Information Note

EN 81-76:2025
Evacuation of persons with disabilities using lifts

2026

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Rationale of this information note

The rationale behind this information note is to assist the readers of EN 81-76:2025 in understanding the requirements of the standard which has been cited in the OJ of the EU and harmonized under the Lifts Directive.

It is not the intent of this information note to change, misrepresent, or enhance any requirement of the standard.

This information note divides several clauses of EN 81-76:2025 into bite-sized elements expressed in a flow-chart type format. Additional pictorial information is also given.

This EN 81-76:2025 information note has been developed by the members of the ELA Safety, Accessibility, and Energy Efficiency of Lifts (SAEL) Working Group. **For detailed requirements, always refer directly to the EN 81-76:2025 Standard.**

The ELA SAEL Work Group would welcome any feedback, comments, or improvement suggestions, to this Information Note. Please email **info@ela-aisbl.org** and start your message with 'Dear SAEL Working Group, ……'.

EN 81-76:2025

Introduction

Traditionally, building occupants have been instructed not to use lifts in the even to of a fire, or upon receipt of an evacuation signal.
Technical Specification CEN/TS 81-76:2011 was the first European document to describe means of evacuating persons with impaired mobility, based on trained assistants taking control of an evacuation lift. In some countries, CEN/TS 81-76:2011 was used as a basis for national codes and standards.

EN 81-76:2025 is the first European Standard specifying a lift which might be used for the evacuation of persons with disabilities. The previous 'trained assistant' role has been developed further into "**Driver assisted evacuation operation**", along with two other operational concepts;

"**Automatic evacuation operation**" for those buildings that may not have trained assistants who can take control of the evacuation lift; and
"**Remote assisted evacuation operation**" to provide a possibility of the of controlling the evacuation lift from outside of the lift car (but preferably from inside the same building).

The implementation of a safe evacuation lift depends on the satisfactory integration of the evacuation lift into the building. This needs collaboration between those responsible for the lift and those responsible for other aspects (outside the lift) such as:

- building-related conditions (*see Annex C*);
- the number and size of evacuation lifts (*see Annex B.1.2, Annex C.2*);
- classification of the lift as either Class A, or Class B; (*see Introduction, B.1.1*);
- specifying of the optional evacuation control modes (*see 4.4, Annex A, Annex B*);
- minimum lift car size (*see 4.3.2*);
- a means to suspend evacuation operation (*see 4.3.6, 4.4.2, 4.4.3, 4.5.4, C.3*);
- whether the evacuation lift is also a firefighters lift (*see 4.4.1, Annex B*);
- signal(s) to recall and to select of evacuation operational mode(s) (*see 4.4.2*);
- for automatic evacuation operation, any signals for active floor alarms and a signal for the evacuation of all floors (*see 4.4.2, 4.5.3.2.2*); and
- for a Class A evacuation lift with no secondary power supply, the landing to which the evacuation lift returns (*see 7.2.1*).

Important: Annex C requires that those responsible for the building design are instructed that if the 'Building-related conditions' are not followed, then users of an evacuation lift during an evacuation are exposed to danger.

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Evacuation using lifts

The Building Evacuation Strategy should define the number and size of the evacuation lift(s) and should be sufficient to evacuate persons with disability, within the defined timescale.

Some initial common requirements are:

- An evacuation lift must not be affected by an electrical fault from another lift (i.e., within the group).
- An evacuation lift door shall open only where there is a safe area in front of the landing door.
- No more than one car door shall be open at the same time during evacuation operation.
- Horizontal automatic operated sliding car and landing doors shall be used.

Note: Building-related conditions limit the travel between consecutive landings to 7m; and require water to be prevented from entering the lift well. All building-related conditions are given within normative Annex C.

Evacuation concepts

EN 81-76:2025 describes three optional operational concepts for the evacuation of persons with disabilities using lifts:

1) **Driver assisted evacuation** operation.
2) **Remote assisted evacuation** operation.
3) **Automatic evacuation** operation.

One, or a combination of these concepts, and the effective use of the evacuation lift, are to be selected by those responsible for the building design to form part of the building evacuation strategy.

Evacuation operation (and suspension of lift operation) does not override:

- any electric safety devices;
- Maintenance, or inspection control; or emergency electrical operation; or the remote alarm system (EN 81-28).
- a firefighters lift switch to EN 81-72, if applicable.

Note: Using a firefighters lift for evacuation is not usually appropriate without agreement from the fire and rescue service. Permission might be granted if there are additional firefighters lifts, and use of any lift for evacuation is complete before the fire and rescue service arrival. This would need to be addressed by the building designers and the building fire/evacuation plan.

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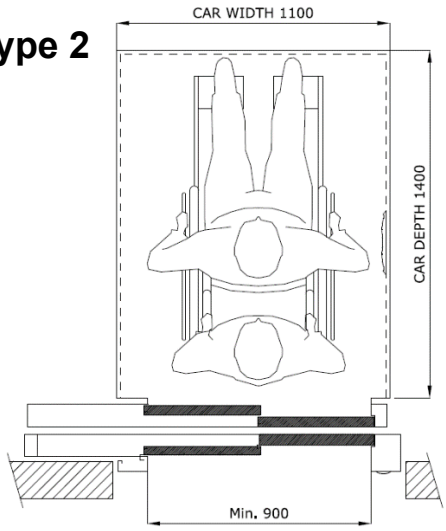
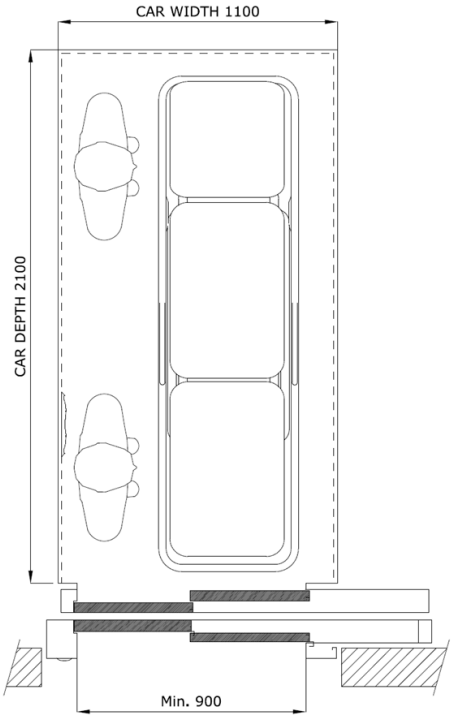
Class A Evacuation lift

The minimum car size = EN 81-70:2021+A1:2022, Table 3, Type 2:

Type 2



Type 3



Where the intended use is to include items such as a stretcher or bed, the minimum car size = EN 81-70:2021+A1:2022, Table 3, Type 3:

Class A evacuation lift features:

- Has **one** evacuation exit landing (EEL).
- A highest floor, such that a firefighters lift would not be required.
- Does not normally prioritise certain landings during an automatic evacuation.
- Where a secondary power supply is not available, it has an automatic rescue system, with automatic door opening, to a safe area or to the EEL.
- Has a car roof trap door with a minimum opening of 0.4m x 0.5m.

Note: The intent of the emergency trap door, is to give a way to provide support to the persons in the car.

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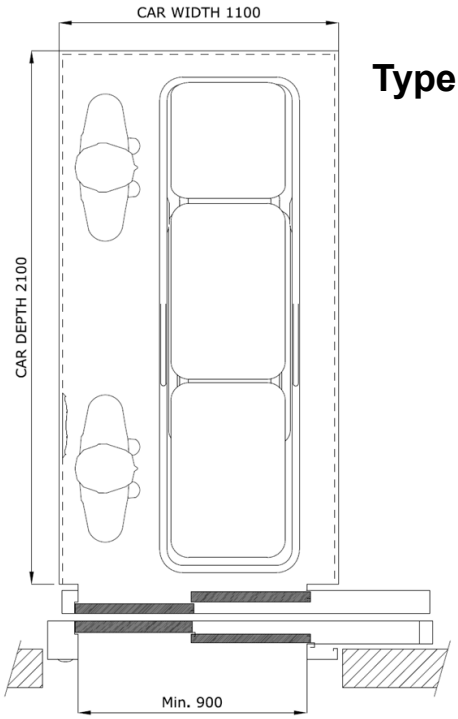
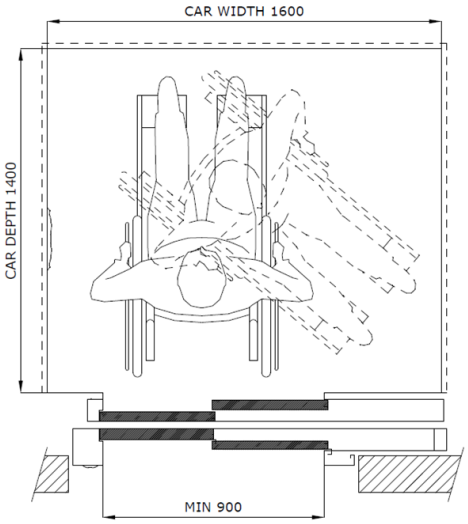
Class B Evacuation lift

The minimum car size = EN 81-70:2021+A1:2022, Table 3, Type 3 or Type 4:



Type 3

Type 4



May have other car dimensions giving at least the same minimum car floor area equivalent to a Type 3 or Type 4.

Class B evacuation lift features:

- May have more than one EEL.
- Has a car roof trap door with a minimum opening of 0.5m x 0.7m.
- Has a secondary power supply.
- For automatic evacuation, has signals to identify an active floor alarm, specific evacuation zone and priority floors, and a signal to evacuate all floors.
- Is the only option for remote assisted evacuation operation.

Note: The intent of the emergency trap door, is to give a way to provide support to the persons in the car.

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Lift control system signals, priorities and interaction

A Suspend Service Signal — Priority 1 - **Mandatory**: Highest priority. Returns the lift to a designated suspend service landing (SSL).

A Driver Assisted evacuation signal — Priority 2 - Optional:

I Remote Assisted evacuation signal — Priority 3 - Optional:

A Automatic evacuation signal — Priority 4 - Optional:

At least one evacuation control mode must be selected.
The priority level does not give any selection order of preference.

A Evacuation Recall signal — Priority 5 - **Mandatory**: Lowest priority. Returns the lift to the evacuation exit landing EEL

Example: If both Driver Assisted and Automatic evacuation signals are ACTIVE, the lift control system would prioritise Driver Assisted because it has a higher priority.

I Floor Alarms — Mandatory for Class B Automatic Evacuation.
Floor alarms outside the safe area in front of the lift landing doors.

I Evacuate all floors — Mandatory for Class B Automatic Evacuation.
Signal to evacuate all floors, over-rides active floor zones, but Floor Alarms (if present) remain a priority.

Active EEL — Where multiple evacuation exit landings (EEL's) are specified (Class B Only).

Key:

- Signals provided by the building system(s).
- Signal provided by the evacuation lift switch at the EEL(s).
- A — Lift control system to treat as ACTIVE if the signal is lost.
- I — Lift control system to treat as INACTIVE if the signal is lost.

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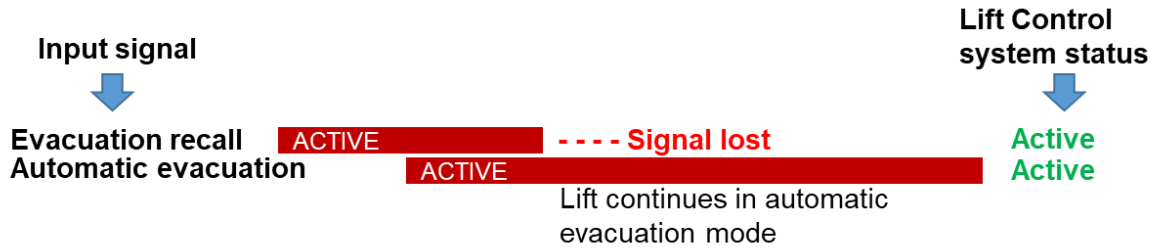
Signal connection interruption reaction examples



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Evacuation recall (Phase 1)

Evacuation recall signal ACTIVE

1st Recall signal, or current recall signal **OFF** and new EEL recall **ON** (without evacuation mode active – Class B only), or change in evacuation operation mode.

Ignore any subsequent recall signals, whilst active.
Cancel existing car / landing calls.
Do not register any new calls.
Activate visual indication in the car.
Activate Lift Well Lighting.

At floor level
Close doors, travel non-stop to EEL. If not closed after 20s, disable light curtain and try again

Moving away from EEL
Stop at next possible floor without opening doors. Voice announcement "evacuation" and return to EEL

Moving towards the EEL
Continue nonstop to the EEL. If already stopping, stop without opening doors, Voice announcement "evacuation" and continue to EEL

Note: closing after disabling the light curtains should comply with EN 81-20:2020 5.3.6.2.2.1 b) 4)

Arrival at EEL
Open doors, visual indication and voice announcement to leave the lift

If not closed after 20 s, disable light curtain and try again

Dwell time
Re-close doors

RECALL SIGNAL OFF (when no evacuation operation is active).
Car returns to the last active EEL, open doors and returns to normal.
Visual indication is deactivated and a voice announcement advises evacuation operation has stopped.
Lift well lighting off.
Lift returns to normal operation.

Change of EEL (Class B only) – with any evacuation mode active

New EEL ACTIVE, previous EEL OFF

Retain any registered landing calls

Lift travelling towards the new EEL
Continue to the new EEL

Lift already stopping at the original EEL
Stop at the original EEL without opening doors, then continue to the new EEL

Lift travelling away from the new EEL
Stop at next possible floor without opening doors, then return to the new EEL

Lift arrives at the new EEL

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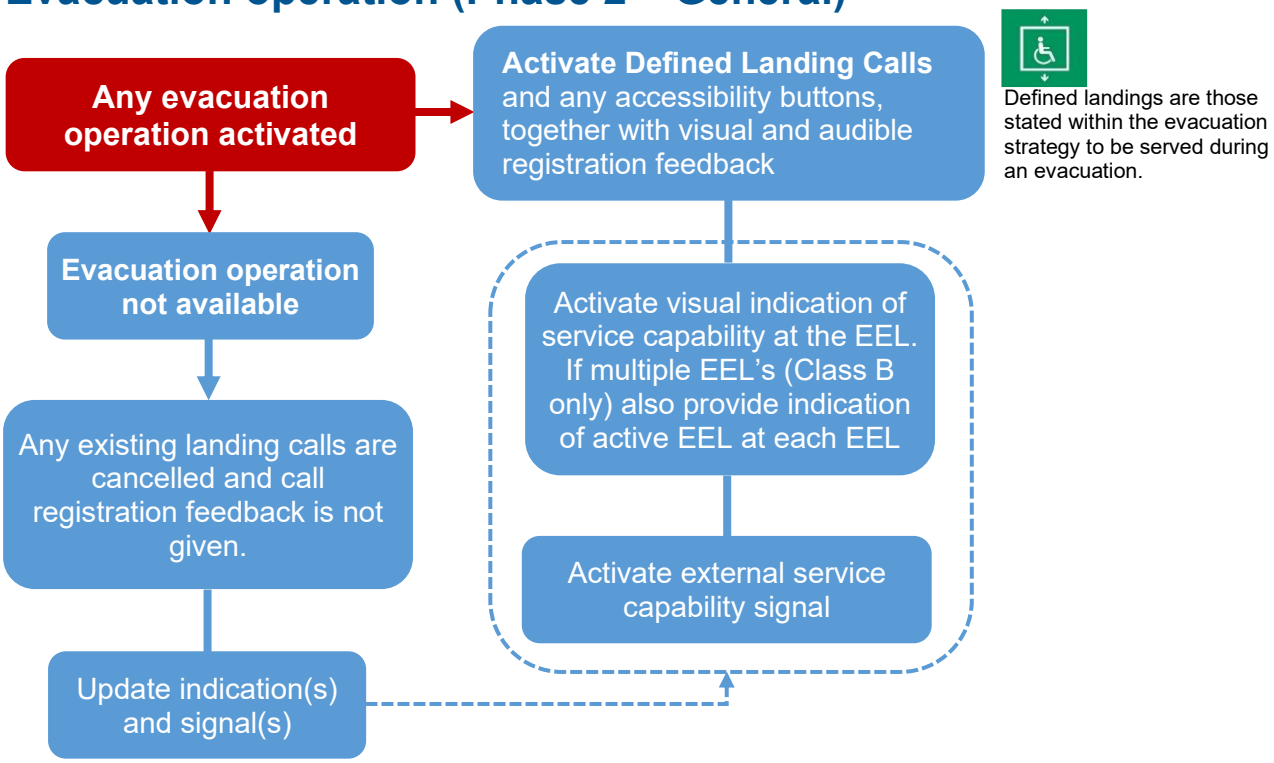
Evacuation operation (Phase 2 – General)



Defined landings are those stated within the evacuation strategy to be served during an evacuation.

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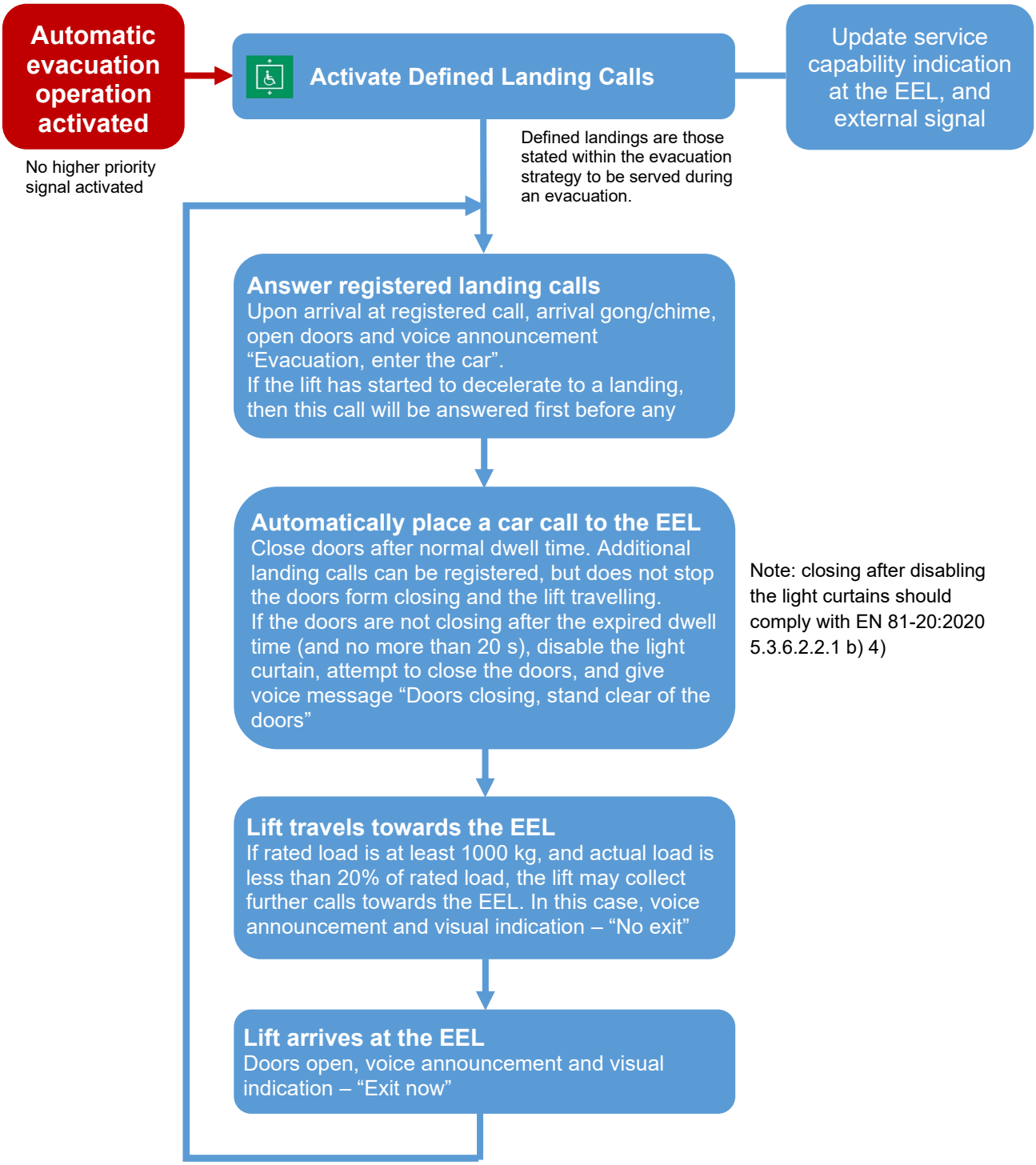
Automatic evacuation operation (Class A)



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Example: Automatic evacuation operation (Class A)

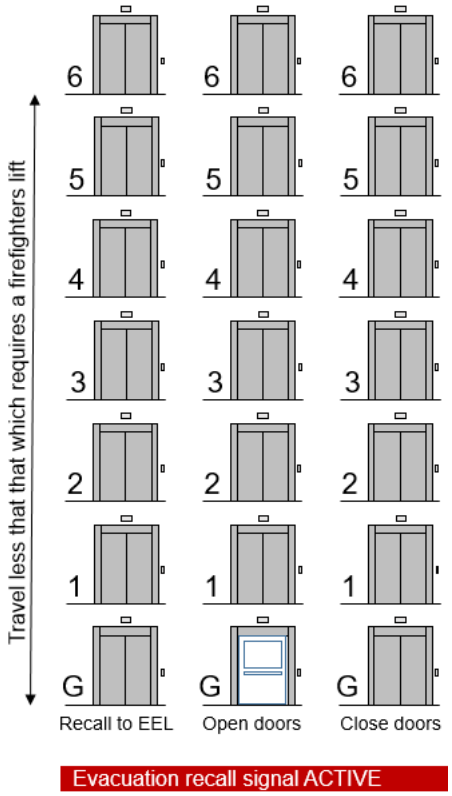
Building Design / Evacuation Strategy:
1000 Kg / 13 Persons
Evacuate floors 1 to 5
Note: 6 = Plant (not served during evacuation)
Automatic evacuation operation
EEL = G

Signals provided by the building:

- *Evacuation recall to EEL*
- *Automatic evacuation*
- *Suspend Service Signal*

The sequence starts with the Evacuation recall signal becoming ACTIVE.
All car and landing calls are cancelled and the lift immediately recalls to the evacuation exit landing.

The lift doors open to allow any passengers to exit, and then close. The lift waits for the next signal.



With automatic evacuation signal - ACTIVE. All landing calls are re-enabled, except level 6 which does not form part of the building evacuation strategy.

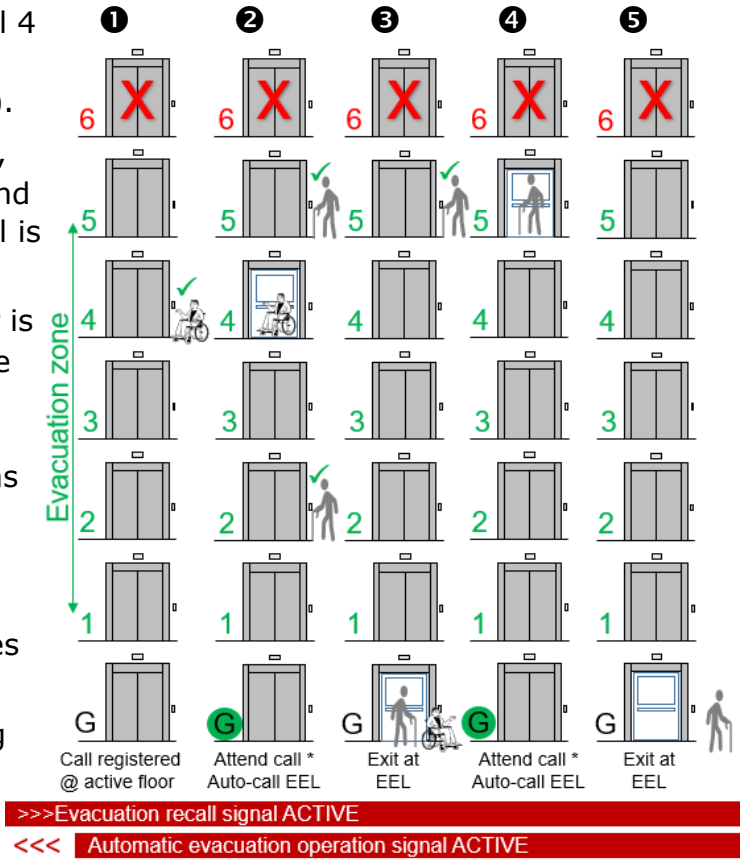
❶A landing call is registered at Level 4 (Illumination of the landing call indicates the call has been accepted).

❷The lift decelerates to the first call, then two further calls are received and accepted from levels 2 & 5. A car call is automatically placed to the EEL.

❸Because the load inside the lift car is less than 20% of the lift capacity, the landing call at Level 2 is collected on the way to the EEL. Voice announcements and visual indications assist passengers when to stay and exit the lift car.

❹The lift returns to collect the call from level 5, and automatically places a car call to the EEL.

❺The lift arrives at the EEL, allowing the passenger to escape.



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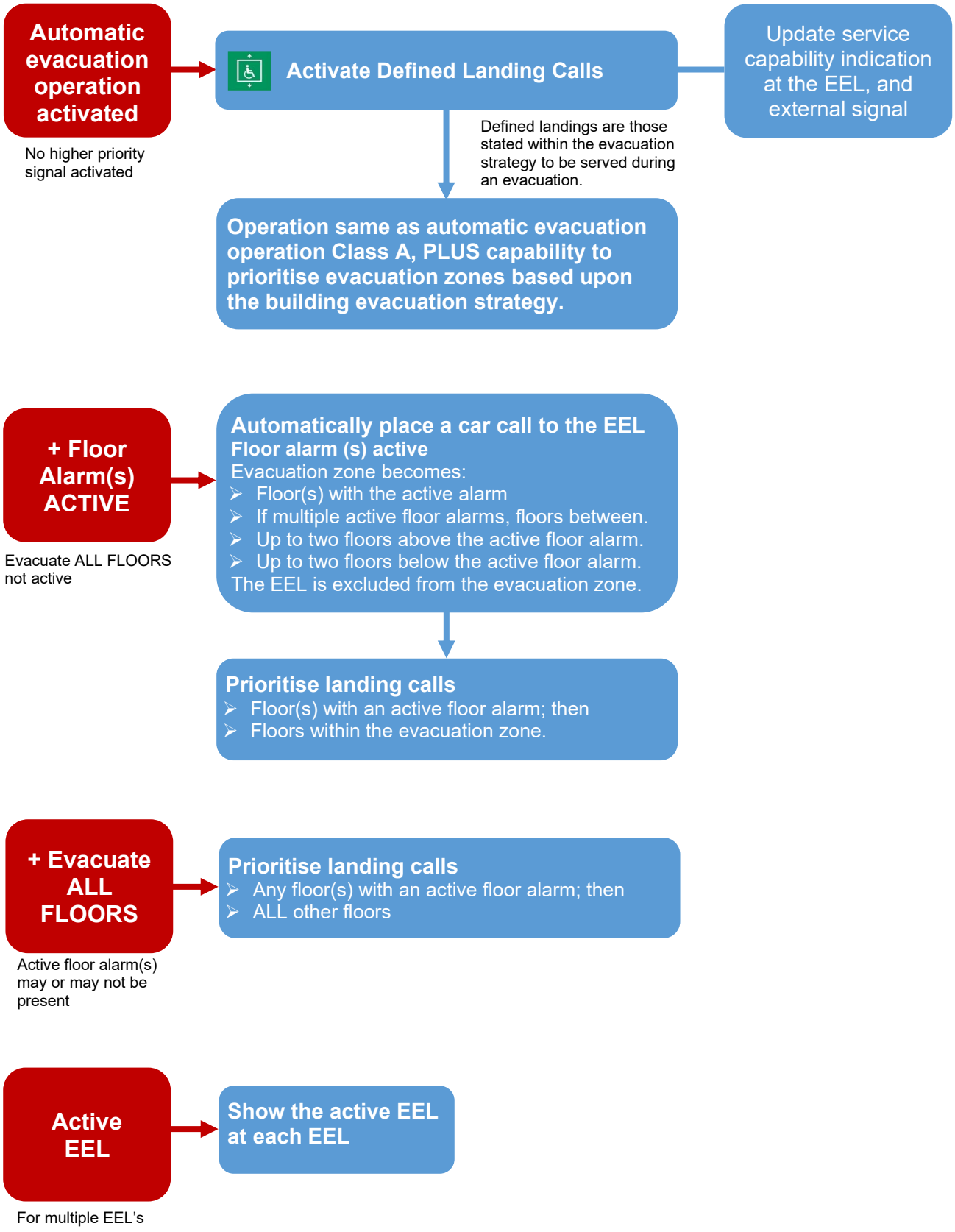
Automatic evacuation operation (Class B)



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Example: Automatic evacuation operation (Class B)

Building Design / Evacuation Strategy:
1000 Kg /13 Persons Class B *(Min' for Class B)*
Evacuate floors 1 to 10, exclude -1.
Automatic and Driver assisted evacuation operation
EEL 1 = G: EEL 2 = -1
Evacuation Zone: 2 floors above / below.
Signals to be provided by the building:

- *Evacuation recall*
- *Automatic evacuation*
- *Evacuate all floors*
- *Active floor alarms for floors 1 to 10*
- *EEL 1 required and EEL 2 if required*
- *Suspend Service Signal*

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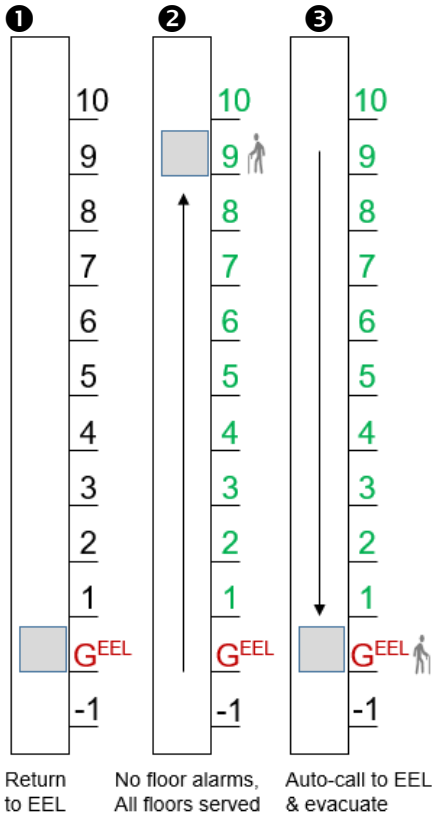
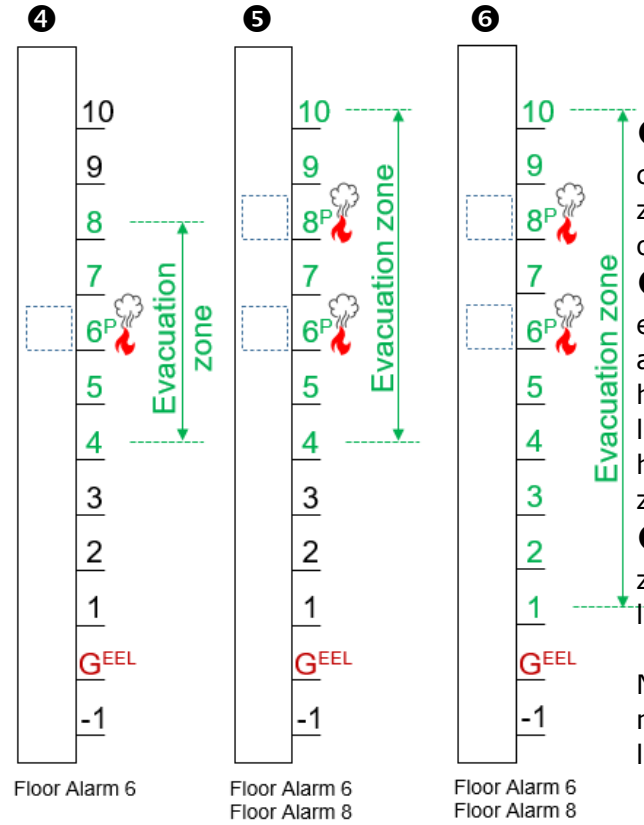
❶The sequence starts as per Class A, with the lift recalling to the active EEL.

❷Automatic evacuation operation = ACTIVE. With no floor alarms active, the lift serves all floors required by the evacuation strategy. A call is registered at Level 9 and answered by the lift.

❸The lift automatically places a car call to the active EEL and the passenger leaves the car.





❹A floor alarm at level 6 = ACTIVE. Landing calls are only accepted within the Evacuation zone. Calls to the floor alarm level have priority over other landing calls in the zone.

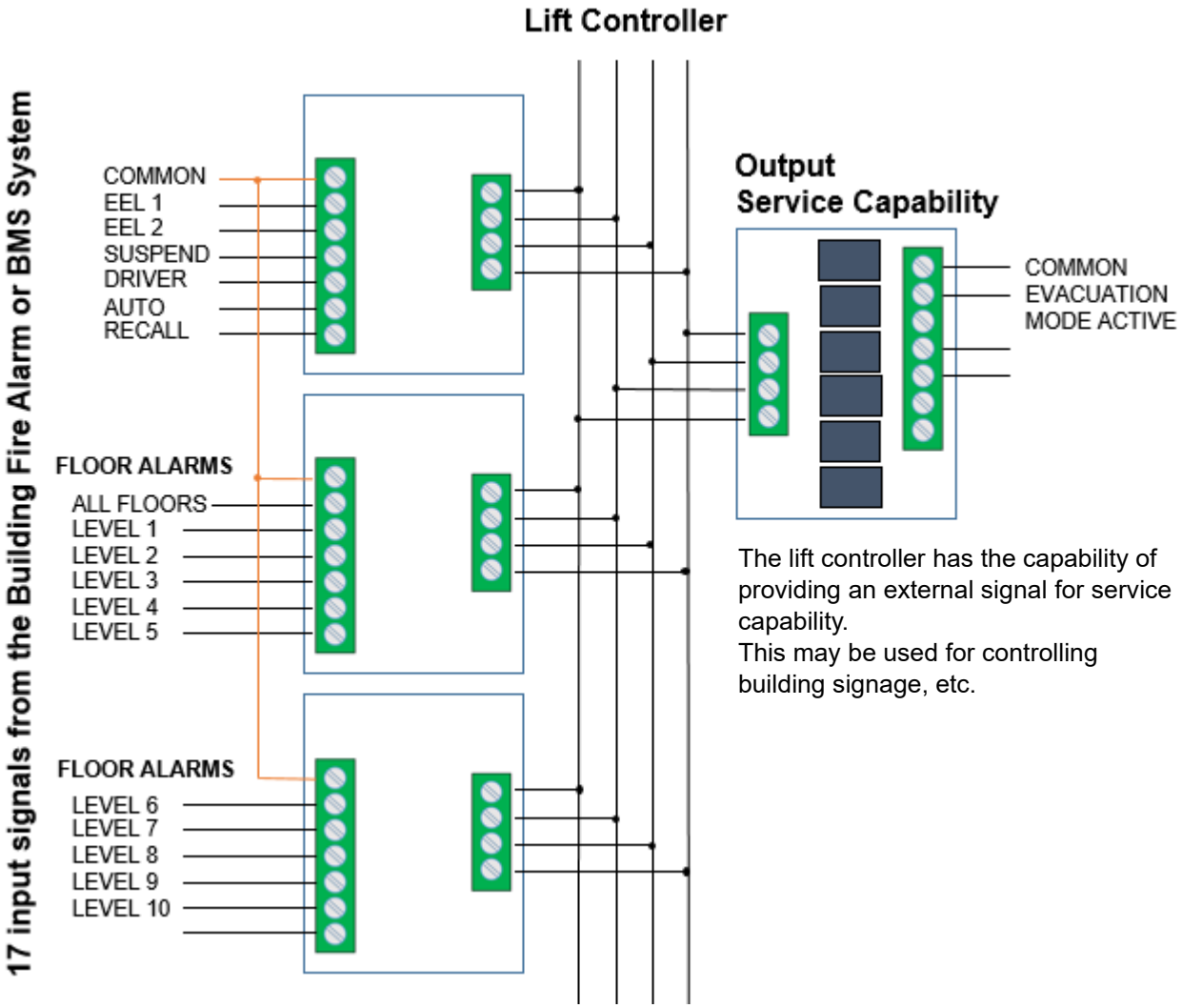
❺A second floor alarm at level 8 = ACTIVE. The evacuation zone becomes the floors between the active floor alarms, and two floors above the highest floor alarm, and two floors below the lowest floor alarm. Calls to the floor alarm levels have priority over other landing calls in the zone.

❻Evacuate all floors = ACTIVE. The evacuation zone becomes all floors, with levels 6 & 8 landing calls having priority over other calls.

Note: A **floor alarm** is outside of the lift well, machinery space, and safe areas at every landing outside the evacuation lift.

Driver assisted evacuation is a higher priority and would override automatic evacuation (even if automatic evacuation was active).

Example Signals: Automatic evacuation operation (Class B)



Note: Floor Alarms are for areas that are outside the safe area in front of every lift landing door (i.e., not within the lift lobbies, etc.).

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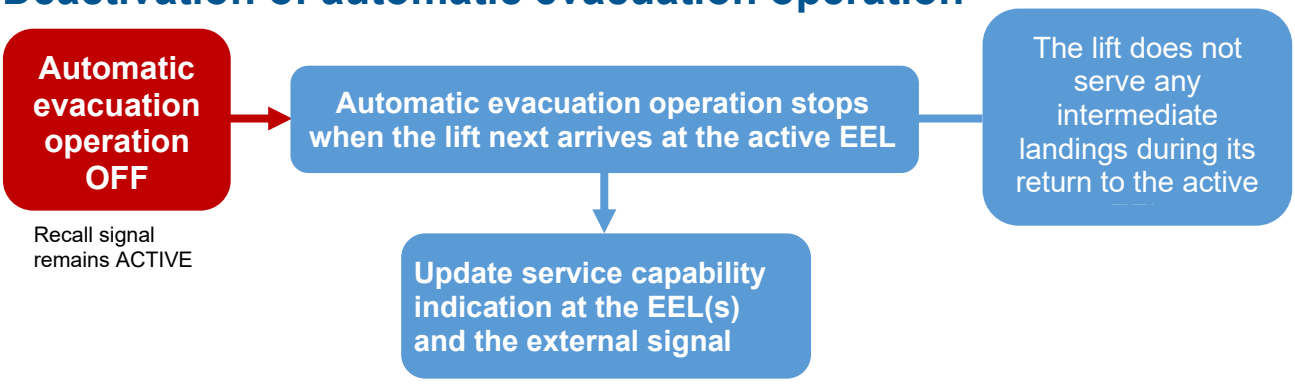
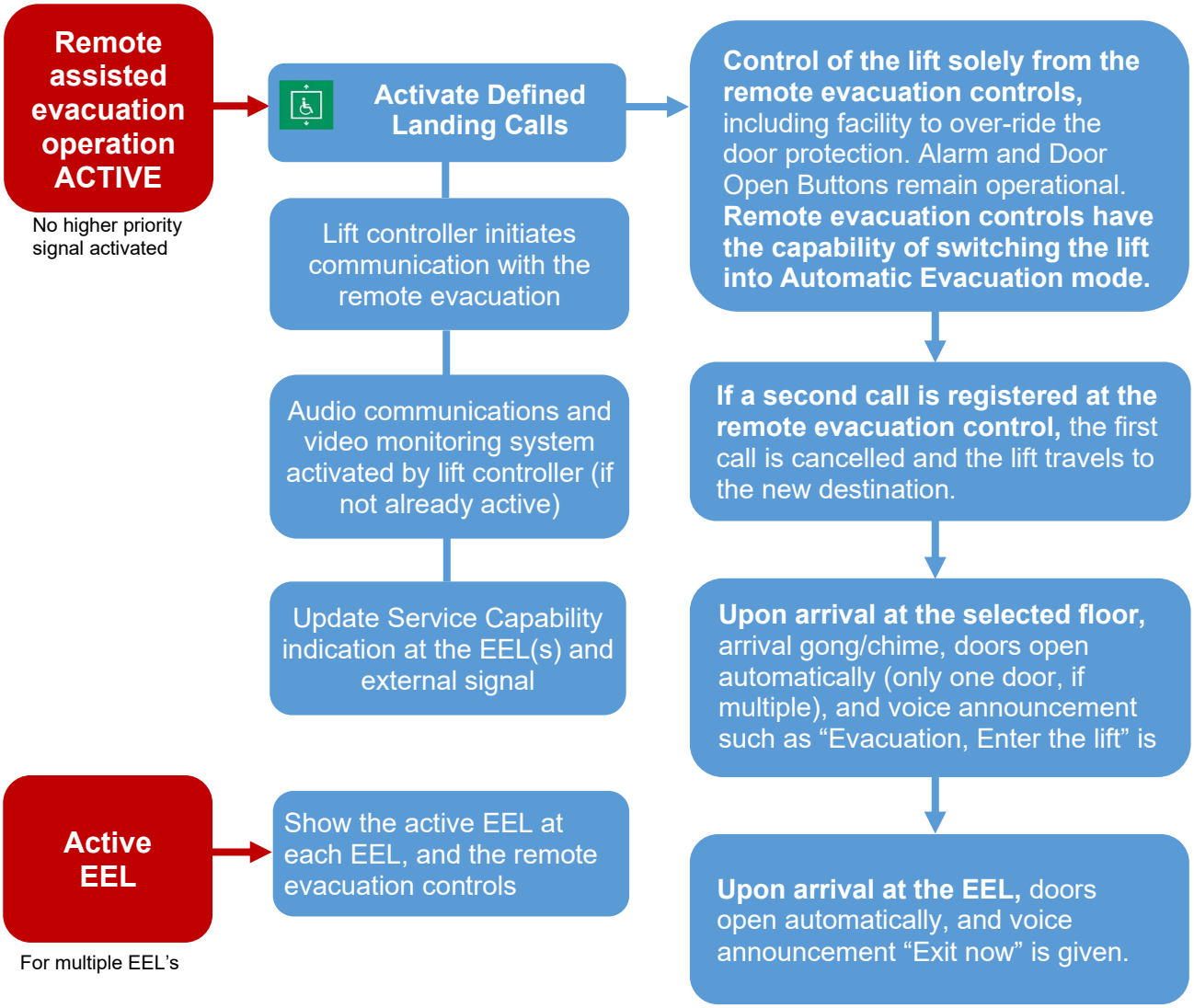
Deactivation of automatic evacuation operation



Note: The lift would remain at the EEL until another evacuation signal is received; or the 'Evacuation Recall' is switched off (the indication within the car will turn off, and the lift would then return to normal operation).

Remote assisted evacuation operation



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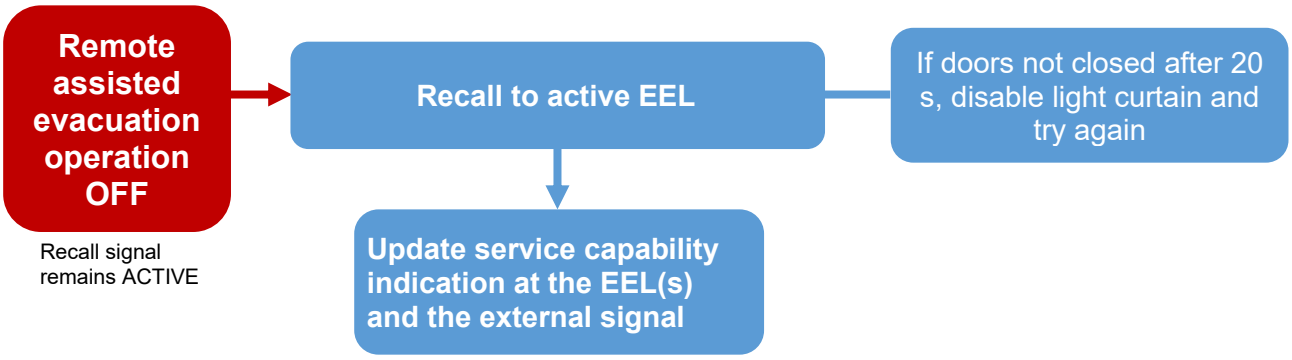
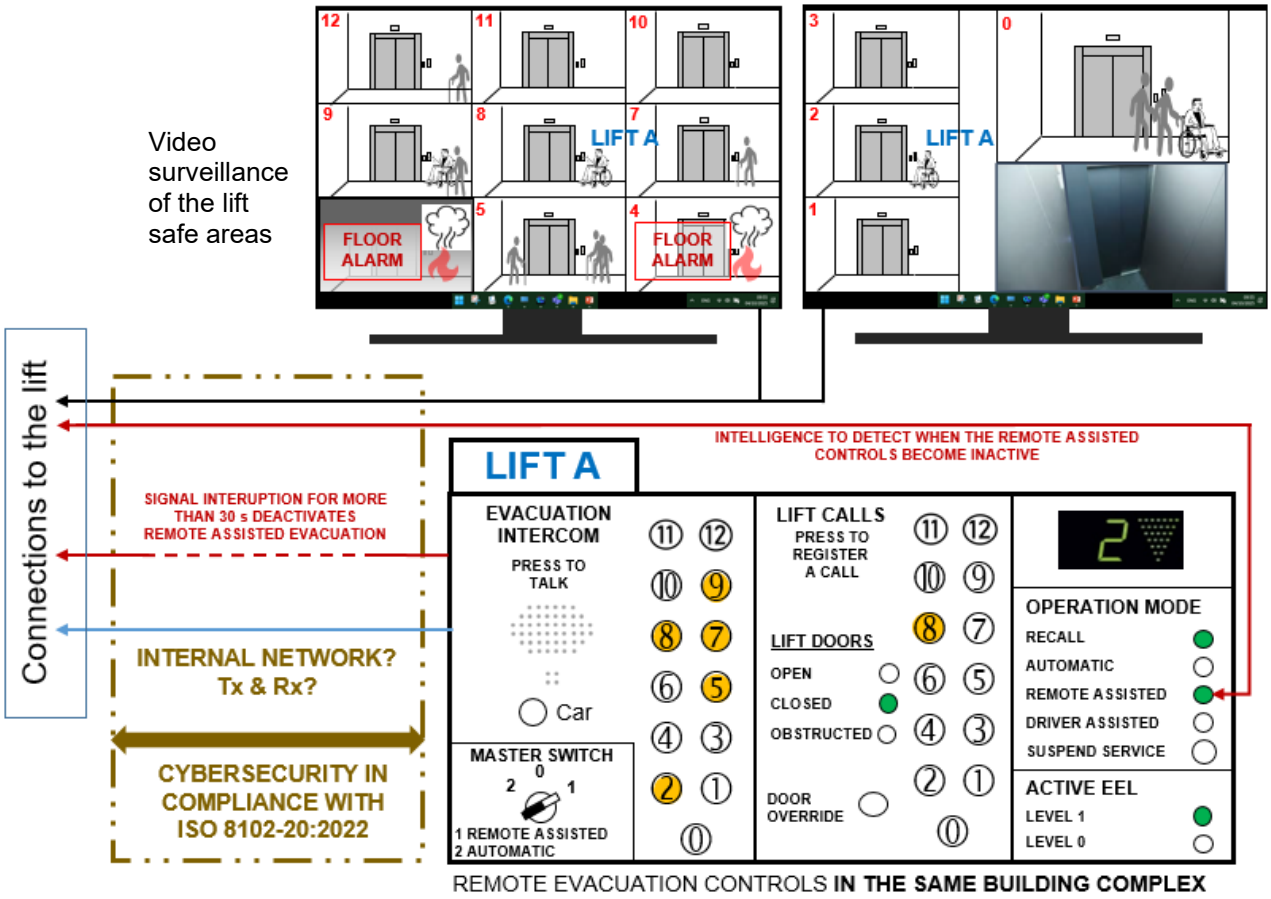
Deactivation of remote assisted evacuation operation



Note: The lift would remain at the EEL until another evacuation signal is received; or the 'Evacuation Recall' is switched off (the indication within the car will turn off, and the lift would then return to normal operation).

What remote assisted evacuation controls might look like



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Remote assisted evacuation - ‘same building complex’

Multiple evacuation lifts within the same building complex

Key:

Remote assisted evacuation controls

Buildings with evacuation lifts, with the capability of remote assisted evacuation operation.

Remote assisted evacuation – additional thoughts

Each remote assisted solution is likely to be tailor-made to suit a particular special requirement or project, and will required significant design / development at the early stages of building design.

Instructions and a training programme will also need to be provided by those responsible for the building in how to operate the remote evacuation controls, following the building evacuation strategy. This training / instruction will need to cover items, such as:

- Knowledge of the evacuation control operational modes and their priorities;
- How to prioritise floors when an active floor alarm appears;
- How to manage landings communications, inside & outside an evacuation zone;
- What to do if a camera fails during the remote operation;
- What to do if smoke is seen entering the lift lobby;
- What to do if something stops working on the remote controls;
- What regular systems tests or simulations are required;
- What maintenance and check routine is required.

Several critical issues related to this mode of operation require careful consideration including the:

– security of the communication between remote control location and the evacuation lift;

– monitoring of the building condition from the remote control location;

– training and authorisation of person(s) controlling the lift remotely.

The requirements for remote-assisted evacuation operation are complex and typically demand extensive infrastructure including containment for wiring, cabling, network equipment, and coordinated development between multiple parties.

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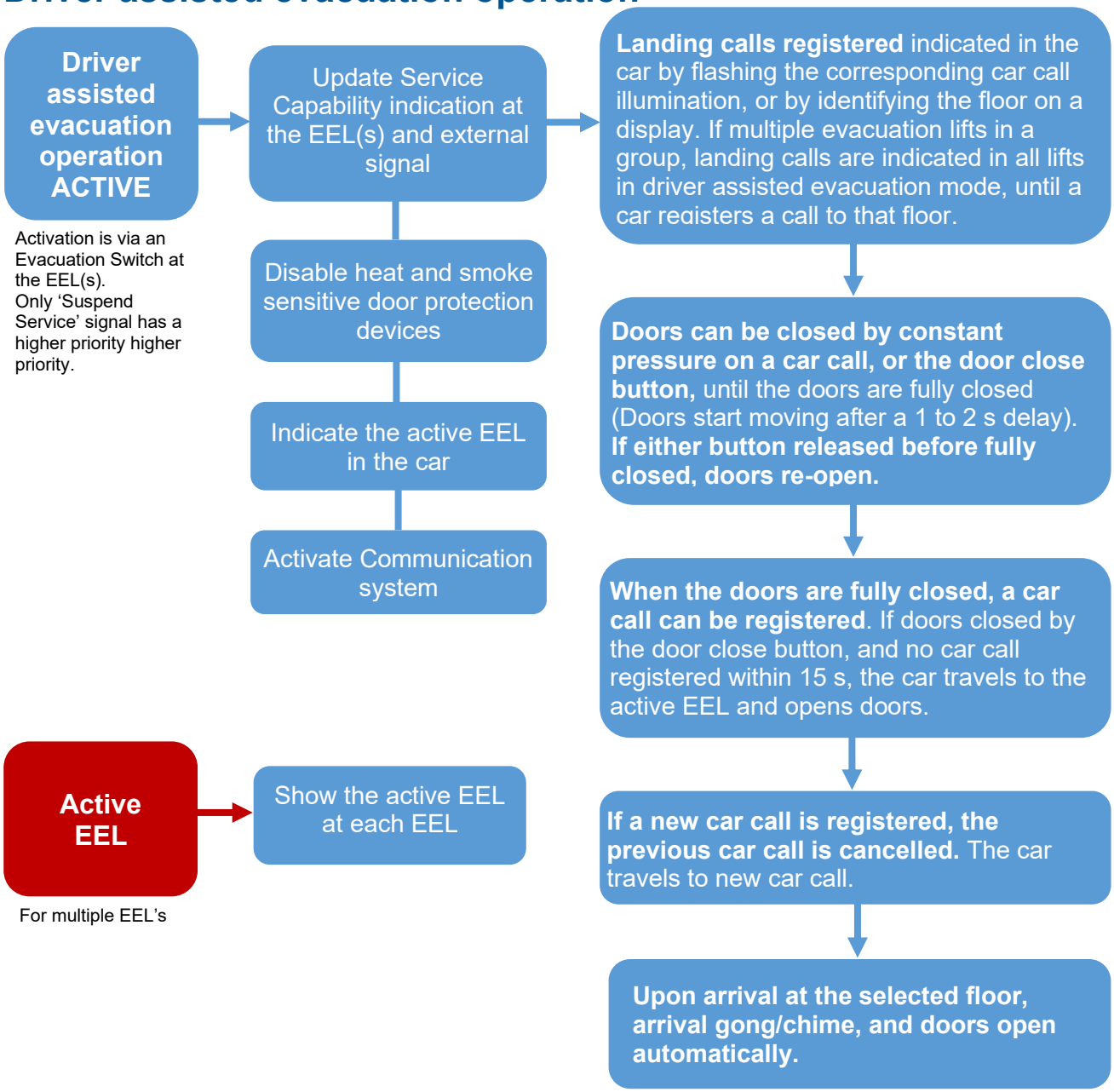
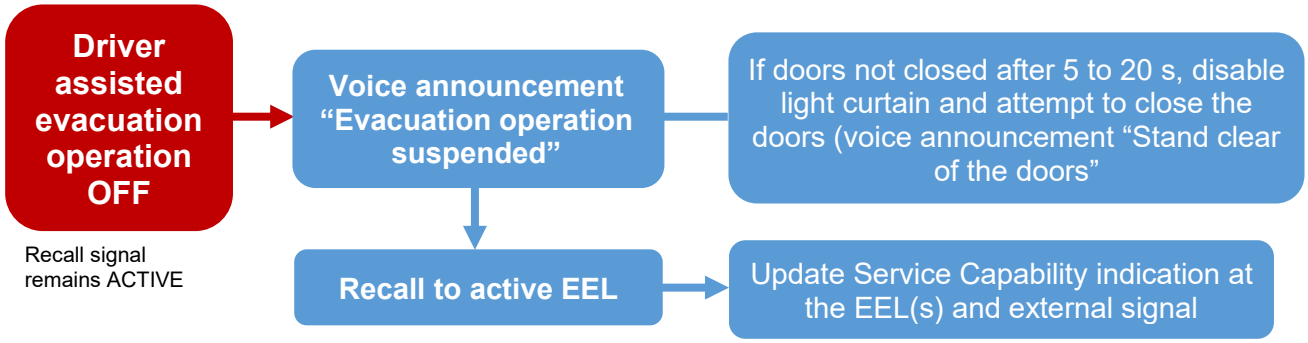
Driver assisted evacuation operation



Deactivation of driver assisted evacuation operation



Note: The lift would remain at the EEL until another evacuation signal is received; or the 'Evacuation Recall' is switched off (the indication within the car will turn off, and the lift would then return to normal operation).

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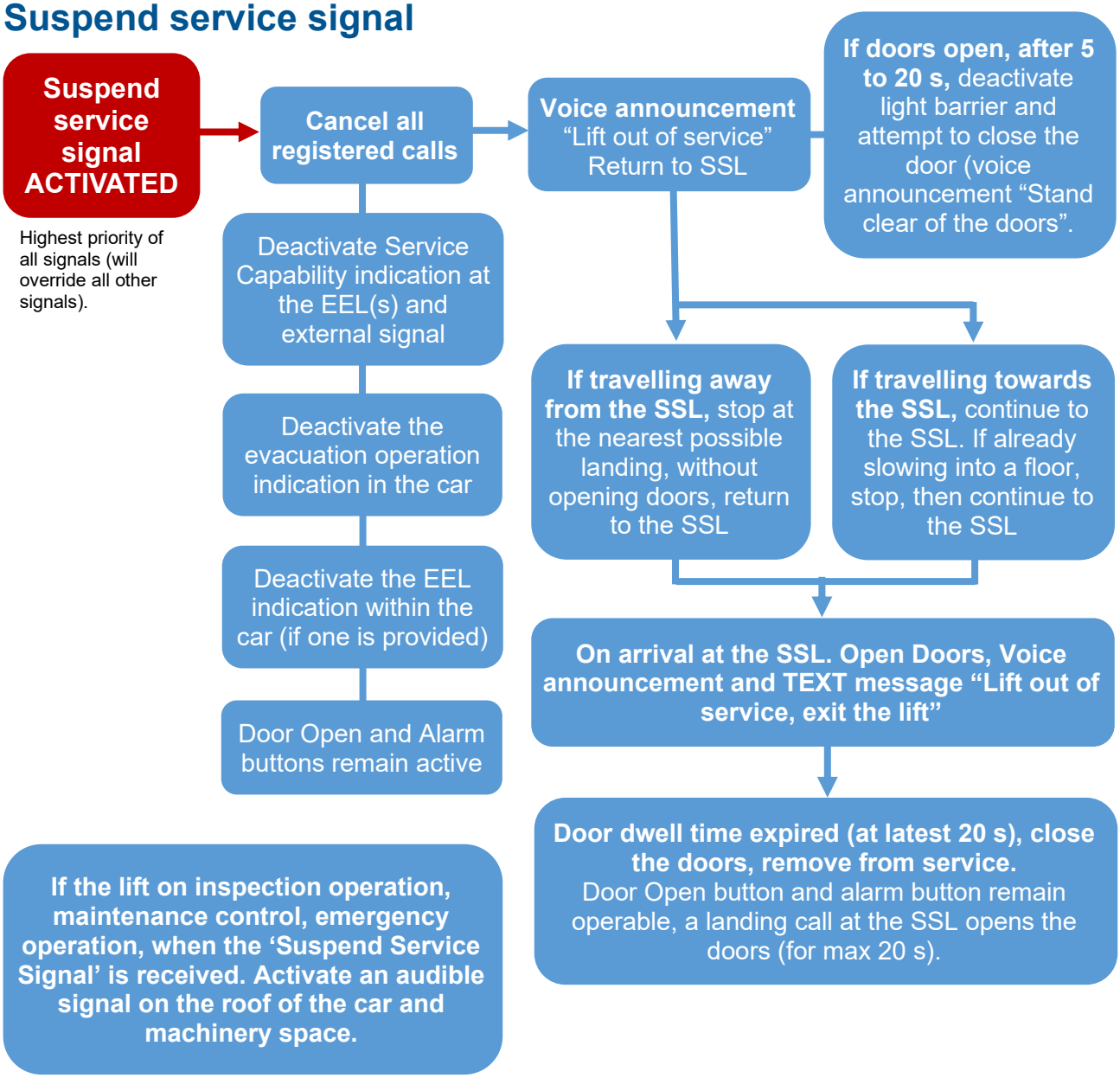
Suspend service signal



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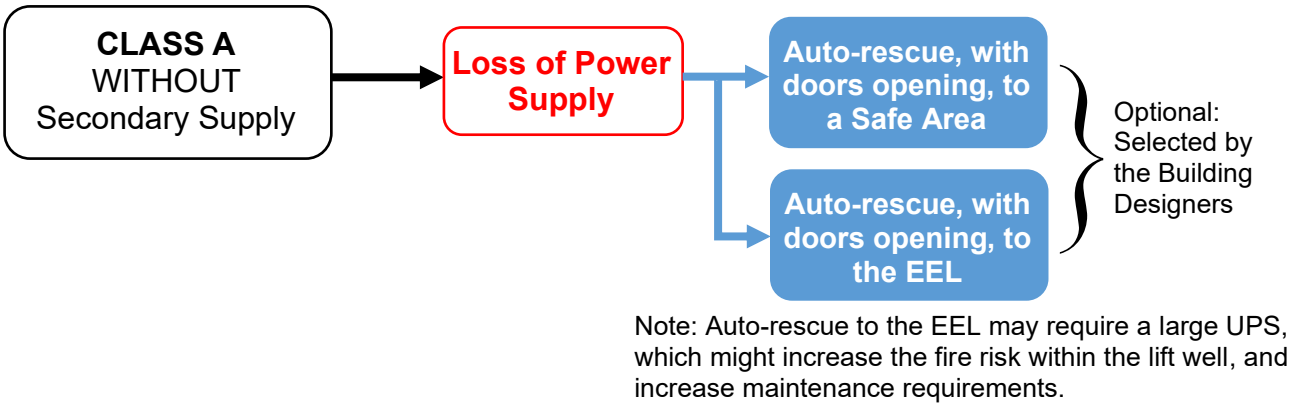
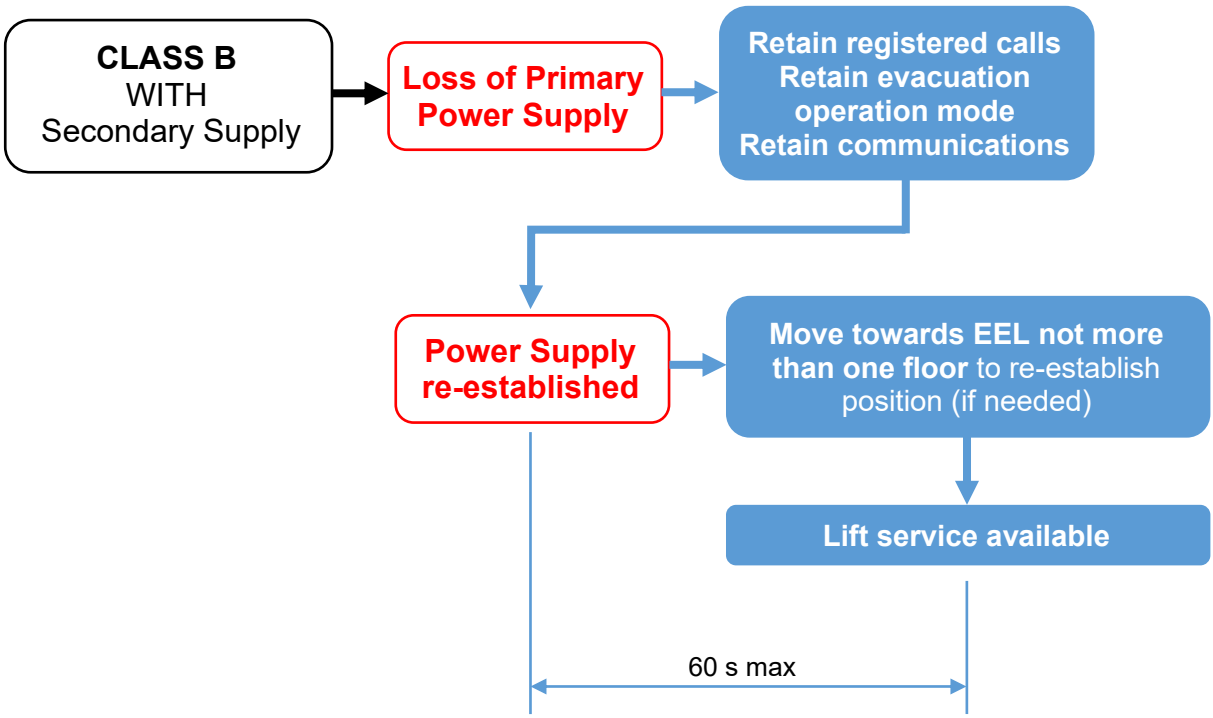
Evacuation lift power supplies



Note: Auto-rescue to the EEL may require a large UPS, which might increase the fire risk within the lift well, and increase maintenance requirements.



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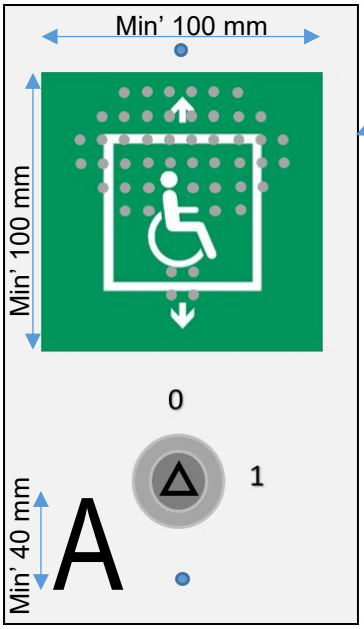
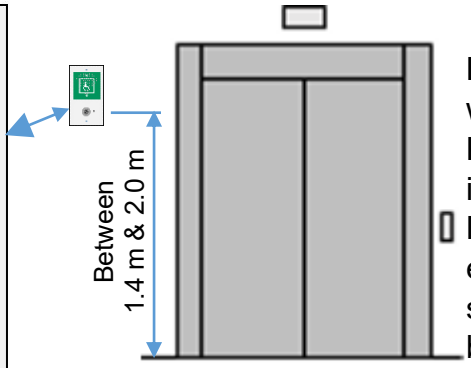
Signage on the landings

Located at every landing that is to be served during evacuation operations (see building evacuation strategy).
Minimum size = 40 mm x 40 mm. Positioned directly above or adjacent to the landing door, between 1.8 m and 2.5 m above FFL.

Evacuation lift switch & Intercom (Driver assisted evacuation)





Switch

Located within 2 m of the lift, within a safe area.
Key operated '0' & '1' with visual indication of switch position.
Might be use to enable other evacuation operations or suspension of service, but must be indicated, if provided.

Built-in intercom to the lift car (not handset) may be incorporated or may be provided separately. A 'Push to talk' button may also be provided.

May incorporate the Active EEL, where multiple EEL's are present.

Standard unlocking triangle key shown, other key type may be used subject to agreement.

Note: The sketches above are examples of what the switch and intercom might look like.

What the visual indicators might look like

In the Car

← Legend

Messages illuminate during evacuation operation, or when the lift is out of service

At the EEL Landing(s)

Indication of service capability

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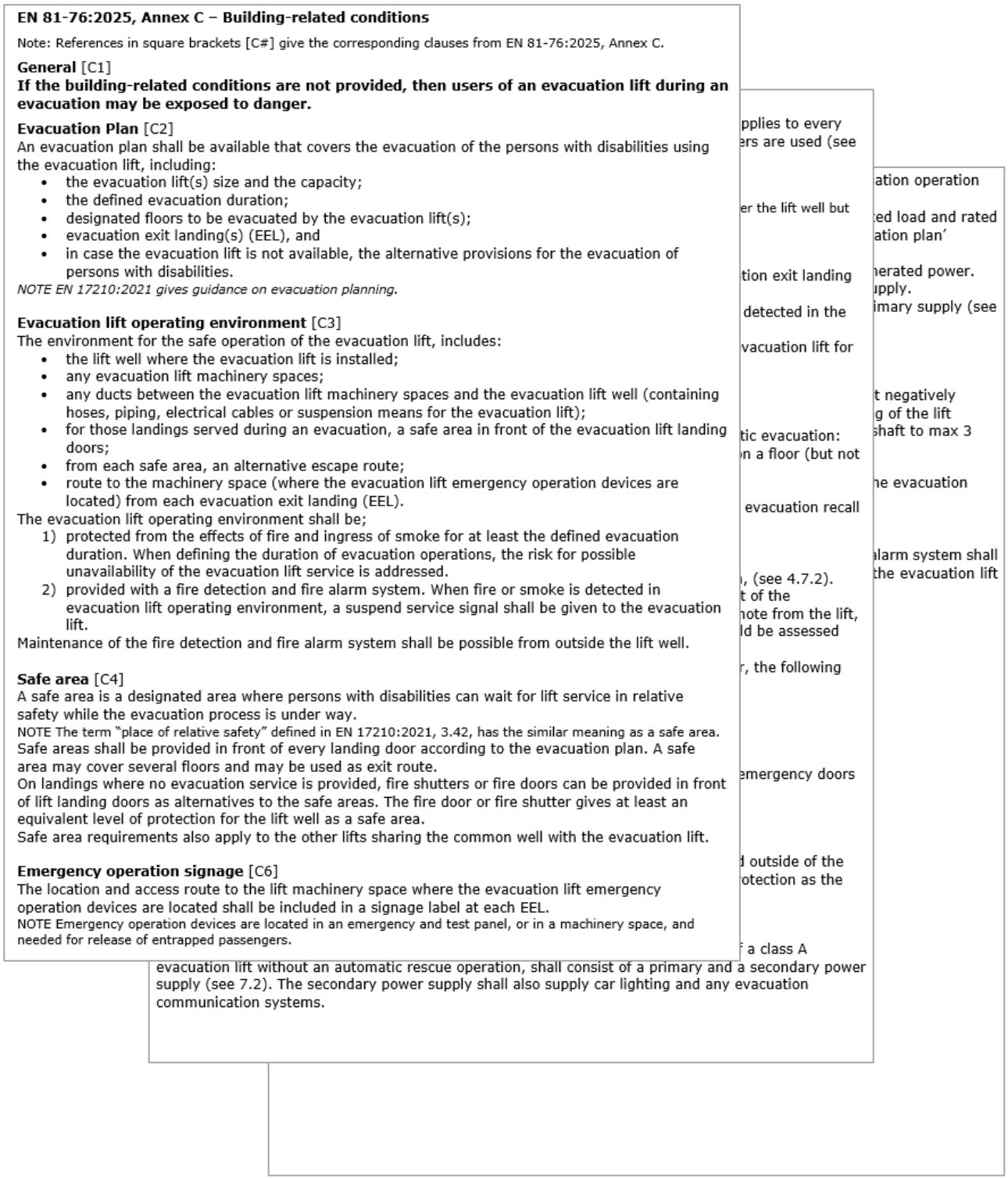
Building-related conditions

EN 81-76:2025 Annex C contains a list of mandatory instructions that must be provided to those responsible for the building design. This would need to occur early in the building design process.

Lift companies may wish to duplicate these requirements into their own company form for ease of issue to the building designers. A selection / check-list may also be incorporated to allow the Building Designers to confirm the features that apply to their evacuation lift.



EN 81-76:2025, Annex C – Building-related conditions

Note: References in square brackets [C#] give the corresponding clauses from EN 81-76:2025, Annex C.

General [C1]
If the building-related conditions are not provided, then users of an evacuation lift during an evacuation may be exposed to danger.

Evacuation Plan [C2]
An evacuation plan shall be available that covers the evacuation of the persons with disabilities using the evacuation lift, including:

- the evacuation lift(s) size and the capacity;
- the defined evacuation duration;
- designated floors to be evacuated by the evacuation lift(s);
- evacuation exit landing(s) (EEL), and
- in case the evacuation lift is not available, the alternative provisions for the evacuation of persons with disabilities.

NOTE EN 17210:2021 gives guidance on evacuation planning.

Evacuation lift operating environment [C3]
The environment for the safe operation of the evacuation lift, includes:

- the lift well where the evacuation lift is installed;
- any evacuation lift machinery spaces;
- any ducts between the evacuation lift machinery spaces and the evacuation lift well (containing hoses, piping, electrical cables or suspension means for the evacuation lift);
- for those landings served during an evacuation, a safe area in front of the evacuation lift landing doors;
- from each safe area, an alternative escape route;
- route to the machinery space (where the evacuation lift emergency operation devices are located) from each evacuation exit landing (EEL).

The evacuation lift operating environment shall be;

1) protected from the effects of fire and ingress of smoke for at least the defined evacuation duration. When defining the duration of evacuation operations, the risk for possible unavailability of the evacuation lift service is addressed.
2) provided with a fire detection and fire alarm system. When fire or smoke is detected in evacuation lift operating environment, a suspend service signal shall be given to the evacuation lift.

Maintenance of the fire detection and fire alarm system shall be possible from outside the lift well.

Safe area [C4]
A safe area is a designated area where persons with disabilities can wait for lift service in relative safety while the evacuation process is under way.
NOTE The term "place of relative safety" defined in EN 17210:2021, 3.42, has the similar meaning as a safe area.
Safe areas shall be provided in front of every landing door according to the evacuation plan. A safe area may cover several floors and may be used as exit route.
On landings where no evacuation service is provided, fire shutters or fire doors can be provided in front of lift landing doors as alternatives to the safe areas. The fire door or fire shutter gives at least an equivalent level of protection for the lift well as a safe area.
Safe area requirements also apply to the other lifts sharing the common well with the evacuation lift.

Emergency operation signage [C6]
The location and access route to the lift machinery space where the evacuation lift emergency operation devices are located shall be included in a signage label at each EEL.
NOTE Emergency operation devices are located in an emergency and test panel, or in a machinery space, and needed for release of entrapped passengers.