



# Operating Instructions

## Safety gear EB75GS /EU-SG 289

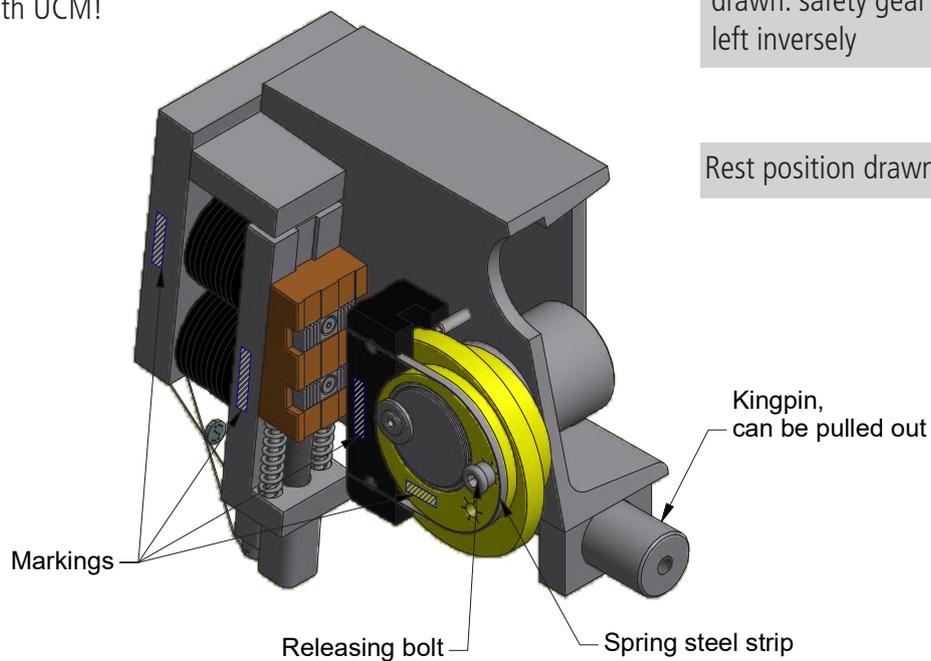
### General

#### Safety gear ↓

Progressive safety gear - downward acting = payload + mass of lift car in FREE Fall incl. UCM/A3.

Tripping via overspeed governor.

EB75GS..... with UCM!



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# EB75GS

## 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.).

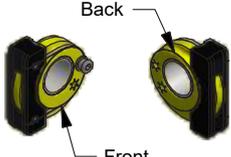
Schmutz! So darf es nicht sein!



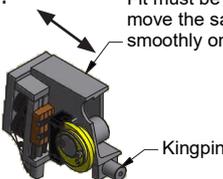
Dirt! This is not acceptable!

### !Maintenance!

1. It must be possible to turn the actuating shaft manually until the double eccentric engages and the safety gear switch must be actuated. When pulled out from the braking position, the actuating shaft (double eccentric) must turn back into neutral position.
2. The guide rails must only be oiled with specified lubricants. (Observe EC-type examination certificate). Do not use greases, oils which become resinous etc.
3. Maintenance at least annually (or operating hours or contamination).
4. Avoid rust by cleaning and lubricating the moving parts.

5.  Lubricate all joints, in particular the spring and the gripping eccentric. (if they are not moving smoothly).

6. It must be possible to move the safety gear/safety module smoothly on the kingpin (floating system).

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

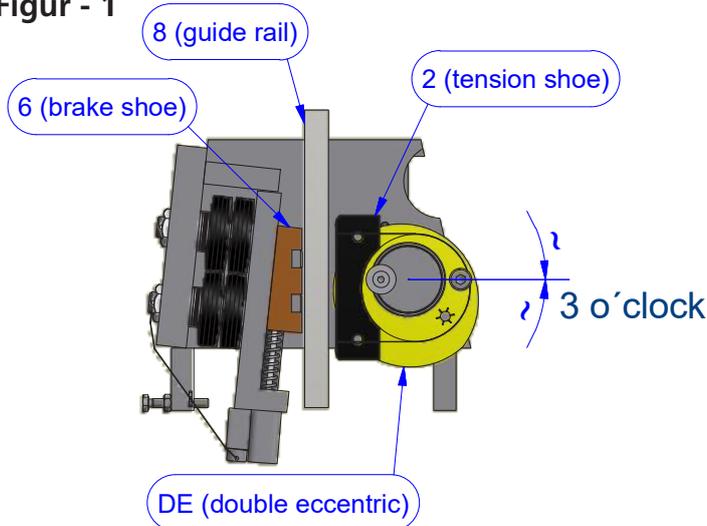
7. Check the tractive force of the overspeed governor with required tractive force of the safety gear/safety module (at least statically).

# EB75GS

Installation diagram  
engagement downwards



**Figur - 1**

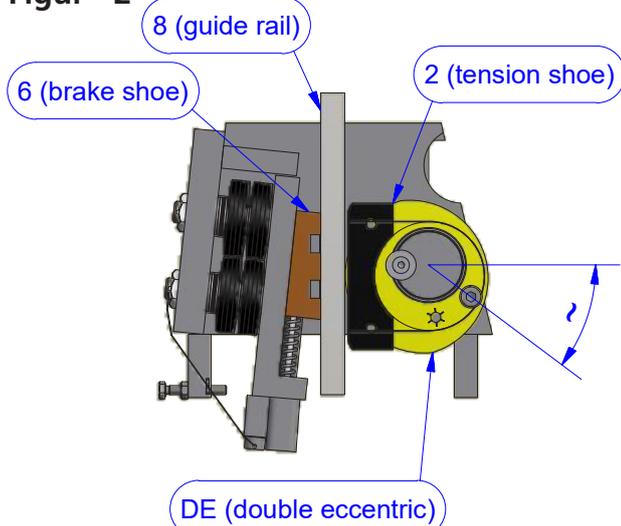


**Figur - 1** (3 o'clock)

Rest position = free position

Guide rail (8) makes no contact with the brake shoe (6) or the tension shoe (2) or the double eccentric (DE).

**Figur - 2**

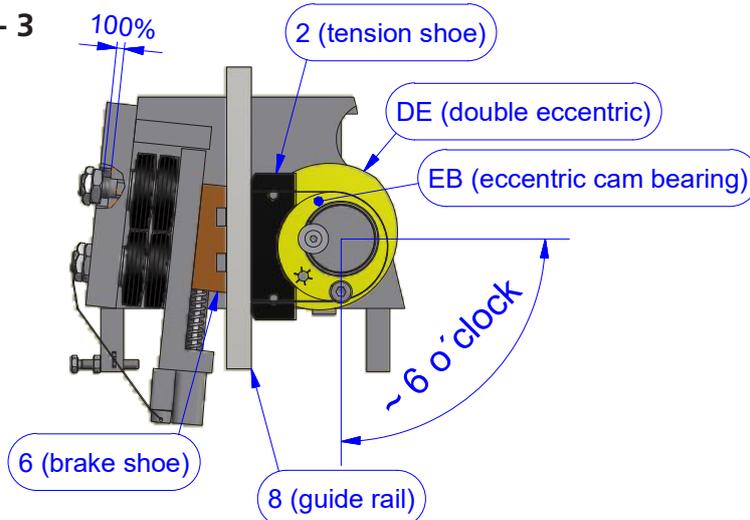


**Figur - 2**

Engaged position

DE is turned by the overspeed governor until the knurled circumferential surface of the DE and the brake shoe (6) get in contact with the rail (8) on both sides. From this moment on, the double eccentric (DE) takes over the tensioning of the plate springs (7).

**Figur - 3**



**Figur - 3** (6 o'clock)

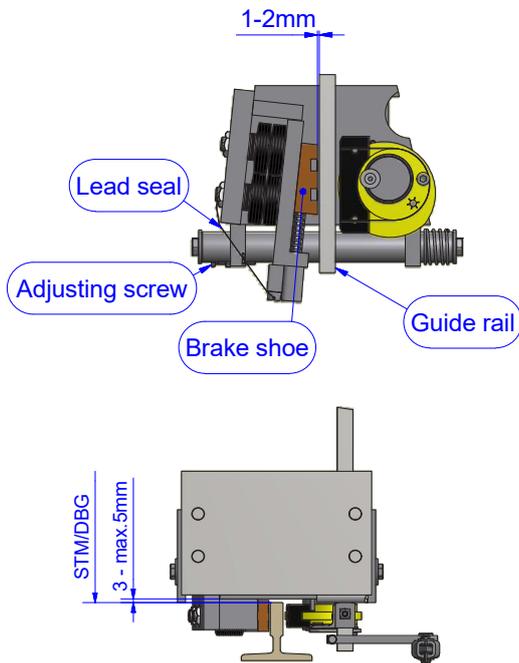
Brake position

The following eccentric cam bearing EB brings the tension shoe (2) in contact with - 8 - DE now loosens its contact with the guide rail (8) and, as a result, the position of the DE doesn't change any more which stops the car by slowing down uniformly.



# EB75GS

## Mounting Basic / Check



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. Attach brake shoe to the rail using the adjusting screw with a gap between 1 and 2 mm.



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

Make sure that the immersion depth of the rail is correct.

- 3 - max. 5mm

### Tests in detail

Reading the knurling marks



### **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.

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.

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.

### Tripping/engagement forces:

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



# EB75GS

## Installation / test instructions

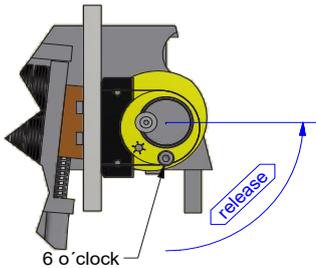


### Pulling off the ↓ engagement position.

#### **Downwards**

↓ Safety position: The following M8 bore hole in the cam eccentric disc shows approx. 6 o'clock.

Retract stepwise from the ↓ engagement position:



- 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 release from the engagement position/free position! (Bouncing counterweight!).

Info: Please check eccentric position in the case of problems. See diagram for downwards engagement!

#### **Note:**

The respective actuation variants (instructions) are packed „separately“ in the actuation parts!

#### **Liability and warranty:**

For damages that result from improper handling or strange use of our product with respect to these operating instructions, Fa. Aufzugstechnologie Schlosser assumes no liability or warranty.