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Stannah

Examination & Test

of

New Maxilift **Traction** Lift

Before Putting into Service

(Based on requirements specified in BS8486-1:2007 + A1:2011 – Examination and test of new lifts before putting into service – Specification for means of determining compliance with BS EN 81 Part 1: Electric lifts)

This document for Examination and Test of a new Maxilift Traction lift supersedes the version dated 11/02/10. Revised or added text in this amendment is indicated by the vertical lines adjacent to the corresponding paragraph.

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Note:

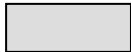
Answer boxes in the following document that contain a shaded square  indicate that the test should be carried out on site. Those sections that are not required to be carried out on site have been completed during either the design, manufacture or installation of the lift.

Table 1 – Result of examination and test for electric traction lifts – **Basic characteristics**

Location		Installer	
<input type="text"/>		<input type="text"/>	
Layout drawing reference no.		Lift serial number	
<input type="text"/>		<input type="text"/>	
Electrical wiring diagram no.		Model/type name (if applicable)	
<input type="text"/>		<input type="text"/>	
Additional Compliances			
BS EN 81-28 Annex A	N/A	<input type="checkbox"/>	Yes <input checked="" type="checkbox"/>
BS EN 81-71 Annex C	N/A	<input type="checkbox"/>	Yes <input type="checkbox"/>
BS EN 81-73 Annex E	N/A	<input type="checkbox"/>	Yes <input type="checkbox"/>
Number of levels served:		Power supply:	
Total	<input type="text"/>	Voltage (v)	<input type="text"/>
Front	<input type="text"/>	Phases	<input type="text" value="3"/>
Rear	<input type="text"/>	Frequency (hz)	<input type="text" value="50"/>
Side	<input type="text"/>	Wire 3, 4 or 5	<input type="text" value="4"/>
Rated load (kg)	<input type="text" value="630"/>	Fuse rating (MCB)	<input type="text" value="25A Type 'D'"/>
No. of persons	<input type="text" value="8"/>	Rated speed (m/s)	<input type="text" value="1.0"/>
		Travel (m)	<input type="text"/>
Location of drive machine	<input type="text" value="Within lift well on top of guide rails"/>		
Location of electrical controller	<input type="text" value="Within Landing architrave"/>	<input type="text" value="at level"/>	<input type="text"/>
Is the above in accordance with the information on the layout drawing/wiring diagram or the other information sheets?			Yes <input type="checkbox"/>

Table 2A – Result of examination and test for electric traction lifts – Machinery spaces – General

Tick all those applicable:

Machinery in machine room	<input type="checkbox"/> X	See Table 2B
Machinery inside the well		See Table 2C
Working areas in the car or on the car roof	<input checked="" type="checkbox"/>	For drive machine
Working areas in the pit	<input type="checkbox"/> X	
Working areas on a platform	<input type="checkbox"/> X	
Working areas outside the well	<input checked="" type="checkbox"/>	For electrical controller
Machinery outside the well	<input checked="" type="checkbox"/>	For electrical controller See Table 2D
Pulley spaces	<input type="checkbox"/> X	See Table 2E

2A.1 Main switch

Has the machinery space been provided with a correctly rated mains switch?
(See BS EN 81-1:1998, **13.4.1.**)

Specified

63A
Rotary
switch

Yes

Is the main switch control mechanism easily identifiable and accessible?
(See BS EN 81-1:1998, **13.4.2.**)

Yes

Is the main switch lockable in the OFF position?
(See BS EN 81-1:1998, **13.4.**)

Yes

2A.2 Access

Is there safe access to the machinery spaces as defined in BS EN 81-1:1998, **6.2**?

Yes

2A.3 Safety signs

Are notices and signs in place in accordance with BS EN 81-1:1998, **15.4** and **15.15**?

Yes

Table 2A – Result of examination and test for electric traction lifts – Machinery spaces – General
(continued)

2A.4 Machine type			
Is the correct machine supplied?	Specified	Permagsa Greenstar Model G2110	Yes <input type="checkbox"/>
2A.5 Controller type			
Is the correct controller type supplied?	Specified	Stannah Nexus MRL- T Software version _____	Yes <input type="checkbox"/>
2A.6 Devices for emergency and test operation			
a) Where the machinery working space is in the well, has a suitably protected device been provided outside the well, for emergency and test operation as specified in BS EN 81-1:1998, 6.6.1 ?			Yes <input checked="" type="checkbox"/>
b) Does the panel contain an emergency operation device and the ability to view the moving lift as specified in BS EN 81-1:1998, 6.6.2 ?			Yes <input checked="" type="checkbox"/>
c) Has permanently installed lighting been provided to give 50 lux at the device as specified in BS EN 81-1:1998, 6.6.3 ?			Yes <input type="checkbox"/>
d) Are clear working spaces available in front of the device in accordance with BS EN 81-1:1998, 6.3.3.1 ?			Yes <input type="checkbox"/>
e) Does the emergency operation system(s) function correctly as specified in BS EN 81-1:1998, 12.5 ?			Yes <input type="checkbox"/>
f) Are the instructions specified in BS EN 81-1:1998, 15.4.3 displayed?			Yes <input type="checkbox"/>
2A.7 Communication			
Where the lift travel exceeds 30 m is there a communication device in place and working as specified in BS EN 81-1:1998, 14.2.3.4 ?		N/A <input checked="" type="checkbox"/>	Yes <input type="checkbox"/>

Table 2B – Result of examination and test for electric traction lifts – Machinery spaces – Machinery in a machine room

a) Is the machine room constructed to withstand the loads and forces to which it will be subjected, and does it have a non-slip floor? (See BS EN 81-1:1998, 6.3.2)	N/A	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>
<i>NOTE Only where visual examination suggests non-compliance should further investigation be undertaken.</i>				
b) Confirm that there is no equipment installed in the machine room which is not associated with the safe operation of the lift. (See BS EN 81-1:1998, 6.3.1.1.)	N/A	<input type="checkbox"/>	Yes	<input type="checkbox"/>
c) Are the dimensions for safe working as specified in BS EN 81-1:1998, 6.3.3 ?			Yes	<input type="checkbox"/>
d) Are all doors and trap doors associated with the machine room in accordance with BS EN 81-1:1998, 6.3.4 ?			Yes	<input type="checkbox"/>
e) Is the machine room door or trap door fitted with a suitable lock conforming to BS EN 81-1:1998, 6.3.4.3 ?			Yes	<input type="checkbox"/>
f) Have all openings into the well from the machine room been suitably guarded as specified in BS EN 81-1:1998, 6.3.5 ?			Yes	<input type="checkbox"/>
g) Is the machine room ventilated as called for in BS EN 81-1, 6.3.6 ?			Yes	<input type="checkbox"/>
<i>NOTE Only where visual examination suggests non-compliance should further investigation be undertaken.</i>				
h) Has lighting and a socket outlet been provided in accordance with BS EN 81-1:1998, 6.3.7 and 13.6 ?	<input type="text" value="lux"/>		Yes	<input type="checkbox"/>
i) Have lifting points installed in the machine room been marked with their safe working load? (See BS EN 81-1:1998, 6.3.8 and 15.4.5.)	N/A	<input type="checkbox"/>	Yes	<input type="checkbox"/>

Table 2C – Result of examination and test for electric traction lifts – Machinery spaces – Machinery inside the well

2C.1 Working areas inside the well – Drive machine

a) Are the working areas inside the well constructed to withstand the loads and forces to which they will be subjected? (See BS EN 81-1:1998, **6.4.1.**)

Yes

NOTE Only where visual examination suggests non-compliance should further investigation be undertaken.

b) Are the dimensions for safe working as specified in BS EN 81-1:1998, **6.4.2**?

Yes

2C.2 Working areas in the car or on the car roof

a) Where there is a risk of uncontrolled movement whilst maintenance/inspection is being carried out from inside the car or on its roof, is a mechanical device available to prevent such movement? [See BS EN 81-1:1998, **6.4.3.1a**.]

Yes

b) Is movement of the car prevented by an electrical safety device if the mechanical device in a) is active? [See BS EN 81-1:1998, **6.4.3.1b**.]

Yes

c) When the mechanical device is used, are sufficient clearances available to leave the car safely? [See BS EN 81-1:1998, **6.4.3.1c**.]

Yes

d) If emergency doors and /or traps are located in the walls of the car, do they conform to BS EN 81-1:1998, **6.4.3.3**?

N/A Yes

e) Where maintenance is carried out from inside the car, through the door/trap, with the car able to move, is an inspection control device provided conforming to BS EN 81-1:1998, **6.4.3.4**?

N/A Yes

2C.3 Working areas in the pit	N/A	<input checked="" type="checkbox"/>
a) Where machinery is installed in the pit and there is a risk of uncontrolled movement whilst maintenance/inspection is being carried out with the car able to move, is a mechanical device available to create working space 2 m in height? [See BS EN 81-1:1998, 6.4.4.1a), b) and c).]	N/A <input type="checkbox"/>	Yes <input type="checkbox"/>
b) Where it is necessary to move the car from the pit, is an inspection control device provided? [See BS EN 81-1:1998, 6.4.4.1d).]	N/A <input type="checkbox"/>	Yes <input type="checkbox"/>
c) Is movement of the car prevented by an electrical safety device if the mechanical device in a) is active? [See BS EN 81-1:1998, 6.4.4.1f) and g).]	N/A <input type="checkbox"/>	Yes <input type="checkbox"/>
d) Is return of the car to normal operation only possible from an electrical reset device placed outside of the well in accordance with BS EN 81-1:1998, 6.4.4.1h)?	N/A <input type="checkbox"/>	Yes <input type="checkbox"/>
e) When the mechanical device is used, are sufficient clearances available to leave the pit safely? (See BS EN 81-1:1998, 6.4.4.2.)	N/A <input type="checkbox"/>	Yes <input type="checkbox"/>
2C.4 Working areas on a platform	N/A	<input type="checkbox"/>
a) Is the working platform permanently installed and retractable if it is in the travel path of the car or counterweight? (See BS EN 81-1:1998, 6.4.5.1.)		Yes <input type="checkbox"/>
b) Where the platform is in the travel path but movement of the car is unnecessary for maintenance and inspection, is an interlocked mechanical device available to prevent movement of the car? [See BS EN 81-1:1998, 6.4.5.2a).]	N/A <input type="checkbox"/>	Yes <input type="checkbox"/>
c) Where the platform is in the travel path and movement of the car is necessary for maintenance and inspection, is an interlocked mechanical device available to stop the car or counterweight from travelling closer than 2 m towards the platform? [See BS EN 81-1:1998, 6.4.5.2b).]	N/A <input type="checkbox"/>	Yes <input type="checkbox"/>
d) Has the device in c) been provided with buffers and confirmed to operate in accordance with BS EN 81-1:1998, 6.4.5.5?		Yes <input type="checkbox"/>

2C.4 Working areas on a platform (continued)			
e) Confirm that the dimensions of the platform are in accordance with BS EN 81-1:1998, 6.4.5.3 .		Yes	<input type="checkbox"/>
f) Is the platform fitted with an electrical safety device to check the fully retracted position in accordance with BS EN 81-1:1998, 6.4.5.4a)?	N/A	<input type="checkbox"/>	Yes <input type="checkbox"/>
g) If retractable, is the platform able to be placed into position from the pit or from a position outside the well? [See BS EN 81-1:1998, 6.4.5.4b].]	N/A	<input type="checkbox"/>	Yes <input type="checkbox"/>
h) Where access to the platform is not through a landing door, is the access through the inspection door prevented when the platform is not in place, or has a means to prevent falls through the open door been provided? (See BS EN 81-1:1998, 6.4.5.4 .)	N/A	<input type="checkbox"/>	Yes <input type="checkbox"/>
i) Where it is necessary to move the car from the platform, is an inspection control device provided conforming to BS EN 81-1:1998, 6.4.5.6 ?	N/A	<input type="checkbox"/>	Yes <input type="checkbox"/>
2C.5 Machinery spaces – access, ventilation, lighting, etc			
a) Where working spaces inside the well are accessed from outside the well, are the dimensions, construction and operation of inspection doors/ traps in accordance with BS EN 81-1:1998, 6.4.7.1 ?		Yes	<input checked="" type="checkbox"/>
b) Where machinery is accessed inside the well from spaces outside the well, are the dimensions, construction and operation of inspection doors/traps in accordance with BS EN 81-1:1998, 6.4.7.2 ?	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
c) Are the machinery spaces ventilated as specified in BS EN 81-1, 6.4.8 ?		Yes	<input type="checkbox"/>
d) Has lighting and at least one socket outlet been provided in accordance with BS EN 81-1:1998, 6.4.9 and 13.6 ?		Yes	<input type="checkbox"/>
e) Have lifting points installed in the machinery spaces been marked with their safe working load? (See BS EN 81-1:1998, 6.4.10 and 15.4.5 .)		Yes	<input type="checkbox"/>

Table 2D – Result of examination and test for electric traction lifts – Machinery spaces – Machinery outside the well

		N/A	Yes
Electrical Controller			
a)	Have the machinery spaces outside the well been constructed to take the forces and loads to which they are intended to be subjected? (See BS EN 81-1:1998, 6.5.1.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>NOTE Only where visual examination suggests non-compliance should further investigation be undertaken.</i>			
b)	Is the machinery located in a dedicated cabinet, not containing services which do not belong to the lift? (See BS EN 81-1:1998, 6.5.2.1.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Are the control cabinet walls, floor, roof and doors imperforate, except for ventilation openings? (See BS EN 81-1:1998, 6.5.2.2.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Are the doors of the control cabinet of sufficient size to allow work to be carried out safely, opening outwards, and provided with a key-operated lock capable of being closed without the key? (See BS EN 81-1:1998, 6.5.2.3.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Is the working area in front of the cabinet the correct size? (See BS EN 81-1:1998, 6.4.2.)	<input type="checkbox"/>	<input type="checkbox"/>
f)	Is the control panel suitably ventilated to protect against dust, harmful fumes and humidity? (See BS EN 81-1:1998, 6.5.4.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g)	Is the cabinet provided with at least one electrical socket outlet and lighting to 200 lux? (See BS EN 81-1:1998, 6.5.5 and 13.6.2.)	<input type="checkbox"/>	<input type="checkbox"/>

Table 2E – Result of examination and test for electric traction lifts – Machinery spaces – Pulley spaces

2E.1 Pulley rooms	N/A	<input checked="" type="checkbox"/>
a) Is the pulley room constructed to withstand the loads and forces to which it will be subjected, and does it have a non-slip floor? (See BS EN 81-1:1998, 6.7.1.) <i>NOTE Only where visual examination suggests non-compliance should further investigation be undertaken.</i>	Yes	<input type="checkbox"/>
b) Are the dimensions of the pulley room in accordance with BS EN 81-1:1998, 6.7.1.2?	Yes	<input type="checkbox"/>
c) Are all doors and trap doors associated with the pulley room in accordance with BS EN 81-1:1998, 6.7.1.3?	Yes	<input type="checkbox"/>
d) Are all other openings between the pulley room and the well suitably protected? (See BS EN 81-1:1998, 6.7.1.4.)	Yes	<input type="checkbox"/>
e) Is the pulley room provided with a stopping device in accordance with BS EN 81-1:1998, 6.7.1.5?	Yes	<input type="checkbox"/>
f) Where there is a risk of frost, condensation or where electrical equipment is fitted, is suitable heating and ventilation provided? (See BS EN 81-1:1998, 6.7.1.6.)	N/A	<input type="checkbox"/> Yes <input type="checkbox"/>
g) Have lighting and socket outlets been provided in the pulley room in accordance with BS EN 81-1:1998, 6.7.1.7?	Yes	<input type="checkbox"/>
2E.2 Pulleys in the well	N/A	<input checked="" type="checkbox"/>
a) If pulleys are located in the well [with the exception of b)], are they outside the projection of the car roof and easily accessible for maintenance? (See BS EN 81-1:1998, 6.7.2.)	N/A	<input type="checkbox"/> Yes <input type="checkbox"/>
b) Are single or double wrapped pulleys installed above the car, diverting towards the counterweight, able to be reached in safety from the car roof or work platform? (See BS EN 81-1:1998, 6.7.2.)	N/A	<input type="checkbox"/> Yes <input type="checkbox"/>

Table 3 – Result of examination and test for electric traction lifts – Well

3.1 Clearance and run-bys

a) Is the slowdown of the machine monitored? N/A Yes
 (See BS EN 81-1:1998, **5.7.1.3** and **12.8**.)

b) Is there an anti-rebound device fitted? N/A Yes
 (See BS EN 81-1:1998, **5.7.1.4**.)

NOTE In c) and d), $h = 0.035v^2$.

c) With the counterweight resting on its fully compressed buffers, confirm, with reference to Figure 1, that the following conditions are met:-

			Distance
1) The rail lengths can accommodate a further travel of at least $(0.1 + h)$ m. [See BS EN 81-1:1998, 5.7.1.1a .]	Requirement	0.135m	Actual <input style="width: 80px; height: 25px; background-color: #cccccc;" type="text"/> Nominal 0.160m with 0.190m over-travel - Top of car guides are at 2.7m above FFL.
2) The dimension of the standing area on the car roof to the first striking point above is at least $(1.0 + h)$ m. [See BS EN 81-1:1998, 5.7.1.1b .]	Requirement	1.035m	Actual <input style="width: 80px; height: 25px; background-color: #cccccc;" type="text"/> Nominal 1.183m with 0.190m over-travel & 3.6m headroom
3) The free vertical distance between the lowest part of the ceiling of the well and the highest item of equipment on the car roof [excluding 4)] is at least $(0.3 + h)$ m. [See BS EN 81-1:1998, 5.7.1.1c)1].]	Requirement	0.335m	Actual <input style="width: 80px; height: 25px; background-color: #cccccc;" type="text"/> Nominal 0.410m with 0.190m over-travel & 3.4m to underside of lifting beam.
4) The free vertical distance between the lowest part of the ceiling of the well and the highest part of guide shoes/rollers, rope attachments, header or parts of vertically sliding doors is at least $(0.1 + h)$ m. [See BS EN 81-1:1998, 5.7.1.1c)2].]	Requirement	0.135m	Actual <input style="width: 80px; height: 25px; background-color: #cccccc;" type="text"/> Minimum clearance should be checked between: Terminal housing and door operator Load sensor and drive sheave cover.

d) Is there sufficient space above the car to accommodate, resting on one face, a rectangular block 0.5 m × 0.6 m × 0.8 m? Yes
 [See BS EN 81-1:1998, **5.7.1.1d**.]

Table 3 – Result of examination and test for electric traction lifts – *Well (continued)*

3.1 Clearance and run-bys (continued)

			Distance
e) Confirm that with the car resting on its fully compressed buffers, the further guided travel of the counterweight at least $(0.1 + h)$ m [See BS EN 81-1:1998, 5.7.1.2.]	Requirement 0.135m	Actual	
f) With the car resting on its fully compressed buffers, confirm, with reference to Figure 2, that the following conditions are met.			
1) There is sufficient space below the car to accommodate, resting on one face, a rectangular block 0.5 m × 0.6 m × 1.0 m. [See BS EN 81-1:1998, 5.7.3.3a.]			Yes <input type="checkbox"/>
			✓ for 1.1m pit
			Distance
2) There is a free vertical space between the bottom of the pit and the lowest part of the car [excluding the area in 3)] of at least 0.5 m. [See BS EN 81-1:1998, 5.7.3.3b.]	Requirement 0.5m	Actual	
			Sling: Nominal 0.532m with 0.140m over-travel & a pit depth of 1.1m
3) There is a free vertical distance of not less than 0.1 m within a horizontal distance of 0.15 m between i) the apron or parts of the vertical sliding door and adjacent walls, and ii) the lowest parts of the car and the guide rails. [See BS EN 81-1:1998, 5.7.3.3b.]	Requirement 0.1m	Actual	
			Toe guard: Nominal 0.174m with 0.140m over-travel & a pit depth of 1.1m
4) Except for the items in 3) above, there is a free vertical distance between the highest parts in the pit and the lowest part of the car of at least 0.3 m. [See BS EN 81-1:1998, 5.7.3.3c.]	Requirement 0.3m	Actual	
			Sling/rope bracket: Nominal 0.312m with 0.140m over-travel & a pit depth of 1.1m

Figure 1 – Headroom clearances

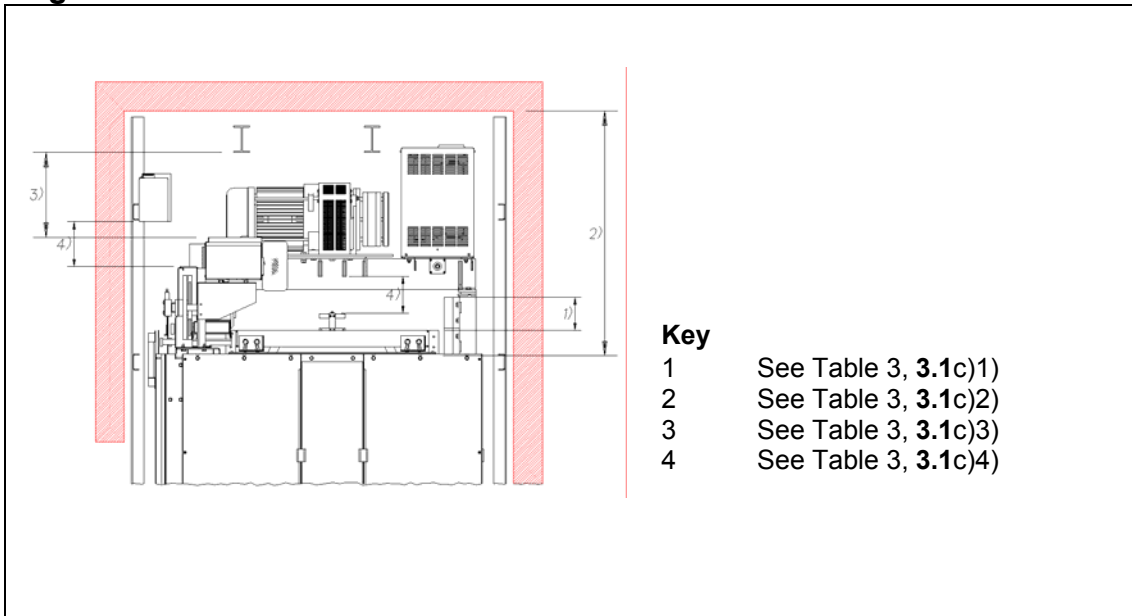


Figure 2 – Pit clearances

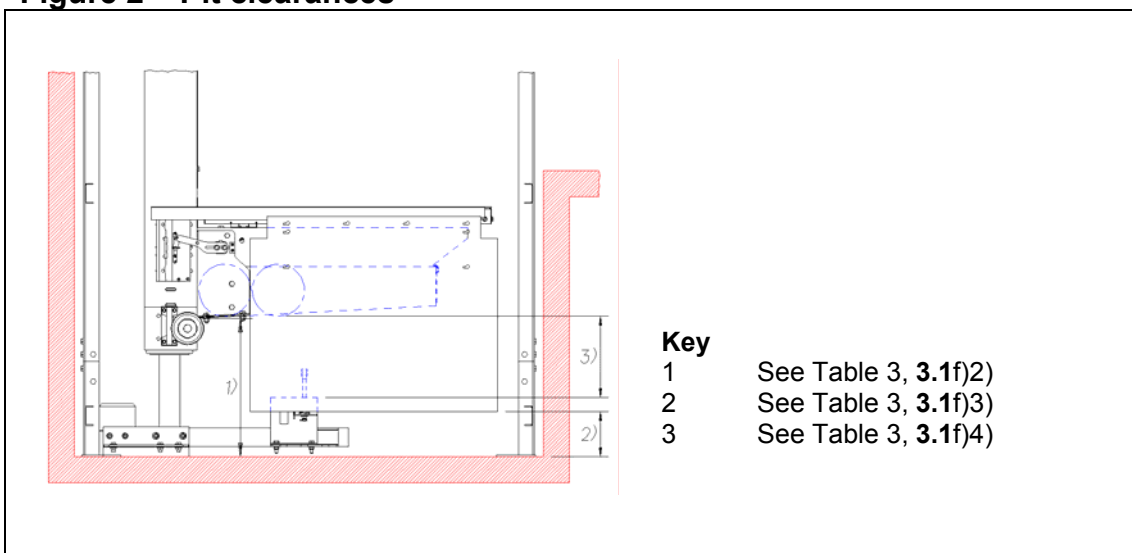


Table 3 – Result of examination and test for electric traction lifts – *Well (continued)*

3.2 Reduced stroke buffering			
Does the terminal speed reduction system ensure that the buffer impact speed is appropriate to the stroke of the buffer? (See BS EN 81-1:1998, 10.4.3.2.)		N/A <input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
3.3 Buffers			
3.3.1 Car buffers			
Do the car buffers conform to those specified?	Specified	Type	Polymer E5 Yes <input type="checkbox"/>
		Number	2
Energy accumulation buffers (linear type) e.g. spring buffers			
With the car and its rated load placed on the buffers(s), and the ropes slack, does the compression correspond to that given by the characteristic curve of the buffer (as provided by the buffer or lift supplier)? (See BS EN 81-1:1998, D.2.1.)		N/A <input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
Energy accumulation buffers (linear type) e.g. polymer buffers			
Is the buffer CE marked?		Yes	<input checked="" type="checkbox"/>
Energy dissipation buffers e.g. hydraulic buffers		N/A	<input checked="" type="checkbox"/>
With the car and its rated load brought into contact with the buffer at the buffer design speed (See BS EN 81-1:1998, 10.4.3), confirm that there is no deterioration to the lift or buffer.		Yes	<input type="checkbox"/>
Confirm the correct operation of the electrical safety contact, monitoring the return of the buffer to its normal extended position in accordance with BS EN 81-1:1998, 10.4.3.4.		Yes	<input type="checkbox"/>
Is the buffer CE marked?		Yes	<input type="checkbox"/>

Table 3 – Result of examination and test for electric traction lifts – *Well (continued)*

3.3 Buffers (continued)					
3.3.2 Counterweight buffers					
Do the counterweight buffers conform to those specified?	Specified	Type	Polymer E5	Yes	<input type="checkbox"/>
		Number	1		
Energy accumulation buffers (linear type), e.g. spring buffers					
When the counterweight with empty car is placed on the buffer(s) the ropes being made slack, confirm that the compression corresponds to that given by the characteristic curve of the buffer, as provided by the buffer supplier or lift supplier. (See BS EN 81-1:1998, D.2.1.1.)		N/A	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>
Energy accumulation buffers (non-linear type), e.g. polymer buffers					
Is the buffer CE marked?				Yes	<input checked="" type="checkbox"/>
Energy dissipation buffer, e.g. hydraulic buffers					
When the counterweight with its rated load is brought into contact with the buffer at the speed for which the buffer is designed (see BS EN 81-1:1998, 10.4.3), confirm that no deterioration occurs to the lift.				Yes	<input type="checkbox"/>
Is the buffer CE marked?				Yes	<input type="checkbox"/>
3.4 Protection in the well					
a) Confirm that in the case of a fully enclosed well, there are no gaps in the enclosure except those listed in BS EN 81-1:1998, 5.2.1.1 .				Yes	<input type="checkbox"/>
b) Is there a rigid counterweight screen fitted? (See BS EN 81-1:1998, 5.6.1 .)				Yes	<input type="checkbox"/>
c) For adjacent lifts, is there a screen in the pit extending 2.5 m above the lowest landing? (See BS EN 81-1:1998, 5.6.2 .)		N/A	<input type="checkbox"/>	Yes	<input type="checkbox"/>

Table 3 – Result of examination and test for electric traction lifts – Well (continued)

3.4 Protection in the well (continued)			
d) If the distance between the moving parts of adjacent lifts is less than 0.5 m, is there a full height screen? (See BS EN 81-1:1998, 5.6.2.2.)	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
e) Do the inspection doors and inspection traps, including their electrical safety contacts, conform to BS EN 81-1:1998, 5.2.2?	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
f) Does the access to the pit conform to BS EN 81-1:1998, 5.7.3.2 and 6.4.4.1?	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
g) For partially enclosed wells, is there screening conforming to BS EN 81-1:1998, 5.2.1.2 and Figure 1?	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
h) Are all the other requirements of BS EN 81-1:1998, 5.2.1.2 satisfied?	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
i) Where required, does the well ventilation conform to BS EN 81-1:1998, 5.2.3?			Yes <input type="checkbox"/>
j) Does the wall facing the car entrance conform to BS EN 81-1:1998, 5.4.3?			Yes <input type="checkbox"/>
k) Have rotating pulleys/sheaves in the well been guarded in accordance with BS EN 81-1:1998, 9.7?			Yes <input type="checkbox"/>
l) Where there are accessible areas under the pit, have precautions been taken in accordance with BS EN 81-1:1998, 5.5?	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
m) Does the well meet the requirements of BS EN 81-1:1998, 5.3 , particularly in relation to any glass used in its construction?			Yes <input type="checkbox"/>
n) Confirm that there is no equipment installed in the lift well which is not associated with the safe operation of the lift. (See BS EN 81-1:1998, 5.8.)			Yes <input type="checkbox"/>
3.5 Landing door assemblies			
a) Is the running clearance between door panels, and between panels and uprights, lintels and sills 6 mm or less? (See BS EN 81-1:1998, 7.1.)			Yes <input type="checkbox"/>
b) Confirm that no recess or projection on the face of the sliding door panels exceeds 3 mm. (See BS EN 81-1:1998, 7.5.1.)			Yes <input type="checkbox"/>
c) Is there a fire test certificate available and in order (if required)?			Yes <input checked="" type="checkbox"/>

Table 3 – Result of examination and test for electric traction lifts – Well (continued)

3.5 Landing door assemblies (continued)					
d) If the answer to c) is YES, are the landing doors correctly fire rated for the installation?	Specified	Type 2S2S or 2C2C Rating 1hr minimum	Yes <input checked="" type="checkbox"/>		
e) Are glass panels (if any) correctly marked in accordance with BS EN 81-1:1998, 7.2.3.5?		N/A <input type="checkbox"/>	Yes <input type="checkbox"/>		
f) Glass panels - Has one of the options for child protection in BS EN 81-1:1998, 7.2.3.6 been adopted?		N/A <input type="checkbox"/>	Yes <input type="checkbox"/>		
Note: "Other equivalent methods" stated in 7.2.3.6 d) includes the reduction of the gap between door and architrave to 4mm or less.					
3.6 Landing door locks					
a) Are the correct door locks fitted?	Specified	IGV Type 83	Yes <input type="checkbox"/>		
b) Are all door locks CE marked?			Yes <input type="checkbox"/>		
3.7 Lighting and outlet sockets					
a) Does the lighting in the well conform to BS EN 81-1:1998, 5.9 and 13.6 with regard to lighting levels, position and switching?	Actual	lux (Min 50 lux)	Yes <input type="checkbox"/>		
b) Has an electrical outlet socket been provided in the pit in accordance with BS EN 81-1:1998, 5.7.3.4?			Yes <input type="checkbox"/>		
3.8 Car and counterweight guide rails					
a) Does the designation of the guide rails conform to that specified?	Car	Specified	T90B	Actual	<input type="checkbox"/>
	CWT	Specified	T50A	Actual	<input type="checkbox"/>
b) Does the pitch of the rail fixings conform to the layout drawing?	Car	Specified	1.8m max	Actual	<input type="checkbox"/>
	CWT	Specified	1.8m max	Actual	
c) Where guides are lubricated, confirm that this is in accordance with the safety gear type test certificate or maintenance/setting up instructions.				Yes	<input checked="" type="checkbox"/>

Table 4 – Result of examination and test for electric traction lifts – Car, inspection operation and entrance clearances

4.1 Car			
a) What is the weight of the empty car?	Specified (Refer page 46)	<input type="text" value="kg"/>	
<i>NOTE: Only where the person conducting the test has cause to doubt the weight of the car against that specified is further investigation required.</i>			
b) Does the available floor area, related to the rated load and maximum number of passengers conform to BS EN 81-1:1998, 8.2?	Specified	<input type="text" value="1.1m x 1.4m"/>	Actual <input type="text"/>
c) Is the inside of the car at least 2 m in height? (See BS EN 81-1:1998, 8.1.1.)		Yes	<input checked="" type="checkbox"/>
d) Is each glass panel (if used) marked as specified in BS EN 81-1:1998, 8.3.2.4?	Doors	N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/>
	Walls	N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/>
e) Where glass panels are lower than 1.1 m from the floor, are handrails provided in accordance with BS EN 81-1:1998, 8.3.2.2?		N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/>
f) Has one of the options for child protection in BS EN 81-1:1998, 8.6.8 been adopted?		N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/>
g) Is the maximum load and maker's name indicated in the car (i.e. no. of persons, load in kg and identification no.) and does it conform to BS EN 81-1:1998, 15.2.1?		Yes	<input type="checkbox"/>
h) 1) Has Annex A been fully completed?		Yes	<input type="checkbox"/>
	2) Does the emergency alarm device allow two-way communication with a rescue service in accordance with BS EN 81-28?	Yes	<input type="checkbox"/>
i) Has ventilation been included in the car conforming to BS EN 81-1:1998, 8.16?		Yes	<input type="checkbox"/>
j) Does the car and emergency lighting conform to BS EN 81-1:1998, 8.17?		<input type="text" value="lux"/>	Yes <input type="checkbox"/>
<i>NOTE The lighting level (lux) recorded should be that for normal operation.</i>		(Min 50 lux)	

Table 4 – Result of examination and test for electric traction lifts – Car, inspection operation and entrance clearances (continued)

4.1 Car (continued)			
k) Does the car overload device operate as specified in BS EN 81-1:1998, 14.2.5 ?		Yes	<input type="checkbox"/>
l) Does the toe guard conform to BS EN 81-1:1998, 8.4 ?		Yes	<input type="checkbox"/>
m) Do emergency doors and trap doors conform to BS EN 81-1:1998, 8.12 ?	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
4.2 Car top			
a) Has the car top been fitted with controls, stopping devices and socket outlets conforming to BS EN 81-1:1998, 8.15 ?		Yes	<input type="checkbox"/>
b) Does the car top station conform to BS EN 81-1:1998, 14.2.1.3 in construction and operation, and in neutralizing of other controls?		Yes	<input type="checkbox"/>
c) Is there at least one clear area for standing? (See BS EN 81-1:1998, 8.13.2.)		Yes	<input type="checkbox"/>
d) Does the alarm device as specified in BS EN 81-1:1998, 5.10 operate correctly?		Yes	<input type="checkbox"/>
d) Does the balustrade on the car roof conform to BS EN 81-1:1998, 8.13.3 ?	N/A	<input type="checkbox"/>	Yes <input type="checkbox"/>
4.3 Car entrance clearances			
a) Is the running clearance between door panels, and between panels and uprights, lintels and sills 6 mm or less? (See BS EN 81-1:1998, 8.6.3.)		Yes	<input type="checkbox"/>
b) Confirm that no recess or projection on the face of sliding door panels exceeds 3 mm. (See BS EN 81-1:1998, 8.7.1.)		Yes	<input type="checkbox"/>
c) Is the horizontal distance between the sill of the car and the sill of the landing doors 35 mm or less? (See BS EN 81-1:1998, 11.2.2.)		Yes	<input type="checkbox"/>
d) Is the distance between the inner surface of the well and the sill or framework of the car entrance or door 0.15 m or less, or 0.2 m if over a height not exceeding 0.5 m? (See BS EN 81-1:1998, 11.2.1.)	No	<input type="checkbox"/>	Yes <input type="checkbox"/>

Table 4 – Result of examination and test for electric traction lifts – Car, inspection operation and entrance clearances (*continued*)

4.3 Car entrance clearances (<i>continued</i>)	
e) If the answer to d) is NO, does the car door mechanically lock when out of the unlocking zone, as specified in BS EN 81-1:1998, 8.9.3 and 11.2.1c)?	N/A <input checked="" type="checkbox"/> Yes <input type="checkbox"/>
f) Confirm that where there is a hinged landing door and a folding car door, the clearances between them do not exceed 150 mm. (See BS EN 81-1:1998, 11.2.4.)	N/A <input checked="" type="checkbox"/> Yes <input type="checkbox"/>
4.4 Landing and car door tests	
<i>NOTE</i> If appropriate, the tests in 4.4 should be carried out with the car and landing doors coupled.	
If the doors are power-operated, answer all except p).	Yes <input checked="" type="checkbox"/>
If the doors are manual, e.g. shutter gates and hinged doors, answer e) to p) below.	N/A <input checked="" type="checkbox"/> Yes <input type="checkbox"/>
a) Is the force to prevent closing 150 N or less? (See BS EN 81-1:1998, 7.5.2.1.1.1 and 8.7.2.1.1.1.)	Yes <input checked="" type="checkbox"/>
b) Is the kinetic energy 10 J or less? (See BS EN 81-1:1998, 7.5.2.1.1.1, 8.6.3, and 8.7.2.1.1.2.)	Yes <input checked="" type="checkbox"/>
c) Do all the protective devices reverse the doors as specified in BS EN 81-1:1998, 7.5.2.1.1.3 and 8.7.2.1.1.3?	Yes <input type="checkbox"/>
d) If the doors are able to close with the reversal device inoperative, is the kinetic energy no more than 4 J? (See BS EN 81-1:1998, 7.5.2.1.1.3 and 8.7.2.1.1.3.)	Yes <input checked="" type="checkbox"/>
e) With a mechanical force of 150 N, confirm that the clearances specified in BS EN 81-1:1998, 7.1 do not exceed 30 mm for side opening doors or 45 mm for centre opening doors. (See BS EN 81-1:1998, 7.2.3.2.)	Yes <input checked="" type="checkbox"/>
f) Is the unlocking zone 0.2 m or less above or below landing levels (or 0.35 m for simultaneously operated car and landing doors)? (See BS EN 81-1:1998, 7.7.1.)	Yes <input type="checkbox"/>
g) Does the automatic mechanical self-closing mechanism on each set of doors function correctly? (See BS EN 81-1:1998, 7.7.3.2.)	Yes <input type="checkbox"/>

Table 4 – Result of examination and test for electric traction lifts – Car, inspection operation and entrance clearances (continued)

4.4 Landing and car door tests (continued)			
h) Can each set of landing doors be unlocked from outside, with an emergency key? (See BS EN 81-1:1998, 7.7.3.2.)		Yes	<input type="checkbox"/>
i) Can the car doors be manually opened within the unlocking zone with a force of less than 300 N with the power off? (See BS EN 81-1:1998, 8.11.2.)		Yes	<input checked="" type="checkbox"/>
j) Is the maximum force to prevent opening of the folding doors 150 N? (See BS EN 81-1:1998, 8.7.2.1.1.4.)	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
k) Do vertically sliding doors conform to BS EN 81-1:1998, 7.5.2.2a), b) and d), and 8.7.2.2b), c) and e)?	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
l) Do the contacts at each landing entrance stop and prevent movement of the car outside the unlocking zone when broken? (See BS EN 81-1:1998, 7.7.4.)		Yes	<input type="checkbox"/>
m) Are the mechanical locks at each landing entrance proved for positive locking? (See BS EN 81-1:1998, 7.7.5.)		Yes	<input type="checkbox"/>
n) Does the car door lock function correctly (if fitted)? (See BS EN 81-1:1998, 8.9.3.)	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
o) Is there no car movement outside the unlocking zone when the car door/gate contacts are broken? (See BS EN 81-1:1998, 8.9.)		Yes	<input type="checkbox"/>
p) Does the “car here” indicator conform to BS EN 81-1:1998, 7.6.2 for manual doors?	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>

Table 5 – Result of examination and test for electric traction lifts – [Suspension, compensation, braking and traction](#)

5.1 Suspension Ropes – labels detailing rope specs to be attached to terminations.				
Check labels detailing rope specifications attached to terminations.				
a) Number	Specified	<input type="text" value="6"/>	Actual	<input type="text"/>
b) Nominal diameter	Specified	<input type="text" value="8mm"/>	Actual	<input type="text" value="mm"/>
c) Lay and construction	Specified	<input type="text" value="250T R/H
ORD LAY"/>	Actual	<input type="text"/>
d) Are the correct ropes supplied in accordance with BS EN 12385-5 and is the test certificate available and in order? (A copy is sufficient.)			Yes	<input checked="" type="checkbox"/>
5.2 Rope anchorages				
Type of termination	Car	<input type="text" value="FERRULE
SECURED
THIMBLE +
M12
EYEBOLT"/>	CWT	<input type="text" value="SYMMETRIC
WEDGE
SOCKET
WITH M12
EYEBOLT"/>
			Suspension points	<input type="text" value="N/A"/>
Are the rope terminations correctly made and secure as specified in BS EN 81-1:1998, 9.2.3 and 9.2.4?				Yes <input type="text"/>
Do the rope terminations conform to BS EN 81-1:1998, 9.5, ensuring distribution of load between ropes?				Yes <input type="text"/>
5.3 Compensation				
Is the compensation the correct type?				N/A <input checked="" type="checkbox"/>
	Specified	<input type="text"/>	Actual	<input type="text"/>
Confirm that any tension or anti-rebound device, including its electrical safety contact, is in accordance with BS EN 81-1:1998, 9.6.1 and 9.6.2.				N/A <input type="text"/> Yes <input type="text"/>

5.4 Traction/braking checks

a) Is the balance correct?
[See BS EN 81-1:1998, **D.2h**3).]

(i.e. equal active currents when running up and down with 50% rated load.)

Specified

50% load

Yes

No. of filler weights

Refer page 46

b) Confirm that the brake stops the lift car when the supply is interrupted with 125 % load in the car and at rated speed.
[See BS EN 81-1:1998, **D.2d**].]

Yes

Note: It is important to check the brake for any transit screws which need to be removed as per Technical Bulletin TB123.

c) Is rope traction maintained in the following emergency conditions?

1) With the car empty and travelling upwards at rated speed, is traction maintained in the upper part of the well? [See BS EN 81-1:1998, **D.2h**1)a).]

Yes

2) With the car loaded to 125% and travelling downwards at rated speed, is traction maintained in the lower part of the well? [See BS EN 81-1:1998, **D.2h**1)b).]

Yes

d) Do the ropes slip when the counterweight is brought into contact with the buffer?
[See BS EN 81-1:1998, **D.2h**2).]

Yes

NOTE The test in d) above may be performed with the empty car at any speed between zero and inspection speed.

Table 6 – Result of examination and test for electric traction lifts – Safety contacts and circuits

a) Are the final limit switches positioned and operating correctly? (See BS EN 81-1:1998, 10.5.)		Yes	<input type="checkbox"/>
b) Do the stopping devices (where required) in the pit, in the pulley room, on the car top, at the inspection device, at the lift machine and at the test panel, stop and prevent movement of the car when operated? (See BS EN 81-1:1998, 5.7.3.4, 6.7.1.5, 8.15b), 14.2.1.3c), 14.2.2.1f) and 14.2.2.1g.)		Yes	<input type="checkbox"/>
c) Has the safety chain been tested to ensure that an earth fault in the most remote safety contact causes immediate stopping or prevents restarting? (See BS EN 81-1:1998, 14.1.1.3.)		Yes	<input type="checkbox"/>
d) Does the phase reversal protection function correctly? [See BS EN 81-1:1998, 14.1.1.1j).]	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
e) Confirm that the levelling and re-levelling circuits operate. (See BS EN 81-1:1998, 14.2.1.2.)	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
f) Does the docking operation function as specified in BS EN 81-1:1998, 14.2.1.5b) ?	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
g) Do all electrical safety devices on the landing door panels, that are not directly mechanically linked, operate correctly? (See BS EN 81-1:1998, 7.7.6.2.)	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
h) For two rope suspension, does the slack rope safety device operate correctly? (See BS EN 81-1:1998, 9.5.3.)	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
i) Does the electrical slow-down system operate correctly, including any non-electrical device? [See BS EN 81-1:1998, 12.8.4c).]	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
j) Does the stopping device in the car operate correctly? [See BS EN 81-1:1998, 14.2.1.5i).]	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
k) Do all other switches/contacts in safety devices stop and prevent movement of the car when operated? (See BS EN 81-1:1998, Annex A.)		Yes	<input type="checkbox"/>
l) Confirm that safety circuits containing electronic components are CE marked. (See BS EN 81-1:1998, 14.1.2.3.3.)	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>

Table 7 – Result of examination and test for electric traction lifts – Car and balancing weight safety gear and overspeed protection

7.1 Car safety gear		Progressive only	Specified	Actual	
a)	Is the correct safety gear supplied?		Refer page 46	DYNATECH PR-2500-UD.V50 P+Q=1274kg or P+Q=1424kg	<input type="checkbox"/>
b)	Is the safety gear CE marked?				Yes <input type="checkbox"/>
c)	Does the safety gear stop the car, in the downward direction, when operated by the governor and engaging at the appropriate speed, with the load uniformly distributed at:				
	• rated load at rated speed, for instantaneous safety gear? [See BS EN 81-1:1998, D.2j)1].]			N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/>
	• 125% of rated load at rated speed or lower, for progressive safety gear? [See BS EN 81-1:1998, D.2j)2.]				Yes <input type="checkbox"/>
d)	Is the floor of the lift car sloping no more than 5% from horizontal? (See BS EN 81-1:1998, 9.8.7.)				Yes <input type="checkbox"/>
e)	After the test, confirm that no deterioration that could adversely affect normal use of the lift has occurred [See BS EN 81-1:1998, D.2j).]				Yes <input type="checkbox"/>
f)	Confirm that the electrical safety device operates correctly in accordance with BS EN 81-1:1998, 9.8.8.				Yes <input type="checkbox"/>
7.2 Car governor					
a)	Is the correct governor installed and is the tripping speed correct?		Specified	DYNATECH STAR A3 1.15-1.5m/s	Yes <input type="checkbox"/>
b)	Is the governor CE marked?				Yes <input type="checkbox"/>
c)	Does the electrical safety device stop the lift in accordance with BS EN 81-1:1998, 9.9.11?				Yes <input type="checkbox"/>
d)	Is the governor sealed (if adjustable)?			N/A	<input type="checkbox"/> Yes <input type="checkbox"/>
e)	Is the correct rope type installed?		Specified	6mm DIA – 6x19W RHOL	Yes <input type="checkbox"/>

Table 7 – Result of examination and test for electric traction lifts – Car and balancing weight safety gear and overspeed protection (continued)

7.3 Counterweight safety gear		N/A	<input checked="" type="checkbox"/>
a) Is the correct safety gear supplied?	Specified <input type="checkbox"/>	Yes	<input type="checkbox"/>
b) Is the safety gear CE marked?		Yes	<input type="checkbox"/>
c) Does the safety gear stop the counterweight when operated and engaging at appropriate speed, with the car empty, at:			
• rated speed, for instantaneous safety gear? [See BS EN 81-1:1998, D.2k1).]	N/A	Yes	<input type="checkbox"/>
• rated load or lower, for progressive safety gear? [See BS EN 81-1:1998, D.2k2).]	N/A	Yes	<input type="checkbox"/>
d) After the test, confirm that no deterioration that could adversely affect normal use of the lift has occurred. [See BS EN 81-1:1998, D.2j).]		Yes	<input type="checkbox"/>
7.4 Counterweight governor		N/A	<input type="checkbox"/>
a) Is the correct governor installed?	Specified <input type="checkbox"/>	Actual	<input type="checkbox"/>
b) Is the governor CE marked?		Yes	<input type="checkbox"/>
c) If fitted, does the electrical safety device stop the lift in accordance with BS EN 81-1:1998, 9.9.11?		N/A	Yes <input type="checkbox"/>
d) Is the governor sealed (if adjustable)?		N/A	Yes <input type="checkbox"/>
e) Is the correct rope type installed?	Specified <input type="checkbox"/>	Yes	<input type="checkbox"/>

Table 7 – Result of examination and test for electric traction lifts – Car and balancing weight safety gear and overspeed protection (continued)

7.5 Ascending car protection			
a) Is the correct ascending car overspeed protection provided? (See BS EN 81-1:1998, 9.10.)	Specified	BI-DIRECTIONAL SAFETY GEAR + O/S GOVERNOR SPECIFIED IN 7.1 & 7.2 ABOVE	Yes <input type="checkbox"/>
b) Is the protective device CE marked?			Yes <input type="checkbox"/>
c) Does the device function correctly, with the car ascending at least at 115 % of rated speed? (See BS EN 81-1:1998, 9.10.1.)			Yes <input type="checkbox"/>
d) Does the electrical safety device stop the lift in accordance with BS EN 81-1:1998, 9.10.5?			Yes <input type="checkbox"/>
d) After the test, confirm that no deterioration that could adversely affect normal use of the lift has occurred.			Yes <input type="checkbox"/>
7.6 Unintended car movement protection means			
a) Is a means to detect and stop unintended car movement provided? (See BS EN 81-1:1998, 9.11.)	Specified	Star A3 overspeed governor + PR 2500 UD progressive safety gear	Yes <input checked="" type="checkbox"/>
b) Is the means type tested? (See BS EN 81-1:1998, F.8.)			Yes <input checked="" type="checkbox"/>
c) Confirm that the self-monitoring operates correctly. (See BS EN 81-1:1998, 9.11.3.)			Yes <input type="checkbox"/>
d) Confirm that the protection means stops the car within the required distance. (See BS EN 81-1:1998, D.2p.)			Yes <input type="checkbox"/>
e) Does the electrical safety device stop the lift in accordance with BS EN 81-1:1998, 9.11.8?			Yes <input type="checkbox"/>

Table 8 – Result of examination and test for electric traction lifts – Measurement system parameters

a) Check the mains current (running with full load up) to ensure that it is within the specified limit.
[See BS EN 81-1:1998, D.2e).]

Specified

25A

Actual

b) Measure and record the following speeds when the car is at mid-point of travel.
[See BS EN 81-1:1998, D.2e).]

NOTE Manufactures may use dedicated test tools/devices to prove current/power and speed are within the specified limits. This should be recorded in a) and b).

All measurements in metres per second (m/s)

Car loading condition	Direction of travel	Lift speed	Levelling speed ^{A)}	Re-levelling speed	Inspection speed	Emergency operation speed	Docking operation speed
		12.6 ^{B)}	(<0.8 m/s) 14.2.1.2 ^{B)}	(<0.3 m/s) 14.2.1.2 ^{B)}	(<0.63 m/s) 14.2.1.3 ^{B)}	(<0.63 m/s) 14.2.1.4 ^{B)}	(<0.3 m/s) 14.2.1.5 ^{B)}
Empty	Up						
	Down						
Balanced	Up						
	Down						
Rated	Up						
	Down						

A) With advance door opening.

B) Sub-clause in BS EN 81-1:1998.

c) Confirm that all the measured half loaded down speeds do not exceed the rated speed by more than 5% according to BS EN 81-1:1998, 12.6

Yes

d) Confirm that the stopping accuracy is within ± 10mm at all landings with balanced load. (See BS EN 81-1:1998, 12.12.)

Yes

e) Confirm that the levelling accuracy is maintained within ± 20mm during loading or unloading at the most unfavourable floor
(See BS EN 81-2:1998, D.2o.)

Yes

Note: The most unfavourable floor is normally the lowest.

Specified

±5mm

Actual

Table 9 – Result of examination and test for electric traction lifts – **Protective devices**

9.1 Lift motor windings	Motor windings resistance 10Ω approx		Ω
	Motor windings insulation to earth > 10MΩ		MΩ
	Fan motor 800Ω approx		Ω
Is motor protection provided? (See BS EN 81-1:1998, 13.3.)	Motor thermistors < 300Ω	Ω	Yes <input checked="" type="checkbox"/>
9.2 Door motor windings			
Is motor protection provided? (See BS EN 81-1:1998, 13.3.)			Yes <input checked="" type="checkbox"/>
9.3 Main power converter			
Is protection provided? (See BS EN 81-1:1998, 13.3.)			Yes <input checked="" type="checkbox"/>
9.4 Motor run time limiter			
Is the correct motor run time limiter provided and does it operate correctly? (See BS EN 81-1:1998, 12.10.)			Yes <input type="checkbox"/>
9.5 Lighting and socket outlet protection			
Is the lighting and socket electrical supply separate to that of the lift machine and do these circuits have there own independent short circuit protection? (See BS EN.81-1:1998, 13.6.1 and 13.6.3.3)			Yes <input type="checkbox"/>

Drive program parameters – record of the final values:

Parameter	Typical value	Actual value	Description
0.03	0.4		Acceleration rate
0.04	0.75		Deceleration rate
0.15	100		Slow speed
0.17	1000		High speed
0.43	-		Encoder phase angle
4.13	100		Current controller KP gain
4.14	1400		Current controller KI gain
18:25	1000		Increase value to improve running during travel. Motor noise if set too high.
18:26	1200		High value reduces deviation, low value reduces overshooting during travel
18:27	1400		Increase value to improve tracking at start. Noise from motor if set too high.
18:28	1800		Increasing value reduces jolting at start. Noise from motor if set too high.

Have the above final parameters been saved to permanent memory and saved to smartcard?

Yes

Table 10 – Result of examination and test for electric traction lifts – [Electrical wiring examination](#)

10.1 Insulation resistance to earth	
Does the insulation resistance to earth for the electrical system conform to BS EN 81-1:1998, 13.1.3 ? [See also D.2f 1).]	Value <input type="text"/> MΩ Yes <input type="checkbox"/>
10.2 Earthing	
Confirm electrical continuity between the earth main terminal and all parts of the lift liable to be made live accidentally. [See BS EN 81-1:1998, D.2f 2).]	Yes <input type="checkbox"/>
10.3 Electrical wiring	
a) Do the electrical conductors, including travelling cables, conform to BS EN 81-1:1998, 13.5 ?	Yes <input checked="" type="checkbox"/>
b) Is the wiring installed (for EMC compliance) in accordance with the manufacturer's instructions?	Yes <input type="checkbox"/>
c) Are the controller and other electrical equipment protected against direct contact with enclosures of at least IP2X?	Yes <input checked="" type="checkbox"/>
d) Has the wiring to the brake resistor been checked for correct termination?	Yes <input type="checkbox"/>

Table 11 – Result of examination and test for electric traction lifts – [Documentation](#)

a) Is there a register conforming to BS EN 81-1:1998, 16.2 ?	Yes <input type="checkbox"/>
b) Is there an instruction manual conforming to BS EN 81-1:1998, 16.3 ? (See BS EN 13015.)	Yes <input type="checkbox"/>

Table 12 – Confirmation of conformity to BS EN 81 series standards

a) Are all the items associated with the installation, for which the lift manufacturer is not responsible, in a suitable state for the installation to be put into service?

No Yes

NOTE Some of the items requiring attention might not be part of the contract for the lift but part of the installation and the responsibility of others.

If NO, provide details.

b) Does the lift conform to BS EN 81-1:1998?

No Yes

c) Does the lift conform to BS EN 81-28:1998 and annex A

N/A No Yes

d) Does the lift conform to BS EN 81-70:1998 and annex B

N/A No Yes

e) Does the lift conform to BS EN 81-71:1998 and annex C

N/A No Yes

f) Does the lift conform to BS EN 81-72:1998 and annex D

N/A No Yes

g) Does the lift conform to BS EN 81-73:1998 and annex E

N/A No Yes

If NO, state reasons

NOTE: These can include Notified Body approval having been obtained (Design Examination Certificate or EC type examination). Additional/alternative tests might be required for any deviations from the standard, the results of which should be attached to the present test results.

f) Have all the questions been answered for b) and c) to g) as applicable ?

No Yes

If NO, state reasons:

Signature

Name
(in capitals)

Position

Company

Date

Place of
signature

Annex A (normative) Remote alarms (BS EN81-28:2003)

Table A.1 – Result of examination and test for electric traction lifts – Alarm systems

A.1 Alarm transmissions (see BS EN81-28:2003, 4.1.1)	
a) Confirm that if an alarm communication is interrupted, any re-emission after acknowledgement is not impeded by the alarm equipment	Yes <input type="checkbox"/>
<i>NOTE The requirements of the communication network may need to be considered</i>	
b) Confirm that the emission of alarm information to the alarm equipment transmitter is not delayed, except during filtering.	Yes <input type="checkbox"/>
c) Confirm that the alarm system accepts communication from the rescue service until the end of the alarm has occurred.	Yes <input type="checkbox"/>
d) Confirm that between the acknowledgement and the end of alarm, any filtering is bypassed.	Yes <input type="checkbox"/>
e) Confirm that after acknowledgement, if the communication is interrupted, the alarm equipment stops automatic re-emission.	Yes <input type="checkbox"/>
A.2 End of alarm (see BS EN81-28:2003, 4.1.2)	
a) Check that the end of alarm can only be initiated from the installation to which the alarm belongs.	Yes <input type="checkbox"/>
b) Check that the means to initiate the end of alarm is out of the reach of any non-competent person.	Yes <input type="checkbox"/>
c) Check that provision has been made to allow remote resetting of the alarm equipment.	Yes <input type="checkbox"/>
A.3 Emergency electrical power supply (see BS EN81-28:2003, 4.1.3)	
a) Confirm that no alarm is impeded or lost in cases of electrical power supply switching or power supply failure.	Yes <input type="checkbox"/>
b) Check that where a rechargeable emergency electrical power supply is used, the means to automatically inform the rescue service operates when the capacity is lower than that needed to provide one hour of function of the alarm system.	Yes <input type="checkbox"/>

Table A.1 – Result of examination and test for electric traction lifts – Alarm systems
(continued)

A.4 Information in the car, where compliance to BS EN81-70:2003 is required	
a) Check that when an alarm initiation device is operated that the yellow pictogram illuminates and an audible signal sounds in accordance with BS EN81-70:2003, 5.4.4.3a).	N/A <input type="checkbox"/> Yes <input type="checkbox"/>
b) Check that when the alarm has been registered by the rescue service that the green pictogram illuminates and an audible signal sounds in compliance with BS EN81-70:2003 5.4.4.3b).	N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/>
c) Check that the voice link has been adjusted to suit the site conditions in compliance with BS EN81-70:2003 5.4.4.3b).	N/A <input type="checkbox"/> Yes <input checked="" type="checkbox"/>
A.5 Alarm filtering (see BS EN81-28:2003, 4.1.5)	
a) Check that an alarm is not initiated when the car is in an unlocking zone and the car and landing doors are fully open.	Yes <input type="checkbox"/>
b) Check that an alarm is not initiated when the car is running and doors are opening at the next landing stop.	Yes <input type="checkbox"/>
c) Check that alarms initiated during maintenance and/or repair are not discarded.	Yes <input type="checkbox"/>
d) Check that the rescue service can deactivate and reactivate filtering of alarms.	Yes <input type="checkbox"/>
A.6 Alarm equipment identification	
Check that the alarm equipment transmits full alarm and location information to the rescue service and that the installation is identified correctly in accordance with BS EN81-28:2003, 4.1.6	Yes <input type="checkbox"/>
A.7 Communication	
a) Check that after the operation of the alarm initiation device, no further action from the trapped users is necessary.	Yes <input type="checkbox"/>
b) Confirm that after the initiation of the alarm, the trapped users are not able to interrupt the 2-way communication	Yes <input type="checkbox"/>
c) Confirm that the user can always, during an alarm, re-initiate connection to the rescue service should this be necessary.	Yes <input type="checkbox"/>

Table A.1 – Result of examination and test for electric traction lifts – Alarm systems
(continued)

A.8 Technical characteristics	
a) Check that the alarm equipment can emit information to alternative reception equipment in accordance with BS EN81-28:2003, 4.2.1 .	Yes <input type="checkbox"/>
b) Check that the alarm equipment can make a test call in the selected time frame in accordance with BS EN81-28:2003, 4.2.1 .	Yes <input type="checkbox"/>
<i>NOTE This test may be simulated by reducing the periodicity</i>	
c) Confirm that any electrical interface between the alarm system and components of safety circuits of the lift are in accordance with the requirements of EN 81-1:1998, 13.2.2 and 14.1.2.1.3 .	Yes <input checked="" type="checkbox"/>
d) Check that the alarm initiation device(s) are installed at places where there is a risk of entrapment in accordance with BS EN81-28:2003, 4.2.3 .	Yes <input type="checkbox"/>
<i>NOTE The requirements of BS EN81-70: 2003 may also need to be considered, see A.4.</i>	
e) Check all alarm initiation device(s) for correct operation, e.g. pit, car top.	Yes <input type="checkbox"/>
f) Check that the alarm equipment is not accessible to passenger(s) in compliance with BS EN81-28:2003, 4.2.4 .	Yes <input checked="" type="checkbox"/>
g) Confirm that access to the parameters of the alarm system are protected by access codes in compliance with BS EN81-28:2003, 4.2.5 .	Yes <input checked="" type="checkbox"/>
A.9 Information	
Confirm that all information has been provided in compliance with BS EN81-28:2003, Clause 5 .	Yes <input type="checkbox"/>

Annex B (normative) Accessibility to lifts (BS EN81-70)

Table B.1 – Result of examination and test for electric traction lifts – Lifts for use by disabled persons – Access to lift car

a) Confirm that the door providing access to the lift car is a minimum of 800 mm wide. (See BS EN 81-70:2003, 5.2.1 .)	Yes	<input checked="" type="checkbox"/>
b) Confirm that all eligible floors to the lift are clear of any obstacles preventing free access in accordance with BS EN 81-70:2003, 5.2.2 . (See BS EN 81-70:2003, 0.4 .)	Yes	<input type="checkbox"/>
c) Confirm that the door dwell time is between 2 s and 20 s in accordance with BS EN 81-70:2003, 5.2.3 .	Yes	<input type="checkbox"/>
d) Confirm that the closing door passenger protection is full height between 25 mm and 1800 mm. (See BS EN 81-70: 2003, 5.2.4 .)	Yes	<input type="checkbox"/>
e) Confirm that any decorative finish on the car walls is less than 15 mm. (See BS EN 81-70:2003, 5.3.1.1 .)	Yes	<input type="checkbox"/>
f) Confirm that the lift car dimensions are in accordance with BS EN 81-70:2003, 5.3.1.1 (see BS EN 81-70:2003, Table 1 for dimensions). (See also BS EN 81-70:2003, 0.4 .)	Yes	<input checked="" type="checkbox"/>
g) Confirm that a handrail is fitted to at least one wall of the lift car and has dimensions of cross-section 30 mm × 45 mm and top edge (900 ± 25) mm from the car floor. Confirm that the handrail is at least 35 mm from the car wall. (See BS EN 81-70:2003, 5.3.2.1 .)	Yes	<input type="checkbox"/>
h) Confirm that (where required by negotiation) a tip-up seat is provided (500 ± 20) mm from the lift car floor, with a seat depth of 300 mm to 400 mm, a width of 400 mm to 500 mm, and capable of supporting a load of 100 kg. (See BS EN 81-70:2003, 5.3.2.2 .)	N/A	<input type="checkbox"/> Yes <input type="checkbox"/>
i) Confirm that wall mirrors are provided for Type 1 or Type 2 lifts in accordance with BS EN 81-70:2003, 5.3.2.3 and are a minimum of 300 mm from floor level where the car walls are reflective.	N/A	<input type="checkbox"/> Yes <input type="checkbox"/>
j) Confirm that stopping accuracy is ±10 mm and levelling accuracy within ±20 mm. (See BS EN 81-70:2003, 5.3.3 .)	Yes	<input type="checkbox"/>

Table B.2 – Result of examination and test for electric traction lifts – Lifts for use by disabled persons – Control devices and key pads (general)

B.2.1 Control devices	
a) Confirm that the active part of the control buttons has a minimum area of 490 mm ² . [See BS EN 81-70:2003, Table 2a)]	Yes <input checked="" type="checkbox"/>
b) Confirm that the minimum dimension of the active part of buttons is an inscribed circle of 20 mm. [See BS EN 81-70:2003, Table 2b)]	Yes <input checked="" type="checkbox"/>
c) Confirm that the active parts of buttons are visually and by touch different from the faceplate and surrounds. [See BS EN 81-70:2003, Table 2c)]	Yes <input checked="" type="checkbox"/>
d) Confirm that the faceplate is a contrast colour to its surrounds. [See BS EN 81-70:2003, Table 2d)]	Yes <input checked="" type="checkbox"/>
e) Confirm that the force required to operate a button is between 2.5 N and 5 N. [See BS EN 81-70:2003, Table 2e)]	Yes <input checked="" type="checkbox"/>
f) Confirm that there is an audible feedback to confirm that a call button has been pushed. [See BS EN 81-70:2003, Table 2f)]	Yes <input type="checkbox"/>
g) Confirm that there is visible and audible [adjustable between 35 db(A) and 65 db(A)] registration feedback, and an audible signal on all subsequent operations. [See BS EN 81-70:2003, Table 2g)]	Yes <input type="checkbox"/>
h) Confirm that the exit floor button protrudes by more than (5 ± 1) mm. [See BS EN 81-70:2003, Table 2h)]	Yes <input checked="" type="checkbox"/>
i) Confirm that symbols on buttons are on the active part or within 10 mm to 15 mm to the left of the button. [See BS EN 81-70:2003, Table 2i)]	Yes <input checked="" type="checkbox"/>
j) Confirm that symbols are in contrast to the background and are 15 mm to 40 mm high. [See BS EN 81-70:2003, Table 2j)]	Yes <input checked="" type="checkbox"/>
k) Confirm that symbols are in relief by a minimum of 0.8 mm. [See BS EN 81-70:2003, Table 2k)]	Yes <input checked="" type="checkbox"/>
l) Confirm that active parts of buttons are a minimum of 10 mm apart. [See BS EN 81-70:2003, Table 2l)]	Yes <input checked="" type="checkbox"/>

Table B.2 – Result of examination and test for electric traction lifts – Lifts for use by disabled persons – Control devices and key pads (general) (continued)

B.2.1 Control devices (continued)

<p>m) Confirm that the distance between groups of buttons (e.g. between alarm/door buttons and call buttons) are a minimum of twice the distance between the active parts of the buttons (not applicable to landing buttons). [See BS EN 81-70:2003, Table 2m]]</p>	<p>Yes <input checked="" type="checkbox"/></p>
<p>n) Confirm that minimum height from floor to centreline of any button is 900 mm. [See BS EN 81-70:2003, Table 2n]]</p>	<p>Yes <input checked="" type="checkbox"/></p>
<p>o) Confirm that height to centreline of the highest button is not greater than 1100 mm for the landing, and not greater than 1200 mm (preferably 1100 mm) for the car. [See BS EN 81-70:2003, Table 2o]]</p>	<p>Yes <input checked="" type="checkbox"/></p>
<p>p) Confirm that the arrangement of landing buttons is vertical. [See BS EN 81-70:2003, Table 2p]]</p>	<p>Yes <input checked="" type="checkbox"/></p>
<p>q) Confirm that the arrangement of car buttons is as follows:</p> <ul style="list-style-type: none"> – 900 mm from the floor to the centre of the lowest button; – call buttons are placed above the alarm and door open/close buttons; – for a single horizontal row, floor designations are from left to right; – for a single vertical row, floor designations are from bottom to top; – for multiple vertical rows, floor designations are from left to right and then from bottom to top. 	<p>Yes <input checked="" type="checkbox"/></p>
<p>[See BS EN 81-70:2003, Table 2n, 2o and 2p]]</p>	
<p>r) Confirm that centreline of any landing buttons is more than 500 mm from any corner of adjacent walls. [See BS EN 81-70:2003, Table 2q]]</p>	<p>Yes <input type="checkbox"/></p>
<p>s) Confirm that centreline of any car buttons is more than 400 mm from any corner of adjacent walls. [See BS EN 81-70:2003, Table 2q]]</p>	<p>Yes <input checked="" type="checkbox"/></p>

B.2.2 Keypads	N/A	<input type="checkbox"/>
a) Confirm that the distance between buttons is 10 mm to 15 mm or 5 mm (to 15 mm for inclined pads). [See BS EN 81-70:2003, Annex F2.a)]	Yes	<input type="checkbox"/>
b) Confirm that buttons have perceivable movement or audible feedback between 35 dB(A) and 65 dB(A), and a visible signal, to indicate registration. Confirm that the audible signal is repeated each time a button is pressed. [See BS EN 81-70:2003, Annex F2.b)]	Yes	<input type="checkbox"/>
c) Confirm that floor numbers on buttons are between 15 mm and 40 mm high and are contrasted to the background. [See BS EN 81-70:2003, Annex F2.c)]	Yes	<input type="checkbox"/>
d) Confirm that the number 5 has a single tactile dot. [See BS EN 81-70:2003, Annex F2.d)]	Yes	<input type="checkbox"/>
e) Confirm that numbers and symbols are on the active part of the button. [See BS EN 81-70:2003, Annex F2.e)]	Yes	<input type="checkbox"/>
f) Confirm that keypads in the car have buttons clearly distinguished from other buttons in the car, and that the exit floor button is green and protrudes (5 ± 1) mm above other buttons. [See BS EN 81-70:2003, Annex F2.f)]	Yes	<input type="checkbox"/>
<i>NOTE The exit floor button may be marked with a tactile star.</i>		

Table B.3 – Result of examination and test for electric traction passenger and goods/passenger lifts
 – Lifts for use by disabled persons – Control devices and signals (car and landing)

B.3.1 Landing control devices	
a) Confirm that where temporary activation control is provided, the activation device is marked with the international symbol for provision for the disabled (number 0100 from BS ISO 7000:2004). (See BS EN 81-70:2003, 0.4. and 5.4.2.5)	N/A <input checked="" type="checkbox"/> Yes <input type="checkbox"/>
b) Confirm that the control device is adjacent to the landing doors for a single lift; that there is one per face for groups where lifts are opposite to each other; and that there is one between two lifts for a maximum of four adjacent lifts. (See BS EN 81-70:2003, 5.4.1.4.)	Yes <input type="checkbox"/>
B.3.2 Car control devices	
a) Confirm that buttons are identified –2, –1, 0, 1, 2....etc for floors; that the alarm button is yellow with bell shape; that the door re-open button is identified by a < > symbol and that the door close button is identified by a > < symbol. (See BS EN 81-70:2003, 5.4.1.)	Yes <input checked="" type="checkbox"/>
b) Confirm that the car controls are located:	Yes <input checked="" type="checkbox"/>
1) on the right-hand side when entering for centre opening doors;	
2) on the closing side when entering for side opening doors;	
3) on both side walls for Type 3 lifts with two entrances. (See BS EN 81-70:2003, 5.4.2.3)	
c) Confirm that in the case of lifts with a destination control system, if the user has selected “temporary activation” when provided, the door closing is initiated by the door close button; and that if the car is not used it returns to normal operation after 30 s to 60 s.	N/A <input checked="" type="checkbox"/> Yes <input type="checkbox"/>

Table B.3 – Result of examination and test for electric traction passenger and goods/passenger lifts
 – Lifts for use by disabled persons – Control devices and signals (car and landing) (continued)

B.3.3 Landing signals

a) Confirm that for push button systems an audible signal is made when doors start opening. (See BS EN 81-70, 5.4.3.1)

N/A Yes

NOTE If door operation exceeds 45 dB(A) this might not be necessary.

b) Confirm for collective control that:

N/A Yes

- 1) the direction of travel is indicated by illuminated indicator arrows, ≥ 40 mm high, positioned above or near the doors 1.8 to 2.5 m from floor level;
- 2) the indicators have an angle of view of 140°;
- 3) on illumination of the arrow in 1) an audible signal is made to indicate the next direction of travel; one sound for up and two for down.

NOTE For a single lift if similar signals in the car are visible and audible from landing then no landing devices are necessary.

B.3.4 Destination control system (where fitted)

N/A

a) Confirm that:

- 1) confirmation of the selected floor is by audible and visible signal; visible signal is near the input device (see BS EN 81-70, 5.4.3.4a);
- 2) each lift is identified by 40 mm high letters, contrasted to their surround, above each landing door (see BS EN 81-70, 5.4.3.4b);
- 3) the allocated lift is indicated by a visible and audible signal, and the visible signal is near the input device for the destination call (see BS EN 81-70, 5.4.3.4c);
- 4) the allocated lift is identified to the user by visible and audible signals at the lift (see BS EN 81-70, 5.4.3.4d);
- 5) users are informed visually and audibly that they are entering the allocated car.
 [See BS EN 81-70:2003, 5.4.3.4e]

Yes

Yes

Yes

Yes

Yes

b) Confirm that audible signals are adjustable between 35 dB(A) and 65 dB(A).
 (see BS EN 81-70, 5.4.3.5)

N/A Yes

Table B.3 – Result of examination and test for electric traction passenger and goods/passenger lifts
 – Lifts for use by disabled persons – Control devices and signals (car and landing)
 (continued)

B.3.5 Car signals

- a) Confirm that there is a position signal in the car operating panel or above it at a height between 1.6 m and 1.8 m above floor level (see Note), and that floor numbers are between 30 mm and 60 mm high. (see BS EN 81-70, **5.4.4.1**)

N/A Yes

NOTE If a second indicator is provided at high level. the one in or above the car panel may be less than 1.6 m above floor level.

- b) Confirm that when the car stops at floor level, a voice announces the floor in one of the official local languages. (see BS EN 81-70, **5.4.4.2**)

N/A Yes

- c) Confirm that audible signals are adjustable between 35 dB(A) and 65 dB(A). (see BS EN 81-70, **5.4.4.2**)

N/A Yes

- d) Confirm that there is an emergency alarm device that meets the requirements of BS EN 81-28.

Yes

Annex C (normative) Vandalism (BS EN81-71)

Table C.1 – Result of examination and test for electric traction lifts – Lifts with features to combat vandalism – Lift well

C.1.1 Well enclosure			
a) Confirm that the well enclosure is imperforate and meets the requirements for materials and strength given in BS EN 81-71:2005, 5.1.1.1 .		Yes	<input type="checkbox"/>
b) Confirm that partial well enclosures for category 1 lifts are a minimum of 5 m high in accordance with BS EN 81-71:2005, 5.1.1.2 .	N/A	<input type="checkbox"/>	Yes <input type="checkbox"/>
c) Confirm that category 2 lifts are installed in a totally enclosed well in accordance with BS EN 81-72:2005, 5.1.1.3 .	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
C.1.2 Inspection and emergency doors and inspection traps			
a) Confirm that inspection and emergency doors and inspection traps cannot be opened with any of the items listed in BS EN 81-71:2005, Table E.1.	N/A	<input type="checkbox"/>	Yes <input type="checkbox"/>
b) Confirm that such doors are of sufficient strength as required by BS EN 81-71:2005, 5.1.2.2 .		Yes	<input type="checkbox"/>
C.1.3 Well ventilation			
Confirm that ventilation openings are in accordance with BS EN 81-71:2005, 5.2.3 and 5.2.4 (i.e. smaller than 250 mm × 250 mm, protected from objects passing through and of similar strength to the well enclosure).	N/A	<input type="checkbox"/>	Yes <input type="checkbox"/>

Table C.2 – Result of examination and test for electric traction lifts – Lifts with features to combat vandalism - Machinery spaces, pulley spaces and machinery cabinets

a) Confirm that materials used in the construction of any machinery space, pulley space or cabinet outside of the well are in accordance with BS EN 81-71:2005, 5.1.1.1 .		Yes	<input type="checkbox"/>
b) Confirm that where windows have been provided and are accessible to persons, their strength is in accordance with BS EN 81-71:2005, 5.1.1.1 .	N/A	<input type="checkbox"/>	Yes <input type="checkbox"/>
c) Confirm that ventilation openings are in accordance with BS EN 81-71:2005, 5.2.3 and 5.2.4 (i.e. smaller than 250 mm × 250 mm, protected from objects passing through and of similar strength to the well enclosure).		Yes	<input checked="" type="checkbox"/>
d) Confirm that doors and trap doors with their locks meet the strength requirements of BS EN 81-71:2005, 5.1.2.2 .	N/A	<input type="checkbox"/>	Yes <input type="checkbox"/>
e) For category 2 lifts, confirm that an intruder alarm:	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
1) operates if a machine room door, pulley room door, inspection door, emergency door, inspection trap or cabinet door is opened in accordance with BS EN 81-71:2005, 5.2.6 ;	N/A	<input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/>
2) operates an audible alarm within 30 s after opening any of the doors in 1) in accordance with BS EN 81-71:2005, 5.2.6 ;	N/A	<input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/>
3) is audible at the intrusion point and the main access floor at a volume level of 70 dB(A) to 85 dB(A) in accordance with BS EN 81-71:2005, 5.2.6a);	N/A	<input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/>
4) stops automatically between 5 min and 15 min from activation in accordance with BS EN 81-71:2005, 5.2.6b).	N/A	<input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/>

Table C.3 – Result of examination and test for electric traction lifts – Lifts with features to combat vandalism – Landing and car doors

C.3.1 Landing and car door construction			
a) Confirm that car and landing doors are automatic horizontal sliding power-operated and constructed of materials in accordance with BS EN 81-71:2005, 5.3.1.1.		Yes	<input type="checkbox"/>
b) Confirm that car and landing door assemblies have been designed to remain operative when tested in accordance with the shock test specified in BS EN 81-71:2005, 5.3.1.2.		Yes	<input type="checkbox"/>
c) Confirm that doors have been provided with a retaining device capable of withstanding the shock test specified in BS EN 81-71:2005, 5.3.1.3.		Yes	<input type="checkbox"/>
d) For category 2 lifts, confirm that vision panels have not been used (See BS EN 81-71:2005, 5.3.1.4.)	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
e) For category 2 lifts, confirm that the construction of the car and landing doors and clearances is in accordance with BS EN 81-71:2005, 5.3.1.5.	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
f) For category 2 lifts, confirm that in addition to the requirements of BS EN 81-1, 7.2.3.2 it is not possible to pass a rod of 10 mm diameter from the landing side of the entrance into the well.	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
g) For category 2 lifts, confirm that where door panels are mechanically linked they cannot be disengaged by unauthorised persons within 60 s with the tools listed in BS EN 81-71:2005, Annex E.	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
h) For category 2 lifts, confirm that the leading edge profile of the car and landing door is formed as an integral part of the door in accordance with BS EN 81-71:2005, 5.3.1.8.	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
C.3.2 Landing door security system – Category 2 lifts only			
a) Confirm that at any floor where the lift is not present it is not possible to open the landing door with the emergency unlocking key or by using a tool from BS EN 81-71:2005, Annex E, unless the security system has been deactivated in accordance with BS EN 81-71:2005, 5.3.2.1.	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
b) Confirm that a device to manually active and deactivate the system is provided in the machine room, the control cabinet or the emergency and inspection panel in accordance with BS EN 81-71:2005, 5.3.2.2.	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>

Table C.3 – Result of examination and test for electric traction lifts – Lifts with features to combat vandalism – Landing and car doors (continued)

C.3.2 Landing door security system – Category 2 lifts only (continued)			
c) Confirm that the device and the main lift entrance floor have been labelled with a pictogram in accordance with BS EN 81-71:2005, 5.3.2.2 .	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
d) Confirm that the security system is timer-operated in accordance with BS EN 81-71:2005, 5.3.2.3 .	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
e) Confirm that in the event of mains power failure, the system remains active for a period of not less than 2 h, but in the event of disconnection of the mains switch, the system is immediately deactivated in accordance with BS EN 81-71:2005, 5.3.2.4 .	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
f) Where the system is installed on:			
1) fire-fighting lifts conforming to BS EN 81-72:2003, confirm that the system can be deactivated by turning the lift on to “Fire Control” in accordance with BS EN 81-71:2005, 5.3.2.5 ;	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
2) lifts conforming to BS EN 81-73, confirm that the system can be deactivated on receipt of an input signal in accordance with BS EN 81-73:2005, 5.1.1 and BS EN 81-71:2005, 5.3.2.5 .	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
C.3.3 Door coupling mechanism			
For category 2 lifts, confirm that it is not possible to de-couple the car and landing doors within 60 s with the tools listed in BS EN 81-71:2005, Annex E.	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
C.3.4 Door reversal mechanism			
For category 2 lifts, confirm that protective devices for reversal of car and landing doors are inaccessible to unauthorized persons in accordance with BS EN 81-71:2005, 5.3.4 .	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
C.3.5 Locking of car doors			
Confirm that the car doors are provided with a locking device in accordance with BS EN 81-71:2005, 5.3.5 .			Yes <input type="checkbox"/>
C.3.6 Manipulation of door operators and locks			
For category 2 lifts, confirm that it is not possible to manipulate the door operator or locks within 60 s with the tools listed in BS EN 81-71:2005, Annex E.	N/A	<input checked="" type="checkbox"/>	Yes <input type="checkbox"/>

Table C.4 – Result of examination and test for electric traction lifts – Lifts with features to combat vandalism – Car

C.4.1 Car bodywork, interior and fixings		
a) Confirm that the car walls have a mechanical strength in accordance with BS EN 81-71:2005, 5.3.1.2 .	Yes	<input type="checkbox"/>
b) For category 1 lifts, confirm that car ceilings can support a mass of 150 kg at any point a person can suspend themselves, and are fixed such that they cannot be displaced within 60 s with the tools listed in BS EN 81-71:2005, Annex E.	Yes	<input type="checkbox"/>
c) For category 2 lifts, confirm that the ceiling is such that no person can suspend themselves in accordance with BS EN 81-71:2005, 5.4.1.3 .	N/A <input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
d) Confirm that materials used for the car construction and finishes conform to BS EN 81-71:2005, 5.4.1.4 .	Yes	<input type="checkbox"/>
e) Confirm that car bodywork is resistant to being cut through with the tools listed in BS EN 81-71:2005, 5.4.1.5 and Annex E.	Yes	<input type="checkbox"/>
f) Confirm that car flooring has been fixed so as not to create a tripping hazard if cut in accordance with BS EN 81-71:2005, 5.4.1.6 .	Yes	<input type="checkbox"/>
g) For category 2 lifts, confirm that any handrail is capable of supporting at its most unfavourable point a load of 2500 N applied in any direction in accordance with BS EN 81-71:2005, 5.4.1.7 .	N/A <input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
h) For category 2 lifts, confirm that any mirror is flush fitted and laminated if made from glass in accordance with BS EN 81-71:2005, 5.4.1.8 .	N/A <input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
i) Confirm that fixtures and fittings are removable only with special tools (category 1 lifts) or have fixings not visible to users (category 2 lifts) in accordance with BS EN 81-71:2004, 5.4.1.9 .	Yes	<input type="checkbox"/>
C.4.2 Car emergency doors and trapdoors		
For category 2 lifts, confirm that emergency doors or trap doors have been provided with a security system in accordance with BS EN 81-71:2005, 5.3.2 .	N/A <input checked="" type="checkbox"/>	Yes <input type="checkbox"/>

Table C.4 – Result of examination and test for electric traction lifts – Lifts with features to combat vandalism – Car (continued)

C.4.3 Car ventilation	
Confirm that normally accessible ventilation has been guarded against a straight rod being pushed through in accordance with BS EN 81-71:2005, 5.4.3 .	Yes <input type="checkbox"/>
C4.4 Car lighting	
a) Has permanent car lighting been provided to give 100 lux minimum at control devices and at floor level in accordance with BS EN 81-71:2005, 5.4.4.1 ?	Yes <input type="checkbox"/>
b) Confirm that car light fittings:	
1) are flush fitted without visible fixings in accordance with BS EN 81-71:2005, 5.4.2 ;	Yes <input type="checkbox"/>
2) remain functional and unbroken when tested in accordance with BS EN 81-71:2005, Annexes B and F.	Yes <input type="checkbox"/>

Table C.5 – Result of examination and test for electric traction lifts – Lifts with features to combat vandalism – Car and landing fixtures

C.5.1 Car and landing controls	
a) Confirm that control buttons, indicators and other fixtures are water resistant in accordance with BS EN 60529:1992, IPX3. (See BS EN 81-71:2005, 5.5.1.1.)	Yes <input type="checkbox"/>
b) Confirm that the button/bezel gaps been reduced to a minimum to avoid jamming in accordance with BS EN 81-71:2005, 5.5.1.2.	Yes <input type="checkbox"/>
c) Confirm that control buttons, indicators and other fixtures are resistant to impact in accordance with BS EN 81-71:2005, Annex B and 5.5.1.3.	Yes <input type="checkbox"/>
d) Confirm that control buttons, indicators and other fixtures are resistant to being cut with the tools listed in BS EN 81-71:2005, Annex E and 5.5.1.4.	Yes <input type="checkbox"/>
e) Confirm that control buttons, indicators and other fixtures are resistant to flame in accordance with BS EN 81-71:2005, Annex F and 5.5.1.5.	Yes <input type="checkbox"/>
C.5.2 Car and landing control stations	
a) Confirm that car operating panels and landing control stations are:	
i) removable only with special tools (category 1 lifts) or have fixings not visible to users (category 2 lifts) in accordance with BS EN 81-71:2005, 5.4.1.9.	Yes <input type="checkbox"/>
ii) made from flame-resistant materials (category 1 lifts) or inflammable (category 2 lifts) in accordance with BS EN 81-71:2005, 5.4.1.4.	Yes <input type="checkbox"/>
iii) resistant to impact in accordance with BS EN 81-71:2005, Annex B.	Yes <input type="checkbox"/>
iv) resistant to being cut with the tools listed in BS EN 81-71:2005, Annex E.	Yes <input type="checkbox"/>
b) Confirm that signs and marking accessible to the public are resistant to flame in accordance with BS EN 81-71:2005, Annex F.	Yes <input type="checkbox"/>
C.5.3 Position indicators	
Confirm that a position indicator has been provided at the main floor in accordance with BS EN 81-71:2005, 5.5.3.	Yes <input type="checkbox"/>

Table C.6 – Result of examination and test for electric traction lifts – Lifts with features to combat vandalism – Alarm sounder

a) Confirm that unless the car is at a floor with the doors open, operation of the alarm button causes an audible alarm for 60 s within the car at a volume of 70 dB(A) to 85 dB(A) in accordance with BS EN 81-71:2005, 5.6a).	Yes	<input type="checkbox"/>
b) Confirm that the audible alarm ceases if the car doors open during the sounding of the alarm in a).	Yes	<input type="checkbox"/>

Table C.7 – Result of examination and test for electric traction lifts – Lifts with features to combat vandalism – Steel work

For category 2 lifts, confirm that measures to prevent corrosion of the car sling, car and landing doors, landing door locks and car walls and floor have been provided in accordance with BS EN 81-71:2005, 5.7 .	N/A	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>
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Table C.8– Result of examination and test for electric traction lifts – Lifts with features to combat vandalism – Signs and markings

a) Confirm that signs and marking accessible to the public are fixed in a manner that prevents removal and cannot be made illegible within 60 s with the tools listed in BS EN 81-71:2005, Annex E.	Yes	<input type="checkbox"/>
b) Confirm that signs and marking accessible to the public are resistant to flame in accordance with BS EN 81-71:2005, Annex F.	Yes	<input type="checkbox"/>

Table C.9 – Result of examination and test for electric traction lifts – Lifts with features to combat vandalism – Documentation

Confirm that the user manual contains information relating to the special features of the vandal-resistant lift, for both the owner and maintenance company.	Yes	<input type="checkbox"/>
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Annex E (normative) Behaviour of lifts in the event of fire (BS EN81-73)

Table E.1 – Result of examination and test for electric traction lifts – [Lifts with recall systems – General characteristics](#)

E.1.1 Input signals	
a) Is there an electrical recall signal provided by either a fire alarm system or a manual recall device?	Yes <input type="checkbox"/>
b) If the recall device is manual, is it:	N/A <input type="checkbox"/> Yes <input type="checkbox"/>
1) bi-stable in operation? [see BS EN 81-73:2005, 5.1.1a)]	N/A <input type="checkbox"/> Yes <input type="checkbox"/>
2) clearly marked for position and purpose? [see BS EN 81-73:2005, 5.1.1b) and c)]	N/A <input type="checkbox"/> Yes <input type="checkbox"/>
3) located at the main designated floor or in the building management centre? [see BS EN 81-73:2005, 5.1.1d)]	N/A <input type="checkbox"/> Yes <input type="checkbox"/>
4) protected from misuse when accessible to all? [see BS EN 81-73:2005, 5.1.1e)]	N/A <input type="checkbox"/> Yes <input type="checkbox"/>
E.1.2 Stopped position	
Confirm that when stopped due to fault conditions, on inspection control or under emergency electrical control the recall signal does not cause the lift to move. (see BS EN 81-73:2005, 5.1.2)	Yes <input type="checkbox"/>
E.1.3 Prohibition sign	
Confirm that a sign conforming to ISO 3864-1, warning against using the lift in the event of fire, has been provided at all landings. (see BS EN 81-73:2005, 5.1.3)	Yes <input type="checkbox"/>

Table E.2 – Result of examination and test for electric traction lifts – Lifts with recall systems – Behaviour

<p>a) When a recall signal is received, confirm that the lift reacts as follows.</p> <p>1) All landing and car controls including the door re-open button become inoperative. [See BS EN 81-73:2005, 5.3.1a)]</p> <p>2) All existing registered calls are cancelled. [See BS EN 81-73:2005, 5.3.1b)]</p> <p>3) If the lift has power-operated doors and is parked at a landing, the doors are closed and the lift returns to the designated floor. [See BS EN 81-73:2005, 5.3.1c)1)]</p> <p>4) If the lift has manually operated doors and is parked at a landing with the doors open, it remains at the floor until the doors are closed and then returns to the designated floor. [See BS EN 81-73:2005, 5.3.1c)2)]</p> <p>5) If the lift is travelling away from the designated floor, it makes a normal stop and then returns without opening the doors until arrival at the designated floor. [see BS EN 81-73:2005, 5.3.1c)3)]</p> <p>6) If the lift is travelling towards the designated floor, it continues without stopping until its arrival at the designated floor. [See BS EN 81-73:2005, 5.3.1c)4)]</p> <p>7) The lift remains stationary if any safety device has been operated. [See BS EN 81-73:2005, 5.3.1c)5)]</p>	<p>Yes <input type="checkbox"/></p> <p>Yes <input type="checkbox"/></p> <p>Yes <input type="checkbox"/></p> <p>N/A <input checked="" type="checkbox"/> Yes <input type="checkbox"/></p> <p>Yes <input type="checkbox"/></p> <p>Yes <input type="checkbox"/></p> <p>Yes <input type="checkbox"/></p>
<hr/>	<hr/>
<p>b) Confirm that any door reversal devices that could be affected by smoke or heat are made inoperative by the recall signal. (see BS EN 81-73:2005, 5.3.2)</p>	<p>Yes <input type="checkbox"/></p>
<p>c) Confirm that a fault on a lift which is part of a group does not prevent recall of the other lifts in the group. (see BS EN 81-73:2005, 5.3.4)</p>	<p>N/A <input type="checkbox"/> Yes <input type="checkbox"/></p>

Table E.2 – Result of examination and test for electric traction lifts – Lifts with recall systems – Behaviour (continued)

<p>d) Confirm that on arrival at the designated floor, lifts with power-operated doors park with the doors open and are removed from service. (See BS EN 81-73:2005, 5.3.5)</p>	N/A	<input type="checkbox"/>	Yes	<input type="checkbox"/>
<p>e) Confirm that on arrival at the designated floor, lifts with manually operated doors park with the doors unlocked and are removed from service. (See BS EN 81-73:2005, 5.3.6)</p>	N/A	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>
<p>f) Confirm that the lift returns to normal service either by an automatic signal from the fire alarm system or the reset of the manual recall device. (See BS EN 81-73:2005, 5.3.7)</p>			Yes	<input type="checkbox"/>
<p>g) Confirm that a “No Entry” sign in accordance with BS EN 81-73:2005, 5.3.8 is displayed at the designated floor whilst the lift is out of service.</p>			Yes	<input type="checkbox"/>
<p><i>NOTE The sign should have a diameter not less than 25 mm if it is in the landing controls, otherwise it should have a diameter not less than 50 mm.</i></p>				
<p>h) Where multiple designated floors are required, confirm that an additional electrical signal will recall the lift to an alternative floor. (See BS EN 81-73:2005, 5.4)</p>	N/A	<input type="checkbox"/>	Yes	<input type="checkbox"/>

Table E.3 – Result of examination and test for electric traction lifts – Lifts with recall systems – Documentation

<p>Confirm that documentation has been provided in the user manual relative to the recall controls and the need for regular tests to be carried out.</p>	Yes	<input checked="" type="checkbox"/>
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Approximate Car Weights (KG)

Lift Model	Car Entry	
	Single Entry	Through Car
Maxi M	625	710
Maxi MX	655	735
Maxi MXL	750	805

Approximate Number of Filler Weights

Lift Model	Car Entry	
	Single Entry	Through Car
Maxi M	71	77
Maxi MX	73	79
Maxi MXL	81	85

P+Q as indicated on safety gear block (KG)

Lift Model	Car Entry	
	Single Entry	Through Car
Maxi M	1274KG	1424KG
Maxi MX	1274KG	1424KG
Maxi MXL	1424KG	1424KG