10th October 2007

To: All Members

cc: The Technical Committee (Code No. 732)
The Maintenance Committee

Dear Member,

SAFETY BULLETIN FROM E A FOULDS LIMITED
RE: DOWN CONTACTOR FAILURE

Please find attached a copy of the Safety Bulletin issued by E A Foulds in connection with a reported 'down contactor' failure, which lead to the continuing descent of the lift. The control panels concerned were manufactured by E A Foulds between the mid 1970's and the late 1990's.

Appropriate wiring modifications to avoid a similar situation are also attached.

I trust that you will find this bulletin self-explanatory and be guided accordingly.

Yours faithfully

Robert N Lee
Director, Technical Services

E A FOULDS LIMITED
ALBERT WORKS • CLIFTON STREET
COLNE • LANCASHIRE • BB8 9AE

TEL: 01282 861500
FAX: 01282 869655

email: info@fouldslifts.co.uk
web site: www.fouldslifts.co.uk

Our Ref : EAF/L999

26th September 2007

Lift and Escalator Industry Association
33-34 Devonshire Street
London
W1N 1RF

For the Attention of Mr. R. Lee

Dear Mr. Lee,

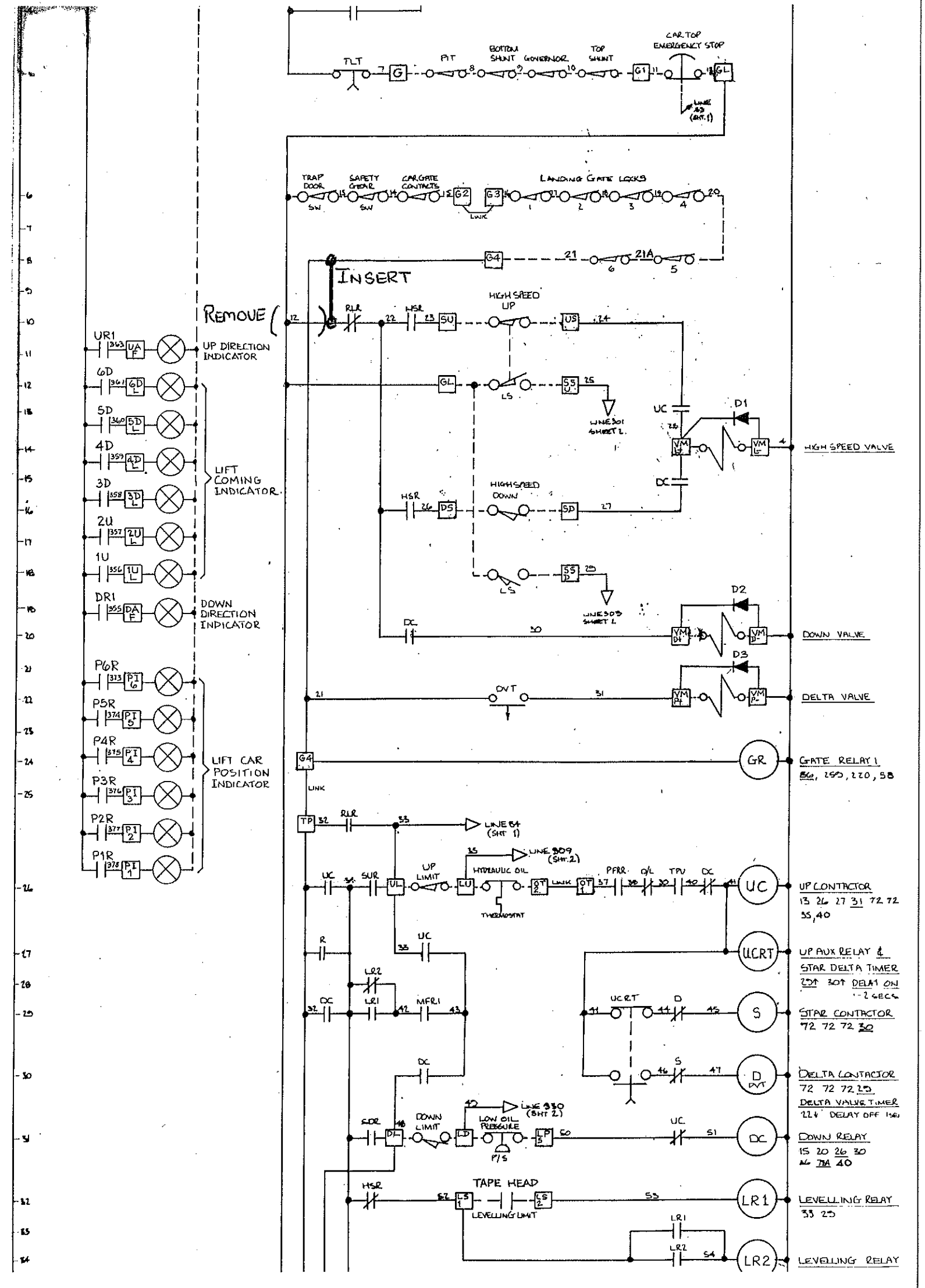
Re: Down Contactor Failure

We have recently been advised of a potential safety hazard with an E.A. Foulds control panel. These control panels were made between the mid 1970's and the late 1980's. The problem occurred when the Down Contactor mechanically jammed in the energised position. The Down Solenoid on these panels is fed from the end of the primary safety circuit and so stayed energised when the feed to the Down Contactor was removed. This led to the lift continuing to descend and it could only be stopped by operation of the over travel limits and the Emergency Stop push button.

To counteract this we have devised a modification to the wiring. The high speed and down valve solenoids are currently fed from a point just after the primary safety circuits (Terminal GL on most panels), as these lifts do not re-level in the down direction this feed can be taken from a point at the end of the gate circuit (Terminal G4 on most panels). This will prevent the lift from descending if the lift car doors are open. As these control panels are not all the same I attach generic drawing of the modification. Please can you circulate this to all members.

Yours faithfully,
E A FOULDS LIMITED

E A Foulds
Project Director


TLT
PIT
BOTTOM SHUNT
GOVERNOR
TOP SHUNT
CAR TOP EMERGENCY STOP
TRAP DOOR SW
SAFETY GEAR SW
CAR GATE CONTACTS
LANDING GATE LOCKS
INSERT
REMOVE
HIGH SPEED UP
HIGH SPEED DOWN
LS
LINE 301 SHEET 2
LINE 303 SHEET 2
HIGH SPEED VALVE
DOWN VALVE
DELTA VALVE
UR1
UP DIRECTION INDICATOR
6D
5D
4D
3D
2U
1U
LIFT COMING INDICATOR
DR1
DOWN DIRECTION INDICATOR
P6R
P5R
P4R
P3R
P2R
P1R
LIFT CAR POSITION INDICATOR
UP LIMIT
HYDRAULIC OIL
THERMOSTAT
LINE 309 (SHT 2)
LINE 64 (SHT 1)
DOWN LIMIT
LOW OIL PRESSURE
LINE 330 (SHT 2)
TAPE HEAD
LEVELLING LIMIT
GR
GATE RELAY 1
UC
UP CONTACTOR
UCRT
UP AUX RELAY & STAR DELTA TIMER
S
STAR CONTACTOR
D
DELTA CONTACTOR
DC
DOWN RELAY
LR1
LEVELLING RELAY
LR2
LEVELLING RELAY