## CURVE HOIST INTRODUCTION



CNBM INTERNATIONAL CORPORATION

## Specification of CMAX Curve Hoist SCQ60/SCQ120

Main technical performance parameter:

| Item | SCQ60 | SCQ120 | Remark |
| :--- | :---: | :---: | :---: |
| Rated load | 600 kg | 1200 kg |  |
| Rated speed | $0 \sim 60 \mathrm{~m} / \mathrm{min}$ | $0 \sim 60 \mathrm{~m} / \mathrm{min}$ | VVVF+PLC control |
| Cage dimension <br> length $\times$ width $\times$ height | $2.1 \times 0.85 \times 2.1 \mathrm{~m}$ | $2.5 \times 1.3 \times 2.1 \mathrm{~m}$ |  |
| Mast size | $450 \times 280 \times 1508 \mathrm{~mm}$ | $650 \times 450 \times 1508 \mathrm{~mm}$ | Galvanized |
| Rated passenger | 8 | 16 |  |
| Adaptable angle for | $-8^{\circ} \sim+21^{\circ}$ | $-10^{\circ} \sim+25^{\circ}$ |  |
| curve variation | 180 m | 250 m |  |
| Max. height |  |  |  |

Curve building hoist is designed on the basis of mesh driving principle of pinion and rack. With the mesh driving, cage travels along the curve so as to transport the passengers to the requested place. The specially-treated track parallels with the exterior of hyperbola cooling tower, the floating leveling mechanism ensures the cage's balance and the out-fixed driving mechanism not only save the cage's space but also strengthen the cage's stability during the operation.

## SCQ serial building hoist's main features are as below:

## 1. Control system

Building hoist's electrical control system is of VVVF+PLC control system.

VVVF control:
Equipped with the currently advanced technology of VVVF and PLC in the world, the hoist could travel at the speed of $0 \sim 60 \mathrm{~m} / \mathrm{min}$ and realize the stepless speed regulation at the time of starting, accelerating \& decelerating and braking so as to reduce the pinion's impact on the rack when starting and braking, to improve the hoist's stability and comfortability when traveling, and to extend the working life of the hoist. The regenerative braking is used for the hoist's slowing and stopping and the mechanical braking device becomes active at the speed of zero so as to avoid wearing the braking disc. In addition, this mechanism can be used upon the condition of the wide range of voltage fluctuation, which is $\pm 5 \%$ ( 50 HZ ). VVVF+PLC system is adopted with vector control method, which could control the speed at the precision of $0.01 \%$ and realize the hoist's accurate position-stopping. VVVF also has the functions of overvoltage protection, undervoltage protection, overcurrent protection, overload protection, motor protection etc.

The VVVF+PLC system is also adopted with current-limiting function, and this function could make the motor start by a low electric current and reduce the affect against other electricity consuming equipments at the construction site.

## 2. Easy operation

Simple operating panel, which control the hoist's ascending, descending, emergency stopping, alarm-starting and speed-adjusting, ensures a user-friendly operation.

The VVVF+PLC system has 4 speed shifts. With its low speed, shift 1 is of high safety and convenience for installation, maintenance \& repair. Shift 2, 3 and 4, as the regular running speed (each speed could be adjusted according to the actual need at the construction site), which can be changed steplessly with the different needs.

## 3. Perfect safety devices:

Equipped with a complete set of safety devices, including SAJ30-1.2 anti-drop safety device, top \& bottom limit switches, top \& bottom 3-phase switches, buffer, safety hooks, and electro-mechanical interlock, the hoist can run safely under in many circumstances. Among those safety devices, SAJ30-1.2 anti-drop safety device is patented product, which is adopted with
advanced technology of non-concussion and checking friction degree without opening machine. Top \& bottom limit switches and top \& bottom 3-phase switches ensure the hoist's cage not to over-climb and not to collide against the bottom. When the hoist is traveling to the top or bottom part at a high speed, with the up \& down speed-slowing switches, the hoist can automatically decelerate in advance and brake steadily.

## 4. Automatically leveling

In order to make the cage base keep leveling when traveling along the curve, there are two ways to adjust the leveling of cage base: manually-leveling mechanism and automatically-leveling mechanism. When the cage inclines inside or outside to some extent, the limit devices will knock against the limit switch. Consequently, the leveling mechanism will work, making the cage adjust the position around the base turning axis. When the cage becomes leveling, the limit device and the limit switch will separate. This is an automatic process. While the manually-leveling mechanism is operated by the driver to adjust the cage's inclining angle so that the cage could stay level.






$\alpha \leqslant 25^{\circ} \cdot \beta \leqslant 10^{\circ}$
The angle degree of hyperbola cooling tower

SCQ60 Electric parts list

| Code <br> No. | Qty. | Name | Type |  |
| :---: | :---: | :---: | :---: | :---: |
| U | 1 | Inverter | VS-616G7-4030 |  |
| AP | 1 | Programmable control(PLC) | CPM1A-30CDR-A |  |
| ZC | 1 | contactor | 3TF4922-0X M0 | $\sim 220 \mathrm{~V}$ |
| WLC , <br> WMC | 2 | contactor | LC1-D0901 | ~220V |
| ZD | 1 | contactor | 3TF4222-0X M0 | $\sim 220 \mathrm{~V}$ |
| FZD | 1 | contactor | 3TB4022-0X M0 | $\sim 220 \mathrm{~V}$ |
| TZC | 1 | contactor | 3TB4022-0X M0 | $\sim 220 \mathrm{~V}$ |
| NTC , <br> WTC | 2 | contactor | 3TB4022-0X M0 | ~220V |
| B1 | 1 | transformer | JBK1-400VA,415/220V |  |
| QF | 1 | total power switch | DZ20L-160/4300, 100A |  |
| QF1 | 1 | circuit breaker | C65N 2P D6 |  |
| QF2 | 1 | circuit breaker | DZ47 2P D3 |  |
| QF3 | 1 | circuit breaker for lamp | DZ47 1P C3 |  |
| QF4 | 1 | circuit breaker | DZ47 2P D3 |  |
| QF5 | 1 | circuit breaker | DZ47 3P D5 |  |
| JA | 1 | Emergency stop button | XB2-BS542C | inside cage |
| DJA | 1 | emergency stop button | XB2-BS542C | $\begin{aligned} & \text { cage } \\ & \text { roof } \end{aligned}$ |
| HSA | 1 | Up and Down switch | XD2PA-24CR | inside cage |
| SB1 | 1 | up and down switch | ZB2BD5C+ZB2BZ103C | cage <br> roof |
| DKA | 1 | lamp switch | ZB2BD2C+ZB2BZ102C |  |
| DS | 1 | EL.lock | ZB2BG2C+ZB2BZ103C |  |
| HKA | 1 | conversion switch of cage roof and cage inside | ZB2BD2C+ZB2BZ102C |  |
| QA | 1 | start and bell button | ZB2BA3C+ZB2BZ103C |  |
| 2K | 1 | change speed switch on | ZB2BD3C+ZB2BZ104C | cage <br> roof |
| 1K | 1 | change speed switch | LW39B-16H0123/Z | inside cage |
| $\begin{aligned} & \text { DPA , } \\ & \text { NPA } \end{aligned}$ | 2 | leveling switch | ZB2BD3C+ZB2BZ103C |  |
| AB1 | 1 | brake unit | CDBR-4045 |  |
| $\begin{aligned} & \mathrm{RR} 1 \\ & \mathrm{RR} 2 \end{aligned}$ | 5 | discharge resistor | 2500W 140 |  |


| Code <br> No. | Qty. | Name | Type |  |
| :---: | :---: | :---: | :---: | :---: |
| M1, M2 | 2 | motor | YZEJ132M-4 11KW |  |
| BRX | 1 | relay | MY2NJ-CR | $\sim 220 \mathrm{~V}$ |
| $\begin{aligned} & \text { ZLC } \\ & \text { BX } \end{aligned}$ | 2 | relay | HH52P | ~220V |
| JXK | 1 | 3-phase limit switch | QS5-63P/4T |  |
| MK1 <br> MK2 | 2 | cage ramp door switch | LXK3-20S/B |  |
| MK3 | 1 | trap door switch | LXK3-20S/T |  |
| MK4 | 1 | cage sliding door switch | LXK3-20S/B |  |
| AQK | 1 | safety device switch | LX56-11M |  |
| SXK | 1 | Upper limit switch | LXK3-20S/T |  |
| XXK | 1 | Lower limit switch | LXK3-20S/T |  |
| SJK | 1 | top decelerate switch | LXK3-20S/T |  |
| XJK | 1 | bottom decelerate switch | LXK3-20S/T |  |
| WLK | 1 | enclosure gate switch | LXK3-20S/B |  |
| WXK, NXK | 2 | leveling limit switch | LXK3-20S/T |  |
| V | 1 | rectifier | 36MB160A |  |
| YR | 1 | Varistor | MY20D-470V TL-90 |  |
| H | 1 | indicator light | AD16-22D/R |  |
| DL | 1 | bell | Ф75 ~220 |  |
| EL | 1 | lamp | $\sim 220 \mathrm{~V} 8 \mathrm{~W}$ |  |
| F1, F2 | 2 | fan | $\sim 380 \mathrm{~V} \varphi 150$ |  |
| F3 | 1 | fan | $\sim 380 \mathrm{~V} \quad \varphi 120$ |  |

## SCQ60 Electric schematic diagram


6.9,

Pictures of actual case







