. Basic Information and Description of Installation	2.2.1 Safety Gear (Car) Not Tested D
Location (Address)	New / Added □ Replaced □ Existing □ N.A. □
ManufacturerModel	(a) Has the safety gear been certified in accordance with relevant clause of the applicable Design Code? Yes \square No \square
Lift No.	(b) Manufacturer
Lift Location ID Length of Travel m	Model
Passenger Lift Freight Lift Vehicle Lift Platform Lift Stairlift	Certificate No Date of issue
(For Freight Lift with handling device: Max. weight of handling device:kg)	2.2.2 Safety Gear (Counterweight) Not Tested D
Levels Served kg Person Rated Speed m/s	New / Added □ Replaced □ Existing □ N.A. □
Mass of Empty Car with components (P) kg	(a) Has the safety gear been certified in accordance with relevant clause of the applicable Design Code? Yes □ No □
Power Supply at Time of Test Volt Phase Hz	
Levelling tolerance ± mm Number of Starts/hr	(b) Manufacturer
Car Floor Area m²	Model
Machine Room Location: above lift well □ / below lift well □ / at side □ /	Certificate No Date of issue
Machine-Room-Less ☐ / others ☐	2.3.1 Energy Dissipation Ruffer (Car) Not Tested D
Is this a fireman's lift? Yes □ No □	2.3.1 Energy Dissipation Buffer (Car) Not Tested □ New / Added □ Replaced □ Existing □ N.A. □
Is this lift for persons with a disability? Yes □ No □	(a) Has the buffers been certified in accordance with relevant clause of the applicable
Controller New / Added ☐ Replaced ☐ Existing ☐	Design Code?
Manufacturer Model	(b) Manufacturer
Safety Circuit (with electronic component) New / Added Replaced Existing N.A.	Model
Manufacturer	Certificate No. Date of issue
Model	(c) Is the buffer switch functioning properly? Yes □ No □ N.A. □
Drive Type New / Added ☐ Replaced ☐ Existing ☐	
AC /AC2 /DC-MG /ACVV /DCVV /VVVF /DCVF	2.3.2 Energy Dissipation Buffer (Counterweight) Not Tested □
. Static Examination - Mechanical Not Tested	New / Added ☐ Replaced ☐ Existing ☐ N.A. ☐
2.1 Suspension Not Tested □	(a) Has the buffers been certified in accordance with relevant clause of the applicable
(a) Suspension Ropes Steel Ropes □ Belt Type □ Others □ N.A. □	Design Code? Yes \(\sigma\) No \(\sigma\)
Certificate No. Date of issue	(b) Manufacturer
Number of Ropes / Belts Diameter / Width of Suspension Rope / Belt mm	Model
Is the suspension rope out of the criteria for replacement in accordance with	Certificate No Date of issue
relevant clause of the applicable Works Code? Yes □ No □	(c) Is the buffer switch functioning properly? Yes □ No □ N.A. □
(b) Type of Anchorages: Car Counterweight	
Have the anchorages been examined and found in good working condition?	

Yes □ No □

2.4.1 Energy Accumulation Buffe	er (Car) Not Tested		orner rang conform to relevant alguage of the onr	liaahla Daaiga Cada			
	New / Added □ Replaced □ Existing □ N.A.		ernor rope conform to relevant clause of the app	Yes □ No □			
(a) Has the buffers been cert Design Code?	ified in accordance with relevant clause of the applica Yes □ No	(e) Are all the SW	(e) Are all the switches of governor system working properly? Yes □ No □				
(b) Manufacturer							
		2.6.2 Overspeed Go	overnor (Counterweight)	Not Tested □			
Certificate No.	Date of issue	<u></u>	New / Added □ Replaced □	Existing N.A.			
	h relevant clause of the applicable Design Code? Yes □ No □ N.A.	annlicable Design	rnor been certified in accordance with relevant c n Code?	lause of the Yes □ No □			
2.4.2 Energy Accumulation Buffe	er (Counterweight) Not Tested	(b) Manufacturer					
2.4.2 Lifetgy Accumulation built	New / Added ☐ Replaced ☐ Existing ☐ N.A.	Madal					
(a) Has the buffers been cort	ified in accordance with relevant clause of the	Certificate No	Date of issu	e			
applicable Design Code?	Yes No	☐ (c) Is the data pla	ate in accordance with relevant clause of the app	olicable Design Code? Yes □ No □			
(b) Manufacturer		— (d) Does the gove	ernor rope conform to relevant clause of the app	licable Design Code?			
Model		<u>—</u>		Yes□ No□			
	Date of issue	(e) Are all the swi	itches of governor system working properly?	s□ No□ N.A.□			
(c) Do the buffers comply wit	h relevant clause of the applicable Design Code?	_	Ye	SLI NOLI N.A.LI			
	Yes□ No□ N.A.	2.7.1 Door Locking L	Device	Not Tested □			
2.5 Brake	Not Tested	(a) Landing Door	Locking Device				
	tatic car, in the lower part of its travel, with		New / Added □ Replaced □ I	Existing N.A.			
	□ of the rated load (passenger/ freight lifts) or vehicle lifts/ industrial truck loaded freight lifts)?		door locking device been certified in accordance plicable Design Code?	e with relevant Yes □ No □			
	Yes □ No	☐ Manufacturer					
2.6.4.0	Not Tested	Model					
2.6.1 Overspeed Governor (Car)	New / Added ☐ Replaced ☐ Existing ☐ N.A.	Certificate No.	Date of issue	e			
(a) Has the governor been co applicable Design Code?	ertified in accordance with relevant clause of the Yes \Box No	(b) Car Door Lock	king Device New / Added Replaced I	Existing N.A.			
(b) Manufacturar	res 🗆 No	Does the car doo	or locking device comply with relevant clause of	the applicable Yes □ No □			
Certificate No.	Date of issue	Model					
	ance with relevant clause of the applicable Design Co Yes □ No	Ochtinoate No.	Date of issu	e			

2.7.2 Door Locking Device (2 nd Type) Not Tested □	2.9 Unintended Car Movement Protection Means Not Tested □
(a) Landing Door Locking Device	New / Added ☐ Replaced ☐ Existing ☐ N.A. ☐
New / Added □ Replaced □ Existing □ N.A. □	(a) Type of Unintended Car Movement Protection Means
Has the landing door locking device been certified in accordance with relevant	Brake on Sheave □ Rope Gripper □
clause of the applicable Design Code? Yes □ No □	Car Safety Gear ☐ Counterweight Safety Gear ☐
Manufacturer	(b) Has the unintended car movement protection means in 2.9 (a) been certified in
Model	accordance with the relevant clause of the applicable Design Code? N.A. □ Yes □ No □
Certificate No Date of issue	
(b) Car Door Locking Device (2 nd Type)	
New / Added □ Replaced □ Existing □ N.A. □	Model Certificate No Date of issue
Does the car door locking device comply with relevant clause of the applicable Design Code? Yes □ No □	Certificate No
Manufacturer	3. Static Examination – Electrical Not Tested □
	3.1 Insulation Resistance to Earth Not Tested □
Model Certificate No Date of issue	(a) Lift Motor $\underline{\hspace{1cm}}$ $M\Omega$
	(b) MG Set (if fitted): Motor $M\Omega$ Generator $M\Omega$
2.7.3 Add or replacement of door panel (for major alteration works only) N.A. □	(c) Power System $\begin{tabular}{lll} M\Omega \\ \end{tabular}$ (d) Safety Circuits $\begin{tabular}{lll} M\Omega \\ \end{tabular}$
Car Door Panel Added ☐ Replaced ☐	(d) Safety CircuitsMΩ
Landing Door Panel Added ☐ Replaced ☐	
Floor(s):	3.2 Earthing Not Tested □
2.8 Ascending Car Overspeed Protection Means Not Tested □	(a) Is the maximum continuity resistance to earth less than 0.5 Ω ? Yes \Box No \Box
New / Added □ Replaced □ Existing □ N.A. □	(b) Is the car connected to controller earthing terminal by a separate conductor with
Has the ascending car overspeed protection means been certified in accordance	proper sizing? Yes □ No □
with relevant clause of the applicable Design Code? Yes □ No □	N.T I.B
(a) Overspeed Governor	3.3 Protection of Conductors Not Tested □
(i) The Overspeed Governor is using the one at Car side \square or Counterweight side \square .	Is the fixed wiring in conduit or trunking (or fittings which ensure equivalent protection) throughout?
	Yes No D
(b) Speed Reducing Element	3.4 Phase Reversal and Phase Failure Devices Not Tested □
(i) Type: Car Safety Gear (acting upwards)	Do the phase reversal and phase failure devices operate/ function correctly?
Counterweight Safety Gear (acting downwards) Rope Gripper	Yes No
Others (please specify) (ii) Manufacturer	Tes L No L
Model	
Certificate No Date of issue	

4.1 Safety Contacts/Circuits Call Pays the contacts at each landing entrance been proved to yes No ensure that when broken there is no movement of the car? (b) Have the mechanical locks at each landing entrance been Yes No proved for positive locking? (c) Have the car door/igate contacts been proved so that when Yes No proved for positive locking? (d) Have the car door/igate contacts been proved so that when Yes No yes No with the far is no movement of the car? (d) Have the car door/igate contacts been proved so that when Yes No yes No with relevant clause of the applicable Design Code? NA. Yes No yes	Dynamic Tests	Not Test	ed 🗆	4.4 Door Test Not Tested D
(a) Have the contacts at each landing entrance been proved to ensure that when broken there is no movement of the car? (b) Have the mechanical locks at each landing entrance been proved or proved for positive locking? (c) Have the car door/gate contacts been proved so that when proved the term of the car? (d) If separate terminal stopping switches are N.A. Yes No which is the individual of the supplicable besign Code? N.A. Yes No which is the individual of the supplicable besign Code? N.A. Yes No which is the individual of the supplicable besign Code? N.A. Yes No which is the supplicable besign Code? N.A. Yes No which is the supplicable besign Code? N.A. Yes No which is the supplicable besign Code? N.A. Yes No which is the supplicable besign Code? N.A. Yes No which is the supplicable provided in the supplica	4.1 Safety Contacts/Circuits	Not Test	ed 🗆	
(a) Maximum force at the mid-point of the travel No No No No No No No N		Yes□	No □	(b) Form of operation of door Manual □ / Powered □
comply with relevant clause of the applicable Design Code? N.A. Yes No fitted, do they operate satisfactorily? (e) Do the final limit switches cut off the motor supply before the yes No car or counterweight contact the buffers? (f) Have the stopping devices on the car top, in the pulley room and pit, been proved so that when broken no movement of the car occurs? (g) Have all other switches/contacts in the list of electrical safety of devices (or safety circuit) been proved so that when broken no movement of the car occurs? (h) Does the earthing of the most remote contact (lock or push button) operates a fuse or trip a breaker without delay? (g) Alexe all other electromechanical interlocks working property? Yes No can Speed Up		Yes□	No □	
fitted, do they operate satisfactorily? (e) Do the final limit switches cut off the motor supply before the car or counterweight contact the buffers? (f) Have the stopping devices on the car top, in the pulley room and pit, been proved so that when broken no movement of the car occurs? (g) Have all other switches/contacts in the list of electrical safety devices (or safety circuit) been proved so that when broken no movement of the car occurs? (h) Does the earthing of the most remote contact (lock or push button) operates a fuse or trip a breaker without delay? (i) Are all other electromechanical interlocks working properly? Yes No 4.2 Car Top Control Station (a) Speed Up		Yes□	No □	(e) Does the construction & operation of the door re-opening device comply with relevant clause of the applicable Design Code? N.A. ☐ Yes ☐ No ☐
car or counterweight contact the buffers? (f) Have the stopping devices on the car top, in the pulley room and pit, been proved so that when broken no movement of the car occurs? (g) Have all other switches/contacts in the list of electrical safety devices (or safety circuit) been proved so that when broken no movement of the car occurs? (h) Does the earthing of the most remote contact (lock or push button) operates a fuse or trip a breaker without delay? (i) Are all other electromechanical interlocks working properly? Yes No 4.2 Car Top Control Station (a) Speed Dvm m/s (b) Speed Dvm m/s (c) Does the design and operation of the car top station comply with relevant clause of the applicable Design Code? 4.3 Clearances and Runby (a) With the counterweight on its fully compressed buffers, how much further can the lift car move upwards before it hits any obstruction? mm (b) What is the distance between the car roof and the lowest parts of roof of the lift well, when the car levels with top floor? mm (c) With the car / counterweight resting on its fully compressed buffers, is there sufficient clearance(s) and refuge space(s) as specified in relevant clause of the applicable Design Code? Ves No 4.5 Door Test (2 ^{md} Type) Not Tested (b) Form of operation of door Manual / Powered (c) Power supply to door control circuit (d) Maximum force at the mid-point of the travel No (e) Does the carritorion & operation of the door re-opening device No (f) Do the car doors fulfil the requirements of relevant clause of the applicable Design Code? N.A. Yes No 5. Measurements of the Electrical System Not Tested (a) Particulars of Lift Motor (as stated on data plate) Marker Drive system Serial No. Speed rpm Frequency Hz Power Rating kV Voltage V Current Rating A Speed rpm Frequency Hz (b) Particulars of MG Set Drive Motor / Convertor / (Integrated with controller) N.A. (c) With the car / counte] Yes□	No □	
(f) Have the stopping devices on the car top, in the pulley room and pit, been proved so that when broken no movement of the car occurs? (g) Have all other switches/contacts in the list of electrical safety devices (or safety circuit) been proved so that when broken no movement of the car occurs? (h) Does the earthing of the most remote contact (lock or push button) operates a fuse or trip a breaker without delay? (i) Are all other electromechanical interlocks working properly? Yes No (a) Speed Up		Yes □	No □	4.5 Door Test (2 nd Type) Not Tested □
and pit, been proved so that when broken no movement of the car occurs? (g) Have all other switches/contacts in the list of electrical safety Yes No devices (or safety circuit) been proved so that when broken no movement of the car occurs? (h) Does the earthing of the most remote contact (lock or push button) operates a fuse or trip a breaker without delay? (i) Are all other electromechanical interlocks working properly? Yes No 4.2 Car Top Control Station Not Tested 4.2 Car Top Control Station Not Tested 4.3 Clearances and Runby Not Tested Garage of the applicable Design Code? Yes No 4.3 Clearances and Runby Not Tested Garage of the applicable Design Code? Yes No Yes		Yes□	No □	
devices (or safety circuit) been proved so that when broken no movement of the car occurs? (h) Does the earthing of the most remote contact (lock or push button) operates a fuse or trip a breaker without delay? (i) Are all other electromechanical interlocks working property? Yes No with relevant clause of the applicable Design Code? N.A. Yes No the applicable Design Code? N.A	• '			() 31
(e) Does the construction & operation of the door re-opening device comply with relevant clause of the applicable Design Code? N.A. Yes No (f) Do the car doors fulfill the requirements of relevant clause of the applicable Design Code? N.A. Yes No (f) Do the car doors fulfill the requirements of relevant clause of the applicable Design Code? N.A. Yes No (f) Do the car doors fulfill the requirements of relevant clause of the applicable Design Code? N.A. Yes No (f) Do the car doors fulfill the requirements of relevant clause of the applicable Design Code? No Yes No Not Tested (f) Do the car doors fulfill the requirements of relevant clause of the applicable Design Code? N.A. Yes No (f) Do the car doors fulfill the requirements of relevant clause of the applicable Design Code? N.A. Yes No (f) Do the car doors fulfill the requirements of relevant clause of the applicable Design Code? N.A. Yes No (f) Do the car doors fulfill the requirements of relevant clause of the applicable Design Code? N.A. Yes No (f) Do the car doors fulfill the requirements of relevant clause of the applicable Design Code? N.A. Yes No No Tested (f) Do the car doors fulfill the requirements of relevant clause of the applicable Design Code? N.A. Yes No No Tested (f) Do the car doors fulfill the requirements of relevant clause of the applicable Design Code? N.A. Yes No No Tested (f) Do the car doors fulfill the requirements of relevant clause of the applicable Design Code? N.A. Yes No No Tested (f) Do the car doors fulfill the requirements of relevant clause of the applicable Design Code? N.A. Yes No Not Tested (f) Do the car doors fulfill the requirements of relevant clause of the applicable Design Code? N.A. Yes No (f) Do the car doors fulfill the applicable Design Code? N.A. Yes No Not Tested (f) Do the car doors fulfill the applicable Design Code? Not Tested Not Tested Not Te	(g) Have all other switches/contacts in the list of electrical safety	Yes□	No □	(c) Power supply to door control circuit V
(h) Does the earthing of the most remote contact (lock or push button) operates a fuse or trip a breaker without delay? (i) Are all other electromechanical interlocks working property? Yes No 4.2 Car Top Control Station	devices (or safety circuit) been proved so that when broken no			(d) Maximum force at the mid-point of the travel
button) operates a fuse or trip a breaker without delay? (i) Are all other electromechanical interlocks working properly? Yes No 4.2 Car Top Control Station				(e) Does the construction & operation of the door re-opening device comply with relevant clause of the applicable Design Code? N.A. ☐ Yes ☐ No ☐
4.2 Car Top Control Station		Yes□	No □	(f) Do the car doors fulfil the requirements of relevant clause of
(a) Speed Upm/s (b) Speed Downm/s (c) Does the design and operation of the car top station comply with relevant clause of the applicable Design Code? Yes No 4.3 Clearances and Runby	(i) Are all other electromechanical interlocks working properly?	Yes □	No □	
(a) Particulars of Lift Motor (as stated on data plate) Marker Drive system Serial No. Speed rpm Frequency Hz Power rating KW Rated Voltage V Current Rating A A.3 Clearances and Runby (a) With the counterweight on its fully compressed buffers, how much further can the lift car move upwards before it hits any obstruction? mm (b) What is the distance between the car roof and the lowest parts of roof of the lift well, when the car levels with top floor? mm (c) With the car / counterweight resting on its fully compressed buffers, is there sufficient clearance(s) and refuge space(s) as specified in relevant clause of the applicable Design Code? (a) Particulars of Lift Motor (as stated on data plate) Marker Drive system Serial No. Speed rpm Frequency Hz No Rated Voltage V Current Rating A Serial No. Power Rating KVA Voltage V Current Rating A Speed rpm Frequency Hz (Note: Speed and frequency not applicable for convertor)	•	Not Test	ed 🗆	5. Measurements of the Electrical System Not Tested
(c) Does the design and operation of the car top station comply with relevant clause of the applicable Design Code? Yes No Serial No. Serial No. Serial No. Power rating KW Rated Voltage V Current Rating A 4.3 Clearances and Runby Not Tested (a) With the counterweight on its fully compressed buffers, how much further can the lift car move upwards before it hits any obstruction? (b) What is the distance between the car roof and the lowest parts of roof of the lift well, when the car levels with top floor? (c) With the car / counterweight resting on its fully compressed buffers, is there sufficient clearance(s) and refuge space(s) as specified in relevant clause of the applicable Design Code? Yes No Marker Serial No. Speed rpm Frequency / Convertor / (Integrated with controller) N.A. Marker Serial No. Power Rating kVA Voltage V Current Rating A Speed rpm Frequency Hz (Note: Speed and frequency not applicable for convertor)				(a) Particulars of Lift Motor (as stated on data plate)
Clause of the applicable Design Code? Yes No Serial No. Speed rpm Frequency Hz Power rating KW Rated Voltage V Current Rating A 4.3 Clearances and Runby (a) With the counterweight on its fully compressed buffers, how much further can the lift car move upwards before it hits any obstruction? (b) What is the distance between the car roof and the lowest parts of roof of the lift well, when the car levels with top floor? (c) With the car / counterweight resting on its fully compressed buffers, is there sufficient clearance(s) and refuge space(s) as specified in relevant clause of the applicable Design Code? Yes No D	· · ·	with relevent		. ,
4.3 Clearances and Runby (a) With the counterweight on its fully compressed buffers, how much further can the lift car move upwards before it hits any obstruction? (b) What is the distance between the car roof and the lowest parts of roof of the lift well, when the car levels with top floor? (c) With the car / counterweight resting on its fully compressed buffers, is there sufficient clearance(s) and refuge space(s) as specified in relevant clause of the applicable Design Code? Power ratingkW Rated VoltageV Current RatingA				
4.3 Clearances and Runby (a) With the counterweight on its fully compressed buffers, how much further can the lift car move upwards before it hits any obstruction? (b) What is the distance between the car roof and the lowest parts of roof of the lift well, when the car levels with top floor? (c) With the car / counterweight resting on its fully compressed buffers, is there sufficient clearance(s) and refuge space(s) as specified in relevant clause of the applicable Design Code? No Tested (b) Particulars of MG Set Drive Motor		165 🗆	NO LI	
further can the lift car move upwards before it hits any obstruction?mm	4.3 Clearances and Runby	Not Test	ed 🗆	<u> </u>
(b) What is the distance between the car roof and the lowest parts of roof of the lift well, when the car levels with top floor? mm Current Rating A Speed rpm Frequency Hz (c) With the car / counterweight resting on its fully compressed buffers, is there sufficient clearance(s) and refuge space(s) as specified in relevant clause of the applicable Design Code? Yes No			mm	
parts of roof of the lift well, when the car levels with top floor? mm Current Rating A Speed rpm Frequency Hz (c) With the car / counterweight resting on its fully compressed buffers, is there sufficient clearance(s) and refuge space(s) as specified in relevant clause of the applicable Design Code? Yes No	·		_'''''	Power Rating kVA Voltage V
sufficient clearance(s) and refuge space(s) as specified in relevant clause of the applicable Design Code? Yes No			_mm	·
Yes□ No□	sufficient clearance(s) and refuge space(s) as specified in releva			(Note: Speed and frequency not applicable for convertor)
	applicable Design Code?	Yes□	No □	
(d) Distance of bottom runby of car	(d) Distance of bottom runby of car		mm	
(e) Distance of bottom runby of counterweight mm	•		mm	

(c) Current and	Speed Te	sts (at mid-p	oint of trav	/el)			7. Car Safety Gear Tests Note: The following tests should be conducted with the car descending	g, with tl	Not Tes he brak	
	Lift Motor	Lift speed	Lift Mot	or Input	1	m Input /Convert □	open and the machine continuing to run till the ropes slip or become s (a) Progressive Type	lack.		
	Speed	·				rerter □		N.A. □	Yes□	No □
No Load Down	rpm	m/s	V	А	V	А	engaging at rated speed with the rated load uniformly distributed in the lift car?			
Full Load Up	rpm	m/s	V	А	V	А	OR			
(d) Overcurrent	protection	devices					(ii) Does the safety gear operate correctly when engaging at levelling or inspection speed with	N.A. □	Yes □	No □
	1 :64	Motor	MC Cot F	Prive Motor	Conve	ertor	0% \square / 110% \square / 125% \square / 150% \square of the			
	LIIL	Motor	ING Set L	Tive Motor	/ Inv	erter 🗆	rated load / total load uniformly distributed in the lift car?			
Туре							State the speed m/s			
Settings							(b) Instantaneous Type Does the safety gear operate correctly when engaging at levelling or inspection speed with	N.A. □	Yes □	No □
. Overspeed Gover	rspeed Governor Tests Not Tested		0% □ / 110% □ / 125% □ / 150% □ of the							
6.1 Car Governor					N	ot Tested □	rated load / total load uniformly distributed in the lift car?			
Governor Type:	Centrifug	gal □ Pen	dulum 🗖	Serial N	0.		(c) What was the stopping distance in the test?			m
			E	Electrical	Me	chanical	(d) After the lift car was brought to a halt in the above test was the floor horizontal, or sloping less than 5% from the horizontal?		Yes□	 No □
Device Tripping	1	Marked		m/s		m/s	8. Counterweight Safety Gear Tests and Counterweight Inspection		Not Tes	sted □
Speed	1	Measured		m/s		m/s	Note 1: The test (a) or (b) should be conducted with the counterweight			
State how the go	overnor o	n the installa	ation was t	ested:			the brake open and the machine continuing to run till the ropes slip or b	pecome	slack.	
Simulation □ /	Free Fa	all 🗆 / Actu	ıal Oversp	eed 🗆			(a) Progressive Type			
/ Others □ (Specified)						I.A. □ Y	∕es □	No □
6.2 Counterweight		` ,		0		ot Tested □	at rated speed with the car empty? OR			
Governor Type:	Centrifuç	gal ⊔ Per	ndulum 📙	Serial No	D			I.A. □ Y	∕es □	No □
			E	lectrical	Me	chanical	at levelling or inspection speed with the car empty?			
Device Tripping	1	Marked		m/s		m/s	(b) Instantaneous Type		, –	
Speed	1	Measured		m/s		m/s	Does the safety gear operate correctly when engaging at levelling or inspection speed with the car empty?	I.A. 🗆 Y	res ⊔	No LI
State how the go							Note 2: The following inspection (c) is carried out after all dynamic tests	s have t	een co	mpleted.
/ Others 🗆 (iai Oveisp	eeu 🗆			(c) Counterweight			
/ Others Li (picase sp			_			Is the whole counterweight including frame, filler weights, brackets and their fixings, free from any visual defects?	Υ	′es □	No □

9. Ascending Car Overspeed Protection test Not Tested □			N	ot Tested □	(d) Brake on Sheave (if fitted)					
9.1 Overspeed Governor Test Not Tested □				ot Tested	The test should be conducted with the car ascending and the brake open.					
Car Governor □ Counterweight Governor □			ounterweight	Governor	(i) Does the speed reducing element operate correctly when Yes □ No □ engaging at preset speed with the car empty?					
		Electrical	Mechanical	N.A. □	State the measured speed m/s					
Device Tripping	Marked	m/s		m/s	(ii) What was the stopping distance in the test?		m			
Speed (upward)	Measured	m/s		m/s	(iii) What was the deceleration in the test?					
State how the gove	ernor was tested	d on the installation:								
Simulation □ / A	Actual Overspee	ed 🗆			10. Unintended Car Movement Protection	Not Tes	sted 🗆			
/ Others □ (plea	ase specify)				(a) Subsequent to the operation for an upward moving lift car,					
	_				(i) the clearance between landing door sill and the apron		mm			
9.2 Speed Reducing E			No	ot Tested	(ii) the free distance from car sill to landing door lintel	m				
(a) Car Safety Gear	•				(b) Subsequent to the operation for a downward moving lift car,		_			
The test should be conducted with the car ascending and the brake open.				pen.	(i) the horizontal distance between the well wall and the sill or		mm			
	pes the speed reducing element operate correctly when aging at preset speed with the car empty?		hen γ	es□ No□	the entrance frame of the lift car (among from the level of the landing sill to 1,200mm downward)		_			
State the measure	ed speed	m/s			(ii) the free distance from car sill to landing door lintel		mm			
(ii) What was the stopping distance in the test?		m	(c) What was the deceleration in the test?		— m/s²					
(iii) What was the	deceleration in	the test?		m/s²			_			
(b) Counterweight Sa	afetv Gear (if fit	ted)			11. Buffer Tests	Not Tes	ted □			
. ,	• `	h the car ascending an	d the brake o	pen.	(a) For Car Buffers					
	d reducing elem	ent operate correctly w		es □ No □	(i) When the car was brought into contact with the buffers at rated0% □ / 100% □ of load at reduced / rated	Yes□	No □			
State the measure	•	m/s			speed, or at a speed for which the stroke of the buffers					
(ii) What was the	stopping distand	ce in the test?		m	has been calculated, was the operation satisfactory?					
(iii) What was the	deceleration in	the test?		m/s²	(ii) Do the buffers recover automatically after operation	Yes□	No □			
					(b) For Counterweight Buffers					
(c) Rope Gripper (if f	itted)				When the counterweight was brought into contact with the buffers	Yes□	No □			
The test should be	e conducted with	h the car ascending and	the brake o	pen.	with the car empty at reduced / rated speed, or a speed for which the stroke of the buffers has been calculated, was the operation	100 🗖	140 🗖			
(i) Does the speed engaging at prese		ent operate correctly whe car empty?	nen Ye	es 🗆 No 🗆	satisfactory?					
State the measure	ed speed	m/s								
(ii) What was the s	stopping distand	ce in the test?		m						
(iii) What was the	deceleration in	the test?		m/s²						

12. Traction Check	Not Tested	d □ 16	. General (Other works)			
(a) Does the car stop under emergency conditions(i) With the car empty when travelling upwards at rated speed'(ii) With the 0% □ / 110% □ / 125% □ / 150% □		lo 🗆	(a) Is the machine room / space artificial lighting adequate for maintenance purposes?(b) Is the artificial lighting in the lift well comply with relevant clause of the applicable Design Code?		Yes □ Yes □	
of the rated load / total load when travelling downwards		_	(c) Are the machine room conditions satisfactory?	N.A. □	Yes □	No □
in the lower part of the lift well at rated speed?	Yes □ N	lo 🗆	(d) Are the provisions for ventilating the machine room / space		Yes□	No □
(b) With the counterweight resting on its fully compressed buffers it impossible for the empty car to be raised under power?	s, is Yes □ N	lo 🗆	adequate? (e) Are the machine room doors or trap doors fitted with a	N.A. □	Yes□	No □
13. Emergency Stopping Distance	Not Tested	d□	suitable lock to comply with relevant clause of the applicable CoP on Building Works for Lifts and Escalators?			
(a) What was the stopping distance of the car travelling in down direction at rated speed and carrying 110% □ / 125% □ /150 of the rated load / total load under emergency stopping conditions	s?	d □ _m	(f) Are the safety means of access to all items of equipment in accordance with the relevant clause of the applicable CoP on Building Works for Lifts and Escalators? If no, state details		Yes□	No □
(b) What was the stopping distance of the empty car traveling in udirection at rated speed under emergency stopping conditions?	up Not Tested	d □ _ m	(g) Are the hoistway emergency doors (if fitted), in compliance with relevant clause of the applicable CoP on	N.A. □	Yes□	No 🗆
14. Duty Cycle Test			Building Works for Lifts and Escalators?			
Does the lift operate satisfactorily for a period of at least 0.5 hour when running with rated load, full travel and intermediate stops at	t a		(h) Documents (copy only) in respect of exemptions (if any) shall be provided for reference.	N.A. □	Yes □	No □
rate of starts equals to the number of starts per hour recommend in item 1?	ed Yes□ N	lo 🗆	(i) Are CCTV camera provided in lift car and CCTV monitors	N.A. □	Yes □	No □
15. General (Lift Works)			provided in ☐ management office and ☐ machine room			
(a) Is the maximum load indicated in the car and does it comply with relevant clause of the applicable Design Code?	Yes□ N	No 🗆	and □ main lobby?			
(b) Does the fireman's lift operation function correctly?	N.A. □ Yes □ N	No □				
(c) Are the emergency instructions displayed in the machine room?	N.A. □ Yes □ N	No □				
(d) Does the emergency operation system function correctly in accordance with relevant clause of the applicable Design Code?	Yes□ N	No □				
(e) Does the emergency lighting of the car comply with relevant clause of the applicable Design Code?	Yes□ N	No □				
(f) What are the emergency alarm devices?						
CarTop/ Management M/C room Pit office	Lift car Main lo Pi					
Alarm bell]				
Intercom						
Indication light						
Indication light for acknowledgement & the notice						
(g) Does the overload device operate satisfactorily?	Yes □ N	No □				

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17. New Installation / Modernisation Related Items

This lift consist of the following item(s):	New / Added	Replaced	Existing	Not equipped
Double Brake system				
Unintended Car Movement Protection Device				
Ascending Car Overspeed Protection Device				
Car Door Mechanical Lock				
Door Safety Edge				
Intercom System				
CCTV System				
Motor run time limiter (Obstruction Switch to Protect driven system / Suspension Ropes				
Post-Voltage-Dip-Operation				
Automatic Rescue Devices				
Driving Machine				
Controller				
Safety Circuit (with electronic component)				
Lift Car Sling				
Counterweight Frame				
Lift Car Guiderail				
Counterweight Guiderail				

Is this modernisation works consider as total replacement* ? Yes \square No \square

18.

. Declaration	
I certify that on the lift and all its ass	ociated equipment or machinery was
thoroughly examined, and found to be free from of order. I confirm also that the design and constructive equipment or machinery complied with relevant class Works Code, and CoP on Building Works for Lifts the following items (if any, please specify).	ion of the lift and all its associated ause of the applicable Design Code,
Exceptions & Remarks:	
The information in this examination report is an ac carried out on the aforementioned date.	curate record of the examination
Remarks:	
Design Code means CoP on the Design and Cons	truction of Lifts and Escalators
Works Code means CoP for Lift Works and Escala	
Name & Registration No. of	Signature of
Registered Lift Engineer	Registered Lift Engineer

TEEL-2021-00022

Date

^{*}The major alteration woks is considered as total replacement if car sling, counterweight frame, guiderails, driving machine, control panel and all the lift associated equipment are replaced. Retaining only counterweight frame and/or guiderails is also considered as total replacement.