

Add-on set for adding a guide shoe

The present invention relates to an add-on set for adding a guide shoe to a mounting plate of a traveling body, a system for adding a guide shoe to a traveling body, an elevator comprising a traveling body and the system, and a method for adding a guide shoe to a traveling body.

In an elevator system, a car is typically moved vertically along a travel path between different floors or levels within a building. At least in tall buildings, an elevator type is usually used in which the car is held by cable- or belt-like suspension elements and displaced within an elevator shaft by moving the suspension elements by means of a drive machine. In order to at least partially compensate for the load of the car to be moved by the prime mover, a counterweight is usually fastened to an opposite end of the suspension means. The car and counterweight can be referred to as traveling bodies. Both traveling bodies are guided along at least one rail system. Typically, in this case, two rails of a rail system each carry one traveling body.

A traveling body often has an add-on part that is used to directly or indirectly attach a guide shoe to it. For this purpose, the mounting plate usually has holes, slots or threaded holes that are used to directly or indirectly attach the guide shoe.

In application EP 3 502 032 A1 such an add-on part is shown which has a first add-on region at which a guide shoe is attached. The guide shoe can be adjusted to the position of the rail by using short slots.

The rails are often also used as brake rails for a safety device. A safety device is used to catch the traveling body on the rail, i.e. to secure it if, for example, the support means should part.

In modernization of an elevator, the traveling bodies, i.e. the car and counterweight, and the drive motor can be replaced while the rails are retained. This is advantageous because replacing the rails is time-consuming. However, since the rails are already installed, the two rails that jointly guide a traveling body can have any distance between them.

In order to simplify the production of the traveling bodies, it may be useful to offer traveling bodies and especially cars only in specified widths. These traveling bodies have at least one

mounting plate to which a guide shoe and optionally a safety device can be attached. In this case, the different traveling bodies are preferably equipped with identical mounting plates. For example, it may be useful to make the width of the traveling body adjustable in steps of 50 mm. The guide shoes are therefore preferably continuously adjustable up to 25 mm relative to the traveling body and can thus be adapted to the rail spacing of the elevator to be modernized. It is also important to keep the guide shoes securely in the position set. Particularly in the case of a buffer run or a catching of the traveling body, insufficiently secured guide shoes could slip so far that even the safety gear could derail from the rail. This would be a very dangerous situation and must be prevented.

It can therefore be seen as an object to securely attach a guide shoe to a specific mounting position on a traveling body.

According to a first aspect of the invention, the object is achieved by the add-on set according to the invention for adding a guide shoe to a mounting plate of a traveling body of an elevator. The add-on set includes a securing part and an add-on part. In this case, the add-on part has a first add-on region at which a guide shoe can be attached to the add-on part. The add-on part can be moved along the mounting plate within a displacement range. The displacement range includes possible mounting positions of the add-on part on the mounting plate. The add-on part can be fastened in a specific mounting position within the displacement range using a fastening means. The add-on part can be secured in the specific mounting position by the securing part to the mounting plate in a form-fitting manner against displacement along the displacement range.

According to a second aspect of the invention, the problem is solved by a system for adding a guide shoe to a traveling body. The system comprises a mounting plate that can be fixedly attached to a traveling body, and the add-on set according to the first aspect of the invention. The mounting plate can be attached or is attached to a traveling body. The mounting plate and the add-on part are connected to each other at the specific mounting position. The securing part, the mounting plate and/or the add-on part is or are designed to be adaptable to the specific mounting position. The add-on part fastened at the specific mounting position is secured to the mounting plate in a form-fitting manner by the securing part.

According to a third aspect of the invention, the object is achieved by an elevator comprising a traveling body and the system according to the second aspect of the invention. The mounting plate is fastened to the traveling body.

5 According to a fourth aspect of the invention, the object is achieved by a method for adding a guide shoe to a traveling body by means of the add-on set according to the first aspect of the invention or the system according to the second aspect of the invention. The method comprises the following steps:

- arranging the add-on part on the mounting plate,
- 10 - determining a specific mounting position, which is in particular matched to a width of the rail system,
- adapting the mounting plate, the securing part and/or the add-on part by machining, and
- inserting the securing part to secure the specific mounting position.

15 Possible features and advantages of embodiments of the invention can be regarded, *inter alia* and without limiting the invention, as being based upon the concepts and findings described below.

20 Guide shoes are well-known in elevator construction. The guide shoe can be, for example, a sliding guide shoe or a roller guide shoe. The add-on part is used to add a guide shoe to a mounting plate of a traveling body of an elevator.

The add-on part can be secured or is secured in a form-fitting manner to the mounting plate, whereby the displacement along the displacement region is blocked by a form-fitting arrangement in at least one displacement direction by the securing part. Optionally, 25 the displacement can also be blocked in both directions, i.e. a first direction along the displacement direction and a second direction opposite the first direction.

30 The securing part, together with the attached guide shoe, thus secures the add-on part against slipping during operation. In particular, even very large forces, i.e. forces that are unusually large for operation, cannot cause the add-on part to move. Such forces can occur, for example, during a buffer run. Without further securing measures, the forces could be large enough to move the add-on part despite the fastening means. The add-on part is secured in the specific mounting position, which is necessary in particular for its 35 function, even if the fastening means is slightly loose or not properly attached. A screw

tightened with less than the required torque is an example of an improperly attached fastening means.

5 The displacement range includes the possible mounting positions. The displacement of the add-on part between the individual mounting positions preferably takes place along the displacement direction, i.e. in the direction of a straight line that extends between the two rails of the traveling body. The displacement range extends over a length along the displacement direction. In this case, this length is preferably longer than 5 mm, more preferably longer than 15 mm and optimally longer than 25 mm. Typically, the length may
10 be shorter than 200 mm or preferably shorter than 30 mm. A specific mounting position can be continuously selected from all the possible mounting positions within the displacement range. Preferably, the specific mounting position is selected precisely such that the guide shoe is positioned exactly correctly in relation to the rail already present. The add-on part can thus be secured for any position of the rail relative to the traveling body.

15 According to a preferred embodiment of the add-on set, the securing part or the add-on part can be continuously adjusted to the specific mounting position. In particular, the securing part or the add-on part can be adapted to the specific mounting position by machining.

20 The add-on part or the securing part is designed in such a way that the add-on part can be continuously adapted to the specific mounting position by machining, preferably carried out on site. In particular, the mounting position is determined in this case by the width of the rail system in relation to the car. Such machining may, for example, include drilling a hole into the add-on part. In this case, the position of the drilled hole can be continuously
25 selected so that the securing part secures the drilled hole in the add-on part on the mounting plate in a form-fitting manner, which plate also has a drilled hole or a recess, for example. In particular, a pin can be inserted through the drilled hole created in the add-on part and into a previously existing drilled hole in the mounting plate, whereby the add-on part can be secured in a form-fitting manner in the specific mounting position on
30 the mounting plate. Alternatively, extending a recess in the add-on part, for example by filing or grinding, can result in the add-on part being able to be secured in a form-fitting manner to the mounting plate in the specific mounting position.

35 The method preferably begins with arranging the add-on part on the mounting plate. For this purpose, the add-on part can be arranged on the mounting plate, preferably with the

fastening means or alternatively with an auxiliary clamp or simply by hand, and preferably also held there. Preferably, the add-on part is loosely attached to the mounting plate using the fastening means. This has the advantage that the add-on part can initially still be moved by hand, but is held firmly in place by tightening the fastening means. The fastening means can also be loosened again to correct the position.

According to a preferred embodiment of the add-on set, the add-on part has a second add-on region where a safety device can be attached to the add-on part.

This means that the add-on part can also accommodate a safety device. Preferably, in this case, the safety device is aligned by the second add-on region in such a way that the guide shoe on the first add-on region and the safety device are aligned with each other in such a way that a rail can pass directly through the guide shoe and the safety device without further alignment. This thus results in an advantageous combined component for the guide shoe and safety device, which can be easily adapted to the position of the rail.

According to a preferred embodiment of the method, the method comprises the following further step of:

- attaching the guide shoe to the first add-on region of the add-on part.

Since the guide shoe is relatively heavy, it is advantageous to attach the guide shoe to the add-on part only when the add-on part is already arranged on the mounting plate.

According to a further embodiment of the method, the method comprises the following further step of:

- attaching the safety device to the second add-on region of the add-on part.

Since the safety device is relatively heavy, it is advantageous to attach the guide shoe to the add-on part only when the add-on part is already arranged on the mounting plate. It is also advantageous to attach the safety device even before the guide shoe, as the safety device can then be easily pushed along the rail to the second add-on region.

Preferably, the first add-on region and the second add-on region are designed such that the guide shoe and the safety device can be fastened thereto at definite positions. This

makes it possible to ensure that the safety device and guide shoe are aligned in such a way that a rail can pass straight through both. There is therefore no need to align the safety device relative to the guide shoe.

5 Typically, a pair of safety devices are mounted at the bottom of a traveling body. Alternatively, a pair of safety devices can be attached to the top of the traveling body. If the traveling body is a counterweight, it is possible for no safety device to be attached at all.

10 The purpose of determining the specific mounting position is to select the specific mounting position such that the rail can be inserted into the guide shoe and optionally into the safety device, such that the guide shoe and optionally the safety device interact with the rail as intended. In this case, the specific mounting position can be determined by calculation or selection from a table. For this purpose, the width of the rail system is ascertained for example by measuring. From the width of the rail system and the known
15 distance between the mounting plates on the traveling body, it is possible to calculate or look up in a table which adjustments need to be made.

The adjustment is effected by machining the mounting plate, the securing part and/or the add-on part. Such an adjustment may, for example, involve shortening a securing part to a
20 specific length. Shortening can be done by sawing or sanding. The mounting plate or add-on part can be adapted by extending a recess by a specific length. The recess can be extended, for example, by sawing, grinding or filing, in particular on the construction site. The specific length can in each case be selected in such a way that the securing part secures the specific mounting position with precise form-fitting.

25 The securing part is used to secure the add-on part relative to the mounting plate in the specific mounting position. The securing device can be used to prevent the guide shoe from being moved closer to the traveling body by the rail. Such a displacement would involve the risk of derailment, and is thus safely prevented by securing.

30 According to a further embodiment of the method, the method comprises the following step of:
- aligning the guide shoe relative to a rail before securing the add-on part to the mounting plate.

In this case, the alignment is essentially in the direction of the length of the displacement range. The specific mounting position is therefore determined within the displacement range. This is an alternative way of determining the specific mounting position by aligning the add-on part with the guide shoe to the rail. The specific mounting position is therefore determined experimentally. The securing is effected using the securing part.

In addition to the add-on set, the system also includes the mounting plate. The adaptation to the specific mounting position can be made exclusively on the securing part, exclusively on the add-on part, exclusively on the mounting plate, on a combination of two of these three elements, or on all three elements.

According to a preferred embodiment of the system, the securing part, the mounting plate and/or the add-on part can be adapted to the specific mounting position by machining, in particular shortening, sawing or drilling.

The securing part is preferably machined in such a way that a dimension that can be measured on the securing part is changed. This allows any specific mounting position to be secured. For this purpose, the securing part is preferably machined by sawing, filing, grinding or breaking off in such a way that the measurable dimension is shortened. The add-on part and/or the mounting plate can be adapted by extending the recess by a specific length. The recess can be extended by sawing, grinding or filing, for example. Alternatively, for example, protruding parts of the add-on part or the mounting plate can be modified by sawing, filing, grinding or breaking off so that the specific mounting position can be secured.

According to a preferred embodiment of the add-on set, the securing part has a first stop and a second stop. The specific mounting position can be secured by the first stop interacting in a form-fitting manner with the add-on part, and the second stop can be arranged on the mounting plate in order to interact in a form-fitting manner with the mounting plate.

Likewise, a system may have a securing part with a first and a second stop. In this case, the specific mounting position can be secured by the first stop interacting in a form-fitting manner with the add-on part and the second stop interacting in a form-fitting manner with the mounting plate.

For example, a pressure force can act on the add-on part in the direction of displacement, i.e. the direction of the length of the displacement range. Such a force can arise, for example, from pressure between the guide shoe and the rail. This pressure force is now transferred to the securing part via the first stop and to the mounting plate via the second stop. Even if the fastening means were fastened only inadequately, in accordance with the pressure force acting on the add-on part the add-on part would still not be able to move. This holds the roller guide shoe securely to the rail. This thus safely prevents the rail from first displacing the add-on part and then derailing from the guide shoe that has been displaced in this way.

According to a preferred embodiment of the system, the mounting plate and/or the add-on part is or are adaptable. The specific mounting position is secured by a form fit between the mounting plate, the unchanged securing part and the add-on part.

The mounting plate and the add-on part are preferably designed so that they can be easily adjusted on site to suit a specific add-on position. For this purpose, the mounting plate or add-on part can, for example, have a slot that can be extended by sawing or filing.

According to an alternative embodiment of the system, the mounting plate and/or the add-on part is/are adaptable by drilling. The specific mounting position is secured by a form fit between the mounting plate, a pin and the add-on part. The pin acts as a securing part and is inserted or can be inserted into the drilled hole.

Preferably, the add-on part already has a drilled hole. This drilled hole can be used as a gage. After the add-on part is arranged in the specific mounting position, the drilled hole in the add-on part can serve as a gage for a drilled hole in the mounting plate. This creates a drilled hole that goes through the add-on part and at least partially through the mounting plate. A pin as a securing part, which is driven into this drilled hole, secures the add-on part to the mounting plate.

Alternatively, the add-on part may also not have a prepared hole. The hole can be created, preferably in one step and preferably on site, through the add-on part and at least into the mounting plate.

Alternatively, the mounting plate may have a prepared hole that is used in drilling a hole into the add-on part. This alternative is only feasible if the traveling body is in a very early stage of assembly, so that the traveling-body-side surface of the mounting plate is still accessible for drilling from there.

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According to a preferred embodiment, the mounting plate and/or the add-on part has or have a slot which defines the displacement range, the mounting plate and the add-on part being connected to one another in a force-fitting manner by a fastening means which runs through the slot.

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The fastening means is preferably a screw. The screw is preferably screwed into a thread in the mounting plate or is secured with a nut.

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The force-fitting connection describes that the add-on part and the mounting plate are pressed together by the fastening means, so that the resulting frictional forces counteract the forces introduced by the guide shoe.

According to a preferred embodiment, the system further comprises a guide shoe. The guide shoe is firmly connected to the add-on part.

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In particular, the guide shoe, which is firmly connected to the add-on part, cannot be moved. The displaceability of the guide shoe is preferably only realized between the mounting plate and the add-on part.

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According to a preferred embodiment, a safety device is attached to the second add-on region of the add-on part. In particular, the safety device, which is firmly connected to the add-on part, is not attached to the add-on part in a way that allows it to move. The displaceability of the guide shoe and of the safety device is preferably realized only as a unit and between the mounting plate and the add-on part. A displaceability between the add-on part and the safety device would be disadvantageous, as this would no longer ensure alignment with the guide shoe.

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It is advantageous to use two form-fitting bodies for each add-on part. This not only makes it possible to secure the distance, but also prevents the add-on part from twisting.

Further advantages, features, and details of the invention can be found in the following description of exemplary embodiments and with reference to the drawings, in which like or functionally like elements are provided with identical reference signs.

5 In the drawings:

Fig. 1 shows an elevator with four add-on sets, to illustrate the possible position of the add-on sets on an elevator,

Fig. 2 shows the add-on set, according to a first embodiment of the add-on set,

10 Fig. 3 is a schematic side view of the add-on set according to a second embodiment separated from the traveling body,

Fig. 4 shows the add-on set of the second embodiment on the traveling body with minimum rail spacing,

Fig. 5 shows the add-on set of the second embodiment on the traveling body with maximum rail spacing,

15 Fig. 6 is an isometric view of the add-on set according to a third embodiment separated from the traveling body.

Fig. 7 is a side view of the add-on set of the third embodiment on the traveling body as an exploded view,

20 Fig. 8 shows the add-on set of the third embodiment on the traveling body with minimum rail spacing,

Fig. 9 shows the add-on set of the third embodiment on the traveling body with maximum rail spacing.

25 Fig. 1 shows a traveling body 14 of an elevator 10 which is guided along two rails 11. As part of a modernization the traveling body 14 is to be guided on the pre-existing rails 11. The traveling body 14 can preferably be manufactured in fixed widths. A fixed-width traveling body is assigned a range of rail system widths that extends from a minimum rail system width L1 to a maximum rail system width L2. The rail spacing, i.e. the distance of the rail from a reference surface on the traveling body, can vary from a minimum rail
30 spacing D1 to a maximum rail spacing D2. In this case, the two rail spacings on opposite sides are preferably selected to be the same.

The traveling body 14 has four mounting plates 30. These are attached to the traveling body 14, preferably already at the factory. The distance between the mounting plates 30
35 follows directly from the width of the traveling body 14.

Four add-on sets 21 are attached to the traveling body, each add-on set consisting of an add-on part 31 and a securing part (not shown).

5 An add-on part 31 serves to hold a guide shoe 12 and optionally a safety device 13. In this case, the two upper add-on parts 31 only carry guide shoes 12. The lower add-on parts 31 carry guide shoes 12 and safety devices 13. The advantage of this is that the guide shoe 12 and the safety device 13, which are attached to the same add-on part, are aligned in such a way that when attached to the rail 11, both the guide shoe 12 and the safety device 10 13 are correctly aligned with the rail 11. For this reason, only the appropriate rail spacing, here the smallest rail spacing D1, needs to be correctly set so that both, guide shoe 12 and safety device 13, are correctly adapted to the rail 11. The guide shoe 12 and optionally the safety device 13 are thus correctly positioned.

15 In order to be able to make this adjustment, the add-on part 31 can be attached so that it can be moved along the mounting plate 30. The arrows show the direction of the displaceability, i.e. the direction of displacement.

Fig. 2 shows an add-on set comprising an add-on part 31 and two pins 33 as securing parts 32. By using two securing parts 32, the add-on part 31 is also secured against possible twisting. The add-on part 31 comprises a first add-on region 61 to which a guide shoe 12 is attached. A safety device could be arranged at the second add-on region 62, but this is not or not yet installed here. The traveling body 14 is in this case a car, in this specific embodiment according to Fig. 2 only the lower yoke of the car being shown. A 20 mounting plate 30 is fastened to the traveling body 14.

The add-on part 31 has slots 73 which define the displacement range along which the add-on part 31 can be displaced along the mounting plate 30. The fastening means 71, which in the present case are designed as screws 72 by way of example, allow the add-on 30 part 31 to still move within the displacement range when the screws 72 are slightly tightened, and thus adapting the guide shoe 12 to the rail 11. When the guide shoe 12 is optimally positioned against the rail 11, the screws 72 can be tightened with an appropriate torque. In order to secure the arrangement against unintentional displacement, a form-fitting connection is created between the add-on part 31 and the mounting plate 30 35 by means of a securing part 32 in the form of a pin. For this purpose, the add-on part 32

either already has a hole that is used as a gage for drilling into the mounting plate 30, or a hole is drilled through the add-on part 31 and the mounting plate 30. A pin 33 is then driven through the two concentric holes, which secures the add-on part 31 to the mounting plate 30 against displacement.

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Alternatively, the position of the drilled hole in the mounting plate 30 can also be determined by calculation from the measured rail spacing, and the drilled hole can be drilled in advance, for example in the factory.

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Figs. 3, 4 and 5 show a second embodiment. The second embodiment is very similar to the first embodiment, but is shown more schematically. Fig. 3 shows the add-on set 21 separated from the traveling body 14 with the mounting plate 30. The add-on set 21 comprises an add-on part 31 and a form-fitting element 32 in the form of a pin 33. The traveling body 14 is preferably delivered to the construction site with the mounting plate 30 already attached. The add-on set 21 is preferably delivered to the construction site as a separate packaging unit.

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Figs. 4 and 5 show the add-on part 31 which is attached to the traveling body 14. An advantageous assembly procedure can be such that the add-on part 31 is fastened to the mounting plate with the fastening means 71, i.e. the screw 72, in such a way that the add-on part 31 is still movable. The guide shoe 12 is subsequently fastened on the first add-on region 61. Optionally, the safety device 13 is attached to the second add-on region 62. In this case, the guide shoe 12 and the safety device 13 are aligned on the add-on part 31 in such a way that both lie on a straight line, so that the guide shoe 12 can be moved together with the safety device 13 without further adjustments to the rail 11. As soon as the add-on part 31, with the guide shoe 12 and the safety device 13, is moved into a position in which the guide shoe 12 and the safety device 13 are aligned with the rail 11, the add-on part 31 is fastened with the fastening means 71. Preferably, the add-on part 31 already has a drilled hole. The drilled hole can be used as a gage for drilling into the mounting plate 30, whereby a cylindrical hole is drilled both through the add-on part 31 and at least partially into the mounting plate 30. Alternatively, the hole can be drilled through the add-on part first on site and then continue to be drilled directly, i.e. without interruption, into the mounting plate 30. A suitable pin 33, as a securing part 32, is then driven into the drilled hole in order to secure the position of the add-on part 31 relative to the mounting plate 30.

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Fig. 4 shows an installation situation in which the distance D1 is rather small. Fig. 5 shows an installation situation in which the distance D2 is rather large. The drilled hole in the mounting plate 30 is therefore located at a different position depending on the distance D1 or D2. The mounting plate 30 is therefore adapted to the specific mounting position.

Figs. 6 to 9 show a third embodiment. Fig. 6 shows the add-on set 21. The add-on set 21 comprises an add-on part 31 and the securing part 32. The add-on part 31 has a first add-on region 61 to which a guide shoe can be attached and a second add-on region 62 to which a safety device can be attached. The guide shoe and the safety device can be attached to the add-on part 31 through drilled holes 90. The add-on part 31 is attached to the mounting plate 30.

The mounting plate 3 is attached to the traveling body 14. The mounting plate 30 has threaded holes 81 for receiving the fastening means such as screws. The slots 73 make it possible to move the add-on part 30 relative to the mounting plate 30 along the slots 73.

Fig. 7 shows in particular that the securing part 32 is designed as a T-shaped profile. The securing part 32 is preferably made of metal. The securing part 32 is arranged between the mounting plate 30 and the add-on part 31. A first part of the securing part 32 comes to rest in a notch 82 on the mounting plate, while another part of the securing part 32 comes to rest in a recess 83 of the add-on part 31. When fully assembled, as shown in Fig. 8 and Fig. 9, the mounting plate 30 and the add-on part 31 touch each other. The add-on part 31 can be moved along the slots 73 until the first stop 51 interacts in a form-fitting manner with the add-on part 31 and the second stop 52 interacts in a form-fitting manner with the mounting plate 30. This reliably secures the add-on part against further displacement.

Figs. 8 and 9 show how the securing part 32 can be adjusted to secure the specific mounting position. Fig. 9 shows an original, unshortened, securing part 32. This ensures a large distance D2. Fig. 8 shows a shortened securing part 32, whereby a shorter distance D1 is secured. The shortening can be done continuously to any length, and therefore any mounting position can be secured continuously.

Finally, it should be noted that terms such as "having," "comprising," etc. do not preclude other elements or steps, and terms such as "a" or "one" do not preclude a plurality.

Furthermore, it should be noted that features or steps which have been described with reference to one of the above exemplary embodiments may also be used in combination with other features or steps of other exemplary embodiments described above. Reference signs in the claims should not be considered to be limiting.

Claims

1. Add-on set (21) for adding a guide shoe (12) to a mounting plate (30) of a traveling body (14) of an elevator (10),
5 the add-on set (21) comprising a securing part (32) and an add-on part (31),
the add-on part (31) having a first add-on region where a guide shoe (12) can be attached to the add-on part (31),
the add-on part (31) is displaceable along the mounting plate (30) within a displacement range, and the displacement range comprises possible mounting positions of the add-on
10 part (31) on the mounting plate (30), and
the add-on part (31) can be fastened in a specific mounting position within the displacement range by a fastening means (71),
characterized in that
the add-on part (31) can be secured in the specific mounting position by the securing part
15 (32) in a form-fitting manner on the mounting plate (30) against displacement along the displacement region.
2. Add-on set (21) according to claim 1, characterized in that
the securing part (32) or the add-on part (31) can be continuously adjusted to the specific
20 mounting position.
3. Add-on set (21) according to claim 1 or claim 2, characterized in that
the securing part (32) has a first stop (51) and a second stop (52), and the specific mounting position can be secured by
25 the first stop (51) interacting in a form-fitting manner with the add-on part (31), and
the second stop (52) being able to be arranged on the mounting plate (30) in order to interact with the mounting plate (30) in a form-fitting manner.
4. Add-on set (21) according to any one of the preceding claims 1 to 3,
30 characterized in that
the add-on part (31) has a second add-on region where a safety device (13) can be attached to the add-on part (31).
5. System for adding a guide shoe (12) to a traveling body (14),

the system comprising a mounting plate (30) which can be fixedly attached to a traveling body (14) and the add-on set (21) according to any one of claims 1 to 4, characterized in that

the mounting plate (30) can be attached or is attached to a traveling body (14), and

the mounting plate (30) and the add-on part (31) are connected to each other at the specific mounting position, and

the securing part (32), the mounting plate (30) and/or the add-on part (31) is or are designed to be adaptable to the specific mounting position, and the add-on part (31) fastened to the specific mounting position is secured to the mounting plate (30) in a form-fitting manner by the securing part (32).

6. System according to claim 5, characterized in that

the securing part (32), the mounting plate (30) and/or the add-on part (31) can be adapted to the specific mounting position by machining, in particular by shortening, sawing or drilling.

7. System according to claim 5, characterized in that

the mounting plate (30) and/or the add-on part (31) is or are adaptable, and that the specific mounting position is secured in a form-fitting manner between the mounting plate (30), the unmodified securing part (32) and the add-on part (31).

8. System according to claim 7, characterized in that

the mounting plate (30) and/or the add-on part (31) is or are adaptable by drilling a hole, and that the specific mounting position is secured by a form-fitting manner between the mounting plate (30), a pin (33) and the add-on part (31), the pin (33) acting as a securing part (32) and being inserted or insertable into the drilled hole.

9. System according to any one of claims 5 to 8, characterized in that

the mounting plate (30) and/or the add-on part (31) has or have a slot (73, 74) which defines the displacement region, the mounting plate (30) and the add-on part (31) being connected to one another in a form-fitting manner by the fastening means (71) which runs through the slot (73, 74).

10. System according to any one of claims 4 to 9, characterized in that

the system further comprises a guide shoe (12), and the guide shoe (12) is firmly connected to the add-on part (31).

11. Elevator comprising a traveling body (14) and the system according to any one of claims 5 to 10, characterized in that the mounting plate (30) is fastened to the traveling body (14).

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12. Method for adding a guide shoe (12) to a traveling body (14), by means of the add-on set (21) according to any one of claims 1 to 4, or the system according to any one of claims 5 to 10, comprising the steps of:

- arranging the add-on part (31) on the mounting plate (30),

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- determining a specific mounting position, which is particularly adapted to a width of the rail system (L1, L2),

- adjusting the form fit between the mounting plate (30), the securing part (32) and the add-on part (31) by machining, and

- inserting the securing part (32) to secure the specific mounting position.

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13. Method according to claim 12, further comprising the step of

- attaching the guide shoe (12) to the first add-on region of the add-on part (31).

14. Method according to claim 12 or claim 13, further comprising the step of

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- attaching the safety device (13) to the second add-on region of the add-on part (31).

15. Method according to any one of claims 12 to 14, further comprising the step of

- aligning the guide shoe (12) relative to a rail (11) before securing the add-on part (31) to the mounting plate (30).