

**TIMONERIA EXTENSIBILE T25UD/T25/  
T25UD/T25 EXTENSIBLE DRIVING BAR/  
BARRE DE COMMANDE EXTENSIBLE  
T25UD/T25/  
AUSZIEHBARES AUSLÖSEGESTÄNGE  
T25UD/T25**



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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.

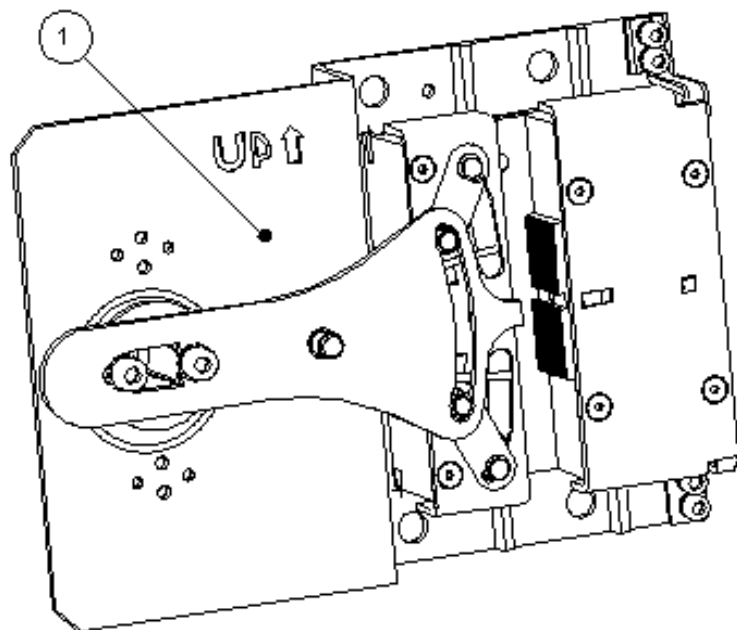
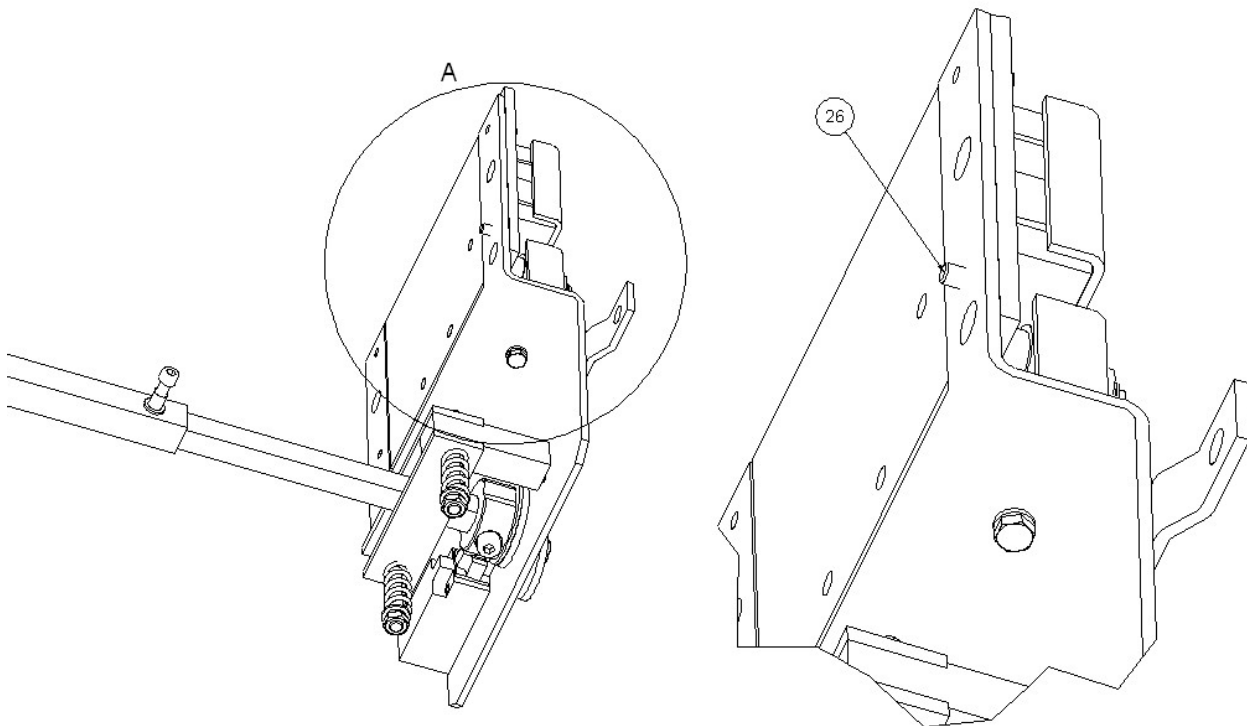


FIGURE 1. ASG-100 safety gear assembly and the T-25UD driving bar supplied by Dynatech

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. This screw is not supplied along with the driving bar but must be provided by the customer.

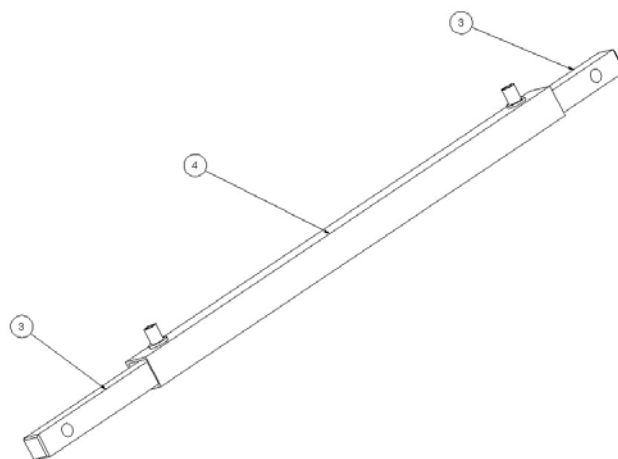
In cases where the sling is modified, it is only necessary to place this screw and fix the position of the safety gear as indicated by the arrow.



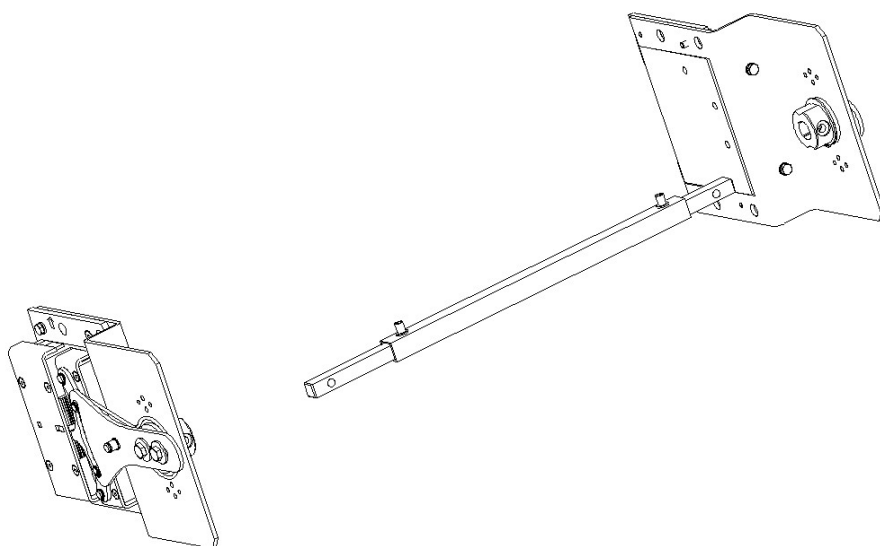
**FIGURE 2.** Bolt of securing the linkage to the frame in only one way.

## 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 3.



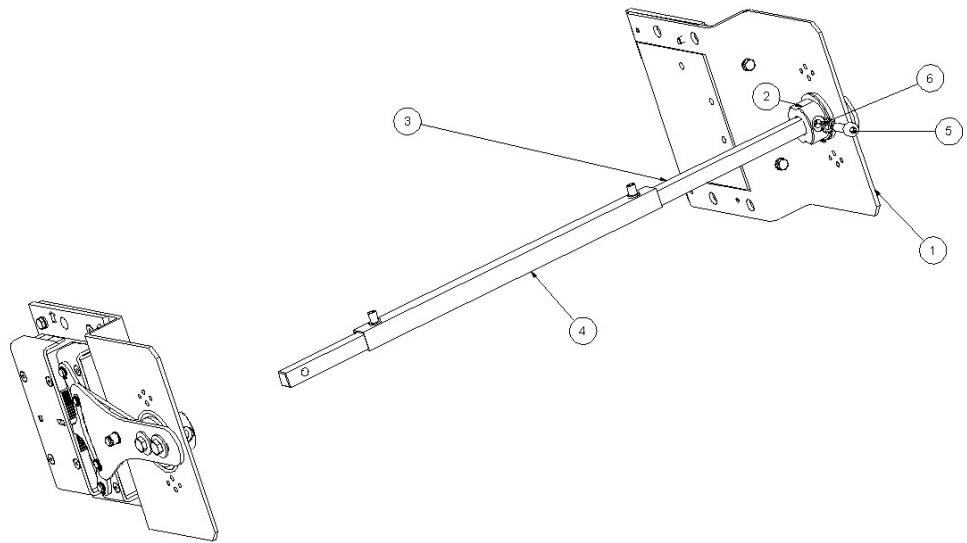
**FIGURE 3.** Positioning of the arm and the driving bar axle with the rest of the assembly.



Next, position the previous assembly between the safety gears installed on the frame, as shown in FIGURE 4.

**FIGURE 4.** Positioning the shafts between the safety gears.

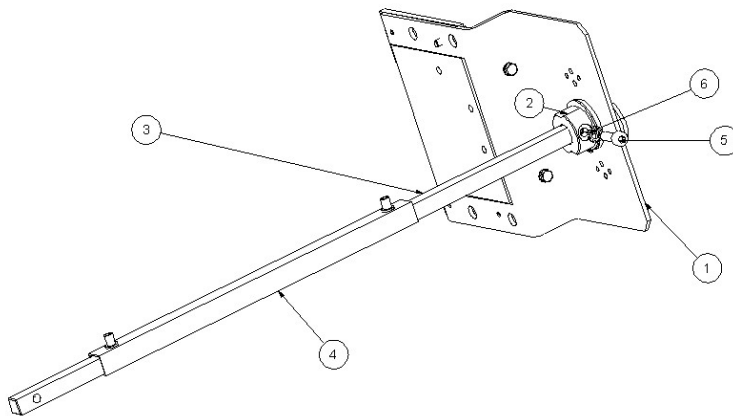
Connect one of the two arms **(3)** to one hub support **(2)** using a DIN 912 M8 x 25 cylindrical head screw **(5)** and a DIN 6798 lock washer. Perform the same operation with the hub **(2)** of the other safety gear.



**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.*

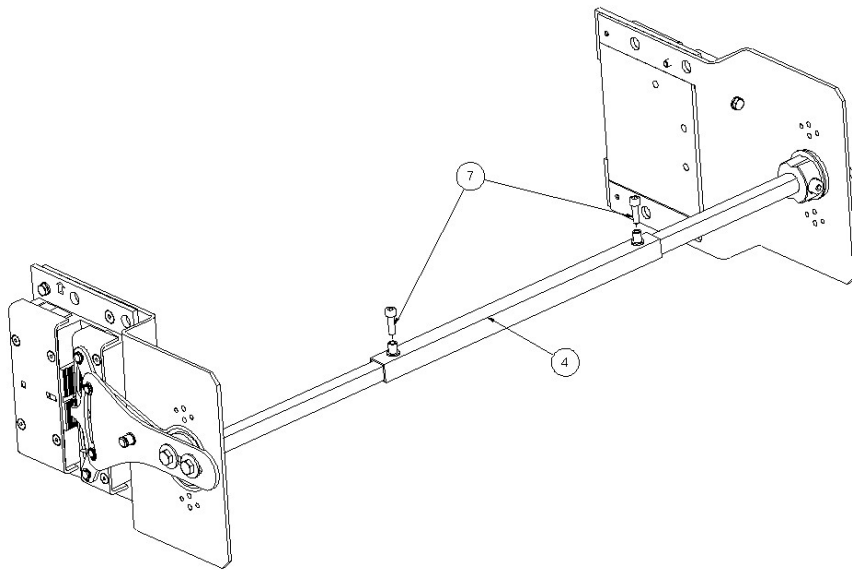


FIGURE 7. Installation of the linkage shaft.

### 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.

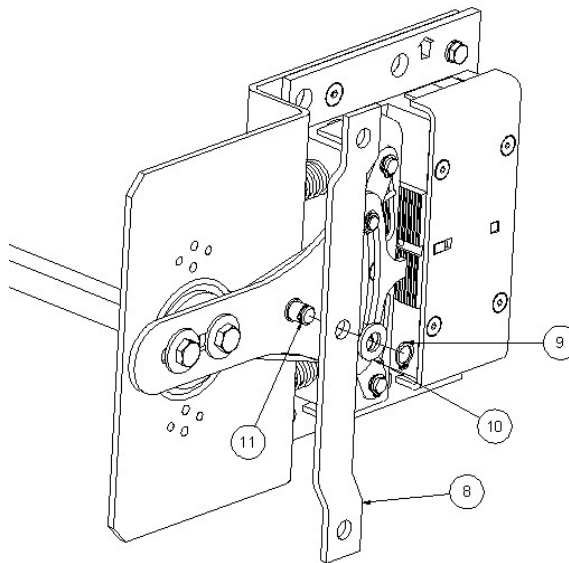


FIGURE 8. Installation of the overspeed governor anchor.

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 rope system of the overspeed governor is very high. This occurs for very long cable lengths or with large diameter ropes.

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

Always check that the tensing device allows the governor to actuate. If not, adjust the force of the device by loosening the screws (22) which anchor the springs (23).

## 5. TENSOR ASSEMBLY INSTALLATION:

Install the tensor support (20) as indicated in FIGURE 9, 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).

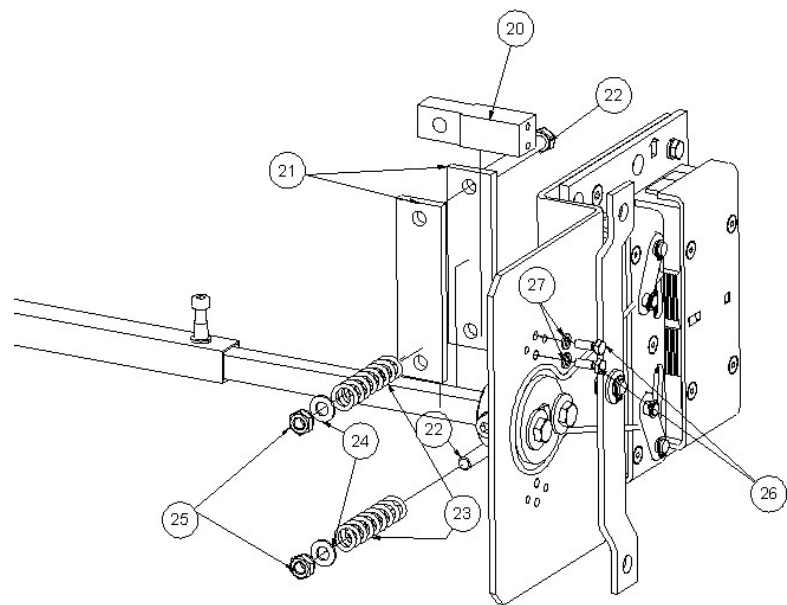
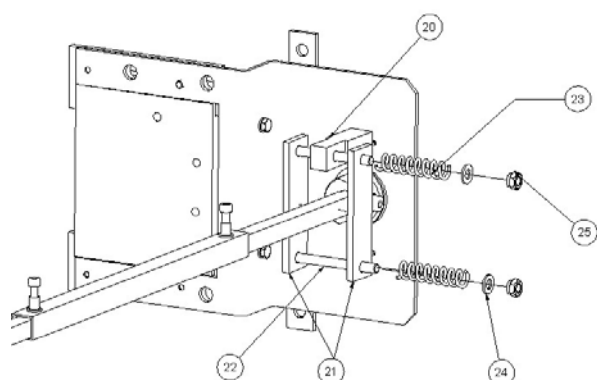
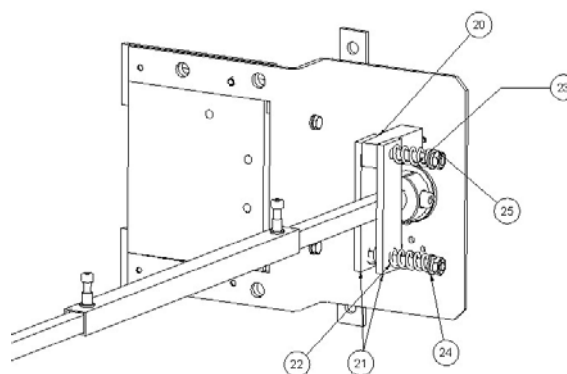


FIGURE 9. Installation of the tensor assembly.

Next, the other DIN 931 M8 X 100 bolt (22) 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 (24) and a DIN 985 M8 lock nut (25).



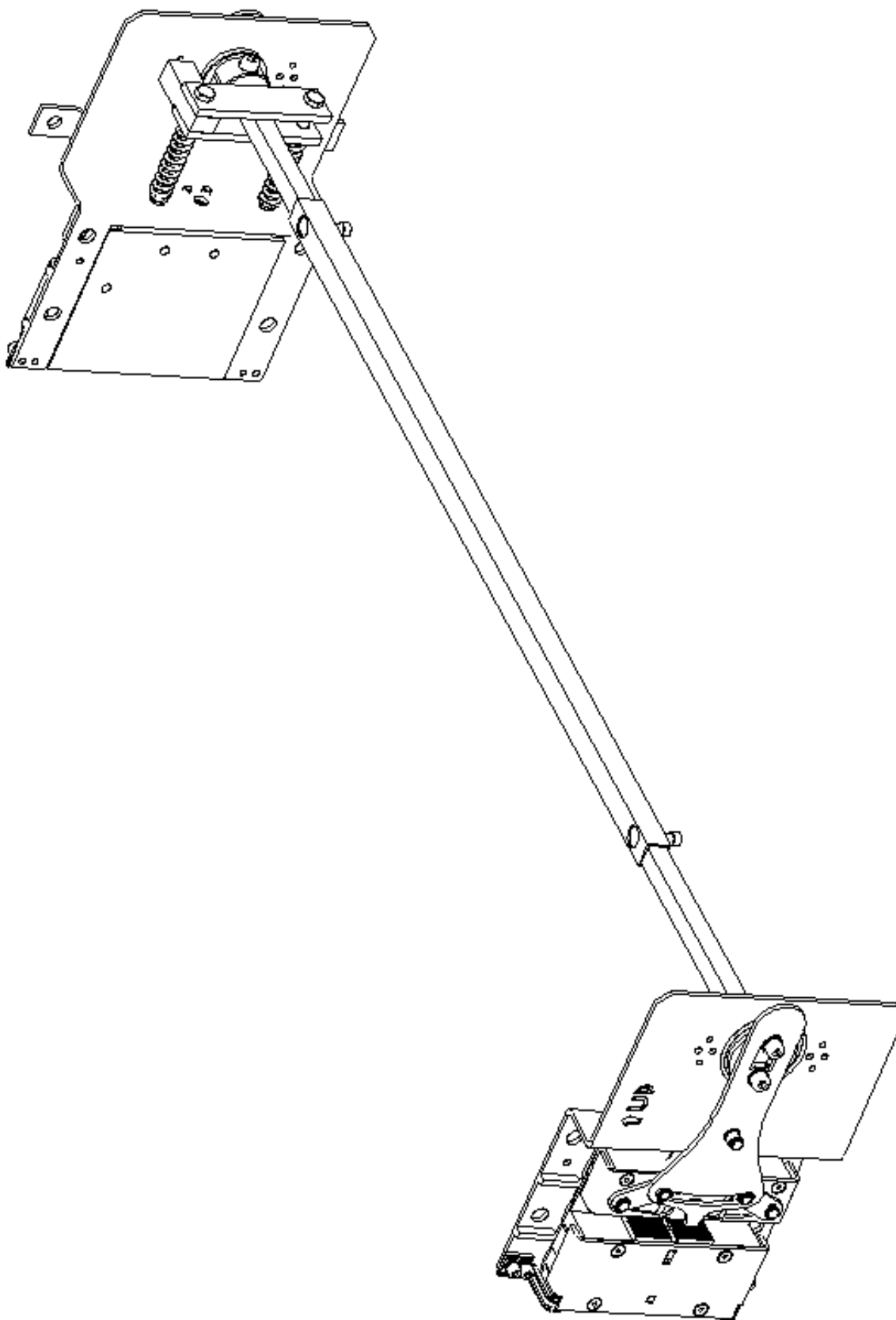
**FIGURE 10.** *Installation of the springs of the tensor system.*



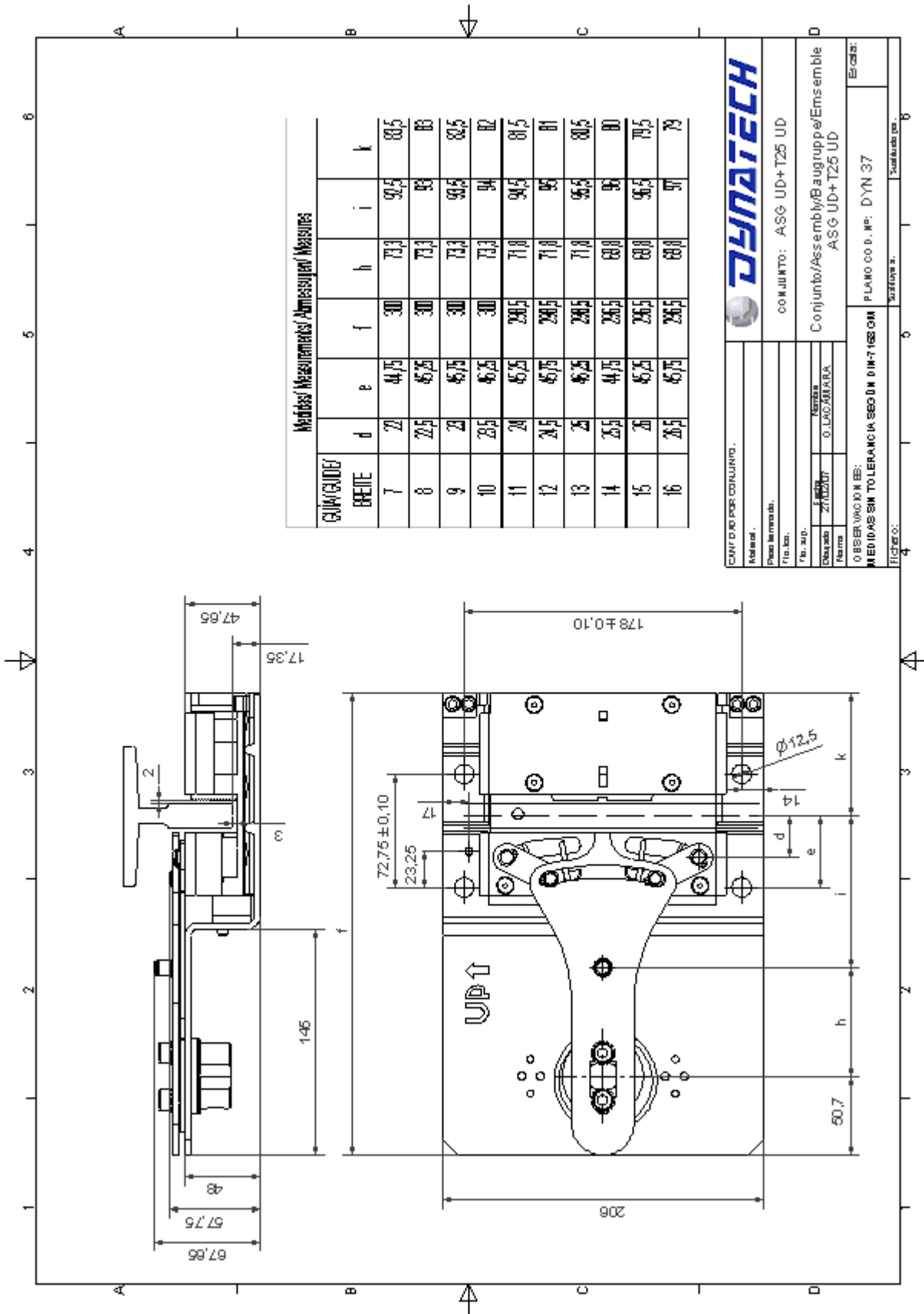
**FIGURE 11.** *Final layout of the system.*

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

An option where safety gears can be regulated on site is explained in the ASG series safety gear assembly manual.







**DYNATECH**

CONJUNTO: ASG UD+ T25 UD

Conjunto/Assembly/Baugruppe/Ensemble  
ASG UD+ T25 UD

Observaciones/Remarks/Anmerkungen/Notas:  
 MEDIDAS SIN TOLERANCIA SEGUN DIN 7185 GM

PLANO CO D. Nº: DYN 37

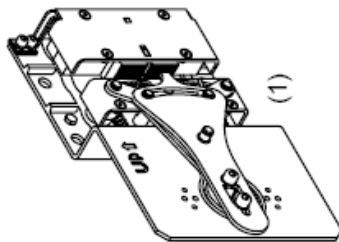
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 Fabricante:   
 O. LOCALIDAD:

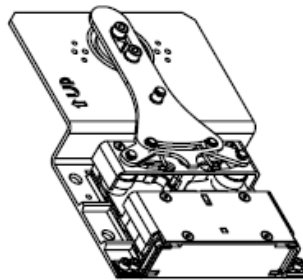
Elaborado por:   
 Verificado por:   
 Aprobado por:



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	1 ASG-100 UD + Timonería T25UD premontado dcho/ Right preassembled T25UD driving bar/ Barre de commande T25UD pré-montée droite/ Auslösegestänge T25UD vormontiert rechts	1 Eje timonería/ Driving bar axle/ Axe barre de commande/ Zugstangenachse	CÓDIGO/ CODE/ CODE/ CODE	FC-10-46	PÁGINA/ PAGE/ PAGE/ SEITE



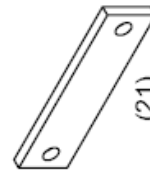
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(1)

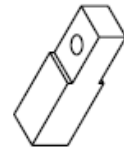
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Option du système tendeur/  
Option Spannsystem**

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Axle support/  
Supports axe/  
Achshalterungen



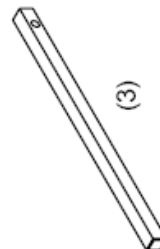
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Support tendeur/  
Spannhalterung



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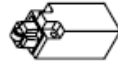
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Arm axles/  
Axes bras/  
Armachsen



(3)

**Opción de disparo eléctrico/  
Electric trip option/  
Option de déclenchement  
électrique/  
Option elektrische Auslösung**

1 Contacto de disparo eléctrico/  
Electric trip contact/  
Contact de déclenchement  
électrique/  
Elektrische Auslösekontakt



<b>DYNATECH</b> DYNAMICS & TECHNOLOGY	IDENTIFICACIÓN DE LOS COMPONENTES DE LA TIMONERÍA T25UD IDENTIFICATION OF THE COMPONENTS OF THE T25UD DRIVING BAR IDENTIFICATION DES COMPOSANTS DE LA BARRE DE COMMANDE T25UD BEZEICHNUNG DE COMPONENTEN DES AUSLÖSEGESTÄNGE T25UD	REVISIÓN/ CHECK/ REVISION/ STAND CÓDIGO/ CODE/ CODE/ CODE	FECHA/ DATE/ DATE/ DATUM PAGINA/ PAGE/ PAGE/ SEITE
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**TORNILLERÍA DE LA TIMONERÍA T25UD / SCREWS OF THE T25UD DRIVING BAR / VISSERIE DE LA BARRE DE COMMANDE T25UD / SCHRAUBEN DES AUSLÖSEGESTÄNGE T25UD**

- 2 Arandelas estriadas / Serrated lock washers / Rondelles denture extérieure / Fächerscheiben DIN 6798 M8
- 1 Arandela / Washer / Rondelle / Anneau du sûrete / Unterlegscheibe DIN 125 M10
- 1 Anillo de Seguridad / Safety ring / Sicherheitsring DIN 471 Eje / Axle / Axe / Achse10
- 2 Tornillos / Screws / Vises / Schrauben DIN 912 8.8 M6x20
- 2 Tornillos / Screws / Vises / Schrauben DIN 912 8.8 M8x25

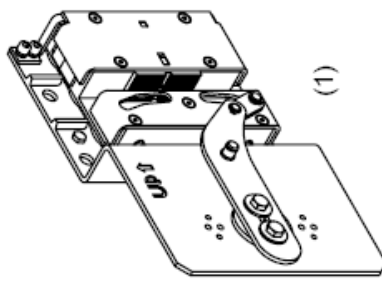
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- 2 Tornillos / Screws / Vises / Schrauben DIN 931 8.8 M8x100
- 2 Arandelas / Washers / Rondelles / Unterlegscheibe DIN 125 M8
- 2 Tuerca Autoblock / Autoblock nuts / Écrous Autoblock / Autoblockmuttern DIN 985 M8
- 2 Tornillos / Screws / Vises / Schrauben DIN 933 M5x12
- 2 Arandelas Grower / Washers Grower / Rondelles Grower / Unterlegscheibe Grower DIN 127 M5

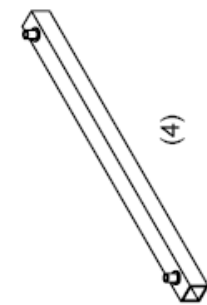
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Springs/  
Ressorts/  
Federn



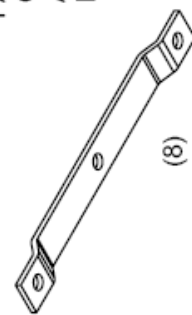
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1 ASG-100 + Timonería T25 premontado dcho/  
 Right preassembled T25 driving bar/  
 Barre de commande T25 pré-montée droite/  
 Auslösegestänge T25 vormontiert rechts



1 Eje timonería/  
 Driving bar axle/  
 Axe barre de commande/  
 Zugstangenachse

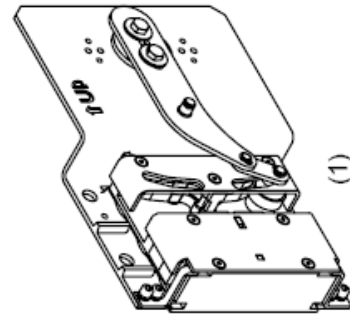


1 Amarre del limitador/  
 Governor linkage/  
 Arrimage du limiteur/  
 Begrenzerbefestigung

1 Contacto de disparo eléctrico/  
 Electric trip contact/  
 Contact de déclenchement électrique/  
 Elektrische Auslösekontakt



Opción de disparo eléctrico/  
Electric trip option/  
Option de déclenchement électrique/  
Option elektrische Auslösung

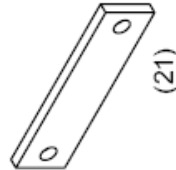


1 ASG-100 + Timonería T25 premontado izdo/  
 Left preassembled T25 driving bar/  
 Barre de commande T25 pré-montée gauche/  
 Auslösegestänge T25 vormontiert links



2 Ejes brazo/  
 Arm axles/  
 Axes bras/  
 Armachsen

Opción de sistema tensor/  
Tensor system option/  
Option du système tendeur/  
Option Spannsystem



2 Soporte eje/  
 Axle support/  
 Supports axe/  
 Achshalterungen



1 Soporte tensor/  
 Tensing support/  
 Support tendeur/  
 Spanhalterung

<b>DYNATECH</b> DYNAMICS & TECHNOLOGY	IDENTIFICACIÓN DE LOS COMPONENTES DE LA TIMONERÍA T25 IDENTIFICATION OF THE COMPONENTS OF THE T25 DRIVING BAR IDENTIFICATION DES COMPOSANTS DE LA BARRE DE COMMANDE T25 BEZEICHNUNG DE COMPONENTEN DES AUSLÖSEGESTÄNGE T25		REVISIÓN/ CHECK/ RÉVISION/ STAND CÓDIGO/ CODE/ CODE/ CODE	FECHA/ DATE/ DATE/ DATUM PÁGINA/ PAGE/ PAGE/ SEITE
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		FC-10-52	2 / 2	

**TORNILLERÍA DE LA TIMONERÍA T25 / SCREWS OF THE T25 DRIVING BAR / VISSERIE DE LA BARRE DE COMMANDE T25 / SCHRAUBEN DES AUSLÖSEGESTÄNGE T25**

- 2 Arandelas estriadas / Serrated lock washers / Rondelles denture extérieure DIN 6798 M8
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- 2 Tornillos / Screws / Vis / Schrauben DIN 912 8.8 M8x25

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