

Our reference 本署檔號 :  
(23 ) in EMSD/LESD 7-2/4

Your reference 來函檔號 :

Telephone 電話號碼: 2808 3651  
Facsimile 圖文傳真: 2504 5970

19 June, 2006

All Registered Lift Contractors/Engineers

Dear Sirs,

**Circular No. 5/2006**  
**A Fatal Lift Incident at Tokyo on 3 June, 2006**

It was reported in the news that on Saturday night, 3 June, 2006, in Tokyo, a male of about 16 years old was fatally injured due to uncontrolled upward movement of the lift car with the doors opened at a landing.

This fatal incident recalls our memory of the similar incident occurred at Belair Monte, Fanling on 1 January, 2002. A series of actions were subsequently taken in order to prevent recurrence of similar incidents. The following are the related Circulars with a summary of the main points to refresh your memory on this subject.

1. Circular No.4/2002 was issued on 27 February, 2002 clarifying that, with effective from 1 March, 2002, any solenoid plunger is considered to be a mechanical part; any solenoid coil is not. That is, double solenoids are required for a lift machine brake.
2. Circular No.14/2003 was issued on 1 August, 2003 stating the recommendations of the death inquest in relation to the Belair Monte lift incident. They are as follows:
  - a. A control system should be provided to guarantee a successful changeover of holding a lift car at a stationary position from the electric lift motor to the mechanical brake during a normal stop of the lift car at a landing. A closed-loop control system is one of the possible solutions.

- b. The mechanical brake in particular the brake spring adjusting/lock nuts should be properly adjusted and maintained in good working order to provide the effective braking force to stop the lift car in time in order to protect the passenger.
  - c. A suitable locking device should be provided to prevent the brake spring adjusting/lock nuts from loosening in service.
3. Circular No.14/2005 was issued on 29 December, 2005 reminding all registered lift contractors to pay attention to setting and maintaining the braking system of the lift so as to ensure its safe working condition, in particular, the smooth operation of brake plunger(s) and brake arm pivot(s) which shall be free from rust.

You are requested to take action to ensure uncontrolled lift car movement will not occur.

Yours faithfully,



(G.M.W. CHUI)  
for Director of Electrical & Mechanical Services

c.c. AD/BS,  
Director of Housing (Attn.: TS/2),  
Director of Buildings (Attn.: CBS/Legislation),  
Director of Fire Services (Attn.: Fire Safety Command),  
The Hong Kong General Union of Lift and Escalator Employees  
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