



IUEC INCIDENT SUMMARY

CLOSE CALLS AND INJURIES

“INJURY”

April 28th 2023---IUEC Safety Stand Down Day



Description of Incident

Control Type: Electric

Machine Type: Traction

Speed: 50 FPM

Capacity: 950 lbs.

Rise: 5 stop

Hoistway Configuration: Inclined Elevator

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- Two mechanics had just completed a brake replacement on an inclined elevator when they encountered door lock problems
 - After rewiring all the door locks, the mechanics tested the unit
 - The inclined elevator had no inspection station or stop button, so the mechanics used the escape door safety switch to spot the car
 - At the third floor, with the car moving in the down direction, the car suddenly over-spiced and crashed into the pit, knocking down the pit access door
 - The mechanics were inside the car and were slammed into the back wall busting out the expanded metal and plexiglass wall
 - The mechanics suffered abrasions, bruises, sprains and cuts

 - CURRENT STATUS:
 - The unit is down for repairs



Recommendations and Lessons Learned



- Always follow the company safety policy
- Always perform a JHA/JSA as per company policy
- Always follow the MCP and or SOP
- Possible root causes:
 - The governor rope was loose, no jaw on the governor, the pull through was not set correctly, and there was lube on the governor rope. One hoist rope was loose and there was no slack cable switch. The mechanics were not trained on the equipment and there was no MCP, or SOP available.
- Field Employees' Safety Handbook
- Section 15-INCLINED ELEVATORS
 - (a) Inclined elevators operate at some degree from the horizontal and present hazards not expected by persons familiar with vertical elevators.
 - (b) The horizontal motion of the car and counterweight must always be considered as well as the fact that most inclined elevators have their counterweight operating directly below the car chassis (frame), sometime within the same guide rail. Counterweight pit guards are not required.
 - (c) Inclined elevator counterweights are commonly located within the same guiderail assembly and below the car. Be extremely cautious near the mid point of travel.
 - (d) End loading inclined elevators have no run by and the car door will be extremely close to the landing door at the uphill terminal.
 - (1) **There is no refuge in the direction of travel beyond terminals.**
 - (2) Keep all parts of the body and any tools inside the car when in motion.