

INTRODUCTION OF (EN) ISO 8100-1/2:2026

2025-12-09

Disclaimer

The purpose of this document is to outline and introduce the main changes applied to (EN) ISO 8100-1:2026 and (EN) ISO 8100-2:2026 standards.

While parts of the referred (EN) ISO 8100-1:2026 and (EN) ISO 8100-2:2026 standards may be quoted in the text of this document (acc. CEN and ISO rules), this document is purely designed as a supportive tool to allow readers gain a deeper understanding of the changes in the standards.

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Shorter standard names are used in this document

Version (year) in the name of a standard is relevant. For example, ISO 8100-1:2019 is dramatically different from ISO 8100-1:2025. It is important to use the whole id of the standard, including the year (date) marking.

However, to make this document shorter and easier to read, often used standard names are shown in a shorter format

- (EN) ISO 8100-1:2026 → ISO 8100-1
- (EN) ISO 8100-2:2026 → ISO 8100-2
- EN 81-20:2020 → EN 81-20
- EN 81-50:2020 → EN 81-50

Furthermore, if the clause number is written without specific standard next to it, the clause refers to ISO 8100-1, e.g.

- 4.10 means chapter 4.10 *Electric installations and appliances* in ISO 8100-1

If clause number refers to other standards than (EN) ISO 8100-1:2026, it is clearly written, e.g.

- ISO 8100-2, 4.7.6
- EN 81-20, 4.7.1
- List of related standards and other references has been updated.

2 Normative references

The list of referred documents (standards) is updated.

3 Terms and definitions

Terms and Definitions have been updated for both ISO 8100-1 and ISO 8100-2, for example:

- EN 81-20/50 "authorized person" and "competent person" are used, these terms have been removed or replace conceptually .
- ISO 8100-1/2 uses the concept of access by a key rather than by "authorisation" or "competence"
- EN 81-20/50: Machinery spaces shall be accessible only to authorised person.
- ISO 8100-1/2: Machinery spaces shall be accessible only by use of a key.

4.2 Well, machinery spaces and pulley rooms

ISO 8100-1/2 covers only lifts that are indoor or weather-protected (1 Scope)

- Furthermore: wind loads are removed

4.2.2 Access to the pit, new section, specifying

- Pit platforms
- Access to pit
- Access to pit platforms

Note: Gives also requirements to ladders. For further requirements for pit access ladders, see *Annex C*

Inspection switch

- Required at the pit access door (instead of “stop switch”), 4.2.1.3.1 a)

Alert initiation

- Required in pit and on car roof if there is no access door to the pit, 4.2.1.4)

Trap door

- New: Trap door handling force specified ≤ 150 N, 4.2.3.2

Refuge spaces and clearances

- Deleted: *EN 81-20*, 5.2.6.3.2.3 Clear vertical distance above unprotected rotating parts (was 0,30 m). Instead, requirements extended to cover more specified rotating parts shall be protected, 4.9.1.2 and Table 14
- Rules for flexible elements (like compensation chains) entering refuge space defined, 4.2.5.8.1 a) and Figure 8
- Kneeling added as a possible refuge space (Table 3)
- Max gap well-to-sill reduced to 0,12 m (was 0,15 m); for vertically sliding doors reduced to 0,15 m (was 0,20 m) (see detailed drawing in the door section), 4.2.5.3.1
- Partition between lifts in same well: instead of “sufficient as to prevent access”, now specified more clearly: max gap 0,15 m, 4.2.5.5.2 c)

Well surface in case of short floor to floor distance

- *EN 81-20* did not specify how to create the vertical continuous and smooth well surface, in case of short floor to floor distance. *ISO 8100-1* gives those requirements, 4.2.5.3.2

Luminaire strength

- New: Mechanical strength requirements for luminaires has been specified, 4.2.1.2

Requirements are defined in a way that they can be verified (like in many other parts of *ISO 8100-1/2*), e.g.

- Well mechanical strength: “Without permanent deformation” is replaced by ≤ 15 mm elastic deformation and ≤ 1 mm permanent deformation, 4.2.5.2.4
- Max opening size in slabs is defined < 150 mm, 4.2.6.3.3

Machinery spaces and access

- Clear height for working areas is reduced to 2,0 m (was 2,1 m) (for example 4.2.6.4.2)
- Mechanical device to block car movement during maintenance/inspection on the machinery, shall be provided, if uncontrolled car movement is not excluded in the lift’s instructions, 4.2.6.4.3.1, 4.2.6.4.4.1
- Manual effort to operate retractable working platform reduced to 150 N (was 250 N), 4.2.6.4.5.4 b)

4.3 Landing doors and car doors

Summary of main changes regarding doors

- Finger safety
- Allowed spaces where child could go, are made smaller
- Requirements for clearances/gaps are more strict
- Vertical sliding doors are added (previously covered only partly)

Finger safety, background

Opening doors, both car and landing doors, create risk of fingers dragging between door panels and between door and wall panels / door uprights. Sharp edges inside the panels increase severity of the risks.

Safety, especially child safety, has up-dated requirements

- Smaller clearances

- Improved opening force limiter functionality
- Removal of sharp edges inside door panels and walls / uprights

Finger safety, up-dated requirements

Smaller clearances

- Design clearance (unused lift) is max 6 mm as in *EN 81-20* (no change). Due to wear maximum clearance has been reduced from 10 mm to 8 mm
- Clearances depend on (4.3.1.4 and *Table 4 – Door clearances*)
 - Door panel type (steel / glass / mirrored surface)
 - Door type (car / landing)
 - If other protective means are used

Opening force limiter, 4.3.6.2.2.1 h)

- *EN 81-20* requires that glass doors have max 150 N opening force limiter
- *ISO 8100-1* gives 150 N limit to all panel types
- Additionally, door movement shall be prevented for at least 20 seconds (door motor torque is removed), 4.3.6.2.2.1

Removal of sharp vertical hidden edges, 4.3.6.2.2.1.k)

Sharp edges must be removed by alternative ways from car and landing door panels and from car and landing uprights by (*Figure 21*)

Door mechanical strength, 4.3.5.2.2

New requirements have been added, and existing requirements are defined more detailed, e.g.

- Retainers need to be metallic, structural part of door panel, secured against self-loosening and marked indicating correct engagement
- Folding door are clearly mentioned, requirements being the same as for the horizontal sliding doors (Note: Vertical sliding door mechanical strength requirements have been added to *ISO 8100-1. Table 6, Figure 19.*)

Glass door markings

- Door glass panel marking requirement have been revised and aligned with other lift glass parts, 4.3.5.2.7

Gaps between closed car and hinged landing doors

When there is a risk child can go between car and landing door (e.g. in case of hinged landing door and horizontally sliding or folding car door), free space is reduced from max 0,15 m to 0,12 m, 4.3.4.3

- For vertical doors space is max 0,15 m (is a new requirement)
- Furthermore, requirements have been added to *ISO 8100-1* regarding door opening and locking sequences, 4.3.6.2.1.2

Vertical sliding doors, general information

EN 81-20/50 did not give many requirements for vertical doors. To align with North American codes (*ASME A17.1/CSA B44*), *ISO 8100-1* includes typical vertical doors.

Most of the vertical sliding door requirements in *ISO 8100-1* are incorporated with other door type requirements. Additionally, 4.3.6.2.3 is vertical door specific.

Vertical doors can only be used for goods passenger lifts

Figure 24 shows typical vertical sliding door types, and

related protection / detection area of:

- Bi-parting landing doors sequence operation including shutter doors
- Slide-up-to-open doors parallel operation
- Vertical car door in combination with hinged landing door

4.4 Car, counterweight and balancing weight

Counterweight

- Clarification on determining car area, 4.4.2.1
- Goods passenger lifts include solution for traction and hydraulic, 4.4.2.2
 - 1. Lifts with car being loaded with equipment which is not part of the rated load
 - 2. Lifts with car area bigger than required for the number of persons

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- Changed requirements for balustrade / car roof floor slip resistance / inspection / emergency lightening, 4.4.6.2, 4.4.7.1, 4.4.10
- Updated requirements for counterweight, 4.4.11
 - Added requirements for non metallic filler bits

Car - area & structure

- Special cases for goods-passenger lifts, 4.4.2.2
 - Bigger car sizes allowed for traction lifts (prev. only hydraulic lifts)
 - Handling devices not in rated load → downward movement limited ≤ 20 mm by a mechanical device, prevent doors opening before device extended
 - Overload monitoring before device retraction: SIL 3 (new)
- Rated load label at landing, ≥ 50 mm character height, 4.4.2.3.3

Safety & rescue

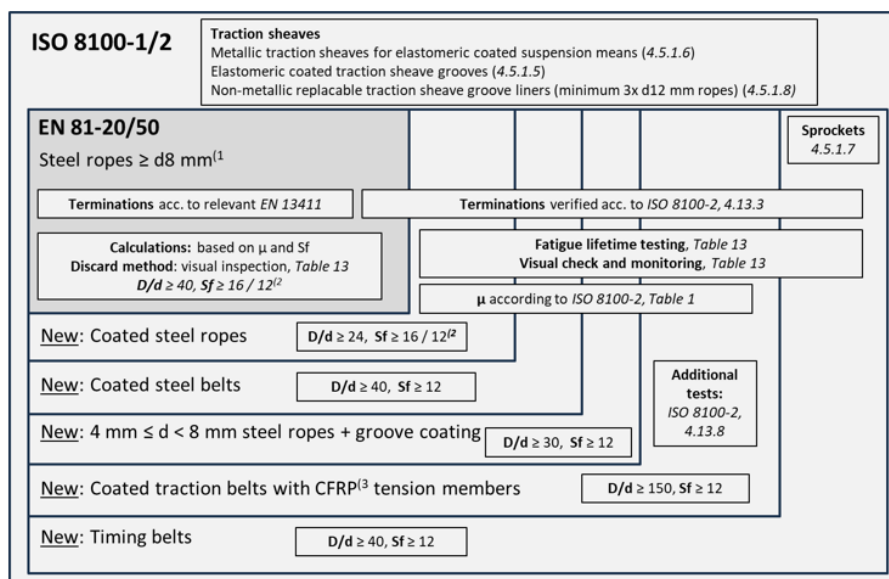
- Inspection doors allowed in car, 4.4.3.1.c)
- "Empty car" load case added, 4.4.3.2.1
- Rescue bridge deflection limits defined, 4.4.6.2
- Balustrade required if standing position outside car roof possible, 4.4.7.2.d)
- Fall protection check point added, Figure 29
- Glass markings harmonized; referenced standard, 4.4.7.5
- Inspection switch $\leq 0,75$ m from roof access point (was stopping device at 1 m), 4.4.8
- Strength test & requirements for non-metallic filler bits added, 4.4.11.3

4.5 Suspension means, compensation means and related protection means

Suspension means (ropes, belts) have relatively big changes compared to EN 81-20/50.

Most relevant changes in ISO 8100-1/2 are:

- Steel wire ropes with diameter ≥ 4 mm and < 8 mm are included
- Elastomeric coated ropes (steel wire) and elastomeric coated belts (steel wire or carbon fiber) are normative
- Requirements are defined for
 - Material, construction, dimensions, strengths
 - Safety factor depending on type, number and design
 - D/d ratio depending on type
 - Discard criteria (lifetime)
 - Traction



Sf = safety factor

μ = friction coefficient

D/d = Diameter ratio, see Table 12

1) According to ISO 4344

2) $Sf \geq 16 / 12$ means: Safety factor min. 12 for more than 2 suspension members (ropes), otherwise Sf min. 16

3) CFRP = carbon fibre reinforced polymer

4.6 Precautions against free fall, excessive speed, unintended car movement and creeping of the car

Safety gear and its tripping means

Overspeed governor

- Tripping speed in free fall determines tripping speed for safety gear
- Distance between tripping points changed
 - 100 mm for instantaneous safety gears (see formula *ISO 8100-2, 4.3.2.3.1*)
 - 250 mm for progressive safety gears (original *EN 81-20* value)
- Governor rope reference is changed to *ISO 4344:2022*

4.6.2.2.5 Tripping by electrical means

NEW: to accommodate devices that are presently on the market

- Speed monitoring element
 - SIL 3 device
 - Tripping speed:
 - Governor tripping speed
 - Freefall detection (additional requirement, by detecting acceleration)
- Tripping element to operate safety gear
 - SIL 3 for electrical parts
 - Special considerations for active parts, e.g. monthly self test
 - Failure rate (SIL 3) for mechanical parts
 - Test according to *ISO 8100-2, 4.19*

ACOP (Ascending car overspeed protection) has new and changed requirements

- According to *EN 81-20*, ACOP shall be active in
 - *Normal operation*
 - *Manual rescue operation* (with some exceptions)
- *ISO 8100-1*: ACOP shall function in 4.6.6.1
 - *Automatic operation* (compared to *EN 81-20*: “normal operation”)
 - *Emergency operation* (except in case brake release is according to 4.9.2.3.9)
 - *Emergency electrical operation* (except if “there is a direct visual observation of the lift machine or the speed is limited by other means”)
 - *Inspection operation*
- If ACOP acts on suspension or compensation means, those must be steel wire ropes (i.e. newly introduced suspension means are excluded,) 4.6.6.4 c)
- Better description has been added for monitoring, 4.6.6.5
- An alternative speed monitoring element has been added:
 - Tripping by electrical means as per 4.6.2.2.5 (*EN 81-20, 4.6.6.10*)

UCMP (Unintended car movement protection)

- Additional explanation when a full UCMP system is required, 4.6.7.1, e.g.
 - Two stop lift without re-levelling needs to have machine brake that is monitored
- UCMP paragraph 4.6.7.3 refers to 4.9.2.2.2.8, which gives requirements for brakes that are used to stop the lift when unintended car movement happens
- If UCMP acts on suspension or compensation means, those must be steel wire ropes (i.e. newly introduced suspension means are excluded), 4.6.7.4
- Better descriptions have added for monitoring the stopping elements, 4.6.7.8

4.7 Guide rails

- “Hanging rails” configuration (fixed at top of well) deleted
- **Wind loads references removed**, 4.7.2.3.1.a), 4.7.3, Table 17:
 - Following HAS comment 331 and WG 1 decision, wind loads were deleted due to a lack of a harmonized calculation method and because *ISO 8100-1* only applies to indoor or weather-protected lifts
- For buildings > 5 years, settlement no longer required, except timber, 4.7.2.3.5
- Reference to ***ISO 8100-33:2022*** added for dimensions & properties
- **Load case bouncing added**, 4.7.2.2:
 - Counterweight/balancing weight bounce and car bounce
 - New permissible deflections: $\delta_{perm} = 10 \text{ mm}$ in both directions, 4.7.5.2 d)

- **Force calculation changed**
 - $k_3 \cdot M_{aux}$ replaced with F_{aux} (as k_3 was not defined in tables)
 - Resulting F_{aux} is same as before, now directly defined

4.8 Buffers

- EN 81-20 allows reduced stroke buffers to be used in lifts having min 2,5 m/s nominal speed. ISO 8100-1 removes the speed limit.
- 1,0 m/s rated PU buffers can be used as reduced stroke buffers up to lift's nominal speed of 1,75 m/s, 4.8.1.5.b)

4.9 Lift machinery and associated equipment

General changes at machines

- No speed limits for elastomeric coated ropes and belts, 4.9.2.1.1.a)
- Speed for elastomeric coated timing belts is limited to 1,75 m/s, 4.9.2.1.1.b)
- Transmission from motor to brake shaft can be only one belt if belts are used (previous minimum two belts if belts are used), 4.9.2.1.2

General changes at braking system

- Braking part of brake system is called machine brake, 4.9.2.2.2
- New wording for operation of brakes: release (change to not braking) or application (change to braking), 4.9.2.2.2.1
- Extensive requirements for hydraulically released machines brakes have been added, 4.9.2.2.2.1
- At **minimum** braking torque of the brake shall decelerate, stop and hold the car in case of one brake set is not working when:
 - the car is empty in upwards direction, and
 - The car is loaded with the higher of either, the rated load or the load corresponding to the overload detection setting, in downwards direction (latest at 110 %), 4.9.2.2.2.1
- Manual release of the machine brake shall be independent for each brake set if machine brake is used as stopping means for ACOP or UCMP, 4.9.2.2.2.1
- Means shall be provided to prevent lubricants from the lift machine penetrating the machine linings, 4.9.2.2.2.3.h)

Changed requirements to the controller of the machine brake

- Interruption of the current to the brake according to 4.9.2.2.2.3.a) shall be made by one of the following means:

	EN 81-20	ISO 8100-1
Two independent electromechanical devices with any monitoring	X	-
Safety circuit according to 4.11.2.3 and 4.9.2.2.2.3 a)1)	X	X
SIL-rated circuit fulfilling SIL 3 according to 4.11.2.4, $PFH^* \leq 2,5 \times 10^{-8}$, 4.9.2.2.2.3 a)2)	-	X
Directly by the electric safety devices (current < 50 % of capabilities), 4.9.2.2.2.3 a)3)	-	X

- If the machine brake is used as stopping means for ACOP, or UCMP, or reduced buffer stroke, an additional and independent switching element shall be used to interrupt the brake current. This additional switching element can be a semiconductor, 4.9.2.2.2.3 f)

Machine brake monitoring

- Release of each brake set shall be monitored for all machine brakes, 4.9.2.2.2.3 g)
- If the machine brake is used to decelerate the car in 4.9.2.2.2.8
 - Normal operation (e.g. AC2 - IEC 60947-4-1 – starting/stopping of induction motors), or
 - ACOP, or
 - UCMP, or
 - Reduced buffer stroke,

the machine brake shall be monitored by one of the following means:

- Automatic detection of the maximum wear of the brake lining material, or
- Automatic static verification of machine brake holding capability at least once every day

- The brake torque after the failing of each brake set shall be tested
- Capability for static holding of empty car and full loaded car shall be tested
- In case of a balancing factor of 0,5 no motor torque is required

In case of a detected failure at any brake monitoring above listed

- no further car movement, and
- intentional reset on-site needed, and
- stuck-at failure shall also prevent any further movement and require reset, 4.9.2.2.2.3 g) and 4.9.2.2.2.8

Further new requirements for the machine brake:

- It shall be possible to operate each brake set independent from outside of the well to test the remaining brake set(s), 4.9.2.2.2.7
- Machine brakes, which are used to decelerate the car in normal operation shall not be used as stopping means for ACOP or UCMP, 4.9.2.2.2.8

Changes at motor requirements:

- Requirements to Ward-Leonard-Systems have been removed
- For Safe Torque Off (STO) SIL 3 and PFH $\leq 2,5 \times 10^{-8}$ are required, 4.9.2.5.3 d)
- Motor supplied by static elements is extended by the possibility of using a SIL-rated circuit fulfilling SIL3 and PFH $\leq 2,5 \times 10^{-8}$, 4.9.2.5.3 e)

Changes at emergency operation

- Protection of emergency operation against involuntary action, 4.9.2.3.1
- If at electrical operation a fault in the brake releasing circuit combined with another fault can lead to a dangerous situation, automatic operation, inspection operation and emergency electrical operation of the lift shall be prevented after occurrence of the first fault. (For fault exclusions see details in ISO 8100-1/2.), 4.9.2.3.1
- Warning sign for emergency operation in case of reduced buffer stroke, 4.9.2.3.2
- Requirements for hydraulic released machine brakes are added, 4.9.2.3.1
- More details to the conditions on the movement of the car in case of natural movement at emergency operation, 4.9.2.3.3
- With the machine brake manually released, the car speed shall be limited to the speed for which the buffers are designed, unless the brake is released mechanically and there is direct visual observation of the lift machine, 4.9.2.3.9

Hydraulic lifts

Changed references to other standards, e.g.

- Request to avoid abnormal stress for fastening and mechanical damage to piping is removed. Instead, reference to ISO 4413 is added, 4.9.3.3.1.1
- Deleted the reference to EN 10305 for dimensions and tolerances on tubes used for piping and jack, EN 81-20: 5.9.3.2.1.1.c) and 5.9.3.3.2.1; now ISO 8100-1: 4.9.3.3.2.1

Updated technical information regarding hydraulic devices and their installation

Location of rupture valve and restrictor is defined more precisely

- EN 81-20 defines location as "shall be accessible". ISO 8100-1 gives clear dimension limits from the pit floor and from the car roof, 4.6.3.2 and 4.6.4.2

Jacks extending into the ground

- Request for protective tube has been moved to Annex, B.2.5.3 (like many other building related conditions)

Pipes passing through wall or floor

- Deleted the request to use ferrules to protect the piping, EN 81-20: 5.9.3.3.1.2

Changed calculations/tests/requirements of hydraulic devices

Jack buckling shall be calculated according to ISO 8100-2

- Deleted permission to use "more complex calculation methods", EN 81-20, 5.9.3.2.1.2 c)

Pressure tests of flexible hose and couplings

- The pressure test responsibility is not given to manufacturer, 4.9.3.3.3.2

Flexible hose bending radius

- Deleted the requirement to fix the pipe according to manufacturer's instructions, EN 81-20, 5.9.3.3.3.4

Relief valve setting

- The maximum pressure of 50 MPa has been moved to 4.9.3.5.3.2 (EN 81-20, 1.3 b.2)

Motor run time limiter shall not prevent emergency electrical operation

- “4.9.3.10.4 The motor run time limiter, even if tripped, shall not prevent the inspection operation, 4.12.1.5, the emergency electrical operation, 4.12.1.6, and the electrical anti-creep system, 4.12.1.10.”

For hydraulic lifts having more than two levels

- Deleted the exception allowed not to check whether car is in unlocking zone, in case lift is “fitted with mechanical anti-creeping device”. (EN 81-20, 5.9.3.9.3)

Stopping lift machine

- Alternative ways to stop upwards and downwards movement has been updated, to match with other electrical and SIL requirements / possibilities in ISO 8100-1, 4.9.3.4.2 and 4.9.3.4.3

4.10 Electric installations and appliances

- EMC standards *EN 12015* and *EN 12016* replaced with *EN ISO 8102-1* and *EN ISO 8102-2*
- Higher requirements for temperature limits of heat emitting surfaces at normal operating conditions
 - Example: parts accessible by passengers, metallic surface 55°C, non-metallic surface 65°C
- Higher requirements for protection against electric shock. IPXXB is now required when enclosure is opened for resetting, adjusting or to operate controls
- New: to cover Machinery Regulation (MR) EHSR protection against corruption 1.1.9, interface components to external equipment shall be in accordance with *ISO 8102-20:2022*
- New: the position of the control mechanism for the “remote” main switch utilizing a contactor shall be checked by an electric safety device or it shall interrupt the supply to the electric safety chain when in off-position
- New: minimum fire classification of electric conductors and cables specified
- New: monitoring required for all emergency power supplies

4.11 Protection against electric faults; failure analysis; electric safety devices

- PESSRAL replaced with “SIL-rated circuits”, which extends the use of “SIL” to electric and electronic circuits (circuits without computer).
- Safety circuits utilizing computer for safety logic or for failure detection shall be considered as SIL-rated circuit.
- Higher requirements for development of SIL-rated circuits.
- Higher requirements for on-site modification of SIL-rated software and parameters.
- Maximum combined reaction time 1 s for electric safety device and devices used to stop the machine, to initiate stopping of the machine.

4.12 Electrical Controls

4.12.1.1 Normal operation

- Normal operation is automatic operation wherein the lift is used for transport of passenger or goods, and wherein the car is stopped automatically at the landings
- Automatic operation is operation in which start of the movement of the car happens in response to the momentary actuation of operating devices or in response to any other automatic starting function
- New: The acoustic signal shall be activated (for 2 sec. min) before any re-start of the lift in automatic operation when stopping was initiated by an electric safety device

4.12.1.2 Load control

- The overload shall be detected at the latest when the rated load is exceeded by 10 %. 75 kg deleted. Affects lifts having rated load less than 750 kg.
- Acoustic signal sound volume and optical signal are now defined

4.12.1.3 Monitoring of slowdown in case of reduced stroke buffers

- Once monitoring is activated, the electric safety device shall keep the lift out of automatic operation. The return of the lift to automatic operation shall require intentional reset on site.

Inspection operation

Revised requirements clearly specify conditions for functioning when inspection operation switch is at INSPECTION and NORMAL positions

- Focus on to describe what shall be bypassed and when bypasses shall be disabled, 4.12.1.5

Buttons are now called as “hold-to-run control device”

Optional Inspection operation travel beyond the final stop

- Automatic stop before reaching the final limit switch
- Continued travel after re-activation of the run and direction buttons
- Max. 0,15 m/s speed in the overrun area
- Limit switch and buffer switches are bypassed
- Different symbols on buttons when option is provided

Return to automatic operation after inspection operation

- An acoustic signal for at least 2 seconds just before the first start of the lift in automatic operation; or intentional reset outside of the well

Emergency electrical operation (EEO)

New device requirements

- Emergency electrical operation (EEO) switch shall be bi-stable and shall have positions “ON” and “OFF”, 4.12.1.6
- Hold-to-run control device(s) shall be used for car movement control and for bypassing the EEO-switch

Revised requirements clearly specify conditions for functioning when EEO-switch is at ON and OFF positions

- Focus on to describe what shall be bypassed and when bypasses shall be disabled

Automatic power-operated door closing and locking of the door(s) shall be controlled by hold-to-run control device. This hold-to-run control device may be the same as for the car movement. Door protective device as shall be de-activated and door(s) closing shall be with limited energy (4 J) together with acoustic signal.

Stopping devices

- New: When entering the well, inspection operation switch is the first device to operate, not stopping device as earlier. See 4.2.1.3.1 a) for pit and 4.4.8 for car roof
- New: It is not mandatory to use red push button type stopping device
- Stopping device shall be bi-stable and such that a return to service cannot result from an involuntary action, 4.12.1.11

Control of automatic rescue operation

- New: optional automatic rescue operation that operates in case of failure or loss of power supply to move the lift car to a landing, 4.12.1.12
- The automatic rescue operation shall not bypass any electric safety device unless same safety function is provided by additional electric safety device
- Stopping accuracy after a car movement with automatic rescue operation shall be +/-20 mm. Relevelling is not required
- An acoustic signal shall operate at any time the doors are not closed, and the levelling accuracy exceeds 20 mm for more than 3 seconds

Alert initiation and intercom system

“Alarm” is renamed as “Alert”

- Alert means that someone needs assistance or wants to communicate. It’s more about establishing contact rather than immediate danger.

New option to use an acoustic device (e.g. bell, siren, buzzer) instead of EN 81-28 when Lifts Directive is not applicable

- a) a two-way communication system in accordance with EN 81-28:2026; or
- b) an acoustic device with a sound level of 80 dB(A) at 1,00 m distance, located on the car roof or at a landing.

Note: Lift Directive EHSR 4.5 “two-way communication system for contact with a rescue service” is covered via Annex ZA of EN 81-28

Note: MD/MR EHSR 1.5.14 Risk of being trapped in a machine is covered by ISO 8100-1, 4.12.3.1

5 Verification of the safety requirements and/or protective measures

5.1 Verification methods

- Technical compliance documentation requirement is removed (including EN 81-20, Annex B)
- Verification Table 24 (in EN 81-20 as Table 18) is updated, e.g.
 - EN 81-20, "5.12.4 Priorities and signals" has been removed
 - Verification means "Visual inspection" has been changed to "Inspection"
 - "4.10.11 Emergency supply" has been added

5.2 Specific examinations and tests on installed lift

5.2.5 Car safety gear

- There is no need to slip ropes anymore during the test, "the car is stopped by the safety gear only"
- Progressive safety gears are tested
 - At 125 % rated load and at rated speed or
 - At 100 % rated load and at overspeed governor's tripping speed

5.2.6 Counterweight or balancing weight safety gear

- Tests are performed with empty car and at rated speed (lower speeds are removed)
- There is no need to slip ropes anymore

5.2.8 Buffers

- There is no need no check buffer compression anymore

5.2.12 ACOP

- If ACOP (Ascending car overspeed protection) requires self-monitoring, it needs to be tested

5.2.14 Protection against unintended car movement (UCMP)

- A check on activation means is added (if applicable)

New test requirement to verify that vertically sliding doors are balanced correctly

- "It shall be checked that a vertically sliding door does not start to open or to close by itself when the door is open with a gap of 100 mm.", 5.2.16

New test requirement to verify counterweight / balancing weight is balanced correctly (has correct mass)

- Before performing tests like traction, machine brakes, safety gear, ACOP etc., it shall be verified
 - By practical tests using machine current measurement or
 - By weighting of the car and counterweight

that the counterweight / balancing weight balance is as stated in the instructions, 5.2.17 and 5.2.18

6 Information for use

6.2 Instructions

New technical requirements in ISO 8100-1 also require more detailed information in the instructions, e.g. for

- SIL-rated circuits (in EN 81-20/50 as "PESSRAL"), 6.2.4 k)
- Software and parameters, 6.2.4 v)
- Automatic rescue operation, 6.2.4 i)
- Discard/replacement criteria, 6.2.4.c), 6.2.4 j), 6.2.4 r), 6.2.4.y)
- Resetting means, 6.2.4 f)
- Emergency operations, 6.2.5
- "Plans of the installation in the building" adds mandatory plan elements, 6.2.2 b)
 - Clause 6.2.2 b) expands the required information that must be included in the installation plans, specifically addressing openings, working areas, and force transmission.

Reference to EN 13015 "Maintenance for lifts and escalators" is removed, EN 81-20, 7.2.2

- Instead, requirements are listed in 6.2.4

Table 25 – List of safety functions in ISO 8100-1, 6.2.4, is new

- Safety functions are defined in the new Machinery Regulation (EU) 2023/1230 Article 3 (4):
 - 'safety function' means a function that serves to fulfil a protective measure designed to eliminate, or, if that is not possible, to reduce, a risk, which, if it fails, could result in an increase of that risk
- Therefore, a new Table 25 in ISO 8100-1 has been created to include the safety functions resulting from the EHSR of:
 - Machinery Directive 2006/24/EC

- Machinery Regulation (EU) 2023/1230 and
- Lift Directive 2014/33/EU
- This list is provided in support of the EHSR 1.1.2 (e) of the Machinery Regulation requiring, where appropriate, test instructions of the safety functions
- And where required by Lift Directive 2014/33/EU, some safety functions are fulfilled by safety components

6.3 Logbook

Logbook needs to show only the interventions

- “A logbook shall be provided for recording notes about repairs and periodic checks, including those specified in the instructions.”
- Other information earlier shown in the logbook (like basic characteristics of the lift, electrical schematics diagrams) is required now to be shown in the instructions

7 Building-related boundary conditions

- New Clause 7 collects safety-relevant conditions that affect lift safety but fall outside EHSRs — thus not enforceable via harmonized standards. These are now “must-inform” obligations from the installer to the building contractor.

Example

- Accessible spaces below the well
- Working areas protected against environmental influences

Framing used

- Keeps standard compliant
- Ensures safety-critical interface is not lost due to legal separation

Annex B (normative) Building-related boundary conditions in which the lift is installed

- Building requirements are removed from clause 5 (technical content) and moved to the new *Annex B*
- New *Annex B* formalizes technical interfaces for building related boundary conditions in a normative framework
- The content of *Annex E* (informative) of the *EN 81-20* has been moved to the new *Annex B*
- Installer – Building contractor communication is formalized

These changes help clarify scope boundaries between lift and building design.

Annex C (normative) Pit access ladder

Summary of main changes

Safety and ergonomics improved in various ways

- Maximum handling distances have been shortened
- Less force is needed to handle ladders
- Ladder strength is defined clearly

Especially safety of movable ladders is updated

- Ladder fixings (to sill, pit floor) in use position are defined
- Movable pit ladder stored in the pit floor is deleted (type 3b in *EN 81-20*, F.1.e).
 - Movable ladder shall be stored in upright position

Annex ZA (informative) Relationship between this European Standard and the essential requirements of Directive 2014/33/EU aimed to be covered

Changes to Annex ZA in ISO 8100-1 and in ISO 8100-2

- Applicable EHSRs of Machinery Regulation have been added, *Table ZA.1.3*
- *ISO 8100-1/2* clause numbers have been updated, completed and corrected to match the new numbering

Note: *Annex ZA* is not part of the ISO final publication

Relationship between ISO 8100-1/2 and the EHSRs of Lift Directive supplemented by the applicable EHSRs of Machinery Directive and Machinery Regulation, remains as earlier

- *ISO 8100-1/2* provides voluntary means of conforming to the EHSRs of Lift Directive and the applicable EHSRs of Machinery Directive and Machinery Regulation as regards lifts and safety components for lifts
- Once *EN ISO 8100-1/2* are cited in the Official Journal of the European Union (OJEU) under 2014/33/EU, compliance with the normative clauses of this standards given in *Annex ZA* Tables confers, within the

limits of the scope of this standard, a presumption of conformity with the corresponding EHSRs of 2014/33/EU and associated EFTA regulations.

(EN) ISO 8100-2:2026

4. Design rules, calculations, verifications and tests

ISO 8100-2 content changes for testing of lift components. Reasons:

- It is not possible to repeat legal obligations from for example the Lifts Directive 2014/33/EU.
- The standard can only specify product requirements and how to verify the product requirements.
- Examinations and/or certifications are usually done by 3rd parties. This was claimed to be misleading and therefore replaced with the wording verifications.
- The instructions for safety components are not covered specifically in EN ISO 8100-1 as this is the lift standard.
- ISO 8100-2 covers the EHSR for safety component instructions

Landing doors and car doors

ISO 8100-2 contains modified wording and changes that minimize room for interpretations, e.g.

- Added "*The static test and the dynamic test shall be carried out with the same test samples used in the endurance test.*", 4.2.1.2.1
- During endurance test, test current needs to be double "*of the locking device*", endurance test, 4.2.1.2.2.
- Test force "*increasing progressively*" is made clearer: "*between 30 s to 60 s*", static test, 4.2.1.2.3
- Measurable criteria has been added for mechanical tests , 4.2.1.3

Verification of overspeed governors

- For the free fall test the speed shall be recorded to determine the difference between adjusted speed and the speed when an actual free fall occurs, and the safety gear needs to operate. *ISO 8100-2, 4.4.2.2.1 e)*

Verification of safety circuits and SIL-rated circuits

4.6.1.2 Information for verification clarified

- E.g. Method of failure analysis employed and documented results

4.6.3.1 Mechanical test requirements clarified (vibration and shocks)

- E.g. number of shocks per each axis

4.6.3.2 Temperature test requirements clarified

- E.g. number of test cycles stated clearer

4.6.3.3 / 4.6.3.4 Failure analysis of safety circuit and SIL-rated circuit

- New mandatory check of PFD_{avg} and PFH calculations for SIL rated circuits

4.6.4 Instructions

- Documentation requirements: must include verified technical data such as type , operation conditions, voltage and hardware/software identification

Verification of ascending car overspeed protection means (ACOP)

4.7.1 General provisions has some changes, e.g.

- Min. and max. masses, torques, etc. have been removed. Instead, *ISO 8100-2* refers to 4.7.3 Testing
- List of documents has been removed. Instead, it is referred to 4.7.4 Instructions

4.7.3.2.1 General, defines specifically

- "*The acceleration of the mass to reach the tripping speed shall not exceed 0,1 m/s²*".

(Note: requirement is aligned with overspeed governor test, *ISO 8100-2, 4.4.2.2.2)*

Speed reducing element

- An absolute requirement on the retardation limit of 1,0 g_n is given in *ISO 8100-2, 4.7.3.2.1*
- Clarified the number of tests required for verification of speed reducing elements (like safety gear) designed for
 - Single mass, *ISO 8100-2, 4.7.3.2.2.2*
 - Different masses, *ISO 8100-2, 4.7.3.2.2.3*

Speed monitoring element (in *EN 81-50* called as "*Overspeed monitoring device*")

- Defined the specific number of tests to be carried out ("*Twenty tests*"), *ISO 8100-2, 4.7.3.2.3.1*

4.7.3.3 Checking after the tests

- A shorter description is provided: *“After the tests, a visual check shall ascertain that no deterioration, except on replaceable friction components, which affects the operation of the safety gear has occurred.”*

Verification of unintended car movement protection means (UCMP)

Changes which simplify and clarify the requirements include, e.g.:

- Removed key parameter limits that applicant needs to provide, like “minimum and maximum masses”, “force or torque or fluid pressure”, *ISO 8100-2, 4.8.1*
- List of documents that shall be provided for the UCMP verification, is redefined and moved to a new clause *“4.8.4 Instructions”*
- Testing measurement of *“the average retardation”* is redefined as just *“the retardation”*, to clarify that the measurement is made on the retardation itself and not based on a collected set of measurements, *ISO 8100-2, 4.8.3.1*
- *4.8.3.3 Checking after the tests*
 - A shorter description is provided: *“After the tests, a visual check shall ascertain that no deterioration, except on replaceable friction components, which affects the operation of the safety gear has occurred.”*

Guide Rail Calculations

Formulae corrected

- Omega ω value was added to some buckling formulae of *Annex B*

Combined stress calculation completed in *ISO 8100-2, Annex B (4.10.1)*

- Combined bending
- Combined bending + compression/tension
- Combined bending + buckling

Calculation methods harmonized

- All methods (analytical or alternative, e.g. FEM) must use the same boundary conditions
- $k_3 \cdot M_{aux}$ replaced with F_{aux} (aligned with *ISO 8100-1*)
- Annex B clarifies that example does not include all the load scenarios (e.g. buffer impact, bouncing scenarios)

Main changes in *ISO 8100-2* regarding suspension means

- “Conventional steel wire ropes” contain some minor changes

New suspension means have been added into *ISO 8100-2*

- Traction calculations shall be made according to *ISO 8100-2, 4.11* and *Table 1*.
- Terminations shall be tested according to *ISO 8100-2, 4.13.3*
- CFRP elastomeric coated suspension means shall have additional tests (adhesion, heat, climate) *ISO 8100-2, 4.13.8*
- *Table 13* indicates required testing/verifications: fatigue lifetime testing, verification of elastomeric traction sheaves and visual inspection/discard criteria, *ISO 8100-2, 4.13.2, 4.13.5* and *4.14*

Calculations of rams, cylinders, rigid pipes and fittings

Calculation of the base thickness of cylinders (Hydraulic lifts)

- The bases of cylinders must be designed only according to figures and formulae, *4.15.1.2.1*
- *EN 81-50* figures and formulae are given as examples, and they do not exclude other possible constructions

Calculations of the jacks against buckling

- For slenderness $\lambda < 100$, yield strength $R_{p0.2}$ is used. *EN 81-50* used tensile strength R_m

Design rules for SIL-rated circuits

New: standard recognizes two possible development paths for SIL-rated circuits, *ISO 8100-2, 4.18*

- *ISO 8100-2, Annex A* (cookbook)
 - Pre-selected architectures as per SIL
 - Pre-selected techniques and measures to avoid and detect failures as per SIL
- Full application of *IEC 61508:2010* with some limitations

Annex A (normative) SIL-rated circuits

"Cookbook". Comprehensive update with additional information to better guide development efforts

Examples of new topics:

- *Table A.13 — Interboard safety related data communication links of SIL-rated circuits*
- *Table A.14 — Functional safety management measures*
- *Table A.16 — Calculation of safety-related parameters*
- *Table A.17 — List of practices and rules of structured programming*

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