

A17 Standards Committee Interpretations Volume 2

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APPLICABILITY OF INTERPRETATIONS

Each interpretation applies to the edition and addenda or supplement listed for that inquiry including prior and previous editions where the requirement is identical. Many of the requirements on which the interpretations have been made are revised in later editions, addenda or supplements. Where such revisions have been made, the interpretations may no longer be applicable to the revised requirement.

ASME procedures provide for reconsideration of these interpretations when or if additional information is available which might affect any interpretation.

Further, persons aggrieved by any interpretation may appeal to the cognizant ASME committee or subcommittee. ASME does not “approve,” “certify,” “rate,” or “endorse” any item, construction, proprietary device, or activity.

Interpretations Approved at the May 2005 A17 Standards Committee Meeting

Inquiry 02-33

Subject: Requirement 8.6.5.8

Edition: A17.1-2000 including through A17.1a-2002

Question: In requirement 8.6.5.8 on Safety Bulkhead it indicates conformance to requirement 3.18.3.4 or you shall provide the car with safeties conforming to 3.17.1. Does this requirement allow only these types of safeties, or could other types of safeties be utilized? (i.e. requirement 3.17.3 Plunger Gripper)

Answer: At the time 8.6.5.8 was published in A17.1-2000, the Code required an installation to comply with 3.18.3.4 or provide safeties conforming to 3.17.1. While a plunger gripper could be considered to address the intended safety requirement, text at that time did not address the option. (See also Inquiry 96-79). A subsequent change (A17.1a-2005 addenda to A17.1-2004) has been accepted to allow use of a plunger gripper to satisfy this requirement as follows:

8.6.5.8 Safety Bulkhead. Hydraulic cylinders installed below ground shall conform to 3.18.3.4, or the elevator shall conform to 8.6.5.8(a) or 8.6.5.8(b):

- (a) the elevator shall be provided with car safeties conforming to 3.17.1 and guide rails, guide rail supports, and fastenings conforming to 3.23.1: or*
- (b) the elevator shall be provided with a plunger gripper conforming to 3.17.3. The plunger gripper shall grip the plunger when the applicable maximum governor tripping speed in Table 2.18.2.1 is achieved.*

A17 Standards Committee Approval: May 18, 2005

Inquiry 03-11

Subject: Alterations to Electric Elevators (Overlays)

Edition: 8.7.2 and 2.26.3 of A17.1-2000, including A17.1a-2002

Question: Sometimes provided is a microprocessor-controlled overlay system to upgrade the dispatching for an existing relay logic elevator system, whose original controllers are retained. The features available on an overlay system include fire service, hospital service, emergency power, security, and remote monitoring.

Question (1): Is an overlay considered to be an alteration to the controller, and therefore required to comply with 8.7.2.27.4?

Answer (1): When an overlay does not result in a change in the type of operation control or change in type of motion control, it is not an alteration.

Question (2): Is the addition of an overlay considered to be a change in type of operation control, thereby triggering the requirements of 8.7.2.27.6?

Answer (2): See answer to Question 1. See also reply to Inquiry 93-15.

Question (3)(a): If an overlay interfaces with the fire service circuitry on the existing controllers, does the entire installation have to comply with the requirements of 8.7.2.28?

Answer (3)(a): Yes.

Question (3)(b): If relays are used on the overlay to bypass an EPD (in-car or emergency stop switch during Fire Phase I return operation), does this circuitry have to comply with the requirements of 2.26.3?

Answer (3)(b): This is not addressed by the A17.1 Code.

A17 Standards Committee Approval: May 18, 2005

Inquiry 03-19

Subject: Emergency Operation and Signaling Devices

Edition: 8.4.10.1.3 of A17.1-2000

Rule 2409.1(c) of A17.1-1996

Background: Following actuation of an earthquake protective device, the Code requires the car to proceed to a landing and open the doors, unless the car is on Fire Phase II operation, in which case the doors must conform to the requirements of Fire Phase II.

However, some feel that if the car is away from the designated or alternate fire return floor, and a Fire Phase I input is received from a smoke detector at a floor while the car is responding to the earthquake signal (e.g., a continuously actuated counterweight displacement switch), the doors should remain closed at the landing where the car stops unless opened with constant pressure on the door open button, due to the fact that the fire may be located at that landing.

Question (1): Does the Code require the door operation described in the paragraph above?

Answer (1): No.

Question (2): Does the Code permit the door operation described in the paragraph above?

Answer (2): No.

A17 Standards Committee Approval: May 18, 2005

Inquiry 04-23

Subject: Requirements 2.12.7 and 8.7.2.11.4, Hoistway Access Switches

Edition: ASME A17.1-2000, including A17.1a-2002

Background: When the car speed exceeds 150 fpm, Requirement 2.12.7.1.1 requires hoistway access switches at the lowest landing for access to the pit (when a separate pit access door is not provided), and at the top landing for access to the top of the car. Also, for elevators with a speed of 150 fpm or less, a hoistway access switch is required to be provided at the top landing when the distance from the top of the car to the landing sill exceeds 35" when the car platform is level with the landing immediately below the top landing. There seems to be an implied prohibition against providing the upper access switch at a location other than the top landing, although this was permitted in earlier editions of the A17.1 Code.

Question: If hoistway access switches are not required by Code for a particular installation, but are provided voluntarily, is it permissible for the upper access switch to be located at the 2nd landing, for example, rather than at the top landing, particularly on a modernization where this may have been the case to begin with?

Answer: For elevators that are not required to comply with 2.12.7.1, the landing location of the access switch is not specified in A17.1. Requirements 2.12.7.2 and 2.12.7.3 apply to all access switches. Requirement 8.7.2.11.4 applies only to the installation of access switches not the alteration of access switches.

A17 Standards Committee Approval: May 18, 2005

Inquiry 04-25

Subject: Requirements 7.5, Electric Material Lifts without ATD (Signage)

Edition: A17.1-2004

Background: There appears to be some contradiction or possibly duplication in the signs that must be provided on or within material lifts.

Requirement 7.5.3 indicates that all of 2.16 applies (including sign requirements) except as modified by 7.5.3.1 – 7.5.3.2, none of which alter 2.16.3 or 2.16.5. I would therefore assume all are required. 7.5.3.4 require additional signs.

The following chart summarizes my interpretation of the required signs, capacity and data plates:

		Material Lift							
		Type A Class of Loading			Type B Class of Loading				
	Sign by Rule	A	B	C3	A	B	C1	C2	C3
1	2.16.3.1 – In car capacity	X	X	X	X	X	X	X	X
2	2.16.3.1 – X-head data	X	X	X	X	X	X	X	X
3	2.16.5.1.1(a) – In car class A	X			X				
4	2.16.5.1.1(b) – In car class B		X			X			
5	2.16.5.1.1(c) – In car class C1						X		
6	2.16.5.1.1(d) – In car class C2							X	
7	2.16.5.1.1(e) – In car class C3			X					X
8	2.16.5.1.2 – In car no passengers	X	X	X	X	X	X	X	X
9	2.16.7.5 – In car one-piece load	X	X	X	X	X	X	X	X
10	7.5.3.3 – In car no riders	X	X	X					
11	7.5.3.4(a) – In car Max load				X	X	X	X	X
12	7.5.3.4(b) – Landings and car authorized personnel				X	X	X	X	X

Question (1): Does a Type B material lift require both a capacity plate and Maximum Load signs (#1 & #11 in table)?

Answer (1): Yes.

Question (2): What is Maximum load (#11)? I cannot find a definition.

Answer (2): Maximum load is only applicable on Class C2 loading. See Requirements 2.16.2.2.3(b) and 2.16.3.2.1(b).

Question (3): Does a Type B material lift require both a sign restricting passengers (#8) and signs limiting the lift to authorized personnel (#12)?

Answer (3): Yes.

Question (4): Does “at each entrance or gate” in #11 apply to inside or outside the car, or both?

Answer (4): Both.

Question (5): Does a Type A material lift require both a sign restricting passengers (#8) and sign restricting riders (#10)?

Answer (5): No riders sign is required.

Inquiry 04-25 (con't)

Question (6): Are there any errors in the chart that I have provided? Please elaborate on where signs are required and where signs are not required.

Answer (6): Beyond the scope of the committee to comment on the chart. See response to other questions.

Question (7): Requirements 7.4, 7.5, & 7.6 do not contain a generic rule that says where the term “elevator” is used in a referenced requirement, it shall mean material lift as does 7.1 & 7.2 for dumbwaiters. What does this mean in trying to apply the referenced rules?

Answer (7): The Code does not address this issue.

Question (8): Would it be correct to automatically make the “material lift” for “elevator” substitution and not apply rules specific to passenger elevators?

Answer (8): Yes.

A17 Standards Committee Approval: May 18, 2005

Inquiry 04-34

Subject: Requirement 2.27.3.3.1(c)

Edition: A17.1 – 2004

Background: This requirement states that door open and close buttons shall be provided for power-operated doors and located in the firefighter's operation panel.

Question (1): Now that the firefighters will be using the door open and close buttons behind the locked panel, are the standard, publicly accessible door open and close buttons in the car operating panel required to be disabled during Fire Phase II operation?

Answer (1): No.

Question (2): Now that the firefighters will be using the door open and close buttons behind the locked panel, are the standard, publicly accessible door open and close buttons in the car operating panel required to remain operative during Fire Phase II operation?

Answer (2): No.

A17 Standards Committee Approval: May 18, 2005

Inquiry 04-40

Subject: Rule 210.4

Edition: ASME A17.1 – 1996 including A17.1a-1997

Question: The scenario is an installation in which the elevator controller is provided with a separate stand alone isolation transformer. The controller is certified to the requirements of CSA-B44.1/ASME-A17.5.

(a) Is the stand alone isolation transformer required to have a separate certification, or

(b) Is the isolation transformer considered part of the controller and thus covered by the controller certification?

Answer (a): No. The transformer is not required to have a separate certification.

Answer (b): At the manufacturer's option, the transformer can be considered separately or as part of the controller package for compliance with Rule 210.4(b).

A17 Standards Committee Approval: May 18, 2005

Inquiry 04-41

Subject: Requirement 210.4(b)
Clause 20.1(a)(i)

Edition: ASME A17.1 – 1996 including A17.1a-1997
CSA-B44.1/ASME A17.5 - 1996

Question: An installation where the required nameplate, indicating the respective device has been certified, was noted with CSA-B44.1 only. Does compliance with this rule and clause mean all labeling for electrical equipment must have “CSA-B44.1/ASME-A17.5” reference on the label to indicate certification or can a label have “CSA-B44.1” or “ASME-A17.5” as the reference identified on the label to meet the requirement?

Answer: A17.1 does not address the marking of the equipment. CAN/CSA-B44.1-96/ASME/A17.5-1996 in 20.1(a)(i) requires that the equipment be marked with an indication of certification. Reference to “CSA-B44.1” and/or “ASME-A17.5” is equivalent to referencing CAN/CSA-B44.1-96/ASME/A17.5-1996. See also Inquiry 97-06.

A17 Standards Committee Approval: May 18, 2005

Inquiry 04-43

Subject: Rules 111.5(a) and (c) and Requirements 2.12.5.1 & 2.12.5.3
Restricted Opening of Hoistway Doors and/or Car Doors of
Passenger Elevators

Edition: ASME A17.1 1996 and A17.1-2004 respectively

Question (1): Is the use of electronics in the design of a door restrictor that meets these requirements prohibited by code?

Answer (1): No.

Question (2): Is the use of gravity dependent mechanisms (with no dependence on electrical power), used to restrict the car door in the locking zone prohibited by code?

Answer (2): No.

Question (3): Is it prohibited by code for a door restrictor that uses electrical power that is not dependent on power that may be cut off from the door operator, to un-restrict the car door in the unlocking zone?

Answer (3): No.

Question (4): Is it permitted by code for a mechanical door restrictor to require periodic maintenance for adjustment to release the car door when in the unlocking zone?

Answer (4): Yes. Periodic maintenance is required for code compliance. See 8.6.4.13.1(1).

Question (5): If the answer to the above is yes, is it permitted by code for a door restrictor that will release the car door in the unlocking zone with primary power, to rely on a secondary electrical power source that requires periodic maintenance, such as a battery or generator, to release the car door while in the unlocking zone when the primary source of power has been lost?

Answer (5): Yes.

A17 Standards Committee Approval: May 18, 2005

Inquiry 04-46

Subject: Requirement 2.7.2.2 Maintenance Clearance

Edition: A17.1-2000 through A17.1-2004

Question (1): Is it the purpose of 2.7.2.2.1 to provide the necessary path width for a technician to gain access to components to perform maintenance?

Answer (1): Yes, for components that require maintenance.

Question (2): Is it the purpose of 2.7.2.2.2 to provide a reaching distance where a technician may safely position him or her self to perform maintenance with tools if necessary?

Answer (2): Yes, the maintenance clearance {450 mm (18 inches) minimum} is determined based on component design and the manufacturers' recommendations of where maintenance access is needed. See Inquiry 04-22.

A17 Standards Committee Approval: May 18, 2005

Inquiry 04-50 (Reconsideration)

Subject: Requirements 2.19.3.2 and 2.24.8.2

Edition: ASME A17.1 – 2000

Background:

2.19.3.2 states that the emergency brake is permitted to decelerate the car by acting on the brake drum or braking surface of the driving machine brake, provided that the driving-machine brake is integral with or directly attached to the driving-machine sheave, and the emergency brake is independent of the driving-machine brake.

Question:

If the driving-machine has two independent brake shoes or calipers (one to satisfy the requirement for a driving-machine brake in 2.24.8.2, and the other to satisfy the requirement for an emergency brake in 2.19.3) that are compliant with the above mechanical requirements, but both shoes/calipers are controlled by the same electrical circuit, is this implementation compliant?

Answer:

The implementation described is not prohibited as long as the requirements of 2.19.1, 2.19.2 and 2.19.3 are met.

A17 Standards Committee Approval: January 27, 2005

A17 Standards Committee Reaffirmation: May 18, 2005

Inquiry 04-50a (Additional questions)

Question (1): How can the driving machine brake and the emergency brake be controlled by the same circuit and still be independent?

Answer (1): It is the brakes that are required to be independent not the control.

Question (2): What is the criteria is being used to determine independence?

Answer (2): See answer to (a)

Question (3): What is the definition of electrical circuit being used to answer this question?

Answer (3): See answer to (a)

A17 Standards Committee Approval: May 18, 2005

Inquiry 04-51

Subject: Requirement 2.12.6.2.3

Edition: A17.1-2004

Question: According to 2.12.6.2.3 an unlocking device “shall not have identifying markings on its face”. Can a label stating, *Warning - Authorized Users Only*, or other similar warning labels be applied to the face of the unlocking device?

Answer: Yes, provided the marking does not identify that the device is for unlocking the hoistway door.

A17 Standards Committee Approval: May 18, 2005

Inquiry 04-52

Subject: Requirements 2.11.10.1.2 and 2.15.9

Edition: A17.1-2004

Question (1): On a landing sill guard, rule 2.11.10.1.2 calls for the guard to “*have a straight vertical face extending below the sill*”. Does a horizontal groove the full width of the door opening which could be as much as 1 inch in height for the full width of the door opening comply? This groove would be used to guide the bottom of the landing door in lieu of a groove in the bottom of the sill.

Question (2): Similarly, for a platform guard or apron, rule 2.15.6.2.3 calls for the guard plate to “*have a straight vertical face extending below the floor of the platform*”. Does similar horizontal groove used to guide the car door comply?

With respect to your specific questions and the conditions described, the answers are as follows:

Answer (1): No.

Answer (2): No.

A17 Standards Committee Approval: May 18, 2005

Inquiry 04-55

Subject: Requirement 3.26.8, Pressure Switch

Edition: ASME A17.1 – 2004

Background: If any obstruction (such as a timber which got lodged in the shaft) stopped the downward movement of the elevator car, the cylinder could have a loss of positive pressure and subsequently the oil drained out of it by the lowering valves in the pump unit being open in a down direction call. If the obstruction became dislodged, there would now be a large amount of air inside of the cylinder which would allow the car to "free fall" for a distance due to the fact that there is now no oil (or a lack of some oil) in the plunger assembly. This would be the same affect as in a hydro where a car got hung up in the down direction, and the cylinder was not attached or retained to the car frame.

Question (1): Is this the only condition (loss of positive pressure as exempld above) the requirement is addressing with the low-pressure switch?

Answer (1): No, any condition in which a loss of pressure at the top of the cylinder occurs is covered.

Question (2): Furthermore, the pressure switch required under the item states that if the low pressure switch detects a lack of positive pressure, then the switch is to prevent operation of the valves. Am I correct in my understanding that the valves to be prevented from operating are only the lowering (down) valve or valves?

Answer (2): Yes.

Question (2)(a): Am I correct in my understanding that the requirement says nothing at all regarding UP valves or the ability of the pump to run.

Answer (2)(a): Yes.

Question (2)(b): Am I correct in my understanding that with a low pressure switch activated you can run UP, but NOT DOWN.

Answer (2)(b): Yes

Question (3): It is also my understanding that, if the pressure switch operates at a floor level within the unlocking zone, the AUTOMATIC opening of the car door from a hall call or a normal floor stop MUST be disabled. Therefore, one CAN, still open the car door from inside of the car using the door open button if it is in the unlocking zone. (You don't have to be able to do this, but you can and it is an option that the manufacturer can install on his control system).

Is the following procedure an acceptable way to test the low-pressure switch and its desired affects?

1. Bring the car to within the unlocking zone of a floor, open the emergency stop circuit or open the main line, close the main hydraulic line and dump the pressure in the system using the manual lowering valve to first check that the switch works (electrical check to make sure it is open in this state).

2. Re-energize the controller and neither the down valve or down leveling valve should be energized. You should also NOT get an automatic door open, or be able to open the door from a hall call if the car is at that floor.

3. Repeat the test with the car in a down direction call between floors, and disconnect the switch while in motion (we already know that the switch works [opens on low pressure] due to the previous test). At this point the car should stop due to loss of the DOWN valve.

Answer (3): This is not addressed by the Code.

A17 Standards Committee Approval: May 18, 2005

Inquiry 04-56

Subject: Requirement 8.7.2.27.6, Change in Type of Operation Control

Edition: ASME A17.1-2000 including through A17.1b-2003

Question: The heading for this requirement reads, "Change in Type of Operation Control." However, the first sentence begins, "Where there is a change in the operation control...", omitting the words, "type of." While the heading implies that the requirements that follow apply only when there is a change in the type of operation control, the wording in that first sentence could be interpreted to mean that if anything involving the operation control is changed, those requirements are applicable.

For example, if a 4-car group is split into two 2-car groups, while this would be a change involving the operation control, the type of operation control is still group automatic. Do the requirements of 8.7.2.27.6 apply in this case?

Answer: No.

A17 Standards Committee Approval: May 18, 2005

Inquiry 04-57

Subject: Rules 211.3c(3) and 211.3a(7)

Edition: A17.1 – 1987

Background: Rule 211.3c(3) is written as follows:

When the switch is in the "off" position, the elevator is not at the designated or alternate level and Phase I operation is in effect:

(a) The car shall operate in accordance with Rule 211.3a(4) and (5).

(b) The car shall return nonstop to the designated or alternate level and power-operated doors shall open.

Neither (a) or (b) specifically mandate actuation of the visual and audible signal system required in Rule 211.3a(7), which is stated to be for the purpose of alerting passengers that the car is returning nonstop to the designated level.

Taking a closer look at the referenced Rules, Rule 211.3a(4) describes how different types of doors should behave in regards to closing: Rule 211.3a(4)(a) describes the requirements for elevators having automatic, power-operated horizontally sliding doors; Rule 211.3a(4)(b) describes the requirements for elevators having power-operated vertically sliding doors provided with automatic or momentary pressure closing operation; and Rule 211.3a(4)(c) describes the requirements for elevators having either power-operated doors provided with continuous pressure closing or manual doors. Of the three paragraphs in 211.3a(4), (c) is the only one that states that once the doors are closed, the elevator must conform to 211.3a. Rule 211.3a(5) only mandates which door reopening devices must be rendered inoperative, in turn requiring that power-operated, automatic doors must be closed with reduced kinetic energy.

Question: At any time during the Phase II to Phase I transition and return to the recall floor described in Rule 211.3c(3), is compliance with Rule 211.3a(7) required for elevators with any of the door types listed in Rule 211.3a(4)?

Answer: No.

A17 Standards Committee Approval: May 18, 2005

Inquiry 04-59

Subject: Section 3, Definition: hoistway, elevator, dumbwaiter or material lift

Edition: A17.1-1996

Background: The definition of a hoistway, “an opening through a building or structure for the travel of elevators, dumbwaiters, or material lifts, extending from the pit floor to the roof or floor above” indicates that the hoistway starts from the pit floor.

Question: Is the pit floor, which is noted as the starting point of the hoistway, considered the hoistway pit floor or the sump pit floor?

Answer: The hoistway pit floor.

A17 Standards Committee Approval: May 18, 2005

Inquiry 04-60

Subject: Rules 102.2(d) and 106.1b(3)

Edition: A17.1-1996

Question: If a sump pump is installed within a sump pit as required by Rule 106.1b(3), can the ejection piping and emergency shut off valve be installed within the hoistway?

Answer: Yes, as long as it is associated with the sump pump.

A17 Standards Committee Approval: May 18, 2005

Inquiry 05-01

Subject: Part 7, Rope turns on a dumbwaiter winding drum

Edition: A17.1-2000

Question: A winding drum dumbwaiter machine has been installed with a drum that is too short in length to contain all the rope needed for the necessary travel plus the additional spare rope turn required by 2.20.7. When the dumbwaiter approaches the top landing, rope has begun to wrap over the first layer of rope on the drum. Is this permitted? If not, by what requirement?

Answer: No. Requirement 7.2.10.1 requires drum machines and sheaves for power dumbwaiters to conform to 2.24. Requirement 2.20.7 taken together with 2.24.2.1 makes it clear that ropes must be supported only in finished grooves.

A17 Standards Committee Approval: May 18, 2005

Inquiry 05-02

Subject: 8.1 Security

Edition: A17.1-2000

Background: The Independent Service switch is not mentioned in any of the security groupings 1 through 3.

However, under the following definitions Independent Service is equated with authorized personnel.

"designated attendant - where elevator operation is controlled solely by authorized personnel (attendant service, independent, hospital service, and other similar operations)."

"authorized personnel - persons who have been instructed in the operation of the equipment and designated by the owner to use the equipment."

Question (1): Since the Independent service switch is not mentioned under security groupings 1 thru 3, must it fall under Group 4? (Equipment not classified as group 1, 2 or 3)

Answer (1): No.

Question (2): By reading the definitions for Designated Attendant is Independent Service permitted to be keyed under group 2 security?

Answer (2): Yes, if it is used only by authorized personnel.

Question (3): Is it permitted to combine the car light key switch listed under 8.1.3(d) and fan key switch, which is not listed in any grouping, under one key switch which is security group 2?

Answer (3): Yes, if it is used only by authorized personnel.

Question (4): Is a toggle switch that is used for Independent Service operation of an elevator permitted to be placed behind a locked panel having a group 2 key along with other toggle switches that are group 2?

Answer (4): Yes, if it is used only by authorized personnel.

Question (5): Can a group 3 device be placed behind a locked cover, which uses a group 2 key to open the locked cover?

Answer (5): No.

Question (6): 8.1.2 thru 8.1.5 uses a "Note" to define types of access/operations. Is the "Note" an enforceable part of the rule?

Answer (6): No. See form and arrangement paragraph in preface.

A17 Standards Committee Approval: May 18, 2005

Inquiry 05-03

Subject: Requirements 2.4.2.1(b) & 8.6.4.11.1

Edition: A17.1-2000 through A17.1b-2003

Question: It has been claimed that the minimum 6 inch runby required by 2.4.2.1 does not apply because in complying with 2.4.2.1(b) "spring return oil buffers" are provided. As an example you have an electric elevator with a rated speed of 350fpm. The bottom car runby is 4 inches, the claim is that compliance is met with 2.4.2.1(b) so no corrections are needed. Also, as this rule is referenced in 8.6.4.11.1 it would also apply to existing elevators. Prior to the violation the buffers were standard oil buffers, after the violation is pointed out the buffers become "spring-return type oil buffers" as referenced in 2.4.2.1(b) so they can compress the 6-inch runby by 25%. It is claimed that requirement 2.22.4.8 permits them to eliminate both car and counterweight runby provided they don't compress the oil buffers by more than 25%. Is this claim correct?

Answer: Yes. Requirement 2.4.2.1(a) permits the reduction of runby where justified by practical difficulties. Requirement 2.4.2.1(b) permits the elimination of runby provided that spring return oil buffers are used.

A17 Standards Committee Approval: May 18, 2005

Inquiry 05-06

Subject: Requirement 8.6.4.10.1

Edition: ASME A17.1 – 2000

Question: In the case of underslung or overslung arrangements, should the fastening at the dead end hitch be considered the "car ends"?

Answer: The situation you have described is not 1:1 roping and therefore, requirement 8.6.4.10.1 does not apply.

A17 Standards Committee Approval: May 18, 2005

Inquiry 05-09

Subject: Paragraph 3.4.5

Edition: ASME A17.3 – 2002

Question: Does A17.3 require top-of-car lighting?

Answer: No.

A17 Standards Committee Approval: May 18, 2005

Inquiry 05-10

Subject: Paragraph 3.10.4(u)

Edition: ASME A17.3 – 2002

Question: Are the emergency stop switches required by 3.10.4(u) required to conform to 3.10.4(e)?

Answer: No.

A17 Standards Committee Approval: May 18, 2005

Inquiry 05-14

Subject: Requirements 2.16.3.2.2(e) and 2.17.16

Edition: ASME A17.1 – 2000 including through A17.1b-2003

Question (1): For a direct hydraulic elevator without rail safeties must the crosshead data tag (or a separate data plate) include rail lubrication instructions or prohibition of lubrication?

Answer (1): Yes. Requirement 3.16.3 requires that 2.16.3 applies.

Question (2): Does the requirement for lubrication instructions in 2.16.3.2.2(e) only apply if the elevator has rail safeties?

Answer (2): No.

A17 Standards Committee Approval: May 18, 2005

Inquiry 05-16

Subject: Requirement 5.4.7.1

Edition: ASME A17.1 – 2000

Question: The inclined elevator to be installed uses a ladder type track as its guiding means. The safety utilizes two separate arms that engage the cross members of the ladder style track to stop and sustain the elevator car.

For a ladder type track used on a Private Residence Inclined Elevator, may the safety device engage the cross members of the guiding member to comply with the Section 5.4.7.1 Safety requirements, provided the requirements for the Application and Release of Safeties are met?

Answer: No. The safety shall apply pressure to the guide rail(s).

A17 Standards Committee Approval: May 18, 2005

Inquiry 05-20

Subject: Rule 201.4

Edition: ASME A17.1 – 1996 including through A17.1a-1997

Question (1): What is the factor of safety at 1g or 1/2g (tie down used)?

Answer (1): Factors of Safety for the buffer components are specified in Rule 201.4c.

Question (2): Does this requirement address that when you reduce the buffer stroke you may ultimately reduce the overhead clearance?

Answer (2): No. Overhead runby is addressed under Section 107, Bottom and Top Clearances and Runbys for Elevator Cars and Counterweights, which addresses the use of the buffer stroke in the calculation of runby.

Question (3): Does this requirement cover the scenario of when the car crashes into the overhead (when ETS fails) and there is no overhead clearance (considering the jump of the car)?

Answer (3): The code does not address the failure scenario you described. This would require failure of the Normal Stopping Means, Normal Terminal Stopping Means, and Emergency Terminal Stopping Means for the car to attain enough speed to jump above the required overhead clearance.

Question (4): Based upon the assumption that you can reduce the stroke of the buffer 33 1/3% from the minimum stroke of the buffer per Rule 201.4a. This means you can reduce the stroke of the buffer 66 2/3%. Is this correct?

Answer (4): For speeds 800 ft/min or more, the stroke used shall be not less than 33 1/3% of the minimum stroke as specified in 201.4a. However, for speeds less than 800 ft/min, the stroke used shall be not less than 50% of the stroke required by rule 201.4a.

A17 Standards Committee Approval: May 18, 2005

Interpretations Approved at the September 2005 A17 Standards Committee Meeting

Inquiry 02-26

Subject: Requirement 2.2.4.2, Access to Pits

Edition: A17.1-2000 including A17.1a-2002

Question: Requirement 2.2.4.2, regarding pit ladder width, states that “When unavoidable obstructions are encountered, the width shall be permitted to be decreased to less than 400 mm (16in.)”. Regarding the clear distance behind the pit ladder rungs, the requirement states the “When unavoidable obstructions are encountered, this distance may be reduced to 115 mm (4.5 in.)”.

Are the following considered to be unavoidable obstructions:

- 1) Pit or hoistway wall/divider beams?
- 2) Elevator leveling devices, electrical raceways, ducts, conduit, pit switches etc.?
- 3) Governor tension sheave?
- 4) Guide rail location or positions?
- 5) Guide rail bracket?
- 6) Hoistway landing sill/struts?
- 7) Safety pickup arm?
- 8) Cab, platform or sling components?

Answer: Yes, where the required dimensions cannot be provided.

A17 Standards Committee Approval: June 24, 2002

A17 Standards Committee Reaffirmation: September 21, 2005

Inquiry 04-47

Subject: Requirement 2.2.4.2 Access to Pits

Edition: A17.1-2000 through A17.1-2004

Background: Section 2.2.4.2 in part reads "...A clear distance of not less than 180 mm (7 in.) from the centerline of the rungs, cleats, or steps to the nearest permanent object in back of the ladder shall be provided. When unavoidable obstructions are encountered, the distance shall be permitted to be reduced to 115 mm (4.5 in)..."

Question (1): Does the term "unavoidable obstruction" used in this section refer to elevator components identified in Inquiry 02-26 installed into the hoistway and pit during new construction?

Answer (1): Yes.

Question (2): Same question as (1) but for elevator components installed during an alteration?

Answer (2): Yes.

Question (3): Same question as (1) but for elevator components installed during a repair?

Answer (3): Yes.

Question (4): Does the term "permanent object" used in this section refer to building materials used to construct the pit including the pit walls, pit steel and other pit structural materials?

Answer (4): Yes, however the list is not all-inclusive.

Question (5): Is it permitted by this section of code for the ladder to be installed up to but not less than 4.5 inches from the center rung of the ladder to a permanent object when there is a risk that an unavoidable obstruction may interfere with the ladder if were set to 7 inches from the pit wall?

Answer (5): Yes.

Question (6): Is it permitted by the code for the pit ladder to be installed with less than 7 inches of clearance from the center line of the rung to the wall behind the pit ladder when a new elevator is being installed in a newly constructed hoistway:

a) In a newly constructed building?

b) In an alteration or addition to an existing building?

Answer (6): (a) Yes, when there are unavoidable obstructions

. (b) Yes, when there are unavoidable obstructions

Question (7): If the answer to 6(a) or 6(b) is yes, then when would the 7 inch measurement ever be required in that circumstance?

Answer (7): When adequate clearance is available.

A17 Standards Committee Approval: September 21, 2005

Inquiry 04-54

Subject: Requirement 3.18.3.8. 2 (b), Checking Corrosion Protection Compliance

Edition: ASME A17.1 – 2000

Question (1): This requirement requires for checking "ongoing" compliance. According to Roget's II Thesaurus, synonyms for "ongoing" are "without interruption, around-the-clock, ceaseless, constant, continuous, etc". Does this rule require that the protection means be monitored continually, 24 hours a day, 7 days a week?

Answer (1): No. The requirement is for ongoing compliance of the protection, not ongoing checking.

Question (2): If not, how often does the code require that the system be checked?

Answer (2): The A17.1 Code does not address the frequency.

Question (3): If monitoring is not continual, and the protection fails between checks -- is this "ongoing" compliance"?

Answer (3): The A17.1 Code does not address this issue.

A17 Standards Committee Approval: September 21, 2005

Inquiry 04-58

Subject: 6.1.6.9.2 and 6.2.6.8.2, Additional signs

Edition: ASME A17.1-2000

Question: Does a sign or signs complying with ANSI Z535.2 or CAN/CSA-Z321 between the newels comply with the referenced rule above?

Answer: Yes, provided the sign(s) are not located closer than 3000 mm (118 in.) from the end of the newel in any horizontal direction.

A17 Standards Committee Approval: September 21, 2005

Inquiry 05-07

Subject: 6.1.3.1.10.2

Edition: ASME A17.1-2000

Background: 6.1.3.10.2 requires a minimum factor of safety of 8 for steel and bronze and 10 for cast iron and other materials for driving-machine parts. The electric driving machine is defined as including the driving machine brake.

Question (1): How are the required factors of safety for the driving machine brake supposed to be verified (e.g. design calculations, testing)?

Answer (1): The design factors of safety are verified through design calculations.

Question (2): Does the brake type test (8.3.6) require that the brake be tested to ensure the required factors of safety?

Answer (2): No. The type test confirms that the performance characteristics of the brake are capable of meeting the Code requirements for stopping.

A17 Standards Committee Approval: September 21, 2005

Inquiry 05-11

Subject: 8.6.8.8, Repair criteria for moving walk

Edition: ASME A17.1-2000

Question (1): When a ¼" x ½" section of the treadway surface has worn or is missing (but not in the ply of the belt), what is the repair and/or replacement criterion for that section of belt?

Answer (1): Any damage or worn treadway needs to be replaced or repaired in order to maintain a continuous unbroken treadway surface. The method to replace or repair is not addressed in the Code. See Requirement 6.2.3.6.2.

Question (2): Are there any allowances for small areas of missing material?

Answer (2): No. See response to Question (1).

A17 Standards Committee Approval: September 21, 2005

Inquiry 05-12

Subject: Requirement 5.3.1.7.2

Edition: ASME A17.1 – 2004

Question: Where should the three-inch dimension be measured from if the landing doors have recessed panels or have a glass panel that is recessed from the surface of the door?

Answer: The Code does not address this issue.

A17 Standards Committee Approval: September 21, 2005

Inquiry 05-17

Subject: Requirement 8.7.2.17.1, Increase or Decrease in Travel

Edition: ASME A17.1 – 2000 including through A17.1b-2003

Question: An existing building with a crossover floor wants to eliminate the top landing of the lower rise group. What are the requirements that account for safety as well as access to the area no longer served?

Answer: The elevator is required to comply with the requirements of 8.7.1.1.

A17 Standards Committee Approval: September 21, 2005

Inquiry 05-18

Subject: Requirement 8.7.2.27.5, Change in Type of Motion Control

Edition: ASME A17.1 – 2000 including through A17.1b-2003

Question: Paragraph (e) requires conformance with Rule 2.19. If the voluntary scope of work is limited to signal/motion control upgrading with existing machinery, counterweights, guide rails, etc., retained, how can there be compliance without extraordinary equipment changes that discourage these basic improvements (i.e. single speed AC or DC rheostatic to a VVVF-AC system)?

Answer: The ASME A17 Committee does not grant variances from the code. See Section 1.2.

A17 Standards Committee Approval: September 21, 2005

Inquiry 05-19

Subject: Requirement 2.14.1.5.1, Top Emergency Exit

Edition: A17.1-2000 through A17.1-2004

Question (1): Is the closing of the exit cover an acceptable means of "manually resetting" the car top emergency exit electrical device?

Answer (1): No.

Question (2): If not, is the elevator to be prevented from operating until the car top emergency exit electrical device is manually reset from the top of the car?

Answer (2): Yes.

A17 Standards Committee Approval: September 21, 2005

Inquiry 05-21

Subject: Rule 210.2e, Emergency Stop Switch

Edition: ASME A17.1 – 1996

Question (1): What is meant by "positively opened mechanically"?

Answer (1): "positively opened mechanically" means that the switch's operating lever or button, when moved to the "STOP" position, will cause the switch's contacts to open and remain open without dependency on a spring. See Inquires 77-62 and 89-44 for additional information.

Question (2): Would the following meet the requirements of "positively opened mechanically":

- (a) a toggle switch
- (b) a toggle switch that is not opened until the toggle is moved from the run extreme limit of travel (e.g. one o'clock when viewing from the side) to the other stop extreme limit of travel (e.g. five o'clock position).

Answer (2)(a): It is dependent on the construction of the toggle switch. A toggle switch that complies with the requirements of Rule 210.2e, in particular Rule 210.2e(4), would comply.

Answer (2)(b): See Answer (1) and (2)(a) above.

Question (3): If a toggle switch were used (as a pit switch for example), and the switch does not open until the toggle is moved from one extreme limit of travel to the other extreme limit of travel, then would simply marking one extreme limit of travel as "RUN" and the other extreme limit of travel of the switch as "STOP" meet the requirements of 210.1e(3)?

Answer (3): Yes. See also answer (1) and (2)(a) above.

Question (4): If the toggle switch described above has an intermediate position (half way down), and that position allows the car to run, does that position also need to be marked as "RUN" to comply with 210.1e(3)?

Answer (4): Rule 210.2e requires that the "RUN" and "STOP" positions be indicated. It is required that the switch has only these two positions.

A17 Standards Committee Approval: September 21, 2005

Inquiry 05-22

Subject: Requirements 3.27.3

Edition: ASME A17.1 – 2000 including through A17.1-2004

Question (1): Requirement 3.27.3 states, "If either of the devices specified in 3.27.1(a) or (c) is activated while the car is stationary at the recall level..." Does this statement imply we are to have a signal of a low oil condition prior to movement?

Answer (1): No.

Question (2): Does the allowance of a pump run timer to signal a low oil condition, mean the wording could also be read that the elevator was sitting at the floor as a result of a low oil return when Phase I operation was activated?

Answer (2): No. The car is already shut down per requirement 3.26.9 and no further operation can occur.

A17 Standards Committee Approval: September 21, 2005

Inquiry 05-27

Subject: Rule 211.3b(1)

Edition: A17.1 – 1996

Question: Rule 211.3b(1) states, "The activation of a smoke detector in any elevator lobby, other than at the designated level, shall cause all cars that serve that lobby to return nonstop to the designated level." For the sake of safety, as well as simplicity, we have elected to also return all associated elevators of a group automatic operation, regardless of whether or not they all serve that particular lobby. Since nothing in this Code is stated to the contrary, is the described operation permissible?

Answer: This edition of the Code does not address this issue.

A17 Standards Committee Approval: September 21, 2005

Inquiry 05-28

Subject: Requirement 2.27.3.3

Edition: A17.1 – 2000

Question: Is it the requirement that after the Phase II switch is turned from "OFF" to "HOLD" to "ON" and then back to "HOLD", with the car at the recall level, that Phase II is active?

Answer: Yes.

A17 Standard Committee Approval: September 21, 2005

Inquiry 05-36

Subject: Requirement 8.10.3.3.2(o)

Edition: ASME A17.1-2000

Question (1): If any portion of the supply line piping or fittings are replaced, do the test requirements specified in 8.10.3.3.2(o) apply?

Answer (1): Requirement 8.10.3.3.2(o) does not apply to replacements unless they are part of an alteration.

Question (2): If a hydraulic silencer (muffler) is replaced, do the test requirements specified in 8.10.3.3.2(o) apply?

Answer (2): See response to answer (1)

Question (3): If a grooved pipe fitting anywhere in the supply piping is replaced, do the test requirements specified in 8.10.3.3.2(o) apply?

Answer (3): See response to answer (1)

A17 Standard Committee Approval: September 21, 2005

Inquiry 05-48

Subject: Requirement 2.26.9.4

Edition: ASME A17.1 – 2004

Question (1): Is it required that when any of the listed failures occurs and the car is running, that it be immediately taken out of service and not have to wait until the elevator has stopped at a landing?

Answer (1): No.

Question (2): Is it required that when any of the listed failures is detected and the car is running, that it be immediately taken out of service and not have to wait until the elevator has stopped at a landing?

Answer (2): No.

A17 Standards Committee Approval: September 21, 2005

Inquiry 05-49

Subject: Requirement 2.26.9.3(e)

Edition: ASME A17.1 – 2004

Question (1): Does 2.26.9.3(e) require that any of the failures listed in 2.26.9.3 not render ineffective any hoistway door interlock or car door or gate electric contact anytime the bypass switch or access switch is in the “OFF” position, not just when the switch is turned from the “BYPASS” to the “OFF” position?

Answer (1): Requirement 2.26.9.3(e) applies anytime the switch is in the “OFF” position.

Question (2): Does this requirement apply to car door interlocks?

Answer (2): No.

Question (3): Does this requirement apply to hoistway door electric contacts?

Answer (3): No.

A17 Standards Committee Approval: September 21, 2005

Inquiry 05-50

Subject: Requirements 2.14.1.7.3

Edition: ASME A17.1 – 2004

Question: Does an operation that automatically causes the car to run at a speed not exceeding inspection speed whenever a person has opened and then closed a hoistway door, where the car is not present, conflict with requirement 2.14.1.7.3? A means would be provided for elevator personnel to return the car to automatic operation.

Answer: No. The operation described is not related to requirement 2.14.1.7.3.

A17 Standards Committee Approval: September 21, 2005

Interpretations Approved at the January 2006 A17 Standards Committee Meeting

Inquiry 03-15 (Reconsideration)

Subject: Phase I Emergency Recall Operation

Edition: 2.27.3.1.6(k) and 2.27.3.2.5 of ASME A17.1 - 2000

Background:

An elevator is placed on Phase I Emergency Recall Operation by a fire alarm initiating device at the designated level. Phase I recall to the alternate level is completed.

At this point the Fire Recall key switch(es) is placed in the "ON" position and the elevator is brought to the designated level. The fire alarm initiating device at the designated level is not reset. The Phase II Fire Operation key switch is in the "OFF" position and the car is at the designated landing.

Questions:

(1) The Fire Recall key switch(es) is placed in the "OFF" position.

(a) Does the elevator return to the alternate level?

(b) Does the elevator remain at the designated level?

(2) Assuming only one Fire Recall switch, the Fire Recall key switch in the elevator lobby is rotated to the "RESET" then "OFF" position.

(a) Does the elevator return to the alternate level?

(b) Does the elevator remain at the designated level?

Answer:

(1)(a) Yes

(1)(b) No

(2)(a) Yes

(2)(b) No

A17 Committee Approval: October 1, 2003

A17 Standards Committee Reaffirmation: January 25, 2006

Inquiry 03-51 (Reconsideration)

Subject: Phase I Emergency Recall Operation to an alternate level

Edition: Requirement 2.27.3.2.4(a) of ASME A17.1-2000

Question:

Requirement 2.27.3.2.4(a) states, "the activation of a fire alarm initiating device specified in 2.27.3.2.1(a) or 2.27.3.2.2(a) that is located at the designated level, shall cause all elevators serving that level to be recalled to an alternate level, unless a 'FIRE RECALL' switch is already in the 'ON' position".

But what should happen in each of the following scenarios:

(1) Either the main or additional Phase I Emergency Recall switch is momentarily turned to the "ON" position (and then back to the "OFF" position), and the car goes into Phase I Emergency Recall operation. Then, with both Phase I switches in the "OFF" position, the main floor fire alarm initiating device is actuated.

(2) Either the main or additional Phase I Emergency Recall switch is turned to the "ON" position and remains in the "ON" position, and the car goes into Phase I recall operation. Then, with the Phase I switch still in the "ON" position, a fire alarm initiating device at the designated level is actuated. After that point, the Phase I switch is turned to the "OFF" position.

In either of these two scenarios, should the car remain at the designated level until the 3-position Phase I switch is turned to the Reset position, or should it respond to the FAID?

Answer:

Operation of the Phase I switch has initiated Phase I recall to the designated level. The fire alarm initiating device cannot initiate Phase I recall to the alternate level as Phase I is already in effect.

A17 Committee Approval: January 14, 2004

A17 Standards Committee Reaffirmation: January 25, 2006

Inquiry 04-18 (Reconsideration)

Subject: Requirement 2.1.6, Projections, Recesses and Setbacks in Hoistway Enclosure

Edition: ASME A17.1-2000

Background:

The rear wall of a new hoistway for an observation elevator includes a glass and aluminum window system. The window system is set into the wall toward the outside of the hoistway greater than 4 inches. The bottom ledge is beveled at 75 degrees with the horizontal. The window mullions project less than 4 inches away from the glass toward the inside of the hoistway.

Question (1):

Is the window system a “recess” and therefore not permitted by Req. 2.1.6.2(a), or does this window system comply with Req. 2.1.6.2 (d) as a “setback” assuming it is provided with a proper bevel at the bottom?

Answer (1):

The intent of the terms “recess” versus “setback” is unclear, as the requirement was originally developed in the 1950’s.

Question (2):

Must the beveling of a setback begin at the edge of the hoistway wall or may it create a ledge up to 4”?

Answer (2):

The entire horizontal surface of a setback must be beveled.

Question (3):

Could you define a recess and a setback?

Answer (3):

The terms are not defined in A17.1.

Question (4):

Is either definition dependent upon the recess or setback extending the full width of the hoistway?

Answer (4):

See answer to question 3.

A17 Standards Committee Approval: January 27, 2005

A17 Standards Committee Reaffirmation: January 25, 2006

Inquiry 05-04 (Reconsideration)

Subject: Rule 204.1(e)(1)(d)

Edition: A17.1b-1998

Question:

- (1) Is it enough that the movable portion (*) of the suspended ceiling be secured (locked down with wing nuts) to the stationary portion of the suspended ceiling, while the car is in service?
 - (2) And/or must there be a chain (or other method) attached to the movable portion of the suspended ceiling, to restrain the movable portion from falling, when either service is required or in case of emergency access?
- (*) which opens up and out thru the Top Emergency Exit; or placed on top of the stationary portion of the suspended ceiling.

Answer:

The movable portion of the suspended ceiling must be restrained from falling.

A17 Standards Committee Approval: May 18, 2005

A17 Standards Committee Reaffirmation: January 25, 2006

Inquiry 05-15

Subject: Requirements 7.4, 7.5 and 7.6

Edition: A17.1-2000, including through A17.1b-2003
A17.1-2004

Question (1):

A manual leveling device must use continuous-pressure controls according to 2.26.1.6.1. I do not see an equivalent inverse of this requirement.

- (a) May a Type-B Material Lift be equipped with leveling devices?
- (b) If a Type-B material lift (operated by continuous-pressure control devices according to 7.4.2(e)) is provided with a leveling feature, must the leveling devices be manually operated (leveling device, inching)?

Answer (1):

- (a) Yes.
- (b) Yes.

Question (2):

Hydraulic anti-creep feature described in 3.26.3.1 is a form of automatic leveling and the zone is permitted to be up to 450 mm according to 2.26.1.6.3.

- (a) Must an automatic anti-creep feature be provided on a hydraulic Type-B Material Lift?
- (b) May the anti-creep zone be as much a 450mm from the landing on hydraulic Type-B Material Lifts?
- (c) Does requirement 3.26.3.1 conflict with 7.4.2(e)?

Answer (2):

- (a) Yes. Requirement 7.6.8 requires conformance with 3.26.
- (b) No. See Requirement 3.26.3.1.2.
- (c) No.

Question (3):

3.26.4.2(a) is required by section 7.6.8. This requirement references 2.26.2.5 to determine where an emergency stop switch is required. The emergency stop switch defined in 7.5.12.1.5 alters the one defined in 2.26.2.5 and defines where it is required.

- (a) Would it be correct to substitute the reference to 2.26.2.5 with a reference to 7.5.12.2.5 in requirement 3.26.4.2(a)?
- (b) Must the automatic anti-creep operation continue to operate after activation of an in-car or hall-station emergency stop switch?

Answer (3):

- (a) No.
- (b) Yes. See Requirement 3.26.3.1.5.

A17 Standards Committee Approval: January 25, 2006

Inquiry 05-26

Subject: Requirement 2.27.3.3.7, Firefighters' operation panel

Edition: A17.1 – 2004

Question (1): Requirement 2.27.3.3.7 states that operating instructions shown in Fig. 2.27.7.2 shall be grouped together (with required switches) behind a locked cover. Can the instructions be placed on the front of the locked cover or elsewhere on the operating panel?

Answer (1): No.

Question (2): If the answer to question 1 is 'no', then the public will not be able to see the part of Fig. 2.27.7.2 that applies to them " When (helmet pictogram) Flashes, exit elevator". Must the entire instructions be reproduced on the front of the operating panel or can a portion of the instructions that applies to the public, " When (helmet pictogram) Flashes, exit elevator" be placed near the visual signal Fig. 2.27.3.1.6(h)?

Answer (2): The instruction is not intended for the public. It is intended for firefighters.

A17 Standards Committee Approval: January 25, 2006

Inquiry 05-29

Subject: Rule 805.3d, Broken Drive Chain Device

Edition: ASME A17.1-1996 including through A17.1b-1998

Question: Do handrail drive chains with a device used to apply the brake and remove electrical power from the driving machine and brake if a handrail drive chain breaks and being driven by the driving machine connected on the main drive shaft by a chain also require manual reset as another broken drive chain device?

Answer: The Code does not address this issue.

A17 Standards Committee Approval: January 25, 2006

Inquiry 05-31

Subject: Requirement 6.1.6.7, Step Demarcation Lights

Edition: ASME A17.1-2000

Question: May a light source of equivalent luminescence and color, as such low-voltage incandescent lights or lighting emitting diodes, be installed in lieu of "fluorescent light fixtures"?

Answer: No.

A17 Standards Committee Approval: January 25, 2006

Inquiry 05-32

Subject: Requirements 5.3.1.16.2 and 5.3.2.2.1

Edition: ASME A17.1 – 2000 including through A17.1a-2002

Question: Is there an intentional different requirement for minimum sheave diameters that are used in roped hydraulic systems and those used in traction/drum systems with respect to the rope-diameter-multipliers?

Answer: There is no difference, because requirement 5.3.2.1 references requirement 5.3.1.16.

A17 Standards Committee Approval: January 25, 2006

Inquiry 05-33

Subject: Requirements 2.26.9.3, 2.26.9.4 and 1.3 Definition of “Software System Failure”

Edition: ASME A17.1 – 2004 including through A17.1a-2005

Question (1):

The term “software” came into being to distinguish between the material components (i.e. hardware) of a computer/micro-processor and the stored program or the instruction content of the memory. If a complex programmable logic device (programmable logic array) is used to remove power from the driving-machine motor and brake, is it considered (a) hardware (i.e. solid state device) or (b) a software system with host hardware?

Answer (1): It is considered a solid-state device, unless the programmable logic device is configured such that it executes memory resident software to perform the intended function.

Question (2):

If the programmable logic array is a “software system with host hardware”, do the 2.26.9.4 restrictions apply regarding the “implementation of redundancy by a software system (i.e. removal of power from the driving-machine motor and brake not be solely dependent on software-controlled means)”?

Answer (2): Yes.

A17 Standards Committee Approval: January 25, 2006

Inquiry 05-34

Subject: Requirement 2.18.7

Edition: ASME A17.1 – 2000 and ASME A17.1-2004

Question: Is a governor tension sheave switch required whenever Type B car and counterweight safeties are used?

Answer: No. A governor tension switch is required whenever the governor rope retarding means is dependent solely on the traction relationship between the governor rope and governor sheave (i.e. jawless governor). See also Inquiry 05-37.

A17 Standards Committee Approval: January 25, 2006

Inquiry 05-37

Subject: Requirement 2.18.7.2

Edition: ASME A17.1-2004

Question (1): By the reference to 2.18.6.1, is this limited to Type B safeties?

Answer (1): No. A governor tension switch is required whenever the governor rope retarding means is dependent solely on the traction relationship between the governor rope and governor sheave (i.e. jawless governor).

Question (2): Isn't the activation of every safety for an electric elevator safety dependent on the tension in the governor rope prior to the governor tripping? If the governor rope breaks then there is no tension in the rope then the governor will not track the car speed and the safeties cannot be activated.

Answer (2) Yes. See response (1) above.

Question (3): Are the switches that activate as the governor tension sheave approaches its upper and lower limit of travel only required for "traction" governors and not governors with rope gripping means (e.g. jaws)?

Answer (3) Yes. See response (1) above.

See also Inquiry 05-34.

A17 Standards Committee Approval: January 25, 2006

Inquiry 05-39

Subject: Rule 211.3b, Phase I Fire Alarm Activation

Edition: ASME A17.1 – 1996 including ASME A17.1a-1997

Question (1):

The 1996 Rule 211.3b indicates the requirement for "system type smoke detectors." to be installed in the designated areas. The 1997 Addenda revised the wording for this requirement to read "Fire alarm initiating devices..." A "fire alarm initiating device" could be either an automatic device such as a smoke/heat detector or a manual device such as a pull station. Does a manual pull station installed in an elevator lobby meet the requirements of this rule?

Answer (1): This is outside the scope of A17.1.

Question (2):

The 1996 Rule 211.3b states, that "smoke detectors are not required in elevator lobbies at unenclosed landings." The 1997 addenda revised the wording of this section to remove this exception. Does this mean that a fire alarm initiating device is required to be installed at a floor where an elevator opens to an exterior covered landing open to the outside?

Answer (2) Yes.

Question (3a): Are smoke detectors allowed to be installed in elevator pits under any circumstances?

Answer (3a) This is outside the scope of A17.1.

Question (3b) Are they required to be installed in elevator hoistway with a sprinkler head located more than 2' above the pit floor?

Answer (3b) Yes, this was the intent, however the requirement was inadvertently omitted in this edition. This omission was corrected in A17.1b-2003.

A17 Standards Committee Approval: January 25, 2006

Inquiry 05-40

Subject: Rule 211.3c(1)(g) and (i)

Edition: ASME A17.1 – 1996

Question: It appears that according to Rule 211.3c(1)(g), when activated, the call cancel button shall cause all registered calls to be canceled and a traveling car to stop at or before the next available landing. Rule 211.3c(1)(i) requires a traveling car to stop at the next available landing for which a car call was registered, at which time all registered calls shall be canceled.

If a car is responding to a car call on Phase II operation, and the call cancel button is activated while the car is traveling, but then another car call is registered prior to the car stopping at or before the next landing, is the new car call required to be canceled either

(a) if the car stops before the next available landing (i.e., it does not stop at a floor); or

(b) if the car stops at the next available landing

in response to the call cancel button having been activated previous to that call being registered but before the car actually stopped (assume the new car call is for a floor other than the next available landing)?

Answer:

(a) No.

(b) Yes.

A17 Standards Committee Approval: January 25, 2006

Inquiry 05-41

Subject: Requirements 5.3.1.3 and 2.4.7(b)

Edition: ASME A17.1 – 2000 including through A17.1b-2003

Question (1): Is the 6 inches of required car top clearance as described in 5.3.1.3 to be measured from the actual car top surface when there is other equipment mounted on the car top such as light fixtures and auxiliary controller boxes?

Answer (1) The 6 inches is measured from the actual car top or crosshead. See definitions, clearance, top car, electric elevators and clearance, top car, hydraulic elevators. If there is a machine or its controls on the car top, see requirement 2.4.12.

Question (2): Is the 6 inches of required car top clearance as described in 5.3.1.3 to be measured from the highest point of any fixture mounted on and above the physical surface of the car top surface?

Answer (2) No. See response to question #1.

Question (3): Does requirement 2.4.7(b) apply to residential elevator car tops?

Answer (3) No.

Question (4): There seems to be some confusion regarding the wording of requirement 2.4.7 A17.1-2000. The statement “ The top of car clearance shall be not less than the greater of the following” is followed by two options (a) and (b). The words “ greater of the following” do not seem clear. Is the intended meaning of this wording actually saying, “ The car top clearance shall be not less than the highest point measured as described in the following two options” (a) or (b)?

Answer (4) Yes. The requirements of 2.4.7 are clear but do not apply to private residence elevators.

A17 Standards Committee Approval: January 25, 2006

Inquiry 05-42

Subject: Requirement 2.7.5.1 and Rule 101.5a

Edition: ASME A17.1 – 2000 including ASME A17.1a-2002
ASME A17.1-1996

Question: Does either requirement 2.7.5.1 or Rule 101.5a require the light control switch for the machine room to be located inside the machine room?

Answer: No.

A17 Standards Committee Approval: January 25, 2006

Inquiry 05-44

Subject: Requirement 2.27.3.1.6(e)

Edition: ASME A17.1 – 2000 including ASME A17.1a-2002

Question: Does requirement 2.27.3.1.6(e) prohibit the following scenario?

Scenario: Being used are door operators with torque-limiting or anti-stall provisions on horizontally sliding type entrances. Phase I Emergency Recall Operation is activated with the car at a landing and the car and hoistway doors open. The elevator has an electronic reopening device that is rendered inoperative and the doors begin to go closed at a reduced closing speed. While the doors are in the process of closing, they are blocked by holding them with a hand, or other body part, sufficient to cause the doors to stall. After a brief period of time, the doors reopen fully (or sometimes partially) and subsequently begin the closing cycle again. This close and reopening cycle will continue as long as the stall inducing obstruction remains.

Answer: No.

A17 Standards Committee Approval: January 25, 2006

Inquiry 05-58

Subject: Rules 215.1 & 1200.6; Requirement 8.9 (Code Data Plate)

Edition: ASME A17.1-1996; A17.1-2000; ASME A17.1-2004

Background: These Rules/Requirements mandate that a Code Data Plate indicating the A17.1 Code to be used for inspections and tests be provided and securely attached either to the main line disconnect or on the controller in plain view. Furthermore, the data plate must be of such material and construction that the letters and figures are permanent and readily legible and the height of the letters must not be less than 1/8 " (3.2 mm).

Question (1): If the Code Data Plate is mounted inside of the controller, does this comply with the requirement for the Code Data Plate to be in plain view?

Answer (1): Yes if it is readily visible with the door open.

Question (2): Does a self-adhesive paper or film type of label with the lettering either typed or printed from a thermal transfer, laser, inkjet, or dot matrix printer comply with the material, construction and lettering requirements?

Answer (2): There is insufficient information provided to respond.

Question (3): On an alteration, does a Code Data Plate that only lists the A17.1 Code in effect at the time of the alteration comply with this requirement (i.e., the A17.1 Code in effect at the time of the original installation is not listed; nor are the applicable Rules/Requirements from Table 1200/Appendix L listed)?

Answer (3): No.

A17 Standards Committee Approval: January 25, 2006

Inquiry 05-60

Subject: Requirement 2.19.3.2 Emergency Brake Requirements

Edition: ASME A17.1 – 2004 including through A17.1s-2005

Question: Is it permitted to apply the emergency brake to a stationary or moving braking surface when on continuous pressure operation (e.g. continuous pressure inspection operation, inspection operation with open door circuits, or hoistway access operation)? In other words, can the driving-machine brake and emergency brake be applied simultaneously to a moving braking surface when on continuous pressure operation?

Answer: The Code does not address this issue. The operation described is neither required nor prohibited.

A17 Standards Committee Approval: January 25, 2006

Inquiry 05-61

Subject: Rule 103.2(a)(1), Counterweight Guards

Edition: ASME A17.1 – 1996

Question (1): Does this rule require that more than one compensating rope or chain must be used in order for the guard to be omitted?

Answer (1) No.

Question (2): Can the guard be omitted if only one compensating rope or chain is used?

Answer (2) Yes.

A17 Standards Committee Approval: January 25, 2006

Inquiry 05-63

Subject: Requirements 2.27.3.1.6(l) and 2.27.3.3.1(k)

Edition: ASME A17.1a – 2005

Background: Elevator control systems typically include a motor thermal protection device, which shuts down the elevator due to the motor overheating. The purpose of the device is to prevent damage to the motor from overheating and even possibly a motor fire.

Question: Is the operation of a motor thermal protection device, permitted to prevent Phase I or Phase II operation until the device is reset?

Answer: Yes.

A17 Standards Committee Approval: January 25, 2006

Inquiry 05-65

Subject: Requirement 2.27.1.2(b) (ASME A17.1-2000)
Requirement 2.27.1.1.3(h) (ASME A17.1-2004)

Edition: ASME A17.1 – 2000 & ASME A17.1-2004

Question (1): Does this mean that the in-car communication device can call 911.

Answer (1) The code does not prohibit this, provided that the 911 centers conform to all the applicable requirements of 2.27.1.

Question (2): Is the intent of the code to have the communications means call an individual or company that is trained in elevator operations? If so what level of training should the individual possess?

Answer (2) The call is required to go to authorized personnel who have been instructed on the appropriate response to be taken.

A17 Standards Committee Approval: January 25, 2006

Interpretations Approved at the May 2006 A17 Standards Committee Meeting

Inquiry 05-23

Subject: Requirement 2.1.6.2, Projections, Recesses, and Setbacks in Hoistway Enclosures

Edition: A17.1-2000 through A17.1-2004

Question (1): What are the definitions for the terms projection, recess and setback?

Answer (1) The terms are not defined. See responses to Inquiry 04-18.

Question (2): Can setbacks only occur at the lowest level of the hoistway? How high can they be? How wide can they be?

Answer (2) These issues are not addressed in the code. See response to question #1.

Question (3): Where can recesses occur? How high can they be? Can there be one continuous recess the full rise of the hoistway? Can there be many recesses in a hoistway.

Answer (3) These issues are not addressed in the code. See response to question #1.

Question (4): If the hoistway extends out past the building from the general line of the hoistway and is not on a side for loading and unloading and returns back to the general line of the hoistway at the top of the hoistway creating a pocket as the hoistway would continue up for some distance at this point is this a setback or a recess?

Answer (4) See response to question #1.

A17 Standards Committee Approval: May 10, 2006

Inquiry 05-24

Subject: Requirement 2.27.9, Elevator corridor call station pictograph

Edition: A17.1a – 2005

Background:

The pictograph for this requirement was formerly appendix 'O'. As an appendix, certain liberties could be taken in regard to size, shape and material. Now that it has been adopted into the main body of the code, the use of this pictograph is restricted to what is shown in fig. 2.27.9

Question (1): Requirement 2.27.9 states, "the sign shall include only the wording and graphics shown in Fig. 2.27.9." The area surrounding the pictograph is supposed to be white. If a sign were made of brass or stainless steel would the bare metal be acceptable for the areas that are required to be white?

Answer (1): It was intended that the circles be white. The color surrounding the flame was not intended to be specified as white.

Question (2): Could the sign be an integral part (engraved, not applied) of the call station?

Answer (2): Yes.

Question (3): Can the wording be arranged so that the pictograph can appear on a call station that is narrower than the 5" width shown in Fig. 2.27.9?

Answer (3): No.

A17 Standards Committee Approval: May 10, 2006

Inquiry 05-35

Subject: Requirement 8.7.2.10.2

Edition: ASME A17.1 – 2000

Question (1):

Does the sentence “New components that are installed shall conform as follows:” mean that the new components of only new horizontal entrances shall conform?

Answer (1): No. The intent was only for components installed as part of the alteration on existing entrances. See revised requirement in A17.1a-2005.

Question (2):

Would new components installed on an existing entrance, such as new hanger tracks (see 8.7.2.10.2(b)) or new hangers (see 8.7.2.10.2(d)) require conformance?

Answer (2): Yes, if part of alteration.

Question (3):

If new components are installed on an existing entrance, would the existing door panels be required to have top and bottom door safety retainers?

Answer (3): No. If door safety retainers are installed, it must comply with requirement 8.7.2.10.2(f).

A17 Standards Committee Approval: May 10, 2006

Inquiry 05-38

Subject: Requirement 8.6.9

Edition: ASME A17.1-2000 including the A17.1a-2002

Question (1): Does a material lift (Type A) without automatic transfer devices require compliance with 8.6.1 through 8.6.3 and the applicable requirement of 8.6?

Answer (1) Yes

Question (2): Does a material lift (Type A) with automatic transfer devices require compliance with 8.6.1 through 8.6.3 and the applicable requirement of 8.6?

Answer (2) Yes

Question (3): Does a hydraulic material lift (Type A) require compliance with 8.6.5.8?

Answer (3) Yes

Question (4): Would the answers to questions (1) through (3) above be any different if a Type B material lift was involved?

Answer (4) No

A17 Standards Committee Approval: May 10, 2006

Inquiry 05-46

Subject: Requirement 2.2.2.3
Requirement 6.1.3.15

Edition: ASME A17.1 – 2000 including ASME A17.1b-2003

Question (1):

- (a) What constitutes the permanent provisions mentioned in 2.2.2.3?
- (b) What constitutes the permanent provisions mentioned in 6.1.3.15?

Answer (1a) The requirement is performance based. It requires a means to continuously prevent the accumulation of ground water that does not require human intervention.

Answer (1b) The requirement is performance based. It requires a means to continuously prevent the accumulation of water that does not require human intervention.

Question (2): Are drains and sump pumps the only approved permanent provisions for:

- (a) elevators?
- (b) escalators?

Answer (2a) Requirement 2.2.2.3 does not specify any approved permanent provisions.

Answer (2b) Requirement 6.1.3.15 does not specify any approved permanent provisions.

Question (3): Does either of the two above referenced requirements permit a permanent provision to be by achieved by the design and construction of the pit:

- (a) for elevators?
- (b) for escalators?

Answer (3a) Yes, if it prevents the accumulation of ground water.

Answer (3b) Yes, if it prevents the accumulation of water.

Question (4):

Does every pit require either a drain or a sump pump:

- (a) for elevators?
- (b) for escalators?

Answer (4a) No, except when firefighters emergency operation is provided, see requirement 2.2.2.5.

Answer (4b) No, see responses to questions (2b) and (3b).

A17 Standards Committee Approval: May 10, 2006

Inquiry 05-47

Subject: Paragraph 2.2.2, Access to Machine Rooms and Machinery Spaces

Edition: ASME A17.3 – 2002

Background:

The following questions are based on having a basement or mid-hoistway mounted driving machine with an overhead machinery space with beams, sheaves and a governor at the top of the hoistway with no floor underneath the equipment.

Question (1):

Does paragraph 2.2.2 permit the only means of access to a governor to be through the hoistway?

Answer (1): Yes. However, other means of access are permitted.

Question (2):

Does 2.2.2 permit the only means of access to an overhead machinery space containing sheaves and governor to be through the hoistway?

Answer (2): Yes. However, other means of access are permitted.

Question (3):

Does 2.2.2 permit the only means of access to an overhead machinery space containing sheaves and governor to be through the hoistway via the car top?

Answer (3): Yes. However, other means of access are permitted.

Question (4):

Does 2.2.2 permit the only means of access to an overhead machinery space containing sheaves and a governor to be through the hoistway via a permanently installed ladder running through the full length of the hoistway?

Answer (4): Yes. However, other means of access are permitted.

Question (5):

Would the answers to questions ~~1-2-3-4~~ (1) through (4) be any different if the beams, sheaves, and governor had a floor underneath them?

Answer (5): No.

A17 Standards Committee Approval: May 10, 2006

Inquiry 05-53

Subject: Requirements 2.7.5.2

Edition: ASME A17.1 – 2000 including through A17.1-2004

Background:

This requirement states that the temperature and humidity range for the elevator equipment in the machine room shall be permanently posted in the machine room.

Question (1): Where inside of the machine room may this information be posted?

- a) on the inside of one or all of the controllers?
- b) on the outside of one or all of the controllers?
- c) on or next to the disconnect?
- d) on the machine room door?
- e) on the machine room wall?
- f) anywhere inside of the machine room?

Answer (1) The Code does not specify the location where the information is posted in the machine room.

Question (2): Which of the following would be considered a means of "permanently" posting this information?

- a) a self-adhesive paper or film type of label with the lettering either typed or printed from a thermal transfer, laser, inkjet, or dot matrix printer?
- b) a self-adhesive plastic tape label with raised letters?
- c) a data tag or nameplate permanently attached, with the letters and symbols hot-stamped, silk-screened, etched, cast or otherwise permanently applied to the face?

Answer (2) The Code does not specify the means of posting the information. "Permanent" refers to legible for the entire life cycle of the equipment.

Question (3): Are there any minimum requirements on the size of the label/data tag or lettering?

Answer (3) No.

A17 Standards Committee Approval: May 10, 2006

Inquiry 05-54

Subject: Requirement 2.27.3.3.1c and 2.27.3.3.7

Edition: ASME A17.1 – 2004

Question (1): Does the Code require "DOOR OPEN" and "DOOR CLOSE" buttons to also be on the car operating panel, in addition to inside the fire operation cabinet?

Answer (1): This requirement does not require "DOOR OPEN" or "DOOR CLOSE" buttons that are publicly accessible. Other requirements may apply (e.g. A17.1 Section 2.13).

Question (2): Does the cover have to open automatically or is this an option?

Answer (2): This is an option.

A17 Standards Committee Approval: May 10, 2006

Inquiry 05-55

Subject: Rule 301.8 and 300.1

Edition: ASME A17.1 – 1996

Background: All questions pertain to a roped hydraulic elevator with governor actuated car safeties.

Question (1): Is a roped hydraulic elevator permitted to have the over speed governor in the pit of the elevator hoistway?

Answer (1): The location of overspeed governors is not addressed by ASME A17.1-1996, rules 301.8 and 300.1 or their references, therefore it is neither required nor prohibited.

Question (2): A roped hydraulic elevator with the over speed governor mounted in the pit has as the only means of access to the governor the normal pit access means - is it acceptable?

Answer (2): Access to overspeed governors is not addressed by ASME A17.1-1996, rules 301.8 and 300.1 or their references, therefore it is neither required nor prohibited.

Question (3): If a roped hydraulic elevator has the over speed governor mounted in the overhead space of the hoistway is a separate door required to gain access to the governor?

Answer (3): See answer to Question (2).

Question (4): If a roped hydraulic elevator has the over speed governor mounted in the overhead space of the hoistway is it acceptable to access the governor from the elevator car top?

Answer (4): See answer to Question (2).

A17 Standards Committee Approval: May 10, 2006

Inquiry 05-56

Subject: Requirement 3.17 Car Safeties

Edition: ASME A17.1 – 2000 including through A17.1b-2003

Question (1): Do requirements 3.17.1 and 2.17 require all roped hydraulic elevators to be equipped with overspeed governors?

Answer (1): Yes, for car safeties.

Question (2): Does ASME A17.1b, 2003 require the primary means of actuating the safeties on a roped hydraulic elevator to be an overspeed governor?

Answer (2): *Yes.*

Question (3): For ASME A17.1b, 2003 compliance, are all roped hydraulic elevators required to be equipped with overspeed governors?

Answer (3): Yes. See answer to question (1).

A17 Standards Committee Approval: May 10, 2006

Inquiry 05-57

Subject: Requirement 2.27.3.2.6

Edition: ASME A17.1 – 2004

Question (1): The last sentence states:

When activated, heat detector (2.27.3.2.1(d)) in the machine room shall cause the visual signal ... etc.

Should not the word "heat detector " be replaced with "fire alarm initiating device" so that a smoke detector installed in the machine room for the purpose of initiating Phase 1 Emergency Recall Operation, would cause the same action to occur?

Answer (1) No. See Inquiry 04-31.

Question (2): Should not the referenced part (2.27.3.2.1(d)) actually be (2.27.3.2.1(b))?

Answer (2) No. Requirement 2.27.3.2.1(d) has been approved by the ASME A17 Standards Committee for publication in the next edition of A17.1.

A17 Standards Committee Approval: May 10, 2006

Inquiry 05-59

Subject: Requirements 2.14.2.2, Openings Prohibited

Edition: ASME A17.1 – 2000

Question (1): Does 2.14.2.2, last sentence ("Such panels, where provided, shall conform to....") apply to (f) only, or does it apply to (a) through (f)?

Answer (1) The last paragraph applies to (f) only.

Question (2): If it applies to (a) through (f), does the code require car-operating panels to have an electric contact required by 2.14.1.10.2(g)?

Answer (2) See answer to question #1.

Question (3): Was it intentional that 2.14.1.10.2 (g) (1) and (2) are identical?

Answer (3) No, duplication was not intended.

A17 Standards Committee Approval: May 10, 2006

Inquiry 05-62

Subject: Requirement 2.27.3.2.6

Edition: ASME A17.1a – 2005

Question: If the fire alarm initiating device that initiated Phase I Emergency Recall Operation becomes reset while the elevator is still on Phase I or Phase II Operation, may the intermittent illumination of the visual signal be reset immediately?

Answer: Yes.

A17 Standards Committee Approval: May 10, 2006

Inquiry 05-64

Subject: Requirement 3.18.3.8.2 (a) and (c) and 3.18.3.8.3(b)
Method of Monitoring Cylinder Corrosion Protection

Edition: ASME A17.1 – 2000

Question (1): When a cylinder is installed in PVC or covered or encased in a corrosion protective material that completely surrounds the exterior surface as specified in 3.18.3.8.3 (b), should the manufacturer or installer of this corrosive protective system be required to furnish instructions describing the recommended means of monitoring, maintaining, and checking ongoing compliance in accordance with requirements of 3.18.3.8.2 (a) and (c)?

Answer (1): Furnishing instructions is not addressed by ASME A17.1-2000 Part 3. Requirements in Part 3 do not designate responsibility for compliance to any particular party.

Question (2): If any substance is added into the space between the cylinder and the material that completely covers and encases the exterior surface of the cylinder, should the manufacturer or installer of this added substance be required to furnish instructions describing the recommended means for monitoring, maintaining, and checking ongoing compliance in accordance with requirements of 3.18.3.8.2. (a) and (c)?

Answer (2): See answer to question (1).

Question (3): If instructions, as referred above, are required, should they be permanently kept in the machine room, or other accessible place, for use by the maintenance personnel?

Answer (3): See answer to question (1).

A17 Standards Committee Approval: May 10, 2006

Inquiry 05-66

Subject: Requirement 1.1(e), Certification of other electrical equipment

Edition: CSA B44.1/ASME A17.5 – 2004

Background: Requirement 2.26.4.2 limits application of ASME A17.5 to testing of “drive-machine controllers, logic controllers, and operating devices accessory thereto for starting, stopping, regulating, controlling, or protecting electric motors, generators, or other equipment”. There is no specific requirement for listing/certifying hoistway door, car door or gate, or retiring cam motors.

Requirement 2.26.4.1 requires electrical components to comply with NFPA 70 (National Electrical Code). According to NFPA 70, listing/certification of motors is not required.

ASME A17.5 requirement 1.1(e) states, “all other electrical equipment not listed/certified and labeled/marked according to another product safety standard or code”.

Question (1): Do hoistway door motors, car door motors or gate motors, and retiring cam motors require listing/certification?

Answer (1): Yes, a listing/certification is required. See B44.1/A17.5-2004 clause 1.1 (e).

Question (2): If yes, do both new and replacement hoistway door motors, car door motors or gate motors and retiring cam motors require listing/certification?

Answer (2): For new equipment, see answer to question 1. Replacement equipment must meet the requirements of ASME A17.1 requirement 8.6.3.7.

A17 Standards Committee Approval: May 10, 2006

Inquiry 05-67

Subject: Rule 306.15 (Low Oil Protection)

Edition: ASME A17.1 – 1996

Question: This Rule mandates that activation of the low oil means shall automatically bring the car down to the lowest landing and cycle the doors. If a fire recall signal is received before the car has cycled its doors, are the doors still required to cycle automatically when the car reaches the bottom floor, even though the bottom floor is not the fire recall floor (assume that the door open button remains operative as required)?

Answer: Yes.

A17 Standards Committee Approval: May 10, 2006

Inquiry 05-68

Subject: Requirement 2.27.3.1.5
(Illuminated Visual Signal(s) for "FIRE RECALL" Switch(es))

Edition: ASME A17.1 – 2000 & ASME A17.1-2004

Background: This Rule mandates that all "FIRE RECALL" switches must be provided with an illuminated visual signal to indicate when Phase I Emergency Recall Operation is in effect.

Question (1): Is it permitted for the Phase I visual signal to remain illuminated throughout fire service operation, even when Phase I is no longer in effect (i.e., in the situation where Phase I has been reset, but one or more of the cars in a group remain on Phase II operation)?

Answer (1): No.

Question (2): In this scenario, assume that one or more cars in a group are away from the recall floor on Phase II operation, but Phase I is no longer in effect; the Phase I illuminated signal has been turned off and the remaining cars in the group have been returned to automatic operation. Must the Phase I visual signal(s) required by 2.27.3.1.5 illuminate when a car that is still on Phase II operation has its Phase II switch turned to the "OFF" position and the car therefore begins its recall to the designated level in conformance with 2.27.3.1.6(a) through (m)?

Answer (2): No, it shall not illuminate since the car does not revert to Phase I but remains on Phase II.

A17 Standards Committee Approval: May 10, 2006

Inquiry 05-69

Subject: Requirements 2.27.2.4.5, 2.27.3.1.6(l) & 2.27.3.4
Emergency Power Selector Switches and Fire Service

Edition: ASME A17.1-2004

Background: Requirement 2.27.2.4.5 states that operation of the selector switch(es) shall not cause power to be removed from any elevator until the elevator is stopped. Requirement 2.27.3.4 mandates that restoration of electrical power following a power interruption shall not cause any elevator to be removed from Phase I Emergency Recall Operation or Phase II Emergency In-Car Operation. Additionally, Requirement 2.27.3.1.6(l) states that "Means used to remove elevators from normal operation, other than as specified in this Code, shall not prevent Phase I Emergency Recall Operation."

In this scenario, assume that a group is switched over to the emergency power generator due to loss of normal power, and the emergency power selector switch is set to override automatic power selection; then Fire Phase I is activated.

Question: Is the activation of Fire Phase I required to cause each car in the group to return to the fire recall floor one or more at a time (depending on the capability of the emergency power generator), regardless of the position of the emergency power selector switch(es)?

Answer: No, only the car(s) selected by the emergency power selector switch recalls.

A17 Standards Committee Approval: May 10, 2006

Inquiry 05-70

Subject: Requirement 2.27.4.2

Edition: ASME A17.1-2004

Question (1): When activated, should a heat detector in the machine room illuminate a visual signal?

Answer (1) Yes, the visual signals in the car shall illuminate intermittently.

Question (2): Should the heat detector interrupt the power supply?

Answer (2) This issue is not addressed by the Code. See Requirement 2.8.2.3.2.

Question (3): When referring to 2.27.3.2.1(d), was the (d) a misprint.

Answer (3) No, see inquiry 04-31. Requirement 2.27.3.2.1(d) has been approved by the ASME A17 Standards Committee for publication in the next edition of A17.1.

A17 Standards Committee Approval: May 10, 2006

Inquiry 06-03

Subject: Rule 302.3h(2)

Edition: ASME A17.1 – 1996

Question: Interpretation of the term "coating" is requested. The subject elevator lost all fluid through its cylinder 5 years after installation. The cylinder was wrapped in a rubber-like tape and was inserted in a 27-foot deep hole. The cylinder was stabilized by filling the hole with the rock and concrete taken from the hole. It has been indicated that taping the cylinder satisfied the provisions of ASME A17.1, 302.3h(2) which states "a coating to protect the cylinder and piping from corrosion that will withstand the installation process;..."

Which interpretation is correct?

(a) "taping" is the same as "coating"

(b) "coating" refers to application of a material, like asphalt, applied by brushing on or spraying.

Answer: Any coating method that protects the cylinder and piping from corrosion and will withstand the installation process is acceptable.

A17 Standards Committee Approval: May 10, 2006

Inquiry 06-06

Subject: Requirement 2.27.3.3

Edition: ASME A17.1-2000 with the 2003 addenda

Background: Requirement 2.27.3.3.3 has specific requirements for the operation of doors when the Phase II in-car operation switch is returned to the off position when a car is at a landing other than the recall level. We have encountered a situation that we believe to be a violation and we request your help in determining if we are correct. The situation is as follows:

The fire alarm initiating device at the designated landing is activated. The elevator is recalled to the alternate recall level. The inspector enters the car and places the in-car Phase II switch into the on position, but does not take the car away from the alternate recall level. While still at the alternate recall level, the in-car Phase II switch is returned to the off position. Then the doors immediately go closed and the elevator returns to the designated landing and opens the doors. Without an appreciable delay, the doors then close and the car is returned to the alternate recall level where it remains with the doors open. While all this is taking place, the fire alarm initiating device has remained in the same condition that precipitated the recall to the alternate recall level in the first place. No other fire alarm initiating devices have been activated.

Question: Is operation of the elevator described above permitted by 2.27.3?

Answer: No. The car shall not move since it is at the recall level with the doors open. Under this scenario, the doors shall not close in response to the Phase II key being moved to the OFF position.

A17 Standards Committee Approval: May 10, 2006

Inquiry 06-07

Subject: Requirement 2.29 and 8.7

Edition: ASME A17.1-2000 including through A17.1b-2003

Question (1): Do alterations to electric elevators require compliance with Section 2.29?

Answer (1): No.

Question (2): Do alterations to hydraulic elevators require compliance with Section 2.29?

Answer (2): No.

A17 Standards Committee Approval: May 10, 2006

Inquiry 06-08

Subject: Requirement/Rule: 6.1.6.3.2, 6.1.6.3.3, 6.1.6.3.4, 6.1.6.3.8, 6.1.6.3.10, 6.1.6.3.11, 6.1.6.3.13, 6.1.6.3.15, 6.1.6.3.16, 6.1.6.4, 6.1.6.5, 6.1.6.14; the equivalent requirements for moving walks; the definition of manual reset, escalator and moving walk; and equivalent rules in A17.1-1996 thru A17.1d-2000

Edition: ASME A17.1-2004, A17.1-2000 thru A17.1b-2003 and A17.1-1996 thru A17.1d-2000

Background: The escalator and moving walk Electrical Protective Devices (EPD's) as well as devices such as the Missing Step or Missing Pallet detectors, when activated, are required to "cause power to be removed from the driving-machine motor and brake", thereby effecting a stop of the operating equipment. Further, if a stop is effected by an EPD that has a manual reset requirement, then a means, not accessible to the general public, requiring personal intervention by an authorized person prior to restarting the escalator or moving walk is required to be performed "prior to restarting the escalator or moving walk".

In summary, manual reset safety, device activation effects a stop of the escalator or moving walk and a manual reset requirement is registered and must be performed prior to restarting the escalator or moving walk.

Question: Do these requirements along with the definition of manual reset, escalator and moving walk, require a manual reset upon the momentary activation of any of the prescribed manual reset safety devices while the escalator or moving walk is not operating and is at rest?

Answer: No. Manual reset is only required when the escalator operation is stopped by the activation of a manual reset safety device.

A17 Standards Committee Approval: May 10, 2006

Inquiry 06-09

Subject: Figure 2.27.9

Edition: ASME A17.1a-2005 and ASME A17.1s-2005

Background: The words “Use Exit” are underlined in Fig. 2.27.9. They are not underlined in the public review draft for ASME A17.1a-2005. They are underlined in the public review draft for ASME A17.1S-2005.

Question: Do the words “Use Exit” have to be underlined?

Answer: No.

A17 Standards Committee Approval: May 10, 2006

Inquiry 06-13

Subject: Requirement 8.9.3 (Code Data Plate)

Edition: A17.1-2000; ASME A17.1-2004 including through A17.1a-2005

Question: Does the following meet the requirements of 8.9.3 (assume letters and figures are at least 3.2 mm in height):

- a) a plate made of metal or durable plastic, which is printed with indelible ink or with engraved, etched, embossed or raised lettering, and securely fastened using screws, rivets or permanent adhesive?
- b) a self-adhesive, industrial strength, durable, film-type label, printed with indelible lettering, which is difficult to remove once applied?
- c) a self-adhesive, industrial strength, durable, film-type label, printed with indelible lettering, which is easily removed once applied?
- d) a type-written or computer-printed, paper-type label that is either self-adhesive or taped-on, which is easily removed once applied?

Answer: ASME does not “approve”, “certify”, “rate”, or “endorse” any item, construction, proprietary device or activity.

A17 Standards Committee Approval: May 10, 2006

Inquiry 06-14

Subject: Requirement 8.4, Elevator Safety Requirements for Seismic Risk Zone 2 or Greater

Edition: ASME A17.1 – 2004 including A17.1a-2005

Background: Currently ASME A17.1a-2005 Section 8.4.13 shows for building codes of the United States, if we know the Affected Peak Velocity Acceleration, (A_v) we can find the applicable seismic zone.

The 2000 or 2003 International Building Code, which is being adopted throughout the country does not refer to seismic zones 0 through 4, nor is earthquake ground motion expressed in Affected Peak Velocity Acceleration, (A_v).

The 2000 or 2003 IBC uses the seismic design parameters as follows:

Site class

Seismic use group

Seismic design category

Component importance factor (I_p)

Seismicity: Short period spectral response acceleration (S_s)

Seismicity: 1second period spectral response acceleration (S_1)

Question:

How do these parameters relate to the elevator code so that I can determine if the seismic requirements of ASME A17.1a-2005 Section 8.4 must be met for a project following under 2000 or 2003 IBC guidelines?

Answer: The parameters you cite do not align or correlate with ASME A17.1a-2005 requirements.

A17 Standards Committee Approval: May 10, 2006

Inquiry 06-16

Subject: Requirement 2.20.3

Edition: ASME A17.1 – 2004

Question: When determining the factor of safety for suspension ropes used with an elevator with Class C2 Industrial Truck Loading, is it required to include 150% of the rated load in the weight calculation?

Answer: No.

A17 Standards Committee Approval: May 10, 2006

Interpretations Approved at the September 2006 A17 Standards Committee Meeting

Inquiry 03-44 (Reconsideration)

Subject: Requirement 6.1.3.6.6, Floor Opening Protection Adjacent to Escalator Wellway

Edition: A17.1-2000

Question:

Does this rule require the floor opening protection of the inclined portion of the escalator?

This is assuming that the escalator is not adjacent to a wall or other structure, but perhaps, in an atrium situation.

Answer:

Yes.

A17 Standards Committee Approval: May 6, 2004

Based upon reconsideration the following is the revised answer:

Answer:

Yes, when the local building code requires such protection.

A17 Standards Committee Approval: September 20, 2006

Inquiry 05-05

Subject: 2.27.1 Emergency Car Signaling Devices

Edition: A17.1a – 2002

Question (1): Section 2.27.1.1.1 requires a two-way communications means between the car and a location in the building that is readily accessible to authorized and emergency personnel.

(a) Other than the communication means inside the elevator, must the building communication station be provided at all times?

(b) Is the requirement to provide an onsite building communication station dependent on the elevator's travel, specifically, elevators with travel under 18m?

(c) Is it expected that emergency personnel whom may be arriving on site should have quick access to the building communication station?

(d) Is a locked building manager's office, hence not readily accessible, considered an acceptable location for the building communication station?

(e) Is a machine room considered an acceptable location for the building communication station?

Answer (1):

(a) No, requirement 2.27.1.1.2 makes it clear that there are conditions where the communications means may be answered from outside the building.

The intent for the requirement in 2.27.1.1.1 is shown in the balloted rationale, which is as follows:

“to direct a call, for assistance, from the car to authorized personnel (See Section 1.3) who are responsible for taking action.” If there are no authorized personnel in the building there is no reason to provide a communication means in the building, except when required by 2.27.1.1.4.

(b) See response to 1a.

(c) See response to 1a.

(d) Yes, for the two-way communication means that complies with 2.27.1.1.3.

(e) See response to 1d.

Inquiry 05-05 con't...

Question (2): With regards to 2.27.1.1.2 related to buildings not staffed 24 hours per day and an additional on or off-site communication location.

(a) When authorized personnel are not expected to staff a location 24 hours per day, the phrase 'additional on or off-site' location, suggests a second (additional) location is necessary. Is the 'first' onsite building communication station (referred to in 2.27.1.1.1) still required?

(b) If the call is required to be directed within 30 seconds if the building is not appropriately staffed, must the onsite building location 'ring' prior to going off site?

(c) Does 'within 30 seconds' permit the call to be directed immediately to the additional location without delay?

(d) If the call is permitted to go to the additional location without delay, must the onsite building location have a simultaneous 'ring'?

(e) If the call is being addressed by the additional staffed location, must ~~be~~ the onsite building location be able to

(1) interrupt the call?

(2) join in the call?

Answer (2):

(a) No. See response to 1a.

(b) No. See response to 1a.

(c) Yes. See explanation to 1a.

(d) There is no requirement for a simultaneous ring. See also 1a.

(e)(1) No

(e)(2) No

Question (3): With regard to 2.27.1.1.1 and 2.27.1.1.2 is there any requirement to be able to call into the elevator from the building communication station?

Answer (3): No, except as required by 2.27.1.1.4.

Question (4): Requirement 2.27.1.1.3 (b) indicates the button shall be identified as "help" where the word "help" is in quotes, and 2.26.12.4 requires the "help" button to be identified with the phone symbol.

(a) Is "help" the generic identification term which the code is using to refer to this button?

(b) Must the button be identified with the phone symbol?

(c) Must the button have the word help on or adjacent to it?

Answer (4):

(a) Yes

(b) Yes

(c) No

A17 Standards Committee Approval: September 20, 2006

Inquiry 05-25

Subject: Item 1.17.2.2 and 1.17.3

Edition: A17.2-2001

Question (1): When doing an acceptance test for a hydraulic elevator with emergency generator is it required to test the elevator with a full load with the A17.2-2001 code edition or later?

Answer (1): ASME A17.2-2001 is a guide not a Code.

Question (2): Is there a requirement that would overrule Interpretation #17 Inquiry 92-64 if the code has not changed in that section, even when there is a new printing of the code book year?

Answer (2): See the introduction to published interpretations.

A17 Standards Committee Approval: September 20, 2006

Inquiry 05-43

Subject: Requirements 3.26.3.1.2 and 3.26.4.2

Edition: ASME A17.1 – 2000 including through A17.1-2004

Background:

It appears; Requirement 3.26.3.1.2 states that the anti-creep device shall maintain the car within 25 mm (1 in.) of the landing. 3.26.4.2 (a) and (f) mandate that the emergency stop switch or the in-car stop switch shall be rendered inoperative by the anti-creep device. Neither of these Requirements addresses any inherent delays in initiating re-leveling, such as the WYE-DELTA starter transition, or other controller delays that may amount to several seconds, during which time an extremely leaky valve might allow the car to sink outside of the leveling zone. Without a stated maximum distance the car is permitted to sink over a specified period of time, the onus seems to be on the controller manufacturer to try to overcome any valve deficiencies that may exist.

Question (1): Are there any requirements anywhere in A17.1, Part 3 mandating how far a car is permitted to sink over a specified amount of time?

Answer (1): No. The car is permitted to only move a maximum of 25 mm before anti-creep is activated per requirement 3.26.3.1.2, however there is no time limit specified.

Question (2): If a car sinks beyond the anti-creep distance does this comply with requirement 3.26.3.1.2?

Answer (2): No.

Question (3): If a car sinks beyond the re-leveling distance and the car continues to sink, does this comply with requirement 2.26.11 as referenced by 3.26.1?

Answer (3): No.

A17 Standards Committee Approval: September 20, 2006

Inquiry 05-51

Subject: Requirement 2.26.1.4.1, 6.1.6.2.2(a)(1)(h), 6.2.6.2.2(a)(1)(h)
Inspection Control

Edition: ASME a17.1-2000 through 2004

Background:

In both the escalator and moving walk sections, 6.1.6.2.2(a)(1)(h) and 6.2.6.2.2(a)(1)(h), respectively, it appears to state that "the completion or maintenance of an electric circuit shall not be used to initiate inspection control." However, we couldn't find a similar requirement in 2.26.1.4.1 (or anywhere else) for elevators.

Question (1): Is the completion or maintenance of an electric circuit permitted to initiate inspection control on elevators?

Answer (1): Yes, as long as the requirements of 2.26.1.4.1, 2.26.9.3, and 2.26.3 are complied with.

Question (2)

If not, where can the Requirement prohibiting such an implementation be found?

Answer (2): See response to Question (1).

A17 Standards Committee Approval: September 20, 2006

Inquiry 06-01

Subject: Rules 111.2c and 111.3a

Edition: ASME A17.1 – 1993 including through A17.1c-1999

Question: Do the rules cited above require a moving elevator, on either car top inspection or full automatic operation, to stop when the unlocking roller of a freight door hoistway door interlock is depressed sufficiently to unlock the doors?

Answer: Yes, except when the elevator is leveling to the floor or on access operation or inspection operation with hoistway-door electric contact or car-door electric contact open (Rule 210.14) as required by ASME A17.1-1996 and later editions.

A17 Standards Committee Approval: September 20, 2006

Inquiry 06-02

Subject: Rules 111.5 (A17.1-1996 including through A17.1c-1999)
Requirements 2.12.5 (A17.1-2000 including through A17.1s-2005)

Edition: ASME A17.1 – 1993 including through A17.1c-1999
ASME A17.1-2000 including through A17.1s-2005

Question: Does an electrical device that will restrict opening of the doors when a car is outside the unlocking zone, and un-restrict opening of the doors when the car is inside the unlocking zone, meet the requirements?

Answer: The code does not require a specific type of device to meet the requirements of 2.12.5. It does specify the performance required. See also Inquiries 00-30 & 04-43.

A17 Standards Committee Approval: September 20, 2006

Inquiry 06-05

Subject: Requirement 2.1.1.3

Edition: ASME A17.1s-2005

Question: What height protection is required on hoistway sides that are located more than 1500 mm (59 in.) from elevator equipment to areas accessible to other than elevator personnel?

Answer: This is a building code issue that is not addressed in A17.1.

A17 Standards Committee Approval: September 20, 2006

Inquiry 06-12

Committee: Emergency Operations

Subject: Requirement 2.27.3.1.6(e)

Edition: ASME A17.1-2000

Background:

An electronic car/hoistway door restrictor device that is always maintained in the locked position may only unlock when power is applied while the car is within the unlocking zone. The device receives a signal from an infrared sensor mounted on the car door or car door header.

Question (1): Would this device be required to be rendered inoperative while Firefighters' Emergency Operation is in effect?

Answer (1): No. Requirement 2.27.3.1.6(e) applies to door reopening devices only. It does not modify the requirements of 2.12.5.

Question (2): Is a passenger elevator permitted to operate while Firefighters' Emergency Operation is in effect, without a car/hoistway door restrictor as required by 2.12.5?

Answer (2): No.

A17 Standards Committee Approval: September 20, 2006

Inquiry 06-17

Subject: Requirement 2.11.3.2(c) and 3.11
Closing of Hoistway Doors on Electric and Hydraulic Elevators

Edition: ASME A17.1-2000 through ASME A17.1-2004 including addenda

Question (1):

Does this Requirement permit horizontally sliding doors to remain open at a landing on an elevator that is equipped with Fire Alarm Initiating Devices in accordance with 2.27.3.2.1 and the elevator conforms to 2.27.3.2.3 through 2.27.3.2.6, even when Phase I is not activated?

Answer (1): Yes.

Question (2):

Does the answer to question 1 apply to both electric and hydraulic elevators?

Answer (2): Yes.

A17 Standards Committee Approval: September 20, 2006

Inquiry 06-18

Subject: Requirement 2.27.5.3
Firefighters' Emergency Operation-Automatic-Elevators With Designated Attendant Operation

Edition: ASME A17.1-2000

Question (1): When an elevator is on hospital service and Phase I Recall is initiated, does Phase I Recall override hospital service?

Answer (1): No.

Question (2): ~~or~~ Does requirement 2.27.3.1.6(h) simply alert the attendant that the system has initiated Phase I Emergency Recall Operation and once the elevator is removed from hospital service, it will revert to Phase I Emergency Recall Operation?

Answer (2): Yes.

A17 Standards Committee Approval: September 20, 2006

Inquiry 06-19

Subject: Rule 110.6 and Requirement 2.11.6.3
Edition: ASME A17.1-1993 through ASME A17.1-1996
ASME A17.1-2000 through ASME A17.1-2004

Question: Does ASME A17.1-1993 through ASME A17.1-1996, Rule 110.6 or ASME A17.1-2000 through ASME A17.1-2004, Requirement 2.11.6.3, prohibit a door or similar device that, based upon the action of smoke, closes or deploys on the landing side of an elevator hoistway entrance, provided that said door or similar device is readily openable from the car side without any key, tool, special knowledge, or significant effort?

Answer: No, for the editions cited.

A17 Standards Committee Approval: September 20, 2006

Inquiry 06-22

Subject: Requirements 2.5.1.3a, 2.12.5 and 2.14.4.2.2
Edition: ASME A17.1-2004

Question: Do the requirements of 2.12.5 restricted opening device meet the requirements of 2.14.4.2.2 car door interlock?

Answer: No.

A17 Standards Committee Approval: September 20, 2006

Inquiry 06-24

Subject: Requirement 2.27.3.1.6(h) and 2.27.3.3.8
Edition: ASME A17.1-2004 through A17.1a-2005

Question (1): Do the “visual signals” in 2.27.3.1.6(h) and 2.27.3.3.8 provide the same (identical) information?
Answer (1): Yes.

Question (2): Is it permitted to use a common light source (e.g. LED, incandescent lamp, etc.) to illuminate both “visual signals” in 2.27.3.1.6(h) and 2.27.3.3.8, such as through fiber optics or other light transmitting elements?
Answer (2): Yes, provided it meets all the requirements in 2.27.3.1.6(h) and 2.27.3.3.8.

Question (3): Must the visual signal of 2.27.3.1.6(h) and the visual signal of 2.27.3.3.8 both be visible when the door of the firefighter’s panel (2.27.3.3.7) is closed?
Answer (3): No.

Question (4): Must the visual signal of 2.27.3.1.6(h) be visible when the door of the firefighter’s panel (2.27.3.3.7) is open?
Answer (4): No.

A17 Standards Committee Approval: September 20, 2006

Inquiry 06-25

Subject: Requirement 2.7.3.3.4, Access to Machine Rooms and Machinery Spaces

Edition: ASME A17.1-2000

Question (1): Would a noncombustible, permanently installed, alternating tread stair (defined as a device that has a series of steps between 50 and 70 degrees from horizontal, usually attached to a center support rail in an alternating manner so that the user does not have both feet on the same level at the same time) at a maximum inclination of 60 degrees with railings complying with requirement 2.10.2.1 through 2.10.2.3, comply with requirement 2.7.3.3.4?

Answer (1): No.

Question (2a): Regarding stairs, must access to machine rooms and machinery spaces be by traditional, straight-run “7-11” stair?

Answer (2a) The stair riser and run of stair treads are not addressed in A17.1.

Question (2b): Do other types of noncombustible, permanently installed stairs constructed in accordance with a local building code and the inclination and railing requirements of A17.1 comply with requirement 2.7.3.3.4?

Answer (2b) Yes.

A17 Standards Committee Approval: September 20, 2006

Inquiry 06-27

Subject: Requirement 3.27.3, Firefighter Emergency Operation Low Oil Protection

Edition: ASME A17.1 – 2000

Background:

With reference to requirement 3.26.9, a recent Inquiry was made that raised the question: is there a requirement to supply both a pump run-timer and a means for direct sensing of the liquid level. That inquiry was answered in the negative. See Inquiry 02-25. In A17.1-2004, the conjunction “and” was dropped from requirement 3.29.9(a) to further clarify that both a run-timer and a liquid level sensing means are not required.

Question (1): In 3.27.3, is it required that the specified actions be taken when the low oil detection means actuates while the car is on Phase I Emergency Recall Operation and is stationary at the recall level?

Answer (1) Yes.

Question (2): In 3.27.3, is it required that the specified actions be taken when the low oil condition develops but the means described by 3.26.9 has not been actuated while the car is on Phase I Emergency Recall Operation and is stationary at the recall level?

Answer (2) No.

Question (3): When only a pump run-timer is provided as a means of satisfying requirement 3.26.9, is it a requirement that the visual signal specified in 3.27.3(c) be immediately illuminated when a low oil condition develops, but the pump run-timer has not yet been actuated after the car is on Phase I Emergency Recall Operation and the car is stationary at the recall level?

Answer (3): No.

A17 Standards Committee Approval: September 20, 2006

Inquiry 06-30

Subject: Requirement 2.16.8

Edition: ASME A17.1 – 2004

Background: Requirement 2.16.8 requires passenger elevators and freight elevators permitted to carry passengers to safely lower, stop, and hold the car with an additional load up to 25% in excess of the rated load. It also states that the elevator is not required to attain rated load performance under the passenger overload conditions specified. While there are more stringent requirements stated for Class C2 loading in Requirement 2.16.2.2.4(c), including the ability to level the car with an additional load up to 50% of the rated load, there seems to be no requirement for leveling elevators under other loading classes with 125% of rated load. Unfortunately, for loading classes other than C2, it is unclear what is meant by safely lowering, stopping and holding the car without being required to attain rated load performance.

Question: Is an elevator that is permitted to carry passengers and is not designed for Class C2 loading required to
(a) level at a floor with 125% of rated load?
(b) stop at a floor within the door unlocking zone with 125% of rated load?
(c) stop before striking the buffer with 125% of rated load?

Answer: Based on the condition you described of “safely lowering, stopping and holding the car without being required to attain rated load performance” and interpretation 88-16 the following are the answers to your question:
(a) No
(b) Yes
(c) Yes

Also see Inquiry 88-16.

A17 Standards Committee Approval: September 20, 2006

Inquiry 06-36

Subject: Requirement 2.26.3

Edition: ASME A17.1-2000

Background:
Requirement 2.26.3 states “where electromechanical contactors or relays are provided...”

Question (1): To fulfill the requirement, is the term “where” a voluntary term or should it read “shall”?

Answer (1):
Requirement 2.26.3 is correct as written. The word “where” in 2.26.3 is associated with the word “provided”. Methods other than electromechanical contactors and relays may be used in some cases.

Question (2): If required, where and what circuits are required to meet the requirement?

Answer (2):
Electro-mechanical contactors and relays provided to fulfill 2.26.8.2 and 2.26.9.3 through 2.26.9.7 are required to comply with 2.26.3 if their contacts are used for monitoring purposes.

A17 Standards Committee Approval: September 20, 2006

Inquiry 06-37

Subject: Requirement 3.7.1

Edition: ASME A17.1s – 2005

Question (1): On a roped hydraulic elevator would the manual shut off valve in the hydraulic supply line meet the requirement referenced in 2.7.6.3.4(a) as a means to prevent car movement when servicing the governor?

Answer (1): No, since it does not protect against loss of the suspension means.

Question (2): If not, would it meet the requirement if it had an electrical contact to remove power from the driving machine that was activated when the valve was closed?

Answer (2): No.

A17 Standards Committee Approval: September 20, 2006

Inquiry 06-38

Subject: Paragraph 2.2.5.(c), Pipes Conveying Gases, Vapors, or Liquids
Paragraph 3.11.3, Firefighter's Service
Paragraph 4.7.8 , Emergency Operation and Signaling Devices

Edition: ASME A17.3-1996

Question (1): Per paragraph 4.7.8 an existing hydraulic elevator that has a travels distance of less than 25 feet is not required to perform recall functions. If sprinklers are proposed to be installed within the elevator machine room and pit, is automatic power shunt-trip required prior to sprinkler activation (via heat detectors)? If yes, can power be removed if the existing elevator controller is incapable of recalling the elevator?

Answer (1): This is not addressed in A17.3-1996.

Question (2): Automatic sprinklers are proposed to be installed within the elevator machine room of a 45 year old elevator. The existing electric traction elevator is incapable of performing recall functions (recall was not required at the time of the original installation). Is automatic power shunt-trip required prior to sprinkler activation (via heat detectors)? If yes, can power be removed if the existing elevator controller is incapable of recalling the elevator?

Answer (2): See reply to question (1).

A17 Standards Committee Approval: September 20, 2006

Interpretations Approved at the January 2007 A17 Standards Committee Meeting

Inquiry 05-52

Subject: Requirements 2.4.6.2(b)(2)

Edition: ASME A17.1 – 2000 including through A17.1a-2005

Question (1): Is compliance with 2.4.6.2(b)(2) required in addition to the requirements in Section 2.19?

Answer (1): Yes.

Question (2): If compliance with 2.19 is provided on an elevator operating at speeds greater than 800 fpm with a counterweight buffer with 33 1/3 % of the stroke in compliance with 2.22.4.1.1, is compliance with 2.4.6.2(b)(2) still required?

Answer (2): Yes.

Question (3): Requirement 2.19.1.1 states:

“Purpose. Ascending car overspeed protection shall be provided to prevent the car from striking the hoistway overhead structure as a result of a failure in

(a) the electric driving-machine motor, brake, coupling, shaft, or gearing

(b) the control system

(c) any other component upon which the speed car depends, except the suspension ropes and the sheave of the traction machine.”

Requirement 2.19.1.1 does not state that the additional requirement of 2.4.6.2(b)(2) is also needed to comply with the purpose of 2.19.1.1. Is compliance with 2.4.6.2(b)(2) required in addition to compliance with 2.19?

Answer (3): Yes. See answer to question 1.

Question (4): If an ascending car with a rated speed greater than 800 ft/min approaches the overhead with a counterweight buffer with 33 1/3 % of the stroke permitted in 2.22.4.1.2 with increasing speed approaching 10 % higher than the governor is set to trip (2.18.2.1), with a failure of any of the items listed in 2.19.1.1 is the emergency brake complying with 2.19.3 in its self required to stop the car from hitting the overhead?

Answer (4): No, the emergency brake is not in itself required to address multiple sequential failures as described in this scenario.

Question (5): In addition to the emergency brake (see question 4) does the tie down compensation required by 2.21.4.2 for elevators operating at speeds greater than 700 ft/m along with the reduced stroke buffer help prevent the car from going into the overhead?

Answer (5): Yes, see A17.1-2000, 2.17.17, and A17.1a-2002 and later editions, 2.21.4.2.

Question (6): If an ascending car with a rated speed equal to or less than 700 ft/m approaches the overhead with increasing speed approaching 10 % higher than the governor is set to trip (2.18.2.1), with a counterweight buffer with 50 % of the stroke permitted in 2.22.4.1.2 with a failure of any of the items in 2.19.1.1, is the emergency brake 2.19.3 in its self required to stop the car from hitting the overhead since tie down compensation is not provided?

Answer (6): Tie down compensation is always required for speeds greater than 700 ft/m. For speeds less than or equal to 700 ft/m, where tie down compensation is not provided, the emergency brake is not on its own required to prevent the car from striking the overhead. See also response to question 4.

Question (7): Is the full buffer stroke complying with 2.4.6.2(b)(2) only required when tie down compensation is not provided?

Answer (7): No. The requirements of 2.4.6.2(b)(2) are not conditional on tie down compensation.

Question (8): When an alteration consists of a change in type of motion control (8.7.2.27.5) on an elevator system with a rated speed of greater than 800 fpm with short stroke counterweight buffer (33 1/3 % of the stroke permitted in 2.22.4.1.2) with overhead clearances in conformance with ASME A17.1d-2000 and earlier editions, will ascending car protection be required if only Section 8.7.2.27.5 (h) (Section 2.19) is provided and 2.4.6.2(b)(2) is not provided since the additional overhead is not available?

Answer (8): Yes, ascending car overspeed protection is required, however it is recognized that all of the performance requirements of 2.19.1.1 may not be achievable due to existing building constraints.

Question (9): When an alteration consist of a change in type of motion control (8.7.2.27.5) on an elevator with a speed less than 700 fpm with short stroke counterweight buffer (50 % of the stroke permitted in 2.22.4.1.2) with overhead clearances in conformance with ASME A17.1d-2000 and earlier editions, will ascending car protection be required if only Section 8.7.2.27.5 (h) (Section 2.19) is provided and 2.4.6.2(b)(2) is not provided since the additional overhead is not available with either a or b

- a. With tie-down compensation Section 2.21.4.2?
- b. Without tie-down compensation Section 2.21.4.2?

Answer (9): See answer to question 8.

In the cover letter it will be stated that:

A technical revision will be opened to address the language of 2.4.6.2(b)(2) and 2.22.4.1.2.

A17 Standards Committee Approval: January 24, 2007

Inquiry 06-15

Subject: Section 1003, Full-load testing on standby power for an alteration

Edition: A17.1-1996 including through A17.1c-1999

Question: Is full-load testing on standby power operation required at acceptance on an existing hydraulic elevator where the controller(s) was replaced or altered, but no other alterations were made to the installation or to the standby power system?

Answer: No.

A17 Standards Committee Approval: January 24, 2007

Inquiry 06-26

Subject: Requirement 2.7.5.1.1

Edition: ASME A17.1s-2005

Background: Access to the driving machine brake and emergency brake is from the car top on Inspection operation. However, no maintenance of the elevator driving machine brake or emergency brake is necessary or possible. Inspection of the driving machine brake or emergency brake is performed by means requiring no disassembly, adjustment or movement of the brake parts or movement of the car. The elevator motion controller and motor controller are not accessed from the car top or from inside the car.

Question: Given the system as described above, does 2.7.5.1.1 require a means to prevent movement of the car conforming to 2.7.5.1.2?

Answer:

No, provided that there is no maintenance or inspection that could cause unexpected car motion.

A17 Standards Committee Approval: January 24, 2007

Inquiry 06-28

Subject: Requirement 2.13.5

Edition: ASME A17.1-2004

Question (1): On passenger elevators, can the door continue to close, under power, after the reopening device has been activated?

Answer (1): No, except the door will continue to close during the electrical, mechanical and inertial reaction time. If the kinetic energy is 3.5 Joules (2.5 ft-lbf) or less, the reopening device is permitted to be rendered inoperative and the door may continue to close.

Question (2): Is the allowable distance of slide less than 2 inches?

Answer (2): A distance is not specified.

Question (3): Can the door continue to close under power in ~~access~~ excess of 2 inches?

Answer (3): See Answer (1).

A17 Standards Committee Approval: January 24, 2007

Inquiry 06-29

Subject: Requirements 6.1.3.4.1 and 6.1.6.4

Edition: ASME A17.1-2004

Question (1): Is there a percent +/- for the speed of the handrail in relation to the speed of the steps?

Answer (1): No.

Question (2): In the case of escalators with a rise of up to 115 feet, on some of these escalators you need to pick up your hand a few times during the ride. The contractor modernizing the escalator contends that the handrail drive is within Code since he has to be within 15% of the speed of the escalator, per section 6.1.6.4. Is this correct?

Answer (2): No. The 15% deals with a malfunctioning handrail. Refer to 6.1.3.4.1 for a normally operational handrail.

A17 Standards Committee Approval: January 24, 2007

Inquiry 06-31

Subject: Requirement 2.2.4.2 (Pits)

Edition: ASME A17.1-2004

Question: The Code states "There shall be installed in the pit of each elevator...a fixed vertical ladder of noncombustible material located within reach of the access door." In a single pit serving multiple elevators is only one pit access ladder required? If answer is no, how is it determined the quantity of required access ladders?

Answer: No. There must be at least one ladder per elevator.

A17 Standards Committee Approval: January 24, 2007

Inquiry 06-32

Subject: Requirement 8.8.1(a)

Edition: ASME A17.1 – 2004

Question: Requirement 8.8.1(a) refers to Section 5 of ANSI/AWS D1.1; the subject is welder qualifications. In researching D1.1, it appears welder qualification requirements were relocated to Section 4 in the 1996 edition. Should the text of A17.1 cite Section 4 of ANSI/AWS D1.1?

Answer: Yes, A17.1 has been updated and the following editorial revision has been approved for the next publication.

8.8.1(a): By welders qualified in accordance with the requirements of ~~Section 5~~ Section 4 of ANSI/AWS D1.1,

A17 Standards Committee Approval: January 24, 2007

Inquiry 06-33

Subject: Requirement 2.14.7.1

Edition: ASME A17.1-2004 including through A17.1a-2005 and ASME A17.1S – 2005

Background: *2.14.7.1.1 States, "Not less than two lamps shall be provided."*

2.14.7.1.3 States, "Each elevator shall be provided with auxiliary lighting having its power source located on the car. It shall conform to the following...

(e) Not less than two lamps of approximately equal wattage shall be used..."

Question (1): Does this mean that at least four lamps are required or can the two lamps used to comply with 2.14.7.1.1 be the same two lamps used to comply with 2.14.7.1.3(e)?

Answer (1): At least two lamps are required.

Question (2): If only two lamps are required, does a system where one lamp is illuminated when the car and lamp are operating normally, and the other lamp illuminates when the first lamp fails comply with 2.14.7.1.1?

Answer (2): No. Requirement 2.14.7.1.1 states that "not less than two lamps shall be provided."

Question 3: If only two lamps are required, does a system where one lamp is illuminated when the car and lamp are operating normally, and the other lamp illuminates when the power fails comply with 2.14.7.1.3(e)?

Answer (3): No. Requirement 2.14.7.1.3(e) states that "not less than two lamps.... shall be used."

A17 Standards Committee Approval: January 24, 2007

Inquiry 06-35

Subject: Requirements 2.27.3.1.6(h) and 8.4.10

Edition: ASME A17.1-2000 including through ASME A17.1a-2005

Background:

A17.1-2000, Requirement 2.27.3.1.6(h) mandates that all cars shall be provided with an illuminated visual and audible signal system which shall be activated to alert the passengers that the car is returning nonstop to the designated level and remain activated until the car has returned to the designated level.

A17.1-2004, Requirement 2.27.3.1.6(h) states that an illuminated visual and audible signal system shall be activated, that the visual signal shall remain activated until the car is restored to automatic operation, and the audible signal shall remain active until the door is closed.

Requirement 8.4.10 doesn't seem to address the operation of the Fire Service indicators when Fire Phase I and/or Phase II is in effect during Seismic Operation.

Question (1): If a car is stopped at a floor away from the designated level with its doors open in response to the continuous activation of the counterweight displacement switch, and subsequently receives a Phase I signal (either from the Phase I key switch or the activation of a fire alarm initiating device), are the visual and audible signals required to be activated as described in 2.27.3.1.6(h) either

- a) under the A17.1-2000 requirements; or
- b) under the A17.1-2004 Requirements?

Answer (1a): No.

Answer (1b): No.

Question (2) If a car is in the process of returning to the designated level in response to a Phase I signal (either from the Phase I key switch or the activation of a fire alarm initiating device), and then is stopped at a floor away from the designated level due to the subsequent continuous activation of the counterweight displacement switch, are the visual and audible signals required to remain activated as described in 2.27.3.1.6(h) either

- a) under the A17.1-2000 requirements; or
- b) under the A17.1-2004 Requirements?

Answer (2a): No.

Answer (2b): No.

A17 Standards Committee Approval: January 24, 2007

Inquiry 06-40

Subject: Rule 110.10b

Edition: ASME A17.1-1996

Background: Per ASME A17.1 - 1996, Rule 110.10b - The building corridors shall be so lighted that the illumination at the landing sills, when an elevator is in service, shall be not less than 5 ftc (54 lx).

Question (1): Does the subject code verbiage refer to illumination at the elevator landing sills with the elevator car door closed or opened?

Answer (1): The rule only addresses the illumination from corridor lighting.

Question (2): What does the verbiage "when an elevator is in service" means?

Answer (2): When the elevator is available for use.

Question (3): What constitute 5 ftc lighting requirement at/in the building corridors?

Answer (3): When the measurement at the sill equals or exceeds 5 ftc.

Question (4): What is the proper method per code to measure lighting levels at the elevator landing sills?

Answer (4): The method of measurement is not addressed in the code. See ASME A17.2 Inspections Guide.

Question (5): Are there any tolerances on the 5 ftc (54 lx) requirement?

Answer (5): The requirement is not less than 5 ftc.

A17 Standards Committee Approval: January 24, 2007

Inquiry 06-44

Subject: A17.1 Requirements 2.24.2.3.2, Driving Machines and Sheaves
A17.2 Item 2.29.2.1(e)(4), Car and Counterweight Safeties

Edition: ASME A17.1-2000 and A17.2-2001

Background: During a 5-year safety test or during acceptance testing for each of the references listed above:

Question 1: If the driving machine system stalls rather than the ropes slipping traction is this acceptable?

Answer (1): Both are acceptable.

Question 2: Is the requirement of the ropes slipping traction more stringent than meeting the requirement of the driving system stalling?

Answer (2): See response to Question (1).

A17 Standards Committee Approval: January 24, 2007

Inquiry 06-48

Subject: Requirement 5.3.1.16.2(i), Driving Machines, General Requirements, Manual Operation

Edition: ASME A17.1 – 2000

Background: This rule states “Private residence elevators shall be arranged for manual operation in case of power failure.”

Question (1): Does A17.1-2000 require that the manual operating device be capable of moving the rated load?

Answer (1): Yes. The manual operating device must be capable of moving the car under any loading condition up to and including rated load.

Question (2): Does A17.1-2000 have a limit on the amount of force needed to move the car with the manual operating device?

Answer (2): No.

Question (3): Does A17.1-2000 require the manual operating device be capable if moving the car in both up and down directions?

Answer (3): No.

Question (4): For private residence elevators is manual operation only in the down direction permitted on non-counterweighted elevators per A17.1-2000?

Answer (4): Yes.

Question (5): For private residence elevators that are counterweighted does A17.1-2000 permit movement of the car in either direction during manual operation?

Answer (5): Yes.

Question (6): Does releasing of the brake only, meet the requirements of A17.1-2000 for manual operation on a counterweighted private residence elevator?

Answer (6): No.

A17 Standards Committee Approval: January 24, 2007

Interpretations Approved at the May 2007 A17 Standards Committee Meeting

Inquiry 06-04

Subject: Requirement 6.1.3.3.2 and Requirement 6.2.3.3.2
Strength of Escalator and Moving Walk Balustrade

Edition: ASME A17.1-2000 including through A17.1a-2002a

Question (1): If a force less than 40 lbf/ft is applied laterally to the handrail and the handrail moves some measurable distance and then returns to its original position has it met the standard of resisting the force imposed?

Answer (1): Yes.

Question (2): Is it the purpose of these requirements to provide rider stability and support when entering, exiting or riding the escalator or moving walk?

Answer (2): Yes.

Question (3): The side panels of an escalator or moving walk balustrade have no specific requirements for strength other than the general requirements listed above. It is possible that either impact or other steady force against the side panels could deflect the panel or the handrail stand in such a manner as to interfere with internal moving parts. Once the force is removed, the panel could return to its original position with no visible damage to the balustrade panel. Would the deflection of the panel into the internal mechanisms of the escalator, possibly causing damage to that mechanism, be permissible by the code sections listed above?

Answer (3): This condition is not addressed in A17.1.

Question (4): Does A17.1 impose limitations on the permitted deflection of balustrades as it does in Requirements 6.1.3.3.6 and 6.2.3.3.6 for Skirt Panels?

Answer (4): No, the skirt panels have a deflection limitation specified in 6.1.3.3.6 and 6.2.3.3.6. The balustrades have a strength requirement specified in 6.1.3.3.2 and 6.2.3.3.2.

A17 Standards Committee Approval: May 23, 2007

Inquiry 06-11

Subject: Requirements 2.12.5 and 2.14.5.7

Edition: ASME A17.1-2000

Question (1): Would an electronic device with battery backup that meets the requirements of 2.12.5, installed on the car door and car door header, be considered part of the door operator?

Answer (1): Requirement 2.14.5.7 is written in performance language. See the definition for “door or gate power operator”. See also Inquiry 06-02.

Question (2): The restrictor device needs to disengage (when inside the unlocking zone) before the door(s) may be opened. If power to the elevator and battery backup power to the device is removed the device would not permit the door(s) to be opened as required by 2.14.5.7 Is this permitted?

Answer (2): The conditions described in the question, in which backup power to the device is purposely removed are not addressed in 2.14.5.7 and does not comply with 8.6.1.6.1. The Code does not preclude the use of a battery backup (see Inquiry 04-43). See also Inquiries 00-30 and 06-02.

A17 Standards Committee Approval: May 23, 2007

Inquiry 06-20

Subject: Rule 209.4b (Requirement 2.25.4.2), Emergency Terminal Stopping Device

Edition: ASME A17.1-1993 through ASME A17.1-1996
(ASME A17.1-2000 through ASME A17.1-2004)

Question (1): Is it required to have two completely independent (electrically and mechanically) components sense the speed of the car?

Answer (1): No. The phrase “shall function independently” refers to electrical independence only. Rule 209.4b, or 2.25.4.2 in A17.1-2000 and A17.1-2004 editions, is written in performance language and permits greater latitude in the choice of components to perform the function when a full-stroke buffer is used.

Question (2): Would it meet the intent of the Rule to sense the speed with independent sensors taking independent readings off of the same component as detailed in the picture attached, where the tachometer is the speed sensing for the static control and the Hall Effect sensor is for Emergency Terminal Limit?

Answer (2): ASME does not “approve,” “certify,” “rate,” or “endorse” any item, construction, proprietary device, or activity.

A17 Standards Committee Approval: May 23, 2007

Inquiry 06-21

Subject: Requirement 8.7.2

Edition: ASME A17.1-2004 including through ASME A17.1a-2005

Question (1): Where a controller is added to provide for, or alter Firefighter's Emergency Operation is it required to conform to 8.7.2.27.4 Controllers?

Answer (1): The unmodified controller or parts thereof need not conform to 8.7.2.27.4. Only the new or modified control equipment needs to conform to 8.7.2.27.4.

Question (2): Where there is an addition to, or alteration of Firefighter's Emergency Operation to an existing controller is it required to conform to 8.7.2.27.5 Change in Type of Motion Control?

Answer (2): No.

Question (3): Where there is an addition to, or alteration of Firefighter's Emergency Operation to an existing controller is it required to conform to 8.7.2.27.6 Change in Type of Operation Control?

Answer (3) No.

Question (4): Where there is an addition of a controller to provide for new Firefighter's Emergency Operation to an existing controller is it required to conform to 8.7.2.28, 2.13.5 Reopening Device for Power-Operated Car Door or Gates and 2.13.4.2.1(c) where applicable? (See 2.27.3.1.6(e)).

Answer (4) Yes.

Question (5): Where there is an addition of controller to provide new Firefighter's Emergency Operation to an existing controller is it required to conform to:

(a) 8.7.2.28

(b) 8.7.2.20 Ascending Car Overspeed and Unintended Car Movement Protection? (See 2.27.3.1.6(c)) and 2.26.2.29 and 2.26.2.30)

Proposed Answer (5)(a) Yes.

Proposed Answer (5)(b) No.

Question (6): Where no sump pump or drain is currently installed, does the Alteration to Fire Service Operation as defined by 8.7.2.28 require conformance to 2.2.2.5?

Proposed Answer (6) No.

A17 Standards Committee Approval: May 23, 2007

Inquiry 06-39

Subject: A17.1 Requirement 8.6.3.7 and A17.5/B44.1 requirement 1.1(e)

Edition: ASME A17.1-2004 including through A17.1s-2005
CSA B44.1/ASME A17.5 - 2004

Background: Requirement 8.6.3.7 requires that “where a listed/certified device is replaced, the replacement shall be subject to the applicable engineering or type test as specified in 8.3, or the requirements of CAN/CSA B44.1/ASME A17.5.”

Question (1): If a listed/certified: landing door motor; car door or gate motor; or retiring cam motor is replaced but there are no applicable engineering or type tests for those motors specified in A17.1 requirement 8.3, must the replacement motor meet the requirements of CAN/CSA B44.1/ASME A17.5 Section 1.1(e)?

Answer (1): Yes.

Question (2): If yes, and if there are no other product safety standards that require landing door, car door or gate, or retiring cam motor listing/certification, must the motors be listed/certified in accordance with CAN/CSA B44.1/ASME A17.5?

Answer (2): Yes.

A17 Standards Committee Approval: May 23, 2007

Inquiry 06-41

Subject: Requirement 8.6.10.5 Escalator or Moving Walk Start up

Edition: ASME A17.1-2000

Background: This requirement lists at least eleven items to be checked prior to starting an escalator or moving walk. After listing these items, the rule concludes, "If any of these conditions is unsatisfactory, the unit shall be placed out of service."

Question (1): Can a unit be started if one comb tooth is missing or damaged?

Answer (1): Yes, see 8.6.8.4.1 and 8.6.10.5(d).

Question (2): Can a unit be started if there are clear portions of the skirt panels where the anti friction coating has rubbed off?

Answer (2): No.

Question (3): Can a unit be started if the demarcation lights, if provided are not working?

Answer (3): No, if the demarcation lights are required by applicable code.

A17 Standards Committee Approval: May 23, 2007

Inquiry 06-42

Subject: Requirements 2.20.9.5, 2.20.9.8 and 8.6.3.3.2
Clearance Requirements for Wire Rope Wedge Sockets on New Elevator Installations

Edition: ASME A17.1-2000 through A17.1a-2005 and A17.1S-2005

Background: Requirements 2.20.9.5, 2.20.9.8 and 8.6.3.3.2 state the following:

2.20.9.5.6 Load-carrying rope shall be in line with shackle rod, and the sockets shall be permitted to be staggered in the direction of travel of the elevator and counterweight, where used.

2.20.9.8 Antirotation Devices. Following the completion of the rope socketing and any adjustments of individual shackle rods as provided for in 2.20.9.2, means shall be provided to prevent the rotation of the suspension ropes without restricting their movement horizontally or vertically.

8.6.3.3.2 Rope Fastenings and Hitchplates.

Replacement of rope fastenings and hitchplates shall conform to the following:

- (a) When the suspension rope fastenings are replaced with an alternate means that conforms to 2.20.9, existing hitch plates that cause interference between the replacement fastening shall have the replacement fastening staggered, or the hitch plates shall be replaced with a design that provides clearance between replacement shackles.
- (b) Replacement hitch plates shall conform to 2.15.13.
- (c) Replacement fastenings shall be permitted to be installed on the car only, the counterweight only, at either of the dead-end hitches, or at both attachment points.
- (d) Rope fastenings at the drum connection of winding-drum machines shall comply with 8.6.4.10.2.

Question (1):

- (a) Do any of the requirements in 2.20.9 require rope sockets to be staggered when installed on new installations?
- (b) Does requirement 8.6.3.3.2 require rope sockets to be staggered when installed on new installations?

Answer:

- (1)(a) No.
- (1)(b) Requirement 8.6.3.3.2 does not apply to new installations.

Question (2):

- (a) Do any of the requirements in 2.20.9 require a minimum amount of clearance between sockets?
- (b) Does requirement 8.6.3.3.2 require a minimum amount of clearance between sockets?

Answer:

- (2)(a) No.
- (2)(b) Not addressed by 8.6.3.3.2.

Question (3):

- (a) Do the requirements in 2.20.9 prohibit contact of the rope sockets caused by the rotation of one socket relative to another socket as long as the ropes remain in line with their respective shackle rods?
- (b) Does requirement 8.6.3.3.2 prohibit contact of the rope sockets caused by the rotation of one socket relative to another socket as long as the ropes remain in line with their respective shackle rods?

Answer:

- (3)(a) Requirement 2.20.9 does not address contact.
- (3)(b) Yes.

A17 Standards Committee Approval: May 23, 2007

Inquiry 06-43

Subject: Requirement 2.4.6.2, Components of the Top Car Clearance

Edition: ASME A17.1-2004

Question (1): Does "... the full stroke required by 2.22.4.1.1." in 2.4.6.2 (b)(2) refer to full stroke of reduced-stroke oil buffer required for reduced terminal speed?

Answer (1): No. The stroke is based on striking the buffer at 115% of the rated speed

Question (2): Does "... the full stroke required by 2.22.4.1.1." in 2.4.6.2 (b)(2) refer to full stroke of full-stroke oil buffer required for rated elevator speed?

Answer (2): No. The stroke is based on striking the buffer at 115% of the rated speed.

A17 Standards Committee Approval: May 23, 2007

Inquiry 06-46

Subject: Requirement 6.1.6.10.2

Edition: ASME A17.1-2004 including through A17.1a-2005

Background:

6.1.6.10.2 requires that the removal of power from the driving-machine motor and brake shall not be solely dependent on software-controlled means. It has been suggested that only the stopping or removal of power is required to meet this requirement and that there is no such restriction for the starting or application of power to the driving machine motor and brake. Removal of power could also be interpreted to mean prevent or stop power from reaching the motor or brake. An Electrical Protective Device is also used to prevent the driving-machine motor from starting or the brake from lifting. Starting of the escalator implies all modes of operation, both automatic and inspection.

Question (1): Does 6.1.6.10.2 permit implementation of redundancy by a software system to satisfy the requirements of 6.1.6.10.1(a), solely by software-controlled means?

Answer (1): 6.1.6.10.2 is not the relevant requirement for escalator starting. 6.1.6.10.1(a) does not allow a single software system failure to permit the escalator to start.

Question (2): Is it permissible to be solely software dependent for the emergency stop button while the escalator is stopped to prevent the escalator from starting?

Answer (2): Yes, as long as 6.1.6.10.1(a) is complied with.

A17 Standards Committee Approval: May 23, 2007

Inquiry 06-47

Subject: Requirement 3.15.1

Edition: ASME A17.1 – 2004 including A17.1a-2005

Background:

Requirement 3.15.1 requires hydraulic elevator car frames and platforms to conform to 2.15. Requirement 2.15.9 requires a platform guard (apron) with a minimum vertical height of either 48 in. or 21 in., depending on if the elevator is required to have untended car movement. But the referenced requirement, 2.19.2.2 only applies to traction elevators. Hence hydraulic elevators are not required to have unintended car movement.

Question (1): Is it therefore correct that the Code requires the platform guard plate on hydraulic elevators to conform to Requirement 2.15.9.2(b)?

Answer (1): Yes.

Question (2): Does this result in the platform guard on hydraulic elevators being required to have a minimum straight vertical face of 21 inches?

Answer (2): Yes.

A17 Standards Committee Approval: May 23, 2007

Inquiry 06-50

Subject: Rule 211.6, Firefighters' Service - Inspection Operation

Edition: ASME A17.1-1996

Question: Assuming that the audible fire warning indicator inside of the car can be heard by an operator on top of the car, does this Rule, or any other Rule in the A17.1-1996 edition of the Code, require an audible and/or visual fire warning indicator to also be installed on the car top?

Answer: No. See also Inquiry 94-45.

A17 Standards Committee Approval: May 23, 2007

Inquiry 06-51

Subject: Requirement 2.26.7

Edition: ASME A17.1-2004 including through A17.1s-2005

Question (1): Does the last sentence in 2.26.7 refer to all permanent devices no matter their construction and mode of operation? (Electrical, mechanical, or electromechanical devices)

Answer (1): No. It refers to only electrical or electromechanical devices.

Question (2): Is a permanently installed mechanical device that is required in 2.7.6.4.3 considered a permanent device that makes electrical protective devices ineffective, prohibited in 2.26.7?

Answer (2): No.

Question (3): Does 2.26.7 apply to permanent electrical devices provided to meet 2.7.6.4 when used by elevator personnel for passenger rescue?

Answer (3): No. The means provided to fulfill the requirements of 2.7.6.4 could be mechanical, electrical, hydraulic or any combination thereof, and the provisions of 2.7.6.4 do not require the movement of the elevator to be subject to the electrical protective devices.

A17 Standards Committee Approval: May 23, 2007

Inquiry 06-53

Subject: Requirements 2.12.7.3 and 2.12.7.3.1

Edition: A17.1-2004

Question: Where a car with two car doors or gates is parked at the landing and the hoistway access switch located near one entrance of the car is actuated, is it prohibited to move the car with both car doors or gates in the open position?

Answer: Yes. Requirement 2.12.7.3 only allows a single car door or gate to not be in the closed position. See also Inquiry 04-36.

A17 Standards Committee Approval: May 23, 2007

Inquiry 07-01

Subject: Requirement 2.27.3.3.6

Edition: ASME A17.1S-2005

Background: Previous version of the code reads “2.27.3.3.6 The occurrence of an accidental ground or short circuit in elevator electrical equipment located on the landing side of the hoistway enclosure, and in associated wiring, shall not disable Phase II Emergency In-Car Operation once it has been activated.” There was no limitation as to the source of the ground or short circuit and therefore included damage caused by heat or fire. There was no machine-room-less elevator section in the code and most elevator controllers were located in a machine room or in the car station inside the hoistway. There are no rules for an elevator controller only for a “motor controller” in A17.1a-2005. Elevator controllers or intelligent modules (remote inputs and outputs or programmable logic (PES)) can be located anywhere outside of a machine rooms, machine spaces, control rooms, or control spaces. NBCC does not require 2.8.3.3.2, disconnection of main line power due to application of water from sprinklers.

Question 1: Does a machine-room-less elevator with a controller cabinet (no motor controller) located on the landing side of the hoistway, which is protected from water, but not protected from heat or fire, comply with 2.27.3.3.6?

Answer 1: Yes. Heat and fire are not addressed in 2.27.3.3.6.

Question 2: Does the associated wiring for a controller cabinet, the failure of which shall disable Phase II Emergency In-Car Operation, on the landing side of the hoistway need to be protected from water to comply with 2.27.3.3.6?

Answer 2: Yes. The associated wiring on the landing side of the hoistway enclosure must be protected from grounds or shorts if they could result in the disabling of Phase II Emergency In-Car Operation as a result of exposure to water.

Question 3: Is it permissible to provide electrical equipment, the failure of which would disable Phase II Emergency In-Car Operation, which is protected from water, but not from heat or fire on the landing side of the hoistway, not in a machine room, machine space, control space, or machine control room?

Answer 3: See response to question #1.

A17 Standards Committee Approval: May 23, 2007

Inquiry 07-02

Subject: Requirements 2.7.6.5 and 2.26.1.5

Edition: ASME A17.1s-2005

Background: The Code as written appears to require the Inspection and Test Panel to be located where the Car Door Bypass and Hoistway Door Bypass switches are located when not accessible from outside the hoistway. This means that the Inspection and Test Panel must also not be accessible from outside the hoistway, because it is located where the Car Door Bypass and Hoistway Door Bypass switches are located. The code does not specify the location of the Inspection and Test Panel, only that the Car Door Bypass and Hoistway Door Bypass switches be located in it when not accessible from outside the hoistway. Code appears to require a single set of switches, if a single set of switches is required then see proposal 1, if two sets of switches are required see proposal 2.

Question (1): If the Car Door Bypass and Hoistway Door Bypass switches are located where they are not accessible from outside the hoistway, does the Inspection and Test Panel also have to be located where it is not accessible from outside the hoistway?

Answer (1): The Car Door Bypass and Hoistway Door Bypass switches are to be located outside the hoistway in either the elevator controller enclosure or in an Inspection and Test Panel as specified in 2.26.1.5.

Question (2): Does the code require two sets of Car Door Bypass and Hoistway Door Bypass switches when they are not accessible from outside the hoistway?

Answer (2): 2.26.1.5 requires one set of switches. Also see answer to question 1.

Question (3): If two sets are required, must both sets of Car Door Bypass and Hoistway Door Bypass switches be located where they are not accessible from outside the hoistway?

Answer (3): See answer to question 2.

A17 Standards Committee Approval: May 23, 2007

Inquiry 07-03

Subject: Requirements 2.27.1.1.3(b) and 2.27.1.1.3(c)

Edition: ASME A17.1-2000 including through A17.1a-2002

Question: Does code prohibit an emergency two-way communication device that has the "help" button and visual indicator behind a non transparent door that may be either closed or open?

Answer: Yes, the "help" button and visual indicator must be visible.

A17 Standards Committee Approval: May 23, 2007

Inquiry 07-05

Subject: Requirement 2.13.3.3.2, In-car door open button

Edition: A17.1-2000

Background: This Requirement states that a momentary-pressure switch or button shall be provided in the car, the operation of which shall cause the doors to stop or to stop and reopen. Without specifically stating so, this seems to imply that once the doors are fully closed, this switch or button is no longer required to be operative. Sometimes, in high-security applications, the in-car door open button is disabled on secure mode (during otherwise normal, automatic operation) once the doors are fully closed at a secured floor for users who do not have the proper security clearance for that floor (though the door open button would function prior to the doors reaching the fully closed position, and would also always function at the main lobby landing, as well as at all floors whenever the car is on fire phase II).

Question: On a car with horizontally sliding, power-operated doors, is it permitted to render the in-car door open button inoperative once the doors have fully closed on normal, automatic operation?

Answer: Yes, the momentary pressure switch or button need only be operative during power door closing except where specified by other requirements (e.g. Phase II operation, etc).

A17 Standards Committee Approval: May 23, 2007

Inquiry 07-06

Subject: Requirement 2.27.1.2, Audible Alarm Signaling Device

Edition: A17.1-2004

Background: The rule states, "When an emergency stop switch (2.26.2.5) is provided; an audible signaling device shall be provided." Requirement 2.26.2.5 states, "An emergency stop switch shall not be provided on passenger elevators."

2.27.1.1.1 states, "An audible signaling device shall be provided." This wording was changed in the A17.1a 2002 addenda to resemble what is now included in the A17.1 2004 code.

Furthermore, A17.3-2002 paragraph 3.11.1 requires an audible alarm marked 'ALARM' inside every existing elevator.

Question: Does the A17.1 2004 Code require an ALARM button inside passenger elevators?

Answer: No.

A17 Standards Committee Approval: May 23, 2007

Inquiry 07-07

Subject: Rules 101.3c(1), (2) and (3), Machine Room Access

Edition: A17.1-1993

Background: Access to the elevator machine rooms is from the top floor of the building by means of a permanent fixed noncombustible ladder, through a roof hatch and into an enclosed penthouse space above. From this penthouse space, there is a door that goes into the room leading to the machine rooms. The machine rooms are higher than 6'-0" from the penthouse level and are accessed by an angled stair with platform at the top.

Question (1): Is a vertical ladder from the upper most floor to the penthouse space a permitted means of access on the way to the elevator machine room?

Answer (1): No, access to a machine room per Rule 101.3c(2) requires a stair. Note: A vertical ladder is only permitted to machinery spaces containing equipment specified in Rule 101.3c(2).

Question (2): In Rule 101.3c (2), what is meant by "handgrips" on a vertical ladder?

Answer (2): The term "handgrips" is not defined in A17.1.

A17 Standards Committee Approval: May 23, 2007

Inquiry 07-08

Subject: Requirement 8.7.2.28 (A17.1) and Paragraph 3.11.3 (A17.3)

Edition: A17.1-2004 and A17.3-2002

Background: A17.3-2002 requires an existing elevator to conform to ASME A17.1-1987 Rules 211.3 through 211.8, unless at the time of installation or alteration it was required to comply with a later edition of A17.1. It seems clear then that A17.3 triggers an alteration to the firefighters' emergency operation on all elevators that don't meet this minimum requirement, which would in turn trigger a requirement to comply with the possibly more stringent requirements of the Alterations section of whichever edition of A17.1 is currently in effect. However, this doesn't seem to be the universal understanding of all those who use these Codes. The following question has to do strictly with what A17.1 and A17.3 require (as opposed to what the local jurisdictions that adopt these Codes might be willing to permit).

Question: If a jurisdiction adopts A17.3-2002, which mandates compliance with A17.1-1987, Rules 211.3 through 211.8 as a minimum on all existing elevators (as per A17.3-2002, paragraph 3.11.3), and that same jurisdiction also simultaneously adopts A17.1-2004, then after the effective date of adoption of those Codes

(a) are all existing elevators that do not meet the minimum firefighters' emergency operation requirements listed in A17.3, paragraph 3.11.3 required to have their firefighters' emergency operation upgraded to A17.1-2004, Requirements 2.27.3 through 2.27.8 (as per A17.1-2004, Requirement 8.7.2.28); or

(b) may firefighters' emergency operation on those existing elevators be upgraded to A17.1-1987, Rules 211.3 through 211.8, as referenced in A17.3, paragraph 3.11.3?

Answer:

(a) Yes.

(b) No.

A17 Standards Committee Approval: May 23, 2007

Inquiry 07-09

Subject: Requirement 3.18.3.8

Edition: A17.1 – 2000 including through A17.1b-2003

Background: Requirement 3.18.3.8.3(b) permits the use a protective casing as a means of protection for a cylinder buried in the ground. A common method used is the installation of a PVC casing to surround the cylinder.

Question (1): Is the casing (in this instance a pvc casing) required to protrude above the pit floor?

Answer (1): No. The Code does not require or prohibit the casing to protrude above the pit floor.

Question (2): Is the upper end of the pvc casing required to be closed off and sealed?

Answer (2): No. The Code does not require or prohibit the upper end of the pvc casing to be closed off and sealed.

Question (3): If the answer to #2 above is no, would leaving the upper end open so that the cylinder could be seen and the casing inspected for the presence of water and/or other fluids meet the requirements of 3.18.3.8.2?

Answer (3): Requirement 3.18.3.8.2 is written in performance language and therefore the details of the design are not specified.

A17 Standards Committee Approval: May 23, 2007

Inquiry 07-10

Subject: Requirements 2.11.10.2

Edition: A17.1-2004

Question: Is the required 10 fc at landing sills measured with the doors open?

Answer: The 10 fc is required whether the car doors are open or closed.

A17 Standards Committee Approval: May 23, 2007

Inquiry 07-11

Subject: Requirement 2.27.4.2

Edition: A17.1-2004

Question: (1): If the heat detector is used to shunt trip and remove power from the elevator, is the fire alarm system to provide power to flash fire hat?

Answer (1): There is no requirement to flash the visual signal (fire hat) when there is no power to the elevator.

Question (2): If not, then what provides power?

Answer (2): See response to question #1.

NOTE: See also Inquiry 05-70 (reconsidered).

A17 Standards Committee Approval: May 23, 2007

Inquiry 05-70

Subject: Requirement 2.27.4.2

Edition: A17.1–2004

Question (1): When activated, should a heat detector in the machine room illuminate a visual signal?

Answer (1): Yes, the visual signals in the car shall illuminate intermittently.

Question (2): Should the heat detector interrupt the power supply?

Answer (2): This issue is not addressed by the Code. See 2.8.2.3.2.

Question (3): When referring to 2.27.3.2.1(d), was the (d) a misprint?

Answer (3): No, see Inquiry 04-31. Requirement 2.27.3.2.1(d) has been approved by the ASME A17 Standards Committee for publication in the next edition of A17.1.

A17 Standards Committee Approval: May 10, 2006

Inquiry 05-70 (Reconsideration)

Answer (1): Yes, the visual signals in the car shall illuminate intermittently.

Answer (2): This issue is not addressed by the Code. See 2.8.2.3.2.

Answer (3): The A17 Standards Committee has approved the following wording for the first addenda to ASME A17.1/CSA B44–2007 as follows:

Revise 2.27.3.2.6 as follows:

2.27.3.2.6 *When a fire alarm initiating device in the machine room, control space, control room, or hoistway initiates Phase I Emergency Recall Operation, as required by 2.27.3.2.3 or 2.27.3.2.4, the visual signal [see 2.27.3.1.6(h) and Fig. 2.27.3.1.6(h)] shall illuminate intermittently only in a car(s) with equipment in that machine room, control space, control room, or hoistway.*

Revise the last paragraph of 2.27.4.2 as follows:

When a fire alarm initiating device in the machine room, control space, control room, or hoistway initiates Phase I Emergency Recall Operation as required by 2.27.3.2.3 or 2.27.3.2.4, the visual signal [see 2.27.3.1.6(h) and Fig. 2.27.3.1.6(h)] shall illuminate intermittently only in a car(s) with equipment in that machine room, control space, control room, or hoistway.

A17 Standards Committee Approval: May 23, 2007

Inquiry 07-12

Subject: Requirement 2.27.1.1

Edition: A17.1-2000 including through A17.1b-2003

Background: Requirement 2.27.1.1.1 appears to have eliminated the requirement for an in-car audible signaling device for passenger elevators. This change appears to have taken place with the 2002(a) addenda to the A17.1-2000 code edition. The 2002(a) summary of changes indicates that 2.27.1 was revised in its entirety.

Question: Do passenger elevators installed under the A17.1a-2002 and later editions require an audible signaling device and an illuminated push button to activate the audible signaling device?

Answer: No.

A17 Standards Committee Approval: May 23, 2007

Inquiry 07-15

Subject: Paragraph 2.3

Edition: A17.3-2002

Question: Does Section 2.3 require pit ladders to be installed?

Answer: Means of access is required; however, that means of access does not need to be a permanently installed pit ladder.

A17 Standards Committee Approval: May 23, 2007

Inquiry 07-17

Subject: Requirement 5.1

Edition: A17.1-2000 including addenda through A17.1b-2003

Background: This section establishes the requirements for inclined elevators. There is no reference in this section back to 2.26.4.

Question (1): Are inclined elevators required to conform to 2.26.4.1?

Answer (1): Yes.

Question (2) Are inclined elevators required to conform to 2.26.4.2?

Answer (2): Yes.

Question (3) Are inclined elevators required to conform to 2.26.4.3?

Answer (3): Yes.

Question (4) Are inclined elevators required to comply to 2.26.4.4?

Answer (4): Yes.

The reference to Requirement 2.26.4 is located under the General Requirements 5.1.1 in Requirement 5.1.1.2.

A17 Standards Committee Approval: May 23, 2007

Inquiry 07-20

Subject: Requirement 2.26.2.21, In-Car Stop Switch

Edition: ASME A17.1-2004 including through A17.1a-2005

Question (1): When moving the "In-car Stop" switch from the "STOP" position to the "RUN" position, is the car required to operate at rated speed?

Answer (1): No.

Question (2): If the answer to Question (1) is "No", is the car allowed to proceed to the selected landing at leveling speed?

Answer (2): The Code does not prohibit the stated operation, contingent upon conformance with the requirements of A17.1.

A17 Standards Committee Approval: May 23, 2007

Inquiry 07-21

Subject: Requirement 8.7.3.31.5, Hydraulic Elevator Controllers

Edition: A17.1-2004

An existing three landing hydraulic elevator was installed under A17.1a-1972 Code and has a total travel under 25 feet. The existing elevator was not required to have Phase I or II Firefighters' Service at the time of the original installation and does not have it now. The Authority Having Jurisdiction has adopted the A17.3 Safety Code for Existing Elevators and Escalators.

Question: Does replacing the existing relay logic controller with a new microprocessor based controller in compliance with A17.1-2004, Requirement 8.7.2.31.5 (no change in the type of operation control or motion control) require the altered existing hydraulic elevator to comply with requirements of 3.27 "Emergency Operation and Signaling Devices"?

Answer: No.

A17 Standards Committee Approval: May 23, 2007

Inquiry 07-24

Subject: Rule 1003.3, Inspection and Test Requirements for Altered Installations - Electric Elevators

Edition: A17.1-1996 including through A17.1d-2000

Question: Is full-load testing on standby power operation required at acceptance on an existing installation where the controller(s) was replaced as part of an alteration, but no alterations were made to the standby power system?

Answer: No. Also see question (2) of Inquiry 90-59.

A17 Standards Committee Approval: May 23, 2007

Inquiry 07-29

Subject: Requirements 2.27.8

Edition: A17.1-2007

Question: Is the bitting code to be read clockwise or counterclockwise?

Answer: It is the intent that the key shall be of a tubular, 7 pin, style 137 construction and shall have a bitting code of 6143521 starting at the tab sequenced clockwise as viewed from the barrel end of the key. See attached figure.

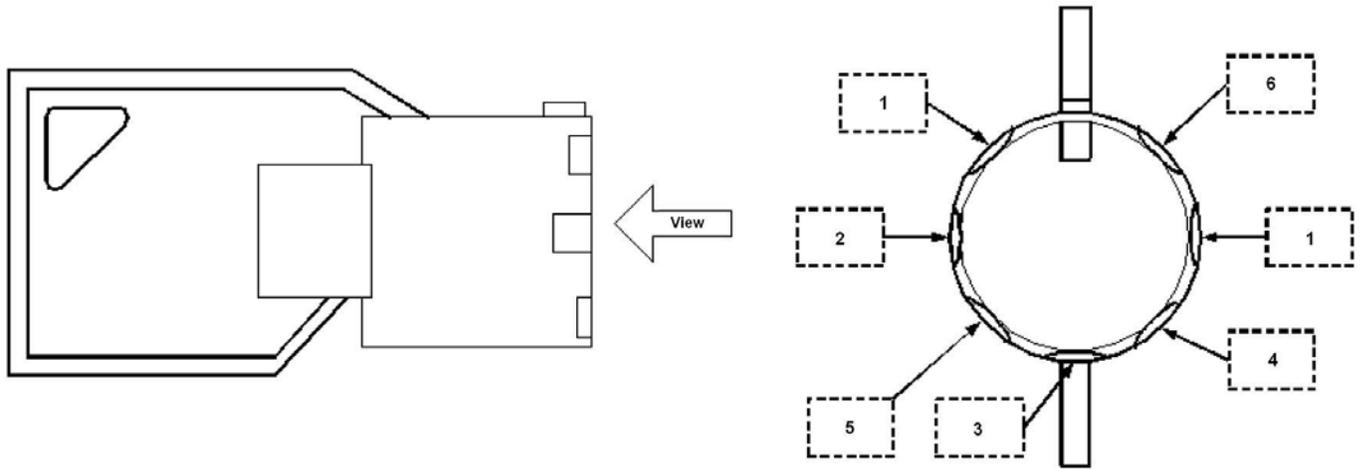


Figure 2.27.8 FEO-K1

View into the barrel of key showing bitting code

A17 Standards Committee Approval: May 23, 2007

Interpretations Approved at the September 2007 A17 Standards Committee Meeting

Inquiry: 04-31

Subject: Requirement 2.27.3.2.6, Heat Detectors

Edition: A17.1–2004

Background: Requirement 2.27.3.2.6 states that, when activated, heat detector [2.27.3.2.1(d)] in the machine room shall cause the visual signal [see 2.27.3.1.6(h) and Fig. 2.27.3.1.6(h)] to illuminate intermittently only in a car(s) with equipment in that machine room.

Question (1): What are the required location(s) of the heat detectors that apparently should have been listed in 2.27.3.2.1(d) (e.g., machine room, hoistway, at each floor, etc.)?

Answer (1): There are no required locations for heat detectors in A17.1.

Question (2):

(a) Are these heat detectors required or permitted?

(b) Would a heat detector be required or permitted in a machine room without sprinklers?

Answer (2):

(a) Heat detectors are not required or prohibited.

(b) Heat detectors are not required or prohibited.

Question (3): Does the machine room heat detector that should have been listed in 2.27.3.2.1(d) necessarily cause the machine room sprinklers to activate, and if so, would not this also cause the main line power supply to be automatically disconnected, in accordance with 2.8.2.3.2, thereby preventing any type of response from the elevator?

Answer (3): This is outside the scope of A17.1.

Question (4): Assuming that the machine room heat detector that should have been listed in 2.27.3.2.1(d) does not cause the main line power supply to be automatically disconnected or the machine room sprinklers to activate, if this machine room heat detector activates but the smoke detector does not, aside from the requirement to flash the fire hat, how should the elevator respond (e.g., should it complete a Fire Phase I return, stop at the next floor and remain stopped, continue on normal operation, other)?

Answer (4): This is outside the scope of the current Code requirements.

A17 Standards Committee Approval: January 27, 2005

Inquiry 04-31 (Reconsideration):

Answer (1): The reference to 2.27.3.2.1(d) was originally intended to correlate with a requirement that was not approved for publication. There are no required locations for heat detectors in A17.1.

Answer (2a): See answer to 1.

Answer (2b): See answer to 1.

Answer (3): See answer to 1.

Answer (4): See answer to 1.

A17 Standards Committee Approval: September 26, 2007

Inquiry: 05-57

Subject: Requirement 2.27.3.2.6

Edition: A17.1–2004

Question (1): The last sentence states, “When activated, heat detector [2.27.3.2.1(d)] in the machine room shall cause the visual signal...”, etc. Should not the word “heat detector” be replaced with “fire alarm initiating device” so that a smoke detector installed in the machine room for the purpose of initiating Phase I Emergency Recall Operation, would cause the same action to occur?

Answer (1): No. See Inquiry 04-31.

Question (2): Should not the referenced part [2.27.3.2.1(d)] actually be [2.27.3.2.1(b)]?

Answer (2): No. Requirement 2.27.3.2.1(d) has been approved by the ASME A17 Standards Committee for publication in the next edition of A17.1.

A17 Standards Committee Approval: May 10, 2006

Inquiry 05-57 (Reconsideration)

Answer (1): No. See revised responses to Inquiry 04-31.

Answer (2): The reference to 2.27.3.2.1(d) was originally intended to correlate with a requirement that was not approved for publication.

A17 Standards Committee Approval: September 26, 2007

Inquiry 06-25a

Subject: Requirement 2.7.3.3.4, Access to Machine Rooms and Machinery Spaces

Edition: ASME A17.1-2000

Background:

Inquiry 06-25

Subject: Requirement 2.7.3.3.4, Access to Machine Rooms and Machinery Spaces

Edition: ASME A17.1-2000

Question (1): Would a noncombustible, permanently installed, alternating tread stair (defined as a device that has a series of steps between 50 and 70 degrees from horizontal, usually attached to a center support rail in an alternating manner so that the user does not have both feet on the same level at the same time) at a maximum inclination of 60 degrees with railings complying with requirement 2.10.2.1 through 2.10.2.3, comply with requirement 2.7.3.3.4?

Answer (1): No.

Question (2a): Regarding stairs, must access to machine rooms and machinery spaces be by traditional, straight-run "7-11" stair?

Answer (2a) The stair riser and run of stair treads are not addressed in A17.1.

Question (2b): Do other types of noncombustible, permanently installed stairs constructed in accordance with a local building code and the inclination and railing requirements of A17.1 comply with requirement 2.7.3.3.4?

Answer (2b) Yes.

A17 Standards Committee Approval: September 20, 2006

Question (1): What part or parts of the stair described in Inquiry 06-25, Question 1 do not comply with Section 2.7.3.3.4, A17.1?

Answer (1): The alternating tread device described is not a stair.

Question (2): Is an "alternating tread stair" permitted to access a machine room or machinery space?

Answer (2): No.

A17 Standards Committee Approval: September 26, 2007

Inquiry 06-45

Subject: Requirement 2.7.3.5, Stop Switch for Machinery Spaces or Control Spaces
Requirement 2.26.2.5, Emergency Stop Switch

Edition: ASME A17.1-2004 including through A17.1s-2005

Background: If in an MRL passenger elevator (Machine room less) the access is through the car to the machinery space (cases similar to where safety gear gets engaged on top floor).

Question (1): Is an EMERGENCY STOP switch required in car for Passenger Elevator?

Answer (1): No. An emergency stop switch is not permitted in Passenger Elevator cars.

Question (2): If not, would it not be unsafe to access the machinery space through the Car? Does the code address this?

Answer (2): See Requirement 2.7.5.1.4.

A17 Standards Committee Approval: September 26, 2007

Inquiry 06-48a

Subject: Requirement 5.3.1.16.2(i), Driving Machines, General Requirements, Manual Operation

Edition: ASME A17.1 – 2000

Background:

Inquiry 06-48

*Subject: Requirement 5.3.1.16.2(i), Driving Machines, General Requirements, Manual Operation
Edition: ASME A17.1 – 2000*

Background: This rule states "Private residence elevators shall be arranged for manual operation in case of power failure."

Question (1): Does A17.1-2000 require that the manual operating device be capable of moving the rated load?

Answer (1): Yes. The manual operating device must be capable of moving the car under any loading condition up to and including rated load.

Question (2): Does A17.1-2000 have a limit on the amount of force needed to move the car with the manual operating device?

Answer (2): No.

Question (3): Does A17.1-2000 require the manual operating device be capable if moving the car in both up and down directions?

Answer (3): No.

Question (4): For private residence elevators is manual operation only in the down direction permitted on non-counterweighted elevators per A17.1-2000?

Answer (4): Yes.

Question (5): For private residence elevators that are counterweighted does A17.1-2000 permit movement of the car in either direction during manual operation?

Answer (5): Yes.

Question (6): Does releasing of the brake only, meet the requirements of A17.1-2000 for manual operation on a counterweighted private residence elevator?

Answer (6): No.

A17 Standards Committee Approval: January 24, 2007

Question: If the elevator has a backup power source (such as a UPS or emergency generator) capable of powering the driving machine motor so that it can move the car during loss of utility company power, does it still need to be arranged for manual operation?

Answer: Yes.

A17 Standards Committee Approval: September 26, 2007

Inquiry 06-49

Subject: Section 8.7

Edition: ASME A17.1-2000

Question: Alterations are made to an existing traction elevator and include removal of existing car enclosure followed by installation of a new enclosure (slightly larger), and removal of analog door operator for installation of new closed loop operator. Car door panels and associated hardware will also be replaced. Hoistway doors and associated hardware will not be modified. Per requirement 8.7.2.14.1, would this alteration also require the contractor to install door restrictor devices as detailed in requirement 2.12.5?

Answer: No, unless authority having jurisdiction (AHJ) requires compliance with A17.3.

A17 Standards Committee Approval: September 26, 2007

Inquiry 07-04

Subject: Part IX, Moving Walks

Edition: A17.1-1996

Question (1): Is Part IX intended to exclude allowing carts on the inclined walk with passengers where the cart wheel is specifically designed for use on the walk?

Answer (1): Yes. This edition with the words "Passengers Only" does not allow wheeled carts regardless of whether the cart was designed for the moving walk. This was further clarified by the "no wheeled cart" symbol on the caution sign in the 2000 code.

Question (2): Does A17.1 have another part more applicable to inclined walks where passengers and carts travel together?

Answer (2): No.

A17 Standards Committee Approval: September 26, 2007

6.9 Inquiry 07-13

Subject: Requirements 2.27.3.3.7; 8.7.2.28; and 8.7.3.31.8

Edition: A17.1-2004 including through A17.1a-2005

Question (1): 2.27.3.3.7 specifies that the switches, buttons, visual signal and operating instructions contained in the FIREFIGHTERS' OPERATION Panel are to be grouped together at the top of a main car operating panel behind a locked cover. Does this mean that these devices have to be located above the car operating panel or could they be grouped at the side of the panel if necessary to keep the buttons and switches located no more than 1800 mm. above the floor?

Answer (1): The definition of Car Operating Panel is not addressed in the Code. The area outlined in the diagram is not the only possible arrangement. The current requirement does not prohibit the entire car front (as shown in the diagram) from being considered to be the car operating panel.

Question (2): During an alteration, if Firefighters Emergency Operation is added to or altered on an elevator where the top of the Car Operating Panel is 1800 mm above the floor, could the FIREFIGHTERS' OPERATION Panel be installed at the side of the panel, if necessary, to keep the buttons and switches located no more than 1800 mm. above the floor? See drawing for possible arrangement.

Answer (2): See answer to (1).

A17 Standards Committee Approval: September 26, 2007

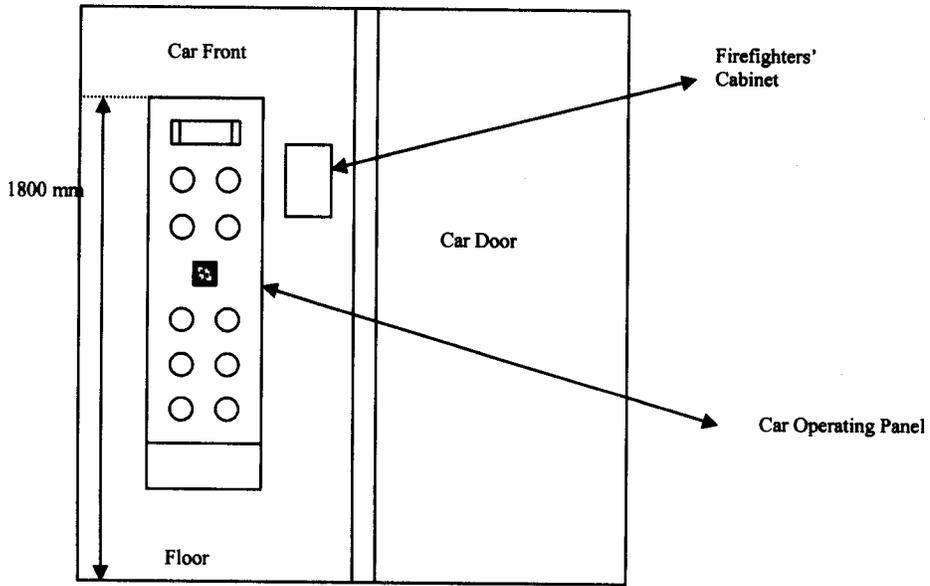


Figure for Inquiry 07-13

Inquiry 07-14

Subject: Requirement 6.1.3.15 Escalators

Edition: ASME A17.1-2000 including addenda through A17.1b-2003

Background: Requirement 6.1.3.15 states that "Permanent provisions shall be made to prevent accumulation of water in the pit. Drains and sump pumps, where provided, shall comply with 2.2.2.4."

Question (1): Does 6.1.3.15 permit a means other than sump pumps and drains?

Answer (1) Yes.

Question (2) Would a means that allowed water to accumulate in the pit so it could be pumped out (after removing the lower landing plate), as needed by a pump meet the requirements of 6.1.3.15?

Answer (2) No.

Question (3) Would a means that allowed water to automatically flow from the pit to a storage reservoir outside the pit area so it could be pumped out as needed by a portable pump meet the requirements of 6.1.3.15?

Answer (3) The disposal of water collected outside the pit is beyond the scope of the Code.

A17 Standards Committee Approval: September 26, 2007

Inquiry 07-16

Subject: Requirement 2.7.3.3, Means of Access

Edition: A17.1-2000

Question: Is a 60 degree stair allowed to access an elevator equipment room at the roof level of a building?

Answer: Yes, see Requirement 2.7.3.3.4.

A17 Standards Committee Approval: September 26, 2007

Inquiry 07-19

Subject: Requirements 2.27.3.3.1(m), Phase II Emergency In-Car Operation

Edition: A17.1-2004 including through A17.1a-2005

Question (1): Testing the "STOP" switch located behind the locked cover in Fig. 2.27.3.3.7, when the "STOP" switch is moved from the " STOP " position back to the "RUN" position, is the elevator car required to operate at rated speed when a car call is initiated?

Answer (1): No.

Question (2): If the answer to question (1) is "No," is the elevator allowed to operate at leveling speed when the " STOP" switch is moved from the " STOP" to the "RUN" position when a car call is initiated?

Answer (2): The Code does not prohibit the stated operation, contingent upon conformance with the requirements of A17.1.

A17 Standards Committee Approval: September 26, 2007

Inquiry 07-25

Subject: Requirement 2.12.5, Restricted Opening of Hoistway or Car Doors

Edition: A17.1-2004

Question: Does Requirement 2.12.5 apply when the car is in the blind portion of a hoistway, the car doors normally restricted when the car is outside the unlocking zone and fascia is provided that conforms with Requirements 2.11.10 and 2.5.1.5?

Answer: Yes.

A17 Standards Committee Approval: September 26, 2007

Inquiry 07-26

Subject: Rule 201.4a, Oil Buffer Stroke

Edition: A17.1-1996 including through A17.1d-2000

Question: Does Rule 201.4a(2) mean that we cannot reduce the stroke by more than 33.3% or to less than 33.3% of the required stroke?

Answer: For speeds 800 ft/min or more, the stroke used shall not be less than 33 1/3% of the minimum stroke, but not less than 18 in. as specified in 201.4a. See also Inquiry 05-20.

A17 Standards Committee Approval: September 26, 2007

Inquiry 07-27

Subject: Requirements 2.27.3.3, Phase I1 Emergency In-Car Operation

Edition: A17.1-2004

Question: When the car stops at a floor on Fire Phase II, is it permissible for the doors to relax just enough so that they may no longer be seen as fully closed by the control system, thereby requiring the firefighter to press the door close button before the car will either

- a) accept, or
- b) respond to

a new car call, even though the doors were never deliberately opened in the first place?

Answer: a) No.
b) No.

A17 Standards Committee Approval: September 26, 2007

Inquiry 07-34

Subject: Requirement 2.25.4.2, Emergency Terminal Stopping Device

Edition: A17.1-1996 Rule 209.4b
A17.1-2004, 2.25.4.2

Background: The ETSD must remove power from the driving machine motor and brake “*should the normal stopping means and the normal terminal stopping device fail to cause the car to slow down at the terminal as intended*”.

Question (1): Does this mean that the ETSD must stop an elevator traveling downward before the final terminal stopping device is actuated?

Answer (1): No.

Question (2): Does this mean that the ETSD must stop an elevator traveling upward before the final terminal stopping device is actuated?

Answer (2): No.

Question (3): If a buffer switch [Rule 201.4(e)(3)] is provided, does this mean that the ETSD must stop an elevator traveling downward before the car buffer switch is actuated?

Answer (3): No.

Question (4): If a buffer switch [Rule 201.4(e)(3)] is provided, does this mean that the ETSD must stop an elevator traveling upward before the counterweight buffer switch is actuated?

Answer (4): No.

A17 Standards Committee Approval: September 26, 2007

Inquiry 07-35

Subject: Rule 1206.8

Edition: A17.1-1996

Question: Where any type of oil buffers are used, and where no practical difficulties exist in achieving a 6" minimum runby, is it required to shorten or replace the ropes if there is less than 6" of runby, but more than 0" of runby (i.e., there is no contact with the buffer), when the car is at the terminal landings?

Answer: No, provided you meet the remainder of the requirements in Rule 1206.8.

A17 Standards Committee Approval: September 26, 2007

Inquiry 07-36

Committee: Editorial

Subject: Requirement 1.2 and Section 9

Edition: A17.1-2007

Question: Requirement 1.2 makes reference to ASME A17.7/CSA B44.7, however Requirement 9.1 does not list ASME A17.7/CSA B44.7 as a referenced document. Was this an oversight?

Answer: Yes, this was an oversight. It was intended that ASME A17.7/CSA B44.7 be included as a listed reference in A17.1-2007. The following editorial correction has been approved to Section 9.1 of the A17.1-2007/CSA B44-07 to be effective immediately.

Add to Section 9.1:

Designation	Standard	Publisher	Applicable to
ASME A17.7/CSA B44.7 (latest edition)	Performance-based safety code for elevators and escalators	ASME, CSA	US, Canada

A17 Standards Committee Approval: September 26, 2007

Reconsideration of Inquiry 06-46

Inquiry 06-46

Subject: Requirement 6.1.6.10.2

Edition: ASME A17.1-2004 including through A17.1a-2005

Background:

6.1.6.10.2 requires that the removal of power from the driving-machine motor and brake shall not be solely dependent on software-controlled means. It has been suggested that only the stopping or removal of power is required to meet this requirement and that there is no such restriction for the starting or application of power to the driving machine motor and brake. Removal of power could also be interpreted to mean prevent or stop power from reaching the motor or brake. An Electrical Protective Device is also used to prevent the driving-machine motor from starting or the brake from lifting. Starting of the escalator implies all modes of operation, both automatic and inspection.

Question (1): Does 6.1.6.10.2 permit implementation of redundancy by a software system to satisfy the requirements of 6.1.6.10.1(a), solely by software-controlled means?

Answer (1): 6.1.6.10.2 is not the relevant requirement for escalator starting. 6.1.6.10.1(a) does not allow a single software system failure to permit the escalator to start.

Question (2): Is it permissible to be solely software dependent for the emergency stop button while the escalator is stopped to prevent the escalator from starting?

Answer (2): Yes, as long as 6.1.6.10.1(a) is complied with.

A17 Standards Committee Approval: May 23, 2007

Inquiry 06-46 (Reconsideration)

Question 1: Does 6.1.6.10.2 permit implementation of redundancy by a software system to satisfy the requirements of 6.1.6.10.1(a), solely by software-controlled means?

Answer 1: No. Sole dependency on multiple software systems redundant to one another to prevent starting is not permitted by 6.1.6.10.2

Question 2: Is it permissible to be solely software dependent for the stop switch in inspection controls (6.1.6.3.15) while the escalator is stopped to prevent the escalator from starting?

Answer 2: No.

A17 Standards Committee Approval: September 26, 2007

Interpretations Approved at the January 2008 A17 Standards Committee Meeting

Inquiry 06-52

Subject: Rule 111.7c

Edition: ASME A17.1-1996 including through A17.1a-1997

Background: The opening paragraph of 111.7c states that the operation of the hoistway access switch shall permit movement of the car at the landing with the hoistway door unlocked or not in the closed position, and with the car door or gate not in the closed position, subject to the conditions listed in the 8 paragraphs that follow the opening paragraph. Rule 111.7c(8) states that the access switch shall only control the movement of the car within the zone specified in Rule 111.7c(6) or 111.7c(7).

Question (1): Considering that the introductory paragraph is only talking about moving the car with open doors, and assuming the upper access switch is located at the top landing, are either of the following actions prohibited?

(a) moving the car in the down direction with all hoistway doors closed using the bottom access switch, even though the car is already away from the bottom landing to begin with (i.e., the car is positioned in the hoistway so that the bottom of the toe guard is well above the bottom landing's hoistway entrance header)?

(b) moving the car in the up direction with all hoistway doors closed using the top access switch, even though the car is already away from the top landing to begin with (i.e., the car is positioned in the hoistway so that the car is a significantly greater distance below the top landing than the height of the car crosshead above the car platform)?

Answer (1): The use of the access switch with the doors locked and in the closed position is not addressed by the code.

Question (2): Considering that Rule 111.7c(6) is talking about limiting the movement of the car at the lowest landing in the up direction, and Rule 111.7c(7) is talking about limiting the movement of the car in either direction at an upper access landing, and assuming the upper access switch is located only at the top landing, are either of the following actions prohibited?

(a) moving the car in the down direction with the bottom hoistway door open using the bottom access switch, even though the car is already away from the bottom landing to begin with (i.e., the car is positioned in the hoistway so that the bottom of the toe guard is well above the bottom landing's hoistway entrance header)?

(b) moving the car in the up direction with the top hoistway door open using the top access switch, even though the car is already away from the top landing to begin with (i.e., the car is positioned in the hoistway so that the car is a significantly greater distance below the top landing than the height of the car crosshead above the car platform)?

Answer (2): Movement is permitted with the doors unlocked only in the zones specified by Rules 111.7c(6) and (7). See Rule 111.7c(8).

A17 Standards Committee Approval: January 16, 2008

Inquiry 07-18

Subject: Requirement 2.12.4, Listing/Certification Door Locking Devices and Door or Gate Requirement 2.26.4.2

Edition: A17.1-2004 including addenda A17.1a-2005

Question (1): Are elevator car door electric contact switches required to have the CSAB44.1/ASME A17.5 label designation on each device?

Answer (1): No. See 2.26.4.2 of A17.1a-2005 and Clause 1.1(e) of CSA B44.1-04/ASME A17.5-2004. Also, see 2.12.4.3 for the required labeling.

Question (2): Are hoistway limit switches required to have the CSA-B44.1/ASME A17.5 label designation on each device?

Answer (2): Yes, if not listed/certified and labeled/marked according to another product safety standard or Code. See 2.26.4.2 of A17.1a-2005 and Clause 1.1(e) of CSA B44.1-04/ASME A17.5-2004.

A17 Standards Committee Approval: January 16, 2008

Inquiry 07-23

Subject: Requirement 8.9, Code Data Plate

Edition: A17.1-2000 including through A17.1b-2003

Background: This section establishes the requirement for a code data plate. Based on the contents of 8.9.1 and 8.9.2, I have several questions.

Question (1): There are multiple elevators located in a machine room. The elevators are all of the same vintage and are required to comply with the exact same code rules and/or requirements. Does either 8.9.1 or 8.9.2 require a code data plate for each individual elevator in a common machine room, or will a single data plate that identifies the code edition(s) applicable to all elevators provide compliance?

Answer (1): No. Each individual elevator is required to have a code data plate.

Question (2): If there are different code editions that apply to one or more elevators in a common machine room, would a single code data plate that identifies the code editions applicable to each individual elevator provide compliance?

Answer (2): See response to Answer (1).

A17 Standards Committee Approval: January 16, 2008

Inquiry 07-33

Subject: Requirement 2.12.6.2.4 and Requirement 8.1.1(c)

Edition: A17.1-2000 through A17.1b-2003

Background: Requirement 2.12.6.2.4 states "The operating means for unlocking the door shall be Group 1 Security (see 8.1). The operating means shall also be made available to emergency personnel during an emergency". Requirement 8.1.1(c) states " Keys shall be kept on the premises in a location readily accessible to the personnel in the assigned group, but not where they are accessible to the general public".

Question: Is the operating means for the hoistway door unlocking device required to be kept on the premises?

Answer: Yes.

A17 Standards Committee Approval: January 16, 2008

Inquiry 07-36

Subject: Requirement/Rule: 6.1.6.3.2, 6.1.6.3.3, 6.1.6.3.4, 6.1.6.3.8, 6.1.6.3.10, 6.1.6.3.11, 6.1.6.3.13, 6.1.6.3.15, 6.1.6.3.16, 6.1.6.4, 6.1.6.5, 6.1.6.14; the equivalent requirements for moving walks; the definition of manual reset, escalator and moving walk; and equivalent rules in A17.1-1996 thru A17.1d-2000

Edition: ASME A17.1-2004, A17.1-2000 thru A17.1b-2003 and A17.1-1996 thru A17.1d-2000

Background: Inquiry 06-08 asked if momentary activation of any escalator or moving walk manual reset safety devices require a manual reset. The answer was "No", along with another sentence that indicated that a manual reset is only required if the escalator or moving walk is stopped by the activation of a manual reset safety device.

Question: Is it permitted for an escalator or moving walk to start if any manual reset safety device is continuously activated?

Answer: No. The escalator is not permitted to start if it is stopped by the actuation of any safety device while that device remains tripped.

A17 Standards Committee Approval: January 16, 2008

Inquiry 07-37

Subject: Requirement 2.27.3.2.5

Edition: ASME A17.1a- 2005

Question (1): The car is recalled to the alternate level by activation of the fire alarm initiating device. Then the Phase I key switch(es) is used to recall the car to the designated level. Then the Phase I key switch(es) is returned to the "OFF" position. Is the car required to

- (a) remain at the designated level; or
- (b) return to the alternate level?

Answer (1a): Yes.

Answer (1b): No.

Question (2): The car is recalled to the alternate level by activation of the fire alarm initiating device, which remains active. Then the Phase I key switch(es) is used to recall the car to the designated level. The fire recall switch is turned to the "RESET" position and then to the "OFF" position. Note: In the case where there is an additional 2-position switch, it is assumed that it is in the "OFF" position. Is the car required to

- (a) remain at the designated level; or
- (b) return to the alternate level?

Answer (2a): Yes, as the elevator system cannot be removed from Phase I as long as a fire alarm initiating device is active.

Answer (2b): No.

A17 Standards Committee Approval: January 16, 2008

Inquiry 07-38

Subject: Rule 107.1b

Edition: A17.1 – 1996

Question: Where spring-return type oil buffers are used, and where no practical difficulties exist in achieving a 6" minimum runby, is it permitted to have less than 6" of runby, without making contact with the buffer, when the car is at the terminal landing?

Answer: Yes. Rule 107.1b(1)(b) is applicable without regard to practical difficulties.

A17 Standards Committee Approval: January 16, 2008

Inquiry 07-40

Subject: Requirement 8.11.4.2.19

Edition: A17.1-2004

Background: Requirement 8.10.4.1.1(t) requires that all new escalators be tested at acceptance for conformance with the step/skirt performance index requirements of 8.6.8.3. Requirement 8.6.8.3 requires all existing escalators to be maintained to the applicable step/skirt performance index requirements.

8.11.4.2.19 requires testing to verify that the skirt/step performance index “conforms to the requirements in 8.6.8.3”. However, 8.11.1.2 (*Applicability of Inspection and Test Requirements*) indicates that the inspections and tests in 8.11.2 through 8.11.5 are to determine that existing equipment conforms with the following:

- (a) *the code at the time of installation*
- (b) *the code effective as applicable to and for each alteration*
- (c) *the ASME A17.3 Code, if adopted by the authority having jurisdiction*

Assuming A17.3 is not applicable:

Question: If an escalator was installed to a code that did not require conformance with the step/skirt performance index requirements does 8.11.4.2.19 require that escalator to be tested for conformance with the step/skirt performance index requirements?

Answer: Yes. Also see requirement 8.6.1.3 and 1.1.3.

A17 Standards Committee Approval: January 16, 2008

Inquiry 07-41

Subject: Requirements 8.10.4.1.1(t) and 8.11.4.2.19

Edition: A17.1-2004

Question: Requirement 8.10.4.1.1(t) requires that all new escalators be tested at acceptance for conformance with the step/skirt performance index requirements of 6.1.3.3.7 and 8.6.8.3. Since 8.10.4.1.1(t) is performed during an acceptance test, what is the significance of the reference to 8.6.8.3?

Answer: None.

A17 Standards Committee Approval: January 16, 2008

Interpretations Approved at the May 2008 A17 Standards Committee Meeting

Inquiry 07-22

Subject: Requirement 2.14.1.7.1 Railing and Equipment on Top of Cars

Edition: A17.1-2000 including addenda A17.1b-2003

Background: 2.14.1.7.1 states: "A standard railing conforming to 2.10.2 shall be provided on the outside perimeter of the car top on all sides where the perpendicular distance between the edges of the car top and the adjacent hoistway enclosure exceeds 300 mm (12 in.) horizontal clearance."

Question (1): Does 2.14.1.7.1 require a railing on the car top for elevators in unenclosed hoistways?

Answer (1): Yes, that is the intent.

Question (2): Does 2.14.1.7.1 require a railing completely around the car top when the distance from the car top to the hoistway enclosure exceeds 12 inches on only one side?

Answer (2): No.

A17 Standards Committee Approval: May 7, 2008

Inquiry 07-32

Subject: Requirement 8.11.1.6, Test Tags

Edition: A17.1-1996 including through A17.1d-2000

Background: The requirement states that the test tags must be metal. The code does not specify the thickness, weight, or other specifications regarding the metal.

Question: Does requirement 8.11.1.6 prohibit materials other than metal from being incorporated in or made a part of the metal test tag?

Answer: No.

A17 Standards Committee Approval: May 7, 2008

Inquiry 07-39

Subject: Requirements 8.10.4.1.1(p) and 8.11.4.2.20

Edition: A17.1-2004

Background: Requirements 8.10.4.1.1(p) and 8.11.4.2.20 require that "*Loaded gap measurements shall be taken at intervals not exceeding 300 mm (12 in.) in transition region (6.1.3.6.5) and before the steps are fully extended*". Requirement 6.1.3.6.5 pertains to the flat escalator steps.

Question: Does the code require that the loaded gap be measured along the incline?

Answer: Yes, 6.1.3.3.5 requires that the loaded gap dimension along the whole length of the escalator be maintained. The loaded gap in the incline is measured as part of the step/skirt performance index. Refer to 8.6.8.2 and 8.6.8.3.

A17 Standards Committee Approval: May 7, 2008

Inquiry 07-42

Subject: Requirement 3.7.1

Edition: A17.1 – 2007

Question: Assuming proper signage is provided per code, on a roped hydraulic elevator would the car frame rail safeties meet the requirement referred to in 2.7.6.3.4(a) as a means to prevent car movement when servicing the over speed governor which is in the hoistway?

Answer: Yes, provided the safety is set prior to servicing and the car is not counterweighted to cause the car to ascend.

A17 Standards Committee Approval: May 7, 2008

Inquiry 07-43

Subject: Rule 301.10 (and Rule 207.8 per reference)

Edition: A17.1-1996 including through A17.1c-1999

Question: In which instances should the 125 percent capacity be applied in the design process, assuming that the elevator in question is a passenger hydraulic, advice for each instance below whether or not the 125 percent capacity factor should be used.

- a) Rule 1301.1a: for the formula symbol "W" should rated load or 1.25 times rated load be used?
- b) Rule 1302.1: for the formula symbol "W" should the allowable gross weight include the rated capacity or 1.25 times the rated capacity?
- c) Rules 1302.2 and 1302.4: for the formula symbol "p" should the (maximum) working pressure include the rated capacity or 1.25 times the rated capacity?
- d) Rule 1303.1c(3)(a): should rated load be multiplied by 1.25?
- e) Rule 1303.1d(1)(a): for the formula symbol "W" should rated load or 1.25 times rated load be used?
- f) Rule 212.3: should formula symbol "W" include rated capacity or 1.25 times rated capacity?
- g) Rule 1308.2: should formula symbol "W" include the rated capacity or 1.25 times the rated capacity?
- h) Rule 2403.2: for formula symbol "W" should rated load times .4 or rated load times .4 times 1.25 be used?
- i) Rule 2403.3: should rated capacity times .4 or rated capacity times .4 times 1.25 be used?
- j) Rule 2403.7: should rated load times .4 or rated load times .4 times 1.25 be used?
- k) Table 2403.7: should formula symbol "W" include rated capacity times .4 or rated capacity times .4 times 1.25?
- l) Rule 2403.9: should formula symbol "W" include rated capacity times .4 or rated capacity times .4 times 1.25?
- m) Rule 2405.2(a): should load include rated capacity times .4 or rated capacity times .4 times 1.25?
- n) Rule 2410.3: should formula symbol "W" include rated capacity times .4 or rated capacity times .4 times 1.25?
- o) Rule 2410.6: should rated load be multiplied by 1.25?
- p) Rules 2411.1a(1)(b) and 2411.1b(1)(b): should formula symbol "W" include rated capacity times .4 or rated capacity times .4 times 1.25?
- q) Rules 2411.2a(2) and 2411.2b(2) should formula symbol "W" include rated capacity times .4 or rated capacity times .4 times 1.25?

Answer: Rule 207.8 stands on its own and is not applicable to the remainder of the design rules. Rule 207.8 does not affect any of the design parameters cited in above questions. For design parameters the requirements are as stated and the factors of safety are sufficient to take care of the 1.25 times rated load indicated in Rule 207.8.

A17 Standards Committee Approval: May 7, 2008

Inquiry 07-45

Subject: Requirement 2.27.3.1.6

Edition: ASME A17.1 – 2000 including through A17.1b-2003

Background: The fire alarm initiating device at the designated landing is activated. The elevator is recalled to the alternate recall level. The car is parked at the alternate recall level with the doors open and all electrical protective devices are in the run position. The fire alarm initiating device at the designated landing remains in the alarm condition. The inspector enters the designated landing and turns the Phase I key switch (in this example there is only the Phase I switch and it is located within sight of the entrance of all elevators in that group) directly to the "ON" position. All cars in that group then close the doors and proceed to the designated landing and park with the doors open.

Question (1): Is the operation described above a requirement of 2.27.3.1.6?

Answer (1): Yes.

Question (2): If the answer to (1) above is no, is the operation described above permitted by 2.27.3.1.6?

Answer (2): See response to (1).

A17 Standards Committee Approval: May 7, 2008

Inquiry 07-47

Subject: Requirements 2.27.3.1.6(n) and 2.27.3.3.1(n)

Edition: ASME A17.1 – 2007

Question (1): An elevator is standing at the recall level on normal automatic service, the mainline disconnect is on, and city power has just failed. The car is equipped with an alternate source of power. Phase I Fire Service is then activated. Since the car is already at the recall level, no power is needed to move it there, but the car may not be able to serve other floors.

- a) Should the doors open and then reclose after 15 seconds (consistent with 3.27.1(c) and 2.27.3.1.6)?
- b) Should the doors open and remain open (consistent with the rest of 2.27.3.1.6)?
- c) Should the visual signal be extinguished?

Answer (1)(a) No.

Answer (1)(b) Yes.

Answer (1)(c) No.

Question (2): An elevator is on Phase II HOLD away from the recall level, the mainline disconnect is on, and city power has just failed. The car is equipped with an alternate source of power that is not sufficient to move the elevator to all landings.

- a) Should the in-car visual signal extinguish, or remain on until the Phase II key is moved to the ON position?
- b) Should the doors close after 15 seconds or remain open?

Answer (2)(a) The in-car visual signal remains on until the Phase II key is moved to the ON position.

Answer (2)(b) The doors should remain open.

A17 Standards Committee Approval: May 7, 2008

Inquiry 07-48

Subject: Requirements 2.27.3.3.1(m), Firefighters' Stop Switch

Edition: ASME A17.1 – 2004

Question: If the firefighters' stop switch is turned to the "STOP" position during Fire Phase II when the car is between floors (but not in the leveling zone), when the switch is returned to the "RUN" position and the firefighter enters a call for a floor below the elevator's current position, is it permitted for the car to first correct to the floor above its current location before answering that call?

Answer: Not addressed by the code.

A17 Standards Committee Approval: May 7, 2008

Inquiry 07-49

Subject: Requirement 8.4.10.1.3(f), Elevator Operation during Earthquake Emergency Operation)

Edition: ASME A17.1-2000, including through A17.1a-2002 and A17.1b-2003

Background: According to 8.4.10.1.3(f), an elevator shall be permitted to be operated at a speed of not more than 150 fpm, provided that the counterweight displacement switch is of the continuously monitoring type and is not activated; the status of the seismic switch is not addressed at all in this paragraph.

Question: Is it permissible to operate the elevator at a speed of not more than 150 fpm if the seismic switch is activated, provided that the counterweight displacement switch is of the continuously monitoring type and is not activated (assume that the car has already completed the shut down at the floor as required)?

Answer: Yes

A17 Standards Committee Approval: May 7, 2008

Inquiry 07-50

Subject: Requirements 2.2.4.1, 2.2.4.2, & 2.2.6 (Pit access, ladders and stop switches in pits)

Edition: ASME A17.1-2000, including through A17.1-2007

Question (1): When requirement 2.2.4.2 uses the term pit can it mean the large combined pit of a hoistway containing multiple elevators?

Answer (1): No.

Question (2): Does the term pit only mean the portion of the multiple hoistway related to an individual elevator?

Answer (2): Yes.

Question (3): When 2.2.6.1 gives the stop switch requirements for access to multiple pits through a single access door, can this single door be one of the entrances at the lowest landing even when the other elevators have their lowest landing entrance at the same elevation?

Answer (3): No.

Question (4): Is there ever a need for more than one pit ladder in a bank of two or more elevators that share a common pit (assuming pit floors at same elevation and access to each elevator pit can be from the adjacent pit in the multiple hoistway)?

Answer (4): Yes. See 2.2.4.2.

A17 Standards Committee Approval: May 7, 2008

Inquiry 07-51

Subject: Requirement 8.4.5.2.2 and Figure 2.23.3, Car Frames and Platforms - Design of Car Frames, Guide Members, and Position Restraints

Edition: ASME A17.1-2007

Question 1: In the last sentence of this rule, is the term, "side running face of the rail" the same as:

(a) Dimension "D" as shown in Figure 2.23.3, Elevator Guide Rail?

(b) That portion of the side face of the rail that is taken up by the guiding device, whether roller guide or guide shoe?

Answer (1)(a): Yes.

Answer (1)(b): No.

A17 Standards Committee Approval: May 7, 2008

Inquiry 08-01

Subject: Requirements 6.1.6.14 and 6.2.6.13

Edition: A17.1-2000 including A17.1b-2003

Question 1: Is an escalator or walk in violation of A17.1 code if a manual reset requirement is not generated when a manual reset EPD (Electrical Protective Device) is activated while the equipment is at rest (not operating but has line power)?

Answer (1) No. However, a manual reset generation at rest is not prohibited.

Question 2: Is the manual reset requirement in A17.1 met when, and only when, a manual reset EPD is activated while the escalator or walk is running?

Answer (2) See response to question #1.

Question 3: If a manual reset EPD is tripped while the escalator or walk is at rest, should manual intervention be required if obstruction that caused EPD to trip has been removed and device returns to normal state?

Answer (3) No. See response to question #1.

A17 Standards Committee Approval: May 7, 2008

Inquiry 08-02

Subject: Requirement 5.2.1.16.1(c), Rated Load and Platform Area

Edition: A17.1-2007

Question: Requirement 5.2.1.16.1(c) states that Requirements 2.16.1.2 and 2.16.1.3 do not apply with respect to the Rated Load and Platform Area requirements of a LULA elevator. Since 2.16.1.3 describes the requirements for the carrying of freight on Passenger Elevators, by excluding this clause in 5.2.1.16.1(c), does this

(a) By default prohibit the carrying of freight on a LULA elevator, even if the freight does not exceed Class A loading limits?

(b) Does this prohibit a LULA elevator from being designated as Class C3 Loading?

Answers:

a) Yes, see definition for LU/LA in 1.3

b) Yes

A17 Standards Committee Approval: May 7, 2008

Inquiry 08-04

Subject: Requirement 2.27.3.4 (Interruption of Power)

Edition: A17.1-2007

Question (1): An elevator with power-operated doors is sitting at a floor with the Phase II switch in the ON position and the doors closed. Power is then lost. The firefighter then turns the Phase II switch to the HOLD position and leaves the doors closed. Power is subsequently restored with the elevator still in this state. Is the car required to stay at the floor with the doors closed and not accept car calls, even though the doors were closed when the switch position changed from ON to HOLD?

Answer (1): Yes.

Question (2): The firefighter is at a floor away from the recall floor, preparing to return with the car to the recall floor after completing his task on Phase II operation. He turns the Phase II switch to the OFF position, but just as the power-operated doors reach their closed position, and before the car begins to move away from the floor, power is lost. The firefighter then turns the Phase II switch to the HOLD position and leaves the doors closed. Power is subsequently restored with the elevator still in this state.

Is the car required to stay at the floor with the doors closed and not accept car calls, even though the doors were closed when the switch position changed from OFF to HOLD?

Answer (2): Yes.

Question (3): The firefighter is at a floor away from the recall floor, preparing to return with the car to the recall floor after completing his task on Phase II operation. He turns the Phase II switch to the OFF position, but just as the power-operated doors reach their closed position, and before the car begins to move away from the floor, power is lost. The firefighter then turns the Phase II switch to the ON position and leaves the doors closed. Power is subsequently restored with the elevator still in this state.

Is the car required to stay at the floor with the doors closed and operate per 2.27.3.3.1, even though the doors were closed when the switch position changed from OFF to ON?

Answer (3): Yes.

A17 Standards Committee Approval: May 7, 2008

Inquiry 08-05

Subject: Requirements 2.27.3.3.1(k) and 8.12 (Phase II In-Car Emergency Operation and Flood Resistances)

Edition: A17.1-2007

Background: Requirement 2.27.3.3.1(k) prohibits means used to remove elevators from normal operation from preventing Phase II Emergency In-Car Operation, except as specified in the Code or as controlled by elevator personnel. Requirement 8.12 mandates compliance with SEI/ASCE 24 where required by the building code. SEI/ASCE 24 requires that where there is the potential for an elevator cab to descend below the elevation specified in Table 8-1 during a flood event, the elevator shall be equipped with controls which will prevent the cab from descending into floodwaters.

Question 1: Assuming the building code requires compliance with SEI/ASCE 24, if the elevator is descending below the base flood elevation when a flood is detected during Phase II Emergency In-Car Operation, is it
(a) permissible; or
(b) required
to cause the elevator to make an emergency stop?

Question 2: Assuming it is either permissible or required to immediately stop the car from descending further into floodwaters during Phase II Emergency In-Car Operation, is it permissible to
(a) automatically move the car to the first landing away from the base flood elevation; or
(b) lock out all car calls below the base flood elevation and wait for the firefighter to enter a car call above the base flood elevation?

Answer (1) & (2): The elevator operation must comply with A17.1 to the extent permitted by SEI/ASCE 24, where required by the building code. See requirement 8.12.1.

A17 Standards Committee Approval: May 7, 2008

Inquiry 08-06

Subject: Requirement 2.27.2.4 (Emergency or Standby Power Operation)

Edition: A17.1-2007

Background: Requirement 2.27.2.4.3 requires the emergency or standby power selector switch(es) to be located at the designated level in view of all elevator entrances, or, if located elsewhere, means shall be provided adjacent to the selector switch(es) to indicate that the elevator is at the designated level with the doors in the normally open position. Requirement 2.27.2.4.4 mandates that when the selector switch is in the "AUTO" position, automatic power selection shall be provided that will return each elevator that is not on designated attendant operation, inspection operation, or Phase II In-Car Emergency Operation, one or more at a time, to the recall level. This appears to be a possible discrepancy in the requirement in regard to which level the cars must return on emergency or standby power, as the designated level and the recall level may not always be the same level, and therefore requires some clarification.

Question (1): Which level must the elevators return to on emergency or standby power operation:

- (a) designated level only; or
- (b) recall level (which may or may not be the designated level)?

Answer (1)(a): No.

Answer (1)(b): Yes.

Question (2): Under which of the following circumstances should the indicators in 2.27.2.4.3 come on:

- (a) the car is at the designated level on emergency or standby power with the doors open (the car may or may not be on Fire Phase I or II);
- (b) the car is on Fire Phase I or II at the alternate recall level with the doors open on emergency or standby power (due to the fire alarm initiating device at the designated level being actuated);
- (c) the car is operating under normal power and is at the designated level with the doors open (the car may or may not be on Fire Phase I or II); or
- (d) the car is operating under normal power on Fire Phase I or II and is at the alternate recall floor with the doors open (due to the fire alarm initiating device at the designated level being actuated)?

Answer (2)(a): Yes.

Answer (2)(b): No.

Answer (2)(c): Permitted but not required.

Answer (2)(d): No.

A17 Standards Committee Approval: May 7, 2008

Inquiry 08-07

Subject: Requirement 8.7.1.3 (Alterations – Gen Requirements – Testing) and Requirement 8.10.2.3 (Inspection and Test Requirements for Altered Installations)

Edition: A17.1-2000 through A17.1-2007

Question: With many of the manufacturers changing core elevator software regularly (i.e. software upgrades) and referencing A17.1 section 8.7.1.3 (Alterations – General Requirements - Testing) and 8.10.2.3 (Inspection and Test Requirements for Altered Installations). Should an alteration inspection be required after software changes?

Answer: “Software changes” are not specifically identified in Requirements 8.7 or 8.10. However, testing is required for any alteration identified in Section 8.7 whether the alteration is accomplished by hardware and/or software changes.

A17 Standards Committee Approval: May 7, 2008

Interpretations Approved at the September 2008 A17 Standards Committee Meeting

Inquiry 07-44

Subject: Requirement 2.7.6.4.1, Battery monitoring system of the display device or the equivalent.

Edition: ASME A17.1 – 2004 including through A17.s-2005

Question: During acceptance inspection battery was unplugged, system was booted up and elevator shut down within one minute. A second battery unplug was done during a normal operation run and elevator continued to run on normal operation for fifty eight minutes before it shut down at a floor and was removed from normal service. Does this meet requirement 2.7.6.4.1?

Answer: The information that was provided did not indicate a lack of code compliance, however the test described does not verify all of the requirements in 2.7.6.4.1. There are no requirements on how frequently the battery is monitored. Only after the monitoring system detects insufficient power the car shall not be permitted to restart.

A17 Standards Committee Approval: September 17, 2008

Inquiry 07-46

Subject: Requirement 6.1.3.15, Pit Drains

Edition: ASME A17.1-2004 including A17.1a-2005

Question (1): Is groundwater what is to be kept from accumulating in the pit?

Answer (1): The intent of this requirement was to prevent the accumulating of ground water. The requirement has been changed to reflect this intent as follows:

6.1.3.15 Water Accumulation. Permanent provisions shall be made to prevent accumulation of ground water in the pit. Drains and sump pumps, where provided, shall comply with the applicable plumbing code.

Question (2): Can the requirement to prevent the accumulation of water in the pit be met by installing the escalator in an area of the building where a water source is not nearby or present?

Answer (2): Yes.

Question (3): Does relocating water pipes away from the escalator so they are not located above or adjacent to the escalator, satisfy requirement 6.1.3.15?

Answer (3): See response to question #1.

Question (4): Does installing an escalator in an area of the building where groundwater could never accumulate in the escalator pit meet the requirement of 6.1.3.15?

Answer (4): Yes.

A17 Standards Committee Approval: September 17, 2008

Inquiry 07-52

Subject: Requirement 2.27.6

Edition: ASME A17.1-2004

Question (1) If an inspection transfer switch is set to "INSPECTION" or the hoistway access switch(es) is enabled while the "Fire Recall" switch(es) is in the "ON" position or a fire alarm initiating device is active, is the audible signal in Requirement 2.27.6 required to sound

(a) if the car is not at the recall level; or

(b) if the car is at the recall level?

Answer (1)(a) Yes.

Answer (1)(b) Yes.

Question (2) If an inspection transfer switch is set to "INSPECTION" or the hoistway access switch(es) is enabled while on Phase II Emergency In-Car Operation and the "Fire Recall" switch(es) is in the "ON" position or a fire alarm initiating device is active, is the audible signal in requirement 2.27.6 required to sound

(a) if the car is not at the recall level;

(b) if the car is at the recall level?

Answer (2)(a) Yes.

Answer (2)(b) Yes.

Question (3) If an inspection transfer switch is set to "INSPECTION" or the hoistway access switch(es) is enabled while the car is on Fire Phase II Emergency In-Car Operation and Phase I is not in effect (i.e., the "Fire Recall" switch(es) is reset and in the "OFF" position, and no fire alarm initiating device is active), is the audible signal in requirement 2.27.6 required to sound

(a) if the car is not at the recall level;

(b) if the car is at the recall level?

Answer (3)(a) No.

Answer (3)(b) No.

A17 Standards Committee Approval: September 17, 2008

Inquiry 08-09

Subject: Requirement 2.27.3.4 (Interruption of Power)

Edition: ASME A17.1-2007

Background: Power is interrupted while the car is between floors and not in a leveling zone. While the power was out, the Phase II switch position was changed so that upon resumption of power the Phase II switch was in the "HOLD" position. In order to enter a car call to get the car to a particular floor, the firefighter then returns the Phase II switch to the "ON" position.

Question: Even though the Phase II switch was not in the "ON" position upon resumption of power and the car is not at a floor with the doors open, would the requirements of 2.27.3.4(d) still apply when the Phase II switch was changed from the "HOLD" to the "ON" position?

Answer: Yes.

A17 Standards Committee Approval: September 17, 2008

Inquiry 08-11

Subject: Requirement 9.1 (Reference Documents)

Edition: ASME A17.1-2004 including through A17.1a-2005

Question (1): Where the words "latest edition" occurs in the designation column, does the edition designated refer to the latest edition of the referenced document published as of the date that A17.1a-2005 edition became effective?

Answer: (1) Yes

Question (2): If the answer to the first question is yes, was the edition of ASME A17.2 that was referred to in A17.1a-2005 the second edition?

Answer: (2) Yes. The correct reference in A17.1a-2005 is A17.2-2004.

Question (3): If the answer to the first question is no, does the currently issued edition of ASME A17.2 apply as the reference document whenever A17.1a-2005 applies?

Answer: (3) See answers (1) and (2).

A17 Standards Committee Approval: September 17, 2008

Inquiry 08-13

Subject: Requirement 2.27.3.3.4

Editions: ASME A17.1 – 2000 through A17.1a - 2005

Background: Phase I recall is initiated by a smoke detector at the designated level. The cars recall to the alternate level in accordance with 2.27.3.2.4. Then Phase II is activated and a firefighter takes a car to another floor (not the designated level). The Phase II switch is moved to the OFF position. The smoke detector at the designated level has not been reset and remains activated. The car starts recalling, but it is unclear which floor it should go to.

Question 1: Does it recall to the designated level?

Answer (1): Yes.

Note: Requirement 2.27.3.3.4 was revised in ASME A17.1-2007/CSA B44-07. In the above scenario under the new requirement the elevator should return to the alternate level.

Question 2: Does it recall to the alternate level?

Answer (2): No, see response to question 1.

A17 Standards Committee Approval: September 17, 2008

Inquiry 08-14

Subject: Requirement 2.27.3.4

Editions: ASME A17.1-2007

Question 1: A car is operating on Phase II when the power fails. At the moment when the power returns, the car is in the landing zone, the door is stalled partially open, and the Phase II key is in the ON position. The firefighter then moves the Phase II key to the OFF position.

- a) Should the doors remain stopped until the firefighter presses the Door Open or Close button?
- b) Should the doors close automatically?

Answer (1a): Yes.

Answer (1b): No.

Question 2: A car is operating on Phase II when the power fails. At the moment when the power returns, the car is in the landing zone, the door is stalled partially open, and the Phase II key is in the ON position. The firefighter then moves the Phase II key to the HOLD position.

- a) Should the doors remain stopped until the firefighter presses the Door Open or Close button?
- b) Should the doors open automatically?
- c) If the doors are closed, by the firefighter pressing the Door Close button, should they automatically open?
- d) if the answer to c) is no, should the car respond to subsequent changes in key position in accordance with 2.27.3.3?

Answer (2a): Yes.

Answer (2b): No.

Answer (2c): No, as the mode is still Phase II "ON".

Answer (2d): Yes.

A17 Standards Committee Approval: September 17, 2008

Inquiry 08-16

Subject: Requirement 2.19.3.2(a)

Edition: ASME A17.1- 2000 through and including ASME A17.1-2007/CSA B44-07

Question: Would the requirements of 2.19.3.2(a)(4) and/or (5) be fulfilled by an emergency brake, having a braking surface that is fully constrained mechanically in the direction of application of the braking torque, such that the braking torque is totally transmitted without slippage to the driving sheave, and provided that the brake and the attachments are in compliance with 2.24.3 and 2.24.4.1?

Answer: Yes.

A17 Standards Committee Approval: September 17, 2008

Interpretations Approved at the January 2009 A17 Standards Committee Meeting

Inquiry 08-03

Subject: Requirements 2.14.1.5 and 2.14.2.2 (Top Emergency exits and Openings Prohibited)

Edition: ASME A17.1-2000

Background: The car enclosure top has a series of holes cut in it in which recessed light fixtures are mounted. The fixtures extend above the elevator cartop, where they are covered with metal boxes to prevent damage to the light fixtures.

Question (1): Do these penetrations violate Rule 2.14.2.2 "Openings Prohibited"?

Answer (1): No.

Question (2): Would such a penetration be permitted in the top emergency exit cover itself providing that all other requirements of 2.14.1.5.1 are met?

Answer (2): Yes.

A17 Standards Committee Approval: January 14, 2009

Inquiry 08-12

Subject: Requirement 2.27.3.1.5

Edition: ASME A17.1 - 2004 through 2007

Question: Requirement 2.27.3.1.5 requires an illuminated visual signal to be provided in the recall switch. The only visual signal is the one shown in Figure 2.27.3.1.6 (h). Is this the correct illuminated visual signal needed in the Phase I recall switch?

Answer: No, the signal shown in 2.27.3.1.6(h) is permitted to be used but is not the required illuminated visual signal. The code does not specify the configuration of the signal.

A17 Standards Committee Approval: January 14, 2009

Inquiry 08-15

Subject: Requirement 2.15.9 (Platform Guards)

Edition: ASME A17.1-2007

Question: Is it permitted to use a telescoping or collapsible-type platform guard to comply with the requirements of 2.15.9?

Answer: Requirement 2.15.9 does not prohibit the use of a telescoping or collapsible-type platform guard, provided that the design meets all the requirements of 2.15.9. See also Inquiry 82-47.

A17 Standards Committee Approval: January 14, 2009

Inquiry 08-18

Subject: Requirement 2.7.8.4

Edition: ASME A17.1- 2000 through 2007

Background: The 2007 code, 2004, 2000 and other editions contain a requirement that states:
2.7.8.4 A permanent means of communication between the elevator car and remote machine room and or control room shall be provided.

Question (1): Does 2.7.8.4 require voice communication?

Answer (1): Yes.

Question (2): Does 2.7.8.4 require two-way communication?

Answer (2): Yes.

Question (3): Does 2.7.8.4 require the means at the car end to be situated in the interior of the elevator car enclosure?

Answer (3): Yes.

Question (4): Would 2.7.8.4 as written permit the means at the car end to be situated in the top of the elevator car enclosure?

Answer (4): Yes.

A17 Standards Committee Approval: January 14, 2009

Inquiry 08-19

Subject: Requirement 2.5.1.5.1 and 2.5.1.5.3

Edition: ASME A17.1-2000

Background:

Requirement 2.5.1.5.1 states

The clearance between the edge of the car platform sill and the hoistway enclosure or fascia plate for the full width of the clear hoistway door opening shall be not more than

(a) for vertically sliding doors, 190 mm (7.5 in.); and

(b) for other doors, 125 mm (5 in.).

Requirement 2.5.1.5.3 states

The clearance is not limited on passenger elevators, provided that

(a) a car-door interlock conforming to 2.14.4.2.3 is provided to prevent a door from being opened unless the car is within the unlocking zone (see 2.14.4.2);

Question:

Does a passenger elevator with a car-door electric contact and a car-door restricting device meet the exception requirements put forth by Requirement 2.5.1.5.3?

Answer: No, the combination of a car door electric contact and a car door restricting device is not a car door interlock.

A17 Standards Committee Approval: January 14, 2009

Inquiry 08-24

Subject: Requirement 2.27.5.3

Editions: ASME A17.1-2007

Question: In requirement 2.27.5.3 the last sentence states: "An elevator on Firefighters' emergency service shall not be placed on hospital service". Is this meant as a design requirement for the manufacturer or an operational requirement for the owner?

Answer: This is a design requirement.

A17 Standards Committee Approval: January 14, 2009

Inquiry 08-26

Subject: Requirement 7.5.1.1.1, Maximum enclosure width

Edition: ASME A17.1- 2007

Question (1)

Does the requirement 7.5.1.1.1(a): "*for type A Material lift, the enclosure width shall not exceed 1220 mm (48 in.)*" means that the maximum platform size would be 1220mm by 1220 mm ?

Answer: No. Requirement 7.5.1.1.1.a only addresses the maximum width dimension [1220 mm, 48 inches] and the enclosure height [2280 mm, 90 inches].

A17 Standards Committee Approval: January 14, 2009

Inquiry 08-28

Subject: Requirement 5.3.1.18.2 c) and d)

Edition: ASME A17.1-2007/CSA B44-07

Question (1): In jurisdiction enforcing NBCC (5.3.1.18.2.d), is it permitted to relevel at a floor with hoistway door and/or car or gate in opened position?

Answer (1): Yes, it is permitted to relevel providing a failure as outlined in 5.3.1.18.2(d) has not occurred.

Question (2): In jurisdiction not enforcing NBCC (5.3.1.18.2.c), is it permitted to relevel at a floor with hoistway door and/or car or gate in opened position?

Answer (2): Yes

A17 Standards Committee Approval: January 14, 2009

Inquiry 08-35

Subject: Requirement 3.17.3 - Plunger Gripper

Edition: ASME A17.1- 2007/CSA B44-07

Question: Where a hydraulic means to actuate the plunger gripper complies with 3.17.3.2.1 and an alternative means required by 8.10.3.2.5(n) is provided to actuate the plunger gripper, must the alternative means comply with either 3.17.3.2.1 or 3.17.3.2.2?

Answer: No.

A17 Standards Committee Approval: January 14, 2009

Inquiry 08-41

Subject: Requirement 2.20.9.5.5 (a) &(b), Wedge rope sockets

Edition: ASME A17.1 - 2007/CSA B44-07

Background: Requirement 2.20.9.5.5 (a) & (b) contains the words "marking shall be visible" after installation.

Question (1): Does the word "visible "mean that the wedge and marking shall be protruding over the top of the socket so that they are easily seen after installation?

Answer (1): No.

Question (2): Does the word "visible" mean that even if they do not protrude over the top of the socket and are not easily seen, but can be seen by examination into the socket even if recessed into socket.

Answer (2): Yes.

Question (3): If it is visible using a flashlight and/or a mirror, does this meet the code?

Answer (3): Yes.

A17 Standards Committee Approval: January 14, 2009

Inquiry 08-44

Subject: Requirement 2.16.2.2.1

Edition: ASME A17.1 - 2004

Question:

We are utilizing a Class A 6000 lb rated elevator to lift a gantry, which is 5905 lbs. The weight of the gantry will be distributed evenly over four wheels, one at each corner of the rectangular shaped gantry. Does this meet the requirement?

Answer: No.

A17 Standards Committee Approval: January 14, 2009

Inquiry 08-47

Subject: Requirement 8.9.2

Edition: ASME A17.1 - 2007

Question (1): Does 8.9.2 require a code data plate at both the top and bottom of each escalator where starting switches are located at both locations?

Answer (1): No, the Code does not address which starting switch.

Question (2): Does 8.9.2 require a code data plate at both ends of a moving walk where starting switches are provided at both locations?

Answer (2): No, the Code does not address which starting switch.

A17 Standards Committee Approval: January 14, 2009

Inquiry 08-49

Subject: Requirements: 2.16.5.2 & 2.16.3.3

Edition: ASME A17.1-2007/CSA B44-07

Background: Requirement 2.16.5.2 refers to a sign, which must meet the requirements of 2.16.3.3. Requirement 2.16.3.3 refers to a plate as it is describing the requirements for data plates.

The phrase plate implies a rigid piece upon which the letters are inscribed. The phrase sign does not make that implication, as signs can be both rigid and flexible.

Question (1): Since 2.16.5.2 refers to a sign, it is permissible to create the sign required in 2.16.5.2 out of a flexible material as long as it "be of such material and construction that the letters and figures stamped, etched, cast, or otherwise applied to the faces shall remain permanently and readily legible"?

Answer (1): Yes.

Question (2a): Does 2.16.5.2 prohibit inscribing the letters directly to the car enclosure walls.

Question (2b): Must the sign be a separate object attached to the car enclosure?

Answer (2a): No.

Answer (2b): No.

Question (3): If the sign is a separate object, does 2.16.5.2 or 2.16.3.3 require a specific type of material for signs, whether rigid or flexible – i.e. steel, aluminum, plastic, vinyl, etc?

Answer (3): No.

Question (4): If the sign is a separate object, is there any requirement for attachment stipulated by requirements 2.16.5.2 or 2.16.3.3 – i.e. adhesive backing, bolted, riveted, glued, etc?

Answer (4): No.

A17 Standards Committee Approval: January 14, 2009

Interpretations Approved at the May 2009 A17 Standards Committee Meeting

Inquiry 08-10

Subject: Requirement 2.12.7.2.1

Edition: ASME A17.1-2007

Question: Does the location of the hoistway access switch in the set back of the strike jamb of a side slide hoistway entrance or the sight guard of a center opening hoistway entrance meet the stated requirement "installed adjacent to the hoistway entrance"?

Answer: The exact location of the hoistway access switch is not precisely specified.

A17 Standards Committee Approval: May 6, 2009

Inquiry 08-17

Subject: Requirement 8.1

Edition: ASME A17.1- 2000 through and including A17.1a-2002

Question 1: Is it considered a violation of requirement 8.1, if a key on an existing elevator operates devices in more than one security group?

Answer (1) Yes. See also Scope of Part 8.

Question 2: Does 8.1 require existing elevators be modified to prevent keys from operating devices in more than one security group?

Answer (2) Yes.

Note: Requirement 8.1.1 has been revised to permit keys of one group to operate other groups. See 8.1.1(c) in A17.1-2007 and later editions.

A17 Standards Committee Approval: May 6, 2009

Inquiry 08-20

Subject: Requirement 2.5.1.5.3

Edition: ASME A17.1-2000

Background: Rule 2.5.1.5.3 states

The clearance is not limited on passenger elevators, provided that

(a) a car-door interlock conforming to 2.14.4.2.3 is provided to prevent a door from being opened unless the car is within the unlocking zone (see 2.14.4.2);

Question: The referenced Rule 2.14.4.2.3, defines criteria for car door and gate electric contacts. Is this a mistaken reference? Should Rule 2.5.1.5.3 refer to Rule 2.14.4.2.2, which defines criteria for car-door interlocks?

Answer: Yes, the intent is to use a car-door interlock. The reference has been corrected in A17.1b-2003.

A17 Standards Committee Approval: May 6, 2009

Inquiry 08-21

Subject: Requirement 8.4.4.1.1

Edition: ASME A17.1-2007/CSA B44-07

Question: Does a hydraulic elevator without counterweights in a Seismic Risk Zone 2 or greater need to have the car top emergency exit be operable from inside the car by means of a keyed spring-return cylinder-type lock or does code intend for the emergency exit to be only opened from outside the car?

Answer: No, requirement 8.4.4.1.1 does not apply to hydraulic elevators without counterweights. See also Inquiry 95-25.

A17 Standards Committee Approval: May 6, 2009

Inquiry 08-22

Subject: Requirement 2.27.3.3.6

Editions: ASME A17.1-2007

Question: Are hoistway access switches included as elevator electrical equipment in requirement 2.27.3.3.6?

Answer: Yes.

A17 Standards Committee Approval: May 6, 2009

Inquiry 08-25

Subject: Requirements 2.1.6 (Projections, Recesses and Setbacks in Hoistway Enclosures)
Requirement 2.5.1.5 (Clearance between loading side of car platform and hoistway enclosures)
Requirement 2.11.10.1 (Landing sill guards, landing sill illumination, hinged landing sills and tracks on landings)

Edition: ASME A17.1-2004

Question 1: Requirement 2.11.10.1.1(c) seems not to require landing sill guards when the sills do not project into the hoistway. This would suggest that if the glass hoistway is designed such that the glass is in vertical alignment with the inside edge of the hoistway sill to the header next below, glass could be used for this application.

(a) Does 2.11.10.1.1(c) require landing sill guards when sills do not project into the hoistway?

(b) Does 2.11.10.1.1(c) permit the use of glass in this location?

Answer (1a): No.

Answer (1b): The use of glass is not prohibited by 2.11.10.1.1(c).

Question 2: When the glass of a glass hoistway enclosure is located, on the loading side of the car, where the landing sills project into the hoistway, yet the glass is within the 5 in., as required by 2.5.1.5.1(b) and a car leveling device is provided as in 2.11.10.2.2.

(a) Does 2.11.10.1.2 always require a smooth metal landing sill guard?

(b) Is the smooth metal landing sill guard required to extend from the hoistway edge of the landing sill to the top of door hanger pocket of the entrance next below?

(c) Or is only the hoistway landing sill required to be provided with a beveled guard and the guard is not required to extend down the hoistway to the top of door hanger pocket of the entrance next below?

Answer (2a): Where a leveling device is provided and the landing sills project into the hoistway, 2.11.10.1.2 always requires a landing sill guard, 2.11.10.1.1 requires the guard to be smooth metal.

Answer (2b): No, if provided the guard is beveled in accordance with 2.11.10.1.2.

Answer (2c): See response to (2b).

Question 3: When the glass of a glass hoistway enclosure is located, on the loading side of the car, where the landing sill is flush with hoistway enclosure (glass), which meets the requirements of 2.5.1.5.1(b), and a car leveling device is provided as in 2.11.10.1.2.

(a) Does 2.11.10.1.2 require a smooth metal landing sill guard?

(b) Is the smooth metal landing sill guard required to extend from the hoistway edge of the landing sill to the top of door hanger pocket of the entrance next below?

(c) Or is only the hoistway landing sill required to be provided with a metal guard and the guard is not required to extend down the hoistway to the top of door hanger pocket of the entrance next below?

Answer (3a): No, 2.11.10.1.1(c) does not require a landing sill guard when the landing sills do not project into the hoistway.

Answer (3b): See response to 3a.

Answer (3c): See response to 3a.

Question 4: Requirement 2.5.1.5.1(b) requires the clearance between the edge of the car platform sill and the hoistway enclosure or fascia plate for the full width of the clear hoistway door opening shall be not more than 5 in. for other doors. It seems in a glass hoistway, glass would be acceptable for this application.

(a) Does 2.5.1.5.1(b) permit the use of any approved hoistway enclosure material, to comply with this requirement?

(b) If glass is acceptable in this location in a glass hoistway, may glass be used for this purpose rather than the fascia plate (as required in 2.5.1.5.1) in any hoistway as long as the glass complies with 2.1.1.2.2?

Answer (4a): Yes.

Answer (4b): Yes.

A17 Standards Committee Approval: May 6, 2009

Inquiry 08-29

Subject: Requirement 2.27.2.4.1

Editions: ASME A17.1-2000

Background: We have a building with two elevators. The cars are separated by 50 feet +/-, and totally unrelated, control or other-wise. Only Elevator #2 is connected to the building's emergency power source.

The Code enforcement official has taken the position that 2.27.2.4 mandates a selector switch be provided, per 2.27.2.4.1. That doesn't make sense, since, regardless of the selector switch position, only Elevator #2 will run on emergency power, since it's the only one connected to the emergency power source.

Our position is that the selector switch is NOT required, since, by definition, a selector switch must 'select' something, otherwise it's not a selector switch.

Question: Is an Emergency Power Selector Switch required in this instance?

Answer: No. Requirement 2.27.2 applies only where an emergency or standby power system is provided to the elevator. Since the emergency or standby power system is capable of operating all elevators to which it is provided, requirement 2.27.2.4.1 is not applicable.

A17 Standards Committee Approval: May 6, 2009

Inquiry 08-30

Subject: Requirement 2.8.3.3.4

Edition: ASME A17.1-2007

Question: Is the phrase "not more than 600 mm (24 in.) above the pit floor" correct?

Answer: Yes.

A17 Standards Committee Approval: May 6, 2009

Inquiry 08-32

Subject: Requirement 2.8.2.3.2

Edition: ASME A17.1- 2004

Question: Does 2.8.2.3.2 require power to be disconnected before it enters the elevator machine room or is it acceptable for the required elevator disconnect, located in the machine room, to be equipped with a means to automatically disconnect power to the affected elevator?

Answer: ASME A17.1-2004 2.8.2.3.2 is a performance requirement and does not specify the location of the power disconnection.

A17 Standards Committee Approval: May 6, 2009

Inquiry 08-34

Subject: Requirements 2.25.2 and 3.25.1 (Platform Guards)
Normal Terminal Stopping Devices and Inspection Operation

Edition: ASME A17.1-2000 including through A17.1-2007

Question (1): Are the Normal Terminal Stopping Devices (2.25.2) required to slow and stop an elevator automatically at or near the terminal landing when the elevator is on Inspection Operation (2.26.1.4.1) and is approaching the terminal via constant pressure on the inspection operating devices (2.26.1.4.1(c))?

Answer (1): No.

Question (2): If a car has been stopped at or near the terminal landing by the Normal Terminal Stopping Devices (2.25.2), is the car permitted to run to the Final Terminal Stopping Devices (2.25.3) via use of Inspection Operating devices (2.26.1.4)?

Answer (2): Yes.

Question (3): Are the Normal Terminal Stopping Devices (3.25.1) required to slow and stop an elevator automatically at or near the terminal landing when the elevator is on Inspection Operation (2.26.1.4.1) and is approaching the terminal via constant pressure on the inspection operating devices (2.26.1.4.1(c))?

Answer (3): No

Question (4): If a car has been stopped at or near the terminal landing by the Top Normal Terminal Stopping Devices (3.25.1), is the car permitted to run to the Top Final Terminal Stopping Devices (3.2.25.3) (if present) or to its extreme limits of travel via use of Inspection Operating devices (2.26.1.4)?

Answer (4): Yes.

Question (5): If a car has been stopped at or near the terminal landing by the Bottom Normal Terminal Stopping Devices (3.25.1), is the car permitted to run to the Bottom Final Terminal Stopping Devices (3.2.25.3) (if present) or to its extreme limits of travel via use of Inspection Operating devices (2.26.1.4)?

Answer (5): Yes.

A17 Standards Committee Approval: May 6, 2009

Inquiry 08-39

Subject: Requirement 2.8.2.3

Edition: ASME A17.1- 2000

Background: According to NFPA 13 2007 edition section 8.15.5.2-'the sprinkler required at the bottom of the elevator hoistway required by NFPA 13 8.15.5.1- to protect against fires caused by debris which can accumulate over time-shall not be required for enclosed, noncombustible elevator shafts that do not contain combustible hydraulic fluids.

NFPA 13 2007 section 8.15.5.5 ' the sprinkler required at the top of the elevator hoistway by NFPA 13- 8.15.5.4-upright,pendant or sidewall spray sprinklers-shall not be required where the hoistway for passenger elevators is noncombustible and the car enclosure materials meet the requirements of ASME A17.1 Safety Code for Elevators and Escalators.

ASME A17.1 2004-section 2.8.2.3 references Sprinkler systems conforming to NFPA 13.

Question (1): If the elevator hoistway complies with the above, is it possible that no sprinkler protection would be required either at the top or bottom of the hoistway?

Answer (1): A17.1 does not specify where sprinklers are required. See NFPA 13.

Question (2): According to ASME A17.1 2004-section 2.8.2.3.2 'A means shall be provided to automatically disconnect the main line power supply to the affected elevator upon or prior to the application of water from sprinklers located in the machine room or in the hoistway more than 24 inches above the floor.' Does this mean as long as the sprinkler head is 24 inches or less above the pit floor the above section does not apply?

Answer (2): The means to automatically disconnect the mainline power is not required when the sprinkler is 24 inches or less above the pit floor, but the means is required for sprinklers in the machine room.

A17 Standards Committee Approval: May 6, 2009

Inquiry 08-40

Subject: Requirement 2.27.3.1.5

Edition: ASME A17.1-2000 including through the A17.1b-2003 addenda

Background: Requirement 2.27.3.1.5 has created a few questions within the inspector group here in Texas. Therefore, we present the following scenario and ask two questions related thereto. The scenario is as follows:

A fire alarm initiating device in an elevator lobby is activated and Phase I recall operation is initiated. The illuminated visual signal required by 2.27.3.1.5 becomes illuminated and remains illuminated continuously. Sometime thereafter, a fire alarm initiating device in a sprinklered machine room or hoistway is activated causing the illuminated visual signal in the car [which is required by 2.27.3.1.6(h)] to illuminate intermittently as required by 2.27.3.2.6.

Question (1): Is the illuminated visual signal in the fire recall switch required by 2.27.3.1.5 required to also illuminate intermittently when the illuminated visual signal in the car, required by 2.27.3.1.6(h), illuminates intermittently?

Answer (1) No.

Question (2): Is it permitted to illuminate the visual signal located in the fire recall switch intermittently at any time?

Answer (2) No.

A17 Standards Committee Approval: May 6, 2009

Inquiry 08-42

Subject: Requirement 8.7.2.4, Vertical Car and Counterweight Clearances and Runbys

Edition: ASME A17.1a - 2005

Background: Elevator installed to A17.1-1971, with less car runby than was required by that edition.

Question: Requirement 8.7.2.4 states, "No alteration shall reduce any clearance or runby below that required by 2.4. Existing clearances shall be permitted to be maintained, except as required by 8.7.2.17.1, 8.7.2.17.2, and 8.7.2.25.2."

Is omission of the word runby in "Existing clearances shall be permitted", where first part states "clearance or runby" in error, or are existing runbys not permitted to be maintained?

Answer: The elevator is required to meet the code at the time of installation and all the requirements of section 8.7. See 8.7.1.1.

A17 Standards Committee Approval: May 6, 2009

Inquiry 08-50

Subject: Requirement 8.7.2 Alterations to Electric Elevators
Requirement 2.19.2 Unintended Car Motion
Requirement 2.24.1 Type of Driving Machine

Edition: ASME A17.1-2004

Background: A passenger elevator installed in 1931 is driven by a basement drum machine. The elevator has a capacity of 1000 pounds and a speed of 128 fpm. The owner of the elevator wants to retain the drum machine but install a new drive system and change the motion control.

Question 1: Will the elevator have to be equipped with unintended car motion protection as required by requirement 8.7.2.27.5(e)?

Answer 1: No.

Question 2: Does requirement 2.19.2 apply only to electric traction elevators?

Answer 2: Yes.

Question 3: In light of requirement 2.24.1, if the change in motion control is made is it permitted to retain the drum machine?

Answer 3: Yes. Compliance with 2.24.1 is not required in 8.7.2.27.5.

A17 Standards Committee Approval: May 6, 2009

Inquiry 08-51

Subject: Requirement 2.27.9, Elevator Corridor Call Station Pictograph

Edition: ASME A17.1-2007

Background: Prior to code year A17.1a-2005 the pictograph found in figure 2.27.9 was found in Appendix O. Currently requirement 2.27.9 says that when the building code requires a sign be posted adjacent to hall call fixtures that a sign shown in figure 2.27.9 shall be provided. The requirement continues by saying that 2.27.9 shall not apply when the building code specifies a different design. One of the building codes defined by A17.1 recognizes the International Building Code (IBC). IBC 2006 section 3002.3 addresses the issue of Emergency Signs. IBC allows for "an approved pictorial sign of a standardized design shall be posted adjacent to each elevator call station..."

Question (1): ASME A17.1-2007 requirement 2.27.9 says "The sign shall include only the wording and graphics shown in Fig. 2.27.9." IBC 2006 Section 3002.3 states "The sign shall read: IN FIRE EMERGENCY, DO NOT USE ELEVATOR. USE EXIT STAIR". Will a sign with the verbiage found in IBC-2006 Section 3002.3 be found in compliance with ASME A17.1-2007 requirement 2.27.9?

Answer (1): Yes, if the sign meets the requirements of the applicable building code then it meets requirement 2.27.9.

Question (2): Since the building code allows for an approved design will a design other than found in Fig. 2.27.9 but standardized within a multibuilding campus meet the requirements of ASME A17.1-2007 requirement 2.27.9?

Answer (2): See response to (1)

A17 Standards Committee Approval: May 6, 2009

Inquiry 08-54

Subject: Requirement 2.2.2.5, Pit Drains or Sump Pumps

Edition: ASME A17.1 – 2007

Question (1): If 4 elevators share adjoining pits (no physical separation), all elevators are provided with Firefighter's Emergency Operation and assuming drains are not provided, must the pumping capacity of the pump be 12000gal/h (3000gal/h x 4)?

Answer (1) Yes.

Question (2): If multiple pumps are permitted, must the combined output be 12000gal/h (3000gal/h x 4)?

Answer (2) Yes.

A17 Standards Committee Approval: May 6, 2009

Inquiry 09-04

Subject: Requirements 3.17 and 3.18.1.2.7

Edition: ASME A17.1-2007

Question (1): Is the governor overspeed switch required to be positively opened?

Answer (1): A governor overspeed switch is not required on hydraulic elevators.

Question (2): Is the governor overspeed switch required to be of the manually-reset type?

Answer (2): See answer to (1).

Question (3): At what percentage of the governor tripping speed is the governor overspeed switch required to open?

Answer (3): See answer to (1).

Question (4): Is a slack rope device required to monitor the tension of the governor rope?

Answer (4): No, the slack rope device (3.18.1.2.7) is not a governor rope tension sheave position switch (2.18.7.2). The slack rope device monitors suspension rope tension.

Question (5): If a slack rope device is provided to monitor the tension in the governor rope, do the requirements of 3.18.1.2.7 override the requirements of 2.18.7.2?

Answer (5): No. See answer (4).

A17 Standards Committee Approval: May 6, 2009

Inquiry 09-05

Subject: Rule 300.10(b) and Requirement 3.6.2

Edition: ASME A17.1-1996 including through 2007

Question: Considering that on a counterweighted roped hydro using a pulling cylinder located underneath the counterweight and such counterweight is lighter than the empty car, is it allowed not to use a safety device on the counterweight as slackening of the counterweight suspension ropes is not physically possible?

Answer: No.

A17 Standards Committee Approval: May 6, 2009

Inquiry 09-06

Subject: Rules 306.5 and 306.15 (A17.1-1996)
Requirement 3.26.5 and 3.26.9 (A17.1-2004)

Edition: ASME A17.1-1996 and A17.1-2004

Question (1): Is a pump run timer or run indication timer a suitable means for meeting the requirements of Rule 306.5 or 3.26.5 (Phase Reversal and Failure Protection) provided that this means prevents overheating of the drive system (pump and motor) due to phase rotation reversals or failure?

Answer (1): Yes, this is one of several means to satisfy phase reversal and failure protection.

Question (2): If a pump run timer is used as the means for satisfying the requirements of Rule 306.15 or 3.26.9 (Low Oil Protection) can the same pump run timer be used to satisfy the requirements of Rule 306.5 or 3.26.5?

Answer (2): Yes, this is not prohibited as long as all applicable requirements are met (see also 3.27).

Question (3): If the answer to question 2 is No. What is the degree of independence that is to be maintained between the two means for satisfying the requirements of Rules 306.5 and 306.15 or 3.26.5 and 3.26.9?

Answer (3): See answer (2).

A17 Standards Committee Approval: May 6, 2009

Inquiry 09-08

Subject: Requirement 2.2, Pits

Edition: ASME A17.1-2004

Question: As part of an existing elevator rehabilitation project where Firefighters' Emergency Operation control is being installed, is it allowable per A17.1-2004 to install the pump permanently in the corner of the elevator pit without the use of a sump pump pit?

Answer: No. See Requirement 2.2.2.6.

A17 Standards Committee Approval: May 6, 2009

Inquiry 09-10

Subject: Item 6.1.2(b)(8), 6.2.(b)(9), 6.3(b)(9) & 6.4.2(b)(10) - Category 1 Periodic Tests

Edition: ASME A17.2-2004

Background: When conducting periodic tests, we have observed numerous cases where failure of a sensing device (fire alarm initiating device) or failure of the fire alarm panel to send the correct signal to the elevator controller prevents the elevator from properly responding even though the elevator correctly responds to activation of the elevator controller input when it is jumped out or opened up.

Some elevator inspectors have suggested that activating the elevator controller input satisfies the intent of A17.1-2004 requirement 8.11.2.2.6 & 8.11.3.2 (e) without activating the sensing devices (fire alarm initiating device).

All four references in A17.2 cited above state that the sensing device (fire alarm initiating device) should be activated to test Phase I Emergency Recall Operation.

Question: When conducting Periodic Tests, is it acceptable to activate the input on the elevator controller in lieu of activating the sensing devices (fire alarm initiating device) to satisfy the intent of A17.1 test Phase I Emergency Recall Operation?

Answer: Testing of fire alarm initiating device is not addressed within A17. The authority having jurisdiction may require the system to be tested by initiating the fire alarm initiating device.

A17 Standards Committee Approval: May 6, 2009

Inquiry 09-11

Subject: Item 3.12.2 Periodic Test
Requirement 2.8.2

Edition: ASME A17.2-2004
ASME A17.1-2004

Question: Does the Guide for Inspection of Elevators require that the means to disconnect the main power to the elevator(s) prior to sprinkler water being discharged as required by A17.1-2004- 2.8.2.3.2 be activated as part of the Periodic Test procedure to check for compliance with the applicable Code requirement?

Answer: Testing of detection means to disconnect the main power is not addressed within A17. The authority having jurisdiction may require the system to be tested by initiating the detection means.

A17 Standards Committee Approval: May 6, 2009

Inquiry 09-22

Subject: Requirement 8.11.1.6, Periodic Test Tags

Edition: ASME A17.1-2007

Background: Rule 8.11.1.6 states...“A metal tag with the applicable code requirement(s) and date(s) performed, and the name of the person or firm performing the test, shall be installed in the machine room or machine space for all periodic tests...”

Question: Does this mean:

(a) One (1) metal test tag shall be supplied representing the fact that a periodic test was performed and therefore all required items were tested in conformance with a periodic test

or

(b) Several metal test tags will be supplied, each representing an item that was specifically tested during the periodic test, (e.g. 1 tag for the brake test, 1 tag for the safety test, 1 tag for the buffer test, etc).

Answer: Neither alternative is correct. The test tag shall list each applicable test requirement for category 1 through 5 individually, along with the other information specified in 8.11.1.6.

A17 Standards Committee Approval: May 6, 2009

Inquiry 09-25

Subject: Part 2, Part 3 and Requirement 5.2

Edition: ASME A17.1-2000 through A17.1-2007 including A17.1a-2008 addenda

Question: Does A17.1 prohibit one or more of the following elevator types from being installed in a private residence?

a.) a Part 2 Electric Elevator

b.) a Part 3 Hydraulic Elevator

c.) a Part 5.2 Limited Use/Limited Application Elevator

Answer:

a) No, providing the requirements of Part 2 are met.

b) No, providing the requirements of Part 3 are met.

c) No, providing the requirements of Section 5.2 are met.

A17 Standards Committee Approval: May 6, 2009

Inquiry 09-27

Subject: Requirement 2.27.3.1.6 (n)

Edition: ASME A17.1-2007

Background: Elevators may have several alternate power sources that serve particular purposes such as solid state memory retention or back up power for special displays used for satisfying 2.7.6.4.1. The former example is not required by code and the later example is.

In addition, there are elevators with electronic controls that require primary power to safely move an elevator and its doors. During primary power loss these elevators may not have functional operating circuits. In such cases the elevator and automatic doors will stop and not move during the power loss unless the building has an emergency power system (2.27.2).

Other than the permissive requirements of 2.27.2, there are no apparent mandatory requirements in the code that require electric elevators to have alternate power available for the control, drive and related components needed to move the car or doors safely during primary power loss.

2.27.3.1.6 (n) appears to be a permissive requirement to move the car and automatic doors in the prescribed manner under if the prerequisite criteria of necessary power to do so is available. It states:
" If the normal power supply, emergency power supply, and standby power supply are not available and the elevator is equipped with an alternate source of power that is insufficient to move the car to the recall level, the following requirements shall apply:..."

Question: During a primary power loss condition, is it permitted to stop and not to move an elevator and its automatic doors if the elevator has alternate power sources but not the necessary alternate power for its controls, drives, and related components to move the elevator and its doors in the manner prescribed?

Answer: Yes, that is the intent. Please note that the following revision has been approved by the A17 Standards Committee for publication and clarifies this issue as shown below:

2.27.3.1.6

(n) If the normal power supply, emergency power supply, and standby power supply are not available and the elevator is equipped with an alternate source of power that can move the car to a floor, but is insufficient to move the car to the recall level, the following requirements shall apply:...

A17 Standards Committee Approval: May 6, 2009

Inquiry 09-28

Subject: Requirement 8.6.5.15.1

Edition: ASME A17.1-2007 including A17.1a-2008 addenda

Question: Was it the Committee's intent that Requirement 8.6.5.15.1 read, "Piston rods of roped water hydraulic elevators ..." ?

Answer: Yes. The following correction has been approved by the A17 Standards Committee for publication:
8.6.5.15.1 Unexposed Portions of Pistons. Piston rods of roped water-hydraulic elevators shall be exposed, thoroughly cleaned, and examined for wear or corrosion. The piston rods shall be replaced if at any place the diameter is less than the root diameter of the threads (Item 5.11).

A17 Standards Committee Approval: May 6, 2009

Inquiry 09-30

Subject: Requirement 2.19.3.3, Marking Plate

Edition: ASME A17.1-2007 including A17.1a-2008 addenda

Question (1): Does the term “total masses”, referenced in Rule 2.19.3.3, include the weight of the system's counterweight?

Answer (1): Yes.

Question (2): Should the hoist rope's weight be included in the “total mass”?

Answer (2): Yes.

Question (3): Should the compensation rope or chain's weight be included in the “total mass”?

Answer (3): Yes.

Question (4): Should the traveling cable's weight be included in the “total mass”?

Answer (4): Yes.

Question (5): Should the Emergency Brake's “Marking Plate” be compared to the car crosshead's “Data Plate” [reference in Rule 2.16.3.2.2 (a) & (b)] to ensure its being applied properly?

Answer (5): No. The weight specified in requirement 2.16.3.2.2 represents only a portion of the system masses.

A17 Standards Committee Approval: May 6, 2009

Inquiry 09-31

Subject: Requirements 2.18.4.1, 2.18.4.2, 2.19.1.2(a), 2.26.2.10 and 2.26.2.29

Edition: A17.1-2000 including through A17.1a-2008 addenda

Question: Is the governor overspeed switch (see 2.18.4.1, 2.18.4.2 and 2.26.2.10) prohibited from also providing the ascending car overspeed detection as required by 2.19.1.2(a) (see also 2.26.2.29) where the switch and its speed setting complies with the requirements in 2.18.4.2 and 2.19.1.2?

Answer: No.

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