

ERMHES

French manufacturer of lifts
for persons with reduced mobility

OPERATOR'S COPY



ERMHES

OPERATOR'S INSTRUCTIONS FOR USE



PRM lift
VIVALIFT series



The expertise of a French manufacturer



Machine designed according to standard EN 81-41 and Machinery Directive
2006/42/EC

GENERAL WARNING

Before putting the lift into service and before allowing free use by its users, it is imperative to read, fully understand and strictly apply these instructions for use.

These instructions for use must be kept close to the machine or with the establishment manager or their appointee, in order to allow future reference.

In the event of a change in the establishment manager, make sure that the new manager and any new user is informed of the working of the lift and the warnings provided in these instructions.

The establishment manager is responsible for enforcing and ensuring compliance with the instructions and procedures provided in these instructions for use.

These warnings and instructions are given for your own safety and that of others.

OBLIGATION BEFORE PUTTING INTO SERVICE

The establishment manager or their appointee are asked to note the obligation, before the machine is made available to users, to enter into a maintenance agreement providing for an inspection of the good state of repair of the machine, as provided in article 9 of the decree of 1 March 2004.

These inspections and maintenance are to be carried out by a qualified technician; users are strongly advised, although under no obligation, to select a technician trained by the manufacturer.

A copy of the maintenance agreement is provided at the end of this document, in the Maintenance and Inspection section.

FIELD OF USE

Vertical lifts for persons with reduced mobility have particular characteristics and are made freely available to standing users or users in wheelchairs, accompanied or not. A person with reduced mobility is any person with a physical or material disability (children, child buggies, packages) who is unable to easily get over level differences (steps, steep gradients) on their own.

1. Improper use

Vertical lift for persons with reduced mobility may not be used to transport or store hazardous materials or loads.

2. Recommendations

We recommend making sure that access to the landing doors is clear and that nothing is stored in the car.

PUTTING INTO SERVICE

Before the machine is first put into service, a certain number of inspections and adjustments are required.

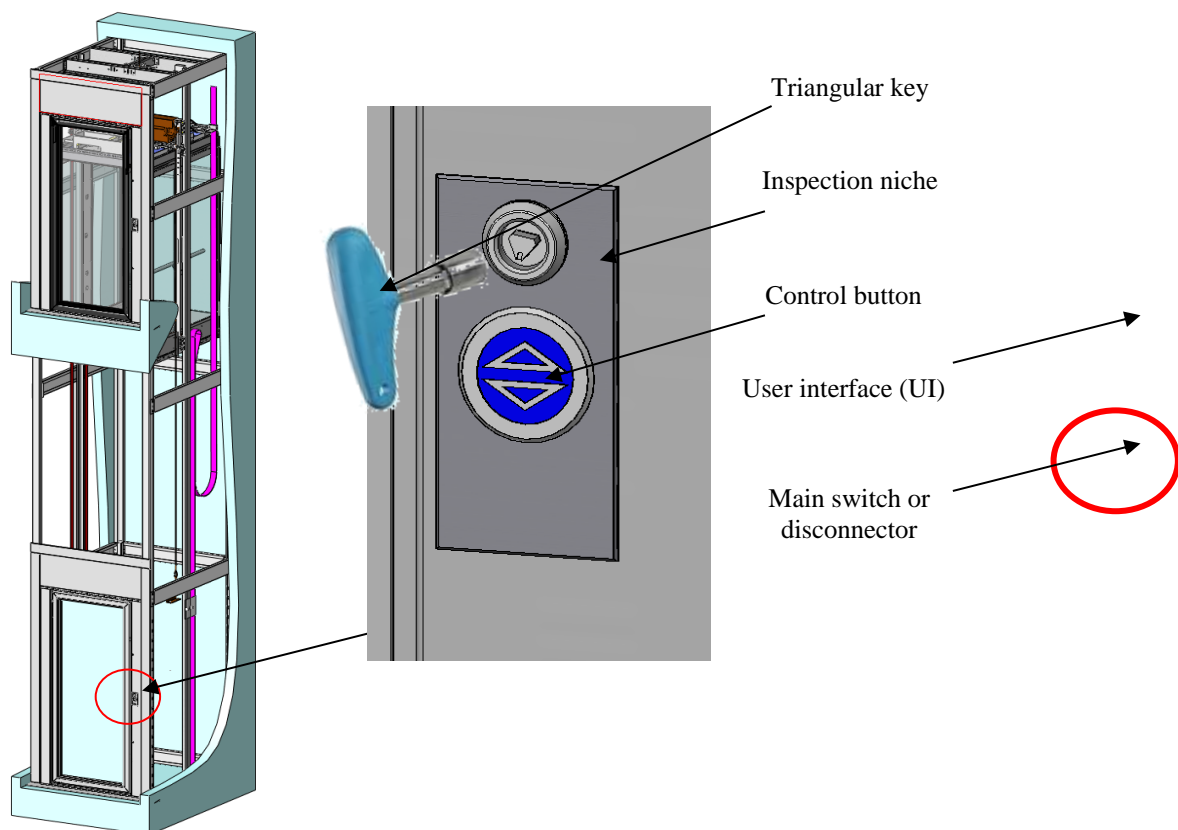
These operations are to be carried out by a qualified technician before the machine is handed over. The establishment manager or their appointee may only put the machine into service after inspection when it is first handed over or after an extended period of non-use.

1. Main electrical panel

Make sure that the main power supply circuit breaker, placed above the line supplying electricity to the lift, is set to I or ON.

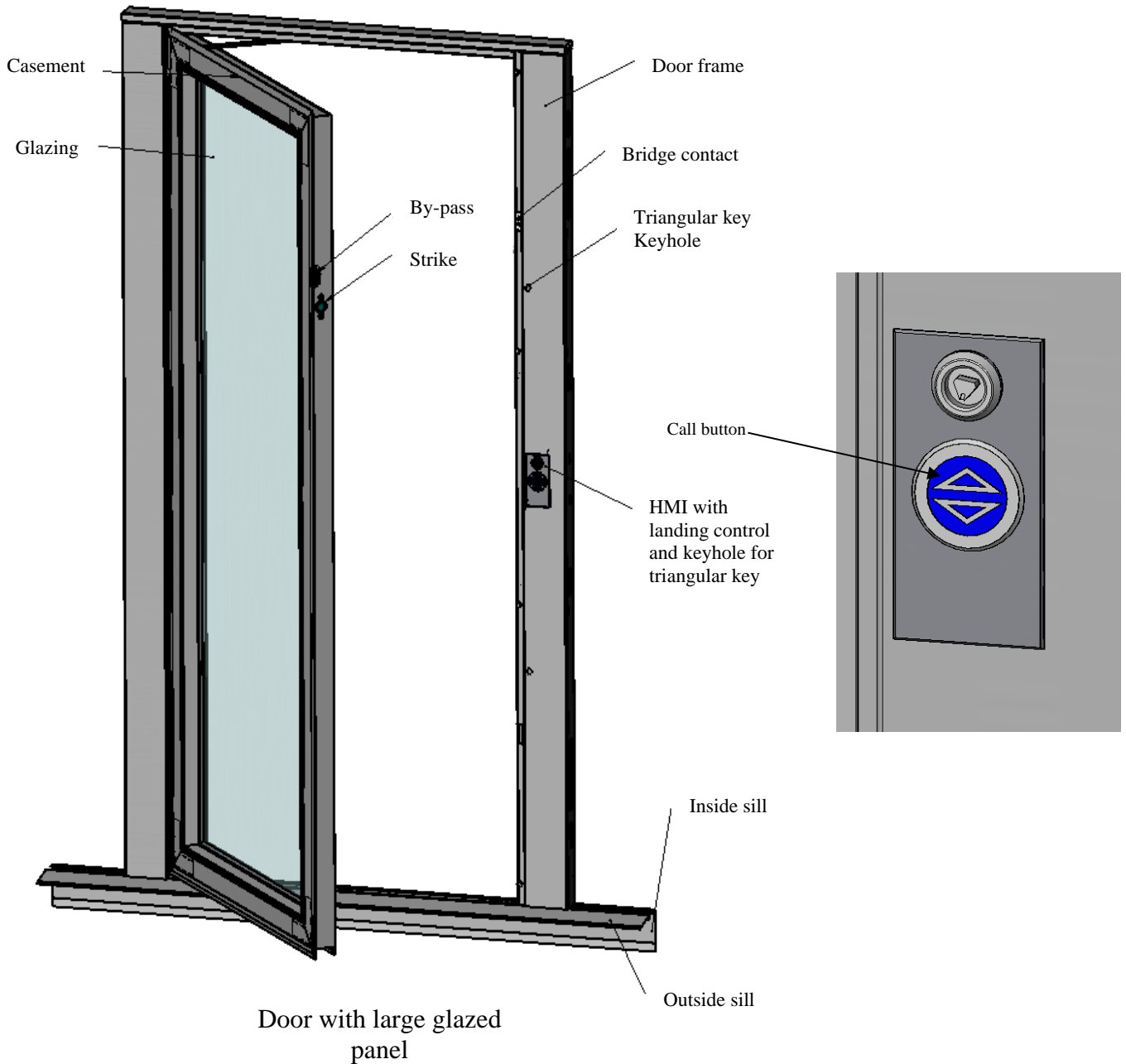
2. Powering up

The machine is powered up from the lower landing by opening the inspection niche using the triangular key. Set the main switch or disconnecter to I or ON; the machine is now ready to operate.



OPERATING

1. From the landing



BUTTON ON LANDING DOOR OR ON REMOTE POST

The machine is on the same level:

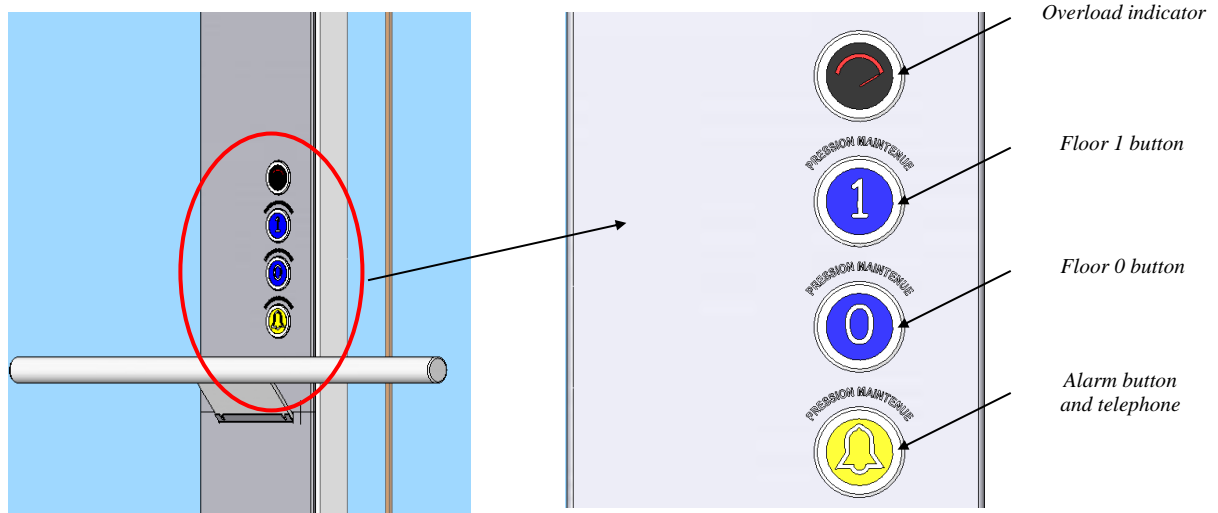
Pressing the landing button unlocks the landing door and lights up the car. The button may be released; the door carries out its opening cycle automatically and access to the platform becomes possible. After a few seconds, the door automatically carries out its closing cycle. However, if the user presses the in-car control for the desired level, that closes the door at once.

The machine is not on the same level:

Pressing the landing button moves the car to the desired level and lights up the car. When the car reaches the level, it stops automatically and unlocks the landing door. The door opening and closing cycle is carried out as described above.

NB: Other types of landing controls may be installed to avoid the unauthorised use of the lift (keys, magnetic keys, door opener keypads etc.).

2. From the car



To go up or down, press the corresponding button; the machine will start moving at once. When it approaches the desired level, the platform slows down and stops when the level is reached. The door is unlocked and opens automatically, and access to the landing becomes possible.

At the end of its opening cycle, the door stops and after a few seconds, it closes automatically without any action by the user.

A yellow button bearing the symbol of a bell allows the user to call for outside help if needed. This system is connected to a telephone, thus allowing a two-way voice link.

A warning light informs the user that the car is overloaded.

3. Car priority

PRM lifts are equipped with system that gives in-car controls priority over landing controls, in accordance with paragraph 5.5.15.3 of EN 81-41 of 2011. That system is aimed at enabling the user in the car to have full control over manoeuvring, compared to a user who is on a landing at the same time.

EMERGENCY SYSTEMS

Emergency operations may only be carried out by authorised personnel. If there is a power failure or a machine fault, the users present in the car must be allowed to leave it.

1. Car level and landing door blocked

In that case, a triangular key, shown below, is available from the establishment manager. On each landing door, on the side opposite the pivots, a recess marked as shown below makes it possible to manually force the opening of the door or gate.

Insert the key in the hole provided, and turn the key to unlock the bolt. Give the door a slight push if necessary.



After letting out the user or users, the establishment manager or their appointee must make sure that the landing door is locked after it is closed.

If that door cannot be locked (door remaining unsecured), protective railing must be put in place to prevent access to the platform by users till the platform is put back into a proper operating condition by a qualified technician.

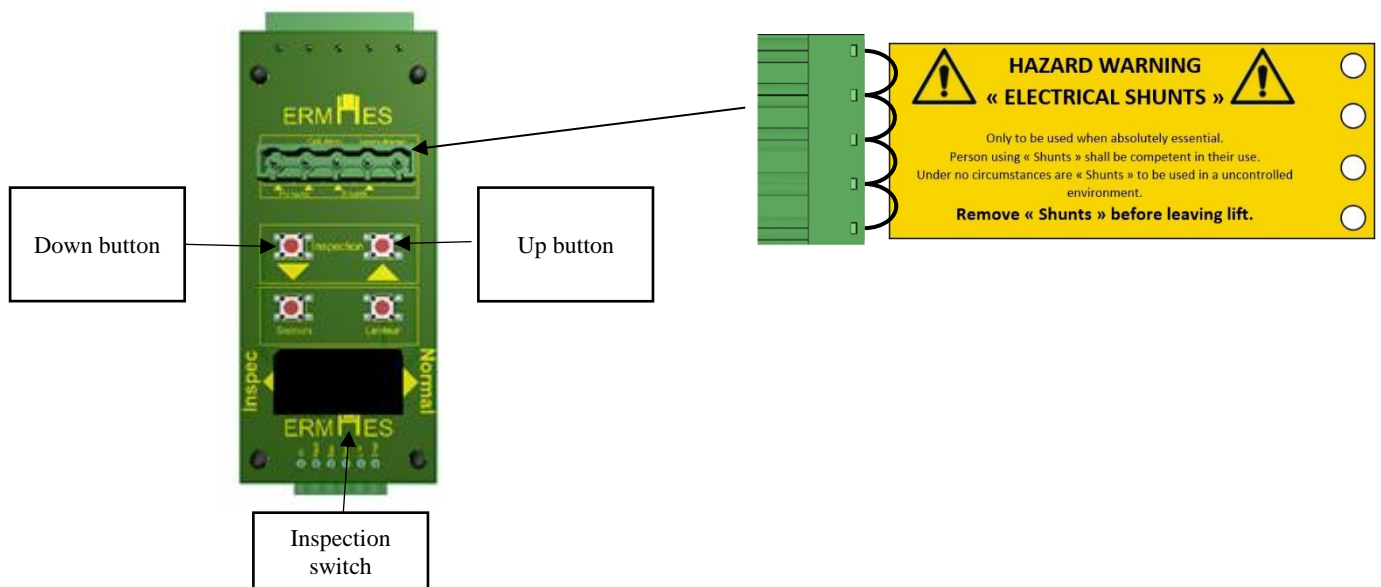
Indication on the key restates this obligation to check if the doors are locked.

2. Car between two levels

In this case, the platform must be brought down to a lower level. That manoeuvre is made possible by an emergency descent system incorporated into the machine, with battery assistance in the event of a power failure.

Before forcing any movement by the car, the establishment manager or their appointee must check with the user present in the car that the descent of the machine will not be hazardous for the user. The descent takes place with no safety system, from the landing, and allows the platform to reach the nearest or the lowest level, depending on the option selected. The function is carried out by pressing one of the buttons ▲ or ▼ after switching the switch to the Inspec position and placing the permanent safety bridge in the inspection niche.

Caution: The use of a bridge is hazardous! The instructions provided on it must imperatively be followed:



Only the exceptional case of a safety gear connector requires the intervention of an informed technician for release.

3. Working below the car

Work below the car may be carried out by or under the visual control of a qualified technician, including for operations such as:

- Cleaning the pit.
- Floor opening repairs.
- Recovery of objects.

The establishment manager or their appointee must make available to the qualified technician all the instructions provided in the DIUO (Post-Installation Servicing Document)

MAINTENANCE - INSPECTION

The lift and its accessories must be maintained in good operating condition.

To that end, the establishment manager or their representative must enter into a maintenance agreement and make sure that periodic tests and inspections are carried out at regular intervals, after major changes and after any incident. These inspections and maintenance are to be carried out by a qualified technician; users are strongly advised, although under no obligation, to select a technician who has been trained by the manufacturer.

This document describes the half-yearly and yearly inspections.

However, in the event of heavy-duty use, inspections may be more frequent, as may the maintenance of moving parts.

1. Half-yearly inspection of safety systems

- Working of the door locking system
- Working of the belt slack safety contacts.
- Working of the safety limit system
- Inspection of the working of the emergency call system
- Inspection of belt condition.

2. Annual inspection of mechanical components

- Suspension system tightening inspection. (torque testing)
- Inspection of suspension system angle pulleys.
- Verification of presence of signage.
- Inspection of guidance paths. (inspection of guides)
- Inspection and testing of overspeed detector (see DUIO)
- Inspection and testing of safety gear (see DUIO)
- Inspection of overload detector.

The list of inspections is not limitative.

3. Maintenance agreement form

The maintenance agreement must be supplied by the company in charge of your VIVALIFT.

APPENDICES
