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Examination & Test of a New Lift Before Putting Into Service

Hydraulic **Piccolo** Platform Lift

Contents

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Results from testing: The Yes or No answer check boxes that are shaded

are the expected correct result unless both are non-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.

Guidance Note:

All tests marked with the symbol ★ are to be undertaken with at least rated load on the platform (refer to each specific test for details).

Table 1 – Basic Characteristics and Pre-Test

Site Address: <input type="text"/>		Installer: <input type="text"/>	
Model/Type name: <input type="text" value="Piccolo Platform Lift"/>		Lift serial number: <input type="text"/>	
Electrical wiring manual issue No: <input type="text"/>		Builders work drawing No: <input type="text"/>	
Lift Specification: Wall mounted: <input type="checkbox"/> or FX Structure: <input type="checkbox"/> Drive Configuration: 1:1 Direct acting <input type="checkbox"/> or 2:1 Roped <input type="checkbox"/> Fire Alarm Shutdown: Yes <input type="checkbox"/> or No <input type="checkbox"/>			
Number of levels served: Total <input type="text"/> Front <input type="text"/> Rear <input type="text"/>		Mains power supply: Voltage (V) <input type="text" value="230 (+10%, - 6%)"/> Phases <input type="text" value="1"/> Frequency (Hz) <input type="text" value="50"/> MCB Rating (Type D) <input type="text" value="16A"/>	
Rated load (Kg) <input type="text" value="400"/> No of persons: <input type="text" value="5"/>		Rated speed (m/s) <input type="text" value="0.15"/> Travel (m) <input type="text"/>	
Location of hydraulic powerpack: <input type="text"/>			
Location of lift controller: <input type="text" value="Integral to cabin sling on guide side - Access via inside of cabin COP"/>			
Controller software version: <input type="text"/> (Refer to microprocessor label on control PCB)			
Before examination/test and final commissioning of the lift: Have all <i>temporary</i> shorting/bridging tools been removed? Yes <input type="checkbox"/> No <input type="checkbox"/>			

Table 2 – Drive Machine and Machinery Space



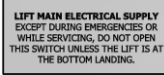
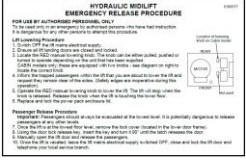
a) Has the platform lift been provided with a correctly rated Type D MCB? <p style="text-align: right;">Specified: 16 Amp</p>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
b) Is the mains isolator easily identifiable and does it operate correctly?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
c) Is the mains isolator lockable in the 'OFF' position?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
d) Is there safe access to the hydraulic power pack and mains isolator?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
<p>Third party UPS only:</p>		
<p><i>The following checks are required whenever a UPS has been supplied and installed by others.</i></p>		
f) Is the output of the UPS protected by the MCB referred to in Table 2 a)?	N/A <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>
g) Does the output of the UPS terminate in the isolator referred to in Table 2 b) and c)?	N/A <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>
e) Are the following notices displayed on or adjacent to the pump unit or mains isolator?		
(i) Pictogram to outside of pump enclosure (Part no.6100381)		Yes <input checked="" type="checkbox"/>
(ii) "DANGER - Emergency Lowering Valve" (Part no.6100150 x 2)		Yes <input checked="" type="checkbox"/>
(iii) "LIFT MAIN ELECTRICAL SUPPLY....." (Part no.6100380)		Yes <input checked="" type="checkbox"/>
(iv) "EMERGENCY RELEASE PROCEDURE" (Part no.6100677 for 1:1 D/A Part no.6203335 for 2:1 roped) To inside of pump enclosure lid		Yes <input checked="" type="checkbox"/>
f) Is the correct hydraulic power unit supplied? Specified: 1:1 = Hydrax KV1P 1/2" or 2:1 = GMV HL DRY 3010 3/4"		Yes <input checked="" type="checkbox"/>
g) Is the drive machine cabinet provided with a lockable lid?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

Table 2 (continued) – Drive Machine and Machinery Space

h) Is the drive machine and access route adequately lit? (50 Lux min)	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
i) Is there a clear working space in front of the drive machine enclosure? (0.6m W x 0.7m D x 2.0m H. The clear height can be reduced to 1.8m H for existing buildings)	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
j) If the drive machine is installed in a separate room/enclosure, can the door be opened from the inside and does it open outwards?	N/A <input type="checkbox"/>	Yes <input type="checkbox"/>	No <input type="checkbox"/>

Table 3 – Lift Well

Clearance and run-bys:	N/A (if 1:1 direct acting) <input type="checkbox"/>	
a) With the cabin platform located at the lowest finished floor level record the clean ram dimension used for roping (for future ref only).	<input type="text" value="mm"/>	
b) With the ram forced to it's collared upper limit check and record the following criteria - all of which must be met: (Refer to Piccolo Installation Guide Section 25: UP OVERRUN DIMENSIONS)		
(i) The cabin up over-travel = 100mm nominal (75mm min – 150mm max)	<input type="text" value="mm"/>	
(ii) The further guided travel of the tackle pulley guide shoes on the ram guides (≥50mm)	<input type="text" value="mm"/>	
(iii) The clearance between the highest point of the tackle pulley and the underside of the shaft ceiling (≥50mm)	<input type="text" value="mm"/>	
(iv) The clearance between the cabin sling striking the guide rail end stops (>0mm).	<input type="text" value="mm"/>	
(v) The clearance between the highest point of the cabin (PDO) and the underside of the shaft ceiling (≥25mm)	<input type="text" value="mm"/>	
Protection in the Well:		
c) Confirm that the cabin guide rail end stops are fitted.	Yes <input type="checkbox"/>	No <input type="checkbox"/>
d) Confirm that there is no equipment installed in the lift well which is not associated with the safe operation of the lift	Yes <input type="checkbox"/>	No <input type="checkbox"/>
e) Confirm that the fully enclosed well has no gaps except those for landing doors, vents and hose runs	Yes <input type="checkbox"/>	No <input type="checkbox"/>
f) Confirm that any potential opening, e.g. old doorways, have been permanently secured in the closed position and that no risk of accidental opening exits	N/A <input type="checkbox"/> Yes <input type="checkbox"/>	No <input type="checkbox"/>
g) Is the pit prop fitted and operating correctly?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
h) Has the activation rod for the pit prop been left in the pit accessible to a lift engineer from the entrance?	Yes <input type="checkbox"/>	No <input type="checkbox"/>

Table 3 (continued) – Lift Well

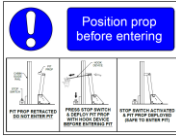
<p>i) Is the warning notice “Position prop before entering” clearly displayed in the pit at the lowest entrance? (Part no.6203210)</p>		<p>Yes <input type="checkbox"/></p>	<p>No <input type="checkbox"/></p>
<p>j) Are all of the landing toe guards fitted?</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input type="checkbox"/></p>	
<p>k) Has a 13amp electrical outlet socket been provided at all landing levels?</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input type="checkbox"/></p>	
<p>General: l) Confirm that the guide rails for the cabin and ram have been cleaned and greased.</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input type="checkbox"/></p>	
<p>Landing door assemblies and locks:</p>			
<p>m) Confirm that no recess or projection on the face of the landing sliding door panels exceeds 3mm</p>	<p>Yes <input checked="" type="checkbox"/></p>	<p>No <input type="checkbox"/></p>	
<p>n) Is the running clearance between landing door panels and between panels and uprights, lintels and sills 6mm or less?</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input type="checkbox"/></p>	
<p>o) Are the landing doors fire rated and is the certificate available?</p>	<p>Yes <input checked="" type="checkbox"/></p>	<p>E120 rating</p>	
<p>p) Are all the landing door locks CE marked?</p>	<p>Yes <input checked="" type="checkbox"/></p>		

Table 4a – Cabin and Cabin Doors



<p>a) Is the maximum rated load of 400kg displayed in the cabin?</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input type="checkbox"/></p>	
<p>b) Is the emergency release warning notice fitted to the cabin door sill? “Hazard of falling...” (Part no.6201123)</p>		<p>Yes <input type="checkbox"/></p>	<p>No <input type="checkbox"/></p>
<p>c) Is the pictogram forbidding standing on the ceiling prominently displayed on the top of the ceiling? (Part no.6201189)</p>		<p>Yes <input type="checkbox"/></p>	<p>No <input type="checkbox"/></p>
<p>d) Does the emergency alarm push button in the cabin operate correctly? (When an intercom or autodialler system is specified, the alarm push button should provide 2-way communication with a permanent rescue service. Where 2-way communication is achieved via a traditional telephone, correct operation of the alarm push should operate a klaxon).</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input type="checkbox"/></p>	
<p>e) Has ventilation been included in the cabin?</p>	<p>Yes <input checked="" type="checkbox"/></p>		
<p>f) With mains power disconnected, does the battery backup supply provide emergency lighting in the cabin and allow the user to lower the lift to the lowest floor and automatically open the doors?</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input type="checkbox"/></p>	
<p>★ g) Does the cabin overload device stop the lift travelling, when 475Kg, evenly distributed on the platform, is exceeded? (Overload alarm should be set to 120% in LEV1 mode)</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input type="checkbox"/></p>	

Table 4a (continued) – Cabin and Cabin Doors

★ h) Confirm that there is no permanent deformation to the platform when 500kg static load is applied.	Yes <input type="checkbox"/>	No <input type="checkbox"/>
i) Is the cabin toe guard fitted and is it clear of the pit floor when the platform is resting on the rubber stops?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
j) Has the cabin floor panel been fixed down from underneath using the 5-off No.6 x 10mm self-tapping screws?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
k) Have the locking plates been secured in position to retain the Binx nuts on the bottom of the 4 cabin uprights?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
l) Is the horizontal distance between the sill of the cabin and the sill of the landing doors between 28mm and 35mm? (Nom 30mm)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
m) Is the running clearance between cabin door panels and between panels and uprights, lintels and sills 6mm or less?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
n) Confirm that no recess or protection on the face of the cabin sliding door panels exceeds 3mm	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
o) Are the cabin doors mechanically locked when the cabin is positioned outside the unlocking zone? (cabin door lock operating correctly)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
p) Do the cabin lights automatically switch off after approximately 3 minutes of no lift operation?	Yes <input type="checkbox"/>	No <input type="checkbox"/>

Table 4b – Landing and Cabin Door Tests

a) (i) Is the force to prevent closing 150N or less? (ii) Has the door closing force been set to its most sensitive position on the PDO control module? (- sign on the "SAFETY" potentiometer no.54)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
b) Is the kinetic energy 10 J or less?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
c) Do all the protective devices reverse the doors? (light curtains and current limit on power door operator)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
d) With a mechanical force of 150 N, confirm that the clearances do not exceed 30mm for side opening doors.	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
e) Is the unlocking zone 0.35m or less above or below landing levels (for simultaneously operated cabin and landing doors)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
f) Are the spring closers fitted on each set of landing doors and do they automatically close them when the cabin is outside the locking zone?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
g) Can each set of landing doors be unlocked from outside, with an emergency key and without excessive force?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
h) Can the cabin doors be manually opened within the unlocking zone with a force of less than 300 N with the power off?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

Table 4b (continued) – Landing and Cabin Door Tests

<p>i) Do the contacts at each landing entrance stop and prevent cabin movement outside of the unlocking zone when broken?</p> <p>N.B. If the landing lock contacts are broken for greater than 2 secs then Fault Code E will be displayed on the DDU.</p>	<p>Yes <input checked="" type="checkbox"/></p>	<p>No <input type="checkbox"/></p>
<p>j) With the cabin positioned between floors (out of door unlocking zones) are all landing doors mechanically locked with the locking device fully engaged?</p>	<p>Yes <input checked="" type="checkbox"/></p>	<p>No <input type="checkbox"/></p>
<p>k) Is there no cabin movement outside the unlocking zone when the cabin door/gate contacts are broken?</p> <p>N.B. Access to the cabin lock can be gained from an upper landing. An obstruction (e.g. a piece of card) can be placed between the cabin lock contacts to prevent them from making. When the landing doors are closed, fault 'E' will be displayed on the DDU. If the isolation keyswitch at the lowest floor is then operated, the lift should not reset but remain in Reset Mode 'R', confirming correct operation of the lock.</p>	<p>Yes <input checked="" type="checkbox"/></p>	<p>No <input type="checkbox"/></p>
<p>l) Confirm that the <u>cabin door</u> manual release mechanism is not fitted to any cabin door.</p> <p>N.B. The Fermator cabin door release mechanism has previously been fitted in error by the door supplier. It must not be fitted on lifts placed into service. Refer to technical bulletin TB171 for further details if required.</p>	<p>Yes <input checked="" type="checkbox"/></p>	<p>No <input type="checkbox"/></p>
<p>m) Confirm that the manual release cord is fitted to the <u>lowest landing door</u> only.</p> <p>N.B. Refer to the installation manual for specific instructions if required.</p>	<p>Yes <input checked="" type="checkbox"/></p>	<p>No <input type="checkbox"/></p>

Table 5 – Suspension Ropes

Attach the rope specification label, provided by the rope supplier, to the rope hitch in the pit for future reference.

<p>Suspension Ropes N/A (if 1:1 direct acting) <input checked="" type="checkbox"/></p>	
<p>a) Number</p>	<p>Specified: <input type="text" value="3"/></p>
<p>b) Nominal diameter</p>	<p>Specified: <input type="text" value="8 mm"/></p>
<p>c) Construction</p>	<p>Specified: DRAKO 250H 8 strand with steel core</p>
<p>d) Are the correct ropes supplied?</p>	<p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p>

Table 5 (continued) – Suspension Ropes

Rope Anchorages N/A (if 1:1 direct acting) <input type="checkbox"/>		
Type of termination	Cabin: M12 Eyebolt with ferrule secured thimble	Baseplate: Symmetric wedge socket + rope grip
e) Are the ropes correctly made and secure?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
f) Do the rope terminations ensure distribution of load between ropes?	Yes <input checked="" type="checkbox"/> (Via compression springs)	
g) Are the rope terminations at the baseplate prevented from twisting using cable ties and fitted with split pins? <small>(Refer to Section 25.2 of Installation Guide)</small>	Yes <input type="checkbox"/>	No <input type="checkbox"/>

Table 6 – Safety Contacts and Circuits

a) Does the ultimate limit switch stop the lifting platform (and keep it stopped) above the upper floor when operated and before the ram collars out? Record this overtravel dimension above top FFL	Yes <input type="checkbox"/>	No <input type="checkbox"/>
	<input type="text" value=""/> mm (Set to 50mm ± 10mm)	
b) Have STOP switches been fitted in the following locations:	Yes <input type="checkbox"/>	No <input type="checkbox"/>
i. Above the cabin ceiling?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
ii. Behind the cabin operating panel?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
iii. In the pit and located within 1m of the lowest entrance?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
c) Does each stop switch prevent movement of the cabin when operated?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
d) Does the safety switch on the hinged cabin ceiling prevent movement of the lift when operated?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
e) Does the safety switch on the pit prop prevent movement of the lift when operated?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
f) Does the isolation keyswitch at the lowest landing disable the lift?	Yes <input type="checkbox"/>	No <input type="checkbox"/>

Table 7a – Cabin Safety Gear

Cabin Safety Gear		N/A (if 1:1 direct acting) <input type="checkbox"/>	
Progressive Only	DYNATECH PR-2000-UD BIDIRECTIONAL FOR 9MM GUIDE RAILS Specified: P+Q = 911 kg		
a) Is the correct safety gear supplied?		Yes <input type="checkbox"/>	No <input type="checkbox"/>
b) Is the safety gear CE marked?		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
c) Record the serial number (and ensure that the pair are matched)		<input type="text"/>	
d) Has the clearance between the safety gear and the guide rail been set correctly to 1.6mm?		Yes <input type="checkbox"/>	No <input type="checkbox"/>
e) Confirm that the safety gear blocks are assembled the correct way up (shown by an upwards arrow).		Yes <input type="checkbox"/>	No <input type="checkbox"/>
f) Confirm that the transit strap has been removed.		Yes <input type="checkbox"/>	No <input type="checkbox"/>
★	g) Does the safety gear stop the cabin, in the downward direction when operated at rated speed with 400Kg (rated load)?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
h) After the test, confirm that no deterioration that could adversely affect normal use of the lift has occurred		Yes <input type="checkbox"/>	No <input type="checkbox"/>
i) Confirm that the electrical safety switch operates correctly		Yes <input type="checkbox"/>	No <input type="checkbox"/>
★	j) When operated does the handpump cause the platform to move upwards to release the safety gear?	Yes <input type="checkbox"/>	No <input type="checkbox"/>

Table 7b – Overspeed Protection and Unintended Cabin Movement

Rupture Valve		
a) Is a rupture valve fitted directly on or in the cylinder outlet?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
b) Rupture valve settings:		
(i) Piccolo 1:1 models: Specified: 1:1 with 2 stage ram = Vuba 380 ($\frac{3}{8}$") = 1.6mm gap nom 1:1 with 3 stage ram = Vuba 120 ($\frac{1}{2}$") = 1.25mm gap nom		
Measured gap of rupture valve fitted: mm		
----- OR -----		
(ii) Piccolo 2:1 models only: Specified: 2:1 = GMV VC 3006/B $\frac{3}{4}$" 8-150 l/min (where the valve block incorporates a dump valve for testing rupture valve)		
★ Does operation of the rupture valve stop the platform with rated load at a descending speed of less than 0.3m/s, or within a distance of 0.5m?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Stopping distance = m		
Electrical Anti-Creep System		
★ c) Does the electrical anti-creep system cause the lift to relevel upwards with rated load in the cabin and with doors open and closed? (This can be confirmed by operating the manual lowering valve(s) with power on. Releveling downwards can also be tested on 2:1 models via the handpump)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Unintended Cabin Movement Protection Means:		
Specified: 1:1 = BLAIN L10 $\frac{1}{2}$" SOLENOID CHECK VALVE OR 2:1 = GMV DLV A3 $\frac{3}{4}$" SOLENOID CHECK VALVE		
d) Is the correct valve provided to detect and stop unintended cabin movement?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
e) Is the valve type tested?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
★ f) While the lift is travelling down with rated load, temporarily remove the 24V to the solenoid on the main down valve . Does the lift stop within 1.2m?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
While the lift is travelling down with rated load, temporarily remove the 24V to the solenoid on the down safety check valve . Does the lift stop within 1.2m?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
g) Does the cabin automatically home to the lowest floor after 15 minutes?	Yes <input type="checkbox"/>	No <input type="checkbox"/>

Table 8 – Hydraulic System – Measurements + Tests

a) Provide the following details of the pump unit (as stated on the data plate):

Manufacturer:

Serial or reference number:

Pump unit specification:

b) (i) Hydraulic oil supplied: Specified: (ISO Grade 32 on 1:1 models)
(ISO Grade 46 on 2:1 models)

(ii) **2:1 only** – Has the oil additive been added to the tank? N/A Yes No
(1:1) (2:1)

c) Measure and record the following:

	Cabin loading condition	Direction of travel	Lift speed	Manual Emergency operation speed	Running Current	Pressure at rated speed
			m/s	m/s	Amps	bar
			(0.15 m/s max)	(0.15m/s max)	(15A max)	
★	Empty (0kg)	Up	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
		Down	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Rated (400kg)	Up	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
		Down	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

For 2:1 Pump units only			# Both the up and down levelling speeds should be set via screw No.2 on the GMV valve block prior to undertaking the Learn Mode procedure. The down levelling speed should be set to between 30 – 35mm/s resulting in a corresponding up levelling speed of between 42 – 55mm/s.
Levelling speed (or slow speed) #			
1/2 Rated (200kg)	Up	<input type="text"/>	
	Down	<input type="text"/>	

★ d) Confirm that the stopping accuracy is within ± 10mm at all landings during normal running with both rated load and empty

Yes No

★ e) Confirm that the leveling accuracy is maintained within ± 20mm during loading or unloading at the lowest floor.

Yes No

Table 8 (continued) – Hydraulic System – Measurements + Tests

Pressure Tests			
★	f) With the cabin positioned at the highest floor level, record the static hydraulic fluid pressure:		
	<p>(i) With rated load:</p> <p>(ii) Empty:</p>	<input type="text"/> bar (30 - 50 bar on 1:1 models 35 - 45 bar on 2:1 models)	<input type="text"/> bar (18 - 32 bar on 1:1 models 20 - 28 bar on 2:1 models)
	g) The pressure at which the relief valve operated This can be achieved by: Positioning the lift at the lowest floor. Operate the lift ON/OFF keyswitch (to initiate resetting the lift upwards) Close the shut-off valve – not too abruptly Obtain the pressure reading on the manometer. N.B. If the pressure relief setting needs lowering, open the manual lowering for an instant after winding out the adjustment screw, to decrease the pressure before re-checking.	<input type="text"/> bar (= value f(i) above x 135% to 140% max)	
★	h) Confirm that the cabin with rated load does not creep down from the top floor by more than 10mm in 10 min.	Yes <input type="checkbox"/>	No <input type="checkbox"/>
	i) Are all pipework/hose connections free from any leaks?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
	j) After lowering the cabin onto the rubber stops in the pit, does the descent of the hydraulic ram automatically stop before the ropes can become slack? (VSMA Valve No.6 on pump unit should be set to approx 6 bar)	N/A <input type="checkbox"/> Not applicable on 1:1 direct acting installations	Yes <input type="checkbox"/>

Table 9 – Protective Devices

a) Pump Unit: Confirm that a 15Amp thermal (current) overload circuit breaker is fitted to the pump unit	Yes <input type="checkbox"/>	No <input type="checkbox"/>
b) Door motor windings: Confirm that motor protection provided	Yes <input checked="" type="checkbox"/>	4A Fuse
c) Motor run time limiter: Confirm the journey time setting: 1:1 Direct acting = 30 seconds (lift travels < 2.8m) OR 60 seconds (lift travels ≥ 2.8m ≤ 5.0m) ----- 2:1 Roped = 70 seconds (lift travels > 5.0m < 7.0m) OR 120 seconds (lift travels ≥ 7.0m ≤ 12.0m)	<input type="text"/> secs	

Table 9 (continued) – Protective Devices

<p>d) Fire alarm shutdown option (if applicable) If the lift has been connected to the building fire alarm, does it home to the master floor, ignore all user inputs on activation, and park with doors open?</p> <p>Does the lift automatically reset to normal operation when the fire alarm signal is reset?</p> <p>N.B: This option is not a mandatory requirement. If this option is included but the customers fire alarm shutdown connection is not available at the time of commissioning, then this does not prevent the lift from being put into service. Instead tick "NO" but this must be recorded on the Outstanding Items Sheet.</p>	N/A <input type="checkbox"/>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
	N/A <input type="checkbox"/>	Yes <input type="checkbox"/>	No <input type="checkbox"/>

Table 10 – Electrical Checks and Wiring Examination

Insulation resistance to earth			
a) Measure and record the following insulation resistance to earth; tick 'Yes' to confirm all measurements are above 5MΩ		Yes <input type="checkbox"/>	No <input type="checkbox"/>
Motor	<input type="text" value="MΩ"/>	Mains	<input type="text" value="MΩ"/>
Earthing			
b) Have all earth wires been connected as per the earth bonding diagram in the Electrical Wiring Manual?		Yes <input type="checkbox"/>	No <input type="checkbox"/>
c) Is the maximum continuity to earth less than 0.5Ω?			
Measured value	<input type="text" value="Ω"/>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Electrical checks			
d) Record the mains voltage, at time of test		<input type="text" value="V"/>	(min=216V ac, max=253Vac)
e) Record the control circuit voltage, at G1 with the lift running in down direction.		<input type="text" value="V"/>	(min=22Vdc, max=30Vdc)
f) Visually check that the polarity of mains L and N connections are correct		Yes <input type="checkbox"/>	No <input type="checkbox"/>
g) Do all control devices operate correctly? (Including push buttons, DDU's, push button isolation keyswitches, keypads etc.)		Yes <input type="checkbox"/>	No <input type="checkbox"/>

Meter calibration			
Multimeter serial no.	<input type="text"/>	Multimeter calibration date	<input type="text"/>
Megger serial no.	<input type="text"/>	Megger calibration date	<input type="text"/>

Table 11 – Emergency Operation and Communication System

a) Which emergency communication system is installed on the lift?			
I. Intercom.		<input type="checkbox"/>	
II. Telephone (Plus Klaxon)		<input type="checkbox"/>	
III. Autodialler.		<input type="checkbox"/>	
IV. Other. (Please specify.....)		<input type="checkbox"/>	
b) Autodialler Information (if applicable);			
I. Does the Autodialler have an inductive loop		Yes <input type="checkbox"/>	No <input type="checkbox"/>
II. Does the inductive loop operate correctly?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>
III. Is the Autodialler connected to a GSM?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>
IV. Has the Autodialler been programmed and setup.		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
V. Please record the incoming phone number for the Autodialler: 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) Test Communication option;			
Is two-way communication achieved and clear, both within the cabin and at the remote location?		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
d) Emergency / manual operation;			
Does the emergency/manual operation function correctly?		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

Table 12 – Handover and Declaration of Conformity


Handover		
a) Confirm that the operating instructions have been handed to the User/Owner	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
b) Has the customer approved the pump location?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
c) Lift operation demonstrated and handed over to:		
Name	<input type="text"/>	Position <input type="text"/>
Representing	<input type="text"/>	Tel No. <input type="text"/>
d) Name and telephone number of end user (if known):		
Name	<input type="text"/>	Tel No. <input type="text"/>
e) Is the User/Owner satisfied with the product?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
f) Are there any irregularities/special revisions or modifications carried out on site? <u>If 'Yes' please detail below:</u>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
g) Does the lift name plate contain the correct product name? (i.e. Midilift Piccolo) (part no.6104117-4)		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
h) Have the Lift Number and Year of Installation been marked on the name plate using an indelible pen?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
i) If the installation is fully compliant with all the requirements above, has the name plate with CE & UKCA mark been applied to the product on the cabin operating panel?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

Table 12 (continued) – Handover and Declaration of conformity

Declaration		
<u>Part 1- Mechanical & electrical checks - to be completed by lift installer</u>		
I certify that tests and checks described in this document have all been carried out & subject to the completion of outstanding works described on attached sheet (if applicable), lift function is free from obvious defects.		
Name <i>(in capitals)</i>	<input type="text"/>	Signed <input type="text"/> Date <input type="text"/>
Outstanding items sheet attached?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<i>If 'No' ticked, it is assumed there are no outstanding items</i>		
<u>Part 2 – Lift completion & handover to be completed by lift installer</u>		
I certify that on <input type="text"/> this lift was thoroughly examined and found to be free from obvious defects and that the foregoing is a correct report of the result		
Name <i>(in capitals)</i>	<input type="text"/>	Signed <input type="text"/> Date <input type="text"/>
For Stannah Lifts Ltd		
Company name & address <i>(complete if sub-contract Installation)</i>	<input type="text"/>	

Issue No.	Issue Date	Name	Revision detail
V2	13-02-20	Paul Clifton	Demonstration of the emergency operation removed from test sheet. Item added to confirm correct operation of emergency operation. Users name and telephone section added
V3	21/04/21	Pete Jeffery	Test sheet modified to suit new notices (introduced on Export Project): Ref 2e(i), 2e(ii), 2e(iii), 2e(iv), 3i, 4a(c), 4a(d). Oil spec changed from HVI to ISO Grade – ref 8(b) Page numbers added
V4	20/07/21	Pete Jeffery	Table 4b(g) amended....."and without excessive force" added. Table 4b(j) amended – Item reworded and pre-filled tick removed from tick box.
V5	28-10-21	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.
V6	03-01-23	Pete Jeffery	Table 12 g), h) and i) added for name plate with UKCA mark. Existing name plate in Table 4b) deleted. Exemption note added to Table 9 d) for fire alarm shutdown. Table 4a (j) re-worded for clarity Table 4a(k) added for Binx nut locking plates