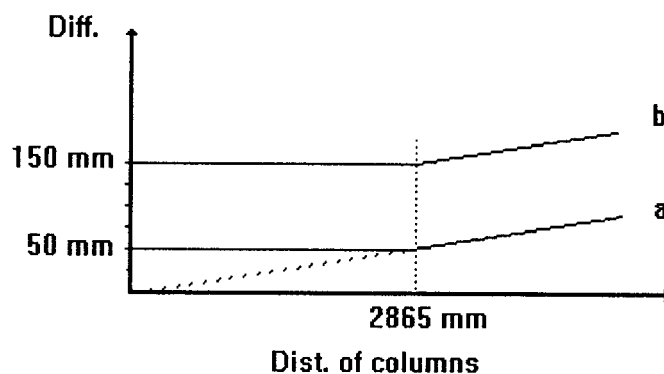
	CO-ORDINATION OF NOTIFIED BODIES Machinery Directive 2006/42/EC + Amendment RECOMMENDATION FOR USE	CNB/M/08.004 Revision 05 Language: E
Date of first stage: 25/10/1996	To be approved by:	Approved on:
Origin: VG8 Vehicles servicing lifts	<input checked="" type="checkbox"/> Vertical Group <input checked="" type="checkbox"/> Horizontal Committee To be endorsed by: <input checked="" type="checkbox"/> Machinery Working Group....	12/04/2010 17/04/1996 Endorsed on: 08/06/1998
Question related to: Directive 2006/42/EC Article: Annex: ESR (1):	EN/prEN: EN 1493:1998 Clause: 5.14 CEN TC concerned: TC 98 WG 2	Other: Other clause:
Key words: unintentional desynchronisation during operation		
Question: What measures have to be taken against unintentional desynchronisation during operation?		
Solution: Errors in logic shall not lead to dangerous situations Interruption, re-establishment after an interruption or fluctuation in whatever manner of the power supply must not lead to a dangerous situation It shall be ensured that the vehicle stays horizontally, even if it is supported by two or more drives or bearing devices. Unintentional desynchronisation may lead to an overload of one or more drives, if one or more drives do not longer support the load. Furthermore it may cause tilting of the supported vehicle. Note: 1. Synchronisation may be accomplished by using: - mechanical devices (ropes, chains, poles), - hydraulical circuits, - electrical controls (not considered to be a safety device). The maximum allowed tilt is 50 mm or 1° (may be more than 50 mm); see picture, line a.		



(1) Essential safety requirement

Note: According to point 6.6 of the Guide of the implementation of directives based on the New Approach and the Global Approach, the notified bodies apply as general guidance this recommendation for use.

2. In case of rupture of drives, ropes, chains, nuts or gears or leakage in the hydraulic or pneumatic line an additional 100 mm difference is permitted; see picture line b. If the synchronisation is performed using an electrical central or a hydraulically circuit, an additional safety central has to stop the movement of the vehicle lift, unless the proper synchronisation has been restored using other measures.
3. Electrical (or electronical) safety controls must store the amount of unsynchronisation regardless of voltage drop, power failure and power return. Otherwise multiple power off and on may lead to unintended tilt angles more than allowed.
4. Safety categories
Safety related parts in electrical synchronisation devices shall be in accordance with EN 954-1:1996 category 2.

Adaptation procedure: FORMAL ADAPTATION IN CONFORMITY WITH DIRECTIVE 2006/42/EC