SBS Lift Forum

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A SURVEY ON WHAT IS PRESENT AT THE SITE OF THE LIFT

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European Federation for Elevator Small and Medium-sized Enterprises aisbl

BACKGROUND INFORMATION

The questions asked the NB's engineers are the following:

At the site of the lift, **are present and easily accessible**:

1. Tools for rescuing passengers from the blocked lift car?
2. Complete operating and maintenance instruction manual and an adequate plan for timely replacement of worn components?
3. Devices on the lift controller to identify the fault causing the lift to stop?
4. Portable tools to identify the fault causing the lift to stop?

Center - East Italy (Umbria-Marche)

At the site of the lift, are present and easily accessible:

1. **Tools for rescuing passengers from the blocked lift car?**
2. **Complete operating and maintenance instruction manual and an adequate plan for timely replacement of worn components?**
3. **Devices on the lift controller to identify the fault causing the lift to stop?**
4. **Portable tools to identify the fault causing the lift to stop?**

1. **Always**
2. **In case of lifts installed from SMEs, the manual is almost always present**, while for major companies almost never
3. **Always**
4. **Only for some control panel brands the maintenance personnel use keypads to reset the card**; for the remaining switchboards the maintenance personnel works directly on the card

Small Business Standards

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South Italy (Campania)

At the site of the lift, are present and easily accessible:

1. **Tools for rescuing passengers from the blocked lift car?**
2. **Complete operating and maintenance instruction manual and an adequate plan for timely replacement of worn components?**
3. **Devices on the lift controller to identify the fault causing the lift to stop?**
4. **Portable tools to identify the fault causing the lift to stop?**

1. **The presence of specific equipment for emergency operation in systems complying with the Directive is a relatively marginal statistical possibility**, with the exception, perhaps, of some “first generation” model lifts, where there is the brake release lever sent back to the locker, and relative tubular to engage. Generally, therefore, everything is there, or rather, there is nothing that could be missing.
2. **The lack of instructions or, more generally, of technical files on systems subject to the directive is a drama!** The technical files, if correctly compiled, are quite voluminous tomes, and are never available. Sometimes there are reduced files, with booklet-like functions, nothing that can help with maintenance.
3. **For better or worse, any control panel has a sort of display that returns an error code, from which to trace the fault**. Many have LED light information obtained by monitoring the series with opto-couplers, and it is possible which safety circuit has opened.
4. **The only portable devices that come to mind are the various keypads, held hostage by the maintainers**. The answer takes on even more dramatic significance as we are dealing with special tools within the meaning of the directive, which should be permanently installed on site, and by no means portable.

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East Italy (Liguria)

At the site of the lift, are present and easily accessible:

1. **Tools for rescuing passengers from the blocked lift car?**
2. **Complete operating and maintenance instruction manual and an adequate plan for timely replacement of worn components?**
3. **Devices on the lift controller to identify the fault causing the lift to stop?**
4. **Portable tools to identify the fault causing the lift to stop?**

1. **In most cases, YES**.
2. **In most cases, NO**.
3. **Usually YES** (in the sense that reading the fault codes and the system documentation, in particular from the control panel diagnostics, it is generally possible to trace the cause of the fault, even if sometimes in a generic form).
4. **If the question refers, for example, to tools that allow access to the parameters of the electronic board, the answer is NO** (when all goes well, the tool is available to the maintenance personnel but this portable device is never left on the system at the disposal of the maintenance personnel who must perform the operation).

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North Italy (Lombardia)

At the site of the lift, are present and easily accessible:

1. **Tools for rescuing passengers from the blocked lift car?**
2. **Complete operating and maintenance instruction manual and an adequate plan for timely replacement of worn components?**
3. **Devices on the lift controller to identify the fault causing the lift to stop?**
4. **Portable tools to identify the fault causing the lift to stop?**

1. I assume the question is referring to the **means to possibly move the car and the key to open the doors**, in particular:
   - The triangular key, to open the doors is generally around 50/60%, however it is supplied to all maintenance personnel
   - Emergency descent button on hydraulic systems: sometimes not very visible and identifiable, rarely faulty or defective
   - Key to open the A3 brake mounted on the winch, almost always present (90%)
   - A3 mounted on the limiter: adequate instructions are not always present for bypassing the device and the relative tool to prevent the limiter from hooking and triggering the parachute during the emergency manual operation
   - A separate discussion for MRL systems equipped only with electric emergency switching with batteries or UPS, they are not always efficient, the instructions are often not clear, let's say normal operation at 60%
2. **The use and maintenance manuals are not always present on site (about 60% present)**, and in any case are often not exhaustive and rarely include an adequate recovery plan for worn components.
3. **The control panel does not always have a display or other types of signaling capable of indicating a type of fault (approximately 70% present)**.
4. **On systems there are rarely tools (classic keypads suitable for diagnosing faults), present in less than 10%**.

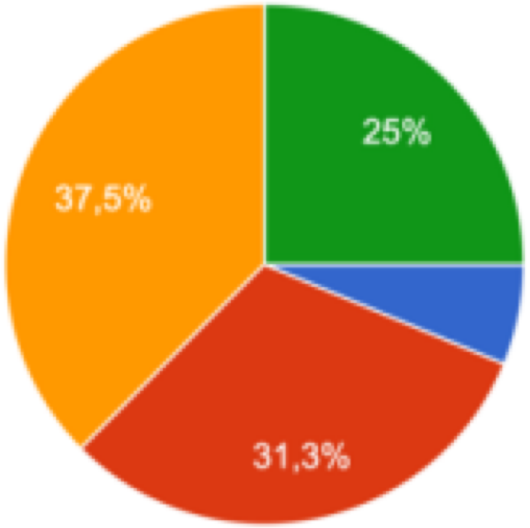
Results of the survey

ITALY (32 engineers)

Question #1

At the site of the lift, are present and easily accessible:

1. **Tools for rescuing passengers from the blocked lift car?**
2. …
3. …
4. …



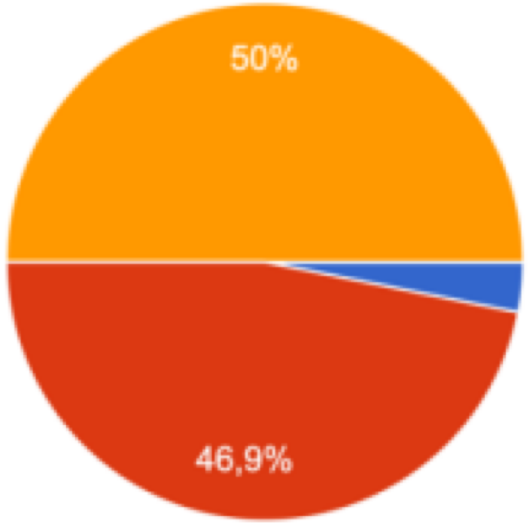
- **Never**
- **Hardly ever**
- **Often**
- **Always**

ITALY (32 engineers)

Question #2

At the site of the lift, are present and easily accessible:

1. …
2. **Complete operating and maintenance instruction manual and an adequate plan for timely replacement of worn components?**
3. …
4. …



- **Never**
- **Hardly ever**
- **Often**
- **Always**

Small Business Standards

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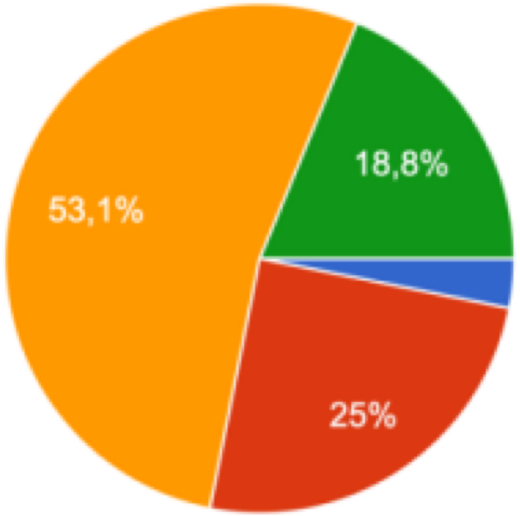
ITALY (32 engineers)

Question #3

At the site of the lift, are present and easily accessible:

1. …
2. …
3. **Devices on the lift controller to identify the fault causing the lift to stop?**
4. …



- **Never**
- **Hardly ever**
- **Often**
- **Always**

Small Business Standards

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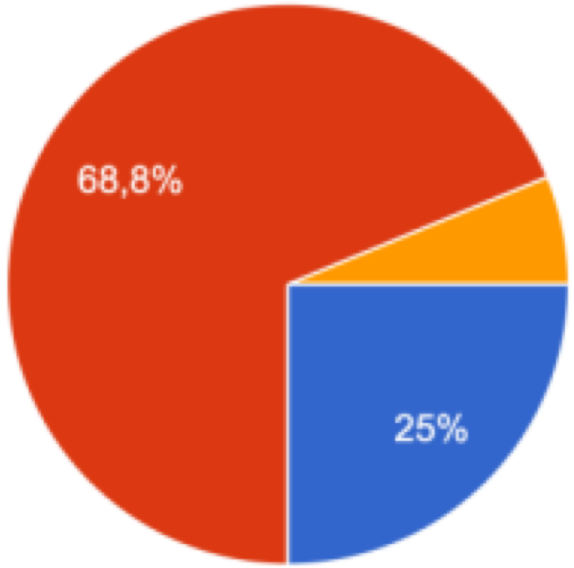
ITALY (32 engineers)

Question #4

At the site of the lift, are present and easily accessible:

1. …
2. …
3. …
4. **Portable tools to identify the fault causing the lift to stop?**



- **Never**
- **Hardly ever**
- **Often**
- **Always**

DATA FROM OUTSIDE ITALY

EFESME forwarded the questions to its members.

FEPYMA, the Spanish member of the Federation, was the first of all to reply, and **provided the following answers:**

At the site of the lift, **are present and easily accessible**:

1. Tools for rescuing passengers from the blocked lift car? **90%**
2. Complete operating and maintenance instruction manual and an adequate plan for timely replacement of worn components? **40%**
3. Devices on the lift controller to identify the fault causing the lift to stop? **30%**
4. Portable tools to identify the fault causing the lift to stop? **10%**

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CONCLUSIONS

The information collected so far outlines a situation in which, on the site of the lifts in service, **the elements listed below, necessary for them to maintain an acceptable level of safety throughout their life cycle, sometimes are missing** (in raising order):

a) **Special tools and instructions to rescue people trapped in a lift car** in case of failures

b) **Special tools and instructions necessary to recover the lift safe operation** due to failures

c) **Plans and instructions for replacement of worn components**

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CONCLUSIONS

This deserves attention and corrective actions to prevent placing on the market **new lifts that are not provided with the above items to be permanently available at their site**.

In my opinion the situation outlined is caused by **the lack of clear and verifiable prescriptions in the lift safety standards**, as done for all other items mentioned in the Essential Health and Safety Requirements (EHSRs) of the Lift Directive.

CONCLUSIONS

As long as the intended permanence of these items at the lift site relies only on the **ownership awareness of their importance**, to the point of verifying their presence at any operation of:

1) Maintenance
2) Rescue
3) Repairs
4) Periodic inspections

The principles of safety integration, clearly mentioned in the Machinery Directive and ISO GUIDE 51:2014-Safety Aspects-Guidelines for their inclusion in standards, sometimes seems to me to be ignored in the lift standards, mainly for this specific issue

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THANK YOU
FOR YOUR ATTENTION

IS THERE ANY
QUESTION?

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