

LG1 - A practical viewpoint.

If the Competent Person (CP) who fills out the statutory Lift Certificate (LC) feels that it is necessary, they will call for Examinations and Tests (Ets) as detailed in the LG1 document issued by SAFed in December 1998. They may well decide not to keep to the recommended time scales in some instances, for example, calling for a gear examination earlier than its 10 year birthday because it has become noisy. Once the CP calls for Ets, they should also point out that they need these to be carried out, and to see the certificates, to help them fulfil their own legal requirement of completing the LC. Maybe our customers need to be made aware of this!

Just in case it is of any help, I offer some of my own thoughts on some of the Ets. I hope that others can offer some of theirs in the future.

- A) I want to examine positive, chain driven lift gear units every five years and NOT wait for ten. Remember the home lift fiasco!!! I do not think you need to open the boxes up, as taking an end float/backlash reading is easy. That also keeps the cost down.
- B) It is madness to test hydraulic systems to 200%, especially the older ones. LG1 does begin by saying, "Assess what you have to do". The spirit of all of this is to keep lifts safe, not to test them to destruction. As you have high-pressure switches, by-pass systems etc. there is no point in risking serious, expensive damage. I reckon 130% of the highest working pressure is enough.
- C) My Company will not be held responsible or any damage what so ever when carrying out these Ets. If we felt that we might have to meet any such costs at all then we CANNOT carry out any Ets at all. The costs could be massive and it would not be worth the risk.
- D) The functional testing of all the electrical safety devices as listed in Appendix 1 of the SAFed document is the responsibility of the CP and therefore not part of an E1 or H1. The only item that 3.3.2 relates to, regarding the annual Ets, are the terminal stopping switches.
- E) I may well be missing something obvious but what is the point of requiring the terminal switches to be examined annually. Failure of one of these devices does not cause a potentially dangerous. As they are operated during the normal running of the lift - why subject them to an annual examination?
- F) The testing of any devices for the detecting of over speeding of the lift car in the up direction will not become due until ten years after their original placement into service, unless a problem is apparent.
- G) If a hydraulic lift is fitted with a restrictor valve then it must also have a pawl device. Surely, a proper rupture valve is better all round. So why not call for one
- H) We do have to complete a Risk Assessment on all the lifts we work on and this also applies to carrying out of any LG1 work.
- I) You do not have to follow the format of certification as offered by SAFed. You may well wish to utilise any existing documentation that you have. Certainly, they should be reduced down just to save a load of trees. I do not like annual Ets in a 5 year Cert' or 5 year Ets in a 10 year Cert'. I think it causes confusion as parts of the certificates become out of date and new Certificates appear where the documents are kept.
- J) It is the lift owner/user who is responsible for making any documentation available to the CP. Therefore, it is down to them to place the certificates in the motor/pump room or wherever the CP wishes.
- K) The certificates you produce for your customers do not have to be signed by the Engineer who does the Ets. It can be signed by an authenticator as showing a true record as to what occurred and any relevant findings.
- L) The whole point of LG1 is to keep lifts safe. If you are carrying out a lock examination, for example, on manual doors and they do not have prelocking then you must call for it. If you carry out a safety gear test on a lift with a car to counterweight rope then you should call for the fitting of an overspeed governor, but check first that it can be physically fitted.
- M) The check of anti-creep devices should be carried out at every floor. Just as you need to establish that the car does kick up to the floor level, you do need to make sure it stops at floor level.
- N) I am concerned about checks on 2:1 roped hydraulics and the relationship between the ram when collared, the rope length and the UP final limit. As an extreme, with lots of rope stretch the ram can collar before reaching a shaft mounted final. I know that some lifts have finals on the ram. A safe way to check these over-runs is by measurement. Should this be part of LG1?

I know that most of you will know most of what I have noted here, but the points may well make you think of other facets of the Ets. In addition, I have discovered, to my horror, that my Grandmother does NOT know how to suck eggs!!

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