

**KPM - CLASSIC**  
Description and mounting instruction

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### 1 Introduction

The Kollmorgen Positioning System Mechanic Kit (KPM) type <<CLASSIC>> is used for holding a transmitter for an absolute - shaft copying system.

**Mechanic-Kit construction:**



**toothed belt- mounting:**

**Encoder type:**

**Encoder assembly:**

**Shaft height:**

**Travelling speed:**

**Assembly works by:**

rotating and cabin

absolute value

guide rail in the headroom or shaft - pit

max. 40 m

max. 2.5 m/s

2 persons

### 2 Safety Instructions:

#### 2.1 General Explanations



**HAZARD**

designates an immediately threatening danger for people's life and health.



**WARNING**

designates a possibly hazardous situation. There could be very serious injuries or death if this warning is ignored. It also warns about dangers to machines, materials or the environment.

#### 2.2 Start up and Service



**HAZARD**

You are exposed to the dangers of getting crushed or caught in machines, the dangers from clothing and body parts getting drawn into rotating equipment components and dangers from falling off of objects during start-up and service work. Please comply with all safety regulations for installing lifts and take the appropriate safety precautions.



**WARNING**

Start-up work may only be done by persons who have acquired the capability due to the expertise they

have acquired by vocational education, professional experience and recent work in this area.

Please bear the fact in mind that two persons should do start-up work depending upon the mechanic kit used.

Only use original parts from the mechanic kit.

Please follow all of the steps listed on start-up work in the chapters of the mechanic kit used.

### 3 Start-Up

#### 3.1 KPM CLASSIC Version



#### INSTRUCTIONS

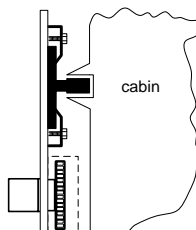
The following steps describe how to install and start up the mechanic kit at the end of the car guide rail in the shaft headroom.

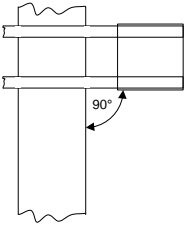
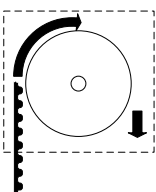
The mechanic kit should only be mounted in the shaft headroom and shaft pit with the CLASSIC model. Make sure there is sufficient spare room for the installation depth of the mechanic kit and encoder when installing in the shaft pit.



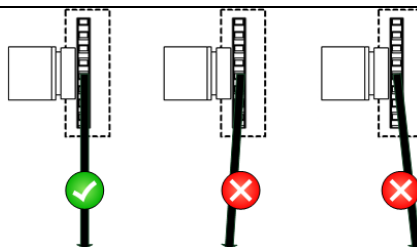
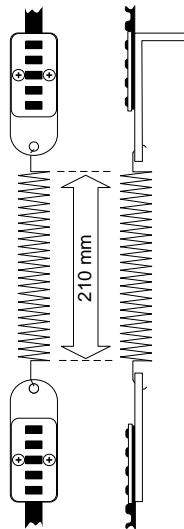
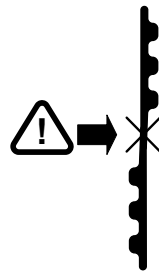
Please avoid mechanical shocks and vibrations for the alignment of the mechanics, that could damage or destroy the electronic equipment!

steps for start up	Remarks
<p>1 Check the material supplied against the parts list attached</p>	
<p>2 Mount the mechanic kit at the end of the car guide rail in the shaft headroom.</p>	<p>Please ensure the following when mounting the mechanic kit:</p> <ul style="list-style-type: none"> <li>the toothed belt pulley always points inwards to the cabin.</li> <li>the position of the mechanic kit is as near as possible to the car guide rail.</li> <li>the housing opening points downwards.</li> </ul>



steps for start up	Remarks	
<p>3 Align the mechanic kit at a 90° angle to the car guide rail.</p>		
<p>4 Measure the distance between the car guide rail and toothed belt pulley.</p>	<p>You need the measurement when mounting the return pulley in the shaft pit.</p>	
<p>5 Mount the return pulley in the shaft pit on the car guide rail.</p>	<p>When mounting, please ensure the following:</p> <ul style="list-style-type: none"> <li>• there is a minimum space of the return pulley of 1 m to the shaft pit bottom.</li> <li>• align the return pulley at the position of the toothed belt pulley in the shaft headroom.</li> <li>• check the position with the measurement from step 4.</li> <li>• the housing opening points upwards.</li> </ul>	
<p>6 Unroll the toothed belt from the cabin into the shaft.</p>	<p>Do not guide the toothed belt in this step through the toothed belt pulley yet. Only roll out the belt in this step.</p>	
<p>7 Guide the toothed belt from the left side over the toothed belt pulley and lower it to the opposite side.</p>		<p>We recommend putting a weight on the belt end on the opposite side because it makes it easier to lower the belt.</p>

steps for start up	Remarks
<p>8 Guide the toothed belt in the shaft pit through the return pulley.</p>	<p>Make sure the toothed belt is twist-free.</p>
<p>9 Connect both ends of the toothed belt with the retention sheets of the spring so that the spring is tightened to a length of 210 mm.</p> <p>Mount the retention sheet with the angle above the spring.</p>	<p>Cut off the excess length of the toothed belt after mounting the retention sheets.</p> <p>Mounting tip: Start off by guiding toothed belt at an angle through the fastening plate to ensure that the belt does not tilt when it is guided into the recesses of the plate.</p>
<p>10 Fasten the restraining angle on the cabin.</p>	<p>Mounting tip: If required, mount a C profile rail on the cabin and align the rail on the toothed belt according to the restraining angle.</p>
<p>11 Make a final control trip.</p>	<p>Check to make sure that:</p> <ul style="list-style-type: none"> <li>the belt is twist-free and properly aligned.</li> <li>the spring does not touch any other mounted components.</li> <li>the function of the mechanic kit is not impaired in the crossing path upwards.</li> <li>Note that noise and vibration will be caused if the tooth belt is not mounted in line with the sheave!</li> </ul>



## 4 Service Instructions



### **INSTRUCTIONS for the tension springs**

Check the spring tension according to the specifications in the start-up instructions at least once a year because incorrect spring tension might damage the transmitter and toothed belt and it also has an impact on the availability and operational safety of the lift.



### **INSTRUCTIONS for the toothed belt**

The toothed belt is service-free, which means that you should neither oil the belt nor treat it with talcum powder or anything else.



### **INSTRUCTIONS for the roller on the transmitter and reversing gear**

The ball bearings on the rollers are service-free, which means that the rollers should not be oiled.