



PARACAÍDAS INSTANTÁNEO DYNATECH/
DYNATECH INSTANTANEOUS SAFETY GEAR/
PARACHUTE INSTANTANE DYNATECH/
SPERRFANGVORRICHTUNG DYNATECH/

IN-6000

INSTRUCCIONES DE USO Y MANUTENCIÓN/
INSTRUCTIONS FOR USE AND MAINTENANCE/
INSTRUCTIONS D'USAGE ET ENTRETIEN/
GEBRAUCHS- UND WARTUNGSANLEITUNG/



EU TYPE-EXAMINATION CERTIFICATE

According to annex IV part A of Directive 2014/33/EU

Certificate number:	ATI / PI / 002	rev: 2
Notified Body:	TÜV SÜD ATISAE S.A.U. Ronda de Poniente, 4 ES 28760 Tres Cantos MADRID ID number: 0053.	
Product:	Safety Component Instantaneous safety gear (PI)	
Type:	IN-6000	
Manufacturer:	DYNATECH. DYNAMICS AND TECHNOLOGY S.L. P.I. PINA DE EBRO, SECTOR C PARCELA 9 ES 50750 ZARAGOZA	
Certificate Holder:	DYNATECH. DYNAMICS AND TECHNOLOGY S.L. P.I. PINA DE EBRO, SECTOR C PARCELA 9 ES 50750 ZARAGOZA	
Date of submission:	09.06.2022	
Date of type examination:	09.20.2022	
Test laboratory & report:	Please refer to tech. annex section 2.7	
Directive:	Directive 2014/33/EU of 26 February 2014	
Standards of reference:	EN 81-20:2020; EN 81-50:2020;	
Report number: ⁽¹⁾	8103622447 (09.20.2022)	
Expiry date:	Indefinite. (Please refer to tech. annex section 2.9)	
Statement:	The safety component allows the lift on which it is installed to satisfy the health and safety requirements of the Lifts Directive when it is used within the scope, as well as under the installation conditions that are set up in the technical annex to this certificate. This certificate has a technical annex with reference ATI / PI / 002 R2. This certificate is digitally signed. Only the document issued in format 'pdf' with its signature is legally valid	

⁽¹⁾ other applicable reports in section 2.11 of the technical annex



DAS / 000265-1

Jordi Olivera
LCC Technical Director

TÜV SÜD ATISAE S.A. (Unipersonal). Organismo de Control acreditado por ENAC con acreditación nº 05 / EI 730
EC12.04F4-EN v.2019-01-31

Sede Técnica: Ronda de Poniente, 4 – P.E. EURONOVA – 28760 Tres Cantos (Madrid) – España

INSTRUCTIONS FOR USE AND MAINTENANCE

1	GENERAL INSTRUCTIONS	2
2	SAFETY GEAR IDENTIFICATION AND CHARACTERISATION	2
2.1	IDENTIFICATION	2
2.2	SAFETY GEAR'S FEATURES AND USE	2
3	INSTALLATION AND ADJUSTMENT	3
3.1	ASSEMBLY ON THE FRAME	3
3.2	SAFETY GEAR ADJUSTMENT	4
3.3	COUPLING THE DRIVING BAR	4
3.3.1	<i>USING DYNATECH'S T-1 DRIVING BAR</i>	<i>4</i>
4	INSPECTIONS AND MAINTENANCE.....	5
4.4	STORAGE AND SERVICE LIFE	5
5	GENERAL DRAWING	5

1 GENERAL INSTRUCTIONS

Instantaneous safety gears are not regulated. The maximum P+Q depends on the lift tripping speed.

Their features are indelibly shown next to the approval password and serial number on the identification stickers attached to the safety gear (see section 2.1).

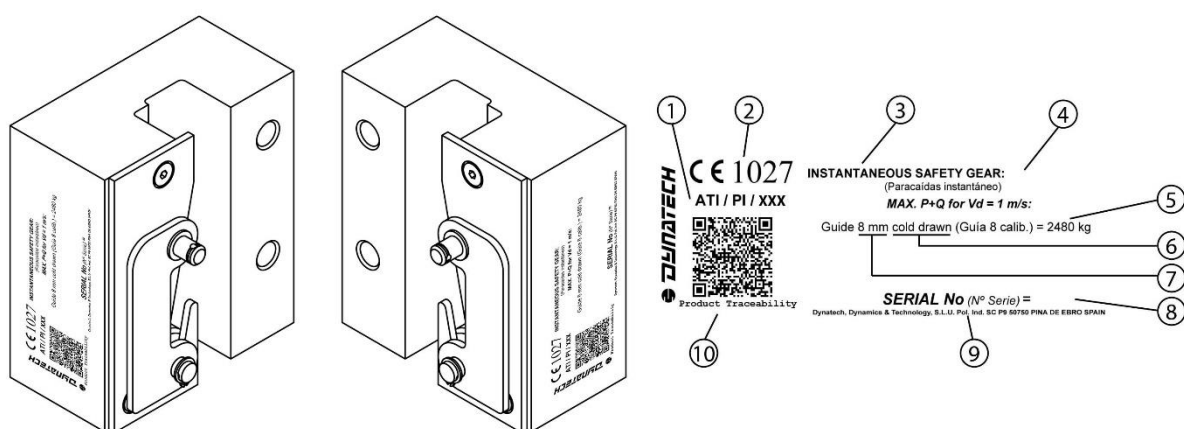
It is strictly forbidden:

- To combine and assemble safety gear boxes with different serial numbers.
- To use a pair of safety gears for installations with characteristics different from those indicated on that pair of safety gears' protection plates.
- To handle any of the safety gear's components.

DYNATECH DYNAMICS & TECHNOLOGY, S.L. cannot be held responsible for the damage caused due to the non-observance of any of these general instructions.

2 SAFETY GEAR IDENTIFICATION AND CHARACTERISATION

2.1 IDENTIFICATION



SAFETY GEAR IDENTIFICATION LABEL			
1	EU type examination certificate number	6	Guide rail type
2	Quality assurance CE marking and notified body number	7	Guide rail thickness (mm)
3	Safety gear type	8	Serial number
4	Safety gear model	9	Dynatech address
5	Total load (P+Q)/kg for an actuation speed of 1 m/s	10	QR product traceability code

Figure 1: Safety gear identification

2.2 SAFETY GEAR'S FEATURES AND USE

- Guide rail models to use with this safety:

Type:	T90/A	T90/B
Surface	Cold drawn	Machined
Guide rail thickness	16	16
Guide rail width	42	42
Minimum braking width	27	27

* Allowable tolerances for guide rail thickness should be within the limits set by the standard: ISO 7495:197.

- The maximum tripping speed for this safety gear is strictly stipulated in the regulation requirements.

	Maximum rated speed (m/s)	Maximum tripping speed (m/s)
Car	0,63	1
Counterweight	1	1,5

3 INSTALLATION AND ADJUSTMENT

3.1 ASSEMBLY ON THE FRAME

The holes should be made on the frame's uprights to secure the safety gear, according to the dimensions and position displayed in the safety gear drawings attached, ensuring that the guide rail's axis is centred with the frame.

To secure the safety gear onto the frame, we recommend a 79.09 Nm tightening torque for grade 8.8 M12 bolts, and of 111 Nm for grade 10.9 bolts.

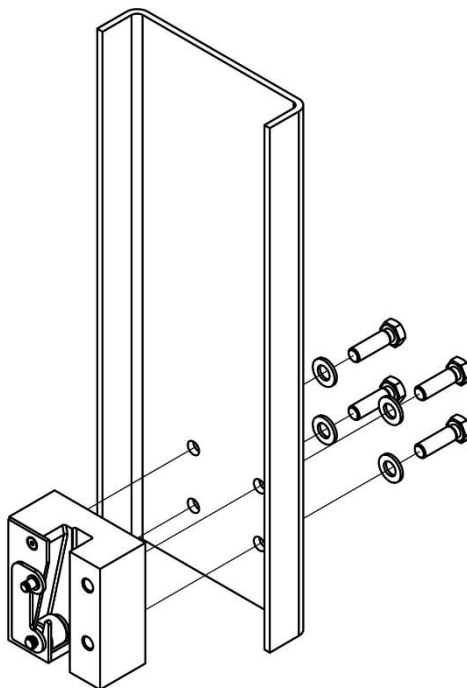



Figure 2 Assembling the safety gear onto the frame

- a)  Safety gear position: The safety gears should be assembled in the position displayed in Figure 3

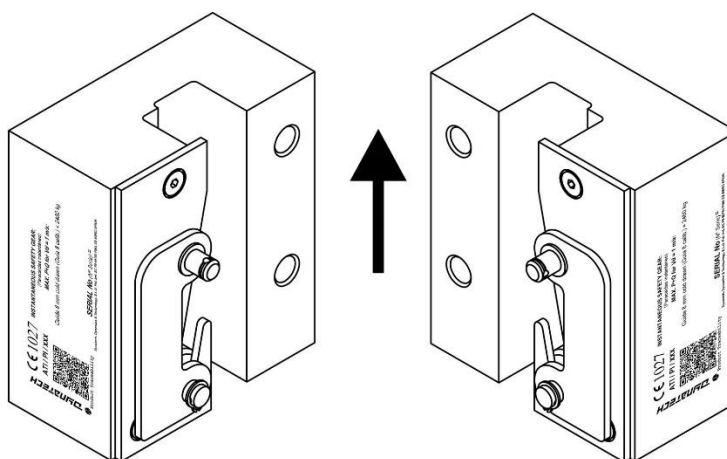


Figure 3: Direction of assembly

During assembly, the safety gear should be perfectly aligned with the guide rails, both vertically and horizontally. Improper assembly may cause the safety gear to function incorrectly.

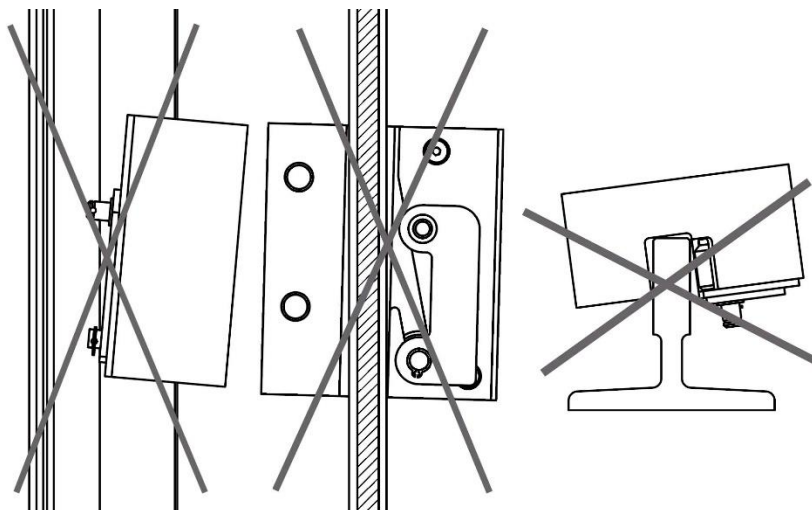



Figure 4: Improper assembly

3.2 SAFETY GEAR ADJUSTMENT

 In order to avoid problems with the installation's normal operation, it is very important that the person carrying out the installation rigorously observes the distances mentioned in this item.

The guide rail's position in the block should be adjusted as follows. (see drawing DYN 27.C02.00).

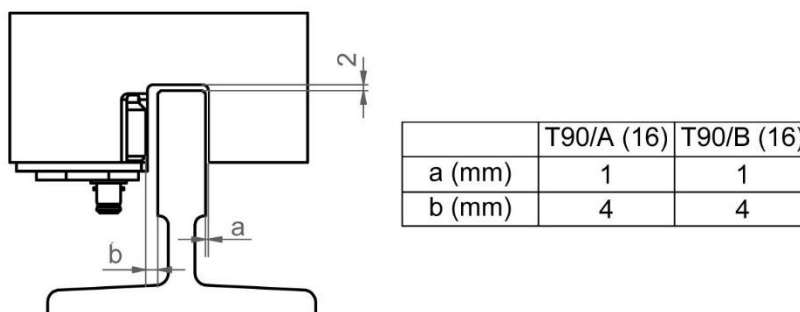



Figure 5: Safety gear adjustment in relation to the guide rail

3.3 COUPLING THE DRIVING BAR

It is the responsibility of the person who installs the safety gear to properly position the driving bar in relation to the safety gear, as well as to properly synchronise the safety gears controlled by that driving bar. The correct position is when the safety gear roller is on the bottom of the block.

Once it has been fitted, and the safety gear's rollers have been attached to the driving bar's tripping bars, it should be checked that both rollers operate simultaneously, controlled by the driving bar.

The minimum force required for tripping the safety gear is 300N.

 The Standard demands that the installation incorporate an AC-15 or DC-13 safety contact as defined in EN 60947-5-1.

3.3.1 USING DYNATECH'S T-1 DRIVING BAR

Both safety gears may be synchronised by assembling Dynatech's T-1 driving bar. For more information concerning T-1 driving bar assembly, please consult its manual: DYN04 – Instructions T-1.

 It is not recommended to exceed a maximum force of 1900 N is not recommended with the governor.

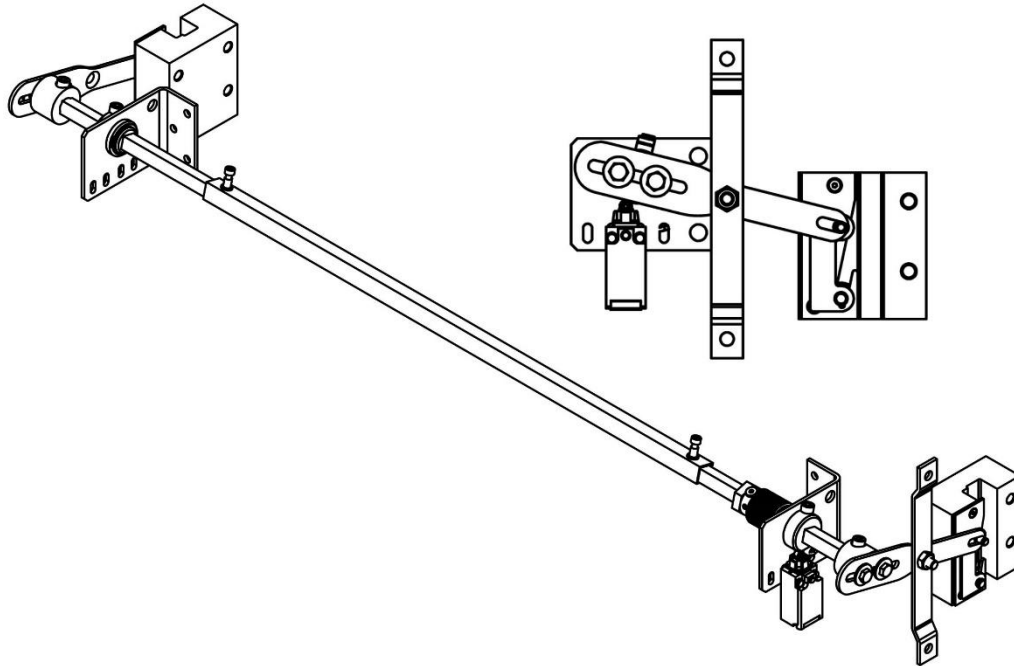


Figure 6: Safety gear synchronisation using the T-1 driving bar

4 INSPECTIONS AND MAINTENANCE

4.4 STORAGE AND SERVICE LIFE

The safety gear should be stored in a cool, dry place. It should be protected from excessive lighting. It should never be exposed to severe weather conditions.

Storage temperature: 5 - 40°C

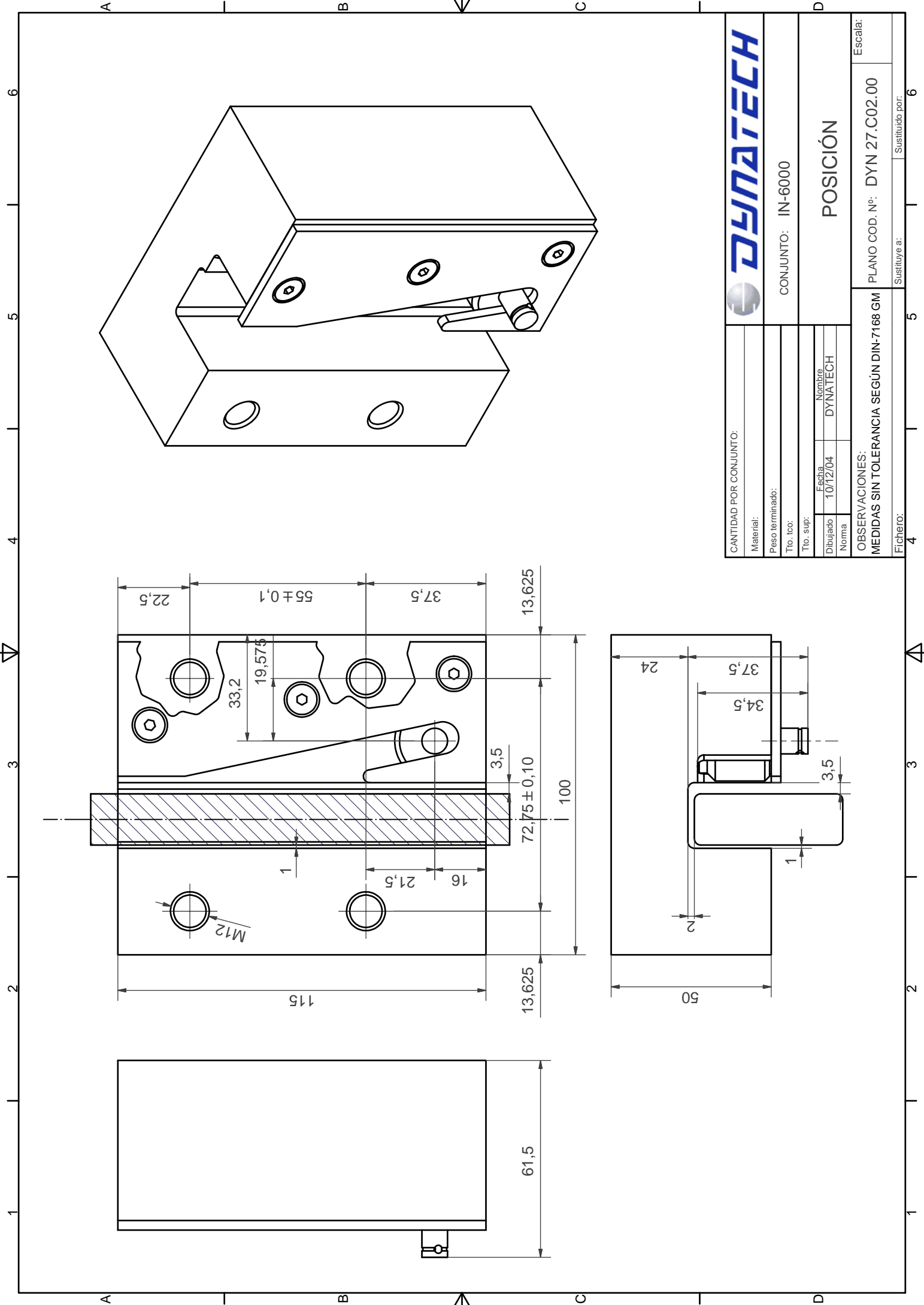
Storage humidity: 15 - 85% without condensation.

The safety gears' packaging should be clean and dry, so that they can be clearly identified.

It is not permitted to place constant or unbalanced loads on a package, which may cause the package to be bent, or to allow products to be stacked one on top of the other. When stacking products or packages, the storage height should take into account their load and stability.

If the criteria established for proper maintenance are observed, the safety gears may have the same service life as the rest of the installation's fixed elements provided that their proper functioning is ensured and controlled. The element's service life is not affected by grease, dust or dirt due to the shaft's condition or to environmental conditions differing from those stated in this manual.

5 GENERAL DRAWING



CANTIDAD POR CONJUNTO:			
Material:			
Peso terminado:		CONJUNTO: IN-6000	
Tto. tco:			
Tto. sup:		POSICIÓN	
Dibujado		Fecha	Nombre
Norma		10/12/04	DYNATECH
OBSERVACIONES:		PLANO COD. N°: DYN 27.C02.00	
MEDIDAS SIN TOLERANCIA SEGÚN DIN-7168 GM		Escala:	
Fichero:		Sustituye a:	