

INSTRUCTIONS

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INSTRUCTIONS

1.- GENERAL

1.1 NORMAL USE

UCM-PICD and UCM-PICA systems are devices meant to detect and bring the lift to a standstill in the down direction when unintended car movements (UCM) occur at the floor level with the doors open. They are a safety component in compliance with annex III of the Lift Directive 2014/33/EU and are certified according to the said Directive. Any other use has not been assessed and therefore is not foreseen.

1.2 GUARANTEE

LUEZAR-ECO, S.L. guarantees, for the period established by the current legislation, the functioning of its product against any fault in the materials and assembly during its manufacturing.

This guarantee will not be valid in the following cases:

- *Inappropriate use.*
- *Faulty installation.*
- *Superficial impacts.*
- *Faulty electrical wiring.*
- *Inappropriate maintenance.*

And, in general, non-compliance with the instructions described in this handbook.

The integral components of the UCM system cannot be opened, manipulated or modified under any circumstances. Any action on them must be carried out by LUEZAR-ECO, S.L.

LUEZAR-ECO, S.L. reserves all rights to modify the content of this document without prior notice, thus cancelling the validity of previous revisions.

1.3 TRANSPORT AND STORAGE

All the integral components of UCM system shall be transported in appropriate packaging, so that they are protected from bumps, humidity, dirtiness and poor weather conditions at all times.

The individual components of the system do not have a limited shelf life, but they shall be returned to the factory in order to be checked by LUEZAR-ECO, S.L., following prior agreement, if any superficial damage caused by bumps or humidity is detected once the product has been unpacked.

1.4 COMPONENTS

There are two different types of the UCM system, UCM-PICD and UCM-PICA. The only difference they have is the kind of the governor tripping system each of them uses: cable or toothed belt.

1.4.1 UCM/PICD SYSTEM

UCM-PICD system is composed of:

- *Detection device (EM-17 control module)*
- *Tripping device (toothed belt overspeed governor LM18CD+AD or LF18CD+AD) equipped with an anti-creep (parking) system.*
- *Braking device (instant safety gear IT100 o IT140).*

1.4.2 UCM/PICA SYSTEM

UCM-PICA system is composed of:

- Detection device (EM-17 control module)
- Tripping device (cable overspeed governor LF30CA+AD or LF20CA+AD) equipped with an anti-creep (parking) system.
- Braking device (instant safety gear IT100 o IT140).

1.5 FUNCTIONING

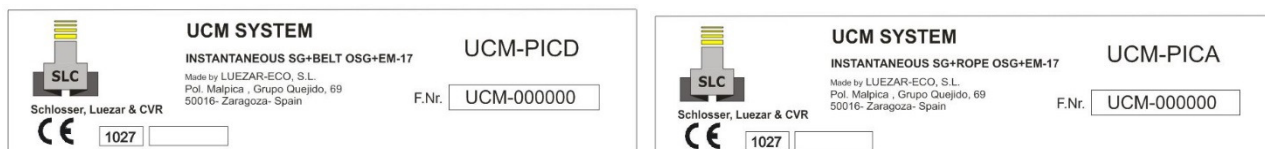
UCM-PICD and UCM-PICA systems can detect unintended car movements and bring it to a standstill in the down direction with the lift at the floor level and its doors open as described in section 5.6.7 of the Standard EN81-20. These systems are designed to be installed in the lifts in which unintended car movements can occur only in the down direction, such as for example hydraulic lifts.

In normal operation, when the car reaches the floor and opens the doors, the EM-17 control module receives from the controller signals of floor level and doors series; it consequently cuts the power from the governor coil thus blocking it. If in these circumstances there are intended car movements, since the overspeed governor is tripped it engages the safety gear and therefore brings the lift to a standstill.

By contrast, when the lift is called again, the module receives from the controller signals of doors closed and motor/hydraulic supplies power to the coil and unblocks the governor making a regular trip until it reaches the floor again.

1.5 MARKING

In compliance with section 5.6.7.14 of Standard EN81-20 UCM systems have an identifying label that contains the following information:



2.- ASSEMBLY, WIRING AND ADJUSTMENT

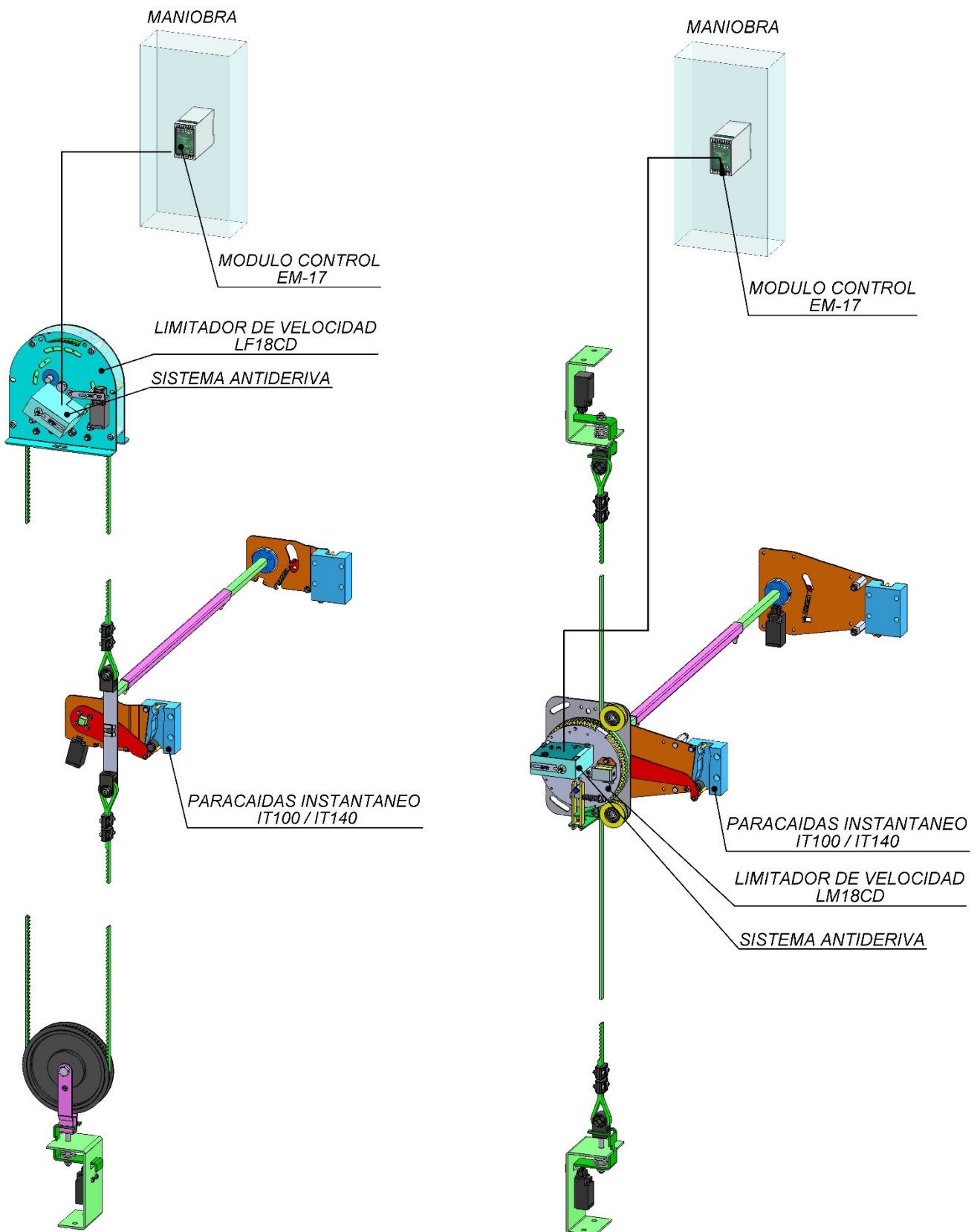
Correct assembly, wiring and adjustment of the entire system is the result of assembly, wiring and adjustment of each of its individual components. Therefore along with the guidance provided in this handbook the following instructions will be necessary:

SYSTEM	EM-17 Control Module	Overspeed governor		Instantaneous safety gear	
		LM18CD	LF18CD	IT100	IT140
UCM-PICD	MI.EM17__ES	MI.LM18CD__ES	MI.LF18CD__ES	MI.IT100__ES	MI.IT140__ES

SYSTEM	EM-17 Control Module	Overspeed governor		Instantaneous safety gear	
		LF30CA / LF20CA		IT100	IT140
UCM-PICA	MI.EM17__ES	MI.LF2030CA__ES		MI.IT100__ES	MI.IT140__ES

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UCM – PICD SYSTEM

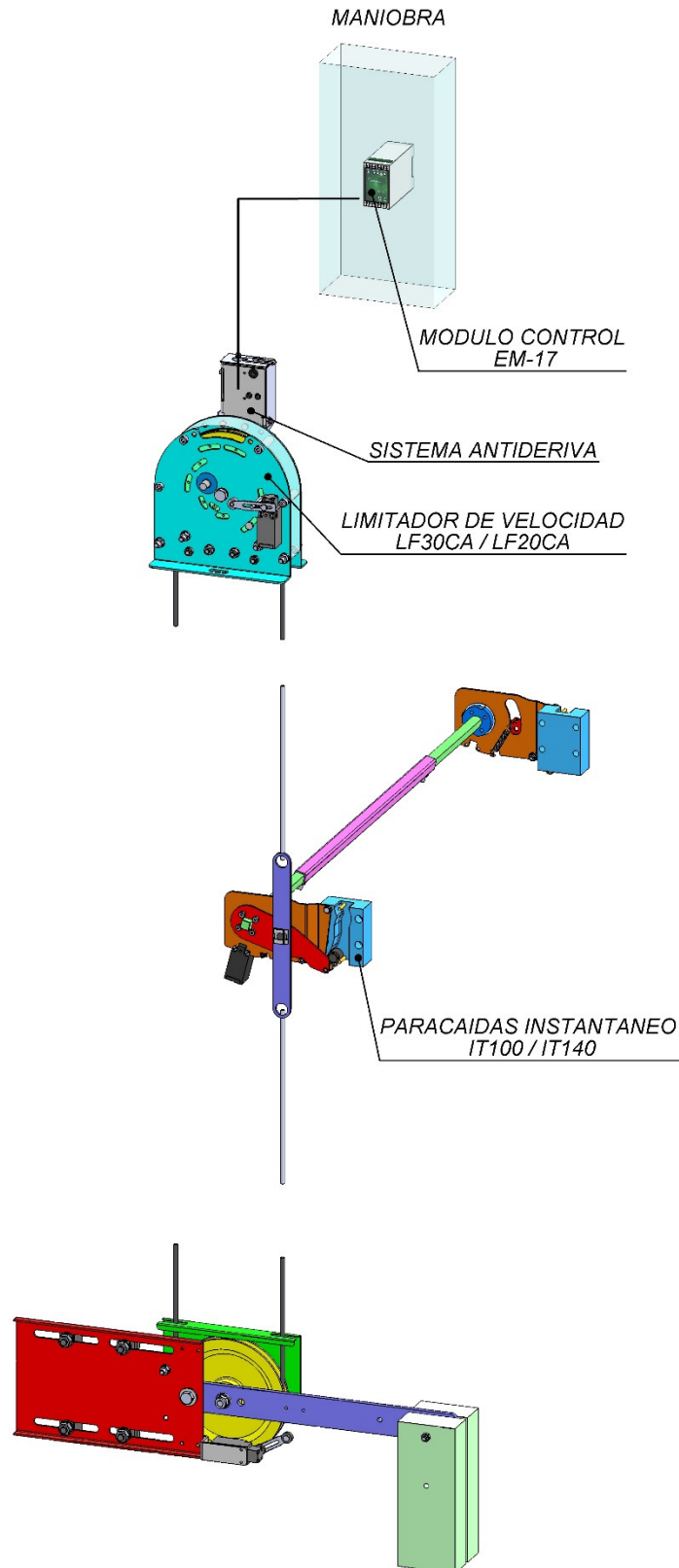


LF18CD + IT100 / IT140 + EM-17

LM18CD + IT100 / IT140 + EM-17

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UCM – PICA SYSTEM



LF30CD / LF20CA + IT100 / IT140 + EM-17

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3.- STOPPING DISTANCE

Maximum stopping distance from the moment the system detects unintended car movements in the down direction until the moment in which the lift is brought to a complete standstill is:

UCM-PICD System 234mm

UCM-PICA System 219mm

4.- TESTS

Before carrying out the first start-up of the lift and during its regular checks, in compliance with section 6.3.13 "Protection against unintended car movement" of Standard EN81-20, the following tests shall be carried out:

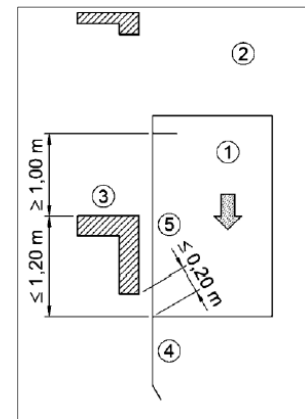
4.1 EM-17 CONTROL MODULE

The test shall be carried out in accordance with the test protocol given in the instructions for EM-17 Control Module (Handbook code: MI.EM17__ES Apdo. 4).

4.2 DOWNWARD STOPPING DISTANCE

When the car with the full rated load is moving downward from the intermediate access level to the lowest one at testing speed, anti-creep (parking) system coil shall be cut off from power supply. This shall trigger UCM system and the lift will stop.

The distance made by the lift from the moment the power supply was cut off until its full standstill will then be measured. The following figure shall be regarded as the stopping distance of unintended car movement at floor level and it must comply with the measurements marked in the sketch shown.



5.- MAINTENANCE

Individual maintenance works shall be carried out on each of the integral components of the system in compliance with indications provided in their instruction handbooks.

Particularly close attention shall be paid to the condition of the batteries.

Periodic annual checks described in the previous section shall be carried out as well.

5.1 USEFUL LIFE

Battery replacement every 3 years is highly recommended.