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**Control devices, signals and additional fittings for lifts  
(English Translation)**

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## Foreword

This standard was drafted in accordance with GB/T 1.1-2009 given rules.

This standard uses redrafted modification method using ISO 4190-5:2006 "elevator installation - Part 5. operating means signal and attached Member "(in English).

This standard and ISO 4190-5:2006 and the technical differences for the following reasons.

--- 3.1.5,3.2.2.2 in height with the car inner layer selection button from the floor "1200mm" instead of "1220mm", and to GB/T 24477-2009 harmonization;

--- 3.2.1.4 feedback sound level registered by "35dB (A) ~ adjustable between (A) 65dB" instead of "35dB (A) ~ 80dB (A) of Between adjustment, it recommended a maximum of 65dB (A) ", the height of the center line between the ground and the button with the value" 900mm ~ 1100mm " Instead of "890 mm ~ 1220 mm between the recommended height of between 900 mm ~ 1100 mm", and to GB/T 24477-2009 harmonization;

--- 3.2.2.1, Appendix A of A.2.2.1, A.3.4 the alarm button is explicitly "identify and yellow bell-shaped symbol" Delete phone identifier no. Help button to GB 15.2.3.1 consistent with the requirements of GB 21240-2007 and 7588-2003;

--- 3.2.2.2, Annex A A.2.2.2 alarm button and the button to open the door again centerline

distance between the car should be in the ground with "not less than 900mm "instead of" 900mm  $\pm$  10mm ", to work with GB/T 24477-2009 harmonization;

--- 3.3.1.2 you manually removed the door, because the door manually is rarely used, and to coordinate with the GB/T 24477-2009 Unity, ensure accessibility and convenience of persons with disabilities;

--- 3.3.1.3.1, 3.3.2.2.3 and A.3.3.1 Appendix A, A.3.3.2, A.3.4 the sound level can be called "at 35dB (A) ~ Between 65dB (A) "instead of" between 35dB (A) ~ 80dB (A), recommended a maximum of 65dB (A) ", and so GB/T 24477-2009 harmonization;

--- 4 deleted provisions handrail perimeter, the minimum size of the cross section with the "30mm" instead of "25mm", with a maximum dimension "45mm" Instead of "55mm", add "if the edges, the minimum radius of 10mm", armrest height from the floor of the car with "900mm Within  $\pm$  25mm range "instead of" 800mm ~ 950mm between the recommended value of 900mm  $\pm$  25mm ", with its gripping part the gap between the walls of the car fixed by "at least 35 mm" "between 35 mm ~ 45 mm" in place to work with GB/T 24477-2009 harmonization;

--- A.2.1 by "appreciable button stroke or sound feedback" in Appendix A to replace "appreciable stroke buttons and sound feedback" Registration feedback sound level with "35dB (A) ~ 65dB adjustment between (A)" instead of "35dB (A) ~ adjustment between (A) 80dB, Recommended maximum of 65dB (A) ", and the floor height between the center of the button with value" 900mm ~ 1200mm "instead of "890mm ~ 1220mm", to work with GB/T 24477-2009 harmonization;

--- Appendix A A.3.3.2 regarding the identity of the elevator car increases "each elevator should be separately identified (for example. A, B, C, etc.) standard.

Knowledge should be provided in the layer just above the door. The minimum height of the logo as 40mm, and the difference with the surrounding environment "in order to GB/T 24477-2009 harmonization;

--- Appendix B, B.2, B.3 in height between the floor and the lowest button on the center line using the "900mm" instead of "850mm  $\pm$  5mm ", B.3 inclined projection panel with" should be 100mm "instead of" shall be 100mm  $\pm$  10mm ", with two buttons the distance between adjacent components by "appropriate for the 10mm" instead of "shall be 10mm  $\pm$  1mm", Figure B.1, Figure B.2, figure B.3 value Also revised accordingly, B.5 armrest away from the floor with "900mm  $\pm$  10mm" instead of "850mm  $\pm$  10mm", to work with GB/T 24477-2009 harmonization;

--- Table C.1 in Appendix C to remove the ISO 4190-5:2006 No. of bell-shaped symbol (ISO 7000) 1, the No. 4 profiling Telephone symbol number "STOP" symbol 12 English words, because the contents of the appendix and with GB 7588-2003 GB 21240-2007 in 15.2.3.1 not exactly.

This standard and ISO 4190-5:2006 also were compared to the following editorial changes.

- ISO 4190-5:2006 Chapter 1 "Scope" in paragraph 3 of the content in this standard with our standard GB/T 7025.1 and GB/T 7025.2 instead of ISO 4190-1 and ISO 4190-2;
- In this standard "Normative references", the use of standard replaces ISO 4190-5 "normative references" in the corresponding country to the standard;
- The standard 3.2.1.1, 3.2.1.2, 3.2.1.4 respectively "arrow on profiling" and "lower profile of arrow" instead of the name of the corresponding FIG.

Symbol;

- The Standard Appendix A of A.2.2.3 Information about "wheelchair inside the car can turn" Note facilitate understanding and implementation;
- In this standard "Appendix C" in place of national standards with ISO 4190-5 "Appendix C" corresponding foreign standards;
- In order to identify the provisions of this standard apply to people with disabilities requires the operator to use the elevator, the signal and accessories, the accompanying increase Record D, these provisions are listed in claims.

This standard by the National Standardization Technical Committee elevator (SAC/TC196) and focal points.

## 1 Scope

### 1.1

standard provides elevator operation device, buttons and indicator requirements, taking into account the type of control of the elevator, and the provisions applicable to disabled Personnel requirements (see Appendix D). Appendix B shows the special requirements accessible. Description of the control system only detailed description of the buttons and Indicator, it is neither a description of various types of control system integrity, nor is its standardization.

This standard armrest in the car (if any) requirements are also specified.

### 1.2

This standard applies to class I IV VI class elevators and elevator GB/T 7025.1 and GB/T 7025.2 defined.

### 1.3

elevator group control with a common operating device and electrically connected on both economical and easy to use, complexity of the system according to the elevator and the expected number of traffic to decide. Therefore, this standard does not address this type of system manufacturers consider useful additional instructions, such as. "instructions the next

elevator "," Do not hinder business "and so on.

#### **1.4**

This standard does not involve the following.

- a) special features (and their corresponding signal), such as bed lifts to improve services special features, touch screen, voice-activated devices;
- b) In the case of automatic doors, in order to improve the efficiency of any means of transport, such as a variable time delay based on different indicators used Means close buttons, screens and so on.

Relates to an elevator operation device and fundamental signals, comply with the standards, in the development of the auxiliary signal, this content can be used as standard guide.

## **2 Normative references**

The following documents for the application of this document is essential. For dated references, only the dated version suitable for use herein Member. For undated references, the latest edition (including any amendments) applies to this document.

GB/T 7025.1 Lifts - Main specifications and cars, wells, room types and dimensions - Part 1. I, II, III, VI type elevator (GB/T 7025.1-2008, ISO/DIS4190-1.2007, IDT) GB/T 7025.2 Lifts - Main specifications and cars, wells, room types and dimensions - Part 2. Class IV Elevator (GB/T 7025.2-2008, ISO 4190-2:2001, IDT)

### **3.1.1 Assembly election**

Down selective control, regardless of whether the lift can be answered immediately, will be registered landing call signal.

At each level station by depressing the call button will call registration signal. If the elevator is idle or running forward, the elevator to the base station , The descending order of answering the call requesting layer station.

Instruction registered in the car has been maintained until the logical order of the direction of the response.

This control room for no more base stations with each other without landing floor under the passenger traffic and the base case, passengers lift from the base station I would like to service the landing, and vice versa. Each landing is only one call button. It can be used for single-staircase or elevator group control (see 1.3), and There are occasions, one or more service stations under the base layer.