

OH&S SAFETY ALERT

Number 7, July 2022

LIFT INSTALLATION – False Cars



This alert has been generated to ensure that all construction sites in Victoria are aware of the requirements of all suspended work platforms.

False cars fall under plant referred to as 'suspended work platforms.' (refer to alert 7)

Before any access into a lift shaft, there shall be established written rescue and recovery procedures, with nominated responsibilities clearly defined (refer alerts 2).

The following high risk licence considerations shall be maintained throughout the installation process;

(a) the person performing the rigging work has the appropriate High Risk Licence (advanced); and

(b) basic and intermediate riggers document hours and sign off from advanced rigger (log book).

Before any productive work is performed on the a false car, a certification document must be completed by an advanced rigger.

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Specific requirements relating to False Cars include:

(a) Lift shafts should have adequate lighting.

(b) Emergency lighting needs to be provided shall be provided for a minimum of one hour, to allow safe egress from the lift shaft upon loss of normal lighting.

(c) Lighting and guidance for false car wiring shall be in accordance with the Industry Standard for Electrical Installations on Construction Sites.

(d) The installer or other qualified person (advanced rigger) shall inspect and test the installation before the car is used for the first time and include the false car, the hoisting system and safety gear.

(e) Inspection of false cars and the suspension system prior to use. (Refer to Alert No 9)

(f) Completion of the manufactures' checklist prior to use.

(g) Three monthly testing: - of the hoisting winch and the instantaneous safety.

(h) Six months after commissioning the safety gear should be tested as per AS 4431.

(i) Secondary Safety Devices must be:

- removed & replaced with a new or re-tested device if it has been engaged;
- tested annually.

(j) A written record of all maintenance, inspections and repair should be signed by the individuals carrying out the procedure and kept onsite for the life of the installation.

(k) An operator inspection and safety procedure should be attached to the platform.

(l) A notice stating the safe workload in Kg should be prominently displayed on the platform.

(m) All ropes should be protected against damage. For at least 2m above the floor of the platform such protection should be removeable for inspection.

(n) FSWR (Flexible Steel Wire Rope) can only be inspected by an advanced rigger.

(o) The platform should be fitted with edge protection where the gap between the edge of the platform and the face of the wall exceeds 225mm. Edge protection should include:

- Guarding rail 900mm and 1100mm;
- Toeboard at least 150mm high;
- Midrail approximately half-way between the guard rail and toeboard;
- Vertical bars with gap of no more than 450mm fitted between midrail and toeboard.

Where the possibility exists of persons accessing the area beneath the platform while work activities are being undertaken, the platform should be fitted with toeboards.

The above provisions should be in place prior to any productive work being undertaken on site.

Contact your designated Health & Safety representative or your local organiser for assistance.

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