

TB 139

SAFETY BULLETIN

SAFETY ISSUE

ENVIRONMENT SSUE

For the Attention of : Installers, Testers, All Managers & Directors

From: Graham Mears – Commercial Director

Date : 16 January 2013

Product : Maxi Passenger Lift, 8 person, 2 stop

Subject : **A rogue shorting wire has been left in place by by-passing part of the safety circuit**

Pages : 6 pages

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

The Incident:

A serious safety incident was reported by a Stannah Service Branch engineer against a lift installed and tested by Stannah Lifts. The lift was delivered to site on 7 November 2012, and tested and handedover to the customer on the 20 November 2012.

On the 12 December 2012, the Service Branch Engineer attended a call-out and whilst on site he carried out the routine 'First Visit' audit on the quality of the lift installation.

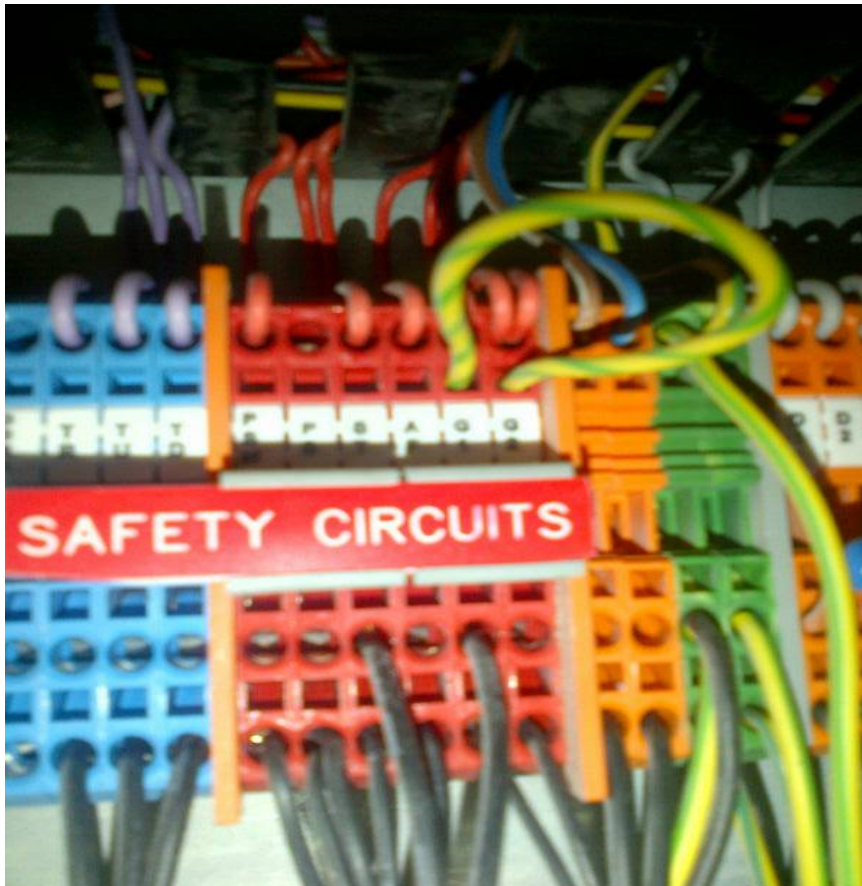
To gain access to the lift shaft, the engineer sent the lift down from the top floor to gain access to the top of the car. The lift came to rest at the lower floor. On opening the top floor landing doors the lift **failed to stop**. The engineer checked the control panel and found a shorting wire had been left in between G1 and G2 landing locks (see picture below).

This incident raised two important safety issues:

1. The use of 'rouge' shorting wires – you will see from the picture below the wire left in is short and difficult to see, and therefore, easily missed, as in this case.
2. Secondly, the fact that a shorting wire (regardless of the type of wire) was left in place and not removed after the lift was put into service.

This Safety Bulletin deals with second point as we are working on updating our policy on the preferred type of shorting wires and this will be issued shortly.

The picture below was taken by the Service Engineer and clearly shows the rouge shorting wire left in place between G1 and G2 by-passing part of the safety circuit.



Remedial Action:

The day this incident was reported to Stannah Lifts a Tester was sent directly to site. He carried out a full audit of the safety circuit and checked the lift for safe operation, his checks covered the following items:

- Car top stop switch
- Car gate contact
- Both landing locks
- Ultimate limit
- Test limit
- Pit prop switch
- Pit stop switch
- Car safety gear switch

The lift was deemed safe and left in operation.

It is important that we establish if this was an isolated case, and as such, it is only right and proper that we review other lifts by those involved in this incident.

Compliance:

Due to the time that has elapsed between the installation and test it was difficult to establish with certainty who was responsible for leaving the shorting wire in. As a result of this in this case no disciplinary action is to be taken.

All installers and testers must comply fully with the rules set out in the following documents:

- Section 2.55 Shorting Wires, of the Health & Safety Procedure refer to **Appendix A** attached to this memo. The Health & Safety Procedure document is issued to every installer and tester either at the time of employment and/or appointment. Jon Blight (Health & Safety Manager) keeps a Register recording each issue. A key extract from this section states:

*'The shorting wire **must** be removed at the earliest possible moment after completion of the work and **must** be removed when leaving the equipment for any period of time (e.g. meal breaks, overnight). Check on completion of work shorting wires are removed and that all can be accounted for. (The shorting wire can be looped through vehicle keys (provided they are clear of live parts) as an extra safeguard against leaving site with shorting wire still fitted.'*

- Site Health & Safety Booklet, Operational Methods – issued to every installer and tester either at the time of employment and/or appointment. Jon Blight (Health & Safety Manager) keeps a Register recording each issue
- Tester Site Health & Safety Booklet, Operations Methods - issued to every installer and tester either at the time of employment and/or appointment. Jon Blight (Health & Safety Manager) keeps a Register recording each issue

Summary:

We all have a 'duty of care' to ensure full compliance with the rules concerning the removal of shorting wires at any stage of the installation when leaving site and when leaving a lift in service.

Over the coming weeks we will be re-issuing the rules governing the type of shorting wires acceptable, and this will cover item one within this bulletin.



Stannah

If anyone is unsure or has any question(s) concerning compliance with this Safety Bulletin, then please contact Kevin Reid who will arrange training.

Please sign and return the return the receipt form

To: Kevin Reid, Installation Resource Manager

I acknowledge receipt of:-

Safety bulletin SB2 – Shorting Wire

Company Name:

.....SignedPrint nameDate

Appendix A

2.55 Shorting Wires

Scope

Shorting wires are used primarily for fault diagnosis, isolation or for simulating an operation by by-passing part of the circuitry.

Shorting wires should only be used as a last resort i.e. when there is no alternative method. If it is assessed that the work cannot be carried out without the use of a shorting wire then precautions are required to ensure its safe use and control.

Shorting wires must only be used by fully trained and competent personnel capable of assessing the risk involved and with sufficient knowledge to ensure no danger arises.

Any shorting wire used must be issued by **Stannah Lifts Ltd**, which is numbered and recorded.

Procedures

Before using a shorting wire the following action is required:

- Consider who is in the area and who may be affected by the work.
- Inform all concerned that the lift is not to be used and display Out of Service notices or barriers at each floor.
- Isolate the Landing Call buttons preferably by switching the Car Top Control to Test/Inspection until the operation is completed.
- A means of stopping the equipment must be available in the work area and checked for correct operation before the work starts and after the shorting wire has been fitted.
- The shorting wire **must** be removed at the earliest possible moment after completion of the work and **must** be removed when leaving the equipment for any period of time (e.g. meal breaks, overnight).
- If others are at work on the lift then they must be warned shorting wires are fitted.
- Check on completion of work shorting wires are removed and that all can be accounted for. (The shorting wire can be looped through vehicle keys (provided they are clear of live parts) as an extra safeguard against leaving site with shorting wire still fitted.

Installation Sites

The above procedure applies with the following exceptions:

- At times when an installation is incomplete it is possible that more than the issued shorting wires may be required. In such cases extra wires may be made up on site but these should be tied (physically attached) to the controlled shorting wires so that on completion it is possible to be sure that all wires are removed.

- If it is not reasonable to remove shorting wires at meal breaks and overnight then at these times the main isolator **must** be locked off and a warning **must** be prominently posted on the controller that shorting wires are fitted.

ONLY AS THE VERY LAST RESORT SHOULD LANDING DOOR LOCK CONTACTS OR CAR DOOR CONTACTS BE SHORTED OUT.