

Title (en)

LIFT DRIVE AND METHOD FOR DRIVING AND DETAINING A LIFT CAR, A CORRESPONDING METHOD AND A BRAKING DEVICE, AND METHOD FOR DECELERATING AND DETAINING A LIFT CAR, AND AN ASSOCIATED METHOD

Title (de)

AUFZUGSANTRIEB UND VERFAHREN ZUM ANTREIBEN UND HALTEN EINER AUFZUGSKABINE, EIN ENTSPRECHENDES VERFAHREN SOWIE EINE BREMSEINRICHTUNG UND VERFAHREN ZUM VERZÖGERN UND HALTEN EINER AUFZUGSKABINE UND EIN ZUGEHÖRIGES VERFAHREN

Title (fr)

ENTRAÎNEMENT D'ASCENSEUR ET PROCÉDÉ D'ENTRAÎNEMENT ET D'ARRÊT D'UNE CABINE D'ASCENSEUR, PROCÉDÉ CORRESPONDANT, ET SYSTÈME DE FREINAGE ET PROCÉDÉ DE FREINAGE ET D'ARRÊT D'UNE CABINE D'ASCENSEUR ET PROCÉDÉ CORRESPONDANT

Publication

**EP 2219984 A1 20100825 (DE)**

Application

**EP 08849117 A 20081106**

Priority

- EP 2008065066 W 20081106
- EP 07120652 A 20071114
- EP 08102368 A 20080307
- EP 08849117 A 20081106

Abstract (en)

[origin: WO2009062881A1] A lift drive (20) serves to drive and to detain a lift car, and it essentially contains a traction wheel (22) for transmitting a driving or detaining force to the lift car, a motor (21) for driving the traction wheel (22), and a braking arrangement for detaining the traction wheel (22). A drive shaft (2) connects the traction wheel, the motor and the braking arrangement to one another. The braking arrangement contains at least two braking devices (24.1, 24.2), wherein, according to the invention, the traction wheel (22) is arranged between the braking devices (24.1, 24.2). This is advantageous, since the braking torques (MB1,2) which are transmitted by the traction wheel (22) to the braking devices (24.1, 24.2) are divided. In the case of an advantageous, symmetrical division of the braking devices (24.1, 24.2), half on either side of the traction wheel, a torque which is to be transmitted is reduced by half in the drive shaft (2). A risk of failure or risk of breakage of the drive shaft (2) is thereby significantly reduced. In addition, during a possible failure of the drive shaft (2), there continues to be a braking function, since the braking devices (24.1, 24.2) are distributed on both sides of the traction wheel (22).

IPC 8 full level

**B66B 5/18** (2006.01); **F16D 55/24** (2006.01); **F16D 65/14** (2006.01)

CPC (source: EP)

**B66D 5/14** (2013.01)

Citation (search report)

See references of WO 2009062881A1

Cited by

CN102431866A

Designated contracting state (EPC)

AT BE BG CH CY CZ DE DK EE ES FI FR GB GR HR HU IE IS IT LI LT LU LV MC MT NL NO PL PT RO SE SI SK TR

Designated extension state (EPC)

AL BA MK RS

DOCDB simple family (publication)

**WO 2009062881 A1 20090522**; AU 2008323024 A1 20090522; AU 2008323024 B2 20150604; EP 2219984 A1 20100825; EP 2219984 B1 20110817; PL 2219984 T3 20120131

DOCDB simple family (application)

**EP 2008065066 W 20081106**; AU 2008323024 A 20081106; EP 08849117 A 20081106; PL 08849117 T 20081106