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(56) Related Art
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US 5782319
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(57) ABSTRACT

A sliding safety gear designed to
brake by gripping an elevator or
5 counterweight guide rail, comprising
a flexible frame (2) surrounding the
guide rail in the directions of the
guiding surfaces of the guide rail.
The frame is provided with a braking
10 surface that meets a first guide
surface of the guide rail when the
sliding safety gear is braking. At-
tached to the frame is a force ele-
ment (3) that meets a second guide
15 surface when the sliding safety gear
is braking. The cross-section of the
frame of the safety gear is substan-
tially the shape of the letter C. At
least one of the ends of the jams of
20 the C-shape is inside the C-shape.

Fig. 1



48294 GEH:LJF

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Regulation 3.2

AUSTRALIA
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COMPLETE SPECIFICATION
FOR A STANDARD PATENT
ORIGINAL

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Invention Title:

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SLIDING SAFETY GEAR

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The following statement is a full description of this invention, including the best method of performing it known to me/us:

SLIDING SAFETY GEAR

The present invention relates to a sliding safety gear as defined in the preamble of claim 1.

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Elevators are equipped with automatic braking devices acting as safety gears designed to stop the elevator if its speed rises too much. Conventionally, the braking device used is a gripper type brake that grips a guide rail. Generally, the safety gear is used to stop downward movement. Such a gripping brake can also be used to stop the elevator for other reasons, e.g. in a case where an error in operation results in the elevator leaving a door zone with doors open. The basic structure of a conventional brake gripping a guide rail, a sliding safety gear, is as follows. The safety gear frame contains a hollow with a braking surface facing towards a guide rail placed in the hollow. Placed in the hollow is also a wedge or a roller, which, mounted on a track in the hollow, is driven against the elevator guide rail when the safety gear is activated. The elevator guide rail is placed between the braking surface and the wedge or roller. The track is so shaped that, when the wedge or roller moves on the track in the direction of the guide rail, the guide rail is pressed by the wedge or roller against the braking surface, thus producing a braking action that stops the elevator car. The safety gear can also be mounted on the counterweight.

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The compression applied by the safety gear to the guide rail is set by means of a spring. Via the friction between the braking surface and the guide rail, the magnitude of the compressive force determines the deceleration of the elevator. The use of spring-loaded compression compensates the variations in compressive force oc-

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curing during the deceleration. In the course of time, several different technical solutions for an elevator safety gear have been developed. A commonly used safety gear type is a large U-shaped spring made of spring steel, with a wedge which is driven between the ends of the spring when the safety gear is activated. Safety gears of this type are also often provided with a release wedge for easier disengagement from the guide rail. However, the U-shape of such a safety gear opens during the gripping action, which is why the braking surface has only partial contact with the guide rail. Further drawbacks with this type of safety gear are its large size and high price. Safety gears have also been developed in which the safety gear frame is relatively rigid and the springiness of the compression applied by the safety gear to the guide rail is achieved using separate springs. However, these safety gears comprise a large number of separate parts and they are more complex in composition. Such safety gears are lighter than earlier safety gear types, but like these, they are quite expensive.

To overcome the problems described above and to achieve a safety gear that is better than earlier types, an invention concerning a new type of sliding safety gear is presented. The sliding safety gear of the invention is characterized by what is presented in the characterization part of claim 1. Other embodiments of the invention are characterized by what is presented in the other claims.

The advantages achieved by the invention include the following:

The sliding safety gear of the invention is of simple

composition and plain construction and contains a small number of separate parts, so it is also cheap to manufacture.

To be a sliding safety gear, it is relatively light and
 5 reliable in operation. The safety gear of the invention is of a construction that does not take up much space, so it is easy to place in the elevator layout as well as easy to install. It is suited for use in different types of elevator. As the structure of the sliding safety gear
 10 helps prevent misalignment between the guide rail and the braking surface, it causes less wear of the guide rail and is also less liable to wear. As it is compact in construction and its functions are integrated in a small number of parts, the sliding safety gear is very
 15 durable.

In the following, the invention is described in greater detail by the aid of a few examples of its embodiments, which in themselves do not limit the sphere of applica-
 20 tion of the invention, and by referring to the attached drawings, in which

Fig. 1
 Fig. 2
 Fig. 3
 Fig. 4-6
 Fig. 7-9

- Fig. 1 presents a sliding safety gear according to the invention,
- 25 Fig. 2 presents a more detailed view of the frame of the sliding safety gear in Fig. 1,
- Fig. 3 presents a cross-section of the sliding safety gear,
- Fig. 4-6 illustrate the operation of the safety gear during the gripping action, and
- 30 Fig. 7-9 present another embodiment of the invention.

Fig. 1 presents a sliding safety gear 1 applying the invention. The main parts of the sliding safety gear 1 are

a frame 2, a force element 3 and a guard 4 supporting and guiding the force element. A more detailed view of the frame 2 is shown in Fig. 2. Fig. 3 shows a cross-section of the sliding safety gear 1. The elevator guide rail 5 is placed in the gap 6 of the sliding safety gear. The frame 2 is a flexible body, made e.g. of spring steel, of a shape substantially resembling the letter C. The first jam 7 of the C-shaped frame is provided with a braking surface 7a, while the second jam 8 is provided with a force element. At least one of the jams 7,8 is bent to the inside of the C-shape of the frame 2. Bending the jam to the inside of the C-shape compensates the tendency - resulting from the opening of the C-shape - of the braking surface to turn so that it meets the guide rail at one edge only. The braking surface 7a on the first jam is either implemented as an integral part of the frame or it is part of a brake pad attached to the first jam. The braking surface is preferably an integral part of the frame 2. The force element 3 is a roller or wedge movable along a track 9 on the second jam 8. In the drawings, the force element is shown as a roller 3. In a safety gear mounted in place, the elevator guide rail goes between the braking surface 7a and the wedge or roller acting as a force element. The force element 3 is held on the track 9 in the second jam 8 by the guard 4. When a roller 3 is used as force element, the track 9 preferably has a curvilinear gradient at least in part of the path of the roller. When the force element is a wedge, the track is generally straight. The safety gear is activated by moving the force element along the sloping track 9 until it grips the guide rail. The track 9 is advantageously integrated with the frame 2 and, in a further preferred case, the track 9 is machined directly in the second jam 8 of the

frame 2. The upper and lower ends of the frame are provided with notches 15, by which the safety gear is fastened to a mounting structure in the elevator car or car frame.

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Figures 4, 5 and 6 present the safety gear 1 as seen from the direction of the gap between the jams 7,8 of the C-shaped frame, illustrating the gripping process. A guide rail 5 fixed in the elevator shaft is in the gap.

10 Normally, when the elevator is running up and down along the guide rails, there is no contact between the safety gear and the guide rail. In an overspeed situation, when the elevator is moving downward - the down direction is indicated by an arrow 10 - or e.g. in a safety gear

15 test, the safety gear grips the guide rail. The track 9 has a changing gradient, as is clearly shown in Fig. 2. The first part 9a of the track gradient, where a transmitting element connected to the overspeed governor of the elevator pulls the roller 3 upwards - the up direction being indicated by arrow 11 - causing the roller to

20 engage the guide rail, has a relatively large angle of inclination relative to the direction of the guide rail, preferably 10-11°. The middle part 9b of the track, where the roller moving on the track presses the guide

25 rail between the roller and the braking surface, has a smaller angle of inclination, preferably 5-8°. The final compressive force applied by the safety gear to the guide rail is reached at the end of the middle part 9b. After the middle part 9b there is a short even part 9c,

30 where the track is roughly parallel to the guide rail. At the end of the track there is a roller stopper 9d, which in a braking situation keeps the roller in a specified position in the longitudinal direction of the safety gear 1, preferably about midway between the ends

of the safety gear. A preferred shape of the stopper 9d is one that provides support for the roller over a large area, for instance a concave cylinder sector surface having the same radius of curvature as the rolling surface 3a of the roller 3 has. To allow a better grip of the guide rail 5, the roller 3 may be provided with a roughened surface or a surface pattern raised from the roller surface. Such a roughened area or surface pattern raised from the roller surface is preferably implemented as a ring-shaped bossage 3b in the middle of the cylindrical surface of the roller, dividing its rolling surface 3a into two parts. The track 9 of the roller 3 must also comprise two parallel parts 9A, 9B, with a cut-out 9C between them that has a depth larger than the height of the bossage 3b, in which cut-out the bossage is to run. This cut-out can also act as a guide groove which guides the roller in the lateral direction by its bossage 3b.

Figures 4-6 illustrate the gripping process. In Fig. 4, the roller is still in its low position. The long guide hole 12 in the guard 4 (shown in Fig. 1) keeps the roller 3 in position at the lower end of the track 9. The roller is supported on the guard by its journal 13, which is placed in the guide hole 12. In Fig. 5, the roller 3 has ascended along the first part 9a of the track to the middle part 9b, where the roller movement presses the guide rail 5 more and more tightly between the roller 3 and the braking surface 7a. In Fig. 6, the roller has already reached the stopper 9d, where the roller can rotate. The roller presses the guide rail 5 against the braking surface 7a with full force. At the same time, the friction between the roller 3 and the frame 2 brakes the rotation of the roller in the stopper

9d. Thus, at the final stage of the gripping process, a dual braking action occurs in the sliding safety gear, viz., on the one hand, as the braking surface 7a is sliding along the guide rail 5 and, on the other hand, as the roller 3 is rotating in the stopper 9d.

Figures 7-9 present another safety gear applying the invention. Fig. 7 shows a cross-section of the safety gear 101 and especially its frame 102. The cross-section is substantially the shape of the letter C. In cross-section, the back 103 of the C-shape is thicker than its jams 104,105. Inside the C-shape, at the ends of the jams 104,105 and between them, is a hollow 106 housing a wedge or a roller, which, when the safety gear is activated, is pressed against an elevator guide rail 107, thus acting as a force element. The safety gear 101 is attached by its back 103 with a bolt 120 or other suitable means to a load-bearing part 121 of the elevator car or counterweight.

The safety gear 101 starts braking when the force element, which in Fig. 9 is a roller 108, is brought into contact with the guide rail 107. When the force element meets the guide rail, it will move up along the track 109, getting more and more tightly crammed between the guide rail and the second jam 105, until finally the guide rail is squeezed between the force element engaging the rail from its second side and the braking surface 104a engaging the rail from its first side. As a result of the force element 108 being forced up along its track, the jams 104,105 of the safety gear 101 move farther apart from each other, the C-shape tends to open out, as it were. The line 114 of application of the force producing this opening movement of the jams passes

through the braking surface 104a in a substantially perpendicular direction. This line 114 of application of the force also passes through the inside of the C-shape of the cross-section of the safety gear so that the back 5 103 of the C-shape remains on one side of the line while the jams 104,105 of the C-shape remain on the other side, at least partially. The gripping force of the safety gear consists of the frictional force acting via the braking surface 104a and, on the other hand, when 10 the force element 108 is active. The force element 108 is placed in a box-like guide support 110, which also supports the force element to keep it in position. Fig. 8 presents a detail of the cross-section, showing the force components resulting from the movement of the 15 force element and producing an opening effect on the C-shape. The frictional force braking the elevator is proportional to the force tending to open the C-shape. In the first jam 104, the effect of the force element produces a force F applied to the braking surface 104a in 20 the direction of the line 114. In the second jam, the force element is supported by a track consisting of two parallel sub-tracks 109A,109B, with a supporting force acting in a direction opposite to force F . In a preferred case, the components of the supporting force applied to the parallel sub-tracks 109A,109B are of equal 25 magnitude and therefore their magnitudes are $F/2$. The gradients of the sub-tracks may differ somewhat from each other. In the second jam the force element is supported. Since the safety gear frame acts as a spring, 30 force F is substantially proportional to the displacement by which the C-shape opens out. The degree of the opening movement of the frame 102 and, on the other hand, the degree of bending of the jams 104,105 to the inside of the C-shape are adjusted by selecting the

thicknesses of the various parts of the frame, e.g. the thicknesses C and D of the bends of jam 104, and via the design of the C-shape and its parts and the position of the line of application of the force. The design should
 5 be such that line of application of the force passes through the thinner parts of the jams in a direction parallel to the back 103.

If the force element is a wedge, then the track 109 has
 10 a constant gradient, whereas if the force element is a roller, the track may have a changing gradient.

Fig. 9 presents the safety gear 101 as seen from the direction of the gap between the jams 104, 105 of the C-shape. In the gap is a guide rail 107 fixed in place in
 15 the elevator shaft. Normally, when the elevator is travelling up and down along the guide rails, there is no contact between the safety gear and the guide rail. In an overspeed situation, when the elevator is moving down
 20 - the down direction is indicated by arrow 111 - or e.g. in a safety gear test, the safety gear grips the guide rail. The force element is a roller 108. The track 109 has a changing gradient. The first part of the track gradient, where a transmitting element 112 connected to
 25 the overspeed governor of the elevator pulls the roller 108a upwards - the up direction being indicated by arrow 113 - causing the roller to engage the guide rail, has a relatively large angle of inclination relative to the direction of the guide rail, preferably 10-11°. The middle part of the track, where the roller moving on the
 30 track presses the guide rail between the roller and the braking surface, has a smaller angle of inclination, preferably 5-8°. The final compressive force applied by the safety gear to the guide rail is reached at the end

of the middle part. At the end of the track there is a roller stopper, which in a braking situation keeps the roller in a specified position in the longitudinal direction of the safety gear 101, preferably about midway
 5 between the ends of the safety gear. A preferred shape of the stopper is one that provides support for the roller over a large area, for instance a concave cylinder sector surface having the same radius of curvature as the rolling surface of the roller has.

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It is obvious to the person skilled in the art that different embodiments of the invention are not limited to the examples described above but may instead be varied in the scope of the claims presented below.

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THE CLAIMS DEFINING THE INVENTION ARE AS FOLLOWS:

1. Sliding safety gear designed to brake by gripping an elevator or counterweight guide rail, comprising a flexible frame (2,102) surrounding the guide rail (5,107) in the directions of the guiding surfaces of the guide rail, the frame being provided with a braking surface (7a,104a) that meets a first guide surface of the guide rail when the sliding safety gear is braking, and
 10 a force element (3,108) attached to the frame that meets a second guide surface when the sliding safety gear is braking, **characterized** in that the cross-section of the frame (2,102) of the safety gear is substantially the shape of the letter C and that at least one of the ends
 15 of the jams of the C-shape is inside the C-shape.

2. Sliding safety gear as defined in claim 1, **characterized** in that the braking surface (7a,104a) is placed on one jam while the force element (3,108) is placed on the
 20 other jam.

3. Sliding safety gear as defined in claim 1 or 2, **characterized** in that at least one of the ends of the jams of the cross-section of the C-shape is fitted to bend to
 25 the inside of the C-shape during safety gear action.

4. Sliding safety gear as defined in any one of the preceding claims, **characterized** in that the flexible frame (2,102) is made of steel, preferably spring steel.

5. Sliding safety gear as defined in any one of the preceding claims, **characterized** in that the force element is a roller.

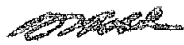
6. Sliding safety gear as defined in claim 5, **characterized** in that, during safety gear action, the friction between the roller and the frame brakes the rotation of the roller and that the braking effect of the sliding safety gear is generated by two processes in the safety gear, viz., on the one hand, as the braking surface is sliding along the guide rail and, on the other hand, as the roller is rotating on the frame.
- 10 7. Sliding safety gear as defined in any one of claims 1-5, **characterized** in that the force element is a wedge.
8. Sliding safety gear as defined in claim 5 or 6, **characterized** in that the roller track (9,109) has a curvilinear gradient at least in part of the path of the roller.
- 15 9. Sliding safety gear as defined in claim 8, **characterized** in that the track (9,109) of the roller (3,108) terminates in a roller stopper, which in a braking situation keeps the roller in a specified position in the longitudinal direction of the safety gear, preferably about midway between the ends of the safety gear, said stopper having a shape that provides support for the roller over a large area, being e.g. a concave cylinder sector surface having the same radius of curvature as the rolling surface of the roller has.
- 25 10. Sliding safety gear as defined in claim 8 or 9, **characterized** in that the roller (3,108) is provided with a roughened surface or a surface pattern raised from the roller surface, which roughened area or surface pattern is preferably implemented as a ring-shaped bossage in the middle of the cylindrical surface of the

roller.

11. Sliding Safety Gear substantially as hereinbefore described with reference to and as illustrated in the accompanying drawings.

Dated this 7th day of November 1997

KONE OY
By their Patent Attorneys
COLLISON & CO



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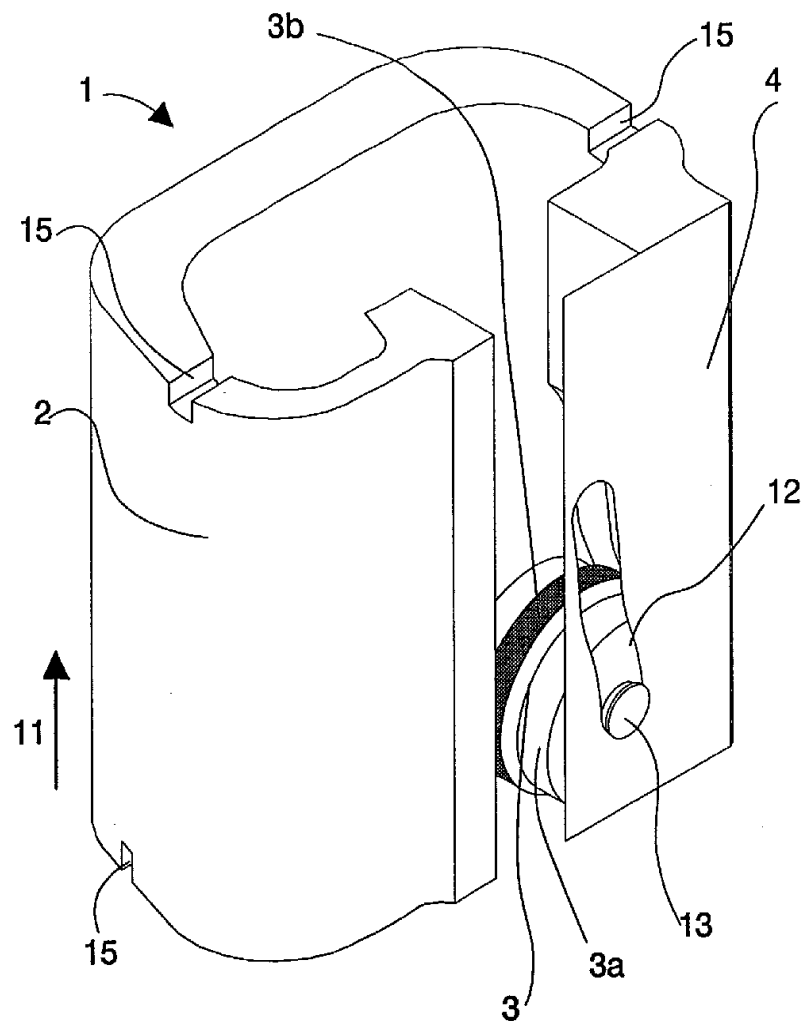


Fig. 1

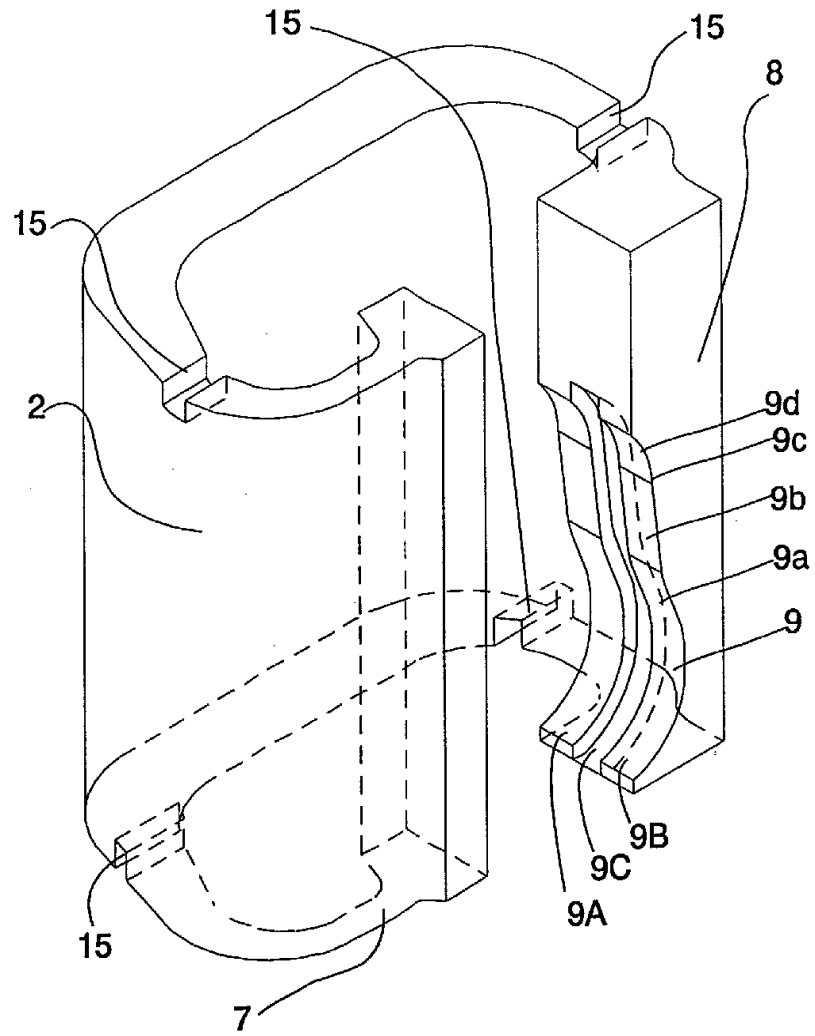


Fig. 2

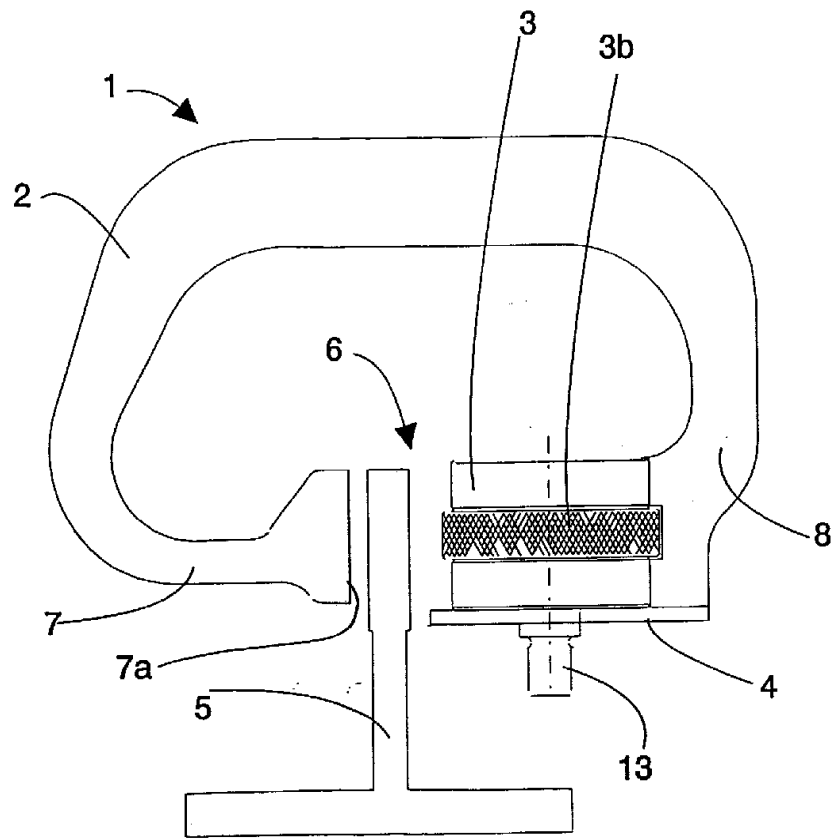


Fig. 3

7 11 97 4376

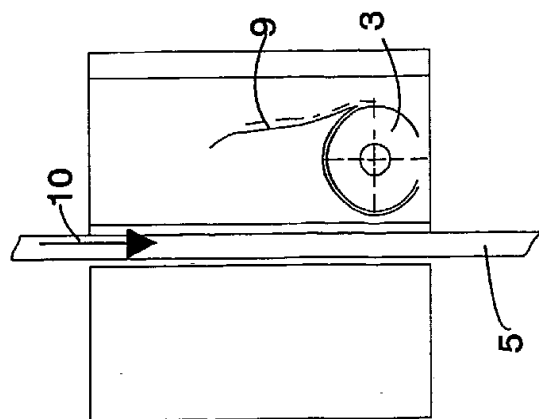


Fig. 4

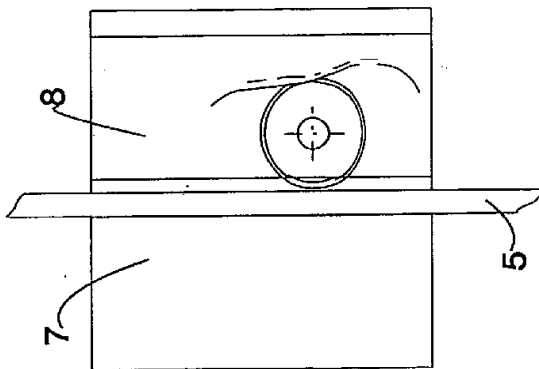


Fig. 5

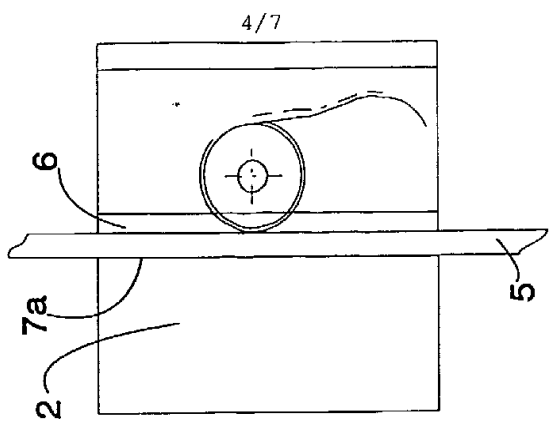


Fig. 6

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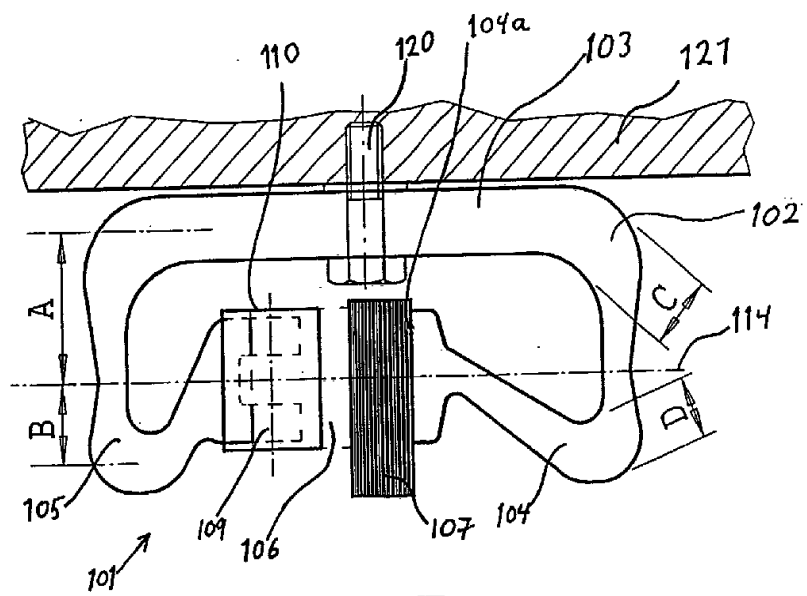


Fig. 7

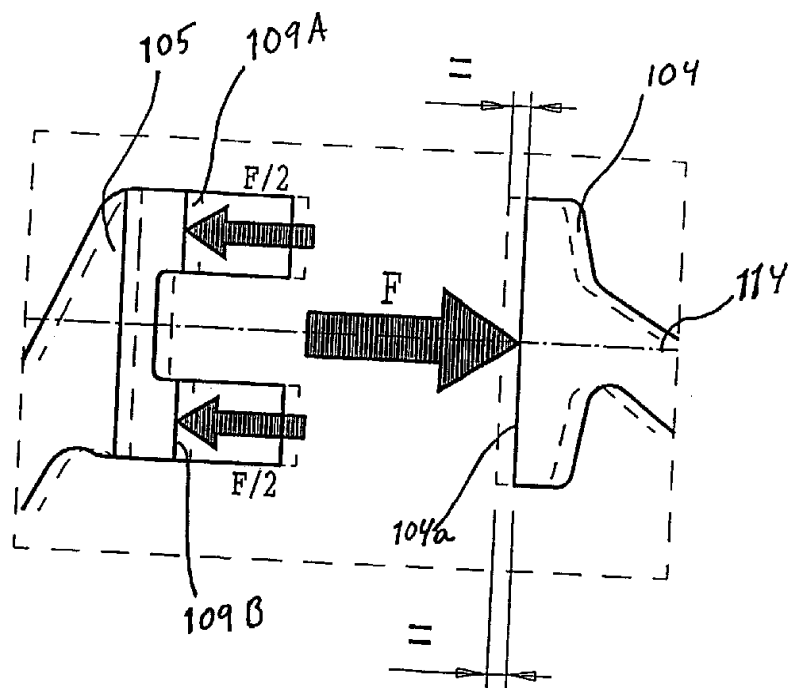


Fig. 8

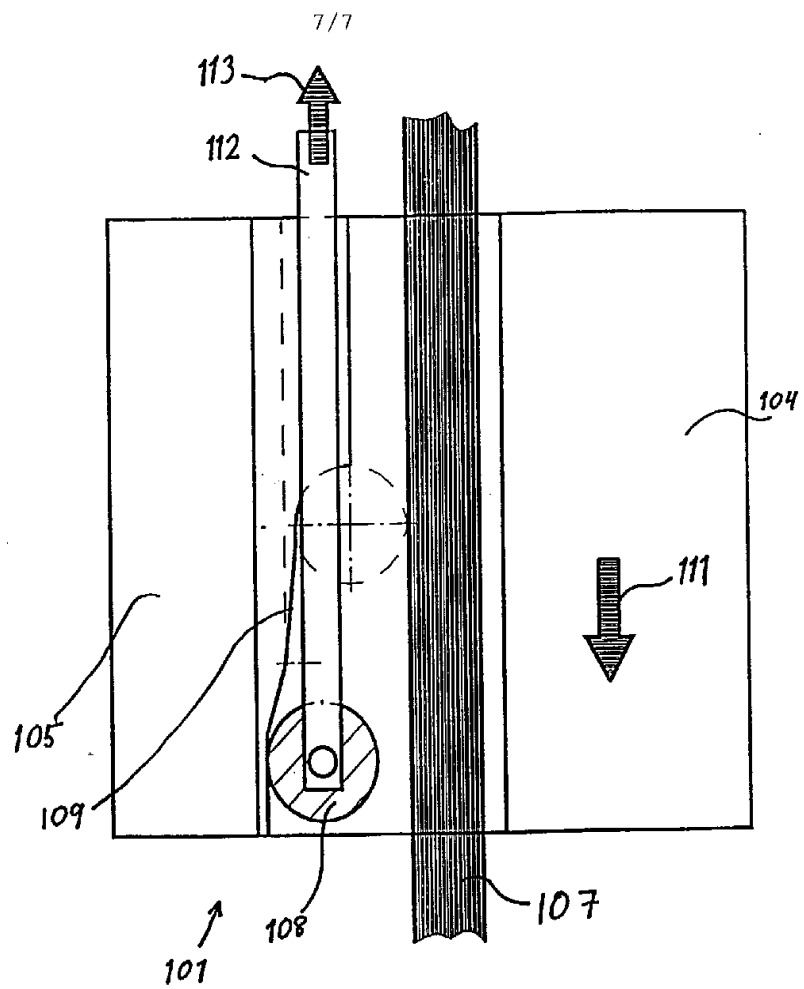


Fig. 9