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Elevator which counterweight is also the plunger of the propelling fluid dynamic device which produces and controls the movements thereof

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ABSTRACT

1. object of the invention: an elevator featuring a special propelling fluid dynamic device which uses as a
5 plunger the duly balanced car counterweight.

2. Characteristics of the invention: of the type comprising a car for conveying people or things which moves upwards and downwards within a vertical conduit
10 called hoistway, which is supported by a cable extending to an upper pulley and, changing the direction, extends to a counterweight balanced with said car; one of the main characteristics of the assembly is that said pulley is supported from the hoistway walls and is kept in a
15 freely-rotating condition, while the balanced counterweight is a hollow piston-counterweight, accommodated in a cylinder vertically disposed in the hoistway itself, adjacent to the car, both being integral with a propelling fluid dynamic device which produces
20 upward and downward movements of the car, which is completed with a circuit comprising a fluid flow conduit, and a driving pump coupled to valve means.

3. Field of application: as already stated.

25 4. Alternatives: the propelling device may be pneumatic or hydraulic.

Figure: 3.

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COMPLETE SPECIFICATION
STANDARD PATENT

Applicant(s):

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Invention Title:

ELEVATOR WHICH COUNTERWEIGHT IS ALSO THE PLUNGER OF
THE PROPELLING FLUID DYNAMIC DEVICE WHICH PRODUCES
AND CONTROLS THE MOVEMENTS THEREOF

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

FIELD OF INVENTION

This invention relates to an ELEVATOR WHICH COUNTERWEIGHT
IS ALSO THE PLUNGER OF THE PROPELLING FLUID DYNAMIC DEVICE
WHICH PRODUCES AND CONTROLS THE MOVEMENTS THEREOF, that
5 brings several advantages over the other vertical
translation devices known so far.

More specifically, this invention relates to an elevator
lifter for vertical-carrying people or things, of the type
10 having a car which moves between vertical guides, arranged
within a conduit called "hoistway", said car being
supported on a cable extending to a pulley or wheel that
is part of the elevator, wherefrom it projects for
extending to a counterweight means which is cooperative
15 with said elevator.

The pulley is usually powered by an electrical engine
which operates the cable extending between the car and the
counterweight.

20 The usual, universally known purpose of the
"counterweight" is to reduce the power of the engine. In
fact, generally the counterweight has a weight that is
equal to that of the car increased in about 40 to 45% of
25 the duty load; in this way the engine only has to lift the
unbalanced part of the load and avoid any rubbing.

S:42194

BACKGROUND OF THE INVENTION

Several constructive and functional embodiments of elevators are known. Among these embodiments, the most traditional one is that in which cables guided and powered from a generally electrical engine are used for the vertical movement of the car. There also exist some others that usually use vertical racks wherein the operating teeth are engaged, the teeth being powered by an engine accommodated in the car itself.

Among the elevators that use propelling fluid dynamic devices are both, hydraulic lifts and pneumatic lifts.

Hydraulic lifts known at present have similar features located to that of electrical lifts. The car also moves being guided by vertical steel profiles placed in the hoistway and have the characteristic of including a cylinder inside which a piston for raising the car moves. A tight pipe extends from the cylinder bottom to the liquid reservoir; the liquid reservoir is generally placed in the machine room, where also the hydraulic pump is accommodated with its corresponding engine and directional valves. The pump pressure injects liquid in the bottom of the cylinder, so the plunger is pushed upwards, thus raising the car. When the fluid supply is

S:42194

interrupted, the car stops. Downward movement starts from an electrical order, which produces the opening of the valves so as to allow for the liquid to go back to the reservoir. The weight of the plunger, the car, the load and the fluid itself, generate a pressure sufficient for the liquid to outflow. As fluid pressure varies according to the load being carried, downward movement speed also varies as a function of the load. -----

The advantage of this type of lifters is that no large installations above the hoistway are required, so it is fully used for movements of the car. -----

A generalized drawback is that the length of the cylinder should be slightly longer than the car path of motion, which creates the need for large installations out of the hoistway, generally below the hoistway. It is for this reason that they have a limited distance to travel (two or three stops). They are devices that operate under great pressure, so their installations are highly expensive, not only due to their size, but also for the constructive precision of the hydraulic parts necessary for them. -----

In this sense, those, which use side pistons, are preferred, as their stroke is half the path of motion of the car; nevertheless the pulley systems that are used led to duplication of efforts with a lot of rubbing. ---

In fact, the hydraulic elevators known at present, the cylinders and pistons are rectified and require good seals or detents to support pressures higher than 5 kg/cm², i.e. 5 atmospheres or higher. -----

Among disclosures prior to this application US 3318418 to William C. Kilpatrick can be mentioned, wherein it is taught an installation for a pneumatic elevator of the type where the car vertically moves as a piston within a tube (that forms the hoistway of the lift), in response to the pneumatic pressure existing in said tube, below the car. -----

US 2927661 to Kristek et. al. teaches a lifter for people or loads that also uses a tight closing tube wherein a car moves. Said tube is part of a very particular pneumatic circuit where air is pressure-flown so as to produce the raising of the car. -----

French patent number 71.02437 to Saunier Duval discloses a car which is the piston of a vertical pneumatic cylinder that moves upwards, by effect of an overpressure applied below the car, while it moves downward when a depressurization inside the tube and over the car is caused. -----

The applicant of the present invention is also the creator of a depressurization pneumatic elevator which was the subject matter of the Argentinean patent 245673

which fits a special construction through which the car raises or moves downward as a function of the depressurizations created between the ceiling of the car and the upper part of the tube over which it moves. ----

There are no previous disclosures regarding the use of the counterweight itself as a propelling means for moving the car upward and downward. In all cases they are used with the purpose of balancing the load, in an attempt that the effort made by the propelling means be the lowest possible. -----

In this regard, mention is made to EP 0 957 060 to Klitzke Dieter where a conventional hydraulic elevator having the counterweight disposed external to the propelling cylinder is disclosed. -----

The US 5901814 to Leandre Adifon et. al. teaches an hydraulic elevator having a counterweight. In this case, the car is associated to the piston of a hydraulic cylinder, which is the propelling means for upward and downward movements thereof. In this case, the counterweight acts as such. It has the function of reducing the effort of the cylinder for movements. It has the same function as the balanced counterweights used in most elevators. -----

US patent No 5957779 to Walter F. Larson refers to a tower with a couple of gondolas hanging therefrom which.

by their free ends, are attached to the piston of a hydraulic cylinder. Single counterweights are included for each gondola hanging from the same piston as a resource for balancing the load. Counterweights are not used as a propelling resource, either. -----

US patent No 5975246 to Renzo Toschi teaches a hydraulically balanced elevator. The patent discloses an elevator combining the use of a first cylinder and a second cylinder which are integral with a single hydraulic circuit which regulates the balance of the load in the car. Counterweights are included on the second cylinder. Neither in this case counterweights are used as movement propelling. -----

US patent No 5238087 to Alfonso Garrido et. al. relates to improvements tending to achieve energy savings for hydraulic elevators. In this case an hydraulic means is disclosed, the means is attached to the counterweight means so as to bear the weight of the car plus a 50% of the duty load. It is a counterweight associated to a hydraulic resource, but nonetheless the use of the counterweight as a propelling means is not disclosed. -----

There exist, in fact, damping resources for downward movement, where the counterweight is integral with specific hydraulic circuits. -----

US patent No 4488621 to Herbert L. Schiewe relates to an emergency elevator. It is a cage coupled to a damping cylinder, which is integral with a valve-controlled circuit. No propelling counterweights are taught. The cylinder is

disposed laterally to the cage and the damping piston has a weight slightly higher than the cage, even when it is used for raising the cage when it is empty (free from load).

- 5 It is a device specially designed for bringing people downwards in case of emergency, where downward movement of the cage is restrained by the piston.

SUMMARY OF THE INVENTION

- 10 The present invention provides in a first aspect an elevator which counterweight is also the plunger of the propelling fluid dynamic device which produces and controls the movements thereof, of the type comprising a car for conveying people or things which move between vertical guides disposed
15 in a vertical conduit called hoistway, which is supported by a cable extending to an upper pulley and, changing the direction, extends to a counterweight balanced with said car; one of the main characteristics of the assembly is that said pulley is supported from the hoistway walls and is kept in a
20 freely-rotating condition, while the balanced counterweight is a hollow piston-counterweight, located in a cylinder vertically disposed in the hoistway itself, adjacent to the car, both being integral with a propelling fluid dynamic device which produces upward and downward movements of the
25 car, which is completed with a fluid circulation circuit, which comprises at least a driving pump coupled to valve means.

- Preferably, the cylinder is slightly longer than the vertical
30 path of motion that the car has to travel between the lower and upper stops.

Preferably, the invention would also provide for the propelling device to be pneumatic, which driving pump is a rotary compressor coupled to solenoid valves.

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The propelling device may be also hydraulic, which driving pump is a volumetric hydraulic pump, or a centrifugal pump, coupled to solenoid valves.

- 10 It is an option of the construction of this invention that the vertically disposed cylinder have the upper and lower bases thereof closed, and defining inside thereof two variable volume chambers, spaced apart by the piston-counterweight, both chambers are individually
15 connected to a respective conduit for the fluid flow, extending to the driving pump of the propelling device.

- In a preferred embodiment there is also provided a vertically disposed cylinder, having an open upper basis
20 and defining a variable volume chamber delimited by the piston-counterweight, while the lower basis is closed; the chamber may be connected by conduits for inflow and outflow of the fluid, may extend to the driving pump coupled to the valve means of the propelling device and
25 the fluid reservoir or tank.

- Also, it can be seen that the fluid flow may be a pneumatic circuit comprising at least a pneumatic pump coupled to valve means, including air intake devices
30 matching the variable volume chambers.

In a preferred embodiment there is also provided that the fluid flow circuit may be a hydraulic circuit, comprising

S:42194

at least a hydraulic pump coupled to valve means interbedded in fluid flow conduits which are connected to said chambers.

5 For the case of a pneumatic circuit, the fluid flow circuit, comprising at least a driving pump coupled to valve means, may be external to the cylinder body accommodating the pistoncounterweight and connects with it through conduits.

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A preferred embodiment of the invention also features a fluid flow circuit, comprising at least a driving pump coupled to valve means, which may be a closed circuit disposed inside the cylinder accommodating the
15 piston-counterweight.

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It is also provided in a preferred embodiment of the invention that the driving pump and associated valve means may be directly disposed inside the pistoncounterweight, being integral with the conduits that communicate with the variable volume chambers that may be specified with said piston-counterweight and the cylinder walls, defining a closed circuit.

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A preferred embodiment of the invention also provides for the driving pump and associated valve means to be accommodated inside the piston-counterweight, being integral with the conduits connecting the variable volume chambers specified with said piston-counterweight and the cylinder walls, including the respective valves for
30 atmosphere air intake matching each chamber.

On the other side, a preferred embodiment of the invention provides for the piston-counterweight to be hollow and

S:42194

accommodating inside thereof removable ballast elements.

The cable extending between the car and the piston counterweight may be a sheathed cable.

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Finally it is also pointed out that pivotable anchor bolts may be included as matching the ceiling of the car, said anchor bolts oscillate about a transversal axis, which free ends face their respective anchoring cavities, defined in the hoistway walls matching each stop level, which transversal movements (for locking and unlocking actions) may be commanded from an electromechanical means being integral with the operating circuit of the elevator; while the oscillatory movements thereof produced during

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loading and unloading of the car may actuate electronic sensors integral with the operating circuit of the propelling device (with the purpose of ordering the automatic balancing of the piston-counterweight).

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There are no previous disclosures regarding the use of the counterweight itself as a propelling means.

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In fact, elevators of the conventional type, which are powered by electric engines, the balanced counterweight alleviates the effort required by the engine for the upward and downward movement of the car

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For fluid dynamic elevators (both, hydraulic and pneumatic), constructions where the car is the operating means, either as a piston of the actuator or associated to a plunger or piston that supports and translates said car are used.

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S:42194

In no case, disclosures exist in that the counterweight is used as the piston of a propelling fluid dynamic device.

This operating principle may bring several advantages, not only constructive, but also related to installation and maintenance, since similar or even better results are achieved with lower effort.

From the operating principle above stated, it may be possible to construct hydraulic and pneumatic installations that makes the plunger to move, which are dimensioned related to the counterweight that they move, so they any turn out to be simpler and cheaper than fluid dynamic installations known so for actuating the car.

From the above operating principle, it may be much simpler the assembly of the car inside the hoistway where it moves, as the presence of the machine associated to the electric engine is avoided, which is usually disposed in the upper part. In this case, it may be replaced by a single pulley where the cable is deviated to the counterweight, the function of which will be only to allow for the change of direction in the vertical movements for raising and moving downward.

Note that for the case of the elevator of this invention, it may not be necessary for the traditional machine room to be built in the upper part of the hoistway, so it may be fully used for the car movements.

Comparing this invention to the prior hydraulic elevators above, the invention may result to be advantageous as regards installation since it is not necessary to place

S:42194

cylinders below the hoistway of the elevator or in a position lateral to the hoistway which require special installations with multiple pulleys.

- 5 Likewise, when comparing this embodiment to other pneumatic elevators, where the car is usually used as part of the fluid dynamic installation which causes the propulsion thereof, mention is made to the fact that in this case it may not be necessary to have special conduits
10 or pipes for the car movement, since neither tightness nor insulation in the interior of the car is required.

- It is specially noted that, under the foregoing operation principle, for achieving the same or even better results,
15 no special dimensioned means may be required, it may not be necessary to submit the means to any special treatment (rectification, etc), and no special, expensive materials may be used.

- 20 In fact, to achieve movement of counterweights by means of a pneumatic or hydraulic installation it may be possible to use conventional cylinders (which do not need to be oversized), for pressures to which they are submitted are not high. So it may be unnecessary to perform special
25 rectification works in the rubbing surfaces so as to correct fabrication defects, since the seals may easily absorb them. In the preferred embodiments pressures lower than atmospheric pressure shall be used.

- 30 In the preferred embodiments, the cylinders shall be placed within the hoist itself, where the car displaces, since its plan area may be up to ten times smaller than the plan surface of the car, while the length of the

S:42194

height shall be equivalent to the length of the path of motion of the car added to the stroke of the piston-counterweight.

- 5 The inventive elevator may use a counterweight-piston which weight is slightly lighter than the weight of the car, is the same as the weight of the car, or is heavier than the weight of the car. Should the weight be lighter than the weight of the car, power may be consumed only for raising the elevator,
10 as downward movement may be regulated by means of valves, which may also be of the conventional type and known per se.

In this particular case, the invention relates to an elevator conceived with the novel feature of using the counterweight
15 as a piston or plunger of a fluid dynamic device that propels said vertical movements to the car. For the rest of the constructive aspects, the inventive elevator, as regards its car and assembly (guides, parachutes, and the like), is of a conventional type. It is a rule-conforming, "standard"
20 elevator.

Consequently, this is an embodiment that from the beginning avoids the need of installing a lifting machine that may be arranged either above or below the hoistway for commanding
25 the movement of said wheel that drives and powers the cable. Instead, a single freely rotating pulley is disposed, the function of which is to guide the cable to the equilibrated counterweight which, as indicated by the title of the invention, is the plunger of the propelling fluid dynamic
30 device.

The present invention provides in a second aspect an elevator which counterweight is also the plunger of a propelling fluid dynamic device which produces and controls the movements thereof of the type comprising a car for conveying either people or things that move between vertical guides disposed inside a vertical conduit called hoistway, said car being supported on a cable extending to an upper pulley and, changing direction, it projects to a counterweight balanced with said car, said pulley is supported from the hoistway walls and is kept in a freely-rotating condition, while the balanced counterweight is a hollow piston-counterweight, accommodated in a cylinder vertically disposed in the hoistway itself, adjacent to the car, both being integral with a propelling fluid dynamic device which produces upward and downward movements of the car, which is completed with a fluid circulation circuit, which comprises at least a driving pump coupled to valve means, characterised in that the vertically disposed cylinder defining two variable volume chambers and insides thereof, the chambers being spaced apart by the piston-counterweight, which are connected by a fluid flow conduit, where at least one driving pump and the corresponding valve are interbedded.

BRIEF DESCRIPTION OF THE DRAWINGS

So as to fully disclose the advantages that have been briefly explained, to which the users and those skilled in the art may add may others, and so as to facilitate understanding of the constructive, fabrication and operating features of the inventive elevators, a preferred example of an embodiment shall be described below, which is schematically illustrated and not in scale, in the attached drawings. Not that it is a

- 14B -

nonlimiting, non-exclusive example of the scope of the present invention, while its actual purpose is to further explain and illustrate the basic conception of the invention.

- 5 Figure 1 is a plan top view deploying the hoistway of the elevator inside which a car is disposed, the car moves

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either hydraulically or pneumatically according to the present invention. -----

Figure 2 is a schematic, longitudinal section view, according to the plan II-II of Figure 1, representing three stop levels which connect with the hoistway of a fluid dynamic elevator inside thereof, which complies with the basic conditions set forth in this invention, where the car is placed as matching the first stop of lower stop. -----

Figure 3 is a longitudinal section of the plan II-II shown in Figure 1, similar to that illustrated in the previous Figure, but in this case showing the car placed at the intermediate stop. -----

Figure 4 is an enlarged detailed view showing the propelling device created for providing the vertical movements of the inventive elevator, wherein the fluid dynamic cylinder is shown in longitudinal section, while the rest of the fluid circuit is shown in a schematic view. -----

Figure 5 is also an enlarged detailed view of the propelling device wherein a constructive, functional variable can be seen, through which the same operative result is obtained. -----

Figure 6 is an enlarged detailed view showing a longitudinal section of the seal defined to allow for the

driving cable to pass, the cable supports the elevator car and also the seals used by the counterweight-piston belonging to the propelling device of the present invention. -----

Figure 7 is also a detailed view of the inner part of the propelling device, representing the case where the assembly is installed inside the body of the counterweight-piston. -----

Figure 8 is also a detailed view of the inside part of the propelling device, similar to that of the previous Figure, representing the case wherein the assembly is installed inside the body of the counterweight-piston, and the variable volume chambers which are defined include atmosphere air intake devices. -----

Figure 9 is a detailed view of the inside part of the propelling device, similar to those of the previous Figures, but in this case a different constructive variation is shown, which is defined in order to reduce propelling efforts. -----

Figure 10 is a detailed view of the propelling device, similar to those of the previous Figures, showing a further constructive variation provided by the invention.

Figure 11 is an enlarged detailed view showing the presence of locking devices defined in the car facing the

anchoring cavities disposed in the hoistway of the elevator. -----

Figure 12 is an enlarged detailed view through which the combination of basic elements used by the locking devices of the previous Figure is shown. -----

Mention is made that throughout the different views similar reference letters and numbers correspond to the same or equivalent parts or constitutive elements of the assembly, according to the selected example for the present disclosure of the inventive elevator. -----

DETAILED DESCRIPTION OF THE PREFERRED EXAMPLE -----

Figure 1 shows the elevator which controlled, balanced counterweight is also the plunger of the propelling fluid dynamic device which produces and controls the movements thereof referred to in this invention, said elevator is suitable for installation in a conventional hoistway -1- which is generally square in shape, which makes the vertical conduit where the car -2- moves quite loosely, the car carries either people or things. -----

In this particular case, it can be seen that the car is attached to the cable -4- by the ceiling -3- of the car, the cable supporting the car and extending to engage the freely-rotating pulley -5-, which deviates the cable and changes its vertical direction in 180° so as to extend to the piston-counterweight -6- running as a plunger of the

fluid dynamic cylinder -7-, thus the conventional balance between the car-counterweight is established. -----

As shown in Figure 1, the car -2- displaces with upward and downward movements over the lateral guides -8- and -9- and is suitably balanced relative to the piston-counterweight -6- (as can be seen in Figure 2). -----

As already explained, said pulley -5- rotates freely and is placed in an upper end of the hoistway, mounted on an axis -10- which is supported from the walls thereof by arms -11- and -12-. Also said cable -4- holds the car by a central point of the car ceiling -3-. -----

Going back to Figures 2 and 3, it is possible to fully understand the combination of means defined by the inventive elevator. In this case it can be seen that said elevator hoistway -1- has a height sufficient to comprise three stop levels -A-, -B- and -C- where the respective access doors -13-, -14- and -15- appear, provided to face the doors -16- of the car -2-, and so to allow entrance to and exit from the car. -----

Such as previously explained, the basic novelty of this embodiment is posed by the fact that said piston-counterweight -6- is said plunger of the fluid dynamic device formed for causing car -2- to lift. -----

It is referred to as fluid dynamic device since it can be either hydraulic or pneumatic, in which case only the

valve resources and driving pumps vary, according to the particular type of fluid. -----

In these two Figures it can be seen that the piston-counterweight -6- acts inside the straight, vertical cylinder -7- preferably disposed as matching one of the four corners of the hoistway -1-, and occupying only a minimal space, which is slightly longer than the vertical path of motion that the car -2- has to travel in order to move from the bottom level -A- to the upper level -C-, which is coincident with the stroke of the piston-counterweight -6- during its maximum upward or downward movements. -----

As can be seen in the Figures, a bottom free space is left for entering into the hoistway and performing any repairing or maintenance works that may be necessary. --

In the case shown in the first five Figures, said cylinder -7- is attached to the fluid flow conduits -17- and -18- extending from the pump -19- with the corresponding solenoid valves -20- and -21- being interbedded (as shown in Figure 4). -----

In fact, if the example represented in the Figures 2, 3 and 4 is observed in detail, it can be seen that the cylindrical body -7- is closed. Consequently, a variable volume chamber is defined inside the body -22- delimited by the upper basis -23- of the piston-counterweight -6-

and the upper basis -24- of the cylinder -7-, as well as a lower variable volume chamber -2-5, delimited by the lower basis -26- of the piston-counterweight -6- and the lower basis -27- of said cylinder -7-. -----

Seals -28-, -30- and -31- are used for the normal operation of the system, both for the passage of said driving cable -4- (preferably sheathed) associated to the piston-counterweight -6- by roping -29-, as well as for movement of the piston-counterweight -6-. -----

When fluid is driven in the direction of the arrows -F1- pressure is generated in said upper chamber -22- and depressurization is generated in said lower chamber -25-, so the piston-counterweight -6- moves in the direction -F2- exercising a traction force transmitted through the sheathed cable -4-. Said traction makes the pulley -5- to rotate in direction -F3- and thus to change the direction of traction transmitted to the car -2- which, as a consequence, is lifted in the direction -F4-. -----

In recent experiments a good performance is observed when volumetric pumps -19- are used, such as those identified as "Root type". In these cases correct operation was observed using a 100-kg car, with a maximum load of 200 kilograms, balanced with a piston-counterweight weighting 200 kilograms (as own weight), moving in a cylinder of 20

cm in diameter, so the areas of the upper basis -22- and the lower basis -23- are of 628 cm². -----

In this case, lifting the car, either empty or bearing the maximum load, only a force of 100 kilograms was exerted (160 gr/cm², which is about 1/6 of the atmosphere pressure). -----

As previously stated, pump -19- preferably is a rotary pump having a positive movement, which transfers (by revolution) the necessary fluid. They feature the advantage that when revolutions are electronically regulated, very effective speed variations are achieved, also starting and stopping are smooth. They work with an almost even flow rate for the case of the pneumatic ones and even in the case of those of the hydraulic type. They do not need any inverter valve as when the direction of rotation is modified, upward and downward movements of the piston-counterweight -6- are obtained. They are volumetric pumps or rotary compressors having a very good performance. -----

In this case, said pumps -20- and -21- are solenoid valves integral with the electronic command circuit of pump -19-. -----

In the case of a pneumatic propeller, a rotary compressor -19- ("Root" type) shall be used, which operation is equivalent to that of the hydraulic pump. Using a pump

which flow rate is 100 liters/second, with air inflow and outflow at atmospheric pressure, operating at 100 gr/cm², which is about 10% of the atmospheric pressure, both in pressurization and in depressurization conditions, the outgoing flow rate is about 90 liters/second. -----

A constructive variable that also allows for implementing the same principle of operation referred to in this invention, is the variable represented in Figure 5. In this case, said cylinder -7- is top-opened, so fluid dynamic pressurization and depressurization are produced in the lower chamber -25-. Consequently, maximum depressurization shall be slightly lower than the atmospheric pressure acting over the upper basis -23- of the piston-counterweight. In this case, said volumetric close-coupled pump -19- is associated to a reservoir that receives the fluid -39- through a conduit -38-. ----- Obviously, said constructive solution, represented in this Figure 5, presents the advantage that the sealing results simpler since the seals -28- for cable passage are avoided; nevertheless without sheath, the active surface of the piston-counterweight is reduced to a half. Experiments have been carried out using a 100-kilogram car -2- (own weight), and 200 kilograms of maximum load, and in this case, a piston-counterweight -6- of 200 kilograms (own weight) can be used, the piston

counterweight -6- moving in a cylinder -7- which diameter seizes 20 cm, so the area of active basis -26- of the piston-counterweight is of 314 cm². In this case, only a maximum additional force of 100 kilograms is necessary over the piston-counterweight weighting 100 kilograms, which represents about 1/3 of the atmospheric pressure.

With reference to Figure 6, it is possible to see in detail the seals required for normal operation of the propelling device. -----

For the case of seals -30- and -31- disposed as matching the piston-counterweight -6-, the seals may comprise elastomer rings or rings made of any other similar material, suitable to operate in both movement directions thereof. -----

For the case of seal -28-, elastic retainers -32- accommodated in a screwed support -33- that allows for its removal in case of replacement or repairing works are used. -----

In said Figure 6 a constructive embodiment is also shown, which is functionally suitable for the piston-counterweight -6-. In this case, it is a cylindrical, hollow body specified by disciform plates -34- and -35-, associated to each other by means of double-ended bolts -36-, so a free space is left for removably positioning the ballast -37-. -----

In Figure 7, a constructive option is shown, which falls within the scope of this invention, where the propelling device is defined as an internal closed circuit, essentially accommodated inside the piston-counterweight -6-, where a pneumatic pump -38- associated to at least one solenoid valve -41- connects with said variable volume chambers -22- and -25- through conduits -39- and -40-. It is by means of the conductor -42- that both, the pump -38- and said valve -41-, will be associated to the electrical operating control of the propelling device. -

In this case, when the pump -38- produces pressure in one of said chambers; a simultaneous pressure is created in the other, and thus the operative movements of the piston-counterweight -6- for the upward and downward movement of the car. -----

The constructive solution deployed in Figure 8 is also within the scope of the present invention. This solution also features a propeller defined inside cylinder -7-, in this case the piston-counterweight may have a weight slightly lighter than the car, since valves -43- and -44- are included, so as to allow for air inflow and outflow.

In this case, pressure generation in a chamber, with simultaneous depressurization in the other, is produced by combining the operation of said pneumatic pump -38- (associated to at least one solenoid valve -41-), with

the opening and closing of said external valves -43- and -44-. -----

In figure 9 another variant falling within the scope of the invention is shown. In this case, the propelling piston-counterweight -6- is also accommodated inside the hydraulic cylinder -7- between both variable volume chambers -22- and -25-, but a novelty is included in that both chambers keep a communication through the external conduit -17-. The principle of "communicating vessels" is established, since the liquid expelled from one of the chambers enters the other one. Thus, the force exerted for producing movements of the piston, for example, is lower than that of the case represented in Figure 5 above. -----

In fact, in this variant the upper chamber -22- is opened and the liquid level -L- is above the connection -17- with the lower chamber -25-. Therefore, irrespective of the height of the cylinder -7- the return keeps the same pressure. So, both have the same pressure of the liquid column (communicating vessels), which has no influence as extra pressure to overcome. The pump -19- will produce the pressure or depressurization necessary for balancing the counterweight. -----

Obviously, for multiplying the force, more than one propelling cylinder may be used. Even a single cylinder

may be replaced by a plurality of smaller cylinders, which are easier to accommodate and distribute inside the hoistway. -----

The variant shown in Figure 10 represents a case where the piston-counterweight -6- is associated to a stem -55- including a pulley -56- of a standard type. This solution turns out to be useful for hydraulic lifters, where the path of movement of the car needs to be multiplied due to constructive reasons. -----

Figures 11 and 12 have been added for explaining that in this invention a supplementary safety resource may be included, which is integral with the command system of the propelling device for balancing of piston-counterweight when the people or things in the car -2- are moved upwards or downwards. -----

The resource also includes an array of anchoring bolts -45- (at least two bolts), which in the illustrated case are disposed as matching the ceiling of the car, the free ends thereof face respective receiving cavities -46- disposed on the wall of the hoistway -1- at height points as suitable for matching each stop. -----

As can be seen in detail in Figure 12, each bolt -45- pivots about a transversal axis -47- which is also a stop that limits its outward projecting stroke to anchor the lock. Said stroke, represented by arrows -F5- is produced

by an electromechanical means, such as the electromagnet
-48- that is integral with the commanding electrical
circuit for producing the movement of the bolt when
performing as anchoring in the stop and retracting it
5 unlocked when the car -2- begins movement.

The novelty incorporated, as represented by arrows -F6-,
is that each bolt has a certain clearance that allows for
the oscillation about axis -47-. Said angular movements
10 are controlled by centralizer means -49 and -50 and
limited by stops -51- and -52-.

Precisely, said angular movements are specially provided
for the operation of electronic sensors -53- and -54 (micro
switch), which are integral to the command circuit of the
propelling device aiming to indicate other oscillations,
and thus producing the automatic balancing of the
piston-counterweight -6-, as a function of the newly
acquired weight of the car.

20 It is finally stated that the invention also provides for
said freely rotating pulleys -5- to include breaking
resources, so safety in the stops is improved.

25 It is to be understood that, if any prior art publication
is referred to herein, such reference does not constitute
an admission that the publication forms a part of the
common general knowledge in the art, in Australia or any
other country.

30 For the purposes of this specification it is to be clearly
understood that the word "comprising" means "including but
not limited to", and that the word "comprises" has a
corresponding meaning.

THE CLAIMS DEFINING THE INVENTION ARE AS FOLLOWS:

1. Elevator which counterweight is also the plunger of a propelling fluid dynamic device which produces and controls
5 the movements thereof of the type comprising a car for conveying either people or things that move between vertical guides disposed inside a vertical conduit called hoistway, said car being supported on a cable extending to an upper pulley and, changing direction, it projects to a
10 counterweight balanced with said car, said pulley is supported from the hoistway walls and is kept in a freely-rotating condition, while the balanced counterweight is a hollow piston-counterweight, accommodated in a cylinder vertically disposed in the hoistway itself, adjacent to the
15 car, both being integral with a propelling fluid dynamic device which produces upward and downward movements of the car, which is completed with a fluid circulation circuit, which comprises at least a driving pump coupled to valve means, characterised in that the vertically disposed cylinder
20 defining two variable volume chambers and insides thereof, the chambers being spaced apart by the piston-counterweight, which are connected by a fluid flow conduit, where at least one driving pump and the corresponding valve are interbedded.
- 25 2. Elevator as set forth in claim 1, characterised in that the cylinder is slightly longer than the vertical path of motion that the car has to travel between the bottom and the top stops.
- 30 3. Elevator as set forth in claim 1, characterised in that the propelling device is pneumatic, which driving pump is a rotary compressor coupled to solenoid valves.

4. Elevator as set forth in claim 1, characterised in that the propelling device is hydraulic, which driving pump is a volumetric hydraulic pump coupled to solenoid valves.

5

5. Elevator as set forth in claim 1, characterised in that the vertically disposed cylinder has the upper and lower bases thereof closed, and which inner part defines two variable volume chambers, the chambers being spaced apart by the piston-counterweight, both chambers are individually connected to a respective conduit for the fluid flow, extending to the driving pump of the propelling device.

6. Elevator as set forth in claim 1, characterised in that the vertically disposed cylinder has the upper basis thereof opened and defining a variable volume chamber delimited by the piston-counterweight and the lower bases thereof being closed; the chamber is connected by conduits for the inflow and outflow of the fluid, extending to the driving pump coupled to the valve means of the propelling device and the fluid reservoir or tank.

7. Elevator as set forth in claim 1, characterised in that the vertically disposed cylinder has its lower bases closed and its upper bases opened, defining two variable volume chambers inside thereof, the chambers being spaced apart by the piston-counterweight, which are connected by a fluid flow conduit, where at least one driving pump and the corresponding valves are interbedded, the upper connection is below the level of the liquid contained therein.

8. Elevator as set forth in claim 1, characterised in that the upper basis of the piston-counterweight is coupled to a rigid, longiform stem that extends projecting out of the cylinder (coaxially), till it engages a movable pulley in
5 which throat the cable supporting the car is accommodated.

9. Elevator as set forth in claim 1, characterised in that the fluid flow circuit is a pneumatic circuit comprising, at least, a pneumatic pump coupled to valve means, including air
10 intakes matching the variable volume chambers.

10. Elevator as set forth in claim 1, characterised in that the fluid flow circuit is a hydraulic circuit, comprising at least a hydraulic pump coupled to valve means interbedded in
15 fluid flow conduits which connect with said chambers.

11. Elevator as set forth in claim 1, characterised in that the fluid flow circuit, comprising at least a

12. Elevator as set forth in claim 1, characterised in that the fluid flow circuit, comprising at least a

driving pump coupled to valve means, is external to cylinder body where the piston-counterweight accommodated and is connected to it by means of conduits.

12. ELEVATOR as set forth in claim 1, characterized in that the fluid flow circuit, comprising at least a driving pump coupled to valve means, is a closed circuit disposed inside the cylinder where the piston-counterweight is accommodated. -----

13. ELEVATOR as set forth in claim 10, characterized in that the driving pump and the associated valve means are accommodated inside the piston-counterweight, which are integral with the conduits connecting the variable volume chamber specified with said piston-counterweight and the cylinder walls, thus defining a closed circuit. -----

14. ELEVATOR as set forth in claim 11, characterized in that the driving pump and the associated valve means are accommodated inside the piston-counterweight, which are integral with the conduits connecting the variable volume chamber specified with said piston-counterweight and the cylinder walls, including respective atmosphere air intake valves disposed as matching each chamber. -----

15. ELEVATOR as set forth in claim 1, characterized in that the piston-counterweight is hollow and removable ballast elements are accommodated therein. -----

16. Elevator as set forth in claim 1, characterised in that the cable extending between the car and the piston-counterweight is a sheathed cable.

5 17. Elevator as set forth in claim 1, characterised in that the upper pulley includes breaking means, the command of which is integral with the control circuit in the different stop levels of the car.

10 18. Elevator as set forth in claim 1, characterised in that pivotable anchoring bolts are included as matching the ceiling of the car, said anchoring bolts oscillate about a transversal axis, which free ends face their respective anchoring cavities, defined in the hoistway walls as matching
15 each stop level, which transversal movements (for locking and unlocking actions) are commanded from an electromechanical means being integral with the operating circuit of the elevator; while the oscillatory movements thereof produced during loading and unloading of the car actuate electronic
20 sensors integral with the operating circuit of the propelling device (with the purpose of ordering the automatic balance of the piston-counterweight).

19. An elevator substantially as herein described with
25 reference to the drawings.

Dated this 7th day of September 2005

CARLOS ALBERTO SORS

By His Patent Attorneys

30 GRIFFITH HACK

Fellows Institute of Patent and Trade Mark
Attorneys of Australia.

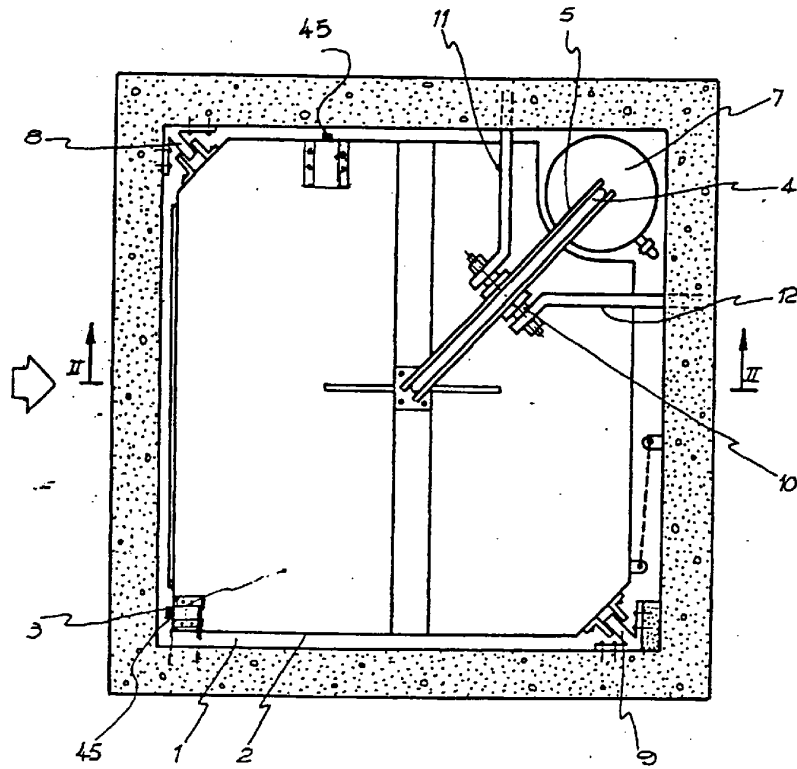
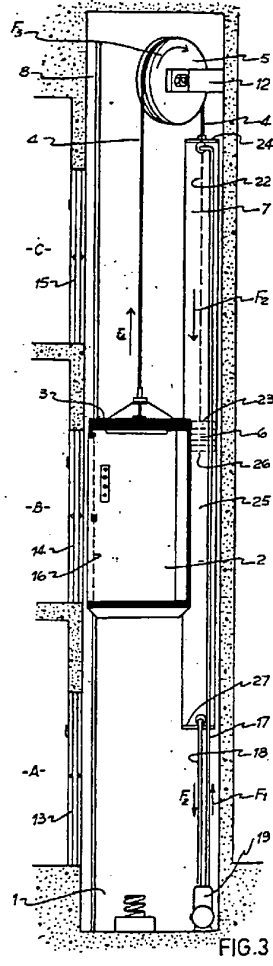
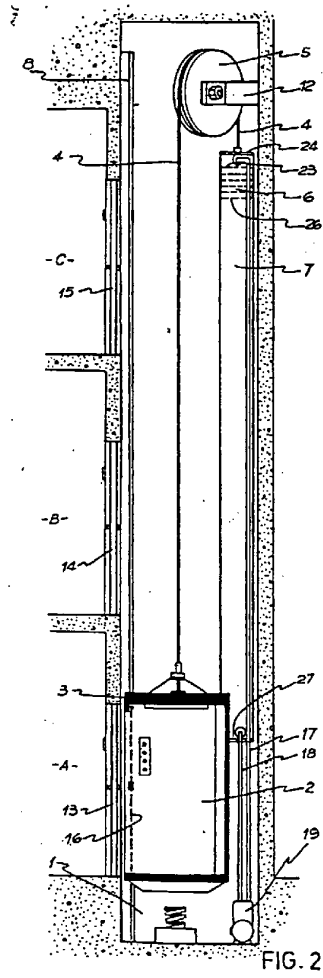


FIG. 1

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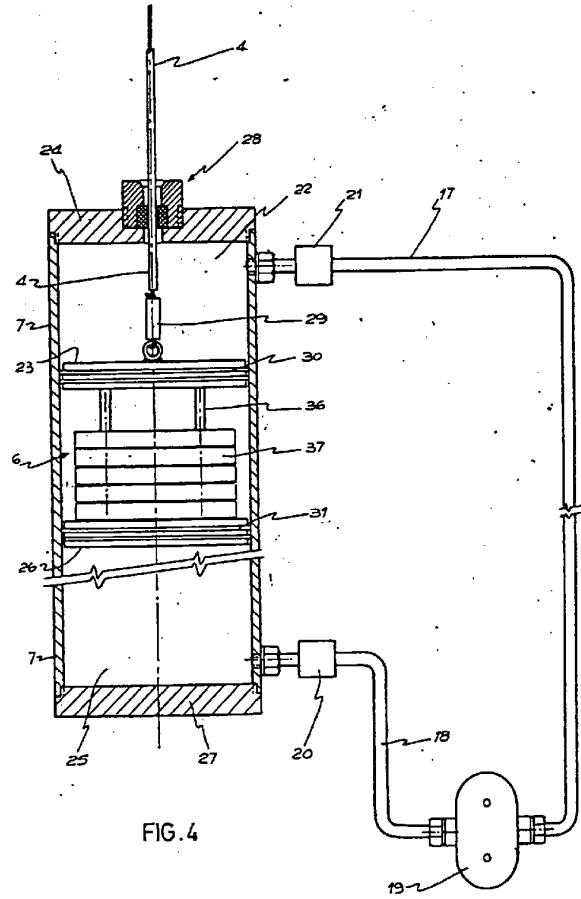


FIG. 4

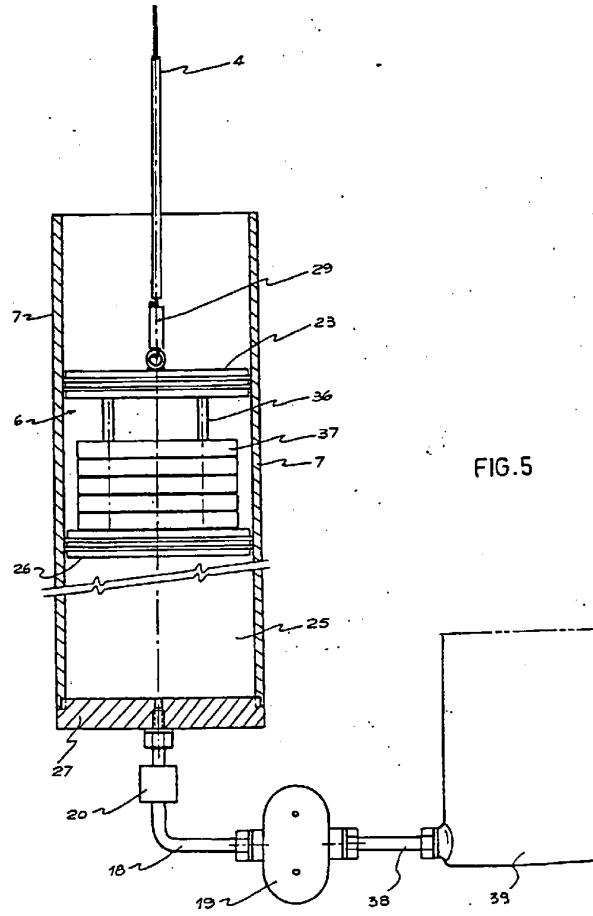


FIG. 5

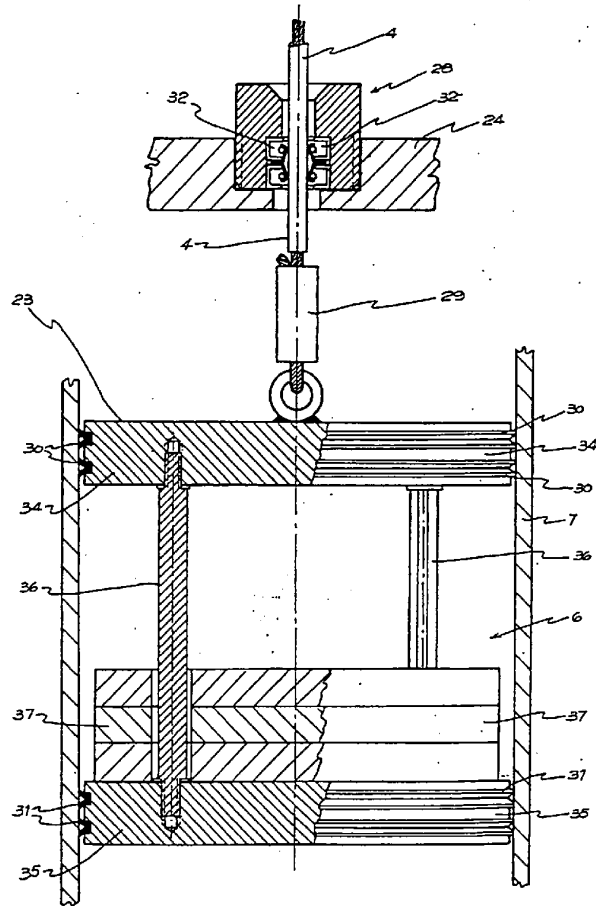


FIG. 6

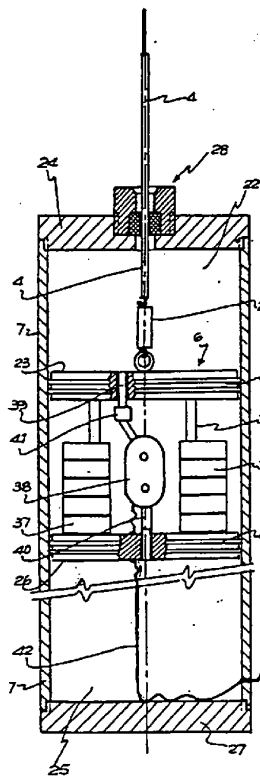


FIG. 7

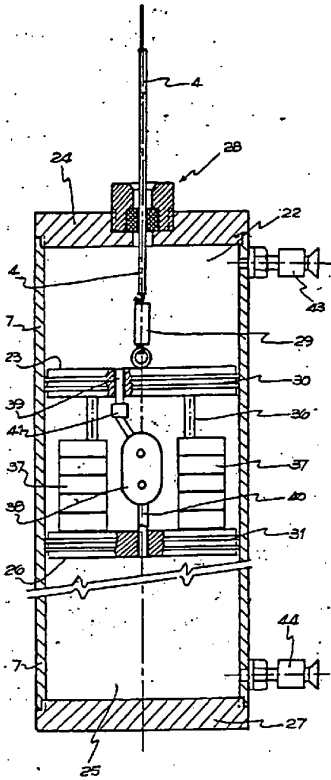


FIG. 8

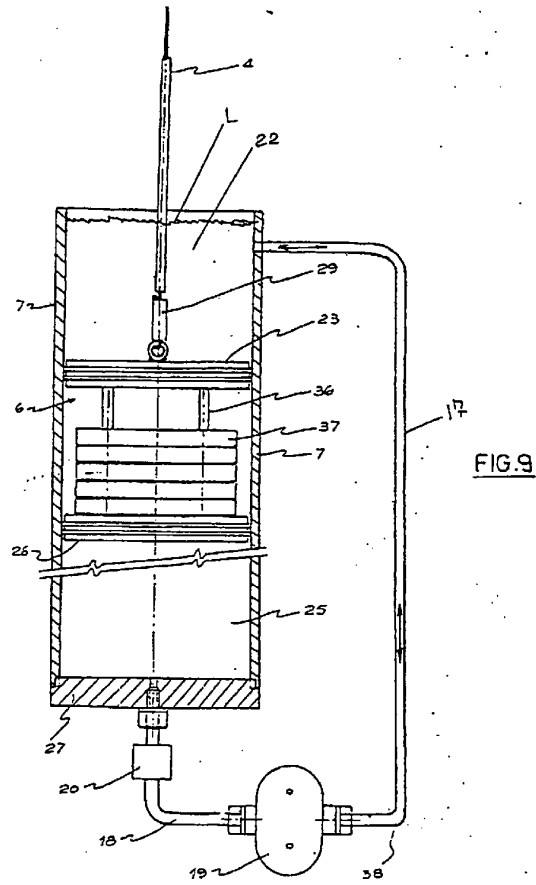
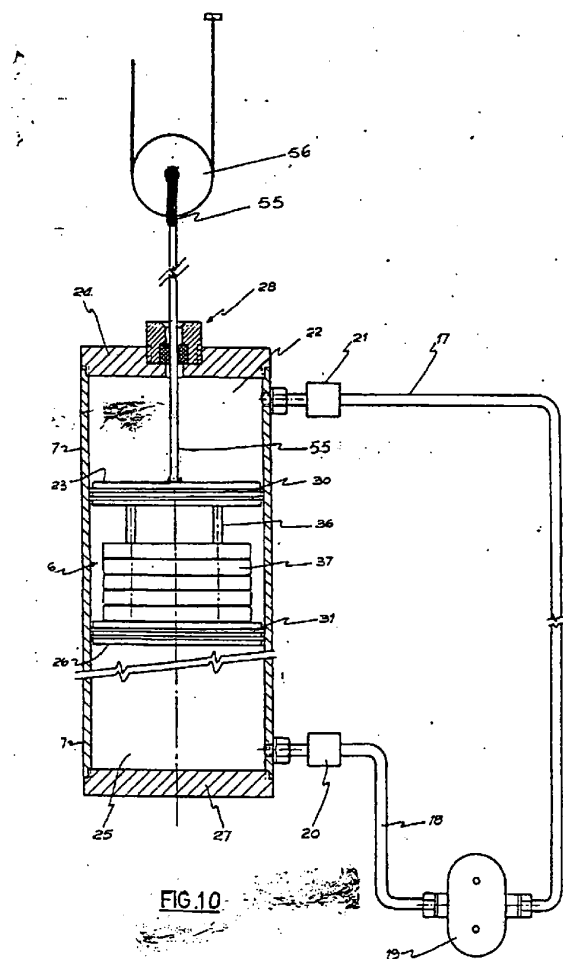
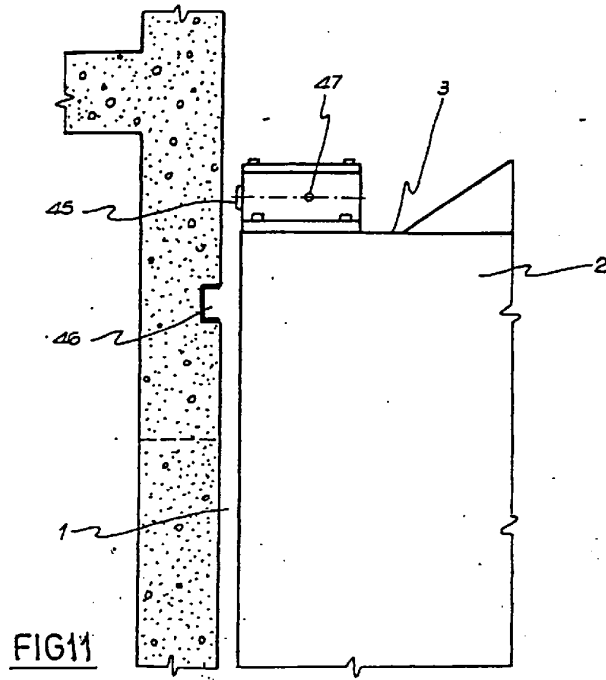
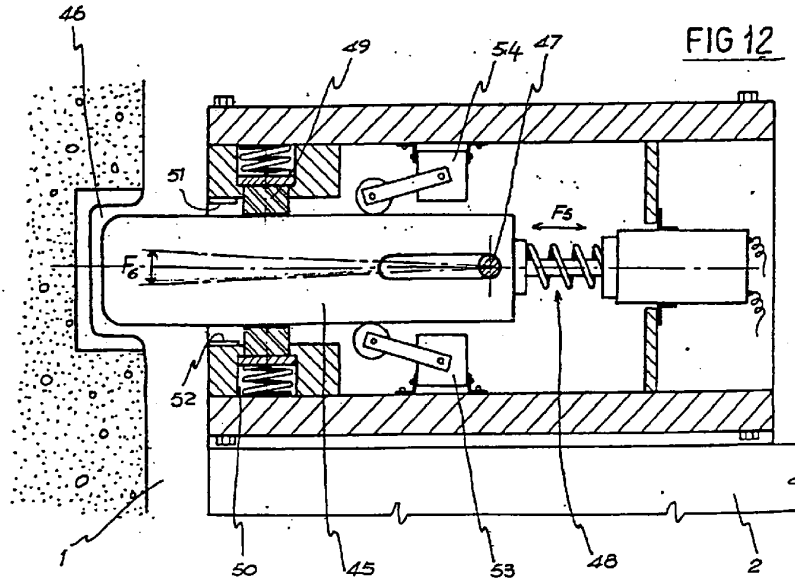


FIG. 9







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