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| Company | | | | | | | | | Contact | | | | | | | | | | | | | | | | | | | | Project | | | | | | | | |
| Fabric. No. | | | | | | Order No. | | | | | | | | | | | | Offer No. | | | | | | | | | | | | | | Copy to **Hakotec**  05.01.2021 | | | | | |
| **Lift Data / Standard** | | | | | | | | | | | **Machineroom / Main power supply** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Single button | | | | | | | | | | | MR – Top above | | | | | | | | | | MR – Bottom beside | | | | | | | | | | | | MR - Without | | | | |
| Full collective | | | | | | | | | | | Travel height  **m** | | | | | | | | | | | | | | | | | Shaft height  **m** | | | | | | | | | |
| EN81-20/50 | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | |
| EN81-1/2 | | | | | | | | | | | Distribution box on site | | | | | | | | | | | | | | | | | | | | | | | | | | |
| UCM | | | | | | | | | | | Mains isolator, shaftlight fuse, cabinlight fuse in cabinet | | | | | | | | | | | | | | | | | | | | | | | | | | |
| variational | | | | | | | | | | | 400V 50Hz N PE | | | | | | | | | | | | | | | | | Without N | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Motor / Hydraulic Unit** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Drive | | | | Asynchronous | | | | | | | | | Synchronous | | | | | | | | | Roping | | | | | | | | | | | | Re-leveling | | | |
| Rated current  **A** | | | | | | | | Rated power  **kW** | | | | | | | | | | | | | | | | | Rated speed  **m/s** | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Traction** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brake | | **V** | | | | | | | | **A** | | | | | | | Thyssen Brake unit BSV2 by Kollmorgen | | | | | | | | | | | | | | | | | | | | |
| Motorfan | | **V** | | | | | | | | **A** | | | | | | | Thyssen Brake unit BSV3 by Kollmorgen | | | | | | | | | | | | | | | | | | | | |
| variational | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Hydraulic** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Type Valve block | | | | | | | | | | | | | | | | | | No. valve | | | | | | | | | | Voltage **V AC** | | | | | | | | | |
| VVVF controlled **(go further in next row)** | | | | | | | | | | | | | | | | | | | Sofstart W3 | | | | | | | | | | | | | | | | | | |
| Valve activation by | | | | | Bucher iCon space / pre-wiring | | | | | | | | | | | | | | | | | | Bucher LRV space / pre-wiring | | | | | | | | | | | | | | |
| Valve activation by | | | | | ALGI AZRS contol board external | | | | | | | | | | | | | | | | | | variational | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **VVVF for Traction or Hydraulic** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Type VVVF | | | | | | | | | | | | | | | | | | by Kollmorgen | | | | | | | | | | | | | by customer | | | | | | |
| Mounting location | | | | | | | | inside cabinet | | | | | | | | | | | | | | | | | external in MR / shaft | | | | | | | | | | | | |
| Interface VVVF | | | | | | | | CANopen / DCP | | | | | | | | | | | | | | | | | parallel | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **UCM Safeguard** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hydraulic shut off valve | | | | | | | | | | | | | | | Type | | | | | | | | | | | **V** | | | | | | | | | | **A** | |
| Hydraulic reduntant lowering valve | | | | | | | | | | | | | | | Type | | | | | | | | | | |  | | | | | | | | | | | |
| Anti- creeping protection at speed govenor | | | | | | | | | | | | | | | Type | | | | | | | | | | | **V** | | | | | | | | | | **A** | |
| Mainbrake | | | | | | | | | | | | | | | | Type | | | | | | | | | | | **V** | | | | | | | | | **A** | |
| Additional brake | | | | | | | | | | | | | | | | Type | | | | | | | | | | | **V** | | | | | | | | | **A** | |
| Wittur EOS | | | | | | | | | | | | | | | | Wittur Ebra | | | | | | | | | | | | | | | | | | | | | |
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| **Landings / Doors** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Floor** | **1** | | **2** | | | | **3** | | | | | **4** | | **5** | | | | | | **6** | | | | **7** | | | | | | **8** | | | | | **9** | | **10** |
| **Side A** |  | |  | | | |  | | | | |  | |  | | | | | |  | | | |  | | | | | |  | | | | |  | |  |
| **Side B** |  | |  | | | |  | | | | |  | |  | | | | | |  | | | |  | | | | | |  | | | | |  | |  |
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| **Landings / Doors** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | Shaftdoors | | | | | | | | | | | | | | | | Car door unit  230V AC /  400V AC | | | | | | | | | | | | | | | | | | | |
| Side A | via car door | | | | | | | | hand operated | | | | | | | | autom. | | | | | Type | | | | | | | | | | | | | CANopen | |
| Side B | via car door | | | | | | | | hand operated | | | | | | | | autom. | | | | | Type | | | | | | | | | | | | | CANopen | |
| variational | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lock magnet  **V** **A** | | | | | | | | | | variational | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Door activation** | | | trough car door | | | | | | | | | | | | | | | selective | | | | | | | | | | | | pre opening | | | | | | |
| **Door open devices** | | | light curtain | | | | | | | | | | | 24V DC | | | | | | | 230V AC | | | | | | door open PB | | | | | | | door close PB | | |
| **Without car door** | | | emergency stop | | | | | | | | | | | safety light barrier type | | | | | | | | | | | | | | | | | | | | variational | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **Display / Signals 24VDC with common cathode (standard)** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Panel producer | | | | | | | Hakotec | | | | | | | | | Kronenberg | | | | | | | | | ws-Schaefer | | | | | | | | bs Tableau | | | |
| Encoding indicators | | | | | | | CANopen | | | | | | | | | Gray Code | | | | | | | | |  | | | | | | | | variational | | | |
| Encoding push button | | | | | | | CANopen | | | | | | | | | parallel | | | | | | | | |  | | | | | | | |  | | | |
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|  | | | | | **In cabin** | | | | | | | | | | **At floor** | | | | | | | | | **At all floors** | | | | | | | | **Only on mainfloor** | | | | |
| Indicator | | | | |  | | | | | | | | | |  | | | | | | | | |  | | | | | | | |  | | | | |
| Travel direction indicator | | | | | via indicator | | | | | | | | | |  | | | | | | | | |  | | | | | | | | via indicator | | | | |
| Landing position indicator | | | | | via indicator | | | | | | | | | |  | | | | | | | | |  | | | | | | | | via indicator | | | | |
| Special text in indicator | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| variational | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| **Load Measurement Unit** | | | | | | | | | | | | | | | | | | | | **Fire Evacuation** | | | | | | | | | | | | | | | | |
| Typ LM unit | | | | | | | | | | | | | CANopen | | | | | | | fire evacuation with one fire contact | | | | | | | | | | | | | | | | |
| minimum load | | full load | | | | | | | | | | overload | | | | | | | | evacuation floor | | | | | | | | | | | | | | | | |
|  | |  | | | | | | | | | |  | | | | | | | | fire evacuation with alternative floors | | | | | | | | | | | | | | | | |
| Mounting location LM unit | | | | | | | | | | | | | | | | | | | | alternative floor | | | | | | | | | | | | | | | | |
| inside shaft | | top oft he cabin | | | | | | | | | | via hydr. unit | | | | | | | | variational | | | | | | | | | | | | | | | | |
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| **Special Switch** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. | | | | at shaft access / LOP | | | | | | | | | | | | | | in cabin / COP | | | | | | | | | | inside / at cabinet | | | | | | | | |
| 2. | | | | at shaft access / LOP | | | | | | | | | | | | | | in cabin / COP | | | | | | | | | | inside / at cabinet | | | | | | | | |
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| **Positioning System** | | | | | | | | | | | | | | | | | | | | **Emergency Light / Call** | | | | | | | | | | | | | | | | |
| ELGO Limax CANopen | | | | | | | | | | | | | | | | | | | | emergency light 12V/1,2Ah | | | | | | | | | | | emergency light 24V/1,2Ah | | | | | |
| rail mounted | | | | | | shaft pit / head mounted | | | | | | | | | | | | | | via UPS (no emergency light device required) 24 V DC | | | | | | | | | | | | | | | | |
| with magnet switch set rail mounted | | | | | | | | | | | | | | | | | | | | emergency phone unit type | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | top of the cabin | | | | | | | | | | | in COP | | | | | |
|  | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | |
| **Car Top Inspection Box incl. Inspection Control With 3m cable** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| size | | | | | 500x400x120 (WHD)mm | | | | | | | | | | | | | | 700x200x100 (WHD)mm | | | | | | | | | | finish **IP54** | | | | | | | |
| COP interface | | | | | | | | | | | 34pole (IDC **/** ADA **/** BF5) | | | | | | | | | | | | | | | 37pole (SUB-D) | | | | | | | | | | |
| variational | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | |  |
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| **Componant Part by Kollmorgen** | | | | | | | | | | | | | | | | | |
| MPK411 **C**ontrol **H**and **T**erminal | | | | | MPKlive incl. annual fee | | | | | | | | | | WLAN router mounted in cabinet | | |
| **material EN81/20-50** reset inspection in LOP | | | | | | | | | | | | variational | | | | | |
| **material EN81/20-50** emergency light at top oft the cabin | | | | | | | | | | | | | | | | | |
| **material EN81/20-50** vis./audio signal | | | | | | | | | | | | | | | | | |
| **material EN81/20-50** inspection unit shaftpit | | | | | | | | Length  **m** | | | | | | | | | |
| motorcable | | | | | | | | Length  **m** | | | | | | | | | |
| trailing cable incl. mounting set | | | | | | | | Length  **m** | | | | | | | | | |
| LED shaftlight | | | | | | | | Length  **m** | | | | | | | | | |
| serviceunit shaftpit | | | | | | | | Length  **m** | | | | | | | | | |
| installation control unit | | | | | | | | Length  **m** | | | | | | | | | |
| emergency stop switch unit | | | | | | | | Length  **m** | | | | | | | | | |
| connecting cable set for inverter (exclusively Ziehl-Abegg) | | | | | | | | Length  **m** | | | | | | | | | |
| cable trunking 60x40 (WH)mm | | | | | | | Length  **m** | | | | | | | | | | |
| cable trunking 130x60 (WH)mm | | | | | | | | | Length  **m** | | | | | | | | |
| shaftwiring sold by meter | | | | | | | | | | | | | | | | | |
| separate power socket | | | | | | | | | | | | | | | | | |
| cable installation package machine room and cabin installation | | | | | | | | | | | | | | | | | |
| mounting kit (screw anchor, cable tie, wire end ferrule) | | | | | | | | | | | | | | | | | |
| CANopen wiring for shaftsignals | | | | CANopen card mounted in LOP | | | | | | | | | | CANopen card mounted in shaft | | | |
| CANopen connecting cable **cabinet <> first LOP** | | | | | | | | | length  **m** | | | | | | | | |
| CANopen interconnecting cable **floor <> floor** | | | | | | | | | length  **m** | | | | | | | | |
| limit switch set 1NC/NO | | | switch ramp length 800mm | | | | | | | | | | | switch ramp length 2000mm | | | |
| drive encoder set | | | | | | | | | | hollow shaft encoder Ø **mm** | | | | | | | |
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| **To Specify Especially for MRL Pojects** | | | | | | | | | | | | | | | | | |
|  | at shaftaccess top above | | | | | at shaftaccess bottom beside | | | | | | | in shafthead | | | | in shaftpit |
| **cabinet** |  | | | | |  | | | | | | |  | | | |  |
| **drive** |  | | | | |  | | | | | | |  | | | |  |
| **inverter** |  | | | | |  | | | | | | |  | | | |  |
|  | | | | | | | | | | | | | | | | | |
| **To Specify Especially for Synchronous Drives with / without Machineroom** | | | | | | | | | | | | | | | | | |
| view to the drive | | **NO** view to the drive | | | | | | | | | mechanical brake lifting possible | | | | | **NO** mechanical brake lifting possible | |
|  | |  | | | | | | | | | for each brake | | | | | one brake magnet | |
|  | |  | | | | | | | | | for both combined | | | | | two brake magnets | |
|  | | | | | | | | | | | | | | | | | |
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