

Directive 2006/42/EC of the European Parliament and of the Council of 17 May 2006 on machinery, and amending Directive 95/16/EC (recast) (Text with EEA relevance)

*Article 24*

**Amendment of Directive 95/16/EC**

Directive 95/16/EC is hereby amended as follows:

1. in Article 1, paragraphs 2 and 3 shall be replaced by the following:
2. ‘For the purposes of this Directive, “lift” shall mean a lifting appliance serving specific levels, having a carrier moving along guides which are rigid and inclined at an angle of more than 15 degrees to the horizontal, intended for the transport of:
  - persons,
  - persons and goods,
  - goods alone if the carrier is accessible, that is to say a person may enter it without difficulty, and fitted with controls situated inside the carrier or within reach of a person inside the carrier.

Lifting appliances moving along a fixed course even where they do not move along guides which are rigid shall be considered as lifts falling within the scope of this Directive.

A “carrier” means a part of the lift by which persons and/or goods are supported in order to be lifted or lowered.

3. This Directive shall not apply to:
  - lifting appliances whose speed is not greater than 0,15 m/s,
  - construction site hoists,
  - cableways, including funicular railways,
  - lifts specially designed and constructed for military or police purposes,
  - lifting appliances from which work can be carried out,
  - mine winding gear,
  - lifting appliances intended for lifting performers during artistic performances,
  - lifting appliances fitted in means of transport,
  - lifting appliances connected to machinery and intended exclusively for access to workstations including maintenance and inspection points on the machinery,
  - rack and pinion trains,
  - escalators and mechanical walkways.’;
2. in Annex I, point 1.2 shall be replaced by the following:

- 1.2. ‘Carrier

The carrier of each lift must be a car. This car must be designed and constructed to offer the space and strength corresponding to the maximum number of persons and the rated load of the lift set by the installer.

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Where the lift is intended for the transport of persons, and where its dimensions permit, the car must be designed and constructed in such a way that its structural features do not obstruct or impede access and use by disabled persons and so as to allow any appropriate adjustments intended to facilitate its use by them.’