



**Lift and Escalator Industry Association**

33-34 Devonshire Street London W1N 1RF  
Tel: 0171 935 3013 Fax: 0171 935 3321

**To:** All Members

13 February 1997

Dear Sir

**SCHINDLER LTD, BS11 MOTORISED BRAKE**

I enclose a letter dated 10th February containing information regarding the above company's type BS11 Motorised Brake.

I trust this will be found to be self-explanatory, will members please be guided accordingly.

Yours faithfully

A handwritten signature in black ink, appearing to read 'D M Fazakerley', is written over a horizontal line.

D M Fazakerley  
Director

Enc.

c.c. The Quality & Technical Committee



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**Schindler Ltd**

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Our Ref: AJ/lj/652

10th February 1997

L.E.I.A.  
33/34 Devonshire Street  
London  
W1N 1RF

For the Attention of Mr David Fazakerley

Dear Sir

Please find attached notification of a possibly critical problem that could occur with our BS11 Motorised Brake.

1. Description of Problem

Cases have been known where individual teeth have broken off from BS 11 toothed segments. As a result, the toothed drive can jam and the brakes become stuck in the "open" condition. **This problem may lead to uncontrolled movement of the lift car.**

2. Location of the Breakage

The break occurs to those teeth which are engaged with the drive at the maximum possible segment-offset (see figure attached).

3. Brakes particularly at Risk

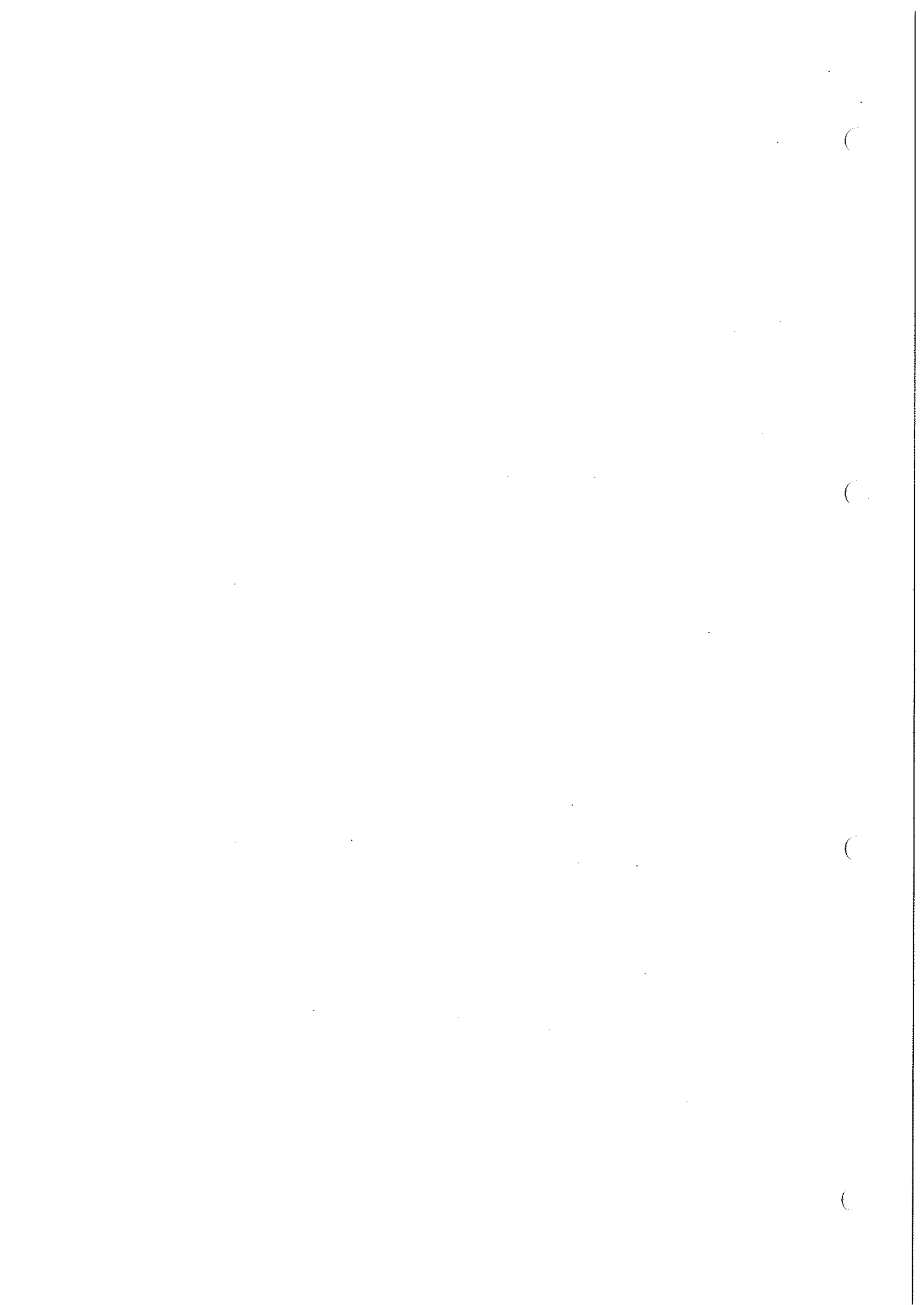
We have discovered that there are a limited number of individual brakes in service where the casting at the rear of the toothed segment can strike against the mounting consul at the very end of the opening movement. The items striking against each other are:

- the toothed segment at Point (A): and
- the console at Point (B)

If it is possible for point (A) to strike against point (B), it is possible that the teeth may break at the locations shown.

This danger becomes particularly acute where individual leaf springs to the brakes have broken. (see figure attached)

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4. Checking BS 11 Brakes  
**(Before making this check ensure the lift is in a safe condition to proceed, i.e. buffer counterweight)**

Checks on brakes for this condition should be made with the electrical supply disconnected. The brake itself is opened fully with the brake-release lever. A certain degree of force is then required to bend the spring "package" as wide as possible. This will enable a check to be made on the opposite side of the brake, to see whether or not point (A) can strike against the console. This may require the use of a torch.

5. Procedure where teeth are broken, or for brakes which strike against the console due to leaf spring failure.

- check the brake spring "package" and replace any defective leaf springs ID No 115188
  - replace the toothed segment (main wheel) if necessary ID No 554594
  - rework the brake motor console
- adjust the recesses as shown in figure attached (make the existing recesses deeper point B).

For sites with problems requiring replacement parts, please contact our centralised logistics department at Feltham Tel: 0181 818 7900 Fax: 0181 818 7999.

Would you please make industry members aware of this notification and the preventative advice within.

Regards

Alan John  
Technical Manager

M J Savage  
Consultant Director

