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(54) Title: ELEVATOR

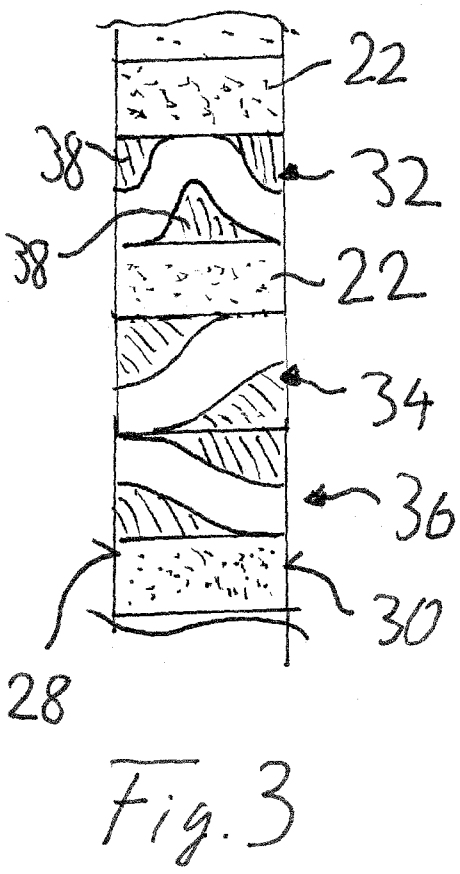


Fig. 3

(57) Abstract: The invention relates to an elevator comprising a car (10) and a counterweight (12) suspended on hoisting ropes which are driven by a drive machine, which counterweight has a first side (28) facing the elevator car path and a second side (30) opposite to the car path. According to the invention the counterweight comprises at least one connecting passage (24, 26, 32, 34, 36) between the first and second side of the counterweight. With this solution air pressure built between the car and the counterweight when passing in the elevator shaft is reduced and the travel comfort is improved.

EE, ES, FI, FR, GB, GR, HR, HU, IE, IS, IT, LT, LU, LV, MC, MK, MT, NL, NO, PL, PT, RO, RS, SE, SI, SK, SM, TR), OAPI (BF, BJ, CF, CG, CI, CM, GA, GN, GQ, GW, KM, ML, MR, NE, SN, TD, TG).

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Elevator

The present invention refers to an elevator comprising a car and a counterweight suspended on hoisting ropes which are driven by a drive machine. The counterweight has a first side facing the elevator car path and a second side opposite to the car path. This is the standard layout for any elevator where the car and the counterweight are arranged side by side in an elevator shaft. Particularly with high-rise elevators and fast moving elevators with a velocity of more than 3 m/s, the problem of vibrations and turbulence occurs when the car and counterweight meet in the shaft travelling in opposite directions.

To solve this problem, fairings have been mounted to the bottom and top of the elevator car and of the elevator counterweight. These fairings have reduced the problem of the vibrations. Anyway also with the use of fairings, an overpressure is built between the car and the counterweight when they meet on their tracks travelling in opposite directions. This overpressure still produces vibrations turbulences and a load on the guide rails. The JP 2005 145645 A and the US 2007/289821 A1 show an elevator according to the preamble of claim 1.

It is object of the present invention to provide an elevator, particularly a fast moving elevator with a velocity of more than 3 m/s wherein the above mentioned problem is reduced.

This object is solved with an elevator according to claim 1 and with a counterweight according to claim 11. Preferred embodiments are subject matter of the corresponding dependent claims. Inventive embodiments are also presented in the description part of the present application. The inventive content may also consist of several separate inventions, especially if the invention is considered in the light of explicit or implicit sub-tasks or in respect of advantages or sets of advantages achieved. In this case, some of the attributes contained in the claims below may

be superfluous from the point of view of separate inventive concepts. Within the framework of the basic concept of the invention, features of different embodiments of the invention can be applied in conjunction with other embodiments.

According to the invention, the counterweight in an elevator of the above-mentioned type comprises connecting passages between the first and second side of the counterweight. These passages serve to lead the air trapped in the gap between the car and counterweight, particularly laterally, away from that gap.

It is clear for the skilled person that for said purpose the passages have to have a certain cross-sectional area to be able to effectively reduce the pressure in the gap between the car and counterweight when they meet with high velocity travelling in opposite directions. Therefore, preferably the passages have a cross-sectional area of at least 5%, better of at least 10% of the area of the counterweight's side facing the car path.

Usually the counterweight of an elevator is built under use of stacks of weight elements arranged one above the other. Preferably, the passages are provided between these stacks of weight elements. On that behalf e.g. spacers may be located between said stacks of weight elements which keep the stacks apart from each other thus forming the passages. This is a comparably easy and costs-saving solution for the provision of the passages. This solution further allows a comparably free distribution of the passages between the stacks of weight elements. . Instead of stacks of weight elements also one-piece weight elements may be used.

Preferably, the passages are distributed as evenly as possible over the complete area of the counterweight' side facing the car path. Anyway, the amount of passages should be limited to a certain degree, for example at uppermost 30% of the area of the counterweight's side facing the car path, as to avoid that the length of

the counterweight has to be increased unduly because of the provision of the passages.

In a preferred embodiment of the invention, the counterweight comprises two columns of stacks of weight elements which columns are arranged side by side and at least one passage is provided between said columns. This arrangement has the advantage that the passage can be made to extend between said two columns along the length of the counterweight. Thus, the air is led away at a location from the gap between car and counterweight at a location (middle of the counterweight) where the pressure is highest.

Preferably, the counterweight comprises fairings at its top and its bottom as to further reduce turbulences and vibrations occurring because of the high travel velocity of the counterweight.

Preferably, the car comprises fairings at its top and its bottom to reduce the air resistance or aerodynamic drag so as to reduce the vibrations and turbulences occurring during the high-speed travel of the car, particularly when the car and the counterweight meet on their travel in opposite directions.

It is particularly advantageous when the car as well as the counterweight have fairings at their top and their bottom which may co-act so as to reduce the aerodynamic drag and to reduce the air pressure between them when they meet during the operation of the elevator.

Preferably, the counterweight comprises at least five passages distributed over the width and length of the counterweight. Via this advantageous homogeneous distribution of the passages over the counterweight the air caught in the gap between the car and the counterweight can easily be guided away.

In a preferred embodiment of the invention, the passages are labyrinth passages which do not provide a direct (see through) connection from the first to the second side. These labyrinth passages are able to guide the air pressure away from the gap between the car and counterweight and additionally reduce air noise which is caused by the passages when the counterweight is travelling with a high velocity.

In this connection it has to be carried out that the invention is particularly provided for elevators travelling with a high velocity, these are elevators travelling with a velocity of 3 m/s and more, particularly for elevators which are travelling with a velocity of 5 m/s and more.

It shall further be clarified that the above-mentioned preferred embodiments of the invention may be combined with each other as long as there are no technical reasons against such a combination.

The invention also refers to a counterweight comprising connecting passages between the first and second side of the counterweight. Regarding the further details of the passages, reference is made to the above description of the inventive elevator.

The invention is now described by means of an example in connection with a schematic drawing.

Fig. 1 shows a schematic diagram of a car and counterweight meeting in an elevator shaft,

Fig. 2 a side view of the counterweight with a side facing the elevator car path, and

Fig. 3 shows an embodiment with three examples of labyrinth passages for the reduction of air noise.

Fig. 1 shows a car 10 and a counterweight 12 of a traction sheave elevator suspended by hoisting ropes. The car and counterweight travel in an elevator shaft (not shown) in opposite directions which are indicated by arrows. The car has upper and lower fairings 14 and the counterweight has upper and lower fairings 16 which serve to reduce the aerodynamic drag. The car and counterweight 10, 12 belong to an elevator travelling with a high travel speed of more than 3 or 5 m/s. When the car and counterweight meet on their paths - as it is shown in the figure - the air is pressurized in the gap between the car and counterweight which is indicated by two small horizontal double arrows. This overpressure in the gap between car and counterweight leads to air noise and vibrations. Further this pressure cushion in the gap between car and counterweight causes load and stress to the guide means and the guide rails guiding the elevator car and the counterweight vertically along the elevator shaft. On that behalf, the counterweight 12 comprises passages for leading away the trapped air from its first side 28 facing the car path to its second side 30 opposite the car path. The passages are shown in Fig. 2.

In fig. 2 the counterweight is shown from its first side 28 facing the elevator car path. The counterweight 12 is shown here without the fairings 16. The counterweight comprises two columns 18, 20 with stacks 22 of weight elements arranged vertically one above the other. Between the two columns 18, 20, a large longitudinal first passage 24 is provided which serves to guide air from the first side shown in the figure to the opposite second side of the counterweight. Further, second passages 26 are provided between the stacks 22 of weight elements which are also configured to lead air from the area between the car and counterweight to the other side of the counterweight. Instead of stacks of weight elements also one piece weight elements 22 may be used. As is may be seen from the figure, the

second passages 26 are distributed quite homogeneously over the counterweight area so that the passage of air from the first side 28 of the counterweight to its second side takes 30 place quite homogeneously over the complete counterweight area. In fig. 2, the first passage 24 as well as the second passages 26 form direct (see-through) through-holes which directly connect the first side to the second side. Via these passages the air can flow laterally away from the gap between car and counterweight without being diverted. This solution offers passages with a low air resistance.

Fig. 3 shows alternative embodiments of passages for a connection between the first side 28 and the second side 30 of the counterweight 12. The figure shows stacks 22 of weight elements (or one-piece weight elements 22) and in between three different types of labyrinth passages 32, 34 and 36. All three embodiments of labyrinth passages 32, 34 and 36 are passages where the first side 28 is not directly (see-through) connected with the second side 30 but so that there are air guides 38 in between. This leads to the fact that one cannot look from the first side to the second side. When air is flowing from the first side to the second side, it is deviated and has to flow around these air guides 38 which leads to a reduction of air noise caused by the passages 32, 34, 36.

These labyrinth passages may also have other geometries than those shown in the examples of the labyrinth passages 32, 34 and 36.

The labyrinth passages can partly or totally replace the second passages 26 shown in Fig. 2.

It shall be clear for the skilled person that the above-mentioned embodiments may be combined with each other arbitrarily as long as this is technically feasible.

The invention can be varied within the scope of the appended patent claims.

Claims:

1. Elevator comprising a car (10) and a counterweight (12) suspended on hoisting ropes which are driven by a drive machine, which counterweight has a first side (28) facing the elevator car path and a second side (30) opposite to the car path, wherein the counterweight comprises at least one connecting passage (24, 26, 32, 34, 36) between the first and second side of the counterweight, characterized in that the passages (32, 34, 36) are labyrinth passages in which the air flow between the first (28) and second (30) sides of the counterweight (12) is deflected.

2. Elevator according to claim 1, wherein the connecting passage (24, 26, 32, 34, 36) provides an essential air flow between the first side and the second side of the counterweight.

3. Elevator according to one of the preceding claims, wherein the passage (24, 26, 32, 34, 36) has a cross-sectional area of at least 5 %, preferably at least 10% of the area of counterweight's side facing the car path.

4. Elevator according to one of the preceding claims, wherein the counterweight comprises stacks (22) of weight elements arranged one above the other and several passages (26, 32, 34, 36) are provided between stacks of said weight elements.

5. Elevator according to one of the preceding claims, wherein the counterweight comprises two columns (18, 20) of stacks (22) of weight elements arranged side by side and that at least one passage (24) is provided between said columns.

6. Elevator according to one of the preceding claims, wherein the counterweight (12) comprises fairings (16) at its top and its bottom.

7. Elevator according to one of the preceding claims, wherein the car (10) comprises fairings (14) at its top and its bottom.

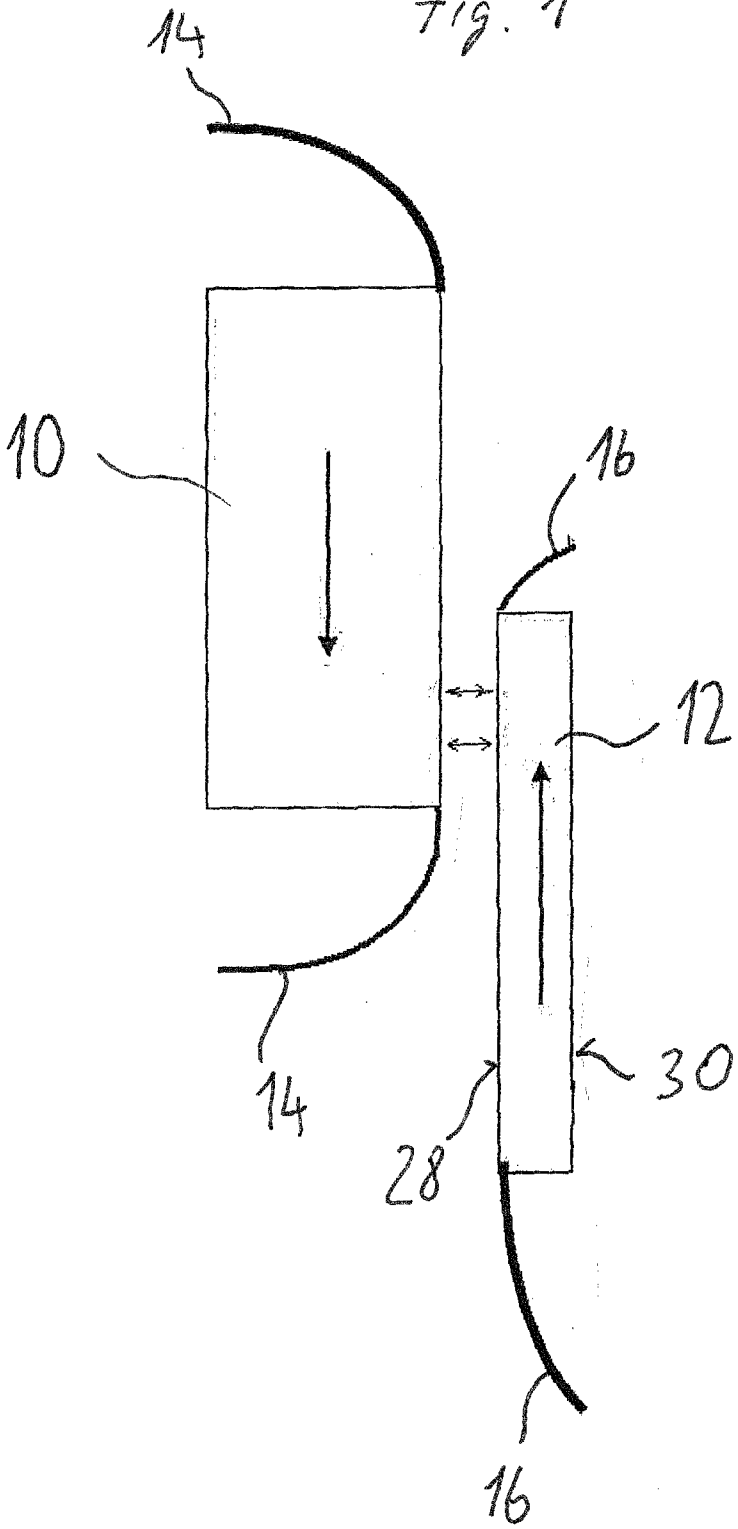
8. Elevator according to one of the preceding claims, wherein the counterweight (12) comprises several passages (24, 26, 32, 34, 36) distributed over the width and length of the counterweight.

9. Elevator according to one of the preceding claims, wherein the counterweight (12) comprises several stacks (22) of weight elements guided in at least one frame (15; 17) of the counterweight and that the passages (24, 26, 32, 34, 36) are formed by distance elements keeping the stacks of weight elements spaced apart.

10. Elevator according to one of the preceding claims, wherein the labyrinth passages (32, 34, 36) air guides 38 by means of which the air flow between the first (28) and second (30) sides of the counterweight (12) is deflected.

11. Counterweight (12) of an elevator according to one of the preceding claims, having a first side (28) configured to face an elevator car path and a second side (30) configured to be arranged opposite to the car path, wherein the counterweight comprises at least one connecting passage (24, 26, 32, 34, 36) between the first and second side of the counterweight, characterized in that the passages (32, 34, 36) are labyrinth passages in which the air flow between the first (28) and second (30) sides of the counterweight (12) is deflected.

Fig. 1



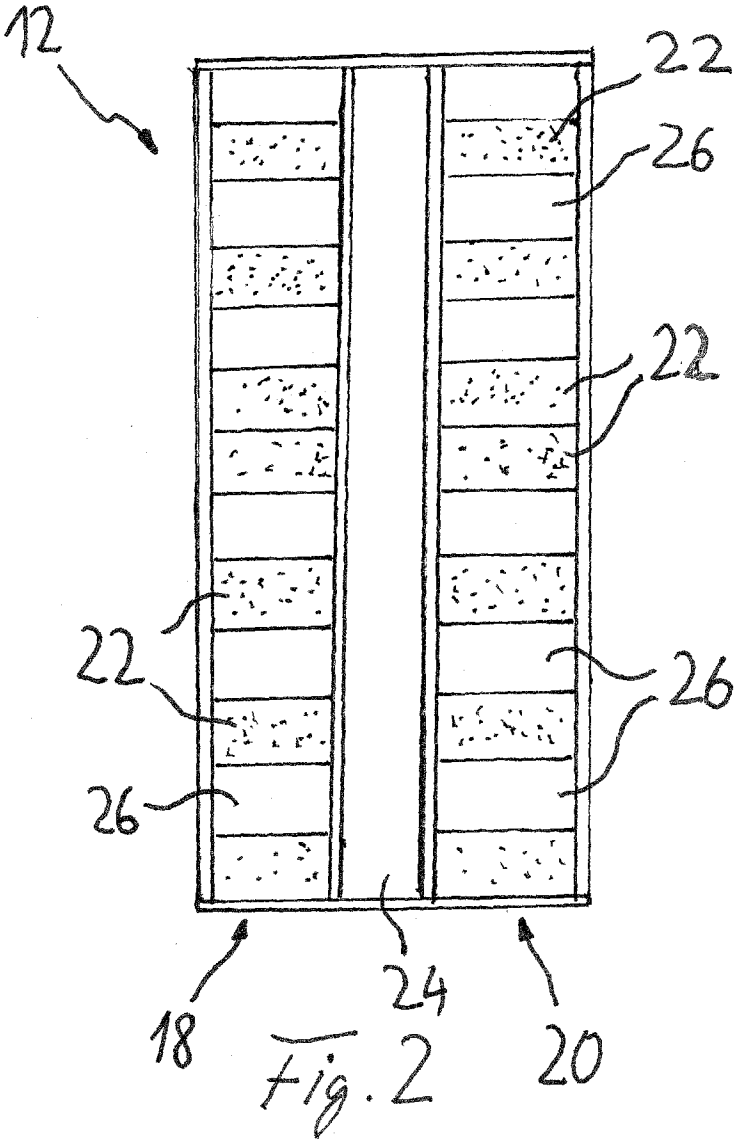


Fig. 2

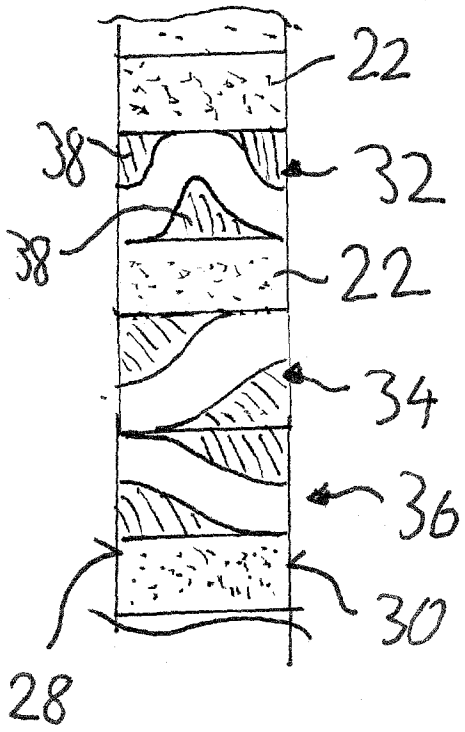


Fig. 3

INTERNATIONAL SEARCH REPORT

International application No
PCT/EP2014/050823

A. CLASSIFICATION OF SUBJECT MATTER
INV. B66B17/12
ADD.

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)
B66B

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)
EPO-Internal, WPI Data

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	JP 2005 145645 A (MITSUBISHI ELECTRIC CORP) 9 June 2005 (2005-06-09) abstract figures 1-3	1,11
A	US 2007/289821 A1 (ACH ERNST [CH]) 20 December 2007 (2007-12-20) paragraph [0037] figures 1-3	1,11
A	JP H11 79612 A (TOSHIBA CORP) 23 March 1999 (1999-03-23) figure 6	6,7

☐ Further documents are listed in the continuation of Box C.

☒ See patent family annex.

* Special categories of cited documents :

"A" document defining the general state of the art which is not considered to be of particular relevance

"E" earlier application or patent but published on or after the international filing date

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"O" document referring to an oral disclosure, use, exhibition or other means

"P" document published prior to the international filing date but later than the priority date claimed

"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention

"X" document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone

"Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art

"&" document member of the same patent family

Date of the actual completion of the international search	Date of mailing of the international search report
10 February 2014	18/02/2014

Name and mailing address of the ISA/	Authorized officer
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INTERNATIONAL SEARCH REPORT

Information on patent family members

International application No
PCT/EP2014/050823

Patent document cited in search report	Publication date	Patent family member(s)	Publication date
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US 2007289821 A1	20-12-2007	CN 101088902 A	19-12-2007
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