**INTERNATIONAL STANDARD ISO 4190-1:2010**
TECHNICAL CORRIGENDUM 1

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

# Lift (Elevator) installation

## Part 1:
## Class I, II, III and VI lifts

TECHNICAL CORRIGENDUM 1

*Installation d'ascenseurs*

*Partie 1: Ascenseurs des classes I, II, III et VI*

*RECTIFICATIF TECHNIQUE 1*



Technical Corrigendum 1 to ISO 4190-1:2010 was prepared by Technical Committee ISO/TC 178, *Lifts, escalators and moving walks*.

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*Page 8, 4.2.1, first paragraph*

Replace the second sentence with the following:

The dimensions $b_3$ and $d_2$ in Figures 2, 3 and 4 represent the minimum plumb requirement.

*Page 10, Figure 2*

Replace Figure 2 with the following. In the drawing on the top right side, the dimension $M$ has been modified and dimensions $K$ and $L$ have been inverted.

**ICS 91.140.90** **Ref. No. ISO 4190-1:2010/Cor.1:2011(E)**



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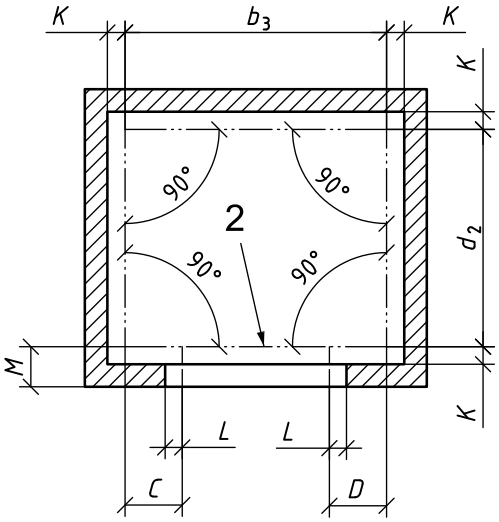


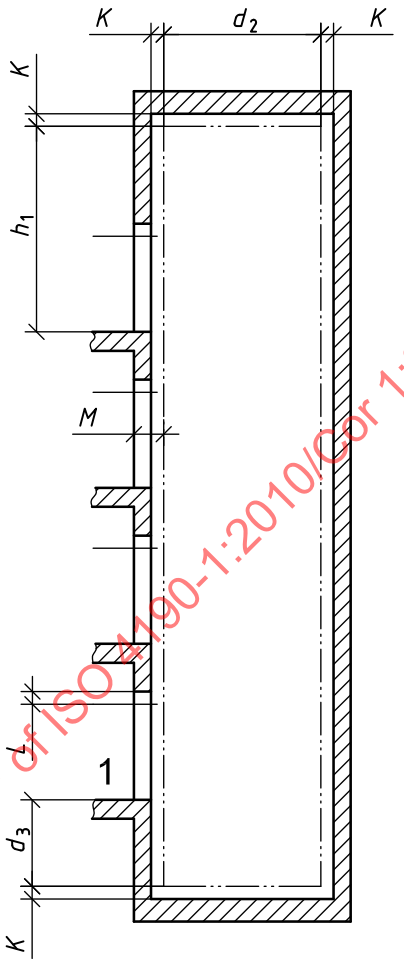


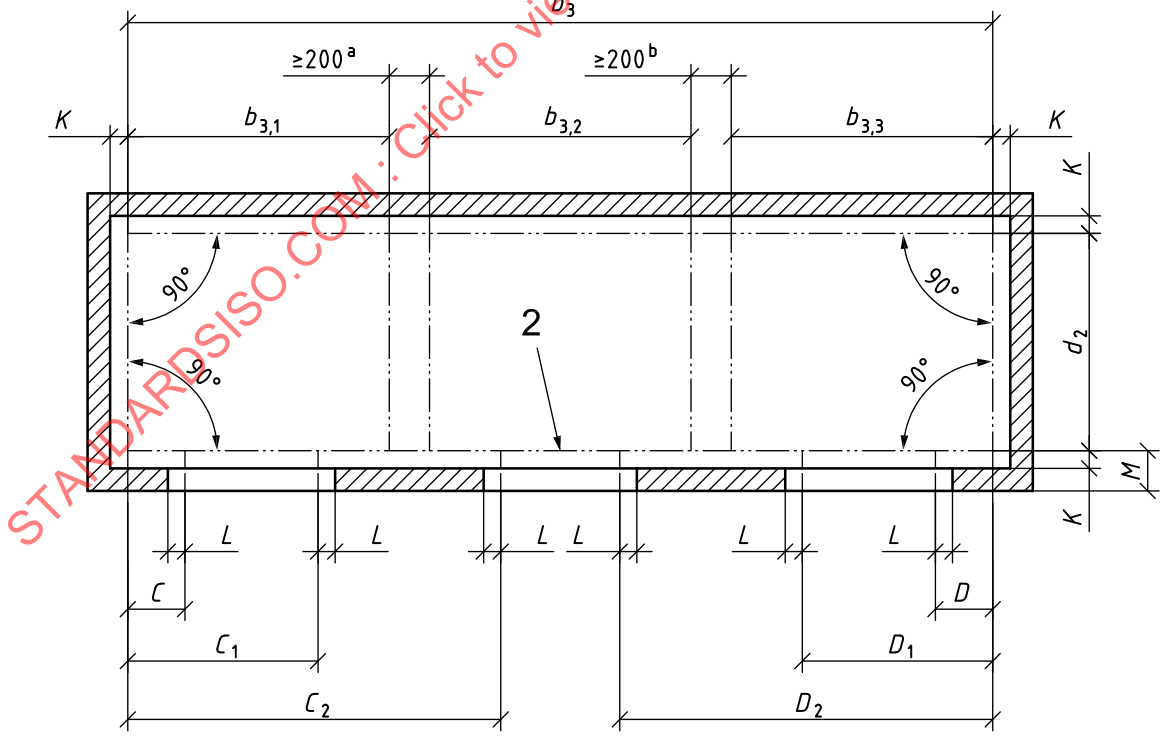

*Page 13, 4.4.2.2.1*

Replace the bracket as follows:

The following symbols are used for the determination of the dimensions:

- $b_4$ minimum width
- $d_4$ minimum depth
- $A$ floor area
- $b_3$ well width for one single lift
- $d_2$ well depth for one single lift
- $n$ total number of lifts

} of the machine room for one single lift

*Pages 18 and 19, Table 2*

Replace Table 2 with the following table in which the header cells have been modified and a blank cell has been deleted in the row “Headroom, rated speed 2,00 m/s” in the “Intensive-use lifts” column. Also, in the row “Headroom” and column “Rated speed”, 1.50 m/s has been changed to 1,50 m/s.

## Table 2 — Classes I, II, and VI lifts — Dimensions of headroom, pit depth, car and door height

Dimensions in millimetres

| Parameter | Rated speed $V_n$ | Lifts in residential buildings | | | General-purpose lifts | | | | Intensive-use lifts | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Rated load (mass) | | | | | | | | | | | |
| | | kg | | | | | | | | | | | |
| | | 450 | 630 | 1 000 | 630 | 800 | 1 000/ 1 275 | 1 350 | 1 275 | 1 350 | 1 600 | 1 800 | 2 000 |
| Height of car, $h_4$ | | 2 200 | | | | | 2 300 | | 2 400 | | | | |
| Height of car door and landing doors, $h_3$ | | 2 000 | 2 100 | | | | | | | | | | |
| Pit depth [ae], $d_3$ | 0,40 m/s[b] | 1 400 | | | c | | | | | | | | |
| | 0,63 m/s | 1 400 | | | | | | | c | | | | |
| | 0,75 m/s | | | | | | | | | | | | |
| | 1,00 m/s | | | | | | | | | | | | |
| | 1,50 m/s | c | 1 600 | | | | | | | | | | |
| | 1,60 m/s | | | | | | | | | | | | |
| | 1,75 m/s | | | | | | | | | | | | |
| | 2,00 m/s | c | | 1 750 | c | 1 750 | | | | | | | |
| | 2,50 m/s | c | | 2 200 | c | 2 200 | | | | | | | |
| | 3,00 m/s | c | | | | | | | 3 200 | | | | |
| | 3,50 m/s | | | | | | | | 3 400 | | | | |
| | 4,00 m/s[d] | | | | | | | | 3 800 | | | | |
| | 5,00 m/s[d] | | | | | | | | 3 800 | | | | |
| | 6,00 m/s[d] | | | | | | | | 4 000 | | | | |

**Table 2** (*continued*)

| Parameter | Rated speed $V_n$ | Lifts in residential buildings | | | General-purpose lifts | | | | Intensive-use lifts | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Rated load (mass) | | | | | | | | | | | |
| | | kg | | | | | | | | | | | |
| | | 450 | 630 | 1 000 | 630 | 800 | 1 000/ 1 275 | 1 350 | 1 275 | 1 350 | 1 600 | 1 800 | 2 000 |
| Headroom[ae], $h_1$ | 0,40 m/s[b] | 3 600 | | | c | | | | | | | | |
| | 0,63 m/s | 3 600 | | | 3 800 | | 4 200 | | c | | | | |
| | 0,75 m/s | | | | | | | | | | | | |
| | 1,00 m/s | 3 700 | | | | | | | | | | | |
| | 1,50 m/s | c | 3 800 | | 4 000 | | 4 200 | | | | | | |
| | 1,60 m/s | | | | | | | | | | | | |
| | 1,75 m/s | | | | | | | | | | | | |
| | 2,00 m/s | c | 4 300 | | c | 4 400 | | | | | | | |
| | 2,50 m/s | | 5 000 | | c | 5 000 | | 5 200 | 5 500 | | | | |
| | 3,00 m/s | c | | | | | | | 5 500 | | | | |
| | 3,50 m/s | | | | | | | | 5 700 | | | | |
| | 4,00 m/s[d] | | | | | | | | 5 700 | | | | |
| | 5,00 m/s[d] | | | | | | | | 5 700 | | | | |
| | 6,00 m/s[d] | | | | | | | | 6 200 | | | | |

[a] Some countries require additional headroom, $h_1$, and pit depth, $d_3$.

[b] For hydraulic lifts only.

[c] Non-standard configuration.

[d] Assumes advantages taken of reduced stroke buffering.

[e] For pit and headroom sizes for Japan, see national legislation.

*Page 20, Table 4*

Replace Table 4 with the following table. “1 600” is replaced by “4 600” in the cell corresponding to the row “Headroom, Rated speed 1,60” and the column “Rated load of 2 500 kg”. The symbol for machine room width is corrected to $b_4$.

**Table 4 — Class III lifts (Health-care lifts) — Functional dimensions**

| Parameter | Rated speed $V_n$ m/s | | Rated load (mass) kg | | | |
|---|---|---|---|---|---|---|
| | | | 1 275 | 1 600 | 2 000 | 2 500 |
| Car | | Height, $h_4$ (mm) | 2 300 | | | |
| Car door and landing doors | | Height, $h_3$ (mm) | 2 100 | | | |
| Pit depth, $d_3$ | 0,63 | | 1 600 | | | 1 800 |
| | 1,00 | | 1 700 | | | 1 900 |
| | 1,60 | | 1 900 | | | 2 100 |
| | 2,00 | | 2 100 | | | 2 300 |
| | 2,50 | | 2 500 | | | |
| Headroom, $h_1$ | 0,63 | | 4 400 | | | 4 600 |
| | 1,00 | | 4 400 | | | 4 600 |
| | 1,60 | | 4 400 | | | 4 600 |
| | 2,00 | | 4 600 | | | 4 800 |
| | 2,50 | | 5 400 | | | 5 600 |
| Machine room[a] (where needed) | 0,63 m/s to 2,50 m/s | Surface, $A$ ($m^2$) | 25 | | 27 | 29 |
| | | Width[b], $b_4$ (mm) | 3 200 | | | 3 500 |
| | | Depth[b], $d_4$ (mm) | 5 500 | | 5 800 | |
| [a] Site conditions and national regulations may require different machine room dimensions ($b_4$, $d_4$, $h_2$). | | | | | | |
| [b] $b_4$ and $d_4$ are minimum values. The actual dimensions shall provide a floor area at least equal to $A$. | | | | | | |
| Non-standard configuration for general-purpose or intensive-use lifts. | | | | | | |

*Page 21, Figure 5, Note 3*

Delete the underline below the symbol.

*Page 22, Figure 6*

Modify the presentation of Figure 6 as follows. The placement of some of the footnotes to the figure has changed.