

Our reference 本署檔號 :
(113) in LE/02/04 Pt.II

Your reference 來函檔號 :

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November 28, 2003

All Registered Lift Contractors

Dear Sirs,

Circular No. 18/2003 Control of Access to Restricted Landings

It was noted from a recent case that lift passengers were unintentionally dispatched to an access restricted topmost landing. After leaving the lift car without noticing the wrong destination, they could not call the lift back to that landing and were trapped there.

Our subsequent investigation revealed that the cause of this incident was due to an intermittent fault on the car position sensor. When this fault occurred, the lift control reset the car position by causing the lift to travel to the topmost landing (a terminal landing) and the lift door to open after reaching the landing, despite that the operation of car and landing call buttons were deactivated to deny access to the topmost landing.

To enhance public safety, you as a registered lift contractor are requested to take measures to prevent recurrence of such incident. To achieve this, you may consider to revise the lift control system/circuits to prevent passengers from being trapped in restricted landings and liaise with the lift owner to place a removable barrier across the lift entrance to prevent passengers from entering the restricted landing.

For lifts which are not fireman's lifts, security gates in compliance with the requirements of Clause 10.3.1.6 of the Code of Practice on the Design and Construction of Lifts and Escalators may be used instead of the deactivation of the operation of both car and landing call buttons.

Yours faithfully,



(Andrew M. K. YAN)
for Director of Electrical and Mechanical Services