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NOVEMBER 28, 2013

TECHNICAL BULLETIN 131128-1

TO: All operators of Magic Carpet Lifts with relief plate sleeves controlling relief plate travel.

SUBJECT: RELIEF PLATE SLEEVE TIGHTNESS

It has come to our attention that if the relief plate sleeve on the relief plate adjustment screw becomes loose, a gap can develop that can trap the screw from movement, hindering relief plate movement.

The relief plate adjustment screw has a sleeve with two nuts acting as jam nuts to secure the sleeve. Units with UNC all- thread use nylock nuts and units with acme thread use standard acme nuts. The nuts that backed off in the field were nylock nuts.

ACTION REQUIRED

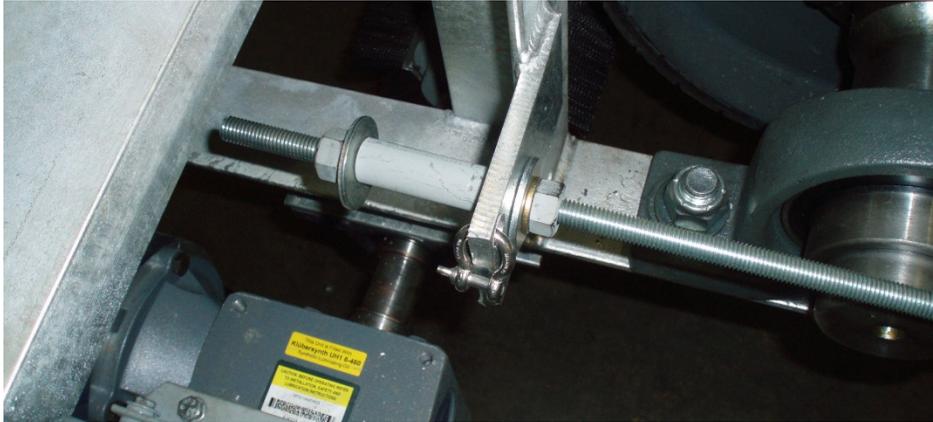
1. All users of Magic Carpet Lifts need to inspect the relief plate sleeve nuts for tightness as part of their daily inspections.
2. Additionally, the nuts on the relief plate sleeve need to be further secured with either a Loctite type product or a second jam nut on each nut at both ends of the sleeve.

If any parts are required to make this change, please advise Magic Carpet Lifts, 800.223.3740

See page two for an excerpt from our current operations manual.

TECHNICAL BULLETIN 131128-1 Continued

Belt Transition devices are to be set with minimal clearance from the belt to the edge of the belt transition device (yellow/black plastic) plate. Relief plate opening distance is not to exceed 2.5" (USA) or 75 mm (Canada).



NUTS AND ADJUSTING SLEEVE FOR TRANSITION DEVICE SPRING NOT SHOWN FOR CLARITY (EXISTING)

The belt transition device clearance to the belt is controlled by the placement of the nut and pipe sleeve on the adjusting rod. Bringing the nut closer to the swing arm decreases the gap. Set the unit with 1/8" to 3/16" clearance from the top of the belt to the belt transition device.

Belt transition device travel is controlled by the length of the pipe sleeve. The pipe sleeve may be trimmed if shorter overall travel distance is required. Make sure that the nuts on both sides of the pipe sleeve are tight—they act as jam nuts preventing movement of the sleeve. A second jam nut on each sleeve nut is to be tightened once the travel adjustment sleeve is correctly set.

The adjusting spring should be set so that no more than 30 pounds of force is required to actuate the belt transition device along any part of its leading edge.