



(11) **EP 1 717 185 B1**

(12) **EUROPEAN PATENT SPECIFICATION**

(45) Date of publication and mention of the grant of the patent:
18.05.2011 Bulletin 2011/20

(21) Application number: **04712223.9**

(22) Date of filing: **18.02.2004**

(51) Int Cl.:
B66B 11/04^(2006.01) B66B 7/00^(2006.01)

(86) International application number:
PCT/JP2004/001808

(87) International publication number:
WO 2005/077806 (25.08.2005 Gazette 2005/34)

(54) **ELEVATOR**
AUFZUG
ASCENSEUR

(84) Designated Contracting States:
DE

(43) Date of publication of application:
02.11.2006 Bulletin 2006/44

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Description

Technical Field

[0001] The present invention relates to an elevator apparatus in which a drive device (hoisting machine) for raising and lowering a car and a counterweight is arranged in a hoistway (so-called machine room-less elevator apparatus).

Background Art

[0002] Heretofore, in order to reduce the space occupied by an elevator apparatus in a building, there has been proposed a so-called machine room-less elevator apparatus in which a hoisting machine is arranged in a hoistway. In the conventional machine room-less elevator apparatus disclosed in JP 8-208152 A, a guide rail for guiding a car and a counterweight is arranged in the hoistway. The hoisting machine is fixed to an upper end portion of the guide rail. The hoisting machine has a rotatable drive sheave. The car and the counterweight are suspended in the hoistway by means of a main rope wound around the drive sheave.

[0003] In the conventional elevator apparatus, however, since the hoisting machine is fixed to the guide rail, all of the loads of the hoisting machine, car, and counterweight are placed on the guide rail, which necessarily increases the requisite size of the guide rail. Accordingly, the increased size of the guide rails hinders space saving and a reduction in the cost of the elevator apparatus.

[0004] JP 01267286 A discloses a self-supported steel frame that supports each equipment of an elevator such as the hoist, the cage, a counterweight, or the like, dispensing with any load burden on a building. EP 0 849 209 A1 discloses a mounting apparatus for a traction machine disposed in a hoistway which includes a pair of beams that extend through the hoistway to the pit.

Disclosure of the Invention

[0005] The present invention has been made in view of the above-mentioned problem, and therefore it is an object of the present invention to provide an elevator apparatus capable of achieving a reduction in manufacturing cost and space saving.

[0006] An elevator apparatus according to the present invention includes: a car and a counterweight that are capable of being raised and lowered in a hoistway; guide rails arranged in the hoistway for guiding the car and a counterweight respectively; a support structure having a support column extending upwardly from a bottom portion of the hoistway, the support structure being arranged in the hoistway separately from the guide rails; a drive device having a drive sheave and supported by the support structure; and a main rope wound around the drive sheave, for suspending the car and the counterweight.

Brief Description of the Drawing

[0007]

5 Fig. 1 is a perspective view showing an elevator apparatus according to Embodiment 1 of the present invention;
 Fig. 2 is a perspective view showing an elevator apparatus according to Embodiment 2 of the present invention.
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Best Mode for carrying out the Invention

[0008] Hereinbelow, preferred embodiments of the present invention are described with reference to the drawings.
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Embodiment 1

20 **[0009]** Fig. 1 is a perspective view showing an elevator apparatus according to Embodiment 1 of the present invention.

[0010] Referring to Fig. 1, a pair of car guide rails 2, 3, and a pair of counterweight guide rails 4, 5 are arranged in a hoistway 1. A car 6 is raised and lowered in the hoistway 1 while being guided by the car guide rails 2, 3, and a counterweight 7 is raised and lowered in the hoistway 1 while being guided by the counterweight guide rails 4, 5. It should be noted that the car 6 and the counterweight 7 are arranged adjacent to each other with respect to the width direction of the car 6 within the vertical projection plane of the hoistway 1. Further, as seen in the vertical projection of the hoistway 1, the line connecting between the car guide rails 2, 3 is perpendicular to the line connecting between the counterweight guide rails 4, 5.
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[0011] Arranged on one and the other side portions of the hoistway 1 are support structures 8, 9 for supporting the loads of the car 6 and counterweight 7, respectively. The support structures 8, 9 are arranged separately and independently from the car guide rails 2, 3 and the counterweight guide rails 4, 5, respectively. It should be noted that a die steel member used for construction is used as each of the support structures 8, 9.
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[0012] The support structure 8 has a pair of (two) support columns 10 extending upwardly from the bottom portion of the hoistway 1, and a support beam 11 horizontally arranged between the support columns 10 and fixed to an upper end portion of each support column 10. The support columns 10 are spaced apart from each other with respect to the depth direction of the car 6. The support beam 11 extends in the depth direction of the car 6 and is arranged at a top portion of the hoistway 1.
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[0013] The support structure 9 has a pair of (two) support columns 12 extending upwardly from the bottom portion of the hoistway 1, and a support beam 13 that is horizontally arranged between the support columns 12 and fixed to an upper end portion of each support column
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12. The support columns 12 are spaced apart from each other with respect to the depth direction of the car 6. The support beam 13 extends in the depth direction of the car 6 and is arranged at a top portion of the hoistway 1. In this example, the pair of counterweight guide rails 4, 5 is arranged between the support columns 12. Further, the support beam 13 is arranged above the counterweight guide rails 4, 5 and the counterweight 7.

[0014] Fixed on the support beam 13 is a drive device (hoisting machine) 14 for raising and lowering the car 6 and the counterweight 7. The drive device 14 has a drive device main body 15 including a motor, and a drive sheave 16 that is rotated by the drive device main body 15. A plurality of main ropes 17 are wound around the drive sheave 16. The car 6 and the counterweight 7 are suspended in the hoistway 1 by means of the main ropes 17.

[0015] A pair of car suspension sheaves 18 is provided at a lower end portion of the car 6. A counterweight suspension sheave 19 is provided at an upper end portion of the counterweight 7. Further, a first rope securing portion 20 is fixed to the support beam 11. A second rope securing portion 21 is fixed to the support beam 13. Each main rope 17 has a first end portion 17a connected to the first rope securing portion 20, and a second end portion 17b connected to the second rope securing portion 21. Starting from the first end portion 17a, each main rope 17 is wound around the car suspension sheaves 18, the drive sheave 16, and the counterweight suspension sheave 19 in the stated order before reaching the second end portion 17b.

[0016] In the elevator apparatus as described above, the drive device 14 is supported by the support structure 9 that is arranged in the hoistway 1 separately from the car guide rails 2, 3 and the counterweight guide rails 4, 5, whereby the load of each of the car 6 and the counterweight 7 can be at least partially supported by the support structure 9, thereby making it possible to reduce the requisite support strengths of the car guide rails 2, 3 and counterweight guide rails 4, 5. This allows each of the car guide rails 2, 3 and counterweight guide rails 4, 5 to be reduced in size, making it possible to achieve a reduction in the manufacturing cost of each of the car guide rails 2, 3 and the counterweight guide rails 4, 5. Here, the manufacturing cost of the support structures 8, 9, which are used solely for the purpose of supporting load, is low, and the increase in cost attributable to the manufacturing cost of the support structures 8, 9 is small relative to the decrease in cost attributable to the reduced sizes of the car guide rails 2, 3 and counterweight guide rails 4, 5, thereby achieving a reduction in the manufacturing cost of the elevator apparatus as a whole. Further, the horizontal sectional area of the hoistway 1 can be made smaller by adjusting the arrangement and horizontal sectional configuration of each of the support structures 8, 9, making it possible to achieve saving of space in the elevator apparatus.

[0017] The first end portion 17a of each main rope 17

is connected to the support structure 8, and the second end portion 17b of each main rope 17 is connected to the support structure 9, whereby the loads of the car 6 and counterweight 7 can be supported by the support structures 8, 9, respectively. Accordingly, in the same manner as described above, the manufacturing cost of the elevator apparatus can be reduced, and space saving can be achieved for the elevator apparatus.

[0018] Further, an inexpensive steel member used for construction is used as each of the support structures 8, 9, thus enabling a further reduction in the manufacturing cost of the support structures 8, 9.

[0019] While in the above-described example the present invention is applied to an elevator apparatus of a type (2:1 roping) in which the car 6 and the counterweight 7 are suspended by winding the main ropes 17 around the car suspension sheaves 18 and the counterweight suspension sheave 19, respectively, the present invention is also applicable to an elevator apparatus of a type (1: 1 roping) in which the car 6 and the counterweight 7 are suspended by connecting the first end portion 17a of each main rope 17 to the car 6 and connecting the second end portion 17b of each main rope 17 to the counterweight 7, respectively.

[0020] Further, while in the above-described example the number of support columns 10 is two, the number of support columns 10 may be three or more. In this case, the support columns 10 are arranged at a spacing from each other in the depth direction of the car 6.

[0021] Further, while in the above-described example the number of support columns 12 is two, the number of support columns 12 may be three or more. In this case, the support columns 12 are arranged at a spacing from each other in the depth direction of the car 6 so as to avoid interference with the counterweight guide rails 4, 5 and the counterweight 7.

Embodiment 2

[0022] Fig. 2 is a perspective view showing an elevator apparatus according to Embodiment 2 of the present invention. In this example, a car 6 and a counterweight 7 are arranged adjacent to each other with respect to the depth direction of the car 6 as seen in the vertical projection plane of a hoistway 1. Further, as seen in the vertical projection of the hoistway 1, the line connecting between car guide rails 2, 3 is parallel to the line connecting between counterweight guide rails 4, 5.

[0023] In the hoistway 1, a support structure 31 for supporting the loads of the car 6 and counterweight 7 is arranged separately from the car guide rails 2, 3 and the counterweight guide rails 4, 5. The support structure 31 has: four support columns 32a through 32d extending upwardly from the four bottom corners of the hoistway 1; a bottom support beam 33 provided at a lower end portion of each of the two support columns 32b, 32c, which are arranged on the counterweight 7 side of the car 6, for supporting the support columns 32b, 32c; and a top sup-

port beam 34 provided at an upper end portion of each of the four support columns 32a through 32d and arranged horizontally. Further, the support structure 31 is prepared by a die steel member used for construction.

[0024] The bottom support beam 33 extends in the width direction of the car 6 and is fixed to the bottom portion of the hoistway 1. The lower end portions of the counterweight guide rails 4, 5 are fixed onto the bottom support beam 33. Further, a drive device 14 for raising and lowering the car 6 and the counterweight 7 is fixed to the bottom support beam 33 through the intermediation of a fixing member 35.

[0025] The drive device 14 is arranged at a lower portion of the hoistway 1. Further, the drive device 14 has a drive device main body 15 including a motor, and a drive sheave 16 that is rotated by the drive device main body 15. A main rope group 36, which suspends the car 6 and the counterweight 7, is wound around the drive sheave 16. The main rope group 36 includes a first main rope 37 and a second main rope 38.

[0026] The top support beam 34 has a lateral beam portion 34a extending in the width direction of the car 6 between the support columns 32b, 32c, a pair of (two) vertical beam portions 34b extending from the opposite ends of the lateral beam portion 34a in the depth direction of the car 6, and a bridging beam portion 34c arranged horizontally between the vertical beam portions 34b.

[0027] A pair of counterweight-side return pulleys 39 is provided to the bridging beam portion 34c. A first car-side return pulley 40 is provided to each of one vertical beam portion 34b and the bridging beam portion 34c. A second car-side return pulley 41 is provided to each of the other vertical beam portion 34b and the bridging beam portion 34c. That is, the counterweight-side return pulleys 39, the first car-side return pulleys 40, and the second car-side return pulleys 41 are arranged at a top portion of the hoistway 1 while being supported by the support structure 31. It should be noted that a top portion of the car guide rail 2 is fixed to the one vertical beam portion 34b, and a top portion of the car guide rail 3 is fixed to the other vertical support portion 34b.

[0028] Provided in both side portions of the car 6 are a first rope securing portion 42 and a second rope securing portion 43 that extend outwards in the width direction of the car 6. The first main rope 37 has a first end portion 37a connected to the first rope securing portion 42, and a second end portion 37b connected to the upper end portion of the counterweight 7. Further, the second main rope 38 has a first end portion 38a connected to the second rope securing portion 43, and a second end portion 38b connected to an upper end portion of the counterweight 7.

[0029] Starting from the first end portion 37a, the first main rope 37 is wound around the first car-side return pulleys 40, the drive sheave 16, and the counterweight-side return pulleys 39 in the stated order before reaching the second end portion 37b. Further, starting from the first end portion 38a, the second main rope 38 is wound

around the second car-side return pulleys 41, the drive sheave 16, and the counterweight-side return pulleys 39 in the stated order before reaching the second end portion 38b. That is, the car 6 and the counterweight 7 are suspended by the first main rope 37, which is continuously wound around the first car-side return pulleys 40, the drive sheave 16, and the counterweight-side return pulleys 39, and by the second main rope 38, which is continuously wound around the second car-side return pulleys 41, the drive sheave 16, and the counterweight-side return pulleys 39. Otherwise, Embodiment 2 is of the same construction as Embodiment 1.

[0030] In the elevator apparatus as described above, the counterweight-side return pulleys 39, the first car-side return pulleys 40, and the second car-side return pulleys 41 are supported by the support structure 31 arranged in the hoistway 1 separately from the car guide rails 2, 3 and the counterweight guide rails 4, 5. Accordingly, the respective loads of the car 6 and counterweight 7 can be at least partially supported by the support structure 31, thus making it possible to reduce the requisite support strengths of the car guide rails 2, 3 and counterweight guide rails 4, 5. Thus enables a reduction in the size of each of the car guide rails 2, 3 and the counterweight guide rails 4, 5, thereby achieving a reduction in the manufacturing cost of each of the car guide rails 2, 3 and the counterweight guide rails 4, 5. Therefore, in the same manner as in Embodiment 1, the manufacturing cost of the elevator apparatus as a whole can be reduced. Further, space saving can also be achieved for the elevator apparatus by adjusting the arrangement and configuration of the support structure 31.

[0031] Further, since the drive device 14 is supported by the support structure 31, the respective loads of the car 6 and counterweight 7 can be at least partially supported by the support structure 31, whereby, in the manner as described above, the manufacturing cost of the elevator apparatus can be reduced and the space saving can be achieved for the elevator apparatus.

[0032] Further, the car guide rails 2, 3 and the counterweight guide rails 4, 5 are fixed to the support structure 31, whereby positioning of the drive device 14 and the return pulleys 39, 40, and 41 with respect to the car guide rails 2, 3 and the counterweight guide rails 4, 5 can be performed with ease and enhanced reliability. Further, the support structure 31, the car guide rails 2, 3, and the counterweight guide rails 4, 5 can be integrated into a unit, thereby facilitating installation of the elevator apparatus in a building.

[0033] While in the above-described example the present invention is applied to the elevator apparatus of the type (1:1 roping) in which the car 6 and the counterweight 7 are suspended by connecting one end portion of the main rope group 36 to the car 6 and the other end portion of the main rope group 36 to the counterweight 7, the present invention is also applicable to an elevator apparatus of a type (1:1 roping) in which the counterweight suspension sheave is provided to the counter-

weight 7 and the car suspension sheave is provided to the car 6, with the car 6 and the counterweight 7 being suspended by continuously winding the main rope group 36 around the counterweight suspension sheave and the car suspension sheave.

[0034] Further, while in the above-described example the present invention is applied to the 1:1 roping type elevator apparatus in which the car 6 is suspended at two points on both sides thereof, the present invention may also be applied to a 1 : 1 roping type elevator apparatus in which the car 6 is suspended at one point at the top thereof.

Claims

1. An elevator apparatus comprising:

a car (6) and a counterweight (7) that are capable of being raised and lowered in a hoistway (1); guide rails (2-5) arranged in the hoistway (1), for guiding the car (6) and the counterweight (7) respectively, **characterized in that** the elevator apparatus comprises

a support structure (8, 9) having a plurality of support columns (10, 12) extending upwardly from a bottom portion of the hoistway (1), for supporting the loads of the car (6) and counterweight (7) respectively, wherein each of the support structures (8, 9) being arranged in the hoistway (1) separately and independently from the car guide rails (2, 3) and the counterweight guide rails respectively, and wherein the support columns of the support structure of the car and counterweight respectively are arranged at a spacing from each other in the depth direction of the car;

a drive device (14) having a drive sheave (16) and supported by the support structure (8, 9); and

a main rope (17) wound around the drive sheave (16), for suspending the car (6) and the counterweight (7).

2. An elevator apparatus according to claim 1 comprising:

a return pulley (40, 41) arranged at a top portion of the hoistway (1) and supported by the support structure (31).

3. An elevator apparatus according to claim 1 wherein the main rope (17) having a first end portion (17a) and a second end portion (17b) and being wound around the drive sheave (16), the first end portion (17a) and the second end portion (17b) being connected to the support structure (8, 9).

4. An elevator apparatus according to any one of Claims 1 through 3, **characterized in that** the support structure (8, 9) comprises a die steel member used for construction.

Patentansprüche

1. Aufzugvorrichtung, mit:

einer Kabine (6) und einem Gegengewicht (7), die in einem Schacht (1) angehoben und abgesenkt werden können, Führungsschienen (2-5), die in einem Schacht (1) angeordnet sind, zum Führen der Kabine (6) beziehungsweise des Gegengewichts (7), **dadurch gekennzeichnet, dass** die Aufzugvorrichtung aufweist:

eine Stützstruktur (8, 9) mit einer Vielzahl von Stützsäulen (10, 12), die sich von einem Unterabschnitt des Schachts (1) nach oben erstrecken, zum Stützen der Last der Kabine (6) beziehungsweise des Gegengewichts (7), wobei jede der Stützstrukturen (8, 9) im Schacht (1) entsprechend separat und unabhängig von den Kabinenführungsschienen (2, 3) und den Gegengewichtführungsschienen angeordnet ist, und wobei die Stützsäulen der Stützstruktur der Kabine und beziehungsweise des Gegengewichts mit einem Abstand voneinander in der Tiefenrichtung der Kabine angeordnet sind, eine Antriebsvorrichtung (14), die eine Antriebscheibe aufweist und durch die Stützstruktur (8, 9) gestützt wird, und ein um die Antriebscheibe (16) gewundenes Hauptseil (17) zum Aufhängen der Kabine (6) und des Gegengewichts (7).

2. Aufzugvorrichtung gemäß Anspruch 1, mit:

einer Rückführrolle (40, 41), die an einem Oberabschnitt des Schachts (1) angeordnet ist und durch die Stützstruktur (31) gestützt wird.

3. Aufzugvorrichtung gemäß Anspruch 1, bei der das Hauptseil (17) einen ersten Endabschnitt (17a) und einen zweiten Endabschnitt (17b) aufweist und um die Antriebscheibe (16) gewunden ist, wobei der erste Endabschnitt (17a) und der zweite Endabschnitt (17b) mit der Stützstruktur (8, 9) verbunden ist.

4. Aufzugvorrichtung gemäß einem der Ansprüche 1 bis 3, **dadurch gekennzeichnet, dass** die Stützstruktur (8, 9) ein umgeformtes Stahlelement aufweist, das für die Montage verwendet wird.

Revendications

1. Appareil formant ascenseur comprenant :

une cabine (6) et un contrepoids (7) qui sont capables d'être élevés et abaissés dans une cage d'ascenseur (1) ;
 des rails de guidage (2-5) agencés dans la cage d'ascenseur (1), pour guider respectivement la cabine (6) et le contrepoids (7), **caractérisé en ce que** l'appareil formant ascenseur comprend une structure de support (8, 9) ayant une pluralité de colonnes de support (10, 12) s'étendant vers le haut à partir d'une partie de fond de la cage d'ascenseur (1), pour supporter respectivement les charges de la cabine (6) et du contrepoids (7), dans lequel chacune des structures de support (8, 9) étant agencée dans la cage d'ascenseur (1) séparément et indépendamment des rails de guidage de cabine (2, 3) et des rails de guidage de contrepoids respectivement, et dans lequel les colonnes de support de la structure de support de la cabine et du contrepoids sont respectivement agencées à un certain espacement les unes des autres dans la direction de profondeur de la cabine ;
 un dispositif d'entraînement (14) ayant une poulie d'entraînement (16) et supporté par la structure de support (8, 9) ; et
 un câble principal (17) enroulé autour de la poulie d'entraînement (16), pour suspendre la cabine (6) et le contrepoids (7).

2. Appareil formant ascenseur selon la revendication 1, comprenant :

une poulie de retour (40, 41) agencée au niveau d'une partie supérieure de la cage d'ascenseur (1) et supportée par la structure de support (31).

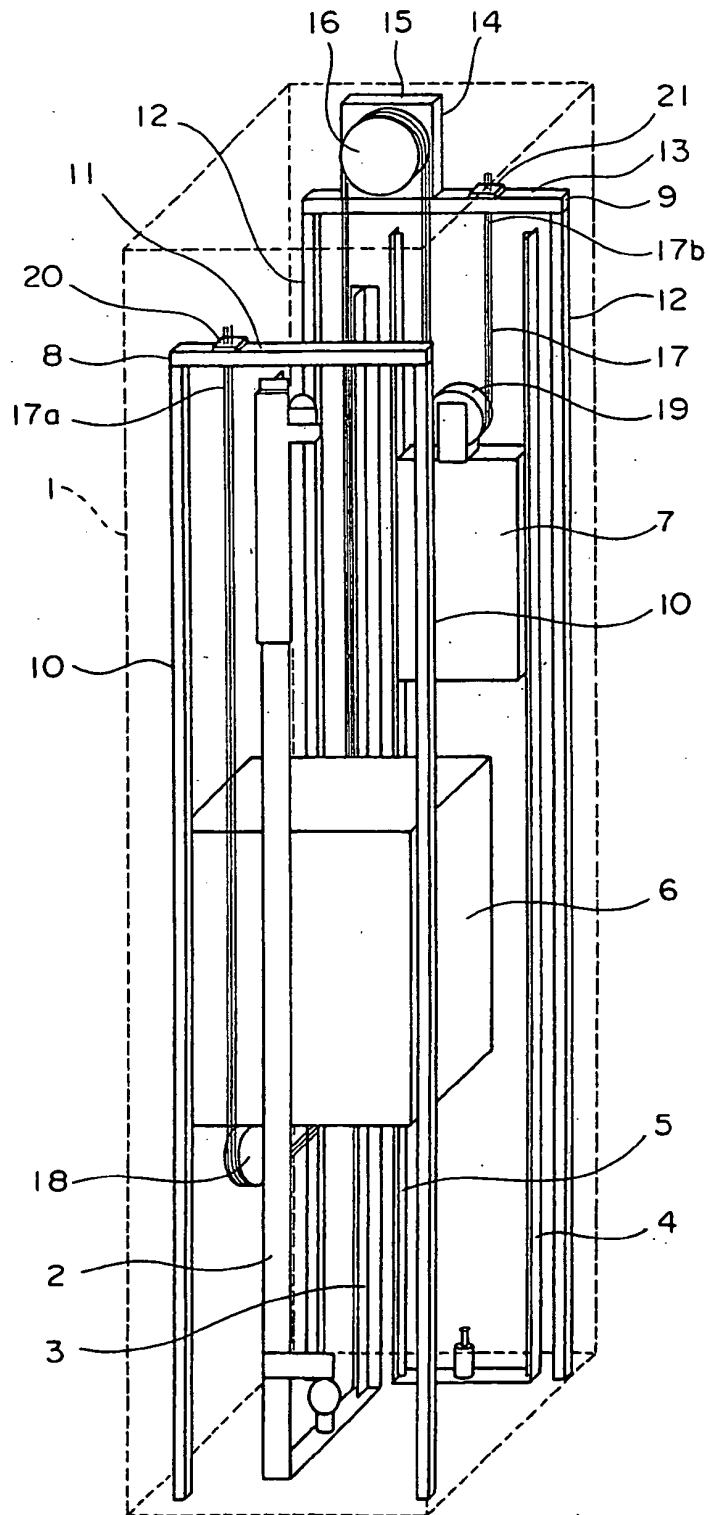
3. Appareil formant ascenseur selon la revendication 1, dans lequel

le câble principal (17) ayant une première partie d'extrémité (17a) et une seconde partie d'extrémité (17b) et étant enroulé autour de la poulie d'entraînement (16), la première partie d'extrémité (17a) et la seconde partie d'extrémité (17b) étant reliées à la structure de support (8, 9).

4. Appareil formant ascenseur selon l'une quelconque des revendications 1 à 3, **caractérisé en ce que** la structure de support (8, 9) comprend un élément d'acier à matrices utilisé pour la construction.

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FIG. 1



REFERENCES CITED IN THE DESCRIPTION

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