

Lift & Escalator Industry Association

33-34 Devonshire Street London W1G 6PY

Tel: 020 7935 3013 Fax: 020 7935 3321

E-mail: enquiries@leia.co.uk

Website: www.leia.co.uk

16 June 2006

To: All Members

**cc: Quality & Technical Committee (Code No: 694)
Maintenance Committee**

Dear Member

STANNAH LIFTS LTD, SAFETY BULLETIN

Re: HYDRAULIC PASSENGER LIFTS WITH 2:1 ROPING

Please find attached a Safety Bulletin which Stannah Lifts Ltd has asked us to circulate for information

I trust the enclosed is self-explanatory, please be guided accordingly.

Yours faithfully

David M Fazakerley
Managing Director

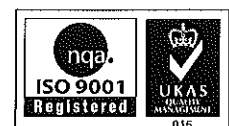


EMTA Awards Limited
Approved Assessment Centre

ELA Member of the
European Lift Association



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



Certificate N° 12368

To: LEIA

Stannah Lifts Safety Bulletin

Issue No: M31(a)

Date: 06/06/06

Page 1 of 3

LIFT TYPE: - Hydraulic Passenger Lifts with 2:1 Roping

Component Failure

Stannah Lifts Ltd have experienced a problem with a welded steel bracket which failed due to welds breaking on one 18 year old lift, resulting in the safety gear engaging.

The welded bracket is fitted at the base of the tackle pulley assembly which supports the main suspension ropes and secures the top of the piston to the tackle pulley assembly (*see Fig 1 below*). It consists of a 10mm thick flat baseplate, to which are welded two notched angle brackets (approx 6mm thick).

Stannah Lifts Ltd did not manufacture any of the components but procured the complete tackle pulley assembly from an outside supplier.

Investigations indicate that this design of bracket was supplied on tackle pulleys between approx. 1986 and 1991. Evidence also suggests that the bracket which led to the incident was only partially welded and should have been fully welded as shown in Fig 2.

Stannah lifts Ltd have only identified 3 other brackets of identical design/manufacture to Fig 1 (partially welded) to date in the field. None of these showed any visible signs of potential weld failure but have been replaced as a precautionary measure.

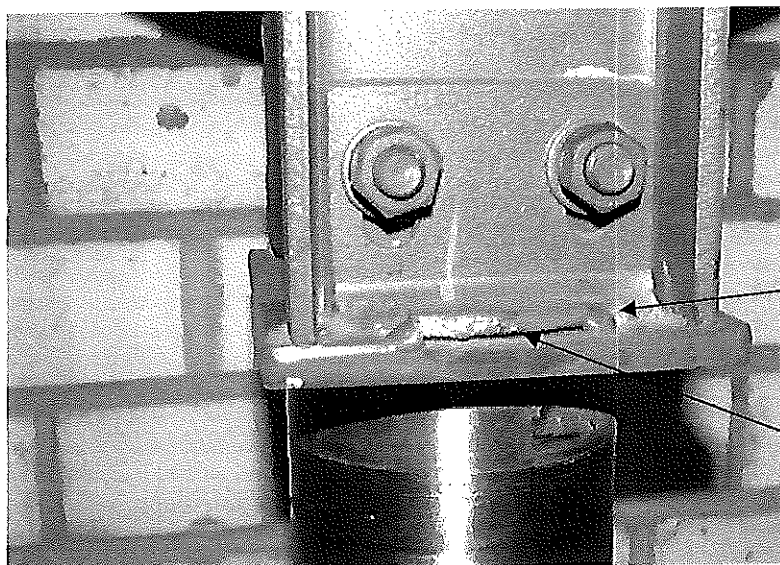


Fig 1
Replacement required

Welded in notched corners of angle bracket only

No weld along this edge

COURSE OF ACTION

To date only one incident has been reported. However, as a precautionary measure, it is recommended that all tackle pulley assemblies are inspected for any signs of deterioration and any found to incorporate brackets identical to that shown in Fig 1 above should be replaced with a different design.

It is strongly recommended that no full load rupture valve tests be undertaken (as required on LG1 test) on any brackets found to be to Fig 1 above.

Welded brackets of the types shown in Figs 2, 3 and 4 below do not require replacement.

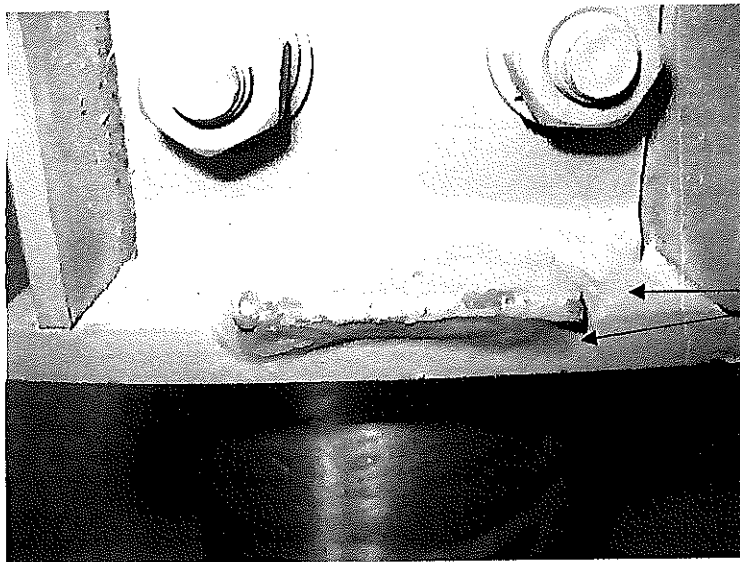


Fig 2
Replacement not required

Bracket as Fig 1
but fully welded -
in notched corners
+ along edge of
bracket.

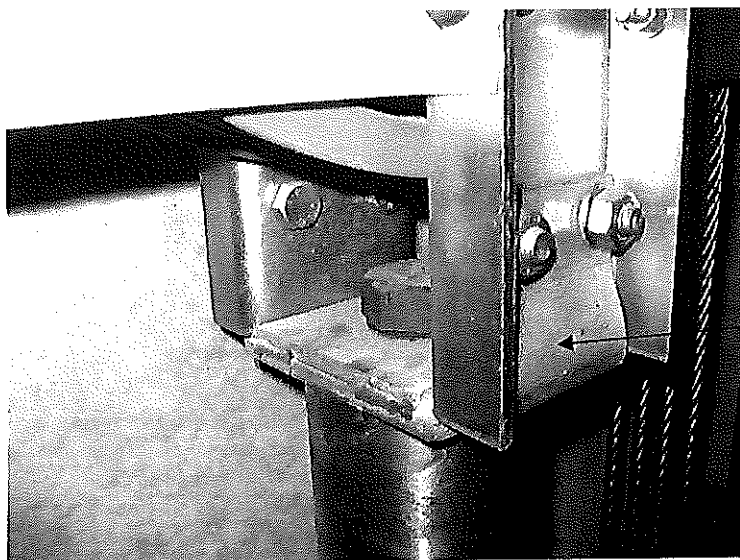


Fig 3
Replacement not required

Folded profile with
plate welded
inside.

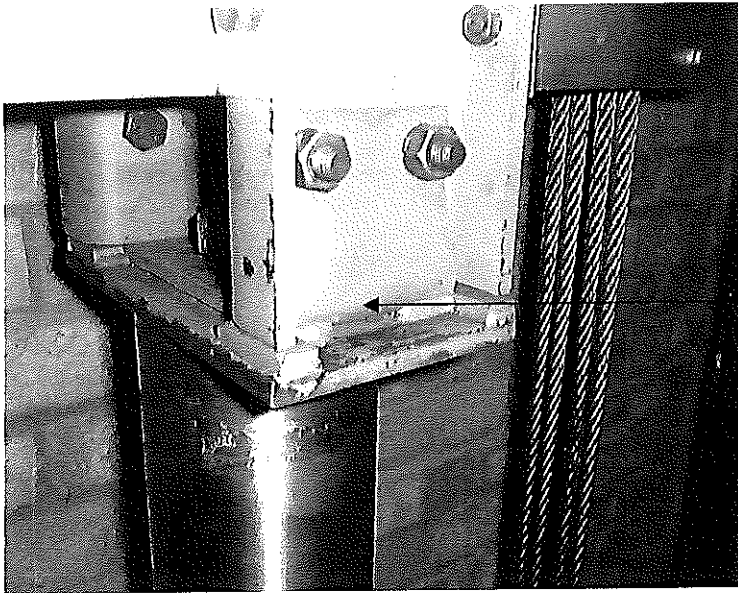


Fig 4
Replacement not
required

Bracket as Fig 3 but
with plate welded
underneath
incorporating 4 corner
spacers

Issued by: Mr Pete Jeffery, Stannah Lifts Ltd., Anton Mill, Andover, Hants, SP10 2NX
Tel 01264 343666
e-mail:pete_jeffery@stannah.co.uk