INSTRUCTIONS MANUAL

OVERSPEED GOVERNOR ACTING IN ASCENT AND DESCENT OF THE CABIN

DESCRIPTION

These overspeed governors are set in motion when the levers open by centrifugal force, both in ascents and descents, when the cabin overspeeds.

The electric safety device for overspeeding is situated in the bottom part, and is activated by the levers when these swing open before the block occurs.

In descents, overspeeding causes the levers to remain blocked in an interlocking stop designed for that purpose. There is a special device situated on one side of the overspeed governor, which only comes into action in the blocking during ascents. This consists of a rotary lever which is set in motion by the lever of the electric safety device when this is activated by overspeeding during ascent. The special device lever then remains in a position in which one extreme produces a stop at the base of the overspeed governor, and the other interferes with the levers of the overspeed governor as they pass by, thus causing a lock in the ascent.

These overspeed governors are valid for setting off instantaneous grip gears with rollers, which are instantaneous with a cushioning and progressive effect.

The release speed of the electric safety device, and of the locking device are regulated by a loaded factory sealed draught spring. To prevent tampering, the lead seals used are etched with the brandname GERVALL.

ASSEMBLY

There are two 16mm diameter bores for fastening with screws or studs at the base of the overspeed governor at a distance “C”, which varies according to the model.

An arrow etched on the pulley indicates in which direction it should turn when the cabin is descending.

The electric safety device for overspeeding should have the vertical lever with the point facing upwards. The electric contact is then closed.

In ascents the locking device lever should be at an angle of 35º in respect to the horizontal position. This exact position assures it of the presence of a ball valve when it enters the lever housing for this purpose.

Associated with the overspeed governor, the assembly counterweight or return pulley should be assembled in such as way as to provide the necessary tension on the cable for the grip gear to work.

The return pulley is attached to the lift guide by means of a plate and three flanges, the pulley and the counterweight being suspended from this plate. The electric safety device is also attached to the plate at the bottom, and this will be activated in the event of the overspeed governor cable breaking or loosening.

The fastening plate has a number of slots to allow the necessary distance between the cable and the guide axis to be regulated, and also to fasten it to guides of various widths.

CONNECTION

The contacts of the electric safety device for overspeed should be contacted. To facilitate this there is a hole in the side opposite the one where the device is attached, which allows easy access to the contact terminals. It is important to replace the protection cap in its casing after connecting the cables.

The opening of the electric safety device caused by the rotating of the levers when there is overspeeding in the cabin should cause the machine to stop.

The contacts of the electric safety device of the return pulley should also be connected in such a way that the machine stops in the event of being activated by a breaking or loosening of the cable.

ADJUSTMENT

The release speed of the electric safety device and of the locking of the levers are factory-adjusted, in keeping with the prevailing standards and the spring comes sealed.

These adjustments may not be manipulated, the leads of the seals have the brand GERVALL etched on them to assure that the regulation is the one that was carried out at the factory as indicated by the identification label of the overspeed governor.

To control the action of the grip gear the locking of the overspeed governor may be provoked.

In descents there are two different forms, depending on the model of the overspeed governor.

In overspeed governors with a single pulley, insert a screwdriver into the groove into the “U” slot of the locking mechanism, and when this passes the levers it forces them to open and lock.

In overspeed governors with test pulleys, change the cable of the channel in which it is mounted to the smallest channel which is attached, then when this causes the lift to descend, the overspeed governor will rotate at the same, or at a slightly higher speed as the locking mechanism, and the levers will open by the centrifugal force and will then lock.

In this case when the cable changes pulley, the return pulley will go down and may activate the electric safety device, making it necessary to adjust the return pulley to carry out the test.

To provoke the locking of the overspeed governor in ascents, it is sufficient to turn the lever of the locking device and place it between the levers at the base of the overspeed governor, so that it interferes with the levers as they pass thus provoking the locking.

After the locking of the overspeed governor, it is necessary to reset the electricity safety device for overspeed, by returning its lever to the upright position with the point facing upwards. In this way, when the lift starts to move upwards or downwards the levers of the overspeed governors return to their initial position.

If the locking occurs during an ascent, check that the lever of the locking device is its position, in other words, in a leaning position in relation to the horizontal position in such a way that the ball valve has entered its housing.

MAINTENANCE

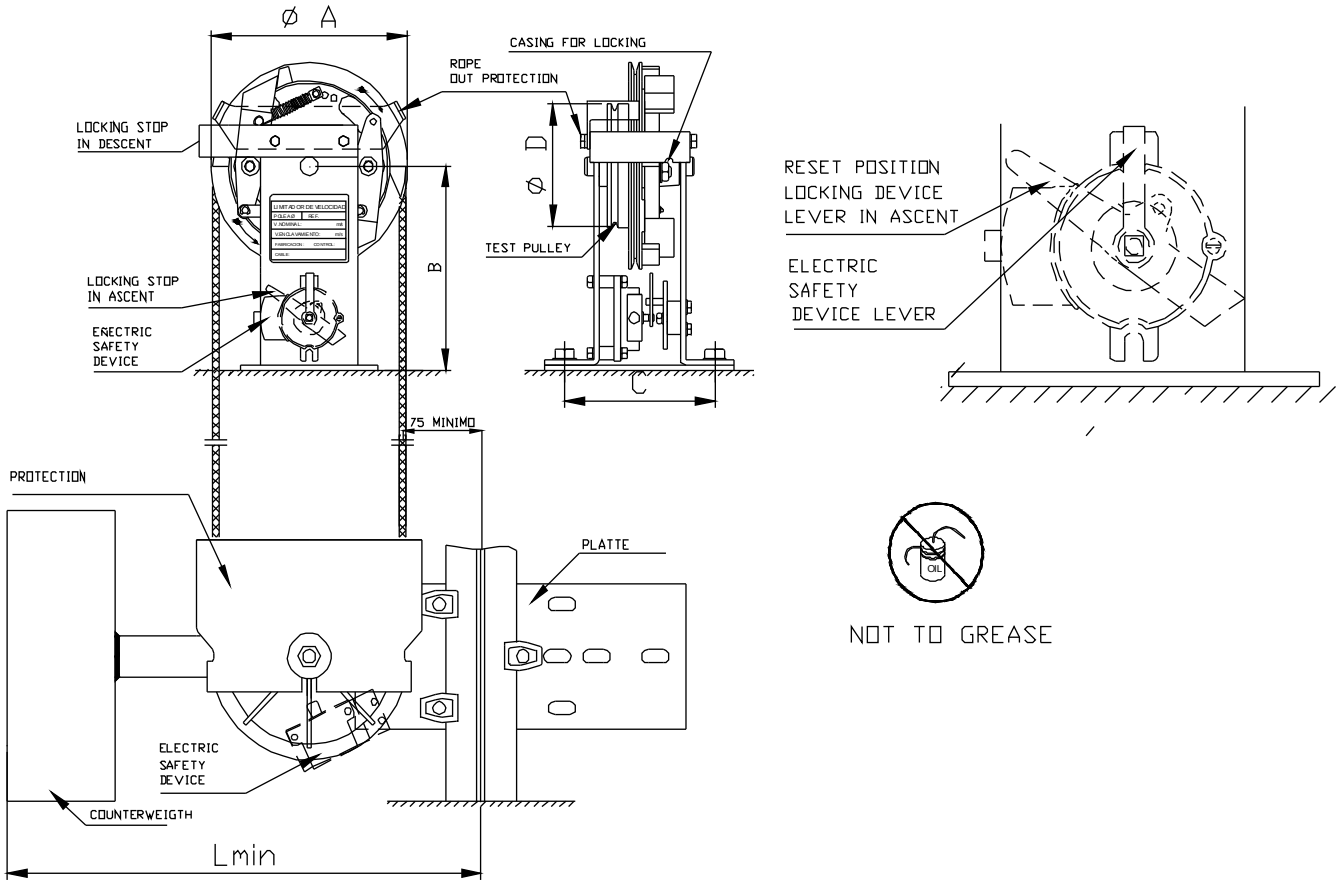
All the rotation axes of the overspeed governor and of the return pulley have autolubricating bronze caps, which means that they do not require any subsequent greasing or maintenance.

OVERSPEED GOVERNORS

DESCENT AND ASCENT

CE 0053

12.060..12.061..12.062..12.063



MODEL	Ø A	B	C	Ø D	Lmin	CARACTERISTICS	CABLE	COUNTERWEIGTH PULLEY
12.060....	200	202	138		463		6 mm 6x19+1	12.064.0A
12.061....	200	202	153	120	463	WITH TEST PULLEY		
12.062....	300	252	170		545		6 - 8 mm 6x19+1	12.065.0A
12.063....	300	252	185	180	545	WITH TEST PULLEY		