



Servicing summary (recommended every 3 months)

- Check thoroughly fastening of whole unit into stairway. In principle, elevator codes require this kind of equipment to withstand sudden collapse under rated load with a 5 x safety factor: although this is arguably excessive, a public installation must be regarded as a permanent fixture and liable to excesses.
- Thoroughly check fastenings holding all parts of equipment together – check tighten every nut, bolt and screw.
- Check running and stopping of equipment over whole travel length several times, both from wall controls and from platform, with full load. (Note: The equipment is not designed to transport 5 x rated load – only to sustain it.)
- Check functioning of all safety features:
 - a) Power on/off switch on electric box.
 - b) Wall control key switch.
 - c) Key switch on rearwall (removal cuts off power).
 - d) Emergency stops on platform and call stations.
 - e) Constant pressure wall control buttons.
 - f) Directional controls on rearwall.
 - g) Limit switch.
 - h) Security pressure frame.
 - i) Ramp sensitivities both directions, platform folded up and down.
 - j) Ramp lever interlocks, mechanical and electrical.
 - k) Arrestor – mechanical function and switch.
 - l) Loose cable switch in drive box (only Type K)
 - m) Grounding of cable to tubes.

- Check drive train.

Check cable tension and alignment of sprocket with tubes – clicking of balls engaging sprocket can usually be cured by adjusting cog alignment by shimming with flat washers between gearbox and cradle.

Check oil level in gearbox, and that correct oil plug is in place.
Check that all nuts and bolts are tight.



- The complete drive unit can now be silicone sprayed if required for rust proofing, but not the electrical panel.
- Consult other servicing pointers, see the “User handbook”.
- Touch up all appropriate bare metal, nuts, bolts, screws and any scratches. Prepare only as much paint as you need, ratio 4 paint to 1 reactor. The paint chemically sets solid in an hour or two, including in the can and on the brush: it cannot be kept made-up.

Servicing details (recommended every 3 months)

Caution: All servicing must only be carried out with main disconnect switch on side of drive box turned off, except where indicated: turn off switch.

Every 3 months it is recommended that the following preventive inspections and servicing be carried out. With a new installation, these should be done after about two weeks.

When consulting manufacturer or dealer, always quote unit serial number located on front of carriage.

Drive and gearbox

- Check bolts fastening drive box to wall and/or floor. Tighten if loose.
- Check fastening of tubes to drive box.
- Inside drive box, check tightness of nuts and supports holding motor onto gearbox cradle. Tighten if loose.
- Check out oil level in gearbox.
- Tension cable by screwing motor/gearbox cradle away from tubes with nuts on threaded bars. If cable length is correct, both cables will be reasonably tight when cradle is in middle of adjustment travel.



This means that, with thumb pressure mid-way between drive cog and tubes, and when both cables have same tension (move cog hand crank to achieve this), deflection is about 1 cm (1/2”). Naturally, in operation when loaded conveyance is climbing, upper cable will have much more tension than lower; going down, tensions will be more alike.

- Only Type K: check functioning of loose cable switch. With elevator at rest and cover off, move switch and check that “power on” lights on wall panels go out.
- Check and clean 24 volt pickup on drive sprocket with cloth and cleaning solvent or rubbing alcohol.
- Check fastenings of cable harnesses, electrical terminals, fittings, and wires. If loose, tape back into place.
- Clean and vacuum inside of drive box.
- Check that hand crank is in drive box.

Arrestor (Governor)

- Remove cover, check general tightness of nuts including those on tube terminations fixing to arrestor. Tighten if loose.
- check free play movement of pawl which idles on arrestor cable, and functioning of cut out switch.
- Clean dust and grease from pawl, pawl slot and bearing.
- Replace cover and tighten screws.

Carriage

- Check and lightly lubricate main platform hinge pins with light oil.
- Remove rearwall cover, check tightness and sparingly spray-lubricate ramps on platform, ramp linkages (clean first), and lever linkages through to rearwall top. Tighten any loose nuts.



- Check functioning and fastening of cam operation of lever mechanism releasing loading ramp at station. Tighten any loose nuts.
- Check functioning of notched ramp safety (limit) switches and tightness of holding screws. (Note that the freeplay in these is a design feature).
- Check other limit switches in like fashion.
- Check fastening of cable harnesses and wires. Tape into position any loose cables.
- Check operation, fastening and wiring switches and remote control on upper surface of hanger. Tighten if loose.
- Check upper and lower carriages behind the rearwall for tightness and check bolting onto rearwall, inside rearwall. Tighten if loose.
- Check free end play on nylon rollers – if noticeable, add appropriate spacer.
- Check carriage-to-cable connecting lugs and tighten if loose.
- Check functioning and fastening of switch at platform hinge pin. Tighten bolts if loose.
- Check attachment and functioning of under platform safety pressure plate operation.
- Clean inside of rearwall and replace cover.
- Recheck functioning of all carriage safety features.

Haul Cable, tubes and towers

- Check fastening to wall/floor/ceiling, and check tube fastenings to towers. Tighten any loose bolts and screws.



- Upon assembly, the cable and nylon balls are pre-greased and when the inside of the tubes has become polished after a few weeks, no further lubrication is necessary.
- Check for loose cable strands: report to dealer or manufacturer.
- Check tube section joints and fastenings. Tighten any loose bolts.
- Outside sliding contact: (outer edge of slot in upper tube): clean off grease and clean with emery cloth.
Inside sliding contact: remove brass bar between cable levers and check brass brushes – replace if worn. (Easiest to do this at a bend).
- check fastening and setting of limit switches mounted on plates at landings. Tighten any loose bolts.

Paint care

- Streak marks may be removed with automotive cut-polish and cleaned with mild detergent (dishwashing liquid).
- Apply a hard automotive silicone wax polish for final finish.