



Electrical Requirements (With a Motor Room)

To be supplied and fitted by others prior to installation taking place

Mains supply to motor room	415 Volts 3 phase and neutral (if Req'd) 50 Hz. Capacity based on the motor specifications detailed on the builders drawings. To be determined on builders drawings / next to control panel. 1100mm from floor level. Lockable fused isolator, clearly marked "Lift Isolator" to be switched on at all times. A spare set of fuses to be left inside.
Auxiliary Supply to motor room	A single phase 240 volt, 4way consumer unit, supplying the lift car lighting, motor room lighting, sockets and shaft lighting.
Auto dialler. This is for use in an otherwise unattended building and will automatically dial a programmed telephone number in an emergency	If the Auto dialler is to be connected, a BT line should be present/live at the time of installation, sited alongside the consumer unit. Std charges apply if a return visit reg'd to program, after the installation is completed.
Motor room Emergency lighting. The purpose of this unit is to provide an illuminated environment around the winding gear, to ensure safe operation of the emergency release procedure, by your release team, in the event of a power failure.	Emergency illumination of the lift motor room area is a requirement of British Standard 7255 section 9.2.2 for safe working on lifts and in order to comply, you should install an emergency light unit, connected to the motor room lighting circuit. The emergency light unit should operate in the event of a power failure and give up to of 3 hours of illumination.
Motor room lighting	Non fluorescent lighting proving a minimum of 200 Lux at floor level
Landings Entrances	Lighting providing a minimum of 150 Lux at floor level
Smoke detector	Local building regulations normally require a smoke detector fitted in the motor room and the top of the lift shaft and connected into your fire alarm circuit .
Shaft Lighting Shaft Lighting should be installed in the lift shaft, prior to installation of the lift in the position detailed on your builder's drawings. The lights should be operated by multi way switching from the motor room and the lift Shaft, lowest/main/top floor entrance.	<u>Illumination of the Lift shaft</u> In order to comply with the requirements of BRITISH STANDARD 7255 section 7.2.1.3 . For safe working on elevators, you should supply and fit into the elevator shaft, adequate lighting. The installation should be carried out to the specification of BRITISH STANDARD 5655 section 5.9 . The first fitting to be positioned 500mm from the top of the shaft then spaced equidistantly down the full length of the elevator shaft at a distance no greater than 4 metres, the last fitting to be 500mm from the pit floor. The lighting should be switchable from the motor room, the lift pit and inside the top and bottom landing door entrances within 1000mm of door entrance. Each fitting to be supplied from a 20mm high impact PVC/steel conduit and wired in 1-1.5mm PVC single core electrical cable from an adjacent switched fused spur marked "Shaft Lighting". The purpose of this safety requirement is to ensure that engineers/inspectors can work safely in an adequately illuminated environment, providing a minimum of 50 Lux at any point.
Motor Start/run Current	<i>As per drawings, based on at least twice the running current</i>
General	13 amp RCD socket outlets should be installed in the motor room and in the lift pit. All switches and isolators should be clearly marked and the main lift isolator should be lockable, with the only key made available to our engineers during installation. All supplies should be ready to be made live prior to our installation and any delays due to the power not being available will cause delays in completion and extra costs, which will be invoiced as incurred at our normal rates. Installation can be carried out on a temporary supply (or generator) but commissioning with a permanent supply only. Return visits for this purpose will be charged extra.