

STATUTORY DOCUMENTATION AND THE LIFT OWNER

By David Cooper



Over the years I have had the dubious pleasure of investigating numerous lift accidents including, regrettably, a number of fatal incidents. One of the things that come out of these investigations is the statutory need for the lift owner to disclose various pieces of documentation when the Health & Safety Executive Inspector or the Environmental Health Officer requests disclosure.

The questions are:

- Can you be sure that you have all of the required documentation?
- Is it up to date?

The problem is that documentation can be confusing to those who have not been trained in the applicable law and who do not deal with it on a day to day basis. It is also alarming to see the number of salesmen

from lift contractors who make false claims about the legal status of certain documents!

There are three documentation phases that a lift owner needs to be aware of, namely documentation associated with:

- Initial installation
- General day to day running of the installation
- Modernisation (if applicable)

The documentation that goes with the initial installation is a one off batch of papers and will depend upon the year it was installed and is extensive and outside the scope of this column. Similarly, documentation associated with any modernisation that may have taken place meets similar criteria.

The key information is that associated with the general day to day running as there are statutory requirements to meet for lifts in

workplaces in terms of The Lifting Operations & Lifting Equipment Regulations Reg. 9. Many owners actually apply the spirit of this Regulation even though they don't need to which is commendable. It can be confusing for owners of lifts as the statutory inspection required under this Regulation is often associated with the attendance of their insurance company. It is not a statutory requirement that the insurer undertake the examination. What the law actually requires is that passenger carrying lifts be inspected every 6 months and non passenger carrying every 12 months or in accordance with a scheme of examination. In effect this is the MOT. People know this inspection by a number of names which have been associated with these inspections over the years including the form 54 inspection and the insurance inspection. The fact is that it is now Reg 9 of LOLER that applies. You will be



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Following an apprenticeship with The British Railways ODM department, he was employed as a Staff Engineer with Kone Marryatt & Scott and then as a District Engineer Surveyor with British Engine Insurance, before taking up his present position. David Has written numerous papers and journal articles on lift & escalator systems and safety, he is also an active member of many professional institutes.

His current activities relating to lifts & escalators include being a member of British Standards Lift & Escalator Committees MHE/4 & MHE/4/3 and also a member of the CIBSE Lift Group. He has spoken on lift related topics at the conferences of The Chartered Institute of Building Services Engineers. The Association of Supervisory & Executive Engineers, The Institute of Plant Engineers, various Regional Conferences of The Engineering Council and served as Chairman on the escalator session of The International Association of Elevator Engineers ELEVCON 93 Conference at Vienna. In 1993 he was elected to the eighteen strong Executive Council of The Institute of Executive Engineers which has a membership of over 4000, he now serves as a Director. He is a member of The National Association of Vertical Transportation Professionals in the USA as well as being a member of The International Association of Elevator Engineers. Having had papers published in Elevator World and Elevatori he writes a regular column on safety in Elevation Magazine .

expected to disclose this document in the event of being asked to do so by an enforcement officer.

You will also be asked to demonstrate that you keep the lift in good and safe working order. As an owner you will probably have a maintenance contract in place with a reputable contractor. You need to maintain copies of all maintenance visits and also the sheets that are left with you by the contractor when the lift breaks down or needs attention from the engineer. You must make sure that you keep these documents as they will form a good history of the lift if needed.

In addition to the LOLER inspection there is a document known as the LG1 document. This replaced the PM7 document issued by the Health & Safety Executive in the early 1980's. The LG1 document calls for

examinations over and above the LOLER examination and includes matters such as inspections and testing of door locks, overloads, earthing, gearboxes, overspeed governors and so on. The LG1 regime is simpler to manage than the old PM7 regime as there are only 3 certificates per lift that you need to worry about whereas before there was a large number of different pieces of paper that were issued. If the lift is a traction type (i.e. ropes driven by a motor) the E1, E5 and E10 certificates apply. These are simply certificates that should be completed at Annual, 5 yearly and 10 yearly intervals. The 5 yearly certificate includes Annual items and the 10 yearly includes the 5 yearly and the Annual inspections so you only need one piece of paper at any time. The same scenario applies to hydraulic lifts (i.e. driven by pumping oil into a piston) except the certificates are known as the

H1, H5 and H10! It is important to note that the LG1 document is not statutory however it is best practice and the trade association for the inspection bodies (SAFED) has a policy that these should be undertaken to satisfy LOLER and they will ask for copies of them before they issue a LOLER certificate.

You can probably see why the original installation and modernisation stages of a lifts' life couldn't be included in this column given the space available. If you need clarification of any of these points please do not hesitate to contact me on 01323 431325.

Finally, the onus to have the documentation in place lies with the lift owner. It is no defence to say that your LOLER examination isn't up to date because the inspector hasn't been lately! ☺