UFE

INSPECTION TEST PROTOCOL

EXAMINATION AND TEST PRIOR TO HANDOVER FOR UFE MACHINE ACCORDING TO ART. 6.3 OF THE STANDARD EN 81-41

INSPECTION TEST PROTOCOL

EN

The information to be completed & test criteria to be carried out on the **UFE** machine can be seen detailed below.
The tests and verifications must be carried out by qualified technical personnel.

1. GENERAL DATA		
Reference:		Other information:
Installer:		
Installation address:		
Town:		
Inspection date:		
2. INSTALLATION DATA		
Rated load (kg)		
Capacity (nº passengers):		
Travel (mm):		
Velocity (m/s):		
Nº of stops:		
Entrances:		

TESTS AND VERIFICATIONS

ABBREVIATIONS IN THE CHECK FIELD
V = Verified
N/A = Not Applicable

3. TESTS / VERIFICATION IN THE MAIN DISTRIBUTION BOARD		
3.1) There are not false contacts and connections are well tightened by observing the following necessary differential switches and circuit breakers: These checks will be carried out in the power and lighting circuits.		
• It must be disconnected manually with trial test.	☐ v	☐ N/A
• Strength; They will be of adequate trigger sensitivity of 30mA. Type A or F (At least 40A), superimmunized according to the Low Voltage Regulation (RBT) and C16 magnetothermic. (16A)	☐ v	☐ N/A
• Cabin lighting; They will be 30mA type AC according to the Low Voltage Regulation (RBT) with an intensity greater than the magnetothermic and a C10 magnetothermic. (10A)	☐ v	☐ N/A
• Shaft lighting; They will be 30mA type AC according to the Low Voltage Regulation (RBT) with an intensity greater than the magnetothermic and a C16 magnetothermic. (16A)	☐ v	☐ N/A

4. TESTS / VERIFICATION IN THE MAIN LIFT CONTROLLER	
4.1) All the cable connections, both the inputs and the outputs, and especially the power connections, they will be properly secured and adjusted, checking that no part of the wire remains outside the connection tab.	☐ v ☐ N/A
4.2) The correct setting of all the contacts, especially those corresponding to the auxiliary contact blocks of the contactors, ensuring that they are properly adjusted in their housings.	☐ v ☐ N/A
4.3) There is an emergency power supply, of automatic recharge, that is capable of supplying, at least, a 1 W lamp for 1 hour to illuminate the interior of the car, in the event of interruption of the power supply. This lighting must be switched on automatically the moment the general lighting supply fails.  Batería con panel led  SAI Maniobra New Lift  SAI Maniobra Inelca	☐ v ☐ N/A
4.4) The insulation resistance of the different circuits must be measured using an Ohmmeter and it has been verified that the insulation resistance values are exceeded. Nominal circuit voltage (V) Test voltage (CC) Insulation resistance (MΩ) Voltage (V) T. Voltage (c.c.) (V) Insulation (MΩ) SELV 250 ≥0,25 ≤500 500 ≥0,5 >500 1.000 ≥1 Insulation resistance should be measured between each active conductor and earth. For their measurement the electronic elements will be disconnected.	☐ v ☐ NA
4.5) The earth connection is well connected in the panel and that the door (if any) is connected to earth.	☐ v ☐ NA
4.6) The continuity (connection between the ground terminals) between the ground terminals of the machine room with the motor, panel, guides and cabin ones, in addition to any element likely to be accidentally subjected to voltage.	☐ v ☐ NA
4.7) All indicative signs and warning signs are correctly placed.	☐ v ☐ NA
4.8) The identifications of the main power and lighting switches appear in the machine room / control panel.	☐ v ☐ NA
4.9) Electrical hazard stickers appear in the machine room / control panel.	☐ v ☐ NA
4.10) In the machine room / control panel remain the corresponding documents: • User manual. • Rescue manual with detailed instructions to follow in the event of a rescue operation and the key to unlock the landing doors. • Maintenance manual with records book. • The electrical diagrams.	☐ v ☐ NA

5. TESTS / VERIFICATIONS IN THE CAR INTERIOR		
5.1) The dimensions of the car correspond to those indicated in the drawings.	☐ v	☐ N/A
5.2) The dimensions of the entrances correspond to those indicated in the drawings.	☐ v	☐ N/A
5.3) The nominal load and number of people are indicated on the characteristics plate and that they correspond to the documentation of the appliance.	☐ v	☐ N/A
5.4) The existence and correct operation of the overload indicator.	☐ v	☐ N/A
5.5) The correct operation of the COP control key for restricted use.	☐ v	☐ N/A
5.6) The existence and correct operation of the alarm device, correct function, yellow color and identified with a bell signal, symbol No. 5013 in IEC 6041-DB.	☐ v	☐ N/A
5.7) The existence and correct operation of the emergency stop button (pushbutton stop, red color). **Only applicable if there are no cabin doors.**	☐ v	☐ N/A
5.8) The existence and correct operation of the emergency lighting.	☐ v	☐ N/A
5.9) The existence and correct operation of the aid request device inside the car. (Emergency telephone according to option chosen)	☐ v	☐ N/A
5.10) The existence and correct operation of the door open button. **Only applicable when there are cabin doors.**	☐ v	☐ N/A
5.11) The existence and correct operation of the cabin lighting.	☐ v	☐ N/A
• The cabin must be provided with permanent electric lighting that ensures, on the floor and in the vicinity of the control devices, an illumination of at least 50 lux.	☐ v	☐ N/A
• The car must be illuminated continuously while the elevator is in use.	☐ v	☐ NA
• In the case of having automatically operated doors, the lighting can be cut off while the car is parked on a floor with the doors closed.	☐ v	☐ N/A
5.12) If there is a photocell or light curtain:	☐ v	☐ N/A
• The doors reverse cycle when the photocell or light curtain is obstructed.	☐ v	☐ N/A
• The lift comes to a complete stop when the photocell or light curtain is obstructed. To do this, a trip must be made in either of the two directions and an obstacle must be placed in the projection of the light beam, causing the platform to stop. Only applicable in the case that the cabin does not have a door.	☐ v	☐ N/A
5.13) The existence and correct operation of the platform maintenance hatch.	☐ v	☐ N/A
• Once the hatch is opened (hidden Allen screw to prevent vandalism), the platform does not respond to calls.	☐ v	☐ N/A
• The hatch safety contact.	☐ v	☐ N/A

6. TESTS / VERIFICATION IN THE CAR AND LANDING DOORS		
6.1) Proper operation of the reopening protection device.	☐ v	☐ N/A
6.2) It has been verified, by means of a dynamometer, that the closing force of the car doors is less than 150N.	☐ v	☐ N/A
6.3) In landing doors with manual opening there is a car presence indicator or the existence of vision or a light signal.	☐ v	☐ N/A
6.4) The opening of doors is only possible in the unlocking area.	☐ v	☐ N/A
6.5) It has been found that the car cannot be moved with the lock or the door opened.	☐ v	☐ N/A
6.6) The correct operation of the unlocking triangle key. (Each landing door must be able to be unlocked from the outside by means of a key that adapts to the unlock triangle).	☐ v	☐ N/A
6.7) The interlocking device does not remain in the unlocked position when the landing door is closed after an emergency release.	☐ v	☐ N/A
6.8) The existence of a device that ensures the automatic closing of the landing door if it is open and the car is not in the unlocking zone.	☐ v	☐ N/A
6.9) The existence of the electrical safety device to control the closing of the landing door.	☐ v	☐ N/A
6.10) The landing door locks.	☐ v	☐ N/A
6.11) The car outside the unlocking zone and keeping the landing door open with an opening of 100mm, when the door is released, it closes and locks.	☐ v	☐ N/A

7. TESTS / VERIFICATION IN THE EXTERIOR		
7.1) The call buttons operate the elevator and, if applicable, the numbering corresponds to the floors.	☐ v	☐ N/A
7.2) The light indications do so in an orderly manner (Busy, Door open, etc.).	☐ v	☐ N/A
7.3) For platforms with public access there is an international symbol “Access-ISA” on each floor (Symbol No. 0100 of the ISO-7000 standard), whose height is not less than 50mm. 	☐ v	☐ N/A
7.4) The lighting on landings (> 50 lux at ground level).	☐ v	☐ N/A

8. TESTS / VERIFICATION INSIDE THE SHAFT		
8.1) All the doors are connected by conductive cable to the elevator ground through Terminal.	☐ v	☐ N/A
8.2) There is an earthed socket outlet and a pushbutton Stop for cutting off the main lift controller.	☐ v	☐ N/A
8.3) There is a mechanical stop in the pit and its correct operation.	☐ v	☐ N/A
8.4) The car door closing safety contact (in case of car door).	☐ v	☐ N/A
• The car door contact (s) work correctly, fit the male and female and have the connection wires firmly attached.	☐ v	☐ N/A
• In normal service, it should not be possible to operate the lift or keep it running if one car door (or one of the panels, if it has several) is opened. However, preparatory operations can be made for moving the car.	☐ v	☐ N//A
8.5) The following sections related to the suspension and anchors:	☐ v	☐ N/A
• The diameter and shape of the cable is in accordance with that indicated in the instruction manual and / or technical data sheet.	☐ v	☐ N/A
• The perfect condition of the rope clamps, nuts, lock nuts and safety pins of the terminals or rope anchors both in the cabin and in the counterweight (electric lifts).	☐ v	☐ N/A
8.6) The following sections related to the end of races:	☐ v	☐ NA
• They cut off the main lift controller and the car stops when the elevator goes beyond the maximum travel on the extreme floors.	☐ v	☐ N/A
8.7) The following sections related to the conditions of the shaft, enclosures and ventilation:	☐ v	☐ N/A
• There is safe & sufficient clearance between the platform and shaft structure	☐ v	☐ N/A
• In the sections of the building where the shaft is required to participate in the non-propagation of fires, the shaft must be completely closed by walls, pit and ceiling without perforations.	☐ v	☐ N/A
8.8) It has been proven that the only openings allowed inside the shaft are:	☐ v	☐ N/A
• Openings for the landing doors.	☐ v	☐ N/A
• Openings for inspection and emergency doors in the shaft and inspection hatches.	☐ v	☐ N/A
• Exit opening for gas and smoke escapes in case of fires.	☐ v	☐ N/A
• Ventilation openings.	☐ v	☐ N/A
8.9) The dimensions of the shaft, travel, headroom and pit correspond to those indicated in the drawings and are maintained throughout the entire travel.	☐ v	☐ N/A
8.10) The shaft is only intended exclusively for the service of the platform. It must not contain any pipes, or any organs that are not familiar with the service of the elevator. It can be admitted that the shaft contains material that is used for heating, except radiators of hot water under pressure or steam. However, its control and adjustment organs must be located outside the shaft.	☐ v	☐ N/A
8.11) The shaft is provided with a fixed installation of an electric lighting, giving an illumination intensity of at least 50 lux at 1m from the ceiling of the car and the bottom of the pit, even with the doors closed.	☐ v	☐ N/A

9. TESTS / VERIFICATION: TESTS WITH CAR LOAD		
9.1) Loading the car with more than its nominal load the elevator does not work, the overload light signal is activated and the interior warning buzzer sounds.	☐ v	☐ N/A
9.2) Loading the car with more than its nominal load the elevator does not work, the overload light signal is activated and the interior warning buzzer sounds.	☐ v	☐ N/A
9.3) The landing level in relation to the car floor does not to exceed +/- 20mm.	☐ v	☐ N/A
9.4) The test has been carried out with the rated load and stopped at the lowest and highest level.	☐ v	☐ N/A
9.5) The nominal and starting current with an amperometric clamp, the current intensity in Stand by and in operation, verifying that they are correct according to the characteristics of the motor. This measurement will be carried out in each phase.	☐ v	☐ N/A
9.6) The overspeed governor and the safety gear have been properly assembled and adjusted.	☐ v	☐ N/A
9.7) The roller guides or guide shoe liners do not rub against the guides, and there must be enough clearance between guides / guide clips and the cabin for a correct operation.	☐ v	☐ N/A
9.8) The test has been carried out at nominal speed, in the descending direction, with 125% of the adequate load evenly distributed over the surface of the cabin.	☐ v	☐ N/A
9.9) After the test, there has not been any deterioration that could hinder the normal use of the elevator.	v	N/A
9.10) If necessary, the braking devices (safety gears, rollers, etc.) will be replaced; a visual inspection is sufficient.	☐ v	☐ N/A
9.11) The safety contact of the safety gear has caused the cut-off of the main lift controller.	☐ v	☐ N/A
9.12) It has been subjected to a dynamic test, without failure, at maximum working load and at normal speed. To carry out this test, it is necessary to distribute the nominal load in the car or cabin and carry out a travel (up and down). *"Dynamic test": The test consists of operating the lifting machine in all its possible configurations with the maximum working load multiplied by the appropriate dynamic test coefficient taking into account the dynamic behaviour of the lifting machine, in order to verify its good performance.*	☐ v	☐ N/A
9.13) It has been subjected to a static test, without permanent deformation, with nominal load multiplied by a coefficient of 1.25 ((4.1.2.3b) 2006 / 42CE). To do the static test, it will be done with the car stopped on the floor, and the load will be distributed (125% of the nominal) *"Static test": The test consists of inspecting a lifting machine or a lifting accessory, and then applying a force corresponding to the maximum working load multiplied by the appropriate static test coefficient and, after removing the load, inspection again the lifting machine or lifting accessory to verify that no damage has occurred.*	☐ v	☐ N/A

10. DEFECTS TO CORRECT

CONCEPT	DEPT.	RESPONSIBLE	TERM

OBSERVATIONS:

11. MEASURING DEVICES USED					
NOMBRE DEL EQUIPAMIENTO	**MEASUREMENT VALUE**	**INTERN Nº**	**SERIAL NUMBER**	**LAST CALIBRATION DATE**	**NEXT CALIBRATION DATE**
Force meter for the closing force in automatic doors					
Thermometer					
Flexometer					
Ohmmeter					
Luxmeter					
Caliber					
Current clamp					
Tachometer					
Level					

12. AUXILIARY TOOLS
Pliers
Clamps
Drill
Soft drill wheel
Calibrated weights
Chalk
Chronometer

OBSERVATIONS:

NAME AND SIGNATURE OF THE TECHNICIAN:	NAME AND SIGNATURE OF THE TECHNICAL SUPERVISOR:

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