SLC

SAUTTER LIFT COMPONENTS GMBH

COMPLETE PACKAGES FROM SLC

WE CATCH YOU!

With our all-in-solution, you can fulfil all the necessary criteria outlined in the Lift Directive 2014/33/EU, respectively the harmonised standard EN 81-20: 2020:

- Free fall of the car and overspeed in downward direction (5.6.2)
- Protection device for the upward moving car against overspeed (5.6.6)
- Protection against unintended car movement (5.6.7)

Progressive safety gear type BF..... Page 2
Our type BF is especially well suited for modernization of elevator systems. Hole pattern modifications, adapter plates and various tripping devices simplify installation.

Actuating mechanism for safety gear type BF..... Page 10
We have developed various new actuating mechanisms for our BF and tested them on our own test bench.

Progressive safety gear type SG..... Page 12
The type SG is characterized by its small compact design and is therefore ideal for new cars in narrow shafts with reduced shaft pit

Instantaneous safety gear type RF..... Page 18
The RF offers a wide range of different loads (100 to 14,000 kg), for guide rail head widths from 5 to 31.75 mm.

Related Products..... Page 22
Everything you need for the modernization, from a single source and from our stock: overspeed governors, tension weights, governor ropes, guide shoes, lubricators,...

UCM / A3 MOD-Kit..... Page 26
Our safety circuit fulfills all requirements of EN 81-20: 5.6.7 without the need for further adjustments to the hardware and software of your old elevator controller.

Car frame type CF..... Page 28
Our weight and space-saving sheet steel design for elevators with payloads of up to 1,600 kg and rated speeds of up to 1.6 m/s.

SLC
Sautter Lift Components

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SAFETY GEARS TYPE BF I SG I RF

Specialists in safety devices

Sautter Lift Components GmbH is your specialist in safety devices! As a full-range supplier with many years experience and extensive knowledge in the development and production of safety gears, car frames, drives, door systems and controllers, we deliver our safety gears not only to customers but mount them into our own car frames and kits. Due to our close collaboration with the most important German manufacturers of overspeed governors and our own development department for electronic applications, our customers receive individual modules as well as co-ordinated and tested security packages. We provide design assistance in the integration of our safety components for your car frame. In addition to numerous standard solutions we offer any kind of customised solution or modernisation, tailor made to your requirements and preferences.

Quality assurance according to DIN EN ISO 9001:2015 and Lifts Directive 2014/33/EU

As safety components, our safety gears are supplied with unique serial numbers. All the relevant individual parts are subject to batch management and can be traced using the serial number. We have developed our own test rig for measuring the force-travel ratio of the spring assemblies. These are documented and archived in a database.

All safety gears are adjusted for use individually, using a constraining guidance which controls the relevant manual set-up. A record of the settings is created automatically and stored at SLC.

Our own testing tower enables us to check and optimise our basic settings as well as to test new constructions.

For many years we carry out type-examination tests in close collaboration with the experts from TÜV Süd - since 2008 at our own test facility. TÜV Süd also carries out regular external quality control and random testing within our company as per Appendix VI (Module E) of the Lifts Directive.

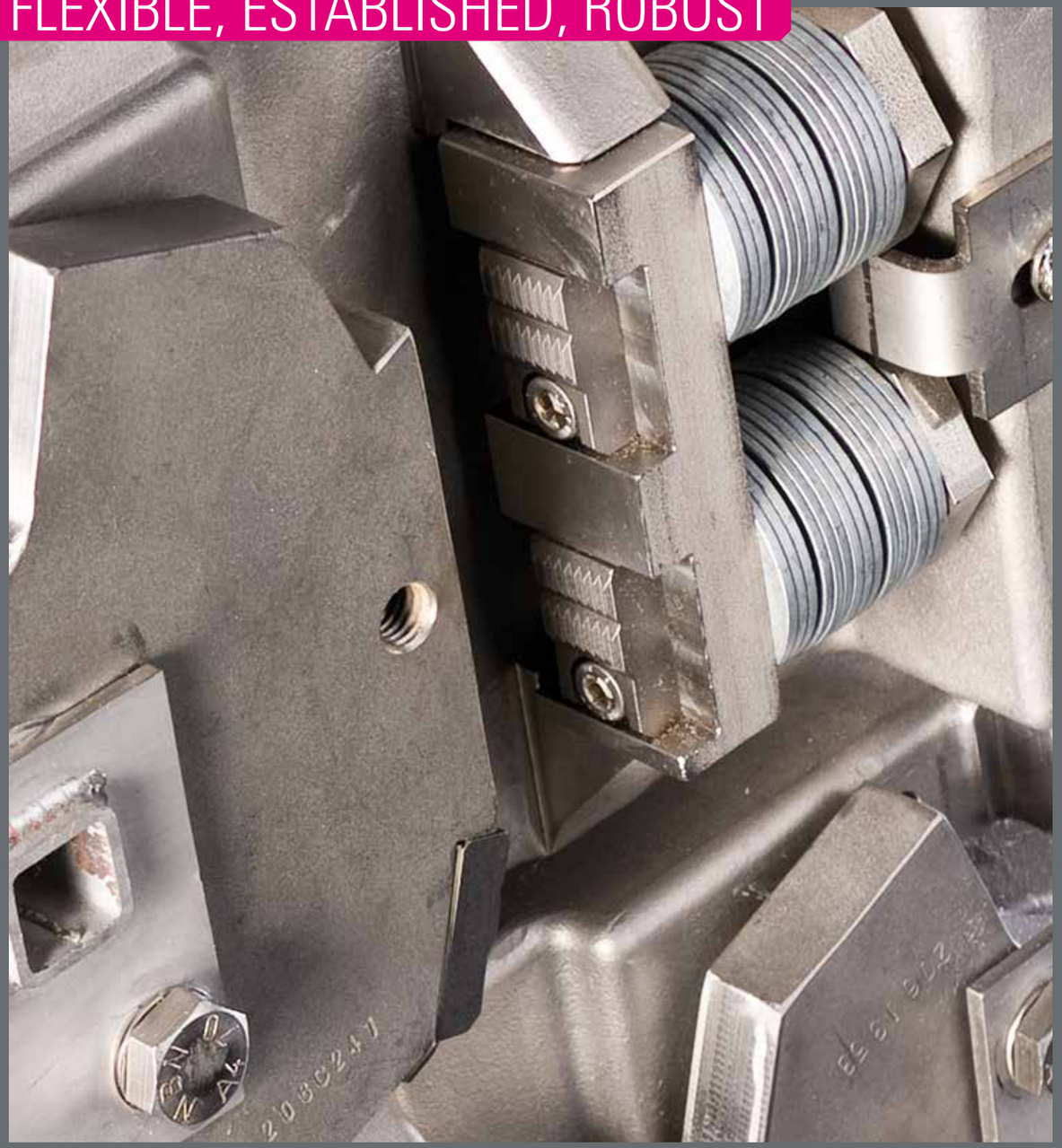
With our own development department and the support of external research institutes and industrial partners, we are accepting the challenge of continuing development and improvement of our safety devices - for your security.

Did you know?
In 1998 our safety gear type BF was the first of its kind to integrate upwards braking in accordance with EN81.

Just ask us!
info@slc-liftco.com

PROGRESSIVE SAFETY GEAR
TYPE BF

FLEXIBLE, ESTABLISHED, ROBUST

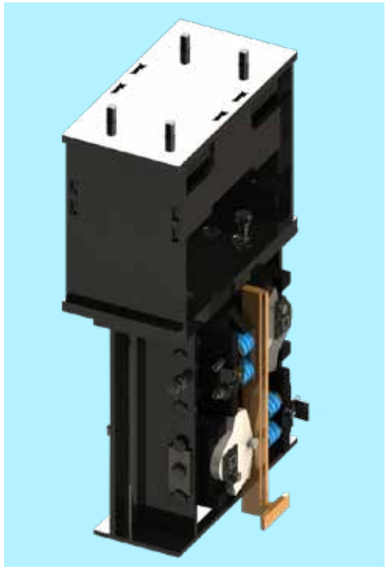


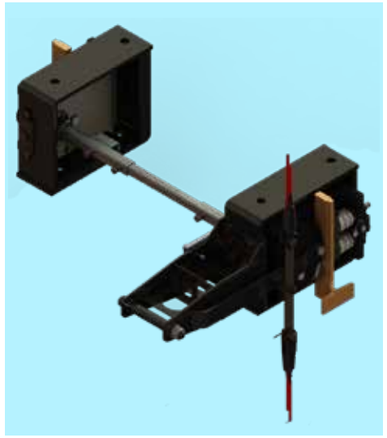
BF
YOUR ADVANTAGES DURING ASSEMBLY

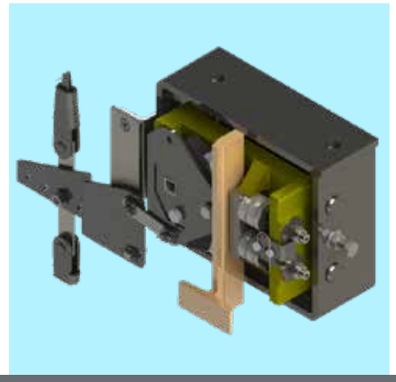
To minimize additional on-site work, such as drilling or welding, we strive to ensure that our safety gears are attached to the existing lift car in the most appropriate way.
Our outer housings are tailored to site-specific conditions in consultation with your technicians. We achieve this by modifying the hole pattern on our standard housing, adjusting the width and depth of the outer housing individually or using special adapter plates for mounting on the car frame. Our selection includes a variety of tripping devices to accommodate the position of your overspeed governor (OSG) rope.

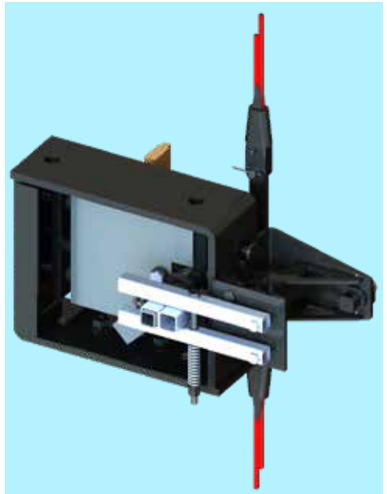
The enquiry and order forms available on our website will help you to gather the necessary information to enable us to propose the most suitable solution for your project.
(https://slc-liftco.com/service/download-order-forms/)

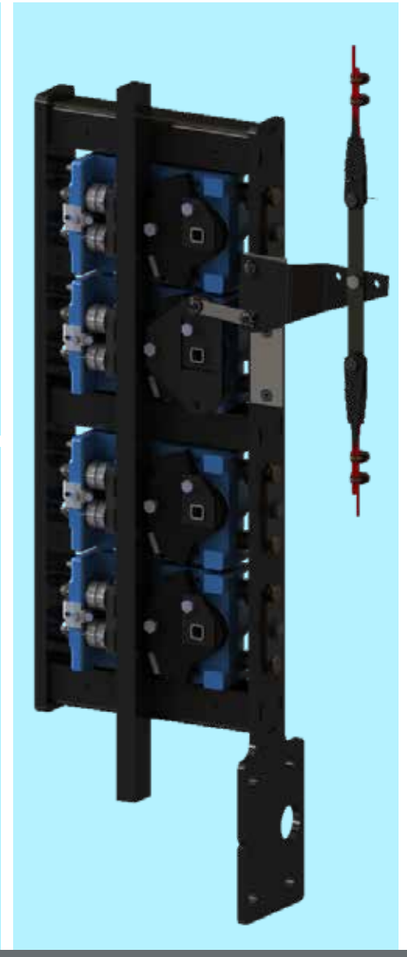
SPECIALISED APPLICATIONS











APPLICATION

BF
TYPE 1

Brake shoe Type 1

	Type 1	Type 1 Single	Type 1 Tandem
	downwards	BF1D-1	BF1D-1/BF1D-1
	up-/downwards	BF2D-1	BF2D-1/BF1D-1

Manufacture of rail	Max. tripping speed [m/s]*	Running surface	Total mass (acting downwards) min.-max. [kg]	
drawn	2.16	dry / oiled	**530 - 2,633**	**1,060 - 5,266**
machined	2.62			

Max. rated speed // max. tripping speed for drawn guide rails:	1. 6 - 1.88 m/s // 2.16 m/s
Max. nominal speed // max. tripping speed for machined guide rails:	2.0 - 2.28 m/s // 2.62 m/s
Minimum running surface width:	20mm
Rail head thickness:	9 - 30 mm

*When used as a braking element part of the protective device against unintended car movements (acting upwards and downwards), the maximum tripping speed is 2.20 m/s with permissible braking forces between 8,322 N and 41,330 N, or 16,644 N to 82,660 N for the tandem version.

APPLICATION

BF
TYPE 2

Brake shoe Type 2

		Type 2 Single	Type 2 Tandem	Type 2 Triple
	downwards	BF1D-2	BF1D-2/BF1D-2	BF1D-2/BF1D-2/BF1D-2
	up-/downwards	BF2D-2	BF2D-2/BF1D-2	BF2D-2/BF2D-2/BF1D-2

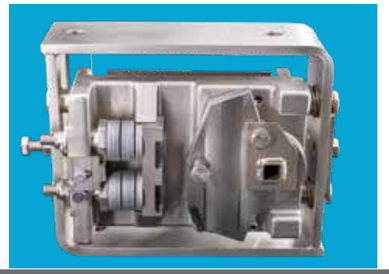
Manufacture of rail	Max. tripping speed [m/s]*	Running surface	Total mass (acting downwards) min.-max. [kg]		
drawn	2.63	dry	**837 - 2,934**	**1,674 - 5,868**	**2,511 - 8,802**
		oiled	**805 - 3,380**	**1,610 - 6,760**	**2,415 - 10,140**
machined	2.63	dry	**871 - 4,016**	**1,742 - 8,032**	**2,613 - 12,048**
		oiled	**827 - 3,725**	**1,654 - 7,450**	**2,481 - 11,175**
machined	3.23	dry	**871 - 3,364**	**1,742 - 6,728**	**2,613 - 10,092**
		oiled	**827 - 3,205**	**1,654 - 6,410**	**2,481 - 9,615**

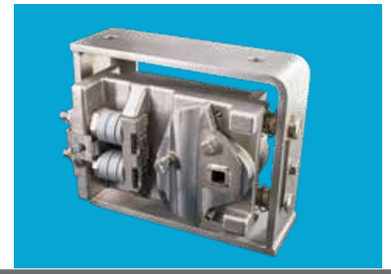
Max. Rated speed // max. tripping speed for drawn guide rails:	2. 0 - 2.29 m/s // 2.63 m/s
Max. Nominal speed // max. tripping speed for machined guide rails:	2.50 - 2.81 m/s // 3.23 m/s
Minimum running surface width:	20 mm
Rail head thickness:	9 - 30 mm

*When used as a braking element - part of the protective device against unintended car movements (acting upwards and downwards), the maximum tripping speed is 2.20 m/s with permissible braking forces between 12,630 N and 63,000 N, or 25,260 N to 126,000 N for the tandem version and 37,890 N to 189,000 N for the triple version.

PRODUCT ADVANTAGES

- The inner housing of the BF safety gear is type approved, while the outer housing is not. This allows **easy adaptation to your installation** with options such as modified hole patterns, adapter plates or modified outer housing.
- The off-centre arrangement of the brake shoes on the turning disc makes it especially **easy to release the safety gear after usage** (without a rope clamp).
- The use of **hard metal sintering material** in the brake shoes makes them replaceable and highly wear-resistant.
- We offer solutions for 1-rail, 2-rail and 4-rail systems, also for storage and conveyor technology.
- The BF safety gear is available in both standard and **solid stainless-steel versions**, suitable for use in hazardous or humid environments found in the chemical or food industry, including a **deep-freeze version that can operate down to -45°C.**
- The braking forces for downward and upward usage can be infinitely adjusted independently of each other



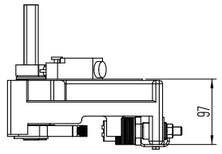


PRODUCT RANGE

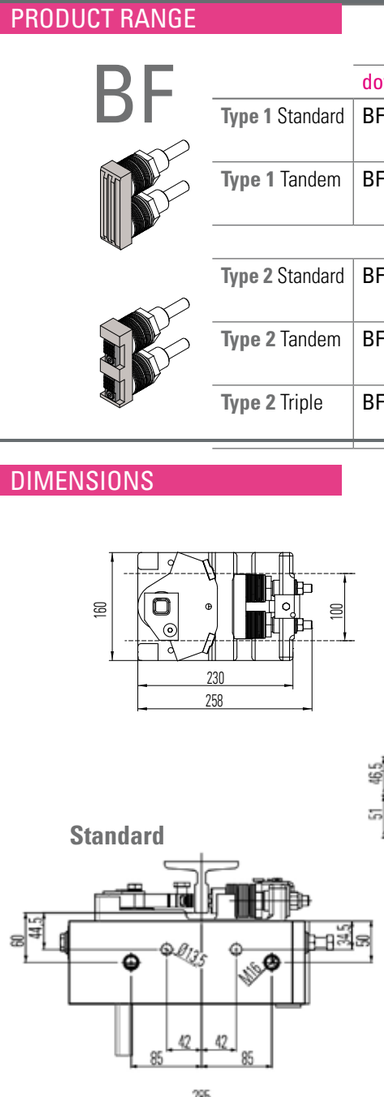
BF

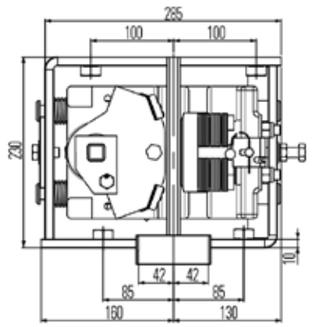
	downwards	up-/downwards
Type 1 Standard	BF1D-1	BF2D-1
Type 1 Tandem	BF1D-1/BF1D-1	BF2D-1/BF1D-1
Type 2 Standard	BF1D-2	BF2D-2
Type 2 Tandem	BF1D-2/BF1D-2	BF2D-2/BF1D-2
Type 2 Triple	BF1D-2/BF1D-2/BF1D-2	BF2D-2/BF2D-2/BF1D-2

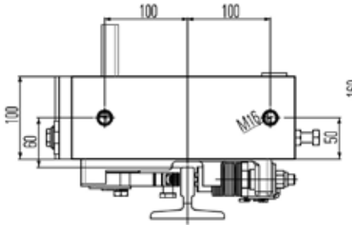
DIMENSIONS



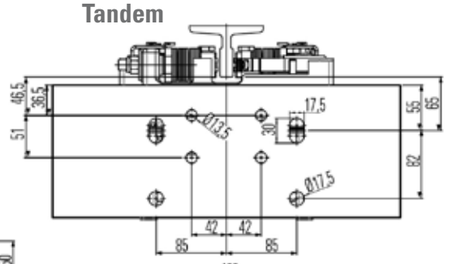
Standard

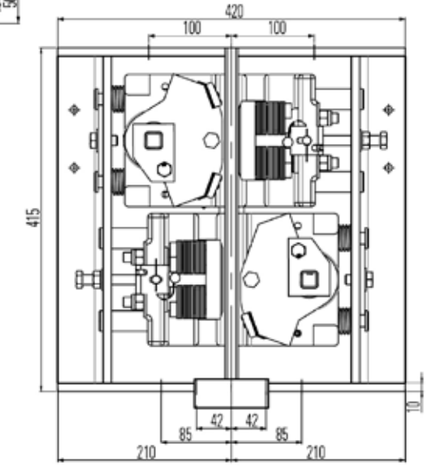


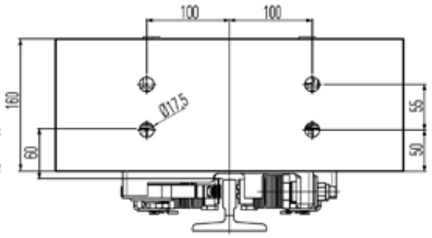




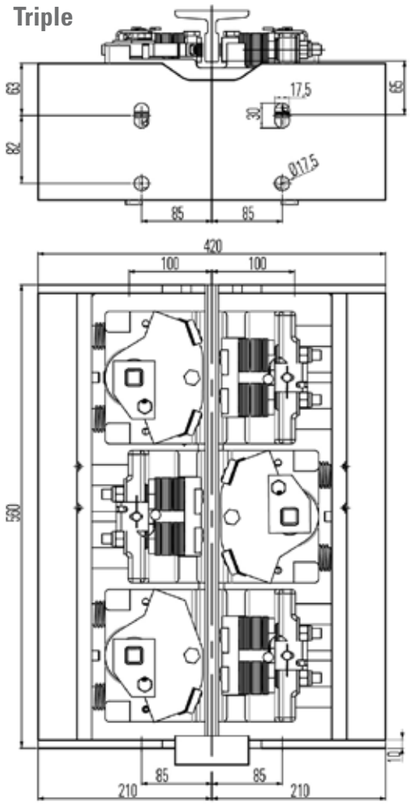
Tandem

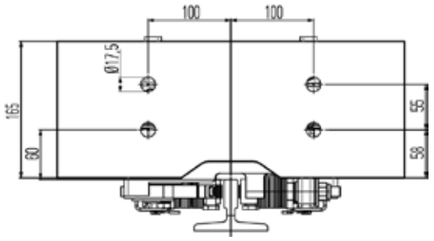






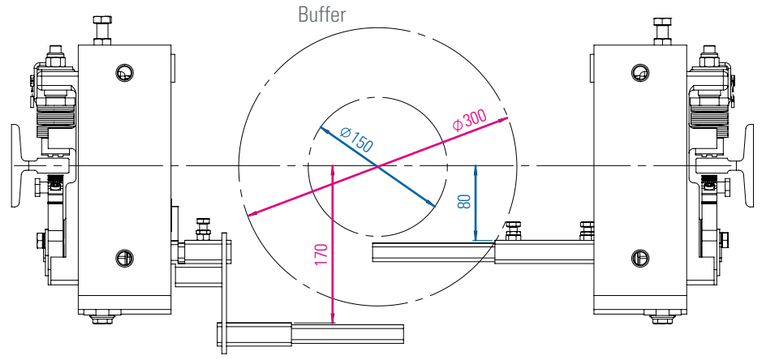
Triple





Weight	45 kg	100 kg	150 kg

BF ACCESSORIES



Safety gear shaft bracket, cranked

up to buffer diameter (central arrangement) of max. 300 mm	**106.930.270**

Safety gear shaft bracket, straight

up to buffer diameter (central arrangement) of max.150 mm	**504.010.880**

Safety gear shaft bracket, cranked; elongated

up to buffer diameter (central arrangement) of max.400 mm	**106.930.274**

Safety gear shaft 20x20x2 with safety gear shaft bracket, cranked

DBG - distance between guides up to 1600 mm length = distance between guides (DBG) - 360	**506.000.175**

Safety gear shaft 20x20x2 with connecting tube, straight

DBG - distance between guides up to 1600 mm length = distance between guides (DBG) - 360	**506.000.174**

Safety gear shaft 30x30x2 with safety gear shaft bracket cranked

DBG larger than 1600 mm	**506.000.188**
length = distance between guides (DBG) - 480	**506.000.511**

Safety gear shaft 30x30x2 with connecting tube straight

DBG larger than 1600 mm	**506.000.187**
length = distance between guides (DBG) - 480	**506.000.510**

Neutral position

included in standard scope of delivery for all bi-directional safety gears **50.100.243**

Packing unit accessory for pull rod

rope diameter 6.5 mm	**106.850.442**
rope diameter 8.0 mm	**106.850.441**

Packing unit of mounting parts for standard version

506.000.481

Packing unit of mounting parts for tandem or triple version

506.000.482

Packing unit of brake shoes for replacement

for rotary disc (type 1 and type 2)	**506.000.183**
for counter brake shoe (type 2)	**506.000.104**

Packing unit of distance plates for brake shoes

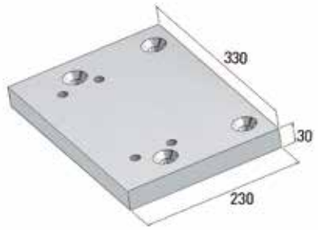
0.25 mm	**506.000.189**
0.5 mm	**506.000.192**

Roller switch with / without locking	**506.000.184 / 506.000.185**
Roller switch EX-version without looking	**506.000.186**

Cable loop

Length = 5 m	**504.014.007**
Length = 8 m	**504.014.008**

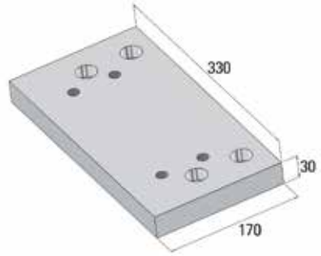
BF
ADAPTER PLATES



ZF II Haushahn adaption

2 adapter plates with mounting material

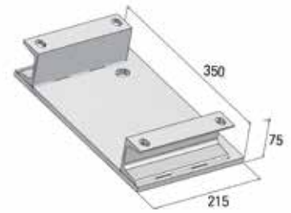
506.000.102



RF II Haushahn adaption

2 adapter plates with mounting material

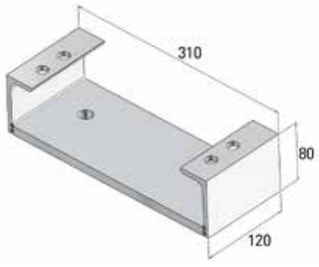
506.000.103



RF-1 or GK1 Schindler adaption

2 adapter plates with mounting material

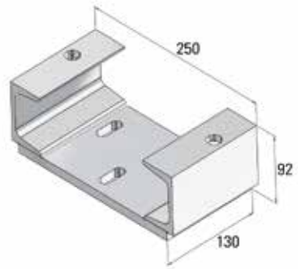
506.000.169



F1 Schindler adaption

2 adapter plates with mounting material

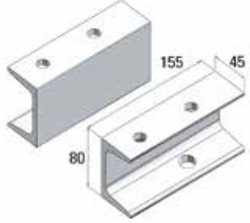
506.000.170



T1 Schindler adaption

2 adapter plates with mounting material

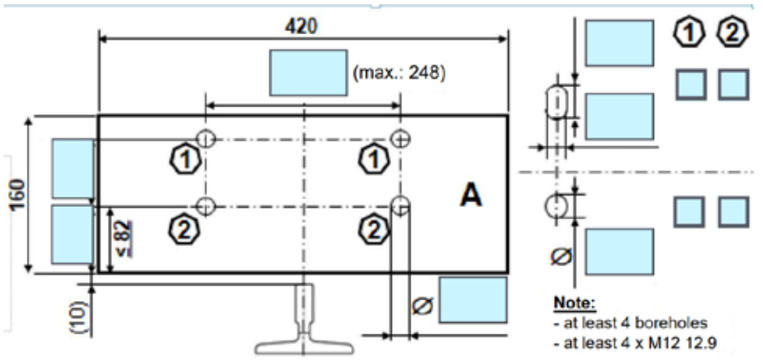
506.000.171



T3BR Schindler adaption

2 x 2 adapter plates with mounting material

506.000.172



T5BR Schindler adaption

2 x 2 adapter plates with mounting material

506.000.173

Customized Boreholes

We gladly customise the adapter plates to your requirements

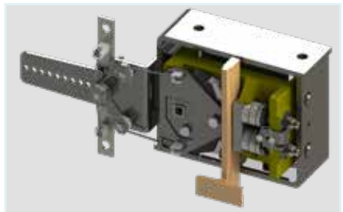
Order Form

https://slc-liftco.com/safety-gear/bf-series/bf-customized-borehole/

BF
TRIPPING DEVICES

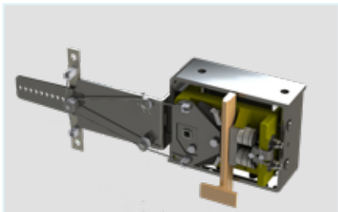
catch upwards

Rope release, short



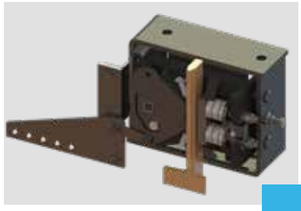
240-390

Rope release, long



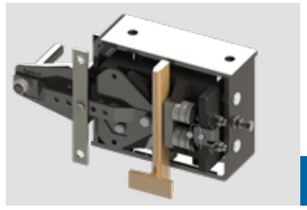
390-550

Lateral, bottom**

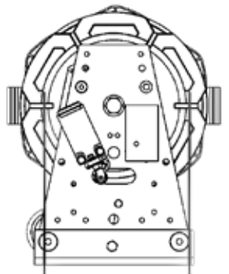


250-375

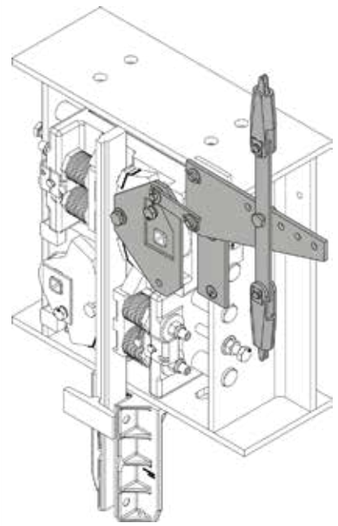
Middle arm



100-250



NOTE:
For a usage in both directions, the tripping device can also be attached to the second rope line!

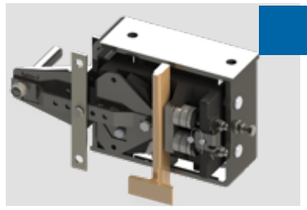


0mm 100mm 200mm 300mm 400mm 500mm 600mm

Distance from OSG rope to center of guide rai

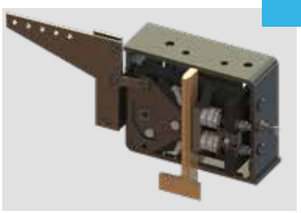
OSG rope position

catch downwards



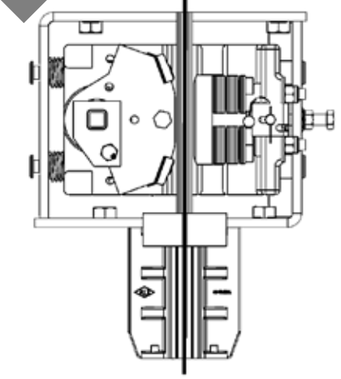
100-250

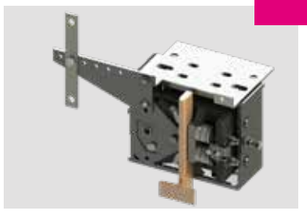
Middle arm



250-375

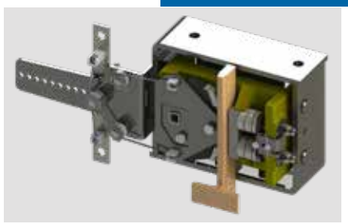
Lateral, top**





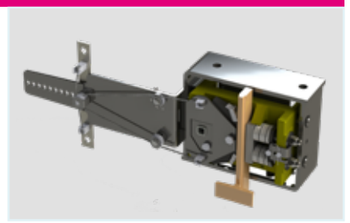
160-310

Top attachment*



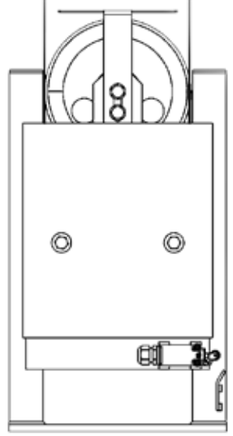
240-390

Rope release, short



390-550

Rope release, long



* Only downwards
** up-/downwards

PROGRESSIVE SAFETY GEAR
TYPE SG

SMALL, POWERFUL, RELIABLE

SG
YOUR BENEFITS FOR INSTALLATION

The SG safety gear is compact and designed to fit small spaces. It allows for optimal use of space in lift cars, even in narrow shafts, with a minimum distance of just 19.5 mm (includesv an air gap of 4 mm) between the guide rail head and the interception car frame

The safety gear can be installed in various car frame constructions using different activation solutions. We would be delighted to assist your technicians in fitting our safety equipment to your lift or stacker crane.

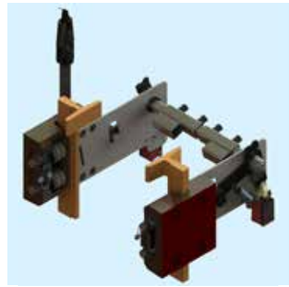
SOLUTIONS

SG2D-1 Variant 1:
Straight release

SG2D-1 Variant 2:
Cranked release

SG2D-1 Variant 2:
Short plate

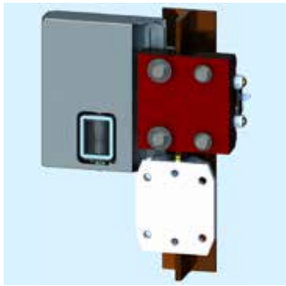
SG1D-1:
Specialised application



SG1D-1:
Tandem version

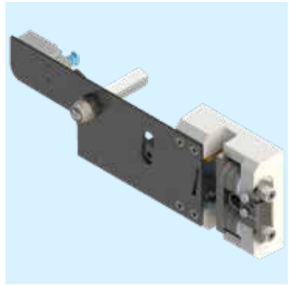
SG1D-1:
Specialised applications

SG1D-1:
Specialised applications

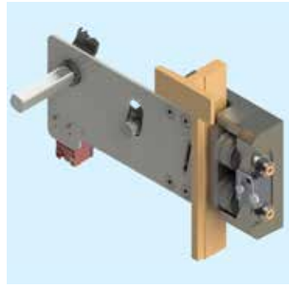


SG1D-1:
Specialised application

SG1D-1:
Straight release

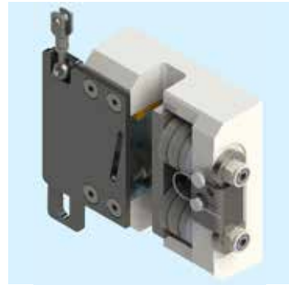


SG1D-1:
Straight release. short version



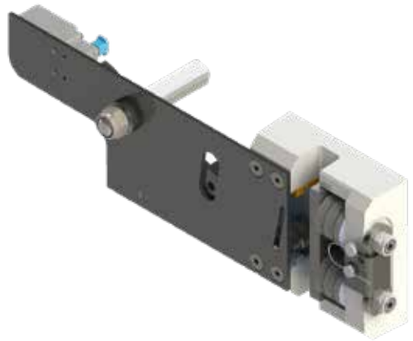
SG1D-1:
Cranked release

SG1D-1:
Short plate

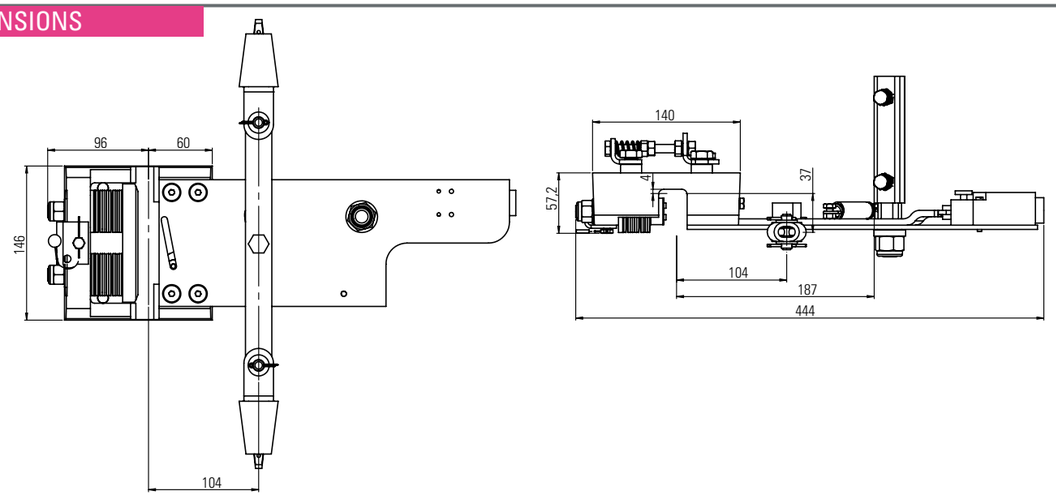


PRODUCT RANGE

SG1D-1
downwards



DIMENSIONS



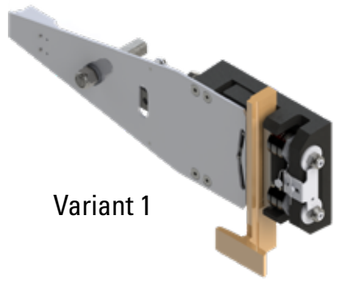
APPLICATION

Manufacture of rail	Surface	Total mass min.-max. [kg]
machined	dry	543 - 3,095
	oiled	5323- 2,935
drawn	dry	305 - 2,605
	oiled	299 - 2,547

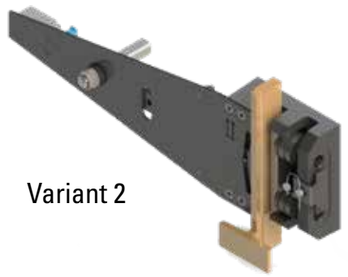
Max. rated speed	2.50 - 2.80 m/s
Max. tripping speed	3.23 m/s
Min. running surface width	19 mm
Guide rail head width	5 - 16 mm
Weight	18 kg

PRODUCT RANGE

SG2D-1
up-/downwards



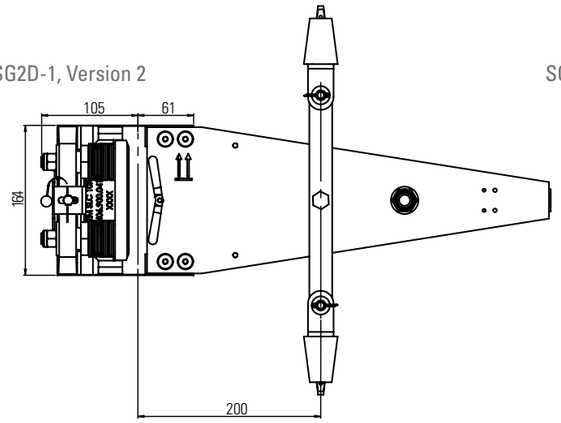
Variant 1



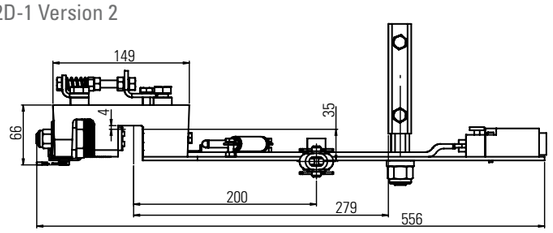
Variant 2

DIMENSIONS

SG2D-1, Version 2



SG2D-1 Version 2



APPLICATION

Manufacture of rail	Surface	Total mass min.-max. [kg]
machined	dry	293 - 2,814
	oiled	303 - 2,889
drawn	dry	303 - 2,489
	oiled	292 - 2,368

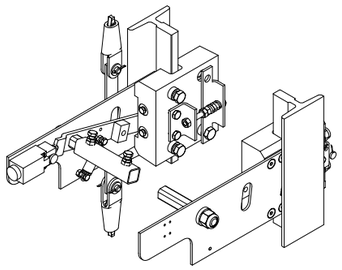
Max. rated speed	2.50 - 2.80 m/s
Max. tripping speed	3.23 m/s
Max. tripping speed (UCM)	2.20 m/s
Min. running surface width	19 mm
Guide rail head width	5 - 16 mm
Weight	23 kg version 1, 20 kg version 2

CHARACTERISTICS

- Small, compact design (SG1D-1: 140 x 146 x 49,5; SG2D-1: 200 x 164 x 56.5)
- Heavy load combined with high speeds
- Minimal space required between guide rail head and car frame attachment: 19.5 mm (4 mm clearance)
- Uniform deceleration due to long spring travel of the disc springs
- Flexible use in systems with guide rails pointing inwards and outwards (MRL, Rucksack).
- Only low forces required to release the car after usage.
- Multiple options are available for tripping the safety gear, which have been customized to suit various car designs. This enables optimal synchronization.
- Prevention of unintended tripping by separate securing of the arresting roller
- Safety gear is type tested without tripping device, allowing flexible installation
- Braking force for usage downwards and upwards can be adjusted independently of each other with variant 1 of SG2D-1

SG
TRIPPING DEVICES

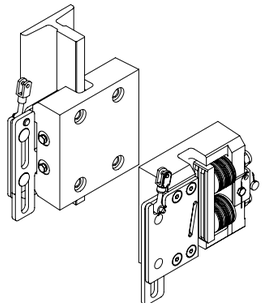
Main frame SG1D-1



Tripping device straight

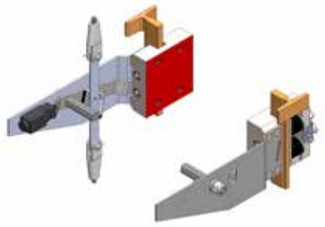
rail head directed in the shaft

106.700.195



Short plate, complete

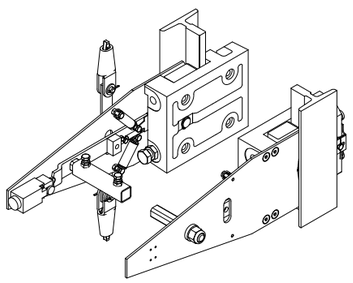
Safety gear shaft with synchronization and roller switch must be integrated in car frame



Tripping device cranked

106.700.370

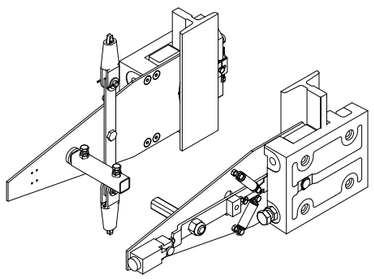
Main frame SG2D-1, version 1



Tripping device straight

rail head directed in the shaft

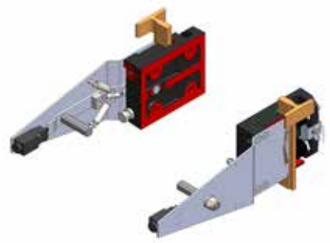
106.700.420



Tripping device straight

rail head directed towards the wall

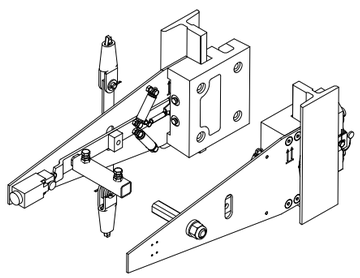
106.700.450



Tripping device cranked

106.700.430

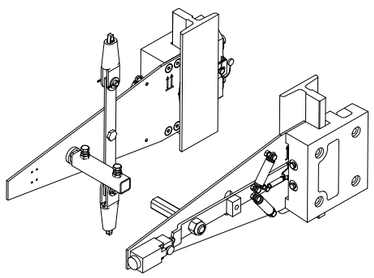
Main frame SG2D-1 short, version 2



Tripping device straight

rail head directed in the shaft

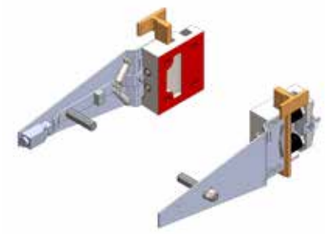
106.700.421



Tripping device straight

rail head directed towards the wall

106.700.451

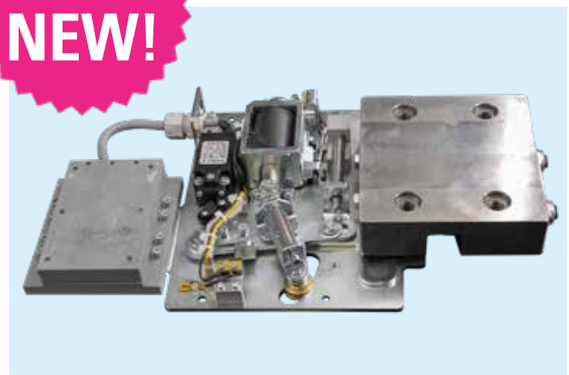


Tripping device cranked

106.700.431

eSG1D-1
ELECTRICALLY OPERATED SAFETY GEAR

2025 NEW!



eSGD1-1

Maximum safety and more space - the new eSG1D-1!

Our eSG1D-1 combines maximum reliability with an innovative electromechanical tripping mechanism and ensures maximum safety. In combination with an advanced SIL3 position and speed detector, such as the shaft copying systems from Kübler, there is no need for a overspeed governor, tensioning weight and governor rope. This means: more space for the cabin and a more compact design!

Thanks to the proven technology of our SG1D-1 and comprehensive type testing, the eSG1D-1 covers a load range of 299 to 3,095 kg - with a rail head width of 5 to 16 mm and a tripping speed of up to 3.23 m/s in the downward direction.

SG
ACCESSORIES

Safety gear shaft 20x20x2 with connecting tube, straight

Mounting parts

Neutral position

2 mounting brackets with mounting material

INSTANTANEOUS SAFETY GEAR
TYPE RF

COMPACT, POWERFUL, EFFICIENT

RF
THE COST-EFFECTIVE ALTERNATIVE

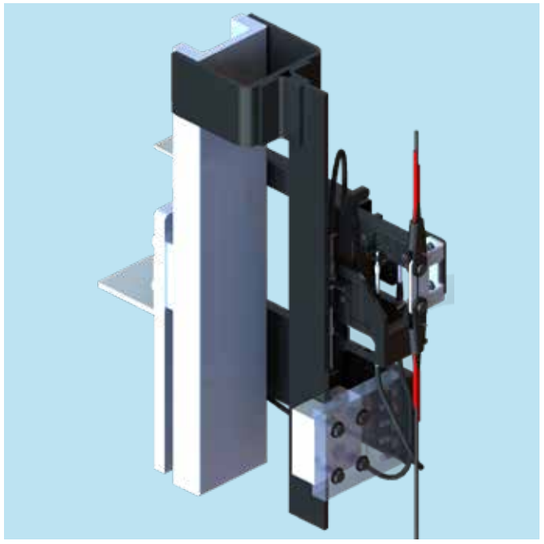
According to harmonised standard EN 81-20/50, instantaneous safety gears are permitted for slow-moving lifts with nominal speeds of up to 0.63 m/s and counterweights or counterbalancing weights of up to max. 1 m/s. Safety gears on counterweights or counterbalancing weights are required if there are accessible spaces under the shaft (EN 81-20: 5.2.5.4).

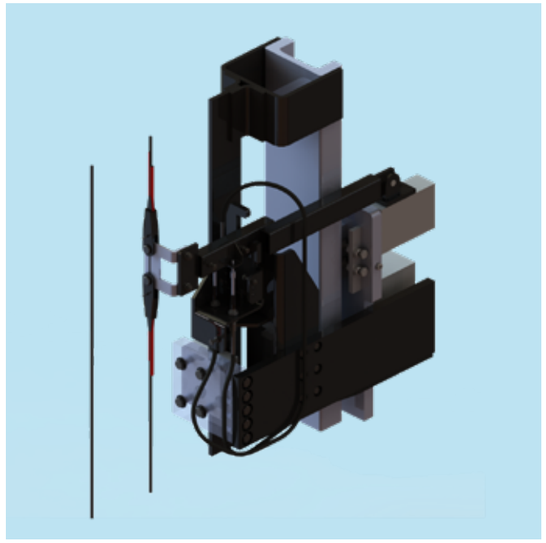
According to harmonised standard EN 81-20/50, instantaneous safety gears are permitted for slow-moving lifts with nominal speeds of up to 0.63 m/s and counterweights or counterbalancing weights of up to max. 1 m/s. Safety gears on counterweights or counterbalancing weights are required if there are accessible spaces under the shaft (EN 81-20: 5.2.5.4).

Our SLC series RF is used in lift and conveyor technology for loads up to 14,000 kg. The instantaneous safety gear according to EN 81-20: 2020 and EN 528: 2021 are available in 6 different versions.

Our specialists will be happy to help you develop application-oriented attachment solutions, including the connection and supply of overspeed governors with tension weights and governor ropes. We can assist you with conveyor and handling technology applications on a single rail or multiple rails, regardless of whether the DBG's (distances between guides) are short or extremely long.

The RF0004 is our latest development with connection dimensions that match the old RF98 used by former company „Liftmaterial". The permissible loads, however, clearly exceed their performance data.

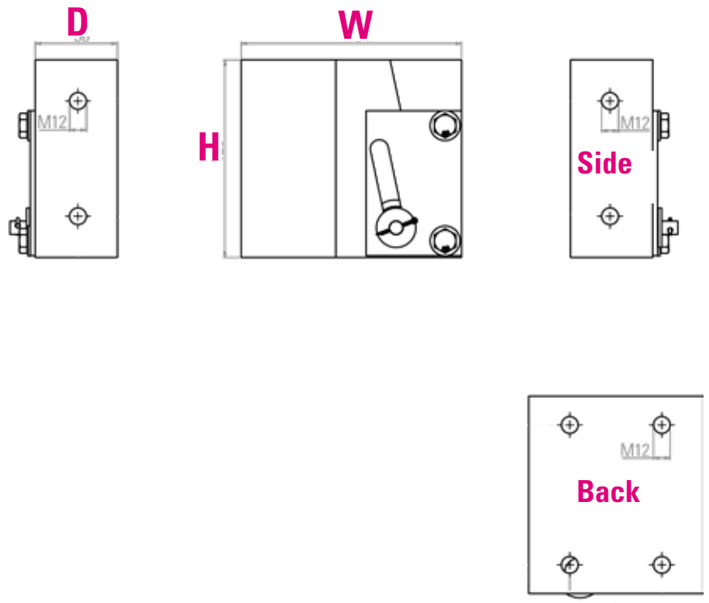




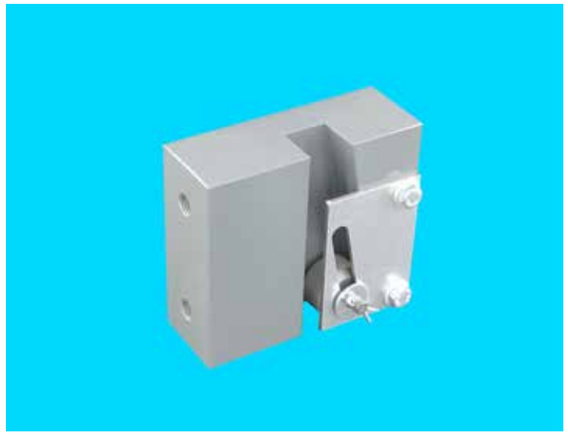
PRODUCT RANGE

RF
downwards

DIMENSIONS



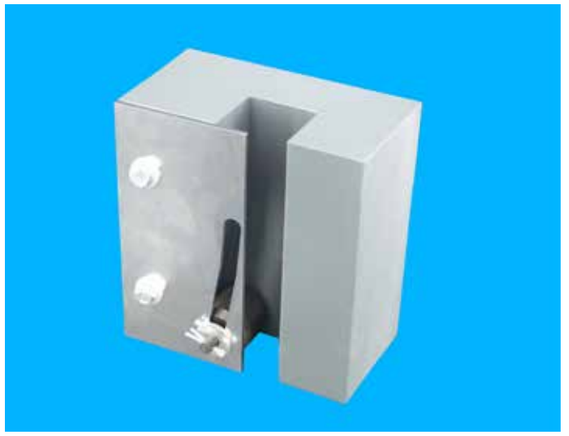
	Dimensions			Tapped holes		Rail	Maximale total mass (kg)			
	Height	Width	Depth	Back	Side		0.2 m/s	0.5 m/s	1.0 m/s	1.65 m/s
RF0001	120	134	50	No	Yes	**16**		8,891	7,012	4,724
RF0002	120	106	50	Yes	No	**9/10**		3,264	2,574	1,734
RF0003	160	150	80	Yes	No	**16-19**		14,462	11,407	7,681
						28.6-31.75		13,338	10,521	7,084
RF0004	120	134	50	Yes	Yes	**9/10**		7,533	5,942	4,001
						14-16		7,7707	6,079	4,093
RF0010	100	134	50	Yes	Yes	**8**	2,376	2,198	1,734	
						9	2,046	1,893	1,493	
						10	2,887	2,670	2,106	
						16	3,777	3,494	2,756	
RF0012	80	90	50	Yes	No	**5**	1,262	1,167	921	



RF0001
Proven instantaneous safety gear for 16mm rails

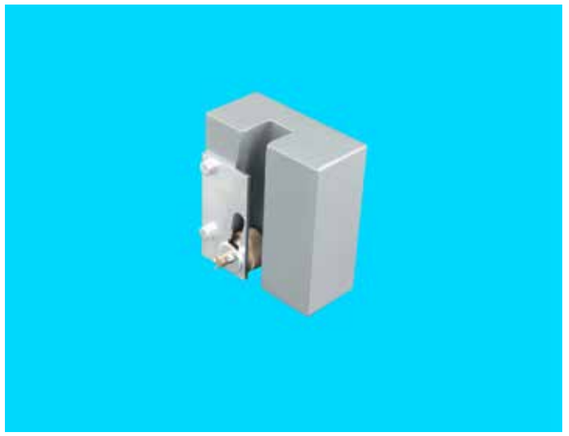
RF0004
New safety gear with Liftmaterial-Design (RF98)

RF0012
Small instantaneous safety gear for 5mm rails



RF0003
Heavy duty safety gear for jumbo rails

RF0010
Universal safety gear for 8/ 9/ 10/ 16mm rails



RF0002
Instantaneous safety gear for counter weights (9/ 10mm)

ARROUND THE SAFETY GEAR
COMPLETELY

MULTIFUNCTIONAL, MODULAR

EN 81-20/50
CUSTOMISED COMPLETE PACKAGES

The modernisation of the safety gear usually includes, in addition to the safety gear, a new, bidirectional overspeed governor with accessories and governor rope as well as the replacement of the guide shoes. If the system requires adaptation for UCM without modernizing the lift controller, it is necessary to include the UCM-detection as well.

With our complete solution's components, you can meet all the requirements set out in the Lift Directive 2014/33/EU or the harmonised standard, EN 81-20:2020:

- Free fall of the car and protection against overspeed in downward direction (5.6.2)
- Protection device for the upward moving car against overspeed (5.6.6)
- Protection against unintended car movement (UCM) (5.6.7)

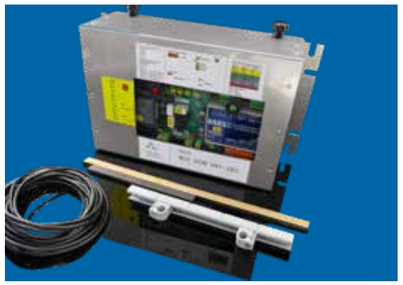
The components are either assembled in-house to order or are readily available from stock!

SAFETY GEAR
- Safety gear Type BF
- Safety gear Type SG

OVERSPEED GOVERNOR
- Overspeed governor
- Tension weights
- OSG ropes

GUIDES
- Guide shoes
- Lubricators

SAFETY CIRCUIT
- UCM/A3-MOD-Kit
- Device for meassuring the drop time



OVERSPEED GOVERNOR (OSG)

FEATURES

Overspeed Governor	HJ 200	HJ 300
Pulley Diameter	200 mm	300 mm
Max. Rated Speed	1.60 m/s	2.00 m/s
Max. Tripping Speed	2.02 m/s	2.50 m/s
Min. Tripping Speed	0.24 m/s	0.40 m/s
Rope Diameter	6 - 6.5 mm	6 - 8 mm

- Compact dimensions, wide range of applications
- Hardened groove and maintenance free ball bearing
- Numerous accessoires (also for retrofitting)
- Different options for tension weight
- Complete delivery by SLC including rope and safety gear

Short Delivery Time!

A wide selection of standard OSG's is available from SLC stock

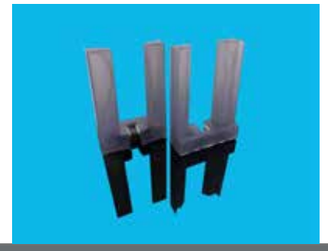
Type	HJ200 SB U	HJ200 SB U	HJ200 SB U	HJ200 SB U	HJ200 SB O	HJ200 SB O	HJ300 SB U	HJ300 SB U	HJ300 SB U	HJ300 SB U
v_{Rated} [m/s]	0.63	0.8	1.0	1.6	1.0	1.6	0.8	1.0	1.2	1.6
Tension Weights		Creeping Protection			Protective Covers			Remote Initiation		

GENERAL ACCESSORIES

FEATURES

Sautter Lift Components sees itself as a provider of complete security solutions. All components for carrying out a modernization are therefore offered from SLC as a single source.

Progessive Safety Gears	
	Type BF or Type SG
	Order related hole patterns on housings or adapter plates for mounting
	Mounting material
Overspeed Governors	
	Type HJ200 or Type HJ300
	Various versions of tension weights
	Creeping protection, remote initiation, protectice covers
Monitoring unit for detecting unintended car movements	
	Monitoring electronic module with safety circuit (UCM-Kit)
	Magnetic strips with wire set for installation in the shaft
OSG Ropes with material for fixing on tripping lever of safety gear	
Guide Shoes with inlays and mounting material, suitable for mounting on safety gears	
Guide rail oilers for mounting on guide shoes	



ORIGINAL HAUSHAHN SPARE PARTS

mechanical / electrical

We continue to produce numerous spare parts of authentic Haushahn quality, regardless of whether they are mechanical or electrical. Two decades ago, we spun off the production unit of the Haushahn company in Stuttgart and took over all the tools, supplier contacts and drawing documents from that time. Our spare parts are 1:1 interchangeable and tested by SLC developers.
Interested? Our website offers a brief overview with selected spare parts, while all other parts can be obtained by contacting us directly.

Flat module 'command memory',

PCB CPU MC3000

TSS72 rollers

Short-stroke button

Brake shoe BR32, SW gearbox

Main contact sets

Emergency release TSS72

Nunn door contact ZKZ

Door controller

HV72

CPU 4/5

Beak lock switch

Sliding door guide

Car basic module

Bearing housing

Cylindrical tension spring

UCM / A3 MOD-KIT

10 YEARS OF UCM / A3 MOD-KIT FROM SLC: THE LATEST GENERATION

The UCM/A3 MOD-Kit is the ideal safety circuit for retrofitting the UCM/A3 function to existing systems with older controllers. It not only meets the requirements of EN81-20:5.6.7 to prevent unintended car movements but also provides significant benefits for service personnel and enables a sustainable, resource-efficient use of emergency batteries. The major advantage of the system is that the fault signal from the monitoring electronics is directly integrated into the safety circuit of the elevator control. This eliminates the need for further adjustments to the hardware and software of the existing old controller.

THE ESSENTIAL FUNCTIONS OF THE UCM / A3 MOD-KIT ARE:

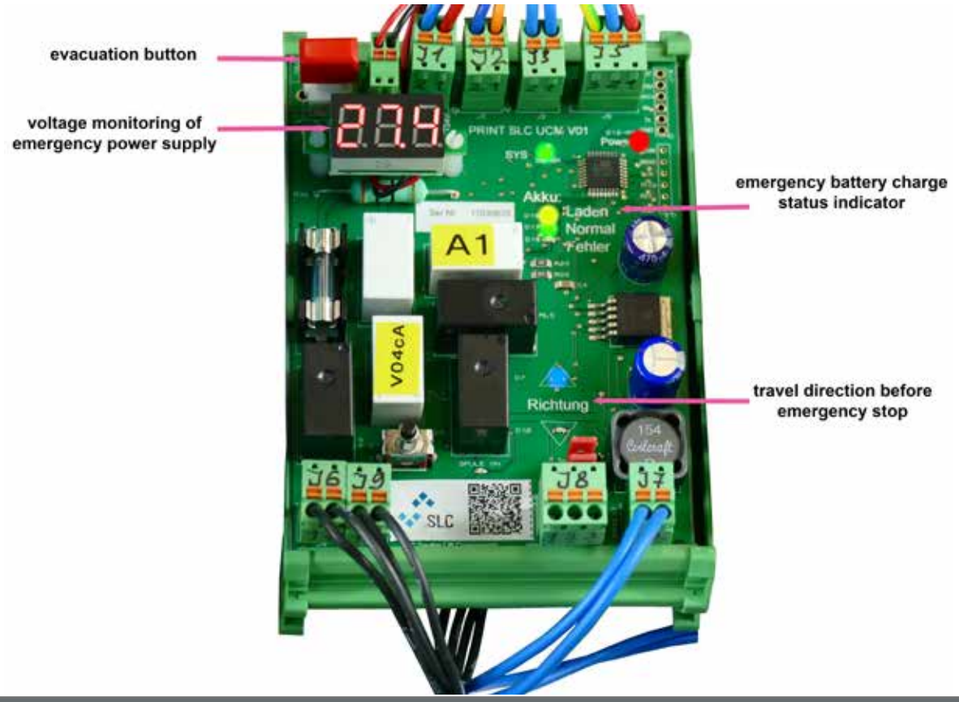
- Detection of unintended car movements through redundant magnetic sensors in the door zones
- Emergency stop of the car and shutdown of the drive system upon detection of an unintended car movement.
- Car release in emergency situations through the start/stop option, which can be activated by pressing a button even during a power outage.
- Quick testing of the A3 brake components during commissioning and for condition monitoring using a separate button.

ADVANTAGES OF THE UCM/A3 MOD-KIT:

- Compatible with any controller without modifications to hardware and software
- Innovative battery management with state indication (LED)
- Voltage monitoring of emergency power supply with display
- Travel direction detection for releasing the safety device
- Emergency evacuation button

UCM COMPLETE SYSTEMS UP TO 12 tons

SPECIAL FEATURES OF THE SLC UCM PRINT MODULE



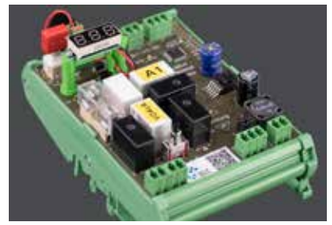
- Safety controller in its own control cabinet (otional with a hatch) with safety module, SLC-UCM print module, emergency power unit. Power supply unit, 2 lead-acid batteries and cables for lift controller
- Shaft travelling cable
- 2 tension clamps for the suspension cable
- 2 magnetic sensors
- Magnetic strips for the door zones
- Fastening screws for the control cabinet

SHAFT- AND CAR INSTALLATION

The magnetic tapes are to be installed in the door zone area on the rail at the same height. The two redundant magnetic sensors are to be mounted on the car at different heights. For standard door zones, the magnet strips of standard length should be used. For extended door zones (“door open while entering”), magnet strips with double length should be used.

FEATURES OF THE INTEGRATED CONTROL LOGIC OF THE SLC-UCM PRINT MODULE

- Battery status monitoring, battery charging process control, deep discharge protection
- Switching between battery charging and power supply
- Emergency release with start/stop option through button activation (start: 6s / stop: 8s)
- The number of emergency release actions is only limited by the battery capacity
- To continue ongoing evacuation actions, the deep discharge protection of the battery can be deactivated
- Automatic shutdown of the emergency release option after 60 min. to preserve battery life
- Safe shutdown of UCM / A3 brake components (6 seconds if the car is in the door zone, otherwise 30 seconds)
- Control of the power supply voltage of UCM/A3 brake components (e.g., OSG brake magnet) to increase the lifespan and reliability of the UCM / A3 system and reduce energy consumption. The drive and holding voltage of the brake magnet varies between 12V and 24V (overexcitation)



MONITORING FUNCTIONS OF THE UCM / A3 MOD KIT

- Monitoring and display of mains voltage and voltage of the 24VDC power supply unit to ensure UPS function
- Monitoring of the hardware board and more connected components (power supply, batteries, A3 brake component, safety switch) using galvanically isolated, freely configurable changeover contacts
- Signaling of an emergency rescue action by flashing LED
- Display of the direction of travel for targeted release of the safety gear during evacuation
- Display of the status of the A3 release unit (e.g. solenoid attracted / released)

More information

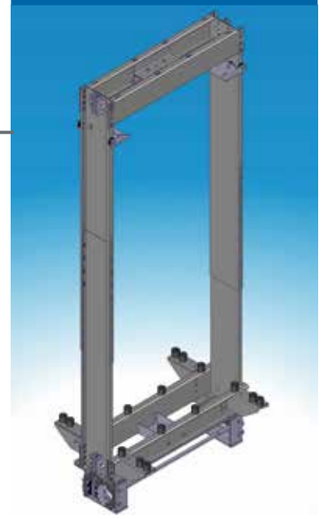
CAR FRAME
TYPE CF

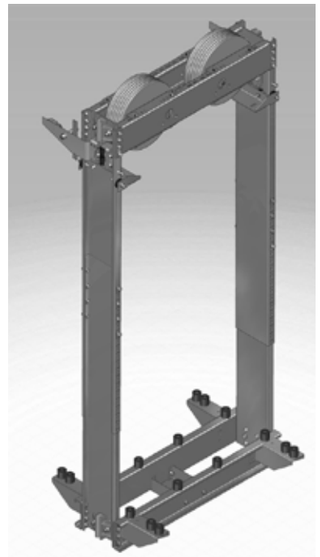
MODULAR, LIGHTWEIGHT, EASY TO INSTALL

PRODUCT RANGE

CAR FRAME
TYPE CF

SHEET METAL

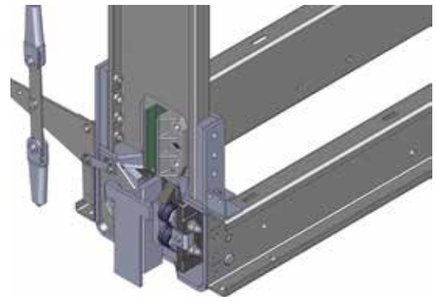




FEATURES

Rated load	630 - 1,600 kg
Car speed	up to 1.6 m/s
Pit depth	< 500 mm
Min. height of shaft headroom	2,750 mm (1.0 m/s) resp. 3,000 mm (1.6 m/s)

- For all lifts according to EN 81 - 20/ 50
- Weight- and space-saving design for passenger and goods lifts without machine room as well as conventional drive concepts with machine room
- Low dead weight allows creates weight reserves for cabin equipment
- Modular design (individual components such as guides, safety gears, etc. can be freely selected)
- Particularly easy to assemble (one-man assembly) thanks to modular design
- Positive-locking connecting elements provide additional stabilisation in extreme situations (emergency stops, drop test)
- Vibration-insulated cab connections for maximum driving comfort
- Height of car frame adjustable by a total of 1000 mm in steps of 50 mm
- Variable car frame width
- Special solutions for reduced pit depth and reduced shaft headroom



ACCESSORIES

- Roller guides or sliding guide shoes with guide lubricator
- Buffer
- Slack rope monitoring system (suspension 2:1)
- Overspeed governor with accessories
- Suspension ropes, governor ropes
- Guide rails with fastening brackets and plates
- Travelling cable holder, compensation chain/rope attachment
- Fold-away support for mounting on upper crossbeam. alternatively fixing device (reduced shaft head)
- Fold-away bracket for mounting on guide rails (reduced pit)

WWW.SLC-LIFTCO.COM

SAUTTER LIFT COMPONENTS GMBH

Certificate

Standard: ISO 9001:2015
Certificate Registr. No.: 01 100 1909002

Certificate Holder: Sautter Lift Components GmbH
Remsstr. 2
70806 Kornwestheim
Germany

Scope: Development, production and distribution of safety components and components for lit systems

Proof has been furnished by means of an audit that the requirements of ISO 9001:2015 are met.

Validity: The certificate is valid from 2025-07-15 until 2028-07-14.
First certification 2019

2025-06-23

TÜV Rheinland Cert GmbH
Am Grauen Stein 51105 Köln

www.tuv.com

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Certificate

Legal Basis: LD 2014/33/EU – Annex VI

Register-No.: 01 208 1909002 | 2025

Certificate holder: Sautter Lift Components GmbH
Remsstr. 2
70806 Kornwestheim
Germany

Scope: Final Inspection and Testing of safety components for lifts according to LD 2014/33/EU

Description of product: Devices to prevent falls referred to in point 3.2 of Annex I of LD 2014/33/EU to prevent the car from falling or uncontrolled movement (progressive safety gear and instantaneous safety gear) according LD 2014/33/EU – Annex III, paragraph 2

Proof: Proof was provided through an audit, report no. 269385333 dated 2025-03-26.

Conclusion: It is confirmed that the company has implemented and applies a product quality assurance system for final inspection and testing of safety components for lifts that fulfills the requirements of the LD 2014/33/EU - Annex VI (Module E).

Valid until: 2028-04-25

Issuer: TÜV Rheinland Zertifizierungsstelle für Aufzüge und deren Sicherheitsbauteile der TÜV Rheinland Industrie Service GmbH • Am Grauen Stein • 51105 Köln/Cologne • Germany • Notified Body • Identification No. 0035

Cologne, 2025-06-11

Dipl.-Ing. Peter Groß / Dept. Head of Certification Body
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0035 Notified Body

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Emerging from the modernisation centre of C. Haushahn Aufzüge GmbH & Co. in Stuttgart-Feuerbach, we have repositioned ourselves at the Kornwestheim site and streamlined our product portfolio with a focus on our core competencies.

Our dedicated and experienced staff in sales, purchasing, production and dispatch - many of them former Haushahn employees - are highly motivated to work towards a successful future with proven products and innovative new developments. Our company philosophy includes fostering close and trustworthy relationships with both longstanding and new customers, as well as our suppliers.

What differentiates us is our in-house mechanical and electronic development department, which benefits from diverse connections and partnerships with universities and research institutions.

TÜVRheinland®
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SLC

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