dated 06.05.2025

Directive 2014/33/EU relating to lifts and safety components for lifts

NB-LIFTS RECOMMENDATIONS FOR USE SHEETS (RfUs) CONSIDERED AS ENDORSED STATUS IN MARCH 2025

Number NB-L/REC (1)	Version (V.)	Keywords	Approved by NB-L (2) on	Endorsed by Commission Expert Group on Lifts on
0 Organisational Questions				
0/007	03	Risk assessment	13.11.2024	15.03.2025
1 Safety Components				
1/001	07	Conformity Assessment Procedure (CAP), Safety device, Type examination, Test procedure	30.05.2018	03.01.2019
1/002	10	CAP, Safety component, Type examination, Certificate	30.05.2018	03.01.2019
1/005	10	Electric safety devices, EU-type examination	09.06.2021	23.11.2021
1/008	10	Uncontrolled movement, UCM, UCMP	14.06.2023	13.11.2023
1/010	08	Verification documents, certificates, reports, components, acceptance, conformity assessment	09.06.2021	23.11.2021
1/011	06	Model lift, (safety) components, (EU)type examination certificate, revision	09.06.2022	10.01.2022
2 Lifts				
2/007*	05	CAP, Lift, Model lift, Certificate	23.05.2000	05.06.2000
2/008	05	CAP, (Conformity assessment procedure), Certificate, Model lift, NB (notified body), Type examination, two landings	18.11.2015	30.06.2016
2/011	07	Rescue operation	18.11.2015	30.06.2016
2/012	11	Procedures and equipment for inspection, examination and testing	18.11.2015	30.06.2016
2/013	07	Driving unit in the well	18.11.2015	30.06.2016
02/028	02	Supplementary standards, citation, harmonisation, withdrawal EN 81-20	14.06.2023	13.11.2023
3 Systems according to Annexes VIII, IX, XII, XIII and XIV (of Directive 95/16/EC, valid according to Article 44 Transitional provisions of LD 2014/33/EU)				
3/001*	05	CAP, NB, Lift, Annex XIII, Assessment	09.05.2000	31.12.2000
3/002*	05	CAP, NB, Safety component, Annex IX, Assessment	09.05.2000	31.12.2000
3/006*	07	CAP, NB, Systems, Design inspection	05.07.2001	23.04.2007
3/007*	03	CAP, NB, Systems, Modifications	19.01.2000	31.12.2000
3/008*	08	CAP, NB, Systems	04.07.2001	23.04.2007
3/009*	05	CAP, NB, Systems, Certificate, Design inspection, Content of certificate	09.05.2000	23.04.2007
3 Systems according to Annexes VI, VII, X, XI and XII (of Directive 2014/33/EU)				
3/004	06	CAP, NB, Systems	18.11.2015	30.06.2016
3/005	08	CAP, NB, Systems, Certificate,	18.11.2015	30.06.2016

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Number NB-L/REC (1)	Version (V.)	Keywords	Approved by NB-L (2) on	Endorsed by Commission Expert Group on Lifts on
0 Organisational Questions				
0/007	03	Risk assessment	13.11.2024	15.03.2025
		Content of certificate		
3/012	06	CAP, final inspection, subcontracting	18.11.2015	30.06.2016

(1): NB-L/REC x/xxx/V.y = Notified Bodies-Lifts / R: Recommendation for Use E: English version C: Coordination group of Notified Bodies for Lifts x: Numbering of the RfUs / V.: Version y: index of the Version

(2): NB-L = Coordination group of Notified Bodies for Lifts - Directive 2014/33/EU

* Related to Lifts Directive 95/16/EC, but valid (also) for 2014/33/EU according to Article 44 Transitional provisions of LD 2014/33/EU

dated 06.05.2025

	NB-L **COORDINATION GROUP OF NOTIFIED BODIES FOR LIFTS** **2014/33/EU**	**NB-L/REC 0/007** **Version: 03** **Date: 26.03.2025**

RECOMMENDATION FOR USE

Keywords: **Risk assessment**		**Proposed by NB-L on 13.11.2024** **Approved by NB-L on 13.11.2024** **Endorsed by Commission Expert Group on Lifts on 15.03.2025**
Related to Directive: 2014/33/EU **Annex/Clause:** **Annex I, Preliminary Remark 3.**	**Related to other directives:** **2006/42/EC** **Annex/Clause:** **Annex I 1.1.2.b**	**EN/prEN:** **EN ISO 14798:2013** **Annex/Clause:**

Question:

Neither Lifts Directive 2014/33/EU itself nor the guide to the application of the Lifts Directive 2014/33/EU explicitly oblige the Notified Bodies to examine the content of a risk assessment, provided by the installer.

Lifts Directive 2014/33/EU specifies that a technical documentation has to be submitted by the installer to the Notified Body. However, the risk assessment is not mentioned among this documentation. The purpose of the technical documentation is to enable the assessment of the conformity of the lift with the requirements of the Lifts Directive 2014/33/EU and to understand the design, installation and operation of the lift.

The question is about the minimum task of a Notified Body, regarding a risk assessment provided by the installer.

Is the minimum task to

- check that a risk assessment has been carried out

or

- whether the risk assessment mitigates the risks adequately?

Answer:

The scope of a Notified Body when checking a risk assessment which has been provided by an installer of a lift is to check if as a minimum all of the following is provided:

- the correct scope and limits of the risk assessment,
- a methodology is applied (e.g. EN ISO 14798:2013),
- risk scenario(s) (hazard(s)) is/are identified (in-/excluded),
- the risk mitigation hierarchy according to Machinery Directive 2006/42/EC, Annex I, Article 1.1.2.b “Principles of safety integration” or Machinery Regulation 2023/1230, Annex III, Part B, Clause 1.1.2 (b) “Principles of safety integration” is applied,
- the frequency and the severity of each risk scenario,
- any risk level and residual risk level is acceptable considering the applicable state of the art (e.g. harmonized and in OJEU cited standards).

History:
From PP to RfU as decided at the 54th NB-L HC meeting.

dated 06.05.2025

According to the "Rules of Procedure", clause 2.7, it is expected that Notified Bodies take recommendations into consideration. Recommendations for Use, which have been endorsed by the Commission Expert Group on Lifts shall be applied as general guidance according to 2014/33/EU, Article 24 (11). It is in the responsibility of the user of this document, that its latest version is used.

dated 06.05.2025

	NB-L COORDINATION GROUP OF NOTIFIED BODIES FOR LIFTS 2014/33/EU	**NB-L/REC 1/001 Version: 07 Date: 03.01.2019**

RECOMMENDATION FOR USE

Keywords: Conformity Assessment Procedure (CAP), Safety device, Type examination, Test procedure		**Proposed by NB-L on 29.05.2018 Approved by NB-L on 30.05.2018 Endorsed by Lifts Working Group on 03.01.2019**
Related to Directive: 2014/33/EU Annex/Clause: Article 8(2), 10(2), 15, Annex III, IV (A)	**Related to other directives: Annex/Clause:**	**EN/prEN: EN 81-50:2014** ☐ **Annex/Clause: 5.2, 5.3, 5.4, 5.5, 5.6, 5.7, 5.8, 5.9**

Question:

Which test procedures shall be used for EU-type examination of safety components?

Answer:

The Lifts Directive 2014/33/EU provides the Notified Bodies tasks in Annex IV.A (4) to (7). Especially Annex IV.A (4) d) and e) shall be regarded.

According to Article 14, and where the safety component has been designed and tested in line with standards harmonized under the Lifts Directive 2014/33/EU, this safety component shall be presumed to be in conformity with the essential health and safety requirements set out in Annex I covered by those standards or parts thereof.

EN 81-50:2014, clauses 5.2, 5.3, 5.4, 5.5, 5.6, 5.7, 5.8, 5.9 give examples for test procedures for the type examination of safety components mentioned in Annex III of the Lifts Directive 2014/33/EU.

History:

Decision of the 1st NB-L meeting, adopted at the 6th NB-L meeting, endorsed by the StC, editorially amended to a new format of REC on 01-07.04.
Version 4 updated to Directive 2014/33/EU and EN 81-20/50 and approved at the 37th NB-L meeting.
From RfU to Position Paper as decided at the 39th NB-L meeting.
Modified by the AH-SC working group and approved at the 41st NB-L meeting where it was decided to submit it to the endorsement.

According to the "Rules of Procedure", clause 2.7, it is expected that Notified Bodies take recommendations into consideration. Recommendations for Use, which have been endorsed by the Lifts Working Group shall be applied as general guidance according to 2014/33/EU, Article 24 (11). It is in the responsibility of the user of this document, that its latest version is used.

dated 06.05.2025

NB-LIFT EUROPEAN CO-ORDINATION NOTIFIED BODIES	**NB-L COORDINATION GROUP OF NOTIFIED BODIES FOR LIFTS 2014/33/EU**	**NB-L/REC 1/002 Version: 10 Date: 03.01.2019**

RECOMMENDATION FOR USE

Keywords: **CAP, Safety component, Type examination, Certificate**		**Proposed by NB-L on 29.05.2018 Approved by NB-L on 30.05.2018** **Endorsed by Lifts Working Group on 03.01.2019**
Related to Directive: 2014/33/EU **Annex/Clause: Article 15, Annex III, IV (A)**	**Related to other directives:** **Annex/Clause:**	**EN/prEN: EN 81-50:2014, Clause 5** **Annex/Clause: 5**

Question:

What shall be the content of an EU-type examination certificate for safety components?

Answer:

The Lifts Directive 2014/33/EU, annex IV (A), item 5 requires the following:

…

That certificate shall contain the name and address of the manufacturer the conclusions of the EU-type examination, any conditions of validity of the certificate and the particulars necessary to identify the approved type.

The EU-type examination certificate may have one or more annexes attached.

The EU-type examination certificate and its annexes shall contain all relevant information to allow the conformity of manufactured safety components for lifts with the examined type to be evaluated and to allow for in-service control.

…

The standard EN 81-50:2014, harmonized under the Lifts Directive 2014/33/EU, gives examples of the content of Type Examination Certificates.

A model form, which can be used also for EU-Type Examination Certificates is given in EN 81-50:2014, Annex A.

For the individual safety components, examples for the specific content of EU-Type Examination Certificates are given in EN 81-50:2014 as follows:

- Clause 5.2.4 for landing door locking devices
- Clause 5.3.5 for safety gears
- Clause 5.4.3 for overspeed governors
- Clause 5.5.4 for buffers
- Clause 5.6.4 for safety circuits containing electronic components and/or programmable electronic
- systems (PESSRAL)
- Clause 5.7.6 for ascending car overspeed protection means
- Clause 5.8.6 for UCM protection means
- Clause 5.9.1.6 for rupture valves / one-way restrictors

EU-Type Examination Certificates shall only be used for those safety components, which are listed in annex III of Directive 2014/33/EU. Any other certificates shall not be indicated with “EU-” (e.g. car door locking devices).

The particulars necessary to identify the approved type shall be also specified in the EU-Type Examination Certificate and can be provided by means of drawing(s) and detailed description.

All relevant information, for example information essential for the proper operation, safe use and in-service control of the safety component, shall be provided in the certificate, or its annex(es) forming a part of the certificate.

History:

Decided at the 1st NB-L meeting, approved at the 6th NB-L meeting, endorsed by the StC, editorially amended to the new format of REC 01-07-04, during the 29th NB-L meeting was opened a new work item to revise this RFU, meeting 17.04.2013: V04 proposed, old text replaced according current state.
Reconsidered by the NB-L/AH-SC working group and approved at the 31st NB-L meeting held on 21-22 May 2013.

V07 updated to Directive 2014/33/EU and EN 81-20/50 and approved at the 37th NB-L meeting.

From RfU to Position Paper as decided at the 39th NB-L meeting.
Updated by the AH-SC working group on 25.01.2018 and approved at the 41st NB-L meeting where it was decided to submit it to the endorsement.

dated 06.05.2025

	NB-L COORDINATION GROUP OF NOTIFIED BODIES FOR LIFTS 2014/33/EU	**NB-L/REC 1/005 Version: 10 Date: 27.01.2022**

RECOMMENDATION FOR USE

Keywords: Electric safety devices, EU-type examination		**Proposed by NB-L on 19.06.2019 Approved by NB-L on 09.06.2021 Endorsed by Commission Expert Group on Lifts on 23.11.2021**
Related to Directive: 2014/33/EU Annex/Clause: III, 6; IV (A)	**Related to other directives: Annex/Clause:**	**EN/prEN: Annex/Clause:**

Question:

What are the criteria to distinguish between different designs of electric safety devices and what has to be considered for the (EU-)type examination of electric safety devices?

Answer:

1. As shown in figure 1 below, electric safety devices can be designed differently. Only a design in accordance with d) is a safety device in the sense of the Lifts Directive 2014/33/EU, Annex III, 6.

   a) Is an electric safety device in the form of a safety contact as, for example specified in EN 81-20, 5.11.2.2.

   b) Is an electric safety device in the form of a safety circuit containing NO electronic components and therefore, for this type of equipment it is not necessary to perform an EU-type examination certification. This type of equipment shall achieve a level of safety equivalent to that resulted by application of EN 81-20, 5.11.2.3 and could be

      i. relays connected by wires, or
      ii. relays mounted on a printed circuit board (PCB)

   c) Is a device in the form of a PCB or a section of a PCB, which contains only terminals and PCB tracks to connect the different individual terminals. This type of equipment is not an electric safety device but shall achieve a level of safety equivalent to that resulted by application of EN 81-20, 5.10.3.2.2 and EN 81-50, 5.15, table 3, items 3.1 and 3.6.

   d) Is an electric safety device in the form of a safety circuit containing electronic components. This type of equipment shall achieve a level of safety equivalent to that resulted by application of EN 81-20, 5.11.2.3 and is subject to an EU-type examination certification.

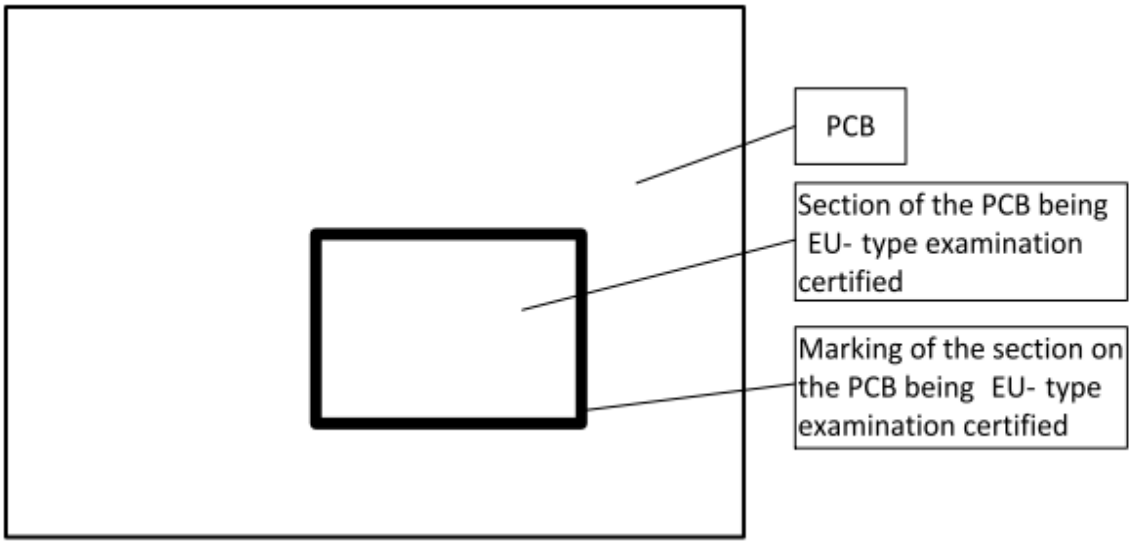
   e) Is a device in the form of a circuit making one or more taps at different points of the electric safety chain to gather information. This type of equipment shall achieve a level of safety equivalent to that resulted by application of EN 81-20, 5.11.2.1.2, but is not a safety device in the sense of the Lifts Directive 2014/33/EU, Annex III, 6.

      This device, even in the event of faults, as an example according to EN 81-20, 5.11.1, shall not bypass any electric safety device.

2. The complete electric safety chain itself is not an electric safety device and thus cannot be EU-type examination certified.

3. If item d) shares the same PCB with any other electric circuit(s), the design rules to achieve a level of safety equivalent to that resulted by application of EN 81-50, 5.15 shall be applied between item d) and this/these other electric circuit(s).

4. Item d) shall be marked according to the Lifts Directive 2014/33/EU. In the case, where item d) shares the same PCB with any other electric circuit(s), the complete PCB has to be considered as a safety device unless the EU-type examined section of the PCB has been unambiguously indicated as such. An example of a possible indication is given in the picture below.



5. This document has been prepared under the assumption that EN 81-50:2020, 5.15 is not a definition of electronic components but a list of conditions, under which certain failures can be excluded. Furthermore, the listing in EN 81-50:2020, 5.15, Table 3 is non exhaustive and components, which are not listed, the conditions for failure exclusion need to be determined individually.

Note: Until 27.07.2022 the references made to EN 81-20:2020 and EN 81-50:2020 in this document, apply also to EN 81-20:2014 or EN 81-50:2014, respectively.

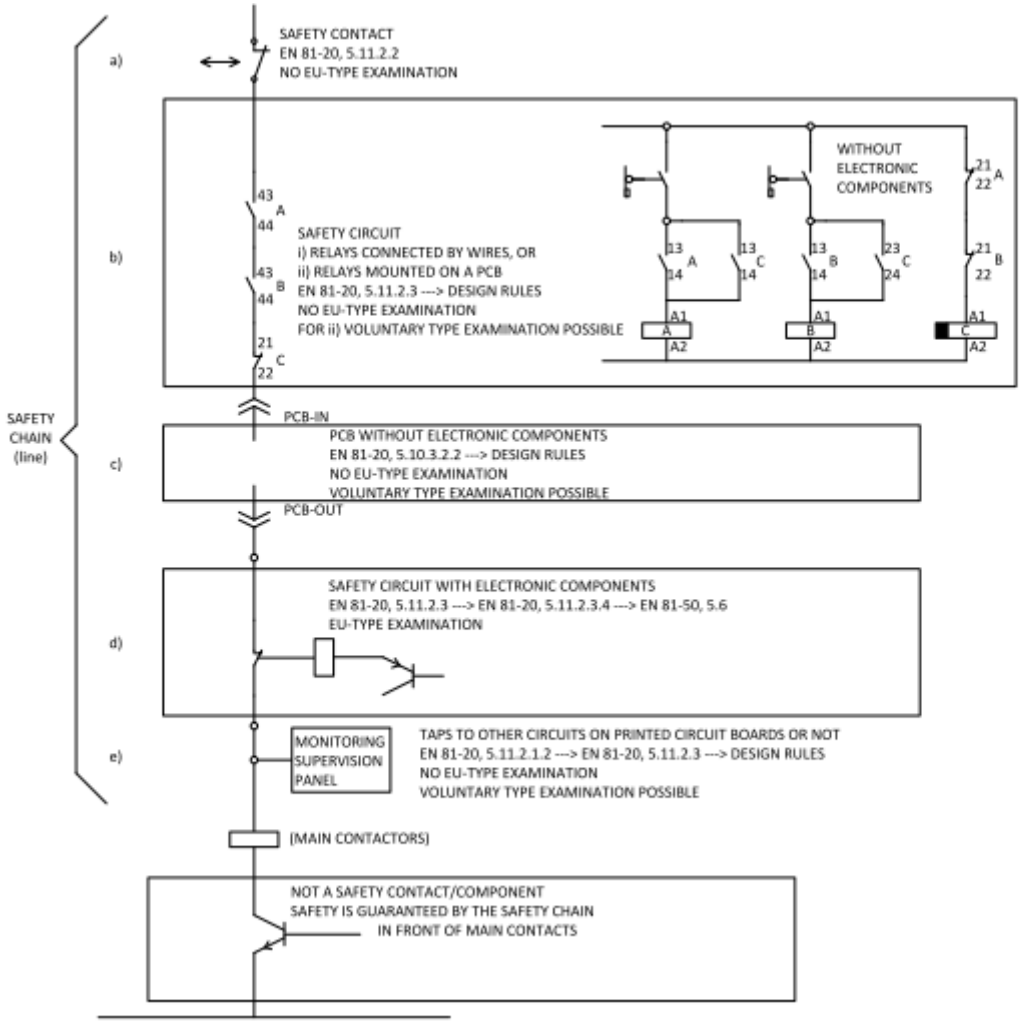


Figure 1

History:

V06: Re-structure and update to EN 81-20/50 and 2014/33/EU. Approved at the 43rd NB-L meeting.
V07: Received comments in the endorsement procedure concluded on 30 October 2020.
V08: Modified to meet the comments received and approved at the 47th NB-L meeting.
V09: Introduced at the meeting of the Commission Expert Group on Lifts on 23.11.2021 and endorsed.

According to the "Rules of Procedure", clause 2.7, it is expected that Notified Bodies take recommendations into consideration. Recommendations for Use, which have been endorsed by the Lifts Working Group shall be applied as general guidance according to 2014/33/EU, Article 24 (11). It is in the responsibility of the user of this document, that its latest version is used.

dated 06.05.2025

NB-LIFT	**NB-L** **COORDINATION GROUP OF NOTIFIED BODIES FOR LIFTS** **2014/33/EU**	**NB-L/REC 1/008** **Version: 10** **Date: 24.11.2023**

RECOMMENDATION FOR USE

Keywords: **uncontrolled movement, UCM, UCMP**		**Proposed by NB-L on 19.06.2019** **Approved by NB-L on 14.06.2023** **Endorsed by Commission Expert Group on Lifts on 13.11.2023**
Related to Directive: **2014/33/EU** **Annex/Clause:** **Annex III (2), Annex IV/A, Annex VII**	**Related to other directives: -** **Annex/Clause: -**	**EN/prEN:** **EN 81-20:2020*, EN 81-50:2020**** **Annex/Clause:** **(*) 5.6.7, 6.3.13** **(**) 5.8**

Question:

Which are the guidelines for uncontrolled movement protection devices (UCMP devices) e.g. in the form of a combination of two or more devices, each fulfilling a specific function (detection, activation, stoppage)?

Answer:

2014/33/EU (Lifts Directive), Annex III, 2nd point lists devices to prevent the car from uncontrolled movements.

For easier reading, within this document the term

- "UCMP device" is used for a complete device to prevent the car from uncontrolled movements and
- "in case of Module H" is used for cases, where the manufacturer of safety components for lifts operates with full quality assurance for safety components for lifts according to 2014/33/EU (Lifts Directive), Annex VII (Module H).

The function to prevent the car from uncontrolled movements is typically provided by a combination of devices to detect (detection)[1)], to trigger to stop the car (activation)[1)] **and** to cause the car to stop and keep it stopped (stoppage).

[1)] … not all UCMP devices necessarily require all 3 devices (detection, activation, stoppage) to satisfy the complete function "prevention of uncontrolled car movements"

Each of these devices (for detection, activation or stoppage) **may** be submitted to

- an EU-type examination, or
- the conformity assessment procedure for the design phase, performed by the manufacturer according to Figure 1 in case of Module H,

covering the specific UCMP function.

If not for all of the devices (for detection, activation or stoppage) of a "device, which is intended to become a UCMP device", one of the possible conformity assessment procedures according to 2014/33/EU (Lifts Directive), Article 15 for the design phase according to Figure 1 has been performed, the "device, which is intended to become a UCMP device" **shall** be submitted to an EU-type examination or to the conformity assessment procedure according to 2014/33/EU (Lifts Directive), Article 15, c) for the design phase according to Figure 1 in case of Module H.

However, even if for all of the devices (for detection, activation and stoppage) of a “device, which is intended to become a UCMP device”, one of the possible conformity assessment procedures according to 2014/33/EU (Lifts Directive), Article 15 for the design phase according to Figure 1 has been performed, the “device, which is intended to become a UCMP device” **may** be submitted to an EU-type examination or to the conformity assessment procedure according to 2014/33/EU (Lifts Directive), Article 15, c) for the design phase according to Figure 1 in case of Module H.

The EU-type examination certificate of a device covering a specific UCMP function (detection, activation or stoppage) or in case of Module H the documentation, issued by the manufacturer, providing the technical information for application of the safety component, shall describe the interface conditions to the other devices (between any such for detection, activation or stoppage) and all relevant parameters (e.g. distances, detection time, speeds, accelerations, delay time).

If a safety component according to 2014/33/EU (Lifts Directive), Annex III (e.g. an overspeed governor, safety gear, rope-brake or safety valve) is also used as a device covering a specific UCMP function (detection, activation or stoppage), one of the following applies:

- There may exist one document which is either
  - an EU-type examination certificate or
  - in case of Module H the documentation, issued by the manufacturer, providing the technical information for application of the safety component,

  covering both safety component functions.

- There may exist two documents:
  - one, which is either
    - an EC/EU-type examination certificate or
    - in case of Module H the documentation, issued by the manufacturer, providing the technical information for application of the safety component,

    covering only the safety component function of an e.g. overspeed governor, safety gear, rope-brake or safety valve **and**
  - another one, which is either
    - an EU-type examination certificate or
    - in case of Module H the documentation, issued by the manufacturer, providing the technical information for application of the safety component

    covering the UCMP function.

The UCMP device shall be designed taking into account e.g. the load conditions (empty, full), the ratio of suspension (1:1, 1:2, 1:4, …) the direction(s) of movement(s) (up, down), the positions of the car (bottom, top), the inertia of pulleys and the relevant maximum output parameters (speed, torque, acceleration, pump output, etc.) the drive system is capable to produce.

Where traction is relevant for the function of the UCMP device, any slip of the ropes over the traction sheave shall be considered to calculate the stopping distance.

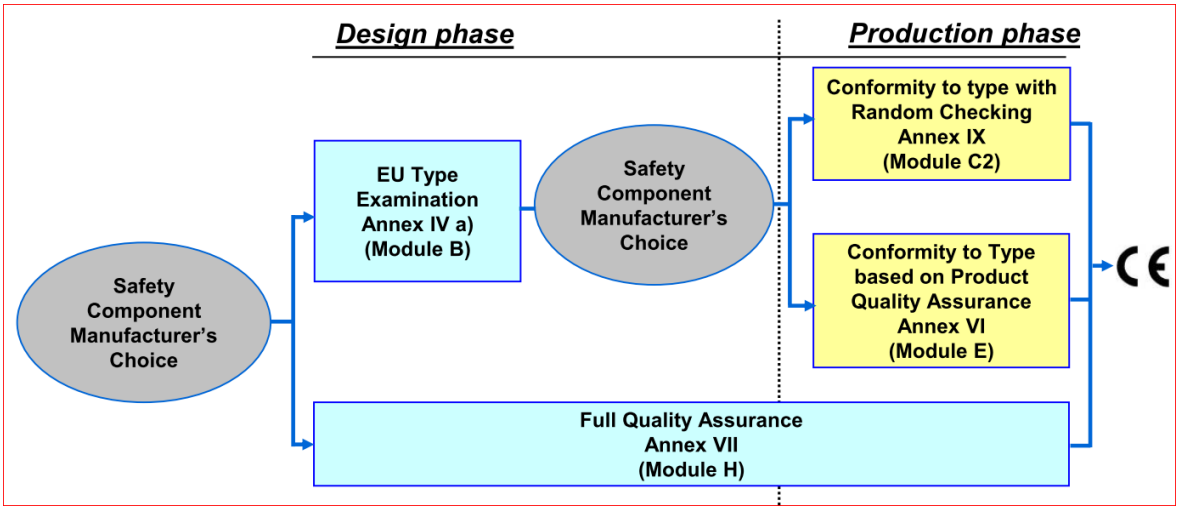


Figure 1
Source: Guide to Application of the Lifts Directive 2014/33/EU, dated May 2018, § 93, page 70

History:

Proposals of the NB L/AH SC group approved at the 30th NB-L meeting held in November 2012.
V03: 02.02.2016: Alignment with 2014/33/EU & EN 81-20/50:2014
V04: 01.02.2019: Alignment with the commission's guide lines and technically updated and approved at the 43rd NB-L meeting.
V05: 02.11.2021: Revised in 3 meetings to align it with the comments from the European Commission's Experts Groups on Lifts, finalized with editorial corrections.
V06: 10.11.2021: modified and approved at the 48th NB-L meeting, introduced at the meeting of the Commission Expert Group on Lifts on 23.11.2021 and endorsed.
V07: 23.11.2021: Endorsement updates
V08: 17.05.2023: Implementation of Module H in addition to Module B for safety components for lifts.
V09: submitted for endorsement

dated 06.05.2025

	NB-L **COORDINATION GROUP OF NOTIFIED BODIES FOR LIFTS 2014/33/EU**	**NB-L/REC 1/010** **Version: 08** **Date: 27.01.2022**

RECOMMENDATION FOR USE

Keywords: **Verification documents, certificates, reports, components, acceptance, conformity assessment**		**Proposed by NB-L on 22.05.2013** **Approved by NB-L on 09.06.2021** **Endorsed by Commission Expert Group on Lifts on 23.11.2021**
Related to Directive: **2014/33/EU** **Annex/Clause:**	**Related to other directives:** **Annex/Clause:**	**EN/prEN:** **Annex/Clause:**

Question:

Under which conditions TYPE EXAMINATION CERTIFICATES for components, which do not fall under LD 2014/33/EU, Annex III, can be accepted for the conformity assessment of lifts?

The TYPE EXAMINATION CERTIFICATES considered here are those described in standards or those issued on a voluntary basis.

Answer:

The following types of type examination certificates for components are issued:

1. **EU**-type examination certificates for safety components according to Annex III of LD 2014/33/EU, respectively **EC** type-examination certificates for safety components according to Annex IV of LD 95/16/EC. These kinds of certificates shall be accepted for the conformity assessment of lifts.

2. Type examination certificates for components, others than described in (1).

   The acceptance of these certificates is in the responsibility and decision of the notified body which is responsible for the assessment of the design conformity assessment of the lift.

   These kinds of certificates could be such

   a. required by standards e.g. EN 81-20:2014, 5.3.9.2 together with EN 81-50:2014, 5.2 (for car door locking devices);

   b. not required by standards, but issued, e.g. because non-destructive practical checks on site are impossible or to simplify conformity assessment.

      Examples (not exhaustive):

      - fire rated landing doors;
      - car and landing door panel and frame strength;
      - connections to different points of the electric safety chain;
      - suspension ropes with diameter less than 8 mm;
      - PU-coated ropes or belts as suspension means;
      - emergency communication systems.

These kinds of type examination certificates shall be considered as supporting evidence for the adequacy of a technical design solution according to LD 2014/33/EU, Annex IV, Part B, point 2(e).

It is the task of the notified body to examine this supporting evidence and to assess the adequacy and if necessary to carry out appropriate examinations and tests according to LD 2014/33/EU, Annex IV, Part B, point 4.

To allow a notified body to assess the adequacy of the supporting evidence, and therefore about the acceptance of such a type examination certificate, the following minimum requirements shall be met:

a. Format and content

As an example EN 81-50:2014, Annex A gives the format for a type examination certificate.

Any additional information shall describe the component and its scope of application, to allow a notified body its identification and to verify the suitability.

Examples (not exhaustive):

i. Car door locking devices: The same requirements and tests, as they apply for landing door locks.

ii. Fire rated landing doors:

- conditions for door assembly and fixing;
- conditions of the interface between landing door and the building;
- conditions of ventilation (if any);
- …

iii. Suspension means, other than steel wire ropes according to EN 81-20:

- material and minimum diameter of traction sheave;
- shape of groove(s);
- minimum breaking load;
- technical characteristics;
- safety factor;
- maximum permissible number of bends over lifetime;
- discard criteria;
- environmental conditions;
- fire resistance;
- terminations;
- friction factor;
- …

b. Language

Type examination certificates, including their annexes (if any), shall be drawn up in an official language of the Member State where the notified body, **which assesses the adequacy of the supporting evidence** (of such a type examination certificate of a component), is established or in a language acceptable to it.

c. Qualification

The body, which has issued the type examination certificate for the component, can demonstrate its qualification by one of the following:

i. it is part of a notified body;
ii. it is an accredited laboratory for the appropriate scope (e.g. EN17025).

Note:

Any necessary production control, as a possible result from the certification of a component, shall be considered but do not fall under this RfU.

Conclusion:

1. EC/EU-type examination certificates, have to be issued by a notified body and shall be accepted.

2. Type examination certificates may be accepted for the conformity assessment of lifts, considered that all information, which is necessary for the proper application of the component has been made available and the language of the issued type examination certificates and the qualification of the issueing body are in conformance with the above specified content (see i, ii, iii).

In all cases it remains in the notified bodies responsibility and decision to accept or reject a type examination certificate.

Note: Any material attest, material test report, declaration of compliance or similar documents for components as ropes, chains, explosion proof equipment, glass, etc. are not covered by this RfU.

History: introduced in the closed session of the 31st NB-L meeting in May 2013; approved at the 32nd NB-L meeting in November 2013; reconsidered at the 35th NB-L meeting further to the comments received.

V05: Removing “NON-EC”, …
V06: Alignment with the commission’s desk officer’s guidelines, final update to 2014/33/EU & EN 81-20/50, and implementation of latest state of play
V07: Introduced at the meeting of the Commission Expert Group on Lifts on 23.11.2021 and endorsed.

	NB-L **COORDINATION GROUP OF NOTIFIED BODIES FOR LIFTS** **2014/33/EU**	**NB-L/REC 1/011** **Version: 06** **Date: 14.09.2022**

RECOMMENDATION FOR USE

Keywords: **Model lift, (safety) components, (EU-)type examination certificate, revision**		**Proposed by NB-L on 22.05.2013** **Approved by NB-L on 09.06.2022** **Endorsed by Commission Expert Group on Lifts on 10.01.2022**
Related to Directive: **2014/33/EU** **Annex/Clause:** **Annex IV, A & B**	**Related to other directives:** **Annex/Clause:**	**EN/prEN:** **Annex/Clause:**

Question:

Is it possible to issue an EU-type examination certificate for a model lift, specifying (EU-)type examination certificates of (safety) components, revised after the date of issue of the EU-type examination certificate of the model lift?

Answer:

According to LD 2014/33/EU, Annex IV, Part B point 8, 1st paragraph, the installer shall inform the notified body of any modifications to the approved type, including variations not specified in the original technical documentation that may affect the conformity of the lift with the essential health and safety requirements set out in LD 2014/33/EU, Annex I or the conditions of validity of the EU-type examination certificate.

(Safety) components can be subject to revisions. These revisions may, depending on their impact and depending on the decision of the certification body, result

- in the revision of the existing (EC/EU-)type examination certificates or
- in the issue of new (EU-)type examination certificates

of the (safety) components.

In both cases this will lead to new (EU-)type examination certificate designations of the (safety) components.

Because there is no legal basis to uniformly designate certificates, every certification body has created its own system to designate certificates.

Every certificate shall be designated in such a way to allow it to be clearly identifiable as a unique document.

As a consequence, revised or new (EU-)type examination certificates of (safety) components are not included in the original/issued EU-type examination certificate of a model lift.

According to LD 2014/33/EU, Annex IV, Part B point 8, 2nd paragraph, the notified body shall examine the modification and inform the installer whether the EU-type examination certificate remains valid or whether further examinations, verifications or tests are needed. As appropriate the notified body shall issue an addition to the original EU-type examination certificate or ask for a new application for an EU-type examination to be submitted.

Therefore, it is not possible to issue an EU-type examination certificate for a model lift, which specifies or contains

any (EU-)type examination certificates of (safety) components, that are dated after the issue date of the EU-type examination certificate of the model lift, including such, that are issued as a revision of an existing (EC/EU-)type examination certificate of a (safety) component and that are dated after the issue date of the EU-type examination certificate of the model lift.

History: introduced at the 33rd NB-L meeting in May 2014; approved at the 34th NB-L meeting in Nov. 2014; reconsidered at the 35th NB-L meeting further to the comments received during the endorsement procedure.

V04: alignment with the commission's desk officer's guidelines, final update to directive 2014/33/EU and EN 81-20/50, and implementation of latest state of play

V05: the last sentence of the Answer was modified to meet the comment raised at the meeting of the Expert Group on lifts held on 23.11.2021 and the approval of the RfU as modified in the endorsement procedure took place at the 49th NB-L meeting held on 09.06.2022.

	NB-L **CO-ORDINATION OF NOTIFIED BODIES** **LIFTS DIRECTIVE** **95/16/EC**	**NB-L/REC 2/007** **version: 05** **date: 01-07-04**

DRAFT

NB-L RECOMMENDATION FOR USE

Keywords: **CAP, Lift, Model lift, Certificate**	**Proposed by NB-L on 97-10-07,** **Decided by NB-L/HC on 00-01-19,** **Modified by NB-L/HC on 00-05-23**
	StC: to be approved **by WP ☐ done on** **by OP X done on 00-06-05**
related to Directive: 95/16/EC **Article: 1 (4) Annex: V (B) Clause:**	**prEN/EN:** **Clause:**

Question:

Which elements have to be mentioned in the certificate of a lift/model lift in order to give a clear information about the range of the EC-type examinations and the possible modifications.

Answer:

The necessary details are given in the enclosed document NB-L/029/98

History: discussed in 2nd, 3rd, 4th and 5th NB-L/HC meeting, adopted in 6th NB-L/HC meeting; editorial modification on 00-05-23, adopted by StC, editorially amended to new format of REC,

According to the "Rules of Procedure", clause 2.7, it is expected that Notified Bodies take recommendations into consideration

dated 06.05.2025

DOC	NB-L	029	98

A MODEL LIFT

WITHIN THE TERMS OF THE LIFTS DIRECTIVE 95/16/EC

DN:GAREIS/EA_AUFZ/NB_L/CAPMODL1.DOC

dated 06.05.2025

MODEL LIFT CRITERIA

Article 1.4 of Directive 95/16/EC states:-

> *„A 'model lift' shall mean a representative lift whose technical dossier shows the way in which the essential safety requirements will be met for lifts which conform to the model lift as defined by objective parameters and which uses identical safety components.*
>
> *All permitted variations between the model lift and the lifts forming part of the lifts derived from the model lift must be clearly specified (with maximum and minimum values) in the technical dossier.*
>
> *By calculation and/or on the basis of design plans it is permitted to demonstrate the similarity of a range of equipment to satisfy the essential requirements."*

The objective of these proposals is, through type-examination and the setting down of pre-determined criteria, to demonstrate the similarity of a range of equipment and thereby reduce the extent of testing necessary to satisfy the essential health and safety requirements within the Directive.

The 'model lift' concept recognises that individual components and assemblies may cover a range of applications. The objective is therefore to avoid the need for every combination within any one series of lifts having to be subjected to separate test and examination where, within a set of prescribed parameters, one test is sufficient.

In these circumstances it should not be necessary to submit every variant for type-examination. By submitting what might be the 'worst' case this should provide adequately for a range of equipment.

Type-examination involves the testing of a lift in-situ by a notified body where the safety components will have undergone separate type-testing in accordance with the appropriate harmonised standard. In addition, the lift manufacturer will have provided detailed design criteria and relevant information as contained within the technical dossier to enable the notified body to judge compliance for a range of equipment within agreed performance criteria.

The proposed criteria for the 'model lift' has been structured to allow, within a range, the setting of specified limits, at the same time recognising that within such a range the components need not be obtained from a single source in order to satisfy the prescribed criteria. Accompanying the tables are notes to illustrate the general objectives.

1.0	**Technical Data - General**	Range	
		Minimum	Maximum
1.1	Range of Rated Load	X	X
1.2	Range of Suspended Load	X	X
1.3	Range of Rated Speed	X	X
1.4	Range of Travel	X	X
1.5	Mass of Car	X	X
1.6	Type of Drive System		
1.7	Location of Drive System		
1.8	Entrance Configuration		

2.0 Technical Data - Safety Components (Showing Dual Sourcing Alternatives A/B)

2.1 Locking Devices
(According to Entrance Configuration - See 1.8 above)

		Certificate Source A	Certificate Source B
	Type 1	X	X
	Type 2	X	X
2.2	Safety Gear		
	Type 1	X	X
	Type 2	X	X
2.3	Ascending Car Overspeed Protection		
	Type 1	X	X
	Type 2	X	X
2.4	Overspeed Governor		
	Type 1	X	X
	Type 2	X	X

		Certificate Source A	Certificate Source B
2.5	Buffers		
	Type 1	X	X
	Type 2	X	X
2.6	Hydraulic Valves		
	Type 1	X	X
	Type 2	X	X
2.7	Electronic Safety Devices		
	Type 1	X	X
	Type 2	X	X
	Type 3	X	X
	Type 4	X	X

3.0 Technical Data - Other Components

3.1 Suspension Ropes (Construction/Certification)

3.2 Guiderails (Type/Max Span)

3.3 Compensation (Type)

3.4 Doors (Manual/Power Operated)

3.5 Door Drive System

3.6 Suspension Configuration (Means of Suspension/Support)

3.7 Car (Type of Construction/Dimensions)

3.8 Machine

4.0 Drawings

To include headroom, pit depth, machine room loading, pit loading, well loading/stress and all information to enable the lift to be incorporated in the building. Safety circuit schematic diagram.

5.0 Documentation

5.1 Type-examination Certificates

Specific Exclusions

Traction Calculations

Guide Rail Calculations

Instruction Manual

Compliance with E.S.R.s

Appendix 1

NOTES

1.0 TECHNICAL DATA - GENERAL

1.1 Rated Load

The range of rated loads must be related to the available car areas and to EN 81-1 Tables 1.1, 1.2 and EN 81-2 Tables 1.1, 1.1A and 1.2.

Thus it is not anticipated that a model range be unrelated to the number of persons to be transported.

1.2 Suspended Load

This gives the information necessary for the interaction with the building requirements.

1.3 Rated Speed

To some extent this will be related to 1.6, it is not envisaged that there should be almost unlimited min/max figures. There are natural break limits imposed by EN 81. It is anticipated these will be reflected in this item.

1.4 Range of Travel

This is an important consideration for traction calculations in the case of EN 81-1 lifts and technical limitation of the ram for EN 81-2 lifts.

The minimum figures may not be significant.

1.5 Mass of Car

The figures quoted in the table should reflect the absolute minimum and maximum values for the overall range.

Within any particular rated load it could be that differing technical requirements will influence the overall mass of the car but without necessarily changing the range of the 'model'.

A different model would emerge should the range of mass for a particular rated load fall outside a reasonable tolerance. From a practical viewpoint 'reasonable' needs to reflect the fact that the mass is normally a calculation and not usually subject to weighing.

1.6 Drive System

This item should recognise the primary Drive System Type eg:-

Traction (all types)
Hydraulic (direct/indirect) including all types of pump
Rack and Pinion
Scissor
Guided Chain

Nevertheless within the category traction since fundamental safety components and other equipment changes occur by virtue of the EN 81 standards it is not envisaged that one model range covering all systems will be submitted for type-examination. Again the number of

combinations for one range should be such that no confusion can arise between the manufacturer and the notified body.

1.7 Location of Drive

This may be self evident, but it is anticipated that if the location of the drive brings about significant changes to the model different ranges are envisaged.

By way of example is the case of a traction lift, a machine room above is considered to be a different range to the machine room below.

In the case of a hydraulic lift this may not be significant unless the machine room is so remote that technical considerations are not compatible.

1.8 Entrance

It may be perfectly feasible to accommodate differing types of entrance in one model range ie single sliding doors and centre opening doors since the resultant masses may be within reasonable range. Likewise 800mm and 900mm entrances may also be acceptable.

However, one entrance configuration with an alternative two entrance style may vary the overall mass in the calculations such that it is not sensible for one model range to be produced, even ignoring layout details.

Differing types of motor control are seen to be allowable in any model range.

2.0 TECHNICAL DATA - SAFETY COMPONENTS

The fundamental consideration is that alternative sources for components including Safety Components must be allowable for any model. Nevertheless at the time of submission the alternatives must be provided so that the model can be truly assessed against the alternative sources.

In the case of safety components each will have been type-examined and therefore carry a CE mark. As a consequence direct comparisons of application can be made and satisfied.

By way of example lift companies do not manufacture polyurethane buffers ie energy accumulation types with non-linear characteristics, but obtain these from other sources. All of these will have been type-examined and CE marked yet will inevitably carry the original equipment manufacturers identification number. Each must be considered as equivalent and interchangeable within the concept of the model.

2.1 Locking Devices

Type 1 and 2 could equate to the variations demanded by the entrance configuration eg side opening/centre opening.

Each type would be submitted (with alternative supply sources) so that the notified body can decide what to examine.

2.2 Safety Gears

In this case it could be that in order to cover the whole rated load range two assemblies of safety gear are required. By way of example in order to cover total range of suspended loads from say minimum 1,500 kg to 3,000 kg maximum, safety gear type 1 whose range when type-examined is 1,000 - 2,200 kg and safety gear type 2 whose range when type-examined is 2,200 - 3,500 kg would be needed. The safety gears of course would be of identical type eg both progressive. When submitted for type-examination the application for approval would still be limited for the model to 1,500 - 3,000 kg. (Obviously these could still be applied over this total range in the non-model or alternative model concept).

It is not considered that instantaneous/progressive alternatives would be one model range unless it can be demonstrated that all other criteria are not affected.

2.3 Ascending Car Overspeed Protection

The application of such devices is not dissimilar in concept from a safety gear and therefore the same principles will apply.

2.4 Governor

It is felt that it may be necessary to have two types of governor for one model range. So again whilst the two types of governor will each have been type-examined for their application, and be CE marked, both types may be considered as part of one model lift range.

Whilst the safety gear which the governors operate may not change on account of speed where a model has a wide range of speeds a governor may not cover all applications.

2.5 Buffers

Not all types of buffer are safety components as defined in the Directive, energy accumulation types of simple design with a linear characteristic are excluded from type-examination.

Energy accumulation types with non-linear characteristics are comparable with those that have linear characteristics and either may fall within a model and the categories 1 and 2 in the table.

Where energy dissipation types are to be used these may cover a range of speeds and may also be types 1 and 2.

2.6 Hydraulic Valves

Differing types of rupture/one-way restrictor valves are used in hydraulic lifts, each will have been type-examined. They may be considered equivalent to each other in terms of overall model application.

2.7 Electronic Safety Devices

Since EN 81 allows these as an alternative to a Safety Contact it is seen that differing types may be applied within any one lift concept, type 1, 2, 3 and 4 is to recognise this fact. Each type will have been type-examined and therefore fit for its purpose.

3.0 TECHNICAL DATA - OTHER COMPONENTS

When submitting details for such components generally these will need to satisfy minimum requirements covering their performance. Thus the model will not be nullified should higher performance criteria be applied.

By way of example, if under 3.2 ‘Guiderails’ the maximum span quoted is 2.2m then fixings at 1.8m are acceptable. Likewise if the guiderail type is T....., then it is acceptable to use type T..... where the profile is identical.

3.1 Suspension Ropes

Details to be given:-

(a) Number of ropes
(b) Breaking load
(c) Construction
(d) Certification

Appropriate calculations will be provided to ensure the selection gives satisfactory Safety Factors etc for the application.

This information should not preclude a manufacturer from fitting extra ropes, or those with a higher breaking load, if it so chooses to do so.

A manufacturer must have the freedom of choice of rope supplier.

3.2 Guiderails

Information to be provided will be:-

(a) Type (including surface finish)
(b) Maximum Span

This information will be supported by appropriate calculations so as to satisfy maximum deflection limits.

As indicated by the example in 3.0 a model should not be nullified if any quoted criteria is improved when using alternatives.

3.3 Compensation

Compensation is a means of providing adequate traction by the fitting of ropes, chains or other methods. Therefore, provided proper materials are used to achieve identical results a manufacturer should be allowed the choice of whichever method it considers best for a particular application. By way of example a chain could be substituted by a weighted belt to give comparable results.

3.4 Doors

Generally sliding doors, manual doors and power operated types would result in separate models. However, sliding shutter doors could be either manual or power operated and be taken as alternatives within the scope of a single model provided the intention is clear at the time of application. The same might apply to hinged landing doors.

3.5 Door Drive System

This has been mentioned under 1.8 where it is seen that door motor control using different techniques should not result in a separate model assessment which should be allowed as interchangeable equipment.

Obviously any type must satisfy the overall safety requirements required by the Directive.

3.6 Suspension Configuration

Provided safety components are not affected then there should be no restriction on types of suspension.

Whether a model uses 1:1 or 2:1 roping should not materially affect safety issues. Whereas in the case of a hydraulic lift direct/indirect types need differing safety components and as a consequence would result in separate models.

However, central/eccentric (cantilevered) suspension may be allowable if it does not impact on other components.

3.7 Car

Details should be provided to give an adequate description of the construction and dimensions of the car.

The car construction could be such that it is designed to incorporate add-on decor panels etc.

Provided information is given within the limits of the mass under 1.5 glass panels might be offered as an alternative (although generally the overall method of construction would be so different that two models would naturally result).

Some cars might be designed with an integral sling whilst others could have a separate sling. This does not impinge on safety and therefore is not a significant issue for defining the model.

3.8 Machine

Criteria for the machine need involve no more than that necessary to provide safe performance and should not preclude a manufacturer from applying a higher specification should he choose to do so.

	NB-L **COORDINATION GROUP OF NOTIFIED BODIES FOR LIFTS** **2014/33/EU**	**NB-L/REC 2/008** **Version: 05** **Date: 13.09.2016**

RECOMMENDATION FOR USE

Keywords: **CAP, (Conformity assessment procedure), Certificate, Model lift, NB (notified body), Type examination, two landings**		**Proposed by NB-L on 18.11.2015** **Approved by NB-L on 18.11.2015** **Endorsed by Lifts Working Group on 30.06.2016**
Related to Directive: 2014/33/EU **Annex/Clause:** **Article 16 (a), i - Annex IV, B**	**Related to other directives:** **Annex/Clause:**	**EN/prEN:** **Annex/Clause:**

Question:

Can an EU-type examination be carried out on a 2-level lift?

Answer:

Yes. Despite of Annex IV, B clause 2 d), it is possible to carry out an EU-type examination on a 2-level lift. In the type examination certificate this limitation has to be clearly indicated.

History:

Based on COFNA interpretation sheet 0.001, discussed at the 7th NB-L meeting, decided at the 8th NB-L meeting, endorsed by the StC.

Amended according to Directive 2014/33/EU at the 36th NB-L meeting, endorsed by the LWG on 30 June 2016.

	NB-L COORDINATION GROUP OF NOTIFIED BODIES FOR LIFTS 2014/33/EU	**NB-L/REC 2/011 Version: 07 Date: 13.09.2016**

RECOMMENDATION FOR USE

Keywords: **Rescue operation**		**Proposed by NB-L on 18.11.2015 Approved by NB-L on 18.11.2015** **Endorsed by Lifts Working Group on 30.06.2016**
Related to Directive: 2014/33/EU **Annex/Clause:** **Annex I 4.4, 6.2; IVB, V, VIII, XI**	**Related to other directives:** **Annex/Clause:**	**EN/prEN:** **Annex/Clause:**

Question:

How can passengers be rescued after a blockage of a lift with the car in a position where the passengers cannot be rescued safely?
E.g. due to lack of machine-power or traction, after an electrical and/or a mechanical breakdown including a tripped safety gear.

Answer:

For lifts which remain blocked, means must be provided to bring the car safely to a landing to allow the opening of the car- and landing doors and release of the trapped passengers. The instruction manual shall de- scribe those means and specify any special tools and equipment to be used for such operations. Ideally these special tools and equipment shall be always part of the lift and available for each lift type one set only on site throughout its life-cycle. It should be possible for rescue operations to be carried out by one person, except in exceptional circumstances. When carrying out final inspection, unit verification or UE Type examination Notified Bodies must check if those emergency release measures have been designed and written in the owners instruction manual correctly. Notified Bodies must also carry out a functional check that the measures can be applied safely as written.

Exceptional circumstances are e.g. when the counterweight strikes the buffer, the car jumps and the safety-gear blocks the car at the very top of the well; in this rare case special equipment and more persons may be needed.

History:

Prepared by NB-L/AH -WG group on the basis of an order of the NB-L; considered at the 12th NB-L meeting; decided at the 13th NB-L/HC meeting, modified and then approved at 17th NB-L meeting, endorsed by the StC.

Amended according to Directive 2014/33/EU at the 36th NB-L meeting, endorsed by the LWG on 30 June 2016.

According to the "Rules of Procedure", clause 2.7, it is expected that Notified Bodies take recommendations into consideration. Recommendations for Use, which have been endorsed by the Lifts Working Group become decisions according to 2014/33/EU, Article 24 (11).
It is in the responsibility of the user of this document, that its latest version is used.

dated 06.05.2025

	NB-L COORDINATION GROUP OF NOTIFIED BODIES FOR LIFTS 2014/33/EU	**NB-L/REC 2/012 Version: 11 Date: 13.09.2016**

RECOMMENDATION FOR USE

Keywords: **procedures and equipment for inspection, examination and testing**		**Proposed by NB-L on 18.11.2015 Approved by NB-L on 18.11.2015 Endorsed by Lifts Working Group on 30.06.2016**
Related to Directive: 2014/33/EU Annex/Clause: Annex I 1.1, 6.2, V, VIII, X, XI, XII	**Related to other directives: Annex/Clause:**	**EN/prEN: Annex/Clause:**

Question:

How can routine inspection, examination, testing and rescue operations be safely executed at lifts where particular procedures, activities and/or special equipment are required? This question does not expect the answer to consider requirements for major repairs, refurbishment or abnormal parameter changes

Answer:

For lifts where inspection, examinations, testing and rescue operations require particular procedures, activities and/or special tools and equipment

- means must be provided for safe access to all inspection, testing, examination and rescue points,
- tools and equipment shall be always part of the lift, available for each lift type, one set only on site throughout its life-cycle[1)].

The necessary tools and equipment must be provided for safe and easy performance of inspection, examination, tests and rescue operations. The instruction manual must describe those means and how they are to be used safely. A functional check that the measures can be applied as safely as written shall be carried out during conformity assessment procedures.

Competent parties shall, by following the instructions provided by the OEM (Original Equipment Manufacturer), be able to use these instruments or equipment as part of safe maintenance, inspections and rescue operations. Instructions shall describe the use of such equipment.

1) Special equipment such as specific tools (not hoists or test weights) shall be available. (For example, tools for allowing movement of the lift car other than at normal duty.)

History: prepared by NB-L/AH-WG group based on an order of NB-L; considered at the 12th NB-L meeting; approved at the 13th NB-L meeting, discussed again, modified and approved at the 20th NB-L meeting; endorsed with reservation of deleting the following sentence “Inspection, examination, testing and rescue operations should, normally, need to be carried out by one person only” from the Answer on 28.04.2008. The deletion was approved at the 21st NB-L meeting, endorsed by the StC.

Amended according to Directive 2014/33/EU at the 36th NB-L meeting, endorsed by the LWG on 30 June 2016.

According to the "Rules of Procedure", clause 2.7, it is expected that Notified Bodies take recommendations into consideration. Recommendations for Use, which have been endorsed by the Lifts Working Group become decisions according to 2014/33/EU, Article 24 (11).
It is in the responsibility of the user of this document, that its latest version is used.

	NB-L COORDINATION GROUP OF NOTIFIED BODIES FOR LIFTS 2014/33/EU	**NB-L/REC 2/013 Version: 07 Date: 13.09.2016**

RECOMMENDATION FOR USE

Keywords: **Driving unit in the well**		**Proposed by NB-L on 18.11.2015** **Approved by NB-L on 18.11.2015** **Endorsed by Lifts Working Group on 30.06.2016**
Related to Directive: 2014/33/EU **Annex/Clause:** **Annex I 1.1, 6.2, IVB, V, VIII, XI,**	**Related to other directives:** **Annex/Clause:**	**EN/prEN:** **Annex/Clause:**

Question:

How can equipment in the well be reached for routine maintenance, adjustment and inspection in all circumstances?

Answer:

Lifts must be provided with means of safe access to all equipment in the well that may require intervention in all circumstances. All solutions must follow the ranking given in Directive 2006/42/EC, Annex I, 1.1.2, part b. The instruction manual must describe those practical means and how they are to be used safely. The means shall be part of the lift and always be available for each lift type one set only on site of the lift throughout its life-cycle. When carrying out final inspection, unit verification or EU-Type examination Notified Bodies must check if those measures have been designed and written in the owners instruction manual correctly. Notified Bodies must also carry out a functional check that the measures and equipment can be applied as safely as written.

This answer does not address particular requirements necessary for replacements or repair of components, which may require additional items to be brought to site.

History:

Prepared by the NB-L/AH-WG group on the basis of an order of NB-L; considered at the 12th NB-L meeting; decided at the 13th NB-L meeting, modified and then approved at the 17th NB-L meeting and endorsed by the StC.

Amended according to Directive 2014/33/EU at the 36th NB-L meeting, endorsed by the LWG on 30 June 2016.

	NB-L COORDINATION GROUP OF NOTIFIED BODIES FOR LIFTS 2014/33/EU	**NB-L/REC 2/028 Version: 02 Date: 24.11.2023**

RECOMMENDATION FOR USE

Keywords: **Supplementary standards, citation, harmonisation, withdrawal EN 81-20**		**Proposed by NB-L on 14.06.2023 Approved by NB-L on 14.06.2023** **Endorsed by Commission Expert Group on Lifts on 13.11.2023**
Related to Directive: 2014/33/EU **Annex/Clause: -**	**Related to other directives: 2006/42/EC** **Annex/Clause: -**	**EN/prEN: EN 81-20** **Relevant supplementary standards, e.g. (not exhaustive)** - **EN 81-21** - **EN 81-70** **Annex/Clause: -**

Question:

Is it acceptable to use the current versions (cited or revised but not yet cited) of the supplementary harmonized standards (e.g. EN 81-21 or EN 81-70) in combination with the latest revised and cited in the OJEU version of the main harmonised standards (e.g. EN 81-20)?

Answer:

The version of a harmonised supplementary standard cited in the OJEU as harmonized standard under Lifts Directive 2014/33/EU in general may be used in combination with the latest revised and cited version of the main harmonised standards under the following conditions:

- The installer choses to apply supplementary harmonised standards, which do not refer to the latest revised and cited in the OJEU of the main harmonised standard (e.g. EN 81-20) in combination with the latest revised and cited in the OJEU version of the main harmonised standard (e.g. EN 81-20). In this case the installer shall in any case do an analysis and provide evidence whether the supplementary harmonised standards referring to clauses of the previous version of the main harmonised standard can be used in conjunction with the corresponding clauses of the latest revised and cited version of that main harmonised standard with or without the need for corrective actions.
- It is possible that a supplementary harmonized standard has also been revised, but it has not yet been cited in the OJEU. In this case the application of this version of the standard will not provide presumption of conformity.

Note: supplementary harmonised standards provide supplementary requirements to the main harmonised standard based on intended use of a lift.

History:

Prepared by the NB-L/AH-Lift wg before the 40th NB-L meeting.
Approved at the 42nd NB-L meeting.
Prepared by the AH-Lift wg before the 51st NB-L HC meeting.
Approved at the 51st NB-L HC meeting as version 01 and submitted for endorsement

NB-LIFT EUROPEAN CO-ORDINATION NOTIFIED BODIES	**NB-L CO-ORDINATION OF NOTIFIED BODIES LIFTS DIRECTIVE 95/16/EC**	**NB-L/REC 3/001 version: 05 date: 01-07-04**

NB-L RECOMMENDATION FOR USE

Keywords: **CAP, NB, Lift, Annex XIII, Assessment**	**Proposed by NB-L on 98-11-12, Decided by NB-L/HC on 00-05-09, Modified by NB-L/HC on**
	StC: to be approved by WP X done on 00.-12-31 by OP ☐ done on
related to Directive: 95/16/EC **Article: Annex: XIII Clause:**	**prEN/EN:** **Clause:**

Question:

What are the basic considerations a NB has to observe, when assessing an Annex XIII system for lifts?

Answer:

Annex XIII, 2 states that the system shall contain the following activities: Design, manufacture, assembly, installation and final inspection of a lift. The applicant has to demonstrate that he has the competence to fulfil these activities. Competence means the capability of specifying and verifying the activities in detail, but not necessarily actually performing them always. In any case he remains fully responsible.

In detail that is:

Design means, that the applicant is able to

- perform a risk analysis
- define at least the configuration of (a) lift(s) to be installed,
- check whether these specifications are met or not and
- detect deviations from requirements of harmonised standards.

Note:

- ability of risk analysis is essential (see LD, Annex I 3rd preliminary note).
  An applicant not having this ability is regarded as not being capable to design a lift in conformity with the LD.
- the ability to specify the lift design does not exclude the possibility to purchase components.
  A machine can be bought. One must be able to select the right type, fit for the purpose. This means for instance that knowledge about the applicability must as well be present, as knowledge about traction, possible combinations of ropes and sheaves, wrap angle, undercut, etc.
- design is defined as
  a) set of instructions (specifications, drawings, schedules, etc.) necessary to construct an artefact or service
  b) artefact or service itself.

continued on page 2

History: prepared by NB-L/AH-QM on base of an order of NB-L/HC; approved by NB-L/HC on 00-05-09, adopted by StC, editorially amended to new format of REC

According to the "Rules of Procedure", clause 2.7, it is expected that Notified Bodies take recommendations into consideration

Production includes manufacture and assembly.

In case of internal production clear specifications are needed on production procedures inclusive the controls during and after the production.

In case of external production clear specifications are needed about the subcontractors control.

Installation requires, that the applicant is able to

- specify the installation activities,
- install and
- check, whether the installation activities are performed correctly.

In case of outsourced installation clear specifications are needed about the subcontractors control.

The necessary means to carry out installation safely as well as working conditions during installation activities have to be taken into consideration.

Final Inspection means, that the applicant has the ability to

- specify the inspection activities,
- perform the inspection with competent persons
- document the final inspection and
- assess the results of the final inspection.

The final inspection shall be carried out by (a) person(s), where the conflict of interests between design, manufacturing, assembling, installation and final inspection cannot occur.

Design inspection needs to be addressed regarding the handling in case of deviation(s) from harmonised standard(s) taking into account the two possibilities

- general deviation (intended to be realised on more than one installation) and
- specific deviation (necessary on a single lift due to situation on site)

The application has to be made to the NB having approved the Annex XIII system.

The system requires procedures allowing the supervision of the system from design to final inspection.

	NB-L **CO-ORDINATION OF NOTIFIED BODIES** **LIFTS DIRECTIVE** **95/16/EC**	**NB-L/REC 3/002** **version: 05** **date: 01-07-04**

NB-L RECOMMENDATION FOR USE

Keywords: **CAP, NB, Safety component, Annex IX, Assessment**	**Proposed by NB-L on 98-11-12,** **Decided by NB-L/HC on 00-05-09,** **Modified by NB-L/HC on**
	StC: to be approved **by WP X done on 00-12-31** **by OP ☐ done on**
related to Directive: 95/16/EC **Article: Annex: IX Clause:**	**prEN/EN:** **Clause:**

Question:

What are the basic considerations a NB has to observe, when assessing an Annex IX system for safety components?

Answer:

Annex IX, 2 states that the system shall contain the following activities: Design, manufacture, and final inspection of a safety component. The applicant has to demonstrate that he has the competence to fulfil these activities. Competence means the capability of specifying and verifying the activities in detail, but not necessarily actually performing them always. In any case he remains fully responsible.

In detail that is:

Design means, that the applicant is able to

- perform a risk analysis
- specify the design of a safety component,
- test whether these specifications are met or not

Note:

- ability of risk analysis is essential (see LD, Annex I 3rd preliminary note).
  An applicant not having this ability is regarded as not being capable to design a safety component in conformity with the LD.
- the ability to specify the design of a safety component does not exclude the possibility to purchase parts of the component.
- design is defined as
  a) Set of instructions (specifications, drawings, schedules, etc.) necessary to construct an artefact or service.
  b) Artefact or service itself.
- test includes to
  a) define the test methods
  b) define the necessary test equipment
  c) assess the results of the tests.

continued on page 2

History: prepared by NB-L/AH-QM on base of an order of NB-L/HC; approved by NB-L/HC on 00-05-09, adopted by StC, editorially amended to new format of REC

Manufacture incorporates the specification of

- production procedures, including subcontractors control,
- production control, including the frequency of checks,
- assessment of the results of production control,

Final inspection of safety component is regarded

as part of the manufacturing process and is normally carried out at the end of the process.

The following is necessary:
- a clear specification of the contents of the inspection, including frequency.
- a clear description on the assessment of the inspections.

Random testing of produced components is

a method of back up checking of measures taken during manufacturing and final inspections.

The following is necessary:
- Specification of procedures, periodicity, responsibilities, etc.
- Description of assessment of results

Depending on the range and intensity of the final inspections, the random testing can be regarded as part of the final inspection.

Instructions to be submitted to the installer of a lift shall at least include

a) documents in equivalence with EC-type examination certificate
b) instructions for installation, adjustment, maintenance, storage, etc. as appropriate
c) declaration of conformity

The system requires procedures allowing the supervision of the system from design to final inspection.

dated 06.05.2025

	NB-L **COORDINATION GROUP OF NOTIFIED BODIES FOR LIFTS** **2014/33/EU**	**NB-L/REC 3/004** **Version: 06** **Date: 13.09.2016**

RECOMMENDATION FOR USE

Keywords: **CAP, NB, Systems**		**Proposed by NB-L on 18.11.2015** **Approved by NB-L on 18.11.2015** **Endorsed by Lifts Working Group on 30.06.2016**
Related to Directive: 2014/33/EU **Annex/Clause:** **VII, XI and others**	**Related to other directives:** **Annex/Clause:**	**EN/prEN:** **Annex/Clause:**

Question:

Which limitations of the approval of systems according to Annexes VI, VII, X, XI and XII are possible?

Answer:

Only product related limitations are possible.
The limitation can be based on the application or on findings of the notified body.

"Product related" means

limitation to a certain technology

a) in case of safety components
e. g. door locking devices, energy dissipation type buffers, etc.

b) in case of lifts
e. g. traction drive lifts, hydraulic lifts,
etc. or
in case of Annex XI systems limitations related to the competence of design, e. g.

- planning of lift installations in a building plus design of parts and components of lifts plus selection of parts and/or components from catalogs,
- design of parts and components of lifts plus selection of parts and/or components from catalogs
- selection of parts and/or components from catalogs."

See also REC 0/003 and 3/005.

History:

Prepared by the NB-L/HC-QM group on the basis of an order of NB-L; considered at the 5th NB-L meeting; modificated by the NB-L/AH-QM group; approved by the NB-L, endorsed by the StC.

Amended according to Directive 2014/33/EU at the 36th NB-L meeting, endorsed by the LWG on 30 June 2016

	NB-L COORDINATION GROUP OF NOTIFIED BODIES FOR LIFTS 2014/33/EU	**NB-L/REC 3/005 Version: 08 Date: 13.09.2016**

RECOMMENDATION FOR USE

Keywords: **CAP, NB, Systems, Certificate, Content of certificate**		**Proposed by NB-L on 18.11.2015, Approved by NB-L on 18.11.2015** **Endorsed by Lifts Working Group on 30.06.2016**
Related to Directive: 2014/33/EU **Annex/Clause: VII, XI and others**	**Related to other directives:** **Annex/Clause:**	**EN/prEN:** **Annex/Clause:**

Question:

What shall be the content of a certificate, showing the approval of a system according to Annexes VI, VII, X, XI and XII issued by a Notified Body?

Answer:

The following minimum information shall be given in the certificate of approval preferably in the given order:

1. Name and EC-identification number of the NB
2. Name and address of the holder of the certificate
3. Certificate issued on the basis of Directive 2014/33/EU (lifts) Annex .....
4. Certification Number
5. Scope of approval
6. Relation to assessment report
7. Any additional information
8. Place, date, signature and name printed
9. Validity Period

In case of Annex XI certificate it shall be stated under "any additional information" that this system in its range of validity can also be used in the conformity assessment procedures according to Art. 16 (1) a, b or d.

History:

Prepared by the NB-L/HC-QM group on the basis of an order of NB-L; considered at the 6th NB-L meeting; modified by NB-L/AH-QM; decided on 00-05-09 by NB-L, endorsed by the StC.

Amended according to Directive 2014/33/EU at the 36th NB-L meeting, endorsed by the LWG on 30 June 2016.

dated 06.05.2025

NB-LIFT	**NB-L CO-ORDINATION OF NOTIFIED BODIES LIFTS DIRECTIVE 95/16/EC**	**NB-L/REC 3/006 version: 07 date: 07-05-03**

NB-L RECOMMENDATION FOR USE

Keywords: **CAP; NB; Systems ; Design inspection**	**Proposed by NB-L on 98-12-11, Decided by NB-L/HC on 00-05-09, Modified by NB-L/HC on 01-07-05**
	StC: to be approved by WP X done on 07-04-23 by OP done on
related to Directive: 95/16/EC **Article: Annex: XIII Clause: 3.3**	**prEN/EN:** **Clause:**

Question:

When design inspections are necessary?

Answer:

A design inspection is necessary

- for deviations from aspects dealt with in harmonised standards, e. g. driving system, free spaces beyond the extreme positions of the car, etc. Those deviations may be needed for further installations due to technical progress or innovation or may be necessary in a specific case.

- if the design is based on additional aspects for a lift affecting the safe use of the installation, but not yet dealt with in an harmonised standard, e. g. accessibility for handicapped persons, explosive atmosphere, fire, vandal resistance, etc

The disign inspection is not only necessary for the parts/components deveating from the provisions of harmonised standards but also for parts being able to be influenced in their safety function by the deviations.

The design inspection may be not only a check of documentation but can also include examinations and/<or tests on site.

This REC will be altered with the progress of publication of harmonised standards in the filed of LD.

History: Prepared by NB-L/AH-QM on base of an order of NB-L/HC; consideration in the 6th NB-L/HC meeting; modified by NB-L/AH-QM; approved by NB-L/HC in its 7th meeting; refused by StC on 00-11-20; modified by NB-L/AH-QM; decided by NB-L/HC in its 9th meeting

According to the "Rules of Procedure", clause 2.7, it is expected that Notified Bodies take recommendations into consideration

NB-LIFT	**NB-L** **CO-ORDINATION OF NOTIFIED BODIES** **LIFTS DIRECTIVE** **95/16/EC**	**NB-L/REC 3/007** **version: 03** **date: 01-07-04**

NB-L RECOMMENDATION FOR USE

Keywords: CAP, NB, Systems, Modification	**Proposed by NB-L on 98-11-12,** **Decided by NB-L/HC on 00-01-19,** **Modified by NB-L/HC on**
	StC: to be approved **by WP X done on 00-12-31** **by OP ☐ done on**
related to Directive: 95/16/EC **Article: Annex: XIII Clause:**	**prEN/EN:** **Clause:**

Question:

How to handle modifications of an Annex XIII system?

Answer:

Within the handbook of an Annex XIII system there has to be a part describing the handling of modifications of the approved system. This description is containing the conclusion between the applicant and the approving NB about those modifications of which the NB needs to be informed and which of them need to be approved by the NB. By the way of the audits according to clause 4.3 or the unexpected visits laid down in clause 4.4 the NB is able to assure, that such a conclusion is not leading to misuse.

History: Prepared by NB-L/HC-QM on base of an order of NB-L/HC, decided in 6th NB-L/HC meeting, adopted by StC, editorially amended to new format of REC,

According to the "Rules of Procedure", clause 2.7, it is expected that Notified Bodies take recommendations into consideration

dated 06.05.2025

NB-LIFT	**NB-L CO-ORDINATION OF NOTIFIED BODIES LIFTS DIRECTIVE 95/16/EC**	**NB-L/REC 3/008 version: 08 date: 07-05-03**

NB-L RECOMMENDATION FOR USE

Keywords: **CAP, NB, Systems**	**Proposed by NB-L on 01-01-17, Decided by NB-L/HC on 00-05-09, Modified by NB-L/HC on 01-07-04**
	StC: to be approved by WP X done on 07-04-23 by OP done on
related to Directive: 95/16/EC **Article: 8 (2) Annex: XII, XIII,XIV Clause:**	**prEN/EN:** **Clause:**

Question:

The wording of Art. 8 (2) in combination with Annexes XII and XIV leads to the following questions:

a) What is the difference between Art. 8 (2) iii and v?
b) Which modifications are possible in the design of a lift within Art. 8 (2) iii-procedure?

Answer:

To a)

The conformity assessment procedures (CAP) for lifts are described in Article 8 (2). The annexes referred to in this article are giving additional provisions. In case of different wording between Art. 8 (2) and the annexes, Article 8 contains the leading wording.
Together with i and ii in Art. 8 (2), iii describes the possibility to carry out the CAP in two steps, where in the first step the compliance with a reference lift is proved, and in the second one the compliance of an installed lift with the reference lift is validated. In this CAP different organisations can be involved.
Together with iv in Art. 8 (2), v describes the CAP as a single step procedure, where only one organisation is involved.

To b)

Within Art. 8 (2) iii procedure, modifications not being in compliance with the reference lift are not allowed.

For carrying out the final inspection in this case the following is needed:
technical documentation in accordance with Annex VI and in addition

- in case of Art. 8 (2) iii, a copy of the certificate of approval for the Annex XIII system and a description of the design, comparable with that of Art. 8 (2) i, or
- in case of Art. 8 (2) i and ii, a copy of the type examination of a lift/ model lift

History: Prepared by NB-L/AH-QM on base of an order of NB-L/HC; consideration in the 6th NB-L/HC meeting; modified by NB-L/AH-QM; decided by NB-L/HC on 00-05-09; not approved by StC; reconsidered by NB-L/AH-QM; decided by NB-L/HC in its 9th meeting, editorially amended to new format of REC

According to the "Rules of Procedure", clause 2.7, it is expected that Notified Bodies take recommendations into consideration

	NB-L **CO-ORDINATION OF NOTIFIED BODIES** **LIFTS DIRECTIVE** **95/16/EC**	**NB-L/REC 3/009** **version: 05** **date: 07-05-03**

NB-L RECOMMENDATION FOR USE

Keywords: **CAP, NB, Systems, Certificate, Design inspection, Content of certificate**	**Proposed by NB-L on 98-11-12,** **Decided by NB-L/HC on 00-05-09,** **Modified by NB-L/HC on** **StC: to be approved** **by WP X done on 07-04-23** **by OP done on**
related to Directive: 95/16/EC **Article: 8 (2) Annex: XIII Clause:**	**prEN/EN:** **Clause:**

Question:

What shall be the content of the EC-Design Inspection Certificate?

Answer:

The following minimum information shall be given in the EC-Design Inspection Certificate preferably in the given order:

1. Name and EC-identification number of the NB
2. Name and address of the holder of the certificate
3. Certification Number
4. Scope of approval
   - 4.1 Description of the deviation from harmonised standard
   - 4.2 Description of the alternative solution
5. Conditions of approval
6. Environmental conditions
7. Relation to assessment report
8. Tests and examinations to be carried out on site
9. Any additional information
10. Place, date, signature and name printed.

Notes:
1) The description of the deviation from harmonised standard may consist of the relevant clause(s) of the standard(s) concerned.
2) The description of the alternative solution shall consist at least of an detailed explanation of the function, drawings showing the essential details of the solution and the connection(s) to the other part(s) of the lift, electric/hydraulic schemes showing the connections to the electric/hydraulic diagram(s).
3) The description of the test(s) and examination to be carried out on site may be part of the instruction manual.

History: Proposal of NB-L/AH-FI; decided in 7th meeting of NB-L/HC, commented by StC, modified by NB-L, editorially amended to new format of REC, amended in the 11th meeting of NB-L (11.02)

According to the "Rules of Procedure", clause 2.7, it is expected that Notified Bodies take recommendations into consideration

DN:

	NB-L **COORDINATION GROUP OF NOTIFIED BODIES FOR LIFTS** **2014/33/EU**	**NB-L/REC 3/012** **Version: 06** **Date: 13.09.2016**

RECOMMENDATION FOR USE

Keywords: **CAP, final inspection, subcontracting**		**Proposed by NB-L on 18.11.2015** **Approved by NB-L on 18.11.2015** **Endorsed by Lifts Working Group on 30.06.2016**
Related to Directive: 2014/33/EU **Annex/Clause:** **Art.16, Annex: X, XI, XII**	**Related to other directives:** **Annex/Clause:**	**EN/prEN:** **Annex/Clause:**

Question:

Is it allowed for an installer to subcontract the whole or part *of the* final inspection of an installed lift?

Answer:

Subcontracting the whole or a part of the final inspection of an installed lift under Annex X, XI and XII is possible, but the installer is responsible for the total process of final inspection.

The installer shall have a proper procedure regarding requirements including reliability, competence and independence of the subcontractor.

The installer shall provide proper instructions and clearly define the work to be carried out. The installer shall assess the work carried out by the subcontractor.

The notified body assessing the quality system shall check that this procedure has been implemented and followed.

History:

Matter discussed and approved at the 23rd NB-L meeting, discussed again and approved at the 24th NB-L meeting, endorsed by the StC.

Amended according to Directive 2014/33/EU at the 36th NB-L meeting, endorsed by the LWG on 30 June 2016.