



IUEC INCIDENT SUMMARY

CLOSE CALLS, AND INJURIES

“CLOSE CALL”

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



Description of Incident

Control Type: Electric

Machine Type: Gearless

Speed: 350 FPM

Capacity: 4,000 lbs.

Rise: 9 stop

Hoistway Configuration: 6 Car Group (all in a line)

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- Three modernization crews were working on a group of six elevators.
 - They started their day working in the pit. One crew was working the bottom roller guides of car 5 and the other two crews were installing a counterweight sheave on car 4.
 - After lunch, one crew got on top of car 5 to adjust the roller guides and assumed the other two crews were in the machine room.
 - In fact, the other two crews had returned to the working platform in the pit of car 4 to continue the counterweight sheave installation. They thought the first team was still adjusting the bottom roller guides on car 5.
 - The mechanic working on top of car 5 was using a pry bar to move the roller guide when the pry bar slipped out of his hand. He tried to grab the pry bar and as he leaned over the handrail, noticed the crews in the pit. He yelled “headache” as the pry bar hit the working platform of car 4.
 - The apprentice working on the platform in car 4 pit had just left platform and the pry bar landed directly where he was standing.

Current Status:

- Following the incident all parties stopped work and discussed what happened. There were no injuries or damage to the equipment.



Recommendations and Lessons Learned

- Always follow the company safety policy
- Always perform a JHA/JSA as per company policy

Possible Root Causes:

- JHA/JSA was not performed
- Hoistway screening for adjacent car protection not in place
- Safe work practices regarding stacked work and overhead protection not in place
- Poor communication

Field Employees' Safety Handbook

8.3 Hoistway Screening

Where an elevator is operating in a multiple hoistway, and construction or modernization work is to be performed in an adjacent portion of that of the multiple hoistway, that portion of the elevators hoistway where the work is to be performed shall be fully separated. The material used for this separation shall:

- (a) be equal to or stronger than 0.0437 in. (1.118mm) dia. wire;
- (b) have openings not exceeding 1 in. (25 mm);
- (c) be so supported and braced so as not to deflect into the code required running clearance of the adjacent car: and
- (d) be in accordance with the local code.





Recommendations and Lessons Learned

Field Employees' Safety Handbook 8.4 Overhead Protection

(a) Overhead protection shall be provided in the hoistway and in any other work area where there is exposure to falling objects. This protection is to prevent all parts of the body from being struck by falling tools, debris, small parts, etc.

(b) In general, overhead protection can be achieved by one or a combination of the following examples:

- (1) False cars with roofs/netting designed and selected by the company.
- (2) Installation of an overhead barrier directly above the work area which covers all areas where field personnel have to stand or reach to install hoistway components.
- (3) Protection of all hoistway openings above the work area (e.g.: installation of hoistway doors or protective screening).
- (4) Sealing off corridors to prevent other trades from working near or passing by wall openings.
- (5) Walls are in place and all hoistway doors closed.
- (6) Guarding all holes in the machine room and the secondary levels.
- (7) Prohibiting simultaneous work in hoistway and machine room with unguarded holes.
- (8) Prohibiting simultaneous work in common hoistways where no hoistway screening exists between hoistways.**
- (9) Prohibiting storage of materials within 6ft. (1.8m) of hoistway openings.

(c) All cases where objects have fallen down the hoistway must be immediately investigated and reported by the mechanic in charge. Once the cause of the occurrence has been identified, it will be mitigated by the company or the MIC.

