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5 June 1995

All Registered Lift Contractors and Lift Engineers

Dear Sirs,

Circular No. 11/95
Landing Door Interlocks for
Lifts with Manual-operated Landing Doors

There were recently two accidents involving old lifts with manual-operated swing type landing doors. In each accident, a blind person, whilst trying to use the lift, pulled open the ground floor landing door and fell into the lift pit as the lift car was not parked at that floor.

In the course of investigation of each case, it was found that the interlocking mechanism of the ground floor landing door lock was ineffective. The electrical contacts to prove the locking of the landing door were found "closed" before the landing door was mechanically locked. As a result, the lift could operate even though the landing door has not been properly locked.

In view of this, I should be grateful if every registered lift contractor could carry out a thorough checking as soon as possible on all lifts with manual-operated landing doors under his maintenance to ensure that all landing door interlocks are effective and in compliance with relevant requirements, in particular that the electrical contacts to prove the locking of landing doors shall make only after the corresponding landing door is mechanically locked. I would appreciate a confirmation from individual registered lift contractor upon completion of the checking. The effective interlocking requirements should also be strictly observed during routine maintenance and periodic examination.

Furthermore, to facilitate my staff to carry out monitoring random inspections of the relevant installation, I should be grateful if every registered lift contractor could provide me with a full list of the passenger lifts with manual-operated landing doors under his maintenance, including location, EMSD location number and lift number.

Yours faithfully,

(Y.W. LAW)
for Director of Electrical & Mechanical Services

c.c. AD/BS
D of Housing (Attn.: TS/1)

WLC/YKH/tp