Subject: DOVER ELEVATORS WITHOUT RETIRING CAM-POTENTIALLY UNSAFE, (landing doors may open with car out of landing zone)

Sent to: ALL ELEVATOR CONTRACTORS IN SCOPE A1

Item 1: ORDER TO CONTRACTORS

1.1 On every Dover passenger elevator maintained by your company, you are requested to check the landing doors opening and unlocking method:

Following the instructions outlined in 2 below if you find all three of the following conditions exist:

a) retiring cam IS NOT provided, and
b) the door CAN be power opened with the car out of the landing zone, and
c) the door operator is TYPE 0-61 (rack and pinion drive)

DISREGARD THIS RULING if you find any of the follow conditions:
- retiring cam IS provided, or
- the door CANNOT be power operated with the car out of landing zone, or
- the door operator is OTHER than type 0-61

Item 2: INSTRUCTIONS FOR CHANGES

2.1 On elevators where you find that all three conditions a), b) & c) exist, you must carry out the changes described in 2.2 immediately if included in your maintenance contract, or obtain authorization from the owner to proceed.

If this authorization is not forthcoming, you must inform this Branch and advise the owner that the Elevating Devices Branch will order him directly to do so. An inspection fee may be incurred and also a shutdown order may be issued if the required changes are not completed by July 31, 1984.

2.2 On elevators where all three conditions a), b) & c) exist, the following changes must be carried out in order to make the car door not openable either by power or by hand out of the landing zone in accordance with clause 3.8.5.8 of B44 Supplement 3:
Should you find that actual wiring was not per above schematic diagram or that by changes you do not achieve the expected result or should you need any clarification, please contact in writing:

Dover Elevator Co. Field Operations Department, 126 John Street, Toronto, Ontario M5V 2E3

**Item 3: BACKGROUND**

3.1 The reason for this ruling is that on a job with an 0-61 operator, the hall doors could be opened by the car door when the car floor was only inches below the hall door header. This was possible because the car door was bent out at the bottom and when it opened the safety edge caught the clutch at the top of the hall door. This unlocked the hall door and pulled it open too, making it possible for someone to walk into an open hoistway.

3.2 The job on which this was discovered was installed in 1965 when it was permissible to open doors under power wherever the car stopped. Since doors can easily be bent due to accident or abuse, the safest approach is to change the door operation to conform with the current elevator code as shown on the schematic above in the case of type 0-61 operators.

3.3 Jobs with retiring cams do not need to be modified because different mechanisms are used for unlocking and opening the doors (eg. 0-52 operators with retiring cam).

T. Gordon Smith, P.Eng.
Director