National Association of Lift Makers

NALM

33/34 Devonshire Street London W1N 1RF

Director D M Fazakerley

telephone: 071-935 3013

fax: 071-935 3321

To: All Members

cc: The Quality and Technical Committee (1594)

8th January 1993

Dear Sir,

Renewing Traction Sheaves on Astor Gears

Enclosed is information in the form of a letter dated 7th January received from Liftmaterial (GB) Ltd with the request this be copied to all members.

Would members please be guided accordingly.

Yours faithfully,

D M Fazakerley
Director

National Association of Lift Makers

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telephone: 071-935 3013
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C H French Esq
General Manager
Liftmaterial (GB) Ltd
29-32 Broomhills Industrial Estate
Rayne Road
Braintree
Essex CM7 7RW

8th January 1993

Dear Mr French,

Renewing Traction Sheaves on Astor Gears

Thank you for the information with your letter of 7th January which has been copied to all our members as may be seen from the enclosed circular.

Yours sincerely,

D M Fazakerley
Director

Munich - Milan

Liftmaterial (GB) Limited
29 - 32 Broomhills Industrial Estate
Rayne Road
Braintree
Essex CM7 7RW
Tel: ☎ 0376 - 550666
Fax: 0376 - 341219

January 7, 1993

For the attention of the Safety Committee,
National Association of Lift Makers,
33/34 Devonshire Street,
London W1N 1RF.

Dear Sir,

Renewing Traction Sheaves on Astor Gears.

We have been informed of a potentially dangerous situation and I would be grateful if you would notify your members accordingly, to circumvent any subsequent recurrence.

A traction rim of an Astor Sassi gear which had been in service for nine years, was replaced by a lift company in March 1992. This gearbox uses the hub/spider method of mounting the traction rim to the gearbox output shaft, utilising six hexagon headed set screws with self locking nuts.

The fault that occurred was that the six set screws fixing the rim to the spider had sheared. An investigation of this situation revealed that this occurrence was attributable to two factors, firstly, the incorrect torque setting had been applied to the set screws and nuts when the sheave was replaced, and secondly, the original fixings had been re-used.

Therefore I would be very grateful if you would make your members aware that the correct torque setting for these fixings should be **13.5 KPM**, please also stress that under no circumstances should the original fixings ever be re-used.

Yours Faithfully.

Clive H.French
General Manager