

NAFLIC

National Association For Leisure Industry Certification

Standards & Related Documents Sub-Committee

TECHNICAL BULLETIN - OCTOBER 1992

034. Huss Enterprise

Banwells have brought to our attention the failure of the overtravel limit switches that detect the upper travel position on one of the above devices.

There are two switches performing this function and both were found to have failed due to cracking of the limit switch housing. The material used for the switch housing in this instance was of a composite type such as Bakelite or similar.

Appointed Persons are advised to check the condition of the housings of these switches during thorough examination. It is also recommended that the integrity and correct functioning of these switches should be checked during the normal operator's daily inspection (see paragraph 103 of the Code).

Any check, whether daily or annual, should not only be visual but should take the form of operating the limit and noting the subsequent operation of the appropriate safety electrical systems within the switchgear panel.

The reason for the presence of two limit switches is to provide redundancy in the system safety. It is important to emphasise that ON NO ACCOUNT SHOULD A RIDE CONTINUE TO OPERATE FOLLOWING FAILURE OF A LIMIT SWITCH. Replacement and test of correct functioning are essential.

We also note that, although the incident involved a Huss Enterprise, these principles apply to many other devices employing overtravel limit switches.