



SERVICE NOTICE

PURPOSE /USE – The Service Bulletin / Service Notice / Service Bulletin form is used by Leitner-Poma of North America to convey significant new information and instructions to the users of its products. The Service Bulletin / Service Notice / Service Bulletin will require action on the part of the users.

October 14, 2004

To: All Leitner-Poma fixed grip chair customers 1981 to present.
Re: Bullwheel guide sheave brittle bars (derail switches)

L-POA has been made aware of a problem that can occur if the additional hook for the guide sheave brittle bar is not correctly adjusted.

It was reported to us that a swinging chair caught and bent the hook without breaking the brittle bar.

After review, it was determined that the hook was set too close to the mounting block and on the edge of the fracture notches in the brittle bar. This allowed the hook to bend until it contacted the brittle bar mount, reducing the leverage and failing to break the brittle bar.

It is very important to verify the correct adjustment of the hook on your guide sheave brittle bars. The hooks should be positioned approximately half way between the fracture notches; the entire switch should then be adjusted in and out so the vertical arm of the hook is 6mm (+ or – 1mm) from the mobile jaw. The switch should then be adjusted vertically so the grip is centered in the opening between the end of the hook and the end of the brittle bar. Some subtle vertical adjustments may be necessary depending on loading or chair positions entering and exiting the bullwheels.

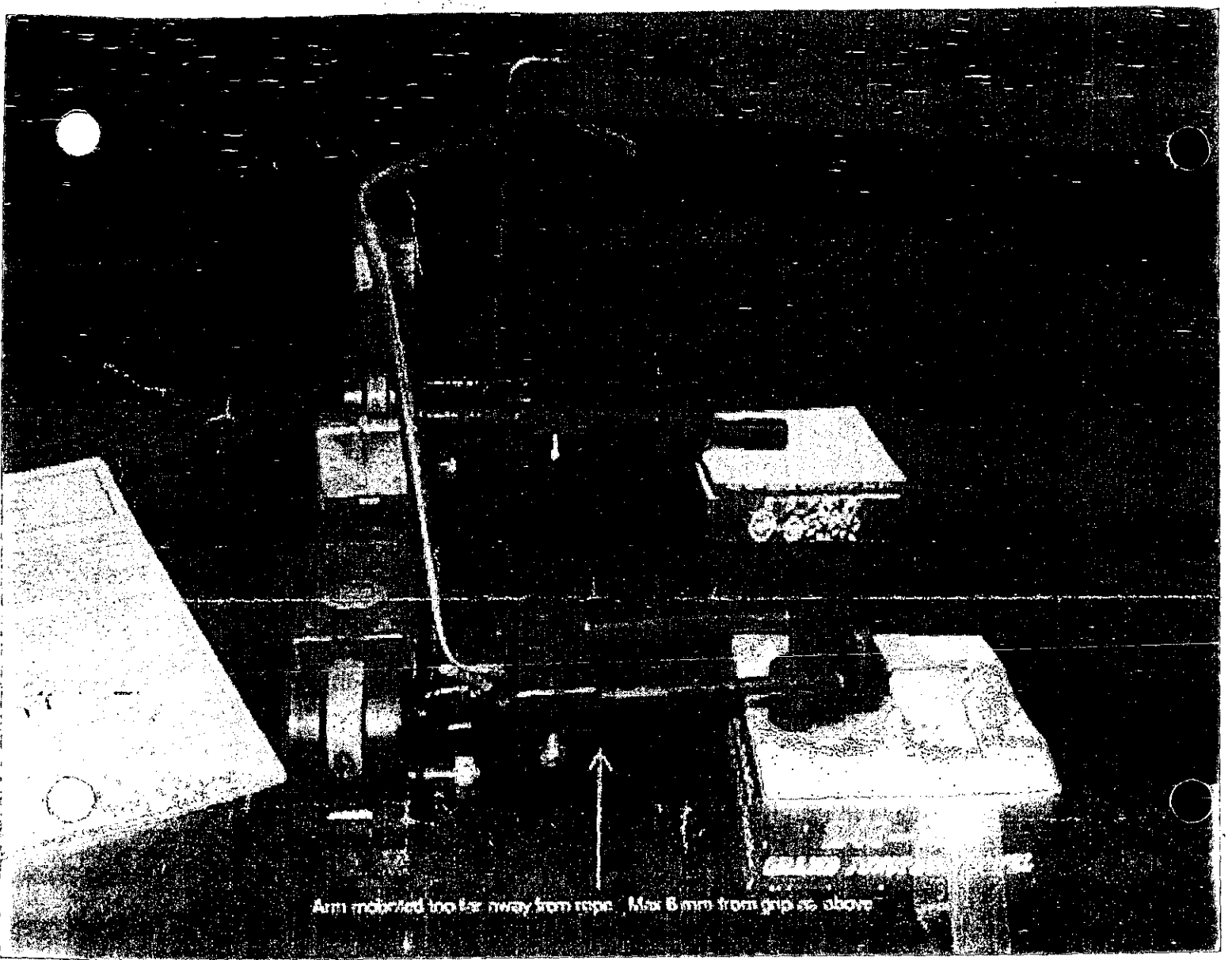
Please note that not all lifts built from 1981 to present will have this style of guide sheave derail detection and some lifts have been converted from or to this arrangement. You will have to verify what type of guide sheave derail detection you have.

Accompanying this notice is a picture of the derail switch discussed. One shows the correct position of the hook, (back-ground), the other with the bent hook shows the hook positioned too close to the fracture notches (fore-ground).

Please take the time to check your switches.

Best regards,

Rod Stocking
Service Manager



Arm retracted too far away from rope. Max 5mm from grip as above

LEITNER-POMA SERVICE BULLETIN

January 5, 2005

To: All Customers with KP gearbox output shaft mounted drive bullwheels.

Re: Drive Bullwheel bushing and mounting hardware.

The purpose of this service bulletin is to inform you of a potential problem in the mounting of the drive bullwheel.

This bulletin pertains specifically to lifts with the drive bullwheel mounted directly to the output shaft of KP model gearboxes. This includes lifts built beginning in 1983 to lifts built in 2003.

Starting in 1995 some lifts are equipped with hollow tube mounted drive bullwheel. This service bulletin *does not* apply to these types of bullwheels.

Over the past year we have seen an increase in the number of areas reporting significant wear of the cast iron bushings (I & H on accompanying drawing) in the drive bullwheels. Due to the nature of this mounting it is difficult to determine the extent of the wear without disassembly of the bullwheel. In most cases, the problem did not become apparent until one of the bolts that mount the cable catcher/retaining plate to the shaft was broke. In some cases the wear was discovered when the mounting bolts were found to be loose, or the head of a bolt broke when it was tightened.

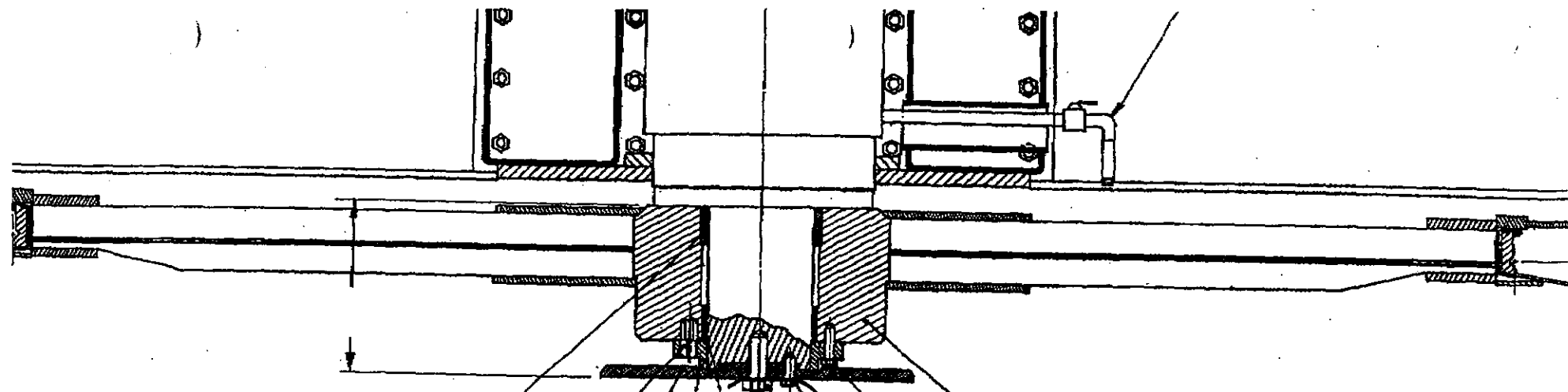
Leitner-Poma requests that you check the tightness of the 3-M20 (DD) and the 1-M36 (AA) bolts that mounts the cable catcher/retaining plate (G) to the output shaft. The following procedure for tightening the bolts is recommended.

- Tighten the 3-M20 (DD) bolts to a torque value of 140 ft/lbs.
- Tighten the M36 (AA) bolt to 360 ft/lbs.
- Run the lift for at least 10 revolutions of the bullwheel.
- Repeat this sequence at least 3 times, or until the heads of the bolts no longer turn at the specified torque values.
- After approximately 50 hours of normal operation, check the tightness of the bolts again.

If you find the bolts loose during the 50-hour check, or for any reason you suspect that your bullwheel fit is not correct, contact LPOA immediately for further information.

LPOA also requests that you add the following to your monthly and annual maintenance programs.

- Visual inspection of the 3-M20 and the 1-M36 bolts monthly.
- Annually check torque of the 3-M20 and the 1-M36 bolts.



(H) (E) (G) (F) (I) (AA) (DD) (L) (EE) (A)

(FF)

HM36x90
CLASS 8.8
TORQUE: 360 lb.ft
(50 Mkg.)

HM20x60
CLASS 8.8
TORQUE: 140 lb.ft
(20 Mkg.)

LEITNER-POMA SERVICE BULLETIN

January 27, 2005

To: All customers with lifts from 1985 through 2002

Re: Crossarm Catwalk Mounts

This Service Bulletin is to inform our customers of a problem relayed to L-POA.

One of our customers has informed us of cracks found in the crossarm at the joint of the catwalk mounting tab to the vertical wall of the crossarm.

The cracks start at the edge of the weld (most generally at the top of the tab) and progress horizontally in the base metal of the crossarm.

L-POA is requesting that you perform a visual inspection of all Tab Mount locations on your towers.

If you find any indications, please contact L-POA for a repair procedure.



SERVICE BULLETIN

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September 23, 2005

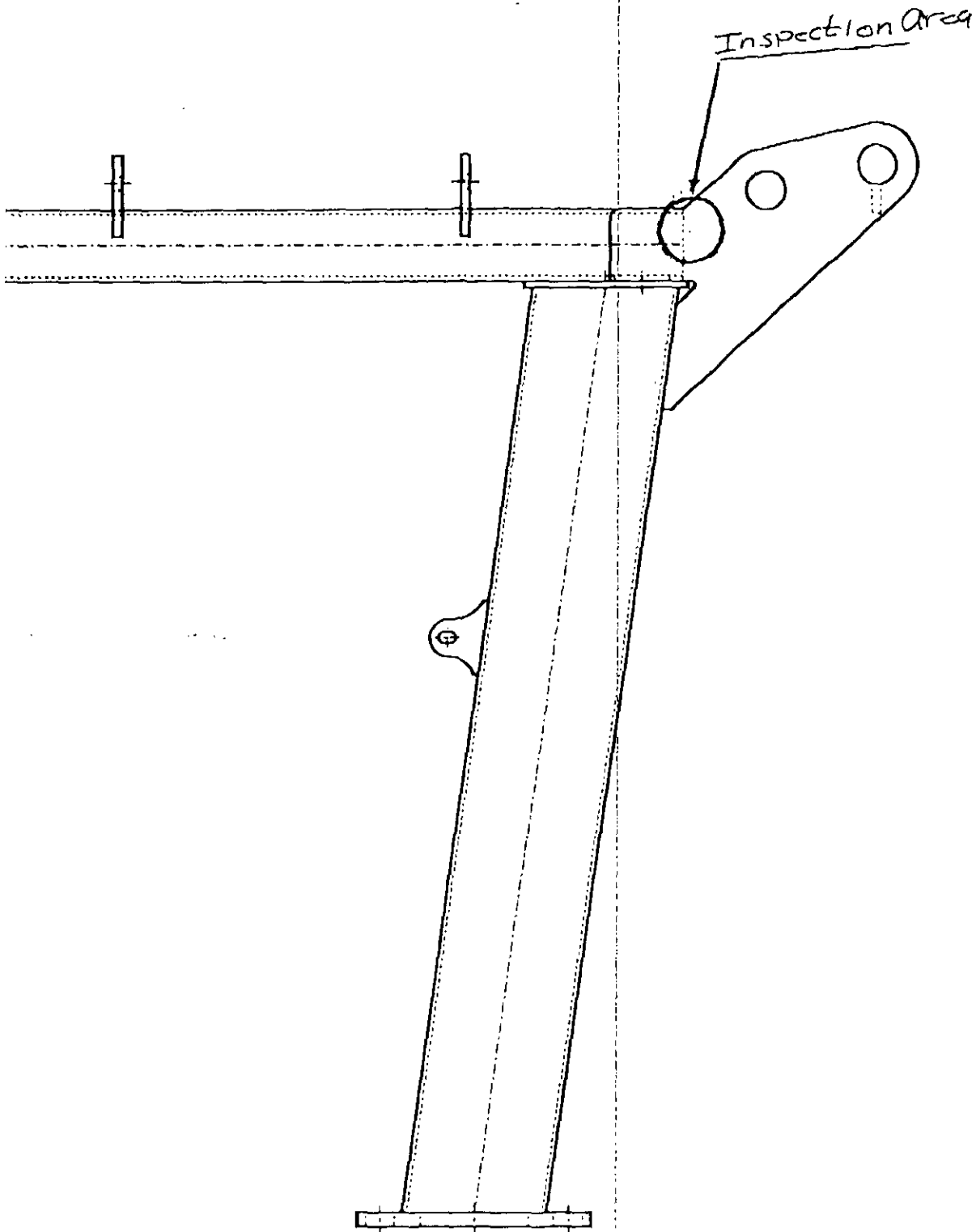
To: Customers with lifts that have installation years of 2001, 2002 or 2003

Re: Tower crossarm lifting gantries

L-POA has been informed of cracks found in the rigging flanges.

L-POA is requesting that you perform a visual inspection of the area noted on the accompanying drawing. This inspection should be performed on 100% of the crossarms of lifts installed in 2001, 2002 and 2003.

Please inform L-POA of the results of your inspection.



#	State	Ski Area	Tower Crossarm Lifting Gantry Contact	September 23, 2005 Fax #	Sent
	Alberta	Lake Louise	Brunow Mansburger	403 522-3804	✓
	Alberta	Sunshine Village	Rod Chisholm	403 762-6594	✓
	British Columbia	Grouse Mt.	Paul Harkins	604 980-7518	✓
	British Columbia	Kicking Horse Resort	Fabrice Carrara	250 439-1169	✓
	British Columbia	L-POC West	Pat Boyle	250 769-3458	✓
	British Columbia	Silver Star Resort	Marty Randell	250 542-1236	✓
	California	Department of Industrial Relations	Jorg Ludwig	530 587-2485	✓
	California	Trees of Mystery	John & Debbie Thompson	707 482-2005	✓
	Colorado	Arapahoe Basin	Rob Ware	970 496-4546	✓
	Colorado	Aspen Mountain	Don Boyer	970 925-3785	✓
	Colorado	Breckenridge	Jon Mauch/Doug Hamilton	970 496-7436	✓
	Colorado	L-POA remote	Michael Weise	970 524-9211	✓
	Colorado	Glenwood Caverns	Tim Ray	970 945-2051	✓
	Colorado	CPTSB	Larry Smith	303 894-7790	✓
	New Jersey	Department Oof Community Affairs	Richard Gallagher	609 984-7084	✓
	New Hampshire	Ragged Mountain	Richard Satagaj	603 768-3929	
	Ontario	Blue Mountain	Rob Sheridian	705 445-8437	
	Ontario	Cedar Highlands	Bill Mathews	519 942-1411	
	Ontario	Hockley Vailey Resort	Mark Hunter	519 942-8033	
	Ontario	L-POC Barrie	Butch Tinkler	705 722-3170	
	Vermont	L-POA East	Jeff Cousineau	802 746-7958	
	Vermont	Okemo	Greg Carter	802 228-7873	
	Vermont	Sugarbush	Kelly Schmoll	802 583-6743	
	Virginia	Wintergreen Resort	Jay Roberts	434 325-8001	
	Wisconsin	Granite Peaks	Jihn Yunk	715 848-0817	

LEITNER-POMA OF AMERICA, INC.
- FAX Transmittal Letter -

DATE: May 12, 2006

FROM: Jeremiah Frazier

RE: INDUCTIVE PROXIMITY SENSORS

No. of Pages: 4 (Including cover) Please call (970) 241-7595 ext. 410 if all pages are not received

Please review the following Service Notice. There is no response required for the following service notice.

Thank you,

Jeremiah Frazier
Electrical Special Projects Engineer

State	Service Notice		5/12/06	Sent
	Ski Area	Proximity Switch Sensor Contact		
Missouri	Snow Creek	Mr. Dave Grenier	816 386-2617	
Montana	Lost Trails	Mr. Bill Grasser	406 821-3508	
New Hampshire	Mt. Sunapee	Mr. Jay Gamble	603 763-5989	✓
New Hampshire	Ragged Mountain	Mr. Richard Satagaj	603 768-3929	✓
New Hampshire	Tenney Mountain	Mr. Ben Harris/Richard Satagaj	603 536-2316	✓
New Hampshire	Waterville	Mr. Rob Batchelder	603 236-4344	✓
New Jersey	Department of Community Affairs	Mr. Richard Gallagher	609 984-7084	✓
New Jersey	Morey's Pier	Mr. Patrick Smith	609 729-2686	
New Mexico	Angel Fire	Mr. George Herrera	505 377-4296	
New Mexico	Sandia Peaks	Mr. Benny Abruzzo Jr	505 242-6549	
New Mexico	Santa Fe	Mr. Kent Simon	505 986-0645	
New Mexico	Sipapue Ski Area	Mr. John Paul Bradley	505 587-1038	
New Mexico	Taos Ski Valley	Mr. Walter Ruegg	505 776-8596	
New York	Gore Mountain	Mr. Ray Durkin	518 251-5171	
New York	Holiday Mountain	Mr. Mike Bastone	914 796-1201	
New York	Hunter Mountain	Mr. Scott Burwick	518 263-3704	
New York	Lake Placid Ski Jump	Mr. Tony Preston	518 523-2468	
New Zealand	Cardrona Mountain	Mr. Gary Husband	011 64 3 443 2209	
New Zealand	Coronet Peaks	Mr. Russell Hall	011 64 3 442 4637	
New Zealand	Lyttleton Engineering	Mr. Steve Taylor/Peter Judd	011 64 3 328 7289	
New Zealand	Mt. Hutt	Mr. Ross Lawrence	011 64 3 308 5076	
New Zealand	Remarkables	Mr. Ed Bezett	011 64 3 422 4619	
Newfoundland	Marble Mountain	Mr. Tony Abbot	709 634-1702	
Nova Scotia	Ski Martock/Nova	Mr. Graig Laffin	902 798-9510	
Ontario	Blue Mountain	Mr. Rob Sheridian	705 445-8437	
Ontario	Cedar Highlands	Mr. Bill Mathews	519 942-1411	
Ontario	Chicopee	Mr. Keith Reinhart	519 894-5819	
Ontario	Dagmar	Mr. Mike Pearson	905 649-5593	
Ontario	Devil's Elbow	Mr. John Hlomborg	705 277-2144	
Ontario	Devil's Glen	Mr. Rory Boyes	705 445-5762	
Ontario	Georgian Peaks	Mr. Bill Brockway	519 599-2026	
Ontario	Glen Eden Ski Snowboard Cntr	Mr. Bob Harris	905 336-7014	
Ontario	Hockley Valley Resort	Mr. Mark Hunter	519 942-8033	
Ontario	L-POC Barrie Office	Mr. Butch Tinkler	705 722-3170	
Ontario	Mt. St. Louise	Mr. Andre Hunter	705 835-7831	
Oregon	Mt Hood Meadows	Mr. Tom Scully	503 337-2232	
Oregon	Timberline	Mr. Carl Knots	503 622-0711	
Pennsylvania	Blue Mt.	Mr. Joel Snyder	610 826-7828	
Prince Edward Isl	Brookvale PEI Winter Activity Park	Mr. Leonard Tool	902 658-7860	
Quebec	Auberge Gray Rocks	Mr. Renea Lachaine	819 425-9263	
Quebec	Baie Comeau-Mt Tibasse	Mr. Pierre Gagnon	418 296-8309	
Quebec	Camp Fortune	Mr. Shawn Hendrick	819 827-3893	
Quebec	Centre Montjoye	Mr. Jean Gravel	819 842-2881	
Quebec	La Reserve	Mr. Claude Grenier	819 424-1303	
Quebec	Le Valinuet	Mr. Lift Maintenance	418 673-3960	
Quebec	Massif Du Sud	Mr. Damian Pacard	418 469-3150	
Quebec	Mont Tremblant	Mr. Claude Lamoureux	819 681-5992	
Quebec	Mont Garceau	Mr. Lift Maintenance	819 424-3931	
Quebec	Mont Ste Marie	Mr. Yves Lemens	819 467-2370	
Quebec	Ski Bromant	Mr. Pierre Comtois	450 534-1826	
Quebec	Stoneham	Mr. Dennis Dionne	418 848-4408	
Saskatchewan	Table Mountain	Mr. Gerry Sayers	306 937-3688	
Utah	Canyons	Mr. Todd Jacques	435 615-3337	
Vermont	Bromley	Mr. Rick Goddard	802 824-4319	
Vermont	Burke Mountain	Mr. Brian Lukas	802 626-4088	
Vermont	Jay Peak Resort	Mr. Buddy Loux	802 988-4049	



SERVICE NOTICE

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May 5, 2006

To: All customers with Inductive Proximity Sensors.

Re: All non-pulsed inductive proximity sensors.

This Service Notice is to inform our customers of a problem relayed to L-POA.

Some of our customers have informed us that both their compression and support tower proximity sensors have been discovered failing shorted, but will still test properly. The problems were discovered during routine maintenance. The sensors which are susceptible to this type of problem include the following:

- Compression tower CPSs *Turk Ni50-CP80-VP4X2*
- Support tower CPSs *Efactor 3&4-wire – IB-3027SFPKG/IB5163*
- Terminal zone sensors *Telemecanique XSDH407339*
- Coupling, A/B pulse, ground clamp and throttle position sensors – *Telemecanique XS1-M18PA370 and XS1-M30PA370*

The reported problems **do not** include support tower switches that self-test, including:

- Allen Bradley – *871TM-DX50-H2, 871-DX50-H2*
- Contrinex – *DW-A5-509-M30-636*
- Telco – No part number
- Eaton – No part number

These types of sensors use a heartbeat pulse on the output of the CPS and will detect this failure mode.

All the reporting customers have noticed marks on the switches from contact with an external object, most likely a grip or the cable. All inductive proximity sensors are susceptible to damage from impacts. Impacts can affect the operation of the coil and can rupture the protective housing of the sensor. If the coil is impacted it can short closed, this is generally the case on compression towers. If the housing is ruptured, moisture will enter the sensor and disrupt the sensitivity of the coil and cause the sensor to detect its own metallic housing; this is

generally the case on support towers. Both of these failure modes are undetectable by the sensors. Therefore, any inductive proximity sensor that has had an impact, especially if the impact is noticeable with a visual inspection, should be thoroughly checked for proper sensing ranges and proper operation.

As a result, Leitner-Poma of America is requesting that customers continue to check the sensors as described in their monthly and yearly test procedures; and in addition, we recommend performing a visual check of all inductive proximity sensors listed above on a bi-weekly basis.

If you have any questions or find any indications of the reported problems, please contact Leitner-Poma of America to report the incident.



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*****IMMEDIATE RESPONSE REQUIRED*****

LEITNER-POMA SERVICE DIRECTIVE

DIRECTIVE NO: SD-0702-01-R0

DATE: February 15, 2007

AFFECTED COMPONENTS: BM Manufactured Chairs

BY: Murray Frankcom, P.Eng.

SUBJECT: Square Tubing Cracks

TO: Owners and Operators

SUMMARY

It has been very recently reported, as a result of periodic inspection, that some additional BM supplied chairs manufactured using 1-1/2" x 1-1/2" square tubing are continuing to show some cracking. Please refer to our previously issued Service Directive # SD-0611-01-R0 for details regarding crack locations, photos, examples, etc.

REQUIRED ACTIONS

All of the following steps must be followed by all Owners / Operators of BM supplied lifts:

1. **IDENTIFY YOUR CHAIR CONSTRUCTION TYPE:** As with our previously issued Service Directive # SD-0611-01-R0, this directive only applies to chairs constructed using approx. 1-1/2" x 1-1/2" square tubing for the chair bail and structure.

For your have chairs that are of this construction type...

2. **100% VISUALLY INSPECT ALL CHAIRS ASAP/IMMEDIATELY:** Conduct a thorough visual inspection to see if and where any indications exist.
 - o Lift must be stopped
 - o Inspection must be done by a registered ski lift mechanic, NDT technician, or owners designate with extensive training and experience with the device
 - o Results must be kept in a log book and available for review at any time
 - o Any indications must be reported to Leitner-Poma immediately
 - o Use the attached "Visual Inspection Data Form" to record the chair numbers and the number, size, and location of cracks / indications found.
3. **100% VISUALLY INSPECT ALL CHAIRS EVERY 150 HOURS OF OPERATION:** Every 150 hours, conduct a thorough visual inspection to see if and where any indications exist.
 - o Lift must be stopped
 - o Inspection must be done by a registered ski lift mechanic, NDT technician, or owners designate with extensive training and experience with the device
 - o Results must be kept in a log book and available for review at any time
 - o Any indications must be reported to Leitner-Poma immediately
 - o Use the attached "Visual Inspection Data Form" to record the chair numbers and the number, size, and location of cracks / indications found.

