

**Type: PC11DA, DO, UP and PC24GA, GO, GU;  
Type: PC13DA, DO, UP and PC13GA, GO, GU;  
Type: PC24DA, DO, UP and PC24GA, GO, GU;  
Tandem model 2 x PC24GA, GO, GU;  
with external housing**

Englisch

As a manufacturer of safety components, the company Cobianchi Lifteile AG is responsible for the construction and manufacture of the Cobianchi brake safety catch devices. We have prepared this operating manual to facilitate production, circulation and maintenance for frame manufacturers and installation companies.

In this operating manual, the standard models PC11XX, PC13XX, PC24XX and the tandem model with 2 x PC24XX, each with a connection shaft inside and outside of the traverse and limit switch with a standard add-on are documented. If the installation you have deviates from the model described here, please contact your engineering office or the relevant design department.

Below you will find important instructions which must be complied with in all cases to help achieve flawless installation and operation.

The following four diagrams can be added to this operating manual:

Diagram no.	Brake safety catch device type	Outline, layout, vertical section
11GA-BA51-1	PC11DA, PC11DO, PC11UP PC11GA, PC11GO, PC11GU	Combination diagram with item no.
13GA-BA51-1	PC13DA, PC13DO, PC13UP PC13GA, PC13GO, PC13GU	Combination diagram with item no.
24GA-BA51-1	PC24DA, PC24DO, PC24UP PC24GA, PC24GO, PC24GU	Combination diagram with item no.
24GA-BA51-5	Tandem model consisting of 2 x PC24GA, 2 x PC24GO, 2 x PC24GU	Combination diagram with item no.

This diagram consists of several text pages (depending on language) and four diagrams. Customised solutions can require deviating installation processes. The brake safety catch devices can be installed at the top or bottom of the cabin, taking into account the position of the connection shaft. Please see our technical documents for detailed information.

**Subject to deviations from the standard model described here.**

**To be noted prior to installation:**

The brake safety catch consists of two or four set and sealed safety catch heads. All performance information on the name plates refers to application in pairs. For the tandem models, this information is divided into two pairs. The serial numbers are burned onto all catch heads. These number must correspond to the serial number on the two name plates stuck on and on the enclosed one and must be assigned to the factory number of the machine. If this is not the case, some item has been mistakenly switched and you must contact Purchasing, your own warehouse or the manufacturer directly.

**The arrangement and the position of the connection shaft as well as the reset spring system 6 are installed on the safety catch devices type PC11DA/GA, PC13DA/GA and PC24DA/GA - double-acting safety catch device, PC11DO/GO, PC13DO/GO and PC24DO/GO - downward-acting safety catch device, PC11UP/GU, PC13UP/GU and PC24UP/GU - upward braking brake device and tandem models 2 x PC24GA, 2 x PC24GO and 2 x PC24GU, analogously in the same way. The following description can therefore be applied to all of the types named.**

**Type: PC11DA, DO, UP and PC24GA, GO, GU;  
Type: PC13DA, DO, UP and PC13GA, GO, GU;  
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## 1. **Installation** according to the enclosed diagrams

- 1.1. The installation of the safety catch heads is with the external housing **5** directly onto the catch frame (upon coordination with the manufacturer). It is essential that the mark "**Down**" is down, while "**UP**" is at the top because the set braking forces are different in the downward and upward directions (cf. name plate). The safety catch heads must be supported so that they can be laterally pushed. After you attach them to the frame, you must check that the safety brake device **1, 2** is pushed laterally and is moved through the laminated spring again to the initial position to the setting screw (the setting screw is arranged on the site of the brake jaw, the laminated spring on the other hand is on the side of the connection shaft).
- 1.2. The external housing **5** can be screwed on directly using the existing threaded bore holes directly onto the safety catch frame. The assessment of the connection (traverse, hanging angle etc.) remains with the frame manufacturer.
- 1.3. The triggering rods can be mounted using a support plate **8, 9** directly onto the outer housing **5**. Please note: The position of the connection shaft must be horizontally centred in relation to the safety catch device and the lever **3, 4** must then follow horizontally.
- 1.4. The force to keep the lever(s) **3, 4** in the initial position (horizontal) can be set using the threaded rod within the pressure spring (retraction pressure spring system coupling **6**). The spring can also be pre-tensioned depending on the application. The basic setting has 10 mm pretensioning.

## 2. **Connection**

- 2.1. Connect the connector rope to the rope end connection (rope clamp set **13**) to the lever **3, 4** for the controller rope grip.
- 2.2. Wire limit switch **11** (230V, 4A) and check for proper function.
- 2.3. Position: Align the lateral position of the catching heads in relation to the rail. Distance braking jaw to rail: **PC11XX and PC13XX 1.5 – 2 mm; PC24XX 1.0 – 1.5 mm**
- 2.4. Review before commissioning:
  - a) The safety catch heads must be pushed laterally against the laminated spring and again reach the initial position from the spring force.
  - b) The lever **3, 4** must be pushed in the trigger direction and move back to the initial position through the retraction pressure spring system, coupling **6**. Smooth running must be ensured.

## 3. **Commissioning**

### 3.1. **To be noted before the first catch attempt:**

The rail must be cleaned of old dirt, anti-rust protection and any coats of paint. Cold cleaner or brake disk cleaner are best for this purpose.

There is a green notice sticker for every brake catch device or brake device for use on oiled rails. It is to be attached in a clearly visible place (e.g. on a rail oiler).

Recommended oil: **HLP** oils according to DIN 51524, part 2, or comparable oils, viscosity ISO VG 68-150.

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### 3.2. Trigger forces (guide values) to return the safety catch device:

They are on the lever **3, 4** depending on the attachment point and for the installation of our retraction spring system coupling **6** with the pressure spring by following the installation recommendations:

	Distance middle of rail - Middle of controller rope		
<b>PC11DA, PC11DO, PC11UP PC11GA, PC11GO, PC11GU</b>	<b>95mm</b>	<b>117mm</b>	<b>139mm</b>
Braking upwards	70 N	90 N	110 N
Catching downwards	100 N	120 N	150 N
<b>PC13DA, PC13DO, PC13UP PC13GA, PC13GO, PC13GU</b>	<b>140 mm</b>	<b>160 mm</b>	<b>180 mm</b>
Braking upwards	70 N	90 N	110 N
Catching downwards	100 N	120 N	150 N
<b>PC24DA, PC24DO, PC24UP PC24GA, PC24GO, PC24GU</b>	<b>125 mm</b>	<b>150 mm</b>	<b>175 mm</b>
Braking upwards	65 N	80 N	105 N
Catching downwards	90 N	110 N	145 N
<b>Tandemausführung 2 x PC24GA, 2 x PC24GO, 2 x PC24GU</b>	<b>125 mm</b>	<b>150 mm</b>	<b>175 mm</b>
Braking upwards	130 N	160 N	210 N
Catching downwards	180 N	220 N	290 N

It must be ensured that the tensile force created in the limitation rope from the triggered speed limiter is at least double the required force to return the safety catch device (but at least 300 N).

## 4. Service

If the brake catch devices are properly installed, service is limited to the inspection of the:

- 4.1. **State of the rails**, according to the commissioning instructions above.
- 4.2. **Trigger rods**: simultaneous reaction of both safety catch heads, play-free connection of the connection shaft, free movement of the levers **3, 4** in one or both directions is possible.
- 4.3. **Retraction spring 6**: available, pretensioned.
- 4.4. **Limit switch 11**: Function electrical/mechanical, operation guaranteed.
- 4.5. **Spring catch heads**: centred, cleaned, cabin guides: in a flawless state, not extended.
- 4.6. **Attachment**: Freely pushable brake safety catch device **1, 2** in the outer housing **5**.
- 4.7. **Cleanliness**: Ensure in general and in particular for construction lifts and retrofits that safety catch heads are protected against contamination from plaster, concrete, cement, mortar, gravel or similar construction materials. Any soiled catch headed must be disassembled and cleaned.

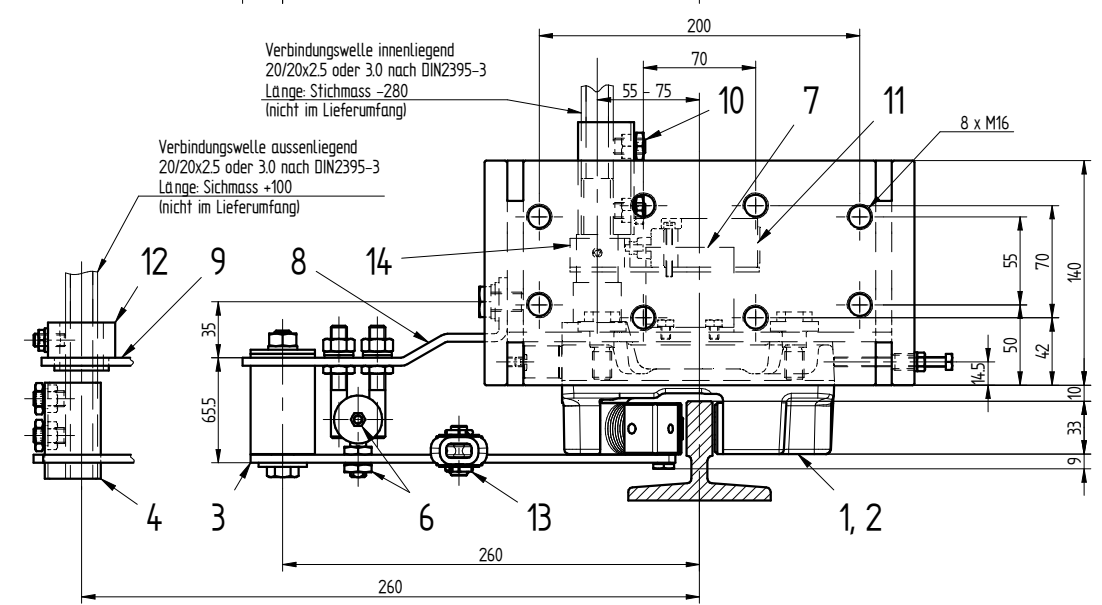
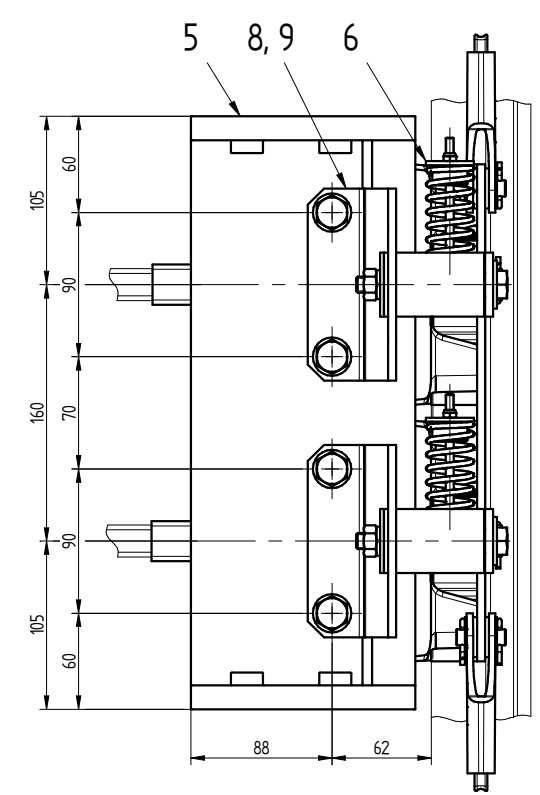
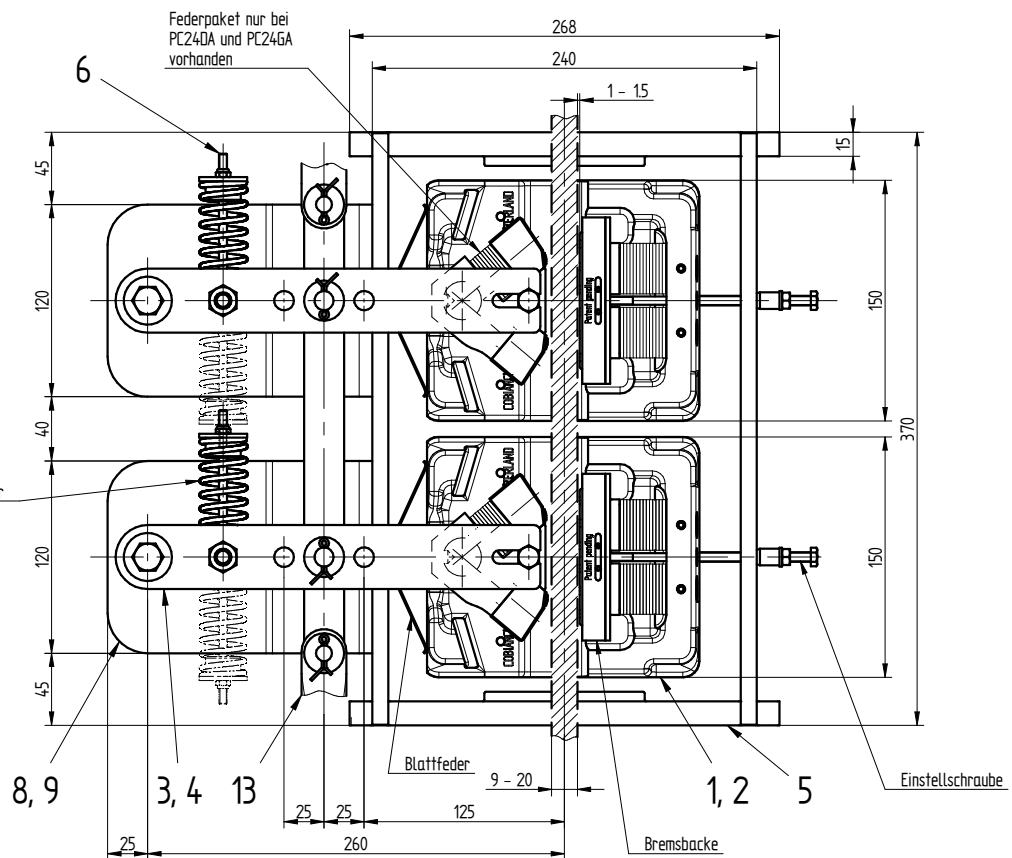
If these easy instructions are followed, the safety for the lift users and also for installation can be considerably increased.







Die Bohrungen in den Gehäusen dienen zur Befestigung der Fangvorrichtung im Rahmen.  
Die Anzahl der Befestigungsschrauben, sowie die Festigkeit der Verbindung von Traverse und Hängewinkel, müssen durch den Rahmenhersteller anwendungsabhängig und konstruktionsbezogen berechnet werden.



Das Urheberrecht auf dieser Zeichnung und allen Beilagen, die dem Empfänger persönlich anvertraut sind, bleibt vorbehalten. Nachdruck, Vervielfältigung und Verbreitung, auch auszugsweise, ist ohne schriftliche Genehmigung der Cobianchi Liffteile AG. Die Haftung für Schäden jeglicher Art, die aus dem Gebrauch dieser Zeichnung resultieren, ist ausgeschlossen. Die Haftung für Schäden jeglicher Art, die aus dem Gebrauch dieser Zeichnung resultieren, ist ausgeschlossen.

Änderung (Datum / Index)  
26.05.15 / 682

Ausgabe: 25.09.15 / DH

Stückzahlen pro System		FWA-Verbindungswelle aussenliegend		FWL-Verbindungswelle innenliegend		Technische Änderungen vorbehalten	
Pos.	Werkstoff	Modell	Bemerkungen	Pos.	Werkstoff	Modell	Bemerkungen
2	2	Auslöserhülse kpl.	14	-	14DA-MZ28-1	-	-
1	1	Seilschlossgarnitur kpl.	13	-	FV-MZ33-1	-	-
2	-	2 Anschlaghülse kpl.	12	-	DA-MZ17-1	-	-
2	2	Endschalter kpl.	11	-	DA-MZ05-2	-	-
-	2	2 Auslösevierkant kpl.	10	-	DA-MZ03-3	-	-
2	-	2 Stützblech 240mm kpl.	9	-	14DA-MZ45-4b	-	-
-	2	2 Stützblech 240mm kpl.	8	-	14DA-MZ45-4a	-	-
2	2	Endschalteranbau kpl.	7	-	14DA-MZ38-1	-	-
2	2	Rückzugdruckfedersystem kpl.	6	-	14DA-MZ25-1	-	-
1	1	2 Aussengehäuse kpl.	5	-	24DA-MZ51-5Z	-	-
2	-	2 Heber FWA kpl.	4	-	24DA-MZ01-2	-	-
-	2	2 Heber FWL kpl.	3	-	24DA-MZ01-1	-	-
2	-	2 Bremsfangvorrichtung FWA kpl.	2	-	Anlagenspezifisch	-	-
-	2	2 Bremsfangvorrichtung FWL kpl.	1	-	Anlagenspezifisch	-	-

**Zusammenstellung**  
zu Betriebsanleitung mit Aussengehäuse  
FV-Typ: PC24GA, PC24GO, PC24GU

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Zeichnungsnummer  
**24GA-BA51-5**

Massstab 1:25  
Gezeichnet 12.03.14 DH  
Kontrolliert 26.05.15 DH  
Geprüft 26.05.15 HG  
Ersatz für -