

Lift No MT _____

MIDLIFT XL *plus*
VERTICAL LIFTING PLATFORM WITH CABIN
CERTIFICATE OF TEST AND EXAMINATION
AFTER INSTALLATION

Site Address:

Lift Number:

Contract Electrical Supply: V Phase Hz

Travel: m Number of levels served:

Rated Load: kg Rated Speed: m/s

No. of Persons:

Results from testing: The shaded portion of the YES or NO answer check box is the expected correct result. If the results from any of the following tests are not satisfactory, 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)

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

a. **Equipotential bonding:** Is all metalwork that encloses live electrical conductors bonded to the main earthing terminal by earth protective conductors? **YES** **NO**
(this includes the electrical component enclosure, trailer connection pcb mounting plate, any call station & call button face plates, Ditec power operated door enclosure and roof light)

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? **YES** **NO**
(this includes all lift framework and associated conductive mechanical parts of the lift)

b. Is the cabin roof bonded to earth **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 upper landing control panel) **not greater than 0.5Ω**? **YES** **NO**
(remember to discount the value of the meter leads when taking this reading, to do this, short the meter leads together, take reading, then deduct this value from your measured test reading)

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2. Insulation Resistance to Earth

- a. Power circuits (select 500v test on meter). Turn off landing control station RCD. Test insulation to earth from both the L & N terminals on the RCD 'supply' side. **Value greater than 5MΩ?** YES NO
- b. Power circuits (select 500V test on meter) Turn off carriage mains isolation switch & unplug PL26 from the trailer PCB. Test insulation to earth from both L & N terminals on the disconnected plug. **Value greater than 5MΩ?** YES NO

3. Electrical Tests

(Ensure that all connectors and wires are reconnected before turning on lift power.)

- a. Mains voltage, at time of test V (min =216V ac, max=253Vac)
- b. Control circuit voltage between G1 and GND V (min=24Vdc, max=30Vdc)
- c. Wiring Manual Revision
- d. Controller software version
- e. Is the lift dedicated power supply identifiable and in accordance with that specified on the Builders Work drawing note B1 (lockable isolator, rating/type etc)? YES NO
- f. Record MCB rating (i.e. type 'D') and trip current (see note B1 on Builders Work drawing). Rating
 Trip current (Amps)
- g. **Third party UPS only:** Is the **output** of the UPS protected by the MCB referred to in Table 3f)? N/A YES NO
- h. **Third party UPS only:** Does the **output** of the UPS terminate in the isolator referred to in Table 3e)? N/A YES NO

4. Sensitive 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

5. Isolation 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

6. Levelling Accuracy

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- a. With the rated load on the platform (400Kg), does it level to within $\pm 10\text{mm}$ of the landings served? YES NO

7. Safety Contacts and Circuits

- a. (i) Is a stop switch provided in the cabin, the landing control box, the test control box, above the cabin ceiling and also in the pit? YES NO
- (ii) Is the pit stop switch located within 1m of the lowest entrance? (1m distance cannot be achieved if the lowest landing entrance is on side C. If this is the case then answer N/A). YES NO N/A
- b. Does each stop switch prevent movement of the cabin when operated? YES NO
- c. Remove 'connector A' from the manual release disc. Is the electrical safety chain broken? YES NO
- d. Does the safety switch on the hinged cabin ceiling prevent movement of the lift when operated? YES NO

8. Doors and Interlocks

- a. Are all enclosure doors/gates fitted with interlocks? YES NO
- b. Do they operate correctly? YES NO
- c. With the cabin between floors (out of door zones) are the doors/gates prevented from opening via the normal cabin and landing controls? YES NO
- d. With any door of the lift open, is lift travel prevented? YES NO
- e. Is the door lock bolt engaged by at least 7mm into the door When de-energised? YES NO

- f. With the cabin at each floor level confirm that only the door at that level unlocks.

With the cabin positioned at the **bottom floor**:

- i. Confirm that the **top floor** door(s) cannot be opened YES NO
- ii. Confirm that all **intermediate floor** door(s) cannot be opened YES NO

With the cabin positioned at all **intermediate floors** (N/A if none):

- iii. Confirm that the **top floor** door(s) cannot be opened YES NO
- iv. Confirm that all other **intermediate floor** door(s) cannot be opened YES NO
- v. Confirm that the **bottom floor** door(s) cannot be opened YES NO

With the cabin positioned at the **top floor**:

- vi. Confirm that the **bottom floor** door(s) cannot be opened YES NO
- vii. Confirm that all **intermediate floor** door(s) cannot be opened YES NO

- g. Are the lock bolts chamfered at the upper level doors only? (Check that all upper landing doors can be closed and locked without the use of a key after emergency opening). YES NO

- h. Are all fixings present in the door hinge assemblies? YES NO

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i. Fire door option only:

- 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 $\leq 5\text{mm}$?
(A 3mm thick spacer strip is provided for each landing entrance to reduce the gap if necessary)

N/A	Yes	No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9. Clearances

- a. Is the running clearance between the shaft and the cabin entrance safety edge less than 20mm?

YES NO

10. Notices

- a. Is the 'emergency lowering' notice fitted in the control panel?
(Part No. 6205305)
- b. Is the following notice fitted adjacent to the mains isolator?
"Lift mains electrical power supply" (Part no.6100225)
- c. Is the rated load of 400Kg displayed in the cabin?
- d. Is the pictogram forbidding standing on the ceiling prominently displayed on the top of the ceiling?
(Part no.6201189)
- e. Is the emergency release warning notice fitted to *each* cabin entrance sill? "HAZARD OF FALLING....."
(Part no.6201123)



YES NO

YES NO

YES NO

YES NO

YES NO

11. Observations

- a. Do all digital display units operate correctly?
- b. With the doors closed and the lift ready to run, do the cabin lights switch off after 3 minutes of no lift operation?
- c. If the lift is to be connected to the building fire alarm, does it home correctly and ignore all user inputs upon activation?
- d. Has the cabin floor panel been fixed down from underneath using the 5-off No.6 x 10mm self-tapping screws?
- e. Have the locking plates been secured in position to retain the Binx nuts on the bottom of the 4 cabin uprights?

YES NO

YES NO

YES NO N/A

YES NO

YES NO

12. Cabin safety gear and over speed governor operation

- a. Has the soundness, mounting and fixing of the guide rails and the safety gear assembly been checked?
- b. With the cabin loaded to 500Kg, does the safety gear activate correctly at rated speed in the down direction? *i.e. That the operation of the over-speed governor and the safety gear mechanism is correct.* See appendix A for the procedure of this particular test.

YES NO

YES NO

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- c. With the cabin empty does the safety gear engage correctly at rated speed in the up direction? (See Appendix A for procedure) YES NO
- d. Through visual checking, has the lift deteriorated at all, following the above test? YES NO
- e. **IMPORTANT:** Have the M8 nuts on the top of the tension pulley device been loosened off and then locked off with a second nut, after ensuring correct tension on the overspeed governor rope? (refer to the Installation Guide section 14.2) YES NO
- f. State the serial number of the safety gears (See appendix B)
- g. Do the serial numbers of each safety gear match? YES NO
- h. Does the guide rail thickness (Guia) marked on the side of the safety gear state 9mm? (See appendix B) YES NO
- i. Are the safety gears mounted the correct way up (arrow stamped on the sides of the safety gear should be pointing up). YES NO
- j. State the P+Q value stamped on the sides of the safety gear
- k. Is this value correct? (see below) YES NO
- 719Kg if the number of counterweights = ≤ 208
 - 834Kg if the number of counterweights = ≥ 212

13. Emergency Back-up Supply

- a. Does the battery back-up supply power the cabin emergency light? YES NO
- b. Does the emergency alarm device in the cabin operate correctly and provide two-way communication? YES NO

14. Ultimate Limit Switch

- a. Does the ultimate limit switch stop the lifting platform 50mm (± 10mm) above the upper floor level when operated? YES NO

15. Traction Drive Unit Tests

- a. Motor Manufacturer:
- b. Serial or reference number:
- c. Electrical Details: kW Vac
- d. Measure and record the following normal running operational data:

Platform loading condition	Current Drawn Amps	Journey Time seconds	Lift Speed m/s (travel (m)/time(s))
Empty, down	6A Max		
Empty, up	3.5A Max		
Rated load, down	3.5A Max		
Rated load, up	6.5A Max		

- e. Confirm the journey time setting, 60 or 90 seconds? secs

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- f. The traction ropes fitted are 6x17 Seale+WSC sZ U 5mm and are tagged accordingly. YES NO
- g. Check for adequate traction using the emergency stop for the following tests:
 - (a). Ascending, with the cabin empty, in the upper part of the travel. Lift stops within 20mm. YES NO
 - (b). Descending, with the cabin loaded to 500Kg, in the lower part of the travel. Lift stops within 20mm YES NO
- h. With the counterweight resting on elevated buffers, ensure that the empty cabin cannot be raised. YES NO
- i. Please state how many balance weights are fitted.
- j. Is this number of weights correct to the iSYS paperwork? YES NO
- k. Does the cabin overload device operate when the max load is exceeded by 75kg (475Kg) YES NO
- l. Has the live brake feed been wired correctly into the BRK terminal? *i.e the Brake is only powered when lift is in motion.* YES NO
- m. **Unintended movement:** With the cabin stationary, is lift movement prevented when the brake is released (i.e. self-sustaining) with:
 - (a) no load YES NO
 - (b) loaded to 400kg YES NO

16. Emergency Operation and Communication Option

- a. 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? YES NO
 - ii. Does the inductive loop operate correctly? N/A YES NO
 - iii. Is the Autodialler connected to a GSM? N/A YES NO
 - iv. Has the Autodialler been programmed and tested? YES NO
 - v. Please record the incoming phone number for the autodialler: _____

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vi. Please record and verify the programmed 'out going' phone numbers ensuring one is reserved for the nearest Service Branch.

- 1.
- 2.
- 3.
- 4.
- 5.

c. Emergency Communication:

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

YES NO

d. Emergency / manual operation:

Does the emergency/manual operation function correctly?

YES NO

17. On Site Documentation

a. Has a copy of the wiring manual and any associated additional drawings been left in the pocket provided within the control panel?

YES NO

18. Exemptions

List any known non-compliances, showing (in all cases) the authority for such exemptions.

Name of authority for this exemption: Printed: _____ Signature: _____

19. Site

a. Are there any irregularities/special revisions on site?

YES NO

(If YES please record below)

20. Product Variation/ Modifications

a. Record any agreed contract specific modifications undertaken on this contract during the installation process. i.e. any agreed design changes during the installation phase;

21. Handover

a. Has the user manual been handed over to the user/owner

YES NO

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b. Lift operation demonstrated and handed over to:

Name: _____

Position: _____

Representing: _____

Tel No: _____

c. Name and telephone number of end user (if known):

Name: _____

Telephone number: _____

d. Does the lift name plate contain the correct product name? (i.e. Midilift XL+) (part no.6104117-3)



YES

NO

e. Have the Lift Number and Year of Installation been marked on the name plate using an indelible pen?

YES

NO

f. If the installation is fully compliant with all requirements above has the name plate with CE & UKCA mark been applied to the product on the cabin operating panel?

YES

NO

g. Is the User/Owner satisfied with the product?

YES

NO

Unavailable

h. Are there any outstanding items?

YES*

NO

* If yes, items must be recorded on relevant 'outstanding items' form.

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: _____

Signed: _____

Company: _____

Date: _____

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Appendix A

Procedure for carrying out the safety gear operation test. 12.b

Lift to be operated via Test control box at upper landing control panel. The cabin must also be at the upper floor so that it can be accessed to check the safety gear.

1. Place installation shorting link from terminals G1 to G1B within the upper landing control panel. This will link out the overspeed governor switch.
2. Run lift at rated speed in the down direction (with appropriate load).
3. Activate over-speed governor.
4. Check that the safety gear mechanism has activated and that both sides of the safety gear have engaged equally.
5. Place installation shorting link between terminals G2 and G2A within the upper landing control panel.
6. Run lift in opposite direction to reset safety gear mechanism.
7. Remove link from G2 and G2A.
8. Run lift at rated speed in the up direction (with no load).
9. Activate over-speed governor.
10. Check that the safety gear mechanism has activated and that both sides of the safety gear have engaged equally.
11. Place installation shorting link between terminals G2 and G2A within the upper landing control panel.
12. Run lift in down direction to reset safety gear mechanism.
13. Reset over-speed governor switch and remove links from terminals G1 to G1B and G2 to G2A.
14. Enter the cabin and ensure that the safety gear mechanism has returned to the centre.

Appendix B

- P+Q Value
- Guide rail thickness
- Serial number
- Orientation stamp



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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 10e Rated no. of persons added to page 1. Note added for pit stop switch if lowest entrance is adjacent (side C) ref 7a(ii) Tolerance of ± 10 mm 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	28-04-21	Pete Jeffery	Item 7(e) deleted – correct operation of safety switch on pit prop which was added on Issue V2. XL+ model does not have a pit prop.
V6	01-11-21	James Nicholls/ Pete Jeffery	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 3 g) and 3 h). Item 12 e) reworded for clarity – tension pulley device nuts
V7	04-07-22	Pete Jeffery	Items 8i(i) and 8i(ii) added to Table 8 for fire door option
V8	03-01-23	Pete Jeffery	Items 21d), e) and f) amended/added for name plate with UKCA mark. Item 11d) re-worded for clarity Item 11e) added for Binx nut locking plates
V9	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.