

INTERLIFT 2019: PRESENTATION OF THE NEW DYNATECH e-ASG ELECTROMECHANICAL SAFETY GEAR



Based on the current unidirectional and bidirectional progressive ASG mechanical safety gear.

A) WHAT IS SO MECHANICALLY EXTRAORDINARY ABOUT THIS SAFETY GEAR?

1- ITS PERFORMANCE:

- 1.1 Valid for guide rails of thickness 7-16 mm.
- 1.2 Valid for cold-drawn and machined guide rails, whether lubricated or not.
- 1.3 P + Q up to 4.233 kg (8.466 kg in tandem).
- 1.4 Tripping speed up to 3.9 m/s.

2- SUS CARACTERÍSTICAS DESTACABLES:

- 2.1 Compact design and small size.
- 2.2 All are compatible regarding installation and size. Any current user of our ASG mechanical safety gear can replace it with a new e-ASG electromechanical model without making any modifications to their lifts.
- 2.3 Side movement system during tripping. No lift component is damaged by the wedging action of the safety gear.
- 2.4 Incorporation of a side screw to adjust the final position of the safety gear with respect to the guide rail, if necessary. No adjustment of the sliders, rollers or any other component is required.
- 2.5 Floating brake shoe. Adapts to any misalignment of the guide rail (within a certain range) to brake with its entire surface in contact with the rail. This provides stable and safe braking even on cantilever frames when the weight (Q) shifts and makes the car pitch forward. The brake shoe enters parallel to the guide and not at an angle.
- 2.6 The double roller wedging system guarantees maximum braking strength in the centre of the safety gear, without any torsion effect on an attached component or the frame itself.
- 2.7 We ensure braking is constant and safe at all times. Therefore, each roller has lubrication components at the end of the travel distance to ensure it never sticks, thus preventing it from getting blocked later.

B) WHAT KIND OF ELECTROMECHANICAL TRIPPING IS MORE SUITABLE FOR YOUR NEEDS?

All the concepts presented are part of a positive safety culture. This means that, after a power cut or other breakdown, the safety gear will enter into operation without any possibility of it failing.

Maintenance consumption is only 0.3 A in some models with a supply voltage of 24 Vdc for all of them. This consumption can be lowered to zero if the electronic control system is programmed to de-energise the actuating solenoids; for example, if the lift is not used for a long period of time.

Once the lift call button has been pressed, the safety gear will remove the rollers from their support position on the guide rail, before the user enters the car and the journey can start. Therefore, the safety gear reset system is automatic and does not require any additional components or functioning in these circumstances.

If the safety gear is activated, only then will specialist personnel be required to re-set the safety gear. The multiple incorporated safety contacts constantly monitor the situation in the lift and provide appropriate information for both operation and the electronic limiter.

Very important! If activated, our e-ASG safety gear has automatic roller discrimination which should not be locked; in addition, the locked roller is pre-released with great ease so that it can return to its resting position (unlocked).

As a result of this technology, Dynatech can offer an additional safety component for installers during initial lift installation. As the lift frame is usually used to move through the shaft to install the guide rails and other components, the e-ASG electromechanical safety gear can be installed on this frame and fed via a source with an emergency stop button (dead man technology). As long as this button is pressed, the wedging rollers will be retracted and the frame can move freely through the shaft. Once the button is not being pressed by hand, the cut to the power supply will release the wedging rollers to rest on the guide rails. If the power cut is activated due to reaching the work point, the system will remain vigilant to prevent any unwanted movement; however, if this is accidental, the rollers will lock to prevent the frame from falling.

Dynatech has selected the most suitable options for a conventional lift from the more than 20 prototypes made. It is up to you to decide which suits your project best:

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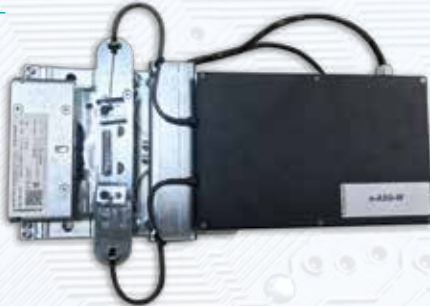
Unidirectional e-ASG safety gear with PWM solenoid

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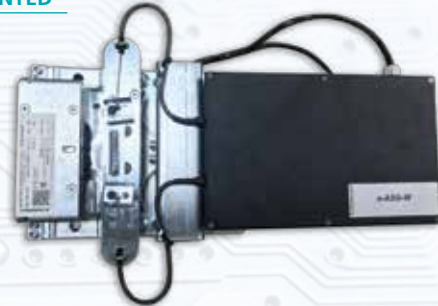
Bidirectional e-ASG UD safety gear with PWM solenoid

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Unidirectional e-ASG W safety gear with double coil solenoid

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Bidirectional e-ASG UD W safety gear with double coil solenoid

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Unidirectional e-ASG WRA safety gear with double coil solenoid and remote tripping

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Bidirectional e-ASG UD WRA safety gear with double coil solenoid and remote tripping
A single solenoid to trip the 4 locking rollers

In the WRA safety gear, the solenoid housing can be installed at any point in the frame; e.g., on the car roof. This means the safety gear volume is minimised due to the towrope tripping system; leaving a very clean and simple installation.



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