

TECHNICAL BULLETIN

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

Date : 16/11/07

Product : System 21 Hydraulic MRL product

Subject : Identified GEV faults

Status : Information only

Pages : 1 of 2

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

Detail

We are experiencing difficulties in the field with the quality of the GEV electronic valve block being used on our MRL products.

We have taken steps to address these issues with our supplier but in the meantime have information that may assist engineers to resolve problems being experienced.

To avoid confusion we have identified 3 fault conditions;

	Fault	Symptoms	Fix
A	Lift fails to maintain a low speed whilst levelling or releveling in the up direction. As the lift comes into floor level, it speeds up and then 'overshoots' the floor.	<ul style="list-style-type: none"> • Erratic occurrence of poor levelling • ULR faults recorded at the top floor • SCF faults with the lift found on the buffers (low pressure recorded) 	<ul style="list-style-type: none"> • On the Nexus controller, move the wire from the DOA output to the URR output (see page 2). This may result in the lift stopping short of FFL in the up direction. The 'up stopping' vane may have to be moved to compensate.
B	Whilst travelling between floors, lift speed is erratic	<ul style="list-style-type: none"> • Customer complaints of lift starting and stopping or 'falling' sensation. • Poor ride quality • Lift tries to accelerate from floor but doesn't move. 	<ul style="list-style-type: none"> • Likely to be a problem with the Proportional valve PV. • PV should be cleaned or replaced.
C	Lift fails to maintain a position in the shaft and travels down to the pit at an uncontrolled speed when the up circuit is not made.	<ul style="list-style-type: none"> • Lift found in the pit on arrival. • The lift car will only move in the up direction in a controlled manner. • SCF faults with the lift found on the buffers (low pressure recorded) 	<ul style="list-style-type: none"> • VMD could be jamming • VB could be jammed partially closed. • The complete valve block should be changed.

Summary

We are currently in consultation with the supplier of our electronic valve block to improve the quality of this product. Of the above fixes, problem 'A' is to be treated as a temporary solution to overcome immediate customer frustrations. Because of this, we ask that when this modification is carried out on site it is recorded and fed back, via phone or email to Richard Baugh at Stannah Lifts Ltd 01264 339090.

Fault A wiring modification diagram ;

