

## Did you **know** ...

... that “In-ground” hydraulic jacks built before 1972 contains an additional risk for passengers compared to more modern designs?

Indeed, over time, rust will tackle the housing and may cause some serious damage to the weld seam between the housing and the welding cap. Should a major hole in the cap appear, there would be a sudden loss of pressure which would lead to the downfall of the booth, likely to cause serious injury or even death of passengers.

For this reason, the Canadian code for Elevators (CSA B44, 3.18.3.4 – Safety Bulkhead) requires that “cylinders buried in the ground shall be provided with a safety bulkhead having an orifice” that can control the leakage and thus ensure a safe route for the occupants of the cabin.

Thus, the research team and development of ITI Hydraulik, has introduced a device capable of preventing such disasters. Thus, the “double bottom” was born. The “double bottom” end of the housing is perforated to control the flow of oil in the event that the welding cap can no longer adequately contain the hydraulic fluid.

Although this solution provides a safe mechanism for the passengers, this design does not regulate the environmental aspects of such failure. Thus the PVC oil recovery sheath (optional) emerged. This added feature will prevent an oil spill in the ground, in addition to protecting the exterior of the casing against corrosion.

For questions about these devices, please contact your lift installer, or the team of experts from ITI Hydraulik.

