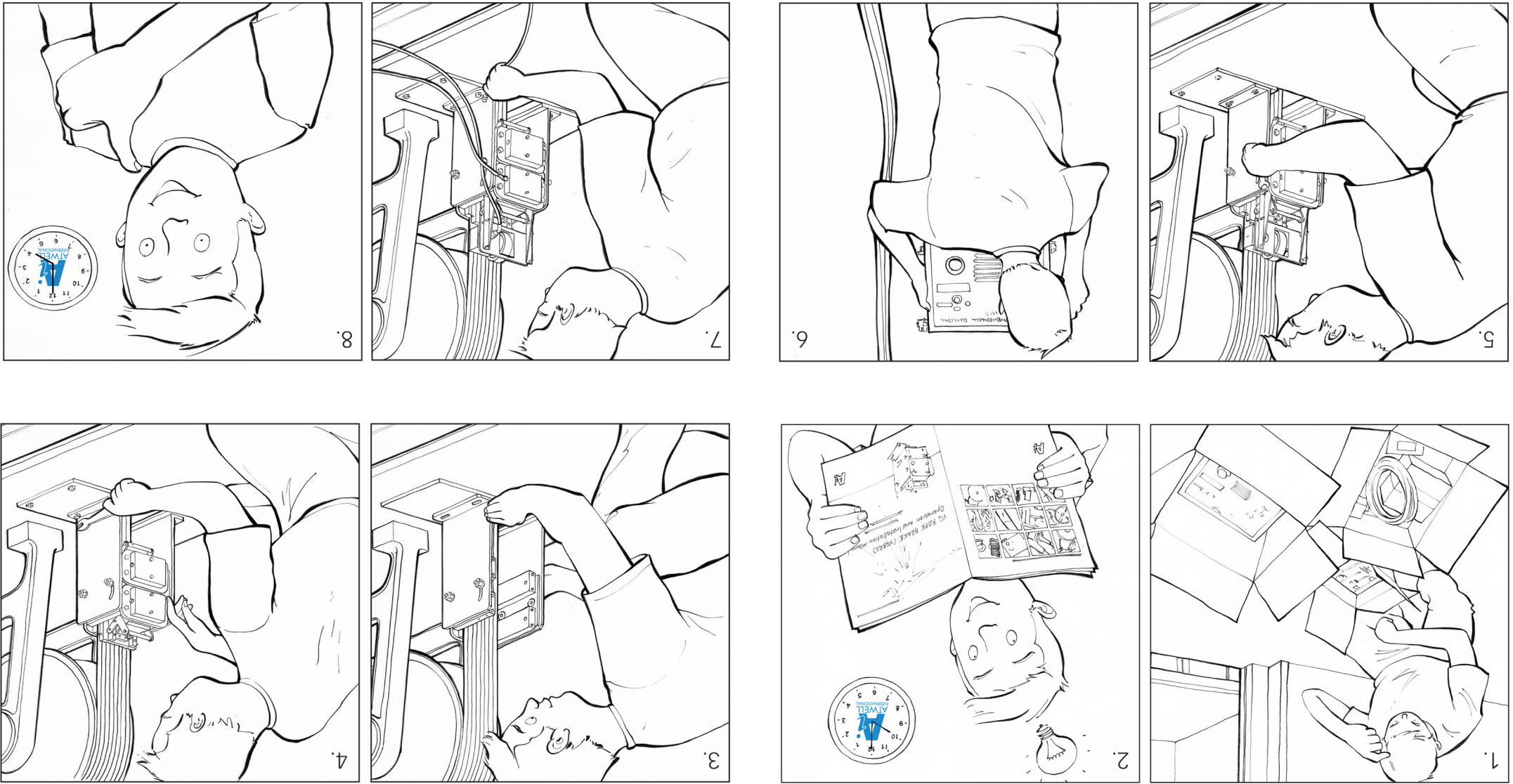




VG Rope Brake Installation Instruction

(double rope brake shown for illustration purposes only)

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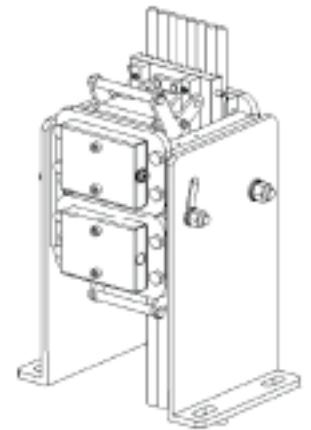
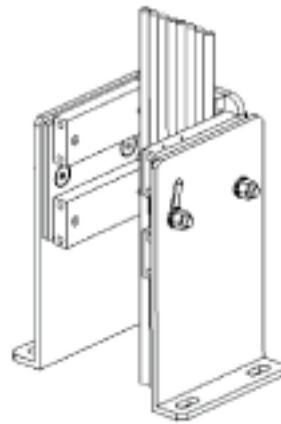
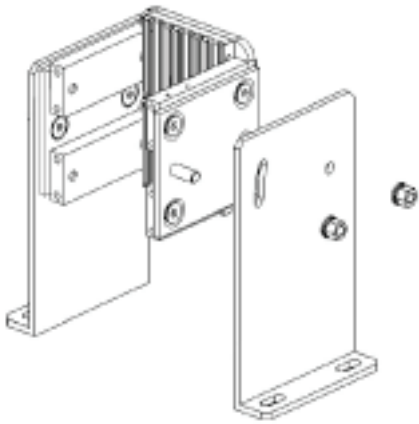
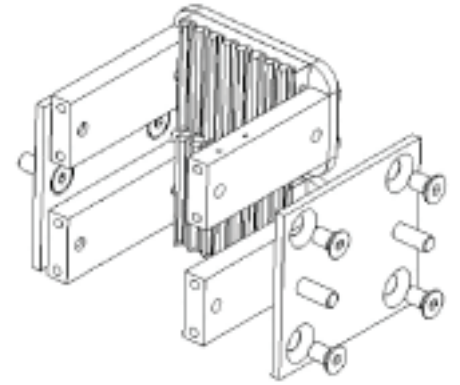
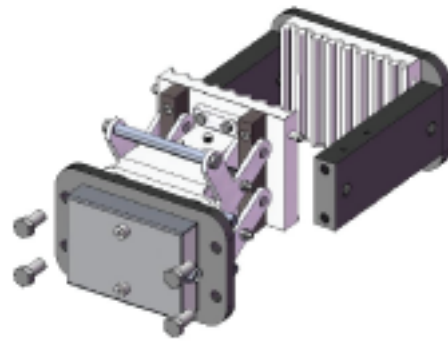
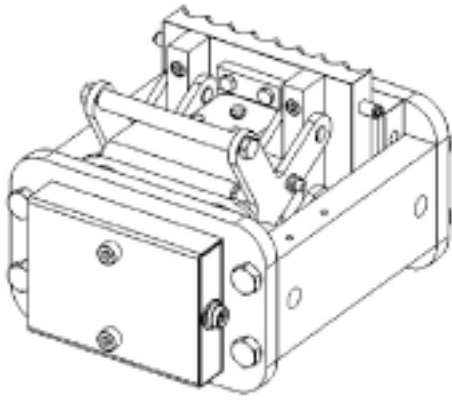
Quick Start Guide Installation of the VG Rope Brake

Version 4.0



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Maintenance

1. At 6 monthly intervals, the following checks should be carried out:
2. A static test should be carried out and the brake checked that the ropes are being clamped between the "drop jaw" and the static jaw using the UMD-SRB02 control box.
3. Press the Menu button on the UMD-SRB02 control box.
4. Select Eng Mode and enter pass code 554.
5. Select Back to access the Home screen.
6. Press the RED Test button.
7. Select Static Test. You then have 30 seconds to deploy the brake(s) or the screen will return to the Home screen.
8. Press the RED Test button and the Brake(s) should deploy as indicated on the screen.
9. Check the jaws have been released and 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.

10. Check that the "drop jaw" linkage moves freely when operated by hand.
11. Press the GREEN Reset button to reset the brake(s).
12. Select Confirm to enter Reset Mode.
13. Perform a manual reset on the Brake(s) and press the RED reset button on the panel. The screen will then return to the Home screen.
14. 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.

Select the Menu then select Exit Eng Mode to disable Engineer Mode and return to the Home screen.

FAQ

Will the VG Rope Brake damage the ropes?

No. It was a fundamental requirement that the VG Rope Brake did not cause any significant damage to the ropes, even after repeated testing on the same installation. After testing, all that is evident is a "polishing away" of the rope lubricant where the jaws have contacted the rope.

Will the VG Rope Brake impose additional reactionary loads on to the machine room floor or steels?

No. Machine room floors and steelwork must be designed to take a dynamic load equal to the static load of the lift, i.e. twice the static load. The VG Rope Brake will impose a dynamic load on the floor or steelwork of only 15% of the static load.

Which control unit should be used with the VG Rope Brake?

If the rope brake is to be used to arrest overspeed in the "UP" direction only, then the RB2a Control Box should be used.

If the rope brake is to be used to arrest overspeed and prevent unintended movement of the lift car in either direction with the doors open, then the UMD-SRB02 Control Box should be used. Please refer to the UMD-SRB02 Control Box Installation Manual for further information.

What is the minimum space required between the centre line of the ropes and the machine room wall / upstands?

The minimum dimension from the rope brake back plate to the centre line of the ropes is 38mm. Please refer to the dimensioned drawings on page 12 and 13 of the VG Rope Brake (VGRB2) Operation and Installation Manual for more detailed information.

What is the maximum capacity of the VG Rope Brake?

The VG Rope Brake has been tested for lift speeds up to 5m/s. This is regardless of the mass of the lift car, the VG Rope Brake only has to brake the Out Of Balance Load and not the full mass of the lift system. The effect of different car and motor masses is to change the slide distance. Please refer to the Brake Selection Program on page 7 of the VG Rope Brake (VGRB2) Operation and Installation Manual for more detailed information.