



Lift and Escalator Industry Association

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

To: All Members

c.c. The Quality & Technical Committee

14 February 1997

Dear Sir

KONE LIFTS LTD TYPE MR12 BRAKE BOW ARMS

I enclose a Safety Notice issued by the above company relating to their type MR12 Brake Bow Arms. Will members please take note and 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



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KONE LIFTS LTD	Subject <u>MR12 BRAKE BOW ARMS.</u>			CODE: SN 04.05.16 Page 1 of 5 SAFETY CATEGORY A	
DEPT. TECH.SUPP	DATE 7.2.97	COMPILED BY A J Shiner	CHECKED V J Kaura	APPROVED <i>AS</i>	ISSUE A

Please note the contents of the attached FL 4.8.1 and act accordingly.

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Compiled by: KCO/P. Eagling
Changed by:
Checked by: SAB/ Arrivabene
Approved by: FIS/ J. Reilio

Date: 7.1.1997
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Product code: MR12
Drawing no:

Issue: -
No of Pages: 4
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MR12 BRAKE BOW ARMS

1 PRODUCTS AFFECTED

There have been some cases of the brake bow arm of the MR12 gear cracking or breaking. The cases are very rare approximately 1 in 15,000. As each gear has two brake bows, the hazard is very low. As a precaution, it has been decided that there should be a visual inspection for each gear during the next planned maintenance visit.

2 DESCRIPTION OF THE PROBLEM

2.1 Symptoms and nature of the safety risk

In the reported cases of the cracked and broken brake bow arms the fracture has occurred in the position marked A in the diagram 1 in Appendix 1. In single and two speed elevators there is a tripping hazard due to bad levelling if there is only one brake bow functioning. If both brake bows fail then the elevator would run out of control to the top or bottom of the shaft dependant on the loading in the car.

2.2 Parts affected

The MR12 brake bow arm is detailed in the spare parts manual AR 4.8.18 and AS 4.5.34.

2.3 Root causes

The fractures that have been found originate from the casting process and not from normal service.

3 CORRECTIVE ACTIONS

3.1 Corrective action

Each brake bow arm is to be inspected visually at the point marked A in diagram 1. If there are signs of fracture the brake bow is to be replaced.

3.2 Material

3.2.1 Required material

The part number of the brake bow arm is S190030-G1 to be ordered from the factory, see below.

3.2.2 Ordering instructions

Contact Mr W Coxon.- Materials Manager, KONE Lifts, Hounslow.

3.3 Inspection Method

- Stop elevator.
- Carry out inspection on one brake bow at a time.
- Open brake bow. Use service instructions as detailed in section 3.3.3. below.
- Inspect carefully (with a torch) the brake bow surface for cracks in the area marked A in Appendix 1.
- Close brake bow arm Use service instructions as detailed in section 3.3.3. below.

SAFETY NOTE: Always isolate machine at main switch before working.

3.3.1 Tools required

2 off 13mm adjustable spanners
1 off torch

3.3.2 Time required

Approx. 1/2 Hour

3.3.3 Replacing and adjusting instructions

Use the service instructions AS 4.5.34 for the detachment of the brake (page 4 section 4) and the mounting of the brake (page 8 section 11).

4 MAINTENANCE

No special maintenance instructions

5 SPECIAL INSTRUCTIONS

No special instructions

6 APPENDICES

Appendix 1. Diagram of the MR12 and fracture points..

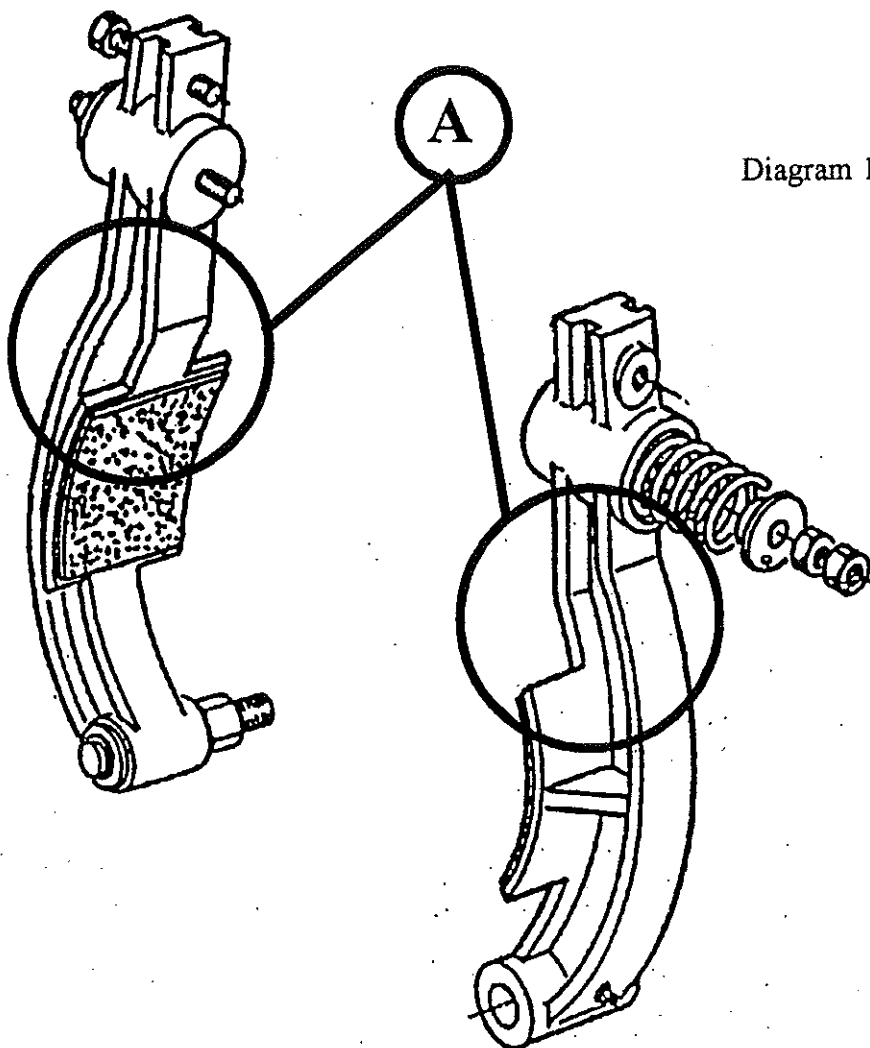
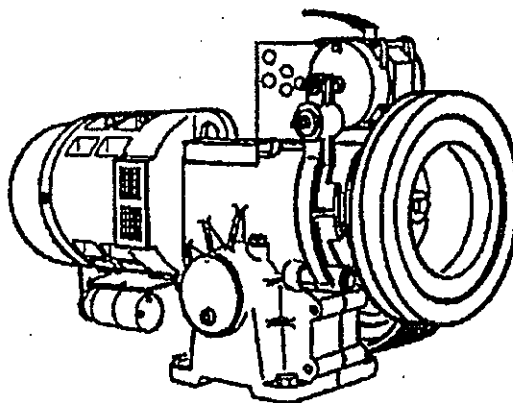


Diagram 1. Brake bow arms

Diagram 2. MR12 Gear



Appendix 2. Feedback form

**MR12 BRAKE BOW ARM
FEEDBACK FORM**

Complete all information below

Name.....

Country

Date.....

City.....

Gear Number (from the gear label).....

Reference Number (from the gear label).....

Erection number.....

Date of start in service

Number of starts when available

Address to sent the new brake bow arm (by TNT, not a P.O.Box address)

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Office telephone number.....

Office fax number.....

FAX for the attention of Mr A J Shiner, Technical Director 0181 754 6285