Subject: NORTHERN "GEARED" ELEVATORS WITH V.V. RELAY TYPE CONTROLLERS BUILT BEFORE SEPTEMBER 1991, MAY REQUIRE WIRING CHANGES PER NORTHERN BULLETIN #91-063

Sent to: ALL ELEVATOR CONTRACTORS IN SCOPE A1 & F1 (& CONSULTANTS)

ORDER TO CONTRACTORS MAINTAINING THE SUBJECT ELEVATORS

If you are maintaining elevators:
 a) manufactured by Northern Elevator Ltd. before September 1991,
 b) that are GEARED, and
 c) equipped with V.V. RELAY TYPE controller,

you MUST immediately check and if necessary carry out all wiring changes on such elevators in conformance with procedures specified in the attached Northern bulletin #91-063.

You are also required to mark up the wiring diagram on site to incorporate changes as outlined on page 2 of the attached Northern bulletin for future reference.

CLARIFICATION OF NORTHERN BULLETIN

If you require any clarification or additional information regarding the implementation of Northern bulletin #91-063, refer your questions directly to Northern Elevator Ltd. (See page 2 of the attached bulletin.)

RESPONSIBILITY FOR THE ENFORCEMENT OF THIS RULING

We are unable to provide you with the list of installations that require wiring changes.

It is your responsibility to identify the need for and to complete the changes within 3 months from the date of this ruling.

If the subject changes do not constitute part of your maintenance contract and you cannot obtain authorization from the elevator owner to carry out the work, you must inform this branch immediately indicating the installation numbers of the elevators involved (to the attention of N.L. Benn, re EDB Ruling #92/92) so that we may issue an order to that owner to have the required changes completed.

CONCLUSION

We wish to commend Northern Elevator Ltd. for sharing this important safety related information with the elevator industry. The dissemination of information is in line with section 24 of O.Regulation 229/81 under the Elevating Devices Act and is an important tool in ensuring public safety. It is the responsibility of each manufacturer or contractor to report a discovered safety related defect in an elevator component if such defect exists in more than one device.

T.Gordon Smith, Director

Further information may be obtained by contacting: Director - ED/AD Division, Technical Standards and Safety Authority, 4th Floor – West Tower, 3300 Bloor St. West, Etobicoke ON., M8X 2X4 Ph: 416 325 2000 Fx: 416 326 8248
A wiring change must immediately be carried out on some Northern geared V.V. relay type controllers which have been installed and/or maintained by you.

This change is required to prevent the possibility of the controller applying power to and releasing the machine brake without applying power to the driving machine motor (contravene code 3.12.8).

This situation could occur if the leveling system was engaged/operated when the drive motor of the M-G set is not energized, and as there may not have been a Motor-Generator running switch ("R") contact provided to inhibit the pick-up of the directional (U/D), and potential (group of "P") relays by the leveling system, thus allowing a "running condition" to be established allowing release of the machine brake (contravene code 3.12.2.27) and since the generator and drive motor are without power, the car will drift up or down depending on car loading virtually uncontrolled creating a potential unsafe condition. However, it must be noted that this drifting condition will cease and the machine brake will be re-applied if/when the car leaves the leveling zone, stopping the car.

Thus the uncontrolled movement described above is limited/restricted to the leveling zone only, and because of the limited distance for movement involved, the car will be unable to attain any appreciable speed before being stopped.

Although the chances are remote, we feel, to prevent the possibility of this situation occurring, the following wiring change must be made:

An "R" normally open contact is to be added in series with the feed to the up leveling (UL), and down leveling (DL) relay contacts located in the directional relay circuit, as shown on the attached schematic diagram. All jobs should have an available spare contact on the "R" relay group, which can be utilized for this purpose.
Further information may be obtained by contacting: Director - ED/AD Division, Technical Standards and Safety Authority, 4th Floor – West Tower, 3300 Bloor St. West, Etobicoke ON., M8X 2X4 Ph:416 325 2000 Fx:416 326 8248