

Gervall



INSTANTANEOUS SAFETY GEAR

MODEL M-253



TECHNICAL DOSSIER

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1. TECHNICAL CHARACTERISTICS.

Weigh for pair: 4,6 Kg.

Guide: Cold drawn (A) rail thickness: 9 mm.
Machined rail (B) thickness: 9 mm

Maximum rated speed: Car: 0,63 m/seg.
Counterweight: 1,00 m/seg. Only if it is activated by a cable loosening element. If the parachute is operated with a overspeed governor, the maximum speed of actuation will be 1.00 m / s.

Plane of general dimensions (N ° Plane): 253-1001

GUIDE RAIL	MAXIMUM RATED SPEED (m/s)		MAXIMUM OVERSPEED GOVERNOR TRIPPING SPEED (m/s)		PERMISSIBLE MASS (P+Q) Kg.	
	Cabin	Counterweight	Cabin	Counterweight	Cabin	Counterweight
Type						
9 mm (A)	0,63	0,63	1,00	1,00	1.260	1.189
9 mm (B)	0,63	0,63	1,00	1,00	2.135	2.016

CAR FRAME (P+Q) Kg			
MAXIMUM OVERSPEED GOVERNOR TRIPPING SPEED (m/s)	0,30	1694	2871
	0,40	1650	2797
	0,50	1597	2707
	0,60	1536	2604
	0,80	1402	2386
	1,00	1260	2135
GUIDE RAIL THICKNESS (mm)		9 (A)	9 (B)

Type A: Cold drawn
Type B: Machined rail

2. ASSEMBLY.

The instantaneous action Safety-gear is supplied ready to be adapted to the chassis, as there is no adjustment element.

The Safety-gear is anchored to the chassis with 4 M10 screws, with 12mKg grip torque. It is adjusted with the rubbing plates until the guides are parallel to that of the flat side of the box and the d.b.g. (distance between guide) to the bottom of the box.

The operation of the rollers must be simultaneous and when the chassis is released from the lock position, the rollers must return to their stand-by position.

3. TEST.

This safety gear has been designed according to requirements of the EN-81-20/50:2014 standard. To verify the operation of the safety gear it is compulsory to carry out the operation tests in downward direction.

4. MAINTENANCE OF THE SAFETY GEAR.

The following aspects must be guaranteed by manual and visual verification:

- The absence of dirt or foreign bodies in the roller path.
- That the rollers are in standby position.
- That the linkage moves easily by hand.
- Make sure that the fasteners are tight.
- That the electrical operation contact works.
- That the fastening of the govern rope to the linkage is accurate.

The tests performed during periodic maintenance, are not considered wedging.

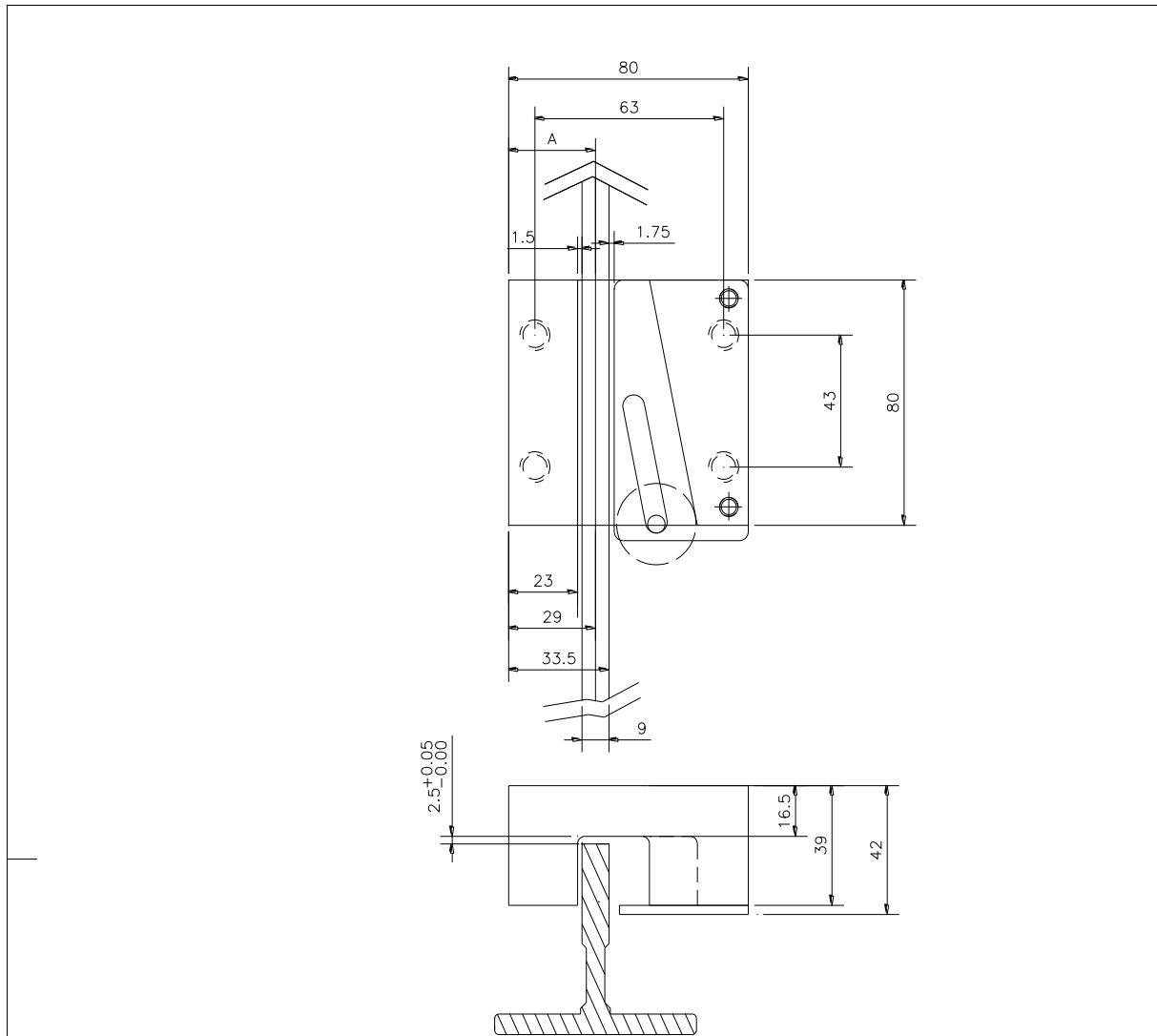
If in the periodic maintenance the braking distance, for the same load conditions and speed, is less than double than the first start up wedging test, it will not be necessary to change any element of the safety gear.

The rollers are the elements that most suffer in an emergency wedging, so it is advised to check them after each wedging (not maintenance wedging), and clean, if necessary, the particles embedded in these elements.

5. REPAIR.

If a fault or a possible incorrect operation is detected, do not manipulate or repair the safety gear and replace with a new one.

6. DRAWINGS.



TIPO DE GUIA	A
G-9	29
G-16	

REVISIÓN	FECHA	NOMBRE	DESCRIPCIÓN	
	19/03/10	A.Eguia	MATERIAL	ACABADO
DIBUJADO	19/03/10	A.Eguia		
COMPROB.	19/03/10	Gerardo S.		
ESCALA	PROYECTO PARACAIDAS INSTANTANEO M-253		APLICACIONES ELECTROMECHANICAS GERVALL SA	
EMPRESA Gervall	DENOMINACION MONTAJE GENERAL		Nº PLANO 253-1001	



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