

As a manufacturer of safety components, Cobianchi Lifteile AG is responsible for the construction and production of Cobianchi instantaneous safety gears. This manual has been produced for frame manufacturers and assemblers to make production, market introduction and maintenance easier.

This manual contains information about the standard COB03 design without a connecting shaft and a limit switch. If the installation you have differs from the design described here, please contact your technical office or responsible construction department.

Below you'll find important information which should be heeded to install and operate the product correctly. The following drawing must be appended to this manual:

Drawing no.	Instantaneous safety gear model	Outline, plan view, side view
COB03-BA01-1	COB03-N1619, COB03-N2831	Assembly drawing

This manual consists of two pages of text and a drawing. Customer-specific solutions may require different assembly processes. The instantaneous safety gear may be installed at the top or bottom of the cabin allowing for the location of the connecting shaft.

Subject to deviations from the standard design described here.

Things to bear in mind before installation:

The instantaneous safety gear consists of two sealed catch heads. All performance information on the name plate refers to the use on elevator guide rails as a pair as per ISO 7465. The serial numbers have been branded onto both catch heads. These numbers must match with those on the affixed name plates, and you must be able to assign them to the asset number. If this is not the case, a mistake has been made and you must consult with your purchasing team or your warehouse, or with the manufacturer directly.

1. Installation

as per the appended drawings

- 1.1. The catch heads are installed directly into the safety frame or the counterweight using 8 M16 screws of a suitable length and with approved safety washers. The label “**Down**” must be at the bottom, while the label “**UP**” must be at the top.
- 1.2. The catch heads must be mounted to the guiding rails with a maximum bearing gap of 1.5 mm.
- 1.3. Check that the sprockets (3) are free to move upwards.
- 1.4. The lifting mechanism (4) must be connected to the bolts of the sprocket (3) using a cotter pin (5).

Information: The frame manufacturer must calculate the assessment of the connection between the catch heads and the safety frame and the stability of that connection depending on the application and in relation to the construction

2. Connection and adjustment

- 2.1. The release bar must be designed without any clearance so that both catch heads can come into action via the lifting mechanism (4) at the same time.
- 2.2. A return mechanism must pull the sprocket (3) back down to its correct starting position following a catch.

3. Wartung

3.1. Things to bear in mind before first use:

Old mud, rust protection and any coats of paint must be cleaned from the guide rails. Cold cleaners and brake disk cleaners are best suited to this.

3.2. Release forces:

These are dependent on the release bar and the return mechanism and must be defined by the frame manufacturer.

4. Maintenance

(as per EN 13015:2001+A1:2008 (Annex A, points A.1 and A.2))

If the catch heads have been installed properly, maintenance is limited to checking:

4.1. The condition of the rails:

in accordance with the above commissioning instructions

4.2. Release bar:

Synchronous response from both catch heads, clearance-free connection to the connecting shaft, smooth and free lifting mechanism movement possible.

4.3. Return mechanism:

present, under preload (as per information from frame manufacturer).

4.4. Catch heads:

clean, sprockets can move freely.

4.5. Cabin guides:

in perfect condition, not distended.

4.6. Mounting:

in accordance with the above installation instructions.

4.7. Cleanliness:

Ensure that the catch heads are protected from being contaminated by plaster, concrete, cement, mortar, gravel or similar construction materials, both generally and especially with construction lifts and in the event of renovations. Contaminated catch heads must be removed and cleaned.

If these simple instructions are followed, safety will be significantly increased for lift users as well as assemblers.

