

National Association of Lift Makers

NALM

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Director D M Fazakerley

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To: All Members
cc: The Quality and Technical Committee (2010)


17 May 1996

Dear Sir,

Sassi Brake Type 3040 supplied before 1st October 1993

It has come to our attention a page was missing from the attachment to the circular of 13th May under the above heading. Certainly in the case of some members, possibly all. Enclosed therefore is the attachment complete, ie three pages, would you please forward this to those who might be concerned.

Yours faithfully,



D M Fazakerley
Director





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Date As Postmark

Liftmaterial - Safety Bulletin.

Sassi Brake Type 3040 Supplied Before October 1st 1993.

Following a recent incident, we kindly request all lift service/maintenance companies to read and act upon the information contained in the attached technical sheets from Alberto Sassi (Astor) of Bologna Italy.

These sheets detail the recognition and remedial protocol to be applied to the 3040 brake unit only.

Liftmaterial (GB) Ltd.

Encs.

**SUBJECT: PROBLEMS CONCERNING THE MANUAL
BRAKE RELEASE MECHANISM ON BRAKE TYPE 3040
FITTED ON GEARS MB 82, MB 91, MB 92, MB 94, MB 95.**

In September 1993, our Technical Office, after a series of practical tests on our brakes type 3040, noticed the following:-

On gearboxes where the brake type 3040 is fitted and is possibly incorrectly adjusted, it was noted that if considerable excessive force was applied to the brake release arm, it was possible to mechanically jam the brake in the off position. In any case, such pressure would be greatly in excess of that normally needed to open the brake shoes with the springs already tightened to the maximum of their limit.

In the light of the SASSI policy to constantly search for improvements in its products, A. SASSI S.p.A. immediately modified the components of the manual brake release mechanism on machines fitted with brake type 3040. This modification has been effective on gearboxes supplied from the **1st October 1993**. This has solved the problem on gear units supplied since that date.

The above said problem is easily recognised by observing the position of the brake release lever (please see enclosed drawing).
By observing the hole it will be noticed (without touching the release handle) that the lever is either in the vertical or diagonal position. If indeed the latter is observed then the internal components of the release mechanism are deformed and must be replaced.

If replacement component parts are required A. SASSI S.p.A. have a component kit available through LIFTMATERIAL (GB) LTD, Braintree, to replace internal components on gear units supplied before October 1993.

Customers will need to supply information to LIFTMATERIAL (GB) of the gearbox model and the serial number, to receive the required modification kit along with the relative instructions and drawings.

A. SASSI S.p.A. have no information relating to a similar problem occurring on any other type of brake release mechanism fitted to any current or previous gearbox manufactured by them.

Should any further assistance or information be required LIFTMATERIAL (GB) / A. SASSI S.p.A. are at your complete disposal.

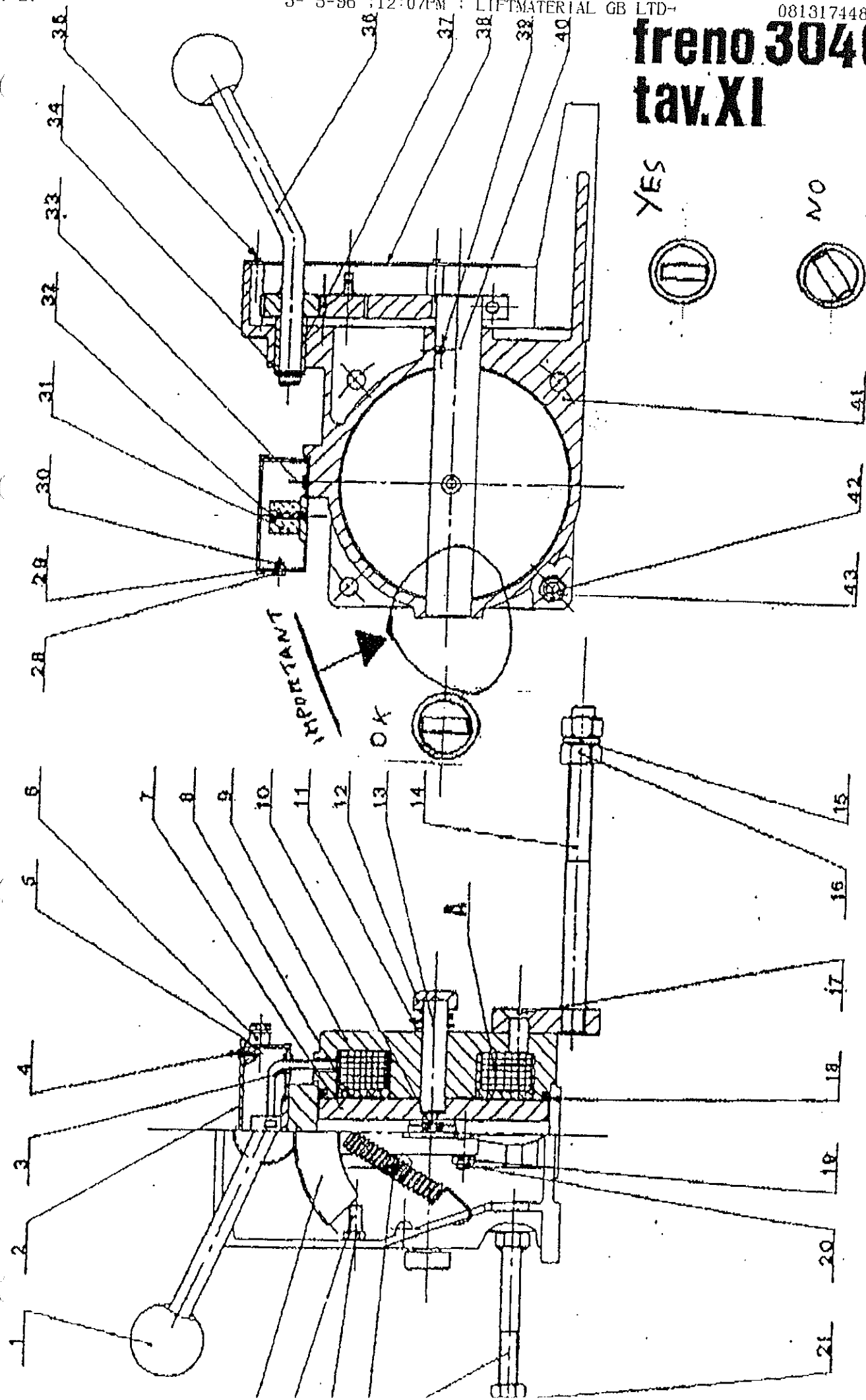
Best Regards,

Angelo Vanelli

freno 3040 tav.XI

YES

NO



RIE. A = RIE. 7+8+9+11+12+13+18

