

Service Information Bulletin #10

Nylube and Rail Lube

Elevator Rail Lubrication

DISCUSSION

1. Production of the rail from corrosion caused by humidity and environmental pollutants.
2. Providing for the safeties to operate within the set stopping distances as required by code (ANSI A17.1).
3. Improvement of the coefficient of friction of the rail gibs to the rail optimizes the performance of the plastic materials used to make the rail gibs.

RAIL LUBE AND NYLUBE®

Nylube Products Company makes two lubricants for use on elevator rails, Nylube and Rail Lube. These two materials are very similar, with the primary difference being that Nylube has an additional antioxidant.

Rail Lube is formulated specifically for elevator rails. It is a semi-solid at room temperatures, and is yellow-white in color. Its consistency is similar to shoe polish. It turns to liquid at approximately 145 degrees Fahrenheit and a channeling temperature of -20 degrees Fahrenheit, making it suitable for outdoor elevators.

HOW THEY WORK

Nylube and Rail Lube work in the same manner. These lubricants are a wax based, homogenous, high lubricity combination. They are

stable when exposed to heat, light, air and environmental contaminants. The wax base acts as a protective shield.

On a traction elevator, the rail lubricant must not interfere with the function of the safeties. Under extreme pressure, the lubricity of Nylube and Rail Lube breaks down. This provides a direct unlubricated contact between safeties and rails.

APPLICATION METHODS

Proper coating for Nylube and Rail-Lube is a very light film that is nearly invisible. The lubricated rail will feel slippery when touched lightly with a finger. It is very important to **NOT OVER-LUBRICATE** the rail.

Safety Note: Worn or damaged rail shoes should always be replaced.

Nylube and Rail Lube require only infrequent application. The touch test outlined previously will indicate when lubrication is required.

Rail Lube or Nylube should not be applied over other lubricants. Rails should be cleaned off before the first application is made.

Rail Lube or Nylube may be evenly applied with a cloth. Wiping on with a cloth will reduce the chance of applying too much.

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