



Electrical Requirements for MRL

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. Located in suitable position for operation in the event of an emergency. Lockable fused isolator , clearly marked "Lift Isolator". A spare set of motor rated fuses to be left inside. Suitable tails from the isolator, fed into the lift shaft with 3 metres of spare cable.
Auxiliary supply to lift car	A single phase 240 volt, 5 amp supply, supplying the lift car lighting and alarms etc, suitably marked with tails fed into the lift shaft with 3metres of spare cable.
Auto dialler. This is for use in an otherwise unattended building and will automatically dial a programmed telephone numbers in an emergency	If the Auto dialler is to be connected, a BT line should be present/live at the time of installation, sited in the lift shaft alongside the electrical supplies. Standard charges apply if a return visit is required to program, after the installation is completed.
Emergency lighting. The purpose of this unit is to provide an illuminated environment around the control panel, 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 equipment 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 landing lighting circuit. The emergency light unit should operate in the event of a power failure and give up to of 3 hours of illumination.
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 the 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 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.