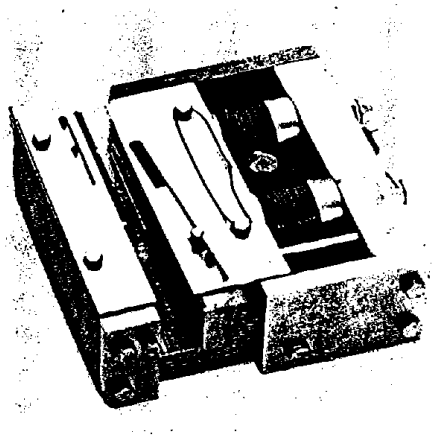
Blocco paracadute a presa progressiva
Progressive type safety gear
Parachute à prise progressive

EN81



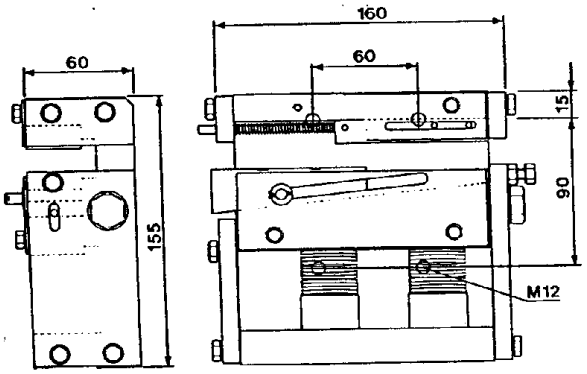
P + Q = **CARICO TOTALE PER COPPIA**
Load per set
Charge par couple

G = **SPESSORE GUIDE**
Guide-rail thickn.
Epaisseur guides

V_1 = **VELOCITÁ NOMINALE MASSIMA CABINA**
Max Car speed
Vitesse cabine max

V_3 = **VELOCITÁ MASSIMA DI INTERVENTO DEL LIMITATORE DI VELOCITA'**
Governor maximum tripping speed
Vitesse max. de déclanchement du régulateur

CE = **CERTIFICAZIONE CEE - NUMERO**
EEC certficate-number
Certificat CEE-numero



F 9C0020

CE I- 89 I-0019

UNI

P + Q = **max 4100 Kg**
min 750 kg

G = **16 mm**

V_1 = **max 2,5 m/s**

V_3 = **max 3,225 m/s**

Con riserva di modifiche
Subject to changes
Sous reserve de modifications

IGV S.p.A. Via Pacinotti, 4 - Segrate (Milano) - Italy - Telefono: (02) 2139551 - Telex: 313661 IGIVOV I - Telefax 2139355

1) GENERAL CHARACTERISTICS

Type of safe gear	EEC Cert.no	Tot. mass min (Kg)	Tot. mass max (Kg)	Nom. speed max. (m/sec)	Thick. of guide (mm)
F9C0060	189-10018	650	2730	2,5	7
F9C0063	189-10018	650	2730	2,5	8
F9C0015	189-10018	650	2730	2,5	9
F9C0069	189-10018	650	2730	2,5	10
F9C0072	189-10019	750	4100	2,5	12
F9C0075	189-10019	750	4100	2,5	14
F9C0020	189-10019	750	4100	2,5	16

Important

Each safety gear pair supplied by us is set up and tested at our plant, according to the particular application (total mass, speed, thickness of guide rails).
The technical characteristics are indelibly printed on the body of each safety gear, together with the serial number (the same number applying to both elements making up the pair).

It is strictly FORBIDDEN to:
a) combine and assemble elements bearing different serial numbers;
b) use a pair of safety gears which has been set up to operate on one specific lift system, on another lift system having different characteristics;
c) to disassemble or tamper with any part of the safety gear.

We also recommend that when inspecting and/or assembling the devices, full safety precautions be taken to protect personnel, in compliance with safety regulations in force.

2) GUIDE RAILS

The condition of the guide rails is of fundamental importance to the correct operation of the safety gears.
They should in all circumstances comply with the conditions set out in regulation UNI ISO 7465.

Specifically:
a) the guide rails should be made of drawn steel, exclusively. No guide rails with machined web surfaces are allowed;
b) particular care must be taken when fitting the rails, ensuring that they are perfectly parallel and checking the planarity of the sliding surfaces;
c) any deviation in the straightness of their axes (as a result of geometric imperfections) must not exceed 0.5 mm., measured along a length of at least 1 m.;
d) the thickness of the rails must come within the tolerance limits (0+0.1) [mm];
e) any sections of the rails bearing marks caused by the operation of the safety gears and occurring at distances of less then 1 m. from each other, must be replaced;
f) mineral oils with the following characteristics should be used to lubricate the guide rails:

Viscosity: 2.5°E at 50°C
Viscosity Index > 100
Recommended products: FIMA Arian 26 F
IP Herme oil 32

3) SPEED GOVERNOR

Speed governors are set to operate at a speed that will depend on the nominal speed of the lift system, in accordance with regulations in force (D.P.R. 29/5/63, no.1497; M.D. 28/5/79, no.1635; M.D. 9/12/87, no.587).
Under no circumstances must the governor be set to operate at a speed exceeding 3.225 m/sec.

4) ANCILLARY PARTS

a) It is absolutely essential that the safety gear command lever mechanisms do not create a rigid obstacle to the positioning of the grip wedges: operation of one of the two wedges must not obstruct the operation of the mechanisms commanding the other.

b) The type of mounting used for the safety gear pair should ideally allow free, transverse positioning of each device, so that it can align with the guide rail during operation: that is, to ensure that the braking action of the safety gears is correctly distributed, thus avoiding any elastic deformation of the bearing structure.
We recommend the use of F9C6635 type mountings, if possible.

5) INSTALLATION OF SAFETY GEARS

Before fitting the safety gears, check the following:
a) that the wedge (pos.1) slides freely in both directions, articulated on the pin (pos.2);
b) that the roller bearing cage (pos.3) is correctly positioned between the wedge and the moving slide (pos.4) (make sure that the cage does not come off the slide whilst the device is operating);
c) the movement of the fixed slide (pos.5), articulated on the pin (pos.6); this movement is compensated by the return spring (pos.7) which moves the slide back into position when it is released.

During assembly, the following should also be checked:
d) that the 4 screws M12 class 8.8, securing the body of the safety gear to its mounting, have been torqued sufficiently; a tightening torque of approx 6-7 kg is recommended;
e) that the body of the safety gear is well centered with respect to the guide-rail, making sure that there is a distance of about 1.5 mm. between the surface of the fixed slide and that of the guide rail facing it;

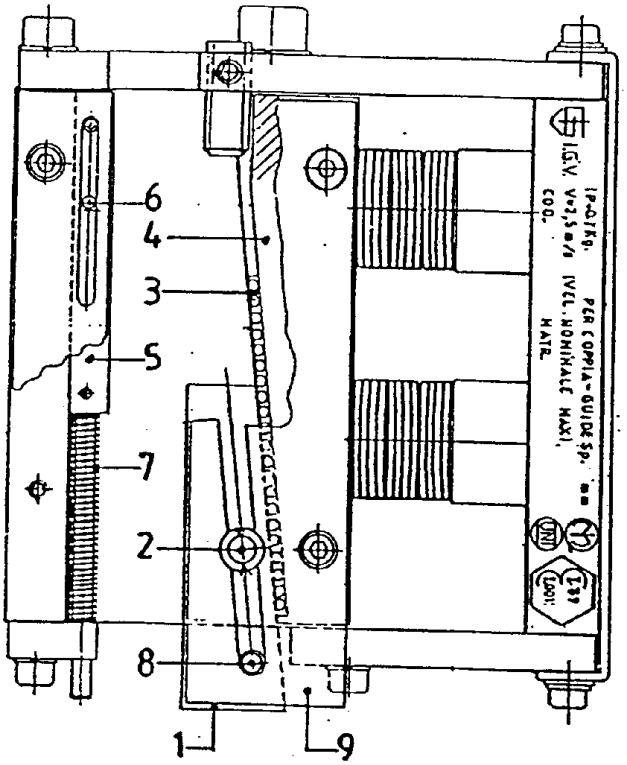
f) the positioning of the wedge at its bottom travel limit, checking also the stop for pin (pos.8) at the lower end of the slot in the plate (pos.9);
g) that the surfaces of the wedge and the fixed slide are completely free of grease;
h) that the conditions described under points 4a, 4b and 4c are maintained.

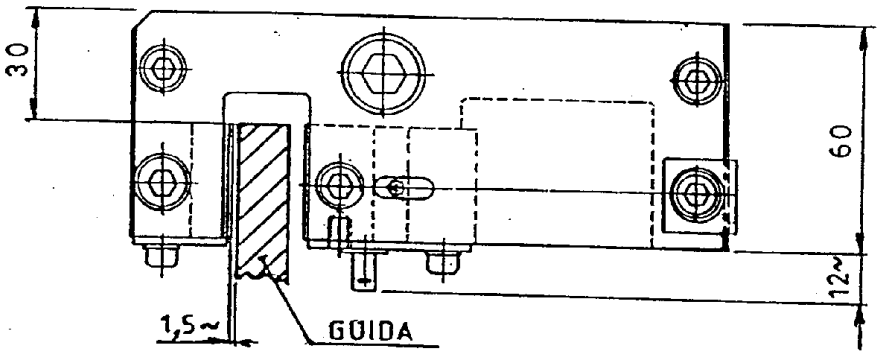
6) CHECKS AND MAINTENANCE

When carrying out checks on the system, the methods prescribed by regulations EMM 81, Appendix D2-J2 should be adopted.

After operation of the safety gears, proceed as follows:
a) ensure that the assembly conditions described in point 5 are fully complied with, making any necessary adjustments;
b) restore, if necessary, the sliding surfaces of the guide rails to the conditions described in point 2;
c) check the condition of the friction surfaces on the safety gears; if incisions and/or deformations are apparent, both devices should be replaced.

In any event, both elements of the safety gear pair should be overhauled and the settings checked by the manufacturer after 4 consecutive operations.





IGV SpA
Via Di Vittorio 21
20060 Vignate - Milano Italy
Tel (02) 95127.1 - Fax (02) 9560423