

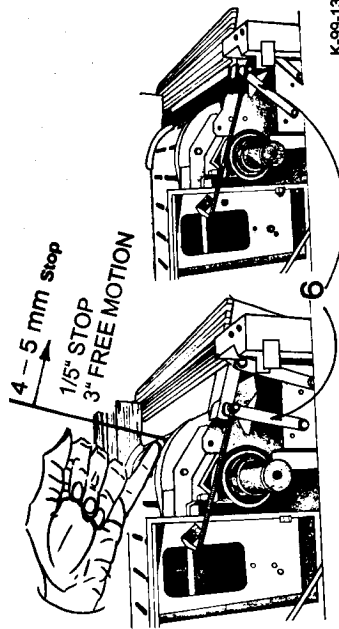
DAILY PREOPERATIONAL INSPECTION

Daily preoperational inspection. Prior to transporting passengers. A daily inspection shall be conducted. As a minimum, the inspection shall consist of the following:

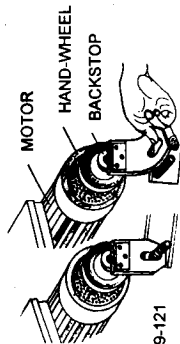
- A visual inspection of each terminal, station and the entire length of the Conveyor lift
- Assurance that the Conveyor belt is properly tensioned and operates smoothly
- Operation of all manual and automatic switches in terminals, stations and loading and unloading Areas
- Operation of the Conveyor, including a visual inspection of the Conveyor belt
- Checking each control circuit continuity and integrity at its most remote location on a daily basis
- Inspection of the loading and unloading areas and preparing them for ingress and egress of passengers
- Check the stopping distance at maximum belt-speed, the maximum stopping distance of the belt is 160 mm (6 1/2")

CHECK LIST:

- After 4 mm (1/8") of moving belt must stop
- 100 mm - 4" smooth moving of 6
- between the belt and all covering parts (rubber, plastic) a maximum gap of 4 mm (1/8") is permitted
- Max. speed - stop - max. stopping distance permitted is 160 mm (6 1/2")
- Make a run of a total belt round and pay attention to damaged elements and loose rubbers
Any damage has to be repaired immediately!



K-99-132



K-99-121

ATTENTION
IF THE CHAIN HAS BEEN MOVED IN BOTH DIRECTION, DON'T FORGET TO PUT IT (RED PLASTIC) BACK INTO WORKING POSITION.

Safety gate d5 (option)

- Cover up both light sources: Belt (chain) must stop after 2 seconds
- Cover up one light source: Belt (chain) must stop immediately (after 0,6 seconds)

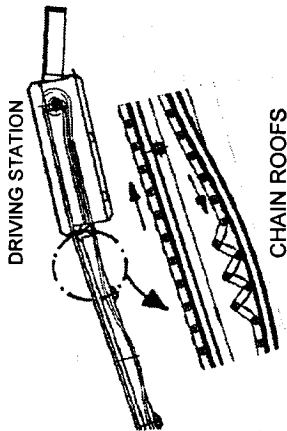
Arrangement

In case of a belt damage, or a failure in the safety system stop the belt immediately, until a qualified person repaired it.
If there is a failure in the safety gate it can be by-passed. For the repairtime only direct supervised operation is allowed.

When the weather conditions are critical, hourly, in worst case permanent inspection and maintenance of the loading and unloading area is necessary.

WEEKLY MAINTENANCE

- *Carefully deicing under the driving and return drum.
- *Assurance that the conveyor chain is properly tensioned and operates smoothly.
- if the return (bottom) chain make roofs after the driving station—tension the chain!
- In case of a rubber cord damage, change it immediately.
- *Take care that the tension hooks are fixed with cotter pins.
- *Test of the back-stop (it must not move in the locked direction)
- Check the abrasion of the chain and guide lines.
- Pay attention of loose screws.



GENERAL MAINTENANCE

General foundation and all structural, mechanical and electrical components shall be inspected regularly and kept in a state of good repair:

A) Conveyor belt:

- Inspect the belt alignment daily
- No belt-contact with the metal structure is allowed
- No contact with oil or grease
- At the end of the daily operation, cover the belt with a plastic-awning. Make it storm-resistant.

B) Drums and rollers:

- Rubber surfaces - keep free of oil and grease
- Grease driving-drum-bearing every 200 hours. All other bearings are life time greased
- Keep drums and rollers ice-free

C) Belt-tensioning-system:

- Keep the guides of the return drum always greased.
- Expand tension cord at the end of the operating season completely.
- Tension cord: No contact with oil or grease!

D) Electrical control system:

- Inspect plugs and wires daily
- At the end of the operating season, store all parts inside

E) Structures:

- At the end of the operating season, dismantle the structure and store indoors.
- The belt-supporting-surface must be smooth and even. No edges, No gaps.

F) Gear box:

- After 5000 operating hours or 5 years the gear oil must be changed.
- Select gear oil for temperatures of -25°C is possible.