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 (1696)

cc: The Safety Committee

26th July 1993

Dear Sir,

Evans ZM516 Landing Door Lock.

We have been asked by Evans Lifts Ltd to circulate the enclosed sketch and descriptive sheet.

Yours faithfully,

Ann Jones

P A to the Director

Our Ref

Your Ref

Date



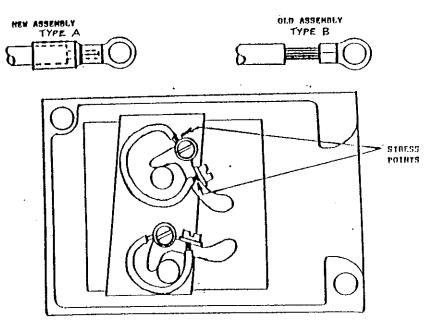
Evans Lifts Limited Abbey Lane Leicester LE4 5QX Telephone: (0533) 662464 Fax: (0533) 662318

EVANS POWER OPERATED LANDING DOORS

It has been found that the contact continuity wires of the Evans ZM 516 door lock (see sketch below) can fracture at the stress points where the wires flex. This makes it possible for the free wire to short between the two contacts giving a signal that the landing door is closed when in fact it is still open. This, of course, gives a potentially dangerous situation.

Since 1988 these continuity wires were changed from Style B (see below) to Style A. Style A has an insulation grip removing the stress point that was present with the exposed wire on the old style B wire. It has been found that complete removal of these continuity wires (cutting these wires close to their end fixings) can solve the safety problem because the lock appears to retain its effective circuit continuity. However this continuity cannot be guaranteed in all cases, eg. where the door safety circuit has to travel through several ZM 576 locks in order to complete the safety circuit. For this reason we recommend that any locks found to have exposed wires of Type B are replaced with wires using insulation grip crimps of Type A, available from Evans Lifts, Leicester - Part No. 5290-010.

Lifts installed prior to the early 1970's had these continuity wires riveted at their end fixings, so, for such locks a replacement lock contact assembly with screw fixings is also required. This assembly can also be obtained from Evans. Ask for 2 off Part No. 63-0380-00.





J C L Kruger (Managing Director) S Austin M P McEgan B Price G P Smart

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