

# EXAMINATION REPORT FOR ELECTRIC LIFTS

## 1. Basic Information and Description of Installation

Location  
(Address) \_\_\_\_\_

Manufacturer \_\_\_\_\_

Model \_\_\_\_\_

Lift No. \_\_\_\_\_

Lift Location ID \_\_\_\_\_ Length of Travel \_\_\_\_\_ m

Passenger Lift  Freight Lift  Vehicle Lift  Platform Lift  Stairlift

(For Freight Lift with handling device: Max. weight of handling device: \_\_\_\_\_ kg)

Levels Served \_\_\_\_\_

Rated Load (Q) \_\_\_\_\_ kg \_\_\_\_\_ Person Rated Speed \_\_\_\_\_ m/s

Mass of Empty Car with components (P) \_\_\_\_\_ kg

Power Supply at Time of Test \_\_\_\_\_ Volt \_\_\_\_\_ Phase \_\_\_\_\_ Hz

Levelling tolerance  $\pm$  \_\_\_\_\_ mm Number of Starts \_\_\_\_\_ /hr

Car Floor Area \_\_\_\_\_ m<sup>2</sup>

Machine Room Location: above lift well  / below lift well  / at side  /  
Machine-Room-Less  / others \_\_\_\_\_

Is this a fireman's lift? Yes  No

Is this lift for persons with a disability? Yes  No

Controller New / Added  Replaced  Existing

Manufacturer \_\_\_\_\_

Model \_\_\_\_\_

Safety Circuit (with electronic component) New / Added  Replaced  Existing  N.A.

Manufacturer \_\_\_\_\_

Model \_\_\_\_\_

Drive Type New / Added  Replaced  Existing

AC  / AC2  / DC-MG  / ACVV  / DCVV  / VVVF  / DCVF

## 2. Static Examination - Mechanical

Not Tested

2.1 Suspension Not Tested

(a) Suspension Ropes Steel Ropes  Belt Type  Others  \_\_\_\_\_ N.A.

Certificate No. \_\_\_\_\_ Date of issue \_\_\_\_\_

Number of Ropes / Belts \_\_\_\_\_ Diameter / Width of Suspension Rope / Belt \_\_\_\_\_ mm

Is the suspension rope out of the criteria for replacement in accordance with relevant clause of the applicable Works Code? Yes  No

(b) Type of Anchorages: Car \_\_\_\_\_ Counterweight \_\_\_\_\_

Have the anchorages been examined and found in good working condition? Yes  No

2.2.1 Safety Gear (Car) Not Tested

New / Added  Replaced  Existing  N.A.

(a) Has the safety gear been certified in accordance with relevant clause of the applicable Design Code? Yes  No

(b) Manufacturer \_\_\_\_\_

Model \_\_\_\_\_

Certificate No. \_\_\_\_\_ Date of issue \_\_\_\_\_

2.2.2 Safety Gear (Counterweight) Not Tested

New / Added  Replaced  Existing  N.A.

(a) Has the safety gear been certified in accordance with relevant clause of the applicable Design Code? Yes  No

(b) Manufacturer \_\_\_\_\_

Model \_\_\_\_\_

Certificate No. \_\_\_\_\_ Date of issue \_\_\_\_\_

2.3.1 Energy Dissipation Buffer (Car) Not Tested

New / Added  Replaced  Existing  N.A.

(a) Has the buffers been certified in accordance with relevant clause of the applicable Design Code? Yes  No

(b) Manufacturer \_\_\_\_\_

Model \_\_\_\_\_

Certificate No. \_\_\_\_\_ Date of issue \_\_\_\_\_

(c) Is the buffer switch functioning properly? Yes  No  N.A.

2.3.2 Energy Dissipation Buffer (Counterweight) Not Tested

New / Added  Replaced  Existing  N.A.

(a) Has the buffers been certified in accordance with relevant clause of the applicable Design Code? Yes  No

(b) Manufacturer \_\_\_\_\_

Model \_\_\_\_\_

Certificate No. \_\_\_\_\_ Date of issue \_\_\_\_\_

(c) Is the buffer switch functioning properly? Yes  No  N.A.

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2.4.1 Energy Accumulation Buffer (Car) Not Tested

New / Added  Replaced  Existing  N.A.

(a) Has the buffers been certified in accordance with relevant clause of the applicable Design Code? Yes  No

(b) Manufacturer \_\_\_\_\_

Model \_\_\_\_\_

Certificate No. \_\_\_\_\_ Date of issue \_\_\_\_\_

(c) Do the buffers comply with relevant clause of the applicable Design Code? Yes  No  N.A.

2.4.2 Energy Accumulation Buffer (Counterweight) Not Tested

New / Added  Replaced  Existing  N.A.

(a) Has the buffers been certified in accordance with relevant clause of the applicable Design Code? Yes  No

(b) Manufacturer \_\_\_\_\_

Model \_\_\_\_\_

Certificate No. \_\_\_\_\_ Date of issue \_\_\_\_\_

(c) Do the buffers comply with relevant clause of the applicable Design Code? Yes  No  N.A.

2.5 Brake Not Tested

Does the brake sustain the static car, in the lower part of its travel, with  
0%  / 110%  / 125%  of the rated load (passenger/ freight lifts) or  
150%  of the rated load (vehicle lifts/ industrial truck loaded freight lifts)?

Yes  No

2.6.1 Overspeed Governor (Car) Not Tested

New / Added  Replaced  Existing  N.A.

(a) Has the governor been certified in accordance with relevant clause of the applicable Design Code? Yes  No

(b) Manufacturer \_\_\_\_\_

Model \_\_\_\_\_

Certificate No. \_\_\_\_\_ Date of issue \_\_\_\_\_

(c) Is the data plate in accordance with relevant clause of the applicable Design Code? Yes  No

(d) Does the governor rope conform to relevant clause of the applicable Design Code? Yes  No

(e) Are all the switches of governor system working properly? Yes  No  N.A.

2.6.2 Overspeed Governor (Counterweight) Not Tested

New / Added  Replaced  Existing  N.A.

(a) Has the governor been certified in accordance with relevant clause of the applicable Design Code? Yes  No

(b) Manufacturer \_\_\_\_\_

Model \_\_\_\_\_

Certificate No. \_\_\_\_\_ Date of issue \_\_\_\_\_

(c) Is the data plate in accordance with relevant clause of the applicable Design Code? Yes  No

(d) Does the governor rope conform to relevant clause of the applicable Design Code? Yes  No

(e) Are all the switches of governor system working properly? Yes  No  N.A.

2.7.1 Door Locking Device Not Tested

(a) Landing Door Locking Device  
New / Added  Replaced  Existing  N.A.

Has the landing door locking device been certified in accordance with relevant clause of the applicable Design Code? Yes  No

Manufacturer \_\_\_\_\_

Model \_\_\_\_\_

Certificate No. \_\_\_\_\_ Date of issue \_\_\_\_\_

(b) Car Door Locking Device New / Added  Replaced  Existing  N.A.

Does the car door locking device comply with relevant clause of the applicable Design Code? Yes  No

Manufacturer \_\_\_\_\_

Model \_\_\_\_\_

Certificate No. \_\_\_\_\_ Date of issue \_\_\_\_\_

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2.7.2 Door Locking Device (2<sup>nd</sup> Type) Not Tested

(a) Landing Door Locking Device New / Added  Replaced  Existing  N.A.

Has the landing door locking device been certified in accordance with relevant clause of the applicable Design Code? Yes  No

Manufacturer \_\_\_\_\_

Model \_\_\_\_\_

Certificate No. \_\_\_\_\_ Date of issue \_\_\_\_\_

(b) Car Door Locking Device (2<sup>nd</sup> Type) New / Added  Replaced  Existing  N.A.

Does the car door locking device comply with relevant clause of the applicable Design Code? Yes  No

Manufacturer \_\_\_\_\_

Model \_\_\_\_\_

Certificate No. \_\_\_\_\_ Date of issue \_\_\_\_\_

2.7.3 Add or replacement of door panel (for major alteration works only) N.A.

Car Door Panel Added  Replaced

Landing Door Panel Added  Replaced

Floor(s): \_\_\_\_\_

2.8 Ascending Car Overspeed Protection Means Not Tested

New / Added  Replaced  Existing  N.A.

Has the ascending car overspeed protection means been certified in accordance with relevant clause of the applicable Design Code? Yes  No

(a) Overspeed Governor

(i) The Overspeed Governor is using the one at Car side  or Counterweight side .

(b) Speed Reducing Element

(i) Type: Car Safety Gear (acting upwards)  Brake on Sheave

Counterweight Safety Gear (acting downwards)  Rope Gripper

Others  (please specify) \_\_\_\_\_

(ii) Manufacturer \_\_\_\_\_

Model \_\_\_\_\_

Certificate No. \_\_\_\_\_ Date of issue \_\_\_\_\_

2.9 Unintended Car Movement Protection Means Not Tested

New / Added  Replaced  Existing  N.A.

(a) Type of Unintended Car Movement Protection Means

Brake on Sheave  Rope Gripper

Car Safety Gear  Counterweight Safety Gear

(b) Has the unintended car movement protection means in 2.9 (a) been certified in accordance with the relevant clause of the applicable Design Code? N.A.  Yes  No

Manufacturer \_\_\_\_\_

Model \_\_\_\_\_

Certificate No. \_\_\_\_\_ Date of issue \_\_\_\_\_

3. Static Examination – Electrical Not Tested

3.1 Insulation Resistance to Earth Not Tested

(a) Lift Motor \_\_\_\_\_ MΩ

(b) MG Set (if fitted): Motor \_\_\_\_\_ MΩ Generator \_\_\_\_\_ MΩ

(c) Power System \_\_\_\_\_ MΩ

(d) Safety Circuits \_\_\_\_\_ MΩ

3.2 Earthing Not Tested

(a) Is the maximum continuity resistance to earth less than 0.5Ω? Yes  No

(b) Is the car connected to controller earthing terminal by a separate conductor with proper sizing? Yes  No

3.3 Protection of Conductors Not Tested

Is the fixed wiring in conduit or trunking (or fittings which ensure equivalent protection) throughout? Yes  No

3.4 Phase Reversal and Phase Failure Devices Not Tested

Do the phase reversal and phase failure devices operate/ function correctly? Yes  No

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## 4. Dynamic Tests

### 4.1 Safety Contacts/Circuits

- (a) Have the contacts at each landing entrance been proved to ensure that when broken there is no movement of the car? Not Tested   
 Yes  No
- (b) Have the mechanical locks at each landing entrance been proved for positive locking? Not Tested   
 Yes  No
- (c) Have the car door/gate contacts been proved so that when broken there is no movement of the car? Not Tested   
 Yes  No
- (d) If separate terminal stopping switches are fitted, do they operate satisfactorily? Not Tested   
 N.A.  Yes  No
- (e) Do the final limit switches cut off the motor supply before the car or counterweight contact the buffers? Not Tested   
 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? Not Tested   
 Yes  No
- (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? Not Tested   
 Yes  No
- (h) Does the earthing of the most remote contact (lock or push button) operates a fuse or trip a breaker without delay? Not Tested   
 Yes  No
- (i) Are all other electromechanical interlocks working properly? Not Tested   
 Yes  No

### 4.2 Car Top Control Station

- (a) Speed Up \_\_\_\_\_ m/s Not Tested
- (b) Speed Down \_\_\_\_\_ m/s
- (c) Does the design and operation of the car top station comply with relevant clause of the applicable Design Code? Not Tested   
 Yes  No

### 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 Not Tested
- (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? Not Tested   
 Yes  No
- (d) Distance of bottom runby of car \_\_\_\_\_ mm
- (e) Distance of bottom runby of counterweight \_\_\_\_\_ mm

### 4.4 Door Test

- (a) Type of sliding door Not Tested   
 Horizontal  / Vertical Collapsible
- (b) Form of operation of door Not Tested   
 Manual  / Powered
- (c) Power supply to door control circuit \_\_\_\_\_ V
- (d) Maximum force at the mid-point of the travel \_\_\_\_\_ N
- (e) Does the construction & operation of the door re-opening device comply with relevant clause of the applicable Design Code? Not Tested   
 N.A.  Yes  No
- (f) Do the car doors fulfil the requirements of relevant clause of the applicable Design Code? Not Tested   
 Yes  No

### 4.5 Door Test (2<sup>nd</sup> Type)

- (a) Type of sliding door Not Tested   
 Horizontal  / Vertical Collapsible
- (b) Form of operation of door Not Tested   
 Manual  / Powered
- (c) Power supply to door control circuit \_\_\_\_\_ V
- (d) Maximum force at the mid-point of the travel \_\_\_\_\_ N
- (e) Does the construction & operation of the door re-opening device comply with relevant clause of the applicable Design Code? Not Tested   
 N.A.  Yes  No
- (f) Do the car doors fulfil the requirements of relevant clause of the applicable Design Code? Not Tested   
 Yes  No

## 5. Measurements of the Electrical System

### (a) Particulars of Lift Motor (as stated on data plate)

Marker \_\_\_\_\_ Drive system \_\_\_\_\_ Not Tested

Serial No. \_\_\_\_\_ Speed \_\_\_\_\_ rpm Frequency \_\_\_\_\_ Hz

Power rating \_\_\_\_\_ kW Rated Voltage \_\_\_\_\_ V Current Rating \_\_\_\_\_ A

### (b) Particulars of MG Set Drive Motor / Converter / (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 converter)

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(c) Current and Speed Tests (at mid-point of travel)

	Lift Motor Speed	Lift speed	Lift Motor Input		System Input MG Set <input type="checkbox"/> / Convert <input type="checkbox"/> / Inverter <input type="checkbox"/>	
No Load Down	rpm	m/s	V	A	V	A
Full Load Up	rpm	m/s	V	A	V	A

(d) Overcurrent protection devices

	Lift Motor	MG Set Drive Motor	Convertor <input type="checkbox"/> / Inverter <input type="checkbox"/>
Type			
Settings			

## 6. Overspeed Governor Tests

Not Tested

6.1 Car Governor

Not Tested

Governor Type: Centrifugal  Pendulum  Serial No. \_\_\_\_\_

		Electrical	Mechanical
Device Tripping Speed	Marked	m/s	m/s
	Measured	m/s	m/s

State how the governor on the installation was tested:

Simulation  / Free Fall  / Actual Overspeed   
/ Others  (Specified) \_\_\_\_\_

6.2 Counterweight Governor (if fitted)

Not Tested

Governor Type: Centrifugal  Pendulum  Serial No. \_\_\_\_\_

		Electrical	Mechanical
Device Tripping Speed	Marked	m/s	m/s
	Measured	m/s	m/s

State how the governor on the installation was tested:

Simulation  / Free Fall  / Actual Overspeed   
/ Others  (please specify) \_\_\_\_\_

## 7. Car Safety Gear Tests

Not Tested

Note: The following tests should be conducted with the car descending, with the brake open and the machine continuing to run till the ropes slip or become slack.

(a) Progressive Type

(i) Does the safety gear operate correctly when engaging at rated speed with the rated load uniformly distributed in the lift car? N.A.  Yes  No

OR

(ii) Does the safety gear operate correctly when engaging at levelling or inspection speed with 0%  / 110%  / 125%  / 150%  of the rated load / total load uniformly distributed in the lift car?

State the speed \_\_\_\_\_ m/s

(b) Instantaneous Type

Does the safety gear operate correctly when engaging at levelling or inspection speed with N.A.  Yes  No

0%  / 110%  / 125%  / 150%  of the rated load / total load uniformly distributed in the lift car?

(c) What was the stopping distance in the test? \_\_\_\_\_ m

(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

## 8. Counterweight Safety Gear Tests and Counterweight Inspection

Not Tested

Note 1: The test (a) or (b) should be conducted with the counterweight descending, with the brake open and the machine continuing to run till the ropes slip or become slack.

(a) Progressive Type

(i) Does the safety gear operate correctly when engaging at rated speed with the car empty? N.A.  Yes  No

OR

(ii) Does the safety gear operate correctly when engaging at levelling or inspection speed with the car empty? N.A.  Yes  No

(b) Instantaneous Type

Does the safety gear operate correctly when engaging at levelling or inspection speed with the car empty? N.A.  Yes  No

Note 2: The following inspection (c) is carried out after all dynamic tests have been completed.

(c) Counterweight

Is the whole counterweight including frame, filler weights, brackets and their fixings, free from any visual defects? Yes  No

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## 9. Ascending Car Overspeed Protection test Not Tested

### 9.1 Overspeed Governor Test Not Tested

Car Governor  Counterweight Governor

		Electrical	Mechanical	N.A. <input type="checkbox"/>
Device Tripping	Marked	m/s	m/s	
Speed (upward)	Measured	m/s	m/s	

State how the governor was tested on the installation:

Simulation  / Actual Overspeed

/ Others  (please specify) \_\_\_\_\_

### 9.2 Speed Reducing Element Test Not Tested

#### (a) Car Safety Gear (if fitted)

The test should be conducted with the car ascending and the brake open.

(i) Does the speed reducing element operate correctly when engaging at preset speed with the car empty? Yes  No

State the measured speed \_\_\_\_\_ m/s

(ii) What was the stopping distance in the test? \_\_\_\_\_ m

(iii) What was the deceleration in the test? \_\_\_\_\_ m/s<sup>2</sup>

#### (b) Counterweight Safety Gear (if fitted)

The test should be conducted with the car ascending and the brake open.

(i) Does the speed reducing element operate correctly when engaging at preset speed with the car empty? Yes  No

State the measured speed \_\_\_\_\_ m/s

(ii) What was the stopping distance in the test? \_\_\_\_\_ m

(iii) What was the deceleration in the test? \_\_\_\_\_ m/s<sup>2</sup>

#### (c) Rope Gripper (if fitted)

The test should be conducted with the car ascending and the brake open.

(i) Does the speed reducing element operate correctly when engaging at preset speed with the car empty? Yes  No

State the measured speed \_\_\_\_\_ m/s

(ii) What was the stopping distance in the test? \_\_\_\_\_ m

(iii) What was the deceleration in the test? \_\_\_\_\_ m/s<sup>2</sup>

#### (d) Brake on Sheave (if fitted)

The test should be conducted with the car ascending and the brake open.

(i) Does the speed reducing element operate correctly when engaging at preset speed with the car empty? Yes  No

State the measured speed \_\_\_\_\_ m/s

(ii) What was the stopping distance in the test? \_\_\_\_\_ m

(iii) What was the deceleration in the test? \_\_\_\_\_ m/s<sup>2</sup>

## 10. Unintended Car Movement Protection Not Tested

### (a) Subsequent to the operation for an upward moving lift car,

(i) the clearance between landing door sill and the apron \_\_\_\_\_ mm

(ii) the free distance from car sill to landing door lintel \_\_\_\_\_ mm

### (b) Subsequent to the operation for a downward moving lift car,

(i) the horizontal distance between the well wall and the sill or the entrance frame of the lift car (among from the level of the landing sill to 1,200mm downward) \_\_\_\_\_ mm

(ii) the free distance from car sill to landing door lintel \_\_\_\_\_ mm

(c) What was the deceleration in the test? \_\_\_\_\_ m/s<sup>2</sup>

## 11. Buffer Tests Not Tested

### (a) For Car Buffers

(i) When the car was brought into contact with the buffers at rated 0%  / 100%  of load at reduced / rated Yes  No

speed, or at a speed for which the stroke of the buffers has been calculated, was the operation satisfactory?

(ii) Do the buffers recover automatically after operation Yes  No

### (b) For Counterweight Buffers

When the counterweight was brought into contact with the buffers with the car empty at reduced / rated speed, or a speed for which the stroke of the buffers has been calculated, was the operation satisfactory? Yes  No

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### 12. Traction Check

- Not Tested
- (a) Does the car stop under emergency conditions
- (i) With the car empty when travelling upwards at rated speed? Yes  No
- (ii) With the 0%  / 110%  / 125%  / 150%  of the rated load / total load when travelling downwards in the lower part of the lift well at rated speed? Yes  No
- (b) With the counterweight resting on its fully compressed buffers, is it impossible for the empty car to be raised under power? Yes  No

### 13. Emergency Stopping Distance

- Not Tested
- (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? \_\_\_\_\_ m
- (b) What was the stopping distance of the empty car traveling in up direction at rated speed under emergency stopping conditions? \_\_\_\_\_ m

### 14. Duty Cycle Test

- 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 a rate of starts equals to the number of starts per hour recommended in item 1? Yes  No

### 15. General (Lift Works)

- (a) Is the maximum load indicated in the car and does it comply with relevant clause of the applicable Design Code? Yes  No
- (b) Does the fireman's lift operation function correctly? N.A.  Yes  No
- (c) Are the emergency instructions displayed in the machine room? N.A.  Yes  No
- (d) Does the emergency operation system function correctly in accordance with relevant clause of the applicable Design Code? Yes  No
- (e) Does the emergency lighting of the car comply with relevant clause of the applicable Design Code? Yes  No
- (f) What are the emergency alarm devices?

	CarTop/ Pit	Management office	M/C room	Lift car	Main lobby/ Pit
Alarm bell		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Intercom	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Indication light		<input type="checkbox"/>	<input type="checkbox"/>		
Indication light for acknowledgement & the notice			<input type="checkbox"/>	<input type="checkbox"/>	

- (g) Does the overload device operate satisfactorily? Yes  No

### 16. General (Other works)

- (a) Is the machine room / space artificial lighting adequate for maintenance purposes? Yes  No
- (b) Is the artificial lighting in the lift well comply with relevant clause of the applicable Design Code? Yes  No
- (c) Are the machine room conditions satisfactory? N.A.  Yes  No
- (d) Are the provisions for ventilating the machine room / space adequate? Yes  No
- (e) Are the machine room doors or trap doors fitted with a suitable lock to comply with relevant clause of the applicable CoP on Building Works for Lifts and Escalators? N.A.  Yes  No
- (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? Yes  No
- If no, state details \_\_\_\_\_
- (g) Are the hoistway emergency doors (if fitted), in compliance with relevant clause of the applicable CoP on Building Works for Lifts and Escalators? N.A.  Yes  No
- (h) Documents (copy only) in respect of exemptions (if any) shall be provided for reference. N.A.  Yes  No
- (i) Are CCTV camera provided in lift car and CCTV monitors provided in  management office and  machine room and  main lobby? N.A.  Yes  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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unintended Car Movement Protection Device	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ascending Car Overspeed Protection Device	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car Door Mechanical Lock	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Door Safety Edge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Intercom System	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CCTV System	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motor run time limiter (Obstruction Switch to Protect driven system / Suspension Ropes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Post-Voltage-Dip-Operation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Automatic Rescue Devices	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Driving Machine	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Controller	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety Circuit (with electronic component)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lift Car Sling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Counterweight Frame	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lift Car Guiderail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Counterweight Guiderail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

\*The major alteration works 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.

### 18. Declaration

I certify that on \_\_\_\_\_ the lift and all its associated equipment or machinery was thoroughly examined, and found to be free from obvious defects and in safe working order. I confirm also that the design and construction of the lift and all its associated equipment or machinery complied with relevant clause of the applicable Design Code, Works Code, and CoP on Building Works for Lifts and Escalators with the exception of the following items (if any, please specify).

Exceptions & Remarks:

The information in this examination report is an accurate record of the examination carried out on the aforementioned date.

Remarks:

Design Code means CoP on the Design and Construction of Lifts and Escalators  
Works Code means CoP for Lift Works and Escalator Works

\_\_\_\_\_  
Name & Registration No. of  
Registered Lift Engineer

\_\_\_\_\_  
Signature of  
Registered Lift Engineer

\_\_\_\_\_  
Date