



# RIBLET

TRAMWAY COMPANY, INC.

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## Service Bulletin #2003-141

Feb. 14, 2003

**Applicability:** Ribley Chairlifts using weight-set hydraulic Drive Sheave ("Emergency") Brakes, #4039 with single-reduction (621, 631, 641) Caterpillar planetary hubs and #4081 with pre-1974 F-section drive terminals.

**Subject:** Improved solenoid valve; faster brake retraction and reset.

**Compliance:** General Information.

Note: This Service Bulletin may or may not apply to chairlifts which incorporate modifications not authorized in writing by the Ribley Tramway Company, to chairlifts which have been relocated and/or re-engineered by others, or to chairlifts which are comprised of parts, some or all of which may have been originally sold by Ribley but which have been engineered and applied by others. These chairlifts are not considered to be Ribley chairlifts, and operators of such equipment should consult the Qualified Engineer responsible for the design.

The #4039 Drive Sheave Braking system was furnished with most 1979 thru 1982 Ribley chairlifts using overhead drive terminals and the 621, 631, and 641 Caterpillar planetary bullwheel hubs, which have an internal drum brake. The system has been retrofitted to many more such lifts manufactured from 1974 through 1979. This system is identifiable by a large weight which hangs below the overhead drive terminal deck. This weight is raised by a hand (sometimes electric) pump and a master cylinder. A normally open solenoid valve, when de-energized, ports the pressurized hydraulic fluid from the master cylinder to a slave cylinder, which applies the planetary's internal drum brake.

The similar #4081 system was furnished as a retrofit for pre-1974 Ribley "F-section" drive terminals. Here, the weight is mounted in an enclosure placed in the motor room, and the slave cylinder(s) actuates the band brake(s) on the drive sheave.

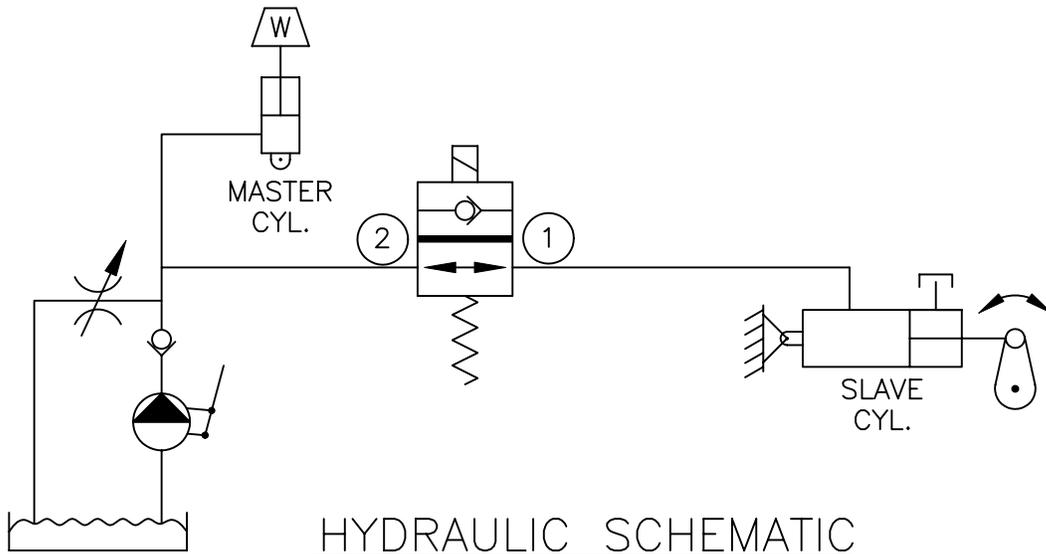
These brake systems work very well, but they have one annoying characteristic: when re-setting the system after brake application, the spring-loaded slave cylinder(s) must fully retract before the system can be pumped up. This retraction can be quite slow, as the pilot ports in the 2-way poppet-type solenoid valve restrict reverse flow. We now offer a new valve and fitting kit which makes retraction much quicker. Installation is just a matter of replacing the old valve with the new.

Call our parts department now to order brake valve kit #A08488. Most are 12 volt; tell us if you need 24 volt. Current price is \$126.19, f.o.b. Spokane. Delivery depends on our stock level. A drawing is attached showing installation of the kit.

Thank you,

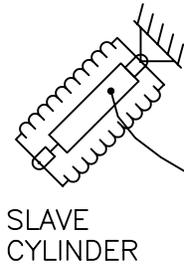
Ribley Tramway Company

REV. 1  
DRAWING NUMBER A08488



2 WAY, FREE REVERSE  
FLOW CARTRIDGE  
12 V.D.C.)  
OR  
24 V.D.C.) PER ORDER

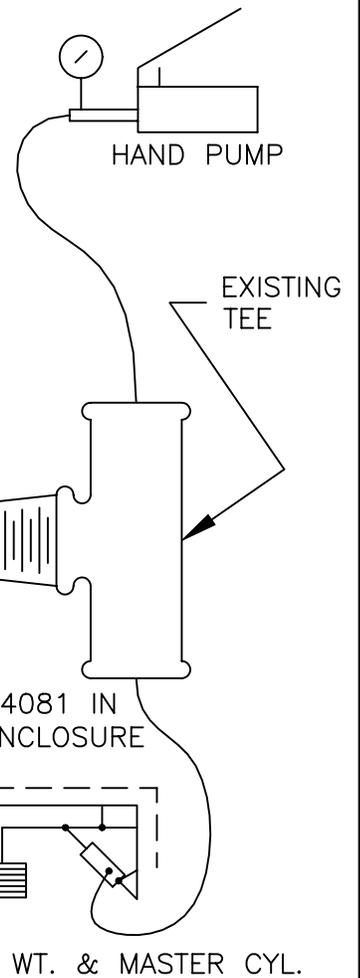
VALVE BODY  
(ADAPT TO ORIGINAL MOUNT)



NOTE:  
AFTER INSTALLING  
VALVE, TEST FOR  
CORRECT BRAKE  
SETTING TIME.

PARKER 3/8 x 3/8 CD-S

REF. M-590A



1	REDRAWN ON COMPUTER	2-14-03	JKM	DS
NO.	REVISION	DATE	BY	CHK.

**RIBLET**

TRAMWAY COMPANY  
ENGINEERS • MANUFACTURERS • ERECTORS  
OF AERIAL TRAMWAYS SINCE 1897

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TOLERANCE (EXCEPT AS NOTED)  
FRACTIONAL ±1/16"  
DECIMAL ±.005"  
ANGULAR ±1°

TITLE  
VALVE FOR #4039 OR #4081 E-BRAKE

REPLACES RACINE MA-06-5-H-N-0-12VDC,  
AMBAC #5-039AA-4-A-12VDC

DESIGN	SCALE	DRAWING NUMBER	REV.
DRAWN DS	NONE	A08488	1
CHECK	DATE 9-17-01		