HYDRAULIC CAR FRAME

HOW TO CHOOSE AN HYDRAULIC CAR FRAME 2:1

To carry out this operation we need to know:

- The load of the lift to realize
- The weight of the car (doors included)
- The weight of the flexible cable
- The weight of the ropes
- The weight of the car frame

Got the data, we do sums

We analyse the diagram considering the width and the depth of the car chosen. We have to pay attention about the load reduction using a car frame with a D.T.G. inferior to the maximum.

We get the ideal car frame for our lift when all the requirement are satisfied.

HOW TO CHOOSE THE IDEAL BRACKET FOR THE LIFT

To define the suitable racket we need to know the dynamic forces created by the lift.
With these forces we can individuated the point of intersection into the diagram.
The quota “L” (minimum distance between the guide and the supporting wall of the lift) is determined by the straight line just above the point of intersection.
Determined the quota “L”, we can choose the ideal racket (among the ones given)

The mechanic analysis of the plant is completed when we have identified the suitable bracket

NOMENCLATURE:

Pa = Car frame weight

Pac = Guide yoke weight

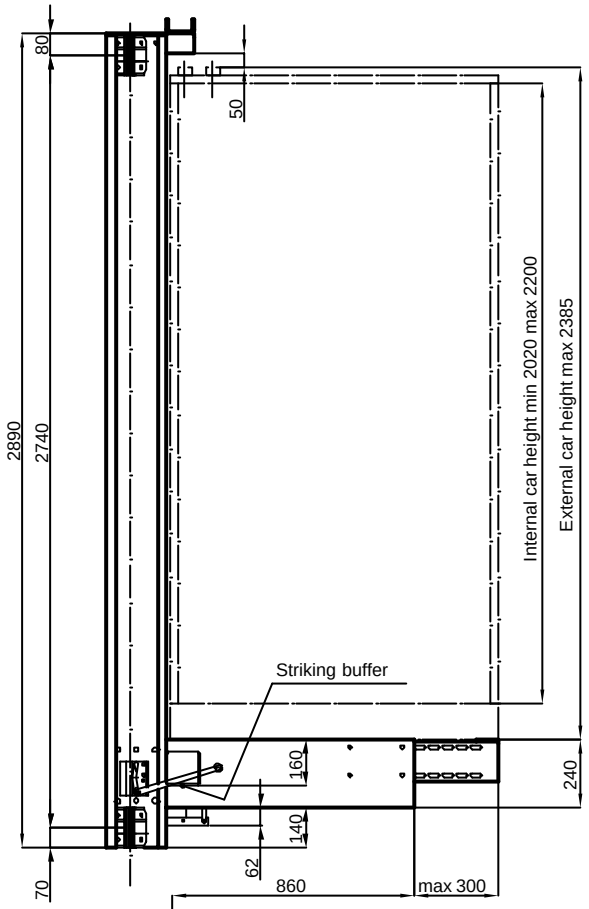
P**c** = Car weight

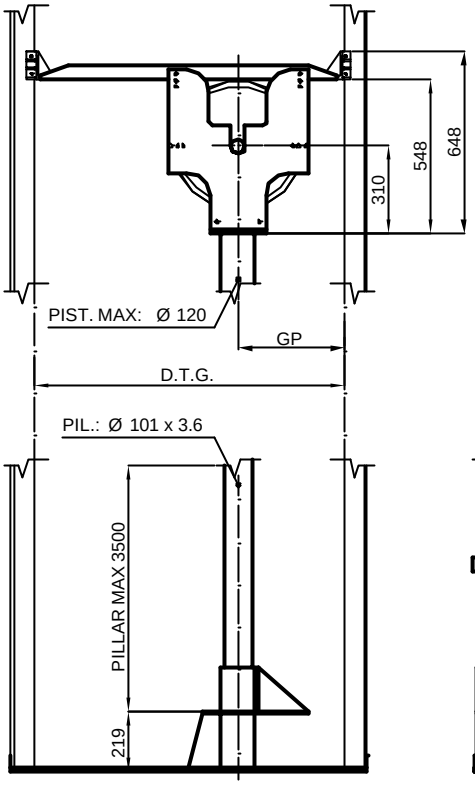
Po = Doors weight

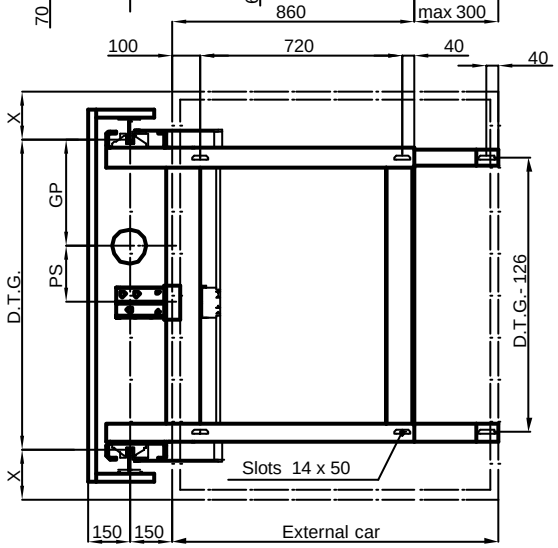
P+Q = Pa+Q+Pc+Po+ropes weight+flexible cables

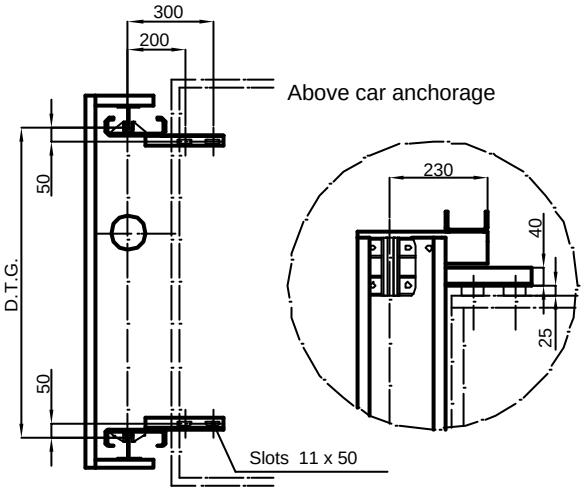
D.T.G. = Distance between the guides

X = Max car side cantilever

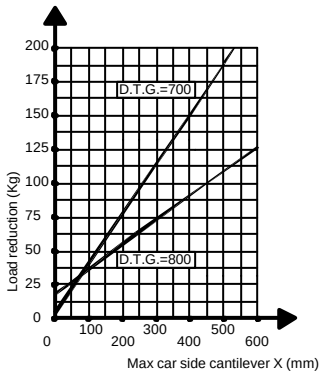


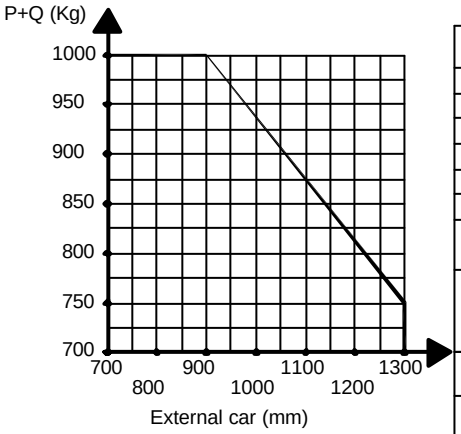






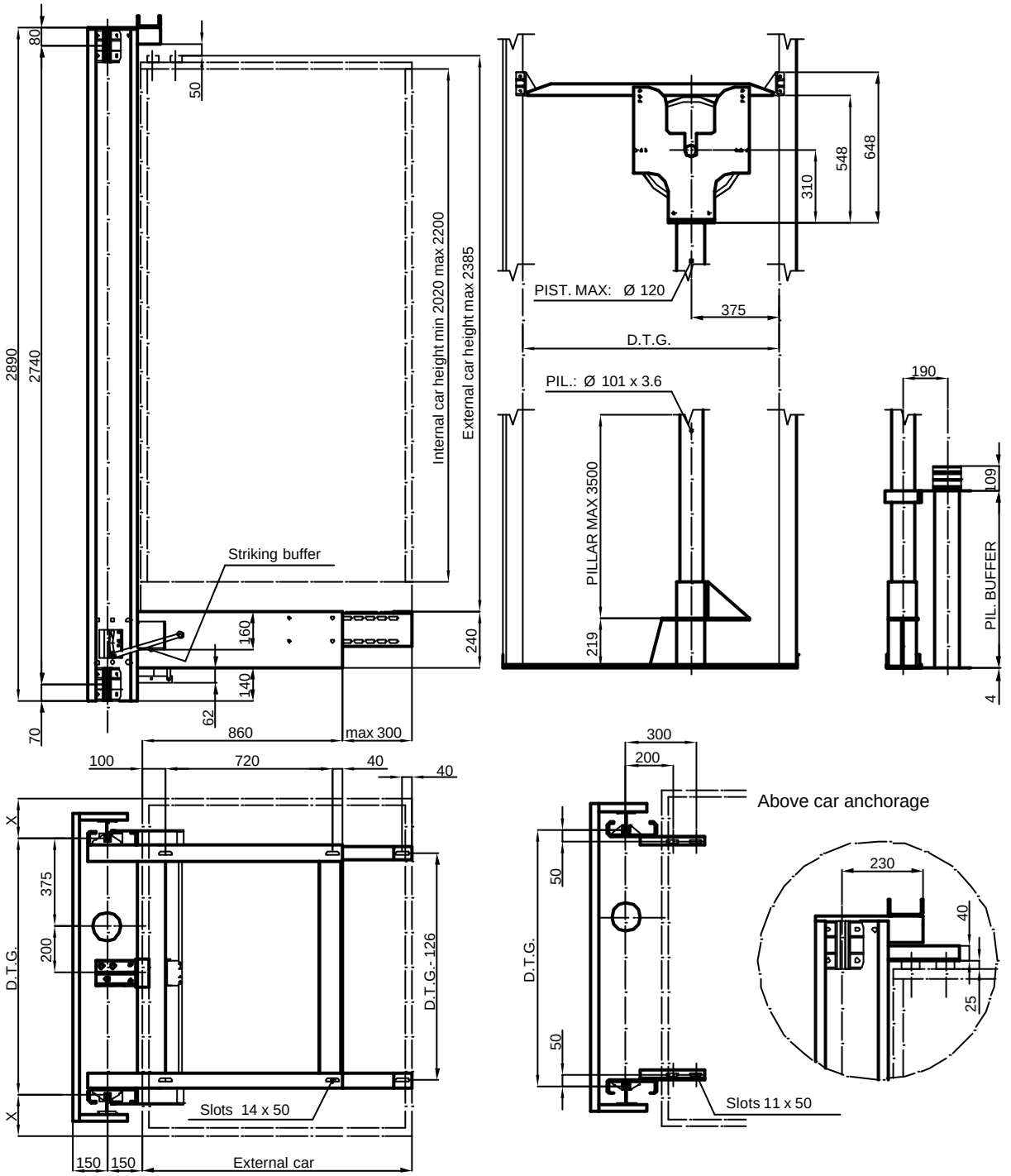
Load reduction diagram



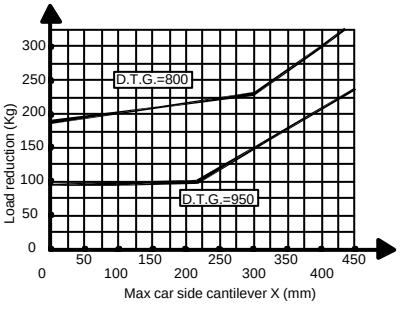


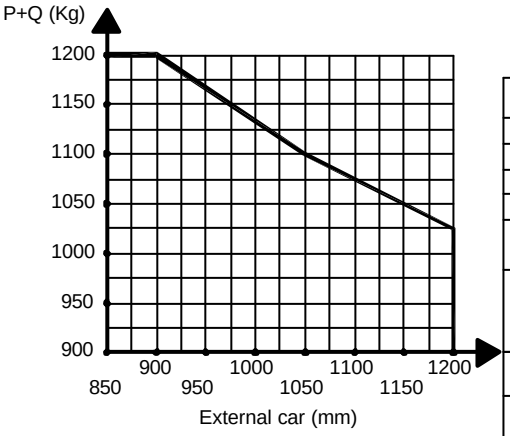
TECHNICAL CHARACTERISTICS			
Speed max 0.63 m/s			
D.T.G. mm	700	800	950
GP mm	310	375	375
PS mm	180	200	200
Car frame weight Pa Kg	126	133	140
Guide yoke weight Pac Kg	47	48	49
Piston max:	- stelo Ø 120 mm - cilindro Ø 190 mm		
Guides:	- 80 x 80 x 9 - 82 x 68 x 9 - 90 x 75 x 16		
Buffer: - Tipo E2	125 x 100 mm		
Pulley:	Ø 360 mm x 3 gole		
Ropes:	Numero 3 Ø 9 mm		

Tabella N.:	01	CAR FRAME 2:1
Modifica N.:	-	SERIE OL-04 TIPO 35
Data :	06-09-2004	



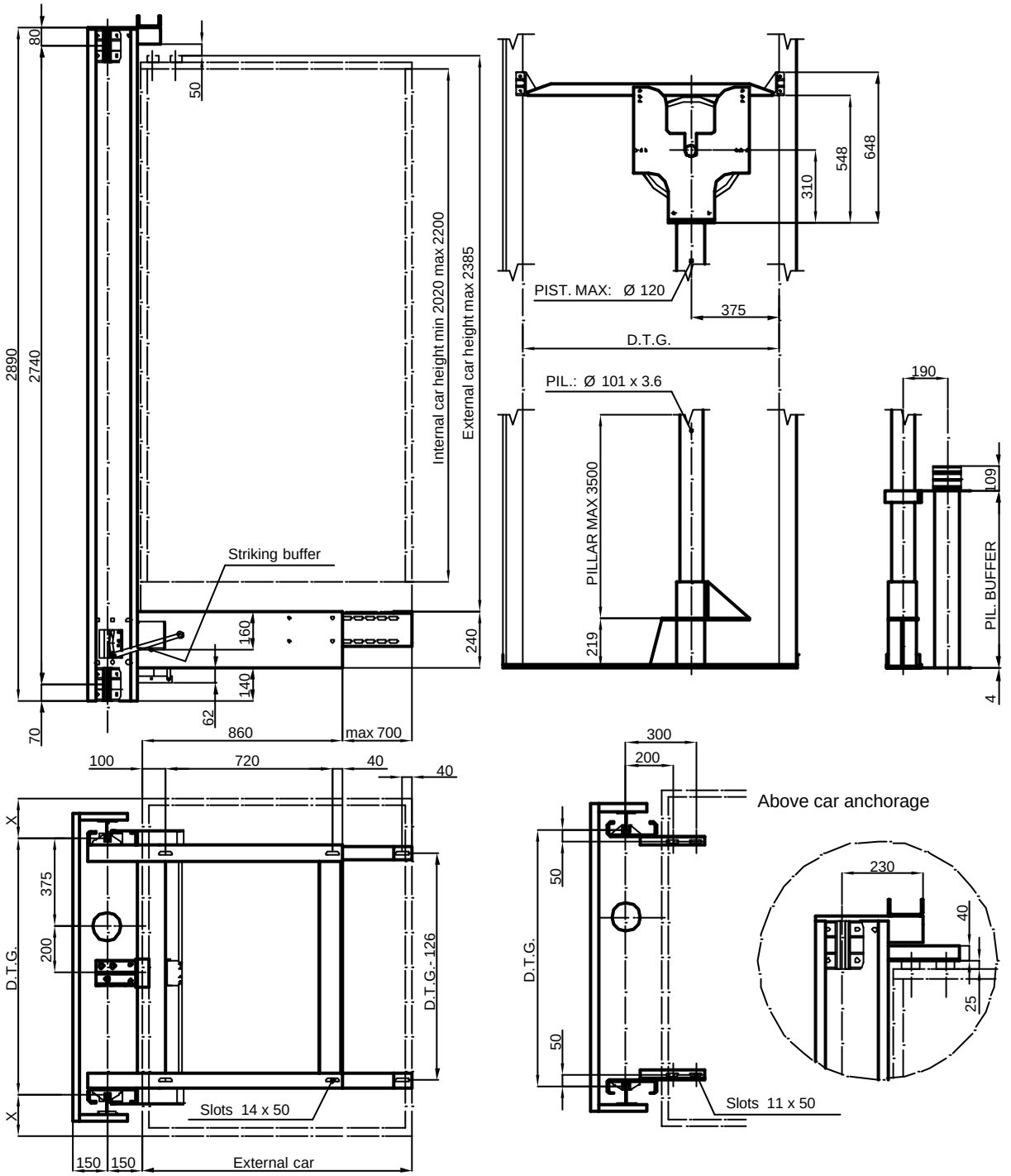
Load reduction diagram



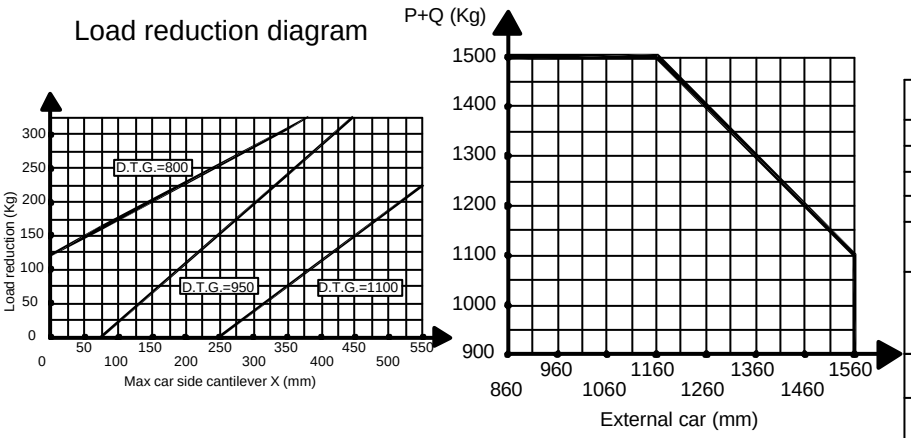


TECHNICAL CHARACTERISTICS			
Speed max 0.63 m/s			
D.T.G. mm	800	950	1100
Car frame weight Pa Kg	133	140	147
Guide yoke weight Pac Kg	48	49	50
Piston max:	- stelo Ø 120 mm - cilindro Ø 190 mm		
Guides:	- 80 x 80 x 9 - 82 x 68 x 9 - 90 x 75 x 16		
Buffer: - Tipo E2	125 x 100 mm		
Pulley:	Ø 400 mm x 3 gole		
Ropes:	Numero 3 Ø 10 mm		

Tabella N.:	02	CAR FRAME 2:1
Modifica N.:	-	SERIE OL-04 TIPO 45
Data :	24-08-2004	



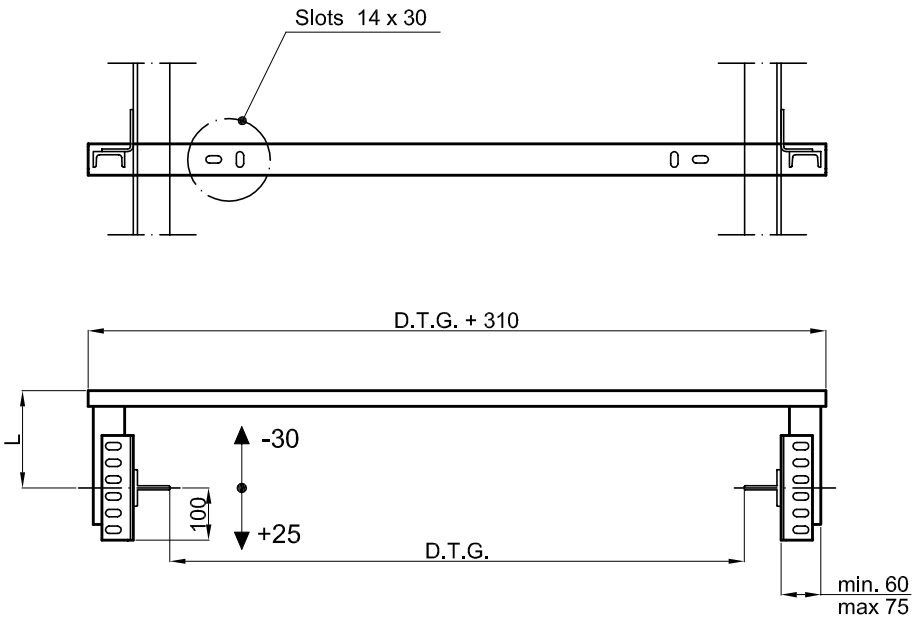
Load reduction diagram



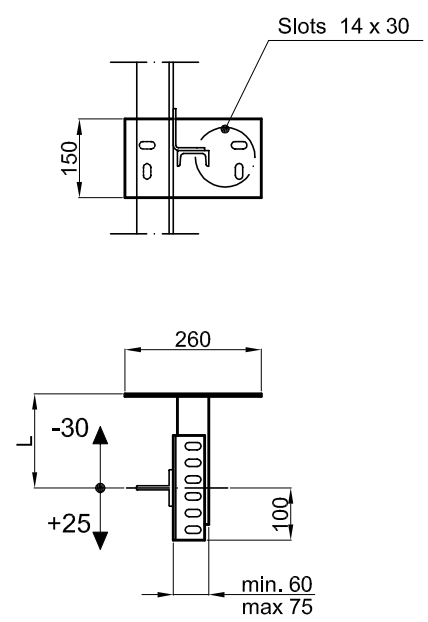
TECHNICAL CHARACTERISTICS			
Speed max 0.63 m/s			
D.T.G. mm	800	950	1100
Car frame weight Pa Kg	163	170	177
Guide yeke weight Pac Kg	48	49	50
Piston max:	- stelo Ø 120 mm - cilindro Ø 190 mm		
Guides:	- 80 x 80 x 9 - 82 x 68 x 9 - 90 x 75 x 16		
Buffer: - Tipo E2	125 x 100 mm		
Pulley:	Ø 450 mm x 3 gole		
Ropes:	Numero 3 Ø 11 mm		

Tabella N.:	03	CAR FRAME 2:1
Modifica N.:	-	SERIE OL-04 TIPO 65
Data :	24-08-2004	

SSF - 01/02:

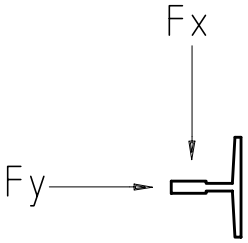


SF - 01/02:



SSF - 01 , SF - 01 : Lmin= 165 mm , Lmax= 210 mm (+25;-30 mm)
SSF - 02 , SF - 02 : Lmin= 265 mm , Lmax= 310 mm (+25;-30 mm)

GUIDES: - 80 x 80 x 9
- 82 x 68 x 9
- 90 x 75 x 16



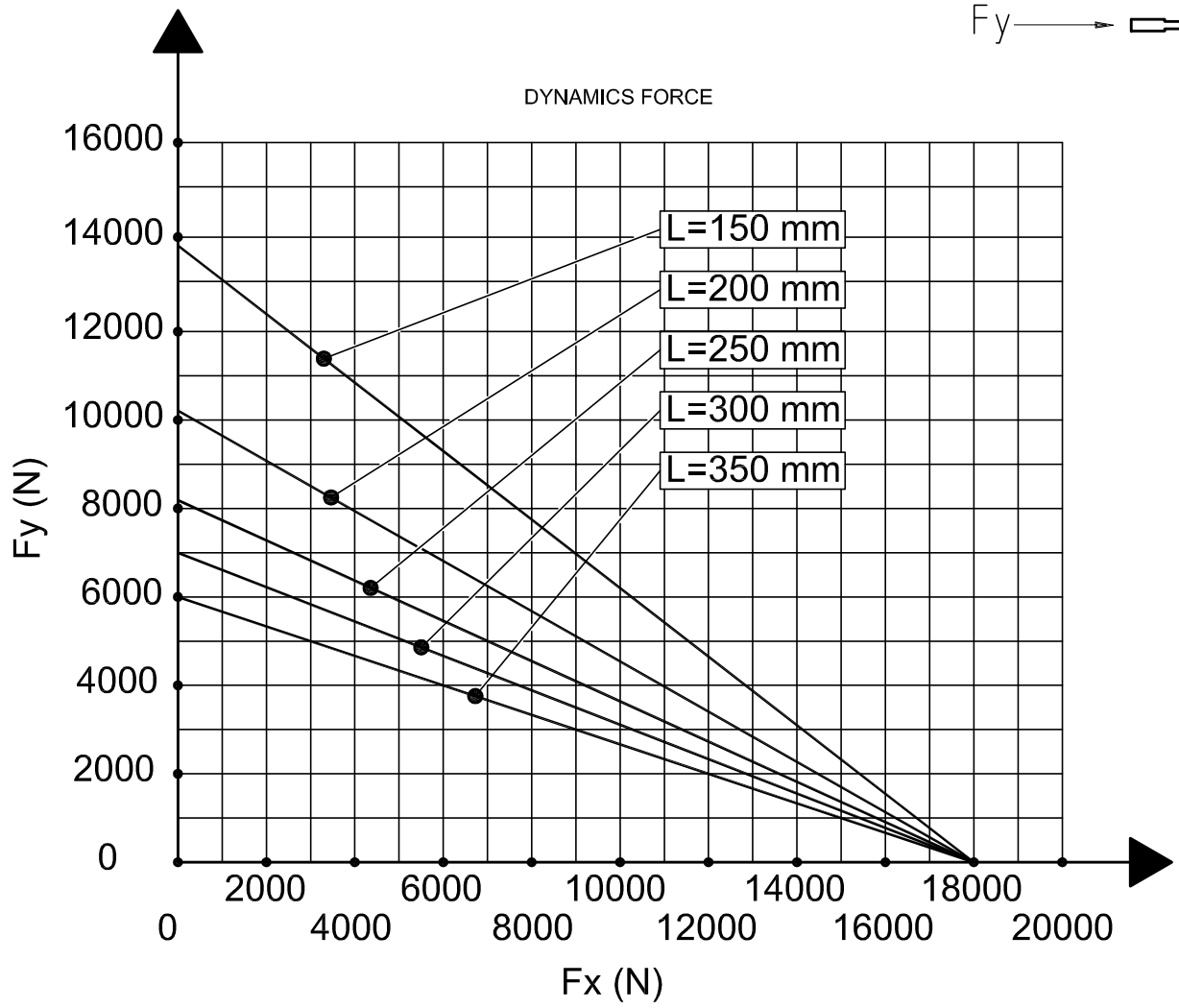


	Tabella N.: 10	BRACKET
	Modifica N.: -	SERIE OL-04 TIPO SF/SSF
	Data : 26-08-2004	