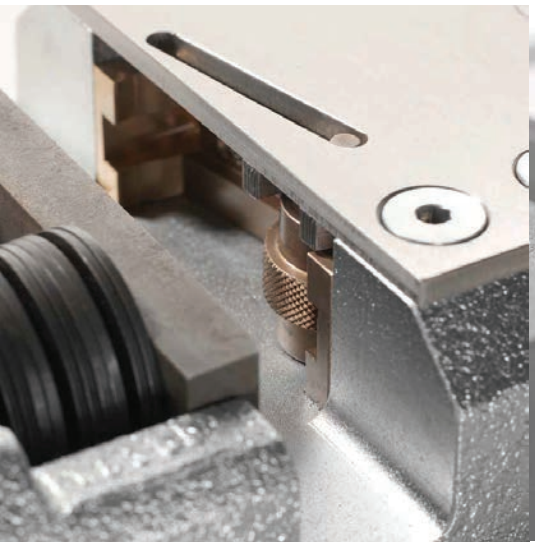
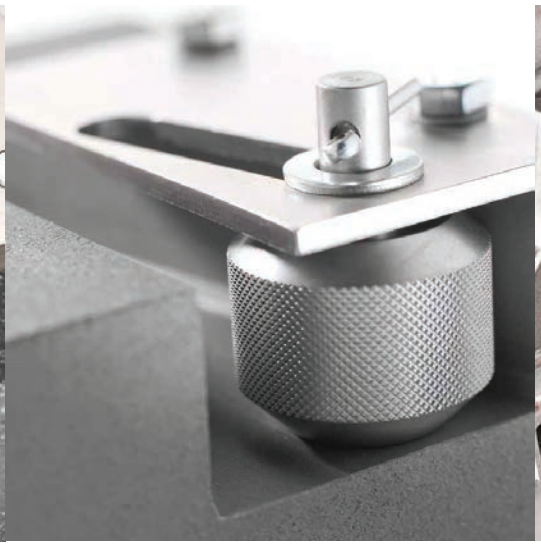
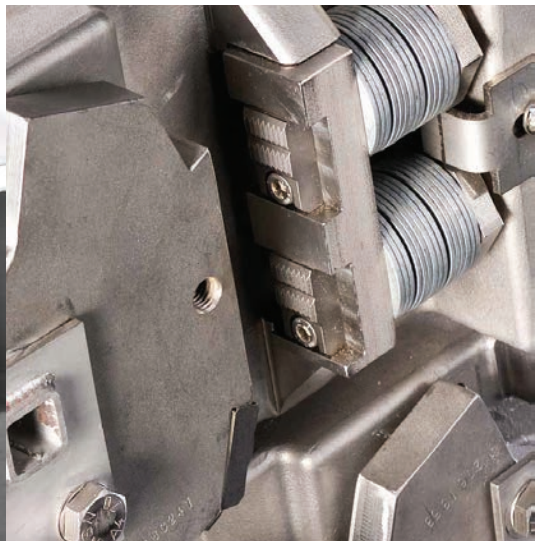
CONSTRUCT LIFTS



Type SG



Type BF



Type RF

SLC

Sautter Lift Components GMBH

PRODUCTS AVAILABLE FROM

Construct Lifts Ltd

Safety Gears

CONSTRUCT LIFTS

SLC

BF Safety Gears

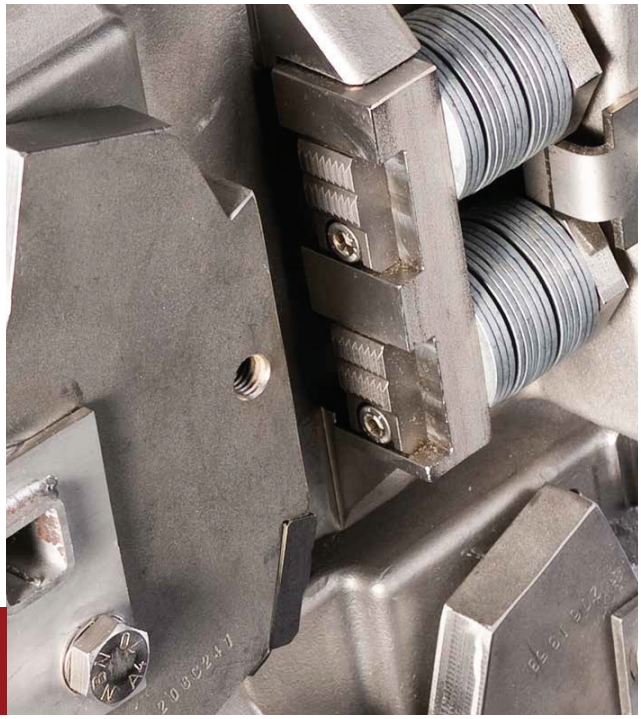
Manufactured to improve safety and save installation time

SLC site-specific safety gears

To minimise additional on-site work, such as drilling or welding, SLC safety gears are designed and manufactured for easy, safe and robust attachment to the existing lift car.

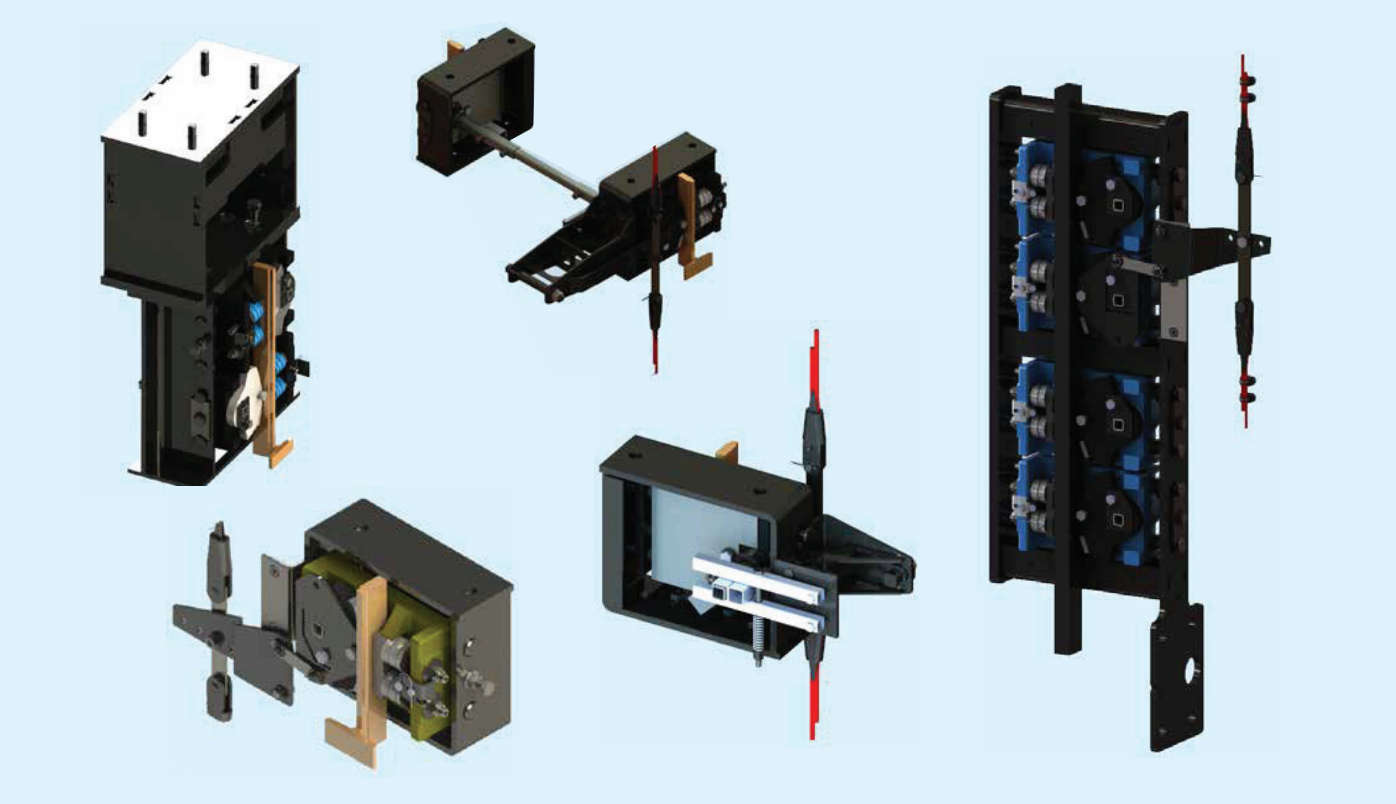
All SLC safety gear outer housings are tailored to individual site-specific, pre-specified requirements. This is achieved by modifying the hole pattern on the standard SLC safety gear housing, adjusting the width and depth of the outer housing individually, or by using special adapter plates for mounting on the car frame.

Additionally, SLC can provide a variety of tripping devices to accommodate the position of the OSG rope.



FLEXIBLE, ROBUST AND RELIABLE

Specialised Applications

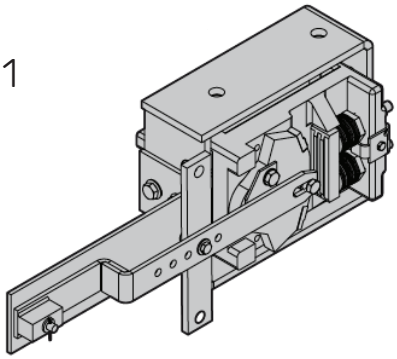


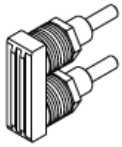
CONSTRUCT LIFTS

SLC

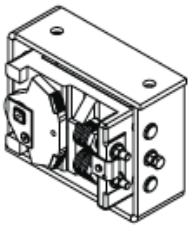
BF

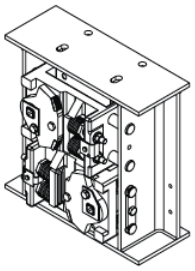
Type 1





Brake Shoe Type 1



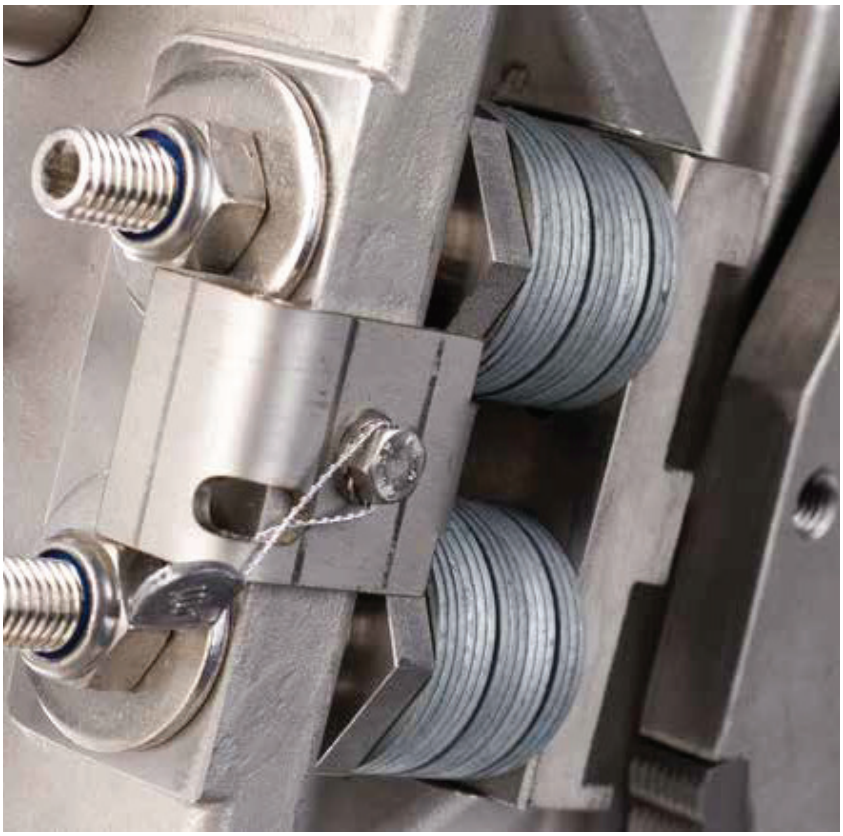


Type 1	Type 1 Single	Type 1 Tandem
Downwards	BF1D-1	BF1D-1/BF1D-1
Up-/Downwards	BF2D-1	BF2D-1/BF1D-1

Manufacture of Rail	Max. tripping speed [m/s]*	Running surface	Total mass (acting downwards) min.-max [kg]	
Drawn	2,16	Dry/Oiled	**530 - 2.633**	**1.060 - 5.266**
Machined	2,62			

Max. Rated speed // max. tripping speed for drawn guide rails:	1, 6 - 1,88 m/s // 2,16 m/s
Max. Rated speed // max. tripping speed for machined guide rails:	2,0 - 2,28 m/s // 2,62 m/s
Minimum running surface width:	20mm
Rail head thickness:	9 - 30 mm

*When used as a braking element part of the protective device against unintentional car movements (acting upwards and downwards), the maximum tripping speed is 2.20 m/s with permissible braking forces between 8,322 N and 41,330 N, or 16,644 N to 82,660 N for the tandem version.

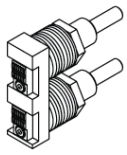


CONSTRUCT LIFTS

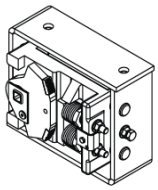
SLC

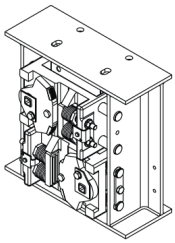
BF

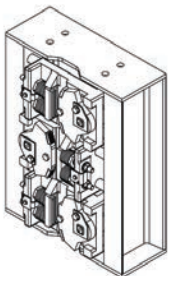
Type 2



Brake Shoe Type 2







	Type 2 Single	Type 2 Tandem	Type 2 Triple
Downwards	BF1D-2	BF1D-2/BF1D-2	BF1D-2/BF1D-2/BF1D-2
Up-/Downwards	BF2D-2	BF2D-2/BF1D-2	BF1D-2/BF1D-2/BF1D-2

Manufacture of Rail	Max. tripping speed [m/s]*	Running surface	Total mass {acting downwards} min.-max [kg]		
Drawn	2,63	Dry	**837 - 2.934**	**1.674 - 5.868**	**2.511 - 8.802**
		Oiled	**805 - 3.380**	**1.610 - 6.760**	**2.415 - 10.140**
Machined	2,63	Dry	**871 - 4.016**	**1.742 - 8.032**	**2.613 - 12.048**
		Oiled	**827 - 3.725**	**1.654 - 7.450**	**2.481 - 11.175**
Machined	3,23	Dry	**871 - 3.364**	**1.742 - 6.728**	**2.613 - 10.092**
		Oiled	**827 - 3.205**	**1.654 - 6.410**	**2.481 - 9.615**

Max. Rated speed // max. tripping speed for drawn guide rails:	2, 0 - 2,29 m/s // 2,63 m/s
Max. Rated speed // max. tripping speed for machined guide rails:	2,50 - 2,81 m/s // 3,23 m/s
Minimum running surface width:	20mm
Rail head thickness:	9 - 30 mm

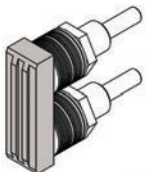
*When used as a braking element - part of the protective device against unintentional car movements (acting upwards and downwards), the maximum tripping speed is 2.20 m/s with permissible braking forces between 12,630 N and 63,000 N, or 25,260 N to 126,000 N for the tandem version and 37,890 N to 189,000 N for the triple version.

Product Advantages

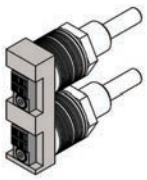
- The inner housing of the BF safety gear is type approved, while the outer housing is not. This allows easy adaptation to your installation with options such as modified hole patterns, adapter plates or modified outer housing.
- The off-centre arrangement of the brake shoes on the turning disc makes it especially easy to release the safety gear after usage (without a rope clamp).
- The use of hard metal sintering material in the brake shoes makes them replaceable and highly wear-resistant.
- We offer solutions for 1-rail, 2-rail and 4-rail systems, also for storage and conveyor technology.
- The BF safety gear is available in both standard and solid stainless-steel versions, suitable for use in hazardous or humid environments found in the chemical or food industry, including a deep-freeze version that can operate down to -45°C.
- The braking forces for downward and upward usage can be infinitely adjusted independently of each other.

Product Range

Type BF

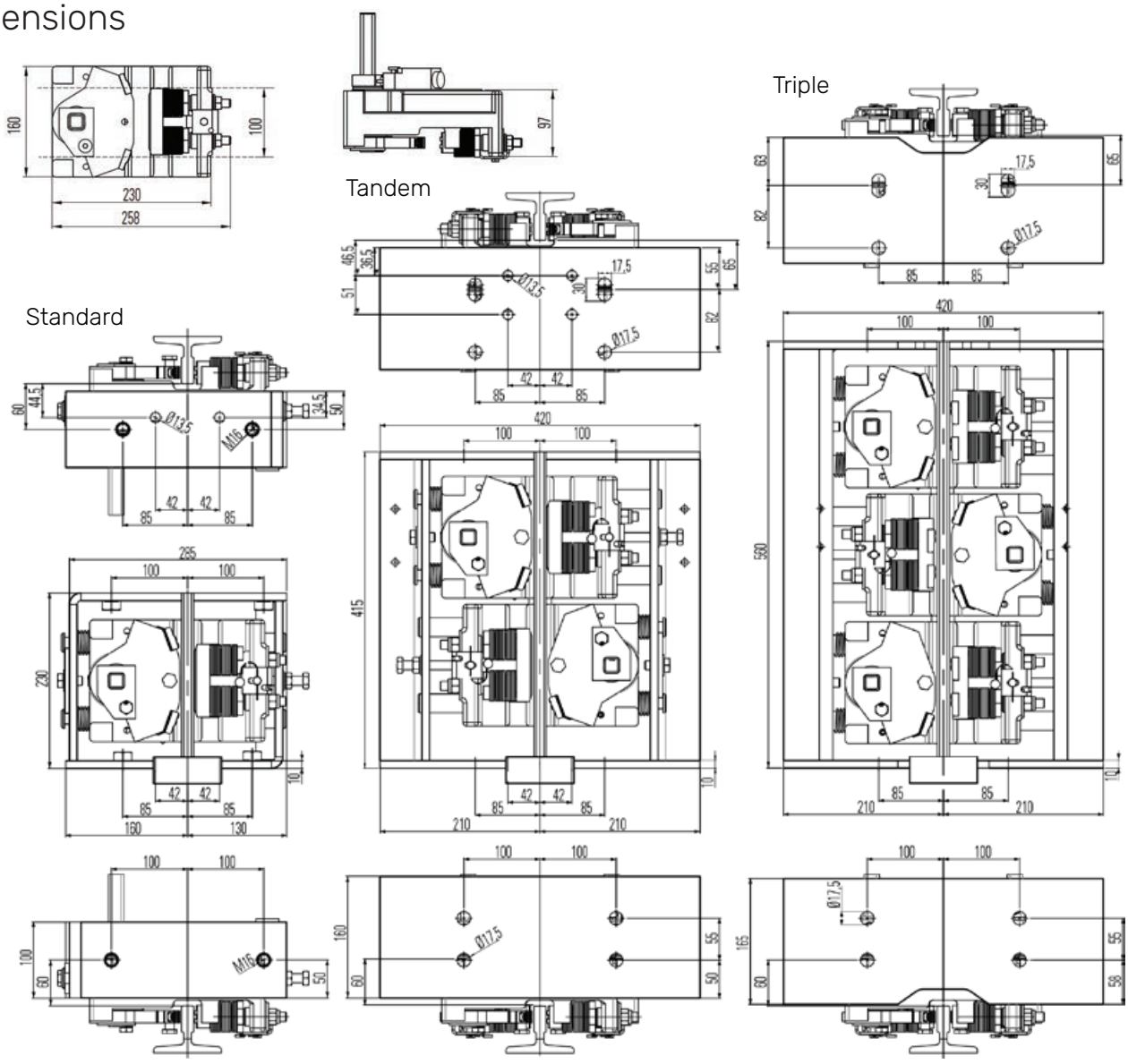


	Downwards	Up/Downwards
Type 1 Standard	BF1D-1	BF2D-1
Type 1 Tandem	BF1D-1/BF1D-1	BF2D-1/BF1D-1



Type 2 Standard	BF1D-2	BF2D-2
Type 2 Tandem	BF1D-2/BF1D-2	BF2D-2/BF1D-2
Type 2 Triple	BF1D-2/BF1D-2/BF1D-2	BF2D-2/BF2D-2/BF1D-2

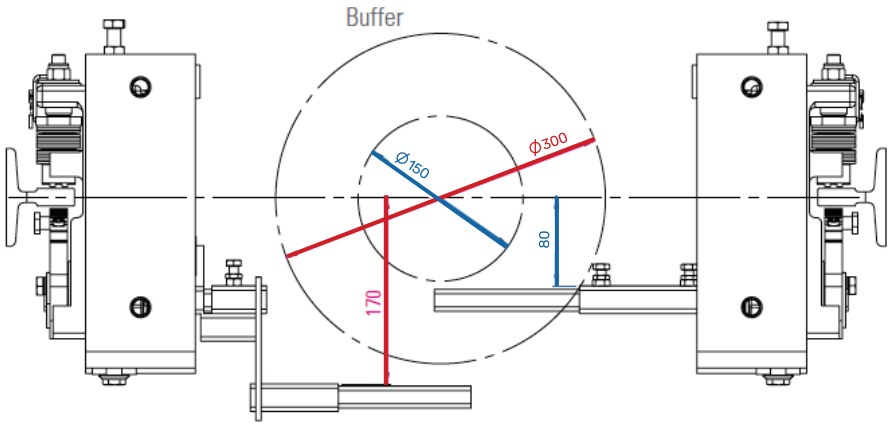
Dimensions



Weight	45kg	100kg	150kg

Type BF

Accessories



Safety gear shaft bracket, cranked

up to buffer diameter
(central arrangement) of max. 300 mm **106.930.270**

Safety gear shaft bracket, straight

up to buffer diameter
(central arrangement) of max. 150 mm **504.010.880**

Safety gear shaft bracket, cranked; elongated

up to buffer diameter
(central arrangement) of max. 400 mm **106.930.274**

Safety gear shaft 20x20x2 with safety gear shaft bracket, cranked

DBG - distance between guides up to 1600 mm
length = distance between guides (DBG) - 360 **506.000.175**

Safety gear shaft 20x20x2 with connecting tube, straight

DBG - distance between guides up to 1600 mm
length = distance between guides (DBG) - 360 **506.000.174**

Safety gear shaft 20x20x2 with safety gear shaft bracket, cranked

DBG larger than 1600 mm **506.000.188**
length = distance between guides (DBG) - 480 **506.000.511**

Safety gear shaft 20x20x2 with connecting tube, straight

DBG larger than 1600 mm **506.000.187**
length = distance between guides (DBG) - 480 **506.000.510**

CONSTRUCT LIFTS

SLC

BF

Accessories

Neutral position

Included in standard scope of delivery for all bi-directional safety gears	**50.100.243**

Packing unit accessory for pull rod

Rope diameter 6.5 mm	**106.850.442**
Rope diameter 8.0 mm	**106.850.441**

Packing unit of mounting parts for standard version

506.000.481

Packing unit of mounting parts for tandem or triple version

506.000.482

Packing unit of brake shoes for replacement

for rotary disc (type 1 and type 2)	**506.000.183**
for counter brake shoe (type 2)	**506.000.104**

Packing unit of distance plates for brake shoes

0.25 mm	**506.000.189**
0.5 mm	**506.000.192**

Roller switch with Locking	**506.000.184**
Roller switch without locking	**506.000.185**
Roller switch EX-version without locking	**506.000.186**

Cable loop

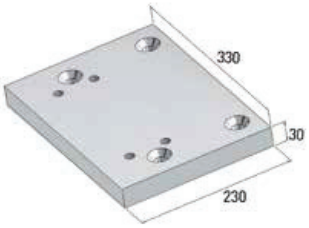
Length = 5 m	**504.014.007**
Length = 8 m	**504.014.008**

CONSTRUCT LIFTS

SLC

BF

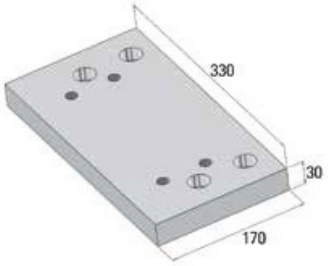
Adapter Plates



ZF II Haushahn adaption

2 adapters with mounting material

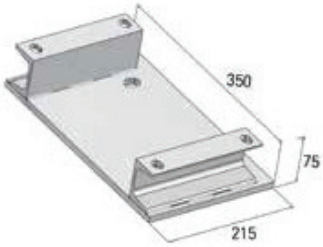
506.000.102



RF II Haushahn adaption

2 adapters with mounting material

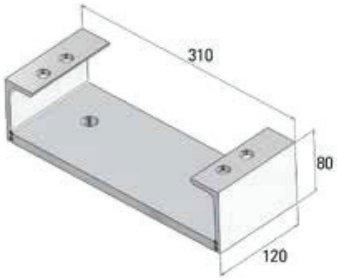
506.000.103



RF-1 or GK1 Schindler adaption

2 adapters with mounting material

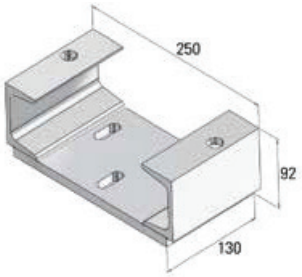
506.000.169



F1 Schindler adaption

2 adapters with mounting material

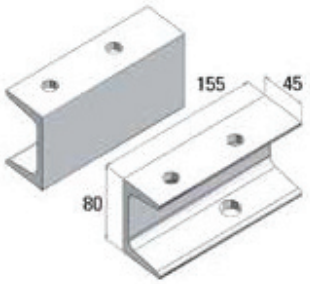
506.000.170



T1 Schindler adaption

2 adapters with mounting material

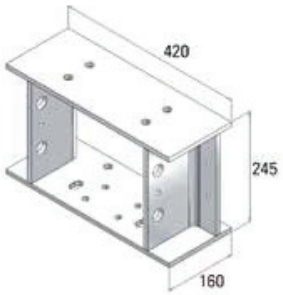
506.000.171



T3BR Schindler adaption

2 x 2 adapters with mounting material

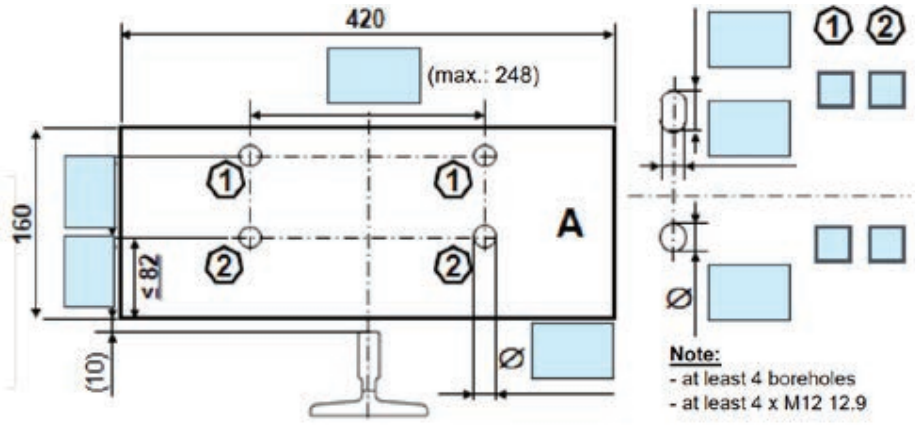
506.000.172



T5BR Schindler adaption

2 x 2 profiles with mounting material

506.000.173



Customized Boreholes

We gladly customise the mounting plates to your requirements

CONSTRUCT LIFTS

SLC

BF

Tripping Devices

The safety gear of the BF series can be connected to the speed limiter rope in different ways:

- With our tripping device, side mounting
- With the tripping device, side mounting and a pull / pressure pipe
- Only with a draw tube for catching downwards

BF Tripping Device, Side Mounting

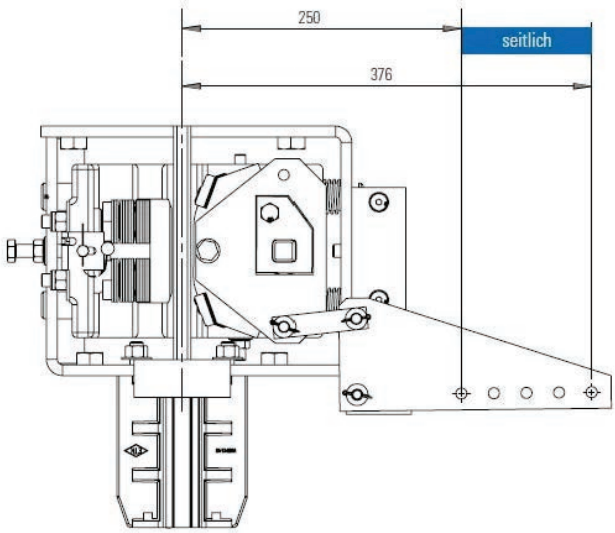
Our standard release for a distance between the speed limiter cable and the center of the guide rail of minimum 240mm and maximum 390mm.

Distance from center of guide rail and first speed governor rope: min. 240 mm and max. 390 mm

106.700.400 Release linkage BF on the side with rope connection (5 – 6.5 mm)

106.700.390 Release linkage BF on the side with rope connection (6 – 8.0 mm)

106.700.392 Release linkage BF on the side, without rope connection S



BF Tripping Device, Side Mounting

If the distance between the speed limiter cable and the center of the guide rail is less than 240mm or greater than 390mm, We recommend a combination with a pull/push pipe.

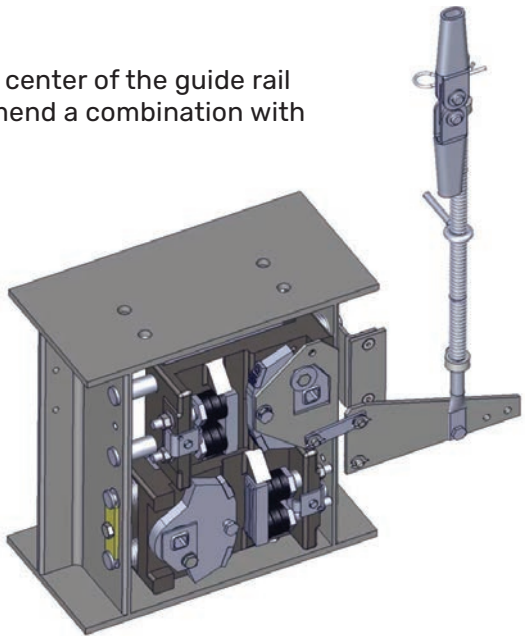
Release linkage, side-mounted in combination with pull / push tube

106.700.392 Release linkage side mounting without rope connection

106.930.259 draw tube L = 3.000mm
or
106.930.260 draw tube L = 1,000mm

106.850.442 PU accessories pull tube 6.5mm

106.850.441 PU belonging to pull tube 8.0mm



CONSTRUCT LIFTS

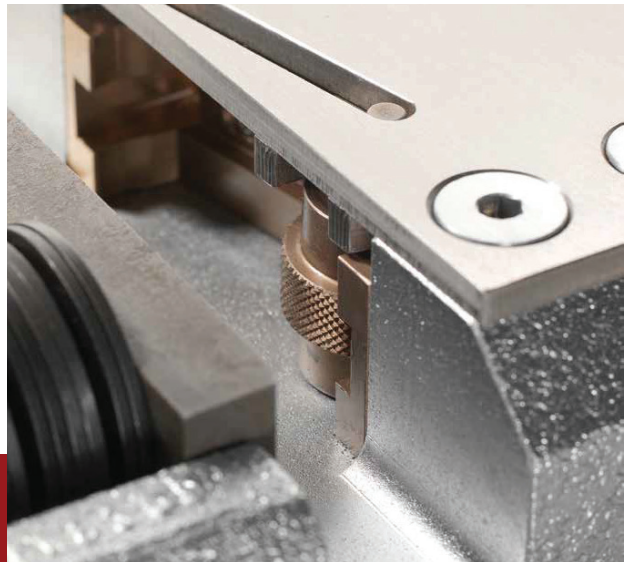
SLC

SG Safety Gears

Suitable for a wide range of car and shaft sizes

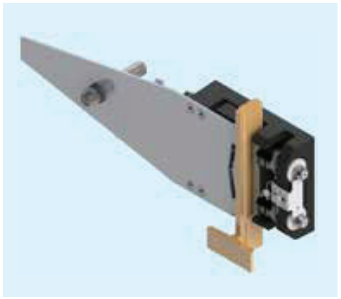
SLC's SG compact safety gear is designed and manufactured to fit small spaces and is suitable for a wide range of shaft sizes including narrow shafts. SLC SG safety gears offer exceptional installation flexibility, only needing a minimum distance of just 19.5 mm (with an air gap of 4 mm) between the guide rail head and the car frame.

The SG safety gear can be installed in various car frame configurations using various different activation solutions.

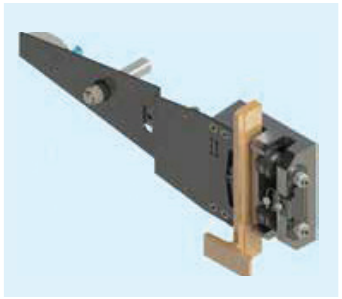


SMALL, POWERFUL, RELIABLE

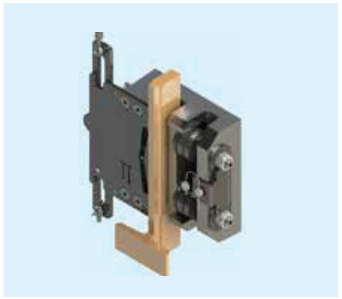
Specialised Applications



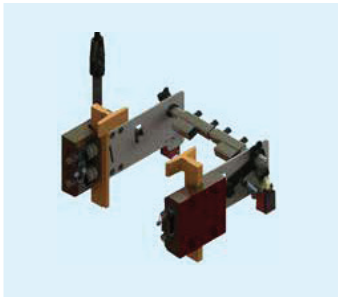
SG2D-1 Variant 1:
Straight release



SG2D-1 Variant 2:
Cranked release

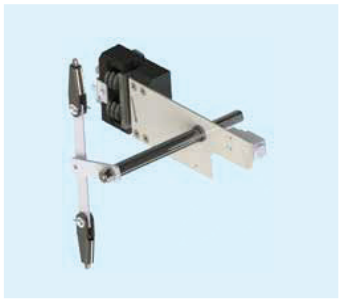


SG2D-1 Variant 2:
Short plate

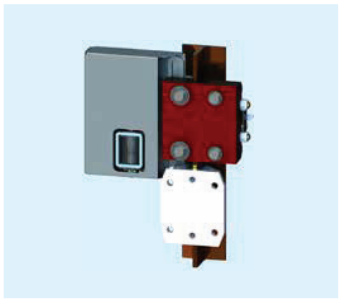


SG1D-1:
Specialised application

SG1D-1:
Tandem version

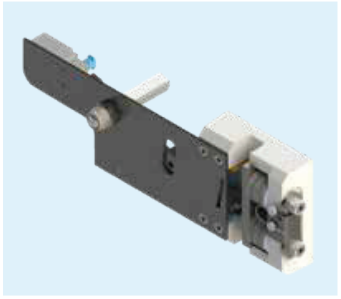


SG1D-1:
Specialised applications

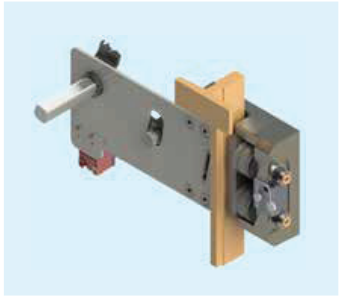


SG1D-1:
Specialised applications

SG1D-1:
Specialised application

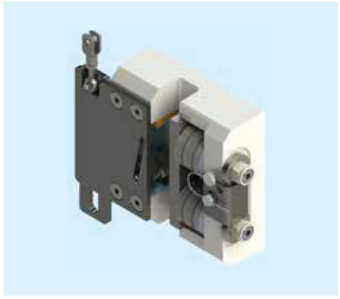


SG1D-1:
Straight release



SG1D-1:
Straight release. short version

SG1D-1:
Cranked release



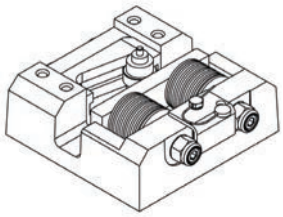
SG1D-1:
Short plate

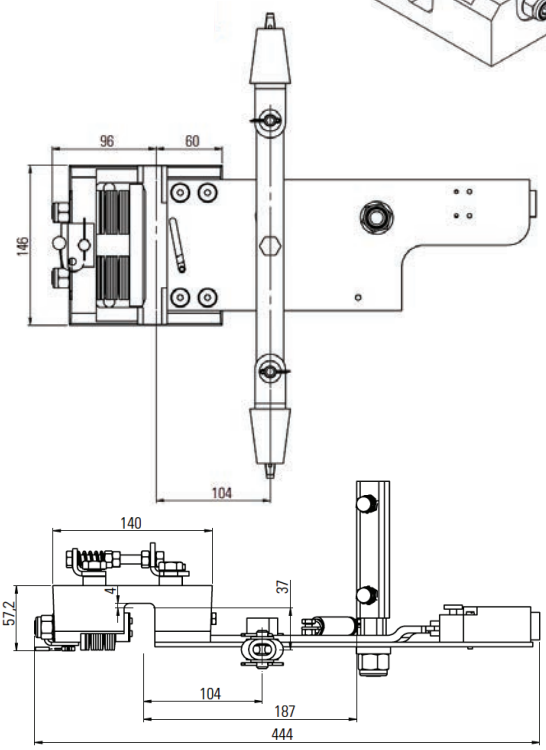
CONSTRUCT LIFTS

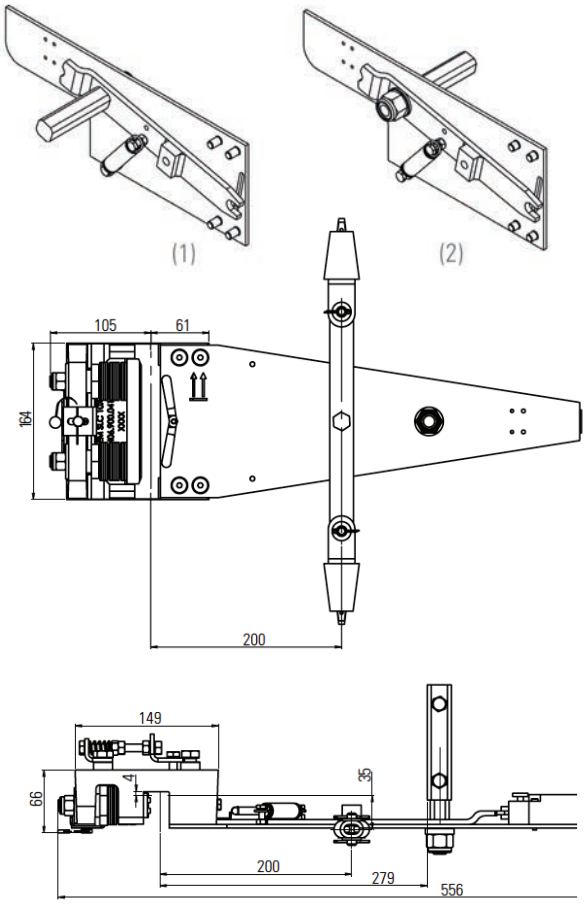
SLC

SG1D-1

Downwards







Manufacture of rail	Surface	Total mass min.-max. [kg]
Machined	Dry	543 - 3,095
	Oiled	5323- 2,935
Drawn	Dry	305 - 2,605
	Oiled	299 - 2,547

Max. rated speed	2.50 - 2.80 m/s
Max. tripping speed	3.23 m/s
Min. running surface width	19 mm
Guide rail head width	5 - 16 mm
Weight	18 kg

Manufacture of rail	Surface	Total mass min.-max. [kg]
Machined	Dry	293 - 2,814
	Oiled	303 - 2,889
Drawn	Dry	303 - 2,489
	Oiled	292 - 2,368

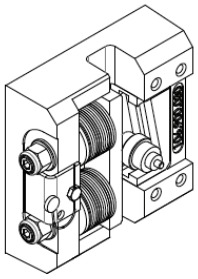
Max. rated speed	2.50 - 2.80 m/s
Max. tripping speed	3.23 m/s
Max. tripping speed (UCM)	2.20 m/s
Min. running surface width	19 mm
Guide rail head width	5 - 16 mm
Weight	23 kg

Characteristics

- Small, compact design (SG1D-1: 140 x 146 x 49,5; SG2D-1: 200 x 164 x 56.5)
- Heavy load combined with high speeds
- Minimum space requirement between guide rail head and car frame attachment: 19.5 mm (4 mm clearance)
- Uniform deceleration due to long spring travel of the disc springs
- Flexible use in systems with guide rails pointing inwards and outwards (MRL, Rucksack).
- Only low forces require d to release the car after usage.
- Multiple options are available for tripping the safety gear, which have been customized to suit various car designs. This enables optimal synchronization.
- Prevevention of unintentional tripping by separate securing of the arresting roller
- Safety gear is type tested without tripping device, allowing flexible installation
- Braking force for usage downwards and upwards can be infinitely adjusted independently of each other with variant 1 of SG2D-1

SG

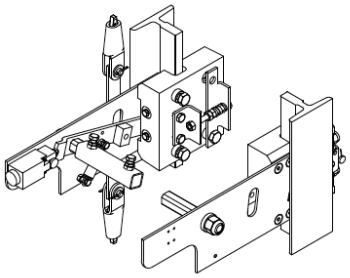
Tripping Devices



Main frame SG1D-1

2 main frames left/right

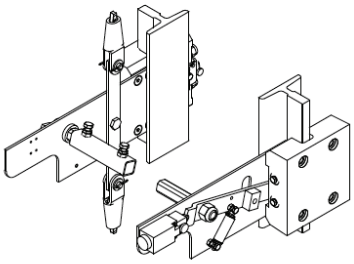
106.000.100



Tripping device straight

Rail head directed in the shaft

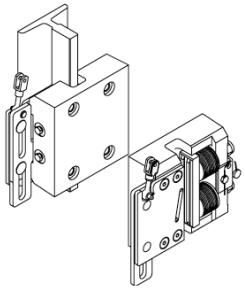
106.700.195



Tripping device straight

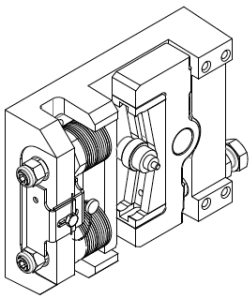
Rail head directed towards the wall

106.700.205



Tripping device straight

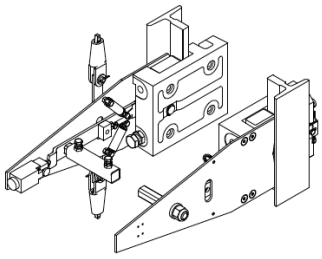
Safety gear shaft with synchronization and roller switch mustbe integrated in car frame



Main frame SG2D-1, version 1

2 main frames left/right

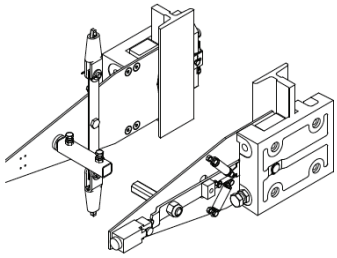
106.000.200



Tripping device straight

Rail head directed in the shaft

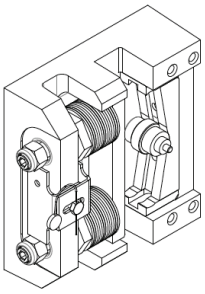
106.700.420



Tripping device straight

Rail head directed towards the wall

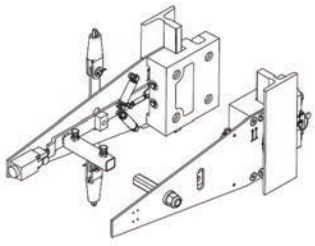
106.700.450



Main frame SG2D-1 short, version 2

2 main frames left/right

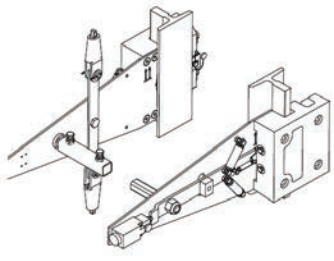
106.000.250



Tripping device straight

Rail head directed in the shaft

106.700.421



Tripping device straight

Rail head directed towards the wall

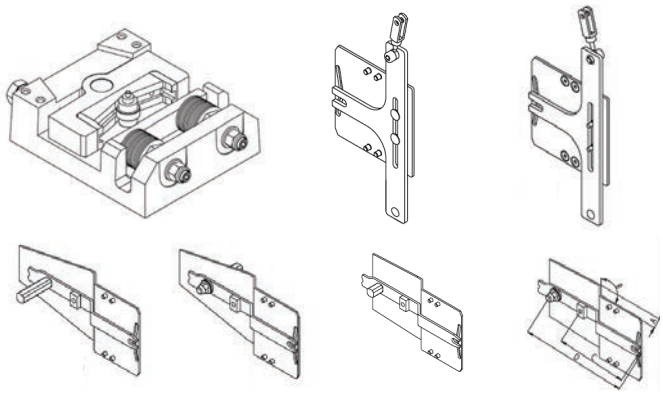
106.700.451

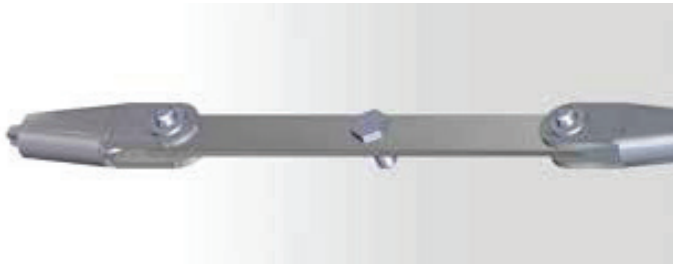
CONSTRUCT LIFTS

SLC

SG

Accessories





Packing unit governor rope accessories

Rope diameter 6.5 mm	**106.950.455**
Rope diameter 8.0 mm	**106.950.456**

Safety gear shaft 20x20x2 with connecting tube, straight

SG1D-1, rail head directed inwards Length = distance between guides (DBG) - 120	**106.700.435**
SG1D-1, rail head directed outwards Length = distance between guides (DBG) - 250	**106.700.434**
SG2D-1, rail head directed inwards Length = distance between guides (DBG) - 130	**106.700.436**
SG2D-1, rail head directed outwards Length = distance between guides (DBG) - 240	**106.700.437**

Mounting parts

For assembly of safety gear at the car frame

Sheet metal thickness 5 mm	**606.700.004**
Sheet metal thickness 6 mm	**606.700.003**
Sheet metal thickness 8 mm	**606.700.001**
Sheet metal thickness 10 mm	**606.700.006**

Neutral position **106.700.192**

2 mounting brackets with mounting material

For SG1D-1 and SG2D-1 version 2	**106.700.251**
For SG2D-1 version 1	**106.700.252**

CONSTRUCT LIFTS

SLC

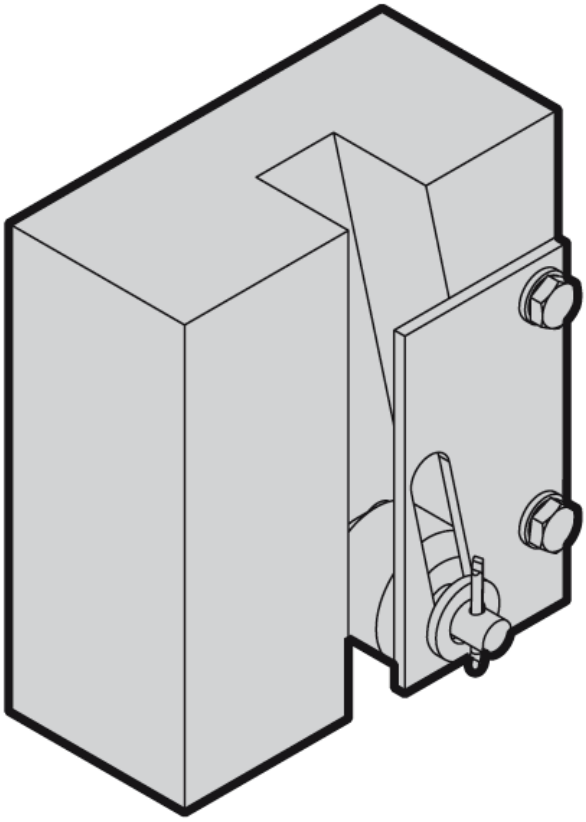
RF Safety Gears

Cost-effective options for slow-moving lifts

According to harmonised standard EN 81-20/50, instantaneous safety gears are permitted for slow-moving lifts with nominal speeds of up to 0.63 m/s and counterweights or counterbalancing weights of up to max. 1 m/s. Safety gears on counterweights or counterbalance weights are required if there are accessible spaces under the shaft (EN 81-20: 5.2.5.4).

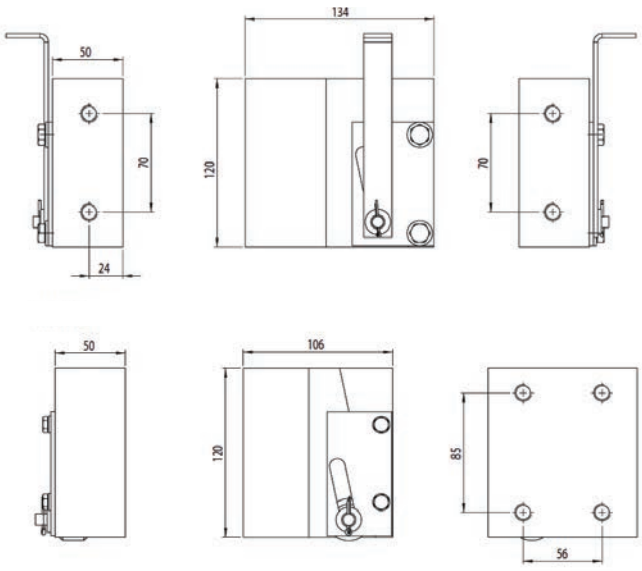
The SLC series of RF safety gears are used in lift and conveyor technology for loads up to 14,000 kg. The instantaneous safety gears according to EN 81-20: 2020 and EN 528: 2021 that SLC manufacturer are available in 6 different versions.

SMALL, POWERFUL, RELIABLE



Our designers will be happy to help you develop application-oriented attachment solutions, including the connection and supply of overspeed governors with tension weights and governor ropes. We can assist you with conveyor and handling technology applications on a single rail or multiple rails, regardless of whether the DBG's (distances between guides) are short or extremely long.

The RF0004 is our latest development with connection dimensions that match the old RF98 used by former company "Liftmateria". The permissible loads, however, clearly exceed their performance data.

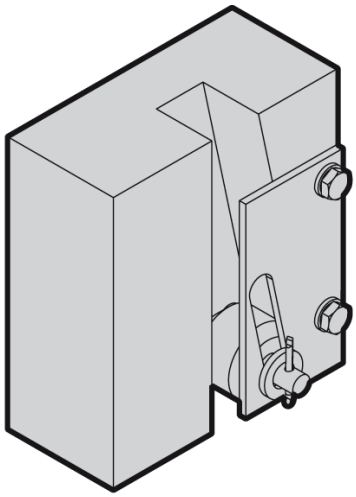


CONSTRUCT LIFTS

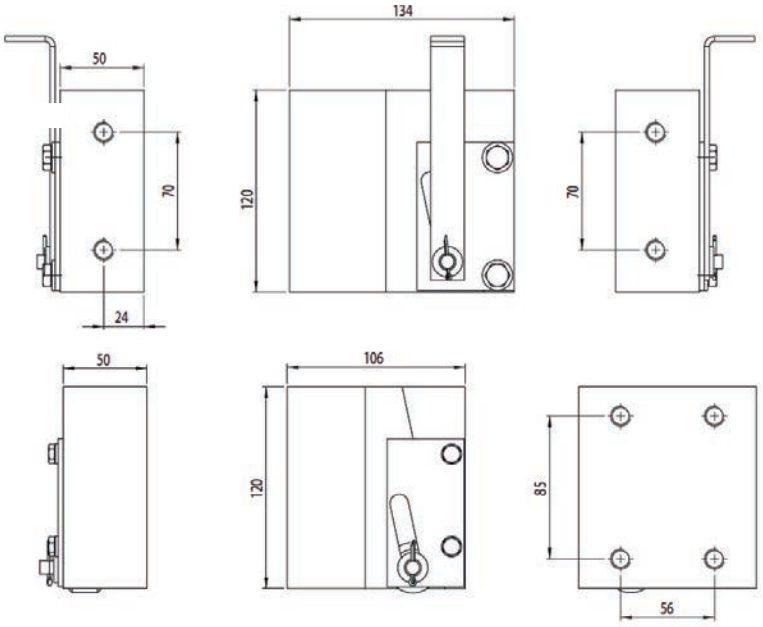
SLC

RF

Downwards



Dimensions



	Dimensions			Tapped holes		Rail	Maximale total mass (kg)			
	Height	Width	Depth	Back	Side		0,2 m/s	0,5 m/s	1,0 m/s	1,65 m/s
RF0001	120	134	50	No	Yes	16		8.891	7.012	4.724
RF0002	120	106	50	Yes	No	9/10		3.264	2.574	1.734
RF0003	160	150	80	Yes	No	16-19		14.462	11.407	7.681
						28,6-31,75		13.338	10.521	7.084
RF0004	120	134	50	Yes	Yes	9/10		7.533	5.942	4.001
						14-16		7.7707	6.079	4.093
RF0010	100	134	50	Yes	Yes	8	2.376	1.262	1.734	
						9	2.046	1.893	1.493	
						10	2.887	2.670	2.106	
						16	3.777	3.494	2.756	
RF0012	80	90	50	Yes	No	5	1.262	1.167	921	

CONSTRUCT LIFTS

SLC

RF0001
Our proven instantaneous safety gear for 16mm rails

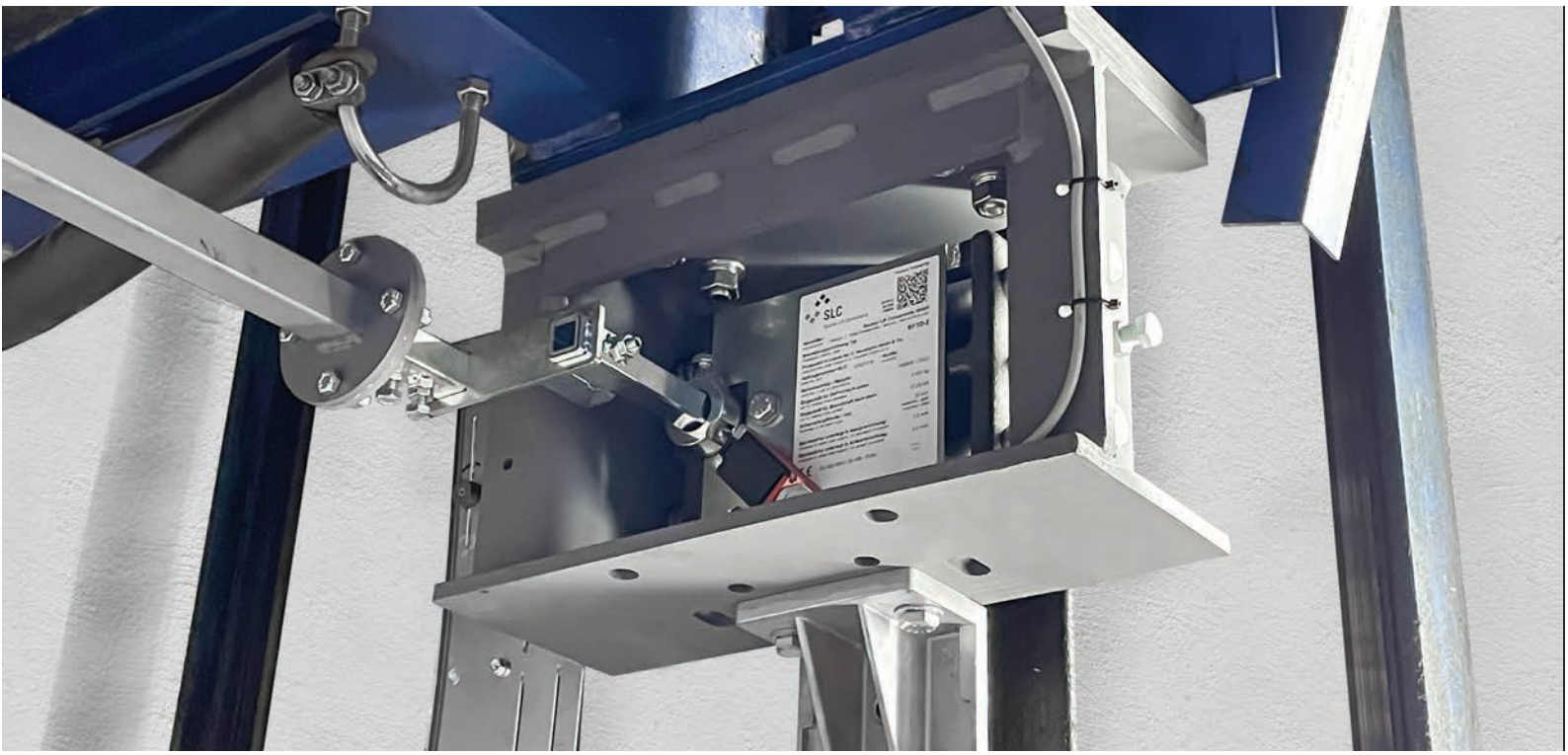
RF0004
Our new safety gear with Liftmaterial-Design (RF98)

RF0012
Our small instantaneous safety gear for 5mm rails

RF0003
Our heavy duty safety gear for jumbo rails

RF0010
Our universal safety gear for 8/ 9/ 10/ 16mm rails

RF0002
Our instantaneous safety gear for counter weights (9/ 10mm)



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