

საქართველოს სტანდარტი

უსაფრთხოების წესები ლიფტების კონსტრუქციისა და დაყენებისადმი.
სპეციალური გამოყენება სამგზავრო და სატვირთო-სამგზავრო ლიფტების -
ნაწილი 73: ლიფტების გამოყენება ხანძრის პირობებში

საქართველოს სტანდარტებისა და მეტროლოგიის
ეროვნული სააგენტო
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5 რეგისტრირებულია საქართველოს სტანდარტების და მეტროლოგიის ეროვნული სააგენტოს რეესტრში: 2016 წლის 12 სექტემბერი №268-1.3-9762

აკრძალულია ამ სტანდარტის გადაცემა მესამე პირებისათვის ან/და მისი სხვა ფორმით გავრცელება

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English Version

Safety rules for the construction and installation of lifts -
Particular applications for passenger and goods passenger
lifts - Part 73: Behaviour of lifts in the event of fire

Règles de sécurité pour la construction et l'installation
des élévateurs - Applications particulières pour les
ascenseurs et les ascenseurs de charge - Partie 73:
Fonctionnement des ascenseurs en cas d'incendie

Sicherheitsregeln für die Konstruktion und den Einbau
von Aufzügen - Besondere Anwendungen für
Personen- und Lastenaufzüge - Teil 73: Verhalten von
Aufzügen im Brandfall

This European Standard was approved by CEN on 5 December 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.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

CEN members are the national standards bodies of 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 United Kingdom.



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COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

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საინფორმაციო ნაწილი. სრული ტექსტის სახანაგად შეიძინეთ სტანდარტი.

European foreword

This document (EN 81-73:2016) 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 August 2016, and conflicting national standards shall be withdrawn at the latest by August 2018.

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 81-73:2005.

EN 81-73:2016 is a full revision which reflects developments since the publication of EN 81-73:2005 and experience gained from its application. Consequently, most clauses have some change. The main changes can be identified as follows:

- use of “recall means” to denote either a manual recall device or automatic recall device e.g. fire alarm system;
- changes to the assumptions on which this European Standard is based including items subject to negotiations;
- revision of clauses dealing with recall means, interface requirements and designated landings. Addition of a sign to manual recall devices;
- clarification that fire recall signals are not to override maintenance controls;
- change in the reference of the prohibition sign;
- changes to the behaviour of the lift on receipt of a recall signal including requirements for a sounder on the car if the lift is under maintenance control and a sounder in the car when doors are closing with provision to make passenger protection devices inactive if doors have not closed after a delay;
- changes to the behaviour of the lift once arrived at the designated landing including requirements for audible and/or visual indication and options for the lift to park with doors open or closed;
- deletion of requirements for a separate reset signal and for a “no entry” indicator;
- inclusion of a new informative Annex B on maintenance requirements.

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 Directive 95/16/EC amended by 2006/42/EC and EU Directive 2014/33/EU, see informative Annex ZA and Annex ZB, which are integral parts of this document.

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.

საინფორმაციო ნაწილი. სრული ტექსტის სანახავად შეიძინეთ სტანდარტი.

Introduction

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

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

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 function described in this European Standard relates to the automatic return of the car(s) to a designated landing and the removal of the lift(s) from service.

This European Standard deals with

- a) reducing the risk of passengers being trapped in a car in the event of a fire in a building,
- b) helping the firefighters/rescue teams to check that the lift contains no trapped passengers since it will be finally parked at a designated landing,
- c) reducing the risk of passengers in the car being exposed to fire and smoke.

The contents of this European Standard are based on the following assumptions:

- recall means initiates the signal to the lift causing a specific reaction of the lift;
- building designers, architects or planners give careful consideration to specifying fire recall to lifts as this European Standard;
- there is a clear separation between the functioning of the recall means and the lift control system; and
- recall means is operating as intended.

This European Standard assumes that negotiation has taken place between the building designer and the lift installer on the following:

- type of recall means and its interface (see EN 81-20:2014, 0.4.2);
- type and protection of switch in case of manual recall device;
- number and location of designated landing(s);
- suitable maintenance and verification plan is implemented; and
- whether the lift parks with doors open or closed at the designated landing.