



BSI Standards Publication

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

National foreword

This British Standard is the UK implementation of EN 81-73:2016. It supersedes BS EN 81-73:2005 which will be withdrawn on 31 August 2018.

This standard forms part of a series of standards concerning the safe design of passenger and goods passenger lifts. As such, it is intended to be read in conjunction with the other standards in the series, in particular BS EN 81-20, the base standard for the design of new lifts.

BS EN 81-20:2014 was published in August 2014 and supersedes BS EN 81-1:1998+A3:2009 and BS EN 81-2:1998+A3:2009, which will be withdrawn on 31 August 2017. The latter two standards continue to be available for use in parallel to BS EN 81-20:2014 until that date. The three year transition period was the longest possible and allows for new building and lift designs to be adapted to the new standard.

To support this coexistence, it has been decided to extend the date of withdrawal of BS EN 81-73:2005 to 31 August 2018.

During the transition period there are three possible applications of BS EN 81-73 to the design of a new lift:

1. BS EN 81-73:2005 can be used in conjunction with BS EN 81-1:1998+A3:2009 or BS EN 81-2:1998+A3:2009 until 31 August 2017.
2. BS EN 81-73:2016 can be used in conjunction with BS EN 81-20:2014.
3. BS EN 81-73:2005 can be used with BS EN 81-20:2014 until 31 August 2018. See Annex A of PD CEN/TR 81-12:2014 for a correlation between the clauses of BS EN 81-1:1998+A3:2009 and BS EN 81-2:1998+A3:2009 with the revision of these standards into EN 81-20:2014 and EN 81-50:2014. Attention is drawn to the need for additional approval for the lift from a Notified Body.

The Introduction to EN 81-73:2016 assumes that negotiation has taken place between the building designer and the lift installer on various points. The usual practice in the UK has implications for one of these: whether the lift parks with doors open or closed at the designated landing.

Clause 5.3.5 of BS EN 81-73:2016 allows two options for the operation of lift doors after the lift has been recalled to the designated landing, parking with doors open and parking with doors closed. Attention is drawn to BS 9991:2015 and BS 9999:2008 which include recommendations in some cases for lifts to be removed from service with car and landing doors parked open and, in these cases, for the need to provide adequate fire protection of the lobby at designated landings.

The UK participation in its preparation was entrusted to Technical Committee MHE/4, Lifts, hoists and escalators.

A list of organizations represented on this committee can be obtained on request to its secretary.

This publication does not purport to include all the necessary provisions of a contract. Users are responsible for its correct application.

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