OTIS

Test and Inspection Report

Lift Safety Standard: EN81-20

Otis Contract No: 31N12068

Lift No: 1

Site Name: Wellington Health

Site Address: 12-22 Wellington Road

State: Victoria

Otis Model Name: Gen2

Design Registration No:

This report also contains:

- ☐ Building Code Requirements for NCC - National Construction Code
- ☐ Electrical Test Sheet
- ☐ Full AS1735.12 Disability Compliance
- ☐ Safe To Operate

Otis

ALL SAFE — Every One Every Job Every Day

TEST AND INSPECTION REPORT

Contract No. **31N12068**

EN81-20

Lift serial No. | Layout Drawing Ref No.

Model Type: | Controller Type:

1. Description of Installation

Travel: **60.570** m Rated Load: **2000** kg **27** persons Rated Speed: **2.5** m/s

No of levels served:
Total: **17** Front: Rear:

Machinery space location: **Top of well**

Power supply:

400 V	V	Voltage
3		Phase
50 Hz	Hz	Hz
5		Wire
3 or 4 Pole MCB		Fuse type
A	A	Fuse rating

Permanent ☐

Temporary ☐

Confirm the above is in accordance with the layout drawing/wiring diagram or other information sheets ☐

2. Machinery Spaces, Controller and E & I Panel

2.1 Main Switch

(a) **Confirm** the mains switch and the above is in accordance with that specified ☐

5.10.5 (b) **Confirm** the main switch control mechanism is easily identifiable & accessible ☐

(c) **Confirm** it is lockable in the OFF position ☐

2.2 Lighting

Lux

5.2.1.4.2 **Confirm** there is a minimum light level of 200 lx at controllers ☐

5.2.1.4.2 **Confirm** there is a minimum light level of 200 lux at E&I panel ☐

2.3 Dimensions

5.2.6.3.2 Confirm there is standing space and height in front of E&I panel ☐

2.4 Access

5.2.2 **Confirm** there is safe access without necessitating entry to private premises ☐ ☐

2.5 Safety Signs

5.2.6.2 **Confirm** the mains switch is clearly marked "Main Circuit Breaker" and Emergency Rescue Instructions are in place. ☐

2.6 Communication

5.12.3 **Confirm** there is an in place and working (ICU), mandatory for > 30m travel ☐ ☐

EN81-20	3. The Well			Y	N	N/A
5.2.5.6.1	**3.1 Clearances and Run-by** **NOTE:** For below, jump allowance h = $0.035v^2$					
	With the counterweight resting on it's fully compressed buffers CONFIRM:	Minimum	Measured			
5.2.5.7.1	A refuge space is available and labelled Crouching 0.5x0.7x1m high Upright 0.4x0.5x2m high	1m				
5.2.5.7.2	**(i)** The rail lengths will accommodate a further guided travel of at least (0.1+h)m	**0.319** m				
	(ii) The free vertical distance between the lowest part of the ceiling of the well and the top of car guardrail is at least (0.3+ h) m, OR for Gen2 (0.1+h)m	**0.319** m				
	(iii) The free vertical distance between the lowest part of the ceiling of the well and the highest part of the guide shoes/rollers, rope attachments/header or parts of vertically sliding doors should be at least (0.1+h)m	**0.319** m				
5.2.5.8	**With the car resting on it's fully compressed buffers CONFIRM there is:**			☐		
5.2.5.8.1	One of the 3 man refuge space, and correct pictogram Upright 0.4x0.5x2m high Crouching 0.5x0.7x1m high Laying 0.7x1x0.5m high			☐		
5.2.5.8.2	**(i)** A further guided travel of the counterweight is at least (0.1+h)m			☐		
	(ii) A free vertical space between the bottom of the pit and the lowest part of the car (excluding the area in (i) below) of at 0.5m			☐		
	(iii) A free vertical distance of not less than 0.1m within a horizontal distance of 0.15m between (1) the apron or parts of the vertical sliding door and adjacent walls and (2) the lowest parts of the car and the guide rails.			☐		
	(iv) Except for items in (iii) above, a free vertical distance between highest parts in the pit and the lowest part of the car of at least 0.3m.			☐		
	3.3 Buffers					
5.8.1	**3.3.a Car Buffers**	Specified				
	Confirm the buffer type is correct for the speed	<= 1.0m/s **Polyurethane**		☐		
		> 1.0m/s **Hydraulic**		☐		
	3.3.a.2 Energy Accumulation (Non-linear Type)					☐
	Confirm the buffer has been CE marked and speed/load ratings are appropriate			☐		
	3.3.a.3 Energy Dissipation Buffers (Hydraulic Type)					☐
	Buffer is full of oil, securely fastened and vertical	FPC		☐		
	When the car with its rated load is brought into contact with the buffer the speed for which the buffer is designed confirm that no deterioration occurs to the lift.			☐		
	3.3.b Counterweight Buffers	Specified				
	Confirm the buffer type is correct for the speed	<= 1.0m/s **Polyurethane**		☐		
		> 1.0m/s **Hydraulic**		☐		
	3.3.b.2 Energy Accumulation (Non-linear Type)					☐
	Confirm the buffer has been CE marked and speed/load ratings are appropriate			☐		
	3.3.b.3 Energy Dissipation Buffers (Hydraulic Type)					☐
	Buffer is full of oil, securely fastened and vertical	FPC		☐		
	When the counterweight with empty car is brought into contact with the buffer at the speed for which the buffer is designed confirm that no deterioration occurs to the lift.			☐		

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EN81-20	3.4 Protection in the Well	Y	N	N/A
5.2.5.5.1	**(a) Confirm** a rigid counterweight screen has been fitted.	☐		
5.2.5.5.2.1	**(b) Confirm** that in the case of adjacent lifts is there a screen in the pit extending to a height of 2.5m above the lowest landing, and extending to 300mm from pit floor	☐		☐
5.2.5.5.2.2	**(c) Confirm** that when the distance between moving parts of adjacent lifts are less than 0.5m there is a full height screen	☐		☐
5.2.5.2.3	**(f)** In the case of partially enclosed wells, are screening requirements in accordance?	☐		☐
	(g) For partially enclosed wells, is there protection from weather and machinery outside the well?	☐	☐	☐
	3.5 Landing Door Assemblies			
5.3.1.4	**(a) Confirm** the running clearance between the door panels and between panels and frames, lintels or sills is 3 - 6mm FPC	☐		
5.3.6.1	**(b) Confirm** that no recess or projection on the face of sliding door panels exceeds 3mm	☐		
	(c) Are the landing doors correctly fire rated for the installation? Fire Rating	☐		☐
	(d) Tags showing fire rating are attached to the landing door assembly	☐	☐	☐
5.3.5.3.7	**(e) Confirm** that glass panels used are correctly marked	☐		☐
5.3.6.2.2.1	(f) For glass doors, bottom are not transparent	☐	☐	☐
5.3.5.3.2	(g) Confirm retainers are on door panels in case primary guide shoes/rollers fail	☐		
	3.7 Lighting			
				Lux
5.2.1.4	Is the lighting level 50 lux or more throughout the hoistway?	☐		
5.2.2.2	Is the lighting level 50 lux or more on the landing outside each entrance?	☐		
	3.8 Car and Counterweight Guide Rails			
	(a) Is the guide rail size in accordance with layout dimensions	☐		
	(b) Confirm the pitch of the rail fixings is in accordance with the layout drawing Car: Cwt:	☐ ☐		
	4.0 The Car, Inspection Operation & Entrance Clearances			
	4.1 The Car	Estimated	Actual if weighed	
	(a) Weight of the empty car (Estimated or weighed)			
	Weight of any additional finishes (Estimated or weighed)			
	Total weight of car (Estimated or weighed)			
5.4.2.1.3	**(b) Confirm** that the rated load and passengers is correct for the car size	☐		

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EN81-20	4.1 The Car (cont.)	Y	N	N/A
5.3.5.3.7	(c) **Confirm** that any glass panels used are correctly marked as safety glass	☐		☐
5.4.2.3.2	(d) **Confirm** the maximum load indicated in the car (i.e. Number of persons load in kg and identification no.) complies	☐		
5.12.3	(e) **Confirm** the emergency alarm device allows a two-way communication with a rescue service in Visual indication that telephone is operating	☐ ☐		
5.4.10.4	(g) **Confirm** that the emergency lighting in the car is 5 lx and last at least 1h	☐		
5.12.1.2.1	(h) **Confirm** the car overload device operates	☐		
5.4.5	(i) **Confirm** the apron (car toe guard) conforms	☐		
5.4.6	(j) Any emergency doors or trap doors, where fitted, will comply	☐		☐
5.12.1.8.3.3	(k) AV Alarm is under the car and operates when door locks are bridged	☐		
	4.2 Car Top			
5.12.1.5.1	(a) **Confirm** the car top stopping device operates correctly	☐		
5.12.1.5.2	(b) **Confirm** the car top station is constructed and operates correctly including the neutralising of other controls	☐		
5.2.1.6	(c) Does the alarm device operate in accordance with Appendix C, (EN.81-28, Remote Alarms)?	☐		
5.4.7.4	(d) Balustrade on the car roof securely fitted and of correct height FPC	☐	☐	
5.2.6.4.3.1	(e) Blocking device, or clearance keeper, and stopping plate installed when provided	☐		☐
	4.3 Car Entrance Clearances			
5.3.1.4	(a) **Confirm** the running clearance between the door panels, and between panels and columns, lintels or sills is 3 - 6mm FPC	☐		
5.3.6.1	(b) **Confirm** that no recess or projection on the face of the sliding door panels exceeds 3mm	☐		
5.3.4.1	(c) **Confirm** the horizontal distance beteeen the sill of the car to the sill of the landing doors 35mm or less	☐		
5.2.5.3	(d) Confirm the distance between the inner surface of the well and the sill or framework of the car entrance or door 0.15m or less (or 0.2m if over a height not exceeding 0.5m)	☐	☐	
5.3.9.2	(e) If the answer to (d) is NO, is the car door mechanically locked when away from the unlocking zone?	☐	☐	☐
5.3.9.2	(f) If the answer to (d) and € is NO, is full fluching installed?	☐	☐	☐
	4.4 Landing and Car Door Tests			
5.3.6.2.2.1c	Note: Where appropriate, the following tests should be carried out with the car and landing doors coupled.			
	(a) **Confirm** the maximum force to prevent closing is 150N or less	☐		
5.3.5.3.3	(b) With a mechanical force of 150N in direction of opning, confirm that any gap does NOT exceed 30mm for side opening doors or 45mm for centre opening doors	☐		
5.3.6.2.2.1	(c) **Confirm** the kinetic energy is 10J (710N) or less	☑		
	(d) **Confirm** all the protective devices reverse the doors	☐		
	(e) **Confirm** that if the doors are able to close with the reversal device inoperative is the kinetic energy less than or equal to 4J (450N)	☑		

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EN81-20	4.4 Landing and Car Door Tests (cont.)	Y	N	N/A
5.3.8.1	(f) **Confirm** the unlocking zone is 0.2m or less above and below landing levels (or 0.35 in the case of simultaneously operated car and landing doors	☐		
5.3.9.3.4	(g) **Confirm** the automatic self closing mechanism functions correctly	☐		
5.3.9.1.1	(h) **Confirm** each set of landing doors is capable of being unlocked from the outside with an emergency key	☐		
5.3.15.1	(i) **Confirm** the car doors can be manually opened from the landing within the unlocking zone with a force of less than 300N with the power off **(NB).**	☑		
5.3.10.1	(l) **Confirm** the contacts at each landing entrance been proved so that when broken they stop and prevent movement of the car outside the unlocking zone	☐		
5.3.9.4	(m) **Confirm** the mechanical locks at each landing entrance have been proved for positive locking	☐		
5.3.13.2	(n) **Confirm** that if fitted the car door lock functions correctly or Door Deterrent Device functions correctly	☐	FPC	
5.12.1.8/9	(o) **Confirm** the car door gate contacts been proved so that when opened there is no car movement outside the unlocking zone	☐		
5.12.1.8/9	(p) **Confirm** the door bypass operates correctly to prevent normal operation	☐		
	5.0 Suspension, Compension, Braking & Traction			
	(a) **Confirm** the correct CSB's are supplied and the test certificate is in order and available (A copy is sufficient as original will be held by the maker)	☐		
	(b) **Confirm** the CSB terminations are correctly made and secure	☐		
	(c) **Confirm** the CSB loads are equally distributed	☐		
	5.2 Compensation			
	(a) Is compensation required? Specified Actual	☐	☐	
	(b) If the answer to (a) is Yes, confirm it is of the correct type			
	(c) Compensation is clear of floor and guides and and comp. sheave has travel clearance FPC	☐		
	5.3 Traction/Braking Checks			
	(a) Confirm the percent overbalance is correct Specified Actual FPC	☐		
6.3.3	**(b) Confirm** the car stops under emergency conditions:			
	(1) With the car empty, when travelling upwards at rated speed in the upper part of the well	☐		
	(2) With 125% rated load, when travelling downwards at rated speed in the lower part of the well	☐		
	(c) Confirm the empty car cannot be raised when the counterweight rests on it's compressed buffer	☐		
	Note: This test may be performed with the car empty at any speed between zero and inspection speed.			

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EN81-20	6.0 Safety Contacts and Circuits	Y	N	N/A
5.12.2	**(a) Confirm** the final limit switches are correctly positioned and operate satisfactorily FPC	☐		
5.12.1.11.1	**(b) Confirm** the inspection controls and stop switches on the car top have been positioned correctly and operate correctly.	☐		
5.11.1.4	**(c) Confirm** the safety chain has been tested to ensure that an earth fault at the most remote safety contact will cause disconnection without delay	☐		
5.12.1.4	**(e) Confirm** the levelling and relevelling circuits operate.	☐		☐
5.3.8	**(g) Confirm** all electrical safety devices on the landing door panels stop the lift linked, operate correctly	☐		☐
5.12.1.3	**(j) Confirm** the electrical slowdown system operates correctly including any non-electrical device. FPC	☐		☐
5.11.2	**(l) Confirm** all other switches/contacts in safety devices have been proved so that when operated they stop and prevent movement of the car.	☐		
5.2.1.5.1a	**(m) Confirm** the stop switches in the pit are correctly positioned and operate to stop the lift	☐		
5.2.1.5.1	**(n) Confirm** the inspection control operates only after pit access switch is activated	☐		
5.2.6.4.4.1g	**(o) Confirm** the inspection control in pit is positioned near refuge space and are operating	☐		
5.12.1.5.2.2	**(p) Confirm** the lift does not return to normal after inspection until pit access switch is deactivated	☐		

7.0 Car and Counterweight Safety Gear and Overspeed Protection

7.1 Car Safety Gear

		Specified & Actual	
6.3.4	**(a) Confirm** the correct safety gear is supplied	Progressive:	☐
	(b) Confirm the safety gear has been CE marked		☐

The following tests should be conducted with the car descending. The test load is to be uniformly distributed in the car, and the safety operated switch, overspeed switch, buffer switch(es) or any other electrical devices (except car and landing door contacts) that may cause the lift to stop are to be temporarily shorted out. During the tests the brake is to be kept open, (Gen2 the brake is allowed to drop) with the machine continuing to run until the ropes slip or become slack.

(c) Confirm the safety gear stops the car in the downward direction when operated by the governor and engaging at rated speed or lower with 125% load uniformly distributed for progressive safety gear FPC ☐

Stoppng Distance (mm): ☐

(d) Confirm the floor of the lift is horizontal or sloping less than 5% from the horizontal ☐

(e) Following the test confirm that no deterioration that may affect the normal use of the lift ☐

(f) Confirm lift arms have adequate clearance in upright slots for further travel FPC ☐

7.2 Car Governor

	Specified	Actual	
(a) Confirm the correct governor is supplied			
(b) Confirm the governor has been CE marked and labelled speed matched requirement			☐
(c) Confirm the electrical safety device stops the lift			☐
(d) Confirm the governor, if adjustable, is sealed			☐
(e) Confirm the correct rope type is supplied			☐

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EN81-20	7.3 Counterweight Safety Gear	Y	N	N/A
		Specified & Actual		
6.3.5	**(a) Confirm** the correct safety gear is supplied — Progressive:	☐		☐
	(b) Confirm the safety gear has been CE marked	☐		
	The following tests should be done with counterweight descending. There is to be no load in the car, and the safety operated switch, overspeed switch, buffer switch(es) or any other electrical devices (except car and landing door contacts) that may cause the lift to stop are to be temporarily shorted out. During the tests the brake is to be kept open, (Gen2 the brake is allowed to drop) with the machine continuing to run until the ropes slip or become slack.			
	(c) Confirm the safety gear stops the counterweight when operated and engaging at rated speed or lower and with the car empty for progressive safety gear — Stoppng Distance(mm):	☐		
	(d) Following the test confirm that no deterioration which could adversely affect the normal use of the lift has occurred	☐		
	7.4 Counterweight Governor			
		Specified	Actual	
	(a) Confirm the correct governor is installed			☐
	(b) Confirm the governor has been CE marked	☐		
	(c) Confirm the governor, if adjustable, is sealed	☐		
	(d) Confirm the correct rope type is supplied	☐		
	(e) Confirm the governors pull through force complies FPC	☐	☐	
	Note: All testing has to be done in accordance with EN81.1 ANNEX D			
	7.5 Ascending Car Protection			
6.3.11	**(a) Confirm** the correct ascending car overspeed is provided	☐		
	(b) Confirm the protective device has been CE marked	☐		
	(c) Confirm the device functions correctly with the car ascending at not less than 115% of rated speed			
	8.0 Measurement of the Electrical System			
	(a) Measure the mains current or VF drive current at rated load			
		Actual		
	(b) Is the mains current/drive current consistent with figures specified on the layout	☐	☐	
	(c) Confirm the measured balanced load down speeds are in accordance with the standard	☐		
5.12.1.1.4	Levelling Accuracy	☐		
		Specified	Actual	
	(d) Confirm the maximum levelling deviation is within tolerance	**+/- 5mm**		

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		Y	N	N/A
EN81-20 5.12.1.3	**9.0 Emergency Operations** **Monitoring of Normal Slowdown** (a) Test Normal Terminal Slowdown	☐		
	(b) Emergency Terminal Slowdown for Reduced Stroke Buffers Confirm means provided to ensure car or counterweight speed is limited to rated speed of buffer.	☐		☐
5.9.2.2.2.7	Manual Brake lifting operates correctly	☐		
OTIS	Emergency Power Operation **(a)** Lift operate correctly with EPO signals to NOT run all lifts, then rescue and run	☐		☐
	(b) Automatic Rescue Device (Battery rescue to next floor) operates correcty	☐		☐
	10.0 Electrical Wiring Examination			
5.10.9	**Confirm** that all metal work is properly earthed back to the lift main earthed isolator.	☐		
	10.3 Electrical Wiring			
5.10.6	**(a) Confirm** the electrical conductors, including travelling cables conform	☐		
	(b) Confirm the wiring installed (for EMC compliance) is in accordance with the manufacturers instructions	☐		
	11.0 Documentation			
7.3	**(a) Confirm** there is a register	☐		
7.2	**(b) Confirm** there is an instruction manual	☐		
OTIS	**12.0 Miscellaneous Tests**			
	(a) Confirm RBI (Belt Inspection Device) is operating	☐		
	(b) Confirm the MBB (Motor Regen Braking) operates correctly (GeN2 Comfort some duties only)	☐		☐
	(c) Running In Test Period Lift has performed for 1000 runs with doors operational (as many floors as possible)eg Sabbat mode eg Shabbat or Wild Car mode running overnight	☐	☐	

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12.0 Confirmation of compliance with the Standard BS EN 81-20

	Y	N	N/A
(a) Are all the items associated with the lift installation, for which the lift manufacturer is not responsible, in a suitable state for the installation to be put into service?	☐	☐	

NOTE: Some of the items requiring attention may not be part part of the contract for the lift but part of the installation and the responsibility of others.

If NO provide details:

	Y	N	N/A
(c) Has every question been answered?	☐	☐	

If NO, state reasons

Signature | Name | Position

Company | Date

(d) Audited By:

Signature | Name | Position

Company | Date

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NCC Clause		Y	N	N/A
C3.9	Service penetrations in fire isolated shafts			
	E&I panel penetrations	☐	☐	☐
	Security Cable entry points fire stopped	☐	☐	☐
	Shaft Ventilation openings have fire damper.	☐	☐	☐
	Note: is only required if some building next door is very close. Builders responsibility			
C3.10	a Landing Doors fire rated	☐	☐	☐
	b Lift call panels penetrations to shaft <35000mm2 or backed with fire resisting construction	☐	☐	☐
E3.2	Stretcher Facility in Lifts, reqd if building effective height >12m, 2000 deep from rear wall to car door	☐	☐	☐
E3.3	Warning against the use of lifts in fire on or near hall buttons	☐		☐
E3.4	Emergency Lift , effective height >25m or a patient care facilty, must be in a fire resistant shaft	☐		☐
E3.5	Access to fire stairs from liftwell landings. If secured, security must disable on fire alarm	☐		☐
E3.6	Accessibility provisions for passenger lifts			☐
	Handrail to AS1735.12. Min 600 long and withing 500mm of call buttons	☐		
	Floor dimensions <=12m travel 1100w x 1400d	☐		
	Floor dimensions >12m travel 1400w x 1600d	☐		
	Door opening size 900mm wide min	☐		
	Non-contact passenger protection	☐		
	Car and buttons to AS1735.12			
	Height of 900-1250mm	☐		
	Raised Tactiles and Braille	☐		
	Buttons further than 400mm from a corner on side wall, 300mm on front return	☐		
	Landing Buttons			
	Height of 900-1100mm	☐		
	Buttons within 200mm vertically or tactiles and Braille	☐		
	Further than 500mm from an internal corner	☐		
	Lighting in lift car 100lx on floor	☐		
	Automatic audible information - in car floor name announcements	☐		
	Audible indication car has arrived at a landing (eg car gong)	☐		
E3.7	Fire Service controls, for buildings with effective height >12m			☐
	Fire service Recall operational	☐		
	Fire service control from car operational	☐		
Spec E3.1	2 Car ventilation where lift exposed to solar radiation			
	Confirm lift car/shaft provided with mechanical ventilation where exposed to direct sunlight.	☐		☐
	2 Hour alternative power source for ventilation	☐		☐
	3 Lift car emergency lighting, 20 lux for 2 hours	☐		
	4 Lift shaft temperature is reasonable and unlikely to exceed 40 deg C	☐		
	5 Lift foyers with security to unlock on fire alarm /power failure. CCTV and intercom	☐		☐
	6 Emergency egress doors every 12.2m in single enclosed lift shafts	☐		☐

OTIS

ELECTRICAL INSPECTION AND TEST

Job Name:	Wellington Health	Contract Number:	31N12068
Unit Number:	1		
Total Number of Lights		Total Number of Socket Outlets	

SHAFT - Light & Power Circuit

	CIRCUIT VISUALLY INSPECTED BY	DATE
Visual Inspection:		

	VALUE		TESTED BY	LICENSE NO	DATE
Earth Continuity:		Ω			

	VALUE		TESTED BY	LICENSE NO	DATE
Insulation Resistance:		MΩ			

	TESTED BY	LICENSE NO	DATE
Polarity Testing:			

	TESTED BY	LICENSE NO	DATE
Correct Circuit Connection			

RCD

	VALUE		TESTED BY	LICENSE No.	DATE
Test Results		mA			
		Sec.			
Integral Test Button					

MOTOR ROOM

Visual Inspection:	CIRCUIT VISUALLY INSPECTED BY	DATE
Mains C/B to Controller		
Mains Controller - Drive - machine		
Motor room lighting & power		

Earth Continuity:	VALUE		TESTED BY	LICENSE NO	DATE
Mains C/B to Controller		Ω			
Mains Controller - Drive - machine		Ω			
Motor room lighting & power		Ω			

Insulation Resistance:	VALUE		TESTED BY	LICENSE NO	DATE
Mains C/B to Controller		MΩ			
Mains Controller - Drive - machine		MΩ			
Motor room lighting & power		MΩ			

Polarity Testing:	TESTED BY	LICENSE NO	DATE
Mains C/B to Controller			
Mains Controller - Drive - machine			
Motor room lighting & power			

Correct Circuit Connection	TESTED BY	LICENSE NO	DATE
Mains C/B to Controller			
Mains Controller - Drive - machine			
Motor room lighting & power			

MOTOR ROOM Continued.

RCD					
	VALUE		TESTED BY	LICENSE No.	DATE
Test Results		mA			
		Sec.			
Integral Test Button					

LIFT CAR -

CAR FRAME

	VALUE		TESTED BY	LICENSE No.	DATE
Earth Continuity:		Ω			

CAR SHELL

	VALUE		TESTED BY	LICENSE No.	DATE
Earth Continuity:		Ω			

LIGHT & POWER CIRCUIT

	CIRCUIT VISUALLY INSPECTED BY	DATE
Visual Inspection:		

	VALUE		TESTED BY	LICENSE No.	DATE
Earth Continuity:		Ω			

	VALUE		TESTED BY	LICENSE No.	DATE
Insulation Resistance:		MΩ			

	TESTED BY	LICENCE No.	DATE
Polarity Testing:			

	TESTED BY	LICENCE No.	DATE
Correct Circuit Connection			

RCD					
	VALUE		TESTED BY	LICENSE No.	DATE
Test Results		mA			
		Sec.			
Integral Test Button					

Door Lock Circuit including Car Gate Switch

	VALUE		TESTED BY	LICENSE No.	DATE
Insulation Resistance:		MΩ			

Safety Circuit

	VALUE		TESTED BY	LICENSE No.	DATE
Insulation Resistance:		MΩ			

Queensland (ONLY)

Technical Endorsee - Name	
Licence Number	
Signature	
Date	

OTIS ELEVATOR COMPANY PTY LTD A.C.N. 002873 065

COMMISSIONING TEST CHECK SHEET

CLAUSES FROM: AS1735 PART 12 - 1999

APPENDIX (VARIATION TO BS EN-81 FOR APPLICATION IN AUSTRALIA)

INSPECTION DATE _____ LIFT NUMBER: 1

CONTRACT No: 31N12068

BUILDING NAME: Wellington Health

BUILDING ADDRESS 12-22 Wellington Road

INSPECTED BY: _____

Y - COMPLIES N - DOESN'T COMPLY NA - NOT APPLICABLE

CLAUSE	DETAILS	COMPLIES
2	Minimum internal car size at 1m above floor, 1100mm wide x 1400mm deep < 12m travel	
2	Minimum internal car size at 1m above floor, 1400mm wide x 1600mm deep > 12m travel	
4.1	Doors power, automatic and horizontal sliding	
4.2	Multi beam door protection provided between 50mm & 1550mm	
5.2	Protruding edges round off, hand rails return to wall	
5.2	Door width not obstructed or reduced by hand rail	
5.3.1	600mm long hand rail, within 500mm of furthest button on min one COP	
5.3.2(a)	Handrail min 270 deg round top	
5.3.2(b)	Obstructions below handrail min 15mm gap	
5.3.2(d)	Top of hand rail to be between 850mm and 950mm from floor	
5.3.2(e)	Handrail securely fixed, no obstruction for a hand along grip	
5.3.2(f)	Clearance above hand rail not less than 100mm	
5.3.2(g)	Clearance between wall & handrail not less than 50mm	
6	Min leveling accuracy of +/- 12mm under all conditions	
7.1	Up & down hall buttons within 200mm or braille tactile provided	
7.2.1	If car is less than 1400mm wide, need a COP left & right side of car	
7.2.2(a)	Communication button to be in the right hand lowest row position	
7.2.2(b)	Communication button shall be identified by the phone symbol (Otis deem Alarm bell per EN81-70 equivalent)	

CLAUSE	DETAILS	COMPLIES
7.2.3	Key pads are to have the same button layout as a telephone	
7.3.1	Centre of hall buttons shall be between 900mm & 1200mm above floor	
7.3.1	Centre of car buttons shall be between 700mm & 1250mm above floor	
7.3.2	COP to be outside a radius of 300mm of other objects adjacent door	
7.3.3	Hall buttons to be located outside a radius of 500mm of other objects	
7.3.4	Security readers shall be mounted as per allowed in 7.3.1	
7.4.9	Buttons identified by tactile character & braille equivalent	
8.1	For more than 2 floors, car position to be orally announced	
8.5	For more than 2 stops, each landing to have visible & audible indication of lift arrival (eg car mounted chime and opening door is sufficient)	
	Additional Requirements above NCC if FULL AS1735.12 specified in contra	
8.5(a) I	Indication of travel direction	
8.5(a) ii	Indicators to be a minimum of 1800mm above floor	
8.5(a) iii	Direction indicator to remain on while doors are open	
4.3	Hall landing open time 3 sec advanced gong 3 sec from arrival	
	Audible Indication To Be:-	
8.5(b) I	One gong for up, two gongs for down	
8.5(b) ii	Verbal in English	
	Compass Touch Screen and voice for Accessibility	
8.6.1	Car position indicator, minimum of 1800mm from floor	
8.6.2	Car buttons to have a tone or operation to be detected by touch	
9.2	Pressing phone button to bring on a lamp in/adjacent button	
10.2	Lighting in lift car to be minimum of 100 lux over whole floor	
10.3	Lighting of car operating panel to be 50 lux over whole control area	

ITEM	DESCRIPTION	COMPLETED

Notice to Head Contractor and/or Owner

Subject: Lift Certified as "Safe to Operate" at

Wellington Health *31N12068*

Date Certification Issued: / / Issued by *of* ***Otis Elevator Company Ltd.***

1) This certification is issued subject to a qualified person, provided by others, certifying that the building housing the subject lift is in a satisfactory condition. Implicit in this building certification is the acknowledgement

2) It is recommended that lift should not be placed into service until the building has been certified as outlined in items 1) and 5) of this document. This includes the rectification of items as noted by the lift certifie

3) The Head Contractor and/or the Owner may be required to register this lift as an item of plant. To assist with this registration process the following information is provided and should be included in the plant registration form.

Design Approval/ Verification Number:	LEM6-256664/21
Plant Registration Number	
Name of Statutory Authority with which the design is registered:	SafeWork NSW
Maximum Rated Capacity in Kg:	2000
Maximum Speed in m/s:	2.5
Number of Persons:	27
The lift type is : "passenger" or "passenger/goods " or bed/passenger"	
Manufacturer of plant:	Otis Elevator Company Pty Ltd
Contract serial number:	31N12068
Lift No.	1
Model name:	Gen2
Model Number:	27D
Type of power is :	Electric
Car control type is :	Automatic
Drive/Suspension type is :	Traction

4) Certification

4a) Delete if not applicable. The lift is safe to operate as a builder's lift subject to items 1) and 5) and provided that the lift is under the control of a lift driver .

4b) Delete if not applicable. The lift is safe to operate subject to items 1) and 5). Implicit in this building certification is the need to ensure compliance with all Codes, Legislation and Instructions by relevant Authorities.

5) It is recommended that lift should not be placed into service until the following items are rectified. This list is not intended to cover all building related items because our competence in certification only relates to lift

Items Noted

6) Signature of Certifier: Date: