Subject: POTENTIAL HAZARD - ACTION BY ELEVATOR MAINTENANCE CONTRACTORS REQUIRED

Sent to: ALL ELEVATOR CONTRACTORS IN SCOPES A1, B1 & F1

1) Non-conformance with Clause 3.12.9 (c) of B44-M85* and earlier editions
2) Horizontally mounted Klockner-Moeller Relays on Horn Controllers
3) Northern Controllers equipped with KUP Relays
4) Beckett overspeed governors - type "G" 79

INTRODUCTION

a) The following orders for checking and repairs are issued in accordance with Subsection 10(8) of the Elevating Devices Act.

b) The orders are issued to the maintaining contractors. It remains the contractor's responsibility to obtain the work authorization from the owner, where required work is not covered by the maintenance contract.

c) Although some of the repairs required in the following orders might constitute an alteration, in this instance only, you are not required to register Design Submission with this Branch, however, you are responsible to keep record on the repairs and changes your company performed on each installation, and also to provide the elevator owner with same information.

1. NON-CONFORMANCE WITH CLAUSE 3.12.9(C) OF B44-M85* AND EARLIER EDITIONS

1.1 Background - Potential Hazard

Section 3.12.9(c) of the B44 Safety Code for elevators (1985* and earlier editions) makes reference to the occurrence of a single ground and the failure of a single magnetically operated switch in the control and operating circuits.

It was discovered through recent incidents that there are a number of controllers in operation (produced by different manufacturers) where the failure of a single magnetically operated switch or the occurrence of a single accidental ground in the control or operating circuits, or the failure of the suicide circuits of VV generator control system, allowed the elevator to run with open doors.

1.2 Order To Maintenance Contractors

All installations maintained by your company shall be immediately checked for compliance with the requirements in clause 3.12.9c of CSA-B44 Code - 1985* and earlier editions. Where non-compliance is identified, you shall proceed with necessary changes.
2. HORIZONTALLY MOUNTED KLOCKNER-MOELLER RELAYS ON HORN CONTROLLERS

2.1 Background - Potential Hazard

There are a number of controllers, manufactured by HORN ELEVATOR CO., that are equipped with horizontally mounted Klockner-Moeller relays.

In July 1989, an accident occurred when a moving company employee was loading the elevator and the car suddenly moved with open doors causing him serious injury. The investigation revealed that a dislodged screw had shorted two unrelated contacts on the "UA" relay rendering the safety circuit inoperative allowing the car to move with doors open. This screw had fallen from a component (relay) located ABOVE the "UA" relay.

2.2 Order to Maintenance Contractors

You shall immediately examine all elevator installations equipped with Horn controllers that have horizontally mounted Klockner-Moeller relays to determine if this condition could exist and make the necessary alterations to ensure that a "dislodged screw" (or any other foreign object) cannot create an unsafe condition by shorting the safety circuit.

It is understood that the manufacturer (HORN) had experienced similar problems and issued certain remedial instructions. It may be necessary to contact the Schindler Elevator Corporation to obtain information on the actions taken to correct this problem.

3. NORTHERN CONTROLLERS EQUIPPED WITH KUP RELAYS

3.1 Background - Potential Hazard

A recent Directors Ruling (#71/89 - a copy is attached) was issued that dealt with the rewiring of "Northern" elevators with "KUP" style relay controllers. It addressed the concern that if the "UL" or "DL" relays are not correctly inserted into their sockets, it may be possible for the car to run, at contract speed, with both car and landing doors open. The Ruling referenced the Northern Elevator Ltd. Bulletin #89-049, with a circuit diagram showing "CD" Relay which was supposed to be installed in accordance with an earlier Northern Bulletin #85-034.

3.2 Order to Maintenance Contractors

All installations maintained by your company that have Northern controllers equipped with "KUP" style relays shall ensure that the original circuit change indicated in Northern Bulletin #85-034 has been completed in addition to the changes required in the Director's Ruling #71/89.

4. BECKETT OVERSPEED GOVERNORS - TYPE "G" 79

4.1 Background - Potential Hazard

A problem was discovered with the subject overspeed governors when performing safety tests during several initial inspections. It was found that the bail arm cracked when it engaged the tripping jaw. This has been identified by the manufacturer as a flaw in the casting.

4.2 If you find "Beckett Elevator Limited" on the data plate and the governor is similar in appearance to the governor in the photograph (see the attached for), you MUST replace the existing governor with one that has been updated, tested and sealed by Beckett. For your information, attached is a form which you may copy and which should facilitate your communication with Beckett.
If you find "Beckett Elevator Limited" on the dataplate and the governor is similar in appearance to the governor in the photograph above, you MUST replace your existing governor with a more up-to-date model.

Please fill in the information sheet attached and forward via fax to Beckett at 752-7398.

Beckett will advise by return fax, their best available schedule for a replacement governor. This will permit you to remove, and replace the existing governor in one trip.

**INSTALLING CONTRACTOR**

**NAME:**

**ADDRESS:**

**CONTACT PERSON:**

**FAX NO.**:

**BUILDING ADDRESS:**

**NUMBER OF ELEVATORS:**

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<tr>
<th>ELEVATOR NO.</th>
<th>RATED SPEED (FPM OR M/SEC)</th>
<th>MAXIMUM CAPACITY (LB OR KG)</th>
<th>NO. OF OVERSPEED SWITCHES (1 OR 2)</th>
<th>MINISTRY INSTALL AT NUMBER</th>
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