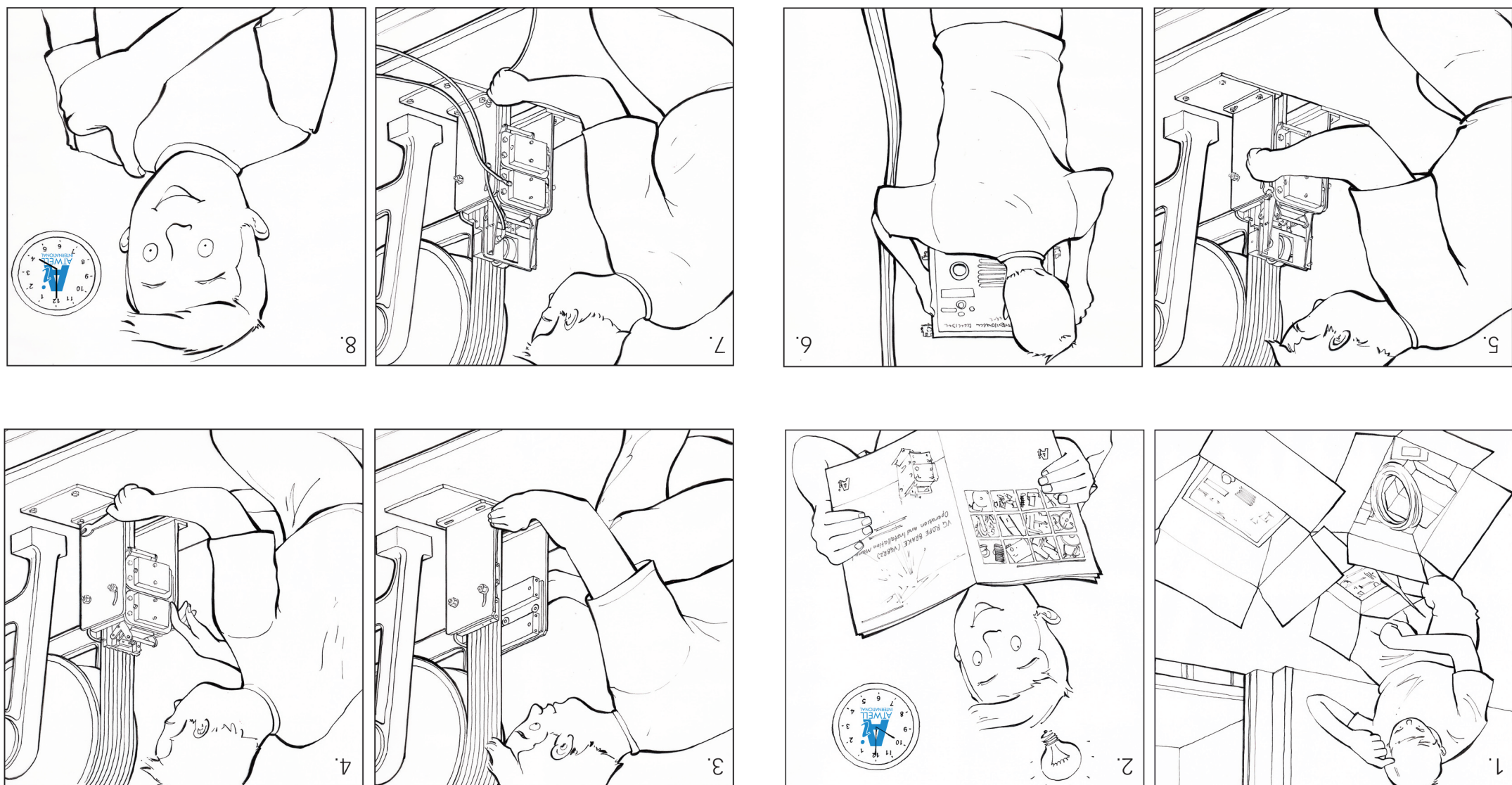




RB2a Installation Instruction (double rope brake shown for illustration purposes only)

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Quick Start Guide Installation of the RB2a

Version 3.0



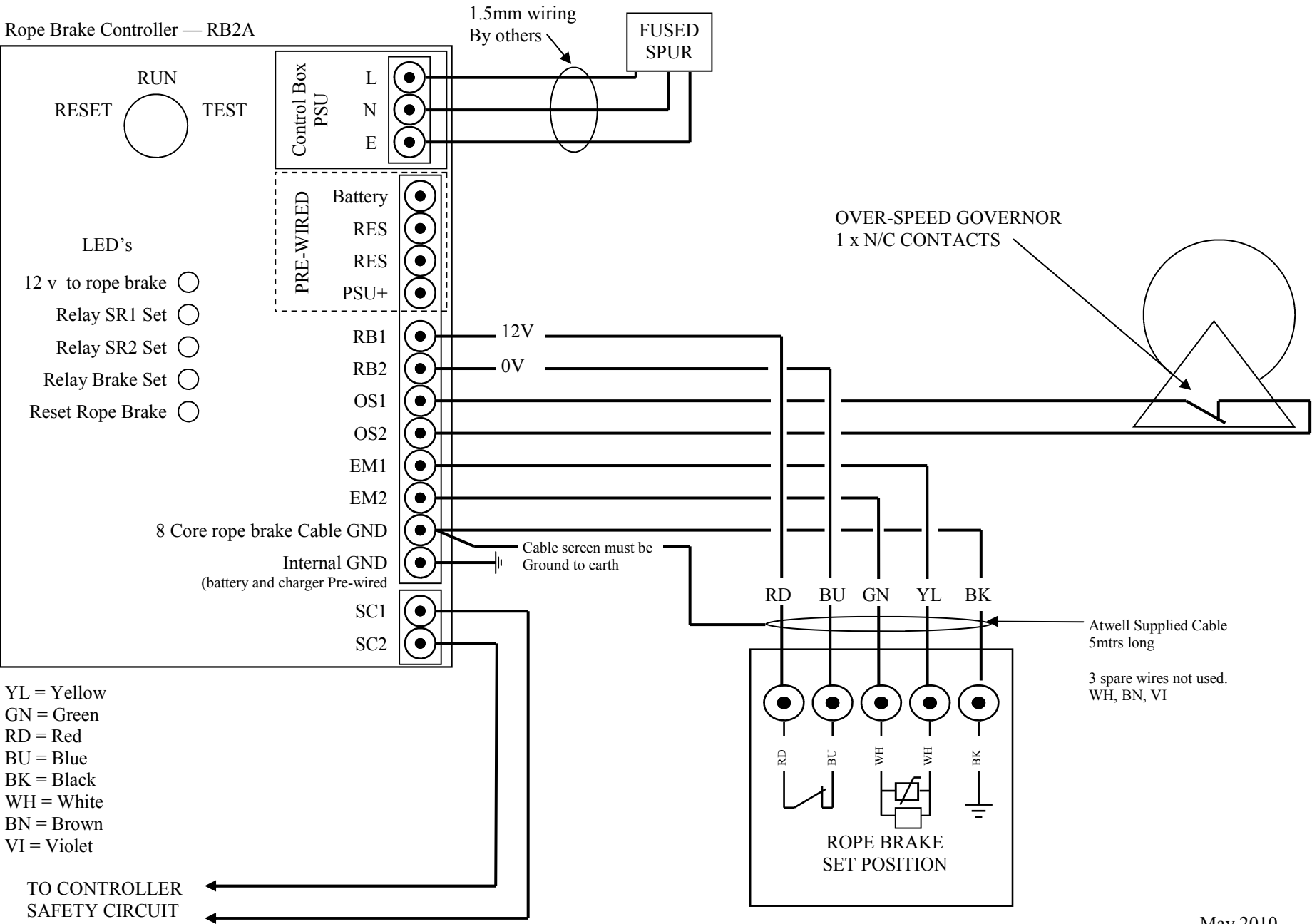
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Rope Brake (VGRB2) to RB2A Controller Wiring Diagram (1 x N/C)



May 2010



**VG Rope Brake Installed
Disengage Before Hand Winding Machine**

RELEASE INSTRUCTIONS

1. Investigate reason for engagement and carry out appropriate action.
2. Carry out visual inspection of rope brake.
3. Read local hand-winding instructions.
4. Hand wind downward to disengage the rope brake.
5. Turn key switch to "RESET" position.
6. Use the rope brake handle to lift the drop jaw off the ropes until it latches.
7. Check LEDs 1, 2, 3 & 4 are illuminated.
8. Turn key switch to "RUN" position.

Maintenance

At 6 monthly intervals, the following checks should be carried out:

1. The "drop jaw" should be released and the brake checked that the ropes are being clamped between the "drop jaw" and the static jaw.
2. That the top of the "drop jaw" is between 10 and 12mm above the top of the static jaw when the "drop jaw" is released. If the "drop jaw" is less than 10mm, this could indicate that either the ropes or "drop jaw" have worn. Worn jaws will have to be replaced.

A limited amount of rope wear can be accommodated by resetting the rope brake as per instructions on page 23 of the Operation and Installation Manual. This must be carried out by a competent person. Please contact Atwell International should this need to be done.

3. That the rope brake safety switch has operated. This can be done by releasing the electro-magnet and checking that the red LED on the control box is illuminated.
4. That the "drop jaw" linkage moves freely when operated by hand.
5. Ensure the back-up battery is at a sufficient charge. Note the battery requires changing after 3 years from date of installation.

Contact Atwell International Ltd for any spares.

The only routine maintenance required is to spray the link arms and disc springs with a water repellent lubricant if there is any sign of atmospheric corrosion.