

STANNAH LIFTS LTD

TECHNICAL BULLETIN**INFORMATION ONLY**

For the Attention of : Service Engineers, Installers, Testers, Trade Customers,
Training Dept.

Date : 15/02/10

Product : Traction Passenger Lifts

Subject : Traction lifts now use guide shoes.

Pages : 4

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

General Information

In an effort to improve ride quality guide shoes will replace the current guide roller and rubbing pad arrangement currently employed on traction lifts. These guide shoes will be fitted to the top and bottom of the sling and incorporate a two part slider, consisting of a graphite-impregnated plastic insert cushioned by a thin polyurethane liner. A guide lubricator will be fixed to the upper guide shoes.

Notes:

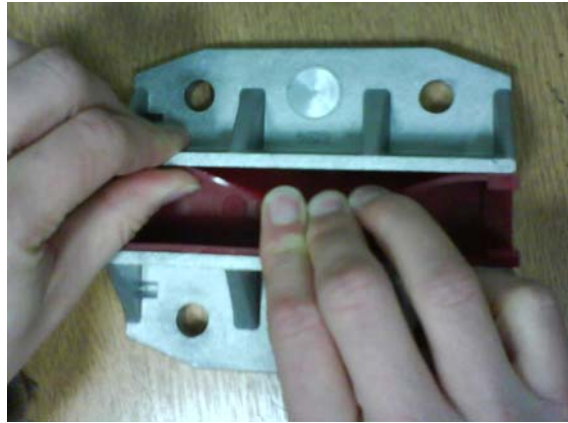
- 1) With the introduction of sliders, it will no longer be possible to level the car floor using the eccentric adjustment of the lower rollers. There is no adjustment built into the sliders therefore any levelling of the car floor, if required, should be carried out using the packers provided.
- 2) It is recommended that the oil level is checked during commissioning of the lift and subsequently at each service interval and if necessary refilled. Subsequent refilling of the lubricators will necessitate the removal of the parking plate switch and cable tie.
- 3) It will be necessary to ensure that the guides have been suitably dressed following operation of the safety gear. Particular attention should be paid to the condition of the back face of the guide. Failure to dress the guide could quickly result in damage to the surface of the slider and thus premature wear.

This change affects all Maxilift traction passenger lifts manufactured from 15/02/10.

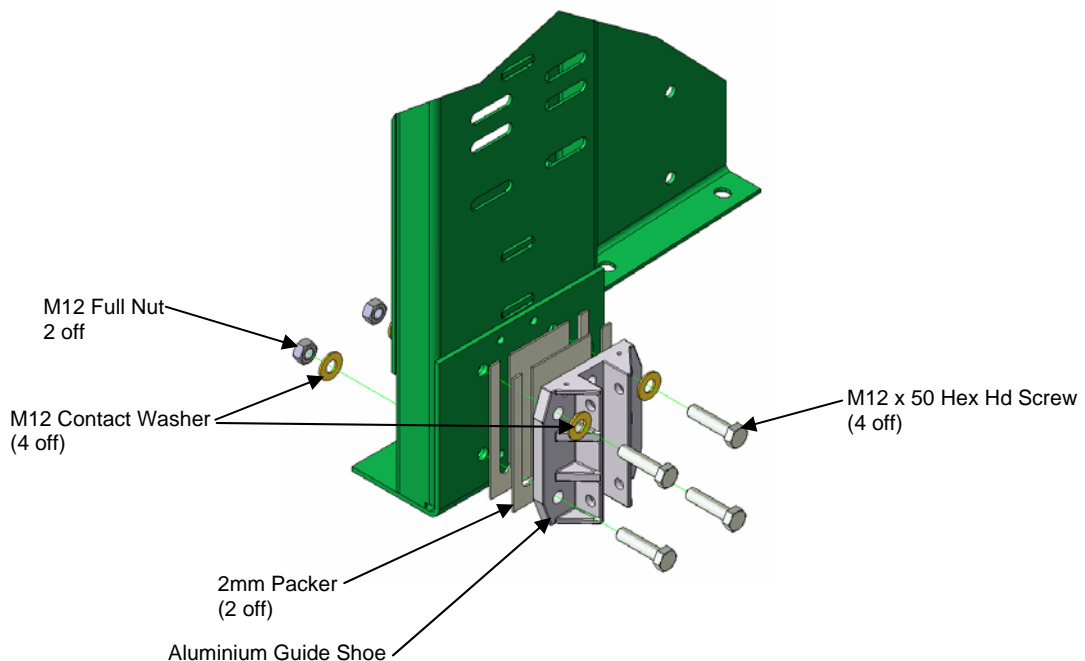
See the following pages for assembly instructions.

Assembly Instructions

Fit the sliders into the guide shoes. It will be necessary to remove the plastic insert from the slider prior to fitting the liner. To aid in locating the pegs on the side of the liner, it may be necessary to flex the middle of the liner toward the centreline of the guide shoe while applying firm pressure to locate the peg (see below). The insert can then be refitted ensuring it is properly seated in the bottom of the liner.



Assemble the lower guide shoes to the sling uprights, complete with the packers and spacers as shown.



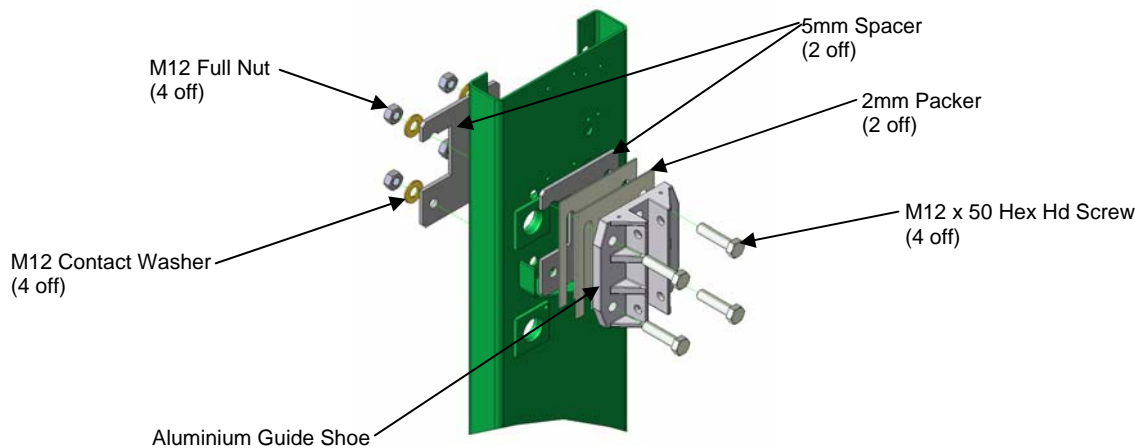
Notes:

- 1) Do not fit the upper guide shoes at this stage as this will prevent the sling pickup from being fitted.
- 2) Due to restricted access, two M12 nuts have been welded to the back of each sling upright for the two upper fixings on the lower guide shoe.
- 3) The packers and spacers shown are correct for the distance between the guides stated on the general assembly drawing. However 4 off 1.2mm packers are also included for fine adjustment.

Assemble the safety gear to the sling upright as per usual and position the uprights on the buffers of their corresponding guides.

Fit the sling pickup between the uprights as per usual.

Assemble the upper guide shoes to the sling uprights, complete with the packers and spacers as shown.

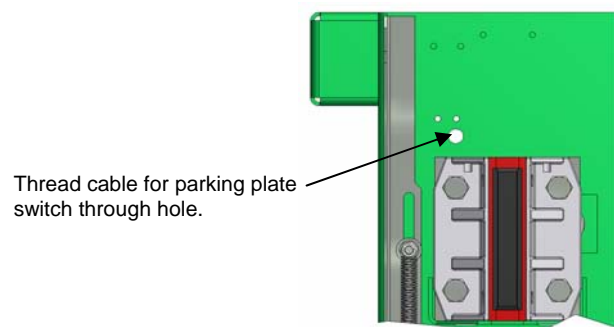


The sling assembly and safety gear can now be assembled as per usual.

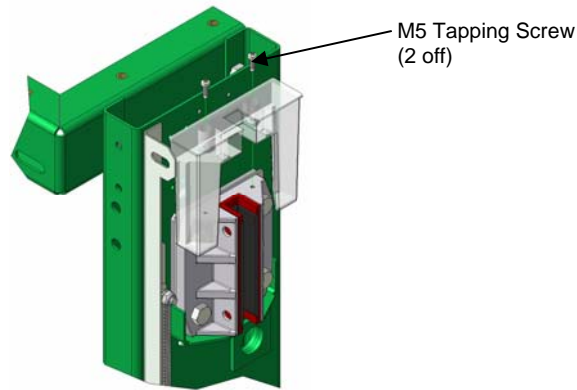
Prior to fitting the guide rail lubricators, it will first be necessary to thread the parking plate switch cable through the 12.5mm hole directly above the guide shoe as shown and connect it to the switch – do not secure the switch to the sling at this stage.

Note:

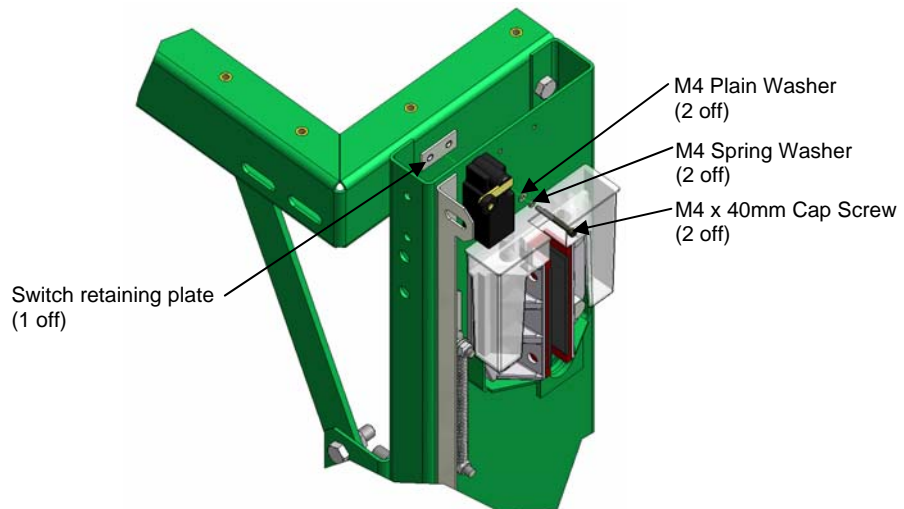
- 1) Due to the close proximity of the parking plate switch to the oil reservoir, it has been deemed necessary to omit the cable gland from the switch body. To prevent any strain on the cable at the switch terminals, the cable will later be secured with a cable tie.



Fit the guide rail lubricators to the upper guide shoes and fill with the oil supplied.



Secure the parking plate switch to the sling.



Finally, secure the cable with a cable tie to prevent the cable from being strained.

