

Lift & Escalator Industry Association  
Devonshire Street,  
London.

For the Attention of Nick Mellor.

**Re: Notice of Potential Component Issue – 002.**

Dear Sir,

As part of Otis' commitment to share any potential safety warnings with the industry, please find herewith a corrective instruction for a possible wiring fault in the circuitry for Manual Recovery Operations (MRO)

Please circulate this to the other LEIA members so that they may be guided accordingly.

Yours Faithfully,



<h1>OTIS</h1>	<h2>Notice of Potential Component Issue</h2>	<b>Ref : 002</b> (CI45-12-G03)	
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	<h3>Manual Recovery Operation wiring examination</h3>		ISSUE 05/01/2012

**Description of problem:**

A potential production wiring error in the Manual Recovery Operation (MRO) circuit.

**Affected Equipment:**

This is potentially applicable to the following equipment:  
Otis Gen2 lifts installed since 2008

**Field Solution:**

The wiring circuit identified should be inspected at the earliest opportunity to identify if remedial action is required as follows:

- Access the unit and secure on inspection to enable the car top and control panel to be accessed.
- Isolate the unit by removing the main power, leave the RPS supply live.
- Measure voltages on the P6 connector in the Emergency and Inspection (E&I) panel.

Voltages should be measured between;

**P6.1 and Ground**

**P6.2 and Ground**

**P6.3 and Ground**



If the values are as below the wiring is correct. MRO should work correctly.

P6.1/Gnd	48 to 55 VDC
P6.2/Gnd	0 V
P6.3/Gnd	0 V

If the values are as below (same voltage values measured on the 3 points), this means that the wiring is NOT correct. THE MRO MUST NOT BE USED AND THE FAULT RECTIFIED.

P6.1/Gnd	(48 to 55 VDC) or 0 V
P6.2/Gnd	48 to 55 VDC
P6.3/Gnd	48 to 55 VDC

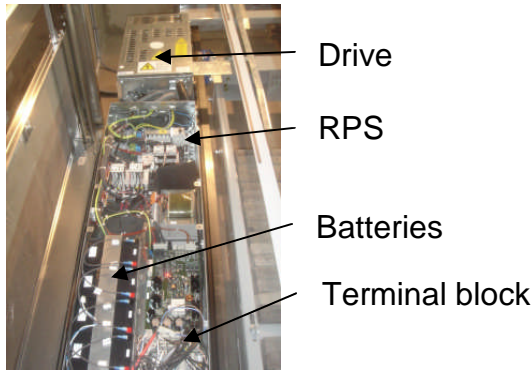
If the examination results indicate the wiring connections are **correct** then verification of the MRO is required, proceed to steps 11-22 on page three.

If the examination results indicate the wiring connections are **incorrect** then follow the further field solution directions steps 1-22 on pages two and three. Until this solution has been completed the **MRO** function must not be used.

<p>Author</p> <p style="text-align: center;"><i>S. Baron</i></p> <p style="text-align: center;">Stuart Baron</p>	<p>Checked</p> <p style="text-align: center;"><i>Bradley Ryan</i></p> <p style="text-align: center;">Bradley Ryan</p>
<p>Distribution : All known affected Customers and LEIA for Public Information</p>	<p>CANCEL &amp; REPLACE: All previous versions</p>

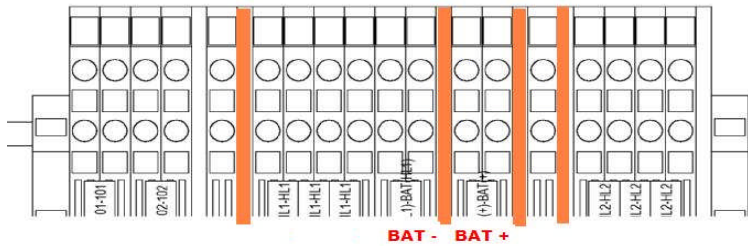
**Field Solution:**

1. Inside the E&I panel, disconnect the P6 connector from the GECB2, remove keys from the BRB2 switch and store securely.
2. From the car top, open the PBSB/PSRBD and switch **OFF** the back-up power supply by switching **OFF** the RPS switch.

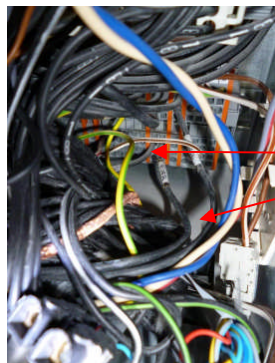


3. On the terminals located in the bottom of the PSRB/PSRBD, identify **BAT+** and **BAT-**

(Be careful, the picture below could be different depending on the different version of PSRD/PSRBD).



4. Inside the PSRB/PSRBD, identify the **TB2-BAT(-)** wire on PSRB/PSRBD terminals.



**Wires TB2-BAT(-) and TB2-BAT(+) incorrectly connected together on BAT(+) terminals.**

5. Disconnect **TB2-BAT(-)** wire from the terminal and check that this wire is the one connected to the **P6.3** in the E&I panel. This should be checked by using the multimeter (continuity test) and a test lead of suitable length.

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6. Reconnect this **TB2-BAT(-) wire** in the correct terminal **BAT(-)**.
7. Switch **ON** RPS inside the PSRB/PSRBD and close the PBSB/PSRBD.
8. Egress from the car top.
9. Reconnect P6 connector on the GECEB2 inside the E&I panel.
10. Verify that the correct values of voltage are now present with a multi meter.
11. Verify the MRO without drive (movement of the car with several small steps). In order to test it, first deactivate the MRO BL (Balanced load) with drive. If you not the MRO BL with drive will be activated automatically.
12. Unplug **P11** connector on the GECEB2 in the E&I panel, this will deactivate the MRO BL with drive.
13. Then, put the BRB2 key inside the BRB2 switch.
14. Turn BRB2 switch, and press BRB1 button. The car should move in UP direction with several small steps.
15. Plug **P11** connector on the GECEB2 in the E&I panel.
16. The aim is now to test the MRO BL with drive.
17. Switch **ON** main power supply to reactivate the MRO BL with drive.
18. Switch **OFF** main power supply.
19. Turn BRB2 switch, and press BRB1 button. The car should move in a slow and constant speed (MRO with drive). The panel will show "**RESCUE**".
20. Switch **ON** main power supply.
21. Reset the lift and check that it is functioning correctly in normal use.
22. Inform the client and record the examination on the unit log card.

**NOTE:**

**The work described in this instruction should only be undertaken by competent maintenance personnel.**

**Otis shall not assume any liability for any damage, loss, injury and/or death due to performance of work in accordance with and/or related to this instruction.**

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