Stannah

Salise Homelift User Manual

ENG Original Instructions

CONTENTS

DESCRIPTION

The Salise Homelift is an inter floor lift that is designed for use by up to two people standing or one person seated travelling between fixed floor levels in private dwellings.

With a maximum carrying capacity of 250kg, this lift is not intended for use as a means of transporting goods.

The lift is designed to operate without a lift shaft and is provided with an automatic infill panel which makes the ceiling aperture safe when the lift is parked downstairs.

Two way communication system should be specified for emergency communication.

A standard feature is the provision of half hour fire rated panels in both the aperture infill and the car underpan.

The lift car panels are made from powder coated steel which can easily be cleaned using normal household cleaners. Upholstery is made from PVC and can be cleaned in the same way.

GENERAL DOS AND DON'TS

- Never switch off the power supply to the lift, even when you go away. The lift control circuits are fed by a battery, which must be kept on constant charge.
- The lift should always be returned to the lower level when not in use. If it is left upstairs for prolonged periods, it will occasionally re-level itself depending on conditions. The lift must be left at the lower level if the mains is turned off.
- Keep hold of the door whether opening or closing.
- Always close the door after using the lift.
- Never allow children to play in, under or around the lift. If children are in the house, always isolate the lift using the optional remote isolate fob (*page 7*).
- Ensure that the area under the lift is kept clear. The underpan safe surface is fitted with sensors, which automatically stop the lift if it strikes an object (*page 6*).
- Always keep the optional remote isolate fob, if supplied and emergency lowering key in a safe place near the lift. The in-car release keys in the lock bar unit should not be removed unless there is an emergency.
- Do not place any object on the infill panel safe edge or stand on it when the lift is in operation. Ensure that as far as practical, the area around the infill panel safe edge is clear of persons (particularly children) when the lift is being operated. The infill panel safe edge is fitted with sensors that automatically stop the lift if the infill panel is obstructed (*page 6*).
- Only use the lift for transporting up to 2 people standing or 1 seated between fixed floor levels. Do not use for the transportation of goods.
- Always treat your lift with the respect that should be shown to electrical and mechanical equipment.
- Safety related components should only be adjusted and reset by a competent person.

The diagram below shows the position of the sensors on the lift, designed to prevent injury or damage if the movement of the carriage is obstructed.

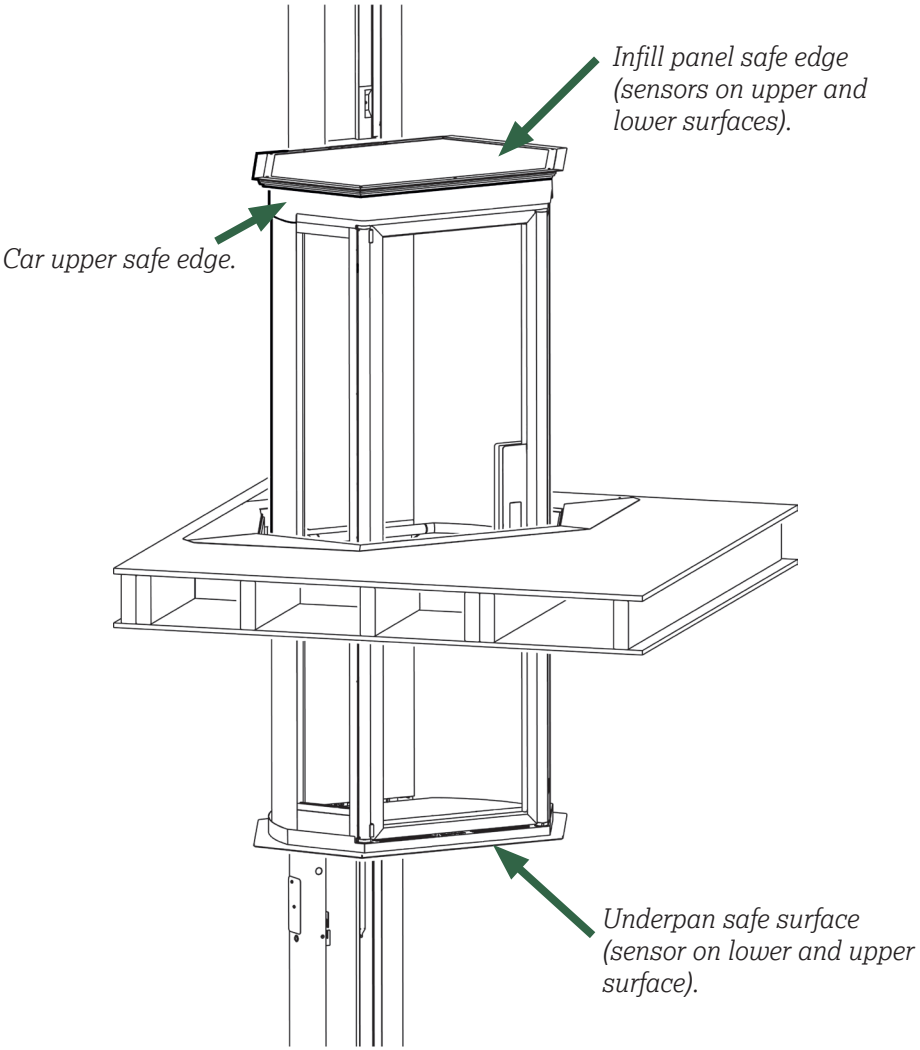


Figure 1. *Lift shown part-way through aperture.*

CONTROLS AND OPERATION

There are two wall mounted call stations, one at each level (*Figure 2*) and a similar control station fitted in the lift car.

The lift can be isolated by using the optional remote isolate fob (*Figure 3*). When the lift is isolated none of the control stations will function. The call and control stations can only be activated by using the optional remote isolate fob. When the lift is activated, the coloured indicator lights in the car will illuminate.

The lights in the car will switch on automatically when any call or control button is pressed and will automatically turn off after a few minutes.

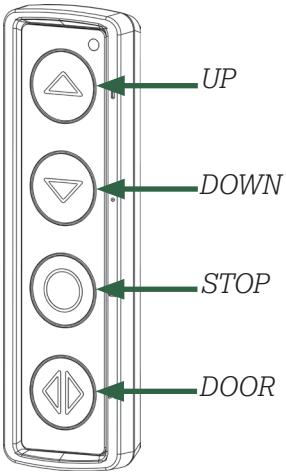


Figure 2. *Wall mounted call station.* **Figure 3.** *Optional remote isolate fob*

General operation

Call the lift by pressing the up arrow or down arrow button on either call station and wait for it to stop. The door will unlock and can then be manually opened. Press and release UP or DOWN on the control station for the lift to travel uninterrupted to the next floor. If the lift does not start, check that the door is properly closed and try again. Always close the door after using the lift. Leave the lift downstairs whenever possible.

The DOOR button can be pressed to unlock/lock if required.

To interrupt the lift when travelling, press the STOP button. Press the UP or DOWN button to continue travel in the required direction.

Car light intensity control

On one of the call stations, by pressing and holding the STOP and DOWN buttons, the light intensity will reduce. By pressing and holding the STOP and UP buttons, the light intensity will increase. When the desired level is reached, release the buttons.

Car light timer

To change the light timer, press and hold the STOP and DOOR buttons. You should hear two short beeps. Press the UP button to increase the time and the DOWN button to decrease the time. When up or down is pressed, a series of beeps will sound, where each beep represents 2 minutes of light-on time. The minimum is 4 minutes or 2 beeps.

Radio remote call stations

The call stations and the optional remote isolate fob are fully integrated units with internal batteries. The batteries can be changed by the user with a Philips screwdriver on the back of each unit (*page 22*).

CR2450 (550 mAh minimum) are approved for use with these devices.

CRITICAL:

It is critical that all three batteries are replaced with NEW ones of the same type, manufacture and age, that they are fitted at the same time and that they are correctly oriented.

SMOKE ALARM

If smoke detection system has been installed on your lift. It has been designed to provide adherence to British Standard BS5900 2012 Section 9.13 “Behaviour of homelift in the event of fire”. The system utilises two smoke alarms one upper level, one lower level, which are wirelessly connected to the lift (*Figure 4*).

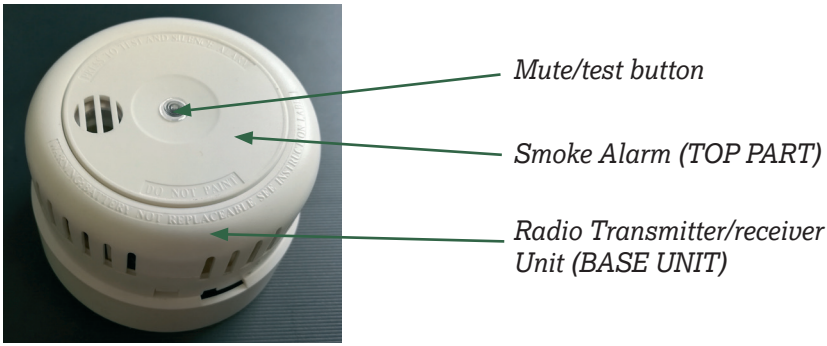


Figure 4.

The Smoke Alarm unit comprises two parts, the first (TOP PART) being a Smoke alarm unit. This is the Smoke detection unit and contains an integral battery with a 10 year life span. This is not replaceable.

The second part (BASE UNIT) contains the radio transmitter receiver unit. Power to this unit is supplied by single 10 year life span lithium battery.

Radio smoke alarm operation

When installed on a Lift, the smoke alarm system will cause the lift to deactivate safely once the alarm is triggered.
When the lift is deactivated, the door will continue to operate as normal.

When the Lift is stationary at either level

If smoke is detected, the alarm will sound. After a period of time, all other smoke alarms connected to the system will then start to sound and the lift deactivates.

When the Lift is travelling between levels

If smoke is detected, the alarm will sound. After a period of time, all other smoke alarms connected to the system will then start to sound.

The lift will continue to its requested level, it will remain possible (until that level is reached) to change the direction of the lift. Once at the desired level, the lift will deactivate.

Reactivation of Lift

The lift will automatically reactivate when the smoke alarm no longer detects smoke and a period of two minutes has expired.

Silencing the Smoke Alarms

The alarms can be silenced by pressing the mute button on the sensor that instigated the alarm. The instigating sensor can be identified by a Red light flashing every second.
When the alarms are deactivated, the lift will automatically reactivate when a period of two minutes has expired. If the source of smoke is not removed, the smoke alarm will begin to sound again and the lift will be disabled.

EMERGENCY PROCEDURES

In the event of a mains failure during travel, the battery backed control system of the lift will only allow normal operation in the down direction without loss of any safety features. This allows the user to exit the car at the lower level in the normal way.

Emergency Manual Lowering

IMPORTANT:

- During emergency manual lowering, the normal safety features will not function, so the lift will not stop if a person, pet or object is under the lift. Except if lowering from inside the car when the lower safety surface will still operate.
- The exact lowering procedure must be observed in each case, because the normal safety features will not function during manual lowering.
- The emergency lowering procedures should never be used if the lift is fully up or no one is trapped in it.
- The emergency lowering procedures should never be used as the normal down travel function.

If the lift has stopped mid-travel and the customer is unable to send the lift up or down, then the lift can be manually lowered by one of following methods:

1. Lowering the lift from inside the lift car. (*page 12*)
2. Lowering the lift from outside the lift car. (*page 14*)

1. Lowering the lift from inside the lift car.

Locate the emergency lowering key in the lock bar unit (*Figure 5*).

A. Insert the emergency lowering key into the control panel at the back of the lift. (*Figure 7*).
B. Turn the emergency lowering key clockwise and hold it there with one hand.
C. Simultaneously, with the other hand, press and hold the down button to lower the lift.

If the door lock does not release automatically when the lift is down, press the door button on the control station. If this does not work, see 'Emergency Unlocking' (*page 15*).

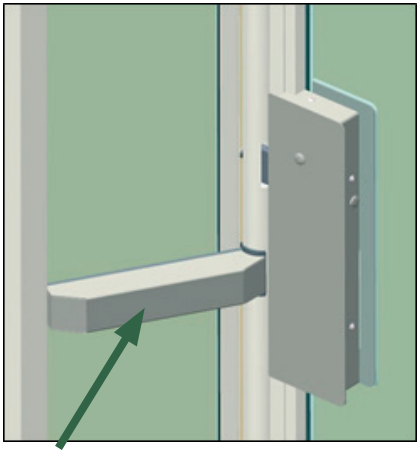


Figure 5. *Lock bar unit*

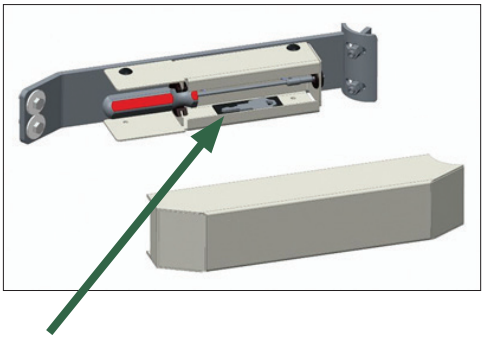


Figure 6. *Emergency lowering key for control panel. Remove panel firmly by pulling forward.*

1: Insert emergency lowering key

2: Turn emergency lowering key clockwise

3: Press ‘down’ button (while emergency lowering key is turned)

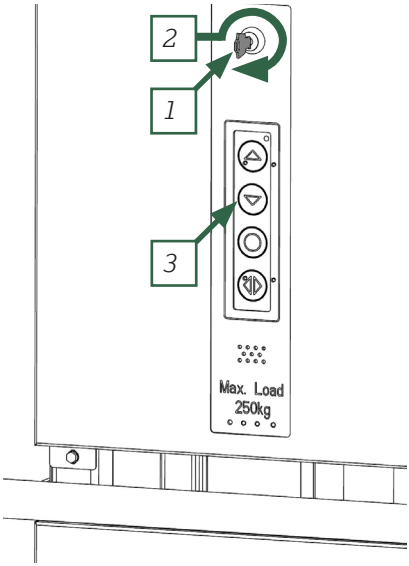


Figure 7.

2. Lowering the lift from outside the lift car.

If the lift has stopped mid level and the customer is unable to get the lift up or down then the only time it should be lowered by the emergency valve is if:

- There is a 2nd person around the lift area at the lower level to ensure that nothing goes under the lift during the lowering by the first person.
- OR the person lowering the lift has sight of the area under the lift.

Person A:

- Ensure the lift door is fully closed.
- Turn off the mains supply to the lift.
- Locate the hydraulic power unit, normally outside the property (*Figure 8*).
- Using the Torx Driver supplied, swivel the metal cover plate on the front face of the housing to reveal an access hole (*Figure 8*).
- The red cord revealed in the access hole now needs to be pulled continuously to lower the lift car slowly.
- After 5 seconds release the cord and check with person B that the aperture infill panel is following the carriage. If so, resume pulling the cord as before.
- Once the lift is at the lower level turn the mains supply back on and secure metal cover plate.

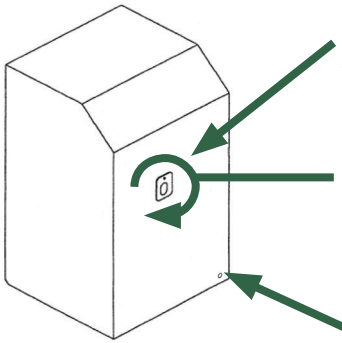


Figure 8.

Person B:

- Remain in the house by the lift and communicate with Person A to ensure the safe lowering of the lift.
- Ensure that no object, person or pet are in the path of the lift travel.
- Confirm that the aperture infill panel follows the lift during descent and locates fully in the floor to guard against the possibility of anyone falling down the lift way.

Emergency unlocking

When the door lock has been manually over-ridden in an emergency, an engineer will need to be called to come and check the lift and to reset the lock. The lock cannot be reset by the customer.

The lift car door is designed so that it will only unlock when the lift is within 25mm of each floor served. If for any reason the lock does not function, it can be released by one of the following methods:

1. To release the lock from inside the car. (*page 16*)

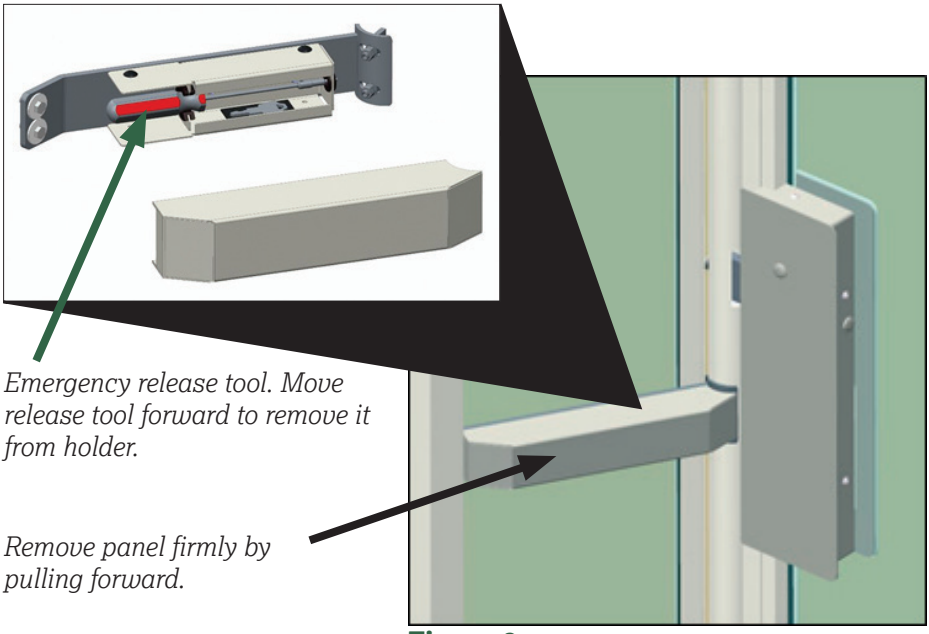
2. To release the lock from outside the car. (*page 18*)

IMPORTANT:
The door lock may only be manually released from inside the lift car if:

- The lock has failed and does not respond to operation using the normal controls.
- The lift is stationary at the upper or lower landing.

1. To release the lock from inside the car

Within the lock bar unit, there is also a tool to enable the lock to be over-ridden. The lock bar panel must be removed by firmly pulling it forward (*Figure 9*).



Emergency release tool. Move release tool forward to remove it from holder.

Remove panel firmly by pulling forward.

Figure 9.

The door handle on the inside of the door has two hole covers which must be removed to gain access to the lock.

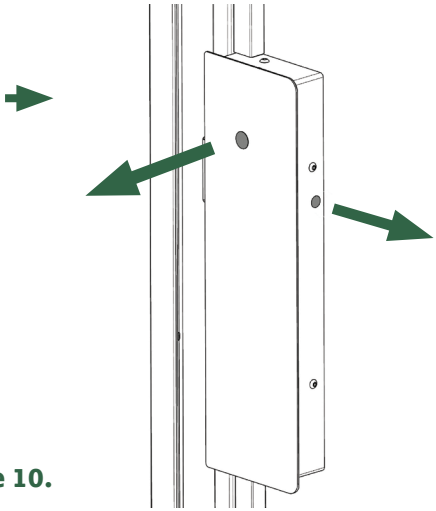


Figure 10.

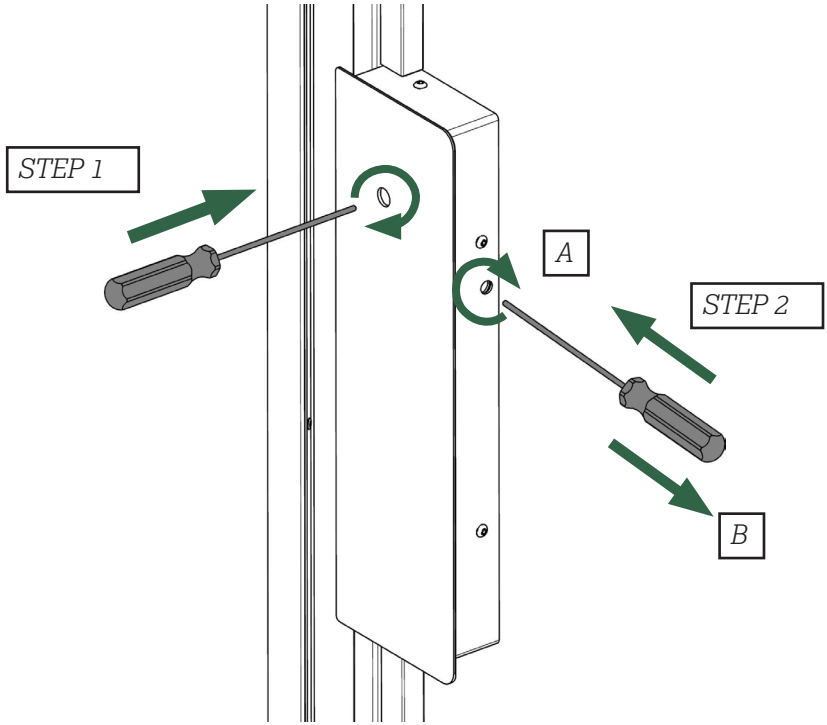


Figure 11.

TO RELEASE THE LOCK STEP 1:

- Insert the tool as shown (*Figure 11*) and engage the tip of the tool in the socket inside the lock box.
- The tool must then be turned approx. a quarter of a turn (clockwise or anti-clockwise) - a click can be heard.
- The lock drive unit is now disengaged. Remove the tool.

TO RELEASE THE LOCK STEP 2:

A. The tool must be screwed into the end of the lock bolt (clockwise)
B. The tool must then be pulled away from the lock box, which will pull the lock bolt to the unlocked position.

The door will now open.

2. To release the lock from outside the car

- The 'lock tool' (T) is attached with a magnet to the side or the back of the guide, as agreed with the client.

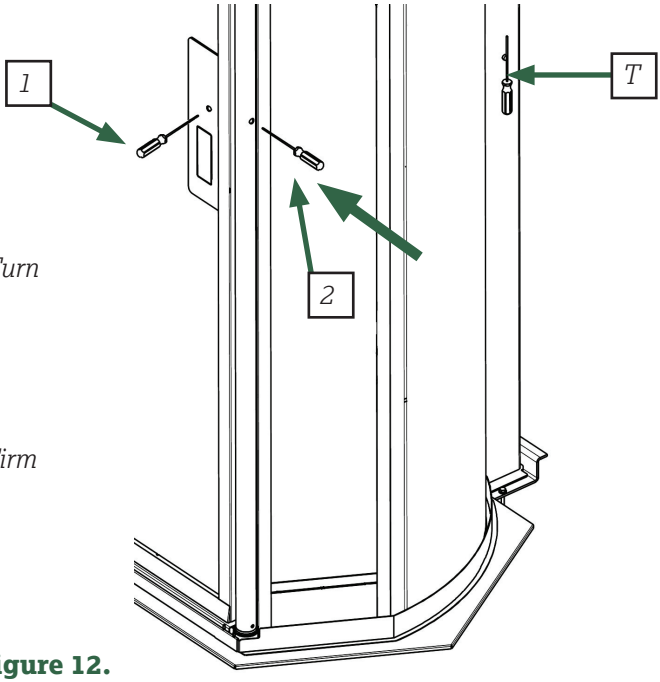
TO RELEASE THE LOCK STEP 1:

- Insert the tool as shown (*Figure 12*) and engage the tip of the tool in the socket inside the lock box.
- The tool must then be turned approx. a quarter of a turn (clockwise or anti-clockwise) - a click can be heard.
- The lock drive unit is now disengaged. Remove the tool.

TO RELEASE THE LOCK STEP 2:

- Remove the hole cover from the round upright tube at the point where the lock operates, next to the handle (2)
- Insert the tool in the hole until it engages with the end of the lock bolt. A firm push will then release the lock.

The door will now open.



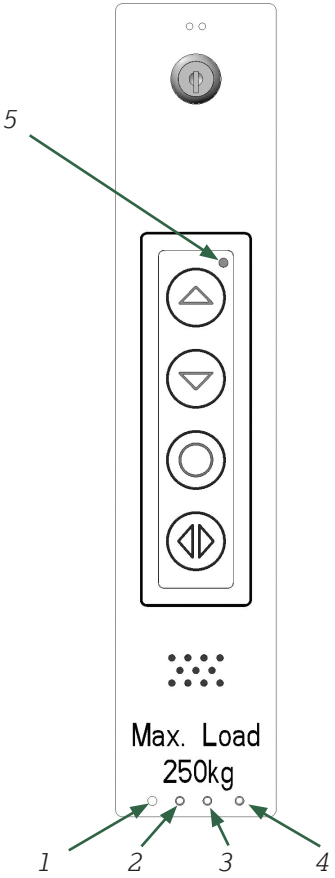
Step 1: Engage tool & Turn to release

Step 2: Engage tool & Firm push to open

Figure 12.

FAULT FINDING

The most likely cause of your lift failing to operate is the door not being fully closed, no mains power supply or something obstructing the travel of the car. To assist in identifying the cause, the car is fitted with a simple system of coloured indicator lights on the rear panel. The left hand (red/green) light is an indicator for the communication system and remains off unless the system is in use. (*Figure 13*) shows the light positions.



Along the bottom from left to right:
1. Red/Green light - Normally off. Indicates optional two way communication system operation.
2. Blue light - Comes on when door fully closed (and when lift has been activated with optional fob).
3. Green light - Indicates that upper car safe edge is okay. Will be off when car descends
4. Yellow light - Indicates that lower car safe edge is okay. Will be off when car ascends.

And above the UP button:
5. Red Light - Normally on. Will be off if power pack feed circuit is broken.

Figure 13.

Lift Malfunction

FAULT	INDICATION	CAUSE	ACTION
No lift function at all.	No red LED on powerpack cover.	No mains power to the lift.	Check mains is on and reset RCD at main board if required.
No lift function at all.	Red light (5) off.	Power pack feed circuit broken.	Call a suitably trained Engineer.
Car will not travel in either direction.	No blue light on car panel.	Door not shut or remote fob off.	Press the door button Press the button on fob.
Car will not go up.	Green off on car panel.	Car safe edge obstruction.	Go back in opposite direction, exit the lift and remove obstruction or free safe edge.
Car will not go down.	Yellow off on car panel.	Car underpan obstruction.	Go back in opposite direction, exit the lift and remove obstruction.

Handset Malfunction

INDICATION	CAUSE	ACTION
Single short beep on lift car every 2 minutes.	Battery low.	Replace CR2450 batteries.

Smoke Alarm Malfunction

INDICATION	CAUSE	ACTION
Smoke alarm, red light flashes one every minute.	System functioning correctly. (Quiescent mode)	No action necessary.
Smoke alarm sounds 3 beeps every 4 seconds with flashing red light repeating.	Smoke alarm has been activated.	Your homelift is interlinked to this alarm signal and will terminate at next landing level if in use. If parked will not operate until two minutes after alarm signal has stopped.
Smoke alarm beeps once every minute.	Battery low.	Call engineer. Do not ignore the low battery alarm. If you have called engineer and the beep is a nuisance, press test button to silence the low battery alarm for 10 hours.
Smoke alarm beeps twice every minute	Unit Malfunction.	Call engineer.
Smoke alarm will not sound when test button pressed.	Unit Malfunction.	Call engineer.
Smoke alarm test button light either constantly illuminated or constantly off.	Unit Malfunction.	Call engineer.
Smoke alarm beeps once every 11 seconds.	Test button stuck.	Call engineer.

CHANGING CALL STATION BATTERIES

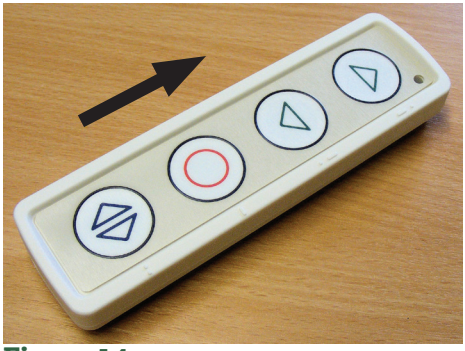


Figure 14.

1. The call station can be removed from the wall by sliding the case upwards.

2. Remove the four screws in the back with a posi-drive screwdriver.

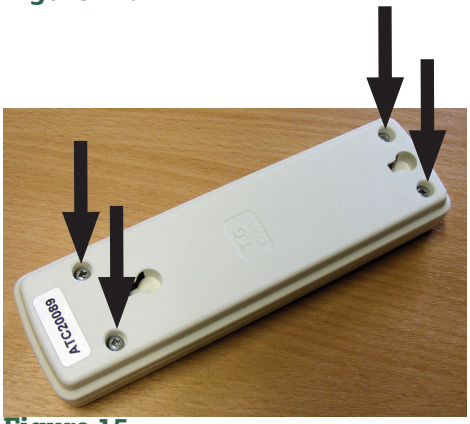


Figure 15.

3. Using a screw driver, gently push the battery out a short way and then pull using fingers.

NOTE: It is critical that all three batteries are replaced with new ones of the same type, manufacture and age, that they are fitted at the same time and that they are correctly oriented.

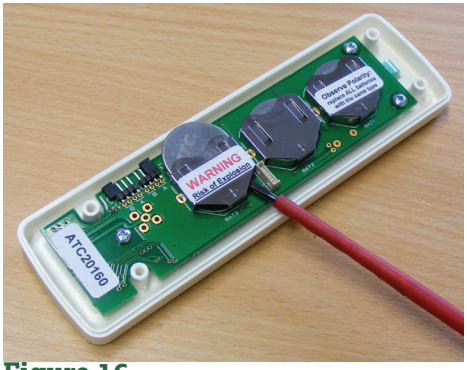


Figure 16.

4. Refit back cover and re-attach to wall.

NOTE: If recessed controls are fitted, remove module by undoing two wall fixing screws then follow instructions above. Care must be taken not to damage protruding aerial during this process.

LIFT DISASSEMBLY/SAFE DISPOSAL OF HAZARDOUS MATERIALS

This lift must be disassembled by a competent person who has been fully trained in the installation of this lift and is qualified to provide safe disconnection of the lift to the mains terminal.

Batteries & Printed Circuit Boards (PCB)

The batteries and PCB's within this product should not be disposed of with other household waste at the end of their working life. Where batteries are marked with the chemical symbols Hg, Cd or Pb, it indicates that the battery contains mercury, cadmium or lead above the reference levels in EC Directive 2006/66. If batteries are not properly disposed of, these substances can cause harm to human health or the environment.

Batteries and PCB's that are no longer required for this lift, at the end of their working life, can be returned either to an approved waste disposal facility or to Stannah for safe disposal.

Oil

Oil from this lift should be disposed of via an authorised waste disposal contractor, to an approved waste disposal facility.

SERVICE HISTORY RECORD

Dependent on frequency of use, this lift should be serviced at least every 12 months. This service should be conducted by competent persons trained in servicing and repair of the product.

An entry should be added to the following table every time the lift is serviced.

DATE	ENGINEER	COMPANY	COMMENTS

DECLARATION OF CONFORMITY

CE

Machinery Description: Salise Homelift

This lift was manufactured by TERRY GROUP Ltd., who declare that this lift fulfils all the relevant provisions of the following Directives:

2014/30/EU	Electromagnetic Compatibility Directive
2006/42/EC	Machinery Directive

This lift also fulfils all the relevant provisions of the following Standards:

BSEN 12015:2014	Electromagnetic compatibility. Product family standard for lifts, escalators and moving walks. Emission.
BSEN 12016:2013	Electromagnetic compatibility. Product family standard for lifts, escalators and moving walks. Immunity.
BS5900:2012	Powered homelifts with partially enclosed carriers and no liftway enclosures – Specification

This Declaration of Conformity covers all lifts with serial numbers starting with L, H and R.

Person authorised to compile Technical File:
Greg Gnyp, Terry Group Ltd., Longridge Trading Estate, Knutsford, Cheshire, WA16 8PR

EC examination carried out by: Bureau Veritas UK Ltd., Parklands, Wilmslow Road,Didsbury, Manchester, M20 2RE.
Notified Body Reference Number:0041
EC examination certificate number: CE-0041-MD-TER-004-18-GBR

This declaration was completed at Terry Group Ltd., Longridge Trading Estate, Knutsford, Cheshire, WA16 8PR, in April 2018.

This compliance is only valid if the installation test Certificate has been completed and signed by a competent lift engineer which confirms that it has been installed to the latest installation instructions.

TERRY GROUP Ltd.

P.Morrey (Managing Director)

LIFT SPECIFICATION

Address of manufacturer:-
Terry Group Ltd.
Unit 1 Longridge Trading Estate
Knutsford
Cheshire
England
WA16 8PR

Lift serial No: _____ Year of manufacture: _____

Safe working load	250kg
Maximum travel	3.6 metres
Duty cycle	10 cycles per hr with max load
Average noise level	65 dBA
Power supply	Dedicated 240V ~ 50/60 Hz single phase supply
Control voltage	12V DC
Hydraulic pump power consumption	750W maximum
Hydraulic oil grade	T22
Test specification	Manufactured and tested to BS5900:2012
Fire specification	Load-bearing capacity 30minutes, integrity and insulation 15 minutes. Assessed by Warrington Fire Research Centre.

For technical help,
sales or service enquiry telephone:

Stannah

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