

As a manufacturer of safety components, the company Cobianchi Lifteile AG is responsible for the design and manufacture of the Cobianchi lift catch devices. This operating manual has been created in order to simplify for frame manufacturers and installation companies alike the installation, integration and maintenance of these devices.

This operating manual documents the standard PC11XX design, with connecting shaft and end switch located within the traverse. If the type of design in front of you is different from that described here, please contact your technical office or the design department responsible.

Below you will find important information which is essential in all cases for a faultless installation and operation.

The following drawing must be attached to this operating manual:

Drawing No.	Type of brake catch device	Front elevation, base elevation, side elevation
11DA-BA01-1	PC11DA, PC11DO, PC11UP	Assembly drawing FV with position no.

This manual consists of two text pages (depending on each language) and a drawing. Customer-specific solutions may require different installation procedures. The brake catch devices can be installed at either the top or the bottom of the cabin, taking into consideration the position of the connecting shaft. Please find detailed information in our technical documentation.

**All rights to changes from the standard design described here are reserved.**

**Please note before installation:**

The brake catch device consists of two set up and sealed catch heads. All the performance specifications on the type plates relate to the fitting as a pair. The manufacturing numbers are burned into the catch heads. These numbers must correspond with those on the type plates which are stuck on or attached, and the numbers must be able to be assigned to the equipment number. If this is not the case, then there is a mismatch and the matter has to be referred to your own purchasing department, your engineering, or alternatively directly to the manufacturer.

**The configuration and position of the connecting shaft and the return spring system are the same for the following types of brake catch devices, type PC11DA – double-acting catch device, type PC11DO – downwards-acting catch device and type PC11UP – upwards-acting braking device. The following description can therefore be used for all the types named.**

**1. Installation in accordance with the attached drawing**

**1.1.** The installation of the catch heads is carried out either by means of an installation plate **10** or directly into the catch frame (after consultation with the manufacturer). It is mandatory that the identification mark „Down“ is at the bottom, and that „UP“ is at the top, since the set braking forces in the downwards and upwards directions are different (see type plate). The catch heads must be mounted such that they can be moved sideways. After the screws **21** have been tightened (M8x16, strength category 10.9), these are to be secured by at least a medium strength (Loctite) screw lock fluid, and it must be checked that the base plate **9** can be moved sideways and that this is then moved back again by the flat spring **3** into the start position at the adjustment screw **19** (the adjustment screw **19** is arranged on the side of the fixed brake shoe, the flat spring **3** however on the side of the connecting shaft).

**1.2.** The installation plate **10** can be screwed on by means of the gusset plate **5** or directly onto the catch frame.

The decision on the connection between the gusset plate and the catch frame (traverse, hanging angle) rests with the frame manufacturer.

**1.3.** The trigger linkage can be fitted by means of the support plate **11** directly to the gusset plate **5** or to the catch frame. **Please note:** the position of the connecting shaft must be horizontal and central to the catch device, and the lifter/lifters **1/2** must consequently come to a horizontal resting position.

**1.4.** The force to hold the lifter/lifters **1/2** in the start position (horizontal) can be adjusted by means of the threaded shaft within the compression spring (return compression spring system complete **12**). Depending on the application, the spring can be pre-tensioned further. The basic setting is at 10 mm pre-tensioning.

## 2. Connection

- 2.1. Connect the regulator cable with its cable end connection (cable lock set **18**) to the lifter/lifters **1/2** at the regulator cable attachment.
- 2.2. Wire in the catch switch **15** (230 V, 4 A) and check its function.
- 2.3. Setting: align sideways the position of the catch heads to the rail. Distance of fixed brake shoe to the rail: **1.5 - 2 mm**.
- 2.4. Checking before putting into operation:
  - a) The catch heads must be moved sideways against the flat spring **3** and they must be able to return to the start position through the force of the spring.
  - b) The lifter/lifters **1/2** must be moved in the triggering direction and must return to the start position by means of the return compression system complete **12**. Ease of movement must be ensured.

## 3. Putting into operation

### 3.1. To be noted before the first catch trial:

The rail must always be cleaned of old deposits, rust protection and all types of paint coverings. Most suitable for this are solvent degreasers or brake pad cleaners.

With every PC11XX brake catch device for use on oiled rails there is a green information sticker included. This should be attached in an easily visible position (e.g. on the rail oiler).

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

### 3.2. Triggering forces (nominal values) for engaging the catch device:

These depend on the fastening point of the regulator cable on lifter **1** or **2**, and they are valid where our return spring system complete **12** (with compression spring) has been installed, assuming that the installation recommendations have been observed:

PC11DA, PC11DO, PC11UP	Distance middle rail - middle regulator cable		
	95 mm	117 mm	139 mm
Braking upwards	70 N	90 N	110 N
catching downwards	100 N	120 N	150 N

It must be ensured that the tensile force generated in the limiter cable from the triggered speed limiter is at least twice the required force needed for the engaging of the catch device (and at least 300 N).

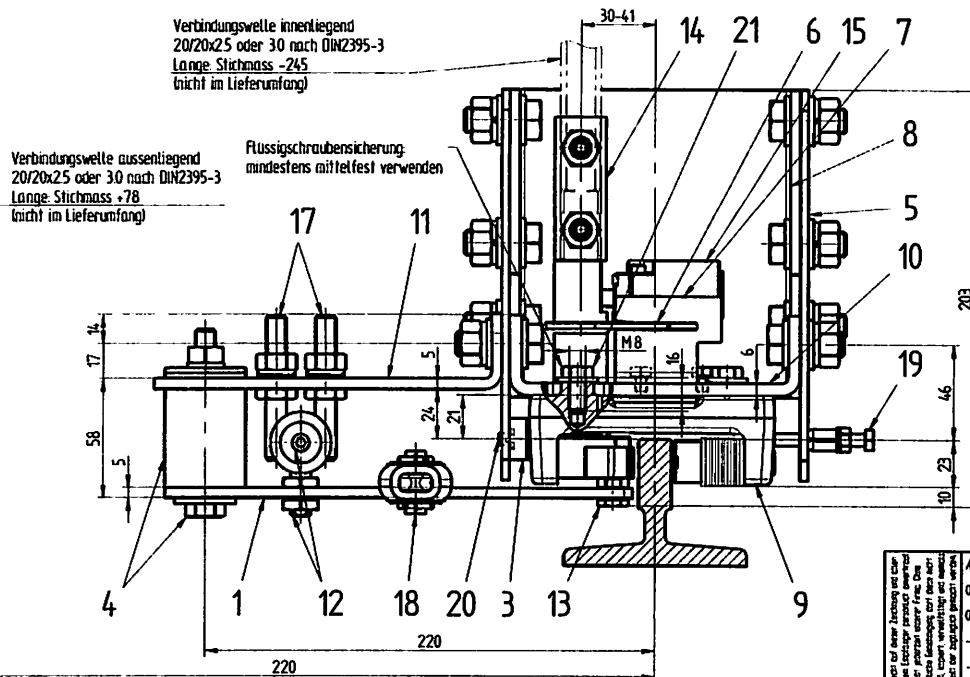
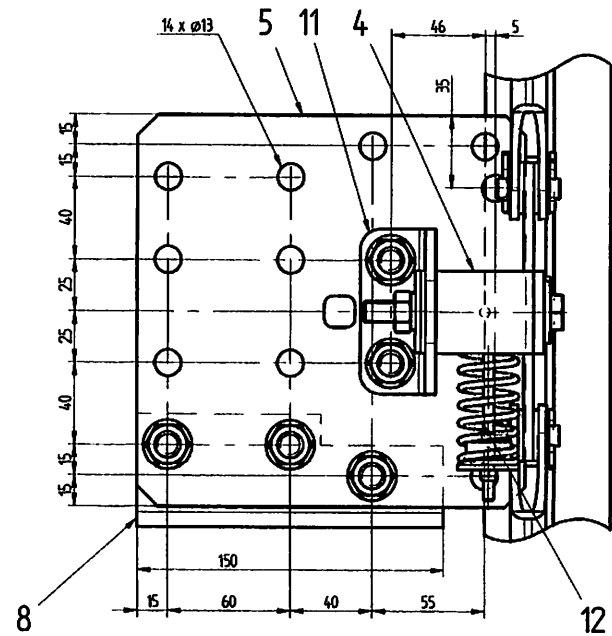
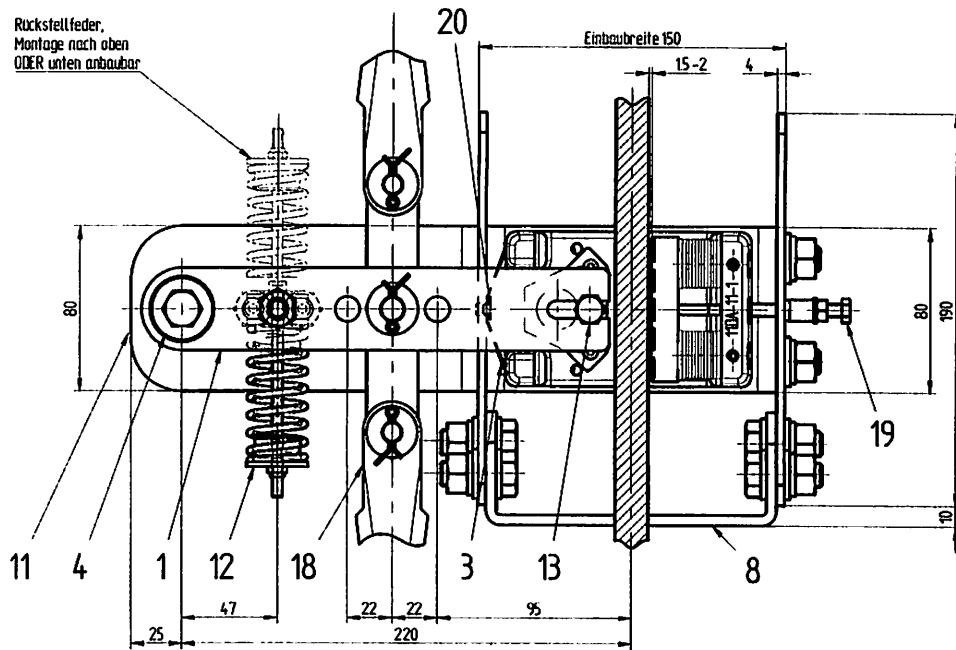
## 4. Maintenance

If the brake catch devices have been installed, the maintenance required is limited to checking the:

- 4.1. **Condition of the rail**, in accordance with the information above on putting into operation.
- 4.2. **Trigger linkage**: synchronous communication of both catch heads, connection of the connecting shaft without any play, and easy and free movement of the lifters in one or both directions.
- 4.3. **Return spring**: present, under pre-tension.
- 4.4. **End switch 15**: electrical/mechanical function, activation ensured.
- 4.5. **Catch heads**: centered, clean. Cabin guides: in fault-free condition, not stretched.
- 4.6. **Fastening**: freely movable base plates **9** on the installation plates **10** or in the catch frame.
- 4.7. **Cleanliness**: to be generally ensured, and particularly with building site lifts, that the catch heads are protected against contamination from plaster, concrete, cement, gravel and similar building materials.  
Dirty or contaminated catch heads must be removed and cleaned.

If these simple instructions are followed, then the safety for the lift user and for the installing company can be significantly increased.

Die Bohrungen in den Knotenblechen (Pos. 5) 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.



FWA Verbindungswelle aussenliegend  
FWI: Verbindungswelle innenliegend  
Technische Änderungen vorbehalten

Stückzahl pro Fangvorrichtungsgarnitur	Pos.	Werkstoff	Modell	Bezeichnungen
8	8	Schr. M8x16 (H8.9) mit U-Scheibe (2mm)	21	
2	2	Schraube M6 zu Blattfeder	20	
2	2	Einstellschraube M6	19	
1	1	Seilverschlussgarnitur	18	FV-30-1Z
2	2	Schaftschraube	17	DA-25-1Z
2	-	Anschlaghülse	16	DA-17-1Z
1	1	Endschalter nicht rastend	15	DA-05-6
-	1	Auslösevierkant kpl.	14	DA-03-3Z
2	1	Schraube	13	44DA-03-1
1	1	Rückzugdruckfedersystem kpl.	12	14DA-25-1Z
2	1	Stützblech 150mm	11	11DA-45-1
2	2	Einbauplatte 150mm	10	11DA-44-1
2	2	Grundplatte	9	11DA-11-2
2	2	Führungsschuhplatte 150mm	8	11DA-40-1
1	1	Endschalterführung	7	11DA-38-2
1	1	Endschalteranbau	6	11DA-38-1
4	4	Knotenblech	5	11DA-19-1
-	1	Hülse kpl.	4	11DA-17-2Z
2	2	Blattfeder 150mm	3	11DA-14-1
2	-	Heber FWA	2	11DA-01-2Z
-	1	Heber FWI	1	11DA-01-1

Änderung (Datum / Index)  
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**Zusammenstellung**  
zu Betriebsanleitung  
FV-Typ: PC11DA, PC11DQ, PC11UP

Massstab 1:25  
Gezeichnet 21.09.11 HG  
Kontrolliert 23.09.15 OH  
Geprüft 23.09.15 HG  
Ersatz für -

Zeichnungsnummer 11DA-BA01-1

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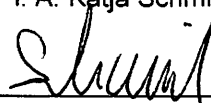
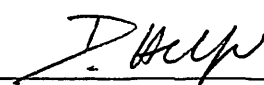
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Cobianchi Liffelle AG

**EU-Konformitätserklärung für Sicherheitsbauteile**  
**EU-Declaration of conformity for safety components**  
**Déclaration de conformité EU pour les composants de sécurité**  
**Dichiarazione di conformità EU per i componenti di sicurezza**

<b>Hersteller / Manufacturer:</b> <b>Fabricant / Produttore:</b>	Cobianchi Lifteile AG Weststrasse 16 CH-3672 Oberdiessbach
<b>Beschreibung / Funktion:</b>	Bremsfangvorrichtung gegen Übergeschwindigkeit abwärts kombiniert mit Bremseinrichtung aufwärts wirkend und Bremsselement gegen unbeabsichtigte Bewegung des Fahrkorbes.
<b>Description / Function:</b>	Progressive safety gear acting in downwards direction with braking device as part of the protection device against overspeed in upwards direction and braking element against unintended car movement.
<b>Préscription / Fonction:</b>	Parachute à prise amortié contre vitesse excessive vers en bas avec dispositif protégeant la cabine qui monte contre une vitesse excessive et élément de freinage contre mouvement de cabine incontrôlée.
<b>Descrizione / Funzione:</b>	Paracadute a presa progressivo contro velocità eccessivo verso in basso con dispositivo contro velocità eccessivo verso in alto e elemento di frenata contro movimenti incontrollati della cabina.
<b>Typ / Type / Type / Tipo:</b>	<b>PC11DA, PC11GA</b>
<b>Seriennummer:</b> <b>Serial number:</b> <b>Numero de série:</b> <b>Numero di fabbricazione:</b>	Siehe Typenschild und Gravur auf Fangkopf see typ plate and engraving on each safety head gardez plaque de fabrication et gravure vedi sulla targhetta e incisione
<b>Baujahr / Year of manufacture:</b> <b>Année de construction / Anno di fabbricazione:</b>	Siehe Typenschild / visible on type plate visible sur plaque de caractéristique / vedi targhetta
<b>Harmonisierte Normen / Harmonized standards:</b> <b>Normes harmonisées / Norme armonizzate :</b>	EN 81-20/50: 2014
<b>Richtlinie / Directive / Directive / Direttiva:</b>	2014 / 33 / EU
<b>Benannte Stelle der Baumusterprüfung:</b> <b>Notified Body carried out EC certificate:</b> <b>Organisme agréé / Organismo autorizzato:</b>	TÜV-SÜD Industrie Service GmbH Westendstrasse 199 D-80686 München
<b>Kennnummer / Identification number:</b> <b>numéro d'identification / numero di identificazione:</b>	0036
<b>Bescheinigung Nr. / EC certificate nr.:</b> <b>No. d'attestation / no. di certificato:</b>	EU-SG 868
<b>Q-Systemüberprüfung erfolgt durch:</b> <b>Quality production check / System de qualité vérifié:</b> <b>Organismo per controllo sistema:</b>	TÜV-SÜD Industrie Service GmbH Westendstrasse 199 D-80686 München
<b>Kennnummer / Identification number:</b> <b>Numéro d'identification / Numero di identificazione:</b>	0036
<b>Ausgabedatum / Date of issue / Publié / Rilasciato:</b>	Oberdiessbach, 11.07.2016
<b>Bestätigt / Confirmed / Confirmée / Confermato:</b>	<b>COBIANCHI LIFTTEILE AG</b>

Zentralsekretariat  
i. A. Katja Schmid

Entwicklung  
i. A. Dominik Helfer

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<b>Descrizione / Funzione:</b>	Paracadute a presa progressivo / dispositivo di frenata contro velocità eccessivo singolo senso e elemento di frenata contro movimenti incontrollati della cabina.
<b>Typ / Type / Type / Tipo:</b>	<b>PC11DO, PC11UP, PC11GO, PC11GU</b>
<b>Seriennummer:</b> <b>Serial number:</b> <b>Numero de série:</b> <b>Numero di fabbricazione:</b>	Siehe Typenschild und Gravur auf Fangkopf see typ plate and engraving on each safety head gardez plaque de fabrication et gravure vedi sulla targhetta e incisione
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