

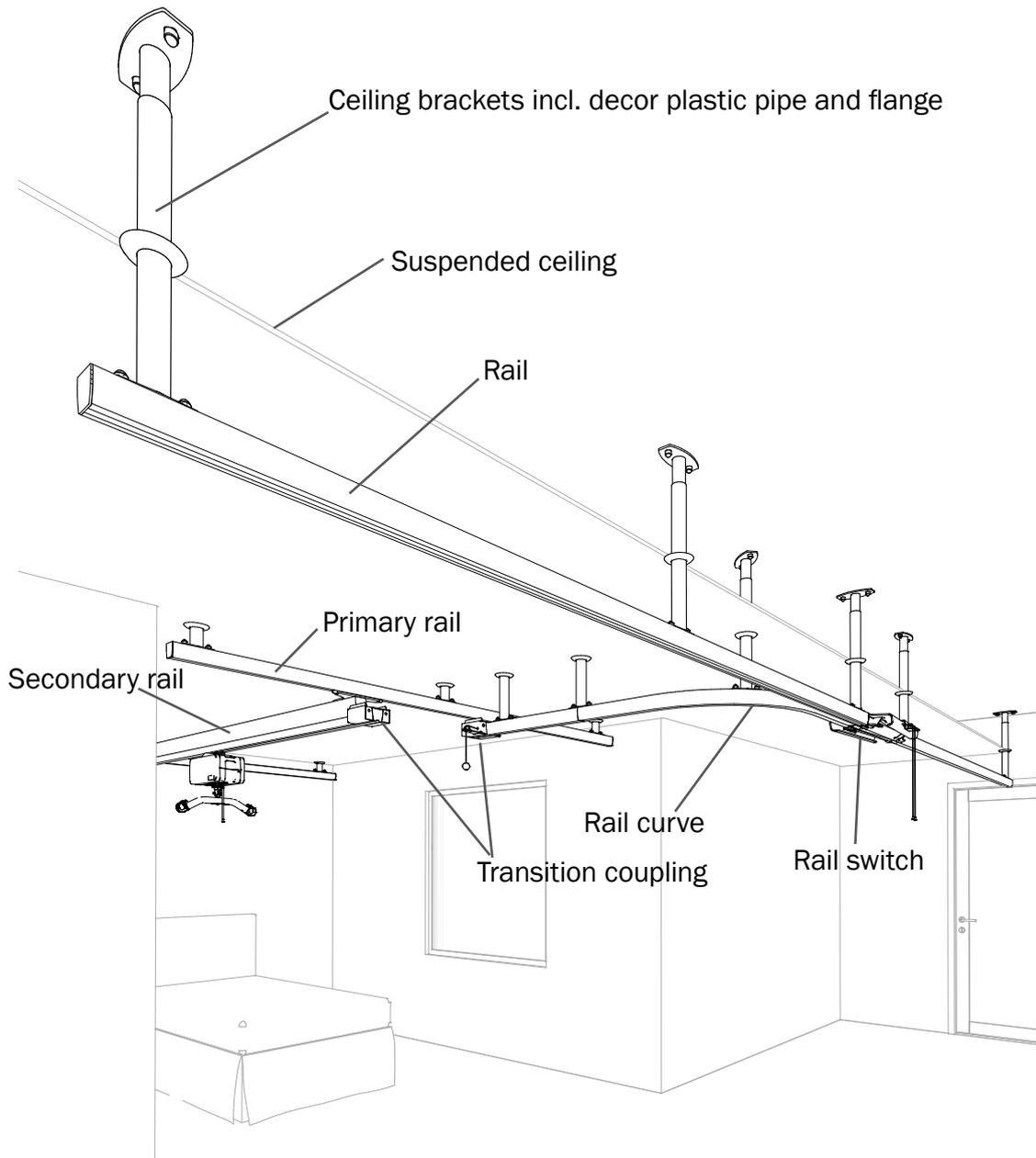
Molift Rail system

molift[®]
by Etac

Periodic inspection checklist

In accordance with ISO:10535

PI19201 Rev C 2022-06-16



Installation certificate, label (rail only)

MD CE	molift [®] by Etac www.etac.com	Molift Rail System installed by authorized personnel.			Next periodic inspection 
		Date:	Etac Molift Service ID (6 digits):	SWL: <input type="checkbox"/> kg <input type="checkbox"/> lbs	

SWL value

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
	Transition coupling. When disconnected, locking pin is fully retracted
	Turn tables
	No corrosion
	IRC charging
	Cables (with IRC)
	Trolley, incl. propulsion
	Straps for climbing

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	
Transition couplings. Engages completely when primary and secondary rail connects	
Transition couplings. Disconnects completely when pulley is pulled down to stop	
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	
Charging (IRC)	

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

Notes and observations

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Load test: Single Rail System

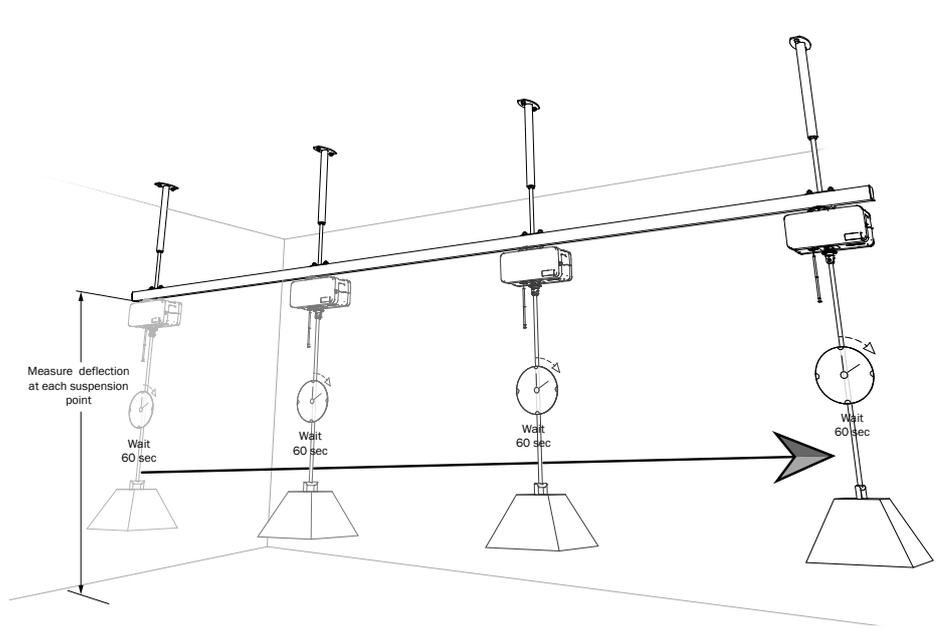
When installation of the rail system is finalized a load test according to ISO 10535 must be performed.

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.

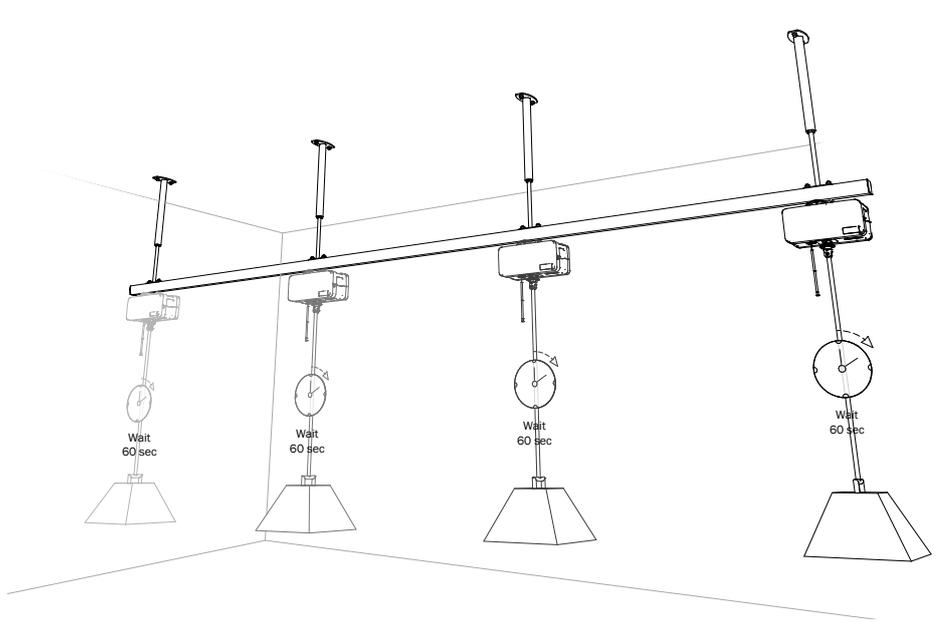


Method B)



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 $1.5 \times \text{SWL}$ (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.

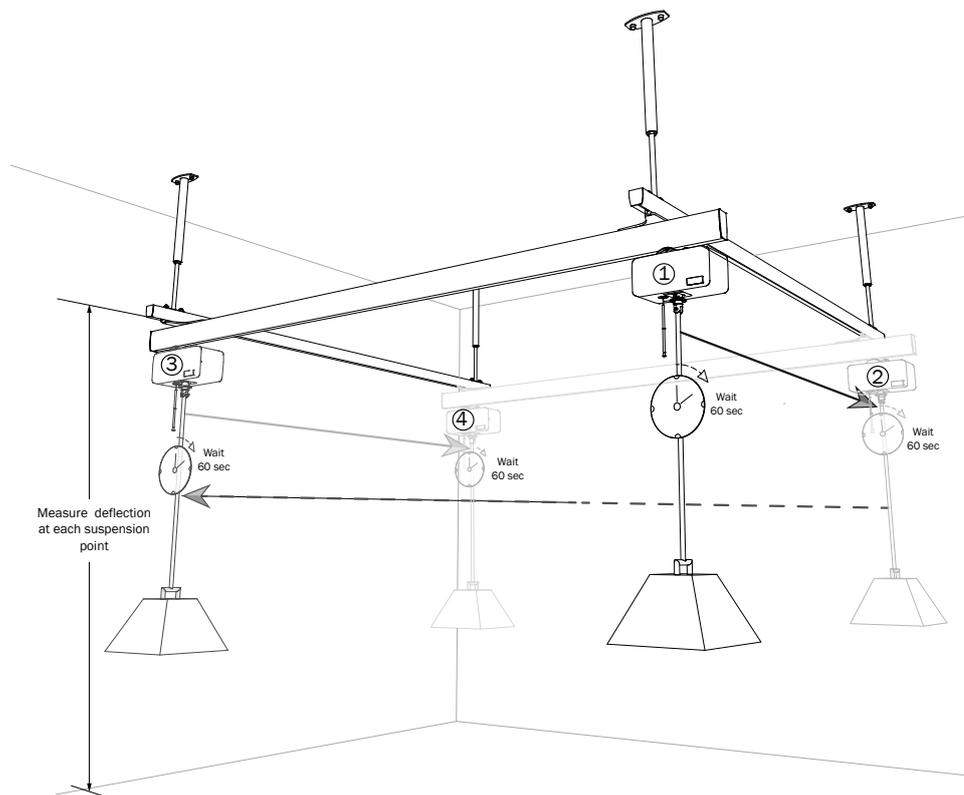
One of the following methods two following methods A or B can be used.

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.

