

Pro's and contra's related to the creation of a new standard for (periodical) inspections this in view of interest for the lift industry and the third party inspection bodies

This will allow using the already predefined and foreseen numbering for this type of standard as described in the EN 81-10: “system of the EN 81 series of standards”:

In particular:

PrEN 81-52: “commissioning and periodical tests”

PrEN 81- 50/59 series tbd

- - - → no or negligible significance
+ - + + + → increasing significance

N°	Description	Lift industry	Third party	Lift owner	Lift user
1	Transposition of existing annexes D and E of EN 81 –1/2	+	+	-	-
2	More uniform EU approach regarding (preventive) inspections	+++	?	+++	++
2a	The existing EU NB-L final inspection checklist (LD annex VI) could be part of this future standard and receive by this a EN status	+	+++	-	-
2b	This standard will allow inspection, commissioning (after important modification) and periodical inspection in EN standard format	++	+++	+(international customers)	-
2c	This standard will allow to describe the content of periodical inspection in an EN standard format	++	+++	+	-
3	A more uniform and predefined EU inspection approach, makes it easier for the lift industry in defining design parameters (related to safety and guaranteed life time) for the creation of lifts and/or components	+++	+	+	-
4	Uniform rules makes it easier for lift industry to design components and lifts standard better foreseen and equipped for undergoing easy and safe (periodical) inspections	+	+++	+(inspection-maintenace person is a supplier for him → liability)	-
5	Uniform rules makes it legally more clear what is de minimum / maximum	++	++	+++ (cost – liability)	-

	required content of the (periodical) inspections and commissioning				
6	Uniform EU inspection approach could also lead to (more) uniform EU inspection reports	++	++	++	
7	This standard could receive the status of harmonized standard according to the lift directive (by an EU mandate)	++	++	-	-
8	This standard would be to consider as a complement of the existing EN 13015 “Maintenance” standard giving weight and importance also to topic “preventive inspection”	+	+++	++	+
9	New products safety level is aligned by the EU directives, the Content for maintenance is aligned by EN 13015 “maintenance”. A future EN 81-52 will also align preventive inspection ending up with a well defined equal overall safety level in Europe for lifts , this with a big added value for lift users and owners	+++	+++	+++	+++
10	This standard will be the reference on which an inspection body could be accredited (see EN 45004) in Europe → one technical content (and language) easy understandable by (inter)national accreditation bodies/auditors	+	+++	++ (more uniformity independent of choice of inspection body)	
11	Will give an answer on certain topics as mentioned in the NB-I paper NB-L/002/2002	+	+++	+	-
12	If maintenance and third party are both present during the periodical inspection the content will be better defined and understood by both of them	+++	++	++	-
13	Uniform approach will (could?) open the EU periodical inspection market easier for the EU third parties		- (?)	++	-
14	In the whole EU product harmonization process this is the only standard who is missing (unless we find annex D and E as part of EN 81-1/2 sufficient)	+	+	+	+
15	EU uniform periodical inspection approach, related to the content, could also lead to uniform periodicity of the inspections	+	- + (?)	++	+
16	In the whole EN 81 series of standards this is the one missing closing the circle: putting new CE lifts on the market, maintain them, inspect them and	++	++	+	+

	upgrade/maintain progressive and selective the safety (=SNEL)				
17	Always better to start pro-active as concerned industry with the making of a standard than waiting until others (e.g. the commission e.g. DG Sanco, ...) starts to undertake actions to harmonize inspections by third parties in the EU.	+	+++	+	+
18	Even starting the standardization work now (with common agreement from all parties) will not avoid that it will take a lot of time to finish it. A wait and see approach could maybe result in point 17. Being aware of this, the proposal could be to start ASAP with the making of this standard	+	++		
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Conclusions

Both, third party inspection bodies and lift industry have a common interest to go for the creation of this (serie 50) of standard(s).

Furthermore the lift owner/ lift user, consumer will with this standard understand better the added value and benefit of preventive inspections.

Note:

PrEN 81-52,.....: will/must be a standard addressed to “competent bodies, including lift industry ” and not only to “ National recognized third party inspection bodies”

Same table could be made for the topic “EU guidelines for conformity/safety audits by competent persons”