

Specification for

Lifts, escalators, passenger conveyors and paternosters —

**Part 5: General requirements for
paternosters**

Co-operating organizations

The Mechanical Engineering Industry Standards Committee, under whose supervision this British Standard was prepared, consists of representatives from the following Government departments and scientific and industrial organizations:

Associated Offices' Technical Committee*	Gas Council
Association of Consulting Engineers	Institution of Civil Engineers
Association of Mining Electrical and Mechanical Engineers	Institution of Gas Engineers
Board of Trade	Institution of Heating and Ventilating Engineers
British Chemical Plant Manufacturers' Association	Institution of Mechanical Engineers*
British Compressed Air Society	Institution of Mechanical Engineers (Automobile Division)
British Electrical and Allied Manufacturers' Association*	Institution of Production Engineers
British Gear Manufacturers' Association	Locomotive and Allied Manufacturers' Association of Great Britain
British Internal Combustion Engine Manufacturers' Association	London Transport Board*
British Mechanical Engineering Confederation*	Machine Tool Trades Association
British Pump Manufacturers' Association	Ministry of Defence
British Steel Industry	Ministry of Defence, Army Department
Crown Agents for Oversea Governments and Administrations	Ministry of Public Building and Works*
Department of Employment and Productivity (H.M. Factory Inspectorate)*	Ministry of Technology*
Electricity Council, the Central Electricity Generating Board and the Area Boards in England and Wales	Ministry of Technology — National Engineering Laboratory
Engineering Equipment Users' Association*	Ministry of Transport
	National Coal Board
	National Physical Laboratory (Ministry of Technology)
	Royal Institute of British Architects

The Government departments and scientific and industrial organizations marked with an asterisk in the above list, together with the following, were directly represented on the committee entrusted with the preparation of this British Standard:

British Railways Board	Fire Officers' Committee
Department of Health and Social Security	Greater London Council
Draughtsmen's and Allied Technicians' Association	Institution of Electrical Engineers
Electrical Trades Union	Institution of Municipal Engineers
Engineers Surveyors' Association	Ministry of Housing and Local Government
Federation of Wire Rope Manufacturers of Great Britain	National Association of Lift Makers
	Post Office
	Retail Trading Standards Association

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Contents

	Page
Co-operating organizations	Inside front cover
Foreword	ii
1 General	1
1.1 Scope	1
1.2 Speed	1
1.3 Factors of safety	1
2 Specific requirements	1
2.1 Guides and fixings	1
2.2 Car frames	1
2.3 Car capacity and loading	1
2.4 Car enclosures	1
2.5 Landing entrances	2
2.6 Shaft screening and lighting	2
2.7 Suspension	2
2.8 Driving machinery and sprockets	3
2.9 Load and warning plates	4
2.10 Controllers	4
2.11 Operation and operating devices	4
2.12 Suppression of radio and television interference	5
2.13 Circuit breaker or main switch	5
2.14 Wiring	5

Foreword

This British Standard, prepared under the authority of the Mechanical Engineering Industry Standards Committee, is a revision of and supersedes the 1958 edition of BS 2655, which was entitled “*Electric lifts*”.

The new title reflects the extension of the scope of this British Standard. Amendments to Parts 2 and 3 have been published, and implement the change in title. The revised Part 1 and additional new parts are being published separately and, together with Parts 2 and 3, are as follows.

Part 1. General requirements for electric, hydraulic and hand-powered lifts. This part is basically a revision of the 1958 edition of BS 2655-1, without the building requirements and list of definitions, and extended to cover the engineering and safety requirements for new hydraulic and hand-powered lifts as well as for new electric lifts.

Part 2. Single speed polyphase induction motors for driving lifts. This part covers the type of electric motor specially designed for driving lifts. It should be used in conjunction with BS 2613¹⁾ and gives additional requirements, including the class of lift rating and special limits of temperature rise.

Part 3. Arrangements of standard electric lifts. This part gives standard dimensions for lift wells and machine rooms in relation to lift capacity and platform sizes, for seven classes of lifts.

Part 4. General requirements for escalators and passenger conveyors. This part specifies engineering and safety requirements for escalators and passenger conveyors. The latter may be described as machines in which the passenger carrying surface remains parallel to the direction of motion and is uninterrupted.

Part 5. General requirements for paternosters. This part specifies engineering and safety requirements for paternosters, which may be described as machines where series of cars are continuously running in closed loops and are characterized by the car floors remaining substantially horizontal when the direction of motion is reversed at the extremities of car travel.

Part 6. Building construction requirements. This part specifies structural and fire resistance requirements for the equipment covered by Parts 1, 4 and 5.

Part 7. Testing and inspection. This part specifies tests, examination and certification of new and modified equipment covered by Parts 1, 4 and 5.

Part 8. Modernization or reconstruction of lifts, escalators and paternosters. This part specifies engineering and safety requirements.

Part 9. Definitions. This part gives definitions of terms used in the remainder of the standard.

Part 10. General requirements for guarding. This part specifies requirements for the guarding of moving parts and protection against hazards from electrical equipment. It relates to equipment covered in Parts 1, 4 and 5.

CP 407:1972. British Standard Code of Practice for electric, hydraulic and hand-powered lifts.

The code gives general information and guidance for planning, purchasing, installation and maintenance of passenger, goods and service lifts.

In cases of difficulty in classifying any equipment in accordance with the headings of Parts 1, 4 and 5, reference should be made to the relevant definitions in Part 9.

This Part 5 applies to the engineering and safety requirements for paternosters and is the first issue of BS 2655 which covers these machines. In compiling the standard, account has been taken of existing legislation which relates to paternosters, and of current manufacturing practice.

¹⁾ BS 2613, “*The electrical performance of rotating electrical machinery.*”

Throughout this standard the metric and imperial systems are used side by side, but it is important that each contract shall use either the metric system throughout or the imperial system throughout. A mixture of the two may lead to complications. It should be noted that, in general, units have been converted from imperial to the metric system and then rounded off by increasing or reducing, after taking into account the practical problems involved and current Continental practice.

A British Standard does not purport to include all the necessary provisions of a contract. Users of British Standards are responsible for their correct application.

Compliance with a British Standard does not of itself confer immunity from legal obligations.

Summary of pages

This document comprises a front cover, an inside front cover, pages i to iv, pages 1 to 6, an inside back cover and a back cover.

This standard has been updated (see copyright date) and may have had amendments incorporated. This will be indicated in the amendment table on the inside front cover.