



Workplace Safety and the Automotive Lift:
A presentation for OSHA consultation clients and employee safety committees.

Will begin at 10:30am

Presented by: Automotive Lift Institute

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THEIR SAFETY IS RIDING ON IT!

IUP

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This presentation is a general introduction to workplace safety relating to automotive lifts. It is intended to be helpful, and the information and recommendations contained herein are compiled from sources believed to be reliable. It is not intended to serve as a complete resolution of all safety problems and solutions related to automotive lifts. Thus, neither the Automotive Lift Institute (ALI) nor its members may guarantee, warrant, or assume any responsibility for the completeness, sufficiency, or completeness of the information and recommendations contained herein.

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Questions:

Questions during today's presentation can be submitted using the chat feature or sent by email to: info@autolift.org

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Third-Party Product Certification Known Requirements

General

- ☐ National Electrical Code (NEC)
- ☐ OSHA 1910.303(a)
 - ☐ US Federal, state, and many local OSHA
 - ☐ General Duty Clause Section 5(a)(1)

ANSI/ALI ALCTV *Specific*

- ☐ International Building Code (IBC) Chapter 30
- ☐ Work-Safe BC
- ☐ Canadian Provincial Ministries of Labour
- ☐ Saudi Arabian Standards Organization

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Product Safety US – 29 CFR 1910

OSHA and the NEC require the installation or equipment be approved. Approved equipment may be evidenced by listing or labeling for that purpose.

Ref: 29 CFR 1910.303(a), 1910.303(b)(1)(i), 1910.399; NFPA 70, Art 100, 110.3

In addition, 29 CFR 1910.399 defines "Acceptable. An installation or equipment is acceptable to the Assistant Secretary of Labor, and approved within the meaning of this Subpart S:

If it is accepted, or certified, or listed, or labeled, or otherwise determined to be safe by a nationally recognized testing laboratory recognized pursuant to § 1910.7"

When deciding to accept equipment for installation or use that is not listed by a third party, the AHJ is taking sole responsibility that the equipment is safe, per the standards referenced above.

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OSHA – General Duty Clause

Section 5(a)(1)

Each employer shall furnish to each of his employees employment and a place of employment which are free from recognized hazards that are causing or are likely to cause death or serious physical harm to his employees.

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Only certified automotive lifts
should be installed in the workplace.

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OSHA Accredited Nationally Recognized Testing Laboratories

intertek

60,000 Employees Globally
200+ Countries



40,000 Employees Globally
150+ Countries
Part of Eurofins Network

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Don't be fooled by false and misleading claims!

- UL, CSA, ETL, or MET -

"Component Recognition" labels

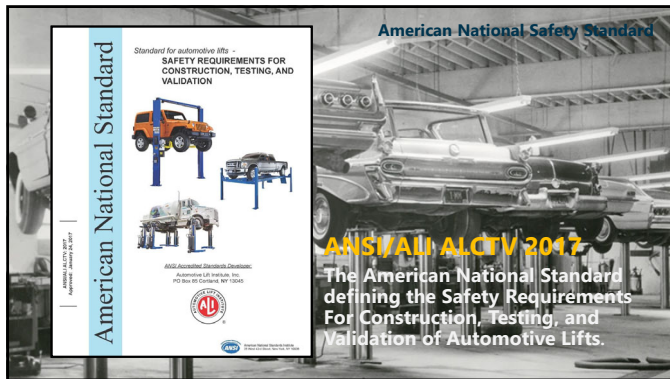
Do NOT represent safety-certification of the complete lift product.

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Don't be fooled by false and misleading claims!

Automotive Lifts must bear the words "Certified Automotive Lift" on the label appearing on the actual lift that presents the agency Mark **or the lift is not certified.**

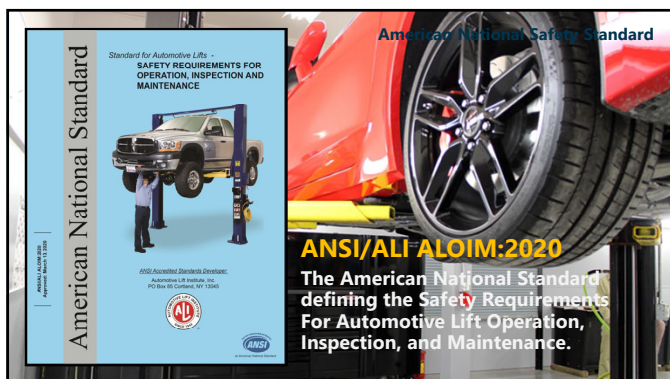
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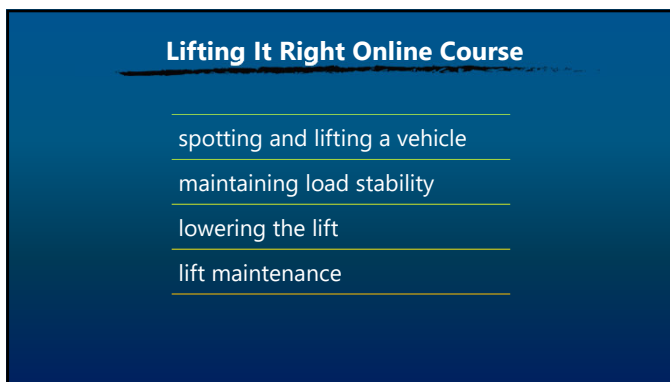


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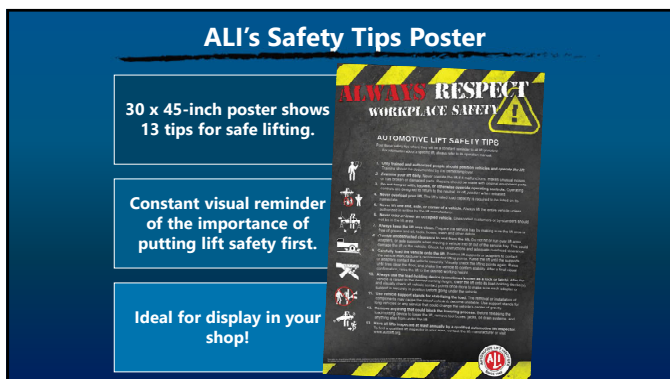
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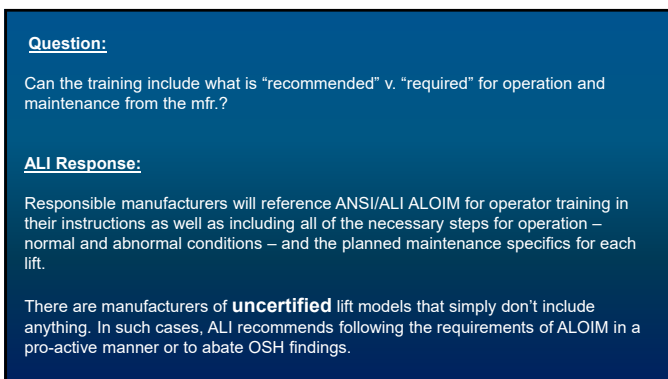
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Question:

- Last week I did a complaint inspection at an auto repair shop.
- I found an auto lift with a malfunctioning sensor on the crossmember bar (top bar).
- The malfunctioning sensor's purpose is to stop the roof of the vehicle from hitting the crossmember bar above.
- I couldn't find anything in our rules that talks about these types of lifts.
- Now, according to The Automotive Lift Institute, ANSI has the standards, (pertaining to auto lift inspection, service and safety requirements).
- Does the malfunctioning sensor pose a hazard? If so, what is the hazard?

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ALI Response:

YES – the hazard relates directly to health and safety of those in the service bay and to the vehicle, the shop, and the equipment when a vehicle fails to stop at the limit. A vehicle can shift and fall in such situations.

The component you have identified is known as an overhead travel limit switch, whose purpose is to prevent contact between the vehicle and the overhead structure.

ALCTV 9.2.10 requires this as a mandatory safety component in the design provided by the lift manufacturer.

ALOIM 6.2.4.1.25 identifies the operation of this system as a mandatory annual inspection point that is to be evaluated at least once per year.

Similar to cranes, the operation of components of this type are also to be a continuous point of observation and reporting by the lift operator.

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Thank You!

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