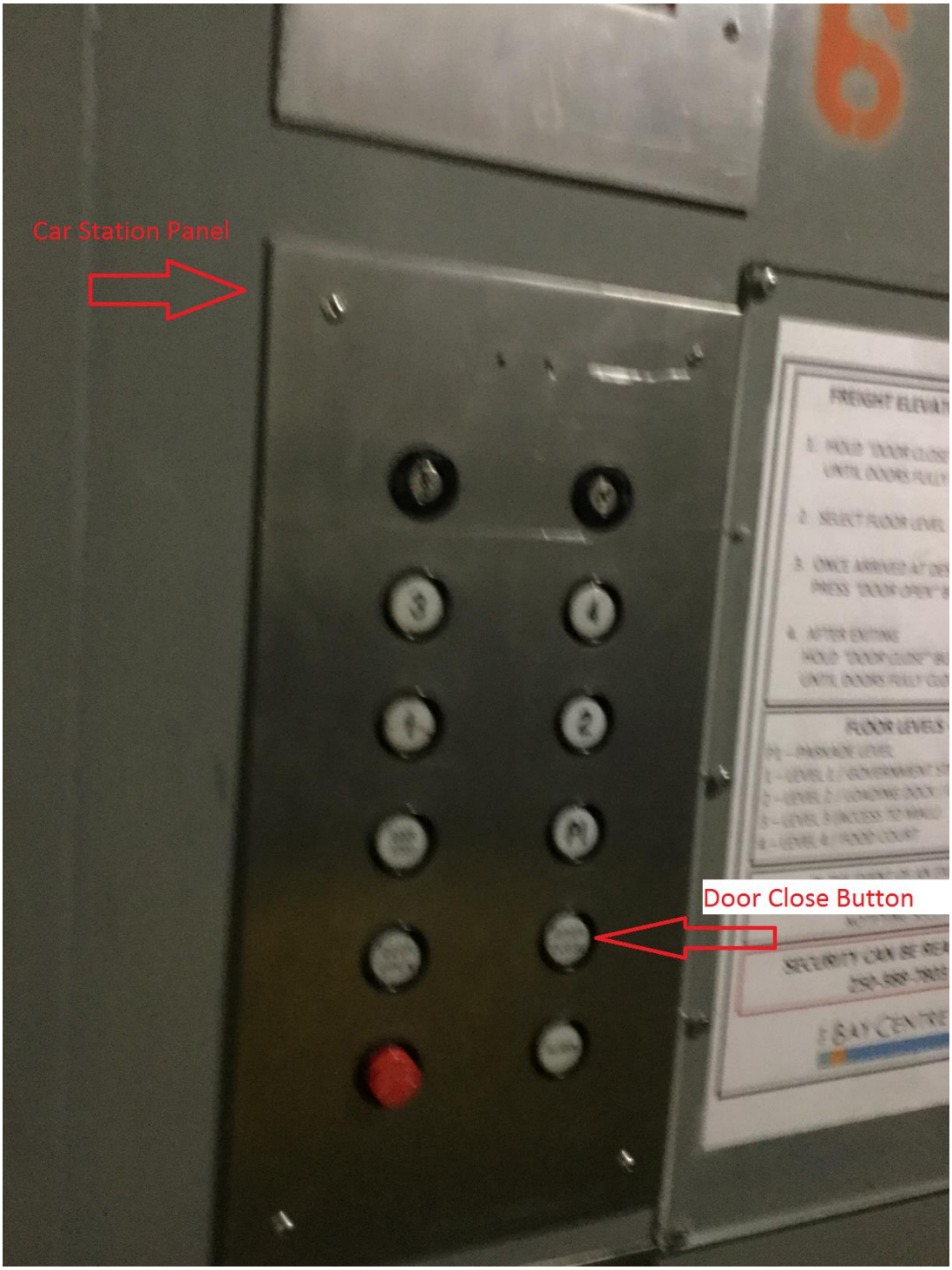
Incident Summary #II-965095-2020 (#16314) (FINAL)

SUPPORTING INFORMATION	Incident Date		Jan 9, 2020
	Location		Victoria
	Regulated industry sector		Elevating Devices – Freight Elevator
	Impact – Injury	Qty injuries	1
		Injury description	Bruised Hand
		Injury rating	Minor
	Impact – Damage	Damage description	None
		Damage rating	None
	Incident rating		Minor
	Incident overview		A user was entering the freight elevator with a rolling platform and the freight doors unexpectedly closed, striking their left hand. After striking their hand, the freight door reversed direction and re-opened.
INVESTIGATION CONCLUSIONS	Site, system and components		At the car station panel (inside the car, door-open and door-close buttons are used to open and close the powered freight elevator doors (See Photos Below). These buttons activate relays that subsequently power the opening and closing of the doors. The freight elevator doors should not close unless the user presses and holds the door-close button and continues to hold it until the doors are fully closed. If the door-close button is released before the doors are fully closed, the freight doors will stop, reverse direction and re-open. The bi-parting freight doors consist of two panels, when closing, one panel moves up from the floor and the second panel moves down from above.
	Failure scenario(s)		Freight elevator door closed without anyone pressing the manually operated door-close button.
	Facts and evidence		Evidence observed during on-site investigation: • While on site completing the inspection, the incident scenario could not be replicated and the door close button operated as intended. The contractor also noted they could not replicate the intermittent fault. • Video footage was later provided by the site, which showed the failure scenario occurring • From the log book it was observed that the door closing fault was first reported on Nov 30, 2019 and subsequently Jan 9, 2020 (Incident). Regular maintenance was completed during this period, but dismantling the car station would not be part of regular maintenance.

	• Contractor confirmed that the relays located in controller, some of which operate the powered door, were going to be replaced as a precaution to eliminate them as a possible cause of the intermittent fault. • The contractor was informed they must contact the safety officer when the work was complete and prior to returning the elevator back to service. The elevator remained locked off since the incident occurred and was to remain out of service until repair work was confirmed with the safety officer. • The controller relays were replaced. • A secondary fault was then noted by the contractor when the car station panel was taken apart. The push button for the door-close operation was faulty, the door-close button was replaced. • Safety Officer confirmed the unit could be returned to service based on a conversation with the contractor (mechanic), where it was clear the car station push button was the likely cause of intermittent short(s). Testing was completed by the contractor with no faults found.
Causes and contributing factors	A faulty door-close push button at the car operating panel, was likely the main contributing factor to the incident. A faulty door-close relay was possibly a secondary contributing factor to the incident.


Car Station Panel
Door Close Button


6
Car Station Buttons
BI-Parting Doors
[redacted]
ELEVATOR
TEMPORARILY
OUT OF SERVICE