

**Comments and secretariat observations on "Safety rules for the construction and installation of lifts - Examinations and tests - Part 50: Design rules, calculations, examinations and tests of lift components "**

Date: 20nd of April 2012	Document: Draft prEN81-50:2011
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1	2	(3)	4	5	(6)	(7)
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1 ES	2		ed	prEN 81-20 is not dated	add year of edition	
2 ES	2		te	EN 10025,	Which part ? there are 6 parts; currently in revision	
3 ES	2		te	EN 60068-2-29	Superseded by EN 60068-2-27, requirements need to be updated accordingly	
4 ES	2		te	EN 60742	replaced by: EN 61558-1; EN 61558-2-6	
5 ES	2		ed	EN 62326-1 Is not dated but corrected IEC62326-1:2002 is dated, either both are dated or non	add year of edition to EN or remove year of edition from IEC	
6 ES	2		te	EN 60249-2-2	Replaced by IEC 61249-2-1 ed1.0 (2005-01) (partial replacement	
7 ES	2		te	EN 60249-2-3	withdrawn	
8 ES	2		te	HD 214 S2	Superseded by EN 60112:2009	

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9 ES	2		te	HD 323.2.14 S2,	Superseded by EN 60068-2-14:2009	
10 ES	5.1	5.1.6 b)	ge	The word "retardations" is used.	We propose to use the word "decelerations" because it is more adequate for motion.	
11 ES	5.1		te	It is our understanding that the general provisions for type examinations of safety components included in sub-clause 5.1 are commanded by the Lift Directive and should not be included in the standard  Besides, It is obvious that the described procedure bears little resemblance to the real one, when certification is issued either by an Notified Body or by the manufacturer himself, but not by the laboratory performing the tests.	Eliminate completely point 5.1	
12 ES	5.3	5.3.3.1 NOTE	ge	The word "retardation" is used.	We propose to use the word "deceleration" because it is more adequate for motion.	

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13 ES	5.3	5.3.3.2.3.1	ge	The word “retardation” is used.	We propose to use the word “deceleration” because it is more adequate for motion.	
14 ES	5.3	5.3.3.3.1 NOTE	ge	The word “retardation” is used.	We propose to use the word “deceleration” because it is more adequate for motion.	
15 ES	5.3.2.2.1		te	Stiffness of the complete test assembly is important and should be considered in some way	Add a paragraph: Stiffness of the complete assembly must be enough to assure a realistic simulation of safety gear operation and to avoid undesired effects.	
16 ES	5.3.3.2.1		te	Stiffness of the complete test assembly is important and should be considered in some way	Add a paragraph: Stiffness of the complete assembly must be enough to assure a realistic simulation of safety gear operation and to avoid undesired effects.	
17 ES	5.3.4 a)		ed	Title and 1 sentence: For this purpose the term installer is not correct and shall be replaces by the term applicant Text: a) Mass stated by the installer When it is applied to a given lift, the mass stated by the installer shall ...	Correct wording is:  a) Mass stated by the <del>installer</del> <u>applicant</u>  When it is applied to a given lift, the mass stated by the <del>installer</del> <u>applicant</u> shall ...	

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18 ES	5.3.4 a)		ed	prEN81-20 does not mention instantaneous safety gear with buffered effect anymore, in consequence this should not be addressed in prEN80-50 anymore too.	remove sentence "or instantaneous safety gear with buffered effect"	
19 ES	5.3.4		te	Instantaneous safety gears with buffered effect are no longer included as an option in the prEN 81-20 standard; therefore it should also be eliminated from sub-clause 5.3.4 a)	The following rephrasing of sub-clause 5.3.4 a) is proposed: <b>"5.3.4 Comments</b> a) <i>Mass stated by the installer</i> <i>When it is applied to a given lift, the mass stated by the installer shall not exceed the permissible mass <del>for the safety gear (for instantaneous safety gear or instantaneous safety gear for buffered effect) for instantaneous safety gears and the adjustment considered</del></i> ".	
20 ES	5.5	5.5.3.1.1	ge	The word "retardation" is used.	We propose to use the word "deceleration" because it is more adequate for motion.	
21 ES	5.5	5.5.3.1.2.4 Title	ge	The word "retardation" is used.	We propose to use the word "deceleration" because it is more adequate for motion.	

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22 ES	5.5	5.5.3.1.2.4	ge	The word “retardation” is used.	We propose to use the word “deceleration” because it is more adequate for motion.	
23 ES	5.5	5.5.3.1.6.1 Title	ge	The word “retardation” is used.	We propose to use the word “deceleration” because it is more adequate for motion.	
24 ES	5.5	5.5.3.1.6.1	ge	The word “retardation” is used (five times).	We propose to use the word “deceleration” because it is more adequate for motion.	
25 ES	5.5	5.5.3.1.6.2	ge	The word “retardation” is used.	We propose to use the word “deceleration” because it is more adequate for motion.	
26 ES	5.5	5.5.3.1.6.3	ge	The word “retardation” is used.	We propose to use the word “deceleration” because it is more adequate for motion.	
27 ES	5.5	5.5.3.1.6.4	ge	The word “retardation” is used.	We propose to use the word “deceleration” because it is more adequate for motion.	

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28 ES	5.5	5.5.3.2.1	ge	The word "retardation" is used.	We propose to use the word "deceleration" because it is more adequate for motion.	
29 ES	5.5	5.5.3.2.6.1 Title	ge	The word "retardation" is used.	We propose to use the word "deceleration" because it is more adequate for motion.	
30 ES	5.5	5.5.3.2.6.1	ge	The word "retardation" is used.	We propose to use the word "deceleration" because it is more adequate for motion.	
31 ES	5.5	5.5.3.2.6.1 a)	ge	The word "retardation" is used (three times).	We propose to use the word "deceleration" because it is more adequate for motion.	
32 ES	5.5	5.5.3.2.6.1 b)	ge	The word "retardation" is used.	We propose to use the word "deceleration" because it is more adequate for motion.	
33 ES	5.5	5.5.3.2.6.1 Figure 1 Footnote	ge	The word "retardation" is used.	We propose to use the word "deceleration" because it is more adequate for motion.	

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34 ES	5.5.3.1.6.1	3rd sentence	ed	In the third sentence of the sub-clause, there is a repetition of the type of buffer the sub-clause applies to. The sub-clause is already under a section applicable only to energy dissipation type buffers, and thus mention to the type can be deleted.	The following rephrasing of the third sentence is proposed: <i>"<del>In the case of energy dissipation type buffers</del> The creeping at the end of the buffer stroke for calculation of the average retardation shall be ignored where the retardation is below 0.5 m/s<sup>2</sup>"</i>	
35 ES	5.5.3.2		ed	Clarification should be given in the title as to which type of buffer the sub-clause applies to.	The following title is proposed: <b>"5.5.3.2 Energy accumulation buffers with non linear characteristics"</b> .	
36 ES	5.5.3.2.2		ed	There seems to be a misprint: the "and" at the end of the sentence should be deleted.	The following rephrasing is proposed: <b>"5.5.3.2.2 Equipment to be used"</b> <i>The equipment shall correspond to 5.5.3.1.2 and"</i>	
37 ES	5.6.3.3		ed	Tables C.1 to C.6 are not in thus clause but in Annex C, therefore mention Annex C in the clause too	add Annex C before "Tables C.1 to C.6"	
38 ES	5.6.4	b)	ge	What is the meaning of this point?	b) Type and application <del>in</del> of the circuitry;	
39 ES	5.7	5.7.3.1 c)	ge	The word "retardation" is used.	We propose to use the word "deceleration" because it is more adequate for motion.	

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40 ES	5.7	5.7.3.3 d)	ge	The word "retardation" is used.	We propose to use the word "deceleration" because it is more adequate for motion.	
41 ES	5.8	5.8.3.1	ge	The word "retardation" is used.	We propose to use the word "deceleration" because it is more adequate for motion.	
42 ES	5.8.1 and 5.8.3.1		te	Evaluation of brake force shall be clearly stated as <b>preferred</b> test method. Certification of specific masses does not make sense since all system masses and inertias of an elevator may have an effect.	Clarification if that test shall be executed as a system simulating test or a free fall test.  Brake forces and brake torque preferred to measure (not masses)	
43 ES	5.8.3.2		te	The criteria are extremely vague.	A clarification about the amount of tests shall be added. For example: A device shall be certified for machined and drawn rails as well as oiled and dry.  Do we really need 80 certification tests? These amounts may be ok if there is a test bench like a rotating disc but on a real elevator system it is not feasible.  Needs to work on a more realistic approach.	

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44 ES	5.9		te	<p>In relation with the type examination of rupture valves and one-way restrictors, the ambient temperature is considered as an independent factor with influence in the result of the test (see sub-clauses 5.9.1 a) 4), 5.9.1.3.1.1 d) and 5.9.1.5 c) 4).</p> <p>The parameter that needs to be taken into consideration is viscosity; obviously oil viscosity is related to the oil temperature, which in turn is related to ambient temperature (among other factors), but it is our opinion that only the oil viscosity should be considered.</p>	<p>Proposed removal from the standard of the following sentences:  <del>"5.9.1 a) 4) Ambient temperature</del>  <del>"5.9.1.3.1.1 d) Ambient temperature</del>  <del>« 5.9.1.5 c) 4) Ambient temperature of the rupture valve.</del></p> <p>And the rephrasing of some of the text at the end of sub-clause 5.9.1.3.1.1 :</p> <p>"That can be achieved by 2 test series with:</p> <ul style="list-style-type: none"> <li>- Maximum pressure, <del>maximum ambient temperature</del>, minimum adjustable flow and minimum viscosity;</li> <li>- Minimum pressure, <del>minimum ambient temperature</del>, maximum adjustable flow and maximum viscosity"</li> </ul>	
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45 ES	5.9.1.3		te	In the tests of the rupture valves and restrictors, it is our opinion that the tripping flow of the rupture valve should also be verified in order to guarantee the fulfillment of the requirements in the sub-clause.	Proposed text for subclause 5.9.1.3: <b>“5.9.1.3 Test procedure</b> <i>The test shall</i> a) <i>Simulate a total piping failure occurring at a moment when the speed of the car is zero;</i> b) <b>Verify the flow at the moment of tripping;</b> c) <i>Evaluate the resistance of the rupture valve against pressure.”</i>	
46 ES	5.9.1.4		te	In coherence with similar sub-clauses in the rest of the standard, the title of the sub-clause should be “Checks” and not “Interpretation of the tests”.	Proposed rewording of the title of the sub-clause: <b>“5.9.1.4 Interpretation of the tests Checks”</b>	

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47 ES	5.9.1.4		te	As a consequence of the inclusion of an additional check for the rupture valves (see comments to sub-clause 5.9.1.3), a new check needs to be included for the verification of the tripping flow of the rupture valve. It is suggested that this be included as a new sub-clause 5.9.1.4.2 and that the actual 5.9.1.4.2 be renumbered as 5.9.1.4.3.	<p>The proposed rephrasing of the complete 5.9.1.4 sub-clause is as follows:</p> <p><b>“5.9.1.4 Checks</b></p> <p><b>5.9.1.4.1 Closing operation</b></p> <p><i>The rupture valve fulfils the requirements of the standard if the curves recorded according to 5.9.1.3.1 show that:</i></p> <ul style="list-style-type: none"> <li>a) <i>The time <math>t_0</math> between rated flow (100% flow) and the maximum flow <math>Q_{max}</math> does not exceed 0.16 s;</i></li> <li>b) <i>The time <math>t_d</math> for the decrease of flow is (formula and leyend remain untouched)</i></li> <li>c) <i>Pressure of more than <math>3.5 \cdot P_s</math> shall not be longer than 0.04 s.</i></li> </ul> <p><b>5.9.1.4.2 Tripping flow</b></p> <p><i>The rupture valve fulfils the requirements of the standard when the valve trips before the speed is equal to rated speed + 0,3 m/s.</i></p> <p><i>To verify the flow at the tripping point of the rupture valve, flow shall be increased progressively starting from zero. The tripping flow of the valve shall be the maximum flow</i></p>	
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					<p><i>obtained until tripping occurs.</i></p> <p><i>That is:</i></p> $Q_t - Q_r \leq 0,3 \cdot 6 \cdot A$ <p><i>Where:</i></p> <p><i>Q<sub>t</sub> is the tripping flow of the rupture valve</i></p> <p><i>Q<sub>r</sub> is the flow at rated speed</i></p> <p><b>5.9.1.4.3 Pressure resistance</b></p> <p><i>The rupture valve fulfils the requirements of the standard if after the pressure test according to 5.9.1.3.2 it shows no permanent damage</i></p> <p><b>5.9.1.4.4 Readjustment</b></p> <p><i>If the limits of flow decrease or pressure peaks are exceeded, the manufacturer may modify the adjustment of the rupture valve. After that, another test series shall be carried out.</i></p>	
48 ES	5.9.1.4.1 c)		ed	<p>Explanation of Ps is missing for:</p> <p>c) Pressure of more than 3,5 * <b>Ps</b> shall ...</p>	Add explanation of Ps in "where ..."	

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49 ES		Figure 3	te	For more clarity and in relation with comment to sub-clause 5.9.1.4, it is suggested that in the diagram the number "1" in the flow curve between $Q_r$ and $Q_t$ be substituted by the actual value limit value, and that the legend be updated accordingly.	<p>1<sup>st</sup> Proposed modification of the diagram: Where it says: "1" It should say: "<math>\leq 0,3 \cdot 6 A</math>"</p> <p>2<sup>nd</sup> Update the legend of figure 3: Eliminate the sentence: <del>"(1) The rupture valve shall be tripped before the speed is equal to rated speed + 0.3 m/s"</del></p>	
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50 ES	5.10		te	<p>It is our consideration that the information included in Annex B as examples of calculation method for the calculation of the forces imposed on the guides depending on the different configurations and load cases, should not be given the consideration of example. This information should be part of the calculation procedure included in sub-clause 5.10.</p> <p>Attention should be paid to the fact that some of the formulas included Annex B are already to be found in the calculations of sub-clause 5.10 and they could be simplified.</p> <p>Additionally, the examples that were given annex G in EN 81-2 (sub-clauses G.7.2, G.7.3, G.7.4, G.7.5), have been deleted from the text of the standard. It is our recommendations that these examples be included in annex B.</p>	<p>It is proposed that:</p> <p>1<sup>st</sup> The information for the calculation of the forces imposed on the guides be moved from Annex B to clause 5.10.</p> <p>2<sup>nd</sup> The examples from EN 81-2 that have been deleted be included as Annex B.</p>	
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1	2	(3)	4	5	(6)	(7)
MB <sup>1</sup>	Clause No./ Subclause No./ Annex (e.g. 3.1)	Paragraph/ Figure/Table/Note (e.g. Table 1)	Type of comment <sup>2</sup>	Comment (justification for change) by the MB	Proposed change by the MB	Secretariat observations on each comment submitted

51 ES	5.10.1		ed	It is proposed that the stresses to be taken into consideration in the calculation of the guide rails be differentiated somewhat from the combined stresses.	The following rephrasing is proposed for the sub-clause: <b>"5.10.1 Range of calculation</b> <i>Guide rails shall be dimensioned taking into account the following stresses:</i> <ul style="list-style-type: none"> <li>- <i>Bending stress, buckling stress and compression stress / tension stress, in any of the following combinations:</i> <ul style="list-style-type: none"> <li>· <i>combined bending</i></li> <li>· <i>combined bending and compression / tension stress;</i></li> <li>· <i>combined buckling and bending,</i></li> </ul> </li> <li><i>, and</i></li> <li>- <i>Flange bending stress;</i></li> </ul>	
52 ES	5.10.3		ed	k3 in the formula is in lower case but in the legend K3 is in upper case	Change in legend to lower case k3	

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2 Type of comment: ge = general te = technical ed = editorial

NOTE Columns 1, 2, 4, 5 are compulsory.

Comments and secretariat observations on "Safety rules for the construction and installation of lifts - Examinations and tests - Part 50: Design rules, calculations, examinations and tests of lift components "

Date: 20nd of April 2012	Document:  Draft prEN81-50:2011
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1	2	(3)	4	5	(6)	(7)
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53 ES	5.10.3		ge	The phrase " Omega values of other tough metallic material have to be submitted by the manufacturer", has been deleted. That means that other metallic materials are not accepted (other standars, A17-1 accept that)	Add: Omega values of other tough metallic material have to be submitted by the manufacturer	
54 ES	5.10.3.1		ed	The numbering of the sub-clause is wrong.	Proposed renumbering: <b>"<del>5.10.3.1</del> 5.10.4 Combination of bending and compression/tension or buckling stresses"</b> <b>"<del>5.10.3.2</del> 5.10.4 Flange bending"</b> <b>"<del>5.10.3.3</del> 5.10.6 Deflections"</b>	
55 ES	5.11	5.11.1	ge	The word "retardation" is used.	We propose to use the word "deceleration" because it is more adequate for motion.	
56 ES	5.11	5.11.2.1.2	ge	The word "retardation" is used (three times).	We propose to use the word "deceleration" because it is more adequate for motion.	
57 ES	5.11	5.11.3	ge	The word "retardation" is used (three times).	We propose to use the word "deceleration" because it is more adequate for motion.	

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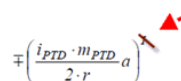
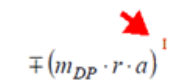
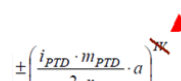
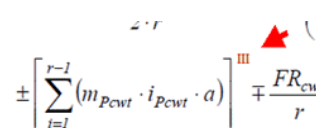
NOTE Columns 1, 2, 4, 5 are compulsory.



Comments and secretariat observations on "Safety rules for the construction and installation of lifts - Examinations and tests - Part 50: Design rules, calculations, examinations and tests of lift components "

Date: 20nd of April 2012	Document: Draft prEN81-50:2011
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MB <sup>1</sup>	Clause No./ Subclause No./ Annex (e.g. 3.1)	Paragraph/ Figure/Table/Note (e.g. Table 1)	Type of comment <sup>2</sup>	Comment (justification for change) by the MB	Proposed change by the MB	Secretariat observations on each comment submitted

58 ES	5.11.3	Page 49	ed	a) For machinery located above:  Formula T1 Index I at the wrong position	Wrong position:   Correct position: 	
59 ES	5.11.3	Page 49	ed	a) For machinery located above: Formula T2	Eliminate Index IV 	
60 ES	5.11.3	Page 49	ed	a) For machinery located above: Formula T2	Replace Index V by III 	

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Comments and secretariat observations on "Safety rules for the construction and installation of lifts - Examinations and tests - Part 50: Design rules, calculations, examinations and tests of lift components "

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61 ES	5.11.3	Page 49	ed	b) For machinery located below:	<p>Proposal:</p> <p>Add also a picture for machinery below (acc. Proposal WG1/AH3)</p>	
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62 ES	5.11.3	Page 49	ed	b) For machinery located below: Formula T1	Replace Index II by I  $\mp (m_{DP} \cdot r \cdot a)^I$	
63 ES	5.11.3	Page 49	ed	b) For machinery located below: Formula T1  Reason:  There exists a weight difference between rope $M_{SR1car}$ and $M_{SR2car}$ dependent on the car position which has to be considered! (acc. Proposal WG1-AH3)	Replace  $M_{SR1car} \cdot (g_n \mp a) + M_{SR2car} \cdot \left( g_n \mp a \cdot \frac{r^2 + 2}{3} \right)$  By  $(M_{SR2car} - M_{SR1car}) \cdot g_n \mp M_{SRcar} \cdot a \cdot \frac{r^2 + 2}{3} \mp M_{SR1car} \cdot a \cdot r$	
64 ES	5.11.3	Page 49	ed	b) For machinery located below: Formula T2	Eliminate Index IV  $\pm \left( \frac{i_{PTD} \cdot m_{PTD} \cdot a}{2 \cdot r} \right)^{IV}$	
65 ES	5.11.3	Page 49	ed	b) For machinery located below: Formula T2	Replace Index V by III	

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					$\pm \left[ \sum_{i=1}^{r-1} (m_{Pcwt} \cdot i_{Pcwt} \cdot a) \right]^{\text{iii}} \mp \frac{FR_c}{r}$	
66 ES	5.11.3	Page 49	ed	<p>b) For machinery located below: Formula T2</p> <p>Reason:</p> <p>There exists a weight difference between rope <math>M_{SR1cwt}</math> and <math>M_{SR2cwt}</math> dependent on the car position which has to be considered! (acc. Proposal WG1-AH3)</p>	<p>Replace</p> $M_{SR1cwt} \cdot (g_n \pm a) + M_{SR2cwt} \cdot \left( g_n \pm a \cdot \frac{r^2 + 2}{3} \right)$ <p>By</p> $(M_{SR2cwt} - M_{SR1cwt}) \cdot g_n \pm M_{SRcwt} \cdot a \cdot \frac{r^2 + 2}{3} \pm M_{SR1cwt} \cdot a \cdot r$	

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67 ES	5.11.3	Page 49	ed	$T_1 = \frac{(P+Q+M_{CBW}+M_{PM})}{r} (g_n \mp a) + \frac{M_{Comp}}{2 \cdot r} g_n + M_{SW} \left( g_n \mp a \cdot \frac{r^2+2}{3} \right) \mp \left( \frac{J_{PM} \cdot m_{PM} \cdot a}{2 \cdot r} \right)$ $\mp (m_{DP} \cdot r \cdot a) \mp \left[ \sum_{n=1}^{i-1} (m_{PCW} \cdot J_{PCW} \cdot a) \right] \pm \frac{FR_{out}}{r}$ $T_2 = \frac{M_{out}+M_{CBW}}{r} (g_n \pm a) + \frac{M_{Comp}}{2 \cdot r} g_n + M_{SW} \left( g_n \pm a \cdot \frac{r^2+2}{3} \right) \pm \left( \frac{J_{PM} \cdot m_{PM} \cdot a}{2 \cdot r} \right)$ $\pm (m_{DP} \cdot r \cdot a) \pm \left[ \sum_{n=1}^{i-1} (m_{PCW} \cdot J_{PCW} \cdot a) \right] \mp \frac{FR_{out}}{r}$ <p>b) For machinery located below:</p> $T_1 = \frac{(P+Q+M_{CBW}+M_{PM})}{r} (g_n \mp a) + \frac{M_{Comp}}{2 \cdot r} g_n + (M_{SW2CW} - M_{SW1CW}) \cdot g_n \mp M_{SWCW} \cdot a \cdot \frac{r^2+2}{3} \mp M_{SW1CW} \cdot a \cdot r$ $\mp \left( \frac{J_{PM} \cdot m_{PM} \cdot a}{2 \cdot r} \right) \mp (m_{DP} \cdot r \cdot a) \mp \left[ \sum_{n=1}^{i-1} (m_{PCW} \cdot J_{PCW} \cdot a) \right] \pm \frac{FR_{out}}{r}$ $T_2 = \frac{M_{out}+M_{CBW}}{r} (g_n \pm a) + \frac{M_{Comp}}{2 \cdot r} g_n + (M_{SW2CW} - M_{SW1CW}) \cdot g_n \pm M_{SWCW} \cdot a \cdot \frac{r^2+2}{3} \pm M_{SW1CW} \cdot a \cdot r$ $\pm \left( \frac{J_{PM} \cdot m_{PM} \cdot a}{2 \cdot r} \right) \pm (m_{DP} \cdot r \cdot a) \pm \left[ \sum_{n=1}^{i-1} (m_{PCW} \cdot J_{PCW} \cdot a) \right] \mp \frac{FR_{out}}{r}$ <p>Correct formulas:</p>		
68 ES	5.11.3	Page 49	ed	Condition I	Instead of: is only for car in upper position New: is for the deflection pulley on car side	

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Comments and secretariat observations on "Safety rules for the construction and installation of lifts - Examinations and tests - Part 50: Design rules, calculations, examinations and tests of lift components "

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MB <sup>1</sup>	Clause No./ Subclause No./ Annex (e.g. 3.1)	Paragraph/ Figure/Table/Note (e.g. Table 1)	Type of comment <sup>2</sup>	Comment (justification for change) by the MB	Proposed change by the MB	Secretariat observations on each comment submitted

69 ES	5.11.3	Page 49	ed	Condition II	Instead of: <del>is for the deflection pulley on car side car or counterweight side</del> New: is for the deflection pulley on counterweight side	
70 ES	5.11.3	Page 49	ed	Condition IV and Condition V	Eliminate Condition IV and V	
71 ES	5.11.3	Page 50	ed	Parameter $m_{PTD}$	Instead of: is the reduced mass of pulley for tension device ( <del>2 pulleys</del> ) $JPTD/R^2$ in kilograms; New: is the reduced mass of pulley for tension device $JPTD/R^2$ in kilograms;	
72 ES	5.12.3	Page 54	ed	Examples for evaluation of safety factor are given in <b>Annex D</b> .	Instead of: Examples for evaluation of <b>safety factor</b> are given in <b>Annex D</b> . New: Examples for evaluation of <b>equivalent number of pulleys</b> $N_{equiv}$ are given in <b>Annex D</b> .	
73 ES		Figure 15	ed	There appears to be a misprint in the formula for the calculation of the ration between the moments of inertia of the different expansions included at the foot of figure 15.	The following correction is proposed: " $v = \sqrt{J_1 / J_2} ; (J_3 \geq J_2 > J_1)$ "	

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74 ES		Figure 16	ed	It would be advisable to add the sub-index “n” to the different values of the maximum length of the rams subject to buckling. The modification should affect both the text at the foot of figure 16 and the list of symbols.	The following correction is proposed: Where it reads: “l” It should read: “l <sub>n</sub> ”	
75 ES		5.13	ed	The value of the safety factor against buckling included in the list of Symbols at the end of the clause is wrong. It should be 2 instead of 2,3.	Proposed correction: “2,3 is the safety factor against buckling”.	
76 ES	5.14	Figure 19	ed	Position 5 & 6 as indicated in the key are not shown on the drawing	Show position 5 & 6 in drawing	
77 ES	5.14.3.2 & 5.14.3.3		ed	No information available about the falling height (also not in Figure 19).	Provide a reference to prEN81-20 related clauses where they are defined (e.g. 5.3.5.2.2, Table 4)	
78 ES	5.14.4		ed	Sub-numbering is not correct	Apply correct sub-numbering: a), b), c)	
79 ES	5.15	Table 3	te		Harmonize Table 3 with ISO 13849-2	
80	5.15	Table 3, 3.1	te	The reference to “table 4” is incomplete.	Complete reference is “table F.4”.	

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ES						
81 ES	5.15	Table 3, 3.1	te	IP 54 case is not explicitly mentioned in the column Conditions.	We propose to add the following paragraph in the Conditions: “If the protection of the connector is IP 54 or better, then Pollution degree 2/overvoltage category III requirements may be used. In that case the minimum values are according to the tables F.2 and F.4 taken over from EN 60664-1. Alternatively, these minimum values may be taken from the relevant product standard (i.e. EN 61800-5-1 and EN 61800-5-2 for VSD).”	
82 ES	5.15	Table 3, 3.6	te	The reference to “table 4” is incomplete.	Complete reference is “table F.4”.	
83 ES	5.15	Table 3, 3.6	te	IP 54 case is not explicitly mentioned in the column Conditions.	We propose to add the following paragraph in the Conditions: “If the protection of the PCB is IP 54 or better and the printed side(s) of the PCB are coated with an ageing-resistant varnish or protective layer covering all conductor paths, then Pollution degree 2/overvoltage category III requirements may be used. In that case the minimum values are according to the tables F.2 and F.4 taken over from EN 60664-1 and the column “printed wiring material” of table F.4 can be used. Alternatively, these minimum values may be taken from the relevant product standard (i.e. EN	

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					61800-5-1 and EN 61800-5-2 for VSD)."	
84 ES	5.15	Table 3, 4	ge	In the column Conditions the word "creeping" is used.	We propose to use the word "creepage" because this word is already used in the document.	
85 ES	D	Page 91	ed	Annex D is not referenced in the back direction	Instead of: Equivalent number of pulleys $N_{equiv}$ – Examples New Equivalent number of pulleys $N_{equiv}$ – Examples to 5.12.2	
86 ES	D	Figure D.1	ed	Because it's separated from the Formulas in 5.12.2	Instead of: $N_{equiv}(t) = 10$ Proposal: $N_{equiv}(t) = 10$ acc. Table 2 of 5.12.2.1	
87 ES	D	Figure D.1	ed		Instead of $K_p = 2.07$ Proposal: $K_p = \left(\frac{600}{500}\right)^4 = 2.07$	
88 ES	D	Figure D.1	te	Wrong Formula	Instead of: $N_{equiv(p)} = 10 + 4,1 = 14,1$ Correct formula: $N_{equiv(p)} = 2.07 \cdot (2 + 0 \cdot 4) = 4.1$	

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89 ES	D	Figure D.1	te	Wrong Formula	Instead of: $N_{equiv} = 11,2$ Correct formula: $N_{equiv} = 10 + 4.1 = 14.1$	
90 ES	D	Figure D.3	ed	All relevant parameters similar to D1 and D2 → Nequiv(p) is missing	Complete text by adding: $N_{equiv(p)} = 2$	
91 ES	D	Figure D.3	ed	Note is missing	Add <u>Note: The rope passes traction sheave and secondary sheave 2 times.</u>	
92 ES	E	Table E.2	ed	Mistake in title Correlation between prEN 81-20:2011 and EN 81-1:1998+A3 and EN 81-1:1998+A3 in the order of prEN 81-20:2011 sequence	Correct title Correlation between prEN 81-20:2011 and EN 81-1:1998+A3 and EN <b>81-2</b> :1998+A3 in the order of prEN 81-20:2011 sequence	
93 ES	E	Table E.3	ed	Mistake in title Correlation between prEN 81-50:2011 and EN 81-1:1998+A3 and EN 81-1:1998+A3	Correct title Correlation between prEN 81-50:2011 and EN 81-1:1998+A3 and EN <b>81-2</b> :1998+A3	

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				in the order of prEN 81-50:2011 sequence	in the order of prEN 81-50:2011 sequence	
94 ES	E	Table E.3 clause 4	ed	Marking wrong „List of significant hazards“ is marked as „deleted“ , the making should be placed in the column for “New”	Set marking in column “New”	

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