

PROSAFE

Product Safety Forum Europe

Non profit organization set up by Market Surveillance
Authorities from European Economic Area (EEA)

JAMach14 (Joint Market Surveillance Actions..)

Vehicle lifts activity

Progress report

Stakeholder session

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Objectives of the activity

- Check the conformity and safety of vehicle lifts against key requirements of the Machinery Directive
- Ensure that non-compliant and unsafe vehicle lifts are brought into conformity or removed from the market
- Examine the working of the conformity assessment procedures
- Improve the general level of compliance
- Discourage unfair competition

Further objectives

- Share experience of common market surveillance action and develop best practices - cooperation with Machinery ADCO
- **Develop cooperation with economic operators and their trade associations**
- Share resources (technical experts)
- **Improve harmonised standards**
- **Draw lessons for future market surveillance of machinery and similar products**

Scope of the activity

- Participating authorities of 9 EU Member States:
BE, DK, FR, IE, LV, LU, MT, SE, UK
- 2 categories of vehicle lifts were targeted:
two-column lifts and scissor lifts
- 47 models of vehicle lift were inspected:
25 two-column vehicle lifts
22 scissor vehicle lifts

Content of inspections

- Checks on marking, DoC and instructions were carried out by the participating authorities
- The inspection programme was based on selected specifications of the harmonised standard EN 1493
- The main programme was limited by the need to avoid potentially destructive tests
- Consequently, the inspections detect important non-conformities but do not establish full conformity of vehicle lifts

Main method for inspection

- Vehicle lifts were inspected at the premises of the owner (importer, distributor, user)
- Inspection was carried out by local inspectors assisted by a JAMach14 (Joint Market Surveillance Actions..) technical expert, who then drew up an inspection report
- 2 technical experts:
 - Christer Danielsson (Sweden)
 - Jacques Ducasse (France)

Other inspection methods

- In view of the limitations of the main method, other methods were also used:
- In DK, 4 vehicle lifts were taken for inspection and testing then returned to the economic operators
- 6 vehicle lifts were purchased (FR, UK) and installed in the premises of the authorities for more thorough testing and inspection

‘Administrative’ issues

- There were many ‘administrative’ failings, for example:
- **Name plate:**
 - No identification of manufacturer (8/47)
 - No country of manufacture (11/47)
 - No designation of the machinery (14/47)
- **Declaration of conformity:**
 - No Declaration of conformity (11/47)
 - No identification of machinery (5/47)
 - Incorrect references of Directives or of harmonised standards (5/47)

Instructions for use

- There were many omissions relating to the instructions for use, for example:
 - No instructions for the vehicle lift (3/47)
 - Instructions not translated (6/47)
 - No instructions for inspection, troubleshooting or replacement of parts (10/47)
 - No instructions for checks before putting into service (9/47)
 - No warning not to climb on to the load (14/47)

Most frequent technical non-conformities (EN 1493)

- 5.17 - Lack of protection against **pinching and shearing** (18/47)
- 5.21 - Non-compliant **electrical equipment** (13/47)
- 5.12 - Risk due to **unintended blockage of load carrying device** (13/47)
- 5.14.2 - Inadequate protection against leakage (11/47)
- 5.8.1, 5.8.2 - Lack of means to prevent **inadvertent motion** (11/47)
- 6.1.5 - Failure in practical tests (9)

Other frequent non-conformities

- 5.9.5 - **Inadequate locking systems of load-carrying arms** (11/47)
- 5.8.3.1 - Lack of derailment protection (9/47)
- 5.7.4 - **Load distribution not reversible** (8/47)
- 5.3.5 - Lack of means to prevent inadvertent operation (7/47)
- 5.3.4 - Lack of marking on control devices (7/47)
- 5.15 - **Lack of synchronisation** between load carrying devices (5/47)
- 5.8.3.2 - Lack of safety at nip points (5/47)

Risk assessment

- The authorities assess the risks associated with the non-conformities detected, using the **RAPEX (Rapid Alert System for non-food consumer products)** risk assessment method

Examples:

- A vehicle falls on the operator following the failure of an **inadequate carrying arm locking system**
= **SERIOUS RISK**
- Due to lack of protection, **the operator's foot is crushed** under the lifting arm
= **MEDIUM RISK**

Follow-up actions

- In light of the risk assessment, each authority contacts the economic operators concerned to ensure that appropriate measures are taken with respect to the non-compliant and unsafe vehicle lifts it has inspected
- Possible actions:
 - Bringing into conformity
 - Withdrawal from the market
 - Recall from users
- Wherever possible, the measures are voluntary
- Where necessary, the measures are mandatory

Follow-up in the EEA

- In case of serious risk, the product is notified to the Commission and to the other market surveillance authorities via RAPEX (system for Rapid Exchange of information)
- The objective is to ensure that the necessary corrective measures are taken throughout the EEA
- The other cases will be reported to all EEA market surveillance authorities for Machinery via the market surveillance database ICSMS and to the Machinery ADCO Group

- **Activity started in 2016**
- **Full report will be available early2018**
- **A PROSAFE representative will join next CEN TC98WG3 meeting on November 29-30**