To

LEIA
Lift and Esclator Industry Association

13 August 2021

Dear Sirs,

Re: **Lifting Platforms – Vimec E10 EcoVimec**
**Maintenance Interventions - Technical note for maintenance engineers**

In the constant effort to maintain the highest standards of its products, our company has decided to launch an inspection campaign on its E10 (EcoVimec) model lifting platforms ("**Platforms**") for maintenance purposes. This will allow the efficiency of the interested machines to be confirmed and maintained over time.

To continue to ensure the safety of the Platforms, the campaign will be developed in phases, punctually organized and programmed. It will first concern the older Platforms built until 2014 and with a travel over 3 meters. In this sequence, the Platforms will be subjected to a number of checks on the state of certain components, as well as minor preparatory work, to be carried out according to Vimec's instructions. To allow the timely execution of the inspection campaign, we are asking for this to be done as a matter of priority, and in any case no later than the next 3 weeks.

We are taking the initiative and proactively writing to our dealers in the UK and asking them to undertake this work or to forward these details to owners to arrange it with their current maintenance contractors.

We also consider valuable your help in this effort and, in the framework above, we request you to upload the attached files named *"Technical Note for Maintenance Engineers"* (19 sheets) consisting of the following documents, onto the Product Information area on the LEIA website. In this way, UK economic operators can be further made aware of:

- "Vimec Techical Note August 2021";
- The gearbox oil inspection instructions of July 2014;
- The report Of Inspection (Check List).

We trust that you will circulate this to all LEIA members, so that they are briefed to inspect the Platforms on their portfolio accordingly. It is in fact possible that some of our dealers do not maintain the relevant units anymore and third companies now do the work.

We thank you in advance for your assistance.

We remain at your disposal for any clarifications or information you may require.

Best regards,

**Vimec S.r.l.**

**Technical bulletin No. 02/2021**

# Description of activities to carry out

## 1) Overspeed governor:

a) Put the unit in a safety working condition (maintenance mode)

b) Carry out ordinary checks on the device, of service manager's pertinance, in particular on pulleys paying attention to their wear.

***Example:*** Proof of appropriate condition is the protrusion of the steel cable with respect to pulley diameter (see picture1); on the other hand a wear index is the thickness of the pulley side shoulders (see picture 2 and picture 3).
In case of wear the unit must be stopped and you will have to contact your After Sale Dept. Manager to let you have the necessary replacement parts.
Considering that the pulley wear can have an impact on the correct working conditions of the unit, while waiting for instructions by Vimec, stop the unit, as a precautionary measure. As regards alluminium pulleys which are no more installed sicne 2013, please refer also to Technical Bulletin No. 04/2013 about checks of material wear.

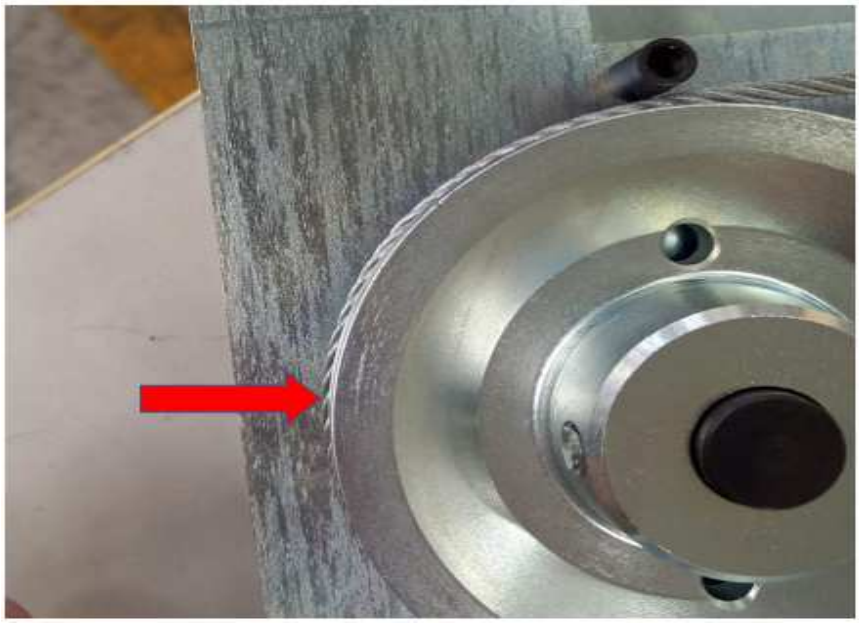


**PHOTO 1**

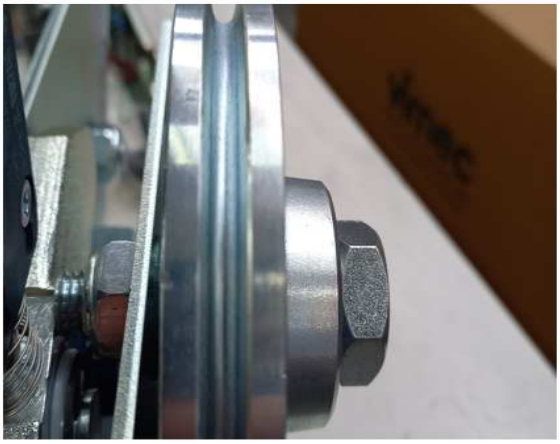


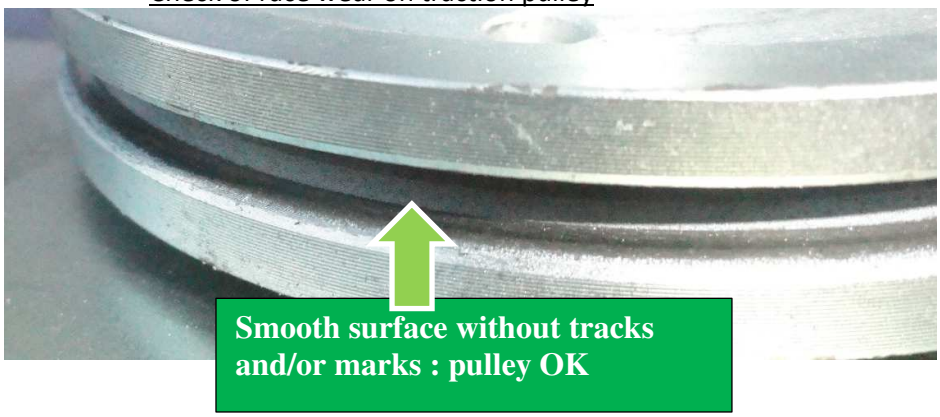
**FOTO 2**

**FOTO 3**

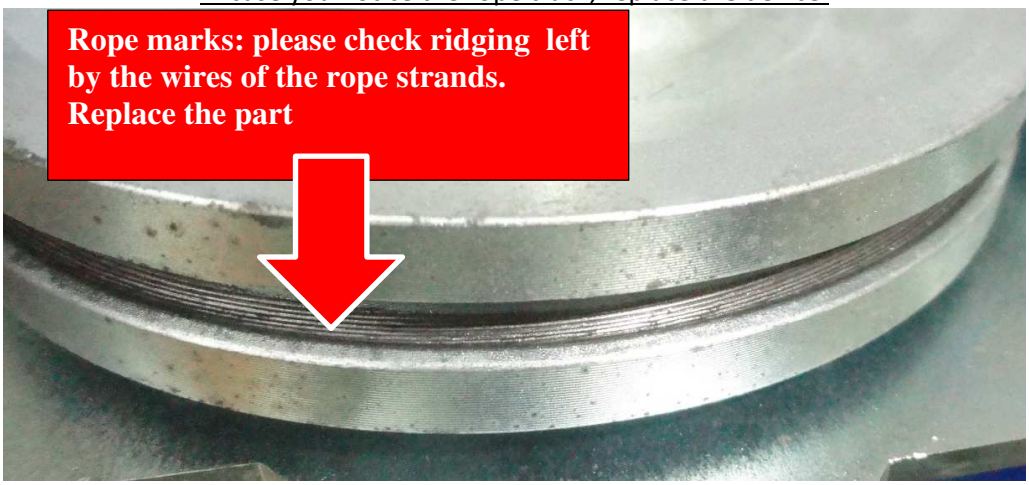
**<u>Further advice about pulley race wear, to be carried out by service engineer, and that we are explaining in advance in relation to the new version of our new manual that we are going to issue soon</u>**

Look carefully at the race surface in the contact area with the rope, it must be perfectly smooth without any mark left by the rope

Check of race wear on traction pulley




In case you notice the rope track, replace the device.




To rub on the race surface the bit of a small screwdriver could be helpful:

- If the surface is regular or smooth the pulley can be considered Ok
- If the surface shows hollows or you can touch the ridging lefts by the wires of the rope strands, the device must be replaced.

Check of race wear on traction pulley


If you see the rope track replace the device


c) The lower traction pulley is fixed by a grub screw (see photo 4), pull it out with a 2,5 mm Allen key (see photo 5) and put in the new grub screw supplied to you. DO NOT USE any grub screw different by the one supplied by Vimec.

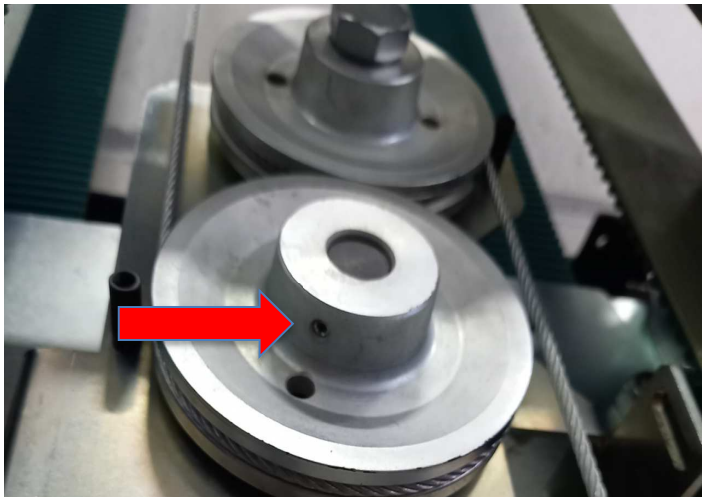


**PHOTO 4**

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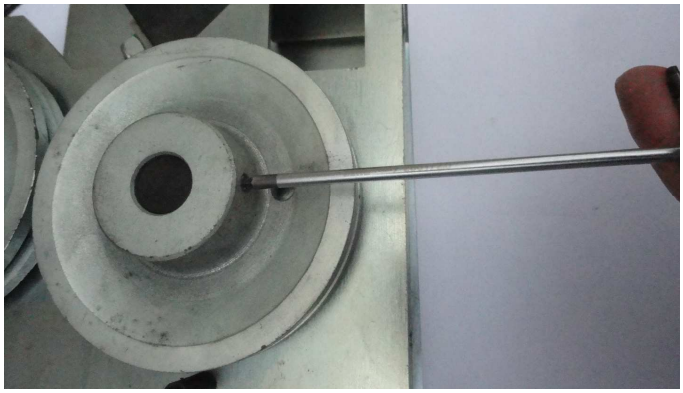


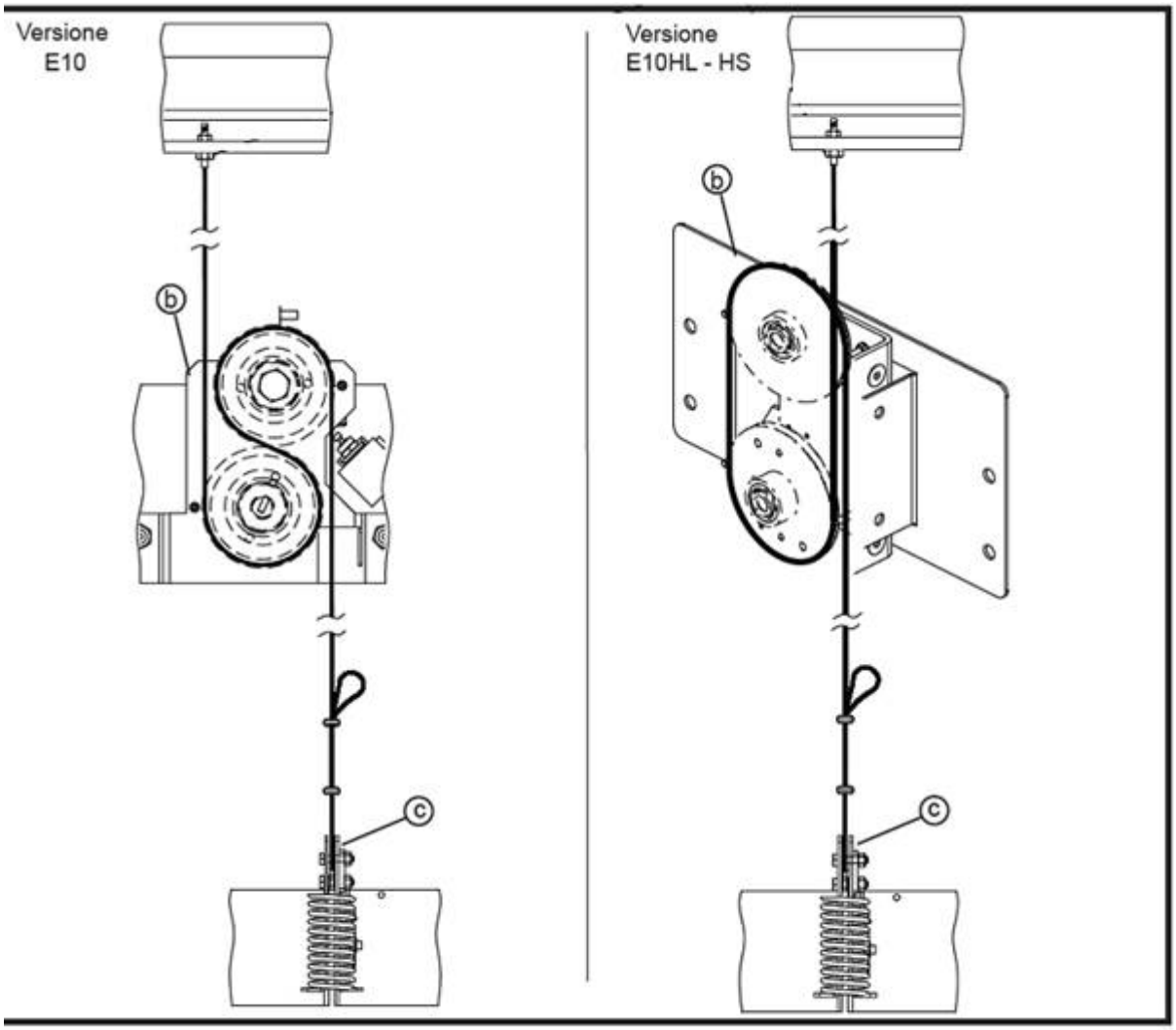
**PHOTO 5**

Should you find any difficulty in pulling the grub screw out or should you not be able do it that means that it could be damaged. If so the unit must be stopped and you will have to contact your Vimec Aftersale Dept. engineer for despatch and replacement of the necessary parts. As it is known and taking into consideration wear of this part could have an impact on the correct working condition of the unit, while waiting for instructions by Vimec, stop the unit as a precautionary measure

After replacing the grub screw, use a permanent marker to draw carefully a visual check-line (see photo 6) to be able to check eventual changing of position in the course of time:


**PHOTO 6**

d) Service engineer has to check overspeed governor steel rope integrity and that its path is correct (see drawings below)




The rope must be :

1) Without any broken wire
2) Without any fold
3) Without oxidation

**In case the rope condition does not satisfy one of the above-mentioned points replace the rope**

The rope must be tightened as per instructions in our use and maintenance manual of the unit.
In case it is not stretched properly, tighten it as per our use and maintenance manual of the unit.

e) Check that the plastic shim under the spring of the overspeed governor, that was put to make installation easier, has been removed (see Photo 7)

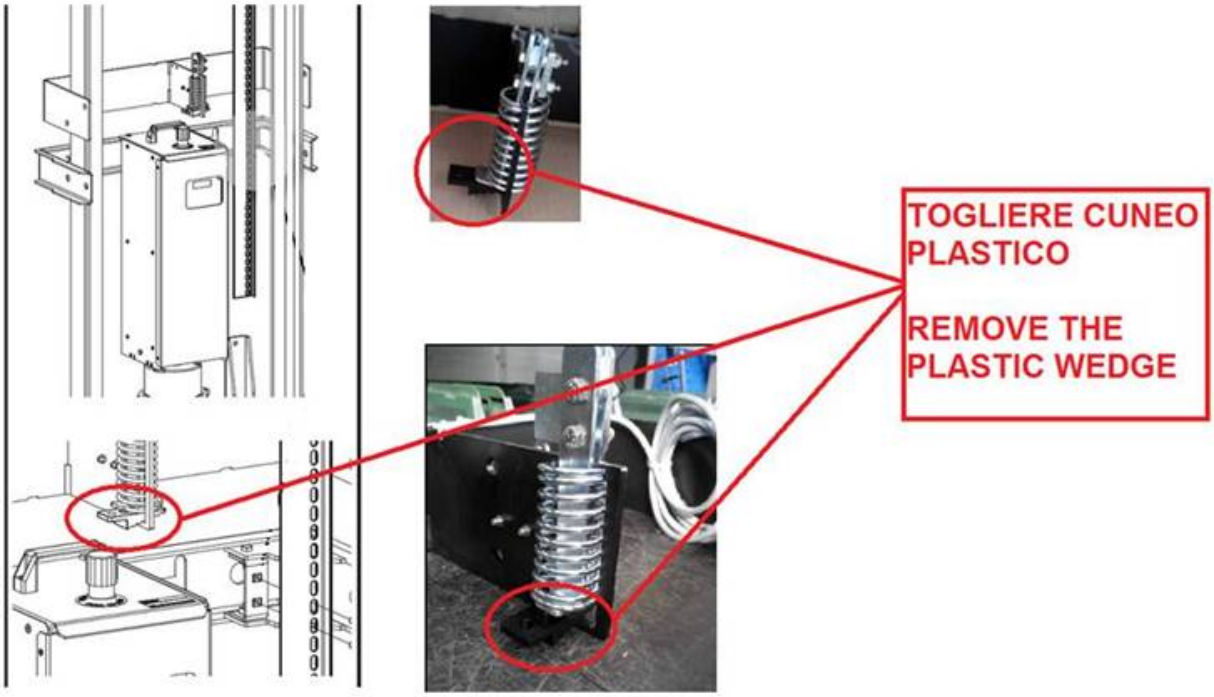



**Photo 7**

f) As per service engineer's competence, check the correct installation of the whole overspeed governor and of the safety gear as specified in the unit manual

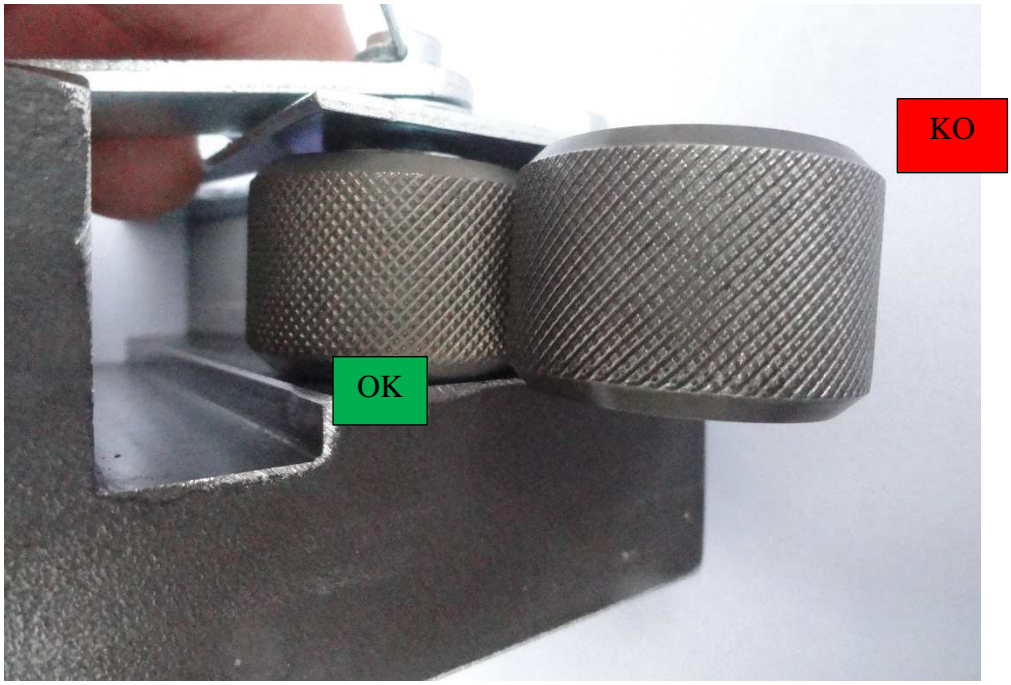
g) As per service engineer's competence, carry out the check of the overspeed governor and safety gear activation as specified in the unit manual.

For all wear effects our After-Sales Dept will submit you an offer for the parts to be replaced.

**Wear checks as per service engineer's competence, of safety gear**

- Service engineer has to check the roller of safety gear: that has to show a properly sharped and pointed knurling.

**In case by touching it you find knurling has "flattened", replace the couple of devices.**




- As per service engineer's competence check the safety gear setting; that must be in compliance with what prescribed by the unit manual.

For all wear effects our After-Sales Dept will submit you an offer for the parts to be replaced

## 2) Reduction gear motor oil

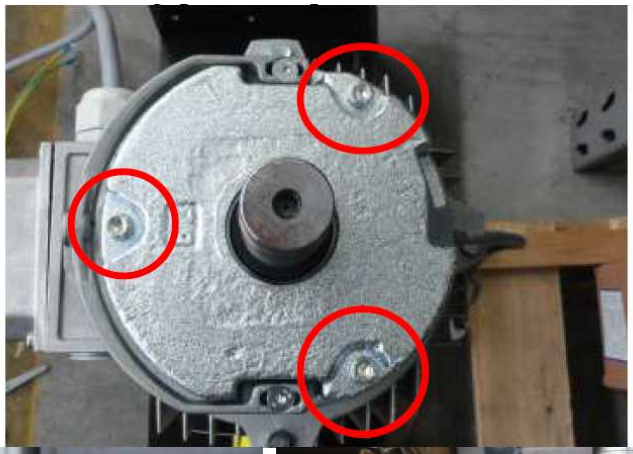
As per service engineer's competence, check the oil level in the reduction gear and top it up as per enclosed instructions (instructions about oil top up in reduction gear E10). We are repeating these instructions as written in our Technical Bulletin No. 2/2014 and in our manuals. Please see page 13 of this file and following

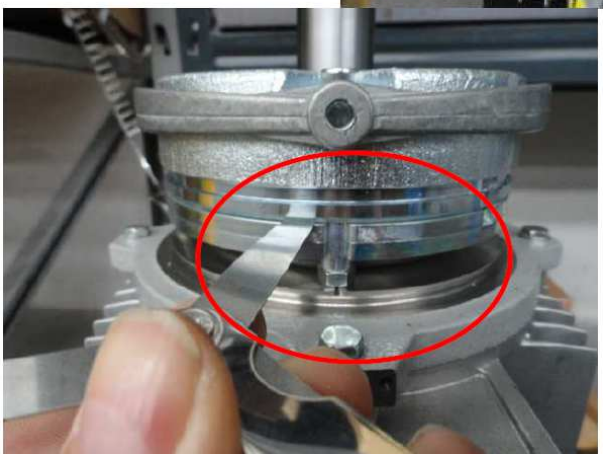
## 3) Check Brake's Gap setting

a) Correct setting of the brake (minimum gap 0.30 mm; maximum gap 0.40 mm)

Picture A

b) Carry out the tests in three different positions as specified below

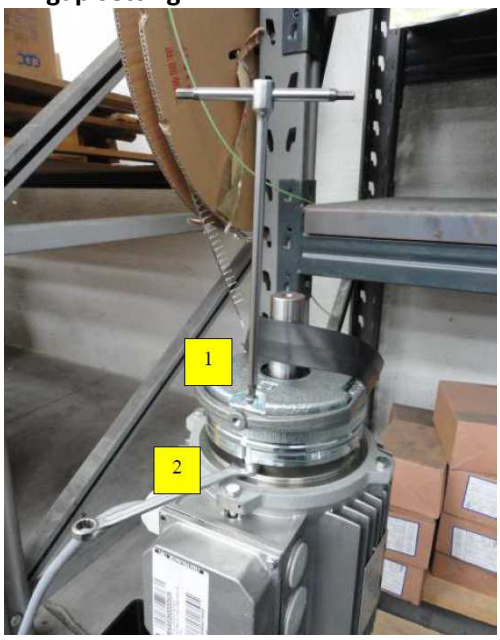




Picture B

If the 0,45 mm thickness gauge **goes through, <u>the air gap must be set</u>** (SEE INSTRUCTIONS)
If the 0,45 mm thickness gauge does not go through**, the air gap must not be set**

**Air gap setting**




- Unloose nut 2 keeping screw 1 fixed
- Set the air gap by intervening on screw 1, 0,3 mm and 0,4 mm air gap GOES THROUGH (we remind you that 0,45 mm thickness gauge DOES NOT GO THROUGH (maximum allowed gap)
- At the end of setting, tighten nuts 2 by keeping screw 1 fixed
- Setting must be carried out UNIFORMLY on all 3 screws

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**CHECK, AS PER SERVICE ENGINEER'S COMPENTENCE, SAFETY GEAR ACTIVATION**

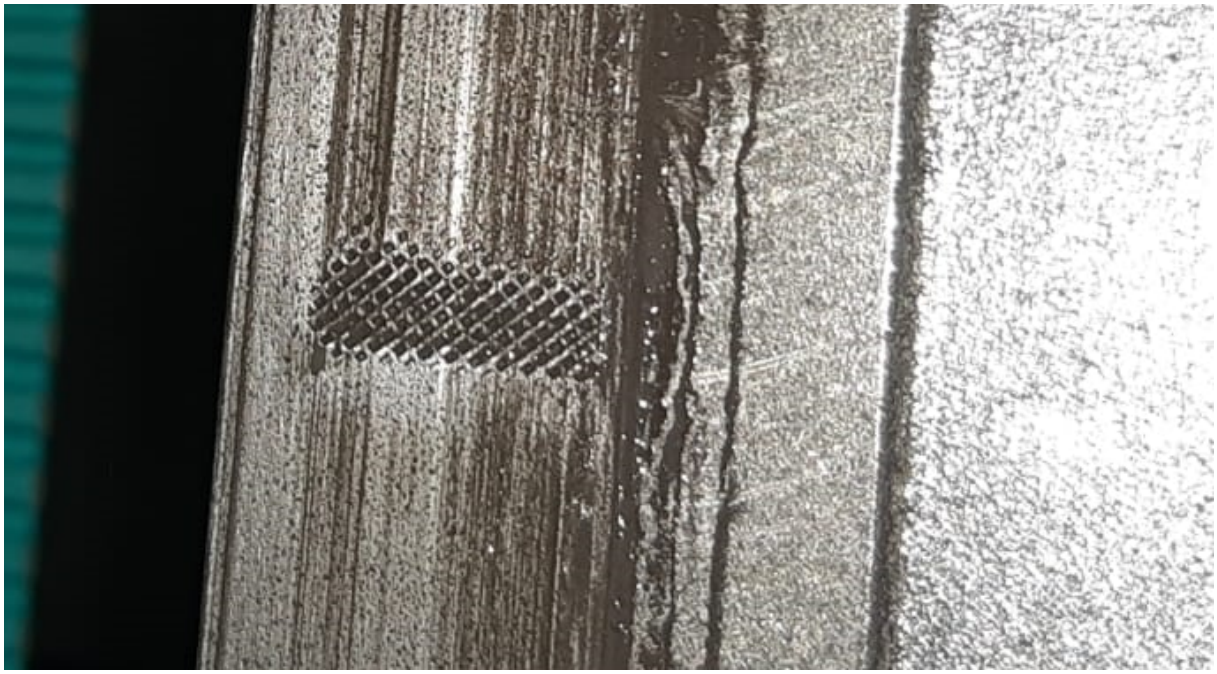
Before carrying out the overspeed governor and safety gear check you have to verify that all screws of overspeed and safety gear system are properly tightened.

The test of the system must be carried out with no load (empty cabin).

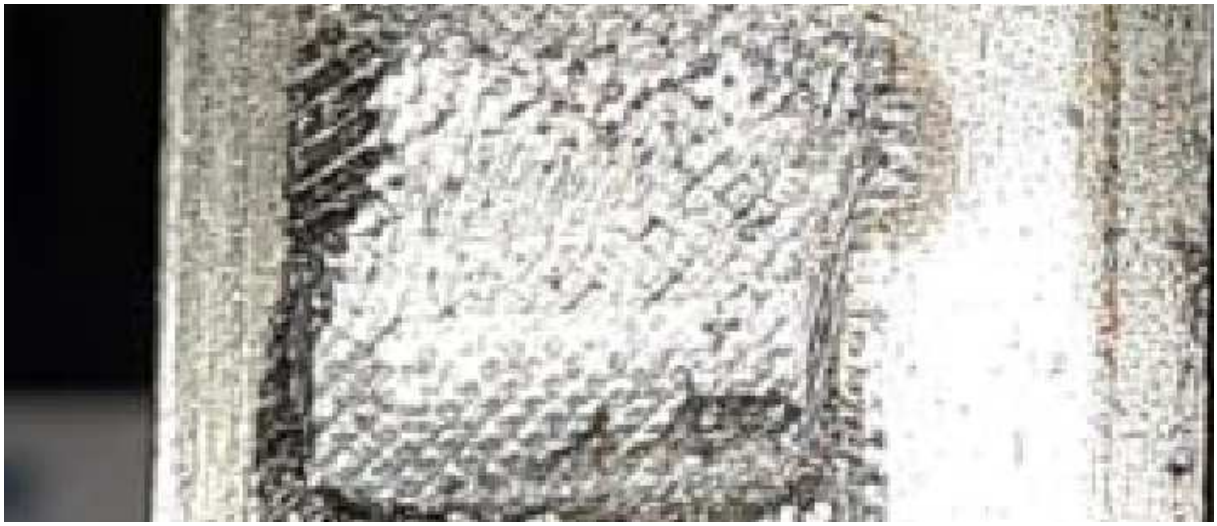
After activation of mechanical safety gear, safety gear roller tracks must be smooth to the touch and must look like the ones in the picture below. There must be NO hollow on the rail, there must be NO sliding mark (slipping).
Roller trace on the rail must be well shaped and short.
Marks must be visible in the same way on both rails.

**OVERSPEED GOVERNOR AND PFB SAFETY GEAR – Stop between 150 and 300 mm**
**DYNATECH OVERSPEED GOVERNOR AND SAFETY GEAR – Stop between 300 and 600 mm**
**(in case you find different ranges please set activation mechanism of the safety gear as per our manual. For other cases please contact Vimec After Sales Dept. Manager of your area )**

Hereunder see two pictures as an example



**Correct mark**, well shaped and short



**INCORRECT mark,** knurling not well marked and with hollow on the rail.

In this case go on with safety gear setting and/or replacement.

**Conclusions**

Important: write down all checks you carried out as per our above-mentioned instructions on your working report and specify also the unit working hours. Working report will have to be countersigned by the customer, if possible.

Write down on your working report the engineer's working hours (tests described can be carried out by a single engineer and the average working time we foresee is 2 hours. For additional charges please ask your After Sales Dept. Manager for authorization in advance.

Send your working report per e-mail to the address UPGE10@VIMEC.BIZ

After approval send invoice of your working hours on site, the invoice MUST compulsorily mention part No. **UPGE10** + unit order and serial No.

**We kindly ask you to carry them out with the outmost celerity**

***VIMEC Srl***

**Claudio Savazzi**
Export Business Unit

Aftersales Service Manager

**Parts required for your site visit:**

- 2,5mm Allen key
- Thickness gauge
- Permanent marker
- Syringe 150 cc as you can find on the market
- Grub screw exclusively supplied by VIMEC (for no reason you have to buy this grub screw on the market)

- Oil for reduction gear that you can find on the market type :
  1) SHELL TIVELA S320
  2) SHELL TIVELA SC 320
  3) ARAL DEGOL GS 320
  4) IP TELIUM OIL VSF 320 (AGIP)
  5) TOTAL CARTER SY 320
  6) MOBIL GLYGOYLE HE 320

## ISPEZIONE OLIO RIDUTTORE / GEAR BOX OIL INSPECTION

**Istruzioni dal Bollettino Tecnico 2/2014 - Instructions from Technical Bullettin No. 2/2014**

Istruzioni rabbocco olio su motoriduttore E10 Gearbox E10 : Oil filling instruction (03/07/2014)

1)

Sollevare la cabina e mettere in sicurezza l'impianto

Lift the cabin and secure the machine

2)

Togliere il tappo indicato (1)
Remove the oil filler cap (1)

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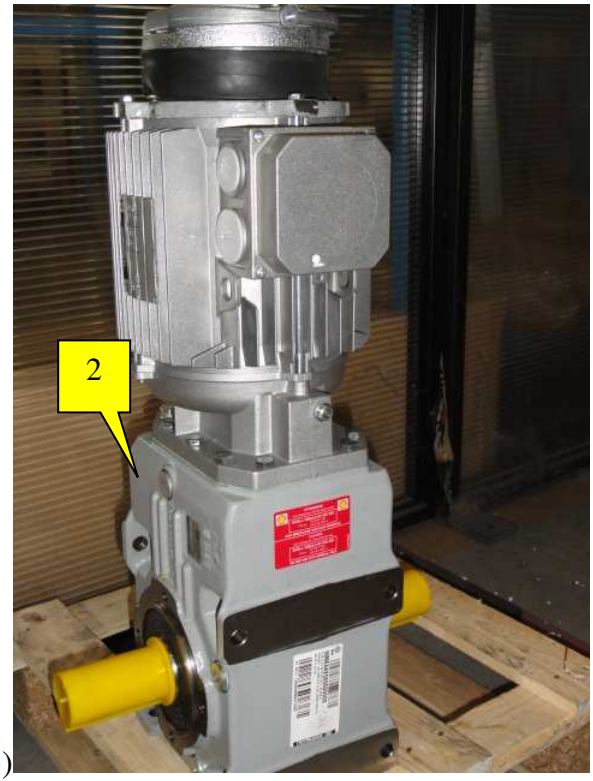
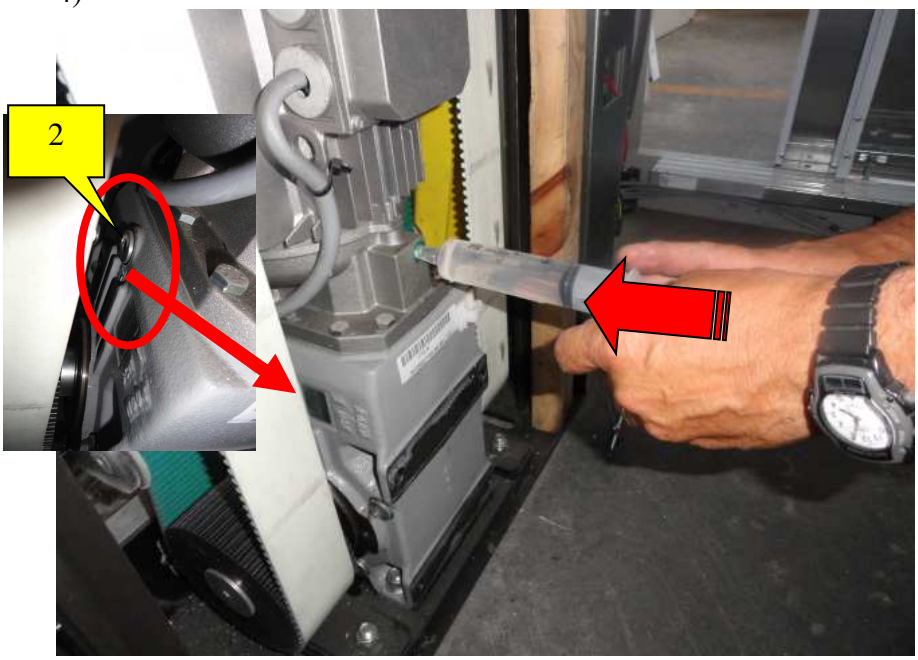
3)




Svitare leggermente il tappo 2 per verificare se esce olio.
Se esce olio, richiudere, e passare al punto 5.
Se non esce olio svitare completamente il tappo e passare al punto successivo 4.

Unscrew slightly cap No. 2 to check if oil flows out, tighten it again and go to point 5. If no oil flows out unscrew the cap thoroughly and go to point 4.

4)




Introdurre lentamente l'olio dal tappo 1 fino a che lo si vede uscire dal foro del tappo 2
Introduce , slowly , a little quantity of oil till it comes out the hole of the side cap (No. 2)

Elenco oli da utilizzare
Type of oil that you must use :

1 ) SHELL TIVELA S320
2 ) SHELL TIVELA SC 320
3 ) ARAL DEGOL GS 320
4 ) IP TELIUM OIL VSF 320 ( AGIP )
5 ) TOTAL CARTER SY 320
6 ) MOBIL GLYGOYLE HE 320

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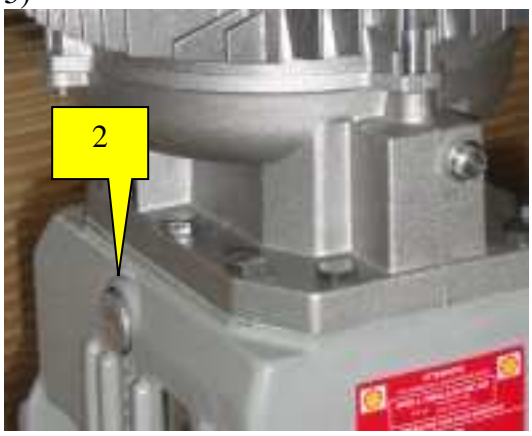
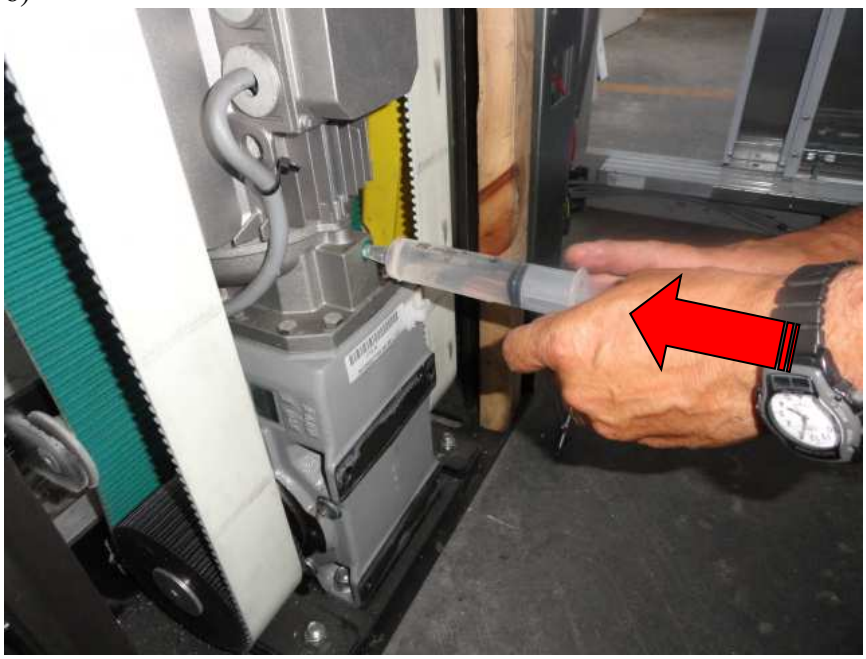
5)




Dopo che si è visto uscire l'olio dal tappo n.2 rimontare e serrare il tappo.

After seeing oil flowing out from cap No. 2 put the cap in again and tighten it.

6)



Dopo aver richiuso il tappo n.2 aggiungere 150 cc di olio ulteriori dal tappo n.1.

After tightening cap No. 2 pour 150 cc oil additionally through cap No. 1.

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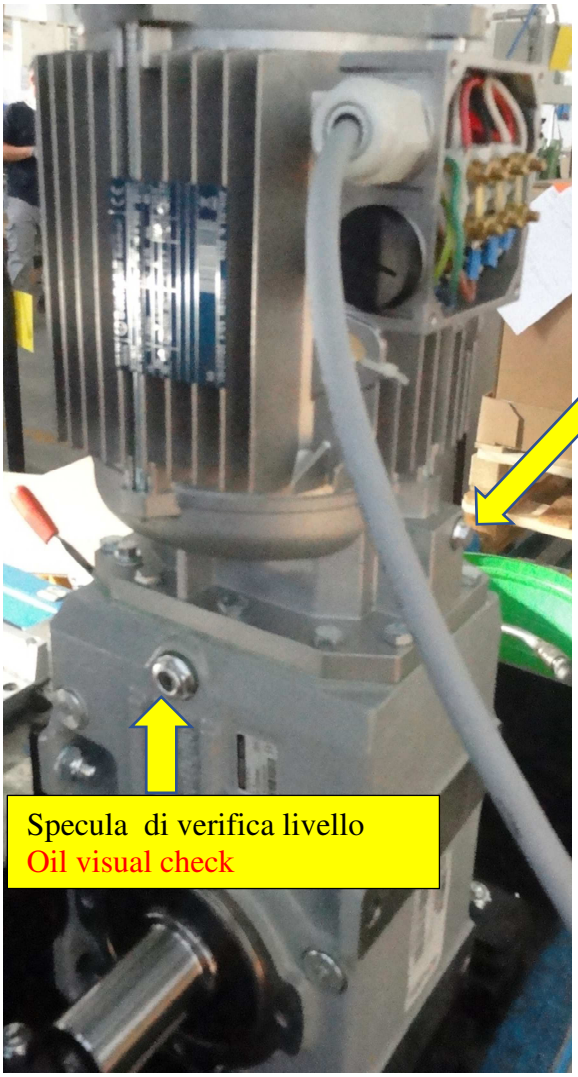
7)

Rimontare e serrare il tappo.

Close filler cap

8)




Motoriduttore fornito dal 2014

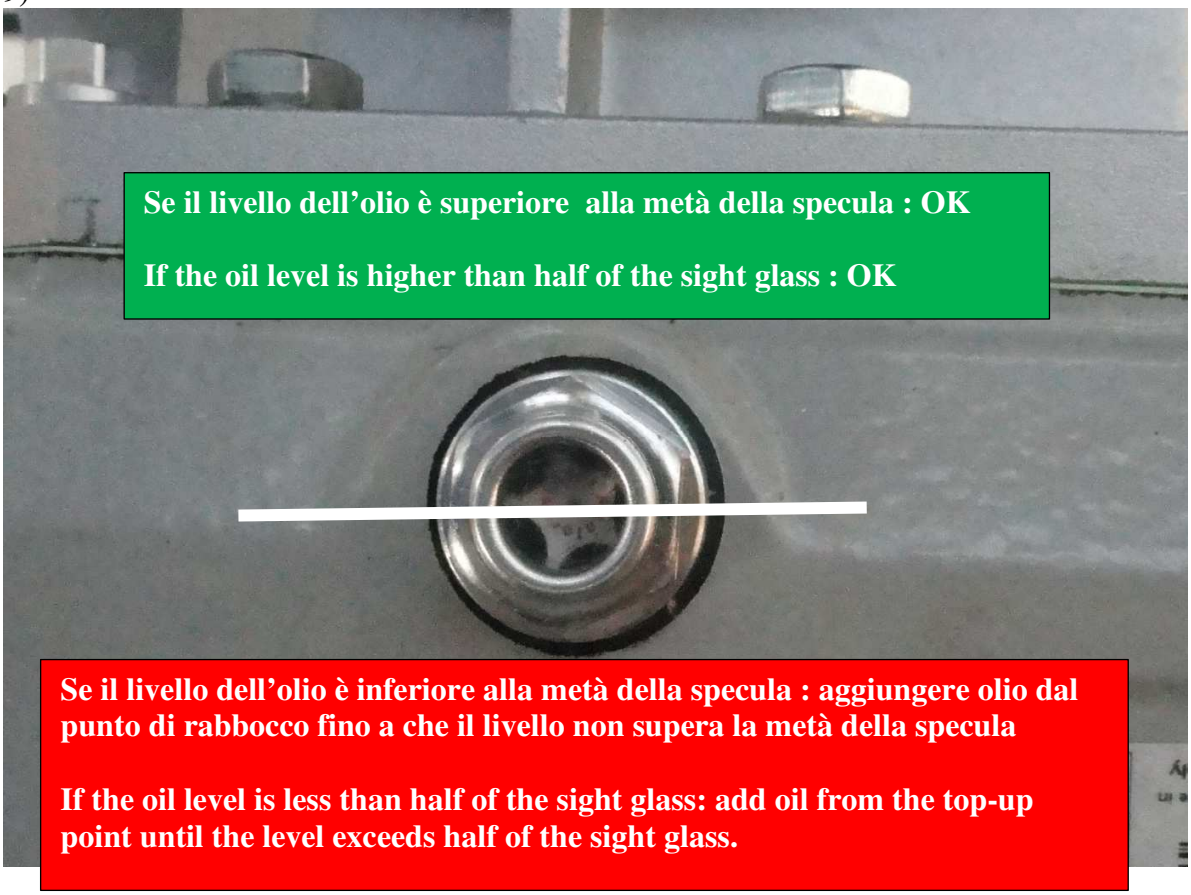
Gear Box supplied from 2014

Punto di rabbocco olio
Filler Cap

Tipi d'olio utilizzabili / Oil types to be used

2) SHELL TIVELA SC 320
3) ARAL DEGOL GS 320
4) IP TELIUM OIL VSF 320 (AGIP)
5) TOTAL CARTER SY 320
6) MOBIL GLYGOYLE HE 320

9)


Se il livello dell'olio è superiore alla metà della specula : OK
If the oil level is higher than half of the sight glass : OK
Se il livello dell'olio è inferiore alla metà della specula : aggiungere olio dal punto di rabbocco fino a che il livello non supera la metà della specula
If the oil level is less than half of the sight glass: add oil from the top-up point until the level exceeds half of the sight glass.

# INSPECTION & VERIFICATION FORM
# OVER SPEED GOVERNOR - CHECK LIST

(CFR. Checks indicated in Technical Bulletin No. 2 / 2021)

**MODEL** E10

**SERIAL NUMBER** : _____ **WORKING TIME** _____

We remind you that the operating hours are written in the CPU in the TIME - WORKING TIME menu.

**SERVICE CENTER:**

AUTORIZZATO VIMEC / AUTHORIZED VIMEC

DISTRIBUTORE / DEALER

DITTA ASCENSORISTA / PASSENGER LIFT COMPANY

ALTRO / OTHER

**!! Please carry out these activities as quickly as possible!**

## LIST OF OPERATION CARRIED OUT:

**1) Check over speed governor's pulley**

- · Visual inspection of the pulley grooves - YES, pulleys are free of wear…… ☐

➢ NO, pulleys have wear:

- Over speed governor replaced…… ☐
- Blocked the use of the lifting platform waiting for a comparison with VIMEC…….. ☐

**2) Pulley's screw replacement** ☐

- Replacement of the grub screw of the Over Speer Governor ……
- I could NOT extract the grub screw of the Over Speed Governor: ☐
- Over Speed governor replaced…… ☐
- Blocked the use of the lifting platform waiting for a comparison with VIMEC…….. ☐

- After replacing the grub screw I proceed by running visual line of faith between pulley and shaft …… ☐
- Performed Over Speed Governor test with POSITIVE result (PFB 150/300mm - Dynatech 300/600mm) Braking distance _____mm…… ☐
- Mechanical Safety Gear activation verified with POSITIVE outcome…… ☐
- Left the unit working with Over Speed Governor 3714120 …… ☐

**3) Check the condition and the tensioning of the OSG's rope** ☐

- The rope is in good condition…… ☐
- The rope was NOT in good condition and I replaced it …… ☐
- Correct rope tensioning …… ☐
- The tensioning of the rope was NOT correct and I adjusted it…… ☐

**4 ) Check the correct presence of OIL in the gearbox, which is free of abnormal noises**

- The oil level in the gearbox is normal and the gearbox does not make any unusual abnormal noises …… ☐
- The oil level in the gearbox is NOT normal and the gearbox does make unusual and abnormal noises Topping _____ml …… ☐
- Blocked the use of the elevator platform pending a discussion with Vimec…… ☐

**5) Check the correct adjustment of the motor brake**

- Air gap is between 0.3 mm and 0.4 m…… ☐
- The air gap distance was NOT between 0.3 mm and 0.4 mm and I adjusted it…… ☐

**6)** All checks were carried out in accordance with Technical Bulletin No. 2/2021……. ☐

**ATTENTION!**
As a maintenance engineer, I stopped the lifting platform for the following reason:
……
……

**COMPANY:** _____

**Name and Surname of the maintenance engineer** ;
_____

**Date :** __/__ / _____