DeSeM Lifts -oO0Oo- Looking After Your Lift -oO0Oo- Sept 2011

The lift in your storage facility is the beating "heart" of your operation and can serve you well. We all know what happens when the "heart" stops, so a little investment in your time can prove to be preventative medicine and keep management stress low.

With a "Daily" routine or Inspection you will get to know your lift.

Start by looking

On the landing and car door paintwork you are looking for horizontal scratches or scrapes,
The doors may be scraping door surrounds, the architraves or the car wall returns due to strikes or bashes with trolleys or goods. Note if they exist and if they do are they getting worse?
Check the floor finish for raised tile edges or swollen areas or bubbles. Report anything which you feel is a tripping hazard. Most of the lift floors have easily replaceable glued down tiles which when badly treated can start to fail – failure caught early can save money and prevent "accident" claims.
Check the gap between the two centre closing doors both on the car (seen from inside) and on each floor landing for meeting tight and parallel to each other. Also note that when each door panel is fully open (i.e. parked) they are straight up and parked tidily.
Doors not meeting or parking neatly generally means they have been struck or knocked out of their settings. Report minor out of alignments to the service engineer on his next visit. Bad distortions and obvious miss-alignment problems need early attention to prevent major door and skate damage later.
When in the lift motor room, get used to the level and colour of the oil in the site glass on the side of blue oil tank whilst the car is at ground level. Report any sudden drop in level or colour darkening!

by listening

Get used to the sounds of your machine – take a journey to the top floor and stop at each floor on the way down. Note any variations or changes in the normal movement noises.
If new noises start appearing or scrapping your engineer will need to know on his next visit, unless the noise causes you alarm and then your normal reporting procedure should be followed.
If you have "night and day" switch, check that on changing to "day" the lift remains silent and inactive. If the motor fires up on change over, this could indicate a sinking car during the night. Report new actions to your service engineer on his next visit.
Regularly test your alarm button, 5 seconds or less makes the shaft alarm sound, after that the telephone system should cut in.

by feeling

Your lift door safe edge can spot a child's reins or a dog lead in it's way. Engage the door "hold" button in the lift car and run a single finger top to bottom on the black plastic safe edge transmitter and receiver on car door edge light curtain, Remove any sticky tape or blue tack or foreign objects from this Safe edge. The finger wiping will not only reveal the debris but also remove the static and dust build up (any of which may cause false triggering of the door protection)
Slide your foot over the car floor edge to the landing edge and note that they are smooth and level to each other. Report anything greater than a 6mm difference (Lift levelling problem).
The car will have door open levelling responding to sudden heavy loading as well as to incremental load (passengers going in) which is a very limited movement (5mm max) for safety reasons.
(The lift will also have door closed re-levelling which occasionally may move an un-occupied car).

.by cleaning

The door floor tracks fill with debris every day! Any large objects (tech screws or glass shards) will cause door operational problems as will the slow build up of dust and fluff.
A vacuum cleaner or a couple of pencils used like "chopsticks" will empty the track grooves of the dirt and debris - DO NOT USE your fingers despite the importance of this job.

NB 1 If a Customer tries to **overload** a (DeSeM) lift car it will not go anywhere. Once the doors close it tests the weight inside, and on overloading the voice over will say 'lift overload' and the 'overload' light flash! Open the car doors and take some weight out and normally everything will be fine.
NB 2 Make sure your **Fire alarm tests** are carried out when the lift is not being used, as it will cause your lift to go to the ground floor and stay there (doors open for 1 min – close after that for resumption of fire protection). Once your fire alarm is re-set a DeSeM will return to normal service and not need an engineer to do a "re-set"

Finally, speak to your service engineer at each visit – he is there to serve you and keep your lift A1

Guidance brought to your by courtesy of DeSeM Lifts