

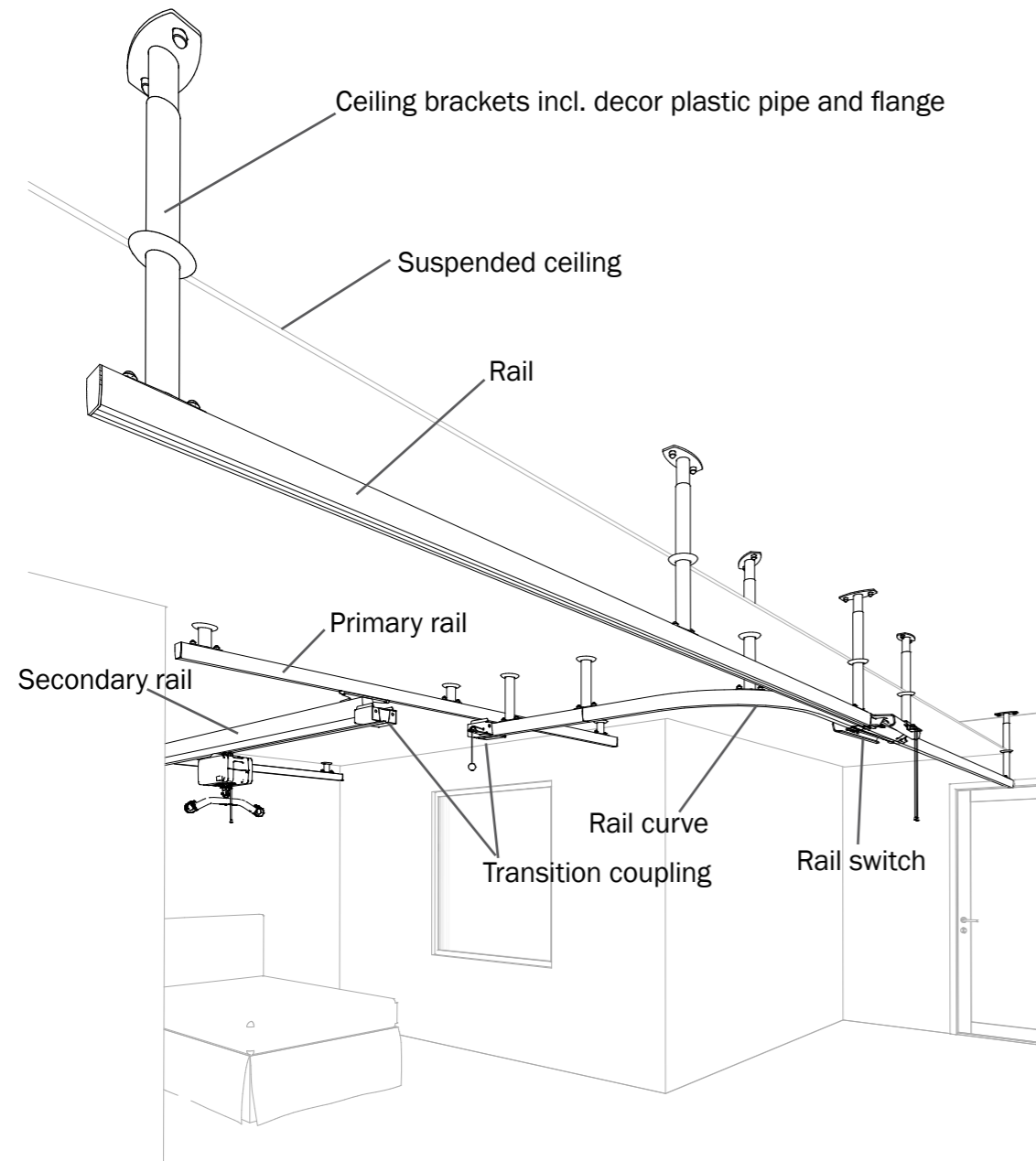
Molift Rail system



Periodic inspection checklist (EN)

In accordance with ISO:10535

PI19201 Rev F 2023-07-24



A copy of this document is available for download at www.etac.com.

Owner:

Room / section:

Installation year:

Sling and hoist shall be inspected separately and is not included in this inspection.

Situation of use

- Home
- Hospital
- Nursing home
- Other

The periodic inspection (PI) is to be performed by a person who is suitable and properly qualified and well acquainted with the design, use and care of the rail system and its components

Enter date of PI and name of inspector in owner's service log book. Enter all observations / remarks concerning the rail system for complete history

Visual examination



Visual examination of load bearing structure to make sure there is no damage, cracks, frays or deformation. All checkpoints must be checked to approve the rail system for further use

OK Not OK

Installation label for the rail system	
Product label on components (e.g. on transition coupling)	
Rails	
Rail brackets	
Bolts (missing)	
Weldings	
All rail ends secured with end stops	
Rail switches	
Transition coupling. When disconnected, gates blocks trolley (Figure 2)	
Transition coupling. When disconnected, locking bolt is fully retracted (Figure 1)	
Turn tables	
No corrosion	
IRC charging	
Cables (with IRC)	
Trolley, incl. propulsion	
Straps for climbing (Nomad)	

Installation certificate, label (rail only)

Molift Rail System installed by authorized personnel.

 Date: Etac Molift Service ID (6 digits): SWL:

 Next periodic inspection

SWL value

Functional examination

Test FUNCTION and inspect for wear and damage. All checkpoints must be checked to approve the rail system for further use

OK	Not OK
	Trolley
	Straps for climbing
	No loose bolts
	End stops
	Rail switches
	Height from pulley knob to floor is min. 1.8 m (Figure 3)
	Transition couplings. Engages completely when primary and secondary rail connects
	Transition couplings. Disconnects completely when pulley is pulled down to stop (Click) (Figure 1) and gates blocks trolley (Figure 2)
	If all points so far are "OK", the rail system shall be load tested
	Perform load test - see section "Load test" (Method A or B)
	Perform new visual control; Damage, play and deformations as described above. Any damaged parts must be repaired or replaced and test is repeated once more until the rail system performs correctly

Other components:

Performed by

Full name:

Date/Place:

Signature:

Approved without faults

Next inspection (YYYY / MM):/.....

The rail system is marked with "Out of order" and sent for repair

The rail system is not eligible for repair and taken out of service

If periodic inspection reveals any defect, wear or other damage that jeopardises the safety of the patient the rail system may not be used until the deficiency has been eliminated

The owner is notified

Due to legal requirements this document or a copy must be filed with the owner's service log book

If approved without faults, apply inspection label and mark with month and year for **next** inspection. When ordering label, use item no. 1100306



Mark inspection label with month and year for next inspection

Figure 1
 Locking bolt ① must **not** be visible when coupling is disconnected.

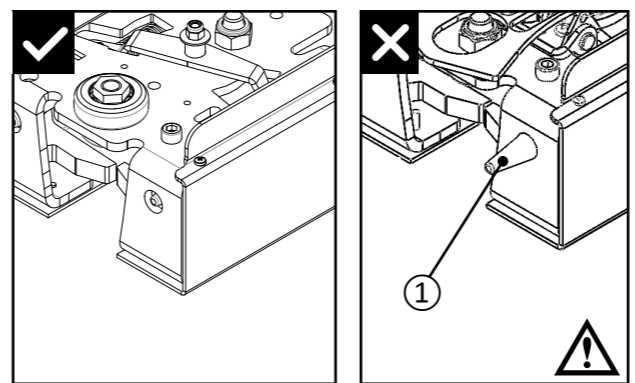


Figure 2
 On the disconnected transition coupling unit, the gates must be out and visible when viewed from below - so it will block any trolley from leaving the rail.

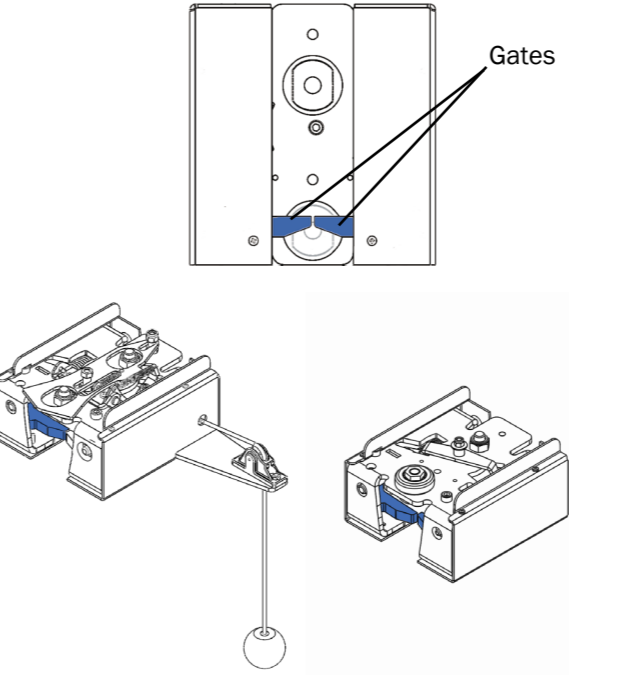


Figure 3
 Height from pulley (knob) to ground is min. 1.8 m.

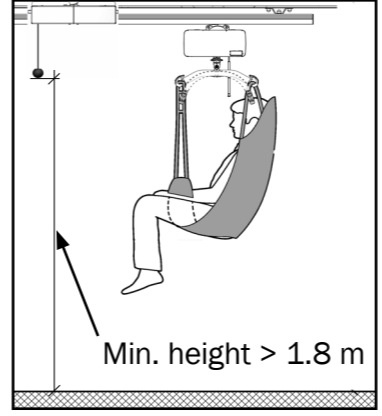
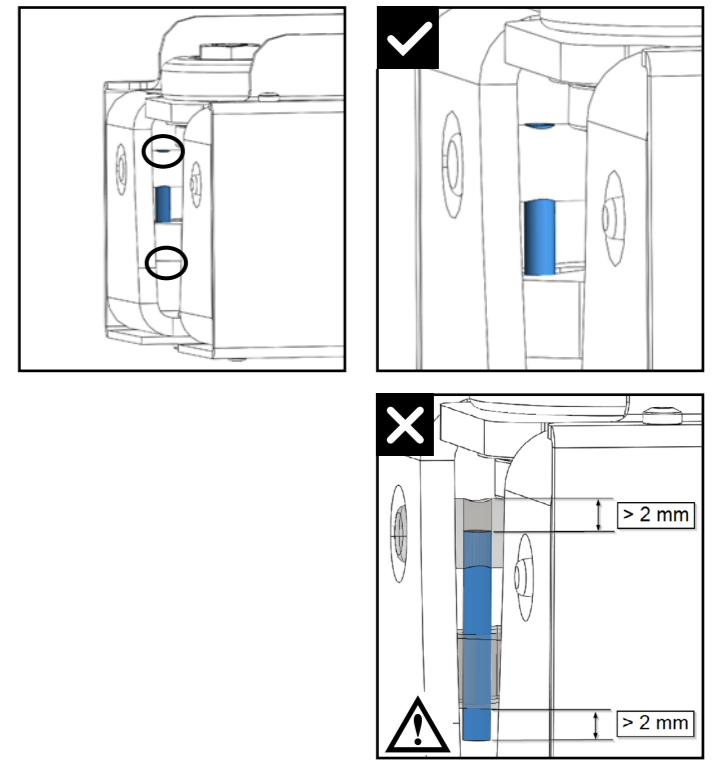


Figure 4
 Visually inspect the pins inside the coupling. If difficult to inspect apply a torch, camera or engage the mechanism. The pin top should be flush with the axle surface. If a pin is not flush (+/- 2 mm is acceptable) the coupling must be taken out of service until a service technician has inspected the coupling.



Notes and observations

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Load test: Single Rail System

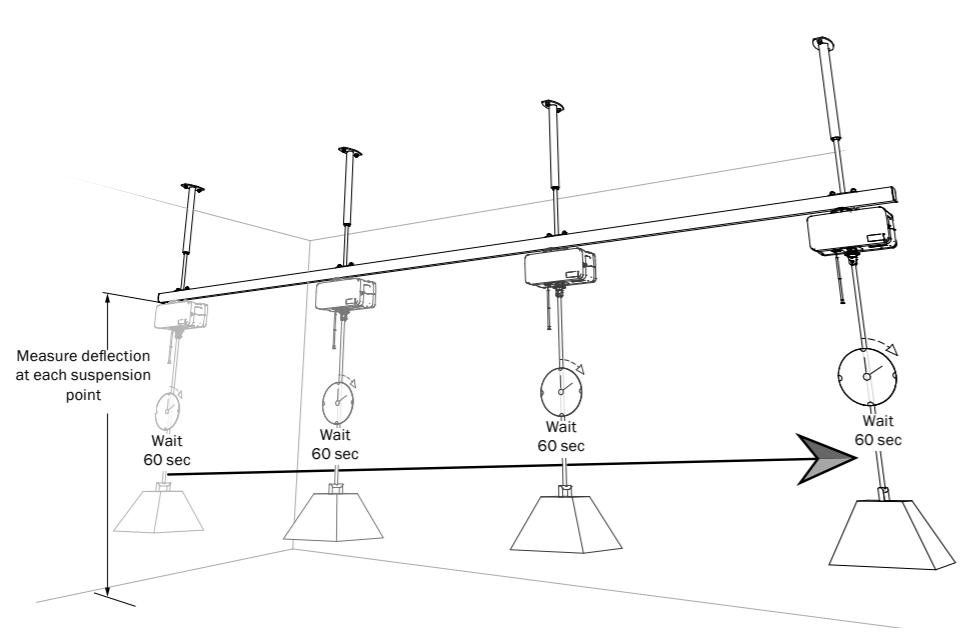
When installation of the rail system is finalized a load test according to ISO 10535 must be performed.

One of the following methods, A or B, is to be used.
We recommend method A to avoid damage to the trolley.

Method A) Perform a load test with full SWL on all crucial places/suspensions/rail connections of the rail system and register in a logbook:

- Deflection before load test
- Deflection with SWL load
- Deflection after load test

Lift the SWL load approx. 15 cm. Move the applied load along the rail from one end stop to the other end stop, with a 60 sec. pause under each point, as illustrated below.

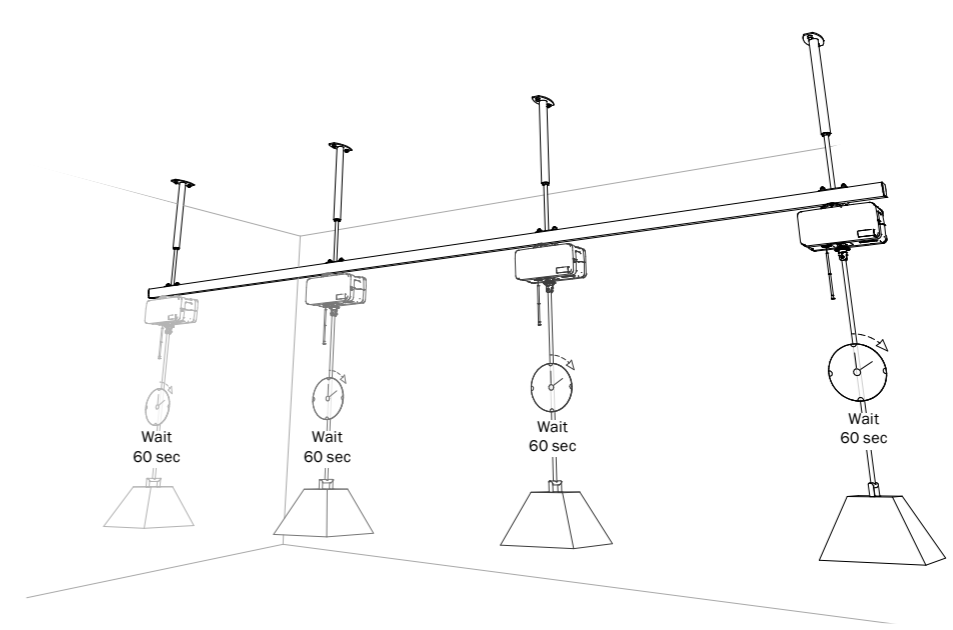


Method B)



When using Method B:
Do not use the hoist to elevate or lower test load.
Test load must be applied and reapplied point for point. Do not use the trolley to move test load between measuring points.

Perform a static load test with 1.5 x SWL (not full lifting cycle) of the rail system on crucial places, e.g. rail connections, rail ends for a period of minimum 60 sec.



Load test: Traverse Rail System

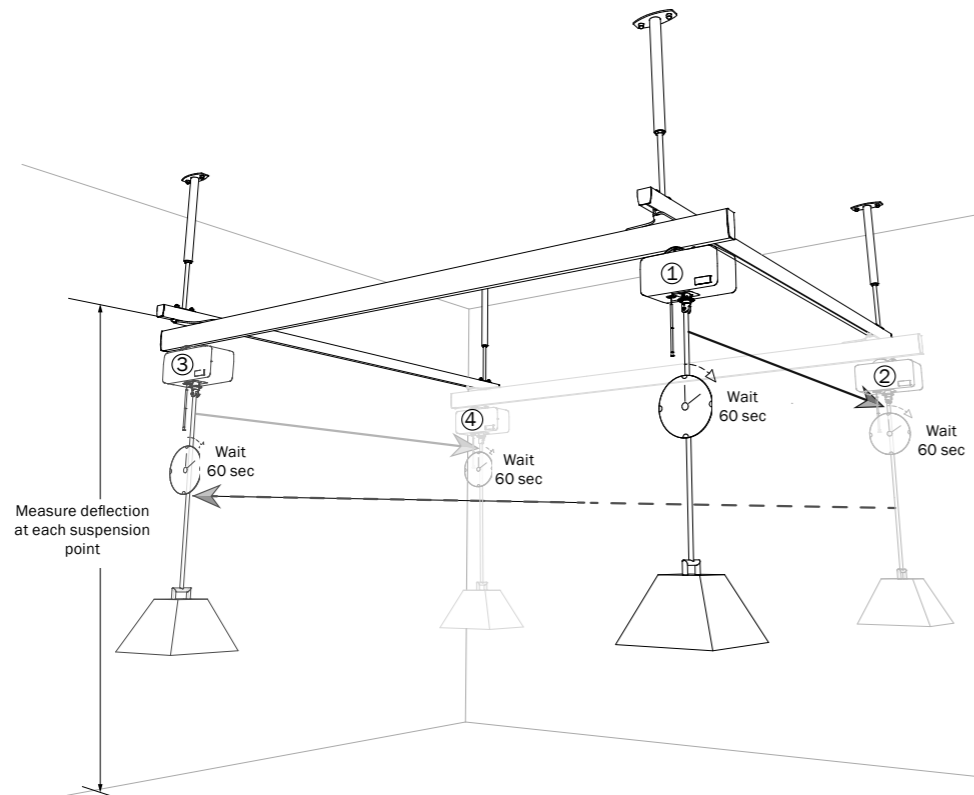
When installation of the rail system is finalized a load test according to ISO 10535 must be performed.

One of the following methods two following methods A or B can be used.
We recommend method A to avoid damage to the trolley.

Method A) Perform a load test with full SWL on all crucial places/suspensions/rail connections of the rail system and register in a logbook:

- Deflection before load test
- Deflection with SWL load
- Deflection after load test

Apply the SWL for the installed overhead rail system. Place the carriage with the applied load at the end stop of the secondary rail ①. Move the secondary rail, with a pause under each attachment point, from one end stop to the other end stop of the first primary rail ②. Continue by moving the applied load diagonally through the centre of the system over to the other side ③, as the dashed line shows. Now continue by moving the secondary rail with the applied load, with a pause under each attachment point, from one end stop to the other end stop of the second primary rail ④. See illustration below.



Method B)



When using Method B:
Do not use the hoist to elevate or lower test load.
Test load must be applied and reapplied point for point. Do not use the trolley to move test load between measuring points.

Perform a static load test with 1.5 x SWL (not full lifting cycle) of the rail system on crucial places, e.g. rail connections, rail ends for a period of minimum 60 sec.

