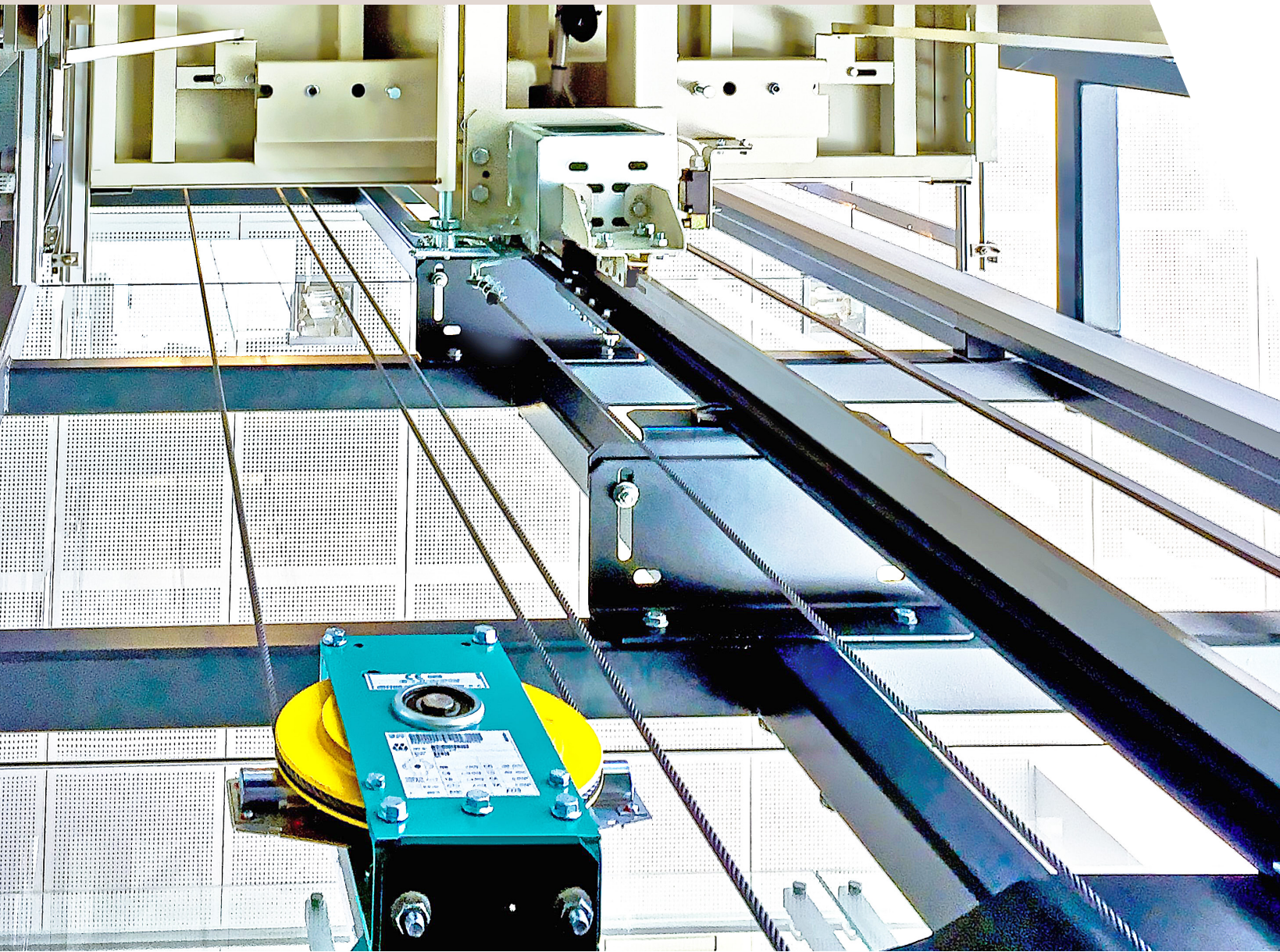


# RANGE OF SAFETY COMPONENTS

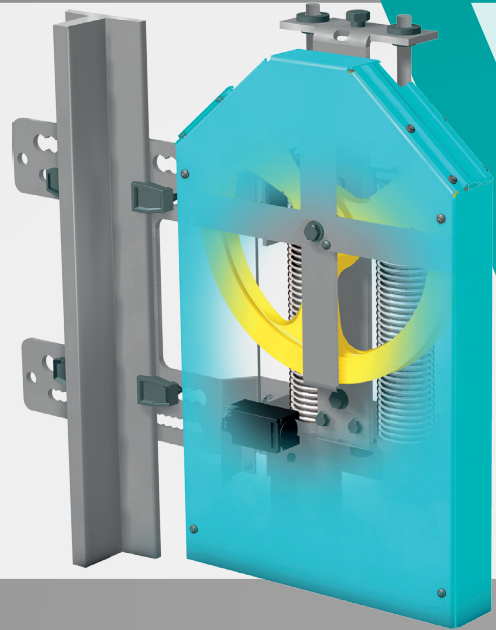
SAFE SOLUTIONS FOR YOUR REQUIREMENTS



# CTW

## COMPACT TENSION WEIGHT

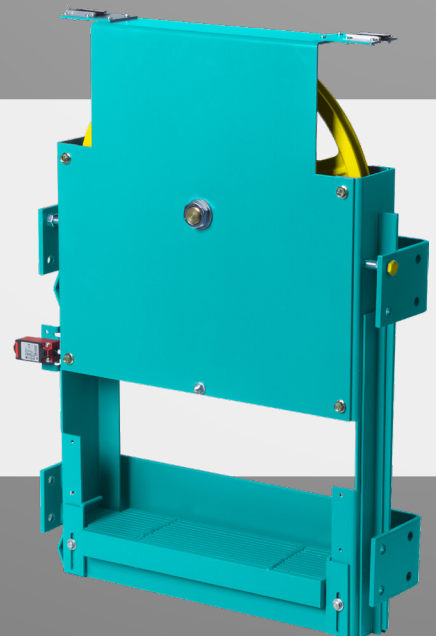
- ▶ Narrow design and less weight of device makes the CTW the perfect choice for tight space requirements in pits.
- ▶ CTW is suitable for uni- and bidirectional overspeed governors up to 600 ft/m (Rope Ø 1/4").
- ▶ Its main advantage is to be the perfect tension weight for tight situations.
- ▶ Available tensions forces are 55 / 135 / 280 lbf, while a safety switch allows huge rope elongation.
- ▶ CTW is compliant with requirements of A17.1/B44 and 100% checked at factory.



# TENSION WEIGHTS

## SWINGARM & VERTICAL

- ▶ Wittur offers a complete range of tension weights that are optimally designed to be combined with the Wittur range of overspeed governors.
- ▶ They are also available for a wide range of applications and can be combined with overspeed governors of other manufacturers.



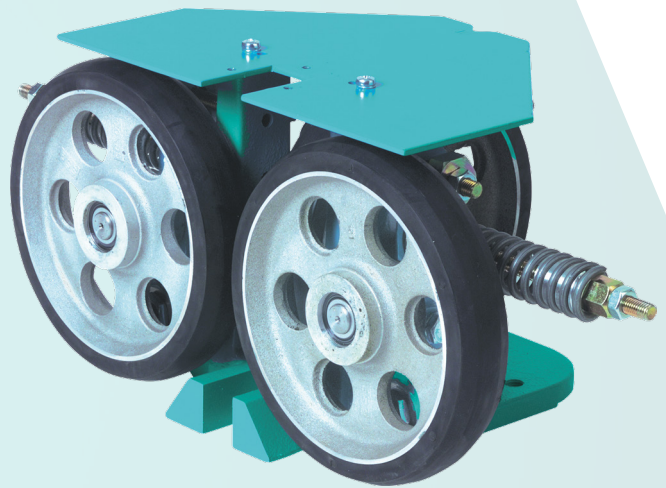


# WRG

## ROLLER GUIDE SHOES

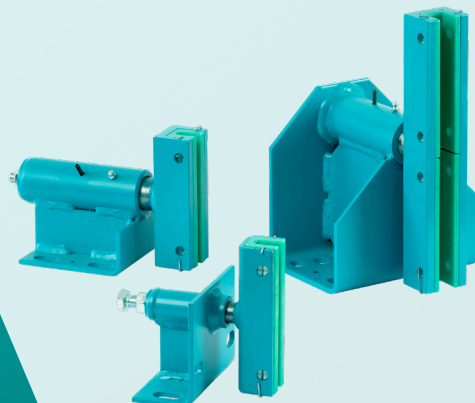


- ▶ Wittur Roller Guide Shoes can be installed on car slings and counterweight frames when dealing with medium and high speed elevators (up to 2,000 ft/m).
- ▶ Their main advantage is to ensure an absolutely smooth ride and high ride comfort.
- ▶ Depending on the model, they are suitable for T-profile guide rails with blade thickness from 23/64" to 1 1/4" (5 3/4 to 30 lb/ft).
- ▶ They are pre-assembled and factory-adjusted for installation; all rollers are separately spring-loaded ensuring maximum ride comfort. They include a specific fixing kit for each installation type.



# SLG

## SLIDING GUIDE SHOES



- ▶ The sliding guide shoes SLG can be used for both car (rated speed up to 400 ft/m and counterweight frames (up to 500 ft/m).
- ▶ Possibility to choose hardness of sliding inlays according to elevator specification.
- ▶ Types with turnable support for sliding inlay ensure optimum ride comfort and reduced wear.

# Safety components

## Progressive Safety gears & Braking systems

Simple and compact  
Unidirectional progressive  
SAFETY GEAR compact

### CSGB-01/02/03

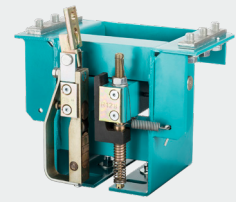


Braking force generated through a combination of disc springs and braking elements (adjustable by the disc spring assembly) activated. Simple and compact design for easy integration in different positions on car slings or counterweight frames. Low force needed to release after engagement.

- Compact design and versatile integration - can be installed either in a separate housing or attached to the upright beam of the car sling counterweight frame
- Various synchronization options available
- Low release force from tripping position
- Sufficient running clearance in order to avoid unintended gripping
- Maintenance-free operation
- Complete traceability of the production

Unidirectional progressive  
SAFETY GEAR for low and  
medium speed

### SGB01/02/03/05



Progressive scalable safety gear applicable for a wide range of loads. Superb solution for car but also counterweight installation due to reduced width dimensions. Many modernization packages available. Available with compliance for many global lift norms and directives.

- Safety gear acting in downward direction
- Braking power is generated by expanding the C-profiled safety gear block
- Wide application range (also Duplex arrangement available)
- Different connections (top or bottom) from actuating mechanism to gripping wedges available
- Various options like safety gear housing, synchronization linkage or governor rope connection for maximum flexibility
- A standard counterweight safety solution is available

Unidirectional progressive  
SAFETY GEAR for high speed

### WSGB10

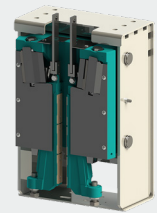


Single-direction progressive safety gear applicable for a wide range of loads. Superb solution for car but also counterweight frame installation due to reduced width dimensions (modernization packages available). Brake pads from the automotive industry prevent visible wear on guide rails.

- Safety gear acting in downward direction
- Constant brake force generated by preloaded disk springs
- Steady deceleration along whole braking distance
- Designed to avoid wearing marks to guide rail
- Several options for different applications are available
- Wide range of options available as safety gear housing, synchronization linkage, governor rope fixing or safety switch
- A standard counterweight safety solution is available

Unidirectional progressive  
SAFETY GEAR for super high speed

### WSGB13

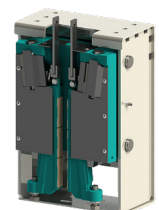
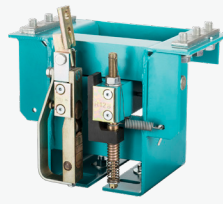


Single-direction progressive safety gear applicable for mid and high rise applications. Superb solution for car but also counterweight frame installation (modernization packages available). Brake pads from the automotive industry prevent wear on guide rails.

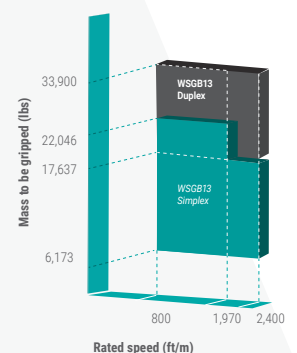
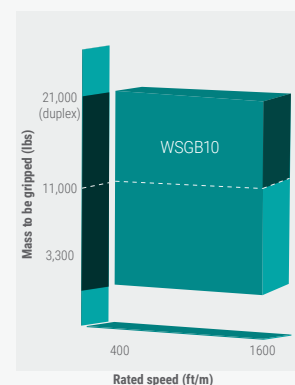
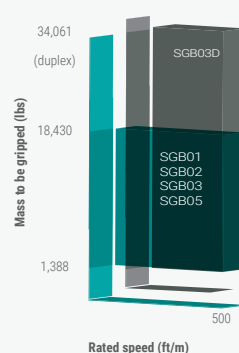
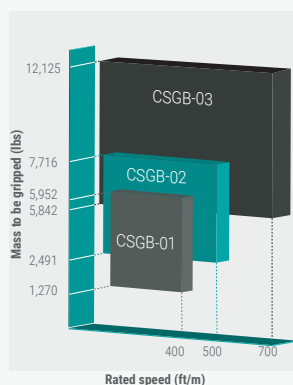
- Safety gear acting in downward direction
- Constant brake force generated by preloaded disk springs
- Steady deceleration along whole braking distance
- Designed to avoid wearing marks to guide rail
- Several options for different applications are available
- Modernization packages available

# Comparison chart

## Progressive Safety gears & Braking systems



	CSGB-01/02/03	SGB01/02/03/05	WSGB10	WSGB13
	Up to 700 ft/m	Up to 500 ft/m	Up to 1600 ft/m	Up to 2400 ft/m
<b>Direction</b>	Unidirectional	Unidirectional	Unidirectional	Unidirectional
<b>Min. rated speed (ft/m)</b>	30	30	400	800
<b>Max. rated speed (ft/m)</b>	700	500	1,600	2,400
<b>Max. tripping speed (ft/m)</b>	876	962	2,067	2,874
<b>Min. mass to be gripped (lbs)</b>	1,270	1,388	3,300	6,170
<b>Max. mass to be gripped (lbs)</b>	12,125	18,430 (SGB03-Duplex 34,061)	11,000 (Duplex 21,000)	17,600 (Duplex 33,900)
<b>Guide rail blade (lb/ft)</b>	5 ¾ - 15	5 ¾ -15	6 ¼ - 18 ½	11 - 30
<b>Guide rail conditions (*)</b>	MO I MD	MO I MD	MD	MD
<b>ASME A17.1/B44</b>	X	X	X	X
<b>State Approvals</b>	CA / PA	CA	CA	CA



(\*) LEGEND:

MO = Machined: Oiled

MD = Machined: Dry

# Safety components

## Overspeed governors

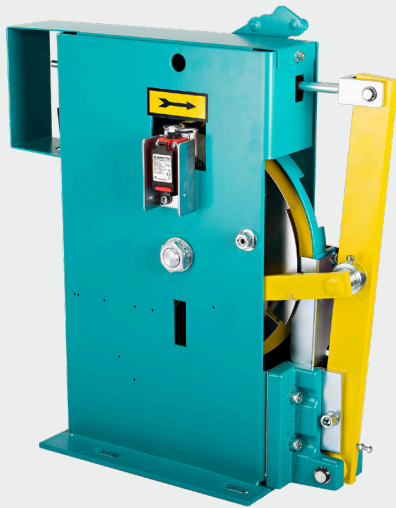


### OVERSPEED GOVERNOR

#### OL35-NA / OL35E-NA

A17.1/B44 compliant safety component for bi-directional electrical disconnect and down direction mechanical release to engage a safety gear when overspeed is detected.

- Short response time due to tripping at any point over 360°
- Friction coupler to limit force in the rope and prevent rope damage
- Safety contact for both up and down overspeed
- Safety covers
- Reduced wear due to hardened pulley
- Encoder and remote control options available



### OVERSPEED GOVERNOR

#### OL100-NA

The OL100-NA detects overspeed by his flyweight mechanism and engages the safety gear by a separate lever which activates the rope brake mechanism.

- Unidirectional
- External encoder option
- Robust mechanical design with hardened pulley
- For high rise applications
- With external rope brake
- Available with pre-defined brake-force setup
- Available with static or live shaft

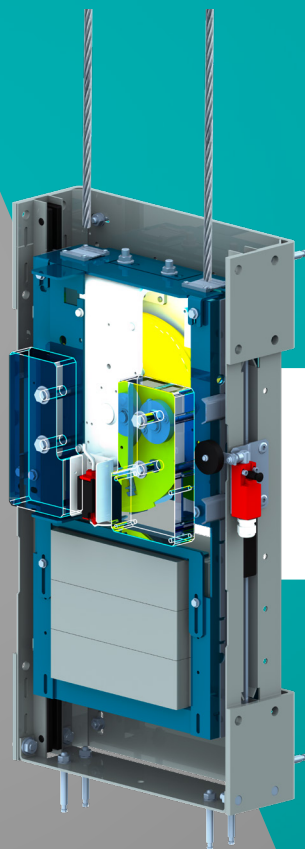
	OL35-NA	OL35E-NA	OL100-NA
	Up to 500 ft/m	Up to 600 ft/m	Up to 2000 ft/m
<b>Direction</b>	Unidirectional	Unidirectional	Unidirectional
<b>Min. rated speed (ft/m)</b>	100	150	100
<b>Max. rated speed (ft/m)</b>	500	600	2000
<b>Max. travel height (ft)</b>	250	500	1320
<b>Min. governor brake force (lbf)</b>	168 ± 56	168 ± 56 236 ± 56	250 / 470 / 650
<b>Rope diameter (in)</b>	3 / 8"	1 / 4"	5/16"   3 / 8"
<b>Pulley diameter (in)</b>	12"	10"	12"
<b>ASME A17.1/B44</b>	X	X	X

# SPECIAL APPLICATIONS



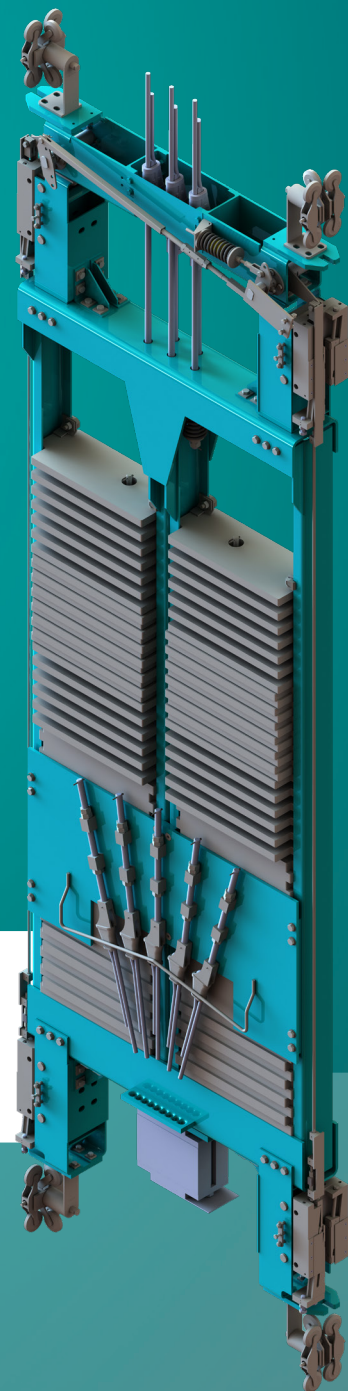
The range of standard Wittur safety gears is complemented by adapted and completely integrated applications.

Wittur application engineering can supply as an example high-speed solutions (based on duplex or triplex arrangement of safety gears including linkages). Engineered solutions are also factory preset, tested and sealed.



◀ **OL35**  
pit mounted  
solution.

Counterweight with  
separated duplex  
safety configuration. ▶







WITTUR

**YOUR GLOBAL PARTNER** FOR COMPONENTS,  
MODULES AND SYSTEMS IN THE ELEVATOR INDUSTRY



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