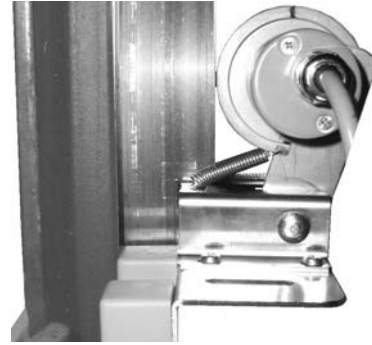


1 How It is Assembled

The view of the subassembly:



Mounting on the guide rail*:



* This figure shows the side view of assembly on the MB4 FS magnet retention block.

2 A Description of Its Function

This subassembly is used to measure the car path with a friction wheel on the guide rail. An incremental encoder transforms changes in the path length into signals for digital shaft copying (DSK). The encoder system is designed for a maximum travelling speed of 2.5 m/s. The subassembly mounting is engineered to fit the installation together with the MB4 / MB2 FS electromagnetic switch block. The subassembly can be installed with rolling and sliding guides.

3 Assembly Instructions

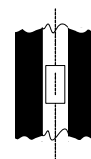
1. Mount the MB4 / MB2 FS electromagnetic switch block observing the specifications for the distance between the electromagnetic switch and the magnet.
2. Check to see whether the distance between the electromagnetic switch and the magnet is in the tolerance range for the entire travel and correct the position of the electromagnetic switch block as required.
3. Mount the FSG subassembly on the magnet retention plate. Position the subassembly so that the friction wheel has pretension on the guide rail.
4. Check to see whether the pretension of the friction wheel is maintained over the entire travel and correct the position of the FSG subassembly on the electromagnetic switch block as required.



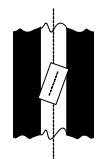
Important!

Ensure that the friction wheel does not run at an incline over the guide rail after mounting the FSG subassembly.

If it has to be corrected, always change the position of the entire subassembly until the running direction of the friction wheel is identical with the orientation of the guide rail. It should never be corrected by bending the mounting plate for mounting the friction wheel.



correct



incorrect

4 Service Instructions:

The friction wheel lining is designed for being in contact with greased or oiled surfaces. The friction wheel is service-free and does not have to be greased or oiled.

With every service run, check to see whether the pretension of the friction wheel is maintained over the entire travel and correct the position of the FSG subassembly on the electromagnetic switch block as required.

Oil the bearing of the plate where the friction wheel and encoder are fastened.

Grease the supporting points for the springs.



Important!

1. Do **not** brake or block the friction wheel during the trip or suspend the contact to the guide rail.
2. Do **not** change the position of the friction wheel when cleaning the subassembly.

This falsifies the path length measurement of digital shaft copying (DSK) which would mean that the car would not stop flush on the next floor level or the trip will be interrupted with a correction motion at the next call if it exceeds the tolerance limit in the path length measurement.