

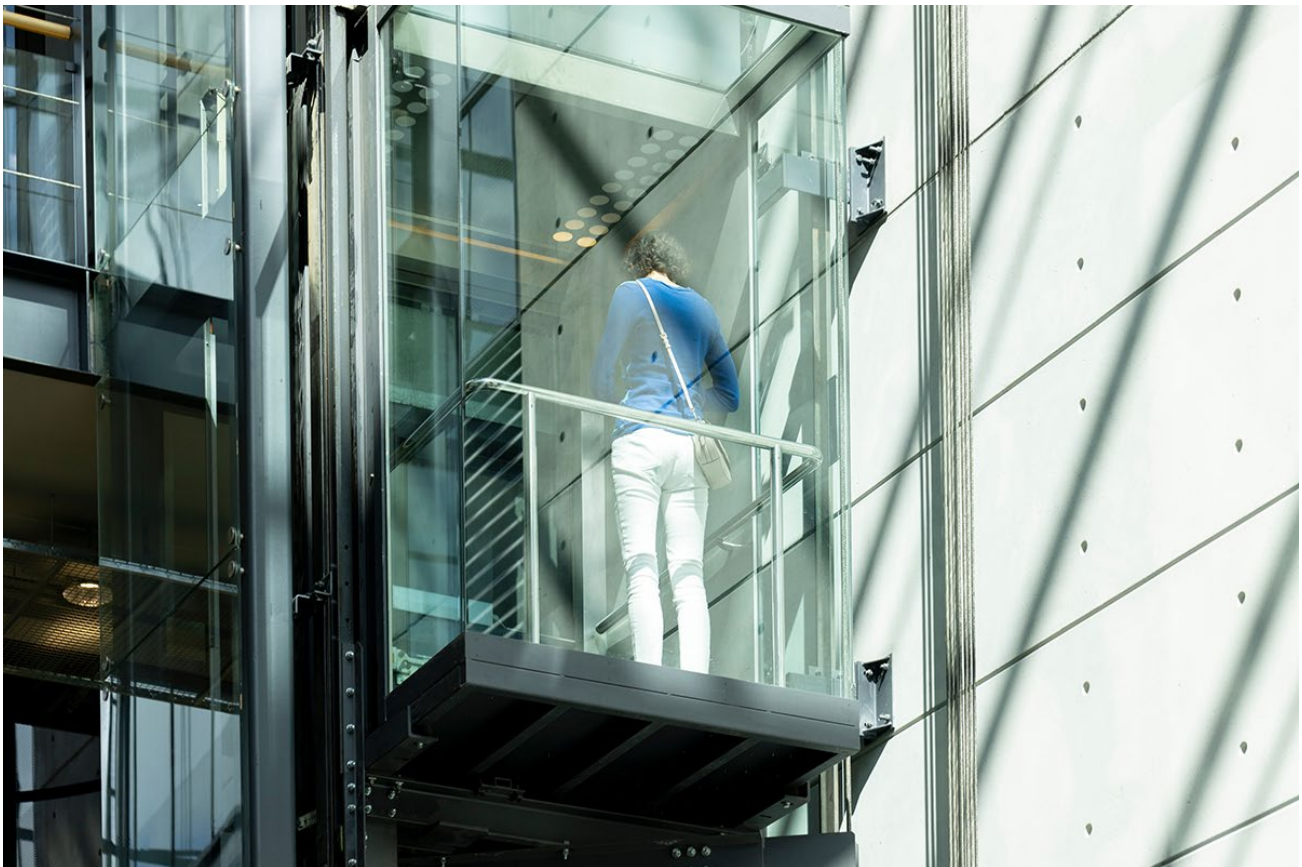


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Press Release

EU campaign highlights lift buffer safety performance

Lift buffers are a safety component located at the bottom of lift shafts – a last-resort protection that accumulates or dissipates the energy of a lift car or counterweight should it travel beyond its normal stopping point. An EU-funded campaign tested 40 buffers and found that all hydraulic buffers passed the technical tests, while the majority of polyurethane buffers were non-compliant with EU requirements.



Lift buffers are rarely activated in normal operation, but when they are needed, they must work as intended to reduce impact forces and protect the lift's occupants or maintenance personnel from injury and lift components from damage. That is why it is essential that lift buffers on the EU market meet the safety and performance requirements laid down in EU legislation and harmonised standards.

Six countries

The 40 buffers tested were sampled by market surveillance authorities (MSAs) in six countries: Cyprus, Germany, Malta, the Netherlands, Sweden and Switzerland. The campaign covered two main types: polyurethane buffers, which cushion the impact by compressing; and hydraulic buffers, which use fluid to absorb and dissipate energy.

Most of the products were made in Germany (29 samples), followed by China (7) and Italy (4).

A laboratory examined key safety parameters, including how the buffer controls deceleration during compression, how quickly it returns to its normal position and whether it shows any damage or permanent deformation after testing. Liquid losses in the hydraulic buffers were checked.

Seven hydraulic buffers were tested and all met the requirements. Of the 33 polyurethane buffers tested, 28 (85 %) were non-compliant with EU requirements. Most of the issues found during testing were caused by the buffers not slowing the lift down safely enough, exceeding the limits set by the safety standard.

Measures taken

MSAs contacted 23 economic operators to present the results and ask for their opinion and the remedial action they intend to take. Further measures will be taken based on their responses. Sales bans were imposed on five polyurethane buffers. Two economic operators were asked to provide supporting documentation.

The results were shared on the Information and Communication System for Market Surveillance ([ICSMS](#)) to support coordinated enforcement across countries, and on [Safety Gate](#). National authorities use Safety Gate to circulate information about dangerous non-food products and measures taken.

Recommendations

MSAs recommended that manufacturers and other operators maintain strong factory production controls, monitor consistency between batches and conduct new testing whenever there are changes in raw materials, product composition or production.

The product needs to perform as required and all the technical documents should be complete and up to date. Even small deviations should be investigated. Where necessary, operators should inform the relevant and involved notified bodies and take corrective action. Clear installation and maintenance instructions are essential because proper handling and storage can affect product performance over time.

EU-wide testing

“The broader message of this testing campaign is clear: lift safety components may be hidden from view, but they are critical for public safety. Ensuring that they comply with EU requirements is essential for trust in the Single Market,” said DG GROW Policy Officer, Vanessa Capurso.

The testing was carried out under the 2025 edition of the Joint Actions on Compliance of Products (JACOP) campaign in the EU and in EFTA countries. JACOP enables MSAs to harmonise their working methods, jointly test products, determine risks and enforce corrective actions. A total of 11 product types were evaluated.



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https://single-market-economy.ec.europa.eu/single-market/goods/building-blocks/market-surveillance_en

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