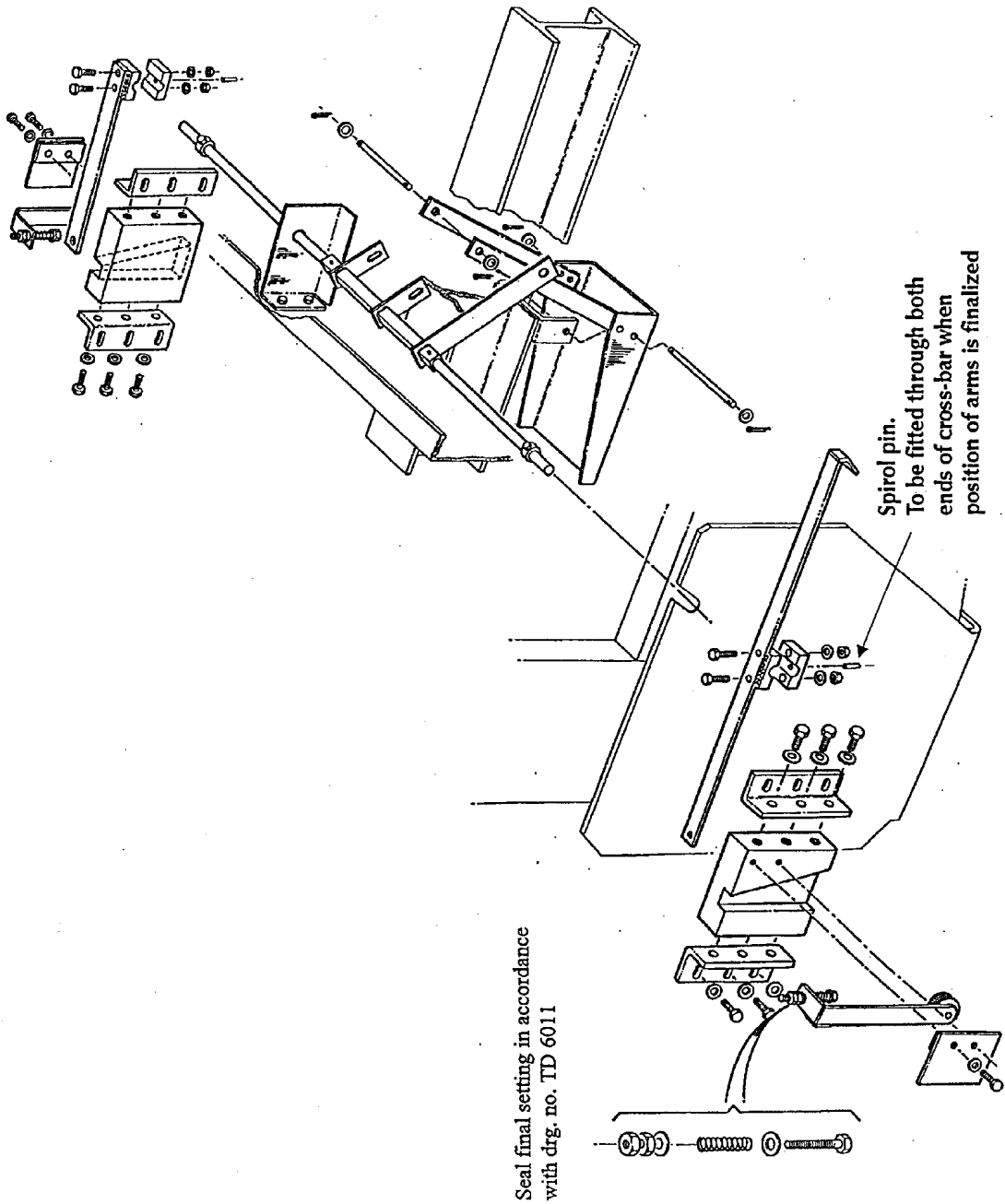


Safety Gear Components (instantaneous)



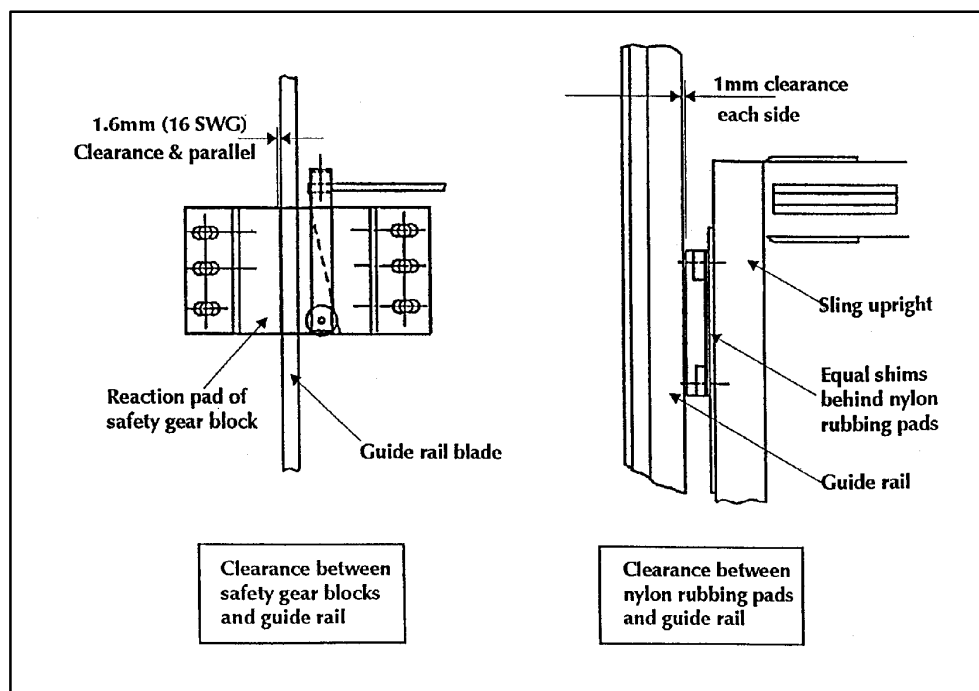
8.5 Installation of Car Sling and Safety Gear

Lower the sling uprights onto their respective buffer assemblies in the pit and tie them to their respective guide rails at the top of the uprights.

Bolt the sling header between the two sling uprights followed by the sling floor frame and the cross bracing straps. The car floor can then be positioned onto the sling assembly with its centre corresponding to the datum lines dimensioned on the General Arrangement Drawing. Before bolting, ensure the floor is sitting square on the sling and if necessary shim underneath, so that it is square to the uprights.

Adjust the bottom guide roller to the guide rail blade to give a running clearance between safety gear block and guide, as shown below. Adjust the top roller to plumb the sling.

Re-check all clearances ensuring these are equal on both sides of the sling and repeat adjustments as necessary. Also check that the guide rail is clear of any bolt heads.

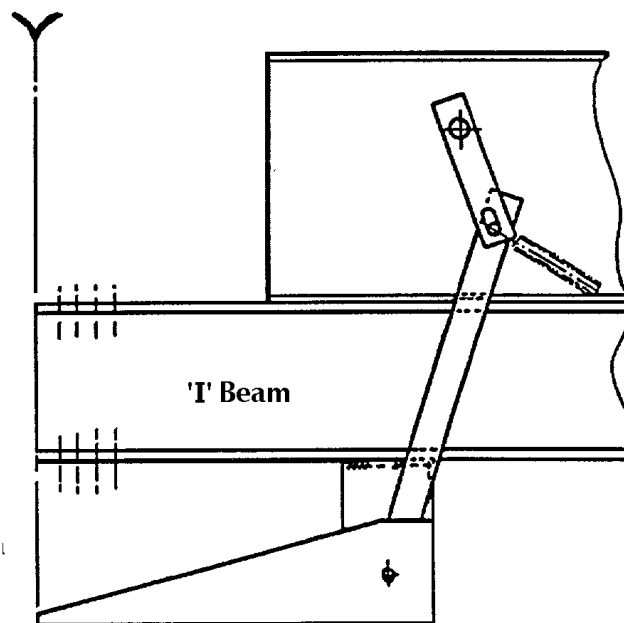


The safety gear should be assembled as shown on page 1. Ensure that the assembly has full and free movement and that the safety gear switch is activated before the safety gear rollers engage on the guides.

All clearances and setting positions for the actuator arms should be equal on both sides of the sling.

Check that the safety gear kick plate is in a position as shown below.

**End of 'I' beam and kickplate
to be in line**



**Ensure kick plate is parallel
with 'I' Beam with safety gear
in disengaged position**

Examination and Test Before Putting into Service.

To ensure compliance with the harmonised standard the safety gear should be tested while the car is descending with rated load, uniformly distributed on the car floor, at rated speed. (See Annex D.2.h.1.a of EN81-2 : 1998).

After the test, it should be ascertained that no deterioration, which could adversely affect the normal use of the lift has occurred.

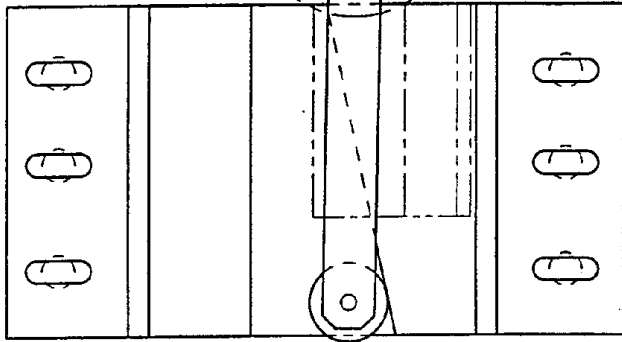
At appropriate maintenance phases, all linkages and moving parts of the safety gear should be checked for free and effective operation and for any signs of deterioration or wear.

Refer to LG1 (Guidance on thorough examination and testing of lifts) for further details.

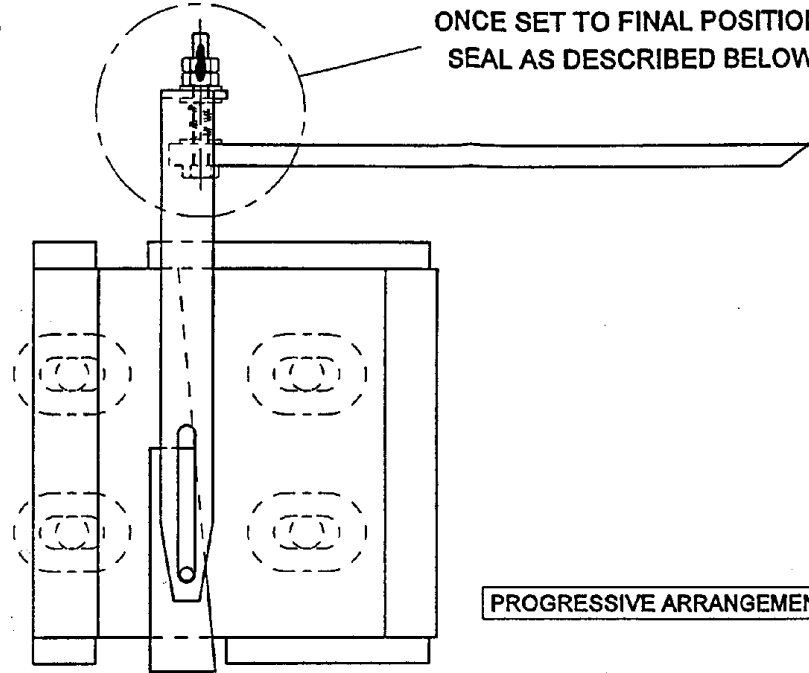
USED ON ALL TACKLE MODELS

ONCE SET TO FINAL POSITION,
SEAL AS DESCRIBED BELOW

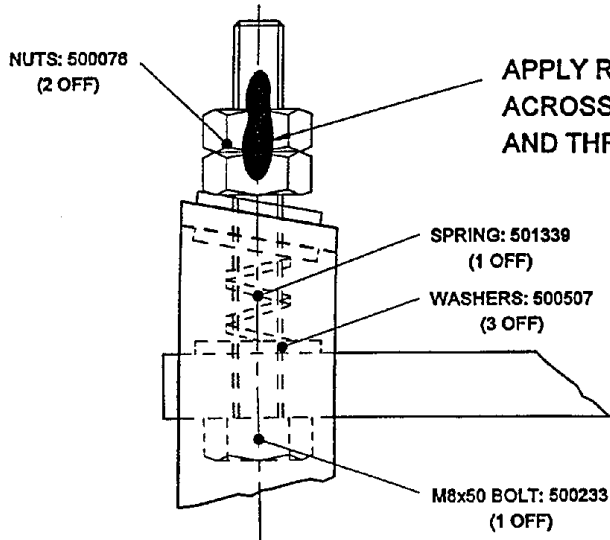
ONCE SET TO FINAL POSITION,
SEAL AS DESCRIBED BELOW



INSTANTANEOUS ARRANGEMENT



PROGRESSIVE ARRANGEMENT




APPLY RED TAMPER EVIDENT SEAL (502075)
ACROSS THE FACE OF THE TWO M8 NUTS
AND THREAD AS SHOWN.

SPRING: 501339
(1 OFF)

WASHERS: 500507
(3 OFF)

M8x50 BOLT: 500233
(1 OFF)

REV.	DRAWN	DATE	CHANGE	DCN No.	GRID REF.
DRG TITLE: SAFETY GEAR : SEALING DETAILS					
LIMITS UNLESS OTHERWISE STATED			MATERIAL		
THREAD I. S. O. COARSE CLASS 6			BS SPEC.		
WHOLE DIMENSIONS+1mm			FINISH		
DECIMAL DIMENSIONS+0.25mm			SK CODE NO.		
DRILLED HOLES-0+0.25mm			WELDING SYMBOLS GENERALLY AS BS499		
PUNCHED HOLES-0.05mm+12.5% OF PLATE THICKNESS			CHANGE NOTE No: L1367		
 HEAD OFFICE Anton Mill Anton Mill Rd Andover Hampshire SP10 2NX England Tel:01264 339090 Fax:01264 337942			DRAWN: RMC		DATE: 04/03/99
			DRAWING NUMBER:		REV.
				TD 6011	