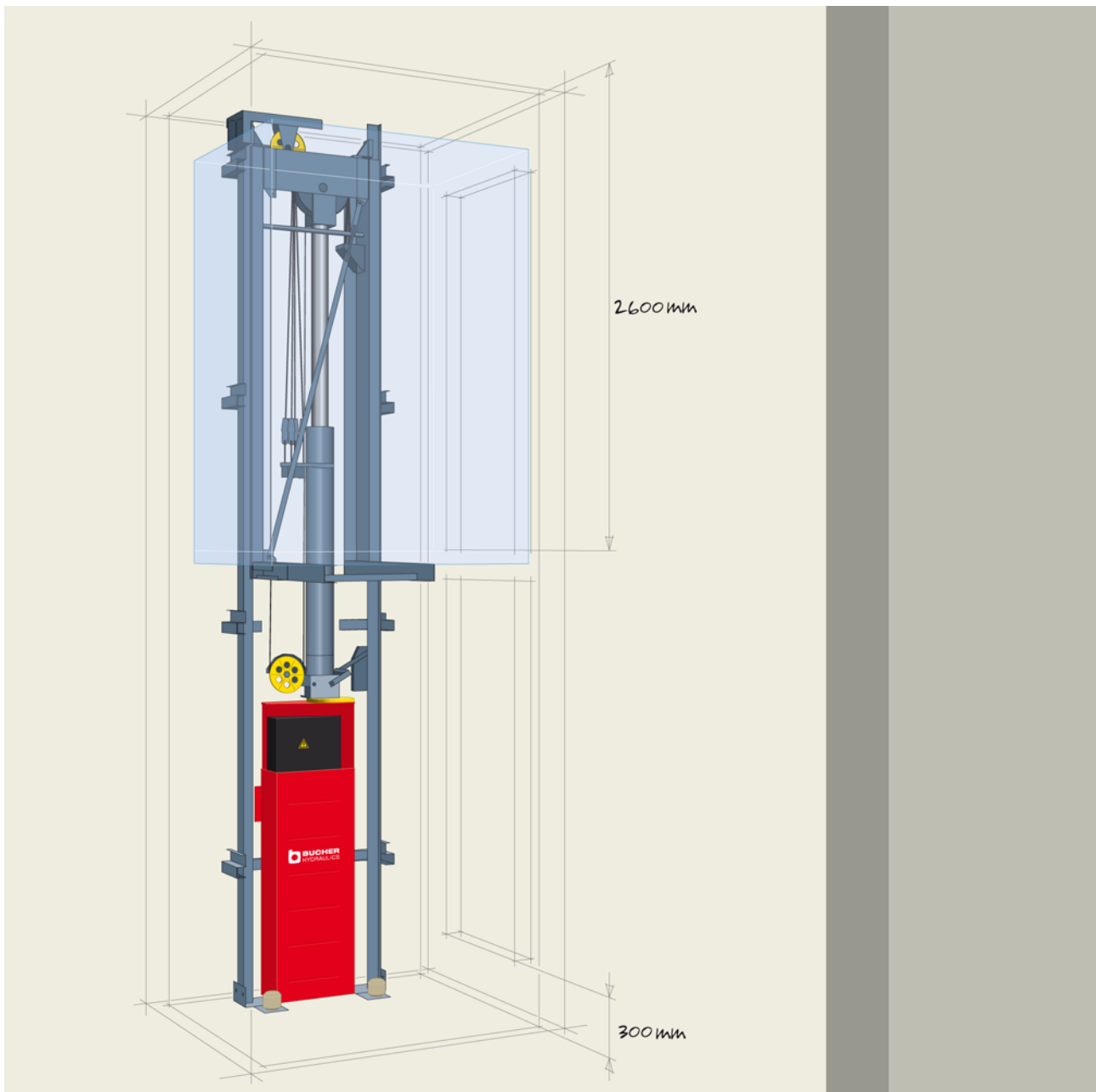


The Tiger MK-II MRL System

Product Information



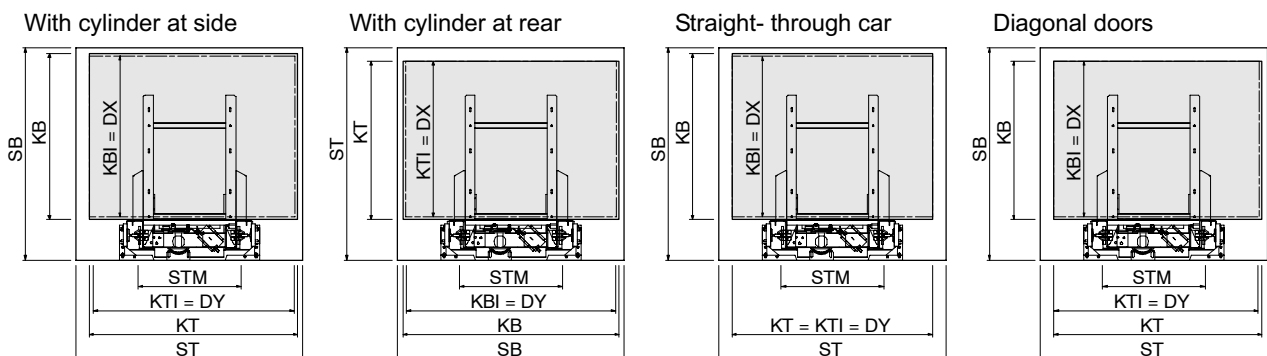
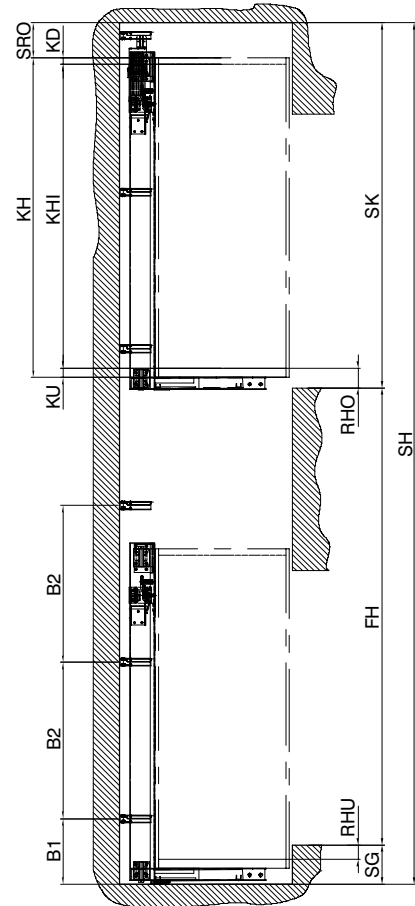
motion and progress

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1 Technical data

1.1 TG2-15

Distance between guides	STM	mm	700
Max. car travel distance	FK	mm	20'000 **
Min. wall clearance		mm	275 (±15 mm)
Load capacity	Q	kg	
Car without support frame	PK	kg	
Q + PK max.		kg	1370
<hr/>			
Car frame kit	PB	kg	130
Total load on the ropes	G	kg	1587
Total loading on the support frame	G1	kg	1369
Max. cylinder outside diameter	Da	mm	158
Rails			T90x75x16
<hr/>			
Pulley wheel 1x	PR	kg	40
Pulley wheel diameter		mm	320
Pulley head height	Y	mm	515
Max. loading on pulley	Furo	kg	3000
Min. progressive safety gear force	Fgf	kg	790
Max. progressive safety gear force	Fgf	kg	3210
<hr/>			
Ropes to EN 81-2			
Min. breaking load		N	46'700
Factor of safety			x 12
Maximum 4 ropes	G	kg	1587



Customer-dependent dimensions

KBI Car width, internal *
 KTI Car depth, internal *
 KD Depth of car roof
 KU Depth of car floor
 KHI Car height, internal

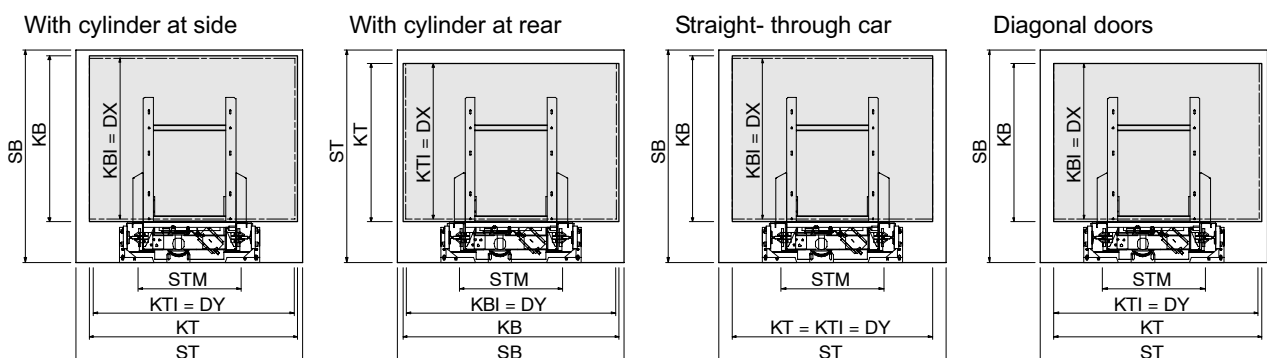
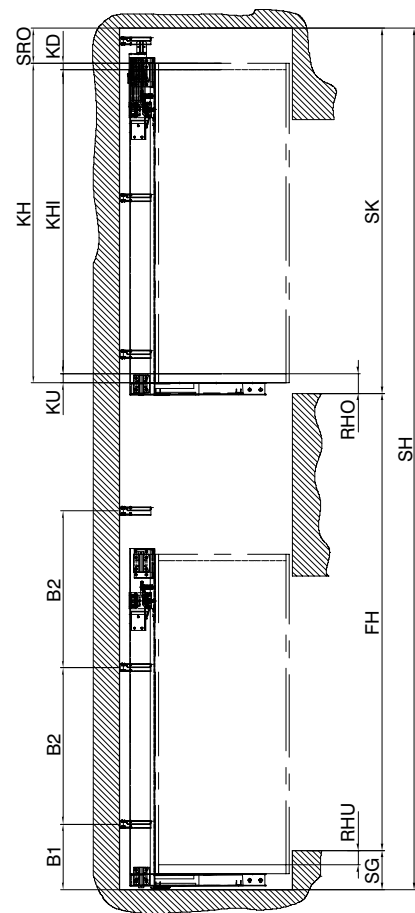
B1 1st bracket spacing (pit)
 B2 Maximum bracket spacing
 SRO Shelter height, top
 SRU Shelter height, bottom

* KBI and KTI cannot both be at maximum at the same time. See EN81-2 on loads under crowded conditions.

** max. 18'000 mm for Q + PK max. ≥ 1020 kg

1.2 TG2-25

Distance between guides	STM	mm	1000
Max. car travel distance	FK	mm	20'000
Min. wall clearance		mm	295 (±15 mm)
Load capacity	Q	kg	
Car without support frame	PK	kg	
Q + PK max.		kg	2333
Car frame kit	PB	kg	167
Total load on the ropes	G	kg	2506
Total loading on the support frame	G1	kg	2333
Max. cylinder outside diameter	Da	mm	193
Rails			T90x75x16
Pulley wheel 1x	PR	kg	50
Pulley wheel diameter		mm	360
Pulley head height	Y	mm	535
Max. loading on pulley	Furo	kg	5000
Min. progressive safety gear force	Fgf	kg	790
Max. progressive safety gear force	Fgf	kg	3210
Ropes to EN 81-2			
Min. breaking load		N	59'900
Factor of safety			x 12
Maximum 5 ropes	G	kg	2506



Customer-dependent dimensions

KBI Car width, internal *
 KTI Car depth, internal *
 KD Depth of car roof
 KU Depth of car floor
 KHI Car height, internal

B1 1st bracket spacing (pit)
 B2 Maximum bracket spacing
 SRO Shelter height, top
 SRU Shelter height, bottom

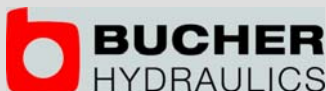
* KBI and KTI cannot both be at maximum at the same time. See EN81-2 on loads under crowded conditions.

2 Abbreviations

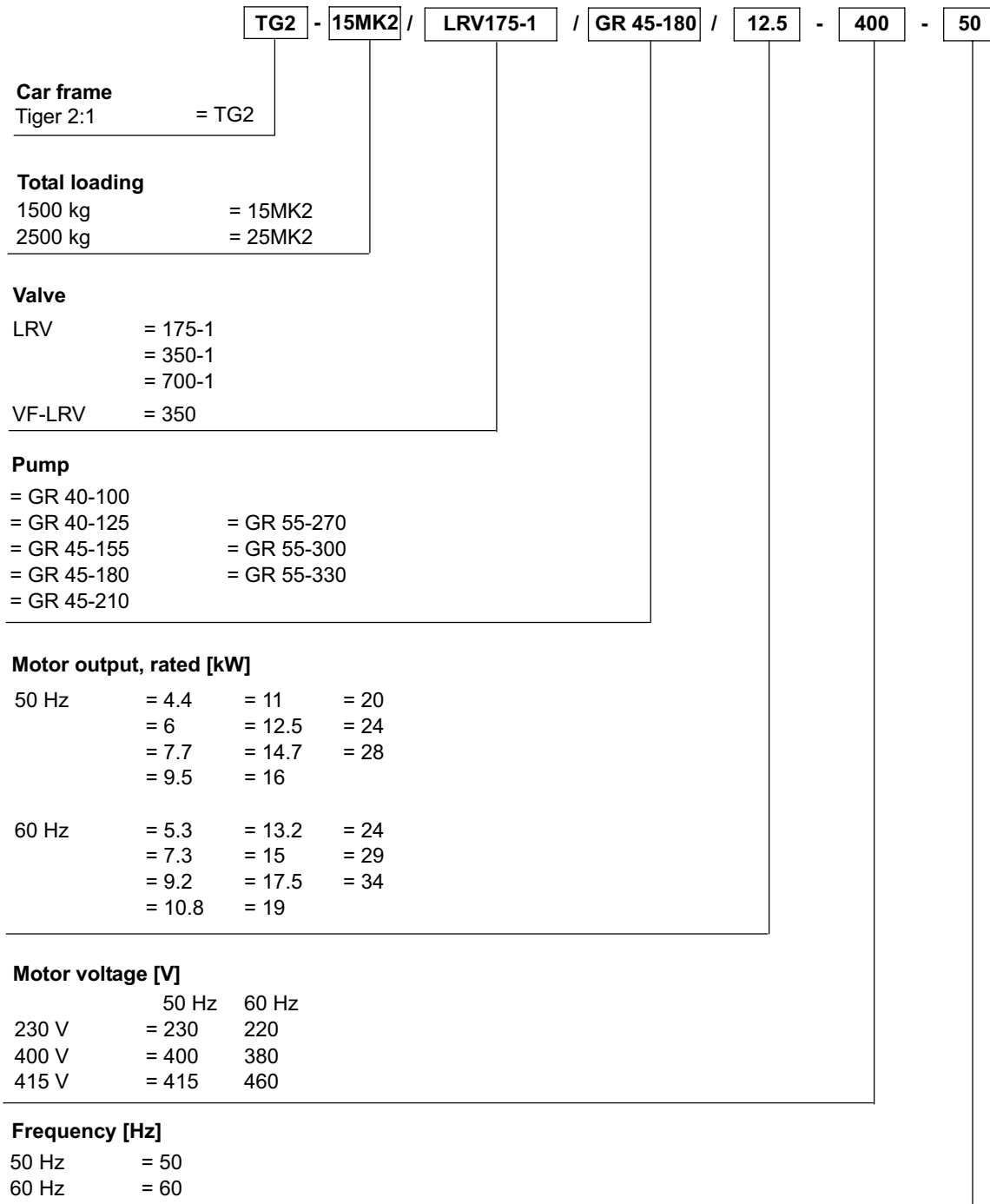
Description	Abbr.
1st bracket spacing (pit)	B1
Maximum bracket spacing	B2
Max. cylinder outside diameter	Da
Cylinder length, retracted	EO
Loading on safety gear force	Fgf
Car travel distance	FK
Max. loading on pulley	Furo
Total load on the ropes	G
Car width, external	KB
Car width, internal	KBI
Depth of car roof	KD
Car height, external	KH
Car height, internal	KHI
Car depth, external	KT
Car depth, internal	KTI
Depth of car floor	KU

Description	Abbr.
Slotted hole	LL
Car frame kit weight	PB
Car weight without support frame	PK
Pulley wheel weight	PR
Load capacity	Q
Car overtravel, top	RHO
Car overtravel, bottom	RHU
Shaft width	SB
Shaft pit	SG
Shaft head	SK
Shelter height, top	SRO
Shelter height, bottom	SRU
Shaft depth	ST
Distance between guides	STM (DBG)
Cylinder fixing top	Z _{befo}

3 Power unit nameplate

Bucher Hydraulics AG Industriestrasse 15 CH - 6345 Neuheim		Tel. +41 (0)41 757 03 33 Fax +41 (0)41 757 05 00			
Tiger TG2-25 MK2 Unterölaggregat					
Type - Komm. Nr. - Baujahr - Total Ölmenge Erstbefüllung		Power unit - Comm. Nr. - Year of production - Total oil volume first filling		Centrale hydraulique - No. de commission - Année de fabrication - Total d'huile 1er remplissage	
Pumpe - Typ - Förderstrom bei 40 bar/75 mm ² /s		Pump - Type - Pump flow at 40 bar/75 mm ² /s		Pompe - Type - Débit de pompe à 40 bar/75 mm ² /s	
Motor - Nennleistung - Spannung/Frequenz - Nennstrom - Max. Laststrom/75 mm ² /s		Motor - Nominal power - Voltage/Frequency - Nominal Current - Max. load current/75 mm ² /s		Moteur - Puissance nominale - Tension/Fréquence - Intensité nominale - Max. charge courant/75 mm ² /s	
Weitere Motorendaten im Klemmenkasten		Detailed motor data in terminal box		Autres données moteur en boîte à bornes	
Swiss made					

4 Model code



5 Design and planning fundamentals

5.1 Enquiry

Company:

Date:

Enquiry/Quotation:

Contact:

Sales Order No.:

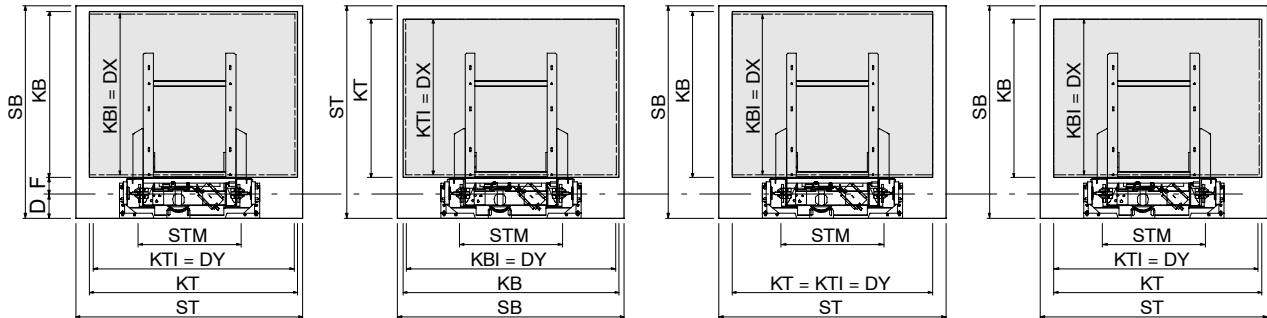
Fax No.:

Type 1: Cylinder at side

Type 2: Cylinder at rear

Type 3: Through-loading

Type 4: Diagonal doors



Machine room:

without (standard)

with

Anti-creeping device:

12 V DC

24 V DC

Remote Control:

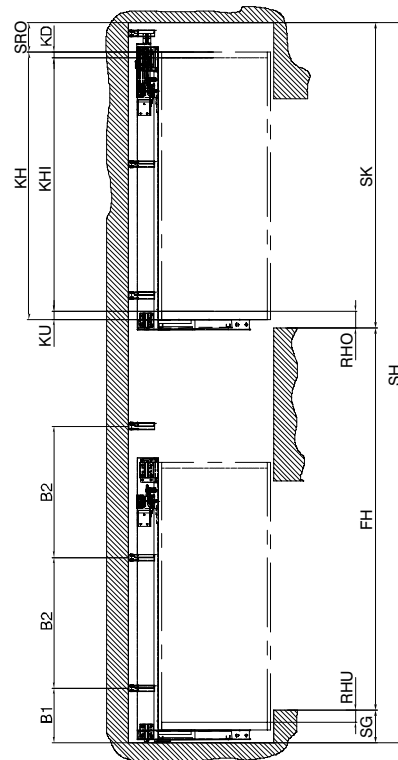
230 V AC

Load capacity	Q	<input type="text"/>	kg
Car without support frame	PK	<input type="text"/>	kg
Car travel distance	FK	<input type="text"/>	mm
Car overtravel	RH	<input type="text"/>	mm
Car speed	v	<input type="text"/>	m/s
Shaft width	SB	<input type="text"/>	mm
Shaft depth	ST	<input type="text"/>	mm
Shaft head	SK	<input type="text"/>	mm
Shaft pit	SG	<input type="text"/>	mm
1st bracket spacing (pit)	B1	<input type="text"/>	mm
Max. bracket spacing	B2	<input type="text"/>	mm
Car width, internal	KBI	<input type="text"/>	mm
Car depth, internal	KTI	<input type="text"/>	mm
Car width, external	KB	<input type="text"/>	mm
Car depth, external	KT	<input type="text"/>	mm
Depth of car roof	KD	<input type="text"/>	mm
Car height, internal	KHI	<input type="text"/>	mm
Depth of car floor	KU	<input type="text"/>	mm
Car height, external	KH	<input type="text"/>	mm
Dist. between guide rails and car wall outside	F	<input type="text"/>	mm
Dist. between guide rails and shaft wall	D	<input type="text"/>	mm

Conforming to Standard: EN 81-2




Important: the Tiger car frame kit is always equipped with an overspeed governor and an progressive safety gear.



5.2 Kit types

Kit type	Frame weight [kg]	Load capacity [kg]	Distance between guides (STM) [mm]
TG2-15	130	1369	700
TG2-25	167	2333	1000


 **Important:** due to the drive arrangement, the distances between the guides cannot be less than the values shown.

Please observe the possible bearing zones of the cabin

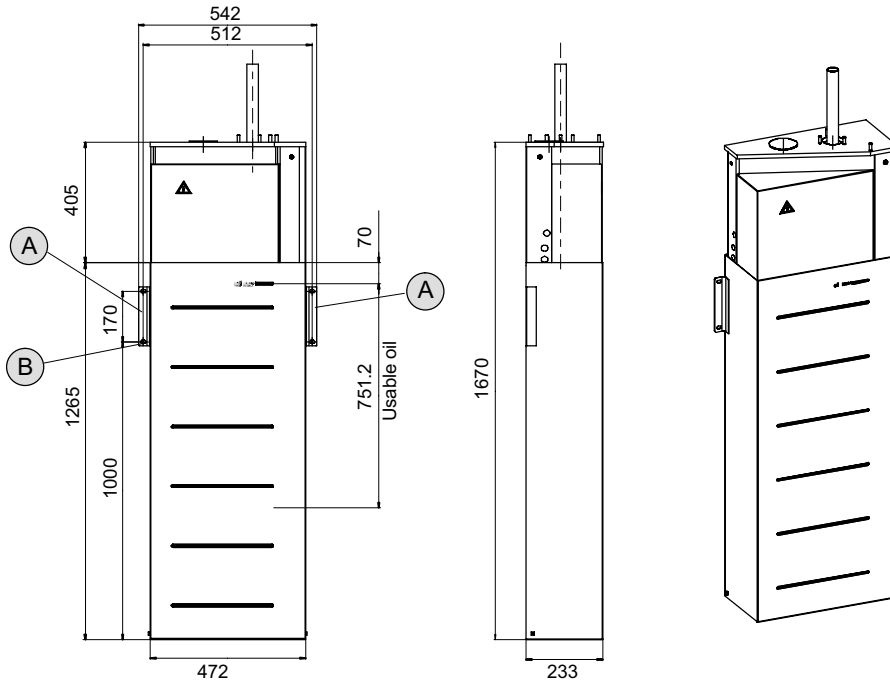
Kit type	Range of total load [kg]	max. bearing zone DX (rectangular to DBG direction) [mm]
TG2-15	≤ 1500	1460
TG2-25	≤ 2000	1460
TG2-25	$>2000 \dots \leq 2500$	1210

* Total load= payload+ car weight + frame weight

5.3 Power Unit TG 2-15


 **Important:** due to space limitations, the power unit cannot be attached to a guide rail bracket. It must therefore be attached with mounting brackets (A) directly to the shaft wall (provide for this in the shaft design).

Hole dimensions (B): LL = 11x15

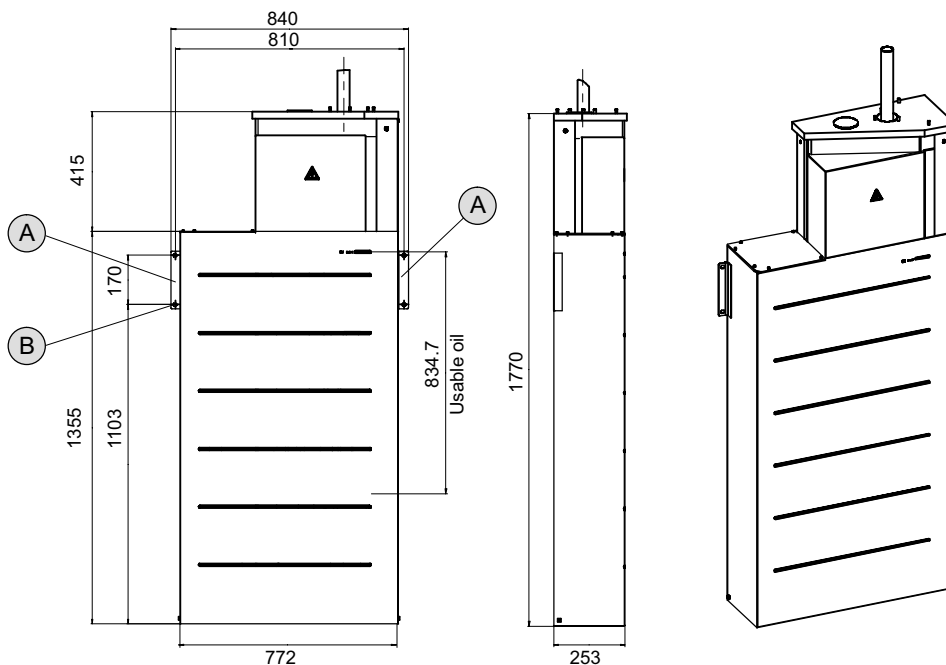


TG2-15

5.4 Power Unit TG 2-25

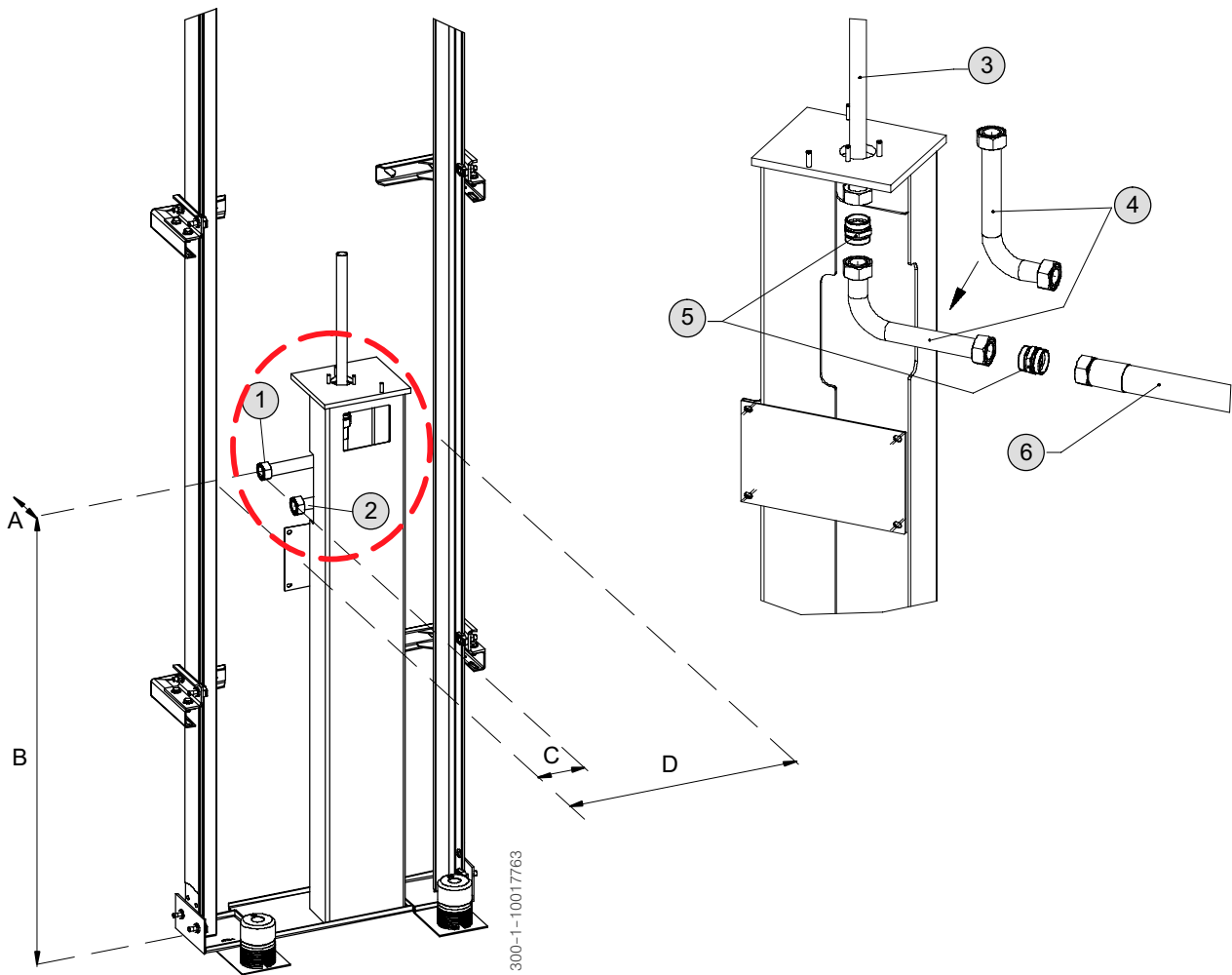
 **Important:** due to space limitations, the power unit cannot be attached to a guide rail bracket. It must therefore be attached with mounting brackets (A) directly to the shaft wall (provide for this in the shaft design).

Hole dimensions (B): LL = 11x15



TG2-25

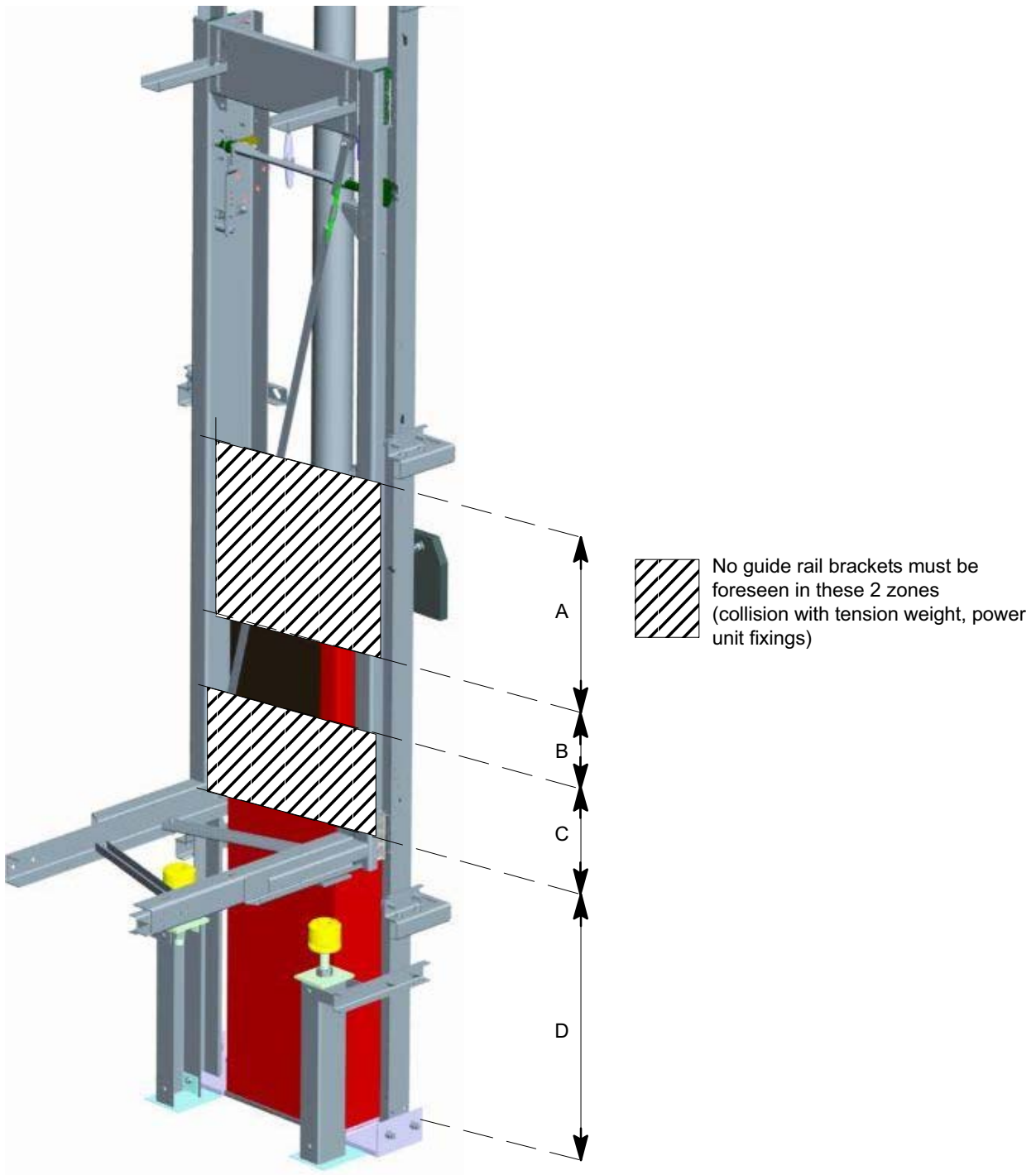
5.5 Position of cylinder connection in combination with a power unit in an external machine room



Legend	1	depending of position de montage: swivel fitting 1 or 2
	2	

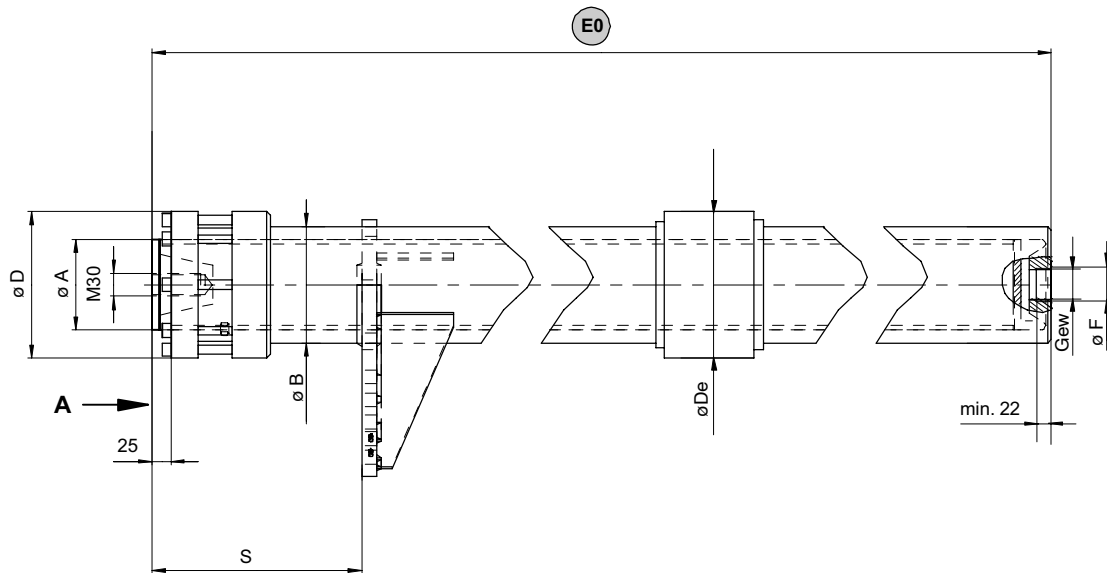
Kit type	Dimensions [mm]							
	A (Wall clearance)	B ① / ②	C ① / ②	D	3	4	5	6
TG2-15	125	1300 / 1435	300 / 165	700	R35 x 3	RB35 x 3	G35	DN 31
TG2-25	125	1370 / 1484	523 / 400	1000	R42 x 3	RB42 x 3	G42	DN 38

5.6 Arrangement of the guide rail brackets



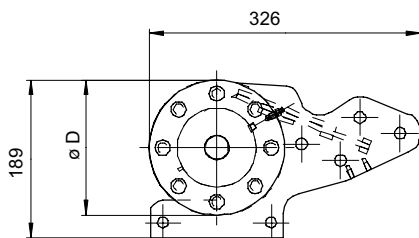
Kit type	Dimensions [mm]			
	A	B	C	D
TG2-15	550	250	300	950
TG2-25	550	250	300	1050

5.7 Cylinder



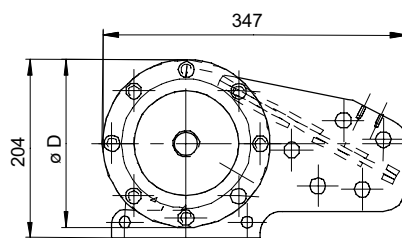
View A:

TG2-15



300-1-10015550

TG2-25




300-1-10014699

Legend	E0	Cylinder stroke (ZH) + G
--------	-----------	--------------------------


Kit type	Dimensions [mm]							
	A	B	D	De	G	S	Thread	F
TG2-15	95	127	162	163	160	260±5	G1¼"	55
TG2-25	120	152.4	192	191	160	275±5	G1½"	60

5.8 Service unit

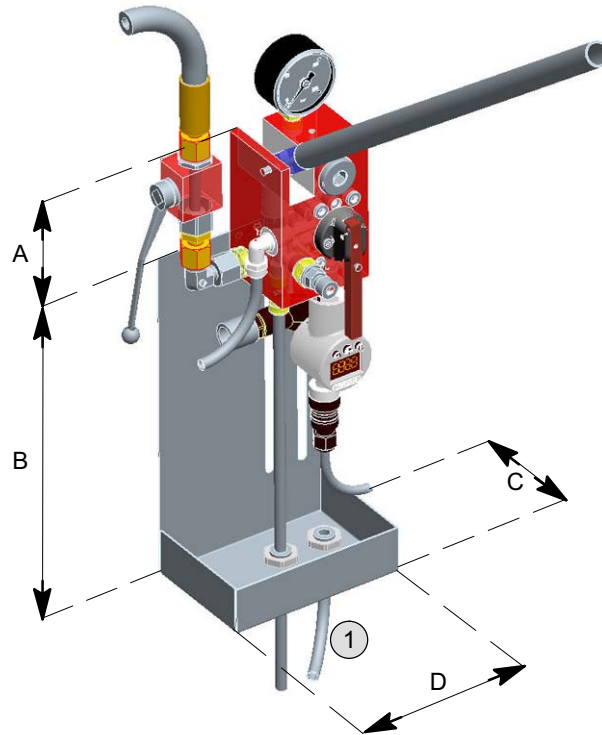
5.8.1 Service unit with outlet at left (standard)

 **Important:** max. difference in relative height between the service unit and the valve = 4 m

Important: available hose lengths: 2 m, 4 m, 6 m (lengths > 6 m are not possible).

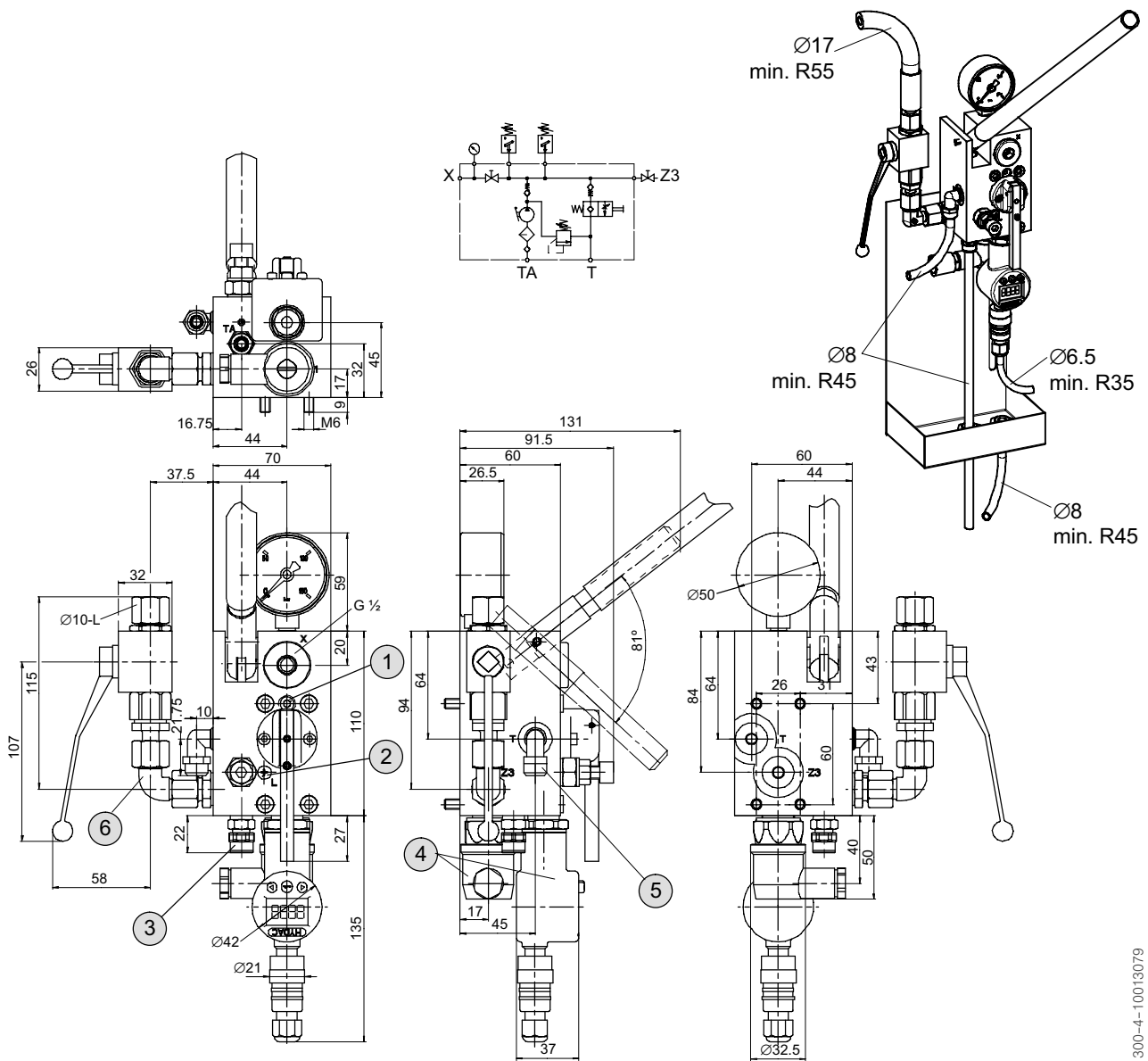
 **Important:** The service unit must only be used in the mounting position (vertical) presented.

Important: Due to space limitations, pressure switch DZE2 cannot be used.



Legend	1	Drain (lead to leak oil container)
--------	----------	------------------------------------


Dimensions [mm]			
A	B	C	D
35	250	90	130




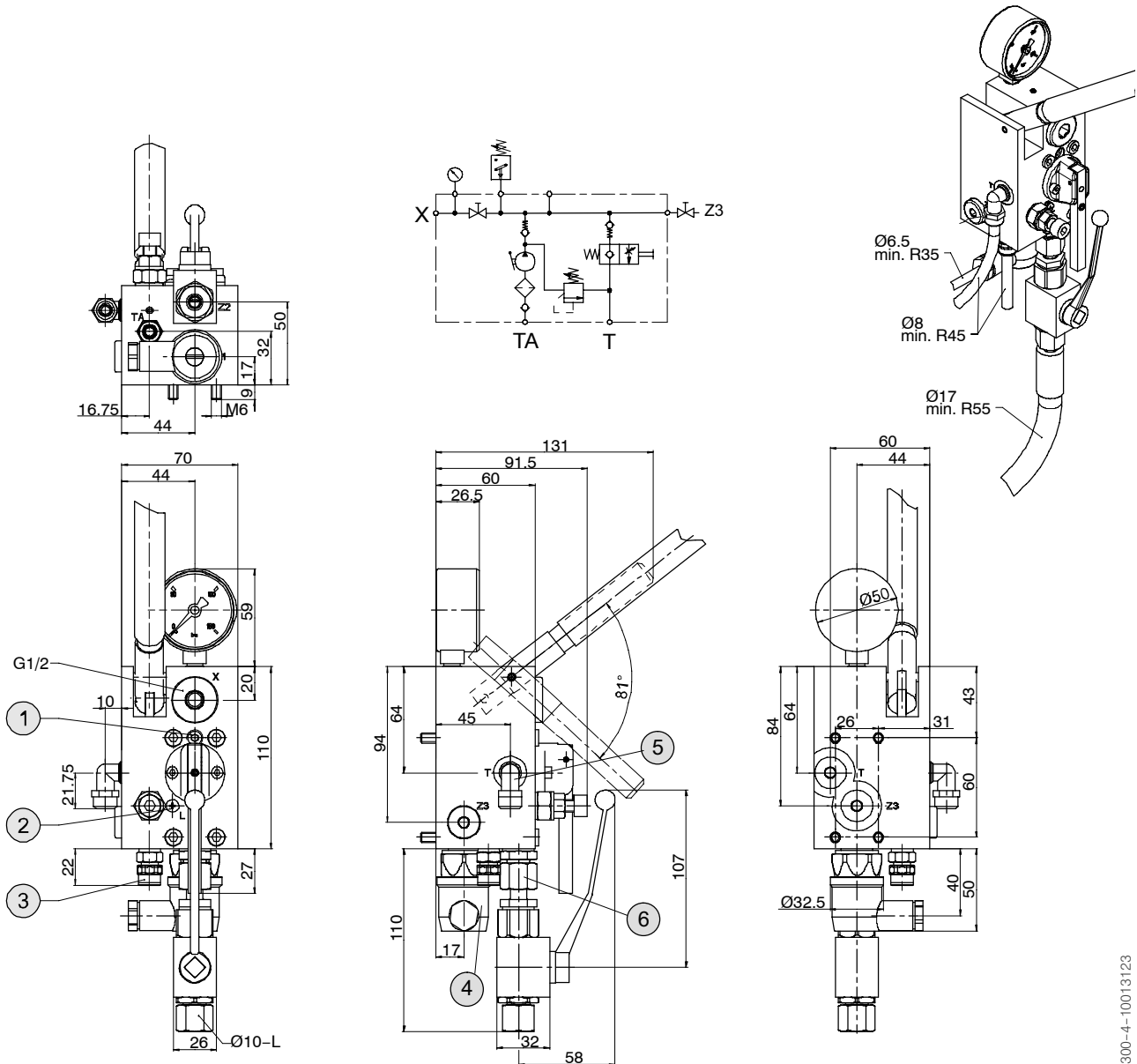
300-4-10013079

Legend	1	Shut-off screw for pressure gauge and test port (X)	4	Pressure switch (max. 2 switches)
	2	L, for bleeding the hand pump	5	T, tank port
	3	TA, suction line	6	Z3, pressure output connected with Z3 of the valve

5.8.3 Service unit with bottom outlet

 **Important:** max. difference in relative height between the service unit and the valve = 4 m
Important: available hose lengths: 2 m, 4 m, 6 m (lengths >6 m are not possible).

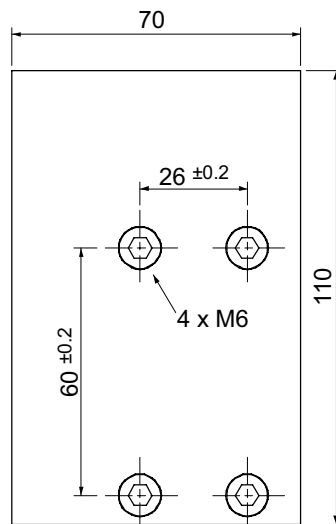
 **Important:** The service unit must only be used in the mounting position (vertical) presented.
Important: only 1 pressure switch can be used.



300-4-10013123

Legend	1	Shut-off screw for pressure gauge and test port (X)	4	Pressure switch (max. 2 switches)
	2	L, for bleeding the hand pump	5	T, tank port
	3	TA, suction line	6	Z3, pressure output connected with Z3 of the valve

5.8.4 Drill pattern for fixation of service unit on mounting face



Important: when the hand pump on the service unit is operated, a force of approx. 400 N and a torque of approx. 120 Nm act in the direction that the hand pump lever is operated. The mounting face (e.g. wall) must be capable of absorbing this force and torque.

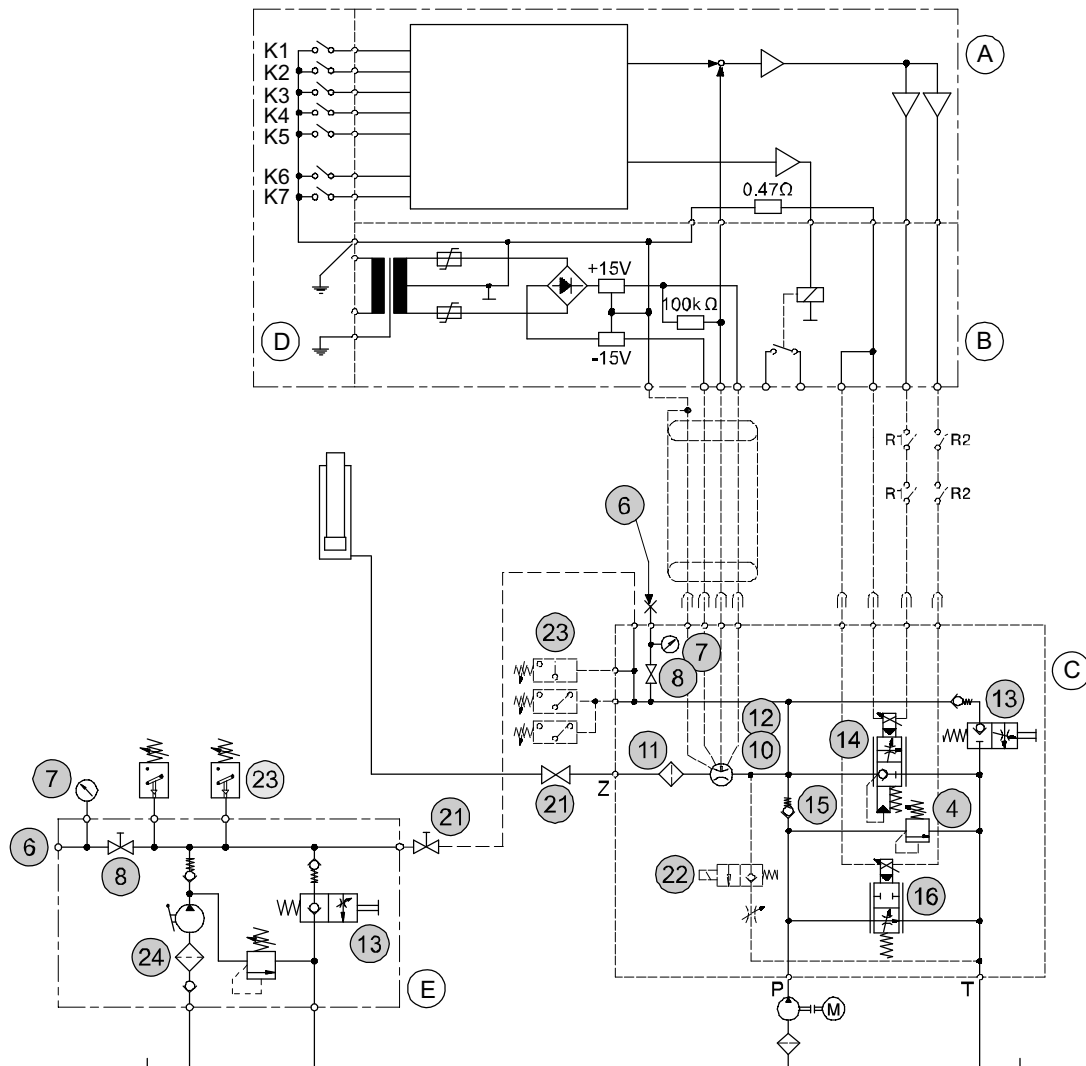


Important: the illumination in the vicinity of the manual rescue valve must be at least 200 Lux



Important: access to the service unit must be protected (as a minimum, by a triangular lock)

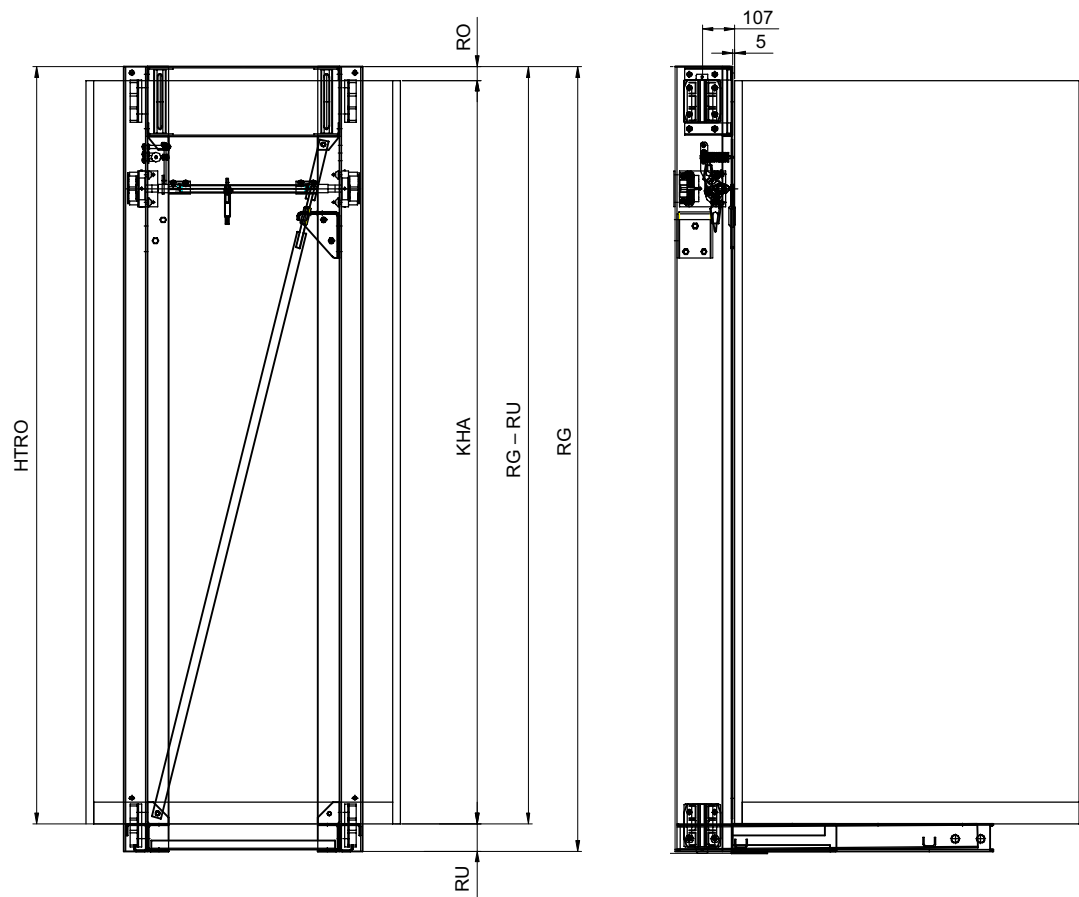
5.9 Simplified hydraulic-electrical diagram



Legend	4	Pressure relief valve	14	DOWN spool
	6	Test port	15	Check valve
	7	Pressure gauge	16	UP spool
	8	Pressure gauge shutoff valve	21	Ball valve
	10	Feedback sensor (non contacting)	22	Electrical emergency-lowering device
	11	Main filter	23	Pressure switch
	12	Flow-rate measuring system	24	Hand pump
	13	Emergency lowering		
	Z1/Z2	Pressure switch ports	A	DELCON
	Z3	Hand pump port	B	NTA-2
	P	Pump port	C	LRV-1
	T	Tank port	D	Control cabinet (customer's)
	Z	Cylinder port	E	Service unit
	R1	according to EN 81-2, 12.4.1/12.4.2		
	R2	according to EN 81-2, 12.4.1/12.4.2		

5.10 Layout

5.10.1 Frame views



Calculations: $RO = RG - RU - KHA$
 $HTRO = RG - RU$

Kit type	Dimensions [mm]				
	RU	RO min.	RO max.	RG *	HTRO *
TG2-15	98	45	227	2593	2495
TG2-25	128	45	227	2623	2495

* for reduced shaft head the frame is shortened contract-dependent

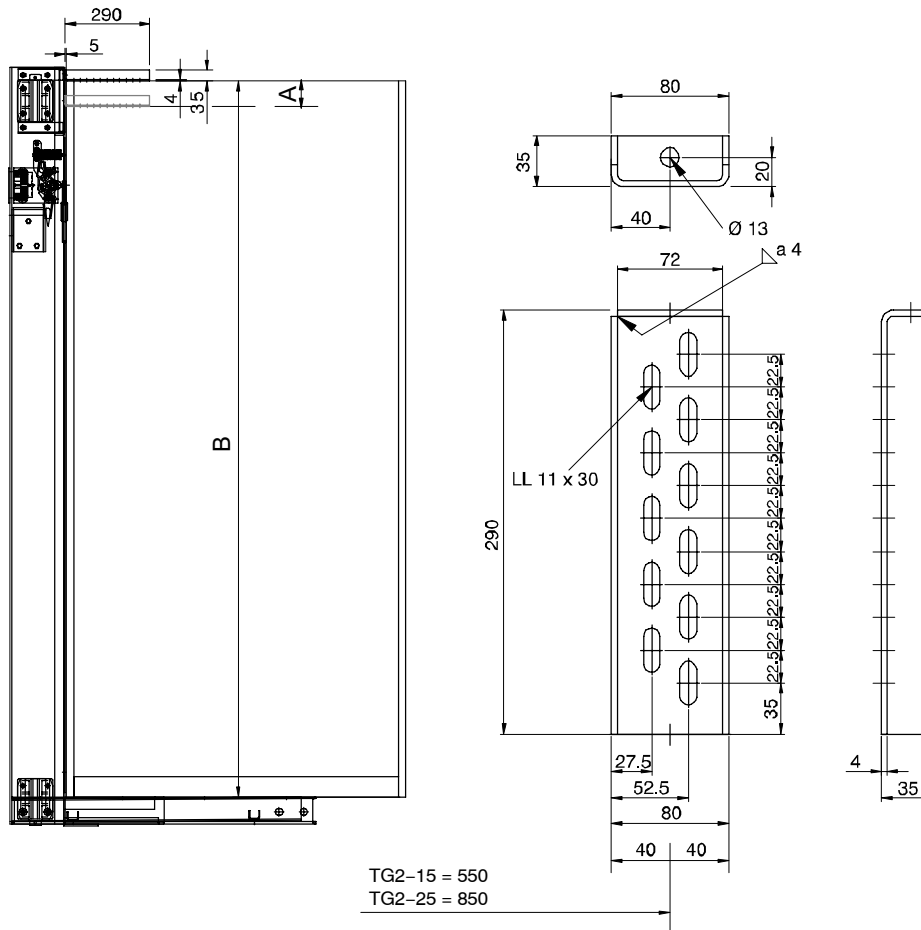
5.10.2 Roof design



Important: The client is responsible for the roof design.

The method of attachment to the car mounting points at the top of the support frame is optional.

We recommend the use of a Halfen rail, however, positioned as shown in the following drawings.



Legend	A	Adjustable range for car roof attaching: 0 ... 160 mm
	B	max. possible "car height, external" for standard frame height = 2450 mm Important: Notice contract-dependent length changes of the support frame!

5.10.3 Floor design



Important: The car builder must design the floor as a self-supporting structure!

We cannot guarantee trouble-free operation of the installation if the floor is not properly designed and constructed!

The floor design must be capable of carrying the forces produced by the load and must ensure adequate stiffness against twisting.

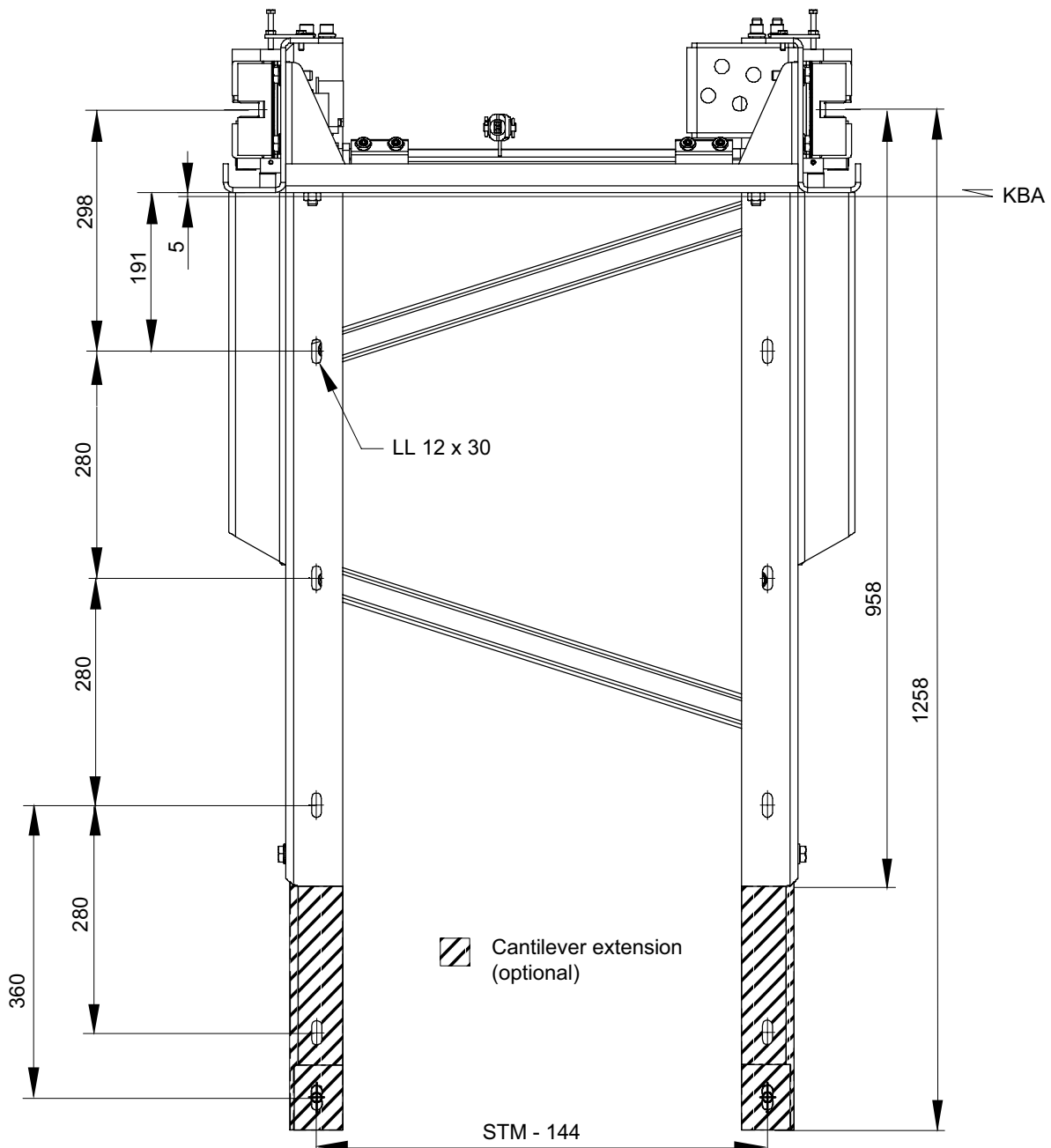
The support frame does not prevent deformation of the car floor.

It is important to keep to the mounting points shown, and to ensure that they are adequately dimensioned.

Floor design with cantilever extension



Important: If the cabine overhangs the cantilever more than 300 mm, you have to install the provided cantilever extension!



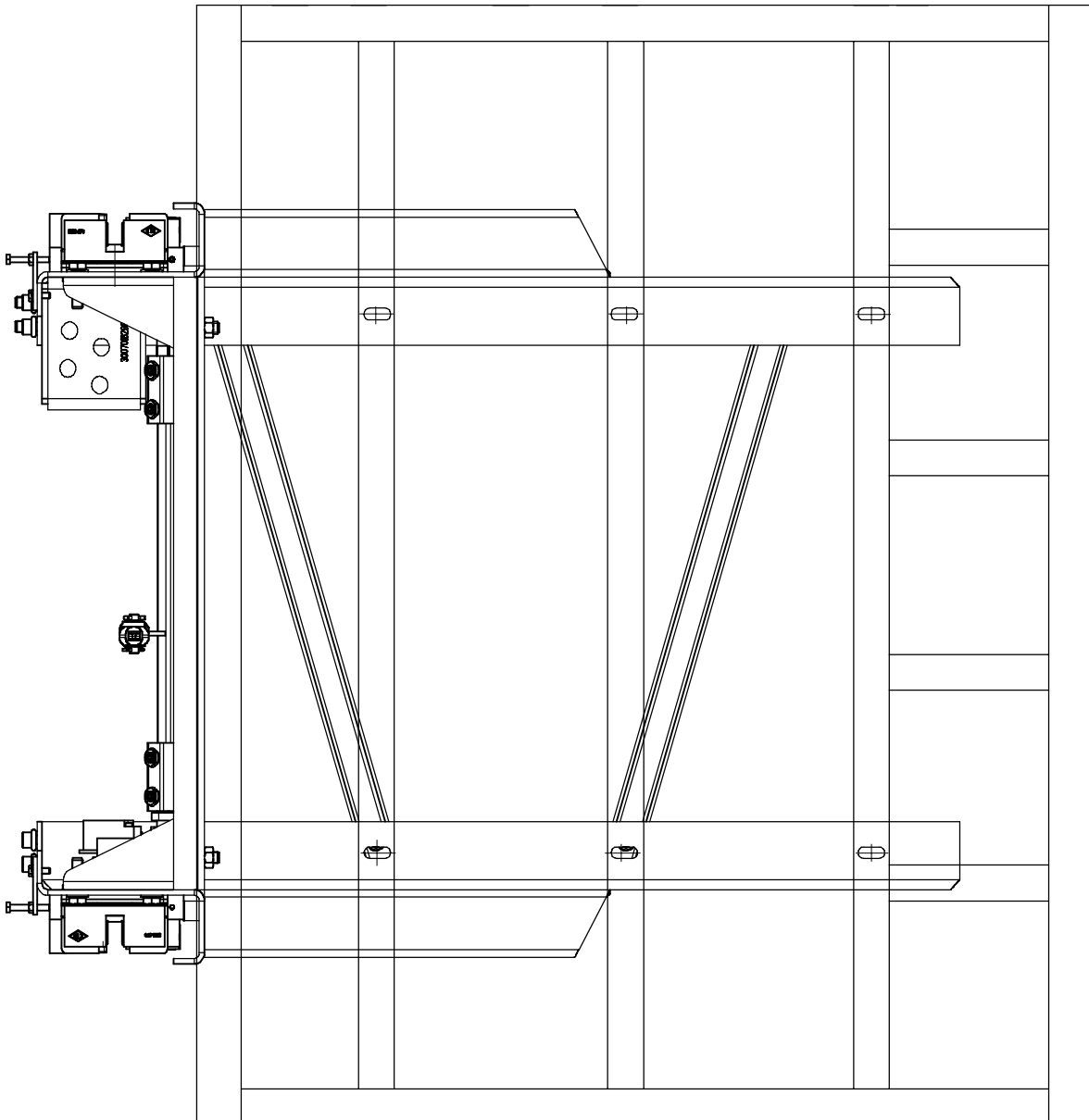
LL = slotted hole

Notes on the floor construction

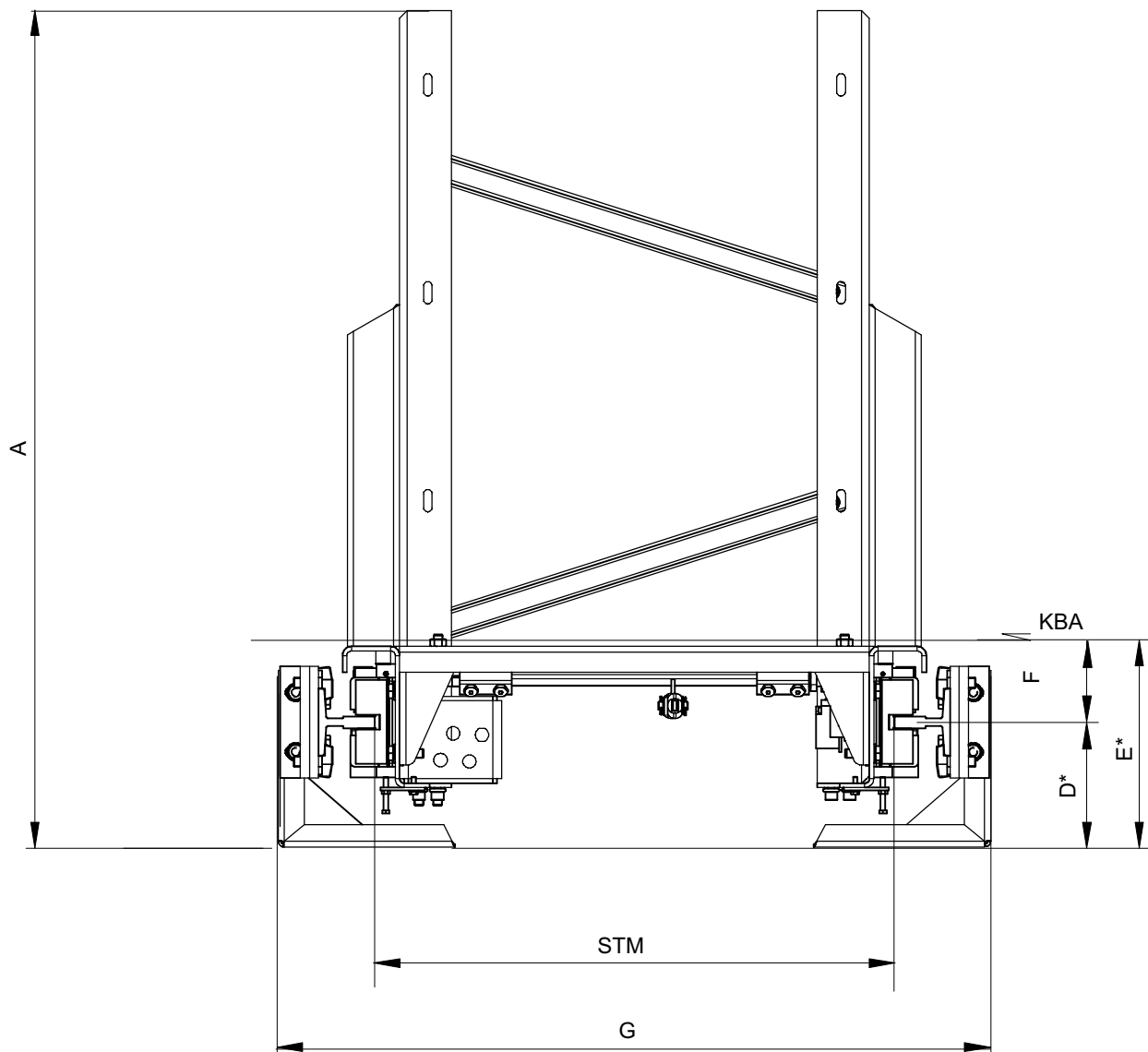
The floor must offer sufficient stability when counteracting the forces that arise in the main load direction. The load-bearing profiles must run in the main load direction. Additional stiffeners should be provided at right angles to the main load direction.

With divided floors, it is important that the individual sections be joined together with adequate stiffness.

The mounting points on the support frame must be used. Ensure a sufficiently large area of contact at the mounting points.



5.10.4 Minimum shaft installation dimensions



* Larger wall clearances are optional possible, c.f. guide rail brackets page 33 et sqq.

Kit type	Dimensions [mm]					
	A	STM	D*	E*	F	G
TG2-15	1126	700	168	275	≥107	960
TG2-25	1146	1000	188	295	≥107	1270

The minimum shaft dimensions given here are the smallest nominal dimensions that result from the dimensions of the components (the full range of adjustment is still available).

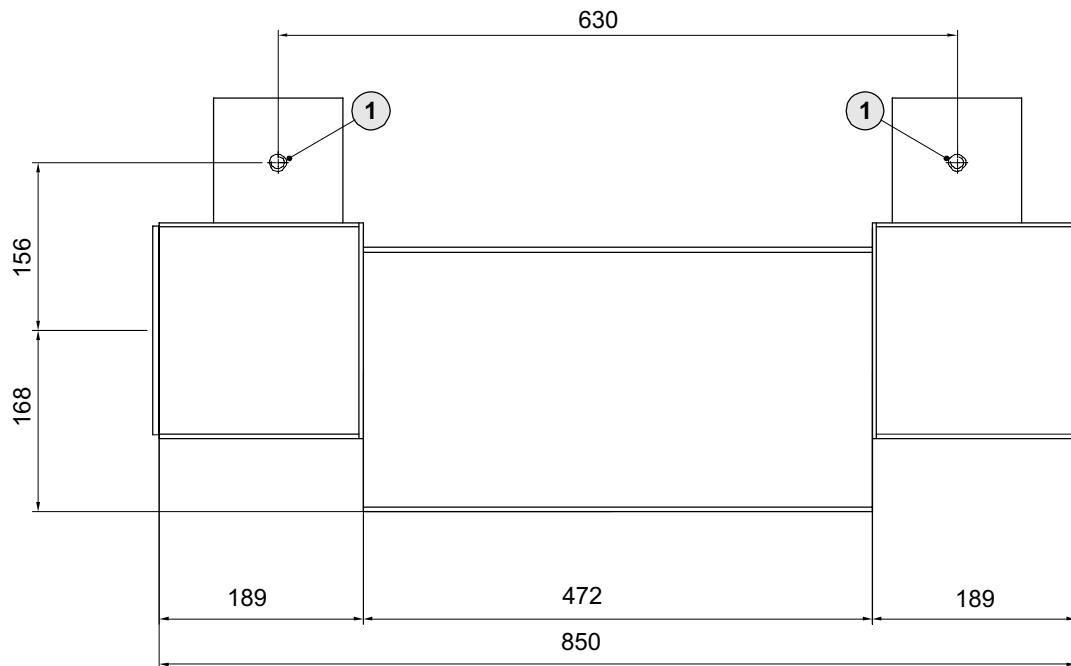
The rail brackets have an adjustment range that allows shaft tolerances of ± 15 mm to be accommodated.

Mounting materials (brackets/bolts) are not included in the BUCHER supply.

6 Scope of delivery

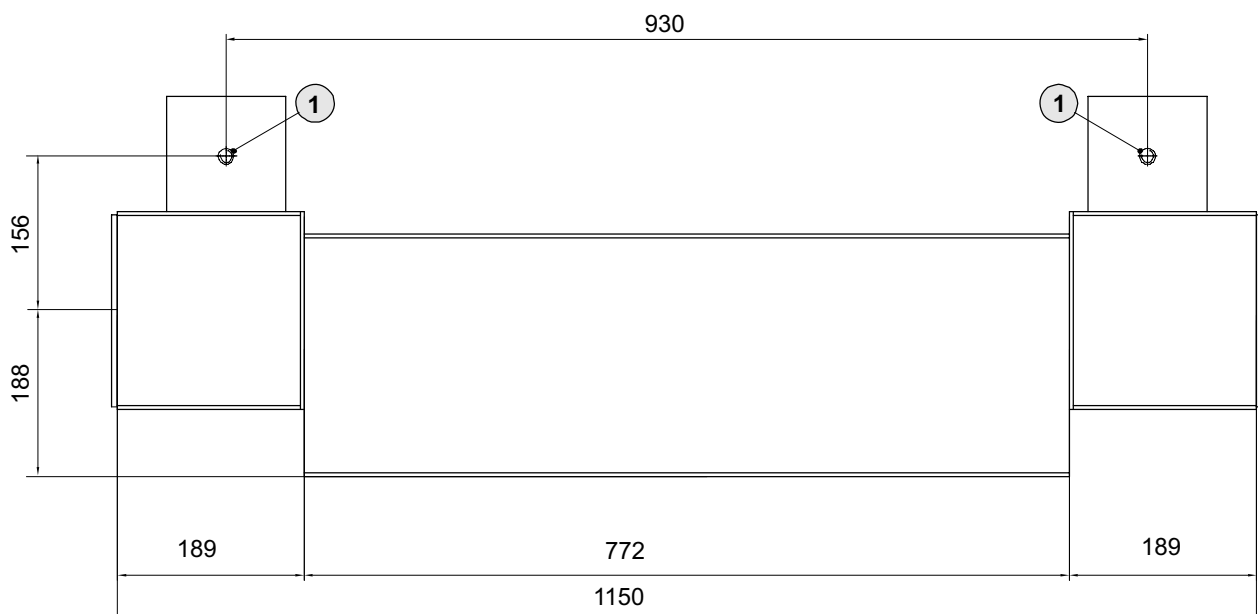
6.1 Base unit

6.1.1 TG2-15



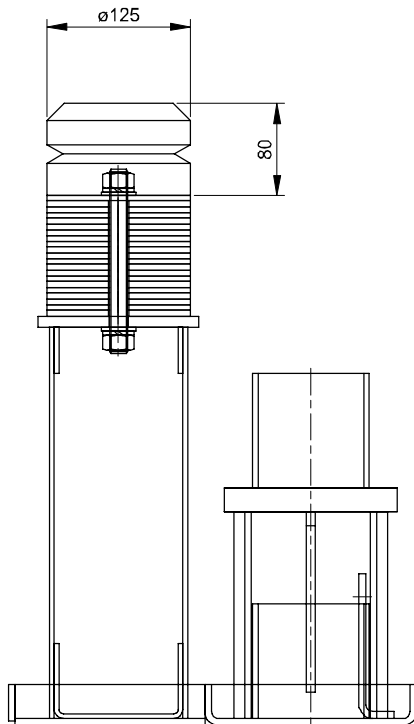
Legend	1	Centre of buffer
--------	----------	------------------

6.1.2 TG2-25



Legend	1	Centre of buffer
--------	----------	------------------

6.2 Buffers (Manufacturer ETN)



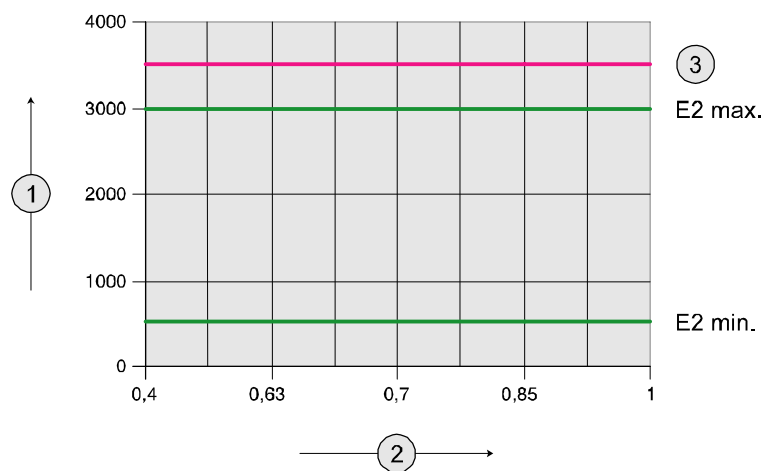
300-4-10009766

The buffer combination to be used is determined by a computer programme during the design of the support frame.

The buffers listed here ensure coverage over the entire load range.


Type EN2 buffers are normally used.

EN buffer series from ETN - loading on 2 buffers



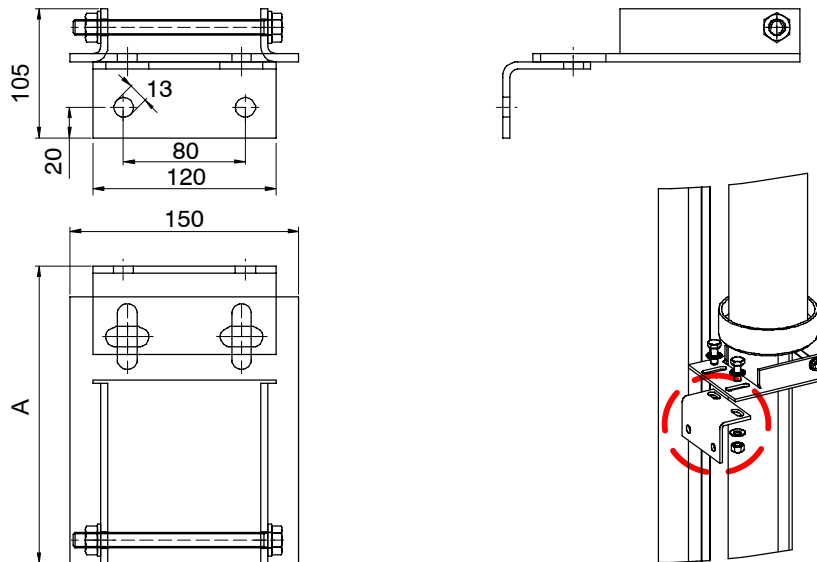
Legend	1	Load in kg	3	Load limit
	2	Speed in m/s		

6.3 Retaining brackets, cylinder pillar

 **Important:** Using guide rail brackets SE or SD, the cylinder pillar is attached directly to the shaft wall (provide for this in the shaft design).

Attach the retaining bracket for the cylinder pillar to the top end of the cylinder pillar.

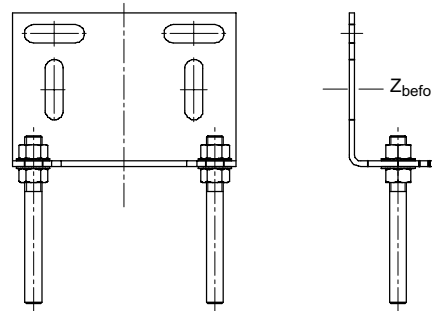
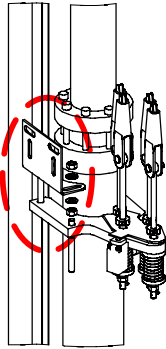
Retaining brackets, cylinder pillar



3601145

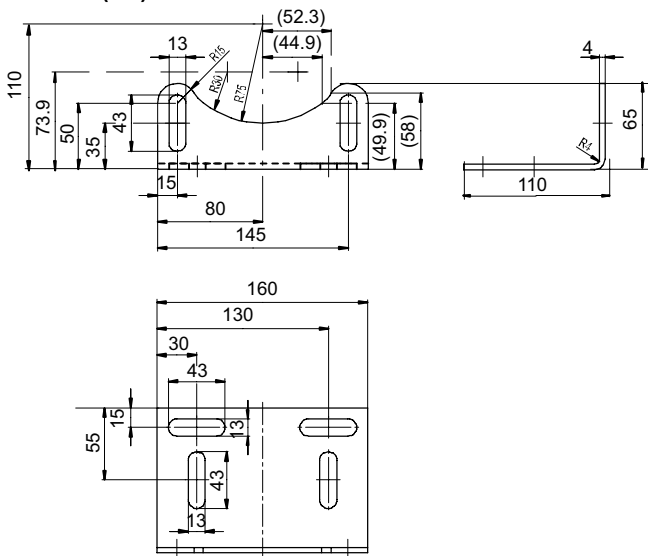
Guide rail brackets type	A [mm]
SE (standard)	195
SD	227
SDplus	227

Retaining bracket - cylinder, at rope-anchorage point (top end of the cylinder)

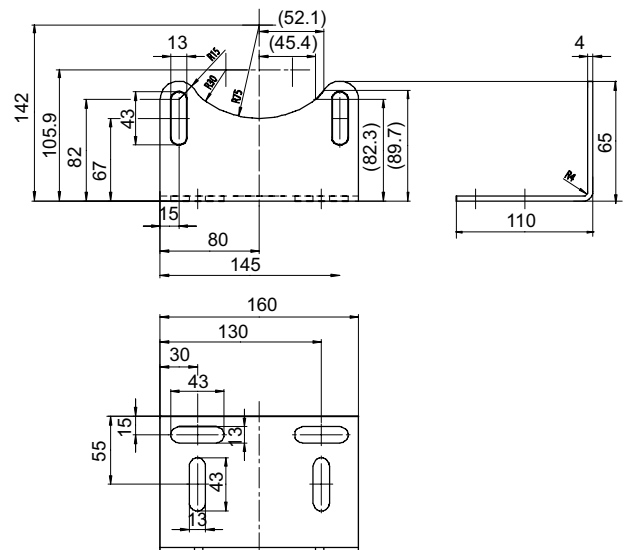


Legend	Z_{befo}	Cylinder fixing top (reference dimension according to calculations of the installation data)
--------	-------------------------	--

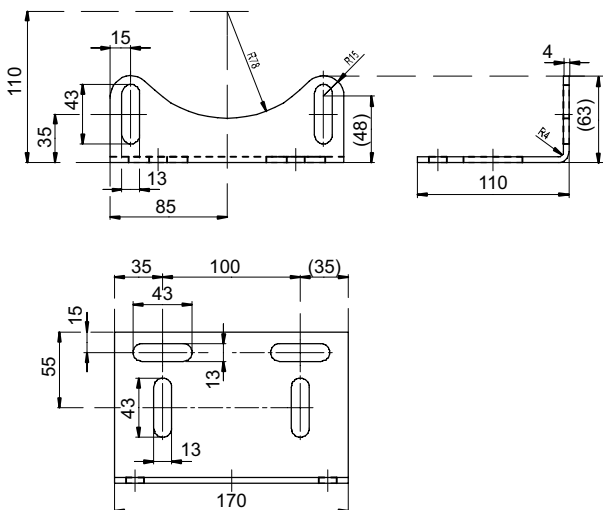
TG2-15 (SE):



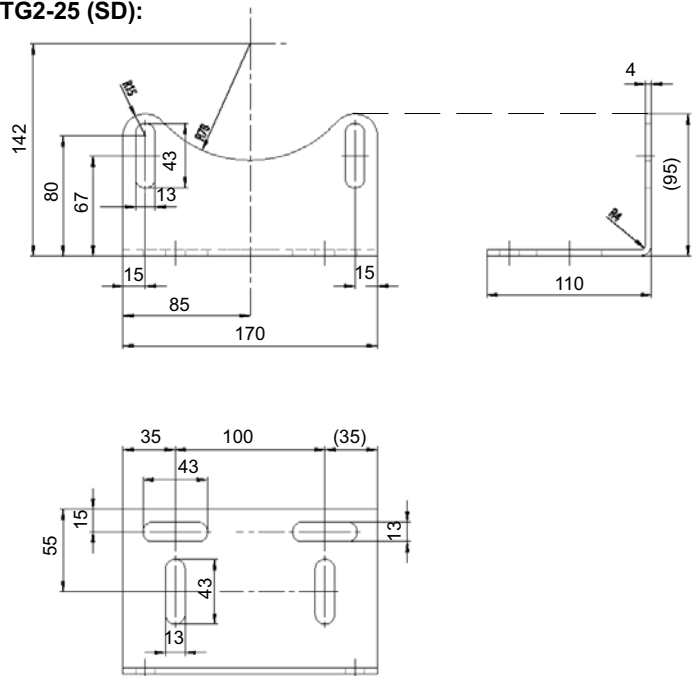
TG2-15 (SD):



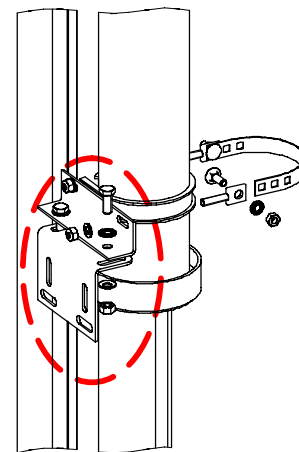
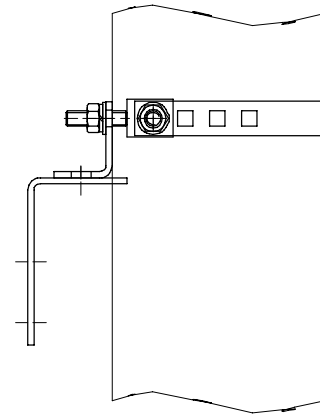
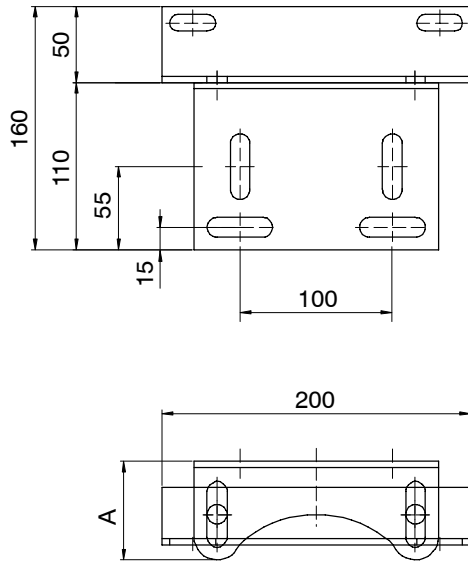
TG2-25 (SE):



TG2-25 (SD):



Universal retaining bracket - cylinder



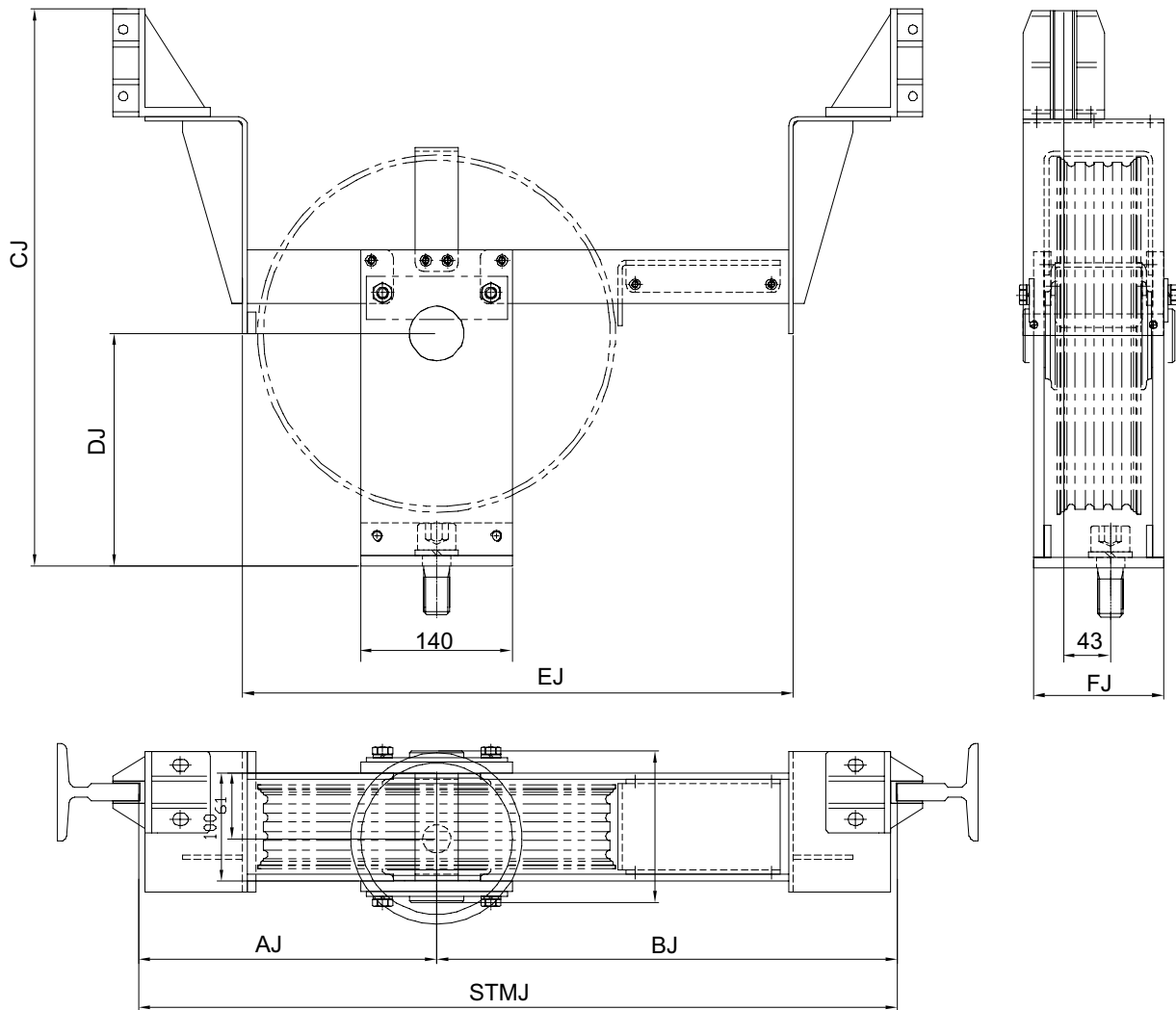
3601147

Kit type	Guide rail brackets type	A [mm]
TG2-15	SE (standard)	65
	SD	97
TG2-25	SE (standard)	63
	SD	95

Scope of delivery - universal mounting bracket:

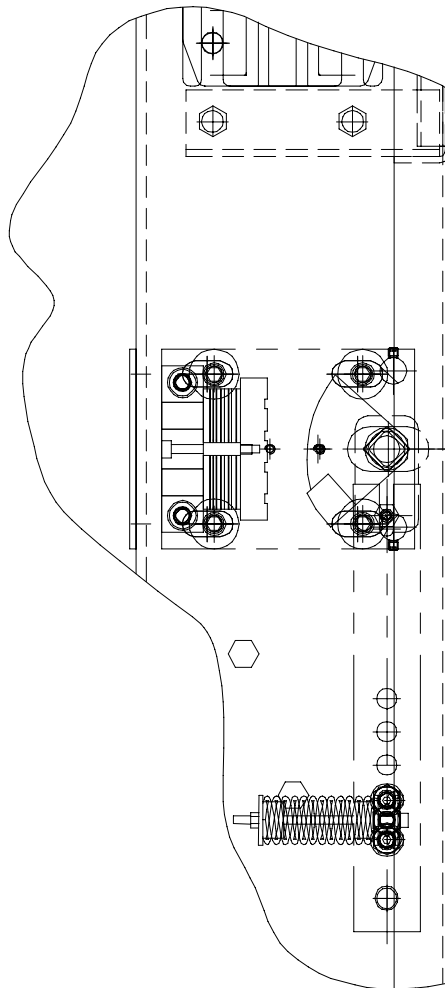
Situation	Qty.
Cylinder pillar < 500 mm Cylinder pillar retainer cannot be fitted	1 Clamping at foot of cylinder
Cylinder stroke > 7 m	1 Clamping at approx. centre of cylinder
Cylinder pillar < 500 mm and cylinder stroke > 7 m	2 Clamping at foot of cylinder and at approx. centre of cylinder

6.4 Pulley wheels



Kit type	Dimensions [mm]						
	STMJ	AJ	BJ	CJ	DJ	EJ	FJ
TG2-15	700	275	425	515	215	508	120
TG2-25	1000	310	690	535	235	778	146

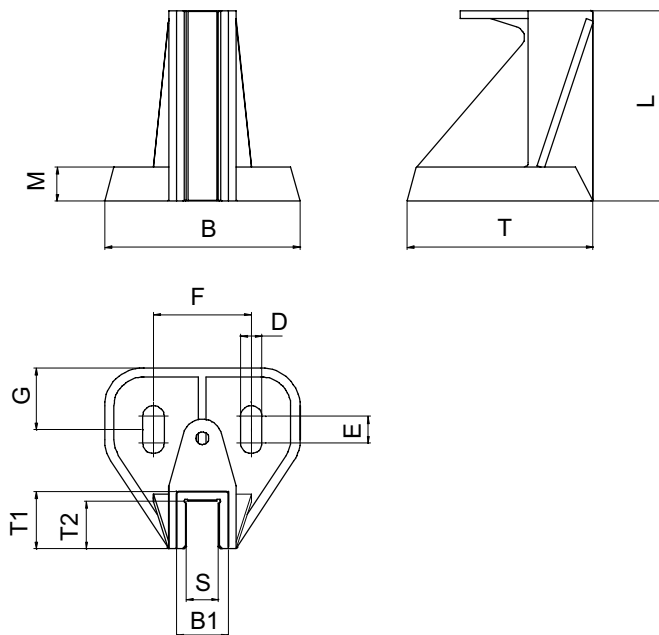
6.5 Safety gear



Kit type	Progressive safety gear
TG2-15	Cobianchi PC 14DO
TG2-25	Cobianchi PC 14DO

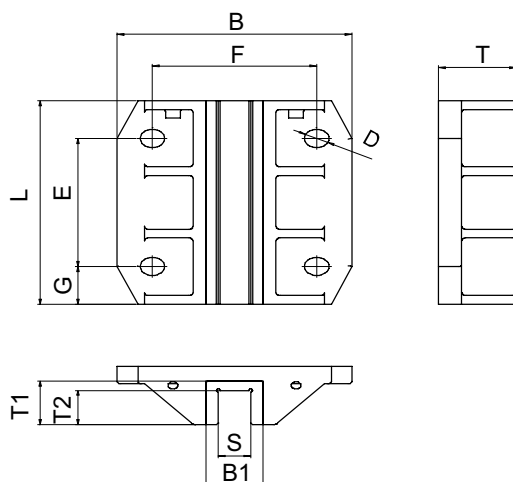
6.6 Guides (Manufacturer ETN)

6.6.1 WSMKL 100 (Deflection pulley)



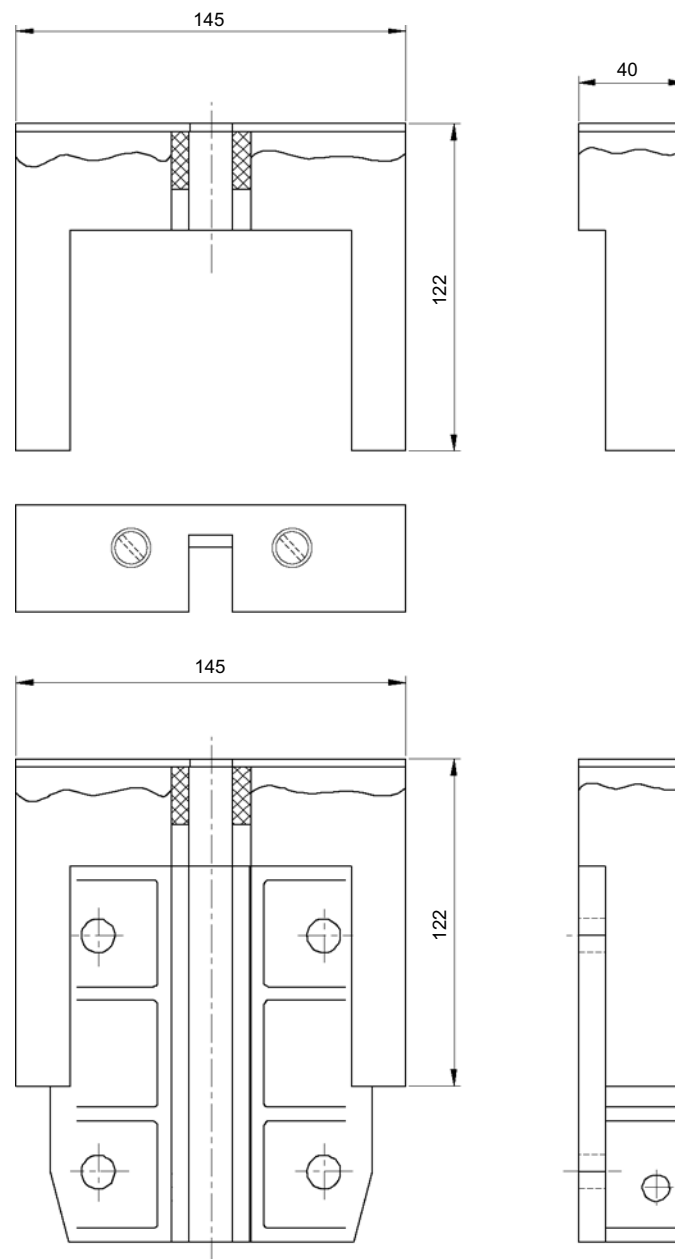
Article number	Dimensions [mm]											
	B	B1	D	E	F	G	L	M	S	T	T1	T2
Guide shoe: 7015209	100	26.5	11	14	50	32.5	100	16	–	95	30	–
Guide shoe insert: 7015208	–	26.5	–	–	–	–	100	–	16.5	–	30	25

6.6.2 HSM 140 (support frame)



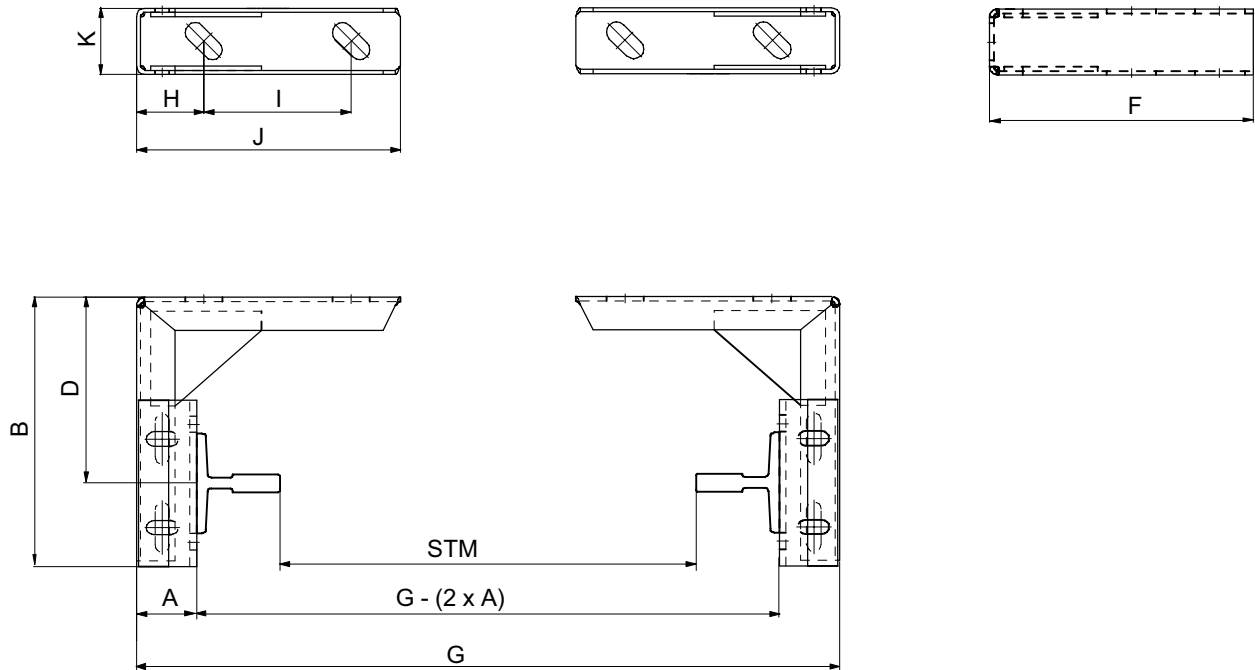
Article number	Dimensions [mm]											
	B	B1	D	E	F	G	L	S	T	T1	T2	
Guide shoe: BS50016	120	29.5	12.5	88	84	26	140	–	40	30	–	
Guide shoe insert: BS50159	–	29.5	–	–	–	–	140	16.5	–	30	24	

6.7 Oiler for sliding guides



Kit type	Oiler for sliding guides - Article number
TG2-15	7015210
TG2-25	7015210

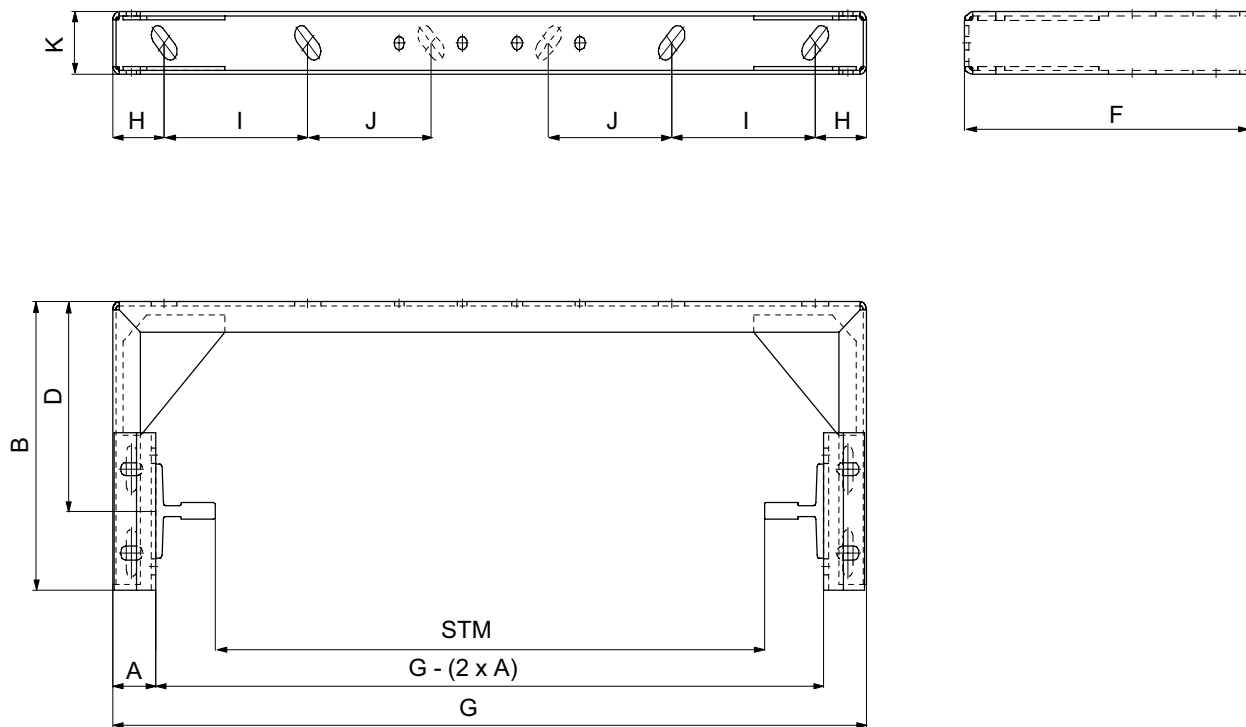
6.8 Guide rail brackets SE (standard)



Slotted holes LL = 18 x 50 for wall-mounting

Kit type	Dimensions [mm]									
	B	D	A	G	F	K	H	I	J	STM
TG2-15	243	168	54.5	959	238	60	61	133	238	700
TG2-25	263	188	54.5	1259	258	60	61	133	258	1000

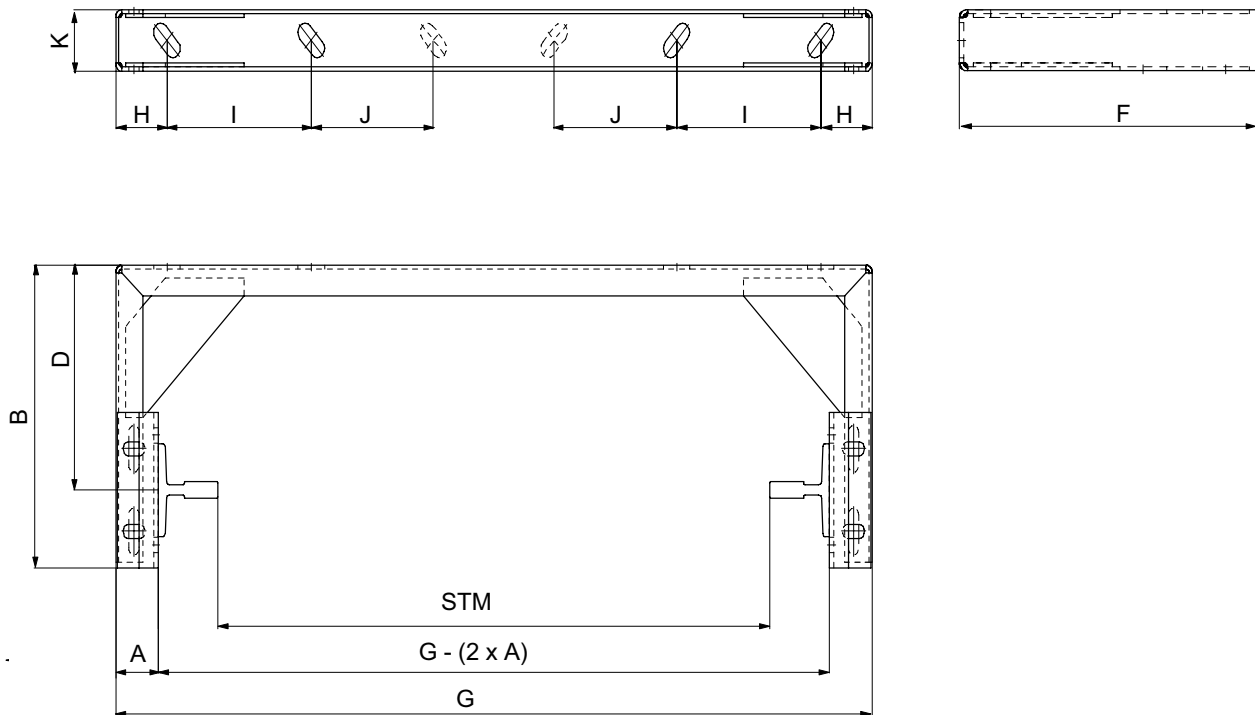
6.9 Guide rail brackets, type SD (optional)



Slotted holes LL = 18 x 50 for wall-mounting

Kit type	Dimensions [mm]									
	B	D	A	G	F	K	H	I	J	STM
TG2-15	275	200	54.5	959	270	60	65	183	–	700
TG2-25	295	220	54.5	1259	290	60	65	183	183	1000

6.10 Guide rail brackets, type SDplus (optional)



Slotted holes LL = 18 x 50 for wall-mounting

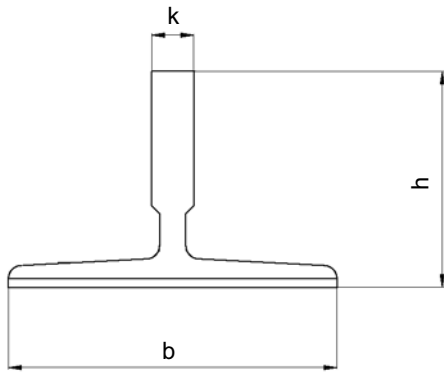
Kit type TG2-15

Guide rail brackets, type	Dimensions [mm]									
	B	D	A	G	F	K	H	I	J	STM
SDplus 218	293	218	54.5	959	288	60	65	183	–	700
SDplus 268	343	268	54.5	959	338	60	65	233	–	700
SDplus 318	393	318	54.5	959	338	60	65	283	–	700
SDplus 368	443	368	54.5	959	438	60	65	283	–	700
SDplus 418	493	418	54.5	959	488	60	65	283	–	700

Kit type TG2-25

Guide rail brackets, type	Dimensions [mm]									
	B	D	A	G	F	K	H	I	J	STM
SDplus 238	313	238	54.5	1259	308	60	65	183	183	1000
SDplus 288	363	288	54.5	1259	358	60	65	183	183	1000
SDplus 338	413	338	54.5	1259	408	60	65	183	183	1000
SDplus 388	463	388	54.5	1259	458	60	65	183	183	1000
SDplus 438	513	438	54.5	1259	508	60	65	183	183	1000

6.11 Guide rails

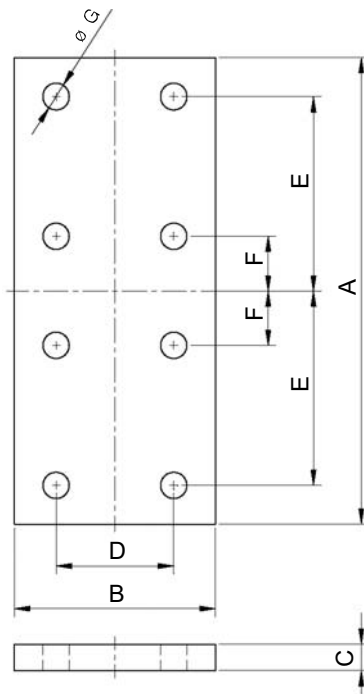


Standard length: 5 m
 Make-up piece: in the shaft head
 Material: ST 44-ISO 7465

Rail type	ISO Code	Dimensions [mm]		
		b	h	k
90x75x16	T90/B	90	75	16

Kit type	Rail type	Technical data							Weight q [kg/m]	Clamp bolt	Part No. complete
		A [cm ²]	I _x [cm ⁴]	I _y [cm ⁴]	W _x [cm ³]	W _y [cm ³]	i _x [cm]	i _y [cm]			
TG2-15/25	90x75x16	17.25	102	52.6	20.87	11.8	2.43	1.75	13.55	T3	BS50066

Fishplates



The guide rails and fishplates are manufactured in conformance with:

ISO 7465 / 83
 UNI 7465
 ANSI A17-1
 BS 5655 / 85
 DIN 15311
 AFNOR NFD82 / 251

Fishplates complete with bolts and nuts

Kit type	Rail type	ISO Code	Dimensions [mm]							Part No. complete
			A	B	C	D	E	F	G	
TG2-15/25	90x75x16	T90/B	305	90	13	57.2	114.3	38.1	13	BS50125

6.12 Suspension rope / Governor rope

Suspension rope

"Seale" wire rope for car suspension, with textile rope core
 $\varnothing 8$: $8 \times (1+9+9) = 152$ wires

The minimum breaking load is calculated with a standard stranding coefficient of 0.8.

A copy of the relevant certificate can be supplied on request.

Kit type	Rope \varnothing [mm]	Cross-section [mm ²]	Weight [kg/m]	Min. breaking load to EN [N]	Part No.
TG2-15	8	31.4	0.276	46'700	7015219
TG2-25	9	39.4	0.349	58'900	7015805

Rope for overspeed governor

Wire rope with textile core
 $6 \times 12 = 72$ wires

The minimum breaking load is calculated with a standard stranding coefficient of 0.8.

A copy of the relevant certificate can be supplied on request.

Kit type	Rope \varnothing [mm]	Cross-section [mm ²]	Weight [kg/m]	Min. breaking load to EN [N]	Part No.
TG2-15/25	6	13.8	0.13	19'000	7013579

Rope clip to DIN 1142

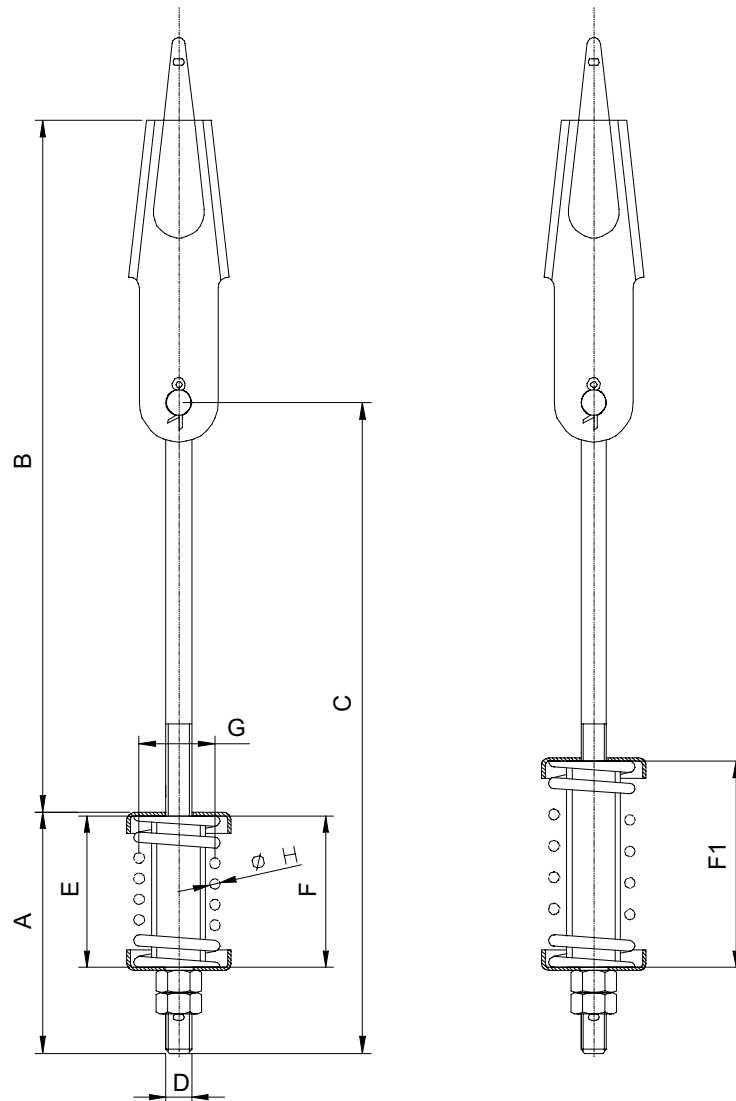
Scope of delivery: 1 pc. rope clip for each rope end

Kit type	Rope \varnothing [mm]	Rope clip nom. size	D	Part No.
TG2-15	8	8	M8	BS50193
TG2-25	9	10	M8	BS50075
Overspeed governor	6	6.5	M6	BS50069

All dimensions in accordance with DIN 1142

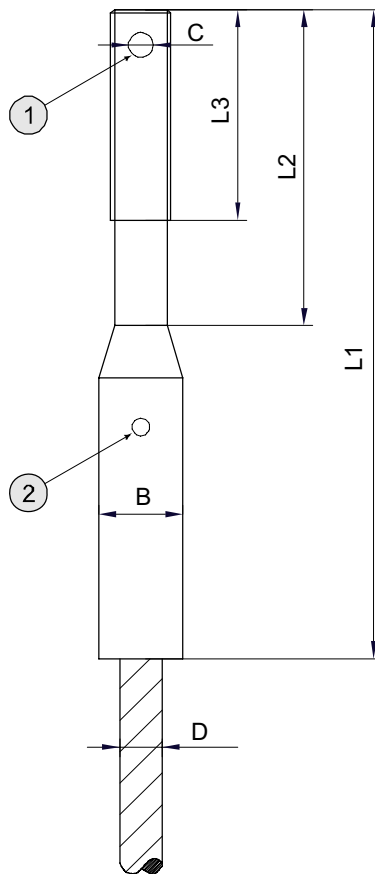
6.13 Rope fittings

6.13.1 Rope anchorage with spring



Kit type	Rope anchorage type	For rope	Dimensions [mm]									Part No. complete
			A	B	C	D	E	F	F1	G	H	
TG2-15	CF1	8	111	319	300	M12	70	70	128	35	5	BS50959
TG2-25	CF2	9	111	319	300	M16	70	70	128	35	5	BS50027

6.13.2 Swaged steel fitting with thread



This end connection is used in narrow spaces.



Attention: It is essential that the end connection is secured to prevent it from rotating.

Secure end connection against rotating:

Use the large securing hole at the top end of the thread together with the usual thin steel cable.

To ensure a reliable grip, the rope should have been pushed fully into the socket. Using a wire or needle to probe the smaller test hole in the swaged part, it is possible to check for the presence of the rope.

For a non-standardised end-connection such as this to be used in a lift application, TRA and EN81 specify that it must be proven that it is a "system of equal safety".

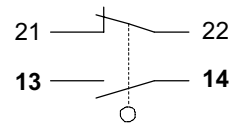
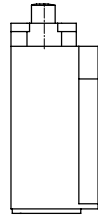
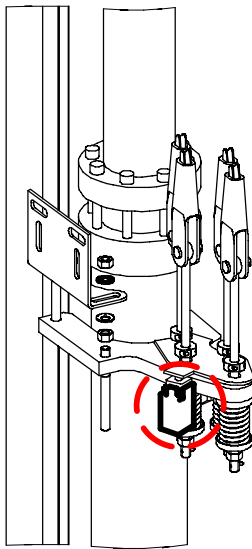
On the basis of tests conducted by Stuttgart University's Institute of Materials Handling (Institut für Fördertechnik), TÜV South Germany have confirmed that DRAKO rope-connections with steel fittings fulfil the requirements of EN81 - 1998 for DRAKO ropes with fibre inlays as well as DRAKO ropes with steel inlays - exception: DRAKO 300 TX.

1	Security hole
2	Test hole

Thread ø A [mm]	Thread length L3 approx. [mm]	Shaft length L2 approx. [mm]	Swaged ø B [mm]	Swaged total length L1 approx. [mm]	Securing hole ø C [mm]	Rope nom. ø D [mm]
M14	160	163	14	240	6	8
M16	160	163	14	260	6	9

6.14 Switches

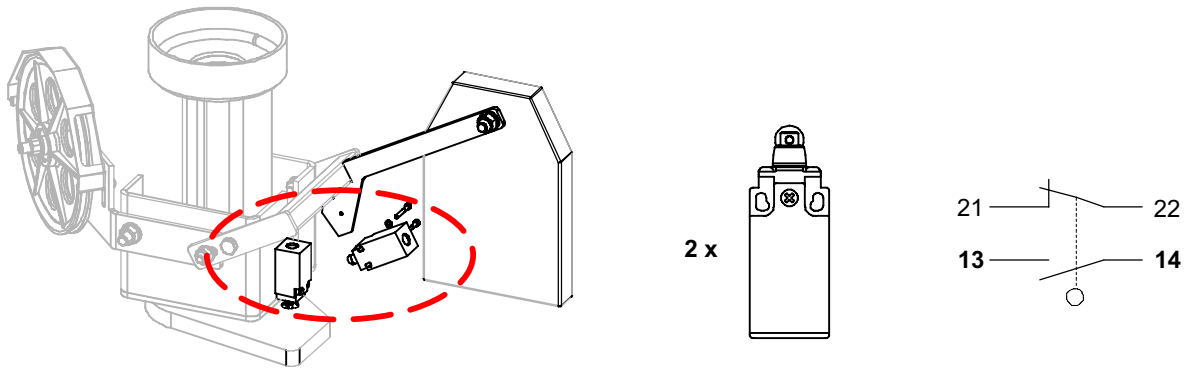
6.14.1 Slack-rope switch



Kit type	Switch, self-resetting	Part No.
TG2-15/25	Ersce E100.01.AI	BS50142

Technical data	
Contacts	1NO+1NC
Connections	Screw terminals
Switching system	self-resetting positive contact-opening IEC 204 / VDE 0113
Operating current/voltage	6 A / 230 VAC 4 A / 400 VAC 3 A / 500 VAC
Short-circuit withstanding capacity	10 A (slow-blow)
Protection class	IP66

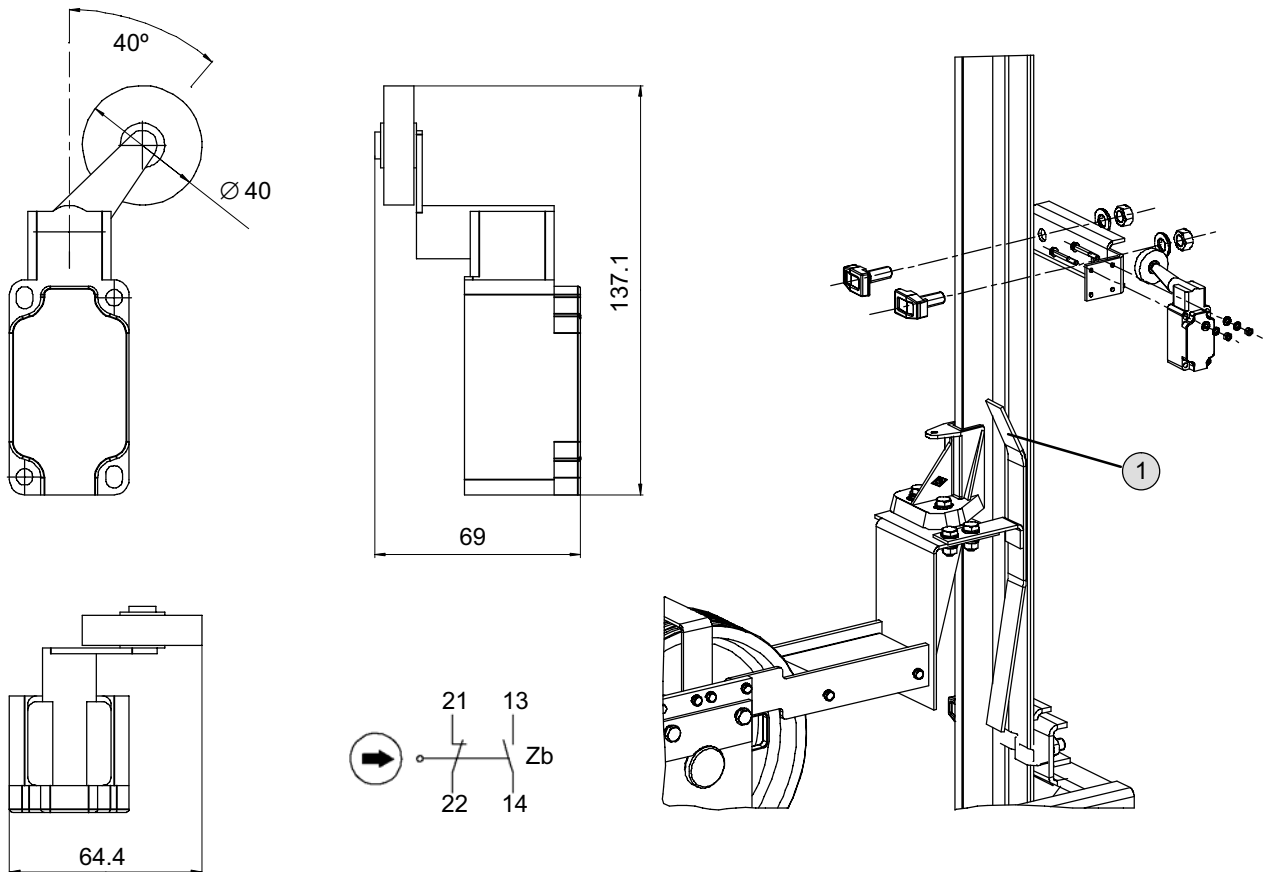
6.14.2 Tension-weight switch and shelter protection



Kit type	Tension-weight switch / Shelter protection	Part No.
TG2-15/25	Pizzato FR 515	7012646

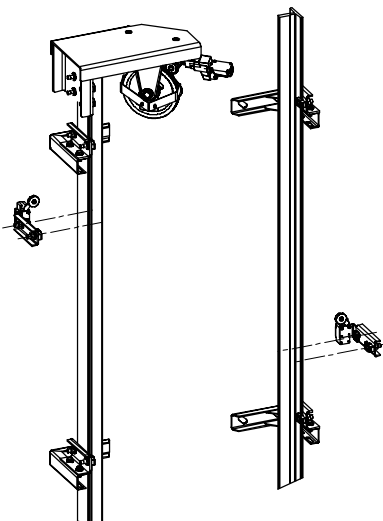
Technical data		
Contacts		1NC + 1 NO
Connections		Screw terminals
Switching system		Positive contact-opening VDE 0660 IEC 947-5-1
Operating current/voltage		6A/24VDC 6A/250VAC 4A/400VAC 1A/500VAC
Short-circuit withstanding capacity		10 A (slow-blow) / 16 A (fast-acting)
Contact material		Silver
Protection class		IP67

6.14.3 Final limit switch and final limit cam



Legend	1	Final limit cam
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Kit type	Final limit switch Part No.
TG2-15	7017063
TG2-25	7017063



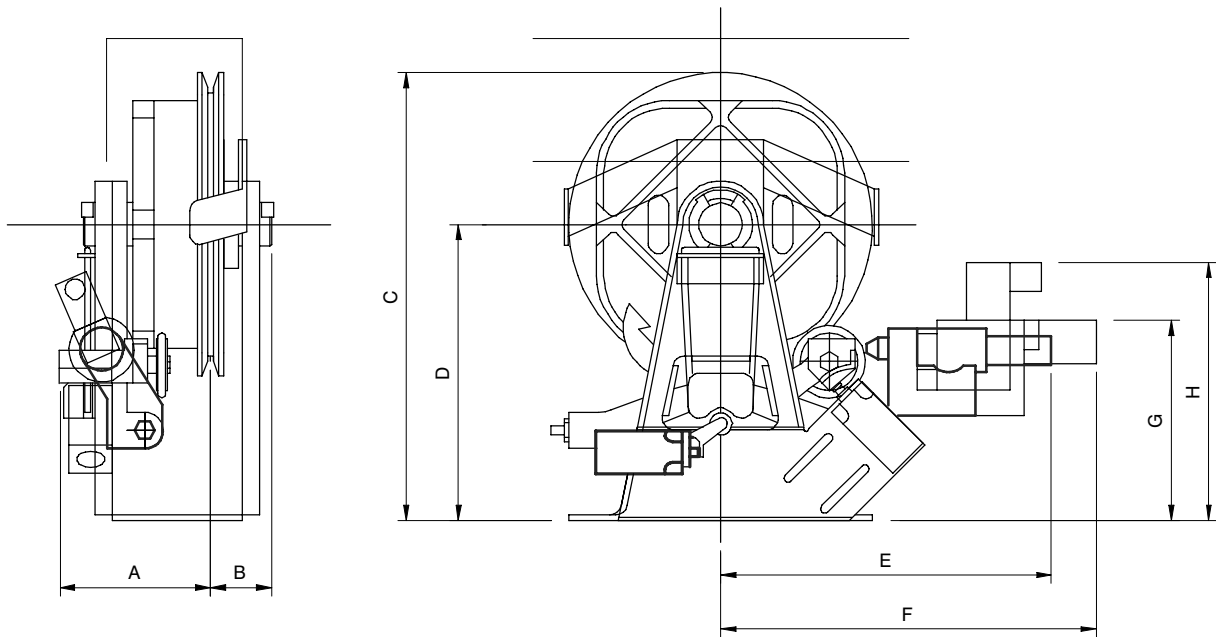
With the standard version, only 1 final limit switch is delivered.

The version with 2 final limit switches is necessary for reduced shaft head to shelter protection.

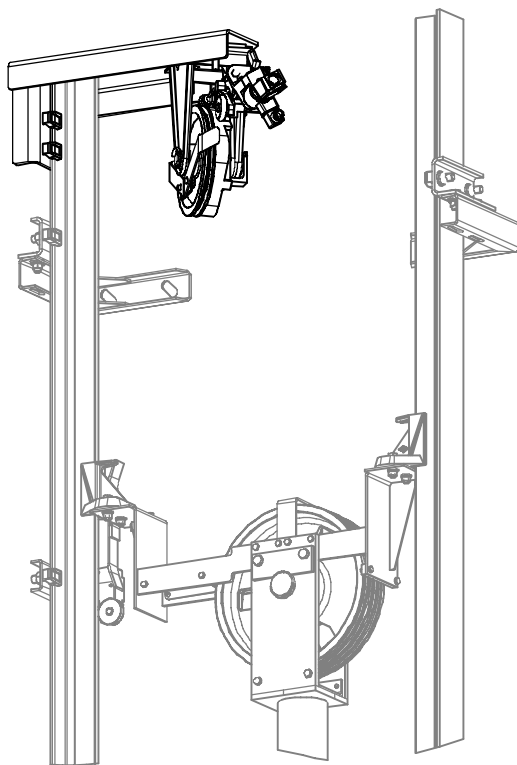


Attention: The second final limit switch must not be actuated by the same final limit cam as the standard final limit switch!

6.15 Overspeed governor with anti-creeping feature

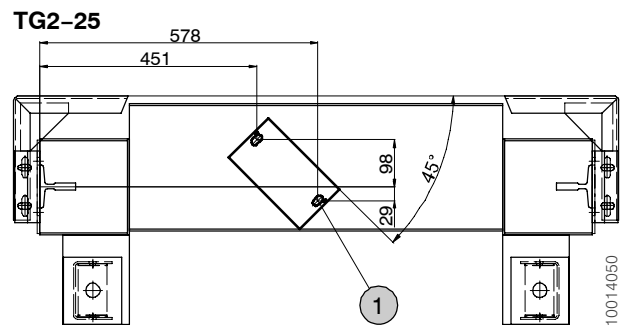
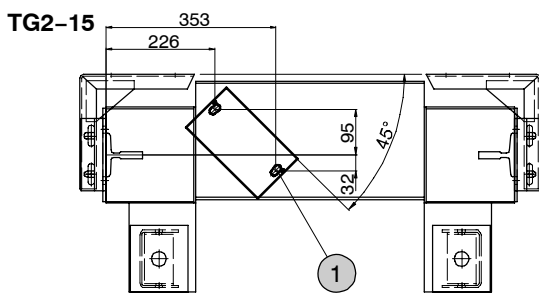


Governor Type 8 BODE	Dimensions [mm]								Weight [kg]
	A	B	C	D	E	F	G	H	
Standard	120	50	310	205	230	260	135	185	12



Mounting the overspeed governor on the supplied console (standard)

**Mounting point for the overspeed governor on the shaft ceiling
(for cramped shaft head conditions, typically < 2650 mm)**



300-4-10014050

Legend	1	2 x M12 mounting points for governor
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Important: Load per screw = 500 N

6.15.1 Anti-creeping device



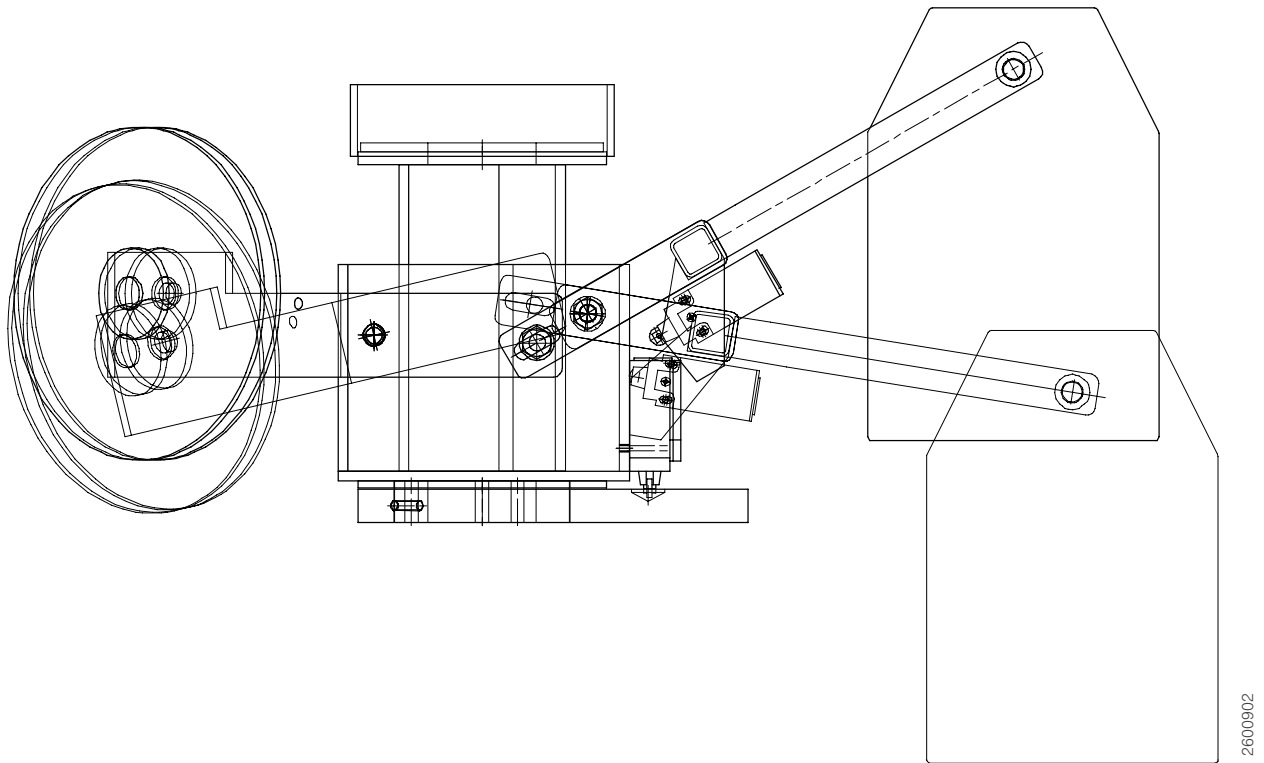
The coil of the anti-creeping device prevents the car from sinking when working in the shaft pit. On opening the emergency door release of the bottom shaft door, the solenoid coil drops out and activates the anti-creeping device.

6.15.2 Remote tripping

If the shaft pit is sufficiently deep to provide the safety clearance specified by EN81-2, the governor is supplied without a creep-preventer, but with a remote trip unit

Speed governor	Tripping solenoid	Article number
BODE Typ 8	Creep preventer 12 V / 1.1 ADC	7015223
BODE Typ 8	Creep preventer 24 V / 0.5 ADC	7015711
BODE Typ 8	Remote trip 230 VAC	7015710
BODE Typ 8	Remote trip 110 VAC	7015709

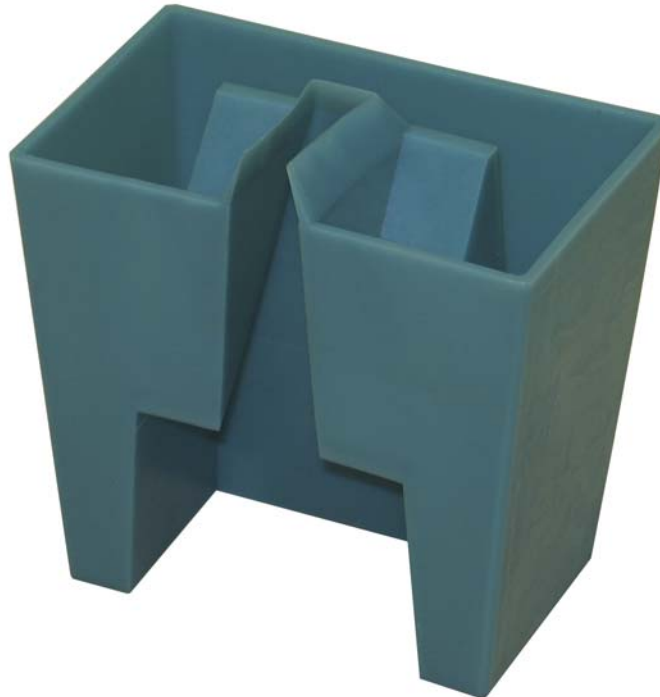
6.16 Tension weight



Kit type	Tension weight Part No.	Tension-weight cover Part No.
TG2-15	7016248	7015837
TG2-25	7015947	7015837

6.17 Oil catcher (Option)

(only with SG [shaft pit] \geq 400 mm)



Kit type	Rail width 16 mm Part No.
TG2-15	BS50354
TG2-25	BS50354

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