



GIVE US A VISIT!

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Components that make you move

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COMPONENTS THAT MAKE YOU MOVE SLC PRODUCTS

AT A GLANCE

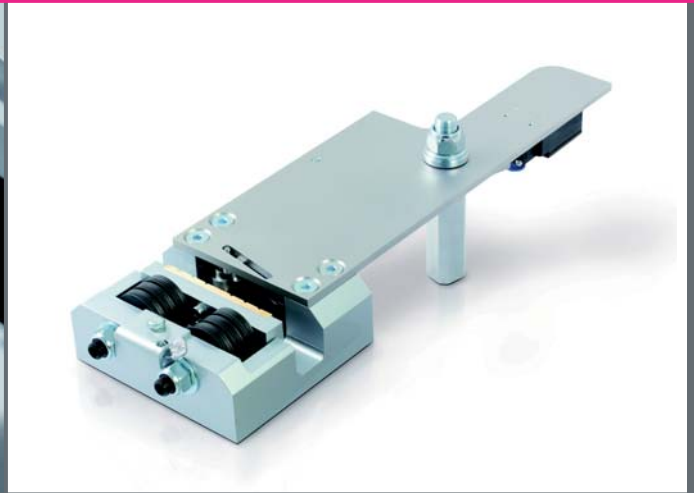


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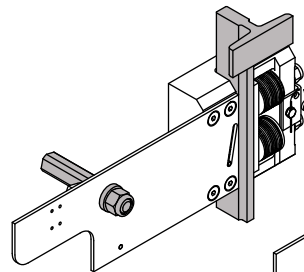
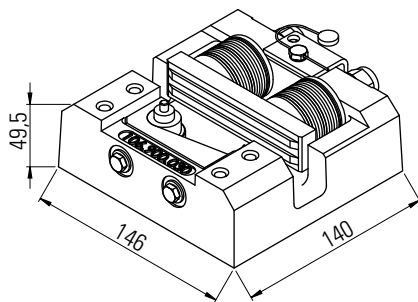
- › Progressive safety gear type SG
- › Progressive safety gear type BF | new tripping lever
- › Instantaneous safety gear type RF
- › Worm gear type SWG
- › Worm gear type AM
- › Safety brake system EN 81
- › Cabin and shaft sliding door LOGOS
- › Overspeed governor GB 260
- › Overspeed governor HJ 200 / 250 / 300
- › Lift controller LC 2005
- › COP and LOP
- › Frequency inverter type Unidrive SP
- › Frequency inverter with and without contactor
- › Frequency inverter DYN 2000 PLUS
- › Frequency inverter as replacement for old appliances
- › Lift without counterweight
- › Lift car frame type CF

PROGRESSIVE SAFETY GEAR TYPE SG1D-1

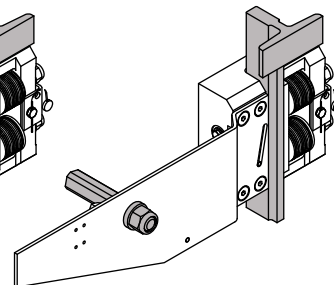
WE CATCH YOU



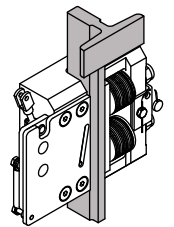
DIMENSIONS | VARIANTS



Tripping device straight



cranked standard / order-bound



Short plate

APPLICATION FIELD

Manufacture of rail	Running surface	Total mass min.-max. [kg]
machined	dry	550 - 3,090
	oiled	530 - 2,930
drawn	dry	310 - 2,600
	oiled	300 - 2,540
Max. rated speed		2.50 - 2.80 m/s
Max. tripping speed		3.23 m/s
Min. running surface width		19 mm
Blade width		5 - 16 mm

FEATURES

- › Safety device acting in downward direction
- › Small size, compact dimensions (140/146/49.5 mm)
- › Heavy load combined with high speed
- › Smooth deceleration by long spring travel of disk springs
- › Flexible application in lifts with internal and external guide rails (MRL, cantilever sling lift)
- › Only low forces required to release the safety gear
- › An extra protection of the safety gear roller prevents accidental tripping
- › The safety gear is type-examination tested without tripping device, this allows flexible assembly
- › Various accessories and spare parts



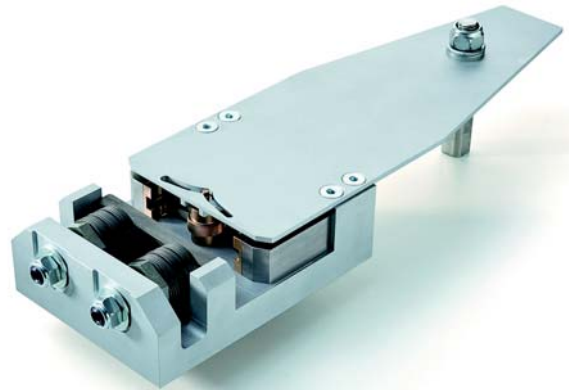
SLC

Sautter Lift Components

Please find further information in our product brochure 'Safety gears by SLC'

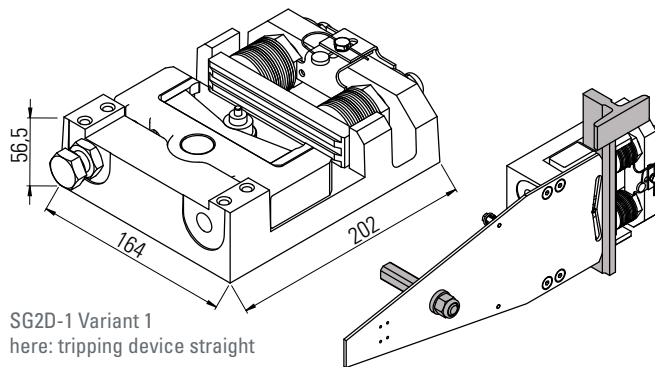
PROGRESSIVE SAFETY GEAR TYPE SG2D-1

WE CATCH YOU

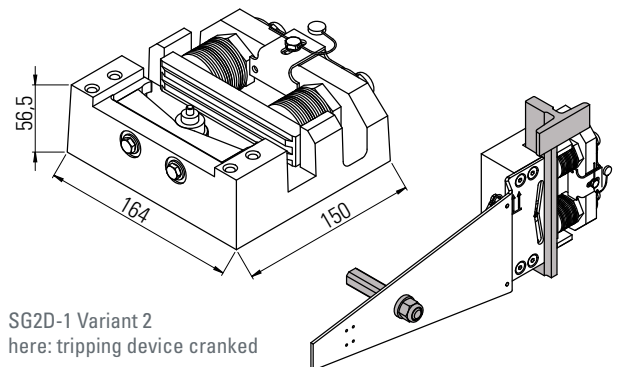


Meets the requirements
acc. to EN 81-1 Amendment 3

DIMENSIONS | VARIANTS



SG2D-1 Variant 1
here: tripping device straight



SG2D-1 Variant 2
here: tripping device cranked

APPLICATION FIELD

Manufacture of rail	Running surface	Total mass min.-max. [kg]
machined	dry	310 - 2,480
	oiled	300 - 2,360
drawn	dry	300 - 2,810
	oiled	310 - 2,880
Max. rated speed		2.50 - 2.80 m/s
Max. tripping speed		3.23 m/s
Min. running surface width		19 mm
Blade width		5 - 16 mm

FEATURES

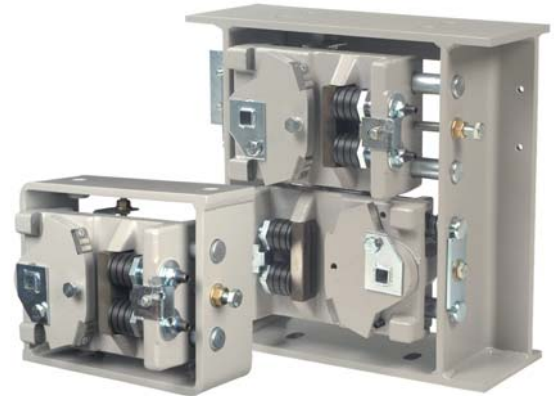
- › Safety device acting in up -and downward direction
- › Small size, compact dimensions
- › Heavy load combined with high speed
- › Smooth deceleration by long spring travel of disk springs
- › Flexible application in lifts with internal and external guide rails (MRL, cantilever sling lift)
- › Only low forces required to release the safety gear
- › An extra protection of the safety gear roller prevents accidental tripping
- › The safety gear is type-examination tested without tripping device, this allows flexible assembly
- › Various accessories and spare parts

Please find further information in our product brochure 'Safety gears by SLC'



PROGRESSIVE SAFETY GEAR TYPE BF

WE CATCH YOU



Meets the requirements
acc. to EN 81-1 Amendment 3

APPLICATION FIELD

	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])	
machined/drawn	2.16	dry/oiled	530 - 2,630	1.060 - 5,260
machined	2.62			
Max. rated speed drawn			1.6 - 1.88 m/s	
Max. rated speed machined			2.0 - 2.28 m/s	

	downwards		BF1D-2	BF1D-2/BF1D-2	BF1D-2/BF1D-2/BF1D-2
	up-/downwards		BF2D-2	BF2D-2/BF1D-2	BF2D-2/BF2D-2/BF1D-2
Manufacture of rail	Max. tripping speed [m/s]	Running surface	Total mass (acting downwards min.-max. [kg])		
machined	2,63	trocken	880 - 4,010	1,750 - 8,030	2,620 - 12,040
		geölt	830 - 3,720	1,660 - 7,450	2,420 - 11,170
drawn	2,63	trocken	840 - 2,930	1,680 - 5,860	2,520 - 8,800
		geölt	810 - 3,380	1,610 - 6,760	2,420 - 10,140
machined	3,23	trocken	880 - 3,360	1,750 - 6,720	2,620 - 10,090
		geölt	830 - 3,200	1,660 - 6,410	2,420 - 9,610
Max. rated speed drawn			2.0 - 2.29 m/s		
Max. rated speed machined			2.5 - 2.81 m/s		

FEATURES

- › Safety device acting in one direction (downward) or in two directions (up-/downwards)
- › Minimum running surface width 20 mm, blade width 9 -16 mm
- › Extendable as modular system with one standardised mounting dimension
- › Distance plates under the brake shoes allow fine adjustment on-site
- › Extremely high wear resistance by sintered brake shoes made of hard metal
- › Brake shoes replaceable
- › Independent and continuously variable adjustment of braking force up- and downwards
- › Easy releasing of the safety gear by excentric arrangement of the braking device
- › Safety gear is type-examination tested without housing, this allows flexible assembly
- › Special version in stainless steel
- › Various accessories and spare parts

Please find further information in our product brochure 'Safety gears by SLC'

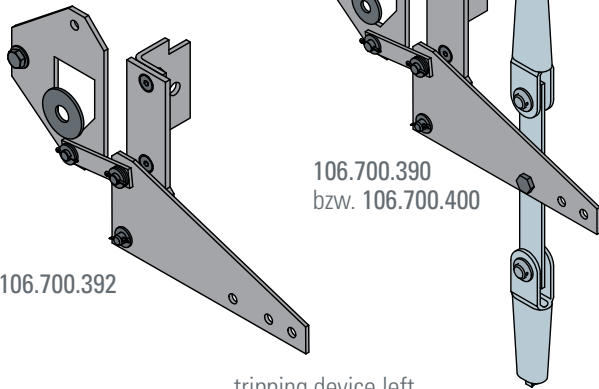


PROGRESSIVE SAFETY GEAR TYPE BF TRIPPING DEVICE

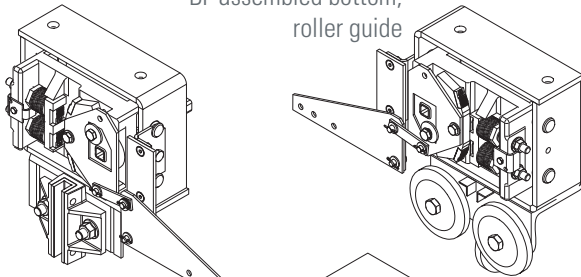
OPTIMISED TRIPPING

MOUNTING EXAMPLES

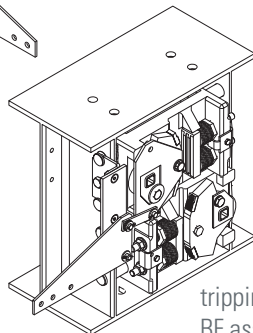
SIDE-MOUNTED



tripping device left,
BF assembled bottom,
roller guide

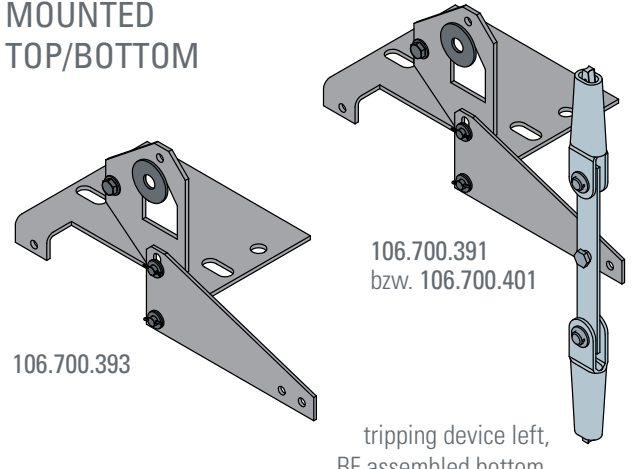


tripping device right,
BF assembled bottom,
sliding guide

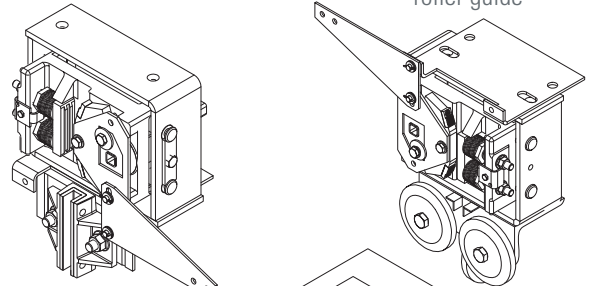


tripping device left,
BF assembled bottom

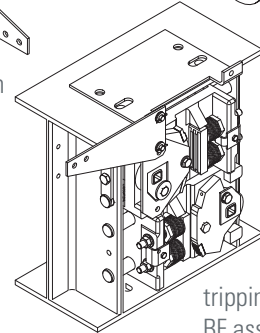
MOUNTED TOP/BOTTOM



tripping device left,
BF assembled bottom,
roller guide



tripping device right,
BF assembled bottom
sliding guide



tripping device left,
BF assembled bottom

ADVANTAGES

- › The increase of the release force (multiplier 2) assures a reliable function for braking upwards
- › Various versions (top, bottom, side-mounted) allow an easy and flexible assembly without interference of function, depending on the existing situation on site
- › The new tripping device can also be mounted easily at existing safety gears of our BF-series (no drilling, no welding)

SCOPE OF DELIVERY

- › Delivery as packing unit or mounted completely, with or without connection to governor rope
- › **BF Standard I Tandem:**

Side-mounted with connection to governor rope	6-8 mm	106.700.390
Side-mounted with connection to governor rope	5-6,5 mm	106.700.400
Side-mounted without connection to governor rope		106.700.392
Mounted top/bottom with connection to governor rope	6-8 mm	106.700.391
Mounted top/bottom with connection to governor rope	5-6,5 mm	106.700.401
Mounted top/bottom without connection to governor rope		106.700.393
- › **BF Triple:**

Assembly with connection to governor rope	6-8 mm	106.700.396
Assembly with connection to governor rope	5-6,5 mm	106.700.402
Assembly without connection to governor rope		106.700.397



Sautter Lift Components

Please fill in our inquiry sheet of the tripping device for pre-assembly factory-made.

INSTANTANEOUS SAFETY GEAR TYPE RF

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APPLICATION FIELD

	RF0001	RF0002
Tripping speed [m/s]	Max. total mass [kg]	Max. total mass [kg]
0.5	8,890	3,260
0.6	8,550	3,140
0.7	8,180	3,000
0.8	7,800	2,860
0.9	7,400	2,720
1.0	7,010	2,570
1.1	6,620	2,430
1.2	6,230	2,290
1.32	5,800	2,130
1.65	4,720	1,730
Max. rated speed car	0.63 m/s	0.63 m/s
Max. rated speed counterweight	1.00 m/s	1.00 m/s
Max. tripping speed car	1.00 m/s	1.00 m/s
Max. tripping speed counterweight	1.65 m/s	1.65 m/s
Running surface width	28 mm	28 mm
Blade width	16 mm	9 -10 mm

FEATURES

- › Compact size
Dimension RF0001: 134 x 120 x 50
Dimension RF0002: 106 x 120 x 50
- › Tripping is effected by the overspeed governor or a slack rope
- › Suited for mounting at the counterweight (particularly RF0002)

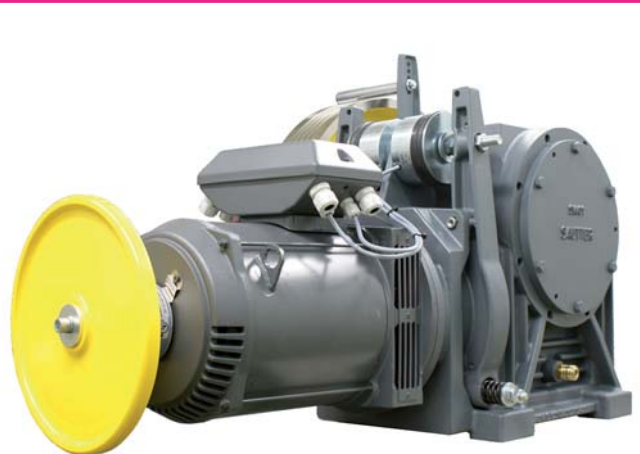


Please find further information in our product brochure 'Safety gears by SLC'

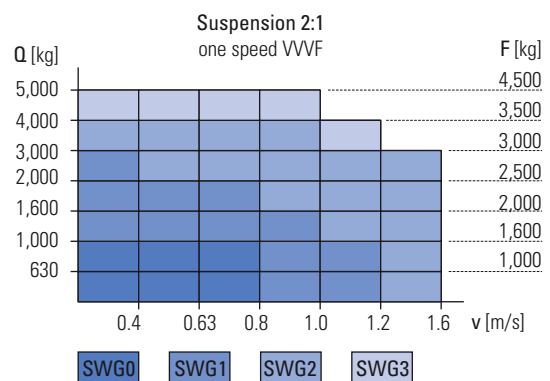
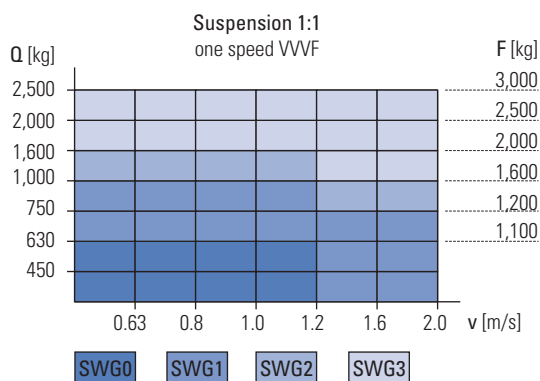
Subject to technical modifications

GEAR MACHINE TYPE SWG 0-3

STRONG GEAR!



APPLICATION FIELD



FEATURES

- › Quality: Product „Made in Germany“ with high running-smoothness, caused by an optimised gear geometry
- › Easy change of traction sheave: simple, quick and without special tool because of conical seat
- › Low maintenance: roller bearings of high quality, use of synthetic oil to increase durability and efficiency
- › Internal development, manufacturing and quality assurance according to ISO 9001:2008 as well as to Lifts Directive 95/16/EG, Annex XIII
- › Wide motor range: one speed VVVF, dual-speed AC2
- › High static loads: use of high-tensile alloy steel with a high fatigue strength under reversed bending stresses for the main shaft allows high axle loading with high safety coefficients
- › Matched drive system from one source: consisting of high quality gear box, special lift motor, thru-bore encoder and Control Techniques frequency inverter with radio interference filter and brake resistor
- › As authorised Drive Partner of market leader Control Techniques SLC is well prepared for both - technical dimensioning and supplying customers with tailor-made drive solutions.

ACCESSORIES | CUSTOMISED SOLUTIONS

- › Safety brake (ascending car overspeed protection)
- › Machine frame as flat or elevated frame (I-Beams, IPB-series), with/without pulley, in standardised design or tailor-made
- › All gears are also available as part-EX-version



Please find further information in our product brochure „Gear machines by SLC“

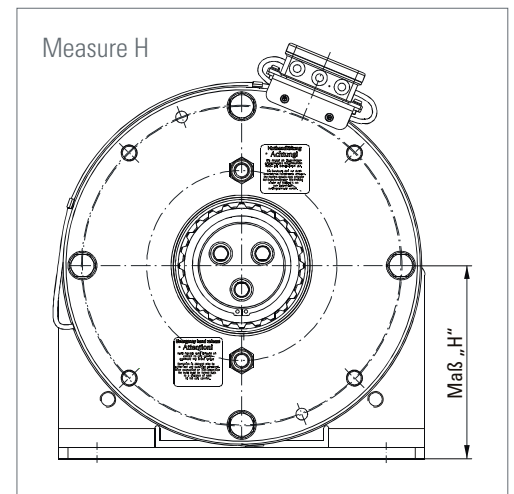
SAFETY BRAKE SAFETY BRAKE SYSTEM EN 81

STRONG GEAR!



APPLICATION FIELD

Size	Braking torque allowed [Nm]	Weight [kg]	Ø outside [mm]	Measure H [mm]	Sound pressure level [db(A)]
1	600 - 1,200	46	329	180	< 50
2	980 - 1,800	63	370	200	< 50
3	1,350 - 2,300	79	415	225	< 50



FEATURES

- › Refitting-system for preventing an overspeed of the car in upwards direction
- › Optimal aligned to the gear machines of our AM series
- › Demands of EN 81 are completely met by assembly of the side of the traction sheave
- › Quick and easy assembly:
 - brake factory-preset
 - delivery contains all necessary mounting parts
 - minimal drilling required
 - standardised electrical interface (optionally)
- › Low-noise operation, continuously silent
- › Maintenance-free
- › Electrical release monitoring switch

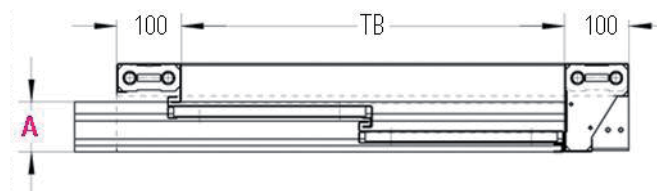
CAR AND SHAFT SLIDING DOOR TYPE LOGOS

NO FEAR OF FIRE



APPLICATION FIELD

Door type		door width [mm]	door height [mm]	sill width A [mm]
2T	2-parts, telescope 2TR right opening 2TL left opening	700 - 1,400	2,000 - 2,500	78
3T	3-parts, telescope 3TR right opening 3TL left opening	800 - 2,000	2,000 - 2,500	117
2C	2-parts central opening	700	2,000 - 2,400	39
		800 - 1,400	2,000 - 2,500	
4CT	4-parts central opening	900	2,000 - 2,300	78
		1,000 - 2,500	2,000 - 2,500	
6CT	6-parts central opening	1,300	2,000 - 2,300	117
		1,400 - 2,500	2,000 - 2,500	



FEATURES

- › Compact construction (architrave in rough opening)
- › Emergency unlocking in the door frame
- › Electrogalvanised, powder-coated, plated with stainless steel or made of glass
- › Door panels insusceptible to shock by clam-shell door panels
- › Linear door drive for high closing and opening speed
- › Door monitoring by light barrier, light curtain optionally
- › Electrical and mechanical cabin door lock optionally (distance to wall > 150 mm)
- › Fire protection according to DIN 18091: F90
- › Fire protection according to EN81-58: E120, EW60, EI60
- › Modernisation solution:
dust-free modernisation, the clean solution for the modernisation of sliding doors



SLC
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OVERSPEED GOVERNOR TYPE GB260

OPTIMISED TRIPPING



APPLICATION FIELD

Max. rated speed	6.96 m/s
Max. electrical pre-disconnection approx. 93% tripping speed (interruption of safety circuit)	7.44 m/s
Max. tripping speed (mechanical engagement)	8.00 m/s
Dimensions (height x width x depth)	350 x 310 x 250 mm
Weight	20 kg

FEATURES

- › For both rotating directions
- › Installation in shaft or machine room
- › Friction clutch prevents damage of the governor rope
- › U-groove: diameter 300 mm, hardened or not hardened for governor rope (diameter 6.5 resp. 8.0 mm)
- › Test groove: diameter 240 mm (ratio diameter working groove and test groove: 1.25)



OVERSPEED GOVERNOR TYPE HJ 200/250/300

OPTIMISED TRIPPING



APPLICATION FIELD

TYPE 200	Braking direction	Type-examination-no.	Rope diameter (mm)	Tripping speed [m/s]	Rated speed [m/s]
HJ 200 SB O	up-/downwards	AGB 001/2	6.0 - 6.5	0.50 - 2.02	1.60
HJ 200 SB U	up-/downwards	AGB 001/2	6.0 - 6.5	0.24 - 1.50	1.25
HJ 200 SB O Z6	downwards	AGB 001/2	6.0 - 6.5	0.50 - 2.02	1.60
HJ 200 SB U Z6	downwards	AGB 001/2	6.0 - 6.5	0.24 - 1.50	1.25
HJ 200 SB O Z12	downwards	AGB 027/2	6.0 - 6.5	0.50 - 1.16	1.01
HJ 200 SB U Z12	downwards	AGB 027/2	6.0 - 6.5	0.24 - 1.16	1.01

TYPE 250 / 300	Braking direction	Type-examination no.	Rope diameter (mm)	Tripping speed [m/s]	Rated speed [m/s]
HJ 300	up-/downwards	AGB 002	6.0 - 8.0	0.40 - 2.50	2.00
HJ 300 Z6	downwards	AGB 002	6.0 - 8.0	0.66 - 2.50	2.00
HJ 250 Z12 P	downwards	AGB 031/1	6.0 - 8.0	0.50 - 1.60	1.20
HJ 300 Z12	downwards	AGB 031/1	6.0 - 8.0	0.66 - 2.00	1.60

FEATURES

- › Compact dimensions (271 x 227 x 118 mm)
- › Wide application range
- › Hardened V-groove
- › Maintenance-free ball bearing
- › Modular construction enables flexible and self-contained modernisation
- › Anti-creep protection can also be used as a remote tripping device
- › Fast response characteristics, great number of arrest positions

ACCESSORIES

- › Test groove 40%
- › Pulse generator
- › Emergency limit switch
- › Creeping protection
- › Special safety switches
- › Electrical preliminary switching
- › Remote triggering according to EN 81-1, 9.9.8.3
- › Protective cover for rope according to EN 81-1, 9.7.1
- › Tension weight with various mounting options



LIFT CONTROL TYPE LC 2005

EVERYTHING UNDER CONTROL



FEATURES

- › For all hydraulic lifts and lifts with conventional drive concepts with controlled or uncontrolled gear
- › Open control with local intelligence
- › Communication by a serial field bus system/ LON (32bit-mikroprocessor-technology)
- › Circuit points, bus- and connecting cable pluggable
- › Shaft copying with tooth belt and absolute encoder on the car
- › Control cabinet as one-piece wall or stand cabinet, information and power element also available seperated for wall fastening
- › Construction without machine room, frequency inverter is activated by the lift control
- › Local group controlling (CAN-bus system) with distributed call allotment up to 6-group with 64 stops each
- › Door control selective or collective
- › Evacuation control by USV or storage battery
- › Connections for all common COPs and LOPs
- › Exchange of data and programming by serial interface with laptop or PC
- › Visualisation of the lift by monitoring operation is available optionally
- › All security relevant electrical devices and parts are type-examination tested according to EN 81

MODERNISATION SOLUTIONS

- › Complete replacement of electrical equipment (with or without power section, with or without signalisation)
- › Replacement resp. retrofitting of frequency inverter

COP and LOP SELECTION

USER-FRIENDLY



BUTTONS

TYPE	Slimline	Classic	Modern	Deluxe
Round	SR 01 	CR 01 	MR 01 	
Quadrat	SQ 01 	CQ 01 		
Oval	SO 01  SO 02 			
Special		CS 01 	MS 01 	DS 01 

- › Light spectrum: white, yellow, green, blue (without extra charge)
- › Assembly of further designs possible (for example Schäfer, Kronenberg, BS Tableau etc.)

FEATURES

- › Cover plate of COP and LOP for example V2A, dimensions standard or tailor-made
- › On-wall LOP, bus-compatible
- › Dot matrix (character height 30 or 50 mm) or LCD display (120 x 70 mm)
special text indication possible
- › User-friendly and clearly arranged, high functionality
- › Complete signalisation wired, tested and alligned to electrical equipement
- › Construcion optionally
 - according to EN 81-70: handicapped accessible
 - according to EN 81-71: with safety measures against vandalism
 - according to EN 81-72: fire brigade standard
- › Special design: grey iron housing for COP and LOP, protection class IP54, gas EX zone II or dust EX uone 22,T6

FREQUENCY INVERTER TYP UNIDRIVE SP

UNIVERSAL CONTROL



**SLC IS AUTHORISED
DRIVE PARTNER OF CT**



FEATURES

UNIDRIVE SP with SLC application menu is the ideal drive solution for lift controllers, suitable for a diverse range of geared and gearless machines. It controls asynchronous motors in closed loop, flux vector or sensorless vector mode. The same drive also controls high performance permanent magnet synchronous motors.

Designed for the lift industry, UNIDRIVE SP has embedded features that are tailored for easy integration in lift controllers to provide the best riding comfort with high safety integrity.

- › Optimised speed control and optimised speed loop
- › High precision 'direct-to-floor' travel control
- › Zero speed holding with position control
- › Inertia and load compensations, optimised running curve
- › Certified solution without motor contactors
- › Quick start function
- › SLC setup-menu:
 - Simplified operation (less than 50 parameters)
 - Text indicator with help function
 - Sequence of parameters in accordance to setup procedure
 - Change between SLC-menu and expert mode possible at any time

TECHNICAL DETAILS

Type	Drive rated power [kW]	Drive rated current [A]	Drive max. current [A]	SLC-dimensioning 100% constant load current [A]	Pulse frequency [Hz]
SP 1406	4.0	9.5	16.6	8.4	12.0 kHz
SP 2401	5.5	13.0	22.8	13.0	
SP 2402	7.5	16.5	28.9	14.3	
SP 2403	11.0	23.0	40.3	19.1	
SP 3401	15.0	32.0	56.0	32.0	9.0 kHz
SP 3402	18.5	40.0	70.0	40.0	
SP 3403	22.0	46.0	80.5	41.9	
SP 4401	30.0	60.0	105.0	60.0	
SP 4402	37.0	74.0	129.5	63.3	6.0 kHz
SP 4403	45.0	96.0	168.0	82.4	
SP 5401	55.0	124.0	217.0	123.0	
SP 5402	75.0	156.0	273.5	156.0	
SP 6401	90.0	180.0	270.0	180.0	6.0 kHz
SP 6402	110.0	210.0	315.0	193.6	



FREQUENCY INVERTER WITH/WITHOUT CONTACTOR

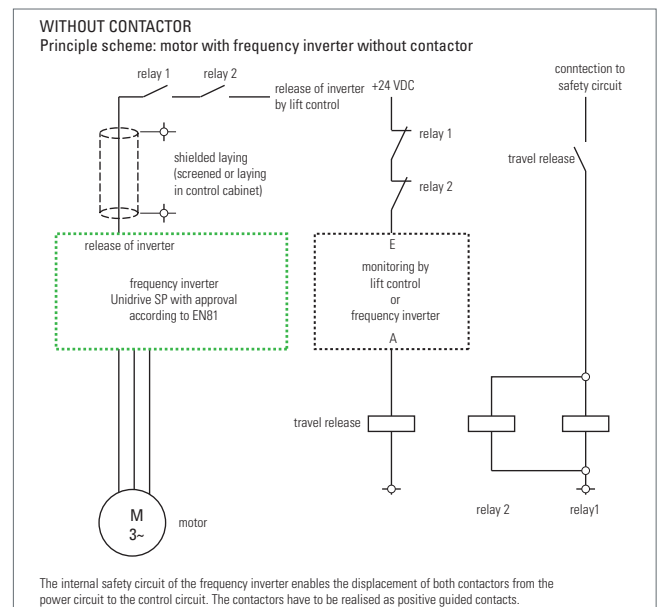
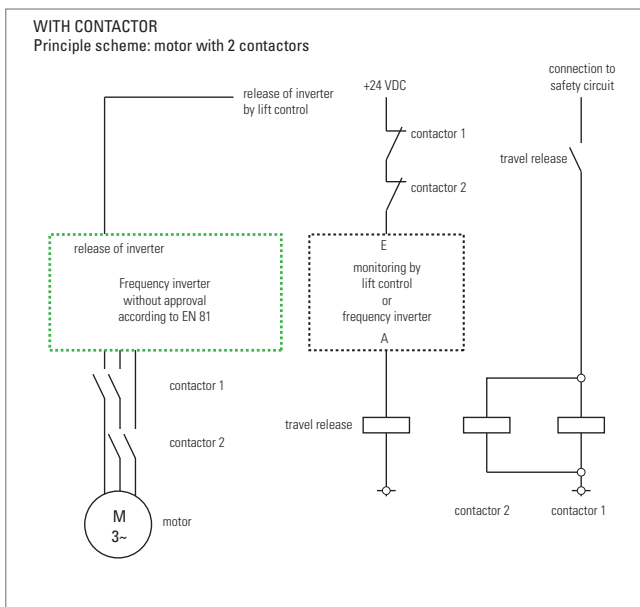
WELL-REGULATED



SLC IS AUTHORISED DRIVE PARTNER OF CT



FEATURES



PRINCIPLE CIRCUIT DIAGRAM

- › Smartcard programming
- › Autotuning function (automatic data identification of motor)
- › Speed, acceleration, stopping distance adjustable on site
- › For installation in facilities with diverse range of geared and gearless machines
- › Less mounting time
- › 50% less rated current in standby powermode
- › Easy installation at existing controls, interface according circuit diagram
- › Operation is possible with standard, asynchronous, synchronous and old lift motors
- › Optimised running curve
- › High precision ‚direct-to-floor‘ travel control
- › Releveling is standard if permitted by existing lift control
- › Levelling accuracy as well as starting and levelling without jar, independent of loading, power supply and temperature
- › Easy installation due to pre-wired drive units, fast adaption to controls and maintenance without laptop
- › Wearless operation, mechanical brake only as parking brake
- › Version with contactor: contactors operate powerless, thereby increased durability
- › Standard sizes from stock

Notice:
To protect the winding of old motors a motor filter should be provided.



FREQUENCY INVERTER DYN 2000 PLUS

WELL-REGULATED

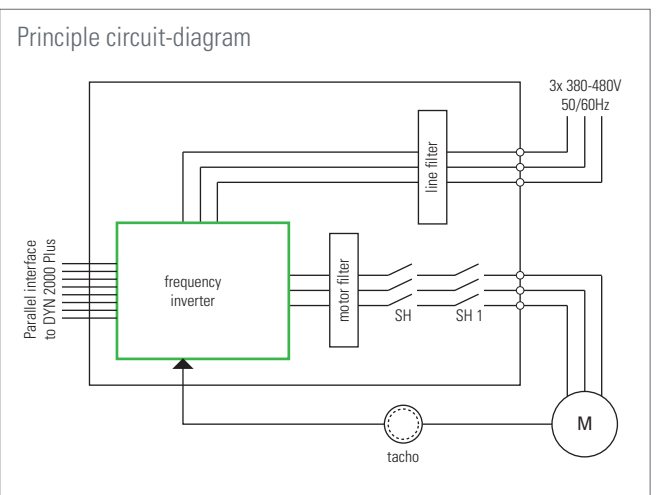


SLC IS AUTHORISED
DRIVE PARTNER OF CT



TECHNICAL DATA

Type	Max. motor rated output [kW]	Max. motor rated current [A]	Max. motor starting current [A]	Pulse rate [Hz]
SP 2401	5.5	13.0	22.7	12 kHz
SP 2402	7.5	14.8	28.8	
SP 2403	11.0	19.7	40.2	
SP 3401	15.0	32.0	56.0	8 kHz
SP 3402	18.5	37.7	70.0	
SP 3403	22.0	37.5	80.0	
SP 4401	30.0	60.0	105.0	
SP 4402	37.0	64.4	129.5	
SP 4403	45.0	75.0	168.0	



FEATURES

- › Autotuning function (identification of motor-data automatically)
- › Speed, acceleration, stopping distance adjustable on site
- › Rated speed of lift up to 2.5 m/s (up to 45kW)
- › For installation in facilities with diverse range of geared and gearless machines
- › Less mounting time due to integrated motor contactor
- › 50% less rated current in standby powermode
- › Installation at existing controls, interface according to DYN2000
- › Operation is possible with standard, asynchronous, synchronous and old lift motors
- › Optimised running curve
- › High precision ‚direct-to-floor‘ travel control
- › Releveling is standard if permitted by existing lift control
- › Levelling accuracy as well as starting and levelling without jar, independent of loading, power supply and temperature
- › Easy installation due to pre-wired drive units, fast adaption to controls and maintenance without laptop
- › Wearless operation, mechanical brake only as parking brake
- › Contactors operate powerless, thereby increased durability
- › Standard sizes from stock

Notice:

To protect the winding of old motors a motor filter should be provided.



FREQUENCY INVERTER AS REPLACEMENT FOR OLD APPLIANCES REPLACEMENT (STRUCKMEIER)

WELL-REGULATED



SLC IS AUTHORISED DRIVE PARTNER OF CT

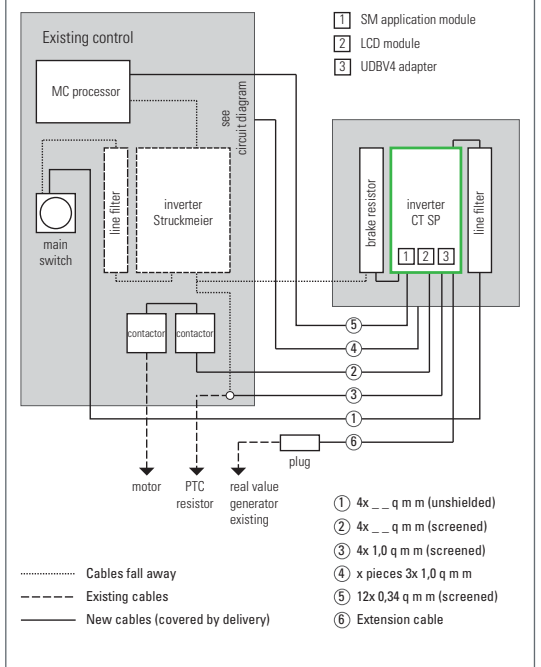


APPLICATION FIELD

- › Assembly at the wall next to the existing control
- › Assembly in control cabinet possible if there is enough space (note that there is enough distance to electronic units!)
- › Existing main contactors stay in place and in continued operation
- › Optionally a smaller frequency inverter can be used (to check this, rated current and started current are required)

PRESENT Struckmeier			NEW CT SP			
Type	rated current [A]	starting current [A]	Type	rated current [A]	starting current [A]	brake resistor
FSV004009-014	9.0	14.0	SP1406	9.5	16.6	new
FSV007016-024	16.0	24.0	SP2402	16.5	28.9	existing brake resistor reused
FSV011023-031	23.0	31.0	SP2403	23.0	40.3	
FSV015031-045	31.0	45.0	SP3401	32.0	56.0	
FSV018037-048	37.0	48.0	SP3402	40.0	70.0	new
FSV 4S-022A FSV022044-062	44.0	62.0	SP3403	46.0	80.5	
FSV 4S-030A FSV030060-083	60.0	83.0	SP4401	60.0	105.0	new
FSV 4S-037A FSV037070-093	71.0	93.0	SP4403	82.1	168.0	new
FSV 4S-045A FSV045086-128	86.0	128.0	SP5401	100.0	217.0	new
FSV 4S-055A FSV055105-145	105.0	145.0	SP6041	180.0	270.0	new
FSV 4S-075A FSV075145-185	145.0	185.0	SP6402	195.0	315.0	new
FSV 4S-090A FSV090170-210	170.0	210.0	SP6402	195.0	315.0	new

Example



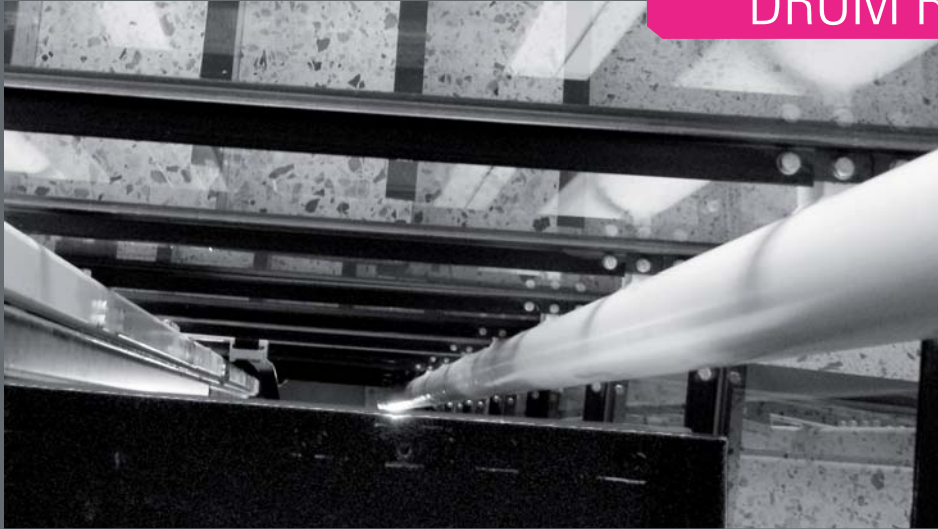
SCOPE OF DELIVERY

- › Frequency inverter, line filter and instruction manual, if required a new brake resistor (s. table), mounted on metal plate and wired optionally
- › Mounting parts for assembly at the wall, traction relief with protection against contact
- › For existing control: coupler, clamps and cables in the right size, small parts
- › Installation material; each with 10 meter connection cable between:
 - ① 4x...-J unshielded (main switch -> line filter)
 - ② 4x...-J screened (control -> main contactor)
 - ③ 4x1,0-J screened (PTC resistor of control -> frequency inverter)
 - ④ 3x1,0-J x pieces (connection cable control -> frequency inverter)
 - ⑤ 12x0,34 screened (interface cable access/exit control -> frequency inverter)
 - ⑥ Extension cable of real value generator
- › Additional circuit diagrams for control type MC2001, MC2100, MCM2100 and MC3000



LIFT WITHOUT COUNTERWEIGHT WITH DRUM DRIVE SAUTTER DRUM DRIVER

DRUM ROLL!



INNOVATIVE TECHNOLOGY

Highly efficient servo drive

- › Synchronous motor combined with planetary gear
- › Compact (243 x Ø 420 mm)
- › High starting torque (2,600 Nm)
- › High overall efficiency (> 90%)

Frequency inverter without contactor

- › Effective frequency inverter without contactor, with integrated safety function
- › Ventilator can be switched off
- › Smartcard-programming, auto-tuning function for automatic motor acquisition

Braking only in downward direction required

- › Safety gear compact, reliable and powerful
- › Flexible assembly as well as various possibilities of tripping

Low noise overspeed governor

- › Reduced noise emission, smooth-running by patented pendulum
- › Very small (height 255 mm)
- › Modular construction enables flexible modernisation
- › Hardened groove, maintenance-free ball bearing, assembled absolute encoder



FEATURES

- › Traction drive lift without machine room, innovative technology, no interfering counterweight needed
- › Drum drive mounted in headroom or on top of car
- › Car construction extremely space-saving, the ideal system for small rooms and little space, for example in well holes
- › No need for beam recesses or additional anchor bolts in the shaft walls, the load of drive support is transferred via guide rail into the pit bottom (up to 50 kN)
- › Very easy to install, available as assembly set or complete system
- › Ideal solution for retrofitting of existing buildings and modernisation of lift facilities
- › Start and stopping without shock, independent of load, supply voltage and temperature: stopping precision +/- 1 mm
- › Reduced pit depth (up to 160 mm)
- › Minor noise emission
- › Flexibility and planning without limits

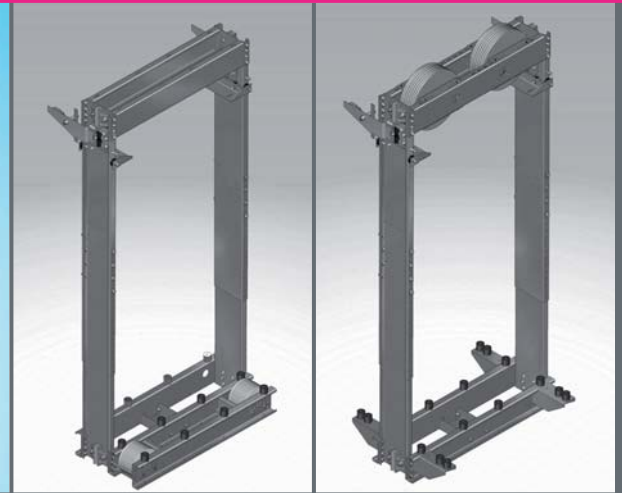
Please find further information in our product brochure 'Sautter Drum Driver'



SLC
Sautter Lift Components

CAR FRAME TYPE CF

LIGHTWEIGHT



VERSIONS

Car frame sheet-metal	Rated load	Car frame hot-rolled-profiles	Rated load
CF sm 630 (sm = sheet-metal)	630 kg	CF hrp 2500 (hrp= hot-rolled-profiles)	2,500 kg
CF sm 1000	1,000 kg	CF hrp 4000	4,000 kg
CF sm 1600	1,600 kg	CF hrp 6300	6,300 kg
		CF hrp 10000	10,00 kg

FEATURES

- › For all lifts according to EN 81
- › Weight- and space-saving construction for passenger and goods lifts without machine room as well as conventional drive concepts with machine room
- › Allows extra weight for cabin equipment:
car frame weight incl. safety gear type SG ca. 160 kg (CF sm630); distance between guides: cabin width + 63 mm
- › Pit depth < 500 mm
- › Required height of the shaft headroom is minimised (with compensating measures)
for door height = 2,000 mm and cabin height = 2,100 mm: 1.0 m/s: 2,750 mm bzw. 1.6 m/s: 3,000 mm
- › Particularly easy to install („one-man installation“)
- › Modular construction (single components like guide shoes, safety gear, etc. selectable according to the requirements)
- › Car speed up to 1.6 m/s
- › Height of car frame adjustable by a total of 1,000 mm in steps of 50 mm
- › Height of car (outside) between 2,150 and 3,150 mm

ACCESSORIES

- › Roller guides or sliding guide shoes with guide lubricator
- › Buffer
- › Drive support (steel construction)
- › Load weighting device
- › Slack rope monitoring system (suspension 2:1)
- › Overspeed governor with accessories
- › Suspension ropes, governor ropes
- › Counterweight frame
- › Guide rails with fastening brackets and plates
- › Travelling cable hanger, compensation chain/rope hanger
- › Fold-away bracket for mounting on guide rails (reduced pit)
- › Fold-away apron for reduced pit depth (< 500 mm)

Please find further information in our product brochure „Car frame type CF“

