ZERTIFIKAT ◆ CERTIFICATE ◆ 認証証書 ◆ СЕРТИФИКАТ ◆ CERTIFICADO ◆ CERTIFICAT

TYPE EXAMINATION CERTIFICATE

Certificate No.:	G 703-1
Testing Body:	TÜV SÜD Industrie Service GmbH Department New Technologies Gottlieb-Daimler-Str. 7 70794 Filderstadt - Germany
Certificate Holder:	Langer & Laumann Ing.-Büro GmbH Wilmsberger Weg 8 48565 Steinfurt - Germany
Manufacturer	Langer & Laumann Ing.-Büro GmbH Wilmsberger Weg 8 48565 Steinfurt - Germany
Product:	Car door locking device module as an extension of TSG door drive, to lock the car door outside the unlocking zone, in order to exclude the opening from inside the car.
Type:	TSG V4
Basis of examination:	- EN 81-20:2020 - EN 81-50:2020
Test report:	G 703-1 dated 2026-01-16
Outcome:	The product conforms to the requirements of the basis of examination if the requirements of the annex to this type examination certificate are kept.
Date of Issue:	2026-01-16
Valid until:	2031-01-15

TÜV SÜD Industrie Service GmbH Certification Body

Mark Dietz

Technical Body LCC

TÜV®

Annex to the Type Examination Certificate
No. G 703-1 of 2026-01-16

1 Scope of application

1.1 The car door locking device ensures that the door panel coupler and the car door panels remain in the closed position, when the car door lock is closed. Firstly, the car door locking device must enter the unlocking zone before the door operator can drive the belt to open the door panel coupler and therefore also the door panels.

The monitoring and control function of the car door locking is performed by an additional controller, type TSG V4. This control unit recognizes the unlocking zone via additional sensors, for evaluating the following information:

- Activation of the unlocking zone
- Speed signal of the car

If the control unit detects that the car speed is below a defined speed and the door zone is activated, the control unit will unlock the car door followed by opening the car door in case of an open-door signal was given.

The car door locking device contains a safety contact allowing its integration into the safety circuit. Opening the locking device safety contact leads to interrupt safety circuit in the car door area. This is followed by the opening of the safety circuit switch through the no longer closed car and shaft door.

If a closing signal is applied to the door drive, the car door and the landing door, which are carried along by the car door coupler are closed. When the car door and the coupled landing door are closed, the respective safety contacts of the car- and the landing doors are also closed as well. Door closed signal is detected from control unit via door operator closing the car door locking device and thus closing the safety circuit allowing the travel of the car.

1.2 The mechanical locking function of the car door is not part of the type examination of a TSG door drive for the car doors.

1.3 The car door controller type TSG V4 with an extension board 4E / 4A was approved by TÜV Nord, certificate no. 44 207 13 099 305 with an issue date 2024-05-13 an expiry date 2029-05-12.

1.4 The car door locking device type STA3A was tested by the Liftinstituut, certificate no. NL20-400-1002-366-01 Revision no. 1 with an issue date 2025-12-17 and an expiry date 2030-12-17.

1.5 The car door locking device with sliding bolt mechanism as faulty closure device and motor drive (DLF1MO; DLF2MO) as a part of the locking mechanism for protection against incorrect closing, has been approved by TÜV SÜD certificate no. EU-DL 808-2 dated 2023-09-11.

1.6 The car door locking device, without sliding bolt mechanism as faulty closure device and motor drive (DL1MO; DL2MO) as a part of the locking mechanism for protection against incorrect closing, has been approved by TÜV SÜD certificate no. EU-DL 807-2 dated 2023-09-11.

2 Conditions

2.1 All safety-relevant parameters must be documented.

2.2 The instructions in the manufacturer's operating manual must be followed.

2.3 The controller operating temperatures and the relative humidity specified by the manufacturer must be observed.

2.4 The controller requirements regarding the degree of protection specified by the manufacturer must be observed.

2.5 The controller location must meet the requirements of pollution degree II.

2.6 All locking device components and their interaction must be checked before commissioning by an inspection organization.

2.7 An emergency release outside the unlocking zone must be possible by means of special aids. The release shall be performed by a qualified person.

3 Remarks

3.1 For juridical reasons, this type examination certificate is not equivalent to an EU-type examination in accordance with annex IV clause A (EU-type examination of safety components according to annex III) of the directive 2014/33/EU.

The list of safety components (annex III of Directive 2014/33/EU) does not contain monitoring and control functions for car doors. Therefore, no EU-type examination certificate in accordance with annex IV clause A (EU type examination of safety components) of Directive 2014/33/EU can be issued for them.

3.2 The test results are related to the tested product and its associated examined conformity.

3.3 This type examination certificate is based on the following harmonized standards:

- EN 81-20:2020 (D), section 5.3.9.2
- EN 81-50:2020 (D), section 5.2

Changes resp. extensions of the upper mentioned standards or a further development of the state of the art may make a revision of this type-examination certificate necessary.

3.4 The observance of the requirements about the IP-degrees of protection for electrical devices is not part of this conformity examination.

3.5 There must be a label on the car door locking device module with the information on the identification of the component with the name of the manufacturer, identification number (number) of the type examination certificate and type designation.

3.6 This type examination certificate is state-of-the-art, as documented by the harmonized standards valid at present. In case of changes or supplements to these standards, or in case of a development of the state of the art, a revision may become necessary.