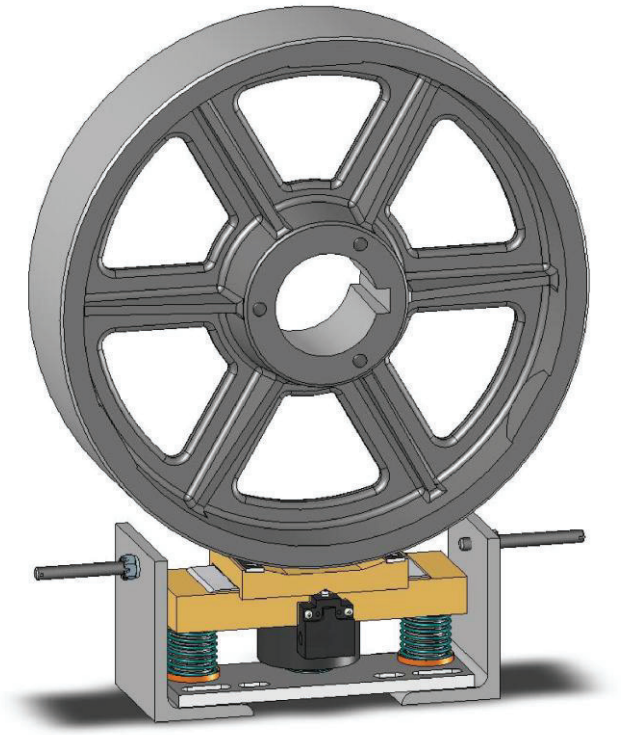


ThyssenKrupp Northern Elevator Recommended Maintenance and Testing Frequency

GENERAL:

1) Thoroughly read and familiarize yourself with Traction Sheave Brake (Sheave Jammer) field operating and instruction manual before attempting to perform any work on this device.

2) All field testing should only be carried out by experienced persons, having full knowledge of the elevator equipment and its operation.

3) All standard safety precautions and practices, as well as common sense should be exercised at all times while working on, in or around elevator equipment.

4) Ensure that wiring arrangement to switch and coil of unit is not obstructing, or impairing free movement of this device.

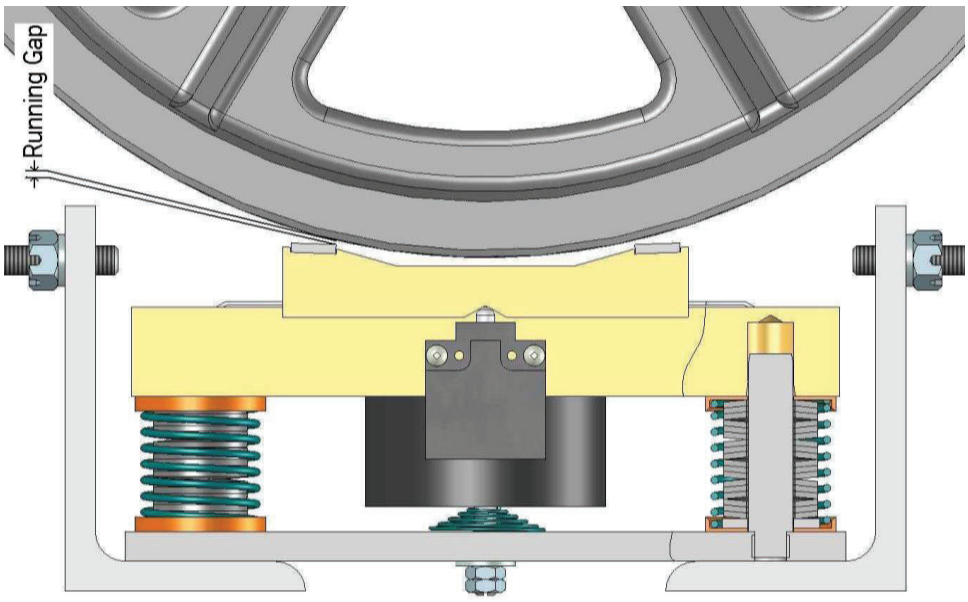
TRACTION SHEAVE BRAKE MAINTENANCE FREQUENCY

Maintenance & testing Frequency	Scope of maintenance
Quarterly	1, 2 & 3
After each engagement	1, 2 & 3
Yearly	4

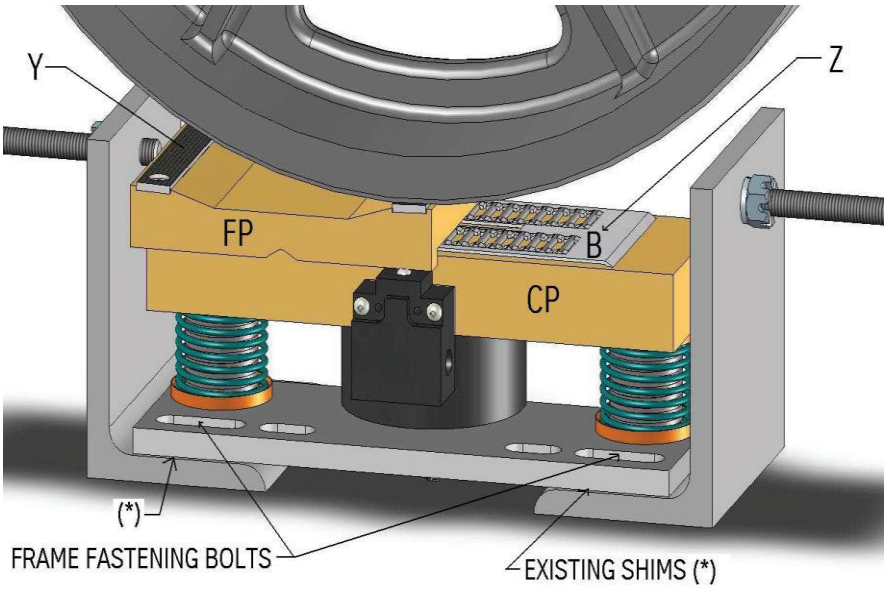
1) The running clearance gap must be checked (using gap gauge):

[Overhead Installations] with the solenoid energized verify the running clearance between frictional pads and traction sheave O.D. is not more than (2.2 mm, 13Ga), the brake setting must be re-adjusted if the gap is greater than the said value [see Sheave Jammer manual for the details].

[Basement Installations] with the solenoid energized verify the running clearance between frictional pads and Traction Sheave O.D. is not more than (1.89 mm, 14 Ga), the brake setting must be re-adjusted if the gap is greater than the said value [see Sheave Jammer manual for the details].



2) The device should be kept clean [especially the following areas frictional plate teeth (Y), Bearing plate (B)]; do not allow a build-up of foreign material to occur, as this can undermine the device's ability to function properly.



3) Visually inspect and manually operate unit to check for freeness, switch operation, as well as verify release and pick-up operation of the solenoid coil.

4) This device should be dismantled annually for inspection and cleaning then tested after reassembly.
An Uncontrolled Low Speed Protection [low speed roll-away] test should be performed at least once a year to verify operation of the device as well as its associated control systems.

The Uncontrolled Low Speed test at 150 FPM (0.75 m/s) is the "Do me First / Go, No-Go" test, if this test fails, **DO NOT PROCEED WITH ANY FURTHER TESTING** as the device is either: not operating correctly or incorrectly calibrated.

The device selection/calibration is based basically on two (2) factors:

i) unbalanced load, and
ii) suspended masses

Appropriate loads should be used during testing.

100% rated capacity for installations prior to CSA B44-2000
125% rated capacity for installations after CSA B44-2000