

TB 131

TECHNICAL BULLETIN

INFORMATION ONLY

For the Attention of : Service Engineers, Installers, Trade Customers, Testers,
Training Dept, H & S Manager

Date : 6th July 2012

Product : Midi SL

Subject : SL Platform Safety Edge Adjustment

Pages : 3

Originator : Stannah Lifts Ltd, Anton Mill, Andover, Hants SP10 2NX. 01264 339090

Instruction

A new adjustable mounting method has been designed for the Midi SL Platform Safety Edge. This is to reduce the number of callouts with issues in this area.

The new design eliminates bounce and jamming by optimising a new adjustable nylon pin and increasing adjustment in the microswitch setup.

The success of the new system relies on the correct setup of the safety edge and this bulletin highlights the correct adjustment required for specific problems.

Summary

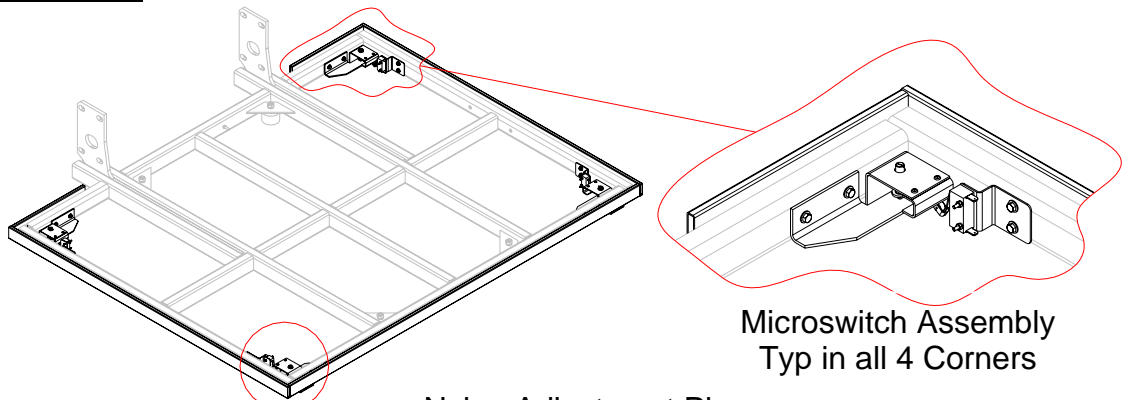
Instructions for Installers and Service Engineers on how to adjust the spring tension and microswitch position of the Midi SL Platform Safety Edge.



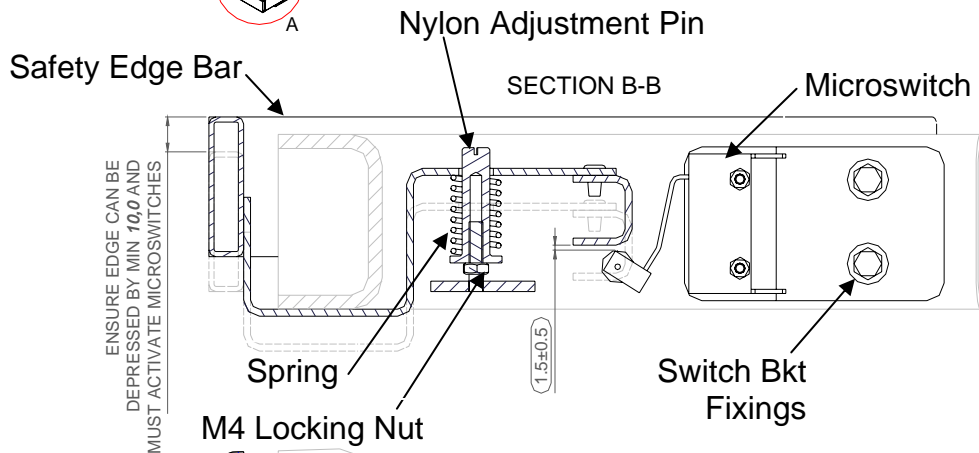
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Illustrations

Stannah



Microswitch Assembly
Typ in all 4 Corners



ENSURE EDGE CAN BE
DEPRESSED BY MIN 10.0 AND
MUST ACTIVATE MICROSWITCHES

1.5±0.5

10 TYP

B

B

DETAIL A

10 TYP

Detail

Safety Edge Problems

Safety Edge Bar Bouncing

If the Safety Edge Bar 'Bounces' and activates the Microswitches on start in the up direction, increase the tension in the springs by turning the Nylon Adjustment Pin anti-clockwise, and secure in place with the M4 Locking Nut beneath.

Ensure that the springs do not become Coil Bound (see note below).

Safety Edge Bar Limited Movement

If the Safety Edge Bar cannot move the required distance when depressed (to activate the switches and is Coil Bound) increase the travel of the safety bar by turning the Nylon Adjustment Pin clockwise to the required position, and secure in place with the M4 Locking Nut beneath.

Safety Edge Bar fails to reach Switch

If the Safety Edge Bar moves the required distance but fails to activate the microswitches, by not reaching; loosen the Switch Bkt Fixings to allow movement in the Microswitch brackets and adjust position to achieve the required gap ($1.5\text{mm}\pm 0.5$) to the Safety Edge Bar.

Please ensure multiple test runs are carried out, including stop/starts mid travel, when adjustments have been made to fully test the safety edge adjustment.