



SLOVENSKI STANDARD

SIST EN 81-72:2015

01-julij-2015

Nadomešča:
SIST EN 81-72:2004

Varnostna pravila za konstruiranje in vgradnjo dvigal (liftov) - Posebne aplikacije za osebna in osebno-tovorna dvigala - 72. del: Dvigala za gasilce

Safety rules for the construction and installation of lifts - Particular applications for passenger and goods passenger lifts - Part 72: Firefighters lifts

Sicherheitsregeln für die Konstruktion und den Einbau von Aufzügen - Besondere Anwendungen für Personen- und Lastenaufzüge - Teil 72: Feuerwehraufzüge

Règles de sécurité pour la construction et l'installation des ascenseurs - Applications particulières pour les ascenseurs et ascenseurs de charge - Partie 72: Ascenseurs pompiers

Ta slovenski standard je istoveten z: **EN 81-72:2015**

ICS:

13.220.10	Gašenje požara	Fire-fighting
91.140.90	Dvigala. Tekoče stopnice	Lifts. Escalators

SIST EN 81-72:2015 **en,fr,de**

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EUROPEAN STANDARD

EN 81-72

NORME EUROPÉENNE

EUROPÄISCHE NORM

April 2015

ICS 91.140.90

Supersedes EN 81-72:2003

English Version

Safety rules for the construction and installation of lifts -
Particular applications for passenger and goods passenger lifts -
Part 72: Firefighters lifts

Règles de sécurité pour la construction et l'installation des
élévateurs - Applications particulières pour les ascenseurs
et ascenseurs de charge - Partie 72 : Ascenseurs pompiers

Sicherheitsregeln für die Konstruktion und den Einbau von
Aufzügen - Besondere Anwendungen für Personen- und
Lastenaufzüge - Teil 72: Feuerwehraufzüge

This European Standard was approved by CEN on 14 February 2015.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CEN member.

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EN 81-72:2015 (E)**Foreword**

This document (EN 81-72:2015) has been prepared by Technical Committee CEN/TC 10 "Lifts, escalators and moving walks", the secretariat of which is held by AFNOR.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by October 2015 and conflicting national standards shall be withdrawn at the latest by August 2017.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN [and/or CENELEC] shall not be held responsible for identifying any or all such patent rights.

This document supersedes EN 81-72:2003.

This document has been prepared under a mandate given to CEN by the European Commission and the European Free Trade Association, and supports essential requirements of EU Directive(s).

For relationship with EU Directives 95/16/EC amended by 2006/42/EC and 2014/33/EU, see informative Annexes ZA and ZB, which are integral parts of this document.

EN 81-72:2015 is a full revision of the standard which reflects developments since the publication of EN 81-72:2003 and experience gained from its application. Consequently, most clauses have some changes. The main changes can be identified thus:

- "Safe area" is used in place of "lobby" to be consistent with CEN/TS 81-76. The two terms are interchangeable.
- Revision of the elements dealing with building design and the inclusion of a new informative annex on the building interface. Items to be considered in the use of pressurization of lift wells have been added including the noise level at the fire communication points.
- Deletion of the requirement for a firefighters lift to serve every floor of the building. The floors to be served are assumed to be determined as part of the design of the building for fire.
- New requirements for protection of electrical equipment against water; in the lift well and the roof and walls of the lift car.
- New measures to prevent water ingress into the lift well which are strongly preferred over measures to control the level of water in the lift pit alone. The measures considered are described in a new annex on water management.
- Revision of clauses dealing with the rescue of trapped firefighters with rationalized requirements for movable ladders and reduced maximum distance between consecutive landings. The use of fixed ladders and rope ladders has been removed.
- New requirements for the interface between firefighters lift switches and the control system.
- New requirements for dual entry lift cars where not all the safe areas to be used in firefighting operations are on the same side i.e. more than one car door could be used during firefighting operations.
- Revision of requirements for the control system including new requirements for when a firefighters key switch is used in the lift car (subject to negotiation). Revised requirements, in phase 2, for car doors to close under constant pressure from door close or car call buttons and for opening.
- Inclusion of a new informative annex on maintenance requirements.

According to the CEN-CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

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EN 81-72:2015 (E)**Introduction**

This standard is a type C standard as stated in EN ISO 12100:2010.

Firefighters lifts are used to bring the firefighters and their equipment to the required floors.

The machinery concerned and the extent to which hazards, hazardous situations and events are covered is indicated in the scope of this standard.

When provisions of this type C standard are different from those which are stated in type A or B standards, the provisions of this type C standard take precedence over the provisions of the other standards for lifts that have been designed and built according to the provisions of this type C standard.

The following assumptions were made in writing this standard.

Negotiations have been made between the owner, customer, building designers, fire authorities or other relevant bodies and installer concerning:

- a) the intended use of the lift;
- b) environmental conditions;
- c) civil engineering problems;
- d) interfaces between the lift and the building management system (BMS) or fire detection system;
- e) the firefighting strategy;
- f) smoke management e.g. pressurizing system impact to the lift system such as sway of travelling cables and operation of landing doors;
- g) water management, and where applicable, the highest permissible water level in the pit e.g. 0,5 m;
- h) other aspects related to the place of the installation and the rescue of persons from within the car;
- i) power supply including regenerative power during secondary power supply operation;
- j) size of safe area(s);
- k) the need for an additional firefighters car key switch and availability of the key.

Developers and architects will need to take account of National Building Regulations in providing a suitable fire resistant structure of the building, safe areas, fire detection and extinguisher systems. Examples are shown in Annex B and Annex F.

1 Scope

1.1 This European Standard specifies the additional or deviating requirements to EN 81-20 for new passenger and goods passenger lifts, which may be used for firefighting and evacuation purposes under firefighters control.

1.2 This European Standard applies, when the following conditions are fulfilled:

- the lift well and the lift environment are designed to restrict the ingress of fire, heat and smoke to the lift well, machinery spaces and safe areas;
- the building design limits the flow of water into the lift well;
- the firefighters lift is not used as an escape route;
- the lift well and the lift environment are fire protected for at least to the same level as the building structure;
- the power supply is secure and reliable;
- the electrical cable(s) providing power to the lift is fire protected to the same fire protection level as given to the lift well structure;
- a suitable maintenance and verification plan is implemented.

1.3 This European Standard does not cover:

- the use of lifts with partially enclosed wells for use as firefighters lifts;
- lifts installed in new or existing buildings, which are not included in fire resisting building structure;
- important modification to existing lifts.

1.4 This European Standard does not define:

- the number of firefighters lifts and the floors to be served during firefighting operations;
- size of safe area(s);
- the use of other than the highest deck of a multi deck lift for firefighting operations.

1.5 This European Standard deals with the significant hazards, hazardous situations and events relevant to firefighters lifts (as listed in Clause 4) when they are used as intended and under the conditions as foreseen by the installer.

1.6 The following significant hazards are not dealt with in this standard and are assumed to be addressed by the building designer:

- not having enough or correctly located firefighters lifts to move the firefighters up the building;
- a fire in the firefighters lift well, safe area, machinery space or car;
- the absence of building floor identification signs at any floor;
- water management is not operating correctly.

EN 81-72:2015 (E)**2 Normative references**

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 81-20:2014, *Safety rules for the construction and installation of lifts — Lifts for the transport of persons and goods — Part 20: Passenger and goods passenger lifts*

EN 81-70, *Safety rules for the construction and installations of lifts — Particular applications for passenger and goods passenger lifts — Part 70: Accessibility to lifts for persons including persons with disability*

EN 81-71, *Safety rules for the construction and installation of lifts — Particular applications to passenger lifts and goods passenger lifts — Part 71: Vandal resistant lifts*

EN 131-1, *Ladders — Part 1: Terms, types, functional sizes*

EN 60529, *Degrees of protection provided by enclosures (IP Code) (IEC 60529)*

EN ISO 12100:2010, *Safety of machinery — General principles for design — Risk assessment and risk reduction (ISO 12100:2010)*

ISO 4190-1, *Lift (Elevator) installation — Part 1: Class I, II, III and VI lifts*

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3 Terms and definitions

For the purposes of this document, the terms and definitions given in EN ISO 12100:2010 and EN 81-20:2014 and the following apply.

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3.1**control system**

system of the lift which responds to input signals and generates output signals causing the equipment under control to operate in the desired manner

3.2**evacuation**

organized and controlled movement of persons in a building from a dangerous place to a safe place

3.3**fire**

combustion of material producing flame, heat and smoke

3.4**fire compartment**

sub-division of a building or buildings e.g. by walls, doors and/or floors for the purpose of limiting the spread of fire and hot gases within the premises

3.5**firefighters lift**

lift which has protection, controls and signals which enable it to be used under the exclusive control of the firefighters

3.6**fire protection**

measures to prevent the outbreak of fire and fire spread in all cases to safeguard escape routes and create effective firefighting including the determination of the fire resistance, fire load and behaviour of building materials and structures during a fire

3.7**firefighters lift switch**

switch located at the fire service access level, outside of the well and optionally in the car, used to initiate firefighters service

3.8**fire service access level**

entry level in the building intended to be used by firefighters to gain access to the firefighters lift

3.9**safe area**

(refuge area, fire protected lobby)

area, provided with a safe route to the lift and safe exit e.g. stairs, that will remain safe for persons for the duration of firefighting operations and is both separated from a fire by suitable fire resisting construction and kept clear of smoke, in some countries known as a refuge or lobby

3.10**dual entry car**

car with two car doors

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3.11**Building Management System (standards.iteh.ai)**

BMS

system capable of making intelligent decisions based on information sent to it

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3.12**lift environment**

fire protected environment providing protected access from the usage area of the building to the firefighters lift

4 List of significant hazards

4.1 This clause contains all the significant hazards, hazardous situations and events, as far as they are dealt with in this standard, identified by risk assessment as significant for this type of lift and which require action to eliminate or reduce risk.

4.2 Significant hazards dealt with in this standard are shown in Tables 1 and 2 below:

Table 1 — List of significant hazards and hazardous situations - Environment

Significant Hazards and Hazardous situations - Environment		Information in this standard
1	Fire / heat / smoke may spread in to a lift well / machinery space / safe area	1.2 / 5.1
2	Exposed or obstructed lift equipment	1.2 / 1.4 / 5.1
3	Lift not useable long enough for firefighters	1.2 / 1.4 / 5.1 / 5.7
4	> 2 min delay of firefighting operations	Introduction / 1.2 / 5.1 / 5.7
5	Flow of water into the lift well	Introduction / 1.2 / 1.6 / 5.1.2 / 5.3 / 5.11.1 / Annex E
6	Entrapment on safe area due to a lift failure	1.2 / 1.4
7	Unsafe Environment for firefighters	1.2 / 1.4
8	Structure collapse before the firefighters have finished with the lift	1.4
9	Not having enough or correctly located firefighters lift to move the firefighters and their equipment through the building.	1.6

Table 2 — List of significant hazards and hazardous situations – Firefighters lift

No	Hazards as listed in EN ISO 12100:2010, Annex B	Requirements and clauses in this standard
8	General hazards for lifts	5.1 / 5.2.1 / 5.8.3 / 5.8.4 / 5.9.1
1	Trapping hazard	5.2.2 / 5.4 / 5.6 / 5.7 / 5.8 / 5.9 / 5.10 / 5.11.1 / 5.12
8	> 2 min delay of firefighting operations	5.2.3 / 5.2.4 / 5.6 / 5.8 / 5.9 / 5.10 / 5.11 / 5.12.3 / 6 / 7
10	Combination of hazards	5.8.7 / 5.8.8 / 5.8.9
9	Failure or malfunction of the lift	5.3 / 5.4 / 5.7 / 5.8.5 / 5.11.1 / 5.11.2 / 5.12.3
8	Human error, human behaviour	5.12
8	Inadequate design, location or identification of manual controls	5.8.1 / 5.8.2 / 5.11.3
8	Inadequate marking	5.11.4
9	Failure of the power supply	5.9.1 / 5.9.2 / 5.10

5 Safety requirements and/or protective measures

5.1 Environment/Building requirements

5.1.1 The firefighters lift is located in a well with a safe area in front of every landing door which is used for firefighting operations. In front of every landing door a safe area, a fire shutter or a fire door shall be provided.

NOTE The purpose of safe areas is to protect the lift well, firefighters and those who may be waiting to be evacuated against fire, heat and smoke and in addition to allow the self rescue as described in 5.4. The minimum dimensions of each safe area are given by national regulations.

5.1.2 It is the responsibility of national/local regulations to determine the required levels of fire resistance, and other building requirements that shall be addressed for a safe firefighters lift:

- protection of the areas in front of the landing doors;
- separation of the well;
- fire resistance of the landing doors;
- fire resistance of the lift well and machinery space walls;
- fire resistance of fire shutters and fire doors;
- connection between lift safe areas and staircase;
- water management; see Annex E;
- power supply;
- communication connection;
- smoke control e.g. air pressurization system or ventilation;
- number and size of firefighters lifts.

5.1.3 The level of fire resistance of the lift well shall also apply to any of the following: the walls and doors of safe areas, fire doors, fire shutters, doors to machinery spaces, pulley and machine rooms. If there are other lifts in the same well, then the entire common well shall fulfil the fire resistance requirements of firefighters lift wells. See Annex B. It is not necessary that other lifts shall remain in operation but it shall be ensured that a malfunction of another lift does not have any adverse influence of the function of the firefighters lift.

5.1.4 Any lift landing door which is not intended to be used by firefighters and which does not have a safe area shall be protected by a fire shutter or a fire door classified in line with the lift well structure and national regulations (see Figure B.3).

5.1.5 The firefighters lift shall have a secondary power supply available.

5.1.6 The firefighters lift electrical power supply cable(s) shall be fire protected.

5.1.7 The source of the secondary power supply and automatic switch gear shall be located in a fire protected area.

5.1.8 In the case of an air pressurized well, the following points shall be considered by those designing the pressurization system:

- air speed into the well is minimized to avoid excessive swaying of travelling cable or compensation means;
- when the lift is in phase 2 (see 5.8.8) noise levels from the pressurization system are less than 80 dB(A) at positions 0,5 m from the microphones in the car, at the fire service access level and at the emergency and test panel;
- the pressurization shall not affect the opening and closing of the car and landing doors.

It is assumed that air pressurizing of the well does not cause any negative impacts on normal operation or safe maintenance activities of the lifts.