



Operating Instructions

Safety Gear KB55-S-SS

EU-SG 333 / EU-SG 374 / EU-SG 735

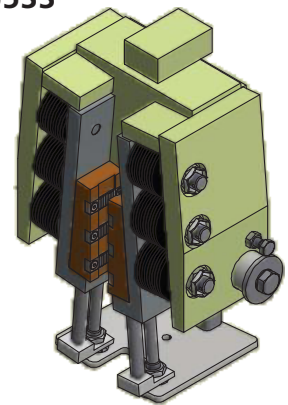
General

Safety gear ↓

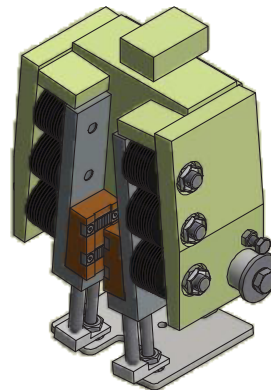
Progressive safety gear - downward acting = payload + mass of lift car in FREE fall or when lowering tripping via overspeed governor.

KB55..... with UCM!
KB55S..... with UCM!
KB55SS... with UCM!

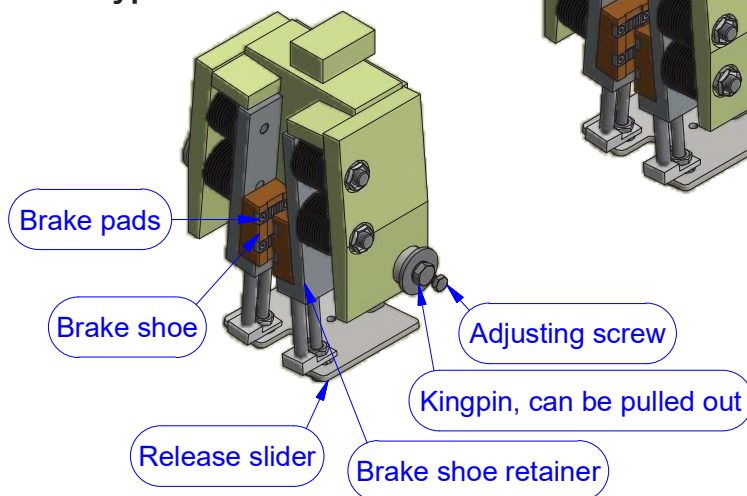
Type: KB55SS



Type: KB55S



Type: KB55



Rest position drawn

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Safety gear KB55/S/SS

General instructions

!Important!

Prior to commissioning:

1. Before commissioning and testing the guide rails must be cleaned thoroughly prior to installation! Whether „old“ or „new“, (due to dirt, old lubricant or protective agents in case of new rails!), they must be kept clean both before and after commissioning!!!
2. Should this not take place, negative changes in the braking force etc. can/will occur: In this case, any potential claim will be rejected.
3. Should „old“ guide rails show very long skid marks or many and deep marks (e.g. from safety gear), they have to be replaced by new guide rails – of the same type.
4. After recommended test check (only functional test - low speed/empty lift car) a safety test (engagement test) must be carried out according to the applicable guidelines (e.g. EN 81-20/50), also for „SRMs“ (conveyors), or according to the manufacturer's specifications.
Should none of the above provisions apply, the test must be executed in the „downward“ direction at least with nominal speed and nominal load without any braking of the drive unit (e.g. keep operational brake open!), otherwise no performance record! In the event of uncertainties, please contact us - as manufacturer - immediately.
Periodical tests (engagement tests) must also be carried out at regular intervals.
5. The brake power is assessed by persons with professional expertise (e.g. inspection bodies etc.).

Schmutz! So darf es nicht sein!



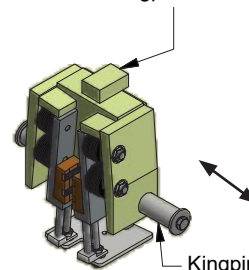
Dirt! This is not acceptable!

!Maintenance!

1. It must be possible to turn the actuating shaft manually until the gripping eccentric engages and the safety gear switch must be actuated. When pulled out from the braking position, the actuating shaft (gripping eccentric) must turn back into neutral position.
2. The guide rails must only be oiled with specified lubricants. (Observe EC-type examination certificate). No greases, oils which become resinous etc.
3. Maintenance at least once annually (or operating hours or contamination).
4. Avoid rust by cleaning and lubricating the moving parts.
5. It must be possible to move the safety gear/safety module smoothly on the kingpin (floating system).
6. Check the tractive force of the overspeed governor with required tractive force of the safety gear/safety module (at least statically).

It must be easy to move the safety gear smoothly on the kingpin.

5.



Kingpin, can be pulled out

Safety gear KB55/S/SS

Mounting / Information



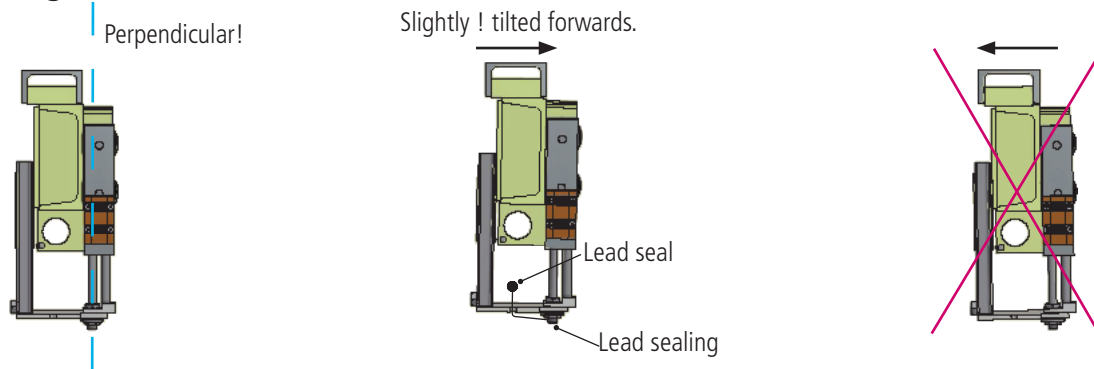
The safety gear ↓ may only be installed if the values indicated on the type plate correspond to the lift data. Check that the lead sealing is undamaged.

Attention: Strictly avoid any contact with the guide rail in case of spring-loaded guiding elements! (observe spring deflections!, otherwise unintended engagement etc!)

Note:

For larger lifts!/loads etc. (forklift operation!) makes sure that the guide rails and the load-bearing components are stable. Safety gears etc. must not be pressed onto the guide rail by loading activity or one-sided loading of the lift! This is because the later enlargement of the passage tolerance is often not possible.

Montage:



↓KB55

EU-SG 333

Date: -

UCM: NL12-400-1002-169-01 Rev.1

Serial-No.: -

Weight ↓=: - kg

Tripping spd. max: - m/s

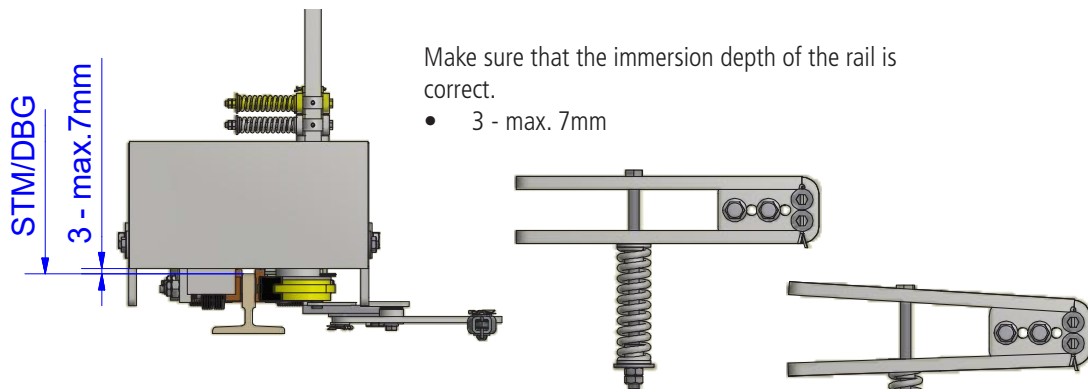
Guide head: -

Oil
Ja / Yes

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Recommendation/Mounting:

For systems that run at a „low nominal speed“ (e.g. below 0.3m/s), it is even more important that the release mechanism is „smooth-running“ so that it can properly transmit the force (e.g. long distance between guide rails!) to the brake shoes, as there is little to almost no initial force! We therefore recommend a **precise** check during mounting!



Attention:

Adjust the resetting spring in such a way that the pull-in forces are not too high and to ensure sufficient spring deflections.

Safety gear KB55/S/SS

Mounting / Adjustment / Function

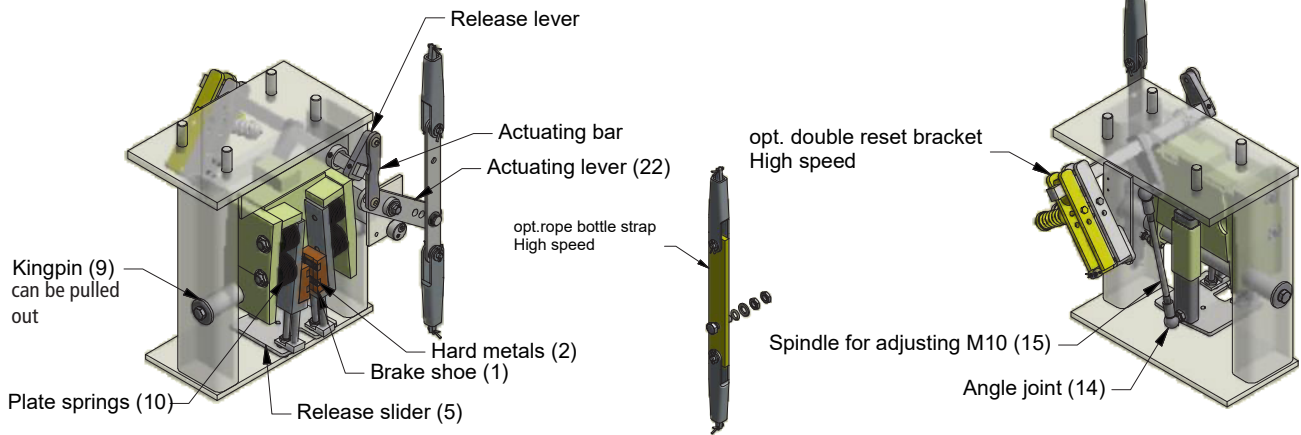


Function:

The ribbed carbide jaws (Pos. 2) in the brake shoe (Pos. 1) retract in a self-locking manner after release and clamp the disc springs (Pos. 10).

Attention:

It must be possible to pull out the kingpin (Pos. 9). It is essential to leave free space for disassembly!

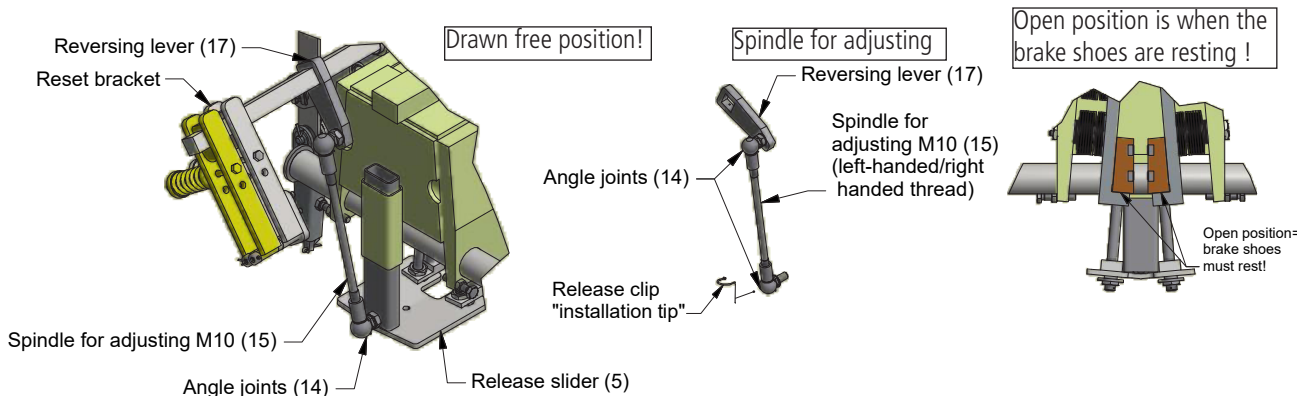


Adjustment Type: KB 55 /S/SS - acting downwards

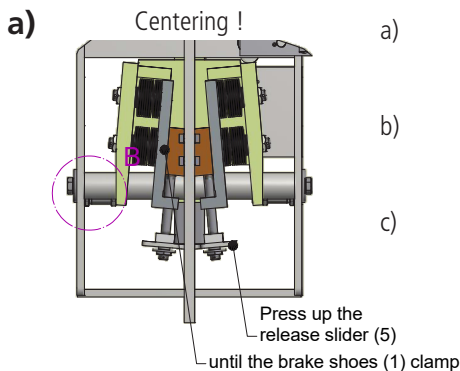
1. Adjust and set connection between reversing lever (17) and release slider (5), spindle for adjusting (15) and angle joints (14).

Adjustment:

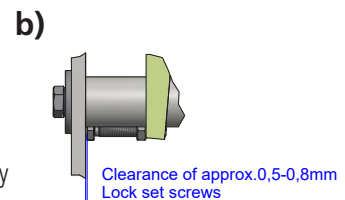
Turn the thread M10 (15) with the angle joints (14) until the length to the release slider (5) is adjusted in the open position (both sides)



Centering: Safety gear KB 55/S/SS adjusting the set screws (M8) **Attention!**



- a) Press up the release slider (5) until the brake shoes (1) are clamped on the guide rail (Centering of the safety gear on the guide rail)
- b) then lock the set screws with a clearance of approx. 0.5-0.8 mm (the screw heads **must never** rest against the outside body!)
- c) release the brake shoes (1) either by hand or by briefly raising them



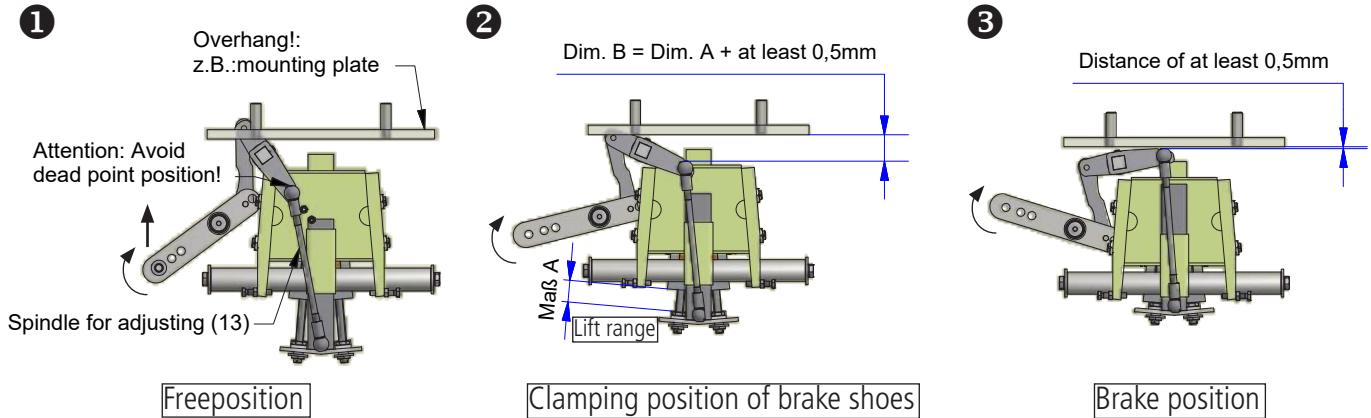


Safety gear KB55/S/SS

Mounting / Adjustment / Check

Control of overhang!:

In the clamping position of the brake shoes (Fig. 2), measure dimension A against dimension B (dimension B must be approx. 0.5 mm larger than dimension A). Possible correction via spindle for adjusting (Fig. 1 pos. 13)



Mounting / Adjustment / Check

1. Setting type KB 55 to synchronous running

↑ Push up actuation lever (22) or another actuation mechanism in braking downwards until the brake shoes (1) clamp on the guide rail (press).

Check:

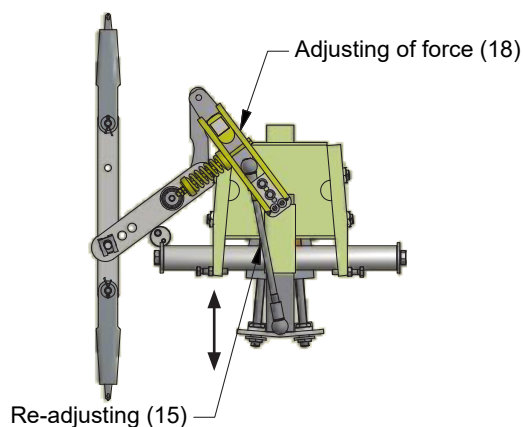
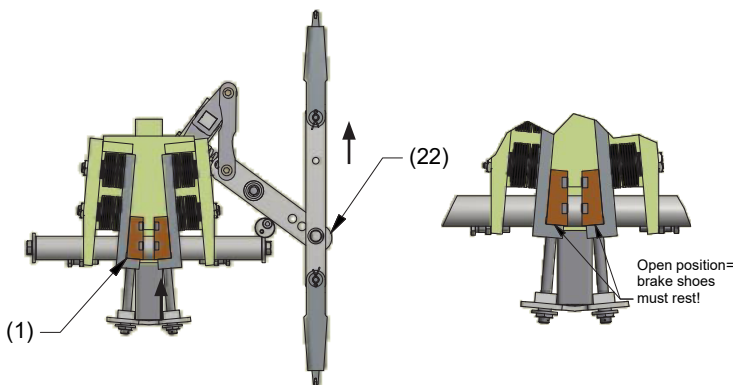
The brake shoes (1) must clamp (press) in both safety gears. If not, the spindles (15) must be adjusted (some lead of the brake shoes (1) opposite the activating lever (22) is an advantage!)

Control during check:

Even at low travel speeds and when the car is empty, uniform hard metal indentations must be visible after the car has come to a standstill.

2. Adjusting the reset clamping spring (18).

Select the pretension to ensure normal operation. Observe the pull-in forces of the release components, e.g. overspeed governor! (The pull-in force must be double that of the safety module at the overspeed governor!)



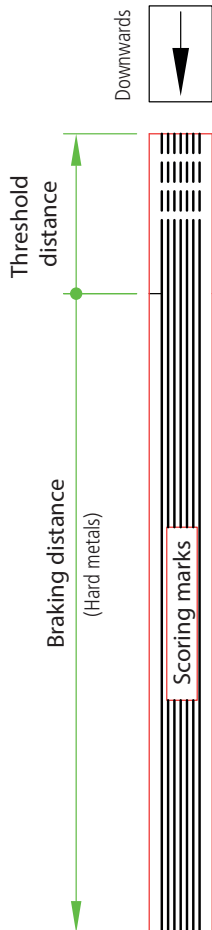


Safety gear KB55/S/SS

Control / Check

Reading of marks

Test in detail



DOWNWARDS:

- 1,25 times nominal load and nominal speed
- or nominal load and with tripping speed
- Keep brake open!

Note:

To make it easier to draw the car out of the engagement, it is recommended to carry out the test near a door so that the load from the car can be discharged there. (EN81-20/50)

After the test, make sure that no damage has occurred that could impair the normal operation of the lift. If necessary, brake shoes can be replaced. Visual examination is considered sufficient. (EN81-20/50)

The objective of the test prior to commissioning is to determine the proper assembly, the correct adjustment and the strength of the functional unit, comprising the car - safety gear - guide rails - rail mountings. (EN81-20/50)

Tripping/engagement forces:

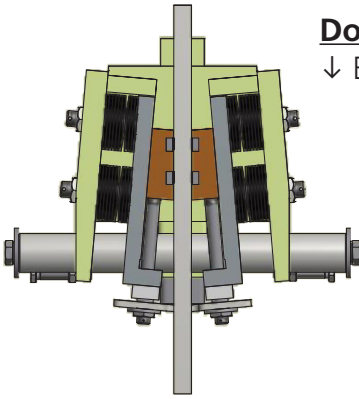
At least double the **required** pull-in force ↓ of the safety gear, **but** min. 300N.

Safety gear KB55/S/SS

Test instructions / Information



Engagement
position



Pulling out of the ↓ engagement position.

Downwards

↓ Engagement position: the brake shoes are pulled in upwards!
Pull off the ↓ engagement position in steps:

- Start quickly in upward direction using the re-levelling control.
- Several repetitions = in principle: loosen and tighten ropes
- Handwheel aid
- Empty the car
- Traction sheave clamp, lifting etc.

Note:

1. In the case of weightless testing downwards (electronic test device), the bouncing of the cabin can cause the brake to fall back / pulled out of the engagement position! (Bouncing counterweight!).

Note:

The respective instructions of the different actuation variants (instructions) are packed „separately“ in the actuation parts. Please note here also hints, which are complementary to the general instructions!

Liability and guarantee:

The company Aufzugtechnologie Schlosser does **not** accept any liability or provide any guarantee for damages resulting from incorrect handling or inappropriate use of our products contrary to these instructions.