

Stannah LIFT News



Stannah Lifts Newsletter for Site Personnel.

Issue 2

July 1998

The Electrical Design Team Introduce Themselves

We had a good response from our first newsletter, so here we are with issue 2. In this issue I propose to introduce you to our Electrical/Electronic Design Department and also to our Quality Assurance and Safety Officer. You may have spoken to some of these guys over the telephone so it may put a face to the voice for you.



This is Alan Mitchell, the Chief Electrical Engineer.

Alan has been with the company for 46 years and is responsible for the works electrical production detailing. Alan is also in charge of electrical circuit drawings and the origination of special circuits.

If you experience any electrical problems on site, then Alan is your contact to get you up and running. Alan is also responsible for approving all pre-production works instruction sheets and audit's the test procedures.



Richard Baugh is one of the Electronics Design Engineers and is in charge of the day to day running of the department. Richard offers support to production for component selection and update.

He is currently focusing on the completion of a new micro-controller based control system for the Homelift to reduce manufacturing costs, and is working on the control system for a new Access ASL-S wheelchair stairlift to be introduced in 1999.



Kevin Cantillon is the other Electronics Design Engineer and newest team member. Kevin is focused on a new System 21 (Nexus) micro-controller to take our lifts into the next millennium. Kevin has several years experience within the lift industry and is keen to develop and improve the electronic interfaces found on our passenger lifts.



Meet Daniel Clark, our Electrical/Electronics Engineer. Daniel has recently completed his apprenticeship with Stannah Lifts and was awarded the "Sony Prize for Electronics" for a joint project that he completed during his last year at college.

Daniel is our resident Homelift electrical expert and together with Alan Mitchell, designed the Homelift control system and the new electrical control system for the Stannah AVL-S vertical platform lift. Daniel is currently working on a modified battery charger for the System 21 lift.

Quality Assurance and Safety



Justin Kirby is responsible for Co-ordinating and maintaining our Quality Assurance and Health & Safety Systems throughout the company. His key activities are the preparation of documented policies, procedures and issue of personal job folders (formally personal responsibility folders). He also audits installation sites, the factory and office premises to ensure H & S and QA standards are continually met. He also manages external specialist consultants, organises training and provides general advice on H & S and QA issues.

Lift Safety Handbook

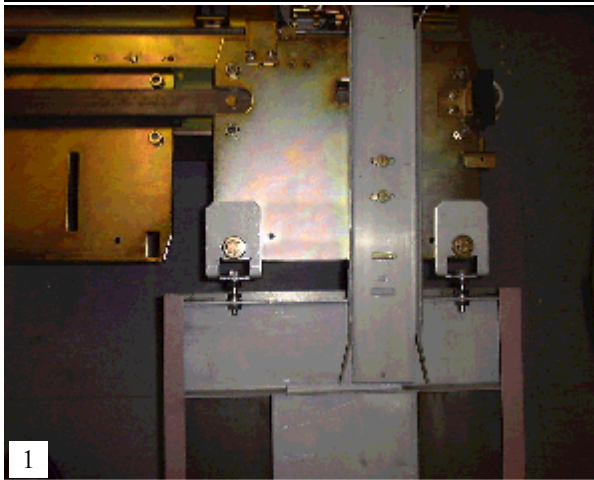
This handbook should be carried and consulted in order that 'health and safety' becomes a 'way of life' on every lift construction and maintenance job.

Please ensure that you have one of these A6 size booklets at the current issue of 1996.

Please phone either Justin Kirby or Phil Evans if you require a copy.



Latest System 21 Developments



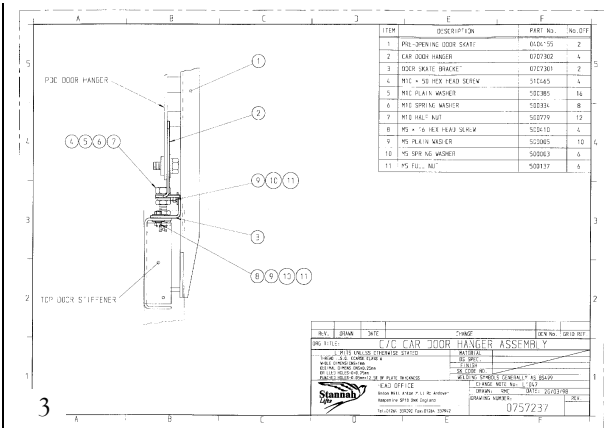
1



2

New Door Hanging Arrangement Makes Final Adjustment Easier.

The car door hanging arrangement has been re-designed to aid installation and maintenance. The car doors are no longer mounted directly to the door operator. Each door panel is secured to the door operator via two hanging brackets (see fig. 1 and 3). This method allows the door to be moved in and out, up and down, or side to side individually, making final adjustment easier to achieve. To stiffen the doors further, a bracket is used to secure the door skate to the car door (see fig. 2 and 3). Note that the hangers are secured to the door operator using the existing bolt and sliding nut (these should be positioned at the bottom of the vertical slot). This design has eliminated the need for pinning, and packers are no longer required.



3

Tackle pulley covers modified.

The gap at the top of the covers on the tackle pulley has been increased to eliminate the need for site personnel to remove the covers to check the top beam fixings.

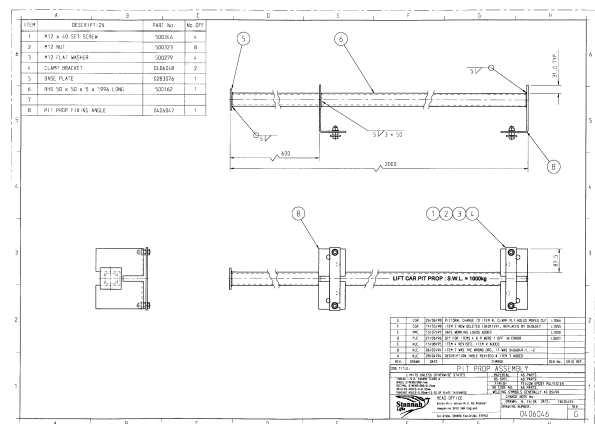


Notches added to 3 - 6 person sling uprights.

Extra notches have been added to the sling uprights to allow easier access to the safety gear fixings.

Pit prop and buffer springs share bracket.

The pit prop has also been modified to ease the fitting to the guides.



Pit prop assembly