

---

# LEITNER-POMA SERVICE BULLETIN

---

March 12, 2002

To:

Aspen Highlands	Vail Resorts
Bittersweet	Wintergreen Resort
Breckenridge	Winter Park
Copper Mountain	
Crystal Mountain, MI	Blue Mountain, Canada
Gore Mountain	Grouse Mountain
Jackson Hole	Kicking Horse
Keystone Resort	Mt. Saint Louis
Ragged Mountain	Sunshine Village
Squaw Valley	

Re: Omega lift Lateral rail entrances

On March 6, 2002, Leitner - Poma of America was notified of an incident involving a chair entering a top station.

A six-place chair was loaded with one person in the outside seat. When the chair entered the terminal the lateral roller slipped past the lateral rail. This caused the grip to twist allowing the front support roller to miss the principal rail and the rear support roller to hit the end of the principal rail breaking the rear roller. The grip jammed in the terminal and stopped at the first PTO sheave.

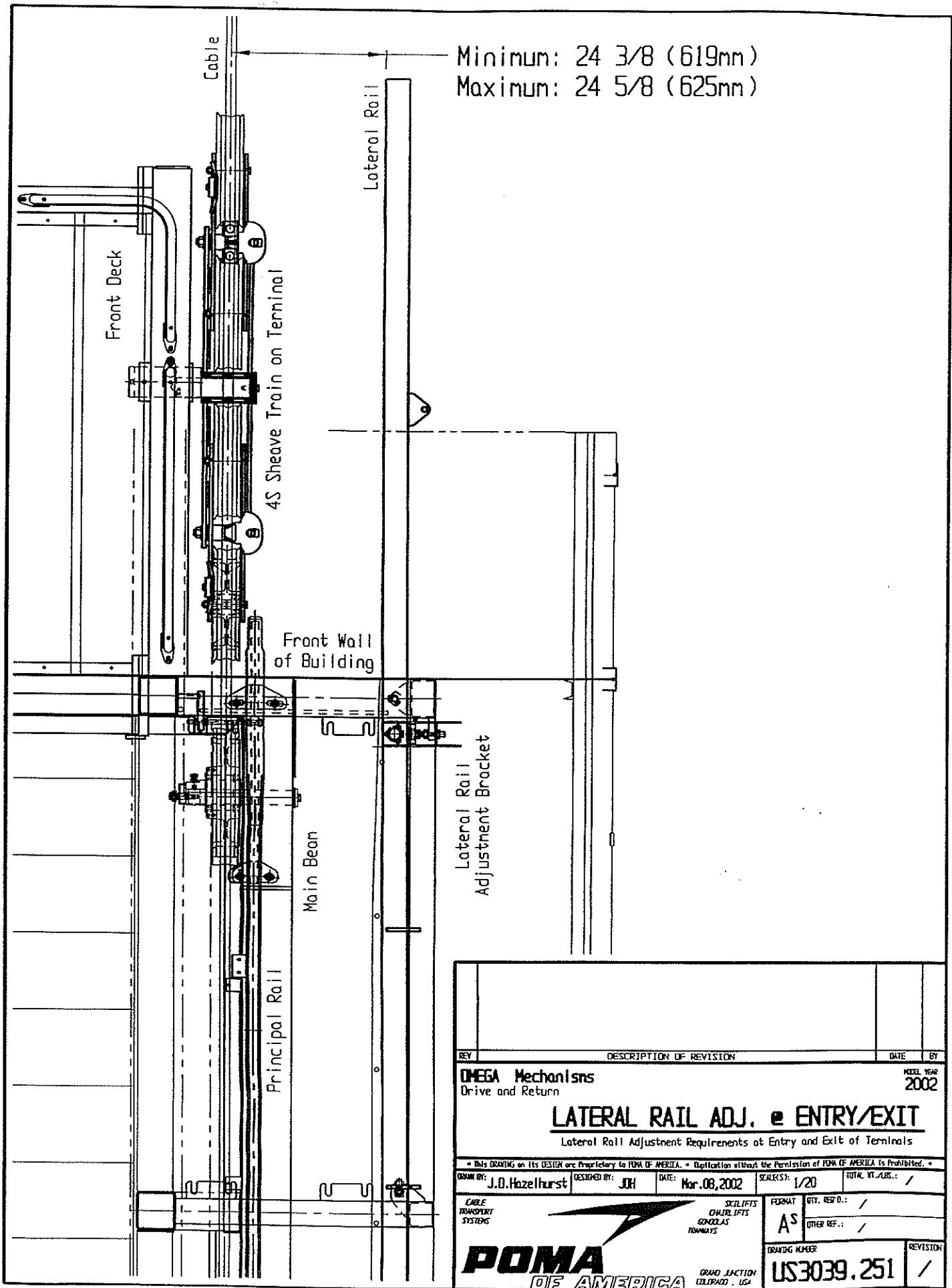
With the front support roller to the outside of the principal rail the grip did not trip the zone 1 proximity switch, in effect the lift did not know a chair was in zone 1. The next chair entered the station correctly and stopped when it contacted the jammed chair. The lift then stopped on a zone counter fault from the second chair.

The root cause of this incident was the lateral rail was found to be too far from the haul rope. With this service bulletin is a copy of drawing number US3039251. This drawing shows the optimum distance between the center of the haul rope and the inside edge of the lateral rail. We request that you check this dimension on all your terminals; if your rail is not at the proper dimension please adjust it to the correct position.

Leitner-Poma is presently working on a revised switch bracket for zone switch #1, which would change the position of the sensing face of the switch and also incorporate a cable position sensor. With the addition of this bracket and switch we feel that the system could better detect an out of position grip and stop the lift. You will be informed as to the addition of this upgrade when the design is completed.

If you have any questions please let us know.

2510 FORESIGHT CIRCLE GRAND JUNCTION, COLORADO 81505 (970) 241-4442



## **SERVICE BULLETIN**

**PURPOSE /USE** – The Service Bulletin / Service Notice / Service Bulletin form is used by Leitner-Poma of North America to convey significant new information and instructions to the users of its products. The Service Bulletin / Service Notice / Service Bulletin will require action on the part of the users.

February 2, 2007

**TO:** All customers with Omega 6PL chairs and/or gondolas built from 1998 through 2005.

**Re:** Terminal entrance lateral rails

In an effort to improve safety and reliability of your lift, Leitner-Poma of America is requiring the installation of the new lateral rail entry angle assembly (3039.675).

The addition of the assembly will increase the ability of the lateral rail entrance trumpets to properly capture a grip during excessive carrier swinging conditions.

**The purpose of this assembly is not to allow operation of your equipment at higher speeds during extreme conditions, or increase the operating window during extreme conditions.**

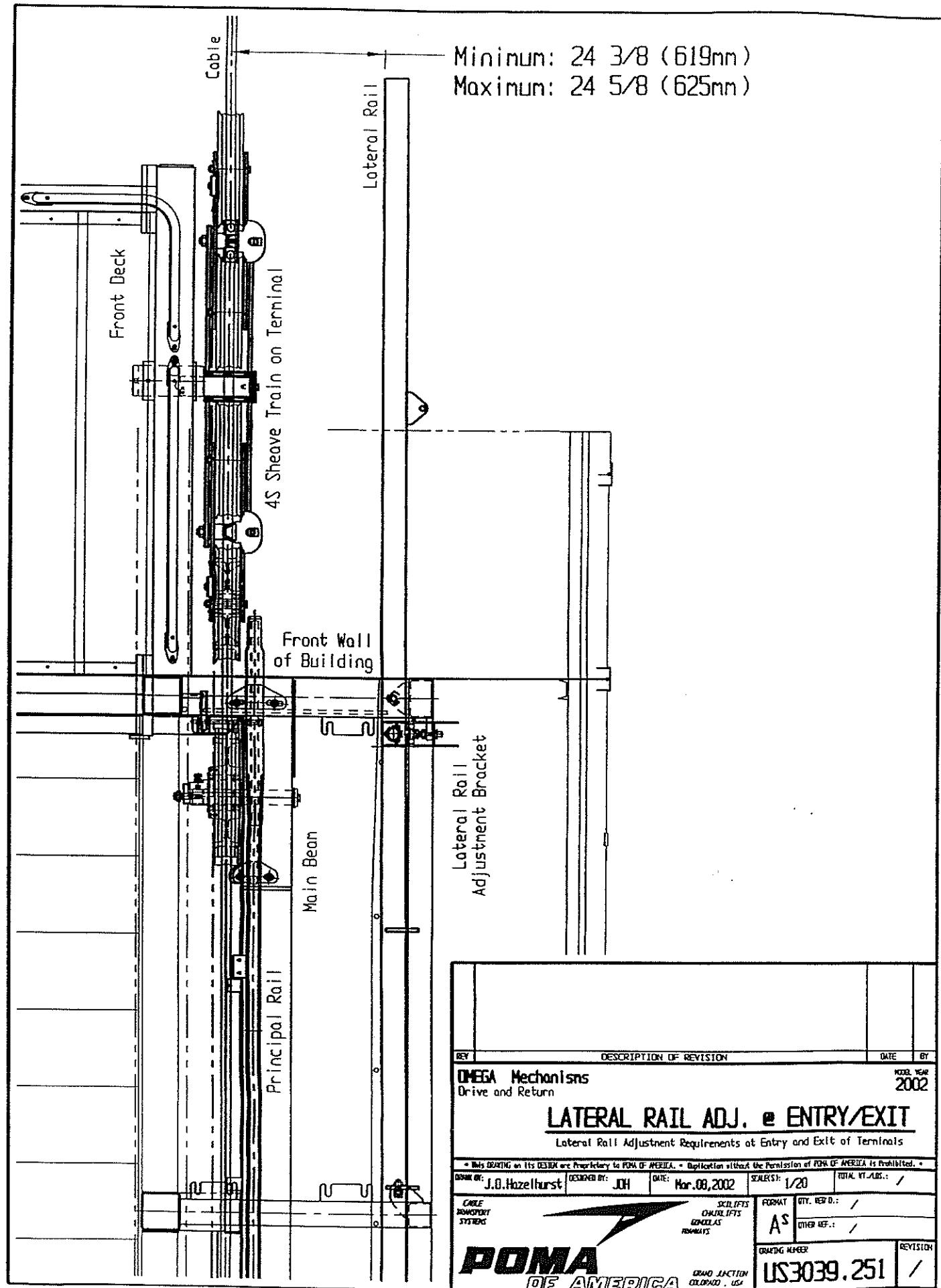
This assembly, when installed properly on a correctly adjusted trumpet (drawing 3039322 attached), will reduce the possibility of a missed entrance during events that cause excessive carrier swing.

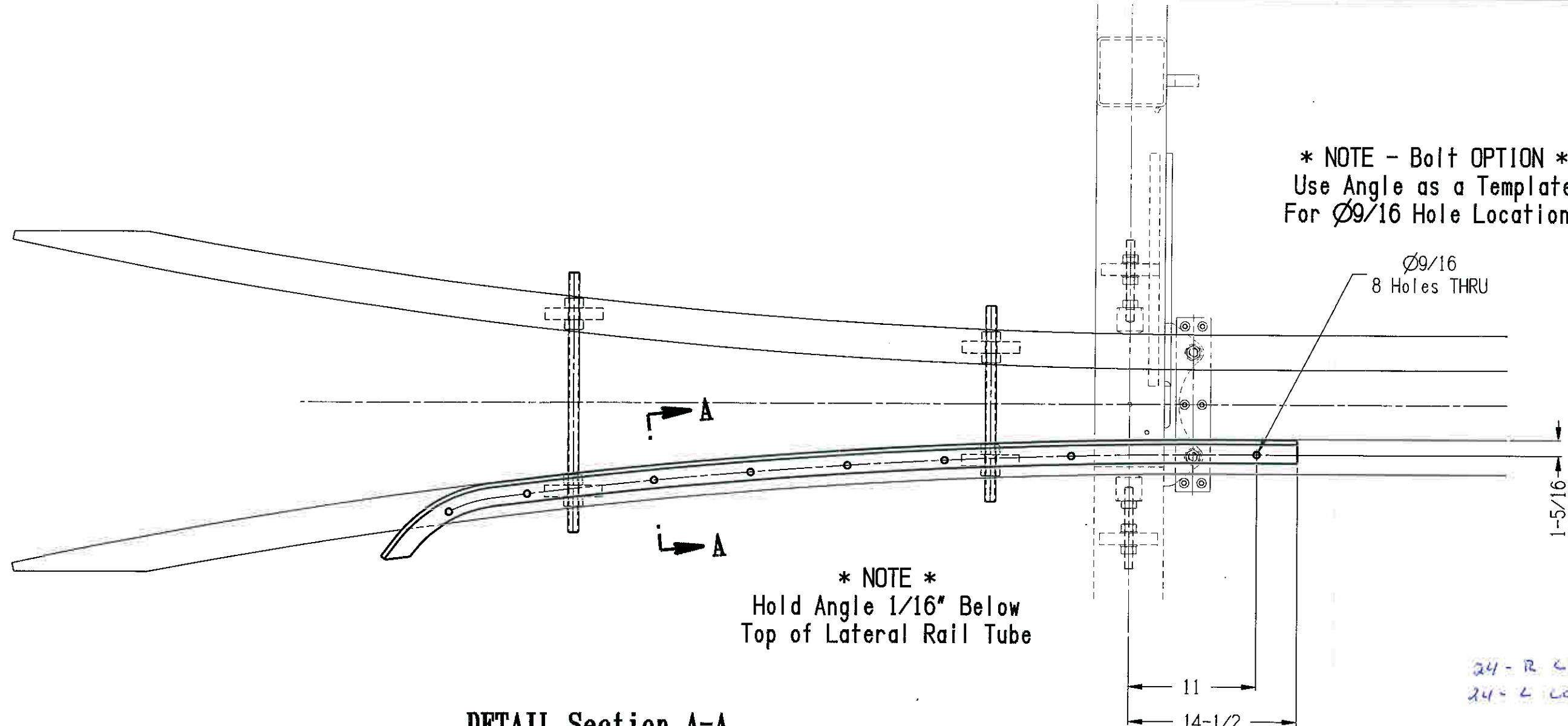
The accompanying drawing (3039.675) shows the mounting of the rail entry angle on a clock-wise lift, you will be sent free of charge the appropriate angle and hardware for your lift rotation. Please note that the addition may be mounted by drilling holes and using the bolts provided or welded in place, which ever works best for you. After installation please verify the trumpet is adjusted properly.

The installation of the rail angle assembly should be completed as soon as possible after receipt of the kits from LPOA.

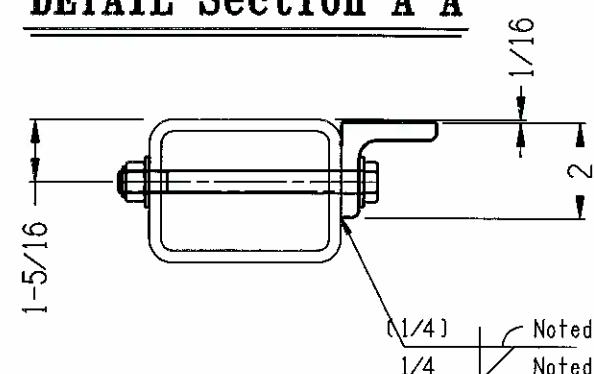
If you have any questions please don't hesitate to contact the LPOA service department.

NO: 020207





DETAIL Section A-A



\* NOTE - Weld OPTION \*  
Step Weld with Minimum 1"  
Welds Above and Below Holes

RIGHT or LEFT Required - Right Drawn

Right= CW/A , Left= CCW/A

INDEX	REQ'D	DESCRIPTION	WT. (LBS.)	REFERENCE
B	8	NYLOCK NUT M12 8.8 PLATED	.038*8	058186
C	16	WASHER M12U PLATED	.014*16	059106
B	8	BOLT HM 12x130/36 8.8 PLATED	.254*8	057028
A	1	LATERAL RAIL ENTRY ANGLE @ ARRIVAL (R or L REQ'D)	40.1	US3229,611

A: MODIFY: Hole Layout ADD: Welding Option UPDATE: Notes  
REV: DESCRIPTION OF REVISION DATE: BY: 02/02/07 JMH

2006  
NOMENCLATURE  
Bottom Terminal

LATERAL RAIL ENTRY ANGLE ASSY

* This DRAWING and its DESIGN are Proprietary to POMA OF AMERICA. Duplication without the Permission of POMA OF AMERICA is Prohibited.				
DRAWN BY	J.K.C.	DESIGNED BY	J.D.H.	DATE
				07/21/06
SCALE (S)	1/10, 1/4	TOTAL WT. (LBS.)		/
FORMAT	1	LOWER ARRIVAL		
OTHER REF.				
LEITNER	SKYLIFTS CONOLAS TRANSMITS	B <sub>s</sub>		
POMA	OF AMERICA			
GRAND JUNCTION COLORADO, USA	CABLE TRANSPORT SYSTEMS	DRAWING NUMBER	US3039.675	REVISION A