

TB 117A

TECHNICAL BULLETIN

IMPORTANT INFORMATION

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

Date : 08-11-2011

Product : Maxilift MRLi Hydraulic Passenger Lift

Subject : Introduction of NGV A3 Electronic Valve (REVISION A)

Pages : 2

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Detail

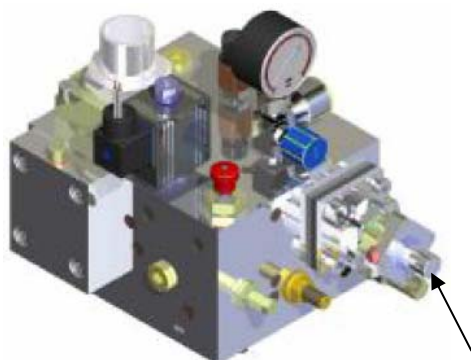
This bulletin supersedes TB117 issued on 17/10/2011. The revised or added text in this amendment is indicated by the vertical lines | at the start of the paragraph.

From October 2011 the 'current NGV' valve fitted to Maxilift MRLi models will be phased out by GMV and replaced by its successor known as the 'NGV A3'.

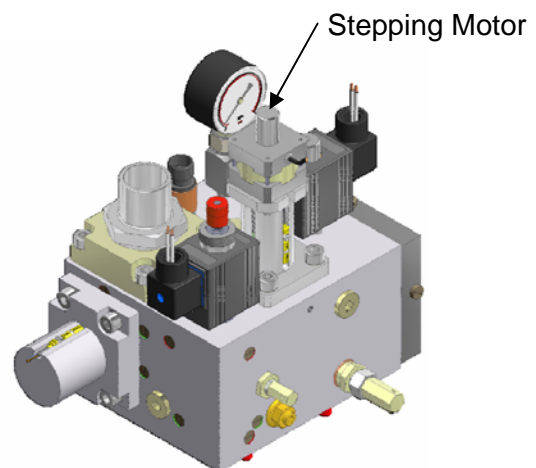
'NGV A3' is GMV's latest electronic valve - it is certified to meet the new safety requirements of EN81-2 Amendment A3, namely the prevention of unintended movement.

During the introductory period, a mixture of 'current NGV' and 'NGV A3' pit mounted tanks will be dispatched to site whilst the 'current NGV' stock is run down.

'Current NGV' valve



Stepping Motor



'NGV A3' valve

The physical size and shape of the MRL tank remains the same. The purpose of this bulletin is to give you an awareness of the changes.

Running as a working platform – In order to ‘punch’ the lift up or down using the pendant controller, the following steps must be taken:

- Control panel is to be connected to the main 3phase supply.
- The battery charger unit is to be connected to the control panel.
- The safety chain is to be ‘linked’ out between ‘PS’ through to ‘G2’ (Including all points in between).

NOTE: These links are to be removed once safety chain connections are made.

Pendant control - The ‘NGV A3’ requires the pendant controller to be connected to different points on the lift control panel (PS to TU for up and PS to TD for down). This ensures that the valve monitoring is not bypassed during installation. The same connection points must be used when engineers need to “punch” the lift up or down during maintenance operations. These details will be included in future Wiring Manuals. The UP and DN terminals currently used for ‘punching’ will be removed from the panel to avoid the possibility of incorrect operation.

If an NGV/VRP fault is continually encountered after running the lift downwards on pendant control then it may be necessary to add weight to the working platform to achieve up to 12 bar static pressure.

Control panel - the control circuit has been revised for the ‘NGV A3’

Nexus microprocessor - the Nexus software has also been revised for compatibility with the ‘NGV A3’ and has been introduced on software version V7.31. Previous software versions are not suitable for use with ‘NGV A3’.

Pawl device - the pawl device is not required on the ‘NGV A3’ as the valve block incorporates two normally closed valves with three sensors to monitor correct operation at all times.

Hand held programmer - The ‘NGV A3’ utilises the same hand held programmer as the ‘GEV’ and ‘current NGV’.

Training

Training sessions will be offered to all site engineers:

Trade - contact Graham Blakelock

Installer - contact Mark Doble

Service - contact Will Roberts

Testers - already conducted

Summary

- The ‘current NGV’ valve is being phased out during Q4 2011. The ‘NGV A3’ will gradually take its place as stocks of ‘current NGV’ are run down.
- After the controller electrical connections have been made to use as a working platform the ‘NGV A3’ pendant control/punch inputs are:
 - PS to TU for an up command
 - PS to TD for a down command
- ‘NGV A3’ does not require a pawl device.
- Control panel and Nexus software have been updated to suit the ‘NGV A3’.