

INSTRUCTIONS: T25UD/T25

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T25UD/T25 EXTENSIBLE DRIVING BAR

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1. INTRODUCTION

The Dynatech extensible driving bars are the ideal complement for all lift frame manufacturers who use our progressive and instantaneous safety gear systems. Compatibility, simplicity and multi-functionality were the primary criteria when designing these elements. The result is a notable cost savings for our customers.

Determining the position of the safety gears on the frame is only task that has to be performed. After that, any component supplied by Dynatech will be installed standard. The frame manufacturer does not have to make any modification – not even for the distance between guides – because the driving bars are extensible.

Therefore, the manufacturing cost of the frame is reduced considerably, since it is also produced standard, thereby providing the following advantages:

Decreased number of working hours by the personnel in charge of manufacturing the frame.

Decreased number of working hours by the personnel in charge of product quality control.

Decreased financial costs by not having to maintain a considerable stock of different elements for frame manufacturing.

Reduced product delivery time to the customer.

Overall standardisation in all aspects: Manufacturing tool set-ups, packaging, labelling, documentary order, etc.

It is very important to take all these aspects into account in view of business profitability and the competitiveness of your firm.

2. INSTRUCTIONS FOR USE AND MAINTENANCE

The components are very simple, and they require no special maintenance. The most important points to take into account are the following:

- i. The assembly instructions of each driving bar must be followed.

ii. The screws for the adjustment and fixing of the driving bars to the to the frame and of the driving bar components themselves have to be tightened according to the corresponding torque in order to guarantee that none of them come loose and cause the linkage to work incorrectly.

iii. The location of the linkage on the frame must be appropriate so that the safety gear works correctly and to prevent interference between the safety gear and the switchgear inside the shaft or between the guides themselves.

iv. Impacts and dents must be avoided.

3. ASSEMBLY MANUAL OF THE T25UD/T25 DRIVING BAR

When you receive your T25UD/T25 DRIVING BAR, unpack all the components and compare them with the attached components list (Form FC-10-46 for T25UD and Form FC-10-52 for T25) to be sure that you have received all of them.

1. RECEPTION OF THE DRIVING BAR:

The T25UD and the T25 driving bar are related to the ASG family of safety gears from Dynatech. The driving bar is supplied from the factory pre-assembled **(1)** with the safety gear, and subsequent installation on the frame requires no modification other than what is necessary for installing the safety gears.

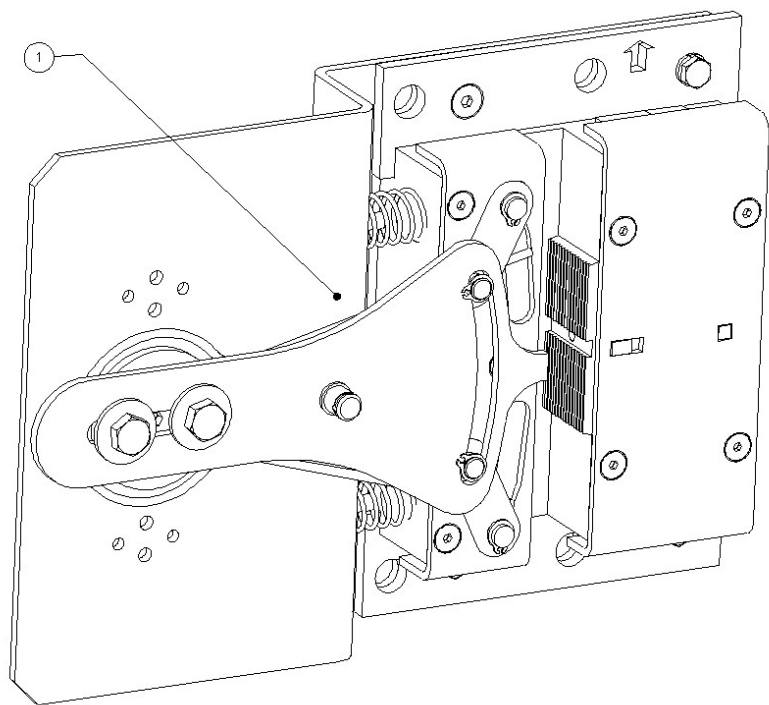


Figure 1: ASG-100 safety gear assembly and the T-25UD driving bar supplied by Dynatech

The linkage includes a fitting system to avoid securing the linkage safety gear assembly to the frame the wrong way round. This consists of a bolt **DIN 912 M6x14 (26)** that juts out of from the linkage support and prevents it from being secured to the frame unless the bolt can be inserted into a hole previously made in the frame.

Where the frame is not modified, simply remove this bolt and secure the position of the safety gear as indicated by the arrow to fit the linkage.

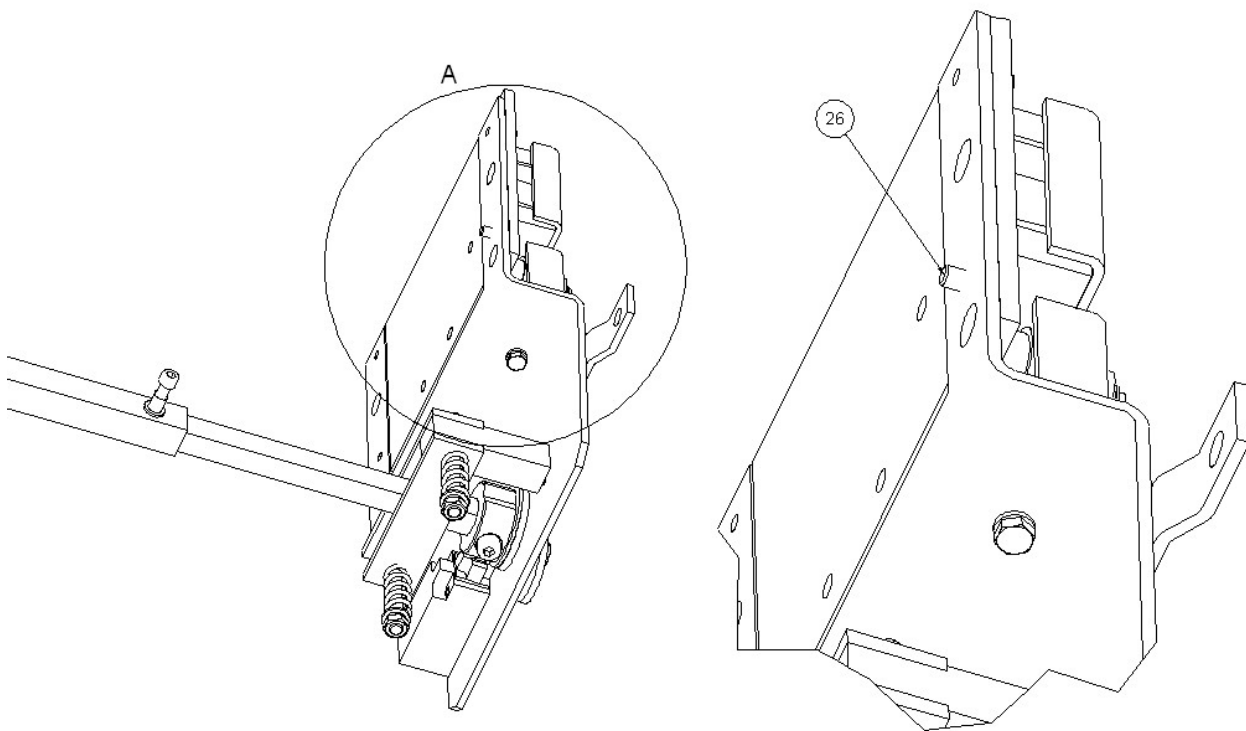


Figure 2: Bolt for securing the linkage to the frame in only one way

2. ASSEMBLY OF THE LINKAGE ARMS AND SHAFT:

After installing the safety gear (1) on the frame, introduce the arms (3) inside the driving bar axle (4), as shown in FIGURE 2.

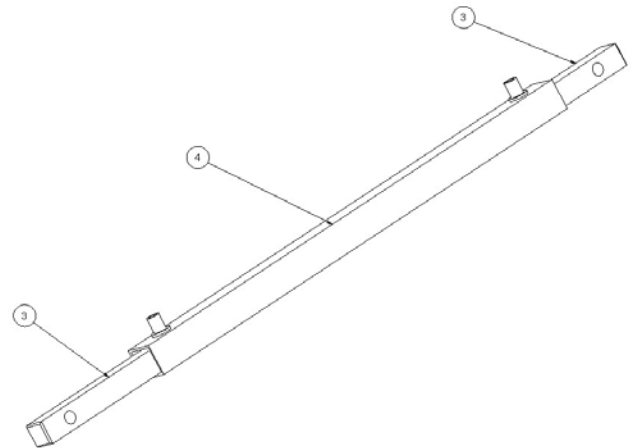


Figure 3: *Positioning of the arm and the driving bar axle with the rest of the assembly.*

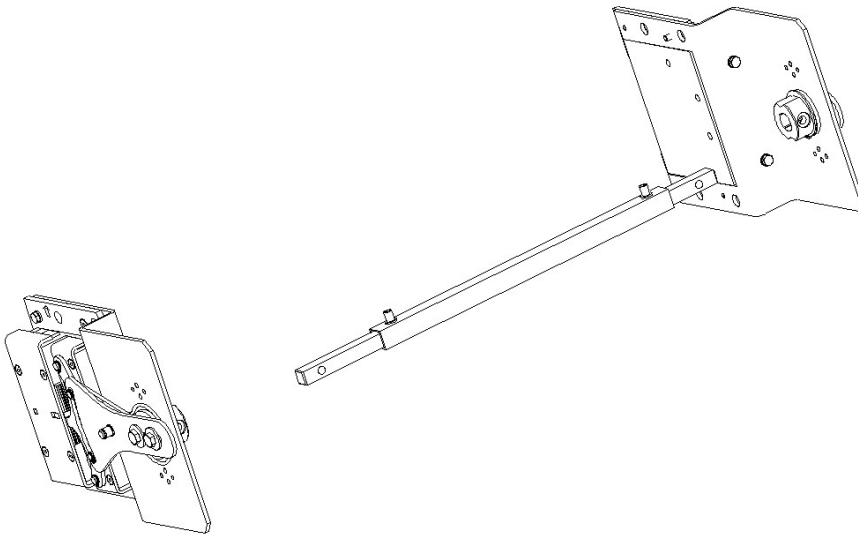


Figure 4: *Positioning the shafts between the safety gears.*

Next, position the previous assembly between the safety gears installed on the frame, as shown in FIGURE 3.

Connect one of the two arms **(3)** to one hub support **(2)** using a DIN 912 M8 x 25 cylindrical head screw **(5)** and a DIN 6798 lock washer. Perform the same operation with the hub **(2)** of the other safety gear.

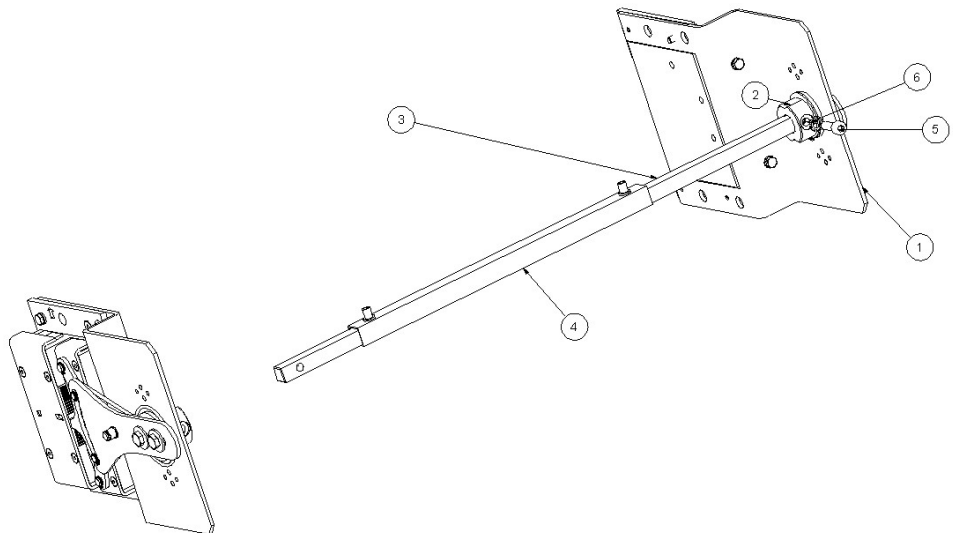


Figure 5: *Installing the bar on the hub.*

This is one installation option. The driving bar can also be installed as shown below simply by changing the assembly order.

Install one safety gear on the frame. Next, connect one of the two arms **(3)** to one hub support **(2)** using a DIN 912 M8 x 25 cylindrical head screw **(5)**. Next, install the other part of the safety gear plus the driving bar on the frame, and repeat the bar connection **(3)** to the hub **(2)** on the other side.

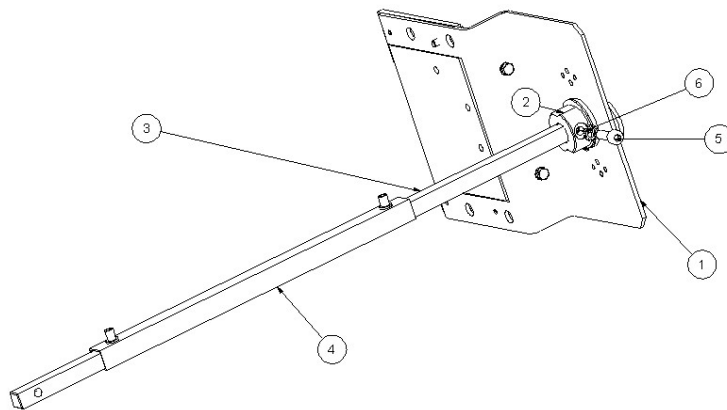


Figure 6: *Alternative installation of the linkage on the frame.*

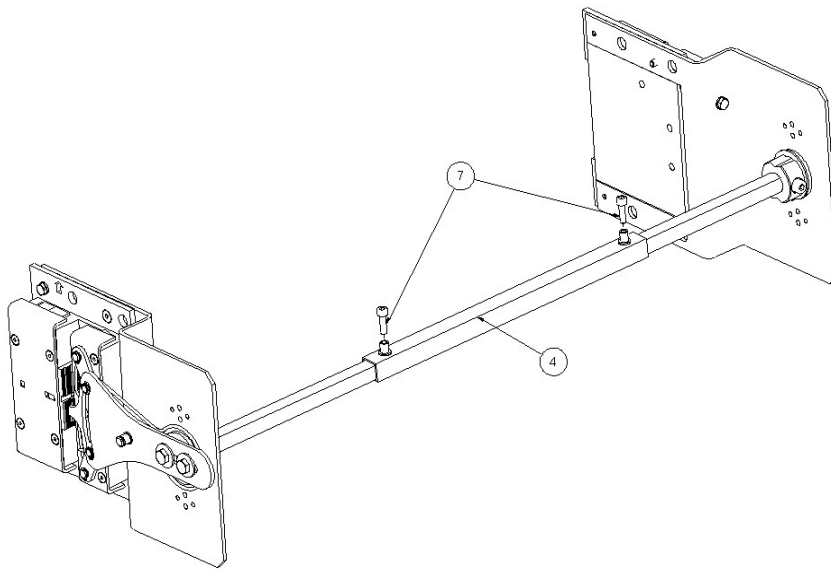


Figure 7: *Installation of the linkage shaft*

3. INSTALLATION OF THE DRIVING BAR AXLE:

The installation is completed by adjusting the arms within the tube (4) and tightening the DIN 912 M6 x 20 bolts (7). It is important to ensure that the tube is symmetrical to the two arms.

4. INSTALLATION OF THE OVERSPEED GOVERNOR ANCHOR:

After installing the driving bar, the anchor of the overspeed governor can be fastened on the most convenient side of the linkage. Simply introduce the overspeed governor anchor (8) on the pin extending from the pull rod (11) and fasten it using a DIN 125 M10 flat washer (10) and a DIN 471, $\phi = 10$ mm elastic ring (9) for shafts. It also includes a through hole to be able to install a DIN 94, $\phi = 2$ mm cotter pin instead of the ring.

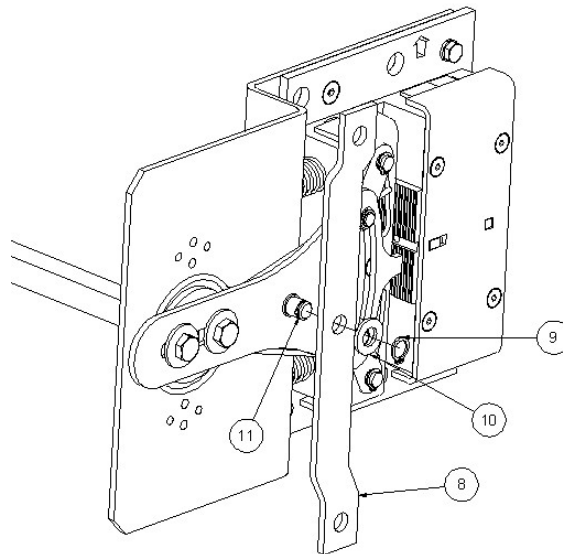


Figure 8: *Installation of the overspeed governor anchor.*

The tensor assembly is included in the T25 driving bar but is an option of the T25UD driving bar (is not standard). It should be requested if the inertia of the cable system of the overspeed governor is very high. This occurs for very long cable lengths or with large diameter cables.

It must be installed on the support plate of the side where the overspeed governor anchor (8) is located.

5. TENSOR ASSEMBLY INSTALLATION:

Install the tensor support (20) as indicated in FIGURE 8, and fasten using DIN 933 M5x14 bolts (26) and DIN 127 M5 washers (27). Then align the two axle supports (21) with the tensor support, and subsequently insert the DIN 931 M8 X 100 bolt (22) through the drill hole of the support axle (21) and of the tensor support (20). Introduce the spring and complete by fastening the assembly using a DIN 125 M8 washer (24) and a DIN 985 M8 lock nut (25).

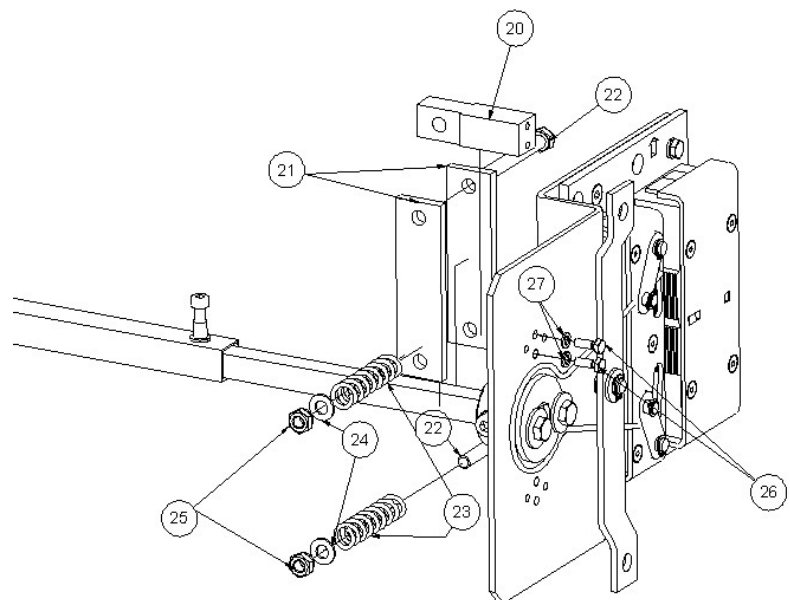


Figure 9: Installation of the tensor assembly.

Next, the other DIN 931 M8 X 100 bolt (29) is sent through the free drill holes on the axle supports and through the spring (23), as shown in the figure. Finally, the assembly is completed by a DIN 125 M8 washer (30) and a DIN 985 M8 lock nut (31).

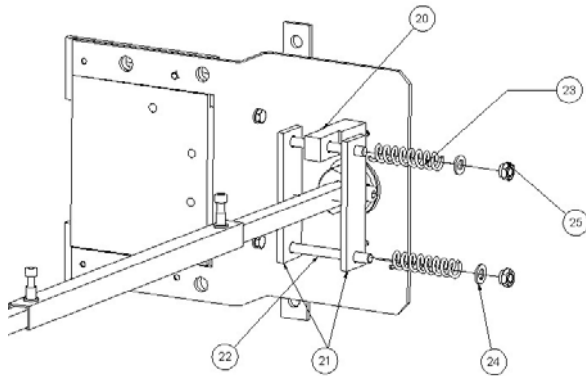


Figure 10: *Installation of the springs of the tensor system.*

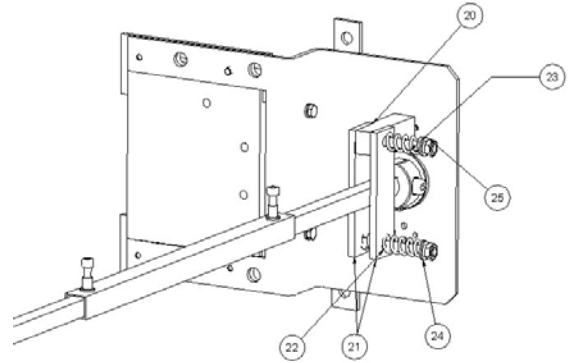
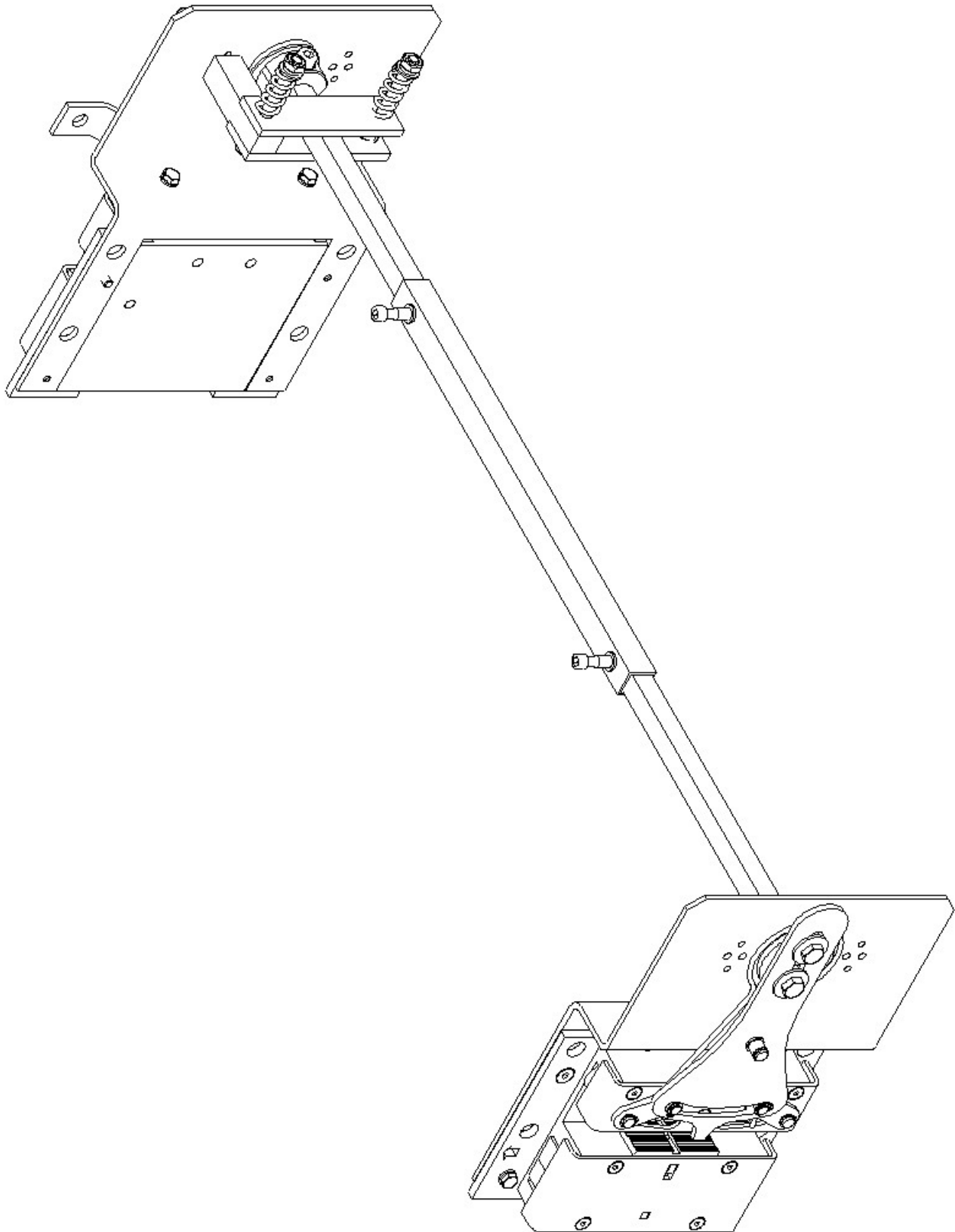
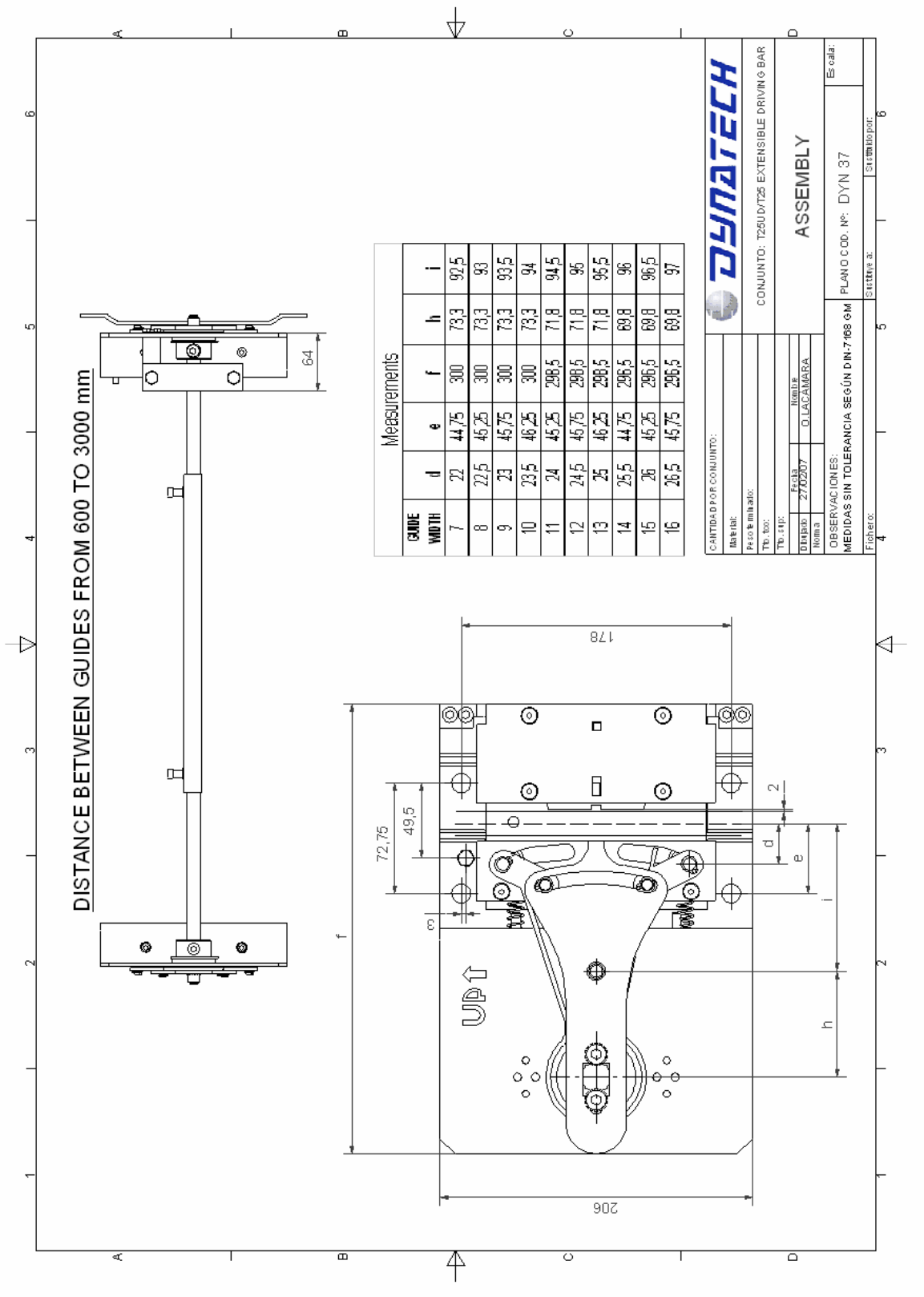


Figure 11: *Final layout of the system*

As an option, Dynatech also offers the necessary limit switch for cutting power in the event that the safety gear is activated.





DYNATECH

CONJUNTO: T25UD/T25 EXTENSIBLE DRIVING BAR

ASSEMBLY

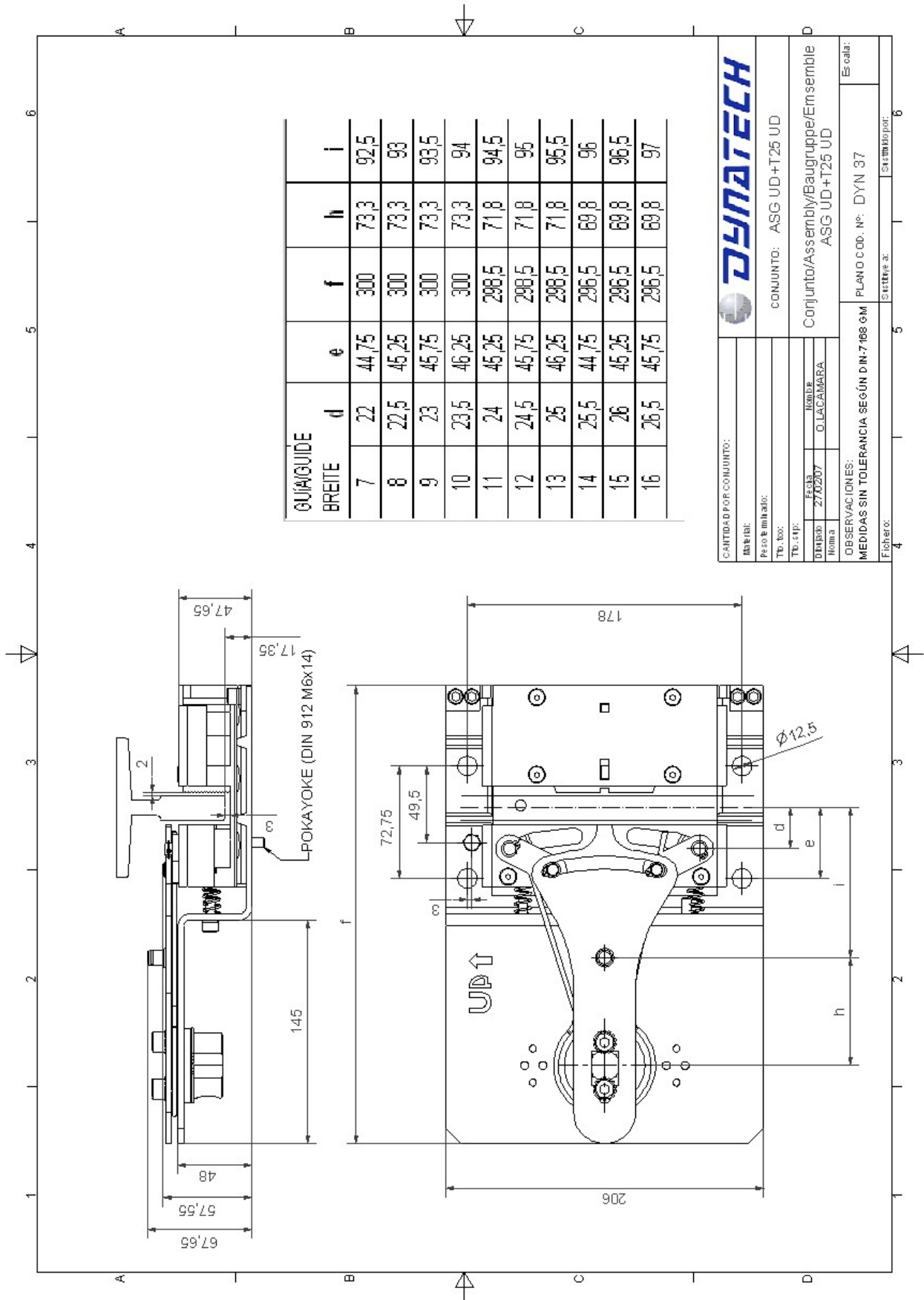
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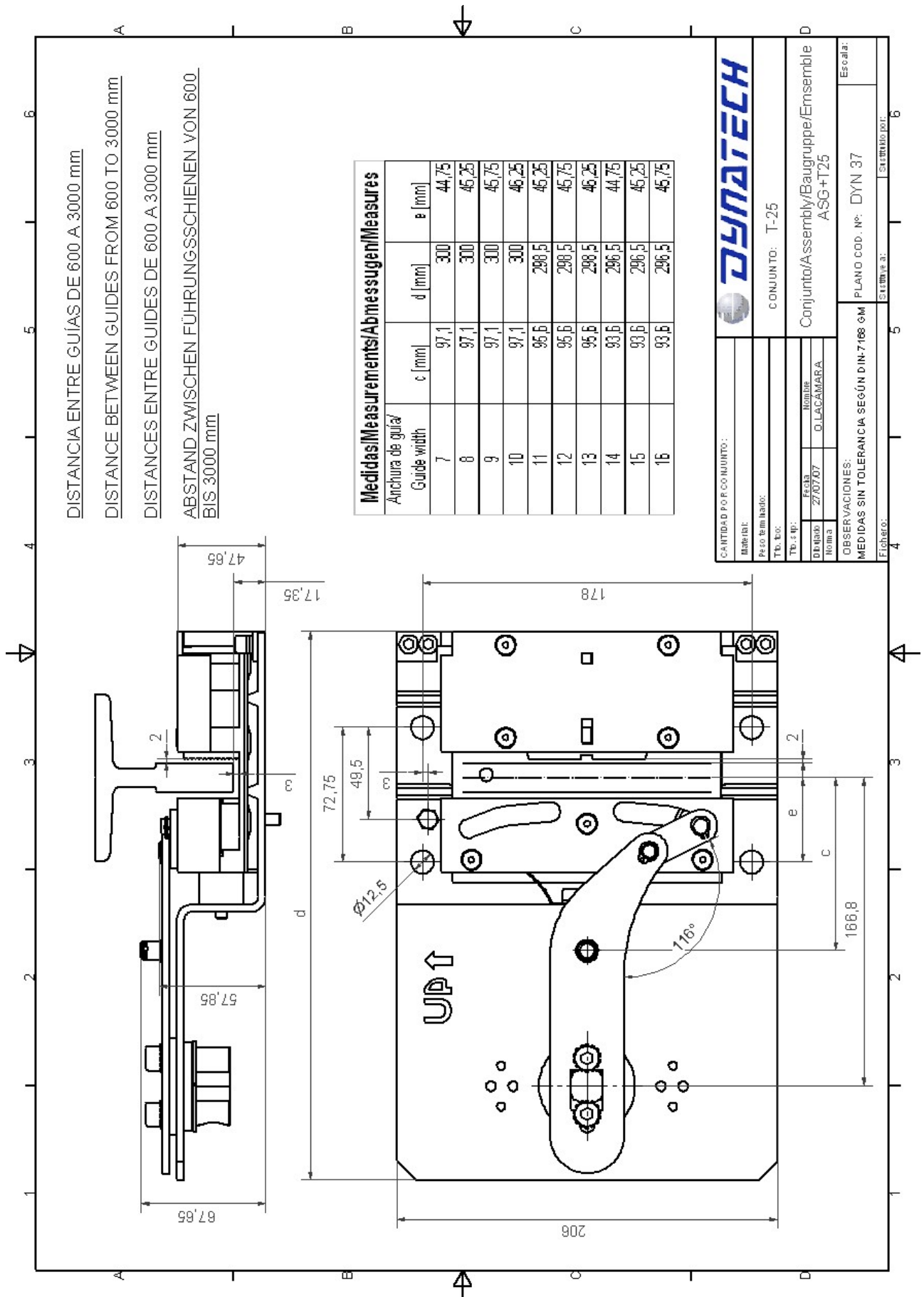
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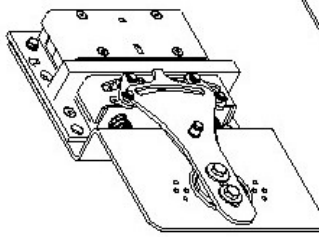
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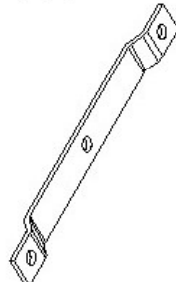




DYNATECH DYNAMICS & TECHNOLOGY	IDENTIFICATION OF THE COMPONENTS OF THE T25UD DRIVING BAR	
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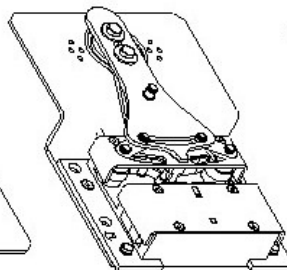
1 ASG-100 UD + Right preassembled T25UD driving bar



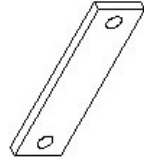
1 Governor linkage

SCREWS OF THE T25UD DRIVING BAR

- 2 Serrated lock washers DIN 6798 M8
- 1 Washer DIN 125 M10
- 1 Safety ring DIN 471 Eje10
- 2 Screws DIN 912 8.8 M6x20
- 2 Screws DIN 912 8.8 M8x25




1 ASG-100 UD + Left preassembled T25UD driving bar




2 Axle support

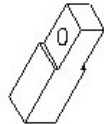
SCREWS OF THE TENSOR SYSTEM OPTION

- 2 Screws DIN 931 8.8 M8x100
- 2 Washers DIN 125 M8
- 2 Autoblock nuts DIN 985 M10

2 Springs 

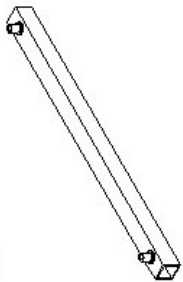


2 Arm axles




1 Tensing support

Electric trip option

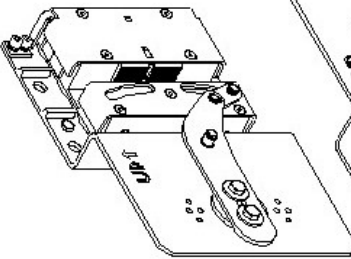


1 Driving bar axle

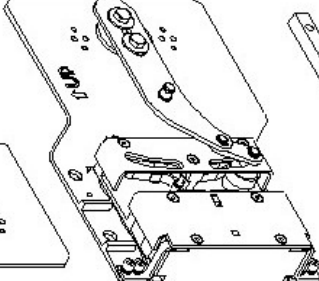


1 Electric trip contact

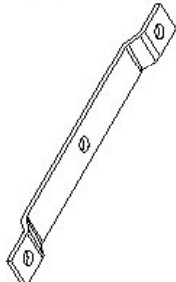
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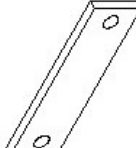
1 ASG-100 + Right preassembled T25 driving bar



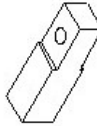
1 ASG-100 + Left preassembled T25 driving bar



1 Governor linkage




2 Axle support

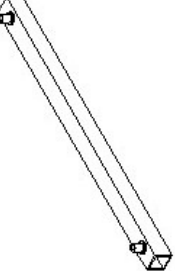


1 Tensing support


Electric trip option



2 Arm axles



1 Driving bar axle




1 Electric trip contact

SCREWS OF THE T25 DRIVING BAR

- 2 Serrated lock washers DIN 6798 M8
- 1 Washer DIN 125 M10
- 1 Safety ring DIN 471 Eje10
- 2 Screws DIN 912 8.8 M6x20
- 2 Screws DIN 912 8.8 M8x25

- 2 Screws DIN 931 8.8 M8x100
- 2 Washers DIN 125 M8
- 2 Autoblock nuts DIN 985 M10



2 Springs