



**Lift and Escalator Industry Association**

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To: All Members  
cc: The Quality and Technical Committee (Code No: QTC-165)

11 September 1998

Dear Member

**SCHINDLER RF1, GK1-W or GK2 SAFETY GEAR ON INSTALLATIONS  
USING I14 GUIDE SHOES**

Schindler have been informed by their factory in France of a potential failure as covered by the enclosed Schindler Field Information Sheet Number 110.

Although the company advises they have not yet experienced any such problems in the UK they have requested members check all Schindler installations at the next service visit. Deflection plates should be requested on all installations using I14 guide shoes in the arrangement shown on the field information.

Would members please be guided accordingly.

Yours faithfully

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

D M Fazakerley  
Director



# Schindler Field Information No.110

## Mandatory Corrective Action

Product Code: 1-11 540 (Car sling/Safety gear)  
Product: I14 Guide shoe  
Title: **I14 Guide Shoe in Collision with Pull Rods of Safety Gear**  
Number of pages: 1 (enter total number of pages after checking in print preview)

### 1 Problem

Acceptance tests showed, that the locking nut at the pull rod end can touch the reinforcement ribs of the guide shoe when the safety gear is actuated over the governor lever. (Fig. 1).

**CAUTION: SAFETY COMPONENT**  
**Blocking of the pull rods can cause a safety gear failure**

This problem concerns all installations with I14 guide shoes, Ident No. 582812 (BFK 10) and 582813 (BFK 16), in combination with RF1, GK1-W and GK2 safety gears.

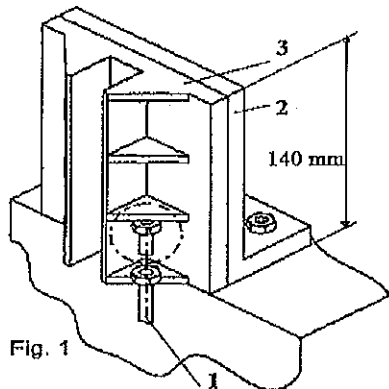
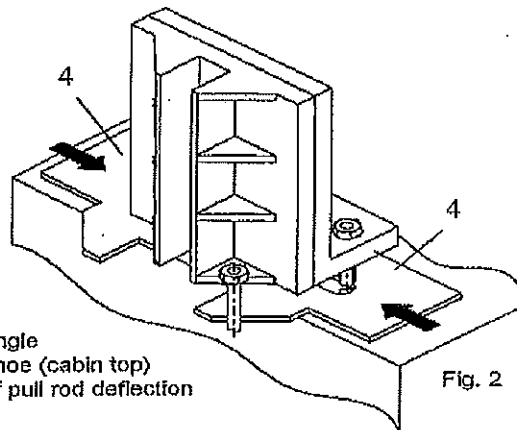


Fig. 1



1 Pull rod  
2 Mounting angle  
3 I14 guide shoe (cabin top)  
4 Mounting of pull rod deflection

Fig. 2

### 2 Solution

#### *Existing Installations:*

All elevators with I14 guide shoes in combination with RF1, GK1-W or GK2 safety gears have to be equipped with the new pull rod deflections. These metal sheets are to be mounted under the guide shoe on the top of the cabin and keep away the pull rods from the guide shoe ribs (Fig. 2).

- Installations in the field have to be retrofit during the next regular maintenance service.
- For installations outside of the Schindler maintenance portfolio the corresponding KGs have to take the necessary steps for the described rework.

#### *New Installations:*

All deliveries from the component factory ECS Mulhouse after June 1997 are already equipped with the new pull rod deflections. At acceptance tests the effectiveness of this part has to be checked.

New deliveries from local factories have to be likewise equipped with pull rod deflections according KA 67295 (worldwide distributed end of July 1997). The concerned KGs are responsible for the realization in their local factories.

### 3 Ordering of material

The pull rod deflections can be ordered free of charge with Ident number 308100 (set for 1 car with 4 pieces) directly at:

Peter Rathbone,  
Schindler House,  
3 Plane Tree Crescent,  
Feltham, Middlesex,  
TW13 7HX  
Fax No. 0181 818 7873  
(Please include site address with request)