

UFE

VERTICAL LIFTING PLATFORM



RESCUE MANUAL



CONTROL OF EDITIONS		
EDITION	DATE APPROVED	MOTIVE
00	21/11/2019	Final document issued
01	31/08/2020	Review and update
02	07/10/2021	New manual rescue option

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COMPONENTES DE TRÁFICO VERTICAL



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1 OBLIGATIONS OF THE OWNER

The owner is responsible for the use of the elevator, so it is their obligation:

- Maintain the elevator safety conditions.
- Safely prevent the operation of the platform when it is not used for its intended application or purpose.
- Ensure that maintenance is carried out by qualified trained personnel.
- Notify the maintenance provider of any suspected hazards witnessed with the platform installation or during operation.

2 LOCATION OF THE MANUAL

To ensure that the information contained in this document is always available, keep this manual in a fixed and secure location such as the control panel or filed, along with the rest of the documentation of the lifting platform. It is also available through QR code located on the top of the cabinet door of the distribution panel.

3 RESCUE INSTRUCTIONS

This manual offers the necessary information to perform a rescue safely and correctly.

READ AND FULLY COMPREHEND THIS MANUAL BEFORE PERFORMING RESCUE OPERATIONS



RESCUE PROCEDURE MUST ONLY BE CARRIED OUT BY PROPERLY TRAINED PERSONNEL

RESCUE SITUATION

In the event of power failure, passengers may become entrapped within the lift cabin. In the lift of an entrapment passengers will be safe provided they remain within the cabin, until they are released by trained personnel following the attached rescue procedure.



IN CASE OF TRAPPED USERS IT IS IMPORTANT TO KEEP CALM AT ALL TIMES. IT IS AN UNCOMFORTABLE SITUATION BUT NOT POTENTIALLY DANGEROUS

3.1 AUTOMATIC RESCUE

In the event of loss of mains power supply, the lift will momentarily remain stationary and the emergency light will activate.

The automatic rescue device will then safely position the lift at a suitable landing under battery power (The lift can travel in either direction depending on car load and current requirements). Once safely positioned at floor level the car & landing doors will automatically open.

Installations without car doors relying upon electronic safety edges will still function as normal. Once safely at floor level, the landing door will need to be open manually by a trained person.

The lift must not be used until the installation has been checked and power has been restored.



IF THE AUTOMATIC RESCUE DOES NOT WORK, A COMPETENT PERSON MUST RESET THE ELECTRICITY SUPPLY OF THE PLATFORM FROM THE CONTROL PANEL

3.2 MANUAL RESCUE (OPTIONAL)

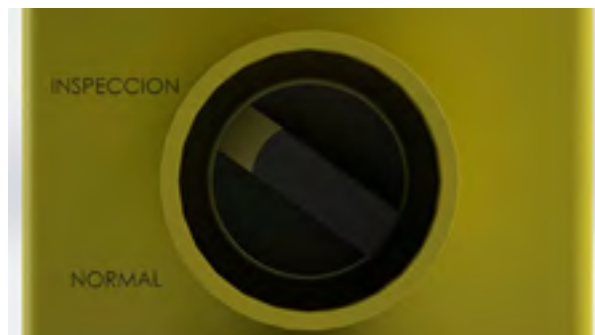
In case a manual rescue is needed, this document describes the procedure to move the platform in a controlled way and with total safety in case it has been stopped outside the interlocking area with power supply. Its use is basically intended for rescue of trapped passengers in the car and safety gear tests. Following the EN81:41 standard during the realization of this rescue or tests, the safety series of FINAL LIMIT, OVERSPEED GOVERNOR and SAFETY GEAR will be bypassed. The platform can be moved if the series of doors are closed.

Procedure for a manual rescue in case of having power supply:

- Check if the car is at the floor level by checking if the USS and DSS LEDs are both illuminated. If the car is at the floor level, secure the car against unintended movements and carry out the rescue safely by opening the door by means of the triangle key and evacuating the passengers inside the car.



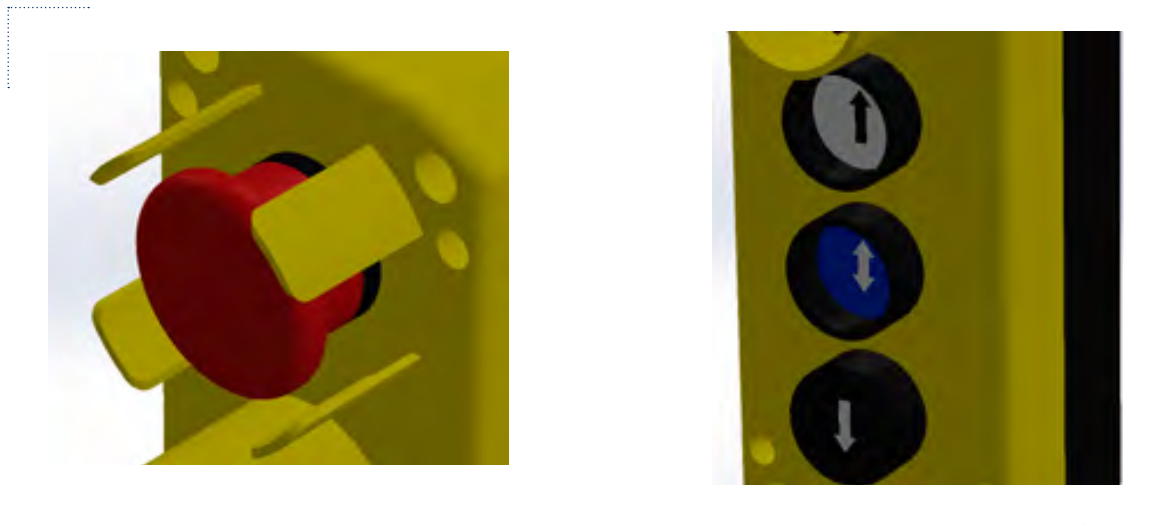
If the platform is not a floor level, switch the “INSPECTION / NORMAL” selector in the “INSPECT” position, this unit can be found on the inspection pod of the control panel. The emergency “STOP” will be pressed at the same time. This control in the “INSPECT” position and pressing “COMUN”, will automatically bridge the safety series contacts of: safety gear, overspeed governor, final limit and tensioning pulley of the overspeed governor.



□ Once the direction in which the rescue must be performed is known, the emergency "STOP" will be rotated 1/4 back and the "COMMON" + "RISE ARROW" or "DOWN ARROW" buttons will be pressed to drive the car to floor level, USS and DSS LEDs on, where the rescue of the passengers can be carried out safely. If any of the series of doors is open, the movement of the platform cannot be carried out. To do this we must determine which doors are open with the LEDs of the SC3-SC4 control board and the display. If the LED SC3 and SC4 are off while we press on the inspection pod, it means that the semi-automatic landing door is open (terminal 44-45).

If only SC4 LED remains off, it means that the automatic car door series is open (terminal 67-68)

If all the LEDs of the SC2-SC3-SC4 security are on, the word GOING UP HS or DOWN HS appears on the display and the platform does not move, it means that the series of locks or the series of automatic landing doors are open (terminal 46-47)



□ Once the rescue of the passengers has been carried out, the car will be moved into a safe working position ensuring all safety rules are followed to carry out the repair of the damaged component. Once the repair is finished, check that the floor and car doors are completely closed, and place the "INSPECTION / NORMAL" switch in "NORMAL" position. Turn off and on the controller to leave the inspection mode. Once the controller has been turned on, verify that the safety series has been closed by checking that the state of the LED's SC2, SC3 and SC4 are on and the platform must initiate a shaft recognition until it reaches the lowest floor.



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