**CPR183/F15**

**KENYA BUREAU OF STANDARDS**

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| **Document Type:** | **Adoption proposal** | |
| **Dates:** | Circulation date | Closing date |
| 2022-05-13 | 2022-06-13 |
| **TC Secretary** | **This form shall be filled, signed and returned to Kenya Bureau of Standards for the attention of Robert Njoroge (njoroger@kebs.org)** | |

The Kenya Bureau of Standards intends to adopt the International Standards listed below.

We are therefore seeking views from potential users in respect of the same. The Standards are available at the Kenya Bureau of Standards Information Resource Centre. Please tick and fill your preference of the listed option in the attached table against each of the standards.

Where the option is that the adoption is not acceptable, you **MUST** give a reason(s) and recommendation(s).

**NOTE 1:** Absence of any reply or comments shall be deemed to be an acceptance of the proposal for adoption and **shall constitute an approval vote**.

1. **Number**: IEC 60826:2017 to replace KS IEC 60826:2003

**Title**: Design criteria of overhead transmission lines Second Edition

**Scope**: IEC 60826:2017: specifies the loading and strength requirements of overhead lines derived from reliability-based design principles. These requirements apply to lines 45 kV and above, but can also be applied to lines with a lower nominal voltage.  
This document also provides a framework for the preparation of national standards dealing with overhead transmission lines, using reliability concepts and employing probabilistic or semi-probabilistic methods. These national standards will need to establish the local climatic data for the use and application of this standard, in addition to other data that are country- specific.  
Although the design criteria in this standard apply to new lines, many concepts can be used to address the design and reliability requirements for refurbishment, upgrading and uprating of existing lines.  
This document does not cover the detailed design of line components such as supports, foundations, conductors or insulators strings.  
This fourth edition cancels and replaces the third edition published in 2003. It constitutes a technical revision.  
The main technical changes with regard to the previous edition are as follows:  
This standard has been further simplified by removing many informative annexes and theoretical details that can now be found in CIGRE Technical Brochure 178 and referred to as needed in the text of the standard. Many revisions have also been made that reflect the users experience in the application of this standard, together with information about amplification of wind speed due to escarpments. The annexes dealing with icing data have also been updated using new work by CIGRE.

<https://webstore.iec.ch/publication/33148>

1. **Number**: ISO 8100-30:2019 to replace KS ISO 4190-1:2010

**Title**: Lifts for the transport of persons and goods — Part 30: Class I, II, III and VI lifts installation First Edition

**Scope**: This document specifies the necessary dimensions to permit the installation of passenger lifts of class I, II, III and VI.

These dimensions reflect the requirements for the apparatus.

This document is applicable to all new lift installations, irrespective of drive systems, including a car with one entrance, to be installed in a new building. However, for arrangements with counterweight at the side, a through-entrance configuration is possible. Where relevant, this document is also applicable to an installation in an existing building.

This document is not applicable to lifts of rated speed greater than 6,0 m/s.

<https://www.iso.org/standard/73082.html>

1. **Number**: ISO 8100-32:2020 to replace KS ISO 4190-6:1984

**Title**: Lifts for the transportation of persons and goods — Part 32: Planning and selection of passenger lifts to be installed in office, hotel and residential buildings First Edition

**Scope**: This document covers traffic planning and selection of new passenger lift installations in office, hotel and residential buildings. The requirements and recommendations given are applicable to both simple and complex lift installations.

This document gives guidance to select the most appropriate method of traffic planning for each case within the scope.

This document permits the number and configuration of lifts and their main characteristics to be determined at the early stages of building design, provided that the size and intended use of the building is known.

This document is applicable to lifts classified according to Table 1.

This document is applicable to mixed use buildings provided that the mixed use can be evaluated separately as either office, residential or hotel use. This document proposes a standardized method of lift traffic planning. Alternative methods can be valid but are not in the scope of this document.

This document gives basic requirements and recommendations as part of the planning and selection of lift(s) relating to:

a) the design criteria to be evaluated;

b) the values of design criteria to be used;

c) a calculation method (see Clause 7) to be used as part of simple planning and selection of lifts (5.3);

d) a simulation method (see Clause 8) to be used as part of simple and more complex planning and selection of lifts (5.3);

e) output report format of lift planning and selection analysis to be provided to interested parties;

f) consideration of existing safety standards and cultural norms for determining the number of persons that can fit into a specific size of car[1];

g) accommodation for luggage, bicycles, prams, etc., or other non-personal items that can be transported with passengers in the lifts;

h) accessibility for persons with disabilities.

This document does not address:

i) the transportation of goods only;

j) the transportation of passengers using multiple cars sharing a single hoist way;

k) the transportation of passengers using double deck systems;

l) terminal to terminal travel in excess of 200 m and/or rated speed above 7 m/s;

m) variations to the calculation method (e.g. traffic conditions other than uppeak, door dwell time definitions, unequal floor heights, unequal floor populations, speed not being reached in one floor jump, etc.);

n) variations to the simulation method (e.g. passenger batches or traffic templates with variable passenger demand);

o) design of simulator models or traffic control systems;

p) advanced passenger features (e.g. walking speed);

q) performance verifications of the design after installation.

[1] The European Lift Directive 2014 refers to the car as a carrier.

<https://www.iso.org/standard/73084.html>

1. **Number**: IEC 60038:2021 to replace KS IEC 60038:2009

**Title**: IEC standard voltages Second Edition

**Scope**: IEC 60038:2009+A1:2021 specifies standard voltage values which are intended to serve as preferential values for the nominal voltage of electrical supply systems, and as reference values for equipment and system design. This seventh constitutes a technical revision. The significant technical changes are:  
- the addition of the values of 230 V (50 Hz) and 230/400 V (60 Hz) to Table 1;  
- the replacement of the utilization voltage range at LV by a reference to the relevant standard and an informative annex;  
- the addition of the value of 30 kV to Table 3;  
- the replacement of the value of 1 050 kV by 1 100 kV in Table 5.

<https://webstore.iec.ch/publication/72877>

**ADOPTION PROPOSAL**

| **S/No.** | **Standard Number** | **Adoption acceptable as presented** | **Adoption proposal not acceptable** | **Reason why adoption proposal not acceptable** | **Proposed Change/recommendation(s)** |
| --- | --- | --- | --- | --- | --- |
|  | ISO 8100-30:2019 |  |  |  |  |
|  | ISO 8100-32:2020 |  |  |  |  |
|  | IEC 60038:2021 |  |  |  |  |
|  | IEC 60826:2017 |  |  |  |  |

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| Name and (of respondent) |  | Position |  |
| Signature |  |  |  |

On behalf of: (Name of organization)

Date (& stamp):