



RIBLET

TRAMWAY COMPANY, INC.

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December 26, 1991

SERVICE BULLETIN #1991-126

Applicability: Riblett Chairlifts equipped with Dana Formsprag drive train backstops.

Subject: Recommended rebuild interval; oil to grease lube conversion.

Compliance: Preventative Maintenance.

Gentlemen:

Many of the Riblett chairlifts furnished from 1974 through 1986 were originally equipped with, or have been retrofitted with, Dana Formsprag drive train backstops. Additionally, many earlier Riblett lifts have been retrofitted with Formsprag backstops, replacing the original differential band ("link belt") drive train backstop.

Dana Formsprag has recently issued a new recommendation regarding factory inspection and/or reconditioning. A copy of their letter to us, dated Sept. 27, 1991, is attached. Briefly, the rebuild interval has been extended, as compared to Dana Formsprag's previous recommendations.

Please note that this new letter deals only with grease lubricated units. Dana Formsprag recommends that any oil lubricated Formsprag still in use on chairlifts be converted to grease lube. To that end, they are offering an attractive price to inspect and convert an oil lubed backstop to grease lube. If, upon inspection, a full rebuild is deemed necessary, Dana Formsprag is offering a special rebuild price as well.

If your Formsprag is due for inspection, conversion, and/or rebuild, please contact the Riblett parts department for details. Dana Formsprag's special offer applies only to work done through Riblett, on a Riblett P.O., and there are specific procedures that must be followed.

Please note that this service bulletin does not apply to those backstops mounted directly on top of later model Hansen primary reducers, nor to retrofit Marland Ringspann backstops (which look much like a Formsprag).

Sincerely yours,

RIBLETT TRAMWAY COMPANY INC

Enclosure

WARNER ELECTRIC

FORMSPRAG-WARREN

DANA

September 27, 1991

Mr. Tony R. Sowder
Riblet Tramway Company
P.O. Box 3523
Spokane, Washington 99220-3523

Subject: Change in Rebuild Recommendations
for Ski Lift Applications

Dear Mr. Sowder:

Effective immediately, Formsprag is revising their special installation and maintenance instructions for models FSO-600 and FSO-700 clutches, Bulletin A-3040, with regard to the recommended time frame for factory reconditioning and lubrication maintenance.

The recommendation will be as follows:

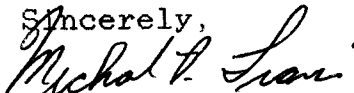
It is recommended that after 6 years, or 8,000 hours of ski lift operation, the clutch be replaced and returned for inspection and possible factory reconditioning.

Return the clutch to the nearest distributor for handling and mark on all paperwork that the clutch is used on a ski lift operation. This clutch will then be inspected and factory reconditioned at a nominal charge.

The clutch should be fully purged with new grease prior to lift season opening at each of the grease fittings and repeated every 3 months. At the end of the ski lift operating season, the clutch should be fully purged with new grease again at each of the grease fittings to prevent condensation and corrosion to the internal clutch surfaces. After each relubrication, the clutch should be overrun for 5 minutes to properly distribute the grease.

If you have any questions, please contact me.

Sincerely,



Michael P. Travis
Product Manager - Commercial

MPT:slk

xc: Ted Collins (WA) Leith Gallaher
Chris Cronin Larry Marvin
John Dunstone Bill Wilson

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