
INTERNATIONAL STANDARD**3571/I**

INTERNATIONAL ORGANIZATION FOR STANDARDIZATION • МЕЖДУНАРОДНАЯ ОРГАНИЗАЦИЯ ПО СТАНДАРТИЗАЦИИ • ORGANISATION INTERNATIONALE DE NORMALISATION

**Passenger lift installations —
Part I : Residential buildings — Definitions, functional
dimensions and modular co-ordination dimensions**

Installations d'ascenseurs —

*Partie I : Bâtiments à usage d'habitation — Définitions, dimensions fonctionnelles et dimensions
de coordination modulaire*

First edition — 1977-07-15

UDC 72.013 : 69.026.6

Ref. No. ISO 3571/I-1977 (E)

Descriptors : construction, residential buildings, lifts, lift cars, elevator sheaths, installing, dimensional co-ordination, modular structures, dimensions, definitions.



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FOREWORD

ISO (the International Organization for Standardization) is a worldwide federation of national standards institutes (ISO member bodies). The work of developing International Standards is carried out through ISO technical committees. Every member body interested in a subject for which a technical committee has been set up has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work.

Draft International Standards adopted by the technical committees are circulated to the member bodies for approval before their acceptance as International Standards by the ISO Council.

International Standard ISO 3571/I was developed by Technical Committee ISO/TC 59, *Building construction*, and was circulated to the member bodies in November 1974.

It has been approved by the member bodies of the following countries :

Austria	India	Poland
Belgium	Israel	Portugal
Brazil	Italy	Spain
Denmark	Japan	Sweden
Ethiopia	Netherlands	Switzerland
France	New Zealand	United Kingdom
Germany	Norway	Yugoslavia

The member bodies of the following countries expressed disapproval of the document on technical grounds :

Canada
Finland
Ireland
U.S.S.R.

This International Standard is the first of a series dealing with lift installations in various types of building.

During the preparation of subsequent parts, it was thought desirable

- a) to incorporate in a single document specifications for all types of lift whatever their use,
- b) to adopt, as far as modular co-ordination is concerned, the principle of modulation between boundary planes instead of interaxial modulation.

Consequently, the completion of the above-mentioned general standard, which will include the information contained in ISO 3571/I, may lead to the amendment or cancellation of this International Standard.

Passenger lift installations — Part 1 : Residential buildings — Definitions, functional dimensions and modular co-ordination dimensions

1 SCOPE AND FIELD OF APPLICATION

This International Standard fixes the necessary dimensions to permit the accommodation of passenger lift installations in residential buildings, as well as the resultant modular co-ordination dimensions. It also fixes the dimensions of lift cars appropriate for these buildings. Table 4 summarizes the values presented in the three preceding tables.

2 DEFINITIONS

2.1 General

2.1.1 passenger lift : A fixed hoisting appliance, serving distinct levels, having a car dimensioned and arranged to permit the access of persons, and moving between vertical or substantially vertical guides.

2.1.2 car : The part of the passenger lift intended to accommodate the persons and goods to be transported.

2.1.3 well : The space in which the car and the counterweight (if any) move. This space is materially enclosed by the bottom of the pit, the approximately vertical walls and the ceiling.

2.1.4 landing : A flat space for access to the car at each level of use.

2.1.5 pit : That part of the well below the lowest landing served by the lift.

2.1.6 machine room : A room housing the lift machine and control gear.

2.2 Dimensions

2.2.1 Inner dimensions of the car

2.2.1.1 car width : The horizontal distance between the inner surfaces of the car walls measured parallel to the front entrance side.

2.2.1.2 car depth : The horizontal dimension perpendicular to the width.

These two dimensions (2.2.1.1 and 2.2.1.2) shall be measured 1 m above the floor without taking account of decorative or protective panels or handrails, as indicated in figure 1.

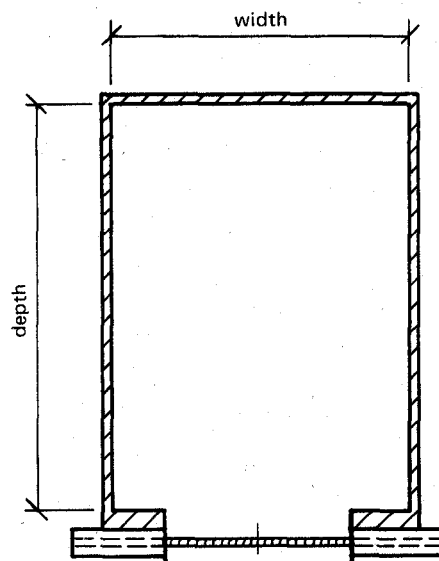


FIGURE 1

2.2.1.3 car height : The vertical inner distance between the entrance threshold and the constructional ceiling of the car.

Light fittings and false ceilings shall be accommodated within this dimension.

2.2.1.4 clear entrance into the car : The width and height of the entrance measured when the landing and car doors are fully open.

2.2.2 Inner dimensions of the well

2.2.2.1 well width : The horizontal distance between the inner surfaces of the well walls measured parallel to the car width.

2.2.2.2 well depth : The horizontal dimension perpendicular to the width.

NOTE — For the incorporation of lifts in the building, the well must have a certain free volume enclosed by a rectangular parallelepiped inscribed in the well, having vertical edges and having bases formed by the bottom of the pit and the ceiling of the well.

2.2.2.3 pit depth : The vertical distance between the finished floor of the lowest level served and the bottom of the well.

2.2.2.4 height above the highest level served : The vertical distance between the finished floor of the highest level served and the ceiling of the well.

2.2.3 Inner dimensions of the machine room

2.2.3.1 machine room width : The horizontal dimension measured parallel to the car width.

2.2.3.2 machine room depth : The horizontal dimension perpendicular to the width.

2.2.3.3 machine room height : The vertical distance between the part of the finished floor above the well and the room ceiling.

2.3 Other characteristics

2.3.1 rated speed : The speed at which the lift is designed to operate.

2.3.2 rated load : The maximum load at which the lift is designed to operate.

2.3.3 group collective lifts : In residential buildings, a group of lifts the controls of which are common and electrically interconnected, having the same rated speed, of which the rated load and car dimensions may be different, serving the same levels and having doors within sight of, and close to, each other at those levels.

3 DIMENSIONS (see figure 2)

3.1 Inner dimensions of cars

The three following types of car are adopted for passenger lift installations in residential buildings :

- car of small size for 400 kg rated load lift;
- car of medium size for 630 kg rated load lift, allowing normal wheel-chairs for handicapped persons and perambulators to be carried;
- car of large size for 1 000 kg rated lift, allowing stretchers with removable handles, coffins and furniture to be carried.

Pending the establishment of an internationally agreed ratio of load to surface area of lift car in national safety regulations, values of nominal load somewhat different from those given above and in the tables of this International Standard may be used in countries where the load/surface area ratio is given in the national standards.

The inner dimensions of cars shall have the values shown in table 1.

TABLE 1 — Inner dimensions of cars

Dimension		Rated load of lift, kg		
		400	 630	 1 000
Width, A	mm	1 100	1 100	1 100
Depth, B	mm	950	1 400	2 100
Height	mm	2 200	2 200	2 200
Clear entrance width of door, E	mm	800	800	800
Clear entrance height of door, F	mm	2 000	2 000	2 000

NOTE — The symbol  shows the dimensions of a car allowing normal wheel-chairs for handicapped persons to be carried. A 400 kg lift should not be provided separately in a residential building, but only in combination with larger lifts accessible to wheel-chairs.

3.2 Inner dimensions of the well

3.2.1 Individual lifts

The dimensions of the well shall have the values shown in table 2.

3.2.2 Multiple lifts side by side

The inner dimensions of the common well shall be determined as follows :

- the total width of the common well shall be equal to the sum of the individual well widths plus the sum of the boundary widths between the wells, each boundary width being at least 200 mm;
- the depths of the constituent parts of the common well shall be the same as those laid down for the individual lifts;
- the pit depth shall be determined by reference to the fastest lift in the group;
- the minimum height above the highest level served shall be determined by reference to the fastest lift in the group.

3.3 Clear entrance dimensions of landing doors

The clear entrance dimensions of the landing doors shall have the values shown in table 1 for the dimensions of the car doors.