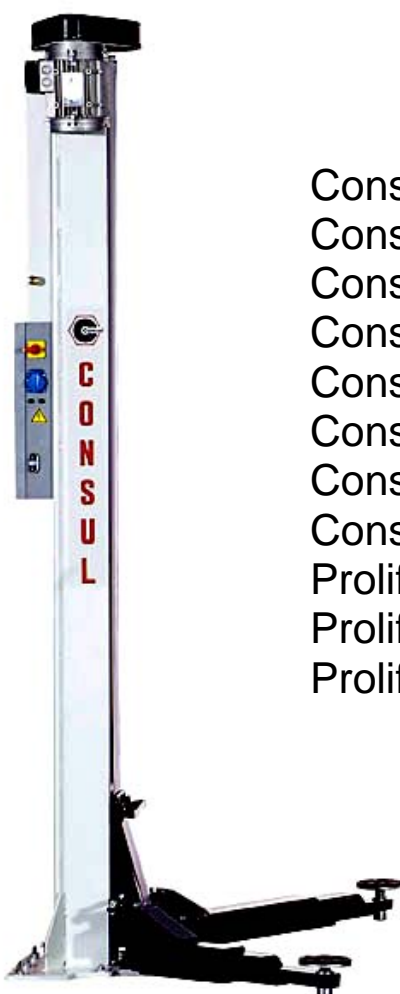




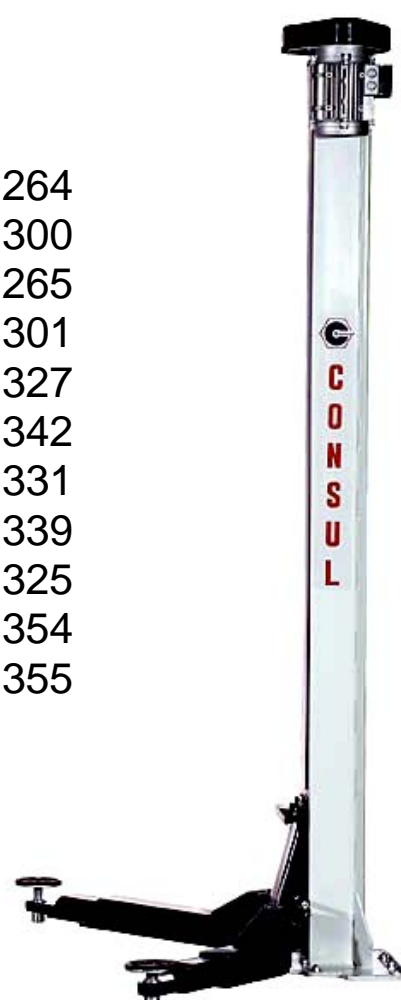
2-POST-LIFTS

Operating and installation instruction

Version 1.0 Stand: Juli 2004



Consul 2.30	-	H264
Consul 2.30 EL	-	H300
Consul 2.35	-	H265
Consul 2.35 EL	-	H301
Consul 2.40 EL	-	H327
Consul 2.60	-	H342
Consul 2.60 EL	-	H331
Consul 2.25 RMC	-	H339
Prolift 3003 GA	-	H325
Prolift 2.30 EL	-	H354
Prolift 2.40 EL	-	H355



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EC-Declaration of conformity

in the sense of the EC guidelines

We hereby declare that, on the basis of its design and constructions, as well as in the version brought onto the market by us, the lifts armed with a cross conform to the relevant fundamental safety and health requirements of the EC guidelines.

	Description of the controlled material	Article-no.:	Registry- no.:	Production-no.:	Year of construc.
	2-Post-Lift Consul 2.60-EL Multi XXL	H331-38080.8	04 205-3068/95		
	2-Post-Lift Consul 2.30 Modula	H264-XX	04 205-2060/01		
	2-Post-Lift Consul 2.35 Modula	H221-31726.3	04 205-1953/97		
	2-Post-Lift Consul 2.35 Modula	H265-35460.5	04 205-2061/01		
	2-Post-Lift Consul 2.35 EL	H301-35901.8	04-205-239/00		
	2-Post-Lift Consul 2.30 EL	H300-35900.0	04-205-239/00		
	2-Post-Lift Consul 2.40 EL	H327-37966.9			
	2-Post-Lift Consul 2.25 RMC	H339-38308.3			
	2-Post-Lift Prolift 3003 GA	H325-37862.0			
	2-Post-Lift Prolift 2.30 EL	H354-39281.1			
	2-Post-Lift Prolift 2.40 EL	H355-39282.9			

In the event of any alteration to the machine not agreed with us the present declaration shall lose its validity.

Relevant EC guidelines:

EC machine guideline (98/37/EG dated 22.07.98)

Electromagnetic compatibility (89/336/EEG) in the version 91/263/EEG
in the version 92/31/EEG

TÜV CERTIFICATE certification body of RWTÜV Anlagentechnik

notified to the EC Commission under no.: 0044

applied harmonised standard: EN 60204 part 1

applied national standard and technical specification:

BGG 945

EN 1493

As the working means cannot be delivered ready for operation, the working means must be checked for readiness for operation by an expert prior to initial commissioning. The company-trained fitters of the CONSUL partners are experts.

Consul Werkstattausrüstung GmbH



Betriebsleiter

*Date/signature of manufacturer

* Date: see delivery note

Details of signature

Service memorandum scope of performance vehicle lifts

1. Delivery by freight forwarder

invoicing with normal lump-sum freight charge: A forklift truck must be made available at short notice. Weight of the lifts approx. 650 – 2700 kg, depending on lift type.

2. Delivery by truck with loading tailboard

invoicing with increase lump-sum freight charge: Unloading assistance must be provided at short notice. Weight of the lifts approx. 650 – 2700 kg, depending on lift type.

3. Preparations for setting up

Prior to setting up the lifts the following work must be arranged by the operator:

- ◆ Preparation of the fundament (see standard fundaments).
- ◆ Laying of electrical connection lead to the place of setting up.
- ◆ Laying of compressed air connection to the place of setting up (if necessary).
- ◆ Transport of the lift to the place of setting up.

4. Minimum requirements on fundaments

The surface of the fundaments must be level and horizontal for all lifts. The underground must conform to the general guidelines for building ground (DIN 1054). For lifts set up in the open air, the underground must be frost-proof. When setting up on ceilings, an individual case check must be made with the statical calculations engineer. Lifts can be anchored with dowels, shear connectors or with M12 through bolts or threaded rods, minimum strength 8.8 and washers – see also BGG 945 -.

5. Performances of our customer service section

The Consul service section or Consul authorised partner takes on the setting up of the lift with the following performances:

- Dowelling to the floor.
- Assembly of the lift. For setting-up of the lift, auxiliary personnel, as well as technical auxiliary means must be provided at short notice.
- Electrical functional check and trial run without final mains connection that must be carried out by a local specialist.
- Without final connection cablin with bei EL 2 Post-lifts, if no cable bridge is envisaged.
- Safety acceptance with entry in the test book.
- short instruction.

6. Average time requirement (prerequisite is the fulfillment of the above mentioned conditions) :

Single Post Lift - approx. 3 hours working time

2-Post-Lifts - approx. 4 hours working time (with base frame approx. 3 hours)

With the 2-Post-Lifts of the EL models series, the electrical connection cables are only assembled with simultaneous assembly of a cable boom (accessory). Otherwise these cables are laid by the operator.

4-Post-Lifts:

- without after-lift approx 7 hours working time
- with after-lift approx. 9 hours working time

Short lifts approx. 2 hours working time

Pantograph lifts approx. 9 hours working time

If the lift is set up by the operator himself, the attached assembly and operating instructions must be observed. Subsequently the lift must be subjected to safety acceptance by a Consul customer service section. This includes the following performances:

- ◆ Electrical functional check and trial run.
- ◆ according to BGG 945
- ◆ examination of the individual structural components.
- ◆ Entry in the check list.
- ◆ Short instruction.

-If these points are not observed, the guarantee expires.-

7. Annual expert check (UVV)

In addition to the check prior to the initial commissioning of the lift by our customer service section, the official regulations demand at least one safety acceptance per year experts. Our customer service section will be pleased to submit you a quotation for a maintenance contract.

8. Assembly cost rates and invoicing

The performances of the customer service section stated are invoiced in accordance with the respectively applicable terms and conditions of assembly, hourly rates and lump-sum travelling amounts. Securing material is not included in the scope of delivery of the lifts.

9. Guarantee

On the basis of the fact that lifts must satisfy high safety requirements for the protection of the persons working on them, we draw your attention to the fact that we must tie the guarantee entitlement of the operator to the correctly performed safety acceptance and entry of this in the check list. Always uses original spare parts. The use of any other parts invalidates the design permit and all claims under warranty.

Service memorandum standard fundamentals

	Individual fundamentals:		Concrete floor (hall floor)		
Type:	Fundament dimensions		Fundament characteristics		
	Length in direction of travel	Width in direction of travel	Min, thickness without floor covering	Quality of concrete	Anchoring depth dowels *
Consul 2.25 RMC	150 cm	350 cm	15 cm	B25	11 cm
Consul 2.30 Modula	120 cm	100 cm	21 cm	B 25	13 cm
Consul 2.30 Modula EL	120 cm	100 cm	21 cm	B 25	11 cm
Consul 2.35 Modula	120 cm	100 cm	21 cm	B 25	13 cm
Consul 2.35 Modula EL	120 cm	100 cm	21 cm	B 25	11 cm
Consul 2.40 Modula EL	120 cm	100 cm	21 cm	B 25	13 cm
Consul 2.60 2M	150 cm	350 cm	21 cm	B 25	10 cm
Consul 2.60 2M GF/EL	150 cm	150 cm	21 cm	B 25	10 cm
Prolift 3003 GA	120 cm	100 cm	18 cm	B 25	13 cm
Prolift 2.30 EL	120 cm	100 cm	21 cm	B 25	11 cm
Prolift 2.40 EL	120 cm	100 cm	21 cm	B 25	13 cm
<p>The setting up of the lifts is only admissible and will only be carried out if the minimum requirement on the fundamentals indicated are fulfilled at the place of setting up.</p> <p>see page 6 * in the respect the information of the dowel manufacturers is binding! subject to change without prior notice!</p>					

Foreword

Your Consul lift has been design-tested in its basic concept, it offers you maximum economic efficiency and safety. It is up to you to make use of these advantages.

A prerequisite for this is correct operation, perfect maintenance and good care of the lift. Please read these operating instructions carefully. They provide you with all necessary data and show how simple it is to keep your lift ready for use at all times.

Your Consul lift is only designed to raise automobiles or vehicles whose total weight does not exceed the lift's maximum permitted load capacity and whose specified support points are within the lift's support area.

All 4 locating points have to be used.

Your Consul lift is designed to raise motor vehicles. The carrying of people is not permitted. When using the lift in lacquering plants or rooms in which a large amount of work is carried out with solvent-containing materials, pay attention to the risk of explosion. In its standard form the drive is not protected against explosion.

Safety devices

Your lift is equipped with several safety devices, to ensure workers safety, if the lift is used according to this manual.

Please take care of this safety devices, when installing the lift and check them after any case of failure.

Only trained service people are allowed to repair this lift.

Only original parts are to be used for repair. If third parts equipment is used for repair, the CE certificate of conformity will be avoided.

In accordance with the regulations regarding the operation of lifts, lift devices must be checked for their operational safety by an expert at the latest after one year (BGG 945).

The control has to be notified in the check list.

In this respect please pay attention to ensuring that only company-trained experts, who have been instructed in the function of lifts and who are in possession of a certificate from the manufacturing company, check and accept your lift.

Attention!

Important instructions for assembling the 2-Post-Lift!

1. The assembly should be carried out by qualified staff in accordance with the construction and operating instructions (otherwise the guarantee will be invalidated).
2. Check that all parts have been delivered before commencing assembly.
3. Final insulation checks must be carried out according to VDE instruction 0100.
4. Test instructions are to be complied with, in accordance with BGG945.
5. Instructions for the foundations of the lift must be strictly observed.
6. Carefully ensure that the drive shaft is parallel to the spindle shaft when assembling the lift. To adjust this the two flat head screws can be loosened, then retightened.
7. Check the locking mechanism of the swivel arm, then ensure that the bolt is vertical and parallel to the front of the column.
8. Only ever fill the automatic lubrication system with original Consul Spindle Oil.
9. The lift is preprogrammed in the factory and must be adjusted to local conditions. Check that the foot protection facility is at the correct height (compulsory stop and signal tone).
10. Be aware of the alignment (outward lean) of the columns.
11. Check the gap between the steering frame and the tension band (correct and grease the back of the tension band when necessary).
12. The self-securing swivel arm screws only reach complete tightness after 24 hours (check for a gap of 1 to 2 mm between the screw head and the swivel arm bearing)
13. Check the adjustment of the chain break switch on lifts with chain synchronization.
14. After the first test run without a load, a test run with a nominal load must be carried out.
15. Observe maintenance schedule (swivel arms, spindles, bearings of turntable).
16. Only lift using all 4 swinging arms and only at the lifting points permitted by the manufacturer.

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Practical use with the post-lifts

Switch the main switch to the " Ein " (on) position. Turn the control knob to move the lift in the direction indicated by the arrows. On release of the control knob it returns automatically to the "off" position.

Operating the lift is only permitted by authorised persons!

According to the regulations for prevention of accidents, persons under the age of 18 are not permitted to operate the lift without supervision.

The lift is designed only as a vehicle lift, it should not be used for other purposes.
See instruction on the lift column.

If there are any faults with the lift, turn off electricity, make safe, secure against unauthorised use and contact the Consul Service Section.

See the operation label on the lift column!

Before lifting or lowering a vehicle check that nobody is in danger, that nothing is leaning against the vehicle and no obstacles are underneath it.

Attention:

With some vehicles, higher lifting apparatus is necessary. As necessary, a set (4) spacing bushes is available. This ensures safe lifting of the vehicle.

When using a drive-on chassis, the chassis must be fully lowered before driving on to the lift.
The total vehicle weight **may not** exceed the authorised capacity and load dispatching.

Only original accessories may be used as load supporting devices (type tested parts), wooden blocks or other devices for load lifting are not permitted. It is advisable that the vehicle should be driven on so that the centre of gravity is between the lift columns (especially with the asymmetric swivel arms).

**In order to guarantee a safe lift of the vehicle it may only be lifted at all 4 lifting points as laid down by the manufacturer.
Check the safety of the lifting after having set up a little the vehicle.**



Pay attention to the centre of gravity when working with heavy parts as it can cause the vehicle being raised to fall. Only use the lift as intended: for lifting vehicles. Other, apparently practical uses are not among its intended purposes.

It is forbidden to use the lifts to raise heavy vehicle parts, eg, engines. The swivel arms are fitted with blocking devices which work automatically. These stop the swivel arms moving after a short lifting distance (on lifts with a lifting capacity of 4 to and 15 mm on lifts with a 6 to capacity) and release them again when lowered through 15 mm.

If the arms have to be swung to a greater height, eg, in order to place a vehicle on a bench, then a hand bolt can be installed.

Testing of lifts

The testing of lifts is to be carried out in accordance with the Trade Work Practice Agreements BGG945 and the norms and regulations therein.!

Eg, Part 2 Point 5

Nature, extent and execution of tests

Appendix 2: Instruction on the main page in the test book

BGG 945-1: testing of lifts

The quoted paragraphs are extracts: otherwise BGG945 is binding. The required tests are carried out by Consul Construction Services according to the regulations. Please ask Consul Partners for their reasonably priced maintenance contracts.

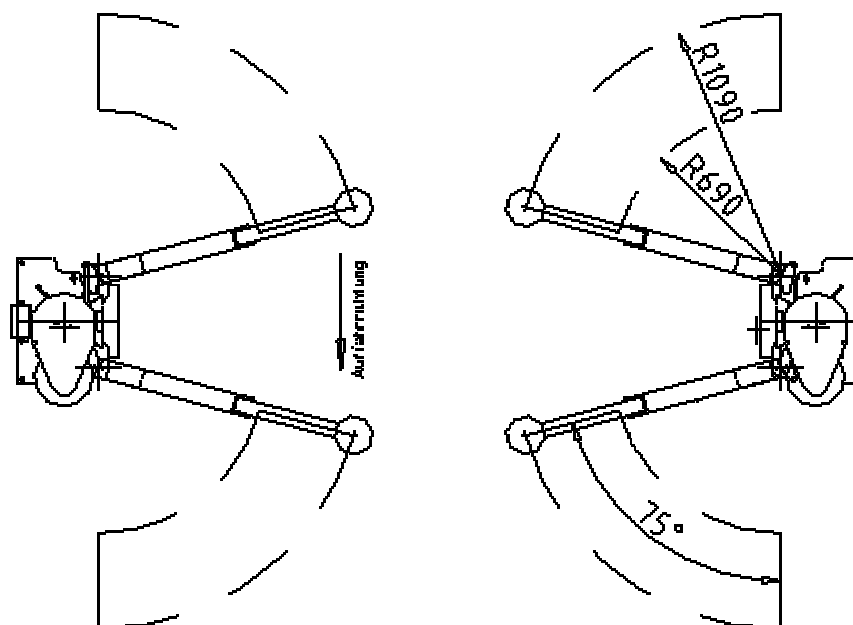
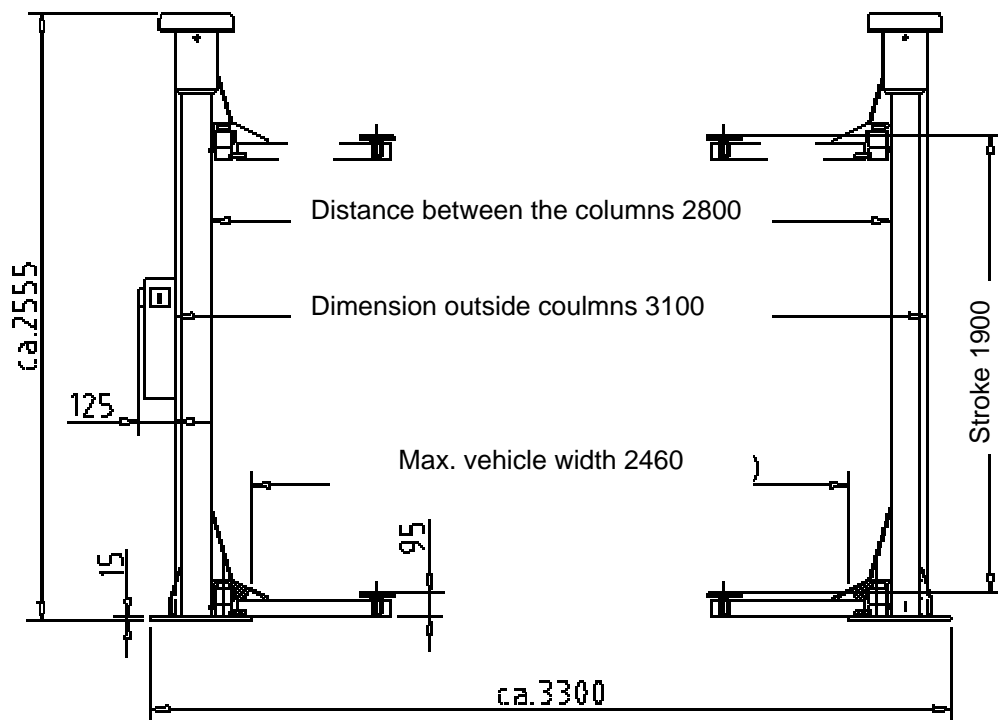
Technical details H300 / H301 / H327 / H339 / H331 / H354 / H355

Type:	H300 EL-S	H300 EL-A	H300 EL-C H339 EL-RMC	H301 EL-S	H327 EL-S	H354 Prolift 2.30 EL	H355 Prolift 2.40 EL	H331 EL-S
Remark:	with symmetric swivel arms	with asymmetric swivel arms	with sill lifting version	with symmetric swivel arms	with symmetric swivel arms	with asymmetric swivel arms	with symmetric swivel arms	with symmetric swivel arms
Width (mm):	3.300	3.100	3.300	3.300	3.200	3100	3200	3500-3850
Height (mm)ca.:	2540	2540	2540	2540	2560	2540	2560	2920
Max. vehicle width (mm):	2.460	2.260	2.460	2.460	2.560	2260	2700	2380-2730
stroke (mm):	1.900	1.900	1.900	1.900	1.900	1900	1900	1750
Lifting height (mm):	1995	1990	1980	2005	2005	1990	1995	1905
min. arm clearance (mm):	95	90	Drive on-Heigh: 70	95	85	70	85	115
Lifting time (sec):	47	47	47	47	47	47	47	40
Net weight (kg):	620	620	650	700	700	620	700	1000
Load capacity (kg): *	3.000	3.000	3.000	3.500	4000	3000	4000	6000
Motor power (kW):	2x3	2x3	2x3	2x3	2x3	2x3	2x3	2x3
Voltage(V):	400	400	400	400	400	400	400	400
ED-power:	S3	S3	S3	S3	S3	S3	S3	S3
Current (A):	16	16	16	16	16	16	16	16
Fuse rating (A gl):	20	20	20	20	20	20	20	20
Noise level (dB(A)):	78	78	78	78	78	78	78	78

Subject to change without prior notice !

*** The load distribution should not exceed the ratio 3:2 !!!**

2-Post-Lift Consul 2.30 EL-S H300



Accessory:

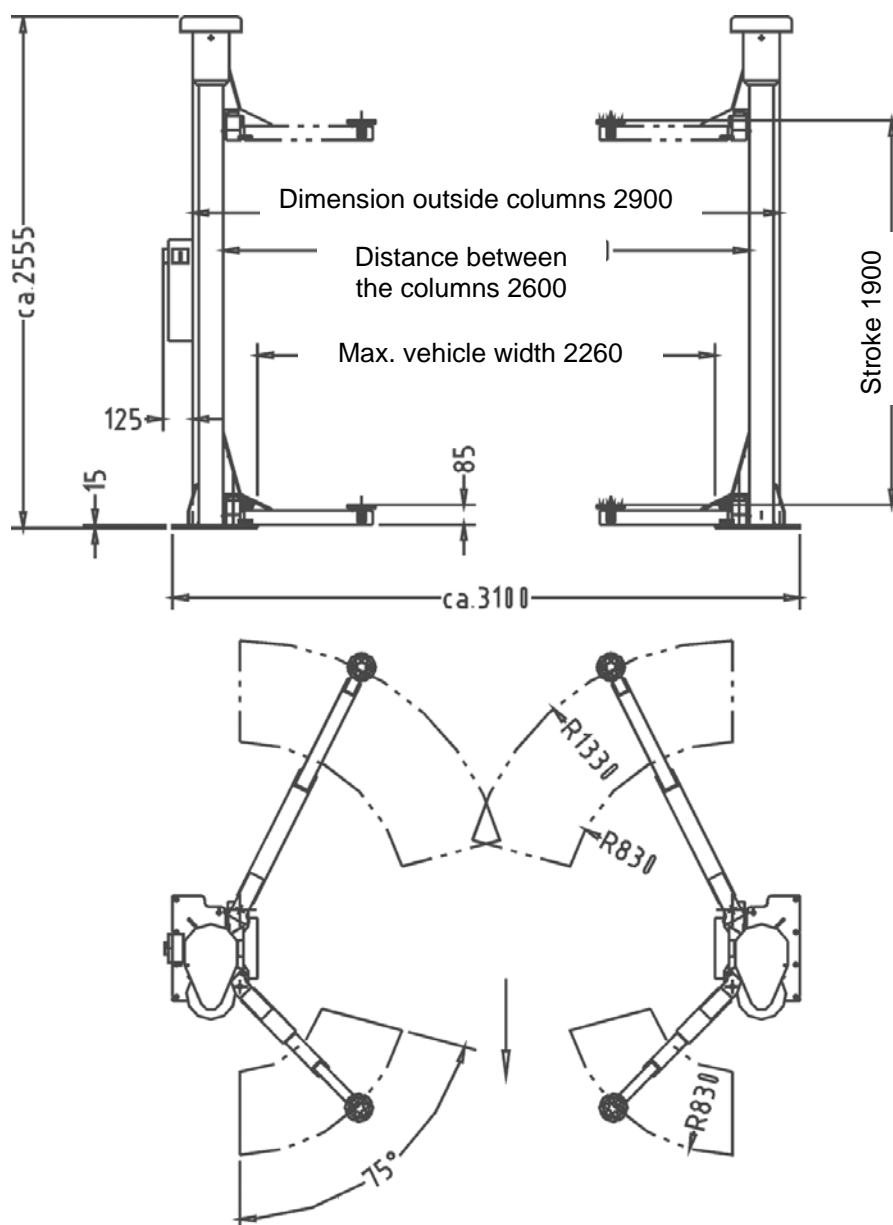
See catalogue!

Subject to change without prior notice !

2-Post-Lift

Consul 2.30 EL-A H300/H354

2-Post-Lift 2.30 Modula with asymmetric swivel arms



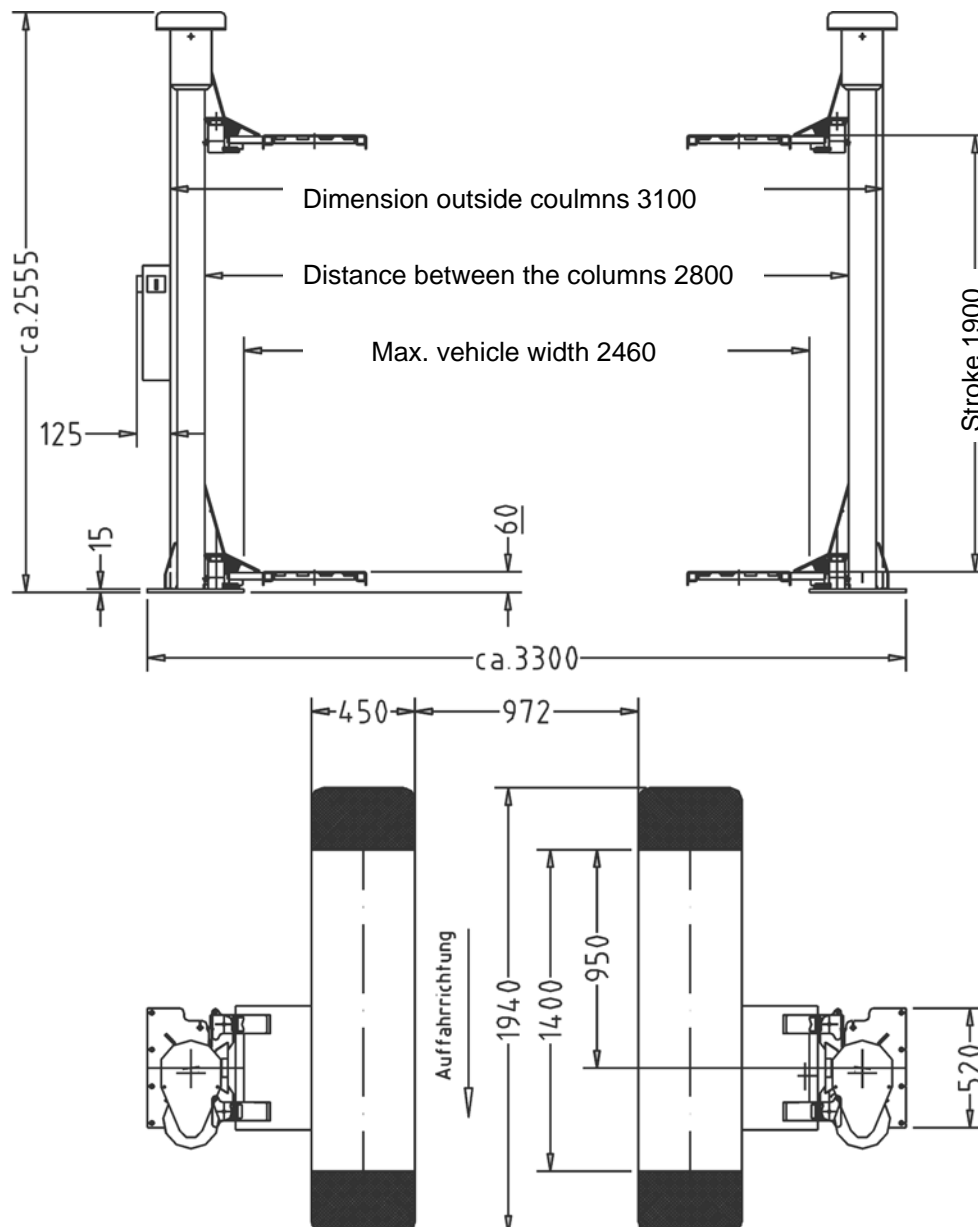
Accessory:

See catalogue!

Subject to change without prior notice !

2-Post-Lift Consul 2.30 EL-C H300

2-Post-Lift 2.30 Modula with sill lifting chassis



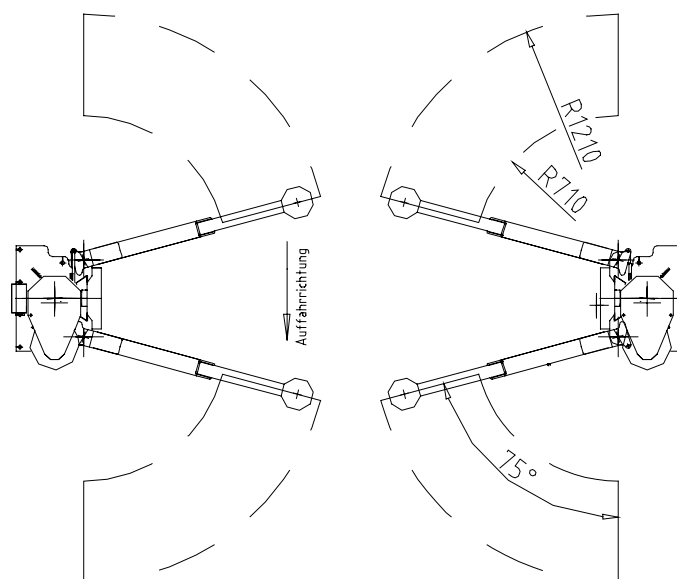
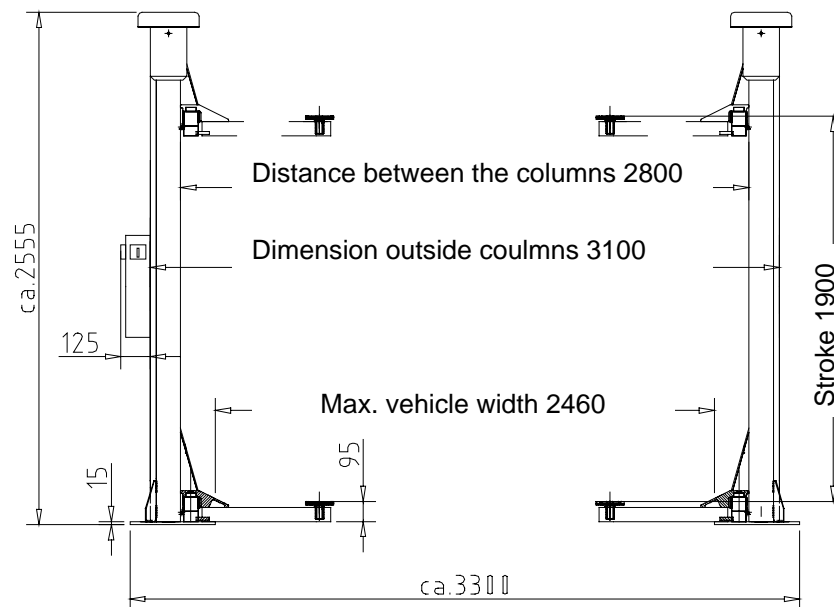
Accessory:

See catalogue!

Subject to change without prior notice !

Post-Lift Consul 2.35 EL-S H301

2-Post-Lift 2.35 Modula with symmetric swivel arms



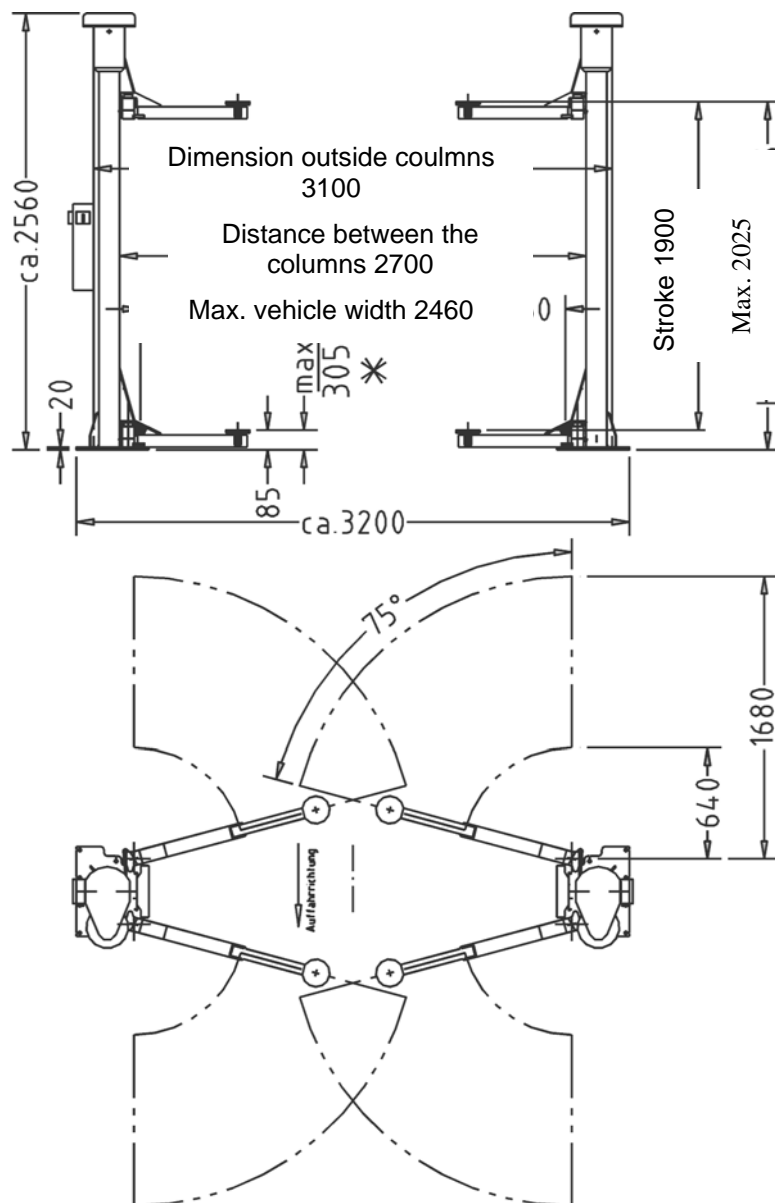
Accessory:

see catalogue!

Subject to change without prior notice !

Consul 2.40 EL-S H327/H355

2-Post-Lift 2.40 Modula with symmetric swivel arms

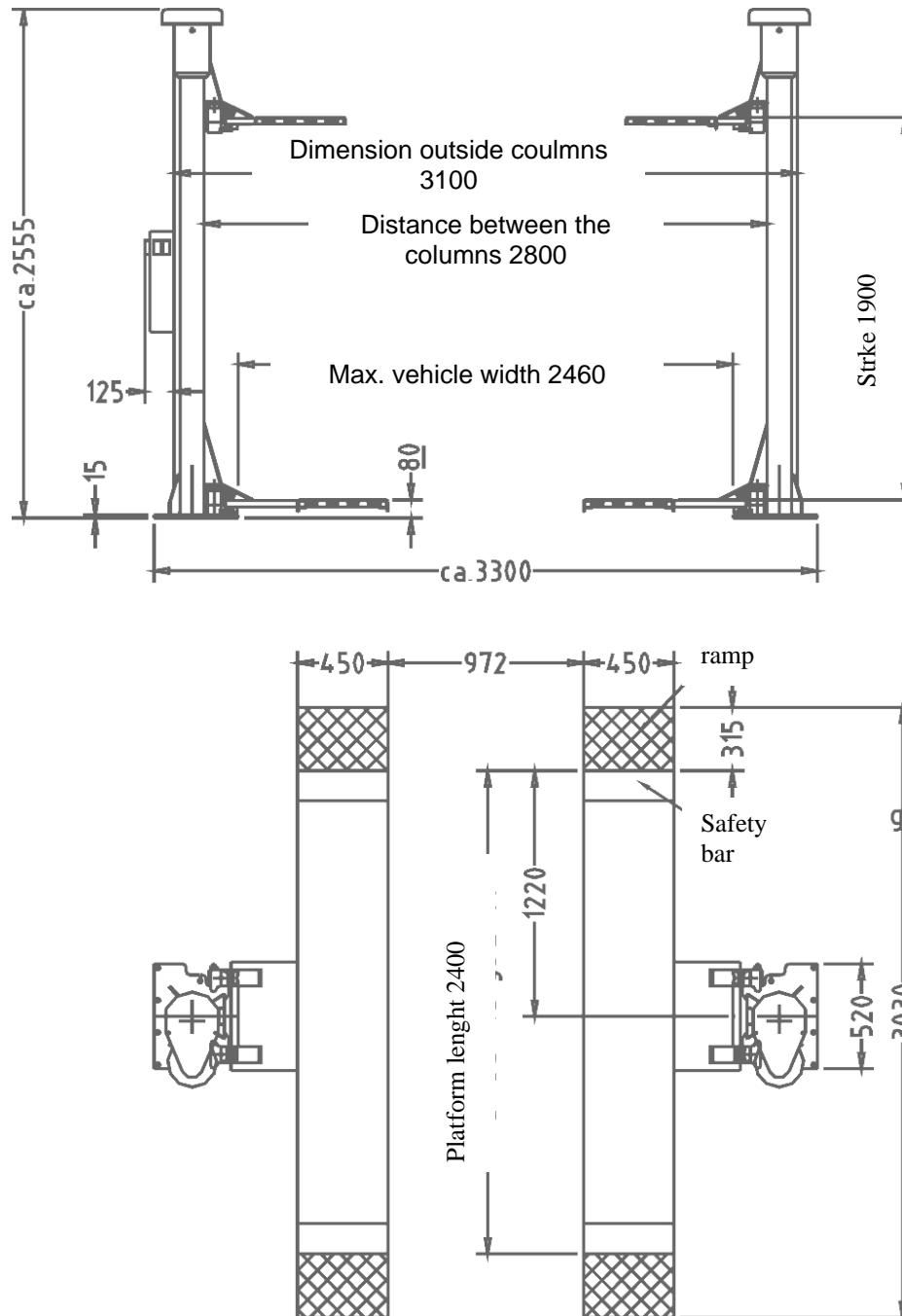


Accessory:

See catalogue!

Subject to change without prior notice !

2-Post-Lift 2.25 RMC Modula with frame



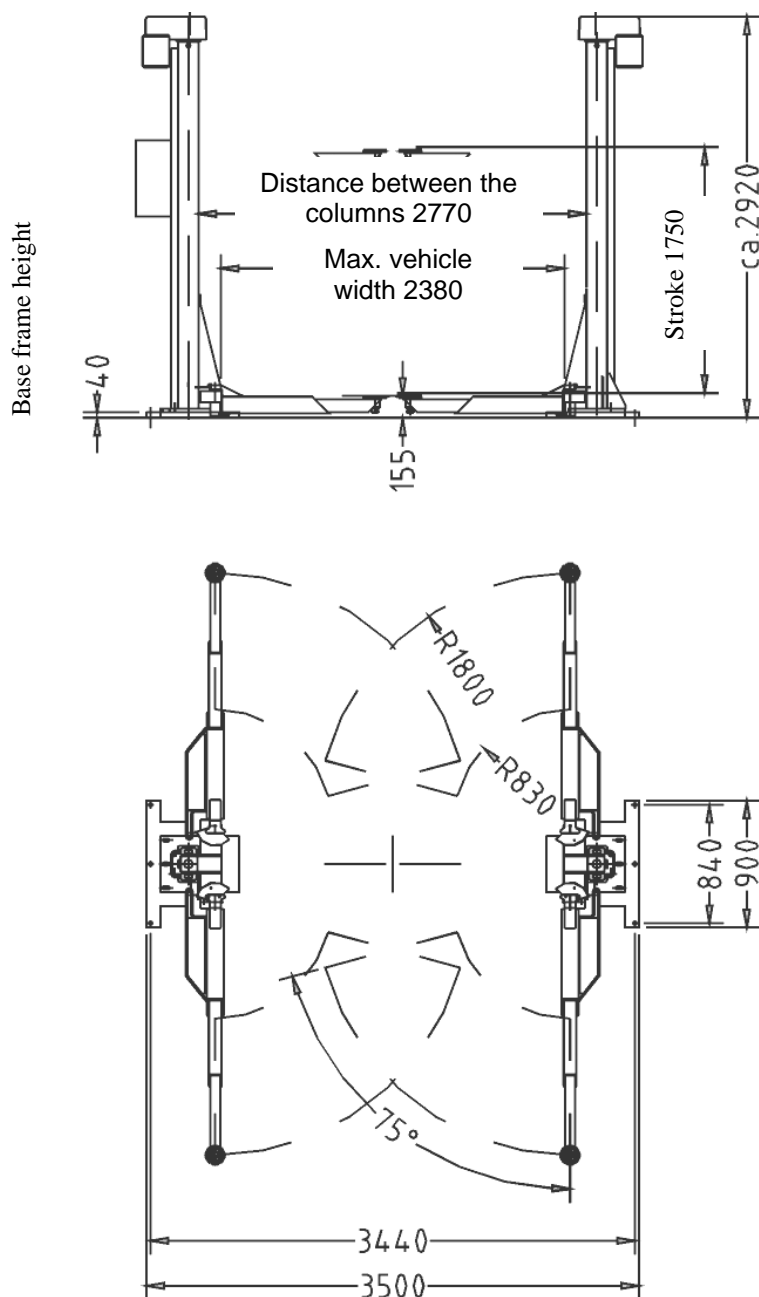
Accessory:

see catalogue!

Subject to change without prior notice !

Post-Lift Consul 2.60 EL-S H331

2-Post-Lift 2.60 Modula with symmetric swivel arms



Accessory:

see catalogue!

Subject to change without prior notice !

Technical details H264 / H265 / H342 / H325

Type:	H264-S	H264-A	H264-C	H265-S	H342 - S	H325
Remark:	with symmetric swivel arms	with asymmetric swivel arms	with sill lifting version	with symmetric swivel arms	with symmetric swivel arms	with symmetric swivel arms
Width (mm):	3400	3050	3400	3.300	3250	3000
Height (mm)ca.:	2565	2565	2565	2540	2880	2615
Max. vehicle width (mm):	2440	2440	2440	2.460	2380	2350
Stroke (mm):	1.900	1.900	1.900	1.900	1750	1900
Lifting height (mm):	2000	1985	2000	2005	1925	1990
min. arm clearance (mm):	98	85	Drive-on-high: 80	95	115	90
Lifting time (sec):	47	47	47	47	45	45
Net weight (kg):	620	620	650	700	700	650
Load capacity (kg): *	3.000	3.000	3.000	3.500	6000	3000
Motor power (kW):	3	3	3	3	3	3
Voltage (V):	400	400	400	400	400	400
ED-power:	S3	S3	S3	S3	S3	S3
Current (A):	16	16	16	16	16	16
Fuse rating (A gl):	20	20	20	20	20	20
Noise level (dB(A)):	78	78	78	78	78	78

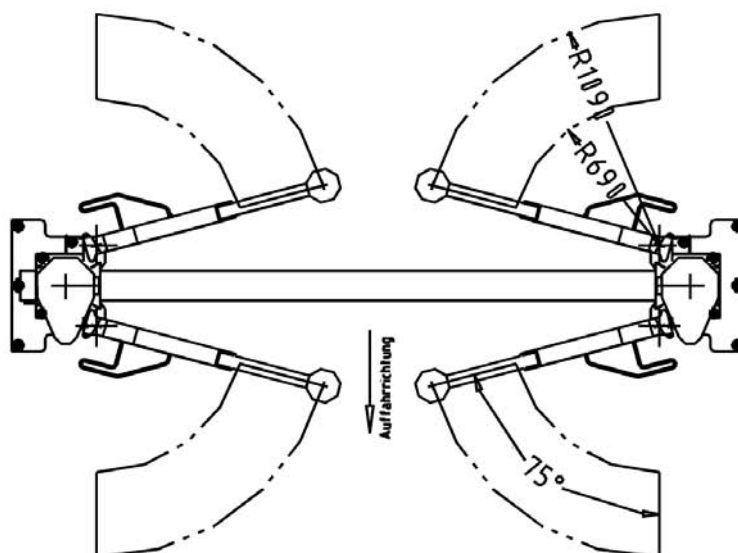
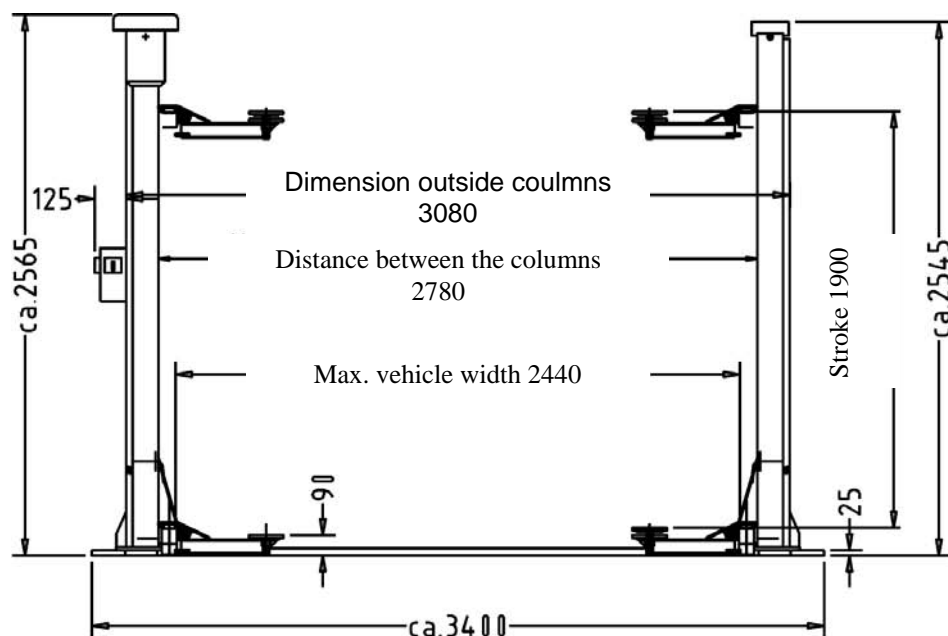
Subject to change without prior notice!

The load distribution should not exceed the ratio 3:2!

2-Post-Lift

Consul 2.30 Modula-S H264

2-Post-Lift 2.30 Modula with symmetric swivel arms



Accessory:

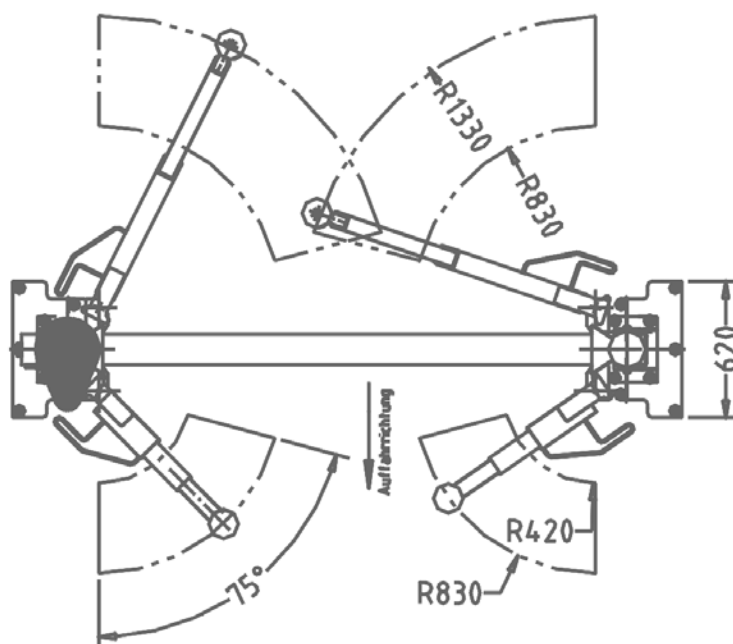
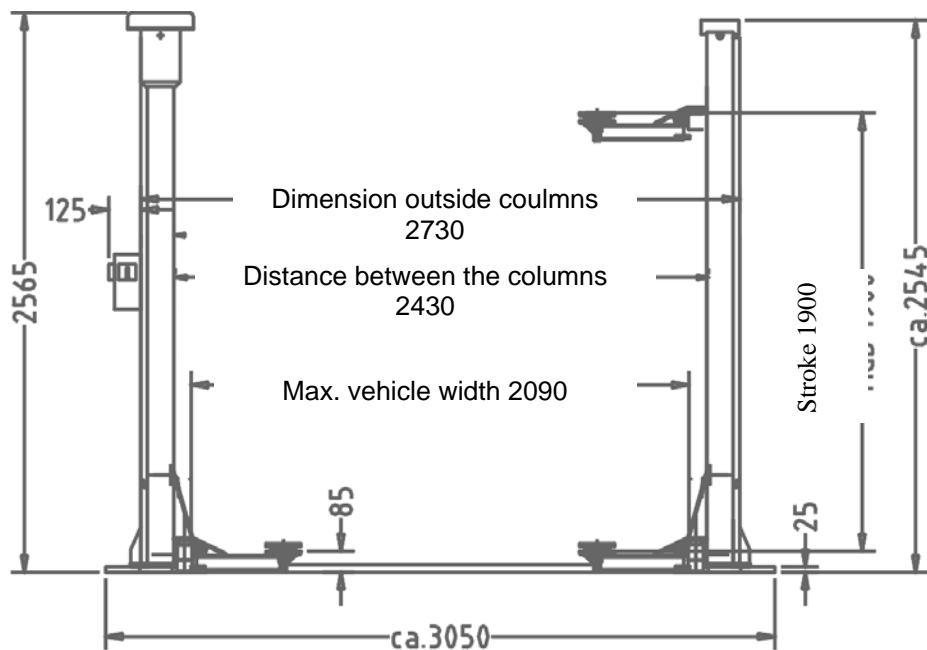
see catalogue!

Subject to change without prior notice !

2-Post-Lift

Consul 2.30 Modula-AS H264

2-Post-Lift 2.30 Modula witht asymmetric swivel arms



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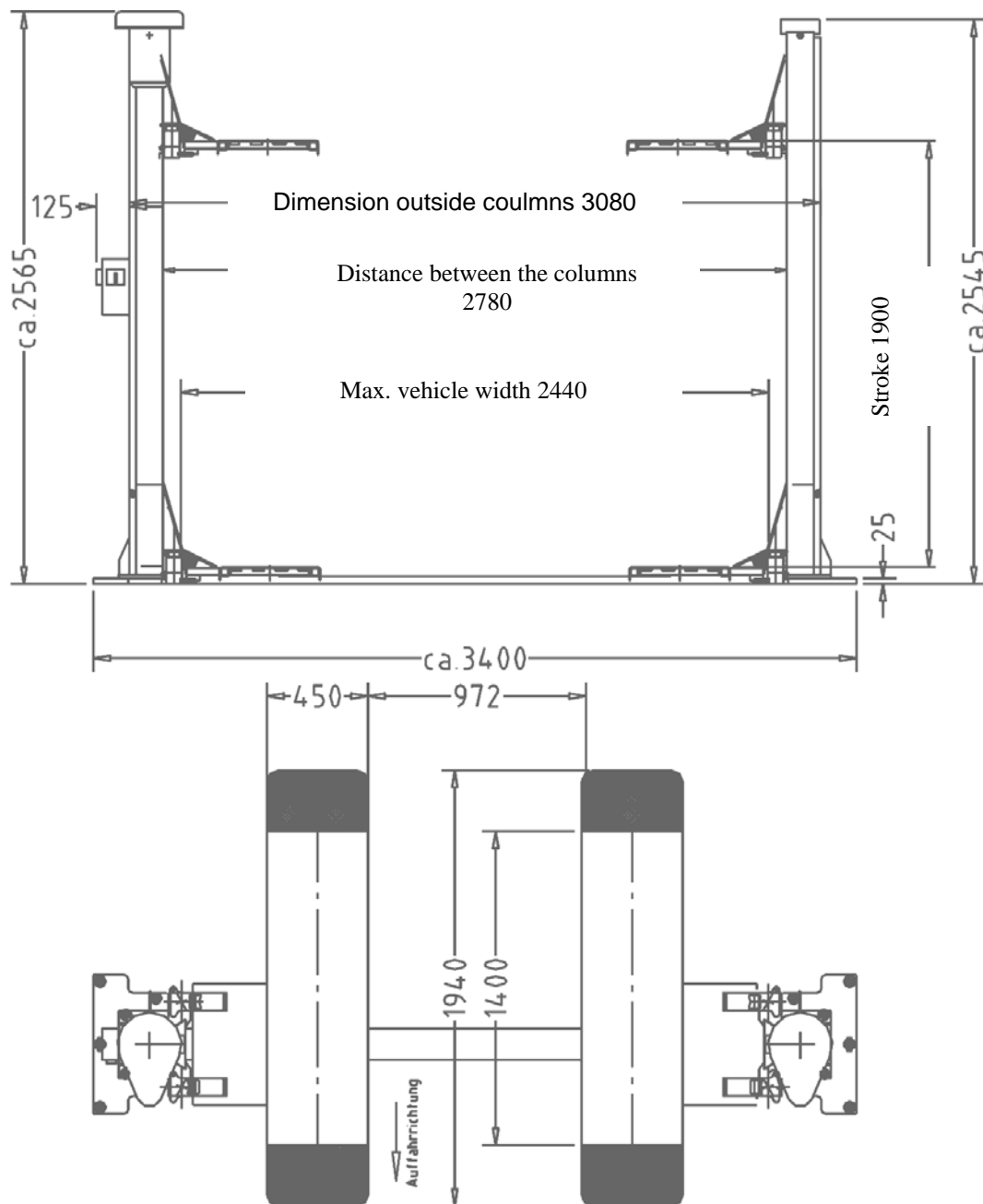
see catalogue!

Subject to change without prior notice !

2-Post-Lift

Consul 2.30 Modula-C H264

2-Post-Lift 2.30 Modul with chassis



Accessory:

See catalogue!

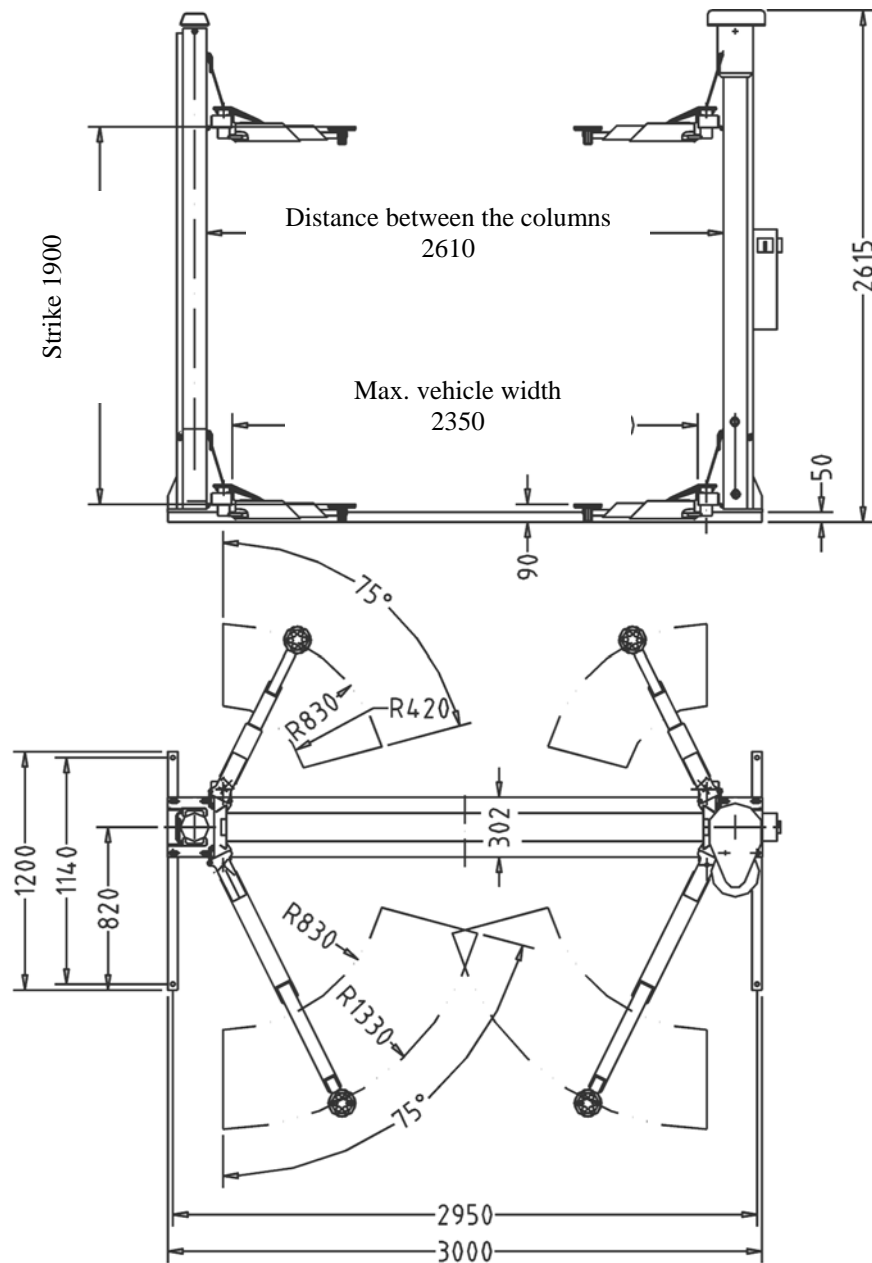
Subject to change without prior notice !

2-Post-Lift 2.35 Modul with symmetric swivel arms



2-Post-Lift Prolift 3003 GA – H325

2-Post-Lift with asymmetric swivel arms



Accessory:

see catalogue!

Subject to change without prior notice !

Product description H300/H301/H339/H331/H327/H354/H355

The lift basically consists of the main column and a slave column. In both columns are to be found the lifting spindles and the lifting carriages with load bearing apparatus.

The drive turns the lifting spindle. On the spindles are nuts which are attached to the lifting carriage which, according to the turning direction of the drive, moves up or down and thus performs the raising and lowering operation. The lifting carriage is borne on maintenance free roller bearings within the column.

In each column is a motor driven belt which turns the spindles. The even running of the lifting carriages is ensured via an electronic synchronizing governor. Any lack of synchronization in the lifting carriages (eg, because of an uneven load, lack of lubrication, etc) is regulated by the synchronization control to within a distance of approximately 10 cm. The advancing lifting carriage is briefly stopped until the slower carriage reaches the same height. This check may be observed several times in the course of the lift.

By shifting the main drive switch at the control box the lifting motion corresponding to the movement symbols is switched on. Similarly, it is stopped again by its release and via a programmable electronic device in the upper and lower position. For safety reasons, the downward movement can be programmed to automatically stop at a height of 200 mm (between the floor and the underside of the lifting apparatus). By releasing and the reengaging, the main drive switch the carriages on lowering to the sound of a warning tone.

The main drive switch goes automatically to the stop position when released and the movement of the lift is stopped in the corresponding position of the load bearers. In addition, the lift is equipped with a variety of both passive and active safety devices. An example of this would be the safety device for broken load bearing nuts which transfers the load to a reserve safety nut in the event of a worn thread. At the same time, a mechanical blocking system is engaged which prevents continued movement to the lowered position in the event of worn threads. In this way, unintentional travel on the safety nuts is avoided.

The swivel arm lock of the 6 to lift stops the load arms moving after travelling upwards approx. 15 mm from the lowered position. This is to prevent the lifting apparatus slipping from the jacking points on the vehicle being raised. Be aware of the meshing of the gears!

The swivel arm lock of the 3-4 to lift stops the load arms moving after travelling upward a short distance from the lowered position. This is to prevent the lifting apparatus slipping from the jacking points on the vehicle being raised. Operating safety is paramount!

The heat sensors in the drive motors stop the lift in the event of overheating and only allow the lift to restart after a cooling down period.

The 2-Post-Lift (capacity 3000 kg) can be driven using symmetrical or asymmetrical bearing arms. The 2-Post-Lift (capacity of the H301: 3500 kg, of the H327: 4000 kg and of the H331: 6000 kg) can only be driven with symmetrical bearing arms. A maximum weight distribution of only 3:2 is allowed.

The swivel arms are all the same length on the symmetrical 2-Post-Lift and the vehicle to be lifted is to be placed in the drive-on direction in the middle of the lifts.

With the asymmetrical design, the bearing arms of different lengths. Thus, the short double swivel arms are in the drive-on direction at the front and the long single swivel arms are in the drive-on direction at the back.

The vehicle to be lifted is positioned so that the forward-most door hinges are close to the lift columns in order to facilitate a wide opening of the doors. It is desirable that the vehicle's engine is towards the short swivel arm (the centre of gravity of the vehicle as close as possible to the centre of the lift)!. All 4 lifting points are positioned at the jacking points laid down by the vehicle manufacturer!

A more advanced design of the up to 3 to lift is the 2-post-Lift with a drive over chassis. This lift has a fixed chassis as its lifting apparatus. Only one axle of the vehicle to be lifted is driven onto the chassis. The chassis grips onto the door thresholds during the lift.

Product description H264/H265/H342/H325

This lift consists basically of the main column and the slave column. In both columns are a chain drive, connected lifting spindles and lifting carriage complete with lifting apparatus.

The drive turns the lifting spindle. On the spindles are nuts which are attached to the lifting carriage which, according to the turning direction of the drive, moves up or down and thus performs the raising and lowering operation. The lifting carriage is borne on maintenance free roller bearings within the column. By shifting the main drive switch or via a switch wire in the upper and lower positions. The main drive switch reverts automatically to the stop position when released and stops the movement of the lift in each position of the lifting apparatus.

The lift is also equipped with a variety of active and passive safety devices. An example of this would be the safety device for broken load bearing nuts which transfers the load to a reserve safety nut in the event of a worn thread. At the same time, a mechanical blocking system is engaged which prevents the continued movement to the lowered position in the event of worn threads.

The swivel arm lock of lift type H264/H265 stops the load arms moving after travelling upward a short distance from the lowered position. This is to prevent the lifting apparatus slipping from the jacking points on the vehicle being raised. Operating safety is paramount!

The swivel arm lock of lift H342 Consul 2.60 stops the load arms moving after travelling upward approximately 25 mm from the lowered position. This is to prevent the lifting apparatus slipping from the jacking points on the vehicle being raised. Be aware of the meshing of the gears!

The chain break switch controls the chain drive and switches off the power in the event of a broken chain, thus preventing the load being raised from falling off due to misalignment. Regular operating checks!

The heat sensor in the drive motors stops the lift in the event of overheating and only allows the lift to restart after a cooling down period.

The 2-Post-Lift 265 (capacity: 3500 kg) is made with symmetrical swivel bearing arms as standard. Other lifting apparatus available on request. All swinging arms for this lift have the same extended length and the vehicle to be lifted is placed directly between the columns.

The 2-Post-Lift H342 (capacity: 6000 kg) is made with symmetrical swivel bearing arms as standard. Other lifting apparatus available on request. All swinging arms for this lift have the same extended length and the vehicle to be lifted is placed directly between the columns.

For the 2_post-Lift type: H264 (capacity: 3000 kg) you are offered symmetrical and asymmetrical loading arms as well as a quick take up version of the chassis. Where the unit has symmetrical loading arms, the arms are all the same length and the vehicle to be lifted is placed in the middle of the 2 columns in the drive-on direction.

With the asymmetrical design the loading arms are of different lengths. The short double swivel arms are in the drive-on position forward and the long single swivel arms are in the drive-on position at the back.

The vehicle to be lifted is positioned so that the forward-most door hinges are close to the lift columns in order to facilitate a wide opening of doors. It is desirable that the vehicle's engine is towards the short swivel arms (the centre of gravity of the vehicle as close as possible to the centre of lift!). All 4 lifting points are positioned at the jacking points laid down by the vehicle manufacturer!

A more advanced design is the 2-Post-Lift with drive-on chassis. This lift has a fixed chassis as its lifting apparatus. Only one axle of the vehicle to be lifted is to be driven onto the chassis. The chassis grips onto the door thresholds during the lift.

Foundation

The Consul Post-Lifts of the EL version is that of a „basefree“ lift, therefore the floor fixing is critically important. The entire loads (dead weight of lift and moving weight of vehicle) are transferred to the floor through the anchor bolts.

Before installing the lift, it is necessary to ensure that the floor is adequate (see supplement anchoring for lifts and BGG 945).

When installing the lift on a suspended floor, the floor's suitability must be verified by a structural engineer, or other competent person.

Only after checking of the available underground, a decision can be made about the corresponding fixing system !

The depths of the anchorage of the shear connectors (dowel) (anchors are **not** supplied) have to be followed (see instructions of the dowel manufacturers). Otherwise there is no sufficient security for the persons working under the post-lift.

The correct length (L) of the active part of the anchor bolt is obtained by adding the measurements „h“ + thickness of the floorcover and height of the files and the height of the installation base. Drill size and the tightening torque are in accordance to the bolt manufacturers instructions.

To achieve a perfect installation, the concrete floor should be flat and level (min. BN25, frost proof) with the corresponding load capacity.

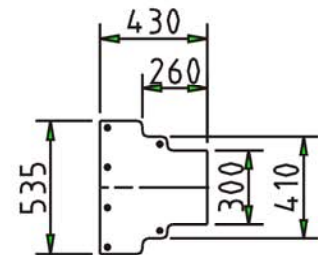
According to the type of anchor used for the 21⁺ mm hole in the base plate, the washers must be of sufficient size!

Floor fixing for lifts til 4 to

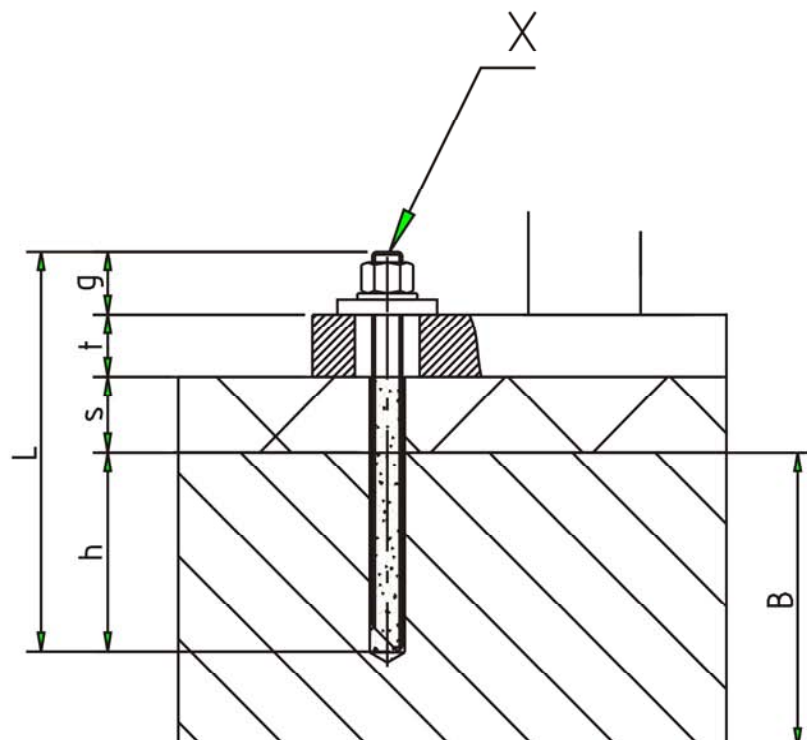
B = thickness of floor covering grad 21 cm
 h = anchoring bolt depth by B25
 s = thickness of floor material til concrete B25
 t = foot plate thickness
 g = screw length
 L = dowel length
 X = according to the instructions of manufacturer
 dowel length: $L = h + s + t + g$

Accordance to type anchor used for the 21 +1 hole in the base plate,
 the washer must be of sufficient size.

Subject to change without prior notice!



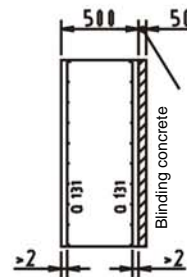
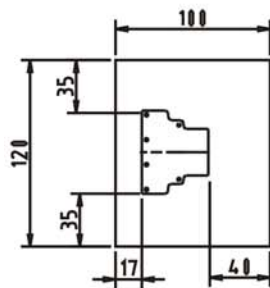
Maße in mm



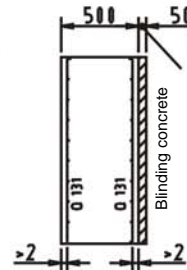
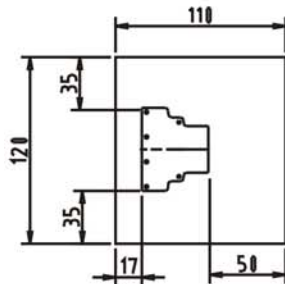
Foundation for lifts til 4 to

Single foundation

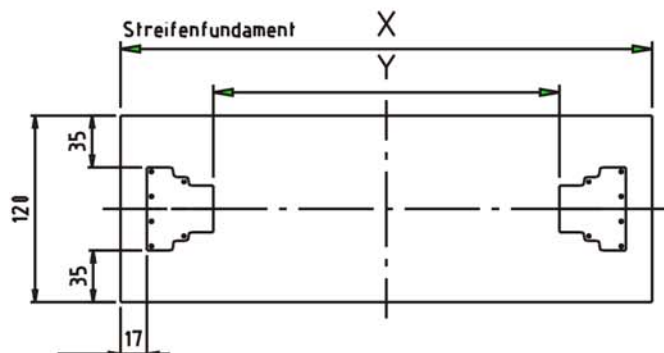
Reinforcement



Underground
Permissible
 $\sigma_B = 200 \text{ kN/m}^2$
B25, BST 500 M
Concrete floor > 2,0 cm



Permissible
 $\sigma_B > 150 \text{ kN/m}^2$
B 25, BST 500 M
Concrete floor > 2,0 cm



H300-2.30 EL as.

X=344 cm

Y=224 cm

H300-2.30 EL sym.

X=364 cm

Y=244 cm

H301-2.35 EL

X=364 cm

Y=244 cm

H327-2.40 EL

X=354 cm

Y=234 cm

Concrete plate B25

thickness $s = > 21 \text{ cm}$

permissible $a_{sx} = 2,57 \text{ cm}^2/\text{m}$ - under reinforcement BST 500 M

permissible $a_{sx,y} = 3,77 \text{ cm}^2/\text{m}$ - above reinforcement BST 500 M

Column fitting: H300/H301: for ex. *Liebig adhesive anchors Type 12*
for *Hilti HVA/HAS-M12x110*

H327: for ex. *Liebig adhesive anchors Type 16*
or *Hilti HVA/HAS-M16x125*

Important: Always follow the assembly instructions and keep to the min. anchoring depths specified by the dowel manufacturers. Individual certificates must be provided for anchoring on an existing reinforced concrete ceiling.

Tests on existing concrete floor are necessary for anchoring!

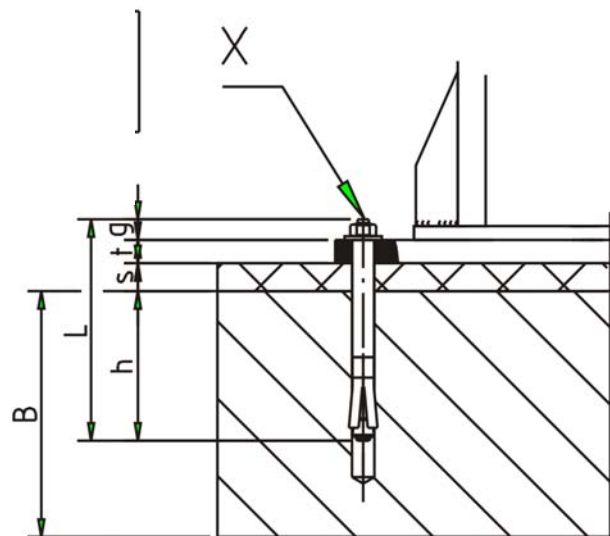
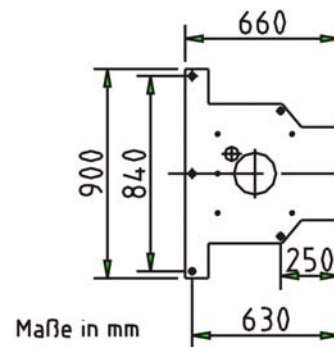
Floor fixing for lifts over 4 to EL version

B = thickness of floor covering grad 21 cm
 h = anchoring bolt depth by B25
 s = thickness of floor material til concrete B25
 t = foot plate thickness
 g = screw length
 L = dowel length
 X = according to the instructions of manufacturer
 dowel length: $L = h + s + t + g$

UPAT UKA 3 M16
 Hilti HSL -TZ M16
 Fischer - M16

Accordance to type anchor used for the 26 +1 hole in the base plate, the washer must be of sufficient size.

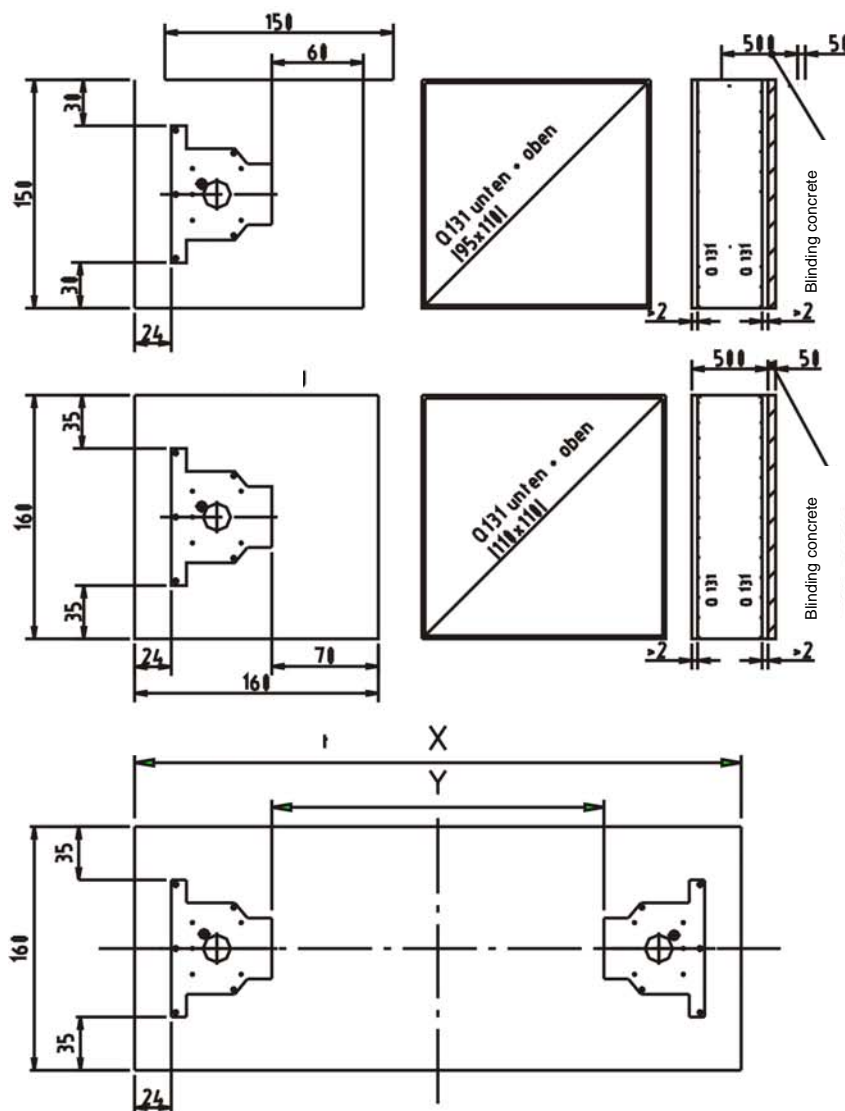
Subject to change without prior notice!



Foundation for lifts over 4 to EL version

Single foundation

reinforcement



H331-2 60 EI
X=398cm bis 433cm
Y=218cm bis 253cm

Concrete plate B25

thickness $s = > 21 \text{ cm}$

permissible $a_{sx} = 2,57 \text{ cm}^2/\text{m}$ - under reinforcement BST 500 M

permissible $a_{sx,y} = 3,77 \text{ cm}^2/\text{m}$ - above reinforcement BST 500M

Column fitting: for ex. Heavy anchor HSL TZ M16
or UPAT UKA 3 M16

Important: Always follow the assembly instructions and keep to the min. anchoring depths specified by the dowel manufacturers. Individual certificates must be provided for anchoring on an existing reinforced concrete ceiling.

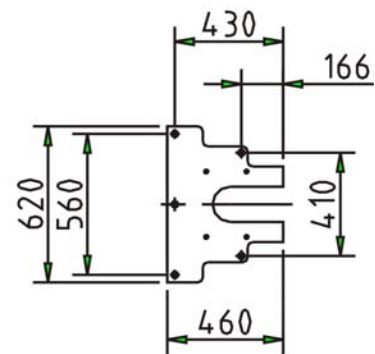
Tests on existing concrete floor are necessary for anchoring!

Floor fixing for chain lifts H264/H265

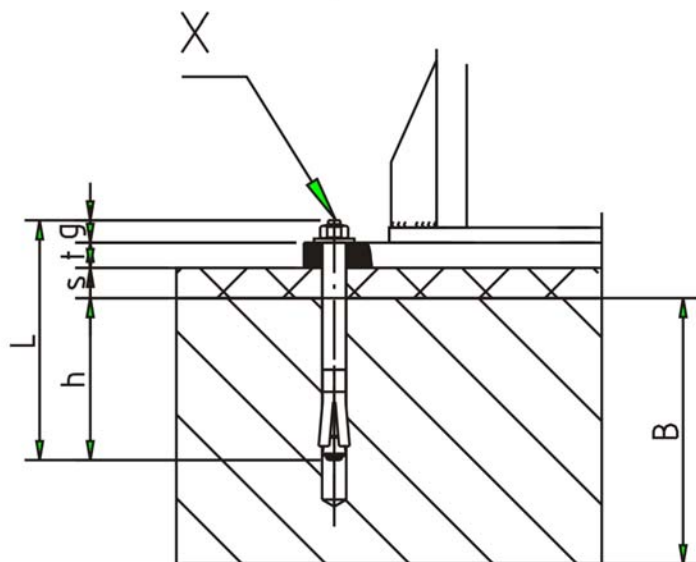
B = thickness of floor covering grad 21 cm
 h = anchoring bolt depth by B25
 s = thickness of floor material til concrete B25
 t = foot plate thickness
 g = screw length
 L = dowel length
 X = according to the instructions of manufacturer
 dowel length: $L = h + s + t + g$

Accordance to type anchor used for the 21 +1 hole in the base plate,
 the washer must be of sufficient size.

Subject to change without prior notice!

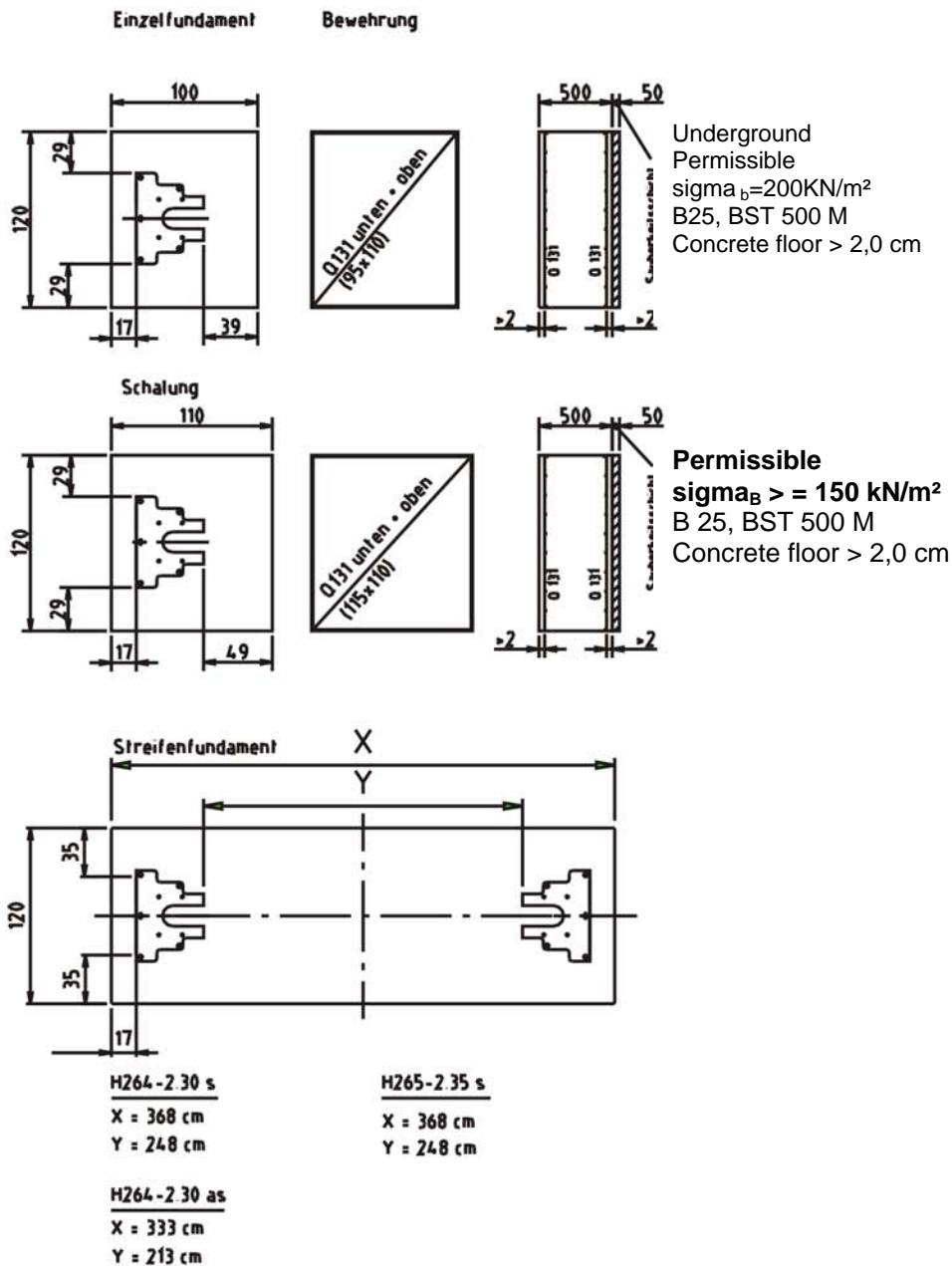


Maße in mm



Foundation chain lifts H264/H265

Die Fundamente sind frostfrei und auf gewachsenen Boden zu gründen



Concrete plate B25

thickness $s = > 21 \text{ cm}$

permissible $a_{sx} = 2,57 \text{ cm}^2/\text{m}$ - under reinforcement BST 500 M

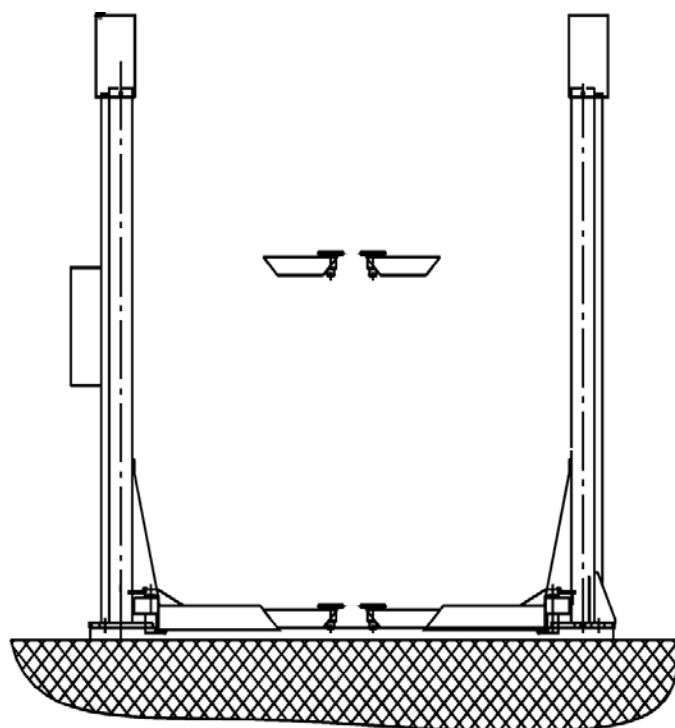
permissible $a_{sx,y} = 3,77 \text{ cm}^2/\text{m}$ - above reinforcement BST 500M

Column fitting: for ex. Liebig adhesive anchors Type 12
for Hilti HVA/HAS-M12x110

Important: Always follow the assembly instructions and keep to the min. anchoring depths specified by the dowel manufacturers. Individual certificates must be provided for anchoring on an existing reinforced concrete ceiling.

Tests on existing concrete floor are necessary for anchoring!

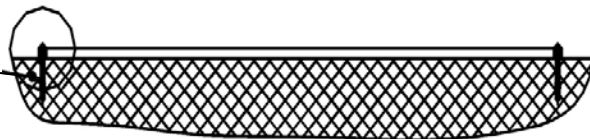
Floor fixing H342



Attention!
Base frame height= 60 mm
Base frame must be placed on the total surface!
Base frame in a horizontal position!

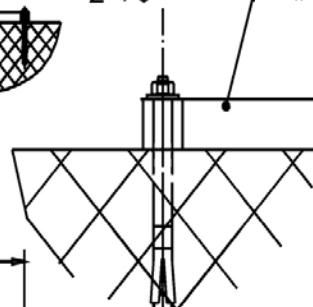
Anchors:
HSL-G-TZ M12/50
according to the
instructions of
manufacturer

Z

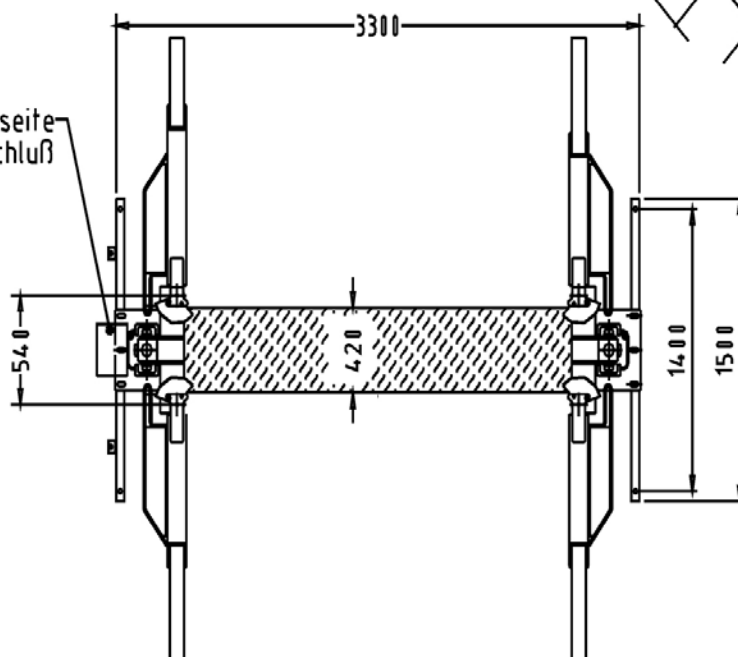


Z 1:6

frame



Steuerseite
E-Anschluß



Subject to change
without prior notice !

Installation and Commissioning H300/H301/H339/H327/H331

In order to install a lift perfectly correctly the concrete must be flat and horizontal and have the required load strength (min. B25). Firstly the lift columns must be placed in position. The distances between the base plates of the columns are to be taken from the relevant plan.

In accordance with EN1493 there must be a safety margin of 500 mm minimum between the lift columns and any other obstacle (wall etc) and, similarly, between any load to be raised and another obstacle.

Lifts with a max. 4 to capacity:

Only insert plugs for the base plates after the assembly site has been repeatedly checked. (The base plates must lie perfectly flat!). Fixing bolts M12 or M16 are to be used. Select these in accordance with the section "Foundations". Other brands can be used, as long as they are suitable for concrete. Plugs are **not** supplied.

Lifts with a capacity of up to 6 to :

Only insert plugs for the base plates after the assembly site has been repeatedly checked (The base plates must lie perfectly flat!) Then M16 heavy anchors are to be used. Select these in accordance with the section „Foundations“. Other brands can be used, as long as they're suitable for concrete. Plugs are **not** supplied.

Securely screw down the base plates of the main column and the slave column. Torque for the screws to standard 8.8 = 200 Nm.

The lift columns should be vertical. On no account should they lean inward.

A slight outward lean (up to 10 mm) is desirable. If necessary extra shims can be placed between the column base plates and the floor for levelling purposes.

In the slave column are the cables which connect to the main column. These cables are taken under the floor to the main column by means of a hollow pipe provided on site. An overhead conduit can also be provided through which the cables can be fed. When installing the cables it is important to ensure that the wires are not mixed up! Before commencing the electrical work carefully read and observe the instructions regarding initial installation (following pages)! Consul Service is available should there be further questions.

The electrical installation of the lift must be carried out by an electrical engineer and according to the enclosed circuit diagram and IEE regulation 0100. The lift should operate in accordance with the travel direction symbols when the main drive switch is activated. If necessary, change the direction of turn by swapping around the 2 relevant leads.

Caution:

Protective conductor checks must be carried out following initial installation, after repairs, after alterations to the installation, as well as prescribed under the VDE regulation 0100!



Lifts with a capacity of up to 4 to:

With the lift down pull the angled sides of the locking bars out from the lift until approximately 40 mm remain on the other side. Grease the take-up bolts thoroughly. Turn the angle of the lower locking bar upwards and fix it along with the swivel arm. Turn the elbow of the upper locking bar into the drilled hole with a pair of pliers after the swivel arm has been fitted.

Lifts with a capacity of over 4 to:

If necessary do a follow-up adjustment on the security stops on the swivel arm bolt. The security stops must allow the swivel arms to swing in the lower final location but they must not stick out more than 3 to 5 mm (max.) above blocking washer segment. (see drawing)

When the lift has been lubricated at the column according to the lubrication schedule and its operation has been checked (according to BGG945) by a qualified engineer, then commissioning can begin.

Securing of the lift apparatus (eg, swivel arms) against being disconnected.

Secure the eye bearing with a hexagonal safety screw on the take-up bolt so that there remains a gap of 1 to 2 mm between the eye and the screw head.

Attention: *The self-securing screws only reach complete turning security after 24 hours.*

The H300 C lift with sill lifting chassis:

Attach the chassis and secure it against slipping out of the take-up bolts with M10 hexagonal safety screws. The locking device on the lifting carriage can be removed if necessary.

The fixing brackets for the tension band must be sufficiently spaced from the column so that the tension band does not catch and get damaged. The fixing brackets may need some follow-up adjustment.

The spindles must be oiled and the spindle oilers on the lifting carriage are to be filled with Consul Spindle Oil using the observation holes on the columns (order no: 24960.3)

Should there be a buzzing noise from the tension bands when the lift is in drive then multi-purpose grease can be applied to the back of the cover.

By doing a test run, check or reprogramme the end cut-out switches and the safety stop top and bottom. When the lift's operation has been checked according to BGG945 by a qualified engineer, commissioning can begin.

The results of the check must be recorded in the check book.

Installation and Commissioning of Chain Lift H264/H265/H325

Set up the base frame (special accessory) in the desired location. Anchor it to the floor using safety plugs. Torque of the M12 safety plugs according to the instructions of the manufacturer. The anchor bolts must locate securely in the concrete according to the manufacturer's instructions.

The base frame must lie completely flat. When installing the base frame, the M16 x 45 screws inserted in the frame must be used! (The M16 x 40 screws contained in the standard accessory kit must not be used).

In accordance with EN1493 there must be a safety margin of 500 mm minimum between the lift columns and any other obstacle (wall, etc) and, similarly, between any load to be raised and another obstacle.

After setting up the columns bring the lifting carriage (untensioned lift) to the same height. Insert plugs for the base plates (the base plates must lie quite flat!). It is necessary to use 10 heavy duty M16 anchor bolts (eg, Hilti HSL -G -TZ, or similar anchors from another manufacturer).

After setting up the columns bring the lifting carriages on untensioned lifts to the same height and pull the chain up. When doing this ensure that the glide unit of the chain break switch lies cleanly on the chain and that the activating pin does not yet touch the limit switch.

Only when the chain breaks can the limit switch tappet be pressed upward so that the drive is switched off. If necessary the limit switch may need readjusting (by moving it vertically).

Position the chain guide approximately 1,3 m from the base plate. Then install the chain cover so that the hole in the sheet metal lies above the M6 thread of the chain guide. The base plate (with the columns) is raised until the chain is under slight tension. After repeatedly checking the installation site, insert the plugs for the base plates (the base plate must be completely flat!)

To bolt down the base plates, 10 M16 heavy duty anchors are necessary (eg. Hilti HSL - G - TZ, or similar anchors from another manufacturer).

The drilling depth in the concrete (BN25) must (eg, Hilti HSL G-TZ) be to a minimum depth of 125 mm. The depth of the anchor bolt must be no less than 100 mm. The plugs must have a minimum resistance strength of 9 kN.

The torque value is 120 Nm. The length of the plugs to be used should be according to the information in the section "Foundations". The above mentioned plug information relates to Hilti Heavy Duty Anchors HSL - G - TZ M16. Other makes of plug may be used as long as they are a permitted design for the concrete. Plugs **not** included.

The lift columns should be vertical. On no account should they lean inward.

A slight outward lean (up to 10 mm) is desirable. If necessary extra shims can be placed between the column base plates and the floor for leveling purposes.

First screw the main column to its base plate (torque 200 Nm) then push the (lightly screwed down) slave column outwards in order to connect the chain. For this use the enclosed chain adjustment plate. Stick the narrower side through the near side of the distance plate (long hole downward) and turn it through 90 degrees. By a short pull on the plate check that it does not slip out. Finally stick a larger screwdriver (or something similar through the hole. The lower end of the screwdriver should lever itself against the firm base plate! Now the chain can be tensioned by pulling back the screw driver (or an assembly tool which can lever itself against the enclosed chain plate can also be used for the purpose).

The chain has the correct tension when it can be pressed together in the middle (without chain guide) using only hand power. The slave column is likewise screwed to its base plate with a torque of 200 Nm. The chain guide is screwed to the chain plate using the enclosed 12 M6 screws (with washers).

If the available floor is not even and the chain cover does not lie flat (clattering noise), then the cover must be secured with 2 screws. For this drill 2 holes through the middle of the sheet metal, diameter 9 mm (each

one 100 mm from the outer edge of the sheet metal). Lay the drilling template on the floor and let in 2 plugs (100 mm diameter). Finally screw the chain cover to the floor using 2 wood screws (8 mm diameter).

There is an additional sheet enclosed for the chain cover of the H264/H265 lift with symmetrical bearing arms. If necessary, screw this in the same way as described above.

When installing the electrical cables be careful not to mix up the wires!

Before commencing the electrical work, the instructions for initial installation (following pages) should be read and observed!

If any further questions arise, Consul service is at your disposal.

The electrical installation of the lift must be carried out by an electrical engineer according to the enclosed circuit diagram and IEE Regulation 0100. The lift should operate in accordance with the travel direction symbols when the main drive switch is activated. If necessary change the direction of turn by swapping around the 2 relevant leads.

Attention: If turned in the wrong direction, on no account should you continue to the end position as the lift will get stuck.

Lower the carriages, pull out the short angled ends of the arm-lock so that about 40 mm remains on the other side. Grease the carriage pivot points well. Turn the angled end of the lower arm-lock upwards. Fit the lifting arms, insert the lower arm lock into the arm at the same time. The angled end of the upper arm-lock must be turned with the aid of pliers into the relevant holes after the swing arms have been fitted. Secure the lifting arms with the special bolts provided.

With the lift H264-C with sill lifting chassis, the chassis is connected and secured against slipping off the take-up bolts with hexagonal M10 screws. The locking device of the lifting carriage can be removed if necessary.

The buffer points are installed and secured using the enclosed springs.

Caution:

Protective conductor checks must be carried out following initial installation, after repairs, after alterations to the installation, as well as prescribed under the VDE regulation 0100!

See drawing

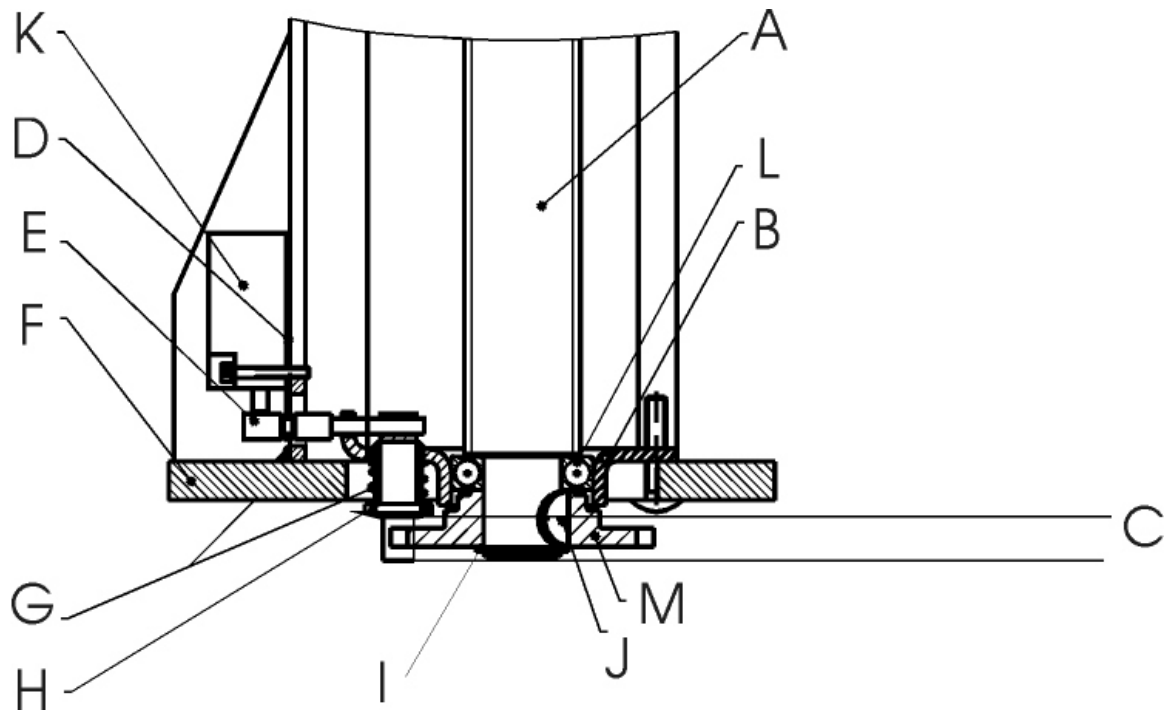
After installing the lift be careful to ensure the correct alignment of the switch wire in the main column. The switch plates must be located between the back wall of the column and the backing plate.

Check the spindle cover. The fixing brackets for the tension band must be sufficiently spaced from the pillars so that the tension band does not catch and get damaged. The fixing brackets may need some follow up adjustment.

If the tightening strap creates any humming sounds during operation, lubricate the back of the strap with some grease.

Test the end cut-out switch top and bottom with a trial run. When the lift has been lubricated according to the lubrication schedule on the main column and its operation checked by a qualified engineer in accordance with BGG945, then commissioning can follow. **The result of the test must be recorded in the test book!**

Chain break switch H264/H265/H325



- A = spindle
- B = bearing holder
- C = chain
- D = cover for the limit switch
- E = confirm shaft
- F = column (column base plate)
- G = compression spring
- H = connection element
- I = safety ring
- J = woodruff key
- K = limit switch complete
- L = bearing
- M = chain wheel

After trial runs with a nominal load, the chain break switch should be checked for trouble-free operation and readjusted if necessary!

Installation and Commissioning H342

In order to install a lift perfectly correctly the concrete must be flat and horizontal and have the required load strength (minimum BN 25). In accordance with EN1493 there must be a safety margin of 500 mm minimum between the lift columns and any other obstacle (wall, etc) and, similarly, between any load to raised and another obstacle.

Lay out the base frame in the desired location so that the main column is on the right when seen from the drive-on direction. The receiving plate for the chain break switch on the base frame will similarly be on the right. It can then be assigned to the main column.

The base frame is anchored to the concrete with safety plugs or masonry screws AM16x200 DIN529-4.6 vz (rust resistant steel). Torque of masonry screws M16 75 Nm, safety plugs M12 per manufacturer's instructions. The fixing bolts must be at least 150 mm deep into the concrete.

The masonry screws and plugs are **not** included.

The base frame must lie completely flat.

Bring the foot of the slave column (without control box) right up to the fixing point on the base frame.

Push the connecting cable through the cable conduit inside the column. It is important to keep some spare length so that the column can be moved when tensioning the chain. The cable is then pulled further through the cable canal in the base frame. The slave column is now set up. Secure the column with screws. The cable must not be snagged or damaged.

The main column is put in place as described before. The end of the cable is pulled tight and then pulled from below through the column base plate and the conduit inside it. The cable for the chain break switch is installed in the same conduit in advance. Set up the slave column, pull loosely secured cables and run them through the back wall of the column to the control box.

Move the columns in the long holes with the smallest distance between them, bring the lifting carriage to the same height and put on the chains. Shorten the chain as appropriate and connect to the enclosed chain lock.

Move the main column outwards and screw it securely to the base frame. Move the slave column out using the chain tensioning screw until the chain, removed from its guides, is sufficiently taut to allow it to be squeezed together by hand so that the chain lengths touch.

Screw the slave column securely to the base frame. Torque value for the M16 screws, standard 8.8 = 200 Nm.

The lift columns should be vertical. On no account should they lean inward.

As slight outward lean (up to 10 mm) is desirable. If necessary extra shims (enclosed with accessories) can be placed between the column base plates and the base frame for levelling purposes.

After completing the assembly of the chain break switch (the cable should be shortened as appropriate) and the chain guide, the chain as well as the switch lever require greasing (see drawing).

Securing the lifting apparatus (eg, swivel arms) against accidental disconnection.

Secure the eye bearing with hexagonal safety screw on the take-up bolt so that there remains a gap of 1 to 2mm between the eye bearing and the screw head.

Attention: The self-securing screws only reach complete turning security after 24 hours..

As a first step when assembling, check that the cables which have been laid are undamaged and correctly located. The cables of the slave column and the chain break switch should show no slackness in the region of the switch box conduit or loop slackly into the columns. They should run closely together.

Establish the electrical connection. The electrical installation of the lift must be performed by an electrical expert on the basis of the connection diagram provided and of the VDE regulation 0100. Operate the operating switch, the lift must move in accordance with the direction of travel symbols, if necessary alter the direction of rotation by interchanging two conductors.

Caution!

Protective conductor checks must be carried out following initial installation, after repairs, after alterations to the installation, as well as as prescribed under the VDE regulation 0100!

Check the spindle cover. The fixing brackets for the tension band must be sufficiently spaced from the columns so that the tension band does not catch and get damaged. The fixing brackets may need some follow-up adjustment.

The spindle must be oiled and the spindle oilers on the lifting carriage are to be filled with Consul Spindle Oil using the observer (order no: 29460.3). Lifts with electrooilers grease automatically the spindles of the lift. Control regularly the level of the oil that can be seen from outside and if necessary refill (see Maintenance and care and the sheet on the lift).

Should there be a buzzing noise from the tension bands when the lift is in drive then multi-purpose grease can be applied to the back of the cover.

Test the end cut-out switch top and bottom with a trial run. If necessary readjust the locking pins of the swivel arms. In the lower position, the locking pins can be only max. 3-5 mm over the rotary segment. When the lift has been lubricated according to the lubrication schedule on the main column and its operation checked by a qualified engineer in accordance with BGG945, then commissioning can follow.

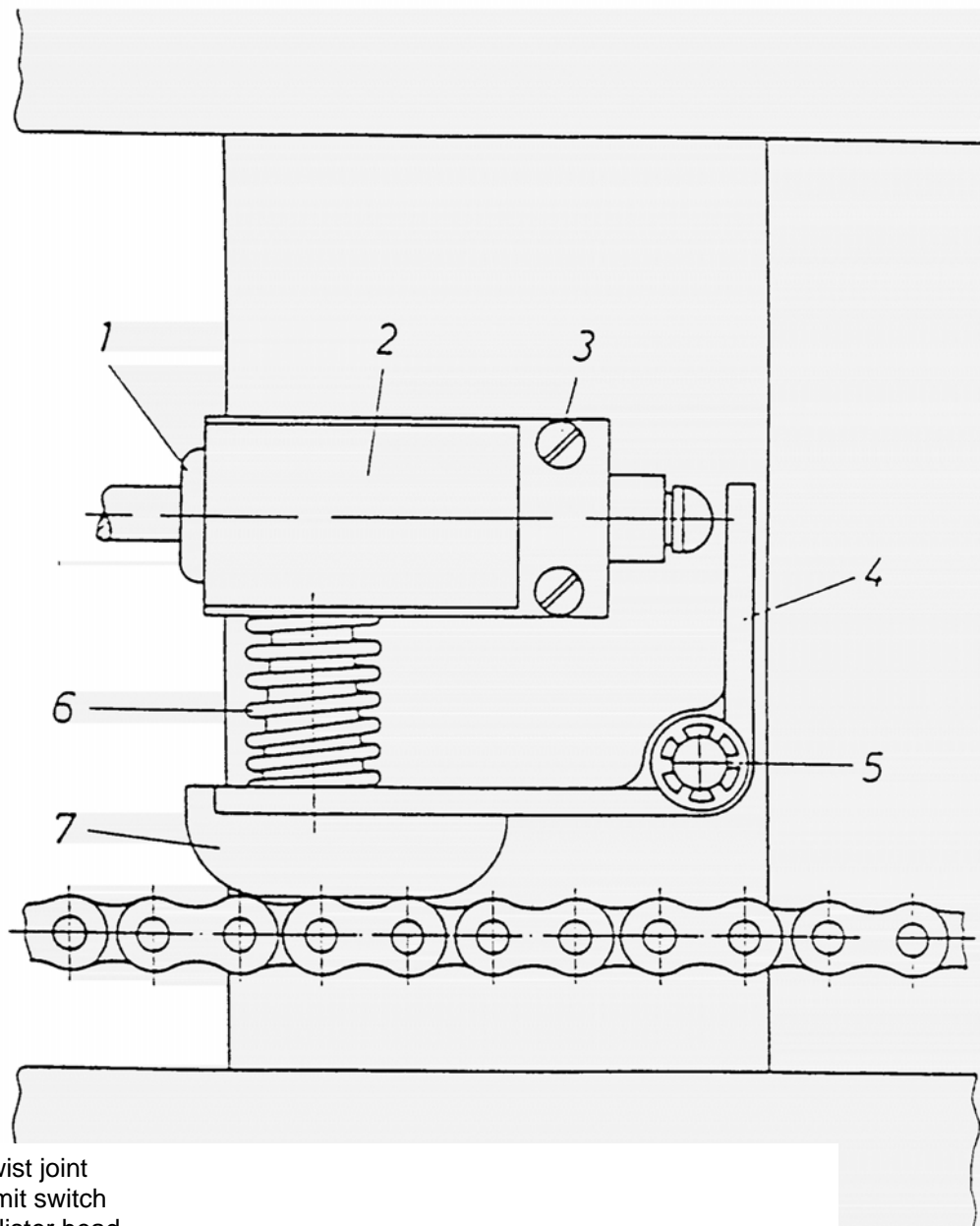
Test the chain break switch (see drawing) is operating before fixing the base frame cover. To do this push the chain sideways with a implement (eg, shaft of hammer) until the limit switch is activated. The lift can then no longer be set in drive by moving the drive switch. If necessary install a limit switch. Depending on the model of the lift pay attention to the correct positioning of the switch wire in the main column. The switch plate must be located between the back wall of the column and the backing plate.

Check the spindle cover. The fixing brackets for the tension band must be sufficiently spaced from the columns so that the tension band does not catch and get damaged. The fixing brackets may need some follow-up adjustment.

The buffer points are installed and secured using the enclosed springs. (see drawing)

The results of the check must be recorded in the check book

Switch again chain break H342



1. twist joint
2. limit switch
3. fillister head
4. switch lever
5. Seeger-annular gear
6. compression spring
7. slider

Safety lock device (load nut failure)

Your lift is equipped with a safety lock that tops the lift operating once a load bearing nut has failed. For explanation of the function of the safety lock device, please read the following drawing.

Fig. 2 and 3 show the position of the load bearing nut and respectively the safety nut with the angled safety catch between the two nuts on the driving angles. The load carrying device are enclosed within the lifting carriage and cannot be accessed from outside.

When running the lift in normal operation, there is a clearance between safety nut and carriage which allows the safety nut to run unloaded.

If the thread of the load bearing nut is worn, the carriage falls on the safety nut and activates the safety lock which presses against the back wall of the column (see fig. 3).

In this defected state of the supporting elements, the lift can only be lowered. If the carriage is moved upwards again, the safety lock catches on the bar on the back wall of the lift and stops the lift rising.

The locking mechanism must **under no circumstances** be disconnected.

If the lift stops about 10 mm above the ground level, the supporting elements are defect.

According to the safety lock device, the lift has to be out of function before repair by trained engineers. Repairs carried out by no trained personnel may lead to serious accidents. !

To prevent on time the failure of the nut, proceed as follows:

Load bearing nut testing

with safety nut „trapezoidal thread Tr45x6“, available as special accessory (Ident-Nr.: 35416.7).

1. Remove the tightening strap, til safety nut in the carriage can be seen.
2. Move the lift upwards with the corresponding level and maintain.
3. Fixe the testing nut on the spindle, turn to the left til the testing nut draw up the supporting nut.
4. Lower the lift
5. Measure the slit between the supporting nut and the testing nut with a gauge or vernier.
If the wear is over 1mm, the supporting nut has to be replaced !

Load failure nut

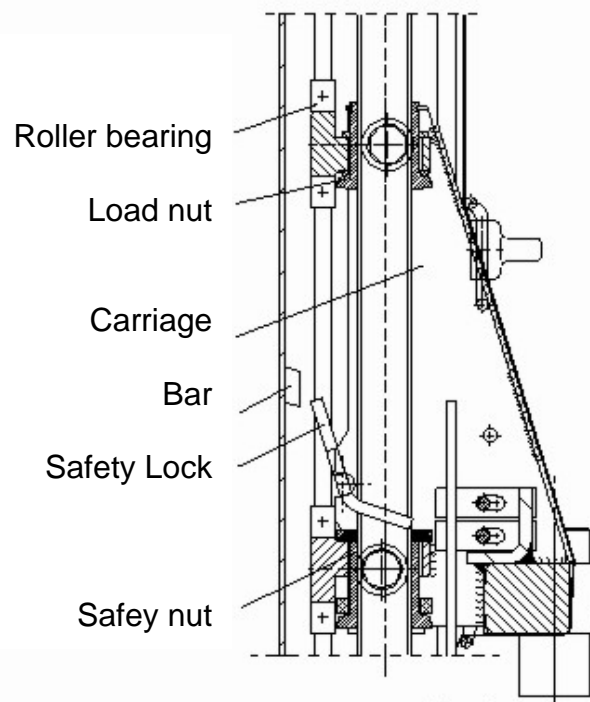


Fig 2
Load nut o.k.

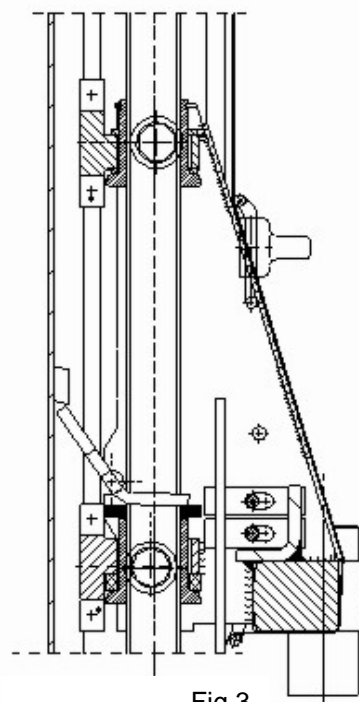
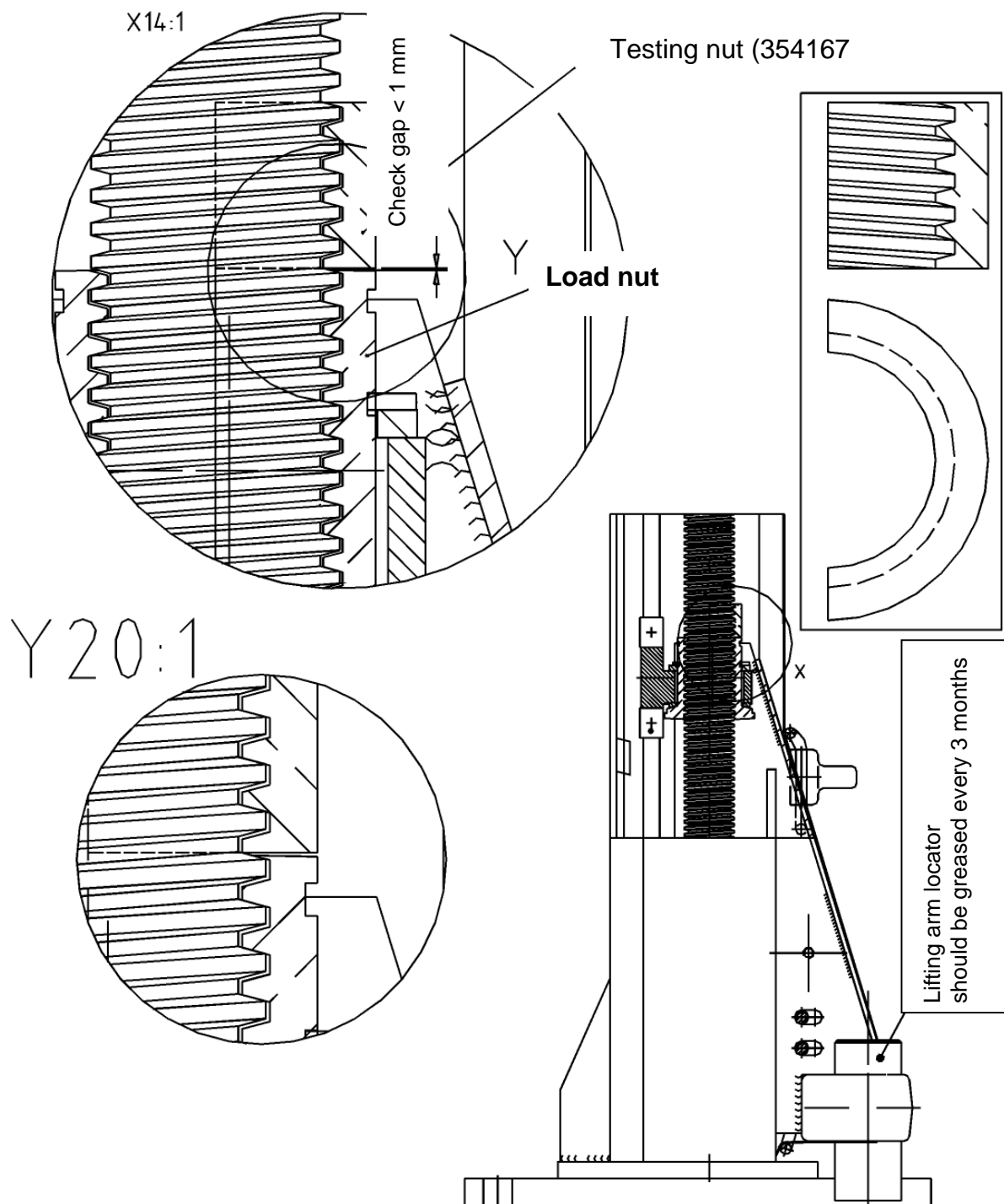


Fig 3
Load nut destroyed

Load bearing nut testing



Description of the main board SGMX2

for EL-lifts

Overview:

The lift is equipped with an electronic control board.

The upper and lower limits can be adjusted to required circumstances.

The stored data can be adjusted to required circumstances.

The stored data is permanent and will not be lost when there is no power.

During the first installation of the lift, it is necessary to check the adjustment of the upper and lower limits. If necessary, they have to be adjusted.

Required adjustments during installation:

Adjustment of lower and upper limits. Synchronisation of both carriages. Adjustment of the safety Stop when lowering at a height of min. 200 mm above the ground.

Safety stop:

When lowering the lift, the carriages stop at the programmed point. After pushing the down button agains, the carriages continue to the lower limit. You can hear the audible warning noise during this operation.

Attention!

During programming the lift, the automatic limits do not work. –danger of collision in the upper and lower limits-. **Take care of approx. 10 mm overrun.**

Initial installation:

Due to different local requirements and individual wishes, the different limits must be programmed.

Standard adjustments:

The lower limit: Between the lowest point of the arm and the ground, there should be at least 10 mm of space.

The upper limit: Between the base plate and the lowest point of ther arm, there should be A max. difference of 1900 mm.

Safety stop: There should be a minimum of 200 mm between the lowest point of the arm and the ground.

Preparation for the initial installation:

During the initial installation of the arms, or after repair, these should be conducted approx. 10 mm over the lowest position as in the normal case. The lower position drive can be carefully followed with the lever up/down in twice or indiviudal drive.

Notice:

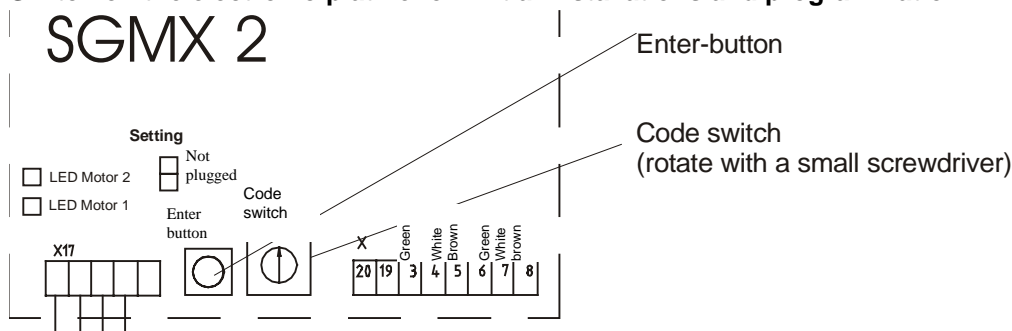
The potentiometers are protected against mechanical breakage by means of a mechanical end stop. It is possible, that the lower limit cannot be reached by using the motor. In this case, the potentiometer has to be dismounted and the carriage should be lwoered by turning the pulley on top of the lift. When reaching the lower limit of the carriage, turn the potentiometer clockwise until you reach the mechanical end stop. After that turn it back half a turn.

In the lower lifting carriage position the path transitter pinion when unlocked is turned clockwise (seen from above) until it reaches the mechanical Stopp, then turned back half a turn. With light pressure it will then return to the locked position and the M6 safety screw of the path transmitter mounting is again secured. Make sure there is an undamaged spring wahser under the screw head.

Switches on the main board for EL lifts

Switch on the electronic-platine for initial installations and programming

SGMX 2



Switch position:

- 0
- 1
- 2
- 3
- 4
- 5
- 6
- 7*
- 8*
- 9*

Function:

- Normal drive mode
- Lower limit of carriage
- Synchronisation of carriages
- Upper limit of carriage
- Operate mode master column only
- Operate mode slave column only
- Security stop and acoustic signal
- Potentiometer test mode
- Connection, signal and EEPROM test mode
- Fault test mode (spezial test from manufacturer)

*If you encounter any fault during these test modes, this fault will be stored on the EEPROM. The main board cannot be adjusted to normal mode in this case. If normal drive mode is selected, and a fault occurs during test mode, both red and green LED's blink. To overcome this situation, change defective parts or run test mode again.

Programming (Initial installation of the potentiometer already done)

Step:	Switch position:	Enter button:	Function:
A	4	<i>push</i>	<i>operate mode master column only lower the carriage til approx. 10 mm over the ground and 10 mm overrun reserve</i>
B	5	<i>push</i>	<i>operate mode slave column only (as step A)</i>
C	1	<i>push push</i>	<i>set lower limit after success of step A and B save mode</i>
D	2	<i>push push</i>	<i>synchronisation of carriages save mode</i>
E	0	<i>push</i>	<i>normal operation mode (both LED are red) move both carriages til a height of max.. 1900 mm - evt. lower. ⚡</i>
F	3	<i>push push</i>	<i>set upper limit after success of step E. save mode</i>
G	0	<i>push</i>	<i>normal operation mode (both LED are red) lower lift to a min. 200 mm above ground in order to set safety stop</i>
H	6	<i>push push</i>	<i>set safety stop after success of step G save mode</i>
I	0	<i>push</i>	<i>normal operation mode (both LED are red) programming finished.</i>

push = both LED are green

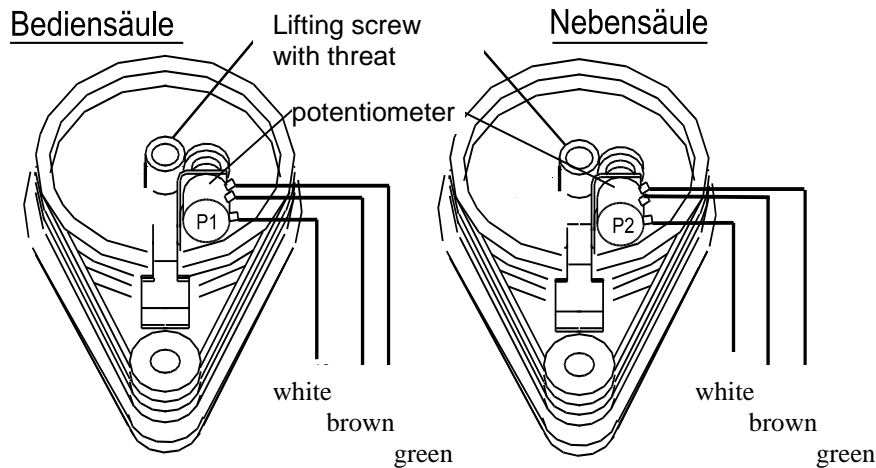
push = both LED are blinking green

⚡ Should be the above disconnecting point not reached, continue in individual drive with position 4 and 5

Attention: no end stops !

Important notice:

If you encounter big differences in voltage or any other problems, it might happen that the main board is shut down automatically for safety purpose. In this case the lift cannot be operated. To make it work again, this can be done usually by turning the main switch on and off again.



The path pick-ups P1 and P2 are not marked on the lift. The configuration of the components corresponds to this drawing. The wiring of the path pick-ups must be carried out according to the colour scheme of the prescribed plan. Incorrect wiring upsets the path pick-ups!

When fitting a new EEPROM or circuit board or in the event of any interruption to the control sequence which cannot be dealt with, carrying out the following steps will help!

How to active the EEPROM

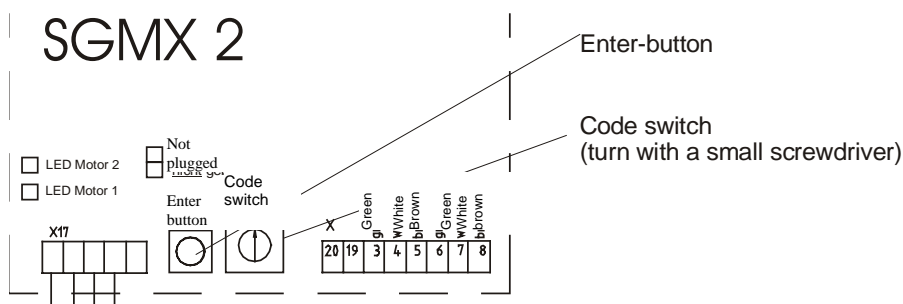
1. Main switch off
2. Jumper on both plugs
3. Main switch on
4. Jumper on one plug or put it away until end of this process
5. Main switch off
6. Main switch on
7. The control is activated by turning the code switch to 8 and pushing the Enter button

Test connections, signal and EEPROM (Saving) (Carriages are not near the end stops)

1. Turn switch to code 8.
2. Push ENTER button
3. LED 2 is blinking (green), the signal is on.
4. Turn the „up“ switch until the carriages start to move up.
5. The lift will move a short distance upwards.
6. LED 1 is blinking (green), the signal is on.
7. Turn the „down“ switch until the carriages start to move down.
8. The lift will move a short distance downwards.
9. If the test has been successful, both LED are blinking green.
10. If any fault occurred, both LED are blinking red.
11. Push ENTER button (EEPROM-Test)
12. If everything is ok, both LED are green.
13. If the electronic encounters any problems, both LED are blinking red, the signal is on. To rectify the fault, the lift has to be turned off. The jumper on the main board has to be put onto both connections, turn main switch on. After that turn off main switch again, put the jumper onto one connection only and turn main switch on again.
14. Set code switch to any mode.
15. Push ENTER

Switches on the main board for 1 motor-lifts

Switch on the electronic platine for initial installations and programming



Switch position:

0

1

3

4

5

6

7*

8*

9*

Function

Normal drive mode

Lower limit of carriage (not active)

Upper limit of carriage carriage position drive (not active)

Safety Stopp and acoustic signal for further lowering of carriage

Potentiometer test mode

Connection, signal and EEPROM test mode

Fault test mode (not active)

*If you encounter any fault during these test modes, this fault will be stored on the EEPROM. The main board cannot be adjusted to normal mode in this case. If normal drive mode is selected, and a fault occurs during test mode, both red and green LED's blink. To overcome this situation, change defective parts or run test mode again.

New driving mode:

Switch on the main board – programming (initial installation of the potentiometer already done)

Step	Switch	Enter button:	Function:
A	4	<i>push</i>	<i>Operate mode</i> <i>Lower the carriage til approx. 10mm over the ground and 10 mm overrun reserve</i>
B	5		<i>Not active</i>
C	1	<i>push</i> <i>push</i>	<i>Set lower limit after success of step A</i> <i>Save mode</i>
D	2		<i>Not active</i> <i>Save mode</i>
E	0	push	Normal operation mode (both LED are red) Move both carriages til a height of max. 1900 mm - evt. lower ☸
F	3	<i>push</i> <i>push</i>	<i>Set upper limit after success of step E.</i> <i>Save mode</i>
G	0	push	Normal operation mode (both LED are red) Lower lift to min. 200 mm above the ground in order to set safety stop.
H	6	<i>push</i> <i>push</i>	<i>Set safety Stopp after success of step G</i> <i>Save mode</i>
I	0	push	Normal operation mode (both LED are red) Programming finished

push = both LED are green.

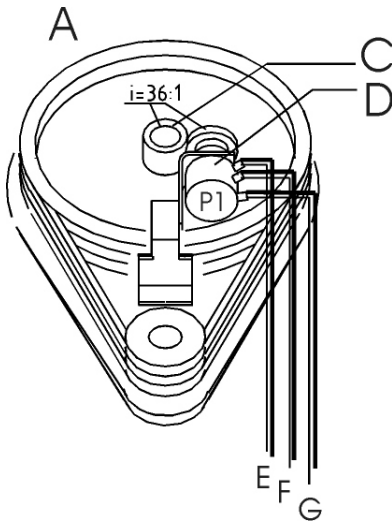
push = both LED are blinking green.

☸ should be the above disconnection point not reached,
Continue in individual drive with position 4.

Attention: no end stops!

Important notice:

If you encounter big differences in voltage or any other problems, it might happen that the main board is shut down automatically for safety purpose. In this case the lift cannot be operated. To make it work again, this can be done usually by turning the main switch on and off again.



Top view main column:

- A: main column
- C: gear screw
- D: Potentiometer
- E: green
- F: brown
- G: white

The path pick-ups P1 and P2 are not marked on the lift. The configuration of the components corresponds to this drawing. The wiring of the path pick-ups must be carried out according to the colour scheme of the prescribed plan. Incorrect wiring upsets the path pick-ups! **How to activate the EEPROM**

- I. Main switch off
- II. Jumper on both plugs
- III. Main switch on
- IV. Jumper on one plug or put it away until end of this process
- V. Main switch off
- VI. Main switch on
- VII. The control is activated by turning the code switch to 8 and pushing the Enter button

Test connections, signal and EEPROM (Saving) (Carriages are not near the end stops)

- I. Turn switch to code 8.
- II. Push ENTER button
- III. LED 2 is blinking (green), the signal is on.
- IV. Turn the „up“ switch until the carriages start to move up.
- V. The lift will move a short distance upwards.
- VI. LED 1 is blinking (green), the signal is on.
- VII. Turn the „down“ switch until the carriages start to move down.
- VIII. The lift will move a short distance downwards.
- IX. If the test has been successful, both LED are blinking green.
- X. If any fault occurred, both LED are blinking red.
- XI. Push ENTER button (EEPROM-Test)
- XII. If everything is ok, both LED are green.
- XIII. If the electronic encounters have any problems, both LED are blinking red, the signal is on. To rectify the fault, the lift has to be turned off. The jumper on the main board has to be put onto both connections, turn main switch on. After that turn off main switch again, put the jumper onto one connection only and turn main switch on again.
- XIV. Set code switch to any mode.
- XV. Push ENTER

Faults and causes

If there are any faults with the lift, turn off immediately, make safe, secure against unauthorised use and contact the Consul Service Section.

Repairs are only to be undertaken by qualified engineers!

- Noises during operation:

Cause:

Lack of lubrication, worn lifting screw, loose v-belt

Remedy:

Lubrication of spindles. If spindle is defective, replace it.

Tighten v-Belt (replace it).

- lift does not operate.

Remedy:

check supply current as well the function of the motor.

Check main switch, control circuits, fine-wire fuse

and thermal cut-out in motor winding and motor operation.

- Lift does not raise required load, or the motor „drone“

Check that the permitted lifting capacity of the lift has not been exceeded. Check the lubrication between the load nuts and the spindle. Check the electric leads to the electric motor to see whether current is being supplied in all 3 phases. Check the safety contacts and the drive belts.

- Carriage only rises approx. 100 mm.

Remedy:

Check safety devices, load bearing nut is probably worn and the safety lock is activated

shut down the lift, secure against unauthorised use and inform Consul Service Section

- Arm-lock does not work.

Remedy:

Check locking blocks, check springs between blocks and side of carriage,

check lock bars for perfect fit or no damage

Check that the permitted lifting capacity of the lift has not been exceeded. Check the lubrication between the load nuts and the spindle. Check the electric leads to the electric motor to see whether current is being supplied in all 3 phases. Check the safety contacts and the drive belts

Your Consul Service Section should be contacted in the event of any other faults.

Repairs of Consul lifts are only to be undertaken by authorised dealers.

Only original parts are to be used. If non-original parts are used all warranties and liabilities are invalid.

Emergency lowering II

Important:

While in the emergency lowering procedure. The automatic end limits are switched off. It is possible to drive the lift into the floor causing damage.

Notes:

The procedure described below for the emergency lowering of the lift may only be undertaken by authorised, trained personnel. A second person should watch the procedure from outside the operating area to ensure the safety of the operator and vehicle.

The emergency lowering procedure must be terminated immediately, if any danger should arise. Restarting the emergency lowering procedure should begin again once the cause of the danger has been removed. It is only possible to lower the lift once, making sure that the load carrying parts do not touch the floor.

Operating the emergency lowering procedure:

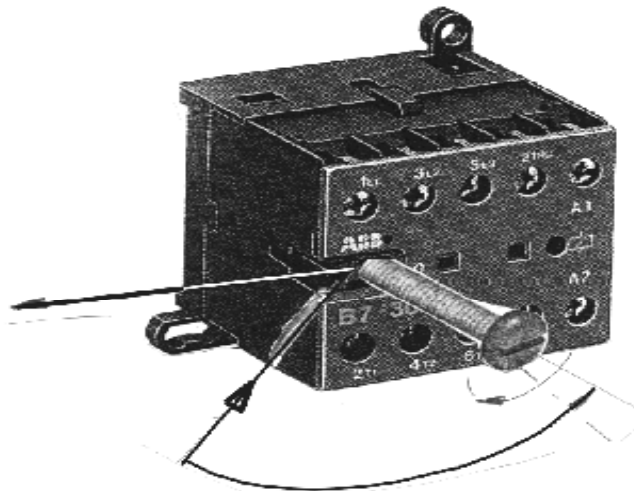
Emergency lowering using the motors can be necessary if the electronic controls fail. If other elements fail, then the lift should be lowered manually (by turning the bolt on the large pulley).

The main switch must be on the „off“ position. The screws should be inserted into the two contactors and locked into position (as shown in the diagram) to enable emergency lowering.

If the two sides are not synchronised then by locking only one contactor, the arms can be brought on the same level. Extreme care must be taken and levelling should be done in small steps.

Locking the contactors (the second contactor is the Mirror image):

Direction for pushing the
operating bar



plastic screw

Insert the locking screw at an angle as shown in the sketch. Using the screw, press the locking bar slightly in the direction of the arrow, then turn the screw clockwise, locks the locking bar. Set the main switch to 1. The emergency lowering procedure can be carried out by loosely inserting the switch toggle after removing it from the lid.

Warning: No automatic end switching-off.

When the maximum necessary lower position of the load carrying equipment has been reached, immediately set the main switch to 0 and remove the locking immediately. Moving the unit upwards again with the locking screw in position is not permitted. The lift must not be used again until all defects have been repaired by authorised personnel.

Emergency lowering I

Important:

During movements in emergency operation, there are not automatic end switch-offs. Further movements as far as the mechanical end stops may result in damage.

Notes:

The emergency lowering process described below must only be carried out by authorised and trained personnel. A second person must stand outside the danger area to monitor the safety of staff and materials in the lifting platform area.

At the first indication of any danger, the movement must be stopped immediately. No further movement must take place until the source of the danger has been removed. The only permitted function is a single downward movement –however, ensure that the load support equipment does not touch the floor.

Emergency lowering

If the electronic control system fails, it may be necessary to carry out emergency lowering using to motor. If other elements fail, carry out emergency lowering by hand (by turning the big belt disc).

The main switch must be set to 0. As per the sketch, the lowering contactors must be locked for a single emergency lowering process by using the enclosed plastic screws.

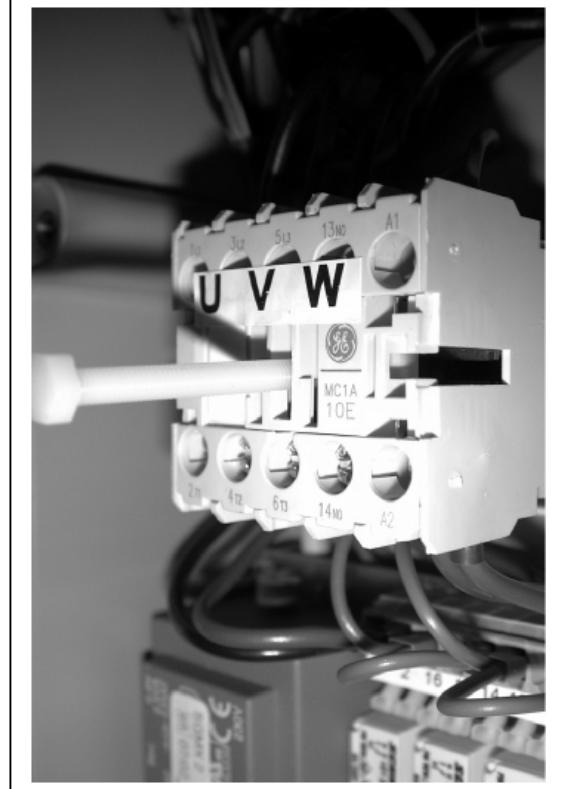
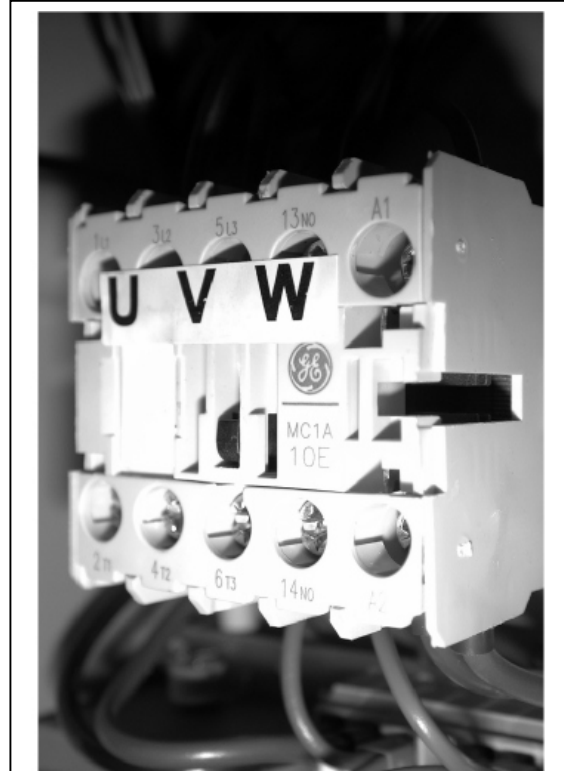
If there is any unevenness in the lifting apparatus it may be possible to overcome this by locking just one of the safety devices. Be especially careful while carrying out all movements, which should only take place for short intervals.

Locking main contactor K2 and K4:

Insert locking screw in accordance with the sketch. The screw pushes the locking bar in the direction of the arrow and locks it. Set the main switch briefly to 1 in order to control the correct direction of movement of the carriage, then press the main switch again to continue the downwards movement.

Warning: No automatic resetting of the main switch, no automatic end switching-off.

When the maximum necessary lower position of the load carrying equipment has been reached, immediately set the main switch to 0 and remove the locking screw **immediately**. Moving the unit upwards again with the locking screw in position is not permitted. The platform must not be used again until all defects have been repaired by authorised personnel.



Maintenance general care

Before any maintenance the lift should be isolated from the electricity supply and protected from any unauthorised use!

Thorough maintenance is essential if your lift is to have a long working life and be constantly ready to give good service.

In this respect special attention must be given to lubrication. The lifting spindles must be greased weekly with Consul Spindle Oil. When the spindle is in the „down“ position, brush the lifting spindle with oil. Where lifts have spindle oilers (identification number: 34631.2) then the oil container on the carriage must be kept full. At least once a month you should check that the oil provision is sufficient.

After installation and commissioning there may be some stretching of the power transmission elements, depending on the type of lift. For example, stretching of the drive belt, chains or cables, consequential adjustments, adjustments to the safety systems, etc. These changes do not constitute wear and tear of the parts. They are routine aspects of running in and must form part of the customer's maintenance and care. With lack of care break downs can occur which are not covered by the guarantee. In this case, any costs arising may have to be borne by the customer.

The swivel arm joints must be greased when necessary and at least quarter yearly (oil underneath the safety screws). Where lifts are exposed to the weather, the lubrication programme should be doubled (see the lubrication instructions on the main column).

The load bearing apparatus must always be kept in working condition. The buffer points must be kept clean and greased-free. The spindles of the turntables must be greased. They must not be able to unscrew themselves completely.

Chain lifts:

One further point is the correct tensioning of the chains. Because of the initial stretching of the chain it is necessary to retension these as required. This is not a sign of early wear. After a short running in time the chain generally requires retensioning.

The retensioning of the chain (only with tension lifts!) is an item of maintenance which must be carried out by the customer as and when necessary.

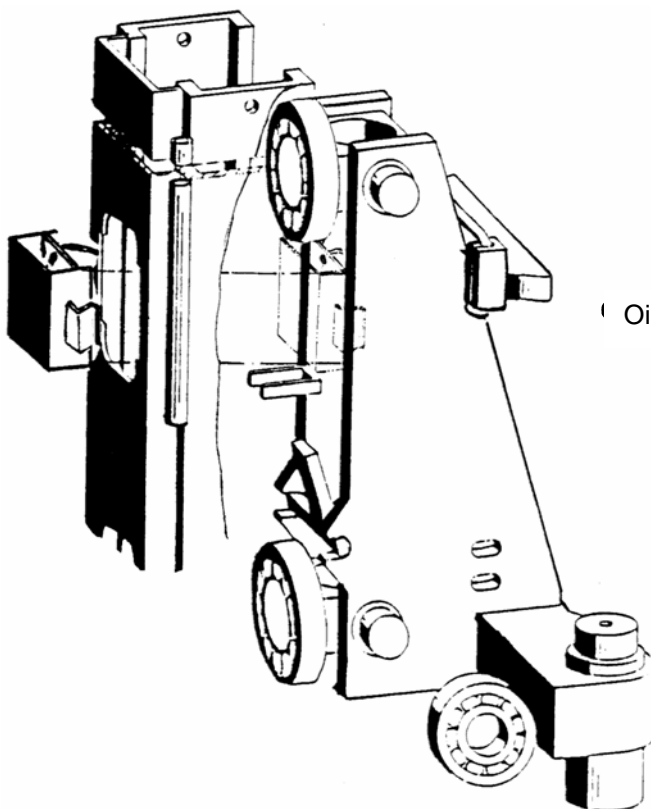
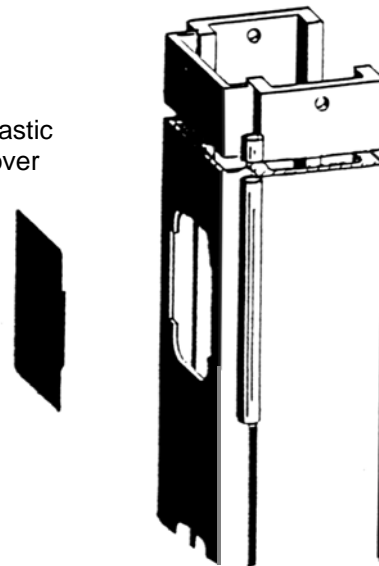
Damages which occur when the lift is operated with an overslack chain will invalidate the guarantee. The tensioning of the chain is to be carried out according to the instructions for assembly. The chain glide units should be stored clean and in well-greased conditions (to be checked quarter yearly).

Automatic lubrication system

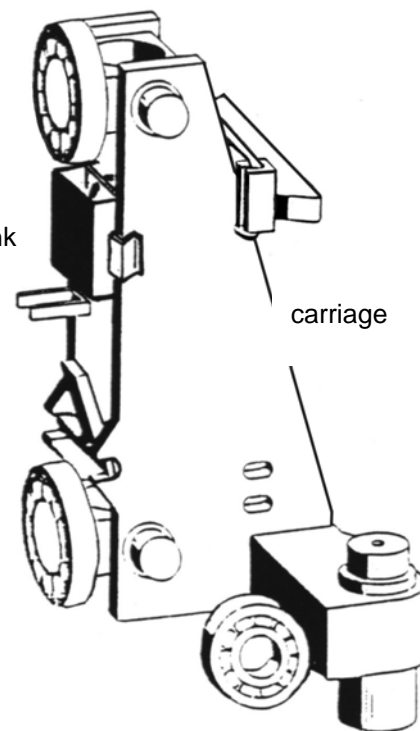
1. Remove the cove plate at the rear of the column.
2. Raise the lift to the upper column opening so that the carriage stops between the upper roller and the angle piece.
Important!
Before carrying out any work at all on the lift, always disconnect it from the mains electricity supply and ensure that no unauthorised personnel can use it.
3. Fill the oil container with oil (we recommend lubrication SAE 20). The flat wick should be secured about 20-25 mm over the oil container with a safety needle and fitted pointing downwards. Please check during assembly!
4. Clamp the oil container to the carriage. Repeat this procedure on the column. Then check the correct position of the oil container again!
5. Now replace the cover plates and connect the lift to the mains again.

Check the oil at regular intervals. To do this, remove the cover plate and raise the carriage so that the oil container is visible through the opening. Disconnect the lift from the mains supply. Check the oil level and top up with oil if

Plastic cover



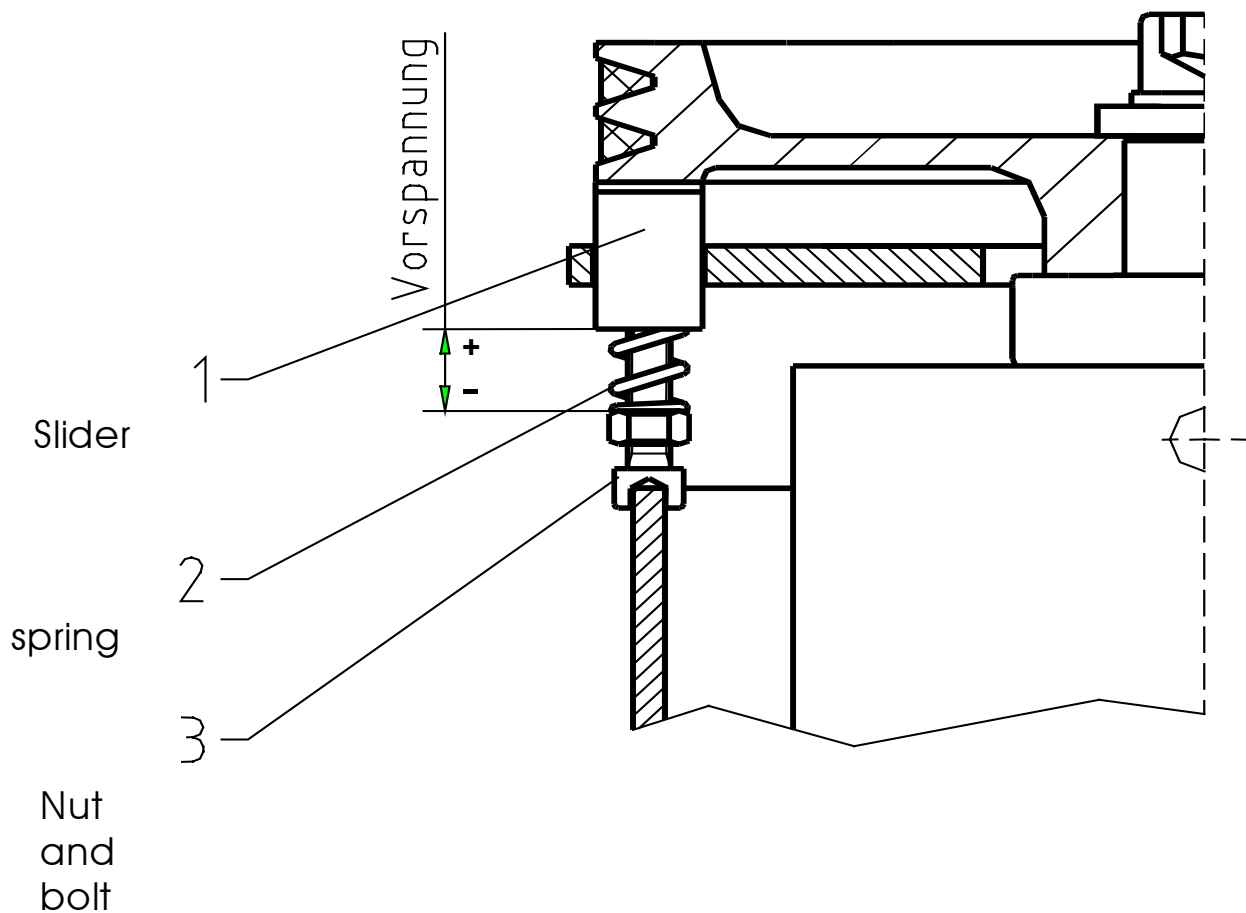
Oil tank



carriage

Adjustment for synchronisation **34987.8 (3to)** **38096.4 3,5 and 4to**

The lift has an adjustable brake on both columns. This stops the weight of the vehicle causing the columns to lower at different speeds. The tension on the springs can be adjusted to synchronise the lifting carriages.

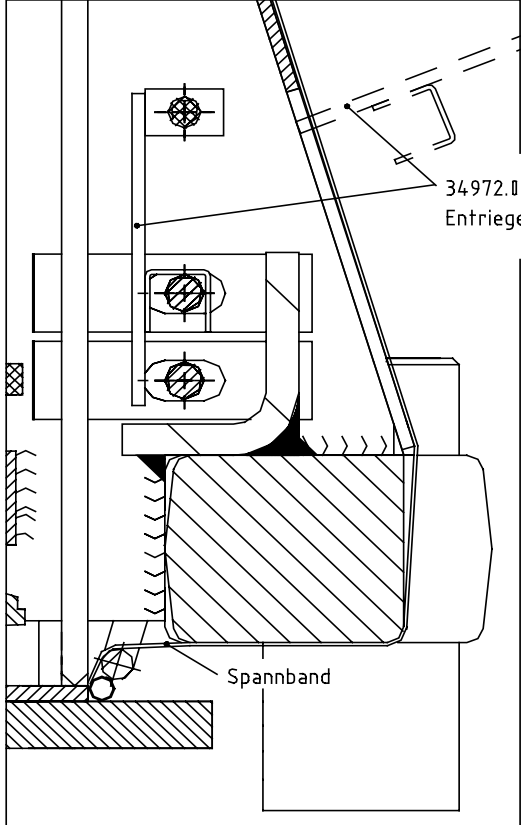


If necessary, adjust the pre-tension of the spring by means of the nut!

Subject to change without prior notice!

When the hood has been removed and the system is load-free, it should just be possible – using both hands – to turn the large belt disc.

Manual arm lock override



34 972.0
Entriegelungshebel

Spannband

Manual arm lock override

Accessories
Order-no. 34990.2

Manual of arm lock override

Remove cover tape, so that you can see the spindle

Put the lever through the front of the hole of the carriage
Please check the lever. The U-profile have to set down on the first threat bar.

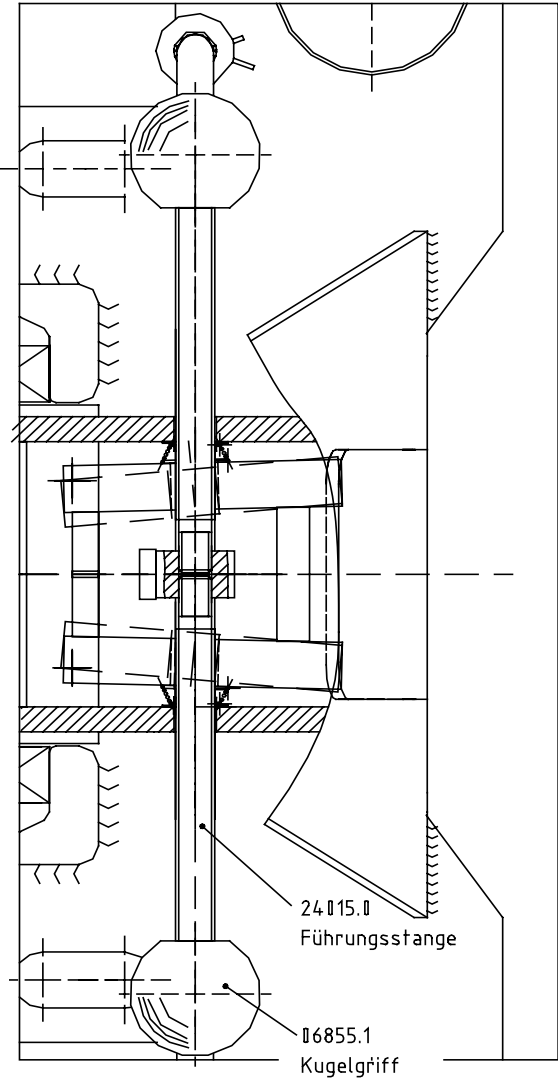
Screw the lever on the guide bar (2x)

Screw the guide bar in the threaded bore of the lever (7 mm deep). (2x)

Screw the arm lock override of its function

Fasten the cover tape with the metal stripe and the nuts again.

Subject to change without prior notice!

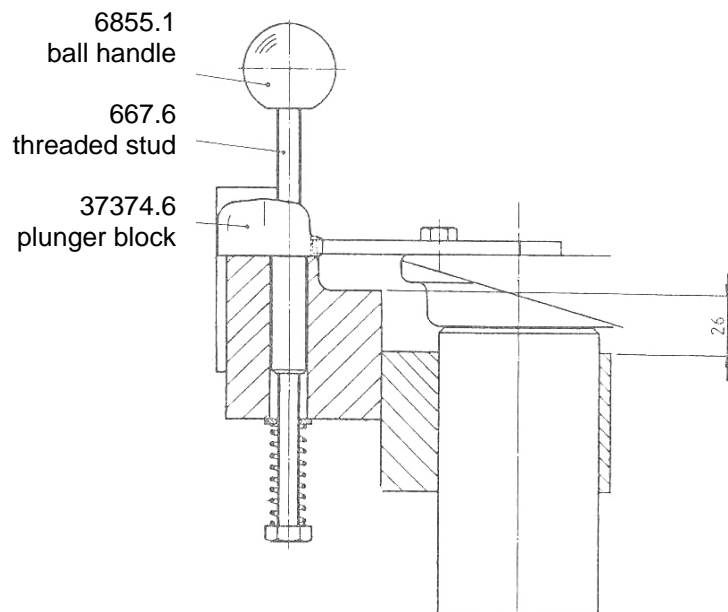


24 15.0
Führungsstange

6855.1
Kugelgriff

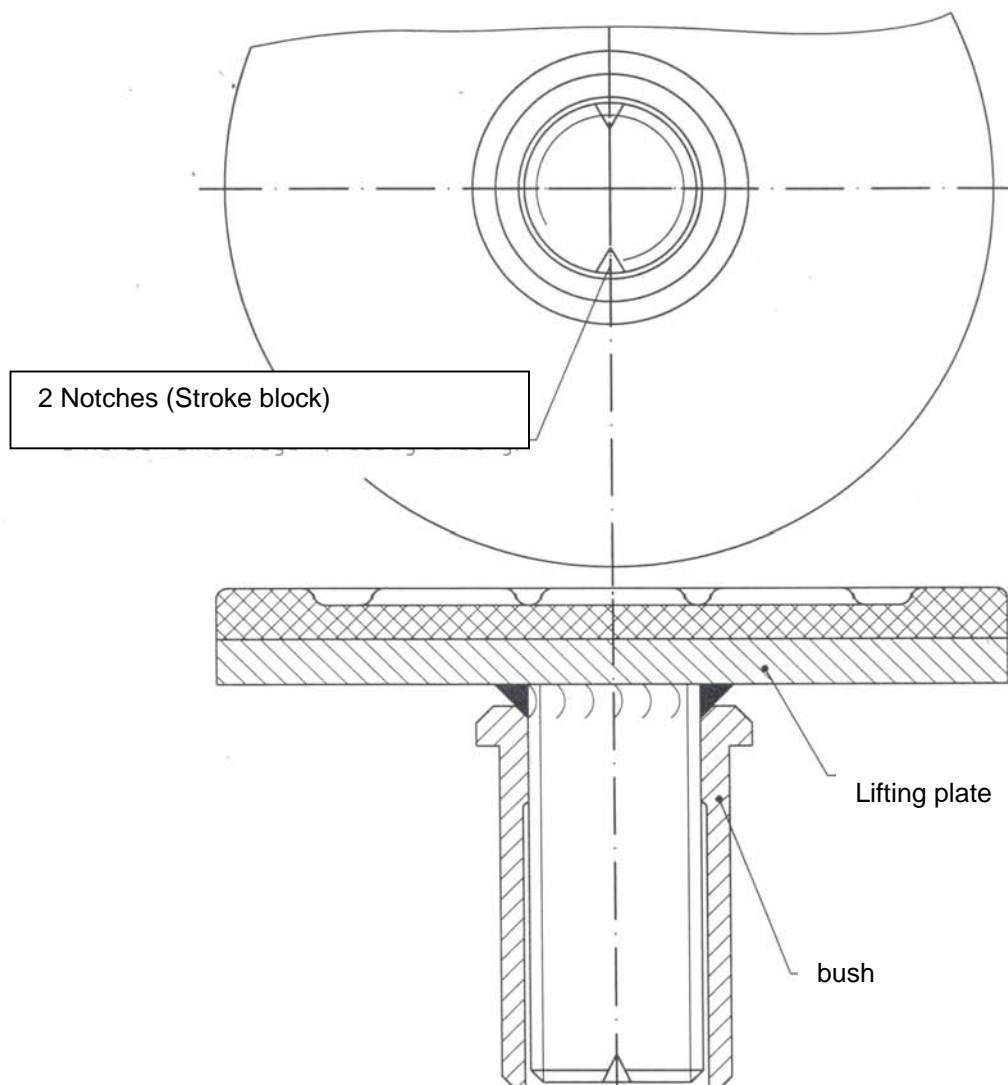
Manual arm lock override for 6 to lifts

Identification nr.: 39766.1

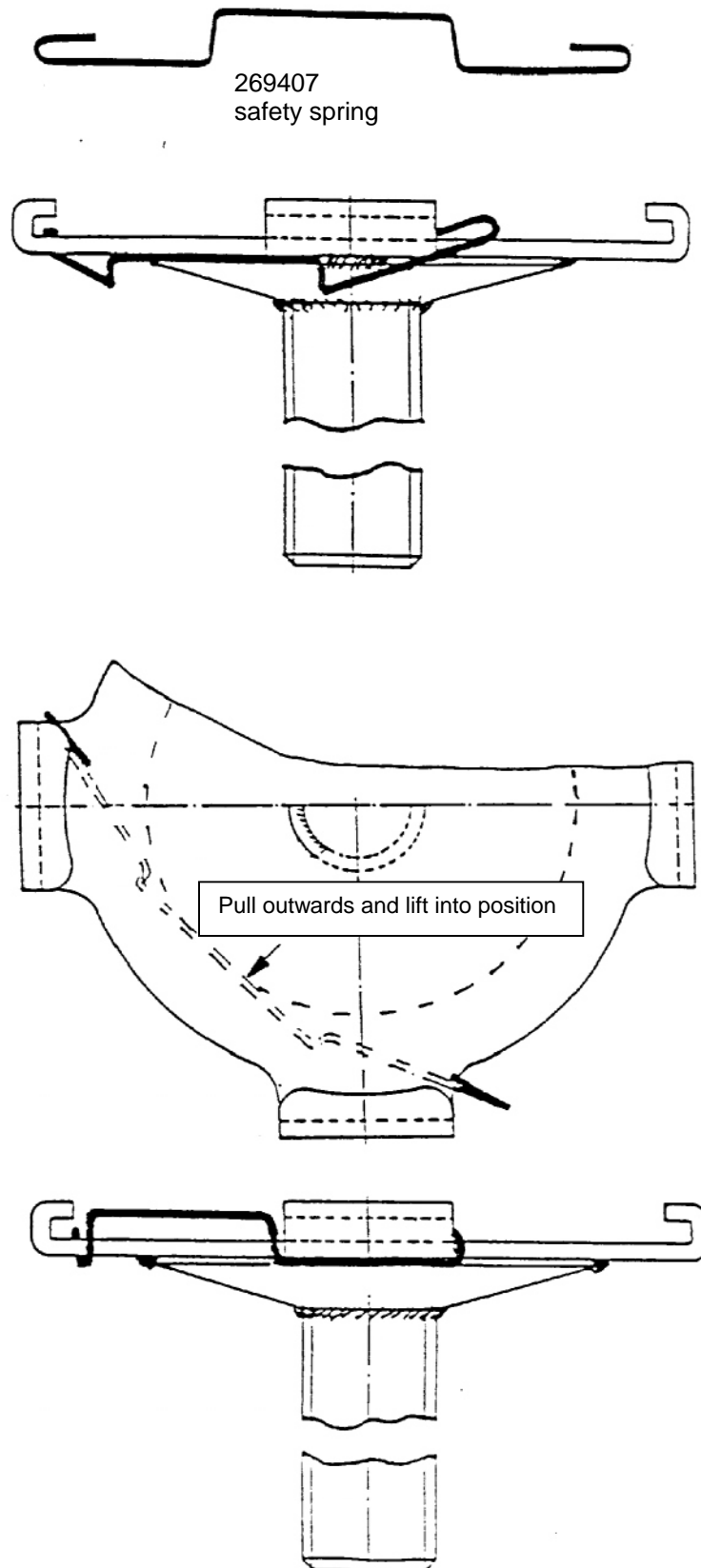


Subject to change without prior notice!

Lifting plate with pin bushin

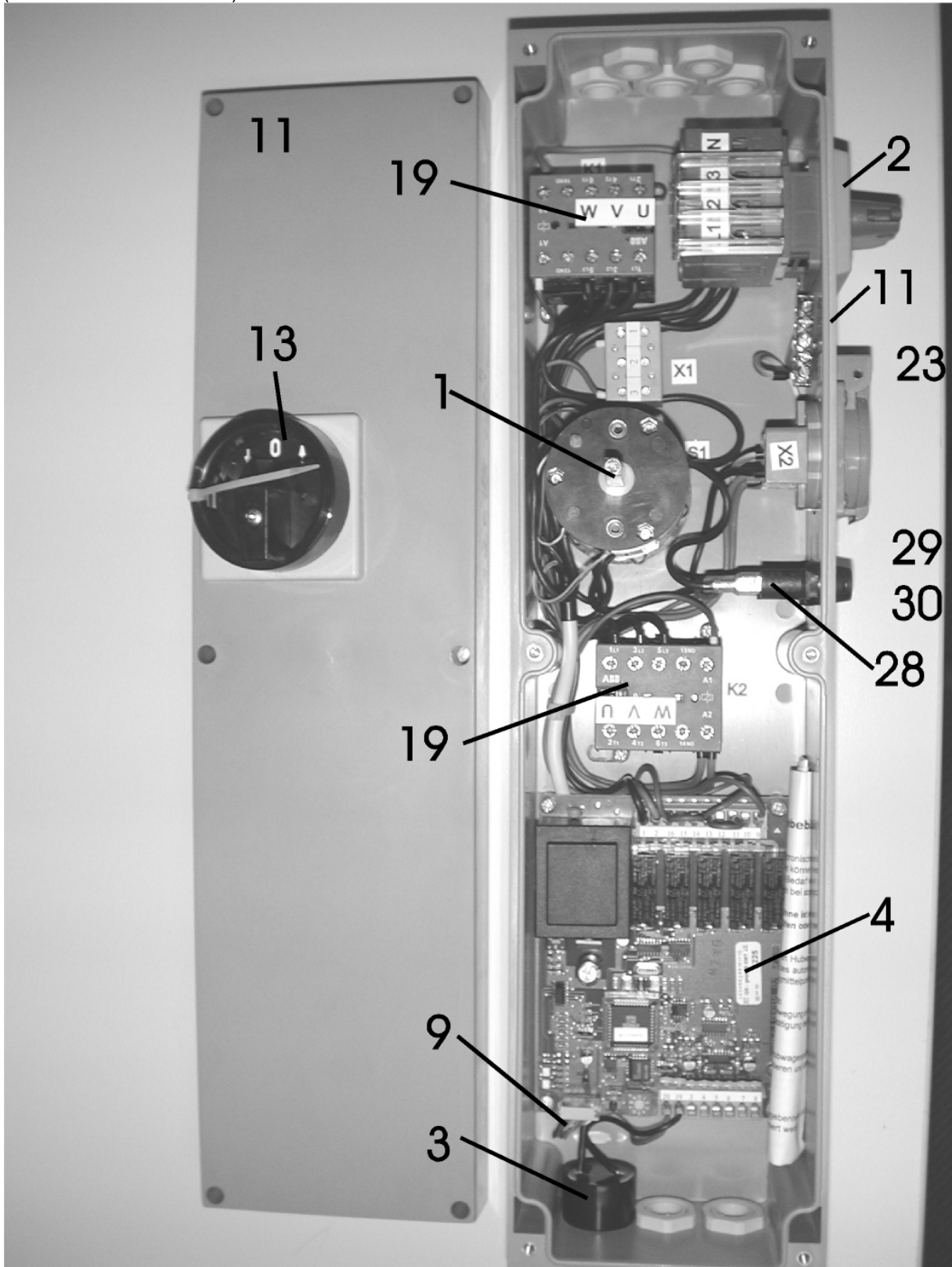


Lifting plate lift 6 to



Control unit with rotary reversing switch (36953.8)

(for H300/H301/H354/H355)



11/2000

technische Änderungen vorbehalten ! / Subject to change without prior notice !

Control unit with rotary reversing button **(36953.8)**

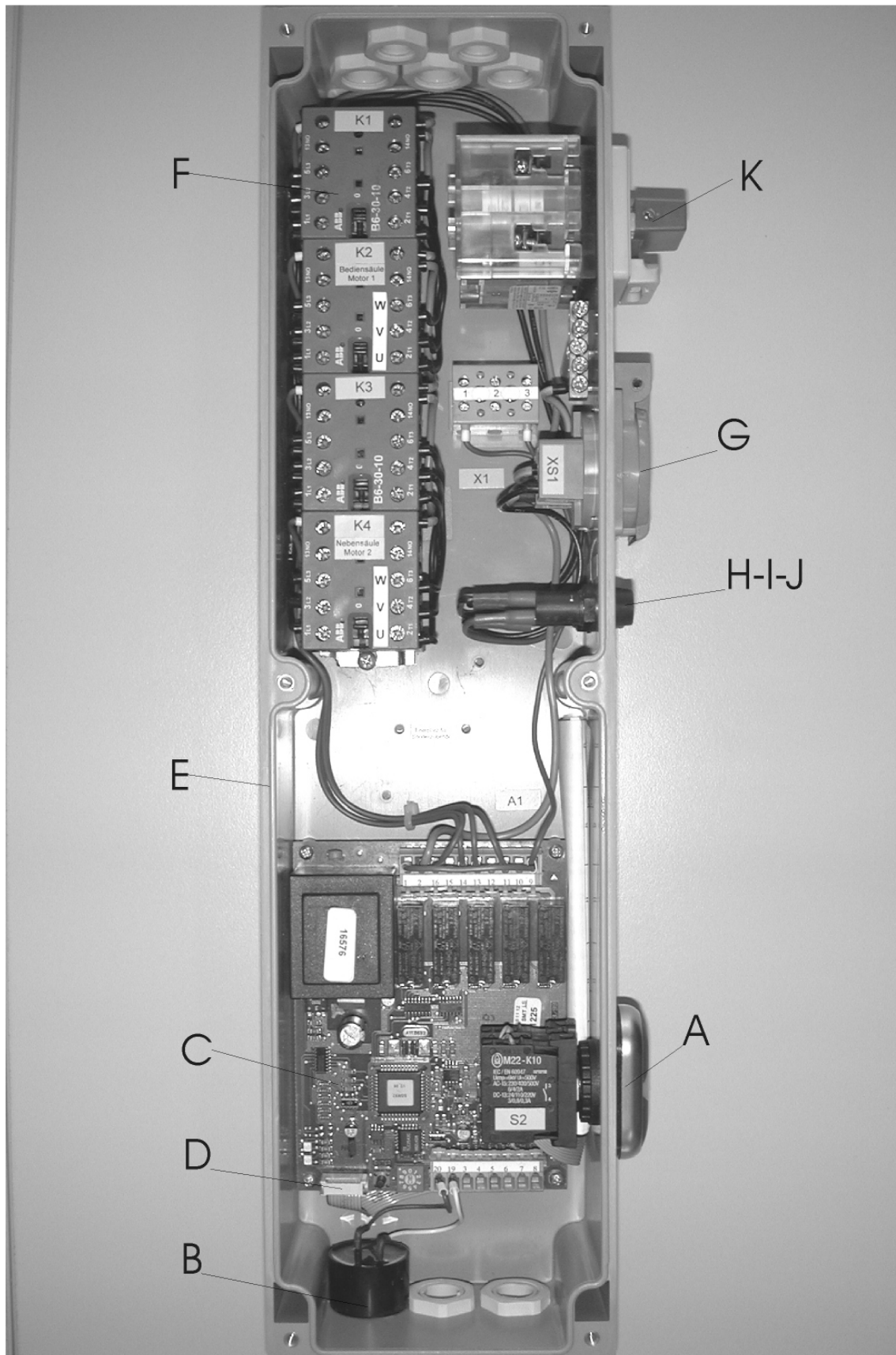
ab Fabrikations-Nr./from serial number: 209602

Pos.	Ident-Nr.:	description:
1	366553	operating switch
2	369546	main switch
3	361576	audible alarm device
4	356154	circuit board
9	370528	conduction band with plug
11	370536	box complete
13	369561	handle knob with adapter
19	318964	main contactor
23	316026	european socket
28	360115	fuse socket
29	318972	fuse
30	318980	fuse

11/2000

Subject to change without prior notice !

Control unit with push-buttons 38032.9



Subject to change without prior notice !

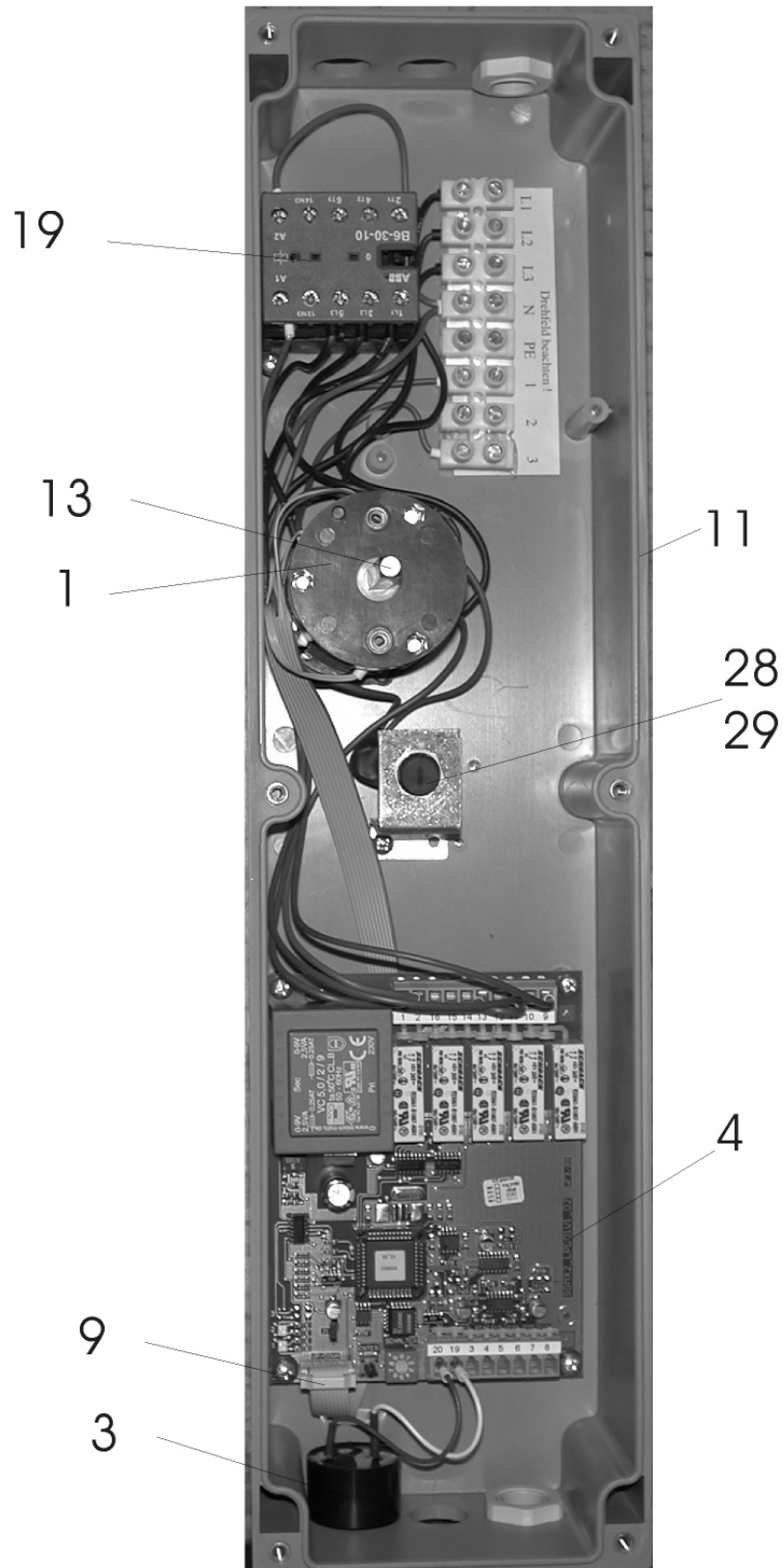
Control unit with push-buttons 380329

Pos.	Ident-Nr.:	description:
A	380337	double switch
B	361576	audible alarm device
C	356154	circuit board
D	370528	conduction band with plug
E	395970	box complete
F	318964	main contactor
G	316026	european socket
H	360115	fuse socket
I	318972	fuse
J	318980	fuse
K	369546	main switch

10/2002

Subject to change without prior notice !

Control unit H325 Prolift 3003 GA



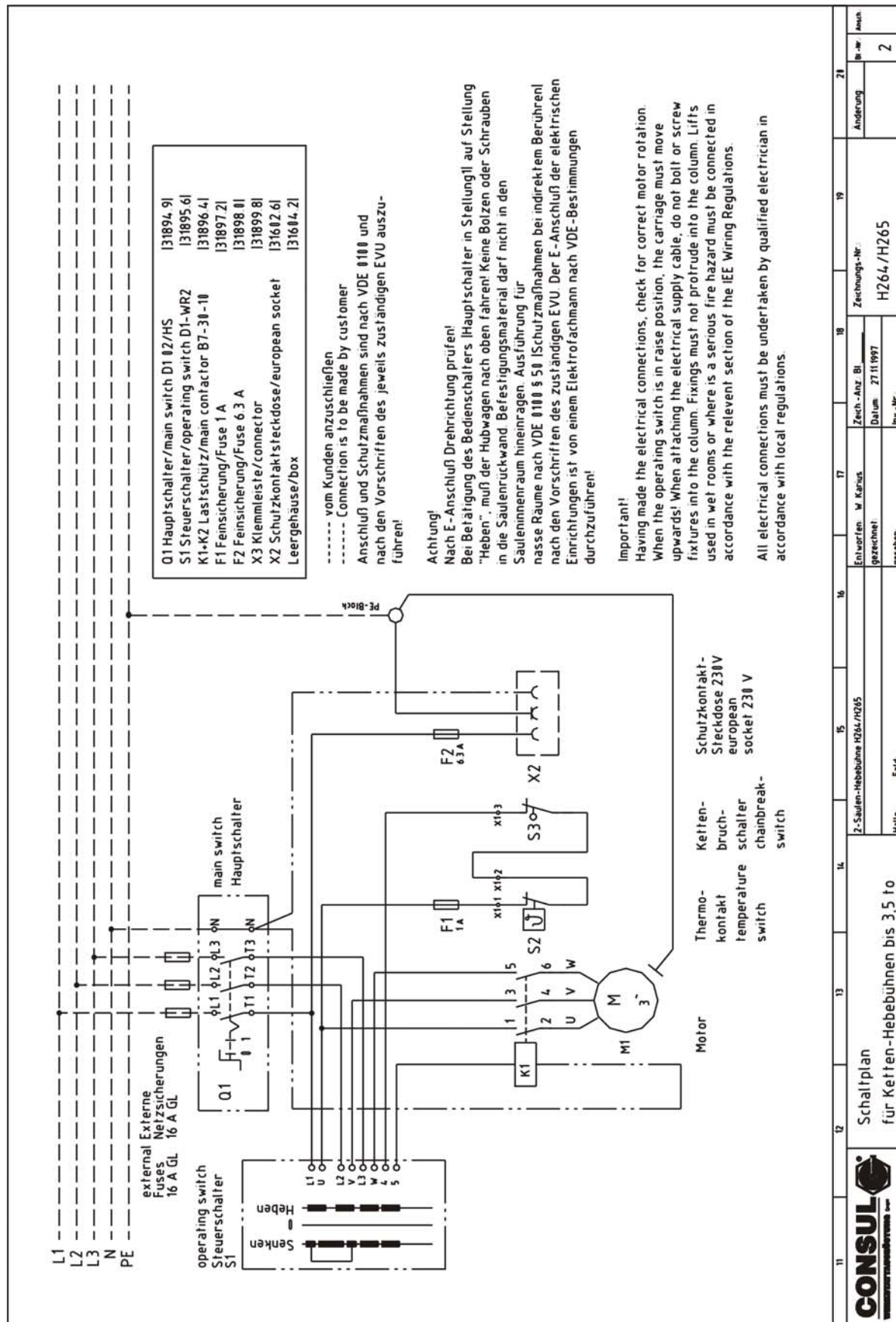
Spare parts list control unit H325 Prolift 3003 GA

Pos.	Ident-Nr.:	description:
1	366553	operating switch
3	361576	audible alarm device
4	356154	circuit board
9	370528	conduction band with plug
11	370536	box complete
13	369561	handle knob with adapter
19	318964	main contactor
28	360115	fuse socket
29	318972	fuse

03/2002

Subject to change without prior notice !

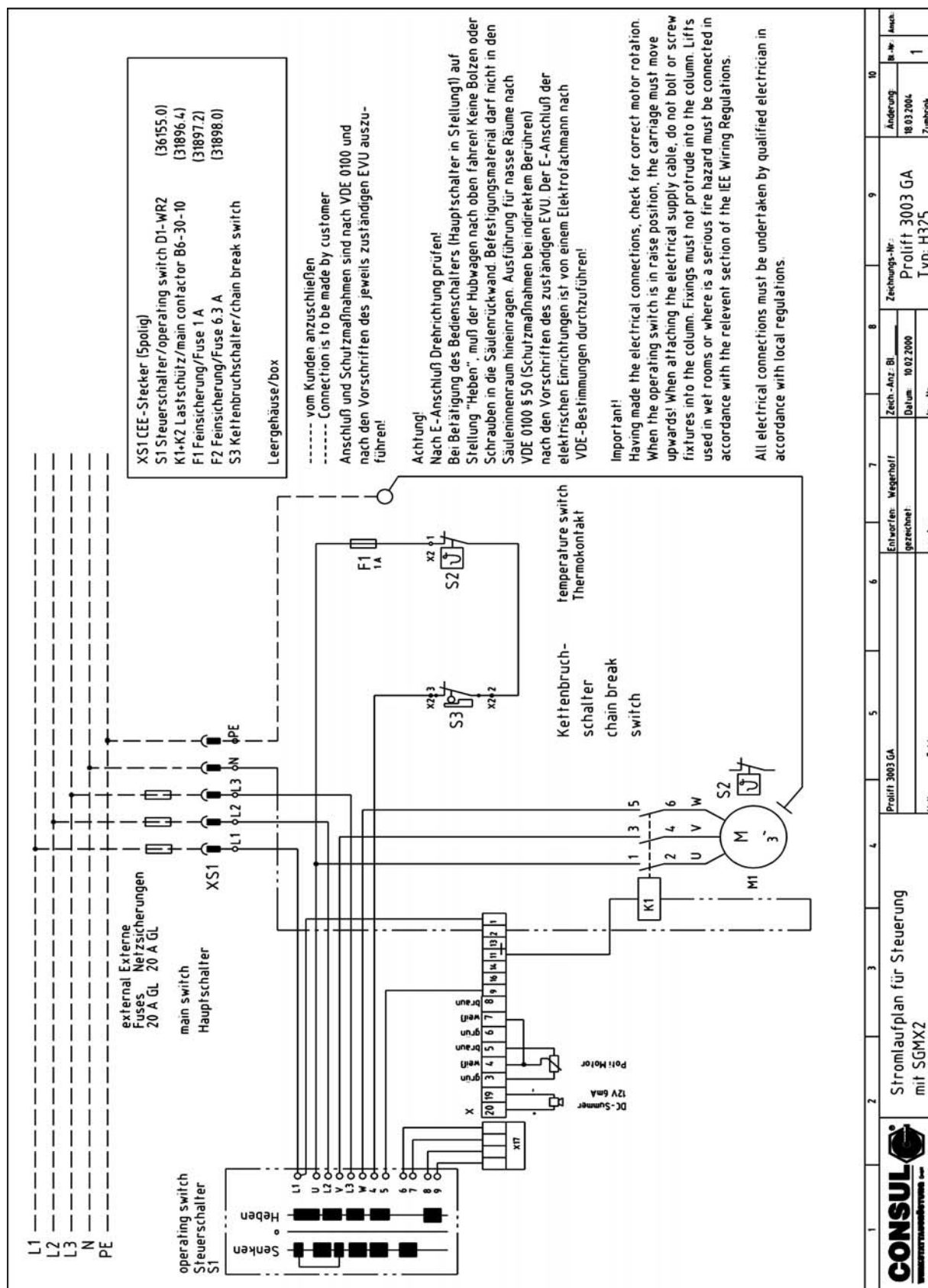
Electric diagram for chain lifts H264/H265



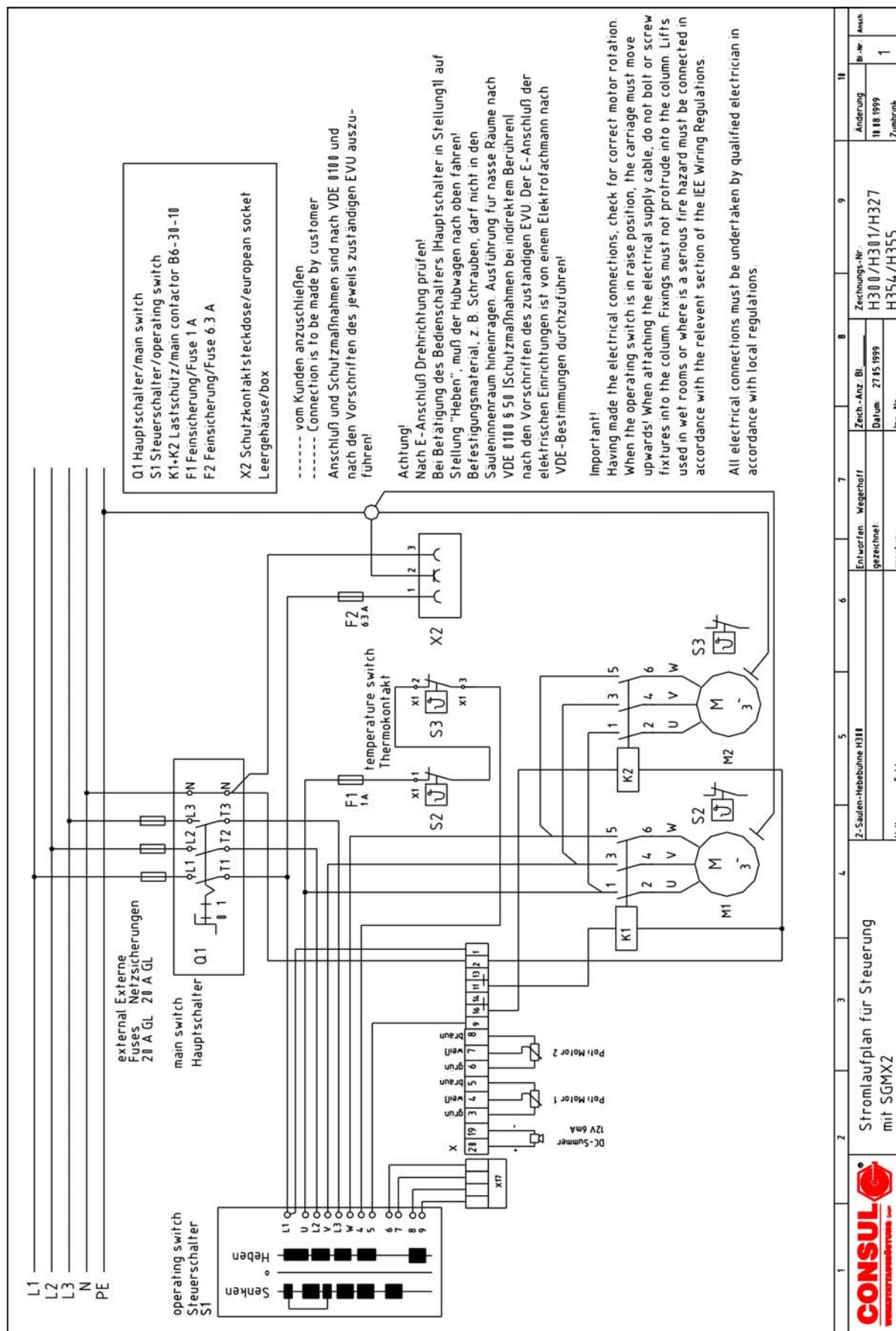
Neiz/Main outlet: 220/400 V 50 Hz
Steuerspannung/control voltage: 220V 50 Hz
Gesamtanschluss/outlet: 8 kW
Vorsicherung/fuse: 35 A

Legende:
 S1 Heben/Raise
 S2 Senken/Lower
 S3 Endabschalter oben/up
 S4 Endabschalter unten/down
 S5 Sicherheitsschalter/safety switch
 S6 Sicherheitsschalter/safety switch
 S7 Sicherheitsschalter/safety switch
 M1 Antriebsmotor Säule 1/power unit column 1
 M2 Antriebsmotor Säule 2/power unit column 2
 T1 Kettenbruchschalter/Chain break switch
 T2 Kettenbruchschalter/Chain break switch
 F1 F1
 F2 F2
 F3 F3
 F4 F4
 XS1 Schuko-Steckdose/european socket
 PE PE

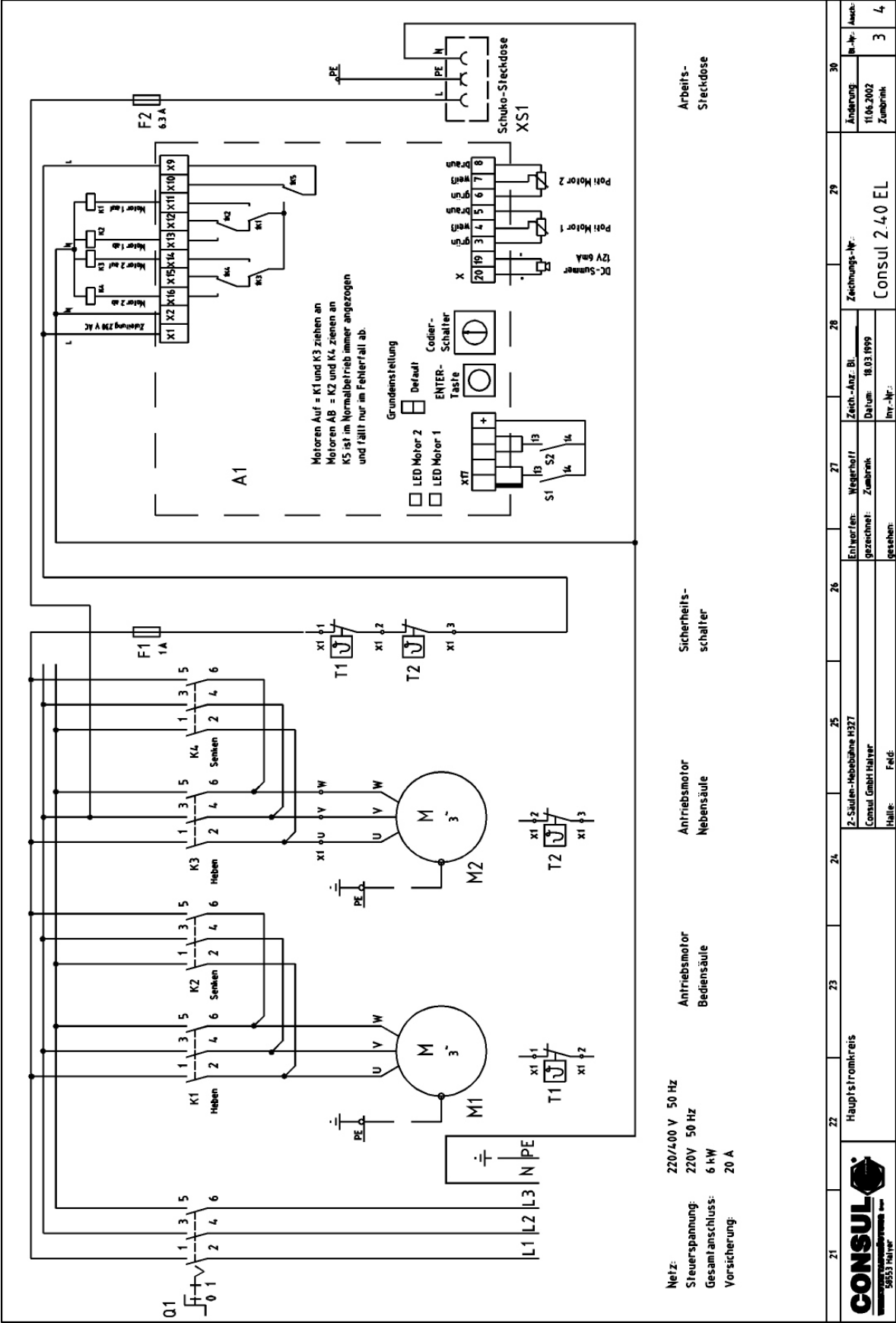
Electric diagram H325



Electric diagram with rotary reversing switch



Electric diagram with push-button





ZEICHENGENEHMIGUNGS-AUSWEIS Nr. 240/00

Nur gültig mit umseitigen Vertragsbedingungen

RWTÜV e.V., Postfach 10 32 61, D-45032 Essen

GENEHMIGUNGSINHABER: Consul Werkstattausrüstung GmbH
Daimlerstraße 1, 58553 Halver

FERTIGUNGSSTÄTTE: s. O.

G.-Z. des Antragstellers	Antragsdatum	Aktenzeichen 20388167/10	Ausstellungsdatum	15.02.00
Herr Priese	12.01.00	3.1.1-1197/99 Moz/Bz/A15	Gültig bis	15.02.05

PRÜFZEICHEN:



GERÄTEART: Hebebühne

Typbezeichnung: H300 Consul 2.30EL-S
Lastaufnahmemittel: symmetrische Gelenkarme

Technische Daten:

Nutzlast:	3000 kg im Lastverhältnis 2:3
Hubhöhe:	1900 mm
Antriebsart:	elektro-mechanisch
Spannung:	400 V
Schutzklasse:	I
Gleichlaufeinrichtung:	elektronische Gleichlaufsteuerung

GEPRÜFT NACH: EN 1493:1998-08, DIN EN 60204-1/DE 0113-1: 1993-06

WEITERE ANGABEN: --

Die Zertifizierungsstelle für Gerätesicherheit des RWTÜV e.V., als vom Bundesminister für Arbeit und Sozialordnung benannte Zertifizierungsstelle für technische Arbeitsmittel mit den angeschlossenen Prüflaboratorien, bestätigt: Die im Gesetz über technische Arbeitsmittel - in der ab 26.08.1992 geltenden Fassung - gestellten Anforderungen werden von dem(n) oben aufgeführten Gerät(en) erfüllt.
Die Genehmigung, das GS-Zeichen gem. den umseitig abgedruckten Vertragsbedingungen zu verwenden, wird hiermit erteilt.

Zertifizierungsstelle für Gerätesicherheit,
Aufzüge und Medizintechnik

ZEICHENGENEHMIGUNGS-AUSWEIS Nr. 240/00

Nur gültig mit Blatt 1 und etwaigen Folgeblättern

Blatt 2

RWTÜV e.V., Postfach 10 32 61, D-45032 Essen

GENEHMIGUNGSINHABER: Consul Werkstattausrüstung GmbH
Daimlerstraße 1, 58553 Halver**FERTIGUNGSSTÄTTE:** s.o.

G.-Z. des Antragstellers	Antragsdatum	Aktenzeichen 20388167/10	Ausstellungsdatum	15.02.00
Herr Priese	12.01.00	3.1.1-1197/99 Moz/Bz/A15	Gültig bis	15.02.05

BESCHREIBUNG:**Geprüft nach:** EN 1493: 1998-08, EN 60204-1/VDE 0113-1:1993-06**Geräteart:** Hebebühne**Typbezeichnung:** H300 Consul 2.30EL-A**Aufbau:** Wie im Ausweis Nr. 240/00 Blatt 1 beschrieben,
jedoch: Lastaufnahmemittel mit asymmetrischen Lastarmen.**WEITERE ANGABEN:** --Zertifizierungsstelle für Gerätesicherheit,
Aufzüge und Medizintechnik



ZEICHENGENEHMIGUNGS-AUSWEIS

Nr. 240/00

Nur gültig mit Blatt 1 und etwaigen Folgeblättern

Blatt 3

RWTÜV e.V., Postfach 10 32 61, D-45032 Essen

GENEHMIGUNGSINHABER: Consul Werkstatt-ausrüstung GmbH
Daimlerstraße 1, 58553 Halver**FERTIGUNGSSTÄTTE:** s. o.

G.-Z. des Antragstellers	Antragsdatum	Aktenzeichen 20388167/10	Ausstellungsdatum	15.02.00
Herr Priese	12.01.00	3.1.1-1197/99 Moz/Bz/A15	Gültig bis	15.02.05

BESCHREIBUNG:**Geprüft nach:** EN 1493:1998-08, EN 60204-1/VDE0113-1:1993-06**Geräteart:** Hebebühne**Typbezeichnung:** H300 Consul 2.30EL-C**Aufbau:** Wie im Ausweis Nr. 240/00 Blatt 1 beschrieben,
jedoch: Lastaufnahmemittel Schnellaufnahmechassis**WEITERE ANGABEN: --**Zertifizierungsstelle für Gerätesicherheit,
Aufzüge und Medizintechnik

**ZEICHENGENEHMIGUNGS-AUSWEIS** Nr. 240/00

Nur gültig mit Blatt 1 und etwaigen Folgeblättern

Blatt 4

RWTÜV e.V., Postfach 10 32 61, D-45032 Essen

GENEHMIGUNGSINHABER: Consul Werkstattausrüstung GmbH
Daimlerstraße 1, 58553 Halver**FERTIGUNGSSTÄTTE:** s. o.

G.-Z. des Antragstellers	Antragsdatum	Aktenzeichen 20388167/10	Ausstellungsdatum	15.02.00
Herr Priese	12.01.00	3.1.1-1197/99 Moz/Bz/A15	Gültig bis	15.02.05

BESCHREIBUNG:**Geprüft nach:** EN 1493: 1998-08, EN 60204-1/VDE0113-1: 1993-06**Geräteart:** Hebebühne**Typbezeichnung:** H300 Consul 2.35Modula**Aufbau:** Wie im Ausweis Nr. 240/00 Blatt 1 beschrieben,
jedoch: Nutzlast 3500 kg und Hubsäulen mit zusätzlichen Rippen auf
Fußplatten und verstärkten symmetrischen Lastarmen.**WEITERE ANGABEN:** --Zertifizierungsstelle für Gerätesicherheit,
Aufzüge und Medizintechnik

ZERTIFIKAT

CERTIFICATE

RWTÜV

Registrier-Nr./Registered No.:
04 205-0239/00

Anlage 1, Blatt 1 von 1
 Annex 1, page 1 of 1

Zeichen des Auftraggebers Reference of applicant	Auftragsdatum Date of application	Aktenzeichen File reference	Prüfbericht Nr. Test report No.	Ausstellungsdatum Date of issue	Revision Revision
Herr Priebe	12.01.99	20388167/10 3.1.1-1197/99 Moz	237/00 und 238/00	15.02.00	1

Typbezeichnung: Hubarbeitsbühne
 Type: H300 Consul 2.30 EL-S

Produktbeschreibung: Nutzlast: 3000 kg
 Product description: Hubhöhe: 1900 mm

Typbezeichnung: Hubarbeitsbühne
 Type: H300 Consul 2.30 EL-A


Produktbeschreibung: Nutzlast: 3000 kg
 Product description: Hubhöhe: 1900 mm

Typbezeichnung: Hubarbeitsbühne
 Type: H300 Consul 2.30 EL-C

Produktbeschreibung: Nutzlast: 3000 kg
 Product description: Hubhöhe: 1900 mm

Typbezeichnung: Hubarbeitsbühne
 Type: H301 Consul 2.35 Modula

Produktbeschreibung: Nutzlast: 3500 kg
 Product description: Hubhöhe: 1900 mm


 Zertifizierungsstelle des RWTÜV e.V.
 für Gerätesicherheit, Aufzüge
 und Medizintechnik, notifiziert bei der
 EG-Kommission unter Nr. 0044

Rheinisch-Westfälischer
 Technischer Überwachungs-
 Verein e.V., Sitz: Essen
 Langemarckstraße 20
 D-45141 Essen
 Postfach 10 32 61
 D-45032 Essen
 Telephone +49/201 8 25-0
 Telefax +49/201 8 25-33 56

ZERTIFIKAT

CERTIFICATE

RWTÜV

Registrier-Nr./Registered No.:

04 205-239/00

EG-Baumusterprüfbescheinigung gemäß Anhang VI der EG-Richtlinie 98/37/EG
 EC-type approval according to annex VI of the EC-Directive 98/37/EC

 Zeichen des Auftraggebers
 Reference of applicant
 Herr Priese

 Auftragsdatum
 Date of application
 12.01.00

 Aktenzeichen
 File reference
 20388167/10
 3.1.1-1197/99 Moz

 Prüfbericht Nr.
 Test report No.
 237/00 und 238/00

 Ausstellungsdatum
 Date of issue
 15.02.00

 Gültigkeit bis
 Expiry date
 15.02.05

Hiermit wird bestätigt, daß das nachfolgend genannte Produkt den grundlegenden Anforderungen der Richtlinie des Rates vom 22.06.98 zur Angleichung der Rechts- und Verwaltungsvorschriften der Mitgliedstaaten über Maschinen entspricht.
 We hereby certify that the product mentioned below meets the basic requirements of the council directive dated 22.06.98 on the approximation of the laws, regulations and administrative provisions of the member states relating to machinery.

CE 0044

 Antragsteller
 Applicant:


 Consul Werkstattausrüstung GmbH
 Daimlerstraße 1, 58553 Halver

 Fertigungsstätte:
 Manufacturing plant:

s. o.

 Produktbeschreibung:
 Product description:

 Hebebühnen-Baureihe H30...
 Typenschlüssel siehe Anlage 1


 Zertifizierungsstelle des RWTÜV e.V.
 für Gerätesicherheit, Aufzüge
 und Medizintechnik, notifiziert bei der
 EG-Kommission unter Nr. 0044

 Rheinisch-Westfälischer
 Technischer Überwachungs-
 Verein e.V., Sitz: Essen
 Langemarkstraße 20
 D-45141 Essen
 Postfach 10 32 61
 D-45032 Essen
 Telephone +49/201 8 25-0
 Telefax +49/201 8 25-33 56

RWTÜV

ZEICHENGENEHMIGUNGS-AUSWEIS

Nr. 2039/01

Nur gültig mit umseitigen Vertragsbedingungen

RWTÜV Anlagentechnik GmbH, Postfach 10 32 61, D-45032 Essen

GENEHMIGUNGSINHABER: Consul Werkstattausrüstung GmbH
 Daimlerstraße 1, 58553 Halver, Deutschland

FERTIGUNGSSTÄTTE: s. o.

G.-Z. des Antragstellers	Antragsdatum	Aktenzeichen	Ausstellungsdatum	22.10.2001
Herr Priese	10.09.2001	20503525/10 2.4-886/01Moz/--/A15	Gültig bis	22.10.2006

PRÜFZEICHEN:
GERÄTEART: Kfz-Hebebühne

Typbezeichnung: H264

Technische Daten:	Nutzlast:	3000 kg
	Hubhöhe:	1900 mm
	Spannung:	400 V, ~
	Gleichlaufeinrichtung:	Gleichlaufkette
	Lastaufnahme:	symmetrische Tragarme (für H264-S) asymmetrische Tragarme (für H 264-A) mit Schnellaufnahmechassis (für H264-C)

Prüfgrundlagen: Prüfbericht Nr. 2037/01 über die Prüfung einer Kfz-Hebebühne nach einer Änderung

GEPRÜFT NACH: Richtlinie 98/37/EG
 DIN EN 60204-1/VDE 0113 Teil 1: 1993-06
 EN 1493: 1998-08
WEITERE ANGABEN: --

Die Zertifizierungsstelle für Gerätesicherheit der RWTÜV Anlagentechnik GmbH, als vom Bundesminister für Arbeit und Sozialordnung benannte Zertifizierungsstelle für technische Arbeitsmittel mit den angeschlossenen Prüflaboratorien, bestätigt:

Die im Gesetz über technische Arbeitsmittel - in der ab 26.08.1992 geltenden Fassung - gestellten Anforderungen werden von dem(n) oben aufgeführten Gerät(en) erfüllt.

Die Genehmigung, das GS-Zeichen gem. den umseitig abgedruckten Vertragsbedingungen zu verwenden, wird hiermit erteilt.

 Zertifizierungsstelle für Gerätesicherheit
 und Medizinprodukte

i.v. G. G.

RWTÜV

ZEICHENGENEHMIGUNGS-AUSWEIS

Nr. 2040/01

Nur gültig mit umseitigen Vertragsbedingungen

RWTÜV Anlagentechnik GmbH, Postfach 10 32 61, D-45032 Essen

GENEHMIGUNGSINHABER: Consul Werkstattausrüstung GmbH
 Daimlerstraße 1, 58553 Halver, Deutschland

FERTIGUNGSSTÄTTE: S.O.

G.-Z. des Antragstellers	Antragsdatum	Aktenzeichen 20503525/10	Ausstellungsdatum	22.10.2001
Herr Priese	10.09.2001	2.4-886/01Moz/--/A15	Gültig bis	22.10.2006

PRÜFZEICHEN:
GERÄTEART: Kfz-Hebebühne

Typbezeichnung: H265

Technische Daten:	Nutzlast:	3500 kg
	Hubhöhe:	1900 mm
	Spannung:	400 V, ~
	Gleichlaufeinrichtung:	Gleichlaufkette
	Lastaufnahme:	Schnellaufnahmechassis (für H265-C) symmetrische Tragarme (für H265)

Prüfgrundlagen: Prüfbericht Nr. 2038/01 über die Prüfung einer Kfz-Hebebühne nach einer Änderung

GEPRÜFT NACH: Richtlinie 98/37/EG
 DIN EN 60204-1/VDE 0113 Teil 1: 1993-06
 EN 1493: 1998-08
WEITERE ANGABEN: --

Die Zertifizierungsstelle für Gerätesicherheit der RWTÜV Anlagentechnik GmbH, als vom Bundesminister für Arbeit und Sozialordnung benannte Zertifizierungsstelle für technische Arbeitsmittel mit den angeschlossenen Prüflaboratorien, bestätigt:

Die im Gesetz über technische Arbeitsmittel - in der ab 26.08.1992 geltenden Fassung - gestellten Anforderungen werden von dem(n) oben aufgeführten Gerät(en) erfüllt.

Die Genehmigung, das GS-Zeichen gem. den umseitig abgedruckten Vertragsbedingungen zu verwenden, wird hiermit erteilt.

 Zertifizierungsstelle für Gerätesicherheit
 und Medizinprodukte

i.v. R. G

ZERTIFIKAT

CERTIFICATE

RWTÜV

 Registrier-Nr./Registered No.:
04 205-2060/01

 EG-Baumusterprüfbescheinigung gemäß Anhang VI der EG-Richtlinie 98/37/EG
EC-type approval according to annex VI of the EC-Directive 98/37/EC

Zeichen des Auftraggebers <i>Reference of applicant</i>	Auftragsdatum <i>Date of application</i>	Aktenzeichen <i>File reference</i>	Prüfbericht Nr. <i>Test report No.</i>	Ausstellungsdatum <i>Date of issue</i>	Gültigkeit bis <i>Expiry date</i>
Herr Priese	10.09.2001	2.4-886/01	2038/01	22.10.2001	22.10.2006

Hiermit wird bestätigt, daß das nachfolgend genannte Produkt den grundlegenden Anforderungen der Richtlinie des Rates vom 22.06.98 zur Angleichung der Rechts- und Verwaltungsvorschriften der Mitgliedstaaten über Maschinen entspricht.
We hereby certify that the product mentioned below meets the basic requirements of the council directive dated 22.06.98 on the approximation of the laws, regulations and administrative provisions of the member states relating to machinery.

CE 0044

Antragsteller
Applicant: Consul Werkstattausrüstung GmbH
 Daimlerstraße 1, 58553 Halver

Fertigungsstätte:
Manufacturing plant: s.o.

Produktbeschreibung: Kfz-Hebebühne
Product description: Typ: H264
 Nutzlast: 3000 kg
 Max. Hubhöhe: 1900 mm

i.v. B. Br

Zertifizierungsstelle der RWTÜV
 Anlagentechnik GmbH
 Prüfstelle für Gerätesicherheit und
 Medizinprodukte, notifiziert bei der
 EG-Kommission unter Nr. 0044

RWTÜV Anlagentechnik GmbH
 Sitz: Essen
 Langemarckstraße 20
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 D-45032 Essen
 Telephone +49/201 8 25-0
 Telefax +49/201 8 25-33 56

ZERTIFIKAT

CERTIFICATE

RWTÜV

 Registrier-Nr./Registered No.:
04 205-2061/01

 EG-Baumusterprüfbescheinigung gemäß Anhang VI der EG-Richtlinie 98/37/EG
EC-type approval according to annex VI of the EC-Directive 98/37/EC

Zeichen des Auftraggebers <i>Reference of applicant</i>	Auftragsdatum <i>Date of application</i>	Aktezeichen <i>File reference</i>	Prüfbericht Nr. <i>Test report No.</i>	Ausstellungsdatum <i>Date of issue</i>	Gültigkeit bis <i>Expiry date</i>
Herr Priese	10.09.2001	2.4-886/01	2037/01	22.10.2001	22.10.2006

Hiermit wird bestätigt, daß das nachfolgend genannte Produkt den grundlegenden Anforderungen der Richtlinie des Rates vom 22.06.98 zur Angleichung der Rechts- und Verwaltungsvorschriften der Mitgliedstaaten über Maschinen entspricht.
We hereby certify that the product mentioned below meets the basic requirements of the council directive dated 22.06.98 on the approximation of the laws, regulations and administrative provisions of the member states relating to machinery.

CE 0044

Antragsteller
Applicant: Consul Werkstattausrüstung GmbH
 Daimlerstraße 1, 58553 Halver

Fertigungsstätte:
Manufacturing plant: s.o.

Produktbeschreibung: Kfz-Hebebühne
Product description: Typ: H265
 Nutzlast: 3500 kg
 Max. Hubhöhe: 1900 mm



Zertifizierungsstelle der RWTÜV
 Anlagentechnik GmbH
 Prüfstelle für Gerätesicherheit und
 Medizinprodukte, notifiziert bei der
 EG-Kommission unter Nr. 0044

RWTÜV Anlagentechnik GmbH
 Sitz: Essen
 Langemarckstraße 20
 D-45141 Essen
 Postfach 10 32 61
 D-45032 Essen
 Telephone +49/201 8 25-0
 Telefax +49/201 8 25-33 56