

HOLLISTER-WHITNEY ROPE GRIPPER™
Recommended Acceptance Inspection Criteria For Models 620, 622, 624, 625, 626

7/2008

WARNING: Whenever Working on Rope Gripper, KEEP HANDS CLEAR.
Forces created can cause injury.

Tests -Tests are performed after the Ropegripper has been installed per manufacturer instructions in the installation manual. All tests begin with the Ropegripper in the 'ready' position and the ON / OFF switch in the ON position

No	Description	Result	On Failure
1	With car not moving, move the ON / OFF switch into the OFF position	Ropegripper should activate and power should be removed from the driving machine and brake	Remove the car from service, check circuitry, retest before returning to service
2	With the car level at a floor and the car & hoistway doors open, manually open the brake and allow the car to drift up (empty) and down (full) away from the floor	Ropegripper should activate in 10" (250 mm) and stop the car inside 48" (1220 mm), and power should be removed from the driving machine and brake. Manual reset is required	Remove the car from service, check circuitry, retest before returning to service
3	Manually lift the brake and overspeed the empty car in the up direction so that the governor switch is activated. Caution: be prepared to apply the brake	Ropegripper should activate and stop the car. Power removed from driving machine and brake. Manual reset is required	Remove the car from service, check circuitry, retest before returning to service
3alt	If it is impractical to overspeed the car, manually lift the brake, run the car in the up direction at high speed and manually trip the governor overspeed switch	Ropegripper should activate and stop the car. Power removed from the driving machine and brake. Manual reset required. NOTE: Independantly check the governor tripping speed	Remove the car from service, check circuitry, retest before returning to service
4	With the ON / OFF switch in the OFF position, and the ropegripper clamping the ropes, place the pump valve in the manual mode	Manual mode microswitch contacts should open and the car should be prevented from running. Hand pump should work to open ropegripper.	Remove the car from service, check circuitry, retest before returning to service
5	With the ON /OFF switch in the OFF position and the ropegripper clamping the ropes, while manually activating the 'excessive wear' microswitch, move the ON / OFF switch to ON	The ropegripper should not reset. The car should be prevented from running.	Remove the car from service, check circuitry, retest before returning to service

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Visual Inspection - Observe the following conditions when inspecting a Ropegripper

No	Observe	Look For	Action
1	How the ropes pass between the stationary and movable shoes on the ropegripper	Ropes should be an even distance from the shoes - side to side and top to bottom. Ropes should almost touch the stationary shoe lining	Uneven ropes, or a gripper that is installed at a bad angle will cause excessive and accelerated brake lining wear. Test for proper operation. Requires corrective action (verify at acceptance)
2	The depth of the groove that the ropes have worn in the brake linings	A groove depth of no more than 3/16" (4.8 mm) - or a remaining lining thickness of less than 1/16" (1.6 mm)	3/16" (4.8 mm) is the maximum groove depth. Test for proper operation. The 'excessive wear' microswitch will soon keep the ropegripper from resetting. Linings should to be replaced soon
3	The distance that the rotating shaft extends up the power cam when the gripper is activated (clamping the ropes)	Rotating cam should make the corner at the bottom and extend about 1/2" (12.5 mm) up the power cam.	Assuming that there is adequate lining thickness left, the wear shims can be used to return the rotating shaft to the correct position. Test for proper operation and shim between movable shoe and support block
4	Hydraulic fluid level	With the Ropegripper in the 'ready' position, the pump resouvoir dip stick should show approximately 1" (25 mm) of fluid.	Low hydraulic fluid is not normal. Look for leaks. Test for proper operation. Fluid should be replaced immediately
5	Exposed metal surface	A thin layer of general purpose grease on cam surface and the 4 shoe guides	Rust has the potential to cause malfunction. Test for proper operation. Lightly lubricate moving parts
6	Data Tag attached to the ropegripper	Masses & speeds that match or exceed those of the the car (to be verified at acceptance)	Remove from service if the ropegripper capacities do not exceed those of the elevator