

TB-MP003

## TECHNICAL BULLETIN

INFORMATION ONLY

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**For the Attention of :** All Subcontract Installers and Testers, Employed Testers, Site Supervisors, Kieron McCormick, Peter Amura, Margaret Pitman, Paul Ayers, Paul Clifton, Alastair Stannah Huib and Hicham at MP

**From:** Peter Canning – Passenger Lift Tester, Stannah Lifts Ltd  
**Date :** 11 March 2014  
**Product :** MP– MPGo model – MRL Traction  
**Subject :** **MP Inverter settings and sensitivity**  
**Pages :** 4

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### **Background**

Stannah have twice incurred failures in MP Inverters in the recent weeks.

**Case 1** - The installer was required to shorten the brake resistor cable and to do so switched the lift off but did not allow the capacitors to discharge. The installer cut the brake resistor cable which because the capacitors were still charge, shorted the brake resistor to earth. This damages the inverter needing replacement.

**Case 2** – The brake resistor wires became loose causing the wire to fall out and short to earth. This damages the inverter need replacement.

**Case 3** – The installer connected the brake resistor earth to an inverter terminal instead of the correct termination with the screen to the back plate

### **Actions:**

- Allow the capacitors to discharge before working on the inverter or working on anything that is connected to the inverter.
- The MP inverter is fitted with a DANGER LED for warning that the capacitors are still charge (**pictures 2 & 3**)
- Ensure that the B1, B2 and earth wires from the brake resistor are connected to the correct terminals (**picture 4**)
- Check motor connections and brake resistor connections before applying power (**picture 5**)

The 5 pictures attached to this Bulletin show the typical Inverter and examples of when clear to work on.

The issue of this bulletin will be taken as absolute evidence that all subcontractors are aware of these requirements and any failure to follow this Bulletin and the Installation Manual thus resulting in component failure will result in the replacement costs being passed on.

If you have any questions concerning this Bulletin please speak with **Peter Canning** on **07920 586 206**

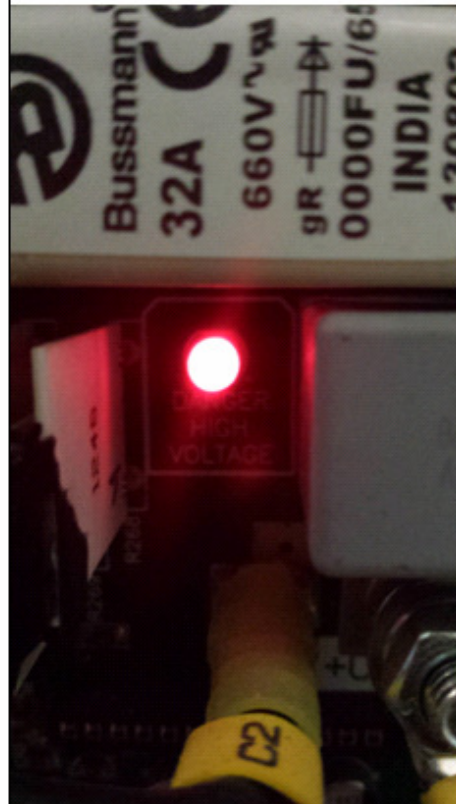
**Picture 1** - MP inverter located at the bottom of the architrave controller



Picture 2 –  
DANGER LED off = safe to work on.



Picture 3  
DANGER LED ON (GLOWING RED)  
DO NOT TOUCH UNTIL LED IS OFF

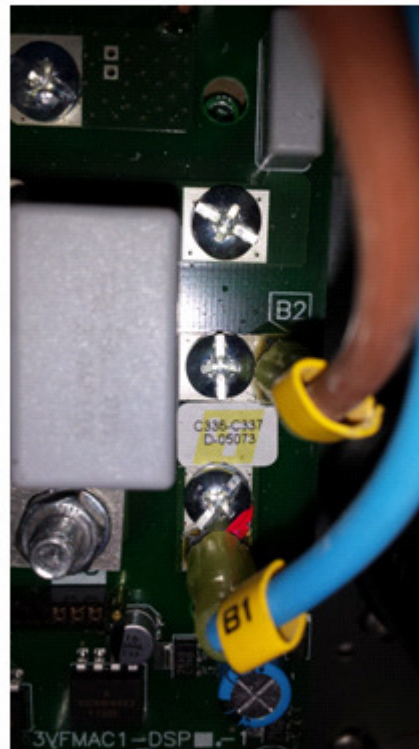


## Pictures 4 & 5

Ensure that the B1, B2 and earth wires from the brake resistor are connected to the correct terminals.



Correct earth termination for  
brake resistor



Correct termination for the brake  
resistor cables on the inverter.