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| Firma | | | | | | | | | Ansprechpartner | | | | | | | | | | | | | | | | | | | | Projektname | | | | | | | | |
| Aufzug Nr. | | | | | | Bestell Nr. | | | | | | | | | | | | Angebot Nr. | | | | | | | | | | | | | | Kopie an **Hakotec**  05.01.2021 | | | | | |
| **Steuerungsart / Norm** | | | | | | | | | | | **Maschinenraum / Zuleitung** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Einknopfsammelsteuerung | | | | | | | | | | | MR - oben | | | | | | | | | | MR - unten | | | | | | | | | | | | MR - OHNE | | | | |
| Zweiknopfsammelsteuerung | | | | | | | | | | | Förderhöhe  **m** | | | | | | | | | | | | | | | | | Schachthöhe  **m** | | | | | | | | | |
| EN81-20/50 | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EN81-1/2 | | | | | | | | | | | Unterverteilung extern im MR | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UCM / A3 | | | | | | | | | | | Hauptschalter mit Schacht-, Fahrkorblichtsicherung im Schaltschrank | | | | | | | | | | | | | | | | | | | | | | | | | | |
| abweichend | | | | | | | | | | | 400V 50Hz N PE | | | | | | | | | | | | | | | | | ohne N | | | | | | | | | |
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| **Daten Motor / Hydraulikaggregat** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Antrieb** | | | | Asynchron | | | | | | | | | Synchron | | | | | | | | | Aufhängung | | | | | | | | | | | | Nachregulierung | | | |
| Nennstrom  **A** | | | | | | | | Nennleistung  **kW** | | | | | | | | | | | | | | | | | Nenngeschwindigkeit  **m/s** | | | | | | | | | | | | |
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| **Antriebsart Seil** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bremsmagnet | | **V** | | | | | | | | **A** | | | | | | | Thyssenbremse BSV2 durch Kollmorgen | | | | | | | | | | | | | | | | | | | | |
| Motorfremdbel. | | **V** | | | | | | | | **A** | | | | | | | Thyssenbremse BSV3 durch Kollmorgen | | | | | | | | | | | | | | | | | | | | |
| abweichend | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| **Antriebsart Hydraulik** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Typ Ventilsteuerblock | | | | | | | | | | | | | | | | | | Anzahl Ventile | | | | | | | | | | Spannung **V AC** | | | | | | | | | |
| frequenzgeregelt **(weiter im nächsten Block)** | | | | | | | | | | | | | | | | | | | Sanftanlauf W3 | | | | | | | | | | | | | | | | | | |
| Ventilansteuerung über | | | | | Bucher iCon Platz / Anschlüsse vorsehen | | | | | | | | | | | | | | | | | | Bucher LRV Platz / Anschlüsse vorsehen | | | | | | | | | | | | | | |
| Ventilansteuerung über | | | | | ALGI AZRS Reglerkarte extern | | | | | | | | | | | | | | | | | | abweichend | | | | | | | | | | | | | | |
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| **Frequenzregelung für Seil oder Hydraulik** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Typ Frequenzregelung | | | | | | | | | | | | | | | | | | durch Kollmorgen | | | | | | | | | | | | | durch Kunden | | | | | | |
| Einbauort Frequenzregelung | | | | | | | | im Schaltschrank | | | | | | | | | | | | | | | | | extern im MR / Schacht | | | | | | | | | | | | |
| Ansteuerung Frequenzregelung | | | | | | | | CANopen / DCP | | | | | | | | | | | | | | | | | parallel | | | | | | | | | | | | |
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| **UCM / A3 Schutzeinrichtung** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hydraulik Absperrventil | | | | | | | | | | | | | | | Typ | | | | | | | | | | | **V** | | | | | | | | | | **A** | |
| Hydraulik Reduntantes Senkventil | | | | | | | | | | | | | | | Typ | | | | | | | | | | |  | | | | | | | | | | | |
| Absinkverhinderung am Geschwindigkeitsbegrenzer | | | | | | | | | | | | | | | Typ | | | | | | | | | | | **V** | | | | | | | | | | **A** | |
| Betriebsbremse | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Zusatzbremse | | | | | | | | | | | | | | | | Typ | | | | | | | | | | | **V** | | | | | | | | | **A** | |
| Wittur EOS | | | | | | | | | | | | | | | | Wittur Ebra | | | | | | | | | | | | | | | | | | | | | |
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| **Haltestellen / Türen** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Etage** | **1** | | **2** | | | | **3** | | | | | **4** | | **5** | | | | | | **6** | | | | **7** | | | | | | **8** | | | | | **9** | | **10** |
| **Türseite A** |  | |  | | | |  | | | | |  | |  | | | | | |  | | | |  | | | | | |  | | | | |  | |  |
| **Türseite B** |  | |  | | | |  | | | | |  | |  | | | | | |  | | | |  | | | | | |  | | | | |  | |  |
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| **Haltestellen / Türen** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | Schachttüren | | | | | | | | | | | | | | | | Fahrkorbtürantrieb/e  230V AC /  400V AC | | | | | | | | | | | | | | | | | | | |
| Türseite A | über Fahrkorbtür | | | | | | | | handbetätigt | | | | | | | | autom. | | | | | Typ | | | | | | | | | | | | | CANopen | |
| Türseite B | über Fahrkorbtür | | | | | | | | handbetätigt | | | | | | | | autom. | | | | | Typ | | | | | | | | | | | | | CANopen | |
| abweichend | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Riegelmagnet  **V** **A** | | | | | | | | | | abweichend | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| **Funktion Türen** | | | Durchladung | | | | | | | | | | | | | | | selektiv | | | | | | | | | | | | frühöffnend | | | | | | |
| **Türumsteuereinrichtungen** | | | Lichtschranke | | | | | | | | | | | 24V DC | | | | | | | 230V AC | | | | | | Taster Tür auf | | | | | | | Taster Tür zu | | |
| **OHNE Fahrkorbabschlusstür** | | | Schalter Nothalt | | | | | | | | | | | Sicherheitslichtschranke Typ | | | | | | | | | | | | | | | | | | | | abweichend | | |
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| **Anzeigen / Signale 24VDC mit gemeinsamer Kathode (Standard)** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hersteller Tableaus | | | | | | | Hakotec | | | | | | | | | Kronenberg | | | | | | | | | ws-Schaefer | | | | | | | | bs Tableau | | | |
| Ansteuerung der Etagenanzeigen | | | | | | | CANopen | | | | | | | | | Gray Code | | | | | | | | |  | | | | | | | | abweichend | | | |
| Ansteuerung der Aussenrufe/Signale | | | | | | | CANopen | | | | | | | | | parallel | | | | | | | | |  | | | | | | | |  | | | |
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|  | | | | | **Kabine** | | | | | | | | | | **Außen an Etage** | | | | | | | | | **Außen jede Etage** | | | | | | | | **nur Haupthaltestelle** | | | | |
| Etagenanzeige | | | | |  | | | | | | | | | |  | | | | | | | | |  | | | | | | | |  | | | | |
| Fahrtrichtungsanzeige | | | | | über Etagenanzeige | | | | | | | | | |  | | | | | | | | |  | | | | | | | | über Etagenanzeige | | | | |
| Weiterfahrtanzeige | | | | | über Etagenanzeige | | | | | | | | | |  | | | | | | | | |  | | | | | | | | über Etagenanzeige | | | | |
| Lauftexte in der Etagenanzeige | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| abweichend | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| **Lastmesseinrichtung** | | | | | | | | | | | | | | | | | | | | **Brandfall** | | | | | | | | | | | | | | | | |
| Typ Lastmesssystem | | | | | | | | | | | | | CANopen | | | | | | | Brandmelder in einer Ebene (statisch) | | | | | | | | | | | | | | | | |
| Minderlast | | Volllast | | | | | | | | | | Überlast | | | | | | | | Evakuierungsebene | | | | | | | | | | | | | | | | |
|  | |  | | | | | | | | | |  | | | | | | | | Brandmelder in jeder Ebene (dynamisch) | | | | | | | | | | | | | | | | |
| Einbauort Lastmesssystem | | | | | | | | | | | | | | | | | | | | Ausweichebenen | | | | | | | | | | | | | | | | |
| im Schacht | | auf der Kabine | | | | | | | | | | am Aggregat | | | | | | | | abweichend | | | | | | | | | | | | | | | | |
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| **Sonderschalter** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. | | | | am Schachtzugang / LOP | | | | | | | | | | | | | | im Fahrkorb / COP | | | | | | | | | | im / am Schaltschrank | | | | | | | | |
| 2. | | | | am Schachtzugang / LOP | | | | | | | | | | | | | | im Fahrkorb / COP | | | | | | | | | | im / am Schaltschrank | | | | | | | | |
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| **Schachtkopierung** | | | | | | | | | | | | | | | | | | | | **Nolicht / Notruf** | | | | | | | | | | | | | | | | |
| ELGO Limax CANopen | | | | | | | | | | | | | | | | | | | | Notlichtgerät 12V 1,2Ah | | | | | | | | | | | Notlichtgerät 24V 1,2Ah | | | | | |
| Schienenmontage | | | | | | Boden-Deckenmontage | | | | | | | | | | | | | | über USV (dabei entfällt das Notlichtgerät) 24 V DC | | | | | | | | | | | | | | | | |
| Magnetschalter inkl. Magnete | | | | | | | | | | | | | | | | | | | | Notrufsystem Typ | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | auf der Kabine | | | | | | | | | | | im Kabinentableau | | | | | |
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| **Inspektionsklemmkasten inkl. Handbedienteil mit 3m Kabel** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Abmessung | | | | | 500x400x120 (BHT)mm | | | | | | | | | | | | | | 700x200x100 (BHT)mm | | | | | | | | | | Ausführung **IP54** | | | | | | | |
| Anschluss Fahrkorbtableau | | | | | | | | | | | 34polig (IDC **/** ADA **/** BF5) | | | | | | | | | | | | | | | 37polig (SUB-D) | | | | | | | | | | |
| abweichend | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | |  |
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| **Kollmorgen liefert folgendes Zubehör** | | | | | | | | | | | | | | | | | |
| MPK411 **C**ontrol **H**and **T**erminal | | | | | MPKlive inklusiv Jahresgebühr | | | | | | | | | | WLAN Router im Schaltschrank | | |
| **Material EN81/20-50** Reset Inspektion im Aussenruftableau | | | | | | | | | | | | abweichend | | | | | |
| **Material EN81/20-50** Notlichtlampe auf dem Fahrkorb | | | | | | | | | | | | | | | | | |
| **Material EN81/20-50** Sirene Bypass | | | | | | | | | | | | | | | | | |
| **Material EN81/20-50** Inspektion Grube | | | | | | | | Länge  **m** | | | | | | | | | |
| Motorleitung | | | | | | | | Länge  **m** | | | | | | | | | |
| Hängekabel flach inklusive Aufhängung | | | | | | | | Länge  **m** | | | | | | | | | |
| LED Schachtbeleuchtung | | | | | | | | Länge  **m** | | | | | | | | | |
| Servicebox Schachtgrube | | | | | | | | Länge  **m** | | | | | | | | | |
| Montagebirne | | | | | | | | Länge  **m** | | | | | | | | | |
| Notstoppschalter im Gehäuse | | | | | | | | Länge  **m** | | | | | | | | | |
| Anschlussset zum Frequenzumrichter (nur Ziehl-Abegg) | | | | | | | | Länge  **m** | | | | | | | | | |
| Kabelkanal 60x40 (BH)mm | | | | | | | Länge  **m** | | | | | | | | | | |
| Kabelkanal 130x60 (BH)mm | | | | | | | | | Länge  **m** | | | | | | | | |
| Schachtverdrahtung als Meterware | | | | | | | | | | | | | | | | | |
| separate Steckdose auf dem Fahrkorb | | | | | | | | | | | | | | | | | |
| Kabelinstallationspaket für die Maschinenraum-, Fahrkorbinstallation | | | | | | | | | | | | | | | | | |
| Montageset mit Schlagdübel, Kabelbinder, Aderendhülsen | | | | | | | | | | | | | | | | | |
| CANopen Aussenrufverdrahtung | | | | CANopen Platinen im Tableau eingebaut | | | | | | | | | | CANopen Platinen im Schacht verlegt | | | |
| CANopen Anschlussleitung **Steuerung <> erstes Ruftableau** | | | | | | | | | Länge  **m** | | | | | | | | |
| CANopen Verbindungsleitung **Etage <> Etage** | | | | | | | | | Länge  **m** | | | | | | | | |
| Positionsschalter 1NC/NO + Montagesatz | | | Schaltkurve 800mm lang | | | | | | | | | | | Schaltkurve 2000mm lang | | | |
| Inkrementalgeber Paket | | | | | | | | | | Hohlwellengeber Ø **mm** | | | | | | | |
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| **Angabe nur bei MRLosen Projekten erforderlich** | | | | | | | | | | | | | | | | | |
|  | am Schachtzugang oben | | | | | am Schachtzugang unten | | | | | | | im Schachtkopf | | | | in der Schachtgrube |
| **Steuerschrank** |  | | | | |  | | | | | | |  | | | |  |
| **Antrieb** |  | | | | |  | | | | | | |  | | | |  |
| **Frequenzumrichter** |  | | | | |  | | | | | | |  | | | |  |
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| **Angabe nur bei Synchronmaschinen mit / ohne MRL notwendig** | | | | | | | | | | | | | | | | | |
| Sicht auf den Antrieb vorhanden | | **keine** Sicht auf den Antrieb vorhanden | | | | | | | | | mechanische Lüftung der Bremsmagnete möglich | | | | | **keine** mechanische Bremslüftung der Bremsmagnete möglich | |
|  | |  | | | | | | | | | separate Lüftung möglich | | | | | ein Bremsmagnet | |
|  | |  | | | | | | | | | nur zusammen möglich | | | | | zwei Bremsmagnete | |
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