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| Bedrijf | | | | | | | | | Contactpersoon | | | | | | | | | | | | | | | | | | | | Project | | | | | | | | |
| Aantal Liften | | | | | | Bestel nr. | | | | | | | | | | | | Aanbiedings nr. | | | | | | | | | | | | | | Kopie naar **Hakotec**  14.08.2020 | | | | | |
| **Type besturing / standaard** | | | | | | | | | | | **Machinekamer / voeding** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Eenknopsverzamel | | | | | | | | | | | MK - boven | | | | | | | | | | MK - beneden | | | | | | | | | | | | MK - loze | | | | |
| Tweeknopsverzamel | | | | | | | | | | | Hefhoogte  **m** | | | | | | | | | | | | | | | | | Schachthoogte  **m** | | | | | | | | | |
| EN81-20/50 | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EN81-1/2 | | | | | | | | | | | Onderverdeling extern in de MK | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UCM / A3 | | | | | | | | | | | Hoofdschakelaar, schacht-, cabinelicht automaat in de besturingkast | | | | | | | | | | | | | | | | | | | | | | | | | | |
| afwijkend | | | | | | | | | | | 400V 50Hz N PE | | | | | | | | | | | | | | | | | zonder N | | | | | | | | | |
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| **Motorgegevens / hydraulische eenheid** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Rit** | | | | Asynchron | | | | | | | | | Synchron | | | | | | | | | Ophanging | | | | | | | | | | | | Nastellen | | | |
| Nominale stroom  **A** | | | | | | | | Nominale vermogen  **kW** | | | | | | | | | | | | | | | | | Nominale snelheid  **m/s** | | | | | | | | | | | | |
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| **Aandrijving traktie** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Remmagneet | | **V** | | | | | | | | **A** | | | | | | | Thyssenrem BSV2 van Kollmorgen | | | | | | | | | | | | | | | | | | | | |
| Motorventilator | | **V** | | | | | | | | **A** | | | | | | | Thyssenrem BSV3 van Kollmorgen | | | | | | | | | | | | | | | | | | | | |
| afwijkend | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| **Aandrijving hydraulisch** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Type Ventiel/regelblok | | | | | | | | | | | | | | | | | | Aantal Ventielen | | | | | | | | | | Spanning **V AC** | | | | | | | | | |
| frequentieregeling **(ga verder in de volgende sectie)** | | | | | | | | | | | | | | | | | | | met softstarter W3 | | | | | | | | | | | | | | | | | | |
| Ventiel aansturing met | | | | | Bucher iCon plaats / aansluitingen voorzien | | | | | | | | | | | | | | | | | | Bucher LRV plaats / aansluitingen voorzien | | | | | | | | | | | | | | |
| Ventiel aansturing met | | | | | ALGI AZRS aanstuurprint extern | | | | | | | | | | | | | | | | | | afwijkend | | | | | | | | | | | | | | |
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| **Frequentieregeling voor traktie of hydraulisch** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Typ Frequentieregeling | | | | | | | | | | | | | | | | | | door Kollmorgen | | | | | | | | | | | | | door de klant | | | | | | |
| Installatie locatie Frequentieregeling | | | | | | | | in de schakelkast | | | | | | | | | | | | | | | | | extern in de MK / Schacht | | | | | | | | | | | | |
| Aansturing Frequentieregeling | | | | | | | | CANopen / DCP | | | | | | | | | | | | | | | | | parallel | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **UCM / A3 veiligheidsinrichting** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hydraulisch sperventiel | | | | | | | | | | | | | | | Type | | | | | | | | | | | **V** | | | | | | | | | | **A** | |
| Hydraulisch redudant daalventiel | | | | | | | | | | | | | | | Type | | | | | | | | | | |  | | | | | | | | | | | |
| Wegzakbeveiliging aan snelheidsbegrenzer | | | | | | | | | | | | | | | Type | | | | | | | | | | | **V** | | | | | | | | | | **A** | |
| Hoofdrem | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Extra rem | | | | | | | | | | | | | | | | Type | | | | | | | | | | | **V** | | | | | | | | | **A** | |
| Wittur EOS | | | | | | | | | | | | | | | | Wittur Ebra | | | | | | | | | | | | | | | | | | | | | |
| Nee | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | |
| **Stoplaatsen / deuren** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Verdieping** | **1** | | **2** | | | | **3** | | | | | **4** | | **5** | | | | | | **6** | | | | **7** | | | | | | **8** | | | | | **9** | | **10** |
| **Deur A** |  | |  | | | |  | | | | |  | |  | | | | | |  | | | |  | | | | | |  | | | | |  | |  |
| **Deur B** |  | |  | | | |  | | | | |  | |  | | | | | |  | | | |  | | | | | |  | | | | |  | |  |
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| **Stoplaatsen / deuren** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | Schachtdeuren | | | | | | | | | | | | | | | | Deurbesturing  230V AC /  400V AC | | | | | | | | | | | | | | | | | | | |
| Deur A | door cabindeur | | | | | | | | handmatig bediend | | | | | | | | autom. | | | | | Type | | | | | | | | | | | | | CANopen | |
| Deur B | door cabindeur | | | | | | | | handmatig bediend | | | | | | | | autom. | | | | | Type | | | | | | | | | | | | | CANopen | |
| afwijkend | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Grendelmagneet  **V** **A** | | | | | | | | | | afwijkend | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| **Deurfuncties** | | | Doorlading | | | | | | | | | | | | | | | selectief | | | | | | | | | | | | vroeg openende deuren | | | | | | |
| **Deuromschakelinrichting** | | | Fotocel | | | | | | | | | | | 24V DC | | | | | | | 230V AC | | | | | | Toets deur open | | | | | | | Toets deur dicht | | |
| **Zonder cabinedeur** | | | Noodstop | | | | | | | | | | | Zelfcontrolerende Fotocel Typ | | | | | | | | | | | | | | | | | | | | afwijkend | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Weergaven / Signalen 24VDC met gemeenschappelijke kathode (standaard)** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fabrikant tableaus | | | | | | | Hakotec | | | | | | | | | Kronenberg | | | | | | | | | WS-Schaefer | | | | | | | | bs Tableau | | | |
| Aansturing van de displays | | | | | | | CANopen | | | | | | | | | Gray Code | | | | | | | | |  | | | | | | | | afwijkend | | | |
| Aansturing van de drukknoppen/signalering | | | | | | | CANopen | | | | | | | | | parallel | | | | | | | | |  | | | | | | | |  | | | |
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|  | | | | | **Cabine** | | | | | | | | | | **halstandaanwijzer** | | | | | | | | | **elke stopplaats** | | | | | | | | **alleen hoofdstopplaats** | | | | |
| Display | | | | |  | | | | | | | | | |  | | | | | | | | |  | | | | | | | |  | | | | |
| Weergave rijrichting | | | | | via display | | | | | | | | | |  | | | | | | | | |  | | | | | | | | via display | | | | |
| Weergave vertrekrichting | | | | | via display | | | | | | | | | |  | | | | | | | | |  | | | | | | | | via display | | | | |
| Scrollende tekst | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| afwijkend | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| **Weeginrichting** | | | | | | | | | | | | | | | | | | | | **Brand** | | | | | | | | | | | | | | | | |
| Typ Weeginrichting | | | | | | | | | | | | | CANopen | | | | | | | Brandalarm op één stoplaats (statisch) | | | | | | | | | | | | | | | | |
| Nullast | | Volle last | | | | | | | | | | Overbelast | | | | | | | | evacuatieniveau | | | | | | | | | | | | | | | | |
|  | |  | | | | | | | | | |  | | | | | | | | Brandalarm op elke stoplaats (dynamisch) | | | | | | | | | | | | | | | | |
| Locatie weeginrichting | | | | | | | | | | | | | | | | | | | | alternatieve stoplaats | | | | | | | | | | | | | | | | |
| in de schacht | | op de cabine | | | | | | | | | | op het aggregaat | | | | | | | | afwijkend | | | | | | | | | | | | | | | | |
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| **Speciale schakelaar** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. | | | | bij de schachttoegang / LOP | | | | | | | | | | | | | | in de cabine / COP | | | | | | | | | | in / bij de besturingkast | | | | | | | | |
| 2. | | | | bij de schachttoegang / LOP | | | | | | | | | | | | | | in de cabine / COP | | | | | | | | | | in / bij de besturingkast | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Schachtkopiering** | | | | | | | | | | | | | | | | | | | | **Noodlicht / noodoproep** | | | | | | | | | | | | | | | | |
| ELGO Limax CANopen | | | | | | | | | | | | | | | | | | | | Noodlichtapp. 12V 1,2Ah | | | | | | | | | | | Notlichtapp. 24V 1,2Ah | | | | | |
| rail montage | | | | | | vloer-plafondmontage | | | | | | | | | | | | | | met USV (daardoor vervalt Noodlichtapp.) 24 V DC | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | Noodoproepsystem Typ | | | | | | | | | | | | | | | | |
| Magneetschakelaar incl. magneten | | | | | | | | | | | | | | | | | | | | op de cabine | | | | | | | | | | | in het cabinepaneel | | | | | |
|  | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | |
| **Cabineklemmenkast incl. handbediening met 3m elektrische kabel** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Afmeting | | | | | 500x400x120 (BHD)mm | | | | | | | | | | | | | | 700x200x100 (BHD)mm | | | | | | | | | | Uitvoering **IP54** | | | | | | | |
| Verbinding COP | | | | | | | | | | | 34polig (IDC **/** ADA **/** BF5) | | | | | | | | | | | | | | | 37polig (SUB-D) | | | | | | | | | | |
| afwijkend | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | |  |
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| **Kollmorgen levert de volgende accessoires** | | | | | | | | | | | | | | | | | |
| MPK411 **C**ontrol **H**and **T**erminal | | | | | MPKlive incl. jaarlijkse bijdrage | | | | | | | | | | WLAN router in de schakelkast | | |
| **Materiaal EN81/20-50** Reset inspectie in het buitentableau | | | | | | | | | | | | afwijkend | | | | | |
| **Material EN81/20-50** noodverlichting lamp op het dak van de cabine | | | | | | | | | | | | | | | | | |
| **Material EN81/20-50** Sirene Bypass | | | | | | | | | | | | | | | | | |
| **Material EN81/20-50** inspectie in de schachtput | | | | | | | | Lengte  **m** | | | | | | | | | |
| Motor aansluitkabel | | | | | | | | Lengte  **m** | | | | | | | | | |
| Hangkabel plat inclusief ophanging | | | | | | | | Lengte  **m** | | | | | | | | | |
| LED schacht verlichting | | | | | | | | Lengte  **m** | | | | | | | | | |
| Servicebox in de schachtput | | | | | | | | Lengte  **m** | | | | | | | | | |
| Montage lamp | | | | | | | | Lengte  **m** | | | | | | | | | |
| Noodstopschakelaar in behuizing | | | | | | | | Lengte  **m** | | | | | | | | | |
| Aansluitset afgestemd op de frequentieomvormer (alleen Ziehl- Abegg) | | | | | | | | Lengte  **m** | | | | | | | | | |
| Kabelgoot 60x40 (BH) mm | | | | | | | Lengte  **m** | | | | | | | | | | |
| Kabelgoot 130x60 (BH) mm | | | | | | | | | Lengte  **m** | | | | | | | | |
| Schachtbedrading middels kabels op lengte | | | | | | | | | | | | | | | | | |
| apart stopcontact op de cabine | | | | | | | | | | | | | | | | | |
| Kabelinstallatiepakket voor machinekamer en cabine-installatie (KSI) | | | | | | | | | | | | | | | | | |
| Montageset met inslagpluggen, kabelbinders, adereindhulzen | | | | | | | | | | | | | | | | | |
| CANopen buitenoproep bedrading | | | | CANopen print geïnstalleerd in het paneel | | | | | | | | | | CANopen print in schacht aangebracht | | | |
| CANopen aansluitkabel **besturing <> eerste tableau** | | | | | | | | | Lengte  **m** | | | | | | | | |
| CANopen verbindingskabel **verdieping <> verdieping** | | | | | | | | | Lengte  **m** | | | | | | | | |
| Positieschakelaar 1NC / NO + montageset | | | Schakelcurve 800 mm lang | | | | | | | | | | | Schakelcurve 2000 mm lang | | | |
| Incrementeel encoderpakket | | | | | | | | | | Encoder met holle as Ø **mm** | | | | | | | |
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| **Alleen vereist voor projecten zonder MK** | | | | | | | | | | | | | | | | | |
|  | bij de bovenste schacht toegang | | | | | bij de onderste schacht toegang | | | | | | | in de schachtkop | | | | in de put |
| **Schakelkast** |  | | | | |  | | | | | | |  | | | |  |
| **Machine** |  | | | | |  | | | | | | |  | | | |  |
| **Frequentieregeling** |  | | | | |  | | | | | | |  | | | |  |
|  | | | | | | | | | | | | | | | | | |
| **Alleen informatie vereist voor synchrone machines met / zonder MK** | | | | | | | | | | | | | | | | | |
| Zicht op de drive beschikbaar | | **geen zicht op de aandrijving** | | | | | | | | | mechanische ontgrendeling van de remmagneten mogelijk | | | | | **geen mechanische opening van de remmagneten mogelijk** | |
|  | |  | | | | | | | | | aparte opening mogelijk | | | | | één remmagneet | |
|  | |  | | | | | | | | | alleen samen mogelijk | | | | | twee remmagneten | |