



Certification and Lifts

We are all aware aren't we? Every lift must have an inspection by a 'competent person' every year. Two for a passenger carrying lift and one for (presumably) all the others. This is required under LOLER and certificates must be issued. This is still colloquially referred to as the old "F54". I propose that the obvious name for this is THE LIFT CERTIFICATE. That is what it is so that is what it should be called. No reference should be made anymore to the redundant F54.

It has been the practice to show on the lift certificate the date of the previous inspection and the forecast date of the next inspection due. Also the certificates are numbered.

As we are now producing LG1 certificates we should follow a similar protocol as that on the lift certificate. The "competent person" calls for these LG1 tests and examinations. Therefore, I feel that LG1 certificates should carry numbers, dates of previous reports and forecast dates, as does the lift certificate.

Our company gathers this information at the foot of each certificate, so that it is easily changed 'on the screen' to produce the latest certificate from the previous one. This may not be the best method but it certainly works for us. An LG1 certificate can be in any format that you wish. Remember, it is not compulsory that you rigidly follow the SAFed certificate model.

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