

# Counterweight WCW35 (2:1) & WCW60 (4:1)

Operating instructions



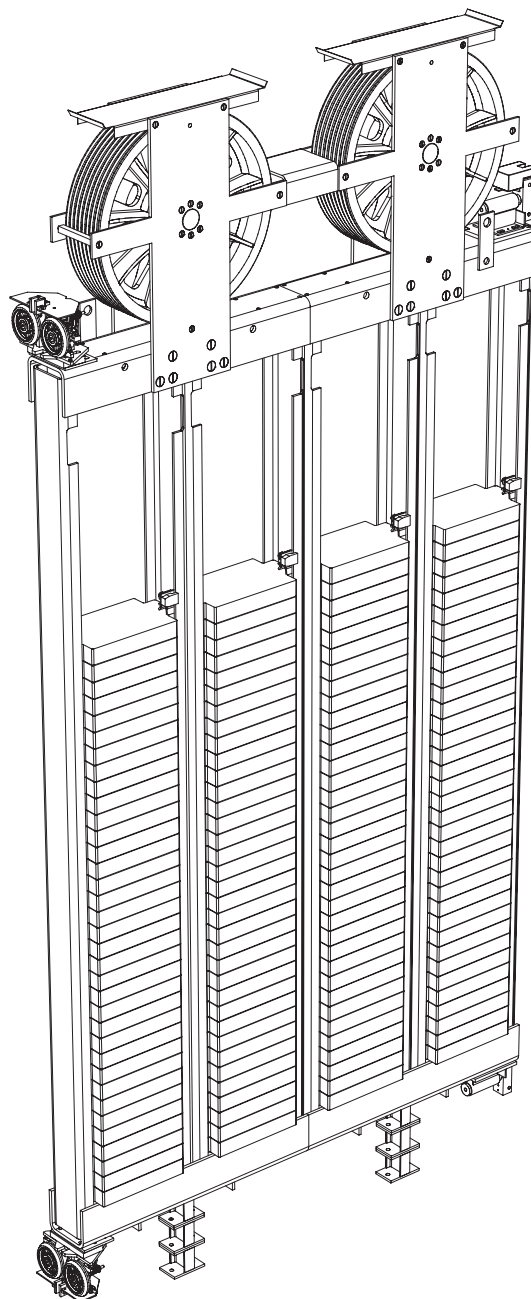
Blatt/sheet D413MGB.000

Datum/date 18.02.2002

Stand/version C-23.07.2015

Geprüft/approved WAT/MZE

## Counterweight Frame WCW35 (2:1) & WCW60 (4:1)



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We reserve the right to make alterations with respect to the specifications and figures in this manual.



# Counterweight

## WCW35 (2:1) & WCW60 (4:1)

### Operating instructions

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# Counterweight

## WCW35 (2:1) & WCW60 (4:1)

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## 1 General information prior to installation

### 1.1 Description and functions

The counterweight frame series WCW is a counterweight used for passenger-, passenger-goods and freight elevators. It is an actuator-supporting component for each traction drive lift.

In side or rear arrangement it is guided in the opposite direction to the lift car movement by at least two guides.

The counterweight WCW35, WCW60 is developed for constructions for higher loads and better ride-comfort.

Because of its amount of options and modular assembly it is ideal for all elevator concepts.

The counterweight consists of a welded frame and layered inserts (so-called filler). Their number varies according to the material used and the total weight.

The counterweight frame operating range is defined as follows:

#### WCW35 (2:1 suspension):

- Total weight  $\leq 9800 \text{ kg}$

#### WCW60 (4:1 suspension):

- Total weight  $\leq 14000 \text{ kg}$

#### General:

- Max. height of frame 6000 mm
- Dist. betw. guides 1930 mm
- Guide shoes: Sliding guide shoe  
Roller guide shoe

#### Further options:

- Buffer spacers
- Earth quake package (for seismic risk zone)
- Filler weights
- Safety gear devices: Type WCWSG

### 1.2 Liability and guarantee

This instruction handbook is written for people who are familiar with lift servicing and installation. Sufficient knowledge of lifts is essential.

WITTUR accept no responsibility for damage caused by improper handling, or for damage caused as a result of actions other than those stated in these operating instructions.

The WITTUR guarantee may be voided if parts other than those described in these instructions are installed.

Unless stated otherwise, the following are not permissible due to technical safety reasons:

- to use a buffer other than the prescribed one
- carrying out modifications, of any kind
- to install the counterweight differently to the description in these operating instructions
- to use the counterweight for a load and speed range different to that prescribed
- carrying out faulty or improper maintenance, maintenance or inspection checks
- using unsuitable accessories, spare parts or operating material which has neither been released by the WITTUR Company nor consists of original WITTUR spare parts

# Counterweight

## WCW35 (2:1) & WCW60 (4:1)

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### 1.3 Safety precautions

WITTUR machine installation or repair engineers are chiefly responsible for the safe operation of machinery.

It is essential to comply with and keep abreast of all safety rules and legal obligations in order to avoid personal / product damage during installation, maintenance and repair work.

Important safety advice and danger warnings are emphasized with the following symbols:



General danger warning



High danger risk warning (i.e. crushing edge, cutting edge etc.).



Risk of damage to machinery parts (i.e. due to incorrect installation, or such like).



Important information sign

These operating instructions belong with the whole installation and must be kept in a safe place at all times (i.e. machine room).

The proper assembly and installation of WITTUR counterweights requires correspondingly well trained fitting engineers. The responsibility of training lies with the company appointed to carry out the work.

### Before starting installation work:



Only properly trained personnel may carry out work, or be allowed access to the installation site.

- Attach safety devices to guard against falling (platform or harnesses)
- Cover any floor openings
- Secure installation tools or objects against accidental falling
- Lift shaft openings should be cordoned off and suitable warning signs should be erected when working in shaft openings
- Work involving electrical equipment should only be carried out by an electrical engineer or qualified personnel.

### 1.4 Preparation

Before beginning installation work it is in your own interest to ascertain the constructional and spatial conditions. Where (workshop or on site) and when which installation operations can or must be carried out. It is recommended therefore, taking into account all the given circumstances, to plan the various operational sequences in advance, rather than carrying them out prematurely and in an unconsidered manner.

On receipt of the delivery, the goods or components should be checked for correctness and completeness with the order sheet.

Furthermore check:

- that the factory and order number correspond
- the rail head width and model
- the total weight
- the rope pulley diameter, the number of rope grooves and rope groove diameter are suited to the ropes

# Counterweight

## WCW35 (2:1) & WCW60 (4:1)

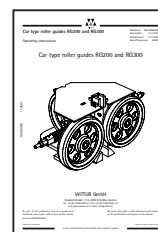
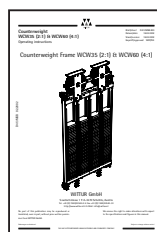
### Operating instructions

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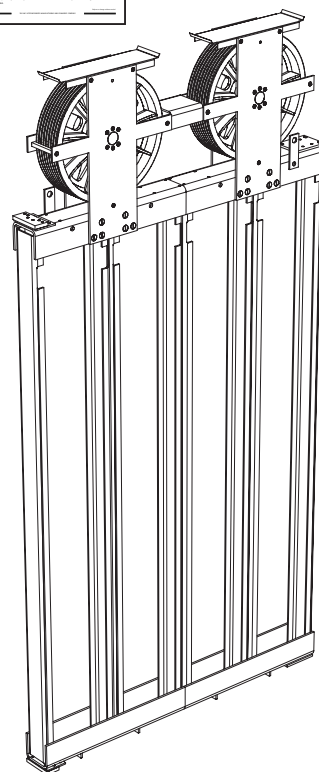
## 1.5 Content of supply

After delivery, check the counterweight frame for damage and for full delivery of parts. The content of supply covers:

- Counterweight operating instructions manual
- Guide shoe operating instructions manual

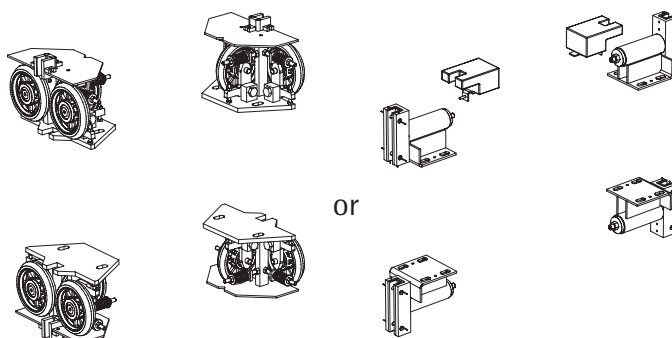


- Counterweight frame (welded and pre-assembled)

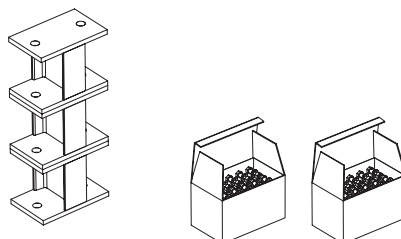


### Accessories:

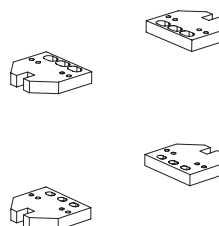
- Guide shoes



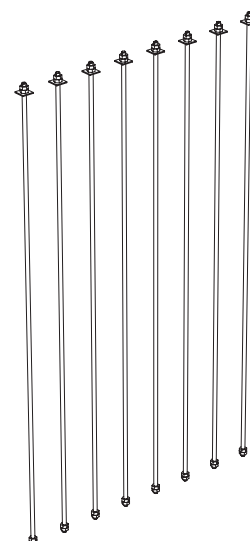
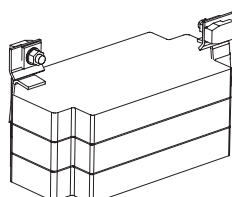
- Buffer spacer
- Screw packages



- Earth quake package (tie rods, derailment detection device, restraining plates, ...)



- Filler bit fixings
- Filler bits



# Counterweight

## WCW35 (2:1) & WCW60 (4:1)

### Operating instructions

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## 2 Installation


### 2.1 Lifting the counterweight frame into the shaft


The counterweight frame is delivered welded and pre-assembled.

#### Procedure:

- (1) Lift the frame into the shaft between the guide rails using a hoist block
- (2) Fit the guide shoes (for setting refer to operating instruction manuals of guide shoes).

 Note the correct position of the frame in the shaft - the filler bits loading cut-outs in the vertical beams should face towards the car (check layout drawing).

 In case of counterweight is used in seismic risk zones, additional restraining plates (30mm thick plate) will be placed between guide shoe and crosshead beam of the frame.

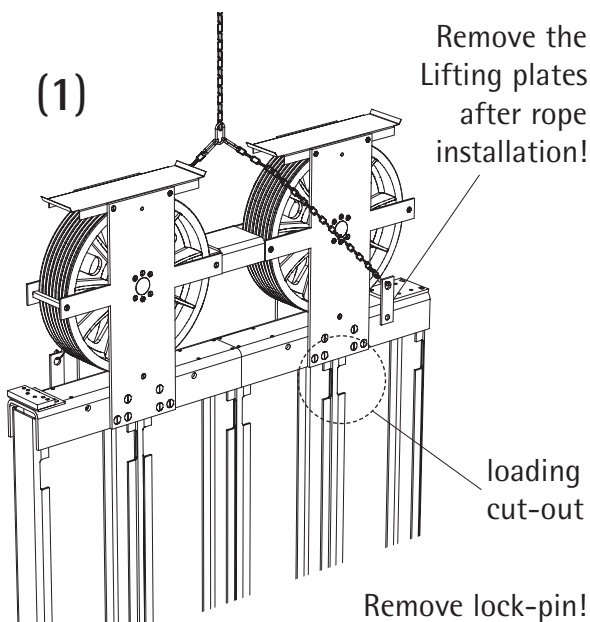
 Take care of tightening torque  
Screw M12: 80Nm  
Screw M16: 195Nm

- (3) Lower the frame on to a support frame or installation support.
  - Always use the frame's lifting plates when lifting the frame.
  - Check the loading figures for the support frames from the relevant documentation.
  - The frame should be secured with a hoisting cloth (or chain) attached either to the hoisting block or the nearest guide fixing. This retainer should only be removed after the suspension ropes have been fitted.

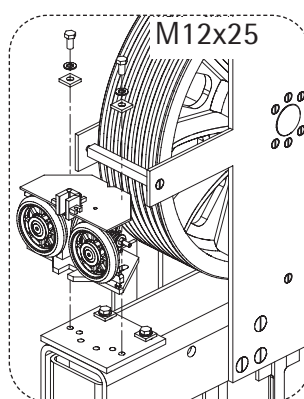


The guide rails should have been already properly set. The distance between the guide rails should be checked before installing the counterweight frame.

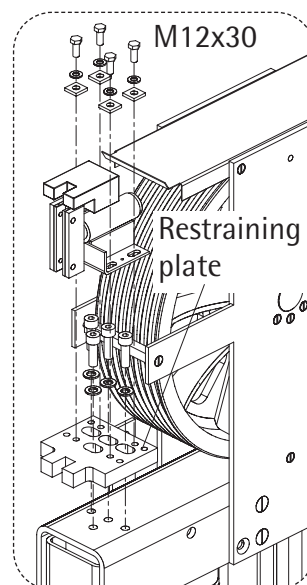
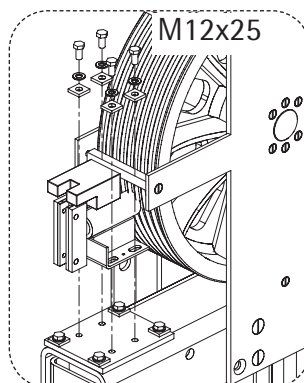
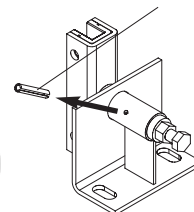
(1)



Remove lock-pin!



(2)



# Counterweight


## WCW35 (2:1) & WCW60 (4:1)

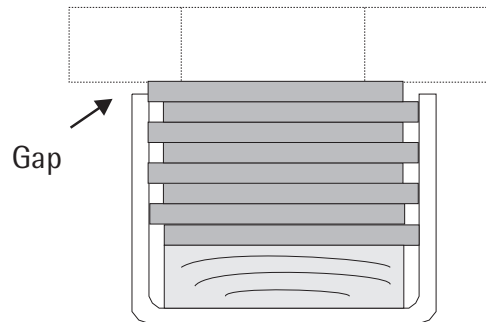
### Operating instructions

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## 2.2 Loading counterweight filler bits

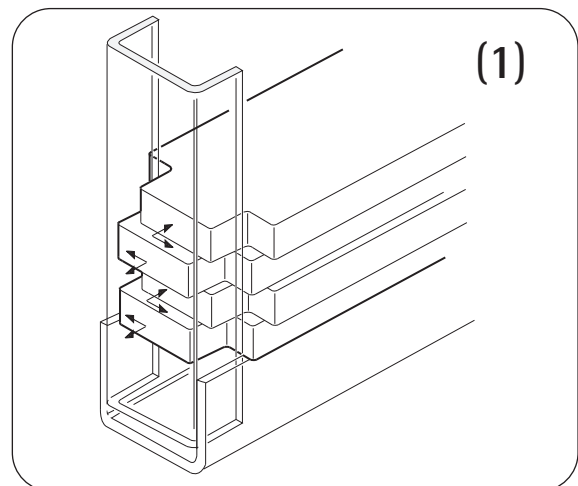
(1) Load the counterweight frame with the filler bits

 If filler bits capable of fitting inside the lower beam are supplied, load these first. There should be a gap, as shown in the drawing beside, between the top edge of the lower beam and the first wide filler bit.



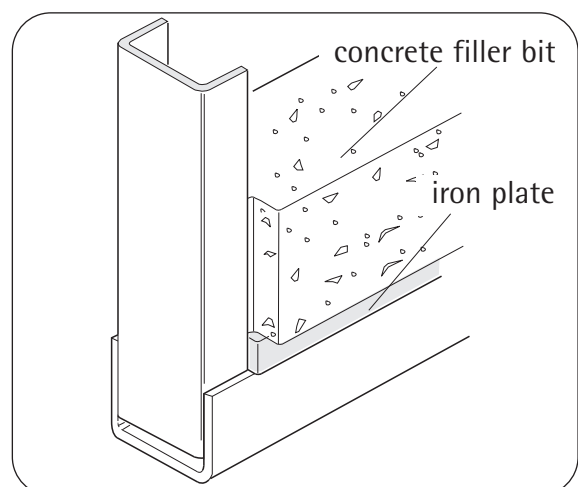
The filler bits should overlap one another, as shown in the picture.

 This ensures that the counterweight is balanced and prevents noise being generated by bits shaking about.



### Using concrete counterweight filler bits

Concrete bits should be loaded on top of a steel or cast iron plate.





# Counterweight

## WCW35 (2:1) & WCW60 (4:1)

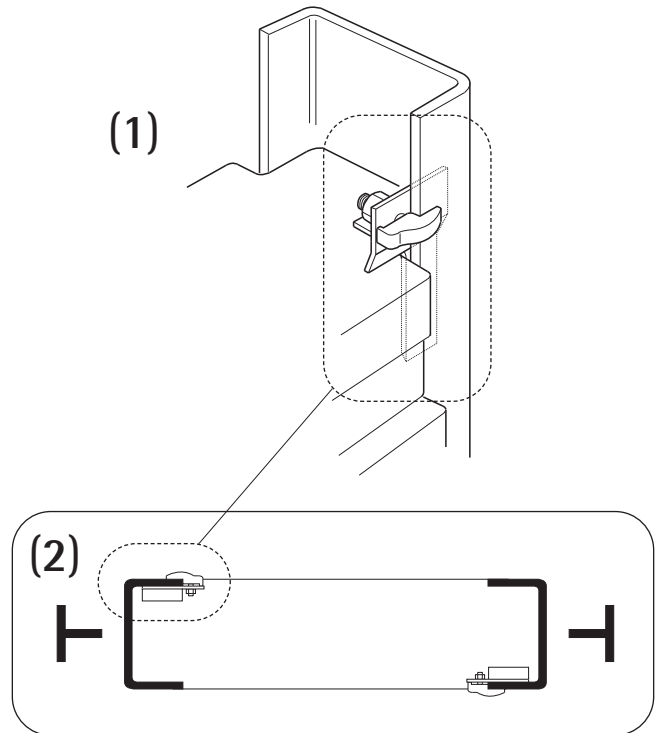
Operating instructions

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### 2.3 Locking filler bits

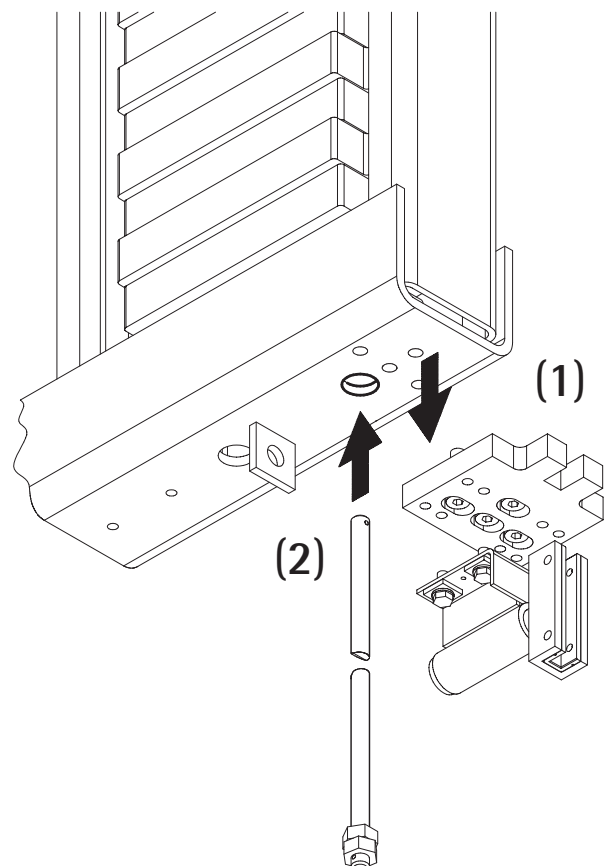
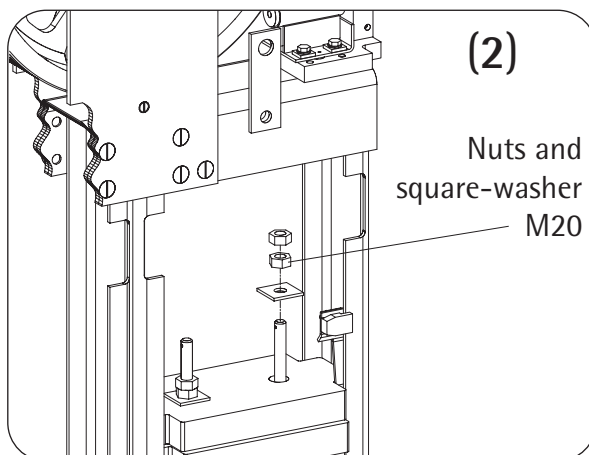
- (1) Slacken off the clip bolt nut and insert the lock between the upright beam and the counterweight filler bits as shown in the picture; tighten the nut.
- (2) Fit a similar lock in the same way to the opposite corner

! Take care of tightening torque  
 Screw M16: 195Nm



### 2.4 Installing the tie rods (earth quake package)

- (1) Re-mount the lower guide shoes and restraining plates
- (2) Pull the tie rods up through the cwt frame and filler bits and attach it to the top of the stack
- (3) Fit the lower restraining plates and guide shoes





# Counterweight

## WCW35 (2:1) & WCW60 (4:1)

### Operating instructions

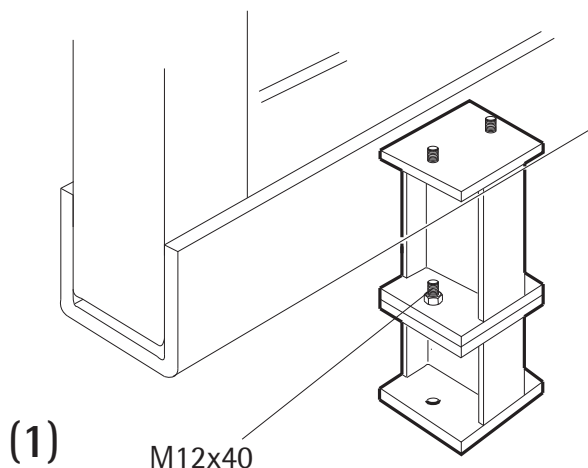
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 Datum/date 18.02.2002  
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## 2.5 Buffer spacers

- (1) Buffer spacers are made of steel. Bolt the pieces to the lower beam of the counterweight frame.



Take care of tightening torque  
 Screw M12: 80Nm



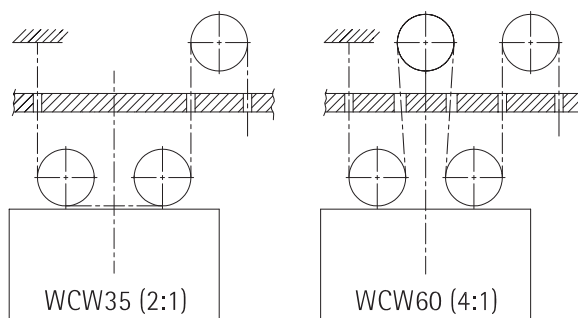
## 2.6 Roping of the counterweight



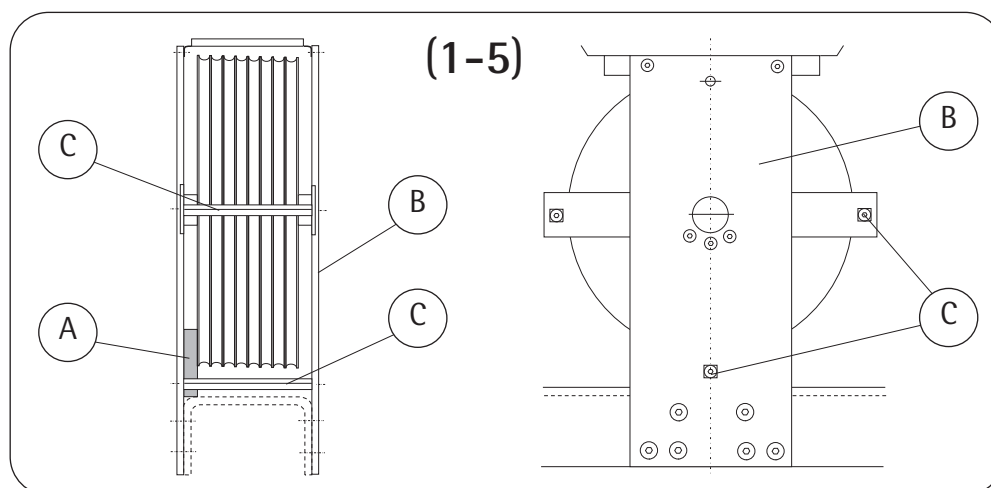
Take care of different rope course in 2:1 and 4:1 suspension.



Notice side-wards movement of the rope!



- (1) Support the pulley from the wall side using a piece of wood or metal (A) before removing plate (B)
- (2) Remove plate (B) after taking out all its fixing screws
- (3) Pass the rope round the diverter pulleys
- (4) Replace the cover plate
- (5) Adjust the gap between the rods (C) and ropes to 3 mm!



# Counterweight


## WCW35 (2:1) & WCW60 (4:1)

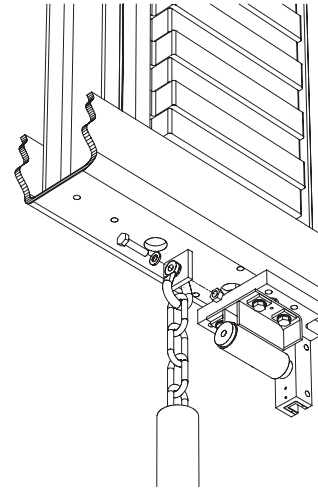
Operating instructions

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### 2.7 Mounting compensation chains

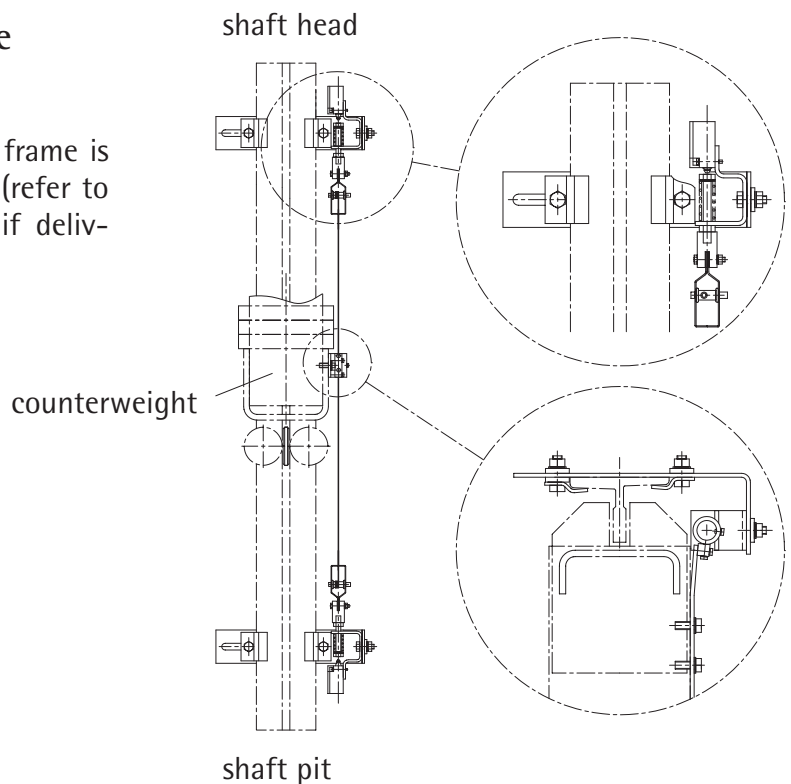
Fix the compensation chains to the fixing supports below the counterweight frame.

 Use fixing materials delivered with the compensation chains (shackles). Take care about correct chain position (refer to the layout-drawing).



### 2.8 Derailment detection device (earth quake package)

This device detects if the counterweight frame is not within its normal operation position (refer to separate operating instruction manuals if delivered).



# Counterweight

## WCW35 (2:1) & WCW60 (4:1)

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## 3 Function testing

Operational reliability of the installation is assured, assuming that all guide lines were adhered to during proper installation. The quality and function of individual components are subject to thorough inspection and is checked before dispatch from our works. Once installation fitting is complete, the lift counterweight system should undergo an operational test before commissioning or before possible inspection from a technical institute.

### First test run after installation



Before the first test run:  
Clean the guide rails!



Clear all people and objects from the lift shaft before commencing the test run  
**Risk of crushing injuries!**

The entire lift travel path should be slowly travelled (in inspection mode) before the functions tests. Attention should be paid to the clearance of all fastened parts, especially with regards to the guide brackets/safety gear devices. Find and remove any protruding bolts or other dangerous restrictions well in advance.

Make sure there is ample space:

- in the guide bracket area
- between the counterweight and lift car/cabin
- to the counterweight screen in the pit
- to the wall (over the whole travel)

### Counterweight check



Proper operation of the lift installation with regard to regulations and safety can be guaranteed only when the corresponding weight compensation with the counterweight is checked before commissioning.



The counterweight normally corresponds with the lift car plus half the rated load.

### **Test steps:**

- Load the lift car with test weights up to half the rated load weight (or corresponding value)
- Now move the lift car and counterweight to the same height
- Switch off system and open the brake on the actuator



When there is a state of equilibrium between the counterweight and the loaded lift car, the gear handwinding wheel turns gently in both directions. Lift car or counterweight do not creep down.

If this is not the case, a correction needs to be made to the counterweight by removing or adding counterweight fillers:

### **Lift car creeps down (counterweight lighter):**

- Remove test weights from the lift car until the gear handwinding wheel can be easily turned both ways
- Determine quantity withdrawn and add counterweight fillers accordingly

### **Counterweight creeps down (counterweight heavier):**

- Load more test weights in the lift car until the gear handwinding wheel can be easily turned both ways
- Determine loaded quantity and remove counterweight inserts accordingly



Carry out a test again with half the rated load after correcting the counterweight. Now the filler weights need to be fastened again by "filler clamps".

# Counterweight

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## 4 Maintenance, inspection and repair

### 4.1 Maintenance and inspection

The WITTUR lift car frame requires little servicing.

Inspection checks must be carried out at regular intervals (minimum twice a year with each service) to guarantee safe operation. Alterations, damage or other irregularities should be reported, and repaired if possible. Frequent servicing and control checks not only make operation of the installation safer, but also ensure long and reliable service life.

It is recommended that control checks and servicing be carried out before legally prescribed functional tests (e.g. before TÜV tests).



The lift installation must be immediately taken out of use should any damage or irregularities to the lift car frame arise which could possibly impair operational safety.



Please contact us at WITTUR if you have any problems or queries.



Maintenance work should be expertly carried out with utmost care in order to guarantee safe installation operation.

### WITTUR counterweight frame maintenance and inspection check list

#### General:

- Visual inspection for general irregularities (i.e. dirt build up, corrosion, deformation, fracturing etc.)
- Check the screw connections

#### Lubricators:

- Replenish
- Check the felt inserts for damage, replace if necessary

#### Guides:

- Check inserts or rollers at every service call. Replace the sliding inlays by new one if the running clearance is more than 2mm (refer to the Chapter "Carrying out repairs")

#### Safety gear devices:

- Check the operation of the safety gear device at every service call. Refer to the operating instructions of the installed safety device.
- The surface of the wedge area has to be clean. Wedge and roller must not be cracked.
- Check the overspeed governor rope fixing

#### Rope pulley:

- Signs of wear on the rope pulley; replace if necessary
- Check the condition of the rope pulley bearings by listening to the running noise (refer to the Chapter "Carrying out repairs")

#### Rope elongation compensation:

- Preserve taken compensating elements (storing in machine room).
- If there is no compensating element, the rope tension should be increased.

# Counterweight

## WCW35 (2:1) & WCW60 (4:1)

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## 4.2 Carrying out repairs



As a rule, damage or deformation of a counterweight frame (i.e. as result of bending or heating) cannot be repaired or straightened. The damaged parts should be replaced. Only use WITTUR spare parts.



Repairs should be expertly carried out with utmost care in order to guarantee safe installation operation.



Follow all the local safety instructions during the maintenance work.

The following repairs should be carried out on site by qualified fitters/service personnel:

- The sanding down of rust (i.e. caused as result of damage to the undercoat) and application of a suitable paint sealant.
- Changing the guides / guide shoe inserts
- Changing the rope pulleys



Please contact WITTUR if for any reason something is unclear, or you encounter damage that cannot be repaired with the help of these instructions.

### 4.2.1 Changing the guides/inserts

The components for the guides which are subject-to-wear (sliding guides: inserts; roller guides: rollers) can be delivered individually as spare parts: (see Chapter "Spare parts").



The distance (play) to the rails (distance between guides) must be readjusted after replacement of the inserts and remounting.

### 4.2.2 Changing the rope pulley

The rope pulleys can be delivered individually as spare parts (refer to "Spare parts" chapter).

Procedures for changing a rope pulley:

- Lower the counterweight onto its contact buffer
- Safeguard the lift car against falling
- Release the ropes
- Unscrew the complete rope pulley / axle / axle bracket unit
- Dismantle rope pulley / axle / axle bracket unit
- Replace the rope pulley, and remount the parts following the instructions above in reverse order



# Counterweight

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## 4.3 Spare parts list

Component	Type	Spare part	Number...	Art. No.
Sliding guide shoe	SLG1	Guide shoe rail width 16 mm	1	92410G16
	SLG1A	Guide shoe rail width 16 mm	1	92410G16A
	SLG2	Guide shoe rail width 16 mm	1	92510G16
	SLG2A	Guide shoe rail width 16 mm	1	92510G16A
	Guide rail lubricator rail width 16 mm		1	86375G16
	Sliding inlay (SLG1, SLG2) <i>Note: Fixing material to be ordered separat</i>		1	86854H16
	Sliding inlay (SLG1A, SLG2A) <i>Note: Fixing material to be ordered separat</i>		1	85119H16
Roller guide shoe	WRG125	Guide shoe rail width 16 mm	1	375861G16
	Roller for WRG125 (incl. axle)		1	652535G03
Rope pulley (incl. bearings)	DR=530mm	Rope DL=13mm	1	378927G01
	DR=656mm	Rope DL=13mm	1	378930G01
		Rope DL=16mm	1	168174G01
Buffer spacer (incl. fixing material)	120x130mm	increment 100mm	1	395954G01
Filler clamp	Clamp + Fixings M16		1	395954G01
Derailment detection	Detection brackets and fixings		1	395932G01