BODE COMPONENTS

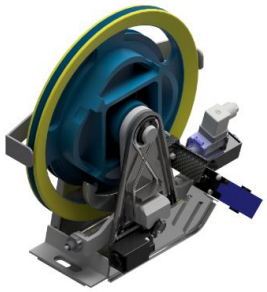
Simply. Bode.

Overspeed Governors
Tension Weights
Rope Brakes

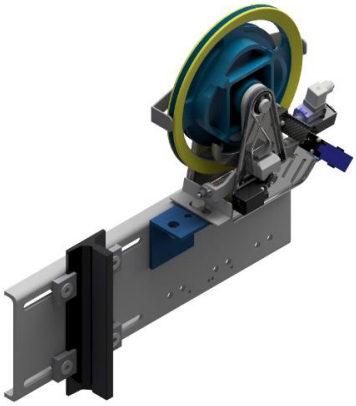
Overspeed Governors Options

UCMP
Our overspeed governors can be equipped with an UCMP-device that prevents the car from unintended movement. Once the car has reached its landing position and stopped, the solenoid of the UCMP device is de-energised and blocks the overspeed governor. If the car starts to move now, the blocked overspeed governor operates the lift's safety brake that in turn prevents any further car movement.

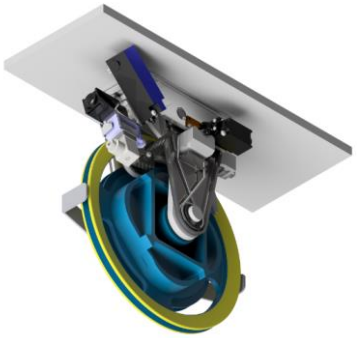
Remote Tripping Device
If overspeed governors are mounted in machine room-less lift applications, it is reasonable to allow remote testing of the governor. This remote tripping device blocks the overspeed governor during operation, so that the safety gear is activated via the governor and thus the entire safety function is tested.



Regular
mounting position



Lift rail mounting
on a console



Mounting upside down
in the shaft's head

Mounting Options
Whether mounted upright, upside down (180° rotation) or right-angled (90° rotation), our overspeed governors work in any mounting position. You only have to tell us, which mounting position you require in your order.

Mounting Brackets
Our mounting brackets enable you to simply and effortlessly replace an existing overspeed governor with a BODE one. Mounting hole distances from 134-148mm and 171-185mm can be realised.

Lift rail mounting with console
BODE even allows mounting the overspeed governor to the lift rail. To do so, we offer mounting kits, including the console and necessary nuts and bolts.

Our Overspeed Governors

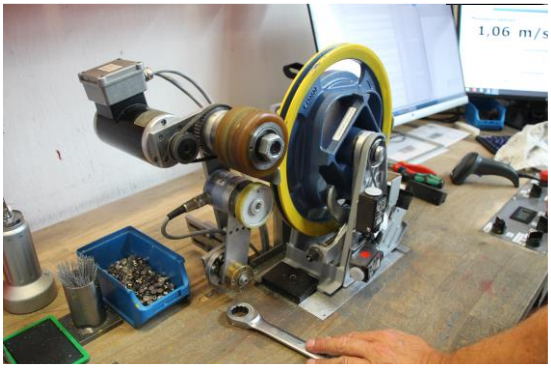
Our Overspeed Governors simply work!

This does not only refer to the mechanical tripping mechanism (centrifugal force), but also the reliability and longevity of our governors.

„They simply work“ is the primary feedback of our customers.
„We've never had any problems"… should a problem arise, though, we'll solve it together. We promise!

Mounting and integration in the entire lift system is simple as well. Our mounting brackets allow the use of already existing mounting holes.

A comprehensive selection of corresponding tension weights complement our offering.



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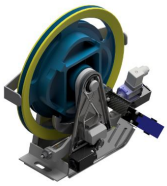
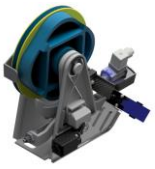
Overspeed Governors
Overview

BODE Overspeed Governor / Overview			
Models	OSG Type 7	OSG Type 8	OSG Type 9
European Type Certificate	EU-OG 068	EU-OG 069	EU-OG 084
Tripping Speed Va [m/s]	0,70 - 3,43	0,50 - 2,04	0,50 - 0,70
Wheel Diameter [mm]	300	200	300
Safety gear direction up- and downwards	Yes	Yes	Yes
Tension Rope Diameter	6 mm - 8 mm	6 mm - 6.5 mm	6 mm - 8 mm
Switchgear-option			
OG-Standard Switch (Safety Circuit))	1563: 1NO 1NC	1563: 1NO 1NC	1563: 1NO 1NC
OG-Standard Switch with 2 NC contacts (rope brake)	1562: 2NC	1562: 2NC	1562: 2NC
OG-Standard Switch, latching version	1564: 1NO 1NC, latching	1564: 1NO 1NC, latching	1564: 1NO 1NC, latching
OG-Standard Switch, for MRL applications	1475: 1NO 2NC, latching, elec. & man. reset	1475: 1NO 2NC, latching, elec. & man. reset	1475: 1NO 2NC, latching, elec. & man. reset
pre-switch-off switch, for tripping speed V_a > 1.50m/s	2230: 1NC, latching, elec. & man. reset	2230: 1NC, latching, elec. & man. reset	-
pre-switch-off switch, for tripping speed V_a > 1.50m/s	2240: 1NO 2NC, latching, elec. & man. reset	2240: 1NO 2NC, latching, elec. & man. reset	-
Option: Tripping direction detection	1563: 1NO 1NC	1563: 1NO 1NC	1563: 1NO 1NC
Accessory			
Hardened rope groove	optional	optional	optional
Test groove	optional	optional	optional
Remote function test (solenoid)	12 VDC, 24 VDC, 110 VAC, 230 VAC	12 VDC, 24 VDC, 110 VAC, 230 VAC	12 VDC, 24 VDC, 110 VAC, 230 VAC
UCMP upwards direction (A3) Solenoid	12 VDC, 24 VDC, 230 VDC	12 VDC, 24 VDC, 230 VDC	12 VDC, 24 VDC, 230 VDC
Mounting kit for incremental encoder 1:4, gear belt Gates 110XL037 (1:4) and toothed wheel 11XL037 (1:4)	optional	optional	optional
Mounting kit for incremental encoder 1:2, gear belt Gates 110XL037 (1:4) and toothed wheel 22XL037 (1:2)	optional	optional	optional
OG wheel with cams for Schindler shaft encoder	optional	-	optional
Installation set shaft limit switch, up to V_a=1.5 m/s	height 500 mm part no. 10100007	height 500 mm part no. 10100009	height 500 mm part no. 10100007
Cover to EN81	sheet metal cover, pull-in protection	sheet metal cover, pull-in protection	sheet metal cover, pull-in protection
Cover alternative	perforated sheet metal cover	perforated sheet metal cover	perforated sheet metal cover
Adaptor plate for different mounting hole distances	mounting hole distance 171-185mm and 134–148mm	mounting hole distance 171-185mm and 134–148mm	mounting hole distance 171-185mm and 134–148mm
ATEX-Version 2GD / switch Ex 13D 1NO 1NC	optional	optional	optional
ATEX-Version & UCMP incl. Ex 13D 1NO 1NC switch & ATEX solenoid GTCE	optional	optional	optional

Type 7
The fast one



Type 8
The little one



Type 9
The slowly one

BODE - Overspeed Governors are very quiet in operation, thanks to their die casted heavy wheels. They are suitable for tripping speeds in the range of 0.50 up to 3.40 m/s. UCMP and remote tripping options are available.

BODE - EXPRESS
We know, delivery time is essential. We are therefore able to deliver within 24 hours. If necessary, order till noon and we will ship the governor the very same day.

EN81-20/50 and UKCA certified
All of our governors are certified (type examination) to the European (CE) and UK (UKCA) Lifts Regulations. They can therefore be used in Lift applications around the world.

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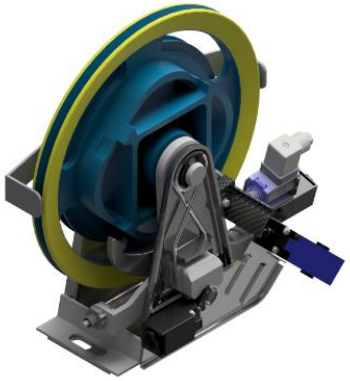
Product Overview

Overspeed Governors

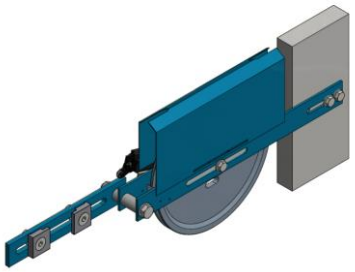
Overspeed Governors from BODE comply with all relevant requirements of the Lifts Directive 2014/33/EU and are type examined to EN81-20 and EN81-50.
The tripping speed V_a is set according to customer's need and sealed against inadvertent adjustment.
They trip in both directions (upwards and downwards) at the same tripping speed.
We are happy to help you to define the correct tripping speed.



- Simple replacement and mounting either in the motor room or in the lift shaft
- Tripping independent from lift direction (upwards or downwards)
- Compact size with minimal maintenance requirements
- Very quiet in operation, even in high-speed applications
- Already UKCA-certified since 2022

Tension Weights

Our tension weights are needed (as the name already implies) to impose enough tension onto the rope, that connects the car with the overspeed governor. They do fulfil the requirements of the Lifts Directive 2014/33/EU and EN81-20/50. However, they do not require a type examination.

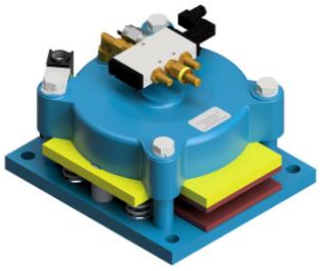


BODE offers different versions with different weights and mounting possibilities (rail and/or stand alone mounting).

- Simple mounting on the lift rail or stand alone in the shaft pit
- Different weights available
- Versions with adjustable tension force on site available

Rope Brakes

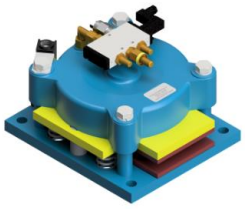
Rope brakes from BODE have been commercially available since the early 90’s and are used to prevent unintended movements of the car during standstill (UCMP) or to upgrade an existing lift with a safety gear for upwards direction.



- BODE rope brakes require compressed air to operate
- Available in two different sizes
- Pre-assembled cable harnesses available to simplify integration into existing lift control systems
- Comprehensive accessories, such as air compressor and release valve, are available
- Fully type examined

Rope Brakes
Overview

BODE Rope Brakes / Overview			
Models	SB-200	SB-330	SB-331
European Type Examination Certificate	EU-BD 496	EU-BD 497	EU-BD 497
Max. payload [kg]	200 - 700	700 - 1600	700 - 1600
Min. & max. braking force [N]	7,775 - 12,440	21,167 - 33,868	21,167 - 33,868
Max. nominal OSG speed [m/s]	8.7	8.7	8.7
Max. tripping speed [m/s]	10	10	10
Air pressure [bar]	6 - 8	6 - 8	6 - 8
Max. ropes width [mm]	110	180	255
Max. rope diameter [mm]	20	27	27
Solenoid valve	24 VDC, 110 VAC, 230 VAC	24 VDC, 110 VAC, 230 VAC	24 VDC, 110 VAC, 230 VAC
Position switch	1NC / 1NO	1 NC / 1NO	1NC / 1NO
Rope brake controller	RBC 14 / 24 VDC	RBC 14 / 24 VDC	RBC 14 / 24 VDC
Compressor / min. volume [l]	24	24	24
Compressor / min. volume Duplex [l]	24	50	50



Rope brakes are used to prevent unintended movements of the car during standstill (UCMP) or to upgrade an existing lift with a safety gear for upwards direction. Our rope brakes require compressed air to operate and are available on the market since the early 90's, long before EN81-1, Appendix 3 and any UCMP-requirement came into force.
They are constantly monitored by a solenoid valve according to the EN 81-20:2020 5.6.6.9 requirements. Therefore, a self-test is conducted every day. Should the air pressure fall below a certain threshold (5,5bar), the brake will be operated, thus the car stopped and the entire lift will be electrically switched off. The brakes are used in conjunction with our controller RBC 14. The compressed air can either be provided by our compressor (accessory) or the brake can be connected to an already existing pressurised air network (6 to 8 bar).

SB-200
Suitable for ropes with a diameter of up to 20 mm, a max. ropes width of 110 mm and for a max. payload of 700 kg.

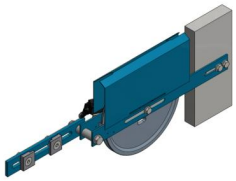
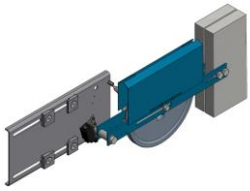
SB-330
Suitable for ropes with a diameter of up to 27 mm, a max. ropes width of 180 mm and for a max. payload of 1600 kg.

SB-331
The SB-331 is the 90° rotated version of the SB-330. Therefore it has all the same technical data. The only difference is the max. rope width it can work with. In this case the max. width is 255 mm.

RBC-14
The operating voltage of the rope brake controller RBC-14 is 24 VDC. The input to actuate the rope brake is connected to the passive safety circuit. If the passive safety circuit is interrupted, the solenoid of the air valve looses power, opens the valve and the rope brake will be pneumatically actuated. The RBC 14 offers a release signal ("brake open") for the control system to initiate car movement.

Tension Weights Overview

BODE Tension Weights				
Model	SRV	SR/FO-V	SGI /SGI-S	SGD
Weight [kg]	15	30	65	75
Pulley diameter [mm]	200 / 300	200 / 300	200 / 300	200 / 300
Max. total weight (incl. pulley etc.) [kg]	24 / 28	45 / 47	69 / 71	94.5 / 96
Tripping direction	downwards	up- and downwards	up- and downwards	up- and downwards
Mounting position	rail	rail	pit or rail	pit
Position switch	1575: 1NC / 1NO, latching	1575: 1NC / 1NO, latching	1565: 1NC / 1NO, latching	1564: 1NC / 1 NO, latching

All tension weights can be equipped with a Ø 200 mm or Ø 300 mm wheel. The diameter used shall be equal to the governor's wheel diameter.

SRV
The SRV is the smallest of our tension weights. It only weighs 15 kg, can be mounted on the lift rail and shall only be used for tripping in downwards direction. We deliver the SRV with a cover.

SR/FO-V
This tension weight can also be simply mounted on the lift rail. Thanks to an integrated damper, it can also be used to implement tripping in upwards direction. It consist of two weights of 15 kg each. We deliver the SR/FO-V with a cover.

SGI / SGI-S
The SGI consists of two halves. In between those, there is the pulley mounted. The weight will be mounted upright in the shaft pit. A guiding bar prevents horizontal movements of the weight. The SGI-S version is the very same model, but can be mounted to the lift rail.

SGD
The SGD can be equipped with up to 5 weights of 15 kg each. Thus the total weight is adjustable. It allows the mounting of either the overspeed governor or a pulley wheel, depending upon the location of the lift's control system. This is the heaviest tension weight we offer and is solely mounted in the pit.

We are here for you!

Managing Director
Uwe Wiemer

wiemer@bode-components.com
+49 211 / 779 275 - 0

Sales
Conny Johannes / Gordon May

order@bode-components.com
+49 211 / 779 275 - 0

Order Processing
Tobias Finke

order@bode-components.com
+49 211 / 779 275 - 11

Technical Sales
Volker Trein / Dennis Thom

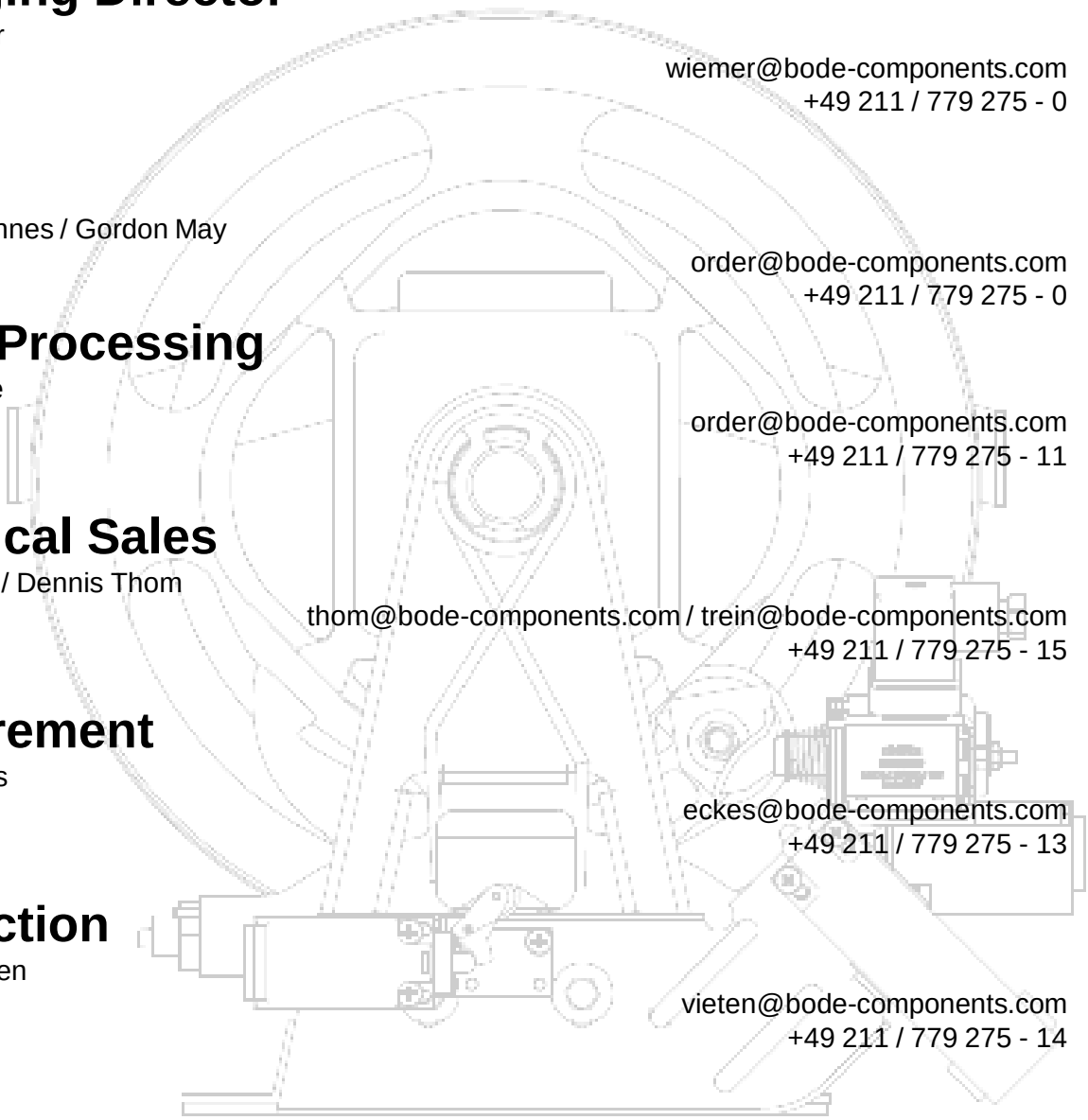
thom@bode-components.com / trein@bode-components.com
+49 211 / 779 275 - 15

Procurement
Eugen Eckes

eckes@bode-components.com
+49 211 / 779 275 - 13

Production
Michael Vieten

vieten@bode-components.com
+49 211 / 779 275 - 14



BODE Components GmbH – Eichsfelder Straße 29 – 40595 Düsseldorf
www.bode-components.com.