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First edition
2019-03

Corrected version
2019-07

Lifts for the transport of persons and goods —

Part 1: Safety rules for the construction and installation of passenger and goods passenger lifts

Elévateurs pour le transport de personnes et d'objets —

Partie 1: Règles de sécurité pour la construction et l'installation d'ascenseurs et d'ascenseurs de charge



Reference number
ISO 8100-1:2019(E)

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Published in Switzerland

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Contents

	Page
Foreword	vi
Introduction	vii
1 Scope	1
2 Normative references	2
3 Terms and definitions	3
4 List of significant hazards	9
5 Safety requirements and/or protective measures	11
5.1 General.....	11
5.2 Well, machinery spaces and pulley rooms.....	11
5.2.1 General provisions.....	11
5.2.2 Access to well and to machinery spaces and pulley rooms.....	16
5.2.3 Access and emergency doors — Access trap doors — Inspection doors.....	17
5.2.4 Notices.....	18
5.2.5 Well.....	18
5.2.6 Machinery spaces and pulley rooms.....	30
5.3 Landing doors and car doors.....	37
5.3.1 General provisions.....	37
5.3.2 Height and width of entrances.....	38
5.3.3 Sills, guides, door suspension.....	38
5.3.4 Horizontal door clearances.....	38
5.3.5 Strength of landings and car doors.....	40
5.3.6 Protection in relation to door operation.....	44
5.3.7 Local landing lighting and “car here” signal lights.....	46
5.3.8 Locking and closed landing door check.....	47
5.3.9 Locking and emergency unlocking of landing and car doors.....	47
5.3.10 Requirements common to devices for proving the locked condition and the closed condition of the landing door.....	50
5.3.11 Sliding landing doors with multiple, mechanically linked panels.....	50
5.3.12 Closing of automatically operated landing doors.....	51
5.3.13 Electric safety device for proving the car doors closed.....	51
5.3.14 Sliding or folding car doors with multiple, mechanically linked panels.....	51
5.3.15 Opening the car door.....	51
5.4 Car, counterweight and balancing weight.....	52
5.4.1 Height of car.....	52
5.4.2 Available car area, rated load, number of passengers.....	52
5.4.3 Walls, floor and roof of the car.....	57
5.4.4 Car door, floor, wall, ceiling and decorative materials.....	58
5.4.5 Apron.....	58
5.4.6 Emergency trap doors and emergency doors.....	59
5.4.7 Car roof.....	60
5.4.8 Equipment on top of the car.....	63
5.4.9 Ventilation.....	63
5.4.10 Lighting.....	64
5.4.11 Counterweight and balancing weight.....	64
5.5 Suspension means, compensation means and related protection means.....	64
5.5.1 Suspension means.....	64
5.5.2 Sheave, pulley, drum and rope diameter ratios, rope/chain terminations.....	65
5.5.3 Rope traction.....	65
5.5.4 Winding up of ropes for positive drive lifts.....	66
5.5.5 Distribution of load between the ropes or the chains.....	66
5.5.6 Compensation means.....	67
5.5.7 Protection for sheaves, pulleys and sprockets.....	67

This is a preview of "ISO 8100-1:2019". Click here to purchase the full version from the ANSI store.

5.5.8	Traction sheaves, pulleys and sprockets in the well	69
5.6	Precautions against free fall, excessive speed, unintended car movement and creeping of the car	69
5.6.1	General provisions	69
5.6.2	Safety gear and its tripping means	70
5.6.3	Rupture valve	76
5.6.4	Restrictors	77
5.6.5	Pawl device	78
5.6.6	Ascending car overspeed protection means	79
5.6.7	Protection against unintended car movement	81
5.7	Guide rails	84
5.7.1	Guiding of the car, counterweight or balancing weight	84
5.7.2	Permissible stresses and deflections	84
5.7.3	Combination of loads and forces	87
5.7.4	Impact factors	87
5.8	Buffers	89
5.8.1	Car and counterweight buffers	89
5.8.2	Stroke of car and counterweight buffers	90
5.9	Lift machinery and associated equipment	91
5.9.1	General provision	91
5.9.2	Lift machine for traction lifts and positive drive lifts	92
5.9.3	Lift machine for hydraulic lifts	97
5.10	Electric installations and appliances	106
5.10.1	General provisions	106
5.10.2	Incoming supply conductor terminations	108
5.10.3	Contactors, contactor relays, components of safety circuits	108
5.10.4	Protection of electrical equipment	109
5.10.5	Main switches	110
5.10.6	Electric wiring	111
5.10.7	Lighting and socket outlets	112
5.10.8	Control of the supply for lighting and socket outlets	112
5.10.9	Protective earthing	113
5.10.10	Electrical identification	113
5.11	Protection against electric faults; failure analysis; electric safety devices	113
5.11.1	Protection against electric faults; failure analysis	113
5.11.2	Electric safety devices	114
5.12	Controls — Final limit switches — Priorities	119
5.12.1	Control of lift operations	119
5.12.2	Final limit switches	126
5.12.3	Emergency alarm device and intercom system	127
5.12.4	Priorities and signals	128
6	Verification of the safety requirements and/or protective measures	128
6.1	Technical compliance documentation	128
6.2	Verification of design	128
6.3	Examinations and tests before putting into service	132
6.3.1	Braking system (5.9.2.2)	132
6.3.2	Electric installation	133
6.3.3	Checking of the traction (5.5.3)	133
6.3.4	Car safety gear (5.6.2)	133
6.3.5	Counterweight or balancing weight safety gear (5.6.2)	134
6.3.6	Pawl device (5.6.5)	135
6.3.7	Buffers (5.8.1, 5.8.2)	135
6.3.8	Rupture valve (5.6.3)	135
6.3.9	Restrictor/one-way restrictor (5.6.4)	135
6.3.10	Pressure test	136
6.3.11	Ascending car overspeed protection means (5.6.6)	136
6.3.12	Stopping of the car at landings and levelling accuracy (5.12.1.1.4)	136
6.3.13	Protection against unintended car movement (5.6.7)	136

This is a preview of "ISO 8100-1:2019". [Click here to purchase the full version from the ANSI store.](#)

6.3.14	Protection against falling/shearing (5.3.9.3.4).....	137
7	Information for use	137
7.1	General.....	137
7.2	Instruction manual.....	137
7.2.1	General.....	137
7.2.2	Normal use.....	137
7.2.3	Maintenance.....	137
7.2.4	Examinations and tests.....	138
7.3	Logbook.....	138
8	Use of ISO/TS 8100-3	139
	Annex A (normative) List of the electric safety devices	140
	Annex B (informative) Technical compliance documentation	142
	Annex C (informative) Periodic examinations and tests, examinations and tests after an important modification or after an accident	143
	Annex D (informative) Machinery spaces — Access	145
	Annex E (informative) Building interfaces	146
	Annex F (normative) Pit access ladder	149
	Annex G (informative) Relationship between this document and ISO 8100-20	152
	Bibliography	153

Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT) see www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee ISO/TC 178, *Lifts, escalators, passenger conveyors*.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

A list of all parts in the ISO 8100 series can be found on the ISO website.

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Introduction

0.1 General

The content of this document was already published in EN 81-20:2014. This document contains only editorial changes and update of references.

This document is a type C standard as stated in ISO 12100.

The machinery concerned and the extent to which hazards, hazardous situations and hazardous events are covered are indicated in the scope of this document.

When provisions of this type C standard are different from those which are stated in type A or B standards, the provisions of this type C standard take precedence over the provisions of the other standards, for machines that have been designed and built according to the provisions of this type C standard.

0.2 General remarks

0.2.1 The object of this document is to define safety rules related to passenger and goods passenger lifts with a view to safeguarding persons and objects against the risk of accidents associated with the normal use, maintenance and emergency operation of lifts.

0.2.2 A study has been made of the various possible hazards with lifts, see [Clause 4](#).

0.2.2.1 Persons to be safeguarded:

- a) users, including passengers and competent and authorized persons, e.g. maintenance and inspection personnel (see EN 13015);
- b) persons in the surrounding area of the well, or any machine room and pulley room, who can be effected by the lift.

0.2.2.2 Property to be safeguarded:

- a) loads in car;
- b) components of the lift installation;
- c) building in which the lift is installed;
- d) immediate surrounding area of the lift installation.

NOTE EN 81-71 gives additional requirements covering lifts resistant to acts of vandalism and EN 81-77 gives additional requirements covering lifts in seismic conditions.

0.2.3 When the weight, size and/or shape of components prevent them from being moved by hand, they are:

- a) fitted with attachments for lifting gear; or
- b) designed so that they can be fitted with such attachments (e.g. by means of threaded holes); or
- c) shaped in such a way that standard lifting gear can easily be attached.

0.3 Principles

0.3.1 General

In drawing up this document, the following principles have been used:

0.3.2 This document does not repeat all the general technical rules applicable to every electrical, mechanical, or building construction including the protection of building elements against fire.

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However, it has been necessary to establish certain requirements for good construction, either because they are peculiar to lift manufacture or because, in the case of lift utilization, the requirements can be more stringent than elsewhere.

0.3.3 This document states minimum rules for the installation of lifts into buildings/constructions. There can be regulations for the construction of buildings in some countries which cannot be ignored.

Typical clauses affected by this are those defining minimum values for the height of the machine and pulley rooms and for the dimensions of their access doors.

0.3.4 As far as possible, this document sets out only the requirements that materials and equipment should meet in the interests of safe operation of lifts.

0.3.5 Risk analysis, terminology and technical solutions have been considered, taking into account the methods of ISO 12100, ISO 14798 and the IEC 61508 series of standards.

0.3.6 In order for this document to be a widely applicable standard, the average weight of a person has been determined to be 75 kg.

This document defines the maximum car area related to a specified design load in the car (rated load) and the minimum car area to transport a corresponding number of persons, based on 75 kg per person, in order to detect and discourage overloading.

0.4 Assumptions

0.4.1 General

In drawing up this document, the following assumptions have been made:

0.4.2 Negotiations have been made between the customer and the supplier, and an agreement was reached about:

- a) the intended use of the lift;
- b) the type and mass of the handling devices intended to be used to load and unload the car, in the case of goods passenger lifts;
- c) environmental conditions such as temperature, humidity, exposure to sun or wind, snow, corrosive atmosphere;
- d) civil engineering problems (for example, building regulations);
- e) other aspects related to the place of installation;
- f) the dissipation of heat from the components/equipment of the lift which would require ventilation of the well and/or the machinery space/location of equipment;
- g) information about the aspects relating to noise and vibrations emitted by the equipment.

0.4.3 Relevant risks have been considered for each component that can be incorporated in a complete lift installation and rules have been drawn up accordingly.

Components are:

- a) designed in accordance with usual engineering practice (see ISO/TS 8100-21) and calculation codes, taking into account all failure modes;
- b) of sound mechanical and electrical construction;
- c) made of materials with adequate strength and of suitable quality;
- d) free of defects;
- e) free from harmful materials, e.g. asbestos.

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0.4.4 Components are kept in good repair and working order, so that the required dimensions remain fulfilled despite wear. All lift components are considered as requiring inspection to ensure safe continued operation during use.

The operational clearances specified in the standard should be maintained not only during the examination and tests before the lift is put into service, but also throughout the life of the lift.

NOTE Components not requiring maintenance (e.g. maintenance free, sealed for life) are still required to be available for inspection.

0.4.5 Components are selected and installed so that foreseeable environmental influences and special working conditions do not affect the safe operation of the lift.

0.4.6 By design of the load bearing elements, safe normal operation of the lift is assured for loads ranging from 0 % to 100 % of the rated load, plus any designed overload capacity (see [5.12.1.2](#)).

0.4.7 The requirements in this document are such that the possibility of a failure of an electric safety device (see [5.11.2](#)) or a type tested safety component complying with all the requirements of this document and ISO 8100-2, does not need to be taken into consideration.

0.4.8 Users need to be safeguarded against their own negligence and unwitting carelessness when using the lift in the intended way.

0.4.9 A user can, in certain cases, make one imprudent act. The possibility of two simultaneous acts of imprudence and/or the abuse of instructions for use is not considered.

0.4.10 If in the course of maintenance work, a safety device normally not accessible to the users is deliberately neutralized, safe operation of the lift is no longer assured, but compensatory measures are taken to ensure users' safety, in conformity with maintenance instructions.

It is assumed that maintenance personnel are instructed and work according to the instructions.

0.4.11 Horizontal forces and/or energies to consider are indicated in the applicable clauses of this document. Typically, where not otherwise specified in this document, the energy exerted by a person results in an equivalent static force of:

- a) 300 N;
- b) 1 000 N where impact can occur.

0.4.12 With the exception of the items listed below, which have been given special consideration, a mechanical device built according to good practice and the requirements of this document (including uncontrolled slipping of the ropes on the traction sheave) does not deteriorate to a point of creating hazard without the possibility of detection, provided that all of the instructions given by the manufacturer have been duly applied:

- a) breakage of the suspension;
- b) breakage and slackening of all linkage by auxiliary ropes, chains and belts;
- c) failure of one of the mechanical components of the electromechanical brake which take part in the application of the braking action on the drum or disk;
- d) failure of a component associated with the main drive elements and the traction sheave;
- e) rupture in the hydraulic system (jack excluded);
- f) small leakage in the hydraulic system (jack included, see [6.3.10](#)).

0.4.13 The possibility of the safety gear not engaging should the car free fall from a stationary position, at the lowest landing before the car strikes the buffer(s), is considered acceptable.

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0.4.14 When the speed of the car is linked to the electrical frequency of the mains, the speed is assumed not to exceed 115 % of the rated speed or a corresponding lesser speed where specified in this document for inspection control, levelling, etc.

0.4.15 Means of access are provided for the hoisting of heavy equipment [see 0.4.2 e)].

0.4.16 To ensure the correct functioning of the equipment in the well and machinery space(s), i.e. taking into account the heat dissipated by the equipment, the ambient temperature in the well and the machinery space(s) is assumed to be maintained between +5 °C and +40 °C.

NOTE See IEC 60364-5-51, Code AA5.

0.4.17 The well is suitably ventilated, according to national building regulation, taking into consideration the heat output as specified by the manufacturer, the environmental conditions of the lift and the limits given in 0.4.16, e.g. ambient temperature, humidity, direct sunlight, air quality and air tightness of buildings due to energy saving requirements.

NOTE See 0.4.2 and [E.3](#) for further guidance.

0.4.18 Access ways to the working areas are adequately lit (see 0.4.2).

0.4.19 Minimum passageways, corridors, fire escapes, etc. are not obstructed by the open door/trap of the lift and/or any protection means for working areas outside of the well, where fitted according to the maintenance instructions (see 0.4.2).

0.4.20 Where more than one person is working at the same time on a lift, an adequate means of communication between these persons is ensured.

0.4.21 The fixing system of guards, used specifically to provide protection against mechanical, electrical or any other hazards by means of a physical barrier, which need to be removed during regular maintenance and inspection, remains attached to the guard or to the equipment when the guard is removed.

0.4.22 The fluids used for the operation of hydraulic lifts are according to ISO 6743-4.