Singapore Standard SS 550:2020

Code of practice for installation, operation and maintenance of electric passenger and goods lifts

AMENDMENT NO. 1

March 2022

1. Page 26, 5.2.1.4.1, last paragraph

Replace with the following text:

The means to switch the lift well lighting should be two way switching from the highest well access/landing and the lowest well/pit access/landing.

As an option, nearest to one of the two access locations, the switch may be placed within the lift machine room. For a lift without a machine room, the switch may be placed in the emergency and inspection panel.

2. Page 40, 5.2.5.7.1, 4th paragraph

Replace with the following text:

Refuge spaces shall be of the same type, not interfering with each other and marked out on the car roof.

3. Page 44, 5.2.5.8.1, 1st paragraph

Replace with the following text:

When the car is at its lowest position according to 5.2.5.6.1, a clear area(s) where at least two refuge spaces can be accommodated shall be provided on the pit floor (refer to Table 4 for the dimensions of the refuge spaces in the pit). The refuge spaces shall be marked out on the pit floor.

4. Page 55, 5.3.5.2.1, NOTE

Replace with the following text:

NOTE – Where the entrance does not close automatically during a fire emergency (see 5.12.6.1.3), the fire resistance should be same as that of the lift well enclosure.

5. Page 64, 5.3.9.3.5

Replace with the following text:

If there is no access door to the pit, other than the landing door, the door lock shall be reachable safely within a height of 1,80 m and a maximum horizontal distance of 0,80 m from the pit ladder according to 5.2.2.4, or a permanently installed device shall allow a person in the pit to unlock the door.

6. Page 71, 5.4.2.2.5 (f)

Replace with the following text:

An additional overload device (similar to the one described in 5.12.1.2) shall be provided and once it is activated above 125 % of the rated load plus the weight of the handling device (if not included in the rated load), it shall keep the mechanical device in the extended position and doors remaining open, and the lift shall be taken out of operation.

7. Page 80, 5.5.1.1

Replace the three notes with the following text:

NOTE 1 – Alternative suspension (of different profile and/or composite materials) with steel as one of the core material, is permissible provided they have properties not inferior to that of steel wire ropes especially in terms of safety factor applied, traction, bending, termination strength, and load distribution as required in 5.5.1.3 to 5.5.5. Similarly, corresponding data for such suspension should be provided as in 5.5.1.2 b) and c).

NOTE 2 – Should such alternative suspension lose its performance under fire or high heat conditions or materials get separated or deformed due to whatever reason, there will be loss of traction. Measures should be put in place to protect passengers in the car.

NOTE 3 – Where the steel element in such alternative suspension is not visible, i.e. hidden/embedded, monitoring for its deterioration should be included to provide some form of alert to prevent 'surprised' failures.

8. Page 148, 5.12.6.1.7

Replace with the following text:

The following notice shall be prominently displayed at each lift landing:

9. Page 164, 6.3.15.2.2 (a)

Replace with the following text:

a) Change of:

– rated speed;
– rated load;
– mass of the car;
– travel.

10. Page 164, 6.3.15.2.2 (b)

Replace with the following text:

b) Change or replacement of:

– brake system;
– type and size of hoisting rope;
– type of locking devices (5.3.9.1 and 5.3.9.2);
– control system;
– guide rails or the type of guide rails (5.7);
– type of door (or the addition of one or more landing or car doors) (5.3);

– machine or the traction sheave (5.9.2);
– overspeed governor (5.6.2.2.1);
– ascending car overspeed protection means (5.6.6);
– buffers (5.8);
– safety gear (5.6.2.1);
– unintended car movement protection (5.6.7);
– pawl device (5.6.5);
– jack (5.9.3.2);
– pressure relief valve (5.9.3.5.3);
– rupture valve (5.6.3);
– restrictor/one-way restrictor (5.6.4);
– mechanical device for preventing movement of the car (5.2.6.4.3.1);
– mechanical device for stopping the car (5.2.6.4.4.1);
– platform (5.2.6.4.5);
– mechanical device for blocking the car or movable stops (5.2.6.4.5.2);
– devices for emergency and tests operations (5.2.6.6)

NOTE – The adjustment or replacement of a component or device of the same type/make is not considered as an important modification.

11. Page 175, C.1.6.1, 2nd paragraph

Replace with the following text:

For service lift and goods lift where weight of the handling device is not included in rated load, check to see that the brake can hold the lift in a stationary position with weight of handling device allowed and 125 % rated load in the car.

12. Page 176, C.1.6.3 (b)

Replace with the following text:

b) Overload check

i) Check the car to ensure that the hydraulic system and valves can hold the lift car at level with little or no creep:

– for passenger lifts with 125 % load, and

– for service lift and goods lift with weight of handling device allowed (if not included in rated load) and 125 % load.

13. Page 190, Figure F.1

Replace the handhold height to a minimum 1,50 m above landing sill.

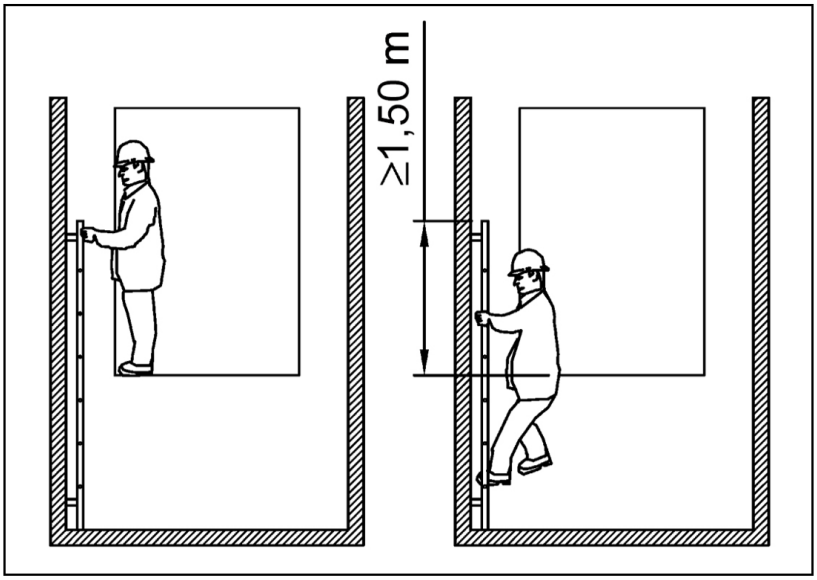

Figure F.1 – Fixed pit ladder.