

(19) World Intellectual Property Organization  
International Bureau



(43) International Publication Date  
21 July 2011 (21.07.2011)

(10) International Publication Number  
**WO 2011/086230 A1**

(51) International Patent Classification:  
*B66B 5/04* (2006.01)

(21) International Application Number:  
PCT/FI2011/000003

(22) International Filing Date:  
18 January 2011 (18.01.2011)

(25) Filing Language: Finnish

(26) Publication Language: English

(30) Priority Data:  
20105033 18 January 2010 (18.01.2010) FI

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(81) Designated States (unless otherwise indicated, for every kind of national protection available): AE, AG, AL, AM,

AO, AT, AU, AZ, BA, BB, BG, BH, BR, BW, BY, BZ, CA, CH, CL, CN, CO, CR, CU, CZ, DE, DK, DM, DO, DZ, EC, EE, EG, ES, FI, GB, GD, GE, GH, GM, GT, HN, HR, HU, ID, IL, IN, IS, JP, KE, KG, KM, KN, KP, KR, KZ, LA, LC, LK, LR, LS, LT, LU, LY, MA, MD, ME, MG, MK, MN, MW, MX, MY, MZ, NA, NG, NI, NO, NZ, OM, PE, PG, PH, PL, PT, RO, RS, RU, SC, SD, SE, SG, SK, SL, SM, ST, SV, SY, TH, TJ, TM, TN, TR, TT, TZ, UA, UG, US, UZ, VC, VN, ZA, ZM, ZW.

(84) Designated States (unless otherwise indicated, for every kind of regional protection available): ARIPO (BW, GH, GM, KE, LR, LS, MW, MZ, NA, SD, SL, SZ, TZ, UG, ZM, ZW), Eurasian (AM, AZ, BY, KG, KZ, MD, RU, TJ, TM), European (AL, AT, BE, BG, CH, CY, CZ, DE, DK, 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, ML, MR, NE, SN, TD, TG).

Published:

- with international search report (Art. 21(3))
- with information concerning incorporation by reference of missing parts and/or elements (Rule 20.6)

(54) Title: METHOD FOR MONITORING THE MOVEMENT OF AN ELEVATOR CAR, AND AN ELEVATOR SYSTEM

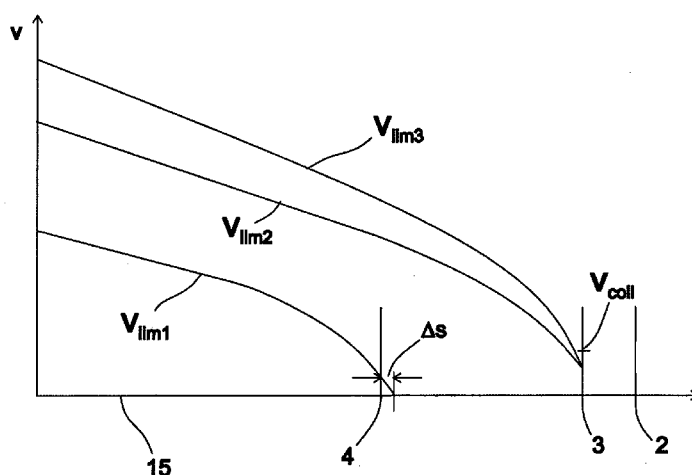


Fig. 3

(57) Abstract: The invention relates to an elevator system and also to a method for monitoring the movement an elevator car (1). In the method a first emergency braking procedure is activated for braking the elevator car (1) at a first deceleration (a1) if the speed (v) of the elevator car exceeds the first limit value (v<sub>lim1</sub>) for permitted speed, and also a second emergency braking procedure is further activated for braking the elevator car (1) at a second deceleration (a2) that is greater than the first, if the speed (v) of the elevator car exceeds the second limit value (v<sub>lim2</sub>) for permitted speed that is greater than the first limit value (v<sub>lim1</sub>) for permitted speed.

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## **METHOD FOR MONITORING THE MOVEMENT OF AN ELEVATOR CAR, AND AN ELEVATOR SYSTEM**

### Field of the invention

The invention relates to the safety of elevators and more particularly to the monitoring  
5 of the movement of an elevator car.

### Background of the invention

The electric drive of an elevator attends to the moving of an elevator car in an elevator  
hoistway between stopping floors. The control system of the elevator forms a target value  
for the speed of the elevator car, i.e. a speed reference, for the electric drive. The speed  
10 reference can be divided into the acceleration phase of a run, the phase of even speed, and  
also the deceleration phase. The control system of the elevator starts the deceleration  
phase of a run when the elevator car has arrived at a predefined distance from the  
stopping floor. Normally the speed of the elevator car decelerates in a controlled manner  
at the deceleration determined by the speed reference such that the speed of the elevator  
15 car decreases to zero when the elevator car arrives at the stopping floor. The aim,  
especially when the elevator car stops at the terminal floor, is to ensure that the speed of  
the elevator car decelerates rapidly enough, because otherwise the elevator car or the  
counterweight is in danger of colliding with the end buffer. It is particularly important to  
ensure adequate deceleration when using so-called shallow end zones, such as a shallow  
20 pit of the elevator hoistway or shallow top clearance in the top part of the elevator  
hoistway. When using shallow end zones also the length of the end buffers, and therefore  
the collision damping capability, is usually limited. To ensure deceleration of the elevator  
car, the speed of an elevator car approaching the terminal floor is measured, and if the  
speed exceeds a set monitoring limit a mechanical stopping appliance, such as a safety  
25 gear, is activated to stop the elevator car. The aforementioned monitoring limit can be  
determined dependently on location such that the same value for the monitoring limit is  
always used in the same location and at the same distance from the end of the elevator  
hoistway.

A passenger in the elevator may find the gripping situation a quite unpleasant experience owing to the significantly greater than normal deceleration of the elevator car during the gripping. When the elevator is driving upwards, if the deceleration of the elevator car were to exceed the acceleration of free fall of the attractive force of the earth's gravity when the elevator is driving upwards, there would be the additional danger that an elevator passenger would rise into the air as a consequence of the gripping situation. Additionally, during an emergency stop of the elevator car the deceleration might vary in different parts of the elevator hoistway owing to, among other things, the effect of the weight of the elevator ropes. Elongation of the elevator ropes, on the other hand, might result in the speed of the elevator car during deceleration being momentarily greater than that permitted even if the speed of the traction sheave of the hoisting machine were to decelerate in the manner specified by the speed reference. Particularly with large travel heights, speed monitoring could activate the safety gear as a result of instantaneous overspeed caused by elongation of the elevator ropes.

#### 15 Summary of the invention

The aim of the invention is therefore to disclose a method for monitoring the movement of an elevator car, and also an elevator system wherein the movement of an elevator car is monitored. According to the invention, the deceleration of the elevator car is increased progressively in connection with an emergency stop of the elevator car by activating separate emergency braking procedures consecutively such that it is endeavored to stop the elevator car with as small a deceleration as possible while, however, simultaneously taking into account the safety of the elevator passengers.

In relation to the characteristic attributes of the invention, reference is made to the claims. Some inventive embodiments and inventive combinations of the various embodiments are also presented in the descriptive section and in the drawings of the present application.

The invention relates to a method for monitoring the movement of an elevator car. In the method a first emergency braking procedure is activated for braking the elevator car

at a first deceleration  $a_1$  if the speed of the elevator car exceeds the first limit value  $v_{lim1}$  for permitted speed, and in the method a second emergency braking procedure is further activated for braking the elevator car at a second deceleration  $a_2$  that is greater than the first, if the speed of the elevator car exceeds the second limit value  $v_{lim2}$  for permitted speed that is greater than the first limit value  $v_{lim1}$  for permitted speed. The  
5      aforementioned first deceleration  $a_1$  of the elevator car is preferably greater than the normal deceleration of the elevator car according to the deceleration phase of the speed reference  $v_{ref}$ . According to the basic idea of the invention the deceleration of the elevator car is increased progressively by activating consecutive emergency braking  
10     procedures during an emergency stop such that the deceleration of the elevator car achieved by the subsequent emergency braking procedure is always greater than the deceleration of the elevator car achieved by the preceding emergency braking procedure.

In one embodiment of the invention a third emergency braking procedure is further  
15     activated for braking the elevator car at a third deceleration  $a_3$  that is greater than the second, if the speed of the elevator car exceeds the third limit value  $v_{lim3}$  for permitted speed that is greater than the second limit value  $v_{lim2}$  for permitted speed.

In a preferred embodiment of the invention, as a first emergency braking procedure, the speed of the elevator car is adjusted towards the target value for speed during an  
20     emergency stop by controlling the electric drive of the elevator with a control unit of an emergency stop and, as a second emergency braking procedure, one or more machinery brakes of the hoisting machine of the elevator are activated. The aforementioned target value for speed during an emergency stop is determined such that the target value for speed decreases by the angular coefficient determined by the first deceleration  $a_1$   
25     according to the aforementioned first emergency stop procedure of the elevator car. The aforementioned one or more machinery brakes of the hoisting machine of the elevator is/are dimensioned, on the other hand, to exert braking force on the traction sheave of the hoisting machine of the elevator, the second deceleration  $a_2$  achieved by which braking force is greater than the first deceleration  $a_1$  according to the first emergency  
30     stop procedure. In some embodiments of the invention one or more machinery brakes of

the hoisting machine are activated consecutively to each other such that first only one machinery brake is activated; after this, if the speed of the elevator car exceeds the set limit value for permitted speed, a second machinery brake is further activated.

In a preferred embodiment of the invention, as a third emergency braking procedure, the safety gear of the elevator car is activated. The safety gear is in this case dimensioned to exert braking force between the elevator car and the guide rail, the third deceleration  $a_3$  achieved by which braking force is greater than the second deceleration  $a_2$  according to the second emergency stop procedure.

With regard to the second aspect, the invention relates to an elevator system, which comprises an electric drive, for moving an elevator car in an elevator hoistway; a machinery brake; a monitoring arrangement, which monitoring arrangement comprises means for controlling the electric drive and the machinery brake; and which monitoring arrangement is arranged to activate a first emergency braking procedure for braking the elevator car at a first deceleration  $a_1$  if the speed of the elevator car exceeds the first limit value  $v_{lim1}$  for permitted speed; and which monitoring arrangement is arranged to further activate a second emergency braking procedure for braking the elevator car at a second deceleration  $a_2$  that is greater than the first, if the speed of the elevator car exceeds the second limit value  $v_{lim2}$  for permitted speed that is greater than the first limit value  $v_{lim1}$  for permitted speed. The aforementioned first deceleration  $a_1$  is preferably greater than the normal deceleration of the elevator car according to the deceleration phase of the speed reference  $v_{ref}$ . According to the basic idea of the invention the deceleration of the elevator car is increased progressively by activating consecutive emergency braking procedures during an emergency stop such that the deceleration of the elevator car achieved by the subsequent emergency braking procedure is always greater than the deceleration of the elevator car achieved by the preceding emergency braking procedure. The aforementioned consecutive different emergency braking procedures are preferably independent of each other such that braking apparatuses separate to each other are used in the different emergency braking procedures. The progressive increase in deceleration in connection with the first and the second

emergency braking procedure can be e.g. approx. ten percent of the normal deceleration of the elevator.

The monitoring arrangement according to the invention preferably comprises a control unit of an emergency stop. In a preferred embodiment of the invention the control unit  
5 of an emergency stop is, as a first emergency braking procedure, arranged to adjust the speed of the elevator car with the electric drive towards the target value for speed during an emergency stop. The control unit of an emergency stop is preferably fitted into the control system of the elevator such that the calculation performed by the control unit of an emergency stop, said calculation being of the target value for the speed of the  
10 elevator car during an emergency stop, is independent of any other calculation of the speed reference of the elevator. The aforementioned target value for speed during an emergency stop is determined such that the target value for speed decreases by the angular coefficient determined by the first deceleration  $a_1$  according to the aforementioned first emergency stop procedure of the elevator car.

15 In a preferred embodiment of the invention the monitoring arrangement is, as a second emergency braking procedure, arranged to activate one or more machinery brakes for braking the elevator car at a second deceleration  $a_2$  that is greater than the first. The aforementioned one or more machinery brakes is/are dimensioned to exert braking force on the traction sheave of the hoisting machine of the elevator, the second deceleration  $a_2$   
20 achieved by which braking force is greater than the first deceleration  $a_1$  according to the first emergency stop procedure.

In a preferred embodiment of the invention the elevator system comprises a safety gear; and the monitoring arrangement comprises means for controlling the safety gear; and the monitoring arrangement is in this case arranged to further activate the safety gear, as  
25 a third emergency braking procedure, for braking the elevator car at a third deceleration  $a_3$  that is greater than the second, if the speed of the elevator car exceeds the third limit value  $v_{lim3}$  for permitted speed that is greater than the second limit value  $v_{lim2}$  for permitted speed. The safety gear is in this case dimensioned to exert braking force between the elevator car and the guide rail, the third deceleration  $a_3$  achieved by which

braking force is greater than the second deceleration  $a_2$  according to the second emergency stop procedure.

Each of the aforementioned limit values  $v_{lim1}$ ,  $v_{lim2}$ ,  $v_{lim3}$  for permitted speed of the elevator car depends preferably upon the position of the elevator car on its path of movement such that the limit value  $v_{lim1}$ ,  $v_{lim2}$ ,  $v_{lim3}$  for permitted speed, to which the speed of the elevator car is compared, decreases when the position of the elevator car towards the end of the elevator hoistway changes.

In a preferred embodiment of the invention the first limit value  $v_{lim1}$  for permitted speed of the elevator car in this case decreases towards the end of the elevator hoistway by a gradient, which gradient depends on the aforementioned first deceleration  $a_1$  of the elevator car. The second limit value  $v_{lim2}$  for permitted speed of the elevator car, on the other hand, decreases in this case by a gradient, which gradient depends on the aforementioned second deceleration  $a_2$  of the elevator car. The first limit value  $v_{lim1}$  for permitted speed of the elevator car is in this case determined preferably by means of the first deceleration  $a_1$  of the elevator car and also the distance of the elevator car from the terminal floor  $s$ , using the equation:

$$v_{lim1} = \sqrt{2a_1s} .$$

The second limit value  $v_{lim2}$  for permitted speed of the elevator car is in this case determined preferably by means of the second deceleration  $a_2$  of the elevator car, the distance of the elevator car from the end buffer  $d$  and also the permitted buffer collision speed  $v_{coll}$ , using the equation:

$$v_{lim2} = \sqrt{2a_2d + v_{coll}^2} .$$

The third limit value  $v_{lim3}$  for permitted speed of the elevator car, on the other hand, in this case preferably decreases by a gradient, which gradient depends on the aforementioned third deceleration  $a_3$  of the elevator car. The third limit value  $v_{lim3}$  for permitted speed of the elevator car is in this case determined preferably by means of the third deceleration  $a_3$  of the elevator car, the distance of the elevator car/counterweight

from the end buffer  $d$  and also the permitted buffer collision speed  $v_{coll}$ , using the equation:

$$v_{lim3} = \sqrt{2a_3d + v_{coll}^2}.$$

It must be noted here that above the constant values are used for the first  $a_1$ , the second  
5  $a_2$  and the third  $a_3$  deceleration of the elevator car. In practice, however, the deceleration might vary slightly during the braking, e.g. owing to variation in the structure of the braking apparatus, in the braking method and/or in the friction. In this case the first  $a_1$ , the second  $a_2$  and the third  $a_3$  deceleration are understood to be the average deceleration during braking. The first limit value  $v_{lim1}$  for permitted speed of the elevator car  
10 presented above approaches the speed reference of the elevator car during the deceleration phase of the speed reference. For this reason, when the elevator car approaches a stopping floor an instantaneous fluctuation in the speed of the elevator car could cause unnecessary activation of the first emergency braking procedure. In order to prevent this the first limit value for speed is often increased in the proximity of the  
15 stopping floor, e.g. by adding a defined additional term to the first limit value for speed and/or by increasing the value of the distance of the elevator car from the terminal floor  $s$  in the calculation equation of the first limit value for speed presented above such that the stopping point of the elevator is located slightly beyond the terminal floor. The equations of the second and third limit values  $v_{lim2}$ ,  $v_{lim3}$  for permitted speed presented  
20 above describe the maximum value for which the limit values can be set. Before commissioning, however, the second and third limit values  $v_{lim2}$ ,  $v_{lim3}$  for permitted speed can for safety reasons be reduced slightly, which ensures an adequate braking distance irrespective of a possible fluctuation in the deceleration of the elevator car and also irrespective of e.g. activation delays, such as an activation delay of the machinery  
25 brake and/or of the safety gear, of the emergency braking procedures.

The aforementioned first  $v_{lim1}$ , second  $v_{lim2}$  and third  $v_{lim3}$  limit value for permitted speed preferably do not overlap each other but instead they are determined such that the aforementioned third limit value  $v_{lim3}$  for permitted speed is always greater in absolute value than the aforementioned second limit value  $v_{lim2}$  for permitted speed, and the

aforementioned second limit value  $v_{lim2}$  for permitted speed is always greater in absolute value than the aforementioned first limit value  $v_{lim1}$  for permitted speed.

In one embodiment of the invention the monitoring arrangement comprises speed monitoring units, which speed monitoring units are disposed in the end zone of the elevator hoistway. Each speed monitoring unit comprises an input for the speed measurement signal of the elevator car. The speed monitoring units are disposed at different points beside the path of movement of the elevator car. The speed monitoring units are connected to the safety circuit of the elevator such that each speed monitoring unit is able, if necessary, to activate the machinery brake. In some embodiments the speed measurement of each speed monitoring unit is duplicated such that each speed monitoring unit comprises an input for the machine encoder that measures the movement of the traction sheave of the hoisting machine and also in addition an input for the encoder that measures the movement of the elevator car and that is to be connected to a guide rail via a rotating roller fitted in connection with the elevator car. In this case the speed monitoring unit is arranged to compare the measuring signals of the different sensors to each other and when it detects that the measuring data deviate from each other by more than what is permitted the speed monitoring unit is arranged to activate an emergency braking procedure.

In a second embodiment of the invention the monitoring arrangement comprises a sensor, which sensor is arranged in connection with the rope pulley of the overspeed governor, for measuring the speed of rotation of the rope pulley. In some embodiments the monitoring arrangement comprises two sensors, both of which are arranged in connection with the rope pulley of the overspeed governor for duplicating the speed measurement. The monitoring arrangement also comprises a speed monitoring unit, which is connected to the aforementioned sensor/sensors. In those embodiments in which the monitoring arrangement comprises two sensors, the speed monitoring unit is arranged to compare the measuring signals of the different sensors to each other and when it detects that the measuring data deviate from each other by more than what is permitted the speed monitoring unit is arranged to activate an emergency braking procedure. The speed monitoring unit is connected to the safety circuit of the elevator,

for activating the machinery brake and/or the safety gear. The speed monitoring unit is arranged to activate a second emergency braking procedure for braking the elevator car at a second deceleration if the speed of the elevator car exceeds the second limit value for permitted speed. The speed monitoring unit is arranged to further activate a third  
5 emergency braking procedure for braking the elevator car at a third deceleration that is greater than the second, if the speed of the elevator car exceeds the third limit value for permitted speed that is greater than the second limit value for permitted speed.

When determining the aforementioned limit values  $v_{lim1}$ ,  $v_{lim2}$ ,  $v_{lim3}$  for permitted speed by means of the acceleration  $a_1$ ,  $a_2$ ,  $a_3$  according to each emergency braking procedure  
10 in the manner presented above, the emergency braking procedures to be activated consecutively can always be started at the correct moment and in a controlled manner such that the emergency braking procedure to be activated at any given time is able to stop the elevator car safely before the end of the elevator hoistway if the emergency braking apparatus to be used in the emergency braking procedure is operationally  
15 viable. The safety of an elevator system also increases as the number of consecutive emergency braking procedures increases. The set limit values  $v_{lim1}$ ,  $v_{lim2}$ ,  $v_{lim3}$  for permitted speed correspond essentially to the maximum possible limit values for safe operation. Since the instantaneous speed of the elevator car can vary within the scope of the aforementioned limit values  $v_{lim1}$ ,  $v_{lim2}$ ,  $v_{lim3}$  for permitted speed, according to the  
20 invention it is thus possible with the set limit values  $v_{lim1}$ ,  $v_{lim2}$ ,  $v_{lim3}$  for permitted speed to essentially reduce e.g. emergency stops occurring as a consequence of an instantaneous speed fluctuation/overspeed of the elevator car caused by elongation of the elevator ropes.

In the invention the speed of the elevator car can also be determined e.g. from the  
25 measuring signal of an acceleration sensor that is fitted in connection with the elevator car and that moves along with the elevator car. The determination of speed from the measuring signal of the acceleration sensor that moves along with the elevator car is thus advantageous so that in this case no measuring error occurs in the speed data of the elevator car e.g. when the ropes slip on the traction sheave of the hoisting machine of  
30 the elevator.

The aforementioned summary, as well as the additional features and advantages of the invention presented below, will be better understood by the aid of the following description of some embodiments, said description not limiting the scope of application of the invention.

5 Brief explanation of the figures

Fig. 1 presents as a block diagram an elevator system according to a first embodiment of the invention

Fig. 2 presents as a block diagram an elevator system according to a second embodiment of the invention

10 Fig. 3 illustrates some limit values for permitted speed according to the invention, described in relation to the position of the elevator car

Fig. 4 illustrates the speed reference of an elevator, the limit values for permitted speed of an elevator car, and also the measured speed of an elevator car during the deceleration phase of a run of the elevator car

15 More detailed description of preferred embodiments of the invention

Embodiment 1

Fig. 1 presents as a block diagram an elevator system according to a first embodiment of the invention, wherein the elevator car 1 is moved in the elevator hoistway 24 with an electric drive 6, which comprises the hoisting machine 16 of the elevator and also a frequency converter 7. The elevator car 1 and the counterweight 18 are suspended in the  
20 elevator hoistway 24 with hoisting ropes, a belt or corresponding (not shown in the figure) passing via the traction sheave of the hoisting machine 16 of the elevator. The power supply to the electric motor of the hoisting machine 16 of the elevator occurs with a frequency converter 7 from an electricity network 17. The control unit 10 of the  
25 elevator calculates the target value for speed, i.e. the speed reference, of the elevator car 1 to be moved in the elevator hoistway 24 and the frequency converter 7 adjusts the

speed of the hoisting machine 16, and thereby indirectly also the speed of the elevator car 1, towards the aforementioned speed reference communicated to the frequency converter 7. For adjusting the speed the frequency converter measures the speed of rotation of the hoisting machine 16 of the elevator with a speed sensor, such as with a pulse encoder 20, a tachometer or corresponding, fitted to the shaft of the hoisting machine 16.

The elevator system also comprises a monitoring arrangement, which is usually made to be at least partly separate from the rest of the control system of the elevator. The task of the monitoring arrangement is to take care of the safety of the elevator system. The monitoring arrangement comprises, in addition to the safety circuit 11 of the elevator, *inter alia*, monitoring units 8, 14, sensors 20, and braking devices 9, 12. The braking devices, such as a machinery brake 9 and a safety gear 12, are connected to the safety circuit such that the machinery brake 9 and the safety gear 12 can be activated via the safety circuit. The monitoring arrangement measures the operating state of the elevator system and when it detects a hazardous situation performs one or more procedures for bringing the elevator system to a safe state. These procedures are e.g. activation of emergency braking and also prevention of the starting of a run of the elevator car 1:

The sensors incorporated in the safety circuit 11 of the elevator system are e.g. the safety switches (not shown in the figure) monitoring the locking/state of entrances to the elevator hoistway 13, and also the limit switches (not shown in the figure) monitoring the limits of the areas of permitted movement of the elevator car 1 in the elevator hoistway 24. The speed of the elevator car is measured with sensors 20 that measure the speed of rotation of the hoisting machine 16.

In this embodiment of the invention the monitoring arrangement comprises speed monitoring units 14, which are disposed in the bottom end zone of the elevator hoistway 24. Each of the speed monitoring units 14 comprises an input for the speed measurement signal 21 of the elevator car, which signal is formed here with the encoder 20 of the hoisting machine of the elevator; the speed measurement signal 21 of the elevator car could, however, also be formed with e.g. a sensor that measures the speed

of rotation of a rope pulley 13 fitted in connection with the rope pulley 13 of the overspeed governor. The speed monitoring units 14 are disposed at different points beside the path of movement of the elevator car 1. The speed monitoring units 14 are connected to the safety circuit 11 of the elevator such that each of the speed monitoring units is able, if necessary, to activate the machinery brake 9.

The monitoring arrangement measures the speed of the elevator car 1 and compares the measured speed to the limit values for permitted speed. When the speed of the elevator car 1 exceeds the limit value for permitted speed, the monitoring arrangement activates consecutive emergency braking procedures such that the deceleration of the elevator car increases progressively. Fig. 3 illustrates in more detail some limit values  $v_{lim1}$ ,  $v_{lim2}$  for permitted speed according to the embodiment of Fig. 1, described in relation to the position 15 of the elevator car in the end zone of the elevator hoistway. Each of the limit values  $v_{lim1}$ ,  $v_{lim2}$  for permitted speed of the elevator car depends upon the position 15 of the elevator car on its path of movement such that the limit value  $v_{lim1}$ ,  $v_{lim2}$  for permitted speed, to which the speed  $v$  of the elevator car 1 is compared, decreases when the position 15 of the elevator car 1 towards the end 2 of the elevator hoistway changes. The control unit 8 of an emergency stop fitted in connection with the frequency converter 7 compares the speed  $v$  of the elevator car 1 measured with the encoder 20 of the hoisting machine of the elevator to the first limit value  $v_{lim1}$  for permitted speed. If the speed  $v$  of the elevator car 1 exceeds the first limit value  $v_{lim1}$  for permitted speed, the control unit 8 of an emergency stop activates a first emergency braking procedure. As a first emergency braking procedure the control unit 8 of an emergency stop controls the electric drive 6, adjusting the speed  $v$  of the elevator car towards the target value 5 for speed during an emergency stop. The control unit 8 of an emergency stop also calculates the aforementioned target value 5 for speed during an emergency stop such that the target value for speed during an emergency stop is formed independently from the speed reference during normal operation of the elevator calculated by the control unit 10 of the elevator.

The aforementioned first limit value  $v_{lim1}$  for permitted speed of an elevator car is determined such that the elevator car can be stopped at a first deceleration  $a_1$  at the

terminal floor 4, or in the immediate proximity of the terminal floor 4, from the speed  $v$  that the elevator car has at the moment of activating the first emergency braking procedure. The first limit value  $v_{lim1}$  for permitted speed is determined by means of the first deceleration  $a_1$  of the elevator car and also the distance of the elevator car from the terminal floor  $s$  from the equation:

$$v_{lim1} = \sqrt{2a_1(s + \Delta s)}.$$

In addition, the first limit value  $v_{lim1}$  for permitted speed in the equation above is increased by adding the term  $\Delta s$  to the distance of the elevator car from the terminal floor  $s$ . This ensures that the first emergency braking procedure is not activated in the proximity of the stopping floor of the elevator owing to a fluctuation in the instantaneous speed of the elevator car.

The speed monitoring units 14 presented above that are fitted beside the path of movement of the elevator car 1 monitor the speed  $v$  of the elevator car 1 arriving at the point of a speed monitoring unit 14. The speed monitoring unit 14 compares the speed data of the speed measurement signal 21 of the elevator car to the second limit value  $v_{lim2}$  for permitted speed of the elevator car, which limit value is determined for each speed monitoring unit 14 separately such that the limit values for permitted speed of the different monitoring units 14 are located on the limit value curve for permitted speed of the second limit value  $v_{lim2}$ , which curve is illustrated in Fig. 3. If the speed  $v$  of the elevator car 1 still increases, exceeding the second limit value  $v_{lim2}$  for permitted speed that is larger than the aforementioned first limit value  $v_{lim1}$  for permitted speed, the speed monitoring unit 14 activates, as a second emergency braking procedure, the machinery brake 9.

The aforementioned second limit value  $v_{lim2}$  for permitted speed of the elevator car is determined such that the speed of the elevator car can be slowed down before collision with the end buffer 3 at a second deceleration  $a_2$  determined by the machinery brake 9 to the permitted buffer collision speed  $v_{coll}$  from the speed  $v$  that the elevator car has at the moment of activating the second emergency braking procedure. The second limit

value  $v_{lim2}$  for speed is determined by means of the second deceleration  $a_2$  of the elevator car, the distance of the elevator car from the end buffer  $d$  and also the permitted buffer collision speed  $v_{coll}$ , from the equation:

$$v_{lim2} = \sqrt{2a_2d + v_{coll}^2} - \Delta v_{safety}.$$

- 5 In addition, the second limit value  $v_{lim2}$  for speed in the equation above is reduced for safety reasons with the term  $\Delta v_{safety}$ . This ensures an adequate braking distance irrespective of a possible instantaneous fluctuation in the deceleration of the elevator car and also irrespective of e.g. an activation delay of the machinery brake.

The accuracy of the monitoring of the movement of the elevator car can be improved by  
10 increasing the number of consecutively disposed speed monitoring units 14 such that the intermediate distance between the speed monitoring units 14 decreases.

### Embodiment 2

Fig. 2 presents as a block diagram an elevator system according to a second  
embodiment of the invention, wherein the elevator car 1 is moved in the elevator  
15 hoistway 13 with an electric drive 6, which comprises the hoisting machine 16 of the elevator and also a frequency converter 7. The elevator car 1 and the counterweight 18 are suspended in the elevator hoistway 24 with hoisting ropes, a belt or corresponding (not shown in the figure) passing via the traction sheave of the hoisting machine 16 of the elevator. The power supply to the electric motor of the hoisting machine 16 of the  
20 elevator occurs with a frequency converter 7 from an electricity network 17. The control unit 10 of the elevator calculates the target value for speed, i.e. the speed reference, of the elevator car 1 to be moved in the elevator hoistway 24 and the frequency converter 7 adjusts the speed of the hoisting machine 16, and thereby indirectly also the speed of the elevator car 1, towards the aforementioned speed reference communicated to the  
25 frequency converter 7. For adjusting the speed the frequency converter measures the speed of rotation of the hoisting machine 16 of the elevator with a speed sensor, such as

with a pulse encoder 20, a tachometer or corresponding, fitted to the shaft of the hoisting machine 16.

The elevator system also comprises a monitoring arrangement, which is usually made to be at least partly separate from the rest of the control system of the elevator. The task of  
5 the monitoring arrangement is to take care of the safety of the elevator system. The monitoring arrangement comprises, in addition to the safety circuit 11 of the elevator, *inter alia*, monitoring units 8, sensors 20, 22, and braking devices 9, 12. The braking devices, such as a machinery brake 9 and a safety gear 12, are connected to the safety circuit such that the machinery brake 9 and the safety gear 12 can be activated via the  
10 safety circuit. The monitoring arrangement measures the operating state of the elevator system and when it detects a hazardous situation performs one or more procedures for bringing the elevator system to a safe state. Such procedures are, *inter alia*, activation of emergency braking and also prevention of the starting of a run of the elevator car 1.

The sensors incorporated in the safety circuit 11 of the elevator system are e.g. the  
15 safety switches (not shown in the figure) monitoring the locking/state of entrances to the elevator hoistway 13, and also the limit switches (not shown in the figure) monitoring the limits of the areas of permitted movement of the elevator car 1 in the elevator hoistway 24. The speed of the elevator car is measured with sensors 20 that measure the speed of rotation of the hoisting machine 16. Additionally, in this embodiment of the  
20 invention the speed of the elevator car is measured directly with a sensor 22, which is arranged in connection with the rope pulley 13 of the overspeed governor, for measuring the speed of rotation of the rope pulley 13.

The monitoring arrangement also comprises a speed monitoring unit 23, which is connected to a sensor 22 arranged in connection with the rope pulley 13. The speed  
25 monitoring unit 23 is connected to the safety circuit of the elevator.

The monitoring arrangement measures the speed of the elevator car 1 and compares the measured speed to the limit values for permitted maximum speed. When the speed of the elevator car 1 exceeds the limit value for permitted speed, the monitoring arrangement activates consecutive emergency braking procedures such that the

deceleration of the elevator car increases progressively. Fig. 3 illustrates in more detail some limit values  $v_{lim1}$ ,  $v_{lim2}$ ,  $v_{lim3}$  for permitted speed according to the embodiment of Fig. 2, described in relation to the position 15 of the elevator car. Each of the limit values  $v_{lim1}$ ,  $v_{lim2}$ ,  $v_{lim3}$  for permitted speed of the elevator car depends upon the position 5 15 of the elevator car on its path of movement such that the limit value  $v_{lim1}$ ,  $v_{lim2}$  for permitted speed, to which the speed  $v$  of the elevator car 1 is compared, decreases when the position 15 of the elevator car 1 towards the end 2 of the elevator hoistway changes. The control unit 8 of an emergency stop fitted in connection with the frequency converter 7 compares the speed  $v$  of the elevator car 1 measured with the encoder 20 of the hoisting machine of the elevator to the first limit value  $v_{lim1}$  for permitted speed. If 10 the speed  $v$  of the elevator car 1 exceeds the first limit value  $v_{lim1}$  for permitted speed, the control unit 8 of an emergency stop activates a first emergency braking procedure. As a first emergency stop procedure the control unit 8 of an emergency stop controls the electric drive 6, adjusting the speed  $v$  of the elevator car towards the target value 5 for 15 speed during an emergency stop. The control unit 8 of an emergency stop also calculates the aforementioned target value 5 for speed during an emergency stop such that the target value 5 for speed during an emergency stop is formed independently from the speed reference during normal operation of the elevator calculated by the control unit 10 of the elevator.

20 The aforementioned first limit value  $v_{lim1}$  for permitted speed of an elevator car is determined such that the elevator car can be stopped at a first deceleration  $a_1$  at the terminal floor 4, or in the immediate proximity of the terminal floor 4, from the speed  $v$  that the elevator car has at the moment of activating the first emergency stop procedure. The first limit value  $v_{lim1}$  for permitted speed is determined by means of the first 25 deceleration  $a_1$  of the elevator car and also the distance of the elevator car from the terminal floor  $s$  from the equation:

$$v_{lim1} = \sqrt{2a_1(s + \Delta s)}.$$

In addition, the first limit value  $v_{lim1}$  for permitted speed in the equation above is increased by adding the term  $\Delta s$  to the distance of the elevator car from the terminal

floor *s*. This ensures that the first emergency braking procedure is not activated in the proximity of the stopping floor of the elevator owing to a fluctuation in the instantaneous speed of the elevator car.

The sensor 22 presented above that is arranged in connection with the rope pulley 13 of the overspeed governor measures the speed *v* of the elevator car 1. The speed monitoring unit 23 connected in connection with the sensor 22 compares the speed data measured by the sensor 22 also to the second limit value  $v_{lim2}$  for permitted speed of the elevator car. If the speed *v* of the elevator car 1 still increases, exceeding the second limit value  $v_{lim2}$  for permitted speed that is larger than the aforementioned first limit value  $v_{lim1}$  for permitted speed, the speed monitoring unit 23 activates, as a second emergency braking procedure, the machinery brake 9.

The speed monitoring unit 23 connected in connection with the sensor 22 determines the aforementioned second limit value  $v_{lim2}$  for permitted speed of the elevator car such that the speed of the elevator car can be slowed down before collision with the end buffer 3 at a second deceleration  $a_2$  determined by the machinery brake 9 to the permitted buffer collision speed  $v_{coll}$  from the speed *v* that the elevator car has at the moment of activating the second emergency braking procedure. The second limit value  $v_{lim2}$  for permitted speed is determined by means of the second deceleration  $a_2$  of the elevator car, the distance of the elevator car from the end buffer *d* and also the permitted buffer collision speed  $v_{coll}$ , from the equation:

$$v_{lim2} = \sqrt{2a_2d + v_{coll}^2} - \Delta v_{safety}.$$

In addition, the second limit value  $v_{lim2}$  for speed in the equation above is reduced for safety reasons with the term  $\Delta v_{safety}$ . This ensures an adequate braking distance irrespective of a possible instantaneous fluctuation in the deceleration of the elevator car and also irrespective of e.g. an activation delay of the machinery brake.

The speed monitoring unit 23 connected in connection with the sensor 22 compares the speed data measured by the sensor 22 also to the third limit value  $v_{lim3}$  for permitted

speed of the elevator car. If the speed  $v$  of the elevator car 1 still increases, exceeding the third limit value  $v_{lim3}$  for permitted speed that is larger than the aforementioned second limit value  $v_{lim2}$  for permitted speed, the speed monitoring unit 23 activates, as a third emergency braking procedure, the safety gear 12 of the elevator car by stopping  
 5 the rotation of the rope pulley 13 of the overspeed governor, and thus the movement of the rope of the overspeed governor, by controlling a solenoid into the path of movement of the rope pulley 13 of the overspeed governor.

The speed monitoring unit 23 connected in connection with the sensor 22 determines the aforementioned third limit value  $v_{lim3}$  for permitted speed of the elevator car such  
 10 that the speed of the elevator car 1 can be slowed down before collision with the end buffer 3 at a third deceleration  $a_3$  determined by the safety gear 12 of the elevator car to the permitted buffer collision speed  $v_{coll}$  from the speed  $v$  that the elevator car has at the moment of activating the third emergency braking procedure. The third limit value  $v_{lim3}$  for permitted speed is determined by means of the third deceleration  $a_3$  of the elevator  
 15 car, the distance of the elevator car from the end buffer  $d$  and also the permitted buffer collision speed  $v_{coll}$ , from the equation:

$$v_{lim3} = \sqrt{2a_3d + v_{coll}^2} + \Delta v_{safety}.$$

In addition, the third limit value  $v_{lim3}$  for speed in the equation above is further reduced for safety reasons with the term  $\Delta v_{safety}$ . This ensures an adequate braking distance  
 20 irrespective of a possible instantaneous fluctuation in the deceleration of the elevator car and also irrespective of e.g. an activation delay of the safety gear of the elevator car.

The magnitude of the progressive increase in deceleration in connection with the first and the second emergency braking procedure is in the first and second embodiment of the invention set at ten percent of the normal deceleration of the elevator, in which case  
 25 e.g. when the normal deceleration determined by the speed reference of the elevator is  $1\text{m/s}^2$  the first deceleration according to the first emergency braking procedure is approx.  $1.1\text{m/s}^2$  and the second deceleration according to the second emergency braking procedure is approx.  $1.2\text{m/s}^2$ .

For illustrative purposes and relating to the embodiments of the invention that are described above, Fig. 4 further presents the speed reference  $v_{ref}$  of an elevator, the starting moment 19 of the deceleration phase of an elevator car, the target value 5 for speed during an emergency stop, the limit values  $v_{lim1}$ ,  $v_{lim2}$ ,  $v_{lim3}$  for permitted speed of an elevator car, and also the measured speed  $v$  of an elevator car as a function of time in the deceleration phase of a run of an elevator car.

In the preceding embodiments of the invention, the monitoring of the movement of an elevator car in the bottom part of an elevator hoistway is described. The invention can, however, be used for monitoring the movement of an elevator car also in the top part of an elevator hoistway in a corresponding manner, taking into account the effect on the second and third deceleration of the elevator car possibly caused by a change in the direction of movement of the masses of the elevator. Likewise the invention can be applied to monitoring the movement of a counterweight, instead of or in addition to the movement of an elevator car.

15 The elevator system according to the invention can be provided with a counterweight or can be one without a counterweight.

The invention is described above by the aid of a few examples of its embodiment. It is obvious to the person skilled in the art that the invention is not limited only to the embodiments described above, but that many other applications are possible within the scope of the inventive concept defined by the claims.

**CLAIMS**

1. Method for monitoring the movement an elevator car (1), in which method:

- a first emergency braking procedure is activated for braking the elevator car (1) at a first deceleration ( $a_1$ ) if the speed ( $v$ ) of the elevator car exceeds the first limit value ( $v_{lim1}$ ) for permitted speed.

**characterized in that**

- a second emergency braking procedure is further activated for braking the elevator car (1) at a second deceleration ( $a_2$ ) that is greater than the first, if the speed ( $v$ ) of the elevator car exceeds the second limit value ( $v_{lim2}$ ) for permitted speed that is greater than the first limit value ( $v_{lim1}$ ) for permitted speed.

2. Method according to claim 1, **characterized** in that the aforementioned first deceleration ( $a_1$ ) of the elevator car is greater than the normal deceleration of the elevator car according to the deceleration phase of the speed reference ( $v_{ref}$ ).

3. Method according to claim 1 or 2, **characterized** in that:

- a third emergency braking procedure is further activated for braking the elevator car (1) at a third deceleration ( $a_3$ ) that is greater than the second, if the speed ( $v$ ) of the elevator car exceeds the third limit value ( $v_{lim3}$ ) for permitted speed that is greater than the second limit value ( $v_{lim2}$ ) for permitted speed.

4. Method according to any of claims 1 - 3, **characterized** in that each of the aforementioned limit values ( $v_{lim1}$ ,  $v_{lim2}$ ,  $v_{lim3}$ ) for permitted speed of the elevator car depends upon the position (15) of the elevator car (1) on its path of movement such that the limit value ( $v_{lim1}$ ,  $v_{lim2}$ ,  $v_{lim3}$ ) for permitted speed, to which the speed ( $v$ ) of the elevator car is compared, decreases when the position (15) of the elevator car (1) towards the end (2) of the elevator hoistway changes.

5. Method according to claim 4, **characterized** in that the first limit value ( $v_{lim1}$ ) for permitted speed of the elevator car decreases by a gradient, which gradient depends on the aforementioned first deceleration ( $a_1$ ) of the elevator car.
6. Method according to claim 4 or 5, **characterized** in that the second limit value ( $v_{lim2}$ ) for permitted speed of the elevator car decreases by a gradient, which gradient depends on the aforementioned second deceleration ( $a_2$ ) of the elevator car.
7. Method according to any of claims 4 – 6, **characterized** in that the third limit value ( $v_{lim3}$ ) for permitted speed of the elevator car decreases by a gradient, which gradient depends on the aforementioned third deceleration ( $a_3$ ) of the elevator car.
8. Method according to any of the preceding claims, **characterized** in that:
- as a first emergency braking procedure the speed ( $v$ ) of the elevator car is adjusted towards the target value (5) for speed during an emergency stop by controlling the electric drive (6) of the elevator with a control unit (8) of an emergency stop.
9. Method according to any of the preceding claims, **characterized** in that:
- as a second emergency braking procedure one or more machinery brakes (9) of the hoisting machine of the elevator is/are activated
10. Method according to any of the preceding claims, **characterized** in that:
- as a third emergency braking procedure the safety gear (12) of the elevator car is activated
11. Elevator system, which comprises:

an electric drive (6), for moving the elevator car (1) in the elevator hoistway (24);

a machinery brake (9);

5 monitoring arrangement, which monitoring arrangement comprises means (8, 11) for controlling the electric drive (6) and the machinery brake (9);

and which monitoring arrangement is arranged to activate a first emergency braking procedure for braking the elevator car (1) at a first deceleration ( $a_1$ ), if the speed ( $v$ ) of the elevator car exceeds the first limit value ( $v_{lim1}$ ) for permitted speed;

10 **characterized** in that the monitoring arrangement is arranged to further activate a second emergency braking procedure for braking the elevator car (1) at a second deceleration ( $a_2$ ) that is greater than the first, if the speed ( $v$ ) of the elevator car exceeds the second limit value ( $v_{lim2}$ ) for permitted speed that is greater than the first limit value ( $v_{lim1}$ ) for permitted speed.

15 12. Elevator system according to claim 11, **characterized** in that the aforementioned first deceleration ( $a_1$ ) is greater than the normal deceleration of the elevator car according to the deceleration phase of the speed reference ( $v_{ref}$ ).

13. Elevator system according to claim 11 or 12, **characterized** in that the monitoring arrangement comprises a control unit (8) of an emergency stop;

20 and in that the control unit (8) of an emergency stop is, as a first emergency braking procedure, arranged to adjust with the electric drive (6) the speed ( $v$ ) of the elevator car towards the target value (5) for speed during an emergency stop.

14. Elevator system according to any of claims 11 – 13, **characterized** in that the monitoring arrangement is, as a second emergency braking procedure, arranged  
25 to activate the machinery brake (9) for braking the elevator car (1) at a second deceleration ( $a_2$ ) that is greater than the first.

15. Elevator system according to any of claims 11 – 14, **characterized** in that the elevator system comprises a safety gear (12);
- and in that the monitoring arrangement comprises means (13) for controlling the safety gear (12);
- 5 and in that the monitoring arrangement is, as a third emergency braking procedure, arranged to further activate the safety gear (12) for braking the elevator car (1) at a third deceleration ( $a_3$ ) that is greater than the second, if the speed ( $v$ ) of the elevator car exceeds the third limit value ( $v_{lim3}$ ) for permitted speed that is greater than the second limit value ( $v_{lim2}$ ) for permitted speed.
- 10 16. Elevator system according to any of claims 11 – 15, **characterized** in that each of the aforementioned limit values ( $v_{lim1}$ ,  $v_{lim2}$ ,  $v_{lim3}$ ) for permitted speed of the elevator car depends upon the position (15) of the elevator car (1) on its path of movement such that the limit value ( $v_{lim1}$ ,  $v_{lim2}$ ,  $v_{lim3}$ ) for permitted speed, to which the speed ( $v$ ) of the elevator car is compared, decreases when the position
- 15 (15) of the elevator car (1) towards the end (2) of the elevator hoistway changes.
17. Elevator system according to claim 16, **characterized** in that the first limit value ( $v_{lim1}$ ) for permitted speed of the elevator car is arranged to be reduced by a gradient, which gradient depends on the aforementioned first deceleration ( $a_1$ ) of the elevator car.
- 20 18. Elevator system according to claim 16 or 17, **characterized** in that the second limit value ( $v_{lim2}$ ) for permitted speed of the elevator car is arranged to be reduced by a gradient, which gradient depends on the aforementioned second deceleration ( $a_2$ ) of the elevator car.
- 25 19. Method according to any of claims 16 - 18, **characterized** in that the third limit value ( $v_{lim3}$ ) for permitted speed of the elevator car is arranged to be reduced by a gradient, which gradient depends on the aforementioned third deceleration ( $a_3$ ) of the elevator car.

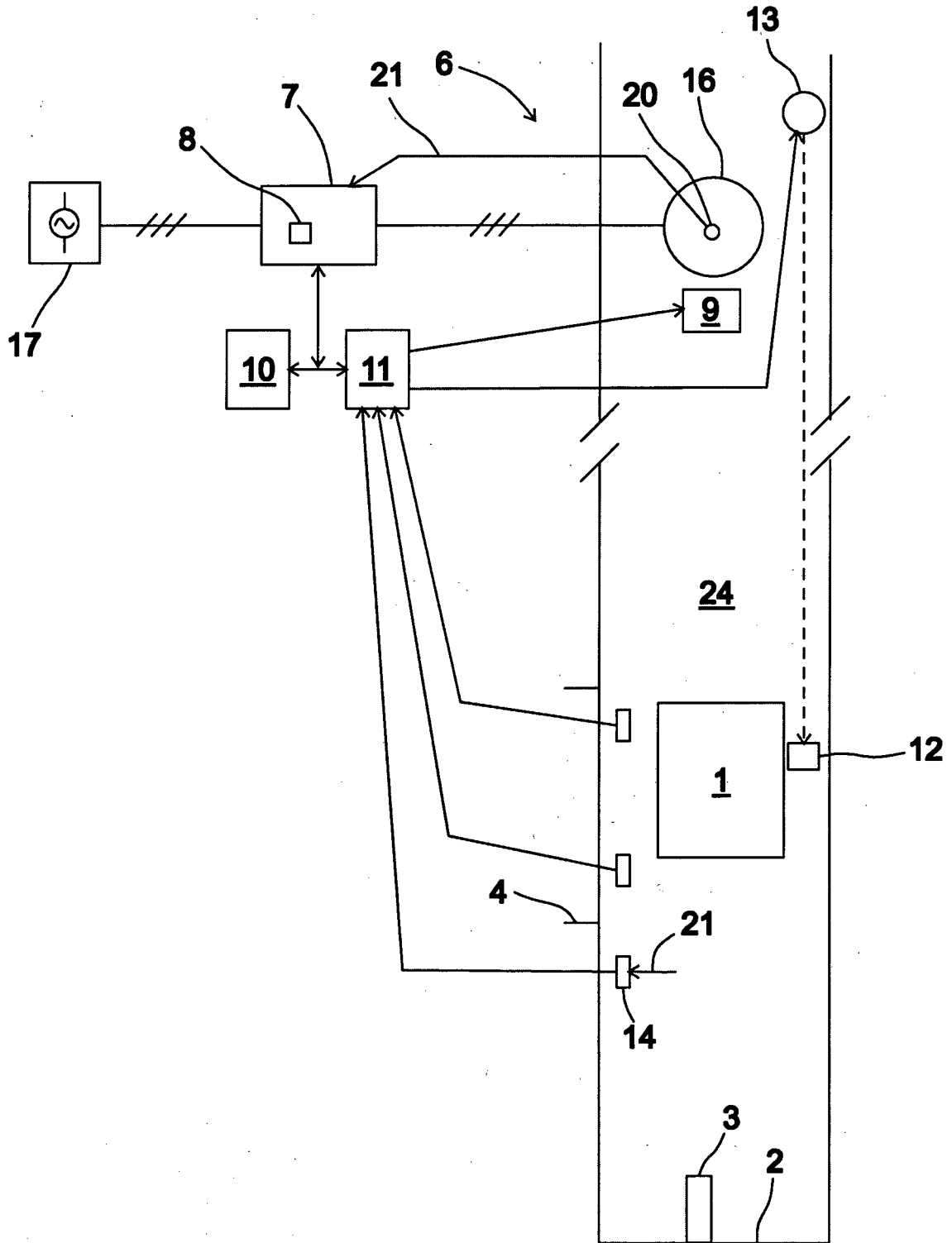


Fig. 1

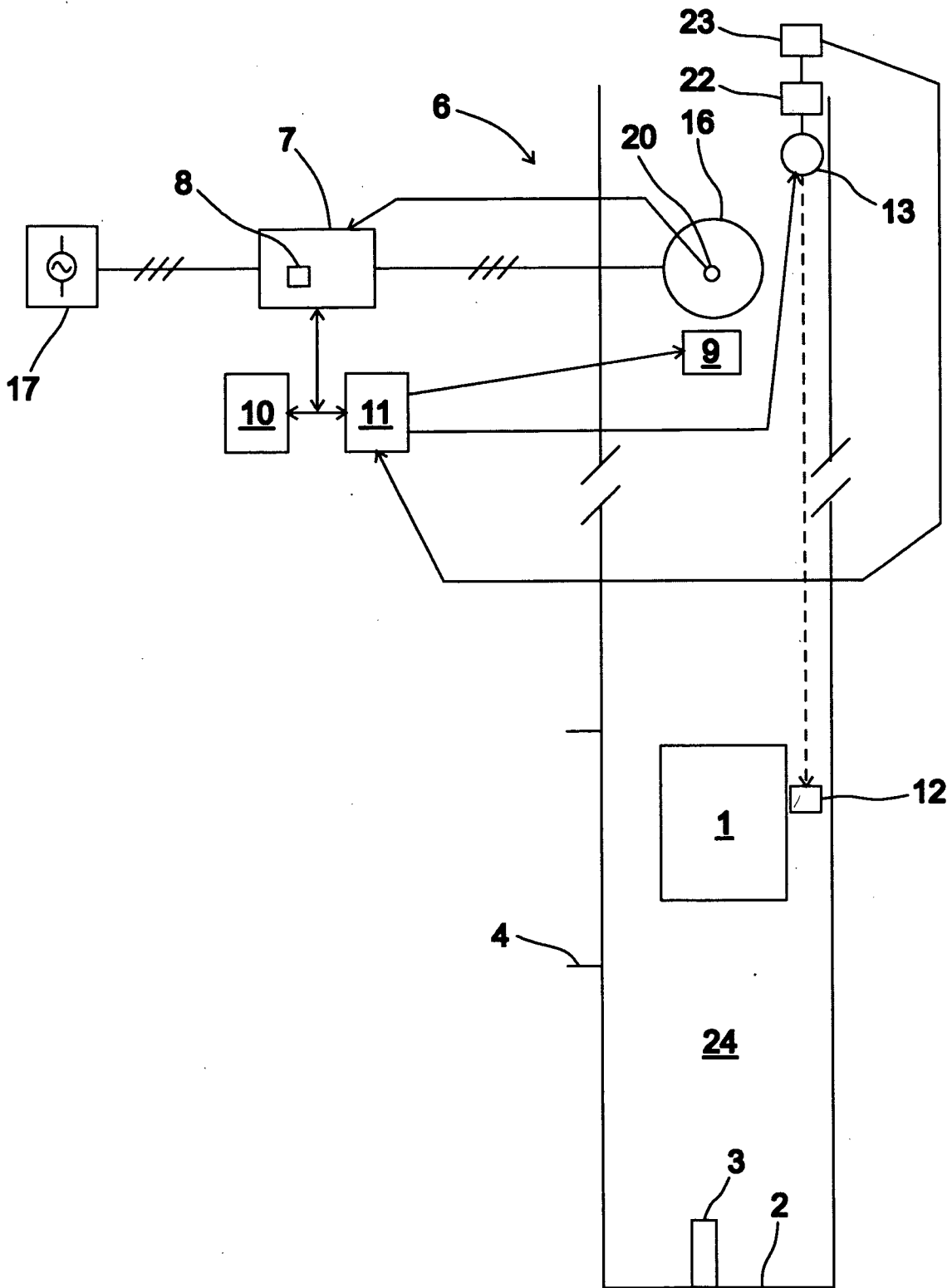


Fig. 2

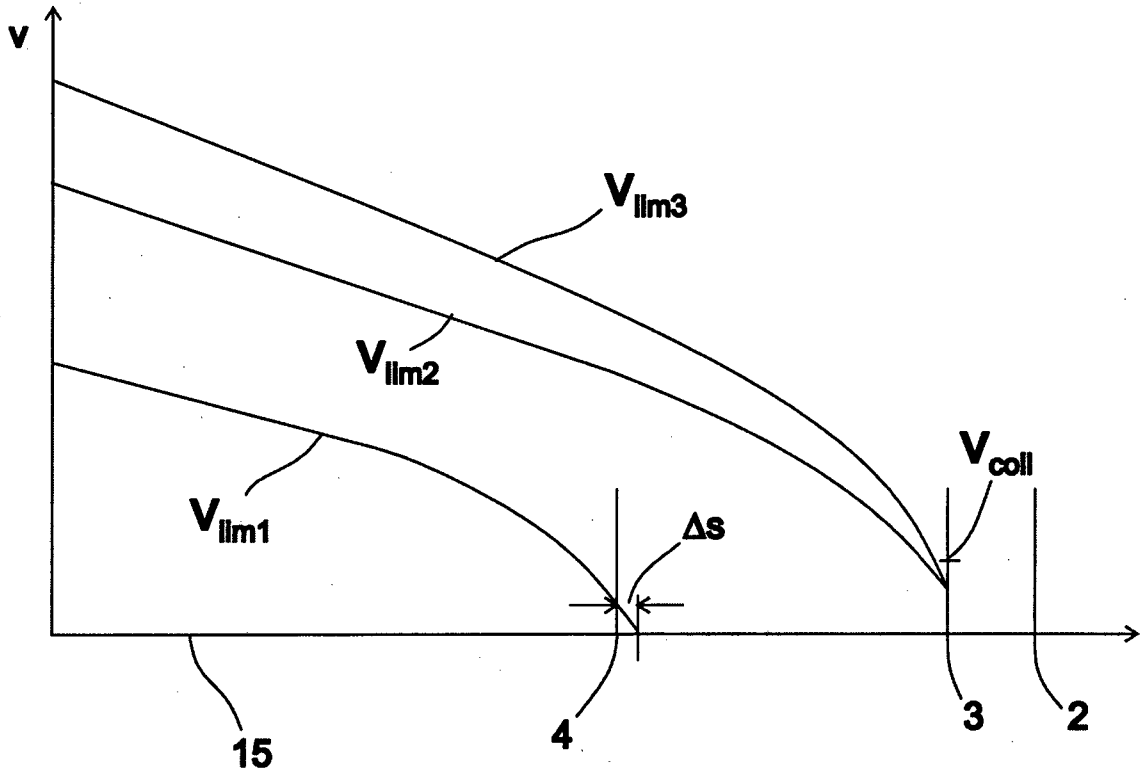


Fig. 3

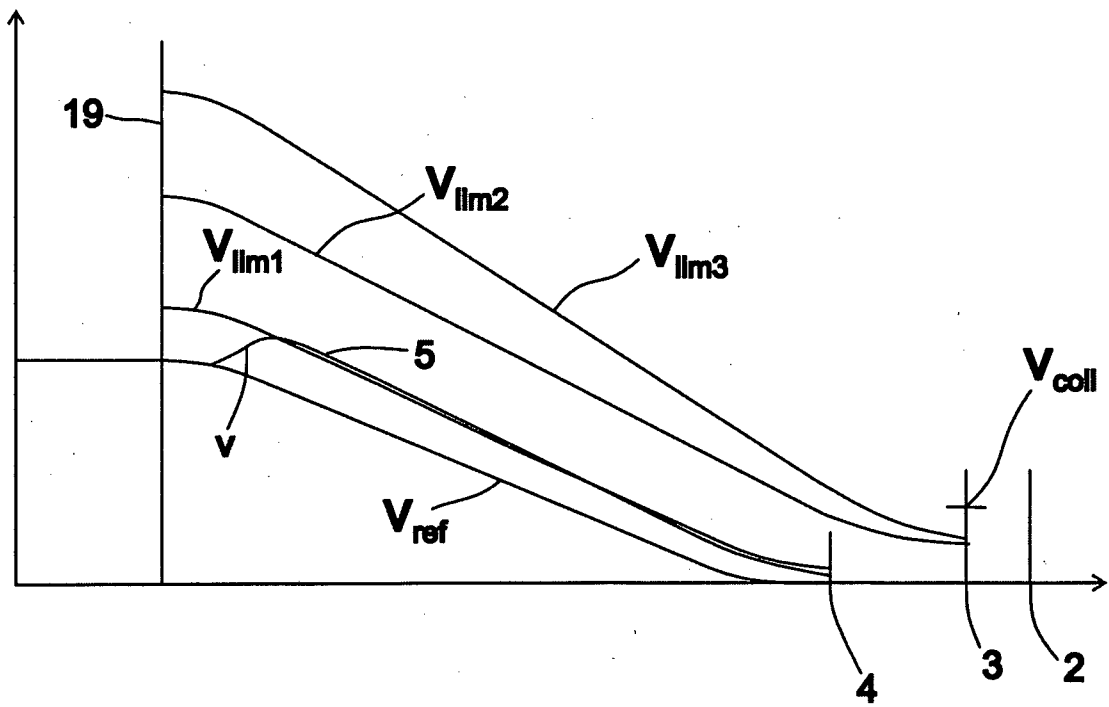


Fig. 4

## INTERNATIONAL SEARCH REPORT

International application No.

PCT/FI2011/000003

A. CLASSIFICATION OF SUBJECT MATTER See extra sheet 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) IPC: B66B Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched FI, SE, NO, DK Electronic data base consulted during the international search (name of data base and, where practicable, search terms used) EPO-Internal, WPI		
C. DOCUMENTS CONSIDERED TO BE RELEVANT		
Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X Y	WO 2008102051 A1 (KONE CORP et al.) 28 August 2008 (28.08.2008) especially page 8, line 18 – page 9, line 2	1, 2, 8, 11, 12, 13 4-7, 10, 15-19
X Y	JP 2006315823 A, (HITACHI LTD) 24 November 2006 (24.11.2006) English abstracts [online] EPOQUENET EPODOC and WPI & machine translation into English by Thomson Scientific [online] [retrieved 15.4.2011] EPOQUENET TXTJPT whole document	1, 9, 11, 14 4-7, 10, 15-19
X Y	EP 1997766 A1 (HITACHI LTD) 03 December 2008 (03.12.2008) especially abstract	1, 3, 11 10, 15
X Y	JP 2009215047 A (TOSHIBA ELEVATOR CO LTD) 24 September 2009 (24.09.2009) English abstracts [online] EPOQUENET EPODOC and WPI	1, 3, 11 10, 15
<input type="checkbox"/> Further documents are listed in the continuation of Box C. <input checked="" type="checkbox"/> 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 "L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified) "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 18 April 2011 (18.04.2011)		Date of mailing of the international search report 27 April 2011 (27.04.2011)
Name and mailing address of the ISA/FI National Board of Patents and Registration of Finland P.O. Box 1160, FI-00101 HELSINKI, Finland Facsimile No. +358 9 6939 5328		Authorized officer Juha Vuorela Telephone No. +358 9 6939 500

**INTERNATIONAL SEARCH REPORT**  
**Information on patent family members**

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PCT/FI2011/000003

Patent document cited in search report	Publication date	Patent family members(s)	Publication date
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JP 2009215047 A	24/09/2009	CN 101531303 A	16/09/2009

CLASSIFICATION OF SUBJECT MATTER

Int.Cl.  
**B66B 5/04** (2006.01)