Instalation Instruction

Ex factory the safety plant is pre-positioned. A check respectively an adjustment must be conducted douring the installation by skilled experts.

a) Actuating sleeve-connection rod and free slot fork must be removed

b) Loosen the housing adjusting screws and fasten it completely

c) Loosen the pull-in gear bolts (M16)

d) Press the actuating sleeves of the safety gear which carry the pull-in gear geras in upward direction - in case it not possible by hand use gently a hammer and fix in this position

e) Pull-in gear anchor arms must be pushed in up direction, in case it not possible by hand use gently a hammer to fix them

f) Engage the housing adjusting screws with a slackness of 0,5 to 0,8mm to the housing and lock it in that position

g) Press the actuating sleeves on the bottom safety gears in up-direction - eventually use gently a hammer to fix them

h) Engage the housing adjusting screws with a slackness of 0,5 to 0,8mm to the housing and lock it in that position

i) Move the hoist unit in up direction to assure that all parts are moving freely as shown in the plant drawing 5260.750.010 (1)

j) Fasten actuating sleeve to the connection rod

k) Connect free slot forke and move pull-in gear anchor arms in up direction - eventually use gently a hammer and fix them. Free slot forke -> please refer to the plant drawing 7260.750.010 (2) and adjust it as shown

l) Observe the complete system when running in down direction. Machanically block the overspeed governor and bring the unit to a stand still in slow speed

m) Safety gears always produce a slack rope (chain) situation. After the first test: move in up direction in this cours the safety gear must be released easily. The marks in the guide must be equal on both rails

(1) = 5260.750.020

(2) = 5260.750.020

(3) = 5260.750.020

(4) = 5260.750.020

(5) = 5260.750.020

Operation description

a) Safety components must be, testable and interchangeable

b) The king pins must be removable from both sides. If this is not possible due to site connection please contact M/S Schlosser under all circumstandes!

c) Keep an adequate space for comfortable respectively dismantling of all units

Actuating the safety plant:

As soon as the tripping speed is exceeded the safety plant will be activated. The overspeed governor actuates via the weight tensioned governor rope the pull-in gear. the arrangement of the overspeed governor is either on top rigid or on bottom flexible on the tension weight. The tension roller is vice versa on bottom or on top. The safety plant, the overspeed governor and the tension weight must be controlled by safety switches within the safety circuit.

In case of large contract loads you have to combine more than one set of safety gears to reach the requested conditions for the safety and to stop the gross load under all circumstances. For such particular case the actuating mechanism is vital.

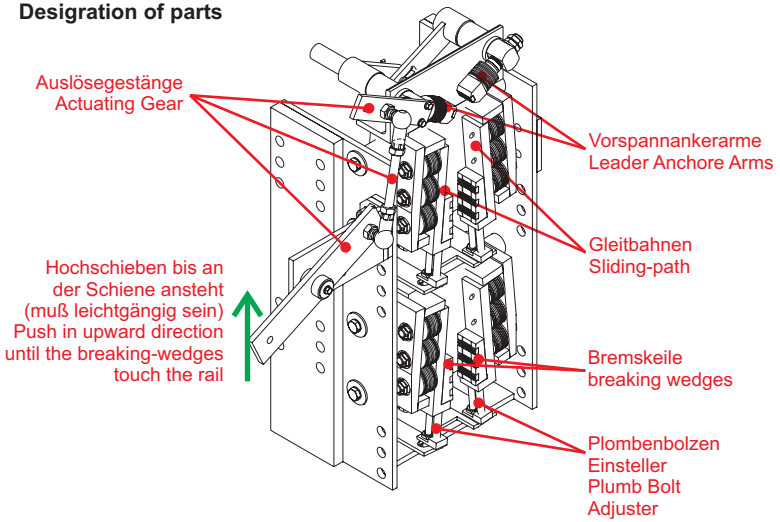
After actuating of the overspeed governor rope a pull-in gear in necessary to assure a sound and correct activation on the safety gear. The force required for such units is of course very high not only for the initial forces but also for lifting the heavy safety shoes.

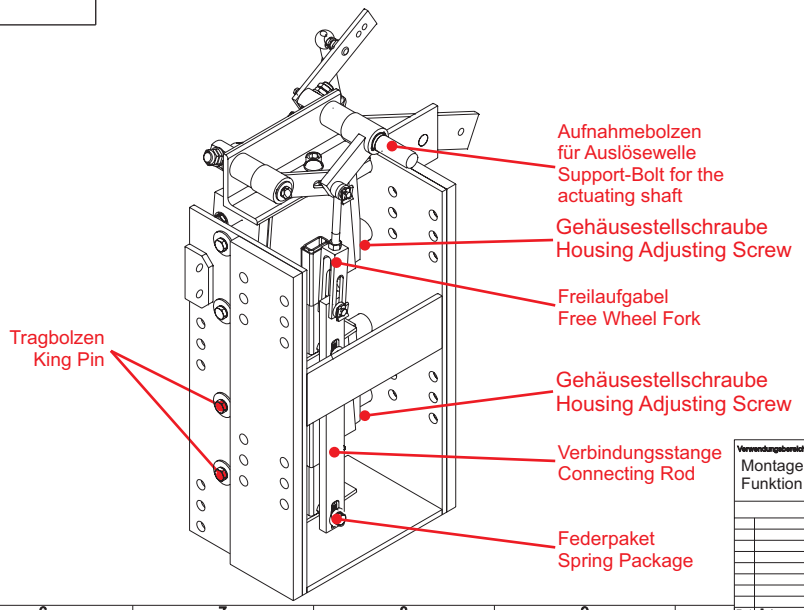
Based on our experience and field tests usually a force of approximately 100 N is adequate to lift the pull-in gear. Consequently a standard overspeed governor rope with6.0 mm diameter is satisfactory. After the anchoring of the pull-in gear onto the guide rail surfaces ist lever starts to lift. The free running sleeve begins to lift the safety gears approx. 30 mm up travel. Now the safety gear shoes will start to operate. After a distance of approx. 50 mm the force load of the pull-in gear is already 5000 N or more. From this moment onwards the safety gear brake wedges will act indipendently and bring the load to a perfect standstill. Meanwhile the pull-in gear has fulfilled ist takes and passes. The complete operation of the pull-in gear will be transferred to the opposite pull-in gear by means of a push/pull cable or actuating shaft wich force never exceeds 100 N.

For the return endorsement of theoverspeed governor ropea resetting weight serves the purpose.

This unit is connected withthe actuating lever gear to the pull-in gear.

Desigration of parts

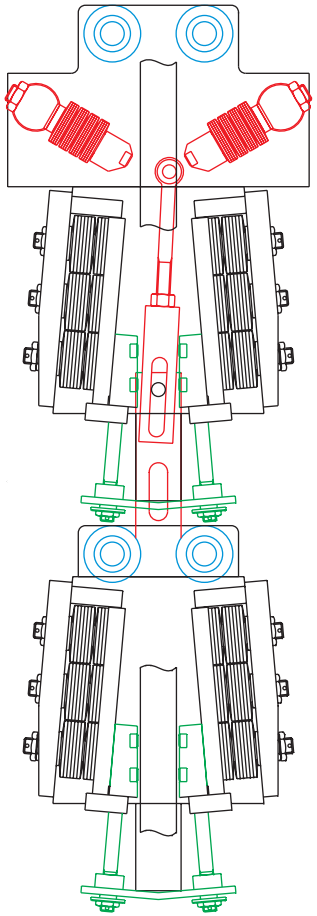




Verwendungsbereich: Montage, Funktion	Freimaßtoleranz	Oberfläche	Maßstab	Position	Menge		
			Halbzeug		Werkstoff		
			Werkstoff-Nr.		Gewicht (kg)		
	Datum	Name	Bearb. 09.03.2007 Th. Ett	Fanganlage + Vorspann Safety Plant + Pull-In Gear			
			Gepr. 09.03.2007 Th. Schlosser				
			Norm				
AUFZUGTECHNOLOGIE SCHLOSSER D-06321 Dederleben			Teile-Nr. / Zeichnungs-Nr. 5260.750.000			Blatt	
Zust. Änderung	Datum	Name	EDV Nr.				

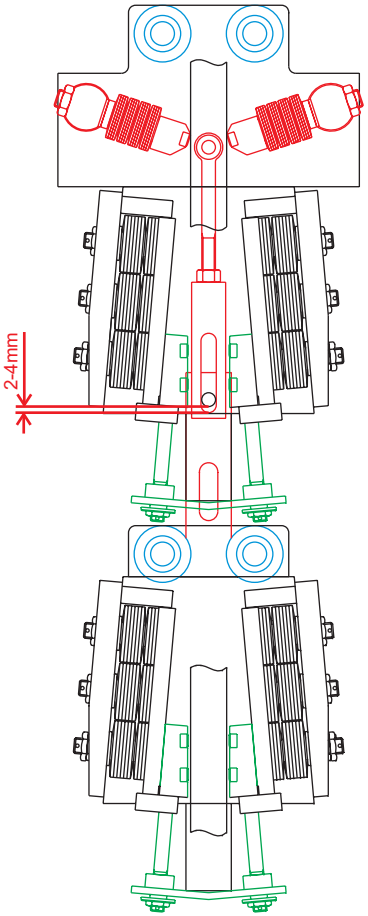
①

Fangvorrichtung:	**Freistellung**
Vorspann:	**Freistellung**
Safety Gear:	**off position**
Pull-In Gear:	**off position**



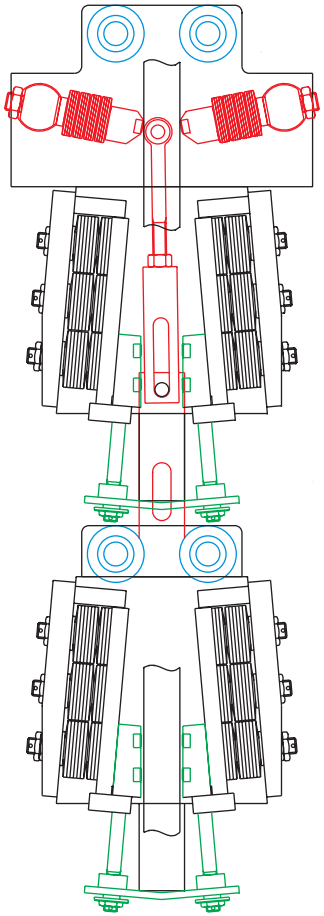
②

Fangvorrichtung:	**Freistellung**
Vorspann:	**Einzugsbeginn Geschwindigkeits-begrenzer Auslösung-Hebe-kraft max. 100N**
Safety Gear:	**off position**
Pull-In Gear:	**releasing by overspeed governor lifting force max. 100N**



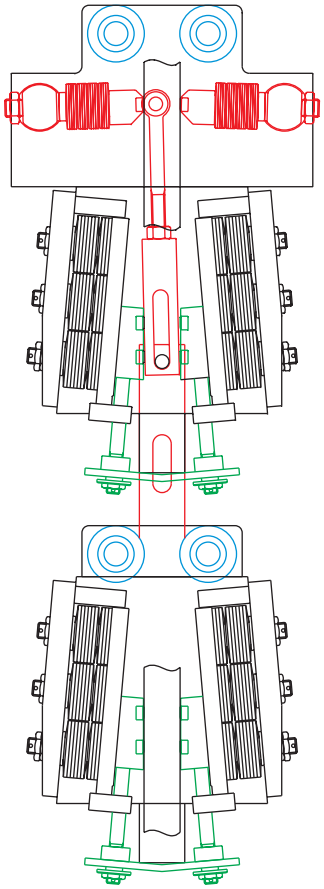
③

Fangvorrichtung:	**Einzugsbeginn Auslösung über Vorspann**
Vorspann:	**fest verankert Hebekraft ca. 3000N**
Safety Gear:	**entry start releasing by pull-In gear**
Pull-In Gear:	**solidy anchored lifting force ca. 3000N**



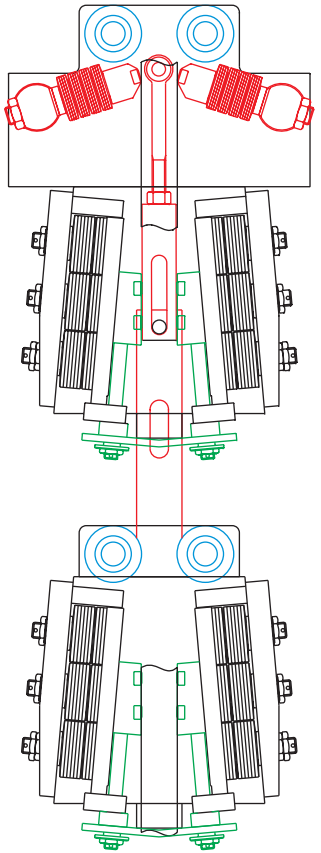
④

Fangvorrichtung:	**Bremsbeginn Einrückung über Vorspann**
Vorspann:	**fest verankert Hebekraft min. 5000N**
Safety Gear:	**braking start engaging by pull-in gear**
Pull-In Gear:	**solidy anchored lifting force min. 5000N**



⑤

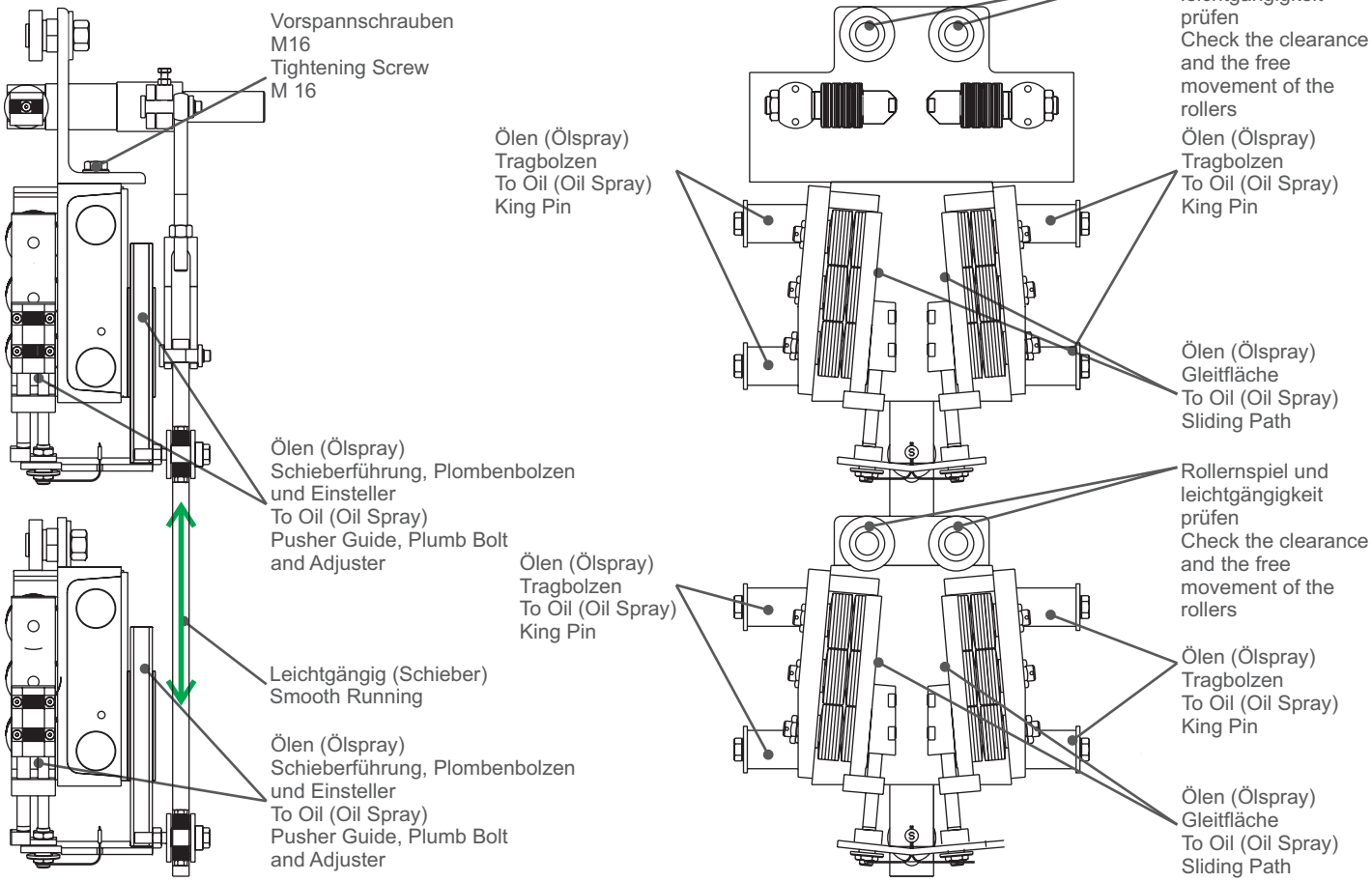
Fangvorrichtung:	**Bremsstellung**
Vorspann:	**überschlagen**
Safety Gear:	**braking position**
Pull-In Gear:	**surpassed**



Der Vorspann ist der sichere Anker für die Auslösung und Einrückung der Fangvorrichtung
The pull-in gear is the rock solid anchor for the releasing and actuating of the safety gear

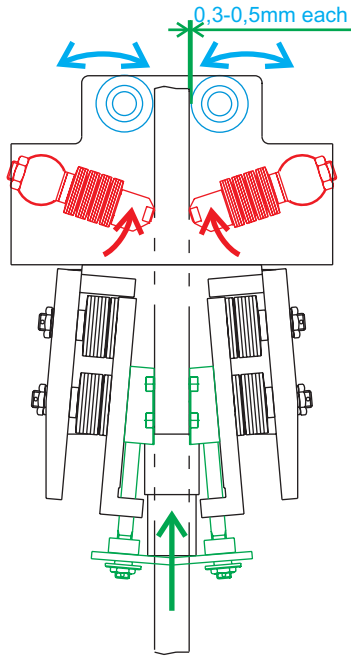
Verwendungsbereich: Funktion Einstellung	Freimaßtoleranz	Oberfläche	Maßstab	Position	Menge
			Halbzeug	Werkstoff	
			Werkstoff-Nr.	Gewicht (kg)	
	Datum	Name	Fanganlage + Vorspann Safety Plant + Pull-In Gear		
	Bearb. 09.03.2007	Th. Ett			
	Gepr. 09.03.2007	Th. Schlosser			
	Norm				
AUFZUGTECHNOLOGIE SCHLOSSER D-88321 Dietmannsried			Teile-Nr. / Zeichnungs-Nr. 5260.750.010		Blatt
Zust. Änderung	Datum	Name	EDV Nr.		

Lubrication and Maintenance: <u>at least every 3 months</u>



Suitable Oils: Oils with low viscosities and without the charasteristic to gum or to glove

Adjusting and Maintenance

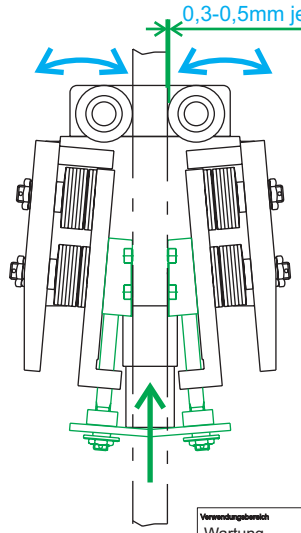


3) tighten the rollers with the clearance of 0,3 to 0,5 mm via the excentric adjuster and fasten it in that position

2) Push up until both leader anchore arms are touching the rail and fasten it in that position

1) Push up the push handle until the wedges are touching the rail and do clamp

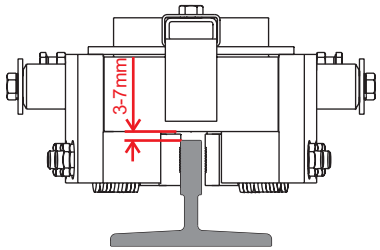
Einstellung und Montage



5) tighten the rollers with the clearance of 0,3 to 0,5 mm via the excentric adjuster and fasten it in that position

4) Push up the push handle until the wedges are touching the rail and do clamp

Adjusting and Maintenance



The clearence between rail head and safety gear for slow running plants (up to 1,6 m/s) has to be in the area from 3 to 7 mm.

Verwendungsbereich: Wartung Montage	Freimaßtoleranz	Oberfläche	Maßstab	Position	Menge
			Halbzeug	Werkstoff	
			Werkstoff-Nr.	Gewicht (kg)	
	Datum	Name			
	Bearb. 09.03.2007	Th. Ett	Fanganlage + Vorspann Safety Plant + Pull-In Gear		
	Gepr. 09.03.2007	Th. Schlosser			
	Norm				
	AUFZUGTECHNOLOGIE SCHLOSSER D-88326 Dietkau		Teile-Nr. / Zeichnungs-Nr. 5260.750.020		Blatt
Zust. Änderung	Datum	Name	EDV Nr.		