

Guide for the Construction of Friction Winders

- (b) Wind the loaded conveyance to the lowest level and stop it at the normal landing position. Suitably mark the two halves of the drive coupling nearest to the automatic contrivance relative one to the other and with reference to a fixed point. Wind the conveyance about ten completed drum turns up the shaft noting the number of revolutions of the automatic contrivance coupling. Uncouple the drive and reset the automatic contrivance by hand, turning back the same number of revolutions to the fixed mark previously made, and reconnect the coupling. This position may now be regarded as the artificial landing and temporary marks should be made on the ropes, depth indicator and drum. It is normal practice to mark the drum relative to a fixed point as a check and to facilitate resetting. The setting of the overwind switch should be checked by slowly lowering the loaded conveyance until an overwind trip occurs.

Clause 3 - Restoration of Normal Landings

These procedures apply to Method 1 and Method 2 respectively of Clause 2.

Method 1

The procedure of resetting to the normal landing is as follows.

Wind the conveyance to the artificial landing. Loosen the sliding part of the dial and turn it until the marks on both the sliding and the non-sliding parts of the dial coincide. Secure the two parts together and remove the temporary marks on the ropes, depth indicator and drum. Wind SLOWLY to the rope creep compensating position and compensate if necessary. Check the setting of the dial on the automatic contrivance which refers to the conveyance just tested and, if necessary, wind this conveyance to the other end of the wind to enable this to be done. Test the overwind trips as described in Test 10.

Method 2

The procedure for resetting to the normal landing is as follows.

Wind the conveyance to the artificial landing, uncouple the drive and reset the automatic contrivance by hand until the marks on the two half couplings coincide, making sure that the number of revolutions of the automatic contrivance half coupling is the same as that previously noted when setting the artificial landing. Reconnect the coupling and remove the temporary marks on the ropes, depth indicator, drum and coupling. Lower the conveyance SLOWLY to the rope creep compensating position and compensate if necessary. Check the setting of the dial on the automatic contrivance which refers to the conveyance just test and, if necessary, wind this conveyance to the other end of the wind to enable this to be done. Test the overwind trips as described in Test 10.