MIDILIFT SL plus

VERTICAL LIFTING PLATFORM WITH CABIN CERTIFICATE OF TEST AND EXAMINATION AFTER INSTALLATION

Site Address:						
Lift Number:	AV					
Contract Electr	ical Supply	: 230	V	1 Phase	50	Hz
Travel:			m	Number of levels served:		
Rated Load: No. of Persons	5:	400 5	kg	Rated Speed:	0.15	m/s

Results from testing: The YES or NO answer check boxes that are shaded are the expected correct result unless both are not applicable. If the results from any of the following tests are not satisfactory, (except where stated in a specific exemption) then remedial works must be undertaken and the test reapplied until the correct result is attained.

EXAMINATION AND TEST (Ensure lift is properly isolated before conducting these earth bonding & insulation resistance tests)

<u>1. Earthing Arrangements (the size of the earth protective conductor must be equal in size to the supply phase conductor)</u>

a.	Equipotential bonding : Is all metalwork that encloses live electrical conductors bonded to the main earthing terminal by earth protective conductors? (this includes the electrical component enclosure, the pump enclosure, trailer connection pcb mounting plate, any call station & call button face plates, Ditec power operated door enclosure)	YES	NO
	Note: ensure all designated earth conductors in multicore are connected to appropriate earth terminals, and NOT left floating.		
	Supplementary bonding : Is all extraneous (metal work that is not normally associated with the electrical installation) metal work connected to earth? (this includes all lift framework and associated conductive mechanical parts of the lift)	YES	NO
b.	Is the cabin roof bonded to earth by a separate protective conductor?	YES	NO

C.	Is the resistance of all earth bonding conductors, identified in the previous visual inspection, to the main earth terminal (sited in the pump enclosure) not greater than 0.5Ω ? (remember to discount the value of the meter leads when taking this reading, that is short the meter leads together, take reading, then deduct this value from your measured test reading)					
<u>2.</u>	Insulation Resistance to Earth					
	Ensure that lift supply is isolated. Remove all connectors from the following PCBs; Multi stop lifts – 9300/61 (main controller) & 9300/88 (external serial controller) Also disconnect PM, L & N wires from inside the pump unit before test.					
a.	Power circuits (select 500v test on meter). Disconnect wires YES PM, L & N from inside the pump unit and in turn, test insulation YES to earth on each of them. Value greater than 5MΩ?					
b.	Safety circuits (select 500V test on meter) Test from G4 onYESNOtrailer pcb to earth. Value greater than 5MΩ?					
<u>3.</u>	Electrical Tests and Checks					
a.	Record the mains voltage, at time of test V (min =216Vac, max=253Vac)					
b.	Visually check that the polarity of mains L and N YES NO NO					
C.	Record the control circuit voltage, at full load <i>i.e lift</i> running in down direction.					
d.	Wiring Manual Issue number					
e.	Controller software version					
f.	What is the measured running current on the mains supply with the lift travelling in the up direction with 400Kg in the cabin?					
g.	Is a 15A motor thermal overload circuit breaker fitted YES NO in the pump unit?					
h.	Is the dedicated lift supply in accordance with general arrangement drawing note B1 (lockable isolator, MCB rating/type etc)?					
i.	Record MCB rating (i.e. type 'D') and trip current (see note B1 on general arrangement drawing).					
	Trip Current (Amps)					

Lift No AV_____

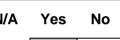
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j.	Third party UPS only: Is the output of the UPS protected by the MCB referred to in Table 3 i)?N/A	YES		NO		
k.	Third party UPS only: Does the output of the UPS terminate in the isolator referred to in Table 3 h)?	YES		NO		
<u>4. S</u>	ensitive Edges					
a.	Do the protective light curtains on the cabin entrance(s) stop lift movement?	YES		NO		
b.	Do the upper and lower mechanical safety edges on the cabin entrance(s) correctly stop lift movement?	YES		NO		
<u>5. Is</u>	colation Keyswitch					
a.	Does the isolation keyswitch at the lower landing disable the lift?	YES		NO		
b.	Do the landing isolation keyswitches (where fitted) disable the appropriate call button?	YES		NO N/A		
<u>6. L</u>	evelling Accuracy					
a.	With the rated load on the platform (400Kg), does it level to within ± 10 mm of the landings served?	YES		NO		
<u>7. S</u>	afety Contacts and Circuits					
a.	 Have stop switches been fitted in the following locations? i. Inside the cabin on the COP ii. Above the cabin ceiling iii. In the pit within 1m of the lowest entrance: (1m distance cannot be achieved if the lowest landing entrance is on side C but an activation rod must be provided in the pit. If this is the case then answer N/A). 		YES		NO NO NO	
b.	Does each stop switch prevent movement of the cabin when operated?		YES		NO	
C.	Does the safety switch on the hinged cabin ceiling prevent movement of the lift when operated?		YES		NO	
d.	Does the safety switch on the pit prop prevent movement of the lift when operated?	he	YES		NO	
<u>8. D</u>	oors and Interlocks					
a.	Are all enclosure doors fitted with safety interlocks?	Y	'ES		NO [
b.	Do they operate correctly?	Y	'ES		NO [
C.	With the platform between floors (out of door zones) are the doors/gates prevented from opening via the normal platform and landing controls?	Y	ES		NO [

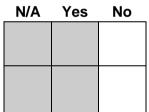
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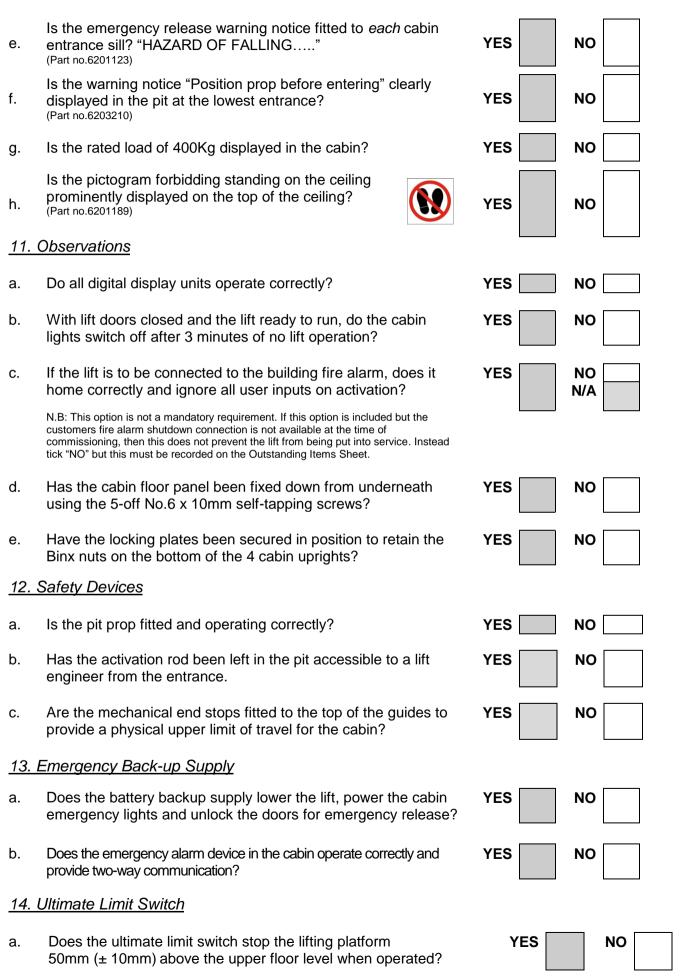
- d. With any door of the lift open, is lift travel prevented? YES Is the door lock bolt engaged by at least 7mm into the door YES NO e. when de-energised? With the cabin at each floor level confirm that only the door at that level unlocks. f. With the cabin positioned at the **bottom floor**: N/A Yes No i. Confirm that the top floor door(s) cannot be opened ii. Confirm that all intermediate floor door(s) cannot be opened With the cabin positioned at all intermediate floors (N/A if none): N/A Yes No iii. Confirm that the top floor door(s) cannot be opened iv. Confirm that all other intermediate floor door(s) cannot be opened v. Confirm that the bottom floor door(s) cannot be opened With the cabin positioned at the top floor: N/A Yes No vi. Confirm that the bottom floor door(s) cannot be opened vii. Confirm that all intermediate floor door(s) cannot be opened Are all upper landings fitted with chamfered lock bolts? g. YES NO (Check that all upper landing doors can be closed and locked without the use of a key after emergency opening). Are all fixings present in the door hinge assemblies? h. YES NO i. Fire door option only: N/A Yes No i. Has the intumescent fire seal, located around the periphery of each landing door, been cut and fitted as per the Installation Guide? ii Is the gap between the top of each landing door and the underside of the header \leq 5mm? (A 3mm thick spacer strip is provided for each landing entrance to reduce the gap if necessary) 9. Clearances Is the running clearance between the shaft and the cabin a. YES NO entrance safety edge less than 20mm? 10. Notices Is the pictogram fitted to the outside of the hydraulic pump enclosure? YES NO a. (Part no.6100381) Is the 'emergency lowering' notice fitted inside the lid of the YES NO b. hydraulic pump enclosure? (Part no.6100677) Is the following notice fitted inside the pump enclosure? YES NO C. "DANGER - Emergency Lowering Valve" (Part no.6100150 x 2) Is the following notice fitted adjacent to the mains isolator? YES NO
- d. "LIFT MAIN ELECTRICAL SUPPLY - EXCEPT DURING......" (Part no.6100380)











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15. Hydraulic Drive Unit Tests

- With rated load in the car (400Kg) and at highest floor level, a. state the static hydraulic fluid pressure (30-45 bar):
- Provide the following details of the pump unit (as stated on data plate): b.

Kw

- (1) Manufacturer:
- (2) Serial or reference number:
- (3) Electrical Details:

C. Measure and record the following normal running operational data:

Commissioning And Handover Test\Current Word Documents\SL+ Test Sheet DIRECT V8.Doc

Platform loading	Hydraulic Pressure *	Journey Time	Lift Speed m/s
condition	Bar	seconds	(travel (m)/time(s))
Empty, down	(nom 5-10bar)		
Empty, up	(nom 20-30bar)		
Rated load, down	(nom 15-35bar)		
Rated load, up	(Nom 40-55bar)		
	etween check valve or dowi		
Nominal bar pressures are	for indication only and vary	depending on the size of	ram.
d. Confirm the journe	y time setting, 30 or 60 s	econds?	secs
e. The pressure at wh	nich the relief valve opera	ted (<i>Rated load up</i> + 5	<i>bar</i>)? bar
f. Is the integrity of th	e pipework acceptable?		YES NO
g. Is the relief valve se	ecured against unauthori	sed interference?	YES NO
h. Gap of rupture valv	re fitted? 3.8m rams 3 stage ram ½"BSI		mm (Nom 1.6mm) mm (Nominal 1.25mm)
i. Is the down speed	less than 0.15m/s with ra	ited load	YES NO
-	owering valve function co peed not exceeding 0.15	-	YES NO
	ary over a period of 10 mi oper level, does the platfo ift travel?		YES NO
Protection against unin	tended cabin movemer	nt:	
solenoid from the b While the lift is trav	relling down, temporarily block. Does the lift stop? relling down, temporarily		YES NO YES NO
solenoid from the b	lock. Does the lift stop?		



bar

Vac

Lift No AV_

a.

- With the lift starting at the upper floor level, lower it down to below floor level. Does it anti-creep correctly in the up direction? (Use the manual lowering valve to perform the above test)
- Place 475Kg on the platform and ensure that the platform overload device operates correctly i.e load cell switch operates. (note: ensure that the platform is not resting on the pit floor)
- o. Place 500Kg on the static platform and ensure that there is no permanent deformation to the platform after removal of load.

16. Emergency Operation and Communication Option

Which communication option is installed on the lift?	
i. Intercom.	
ii. Telephone.	
iii. Autodialler.	
iv. Other. (Please specify)	

b. Autodialler Information (if applicable):

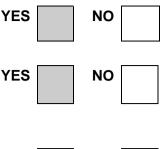
- i. Does the Autodialler have an inductive loop?
- ii. Does the inductive loop operate correctly?
- iii. Is the Autodialler connected to a GSM?
- iv. Has the Autodialler been programmed and tested?
- v. Please record the incoming phone number for the autodialler:
- vi. Please record and verify the programmed 'out going' phone numbers ensuring one is reserved for the nearest Stannah Service Branch.
 - 1.
 - 2.
 - 3.
 - 4.
 - 5.

c. Emergency Communication:

Is two-way communication achieved and clear, both within the car and at the remote location?

d. Emergency / manual operation:

Does the emergency/manual operation function correctly?



	 1	
YES	NO	

NO

NO

NO

NO

YES

YES

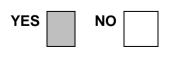
YES

YES

YES

N/A

N/A



NO



NO

YES

17. On Site Documentation

a. Has a copy of the wiring manual and any associated additional drawings been left on site?

18. Exemptions

	ite fan an de anna de an
ist any known non-compliances, showing (in all cases) the author	rity for such exemptions.
Name of authority for this exemption: Printed:	Signature:
<u>19. Site</u>	
a. Are there any irregularities/special revisions on site?	YES NO
	(If Yes please record below)
<u> 20. Product Variation / Modifications</u>	
a. Record any agreed contract specific modifications undertal	•
the installation process. i.e any agreed design changes dur	ing the installation phase;
<u>21. Handover</u>	

a.	Has the user manual been handed over to the use	er/owner	YES	NO
b.	Has the customer approved the pump unit locatio	YES	NO	
C.	Lift operation demonstrated and handed over to:			
	Name:	Position:		
	Representing: Tel N	0:		
d.	Name and telephone number of end user (if known):		
Nam	ne: Tele	ephone number:		

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e.	Does the lift name plate contain the correct product name? (i.e. Midilift SL+) (part no.6104117-2)	Statistics Platform Lift: Midlift: SL+ CC Mandatante V Reveals A constraints of the statistics of the	YES	NO
f.	Have the Lift Number and Year of Installati marked on the name plate using an indelib		YES	NO
g.	If the installation is fully compliant with all requinant has the name plate with CE & UKCA mark been product on the cabin operating panel?		YES	NO
h	Is the User/Owner satisfied with the product?	YES NO		Unavailable
i.	Are there any outstanding items?	YES* NO		
	* If yes, items must be recorded on relevant 'outstan	ding items' form.		
	This lift was there usely avamined and fau	ind to be free from	abylique	a dafaata

This lift was thoroughly examined and found to be free from obvious defects and the foregoing is a correct report of the result.

Tested By

Name: _____

Company: Stannah Lifts (01264 339090)

Signed: _____

Date:

Issue No.	Issue Date	Name	Revision detail
V2	11-02-20	Paul Clifton	Questions 7c and d added Item added to confirm correct emergency operation. Users name and telephone section added
V3	19-01-21	Mike Hood	Individual checks added to ensure only the landing door of the floor at which the platform is positioned will open.
V4	21-04-21	Pete Jeffery	Test sheet modified to suit new notices (introduced on Export Project): Ref 10a to 10h Rated no. of persons added to page 1. Note added for pit stop switch if lowest entrance is adjacent (side C) ref 7a(iii) Tolerance of ± 10mm added for ultimate limit ref.14a Compliance with b/w drawing removed – was ref 19a Testing of inductive loop option added ref 16b(ii)
V5	14-10-21	James Nicholls	New tests added for third party UPS contracts. Tests check to confirm that UPS has been incorporated in lift supply chain correctly and that output is protected by MCB and can be isolated and locked off. Ref Table 3j) and 3k).
V6	04-07-22	Pete Jeffery	Items 8i(i) and 8i(ii) added to Table 8 for fire door option
V7	03-01-23	Pete Jeffery	Items 21e), f) and g) amended/added for name plate with UKCA mark. Exemption note added to 11c) for fire alarm shutdown. Item 11d) re-worded for clarity Item 11e) added for Binx nut locking plates
V8	03/01/24	Pete Jeffery	Item 8g: Note added to check that upper landing doors with chamfered lock bolt can be closed and locked without the use of a key after emergency opening.