

SAFed Publication - LG1

As we are all too aware these new guidelines represent a major change in the way our industry carries out periodic examination and test of existing equipment. Therefore I have been making enquiries with several major lift companies in regard to their corporate stance on the undertaking of the new LG1/SAFed tests and examinations. To my surprise and concern the resultant responses would indicate that very few companies have got to grips with this issue, some are even continuing to quote for undertaking PM7 examinations. One of our leading companies has advised me that they have not yet formulated their procedures and these may not be in place for some time, which begs the question - are current PM7 renewals being allowed to expire without re-test until this company has got it's act together? Another major company has recently stated that the LG1 tests were "dropped on them in December 1998 for immediate commencement". However the recently published booklet arising from the SAFed-LEIA seminar of 16th December 1998 states the following "Drafting began in 1995 and the technical content was ultimately agreed - after a full consultation exercise had been carried out in 1998; the publication has been edited and produced by SAFed". LEIA (and therefore presumably LEIA member companies) formed part of this working group so it is not really acceptable that some four months after publication confusion still reigns. My clients are being given conflicting and fragmented advice by different LEIA member companies on these tests and examinations which does not stand our industry in a good light. The term "These tests are no more than a licence to print money" is a phrase increasingly voiced to me, especially when comparing the cost differentials between previously quoted PM7's

and the new LG1's - even taking into account the additional evolution's involved.

It would appear to me that many companies are waiting for others to take the lead and then either ride on the wake if the methods are acceptable or conversely take the self-righteous attitude of "we wouldn't do it that way". Our industry needs to address these issues with a formulated and cohesive response as a matter of urgency before the situation becomes farcical.

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Having obtained and read the above publication it is my opinion that a copy of Volume One of the publication should be given to all lift engineers as a matter of routine. Owners and purchasers of all new lifts should also be given a copy.

I have recommended to SAFed that they consider the idea of publishing a pocket sized version of volume one at a realistic price so that all concerned with lifts can be given a copy and therefore are in no doubt as to their individual responsibilities concerning lifts.

Also it is time insurance companies when carrying out their F54 inspections compile these reports correctly, all too often lift companies receive copies of reports that have been in-correctly compiled.

It is the interest of all concerned that care is taken to ensure that the information the report contains is accurate.

Any comments from the readers of Elevation are welcome.

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