IUEC INCIDENT SUMMARY

CLOSE CALLS & INJURIES

INJURY

JANUARY 21, 2025

Description of Incident

Control Type: Electric
Machine Type: Rack and Pinion
Work Type: Maintenance
Speed: 100 ft/min, Capacity: 6,000 lbs
Rise: 7 stops
Hoistway Configuration: Simplex
JHA/JSA Completed: No

- A mechanic and an apprentice were responding to a trouble call on a Rack & Pinion elevator and discovered the slack rope switch was tripped
- The team accessed the cartop to manually lower the car and restore cable tension
- As tension was being restored, they heard a noise from above. A filler weight from the counterweight frame had become dislodged, fell, and struck the apprentice.
- The mechanic called for help and the fire department arrived to remove the apprentice from the cartop. The apprentice was medevacked to a nearby hospital

Current Status:
The apprentice suffered multiple sever injuries to his head, shoulder, arm, and torso and will have a lengthy recovery

Photos Approved by IUEC Safety

April 28th 2025---IUEC Safety Stand Down Day

Recommendations & Lessons Learned

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

Possible Root Causes:

- Filler weights not properly secured as required by code
- A filler weight from the counterweight frame dislodged and wedged between the counterweight and the tower frame
- The top weight section had been modified during installation by removing a tab meant to secure the weight section in the frame

ASME A17.1 / CSA B44

Section 2.21 Counterweights

2.21.1.2 Weight sections are required to remain in place during buffer engagement or safety application and if they become broken.

2.21.2.6 Weights must be secured so that they can not shift to reduce the running clearances beyond those specified.

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