



Lift & Escalator Industry Association

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To: All Members

Dear Member

DEWHURST plc – VL10, VL20, VL30 & VL60 GATELOCKS

Please find attached information received from Dewhurst plc, with a request we circulate to our members on their behalf.

If you require further assistance please contact Dewhurst plc.

Yours sincerely

Derek Smith
Technical Director, LEIA



EMTA Awards Limited
Approved Assessment Centre

ELA Member of the
European Lift Association



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



Technical Bulletin No. L.136**Dewhurst – VL10, VL20, VL30, VL60 Type Gatelocks****WARNING OF POTENTIAL FAILURE**

We have received reports of two separate problems that may cause product failure in the VL range of Gatelocks.

The first problem concerns the 3 spire nuts that help fix the contact carrier to the die-cast body. If either of the two lower spire nuts is fitted incorrectly (horizontal rather than vertical) they can interfere and potentially trap the rotating contact carrier in the 'door closed' position with the beak inserted. This may be sufficient to prevent beak removal and door opening but if beak removal is possible the trapped condition is relieved and for this reason it is deemed 'fail safe'.

A VL Gatelock with this potential problem should be relatively easily identified as the transparent covers will not be fitted flush in the die-cast body. Gatelocks in this condition should be removed and returned to Dewhurst UK for no cost replacement. Only one Gatelock has been witnessed in this condition but since no recent design changes relating to this failure mode have been made all units in the field should be considered at risk. In future anti-tamper sealing will be added to the spire nuts to facilitate assured inspection of correct assembly.

A second VL Gatelock failure mode has been identified relating to a design change of the transparent covers. Internal logo embossing can rub and restrict movement of the toggle with the possibility of failure to close the set of contacts relating to the retiring ramp action and again is deemed 'fail safe'. This problem has now been resolved but Gatelocks with a date sticker between Jan 2010 and 24 June 2011 may be at risk. A simple solution in the field can be achieved by rotating the covers 180°, alternatively replacement covers can be provided.

Please contact Steve Roberts or Jackie Hill at Dewhurst UK for any further information or clarification.



Mel White
Engineering Director
Dewhurst UK