



Lift & Escalator Industry Association

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3rd November 2006

To: All Members

**cc: The Quality and Technical Committee (Code No. 706)
The Maintenance Committee**

Dear Member,

SAFETY BULLETIN : OTIS LTD.

Please find attached a Safety Bulletin issued by Otis Ltd. In connection with late door re-open during acceleration and advising the corrective actions necessary.

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

Yours faithfully

A handwritten signature in black ink, appearing to read 'Robert N Lee'.

Robert N Lee
Director, Technical Services



EMTA Awards Limited
Approved Assessment Centre

ELA Member of the
European Lift Association



Registered in England N° 3851206.
Registered office as above.



Certificate N° 12368

OTIS GROUP	POTENTIAL SAFETY HAZARD UK Corrective Instruction	SET : ??? No : 78-06-?? Page : 1/4
	Late Door Reopen during Acceleration	Date : 26/09/2006

PRELIMINARY

Prepared by..... **B W Day** - Technical Manager
 Approved by..... **S McNally** - Company Safety Manager
 Approved by..... **M Fuller** - Director of Field Operations Department
 Approved by..... **G Smart** - Financial Director
 Approved by..... **D Michaud** - Managing Director

Technical Information Accessing System (Maximum 8 keywords)

- | | | | |
|------------------|---------|-----------|-------------|
| 1. Safety Hazard | 2. LCB1 | 3. MCS312 | 4. Delta VF |
| 5. GOB616G49 | 6. | 7. | 8. |

This CI must be completed without delay.

Please enter Unit No's and Addresses of completed units and return a copy of this cover sheet to:

*Karl Headley
 Otis Ltd, 123 Abbey Lane
 Leicester
 LE4 5QX*

Fax: +44 (0)116 261 2363

Unit Number	Site Address

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PRELIMINARY

Source:

Site investigation at Drake House, Rickmansworth

1. Problem:

It is just possible; to get the doors to reopen with a late landing call, after they are fully shut and the lift starts to accelerate. This forms a tripping hazard for any passenger trying to enter the lift at this time.

2. Cause:

The relays LV1&2 provide the door zone and contribute to floor position. As the lift leaves the floor, these relays are energised for the duration of the door zone magnet length. While the lift is accelerating within that magnet length, which is very short, a window is provided for a late landing call to reopen the doors. The time period of the window is directly proportional to the acceleration rate, whereby if the lift accelerates quickly the chances of the landing call having an effect are remote, and visa versa.

For this particular case, where the acceleration rate is exceptionally slow, it is possible with persistence to reproduce the fault on all three lifts.

3. Limitations:

All MCS312 lifts, with Delta VF drives and GOA616G49 or GOB616G49 software fitted in the Limited car Board (LCB). Refer to the label on the EPROM fitted to the LCB

4. Field Solution:

Upgrade the Limited Car Board software to GOC616G49, so a late landing call is ignored, once the lift has started to move.

5. Material Required:

One GOC616G49 Eprom per lift

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6. Tools Required:

Eprom extractor.

7. Estimated Labour:

0.5 hours per lift

8. Factory Solution:

N/A

9. Special Instructions:

Wear wrist strap when changing the Eprom.
Gain control of the lift, switch off, lock and tag.
Check controller for zero energy in the LCBI Area.
Using the extractor, remove the old EPROM.
Fit the new EPROM.
Switch on and check the lift performs a correction run.
Test lift functions, including door reopen.
Return the lift to service.

NOTE: If there are any problems after fitting the new software, please contact the manufacturer.

10. Field Work Procedures

Those persons undertaking the work must conduct a suitable and sufficient risk assessment to identify the risks associated with their chosen method of work.

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