

BS EN 81-72:2015

Incorporating corrigendum July 2015



BSI Standards Publication

Safety rules for the construction and installation of lifts - Particular applications for passenger and goods passenger lifts

Part 72: Firefighters lifts

bsi.

...making excellence a habit.™

National foreword

This British Standard is the UK implementation of EN 81-72:2015. It supersedes BS EN 81-72:2003 which is withdrawn.

This standard forms part of a series of standards concerning the safe design of passenger and goods passenger lifts. As such, it is intended to be read in conjunction with the other standards in the series in order to be fully understood.

Since the first publication of the base standard EN 81-1, published as BS 5655-1 in 1979, there have been subsequent versions, leading to the latest publication of BS EN 81-20:2014. BS EN 81-20:2014 supersedes BS EN 81-1:1998+A3:2009 and BS EN 81-2:1998+A3:2009.

Due to the timescales needed for manufacturers to adapt their products to the new requirements in BS EN 81-20:2014 and the timescales for new building construction, a transition period is needed for the introduction of new standards. Therefore, BS EN 81-1:1998+A3:2009 and BS EN 81-2:1998+A3:2009 are to continue to be available for use, in parallel to BS EN 81-20:2014, until 31 August 2017, at which time they will be withdrawn.

Since this leaves two possible routes for designing the lift on which BS EN 81-72 is applied, there is a need for two versions of BS EN 81-72; one which can be used in conjunction with BS EN 81-1:1998+A3:2009 or BS EN 81-2:1998+A3:2009 and one for use with BS EN 81-20:2014.

On this basis, BS EN 81-72:2015 is intended to be used in conjunction with lifts in conformity with BS EN 81-20:2014. BS EN 81-72:2003 will continue to remain available until August 2017 when it will be withdrawn, coincident with the withdrawal of BS EN 81-1:1998+A3:2009 and BS EN 81-2:1998+A3:2009.

Concerning the contents of this standard, the usual practice in the UK has implications for the following aspects subject to negotiation:

- Assumption h) in the Introduction includes the rescue of persons from within the lift car. Subclause 5.4 of the standard includes requirements both for rescue from outside and for self-rescue from inside the lift car. The usual practice in the UK is for assistance for trapped firefighters to come from outside the lift car.
- Assumption k) in the Introduction relates to the possible provision of a firefighters car key switch. The usual practice in the UK is not to fit a firefighters car key switch. Provision of such a key switch would be subject to agreement with the fire and rescue service as part of negotiation.

The UK participation in its preparation was entrusted to Technical Committee MHE/4, Lifts, hoists and escalators.

A list of organizations represented on this committee can be obtained on request to its secretary.

This publication does not purport to include all the necessary provisions of a contract. Users are responsible for its correct application.