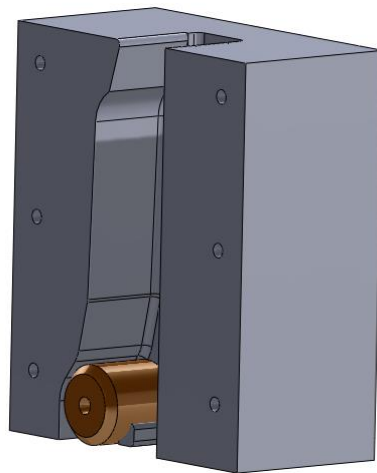


Gervall



INSTANTANEOUS SAFETY GEAR

MODEL M600



TECHNICAL DOSSIER

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1. TECHNICAL CHARACTERISTICS.

Weight for pair:	12,3 Kg.
Guide:	Cold drawn (A) rail thickness 16 mm Machined rail (B) thickness 16 mm
Maximum rated speed:	Car: 1,00 m/seg. Counterweight: 1,10 m/seg.
Plane of general dimensions (N° Plane):	600-1001

1.1 COLD DRAWN (A)

GUIDE RAIL THICKNESS	MAXIMUM RATED SPEED (m/s)		MAXIMUM OVERSPEED GOVERNOR TRIPPING SPEED (m/s)		PERMISSIBLE MASS (P+Q) Kg.	
	Car	Counterweight	Car	Counterweight	Car	Counterweight
16	0,63	1,00	1,00	1,10	11.034	10.418

V (m/s)	P + Q (kg)
0,20	15.123 ± 92
0,30	14.836 ± 90
0,40	14.453 ± 88
0,50	13.989 ± 85
0,60	13.460 ± 82
0,70	12.885 ± 78
0,80	12.279 ± 74
0,90	11.658 ± 71
1,00	11.034 ± 67
1,10	10.418 ± 63

1.2 MACHINED (B).

GUIDE RAIL THICKNESS	MAXIMUM RATED SPEED (m/s)		MAXIMUM OVERSPEED GOVERNOR TRIPPING SPEED (m/s)		PERMISSIBLE MASS (P+Q) Kg.	
	Car	Counterweight	Car	Counterweight	Car	Counterweight
mm.						
16	0,63	1,00	1,00	1,10	10.361	9.782

V (m/s)	P + Q (kg)
0,20	14.200 ± 86
0,30	13.931 ± 84
0,40	13.571 ± 82
0,50	13.135 ± 79
0,60	12.639 ± 77
0,70	12.098 ± 73
0,80	11.530 ± 70
0,90	10.946 ± 66
1,00	10.361 ± 63
1,10	9.782 ± 59

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 fixed to the chassis with 6 M12 screws, minimum quality 8.8, 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 standard

4. MAINTENANCE OF THE SAFETY GEAR.

The following aspects must be guarantee 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.

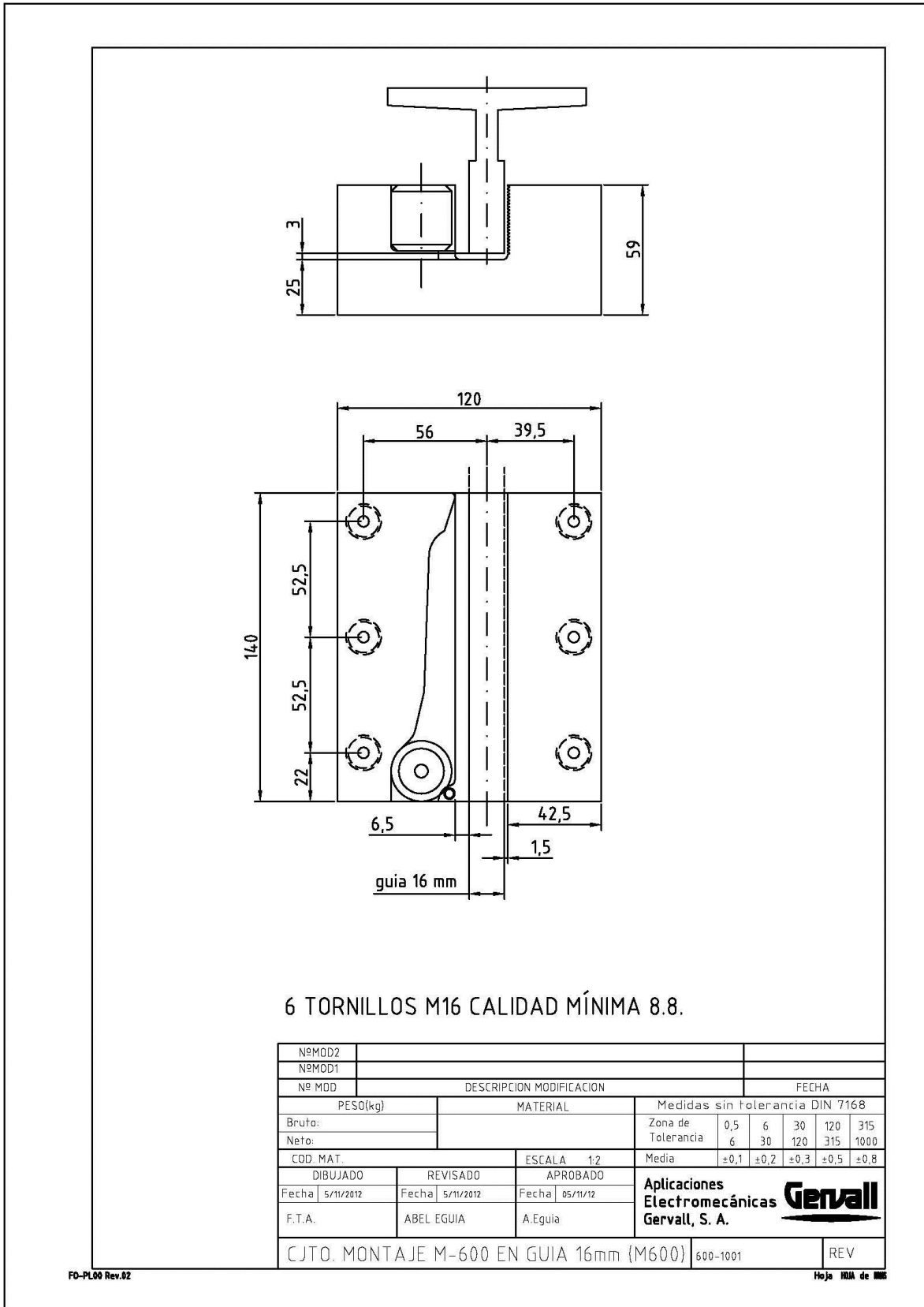
If in the periodic maintenance the braking distance, for the same load conditions and speed, is less than double than the first start up wedging test, it will not be necessary to change any element of the safety gear.

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.



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