

**TB 113A**

## TECHNICAL BULLETIN

### **SAFETY ISSUE**

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

**Date :** 14/02/11 **REV DATE 09/09/11**

**Product :** Maxilift Hydraulic

**Subject :** Introduction of New Safety Gear Activation Plate

**Pages :** 3

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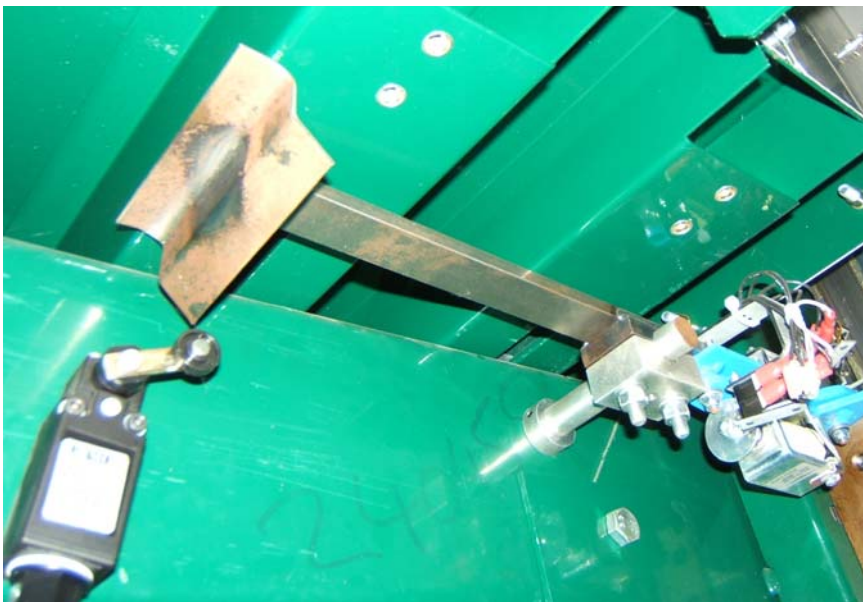
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### Detail

#### Introduction

The previous safety gear activation arm had come under some scrutiny on site from installers and testers. More times than not the previous arm had to be bent and manipulated to get into the correct position to work.

To deal with this problem a new activation plate was designed. This new plate, along with a new switch, aim to be easier to set up and require no tampering to work.



The old arm assembly and arm switch. Located on the outer part under the floor. This is on both sides but only one is used due to what hand the lift is.



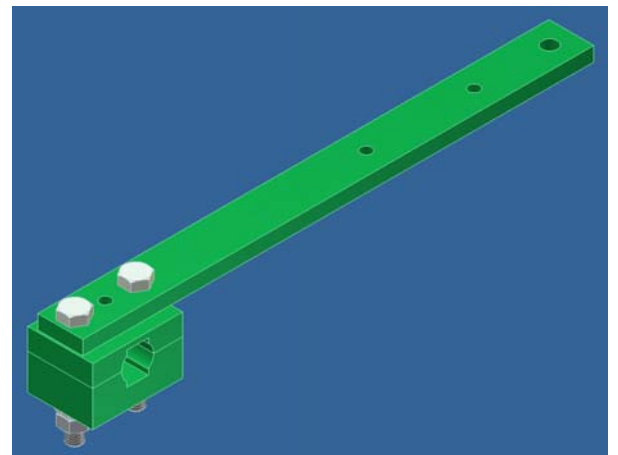
Here is how the new safety gear plate looks fitted on the inner part under the floor.

## Technical Information

The activation plate acts in the same manor as the arm. When the safety shaft rotates, it moves the plate with it pushing down the 'plunger' on the switch activating it.

The construction of the plate is a simple cut out from sheet metal with a collar inserted and welded onto it.

With the position of the plate, installers and testers have more area of movement around the lift as the old arm will now be removed from the assembly due to it being obsolete.



## Testing

An original prototype had been setup in unit 4 for initial testing. Final testing will be scheduled to take place involving Mark Doble, Pete Jeffery and all those involved.

No problems have yet to be seen with the new design and should incur no problems with final testing.

## Summary

All affected lift sling assemblies have been modified and new drawings issued. Provided no problems are found with the change, any required production will be changed and staff notified of the change.

The new activation plate will make a saving of around £600 per 200 lifts and will decrease the installation time.

## REV A

An issue has been highlighted with the actuation plate design; if the safety gear actuation plate is fitted **after** the car floor is assembled and fitted to the sling assembly then the safety gear actuation plate **will not** pass the halfen fixing holding the floor in place shown below.

To overcome this issue the safety gear **must be** fitted before the car floor is assembled, if this can not be achieved then the floor will have to be loosened and raised so that the actuation plate can pass the halfen bolt and be correctly fitted as above.

