingly. An additional negative effect: the tensile force when the overspeed governor is tripped is significantly reduced.

## **Examination of the groove**

During operation, the wheel groove is worn by the governor rope, which will move in the wedge groove towards the undercut over the years. At normal wear the clamping of the rope is still ensured by the shape of the groove, supported in the event of heavy wear by the undercut. The governor rope may run in up to a maximum of 3 mm above the bottom of the undercut (see Figure 9). After that a replacement of the overspeed governor is absolutely necessary.

**Rope imprints** on the inside of the wheel groove mainly occur when the mass of the tension weight is too high and the braiding pattern of the governor rope has worked its way into the surface. Unhardened versions of the governor wheel favour this development. BODE uses standard governor wheels with a hardened groove surface, unless otherwise ordered by the customer.

In our experience, a rope imprint in the wheel groove is no reason to replace the overspeed governor, but it is nevertheless a sign of increased wear. In such cases, BODE recommends checking the dimensioning of the tension weight and adjusting it if necessary.

## **Lifetime**

Like all mechanical devices, BODE overspeed governors are subject to mechanical wear during use. Regular maintenance and care will significantly extend their service life. If the device is checked regularly, we recommend a replacement after 20 years at the very latest.

## 6. Technical Data / Attachment

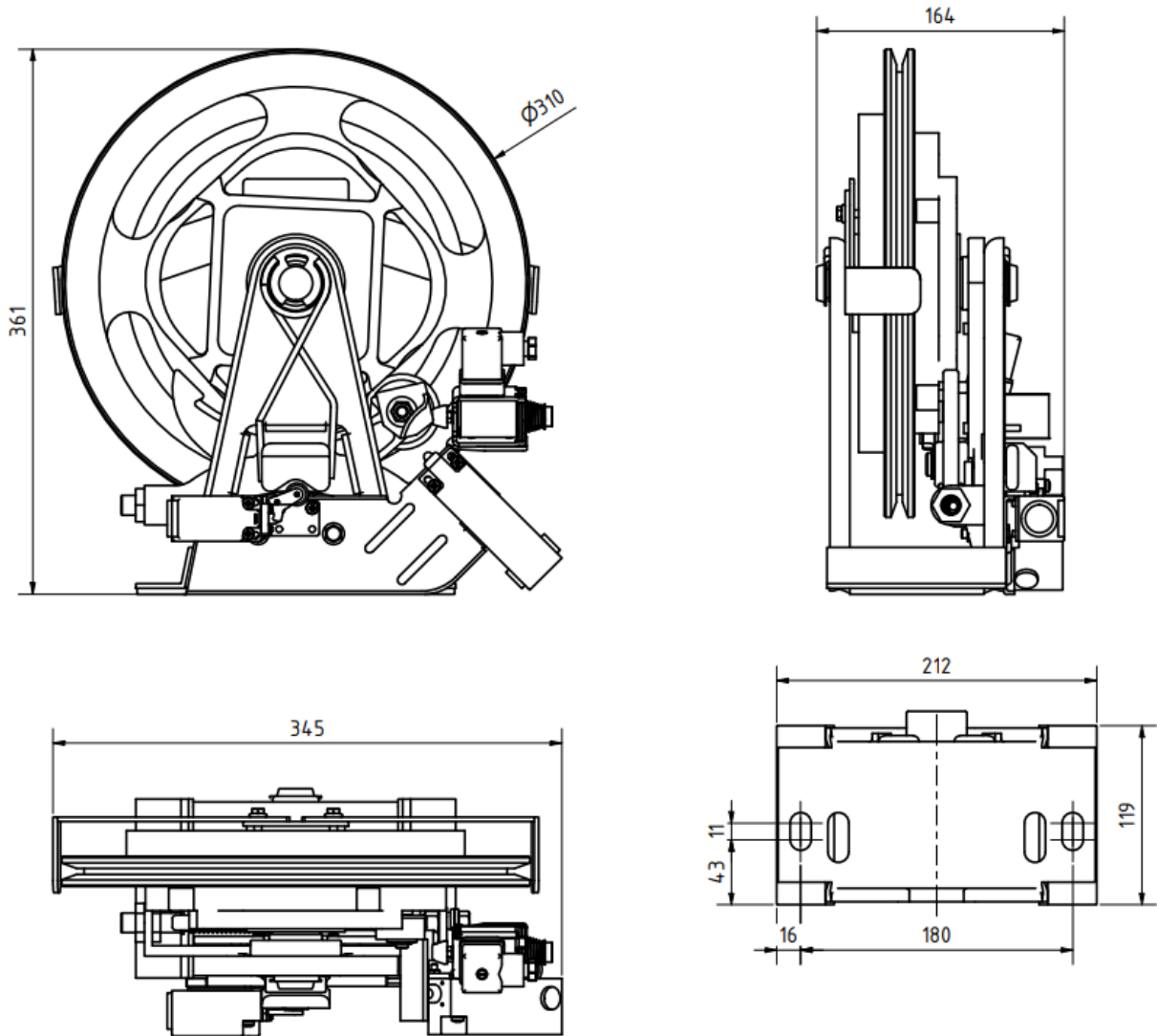
| BODE Overspeed Governor / Overview                                                                       |                                                |                                                |                                                |
|----------------------------------------------------------------------------------------------------------|------------------------------------------------|------------------------------------------------|------------------------------------------------|
| Models                                                                                                   | OSG Type 7                                     | OSG Type 8                                     | OSG Type 9                                     |
| European Type Certificate                                                                                | EU-OG 068                                      | EU-OG 069                                      | EU-OG 084                                      |
| Tripping Speed $V_a$ [m/s]                                                                               | 0,70 - 3,43                                    | 0,50 - 2,04                                    | 0,50 - 0,70                                    |
| Wheel Diameter [mm]                                                                                      | 300                                            | 200                                            | 300                                            |
| Safety gear direction up- and downwards                                                                  | Yes                                            | Yes                                            | Yes                                            |
| Tension Rope Diameter                                                                                    | 6 mm - 8 mm                                    | 6 mm - 6,5 mm                                  | 6 mm - 8 mm                                    |
| <b>Switchgear-option</b>                                                                                 |                                                |                                                |                                                |
| OG-Standard Switch (Safety Circuit))                                                                     | 1563: 1NO 1NC                                  | 1563: 1NO 1NC                                  | 1563: 1NO 1NC                                  |
| OG-Standard Switch with 2 NC contacts (rope brake)                                                       | 1562: 2NC                                      | 1562: 2NC                                      | 1562: 2NC                                      |
| OG-Standard Switch, latching version                                                                     | 1564: 1NO 1NC, latching                        | 1564: 1NO 1NC, latching                        | 1564: 1NO 1NC, latching                        |
| OG-Standard Switch, for MRL applications                                                                 | 1475: 1NO 2NC, latching, elec. & man. reset    | 1475: 1NO 2NC, latching, elec. & man. reset    | 1475: 1NO 2NC, latching, elec. & man. reset    |
| pre-switch-off switch, for tripping speed $V_a > 1,50$ m/s                                               | 2230: 1NC, latching, elec. & man. reset        | 2230: 1NC, latching, elec. & man. reset        | -                                              |
| pre-switch-off switch, for tripping speed $V_a > 1,50$ m/s                                               | 2240: 1NO 2NC, latching, elec. & man. reset    | 2240: 1NO 2NC, latching, elec. & man. reset    | -                                              |
| Option: Tripping direction detection                                                                     | 1563: 1NO 1NC                                  | 1563: 1NO 1NC                                  | 1563: 1NO 1NC                                  |
| <b>Accessory</b>                                                                                         |                                                |                                                |                                                |
| Hardened rope groove                                                                                     | optional                                       | optional                                       | optional                                       |
| Test groove                                                                                              | optional                                       | optional                                       | optional                                       |
| Remote function test (solenoid)                                                                          | 12 VDC, 24 VDC, 110 VAC, 230 VAC               | 12 VDC, 24 VDC, 110 VAC, 230 VAC               | 12 VDC, 24 VDC, 110 VAC, 230 VAC               |
| UCMP upwards direction (A3) Solenoid                                                                     | 12 VDC, 24 VDC, 230 VAC                        | 12 VDC, 24 VDC, 230 VAC                        | 12 VDC, 24 VDC, 230 VAC                        |
| Mounting kit for incremental encoder 1:4, gear belt Gates 110XL037 (1:4) and toothed wheel 11XL037 (1:4) | optional                                       | optional                                       | optional                                       |
| Mounting kit for incremental encoder 1:2, gear belt Gates 110XL037 (1:4) and toothed wheel 22XL037 (1:2) | optional                                       | optional                                       | optional                                       |
| OG wheel with cams for Schindler shaft encoder                                                           | optional                                       | -                                              | optional                                       |
| Installation set shaft limit switch, up to $V_a=1,5$ m/s                                                 | height 500 mm<br>part no. 10100007             | height 500 mm<br>part no. 10100009             | height 500 mm<br>part no. 10100007             |
| Cover to EN81                                                                                            | sheet metal cover, pull-in protection          | sheet metal cover, pull-in protection          | sheet metal cover, pull-in protection          |
| Cover alternative                                                                                        | perforated sheet metal cover                   | perforated sheet metal cover                   | perforated sheet metal cover                   |
| Adaptor plate for different mounting hole distances                                                      | mounting hole distance 171-185mm and 134-148mm | mounting hole distance 171-185mm and 134-148mm | mounting hole distance 171-185mm and 134-148mm |
| ATEX-Version 2GD / switch Ex 13D 1NO 1NC                                                                 | optional                                       | optional                                       | optional                                       |
| ATEX-Version & UCMP incl. Ex 13D 1NO 1NC switch & ATEX solenoid GTCE                                     | optional                                       | optional                                       | optional                                       |





## Overspeed Governors Type 7/ Type 9

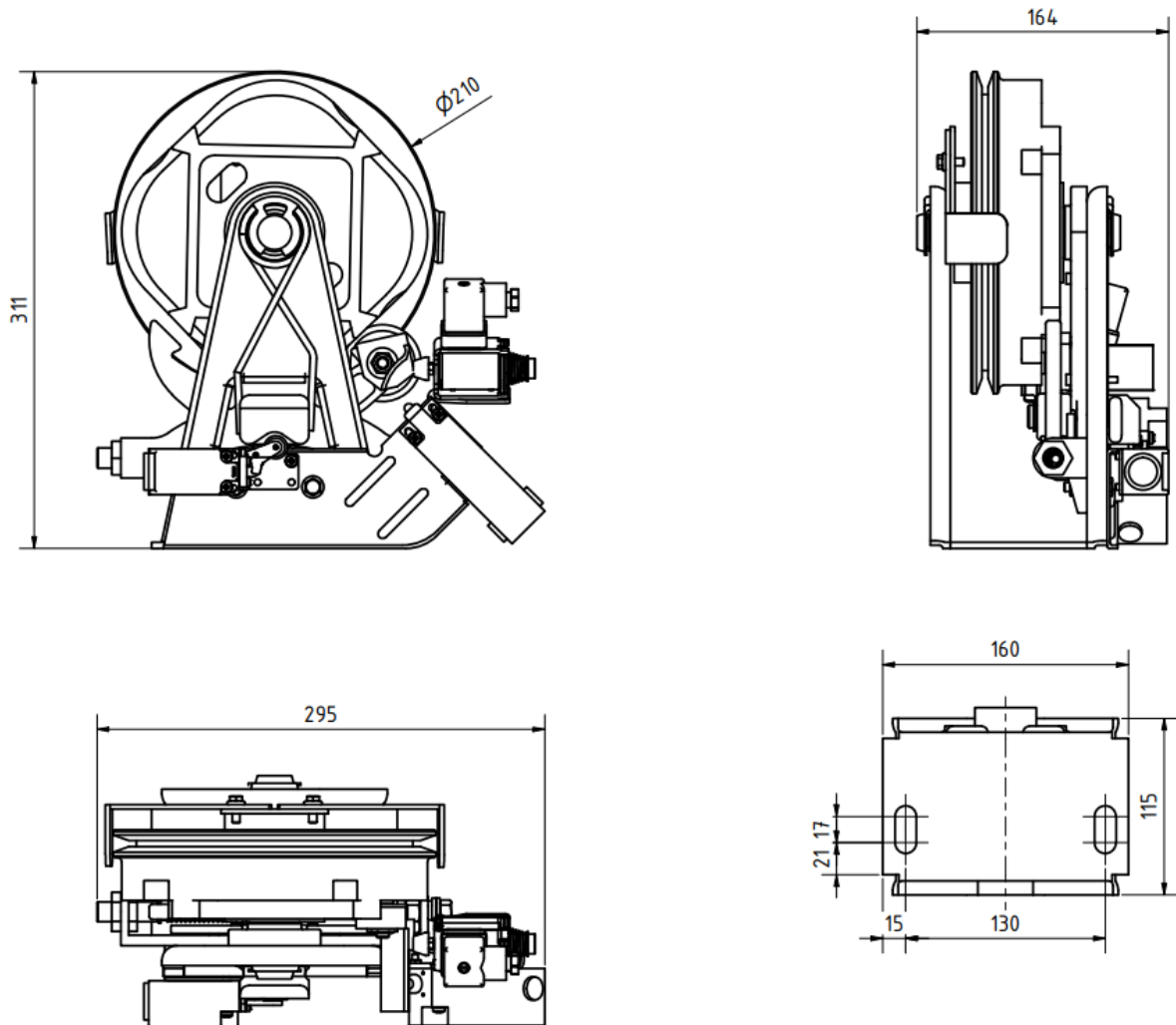
(all dimensions in mm)



**Figure 11:** Example Overspeed Governor Type 7 with position switch 1563, pre-cut-off 2230 and remote actuation solenoid

## Overspeed Governor Type 8

(all dimensions in mm)

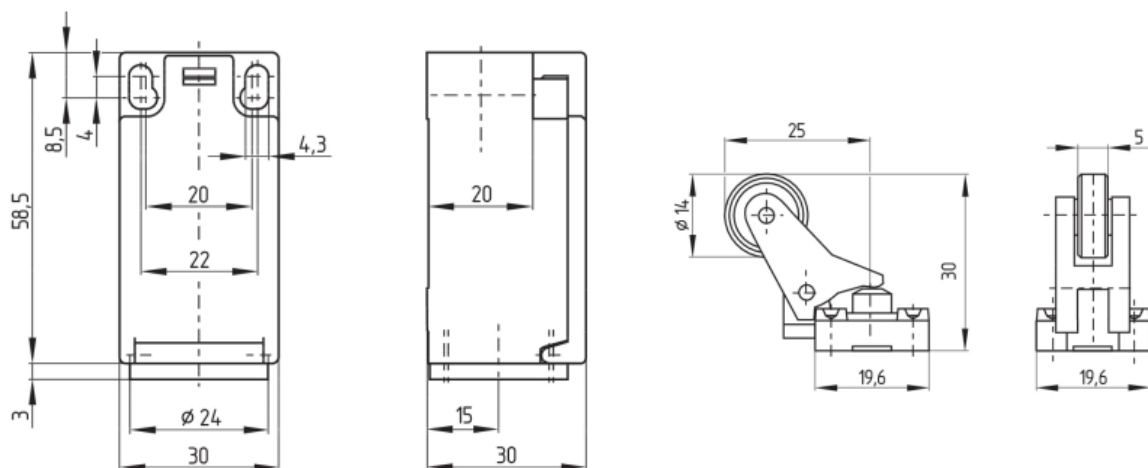


**Figure 12:** Example Overspeed Governor Type 8 with position switch 1563, pre-cut-off 2230 and remote actuation solenoid

## Switchgear overview

| BODE No. | BODE Description                          | Contacts | Switch-system         | Actuator           | Info                                                        |
|----------|-------------------------------------------|----------|-----------------------|--------------------|-------------------------------------------------------------|
| 10100055 | Switch 1563                               | 1NO1NC   | Slow action           | Angel roller lever | Standard BODE OG switch                                     |
| 10100056 | Switch 1564 / latching                    | 1NO1NC   | Snap action, latching | Angel roller lever | Blue indicator, red dot sticker                             |
| 10100054 | Switch 1562                               | 2NC      | Slow action           | Angel roller lever |                                                             |
| 10100060 | Switch 2500                               | 2NC      | Snap action, latching | Angel roller lever | Blue indicator                                              |
| 10100057 | Switch 1571                               | 1NO1NC   | Slow action           | Plunger            | 3 contacts                                                  |
| 10100053 | Switch 1475, elect. reset                 | 1S2Ö     | Snap action, latching | Angel roller lever | Bigger size, electr. reset, 230VAC                          |
| 10100061 | Switch 2563                               | 1NO1NC   | Snap action           | Angel roller lever |                                                             |
| 10100266 | Pre-cut-off switch 2230                   | !NC      | Snap action, latching | Plunger            | Bigger size, electr. reset, 230VAC                          |
| 10100059 | Pre-cut-off switch 2240                   | 1NO2NC   | Snap action, latching | Plunger            | Bigger size, electr. reset, 230VAC                          |
| 10100268 | Pre-cut-off switch 2240 - 24VDC           | 1NO2NC   | Snap action, latching | Plunger            | Bigger size, electr. reset, 24VDC                           |
| 10100066 | Remote actuation-surface mount key switch | 1NO      | Key actuation         | Key                | Manual actuation of the remote actuation solenoid           |
| 10100067 | UCMP surface mount key switch             | 1NC      | Key actuation         | Key                | To use with the UCMP-solenoid for remote actuation function |

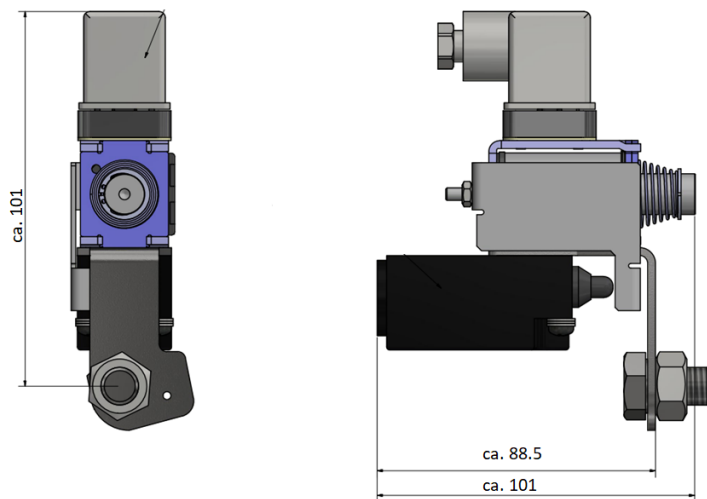
## Position switch according to EN 50047, dimensional drawing:



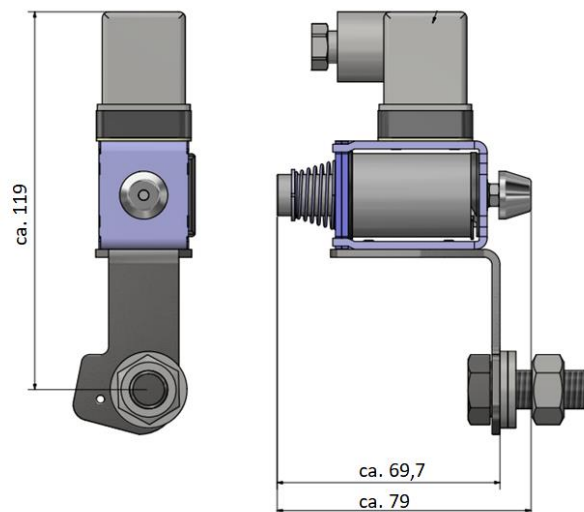
**Figure 13:** Housing and actuator of the position switch 1563

## UCMP & Remote actuation

| BODE – solenoid overview |               |               |                |                               |                               |                               |
|--------------------------|---------------|---------------|----------------|-------------------------------|-------------------------------|-------------------------------|
|                          | UCMP<br>12VDC | UCMP<br>24VDC | UCMP<br>230VAC | Remote<br>Actuation.<br>12VDC | Remote<br>Actuation.<br>24VDC | Remote<br>Actuation<br>230VAC |
| No.                      | 30100036      | 30100038      | 30100040       | 30100050                      | 30100051                      | 30100053                      |
| Power [W]                | 12            | 13,4          | 13,4           | 12                            | 13,4                          | 13,4                          |
| Duty cycle [%]           | 100           | 100           | 100            | 100                           | 100                           | 100                           |
| Therm. class             | H (180°C)     | H (180°C)     | H (180°C)      | H (180°C)                     | H (180°C)                     | H (180°C)                     |
| Protection               | IP30          | IP30          | IP30           | IP30                          | IP30                          | IP30                          |
| Connection               | Valve plug    | Valve plug    | Valve plug     | Valve plug                    | Valve plug                    | Valve plug                    |



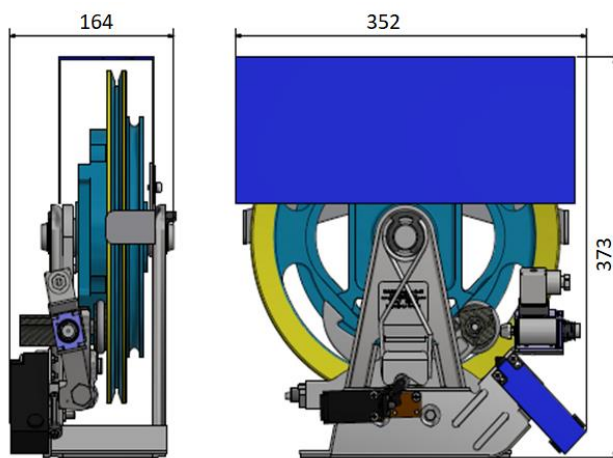
**Figure 11:** UCMP sub-assembly



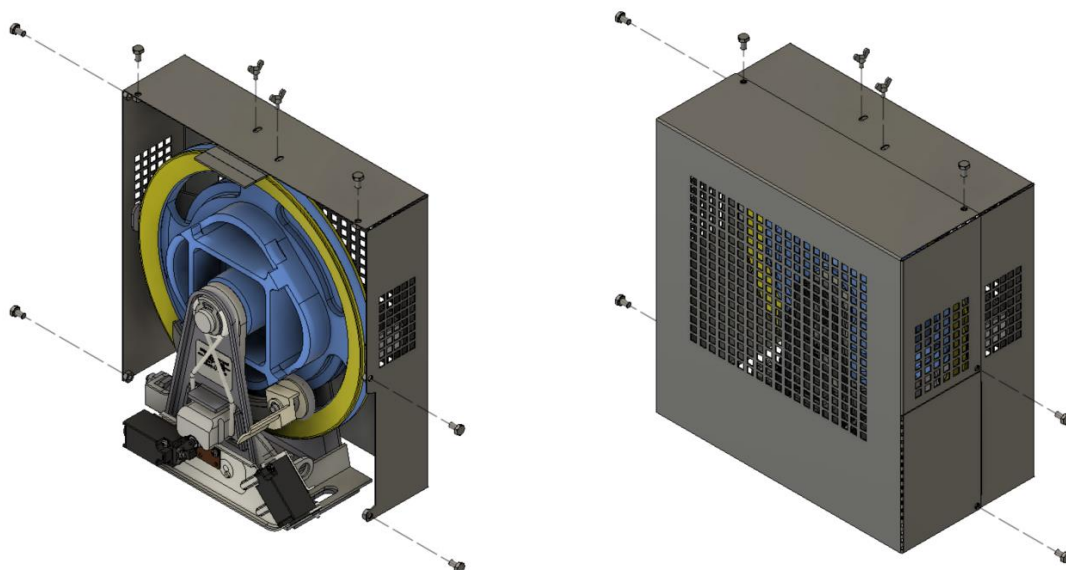
**Figure 12:** Remote actuation sub-assembly

## Overspeed Governor Covers

| OG-Covers       |                         |                       |
|-----------------|-------------------------|-----------------------|
|                 | Type 7/9<br>Article Nr. | Type 8<br>Article Nr. |
| EN81-20:2020    | 10100062                | 10100063              |
| OHS Regulations | 10100585                | 10100584              |



**Figure 13:** Cover in accordance with EN81-20:2020



**Figure 14:** Cover in accordance with EN81-20:2020 and OHS regulations

EU- Konformitätserklärung für Sicherheitsbauteile für Aufzüge gemäß  
EU-Aufzugsrichtlinie 2014/33/EU

**EU- Declaration of conformity for safety components for lifts  
according to the EU Lifts Directive 2014/33/EU**

**BODE**  
COMPONENTS

Hiermit erklären wir, dass die nachfolgend aufgeführten Bauteile den Anforderungen der EU-  
Aufzugsrichtlinie 2014/33/EU entsprechen.  
**We hereby certify that the components described hereafter meet the requirements of the  
EU Lift Directive 2014/33/EU.**

|                                                                                                                         |                                                                                                                                                                                |
|-------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Name und Anschrift des Hersteller:<br><b>Name and address of Manufacturer:</b>                                          | BODE Components GmbH<br>Eichsfelder Straße 29<br>40595 Düsseldorf – Deutschland                                                                                                |
| Beschreibung / Funktion:<br><b>Description / Function:</b>                                                              | Bidirektionaler Geschwindigkeitsbegrenzer für<br>Sperrfangvorrichtungen und Bremsfangvorrichtungen<br><b>Bi-directional overspeed governor for progressive safety<br/>gear</b> |
| Bezeichnung:<br><b>Type:</b>                                                                                            | <b>Typ 7, Typ 8, Typ 9</b><br>Seriennummer und Baujahr: Siehe Typenschild<br><b>Type 7, Type 8, Type 9</b><br>Serial number and production year: see label                     |
| Das Sicherheitsbauteil entspricht:<br><b>The safety component complies:</b>                                             | EN 81-1:1998+A3:2009<br>EN 81-2:1998+A3:2009<br>EN 81-20:2014, EN81-20:2020<br>EN 81-50:2014, EN81-50:2020                                                                     |
| Benannte Stelle der Baumusterprüfung:<br><b>Notified Body of the type examination:</b>                                  | TÜV Süd Industrie Service GmbH<br>Westendstraße 199<br>80886 München – Deutschland<br>Kennnummer / <b>Identification No.</b> CE 0036                                           |
| Baumusterprüfbescheinigungs Nr.:<br><b>Type examination no.:</b>                                                        | Typ / Type 7: EU-OG 088<br>Typ / Type 8: EU-OG 089<br>Typ / Type 9: EU-OG 084                                                                                                  |
| Benannte Stelle der Fertigungsstätten<br>Überwachung:<br><b>Notified body of the production facility<br/>monitoring</b> | TÜV Rheinland Industrie Service GmbH<br>Am Grauen Stein<br>51105 Köln – Deutschland<br>Kennnummer / <b>Identification No.</b> CE 0035                                          |
| Ort und Datum:<br><b>Place and Date:</b>                                                                                | Düsseldorf, 23.02.2023                                                                                                                                                         |
| Bestätigung durch:<br><b>Confirmation by:</b>                                                                           | <br>Volker Trein<br>Technischer Leiter / <b>Technical Director</b>                          |

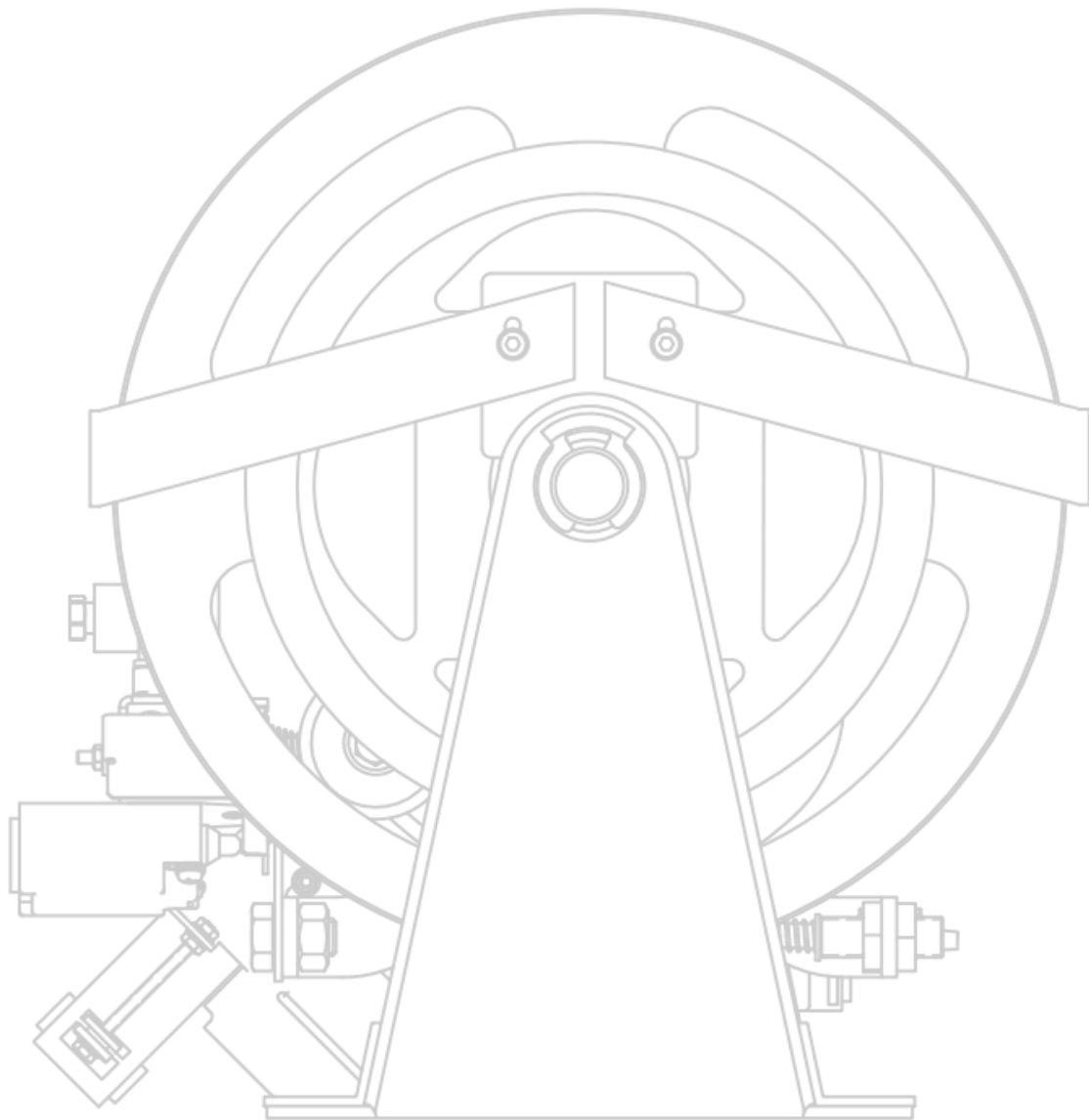
**Declaration of conformity for safety components for lifts according to  
the Lifts Regulations 2016, Schedule 11, Section A**



**We hereby certify that the components described hereafter meet the requirements of the  
Lifts Regulations 2016, Schedule 11, Section A.**

|                                                                |                                                                                                                                           |
|----------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Name and address of Manufacturer:</b>                       | BODE Components GmbH<br>Eichsfelder Straße 29<br>40595 Düsseldorf – Deutschland                                                           |
| <b>Description / Function:</b>                                 | Bi-directional overspeed governor for progressive safety gear                                                                             |
| <b>Type:</b>                                                   | Type 7, Type 8, Type 9<br>Serial number and production year: see label                                                                    |
| <b>The safety component complies:</b>                          | EN 81-20:2014, EN 81-20:2020<br>EN 81-50:2014, EN 81-50:2020                                                                              |
| <b>Approved Body of the type examination:</b>                  | TUV SÜD BABT UNLIMITED<br>Octagon House<br>Concorde Way, Segensworth North<br>Fareham, Hampshire, PO15 5RL, UK<br>Identification No. 0168 |
| <b>Certificate No.:</b>                                        | Typ / Type 7: UK-OG 068<br>Typ / Type 8: UK-OG 069<br>Typ / Type 9: UK-OG 084                                                             |
| <b>Approved body of the production facility<br/>monitoring</b> | TUV SÜD BABT UNLIMITED<br>Octagon House<br>Concorde Way, Segensworth North<br>Fareham, Hampshire, PO15 5RL, UK<br>Identification No. 0168 |
| <b>Place and Date:</b>                                         | Düsseldorf, 23.02.2023                                                                                                                    |
| <b>Confirmation by:</b>                                        | <br>Volker Trein<br>Technical Director                 |





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