

CIBSE Guide D: 2025

Chapter 16 – Upgrading of safety, performance and equipment of existing lifts

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What does Chapter 16 do?

Upgrading of safety, performance and equipment of existing lifts

- Introduction
- Life cycle considerations
- Influencing factors to upgrading
- Relevant legislation, standards and codes of practice
- Undertaking modifications to an existing lift installed before 1 July 1999
- Undertaking modifications to an existing lift installed after 1 July 1999
- Important considerations when undertaking modifications to an existing lift

What does Chapter 16 do?

Upgrading of safety, performance and equipment of existing lifts

- Step by step approach to improving the safety of existing lifts
- Improvement in accessibility
- Improvement in protection from vandalism
- Improvement in use for evacuation and firefighting
- Improvement in performance
- Improvement by (minor) replacement of major components
- Summary of modifications undertaken to existing lifts
- Tests and records

What has changed since 2020?

- prEN81-82 - Rules for the improvement of the accessibility of existing lifts for persons including persons with disabilities
- prEN81-83 - Rules for the improvement of the resistance against vandalism
- BS 5655 - Code of practice for the undertaking of modernisation of existing lifts: part 11 electric lifts and part 12 hydraulic lifts

Existing lifts were installed to the state of the art appropriate at that time. This level is less than today's state of the art and in many applications, accessibility has not been considered or only few features addressing specific disabilities have been installed.

To support this aim, **prEN 81-82** (*Rules for the improvement of the accessibility of existing lifts for persons including persons with disability*) is intended to help owners, authorities and lift designers/manufacturers to find practical solutions and ways of applying EN 81-20:2020 and EN 81-70:2021+A1:2022 to existing lifts to improve accessibility allowing the use of existing lifts by persons including persons with disabilities.

Similarly, **prEN 81-83** (*Rules for the improvement of the resistance against vandalism*) has been going through a revision however is based on EN 81-71:2022 which was not cited in the OJEU so how to integrate this will have to be assessed.

BS 5655-11/12 are noted to be out of date for the installations of today.

Although there is much in the previous 2005 standard which is still applicable, its age is now a serious impediment to its use.

Further recommendations today also call for to improved access and evacuation, and energy usage, which have implications not fully covered by the 2005 standard.

In recognition of this BSI has approved to modify and bring up-to date but to also bring together parts 11 & 12 in line with BS EN 81-20.

Tight schedule to complete in 2024





Model Lifts

- May be limited to what is agreed with Approved/Notified Body.
 - Ropes/Belts
 - Safety Components
 - Headroom
 - Maintenance through Car
 - Change of empty car mass/counterweight balance factor

The design is unlikely to meet the original Type Examination Certificate, changing an element or elements of the lift and solely relying on BS EN 81-1/2, or BS EN 81-20 may lower the level of lift safety.

Implications for the CE/UKCA mark

Products that were built in accordance with the Lifts Regulations should carry a CE or UKCA Mark and Approved/Notified Body number.

When modernising the lift, the original CE/UKCA mark and Approved/Notified Body number should be retained, also the name of the company undertaking the modernisation and date of works should also be added.

CE marked safety components

Any lift installed under the Lifts Regulations would already have CE or UKCA marked safety components. If any safety component is replaced, its replacement must be CE or UKCA marked.

Feedback needed

- Is chapter 16 useful?
- Can it be improved?
- Are there specific issues we see that we should alert users to and provide guidance?

Questions?

