

# IUEC INCIDENT SUMMARY

FEBRUARY 9, 2024 | INJURY



## Description of Incident

A repair team was repairing a broken chain link on the suspension means on a residential lift.

The link they replaced was on the counterweight side. After completion of the repair, they sent the car on automatic from the bottom floor to the top of the three stop hoistway, and the car ran with no issues.

The mechanic instructed the apprentice to ride the car to verify operation. On the first trip down the apprentice felt a slight jerk and he opened the gate stopping the car between floors. It was noticed there was a small amount of slack on the car side chain.

The mechanic bumped the car up to remove the slack with the apprentice still inside the car. As soon as the car moved, the chains on the car side broke loose and the car crashed into the pit.

Upon investigation, slide marks on the rails were discovered but the safeties did not stop the car. The pit is only 4 inches deep and the car with the apprentice inside crashed onto the pit floor.

**Current Status:** The apprentice is at home recovering with 4 broken vertebrae and a hematoma.

## Recommendations & Lessons Learned

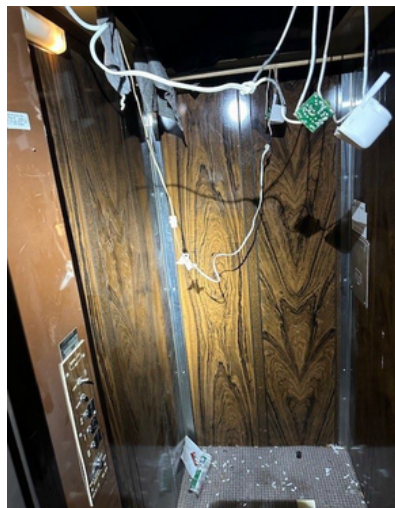
Always follow the company safety policy

Always perform a JHA/JSA as per company policy

Always follow the (MCP) Maintenance Control Program

When no onsite documentation is available due to age of equipment, guidance can be found in ASME A17.2.

- o Item 2.21 Chain-Drive Machines
- o Item 2.29 Car and Counterweight Safeties



## Possible Root Causes

Excessive wear on the master link that connects the chain to the car-side hitch.

Lack of experience and training on this type of equipment.

No enforcement of maintenance and testing requirements.

### **ASME A17.1/CSA B44 Elevator Code**

Section 8.6 Maintenance, Repair, Replacement, and Testing

Safeties shall be examined and tested in accordance with section 8.6.4.19.2.

**Control Type:** Electric

**Machine Type:** Chain Drive

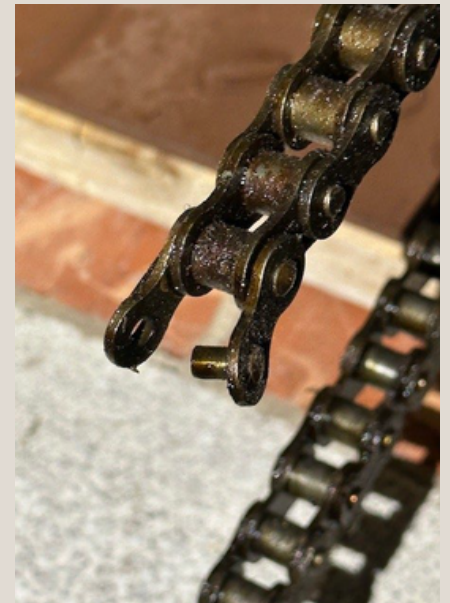
**Speed:** 30 ft/min

**Capacity:** 700 lbs.

**Rise:** 3 Floors

**Hoistway Configuration:** Simplex

**JHS/JSA Completed:** Yes



IUEC SAFETY ALERTS

*IUEC Safety Stand Down Day | April 28, 2024*

*PHOTOS APPROVED BY IUEC SAFETY*

# IUEC INCIDENT SUMMARY

FEBRUARY 14, 2024 | INJURY



Warning – Contains Graphic Image

## Description of Incident

On a new construction job an escalator specialist, the MIC, a mechanic and an apprentice were installing new escalators.

The mechanic was walking down the escalator and had a momentary lack of awareness of his surroundings.

As the mechanic was walking down the unit, he forgot there was a step pulled out of the escalator and stepped into the hole of the missing step, cutting his leg on the step below.

**Current Status:** The mechanic needed 9 stitches on the small cut, 26 stitches on the large cut, and 3 internal stitches. The company said the mechanic can return to work on light duty with the restrictions of no kneeling or squatting.

## Recommendations & Lessons Learned

Always follow the company safety policy

Always perform a JHA/JSA as per company policy

## Possible Root Causes

Lack of awareness of surroundings.

Lack of concentration due to expected travel home after being on the road for an extended period.

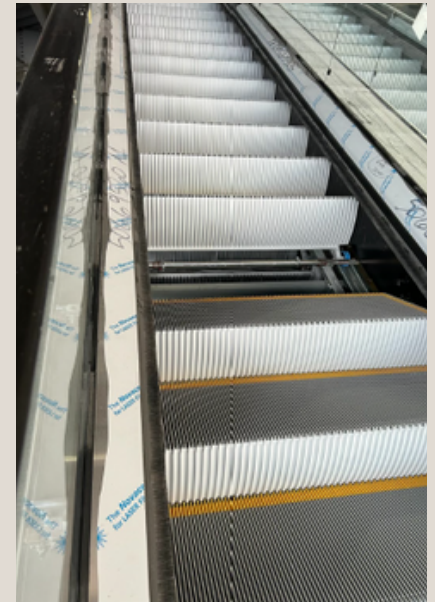
### **Field Employees' Safety Handbook**

7.3 Lockout/Tagout Procedures for Escalators and Moving Walks.

(c) Whenever steps are removed, and the unit is going to be left-out-of- service, the steps/pallets should be moved to cover the openings (whenever possible).



**Control Type:** Electric  
**Machine Type:** Escalator  
**Speed:** 100 ft/min  
**Capacity:** 9,000 people per hour  
**Rise:** 16 ft  
**Hoistway Configuration:** Side by Side Units  
**JHS/JSA Completed:** Yes



IUEC SAFETY ALERTS

IUEC Safety Stand Down Day | April 28, 2024

PHOTOS APPROVED BY IUEC SAFETY

# IUEC INCIDENT SUMMARY

FEBRUARY 28, 2024 | CLOSE CALL



## Description of Incident

A construction crew was in the process of installing a hydraulic elevator. The car sling and pit equipment was installed, and they were using the running platform to install guide rails. As they were hoisting the 12 ½ foot top out rails, the single beam used for hoisting and lifeline anchorage rolled off its supports.

The hoisting beam and rail fell approximately 1½ feet and came to rest on 2 metal studs that were inside the drywall of the hoistway. The mechanic was standing on the crosshead 6 feet under the beam and was not injured. The crew was able to secure the top out rail and run the car out of the way.

The beam attachment was not inspected prior to first use because the drywall around the beam had already been installed and the attachment point was not visible. They notified the GC and their superintendent, then went home for the remainder of the day.

**Current Status:** The installation crew was back on the job the next day after the contractor reset the beam and installed the proper fasteners. The company is in the process of removing the drywall to inspect the beam attachment of the six other cars onsite.

## Recommendations & Lessons Learned

- Always follow the company safety policy
- Always perform a JHA/JSA as per company policy
- Always verify proper anchorage of the hoisting beam



### Possible Root Causes

- The hoisting beam was not properly secured.
- The rigging leadoff was much shorter at the top of the hoistway changing the rigging angle.

**Field Employee's Safety Handbook**  
Section 12 - Material Handling  
12.3 Hoisting and Rigging

(f) Before making the first hoist, and at the start of each day thereafter, when the hoist is to be used, the rigging, overhead supports, blocking, etc., shall be inspected by the mechanic/MIC. The hoist shall be inspected visually before each use. It shall be tested by raising the load several inches and holding it there prior to making an actual lift.

**Control Type:** Electric  
**Machine Type:** Hydraulic  
**Speed:** 200 ft/min  
**Capacity:** 3,500 lbs.  
**Rise:** 3 stop  
**Hoistway Configuration:** Simplex  
**JHS/JSA Completed:** Yes



IUEC SAFETY ALERTS

IUEC Safety Stand Down Day | April 28, 2024

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