

A17 Standards Committee Interpretations Volume 3

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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 September 2009 A17 Standards Committee Meeting

Reconsideration of Inquiry 07-22

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

Revised Answer (1): Yes, that is the intent. See revision to 2.14.1.7.1 below:

2.14.1.7 Railing and Equipment on Top of Cars

2.14.1.7.1 *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 and on sides where there is no hoistway enclosure.*

Answer (2): No.

A17 Standards Committee Approval of Reconsideration: September 16, 2009

Inquiry 08-31

Subject: Requirements 3.19.4.7 and 8.4.11.2
Overspeed Valve

Edition: A17.1-2000

Background: Prior to the A17.1-2000 Edition, there were no requirements for overspeed valves in Part 3. However, there were requirements in 2410.6 (seismic) for safety valves. This included requiring that the safety valve stop and hold the car with rated load.

A17.1-2000 added requirements for overspeed valves in 3.19.4.7. Also, 8.4.11.2 (seismic) requires an overspeed valve to conform to 3.19.4.7

Requirement 3.19.4.7 contains requirements for the maximum deceleration rates permitted by an overspeed valve, but does not explicitly require that it stop and hold the elevator. Requirement 3.19.4.7 also requires the engineering tests specified in 8.3.9, which includes a seat leakage test and a closing cycle endurance test.

Question (1a): Is it required that an overspeed valve stop and hold the car with rated load?

Question (1b): Is it permissible for the car to lower into the pit onto the buffers within the deceleration rates permitted by 3.19.4.7?

Answer (1a): Yes, however after the initial stop slight movement may occur due to cooling of the hydraulic fluid and minor leakage of the hydraulic seals.

Answer (1b): Yes.

Question (2): Is it permissible for an overspeed valve to reset after it trips by:

(a) running upward automatically to make a correction run?

(b) leveling upward automatically?

Answer (2): This is not addressed in the Code. However in A17.1-2007, requirements 8.10.3.2.5(o) and 8.11.3.4.5 require manufacturers' procedures to be available.

A17 Standards Committee Approval: September 16, 2009

Inquiry 08-36

Subject (Edition): Rule 111.12 (A17.1-1996), Rule 111.5 (A17.1a-1997) and Requirement 2.12.5 (A17.1-2000)

Background: There are conflicting interpretations in the field based on Inquiries 00-30, 06-02, 06-11 and 04-43 regarding whether a door restrictor that relies on power to either restrict the car door when the car is outside the unlocking zone and/or un-restrict the doors when the car is inside the unlocking zone is code compliant if it is possible that the door restrictor can't function if normal power is unavailable and the battery backup is dead.

Question: Is a door restrictor that ~~that~~ relies on power to either restrict the car door when the car is outside the unlocking zone and/or un-restrict the doors when the car is inside the unlocking zone code compliant if it is possible that the door restrictor can't function if normal power is unavailable and the battery backup is dead?

Answer: A device which was permitted to become non-functional would violate the code (see Inquiry 00-30 and Inquiry 04-43, Question (4)). A device requiring maintenance to retain functionality would not violate the code (see Inquiry 04-43, Question (5)). There is no conflict among the answers in Inquiries 00-30, 04-43, 06-02 and 06-11.

A17 Standards Committee Approval: September 16, 2009

Inquiry 08-52

Subject: Requirement 2.27.3.1.6 (Fire Phase I Return)

Edition: ASME A17.1-2007

Background: Requirement 2.27.3.1.6(a) requires that when a "FIRE RECALL" switch is in the "ON" position, all cars controlled by this switch that are traveling towards the designated level shall continue nonstop to the designated level and power-operated doors shall open and remain open. Requirement 2.27.3.1.6(g) requires that where elevators are provided with vertically sliding doors, corridor door open and door close buttons shall remain operative.

Question (1) Once an elevator with vertically sliding power-operated doors returns to the fire recall floor and opens its doors in accordance with 2.27.3.1.6.(a), is it permitted to close the doors using the corridor door close button?

Answer (1): Yes.

Question (2) If the answer to (1) is "Yes," are the doors then required to
(a) remain closed until a door open button is actuated; or
(b) automatically reopen when the corridor door close button is released?

Answer (2): If the doors are fully closed, they remain closed until a door open button is pressed. If the closing is by continuous pressure door close button, and the doors are not fully closed when the button is released, they re-open. If the closing is by momentary pressure door close button, and the doors are not fully closed when the button is released, they continue to close and then remain closed until a door open button is pressed.

A17 Standards Committee Approval: September 16, 2009

Inquiry 08-53

Subject: Requirement 2.27.8 Switch Keys

Edition: A17.1 - 2007

Question:

If an existing building with existing elevators, has a new elevator installed somewhere in the building, must all existing elevators in the building have their key switches (Emergency Power, Phase1 and Phase 2 keys) replaced to match the new keying requirements.

Answer: If the new elevator is not part of a group operation with any existing elevators, then no, those elevators are not required to be re-keyed.

If the new elevator is part of a group operation with any existing elevators, then yes, those existing elevators must be re-keyed per requirement 8.7.2.28.

A17 Standards Committee Approval: September 16, 2009

Inquiry 09-03

Subject: Section 2.27.2.3 Elevator Emergency Power Illuminated Signal

Edition: A17.1 - 2000 through A17.1-2007

Question: Is it required that the illuminated signal required in Section 2.27.2.3 be marked in the same size and color as the selector switch in Section 2.27.2.4.1?

Answer: No.

A17 Standards Committee Approval: September 16, 2009

Inquiry 09-07

Subject: Requirements 2.7.6.3.4 and 3.17.4.2

Edition: ASME A17.1-2007

Question (1): Must the means required by the statement "and means are furnished to prevent movement of the car when servicing the governor" include a mechanical mean?

Answer (1): No.

Question (2): If a mechanical means is required and the elevator has a counterweight, does the means need to support more than the maximum unbalanced load?

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

Question (3): If a mechanical means is required does the means need to be able to support the unsuspended car with rated load?

Answer (3) See response to (1).

A17 Standards Committee Approval: September 16, 2009

Inquiry 09-09

Subject: Requirement 2.14.4.2, Door and Gate Electric Contacts and Door Interlocks

Edition: A17.1-2007

Question: Requirement 2.14.4.2.2 allows 2.5.1.5 not be met if a car door interlock is provided. Can the electric contacts and the mechanical lock be separate devices?

Answer: No. In addition the General Design Requirements (A17.1-2007) in part state:

2.12.2.4.1 Interlock contacts shall be positively opened by the locking member or by a member connected to and mechanically operated by the locking member, and the contacts shall be maintained in the open position by the action of gravity, or by a restrained compression spring, or by both, or by means of the opening member (see 2.26.2.14).

A17 Standards Committee Approval: September 16, 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: 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(s) is not addressed within A17.1. The authority having jurisdiction may require the system to be tested by initiating the fire alarm initiating device.

A17 Standards Committee Approval: September 16, 2009

Inquiry 09-11

Subject: Item 3.12.2 Periodic Test (A17.2), Requirement 2.8.2 (A17.1)

Edition: A17.2-2004; 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 A17.1. The authority having jurisdiction may require the system to be tested by initiating the detection means.

A17 Standards Committee Approval: September 16, 2009

Inquiry 09-12

Subject: Requirement 2.2.2.5 Sump Pump

Edition: A17.1-2000 through A17.1-2007 including A17.1a-2008

Background: Sump pumps are available with controls to stop the pump operations when oil is detected. This is to prevent contamination of the sewer system with hydraulic oil. However, with the sump pump operation stopped water can accumulate in the pit.

Question: Does a sump pump with a control that stopped operation when oil is detected, allowing water to accumulate in the pit, comply with the above cited requirement?

Answer: No.

A17 Standards Committee Approval: September 16, 2009

Inquiry 09-15

Subject: Requirements 2.27.3.3.1

Edition: A17.1-2007

Question (1): On Phase II Emergency In-car Operation, is it permissible, per 2.27.3.3.1(i), to allow only a single call to be registered at any time and allow the user to change that selection through the registering of an alternate call selection?

Answer (1): No.

Question (2): If the call cancel button is present and operates to the letter of the code is it permissible, per 2.27.3.3.1(h), to have an additional means of call cancel whereby a subsequently registered call cancels the initially registered call?

Answer (2): No.

A17 Standards Committee Approval: September 16, 2009

Inquiry 09-16

Subject: Requirements 2.2.2.5 Pits

Edition: A17.1-2007

Question: There are two elevators sharing one single pit, with one single sprinkler head installed 24" from the bottom of the pit. If there is only one pit, and one sprinkler head, is the sump pump still required to pump 3,000 gallons/hour per elevator or per pit?

Answer: The requirement is per elevator.

A17 Standards Committee Approval: September 16, 2009

Inquiry 09-17

Subject: Paragraph 3.4.5

Edition: A17.3-2002

Background: This paragraph establishes the requirements for car illumination. The paragraph does not contain a positive statement that spells out the requirement for car top lighting,

Question: Does 3.4.5(e) require top of car lighting to be provided on existing elevators?

Answer: No, see Inquiry 05-09.

A17 Standards Committee Approval: September 16, 2009

Inquiry 09-18

Subject: Requirements 2.2.2.6 Pits

Edition: A17.1-2004

Question (1): Is the "pits" referred to in section 2.2.2.6 of A17.1-2004 referring to the elevator pit or sump pit?

Answer (1): Elevator pit.

Question (2): Would installation of the pump permanently on the floor of the elevator pit be acceptable?

Answer (2): No. See Inquiry 09-08.

A17 Standards Committee Approval: September 16, 2009

Inquiry 09-21

Subject: Requirement 2.27.3.2.6, Phase I Emergency Recall

Edition: A17.1-2007

Background: Rule 2.27.3.2.6 states..."When activated, a heat detector [2.27.3.2.1(d)] in the machine room, control space, or control room shall cause the visual signal [see 2.27.3.1.6(h) and Fig. 2.27.3.1.6(h)] to illuminate intermittently..."

Question: If the heat detector is activating the shunt trip device for the elevator, is the visual signal inside the elevator required to illuminate intermittently after the shunt trip device has removed the power from the elevator?

Answer: No.

A17 Standards Committee Approval: September 16, 2009

Inquiry 09-26

Subject: Requirement 2.27.1.2

Edition: A17.1-2000

Question: If a phone is installed to meet the requirements of this section, is the phone line:

- (a) required to be dedicated to the elevator or
- (b) can the phone line be a "shared" line for other uses in the building?

Answer:

(a) No.

(b) Yes, a shared line is not prohibited, provided that the means within the car is available for communicating to authorized personnel as required.

A17 Standards Committee Approval: September 16, 2009

Inquiry 09-32

Subject: Requirement 2.14.1.7

Edition: A17.1-2004

Background: Requirement 2.14.1.7 requires a "standard railing" conforming to 2.10.2 whenever the distance between the edge of the car top and the adjacent hoistway enclosure exceeds 300mm.

Question: Is a collapsible railing acceptable to meet 2.14.1.7? The elevator in question will be in a glass hoistway and the architect would like to design the car top such that the standard railing is unobtrusive or hidden when the car is in normal operation. When a mechanic gets on top of the car, the railing would be raised to its required setting.

Answer: No.

A17 Standards Committee Approval: September 16, 2009

Inquiry 09-33

Subject: Requirements 2.4.6.2(b)(2) and 2.22.4.1.1 (Components of the Top Car Clearances with Reduced-Stroke Buffer)

Edition: ASME A17.1-2007

Question: In determining the minimum top car clearances in the case where a reduced-stroke buffer is used, does 2.4.6.2(b)(2) require one to use

- a) the minimum stroke based on 115% of the rated car speed, as listed in Table 2.22.4.1; or
- b) the actual buffer stroke, based on 115% of the reduced striking speed, as permitted in 2.22.4.1.2?

Answer: The intent of the requirement is to provide clearance in the overhead equal to the actual stroke of the counterweight buffer that is provided. New requirement 2.4.6.1(b)(2) has been approved for publication.

A17 Standards Committee Approval: September 16, 2009

Inquiry 09-37

Subject: Requirement 7.1.11, Protection of Hoistway Openings

Edition: ASME A17.1- 2007/CSA B44-07

Background: We have a Dumbwaiter with a single section swing type door entrance and need to know the distance from the hoistway face of the door to the edge of the hoistway landing sill. 7.1.11 Landing Sill, references Section 2.11 Protection of Hoistway Entrances. Part 2.11.4.2 seems to apply, we have an electric dumbwaiter with automatic operation.

Question: Is the distance 100 mm (4 in.), 19 mm (0.75 in.), or some other distance?

Answer: This issue is not addressed by the code.

A17 Standards Committee Approval: September 16, 2009

Inquiry 09-40

Subject: Fixed-Torque Brake; Rule 6.1.5.3.1(d)(1a)

Edition: A17.1a-2008 addenda to A17.1-2007

Question (1): For a fixed-torque brake, is the minimum fixed brake torque the minimum brake torque recommended by the escalator manufacturer to stop the escalator as required per code?

Answer (1): Yes.

Question (2): If not covered, what torque does it represent?

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

A17 Standards Committee Approval: September 16, 2009

Inquiry 09-43

Subject: Paragraph 1.5 ALTERATIONS, MAINTENANCE, AND INSPECTIONS AND TESTS

Edition: ASME A17.3-2002

1. Paragraph 1.5 (a) specified 8.10.8.11 in ASME A17.1-2000
2. Paragraph 1.5(b) specified 8.6.8.7 in ASME A17.1-2000

Background: The subsequent edition ASME A17.3-2005 specified requirements 8.10 and 8.11 in 1.5(a) and 8.6 and 8.7 in 1.5(b). Also Paragraph 1.5 in previous editions of A17.3 required compliance with Parts X and XII of A17.1. There is not an 8.10.8.11 in A17.1-2000 and 8.6.8.7 has to do only with maintenance of roller tracks and chains.

Question: Was it the intent of A17.3-2002 to require compliance with 8.6, 8.7, 8.10 and 8.11 in A17.1-2000?

Answer: Yes, this was editorially corrected in A17.3-2005.

A17 Standards Committee Approval: September 16, 2009

Interpretations Approved at the January 2010 A17 Standards Committee Meeting

Inquiry 08-43

Subject: Requirement 8.8.1, Welding

Edition: ASME A17.1 - 2007

Question (1): Does this wording in 8.8.1 (“except for tack welds...”) exempt the operator from having any documentation regarding his/her competency to tack weld?

Answer (1): Yes, only if the tack weld is later incorporated in the finished welds as required elsewhere in the Code by a qualified welder.

Question (2): Does the wording in 8.8.1 “except for tack welds...” exempt the operator from having any documentation regarding his/her competency for welding in general?

Answer (2): No.

A17 Standards Committee Approval: January 13, 2010

Inquiry 09-13

Subject: Requirement 2.18.7

Edition: A17.1-2007

Question: When a governor complying with 2.18.7 that depends on the arc of contact for pull-through force is used with Type B flexible guide clamp safeties, once the governor is mechanically tripped and sets the safeties, is it

- (a) required for the governor tripping mechanism to stay in the tripped position until manually reset; or
- (b) permitted for the governor tripping mechanism to return to an untripped position without a manual reset?

Answer:

- (a) No. Also note that the overspeed switch must remain in the set position (see 2.18.7.2)
- (b) Yes.

A17 Standards Committee Approval: January 13, 2010

Inquiry 09-20

Subject: Requirement 2.7.2.1

Edition: A17.1-2004

Background: Rule 2.7.2.1 states "Only machinery and equipment used in conjunction with the function or use of the elevator shall be permitted in the elevator machine room."

Question: An access panel has been installed inside of an elevator machine room in order to access plumbing and ventilation service areas within the ceiling and wall.

(a) Is this permitted?

(b) Is this permitted if the ventilation or plumbing is considered elevator utilization equipment?

Answer:

(a) This is not addressed by ASME A17.1. An access panel is not considered equipment.

(b) See response to (a).

A17 Standards Committee Approval: January 13, 2010

Inquiry 09-38

Subject: Requirements 8.11.3.2.1 and 8.11.3.2.2; Item 2.31.2
Regarding Category 1 Pressure Tests

Edition: A17.1-2007; A17.2-2007

Background: The hydraulic elevator system has either a single Up valve or a single Unit valve. As is the usual method, the Up valve or Up section of the Unit valve is used to bypass the full output of the pump for pressure relief (among other things). Realize that in up leveling, the Up valve or Up section of the Unit valve is partially open, causing part of the pump output to bypass to the tank, and part to run the elevator up. If the elevator is then run up such that the plunger stop contacts the inside of the top of the cylinder, the pressure relief should cause the Up valve or Up section of the Unit valve to open fully, thus bypassing the full output of the pump.

Question 1: Is it permitted to test the pressure relief setting and system pressure by running the elevator onto the stop ring at up leveling speed and reading the pressure gauge.

Answer (1) No. See A17.2, Item 2.31.2.2 for a recommended procedure.

Question 2: Is it permitted to test the flexible hose and fittings if present, by keeping the motor running for the specified period of time.

Answer (2): Yes, provided the relief valve test is conducted in accordance with 8.11.3.2.1. Note that a minimum of 30 sec is required by 8.11.3.2.4.

A17 Standards Committee Approval: January 13, 2010

Inquiry 09-39

Subject: Requirements 8.11.3.2.1 and 8.11.3.2.2; Item 2.31.2
Regarding Category 1 Pressure Tests

Edition: A17.1-2007 and A17.2-2007

Background: There is some history of cylinders without safety bulkheads blowing the bottom off during this test. That has caused the elevator to fall like a rock, and essentially destroy the car frame and cab. The entire hydraulic system would be equally tested if the car was tied down or blocked down fairly close to the bottom of travel. Without a fall of five (5) or more floors, the cylinder would fail the test, but the car frame and car would not be destroyed.

Question: Is it permitted to perform the referenced tests with the elevator car frame tied down or blocked down so that a cylinder that has a catastrophic failure does not in turn wreck the car.

Answer: No. A17.1-2007 requirements 3.18.3.4 and 8.6.5.8, require all hydraulic cylinders installed below ground to be equipped with a safety bulkhead or equipped with a car safety or plunger gripper. The condition described should not occur.

A17 Standards Committee Approval: January 13, 2010

Inquiry 09-41

Subject: Requirement 2.27.3.4(d)

Edition: ASME A17.1 2007/CSA B44-07

Background: An elevator is at a landing on Phase II Emergency In-Car Operation with the key in the "ON" position. Power to the elevator is lost and upon a power recovery the car and hoistway doors are partially open (not fully open or closed).

Question: Upon power recovery and before the open or door close button is used to fully open or close the doors, does the code prohibit any movement of the doors due to external forces such as the door closer required under 2.11.3.1 or windage?

Answer: No. Only powered movement is prohibited.

A17 Standards Committee Approval: January 13, 2010

Inquiry 09-2220

Subject: Requirements 2.27.3.3.5 and 3.27.4

Edition: A17.1-2007

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). One of the devices specified in 3.27.1 activates, stopping the car. The Phase II switch is then moved to the OFF position. The car recalls to the alternate level and opens its doors.

Question(1): After the car recalls to the alternate level and opens its doors does the door remain open in accordance with 3.27.4 because it is still on Phase II?

Answer (1): Yes.

Question (2): After the car recalls to the alternate level and opens its doors, does the door close after 15 seconds in accordance with 3.27.3 because it has completed a recall?

Answer (2): No.

A17 Standards Committee Approval: January 13, 2010

Inquiry 09-2224

Subject: Requirement 2.26.4.4 and 2.26.9.3

Edition: A17.1a-2008

Question: If the control equipment is arranged such that its wiring or operation has no effect on or can cause any of the conditions contained in 2.26.9.3 (a) through (e), must it still be tested in conformance with EN 12016?

Answer: Yes. 2.26.4.4 requires control equipment to be tested.

Although a specific design may be such that the interference can not cause any of the specified conditions, there is no general assurance that all door control or other forms of control related to the elevator may not be influenced by the interference and cause any of the specified conditions. It can only be assured by testing.

A17 Standards Committee Approval: January 13, 2010

Inquiry 09-2231

Subject: Requirement 8.11.2.2.6

Edition: A17.1-2004

Question: Is it acceptable to activate the inputs on the elevator controller to observe the response of the elevator to a proper signal from the fire alarm system, thereby determining conformance or non-conformance to the code?

Answer: Yes.

A17 Standards Committee Approval: January 13, 2010

Inquiry 09-2234

Edition and Subject: A17.1-1996 through A17.1d-2000, Section 3
A17.1-2000 through A17.1a-2008, Section 1.3

Background: Under definitions "control, operation: " the definition for "operation, automatic:" is shown as the first indented definition under the parent heading paragraph. The definition for "operation, automatic: " is followed by several other definitions, (starting with "operation, group automatic:" and ending with "operation, single automatic:") that are all set back one additional indent from the definition for "operation, automatic: " A similar format is used for the definitions "control, motion: ".

Question (1): An operation controller automatically starts an elevator by entering (registering) floor destinations that are identified with landings from the momentary actuation of operating devices located at each landing and causes the elevator to be dispatched to the landing at which the floor destinations were entered. The elevator automatically opens its doors at the landing to receive passengers who are then taken to the registered destination landing(s) and automatically stops the elevator to allow passengers to exit the car. There may be no operating devices identified with landings in the car for passengers to enter destinations, only the aforementioned devices at landings are used for this purpose.

Does the above operation fall under the definition of "operation, automatic: "?

Answer (1): Yes.

Question (2): Is the definition for "operation, automatic: " a type of operation control?

Answer (2): Yes.

Question (3): Are all definitions indented under "operation, automatic:" such as "operation, group automatic: "and" operation, single automatic:" considered to be examples of the same type of operation control i.e. automatic operation?

Answer (3): Yes.

Question (4): If the answer to (3) is no, what is the purpose of the indented format for these definitions?

Answer (4): See the answer to Question (3).

Question (5): If the answer to (3) is yes, are the indented definitions under "operation, automatic: "examples of various forms of this type of operation control and that other examples may exist so long as they fit the definition of "operation, automatic"?

Answer (5): Yes.

Question (6): Can the answers to (3), (4), and (5), in principle, be applied to the definitions for "control, motion:" when trying to determine types of motion controls?

Answer (6): The question is too broad to be provided with a response in principle.

A17 Standards Committee Approval: January 13, 2010

Inquiry 09-2242

Subject: Requirement 5.3.1.11.1

Edition: A17.1-2007

Question: When a counterweight safety is required by 5.3.1.11.1, is the counterweight safety required to comply with 5.3.1.11.3 and 5.3.1.11.4.

Answer: No.

A17 Standards Committee Approval: January 13, 2010

Inquiry 10-21

Subject: Requirements 8.10.2.2.2(jj)(2) – "Emergency" Brake Stop

Edition: A17.1a-2008

Question (1): What must the "Emergency" brake stop and hold? In 8.10.2.2.2(jj)(2) refers you to 2.19.2.2 which says "Up to Rated Load" and then it refers you to 2.16.8(h) which states 125% of rated load.

Answer (1): The emergency brake must stop and hold 125% of rated load in the down direction {see Requirement 2.16.8(h) and Non-Mandatory Appendix F-1}.

Question (2): Are we requiring the "Emergency " brake to do more than the driving machine brake which has always just been required to lower and stop 125% of the rated load?

Answer (2): No. See Answer (1).

A17 Standards Committee Approval: January 13, 2010

Interpretations Approved at the May 2010 A17 Standards Committee Meeting

Inquiry 08-27

Subject: Requirement 8.7.2.27.4

Edition: A17.1-2007

Question: Does replacing a motor controller with the same type of motor controller and motion controller with the same type of motion controller require providing an Emergency Brake?

Answer: No, 8.7.2.27.4 does not require compliance with 2.19.

A17 Standards Committee Approval: May 6, 2010

Inquiry 10-685

Subject: Requirement 2.2, Pits

Edition: ASME A17.1-2004

Question 1: Is the "pits" referred to in section 2.2.2.6 of A17.1-2004 referring to the elevator pit or sump pit?

Answer (1): The elevator pit.

Question 2: Is the text in section 2.2.2.6 "sump pumps in pits" requiring all pumps to be installed within a sump or would installation of the pump permanently on the floor of the elevator pit be acceptable?

Answer (2): All pumps have to be installed in a sump with the sump cover level with the elevator pit floor.

A17 Standards Committee Approval: May 6, 2010

Inquiry 09-19

Subject: Requirement 8.7.2.10.1, Alterations to Hoistway Entrances

Edition: A17.1-2007

Question: As part of an alteration to the Motion Control of an elevator, the hoistway doors were replaced. The original frame and sill have been kept. Are the newly installed hoistway doors required to have safety retainers that meet the requirements of 2.11.11.8?

Answer: Yes. See 8.7.2.27.5(a)

A17 Standards Committee Approval: May 6, 2010

Inquiry 09-23

Subject: Requirement 2.19.3.3 (Emergency Brake Marking Plate Requirements)

Edition: A17.1-2007

Question (1): Does 2.19.3.3 apply to the situation where a dual machine brake is used to comply with 2.19, as permitted in 2.19.3.2(a)(5)?

Answer (1): Yes, where one element of the dual machine brake is identified as an emergency brake.

Question (2): If the answer to question #1 is "Yes," then in the case of a dual machine brake, would it be correct to list the "range of total masses" as:

- a) empty car weight to car with full load;
- b) empty car weight to car with 125% of full load, as required in 2.16; or
- c) other?

Answer (2a): No.

Answer (2b): No.

Answer (2c): Yes, the range of total masses would include the sum of all masses including the car with attachments and its load.

NOTE: For additional information see inquiry 09-30.

Question (3): If the answer to question #1 is "Yes," then in the case of a dual machine brake, where the emergency brake is applied along with the normal brake after the car has come to a normal stop, as permitted in 2.19.3.2(c), should the lowest speed on this marking plate be listed as:

- a) "0 fpm";
- b) the lowest speed at which the ascending car overspeed detection means is set to trip;
- c) the estimated speed at which the car might be moving when the unintended motion detection means is tripped; or
- d) other?

Answer (3a): No.

Answer (3b): No.

Answer (3c): No.

Answer (3d): Yes. The "range of speed" is not defined by Code, therefore the data shall be permitted to be shown as Ascending Car Overspeed or Unintended Car Movement protection speed ranges.

A17 Standards Committee Approval: May 6, 2010

Inquiry 09-1625

Subject: Requirement 2.14.2.3.2(b)

Edition: ASME A17.1-2000

Question: Does the location of an auxiliary power source capable of providing the minimum air handling capacity for a continuous period of at least 1 hour have to be between the elevator and the electrical breaker?

Answer: The requirement is that the power supply be located on the car, however the location of the breaker is not addressed by 2.14.2.3.2(b).

A17 Standards Committee Approval: May 6, 2010

Inquiry 09-44

Subject and edition: ASME A17.1-2007 requirements 2.12.7.2.3, 2.12.7.3.3(a), 2.26.1.4.1(b), 2.26.1.5, 2.26.1.6, and Table 2.26.4.3.2.

Background: Table 2.26.4.3.2 specifies the SIL requirement for electrical protective devices and other safety functions including 2.12.7.3.3(a), 2.26.1.4.1(b), 2.26.1.5, and 2.26.1.6. In the requirements for all the stated electrical protective devices noted in the table and some control and operating circuits, the parent requirement includes a statement that permits the application of a "listed/certified and labeled/marked" SIL device in lieu of the original prescriptive requirement that preceded the 2007 edition of the code. The parent requirements for 2.12.7.3.3(a), 2.26.1.4.1(b), 2.26.1.5, and 2.26.1.6, do not include this language.

Committee Revised Question: Is it the intent of the code that "listed/certified and labeled/marked" SIL devices in compliance with the safety integrity levels specified in Table 2.26.4.3.2 are permitted to be used for those devices and circuits specified in 2.12.7.3.3(a), 2.12.7.2.3, 2.26.1.4.1(b), 2.26.1.5, and 2.26.1.6?

Answer: Yes, with the exception that the SIL and device listed in the table as 2.12.7.3.3(a) was intended to be for the device in 2.12.7.2.3.

The following revision has been approved for the next publication of the A17.1 code:

Table 2.26.4.3.2 SIL for Electrical Protective Devices and Other Electrical Safety Functions			
Requirement	Device Name	Safety Function	SIL
2.12.7.2.3	Hoistway access switches	Check hoistway access operation	3

A17 Standards Committee Approval: May 6, 2010

Inquiry 09-1619

Subject: Rule 2.14.2.3.2(b)

Edition: A17.1-2000

Question: Is a configuration of having one uninterruptible power supply as the source of auxiliary power for two elevator cabs in compliance with rule 2.14.2.3.2 (b)?

Answer: No

A17 Standards Committee Approval: May 6, 2010

Inquiry 09-2176

Subject: Requirement 2.27.3.2.6 Visual Signal (Flashing Hat)

Edition: ASME A17.1-2000 and ASME A17.1-2005S and later editions

Scenario One:

The car has returned to the designated landing due to the activation of a fire alarm initiating device at any required location other than one at the designated landing, machine room or hoistway and the car is at the designated landing with the doors open and Phase I recall has been completed.

Question (1) If a fire alarm initiating device in the machine room is activated while the car is parked at the designated landing and Phase II is not effective, is it required to have the visual signal illuminate intermittently by A17.1-2000?

Answer: (1) Yes.

Question (2) If a fire alarm initiating device in the machine room is activated while the car is parked at the designated landing and Phase II is not effective, is it required to have the visual signal illuminate intermittently by A17.1-2005S and later editions?

Answer: (2) No, the visual signal illuminates intermittently only when Phase I is initiated by the machine room or hoistway FAID.

Question (3) If a fire alarm initiating device in the hoistway is activated while the car is parked at the designated landing and Phase II is not effective, is it required to have the visual signal illuminate intermittently by A17.1-2000?

Answer: (3) Yes.

Question (4) If a fire alarm initiating device in the hoistway is activated while the car is parked at the designated landing and Phase II is not effective, is it required to have the visual signal illuminate intermittently by A17.1-2005S and later editions?

Answer: (4) See response to Question 2.

Scenario Two:

The car has returned to the alternate landing due to the activation of a fire alarm initiating device at the designated landing and the car is at the alternate landing with the doors open and Phase I recall has been completed.

Question (1) If a fire alarm initiating device in the machine room is activated while the car is parked at the alternate landing and Phase II is not effective, is it required to have the visual signal illuminate intermittently by A17.1-2000?

Answer: (1) Yes.

Question (2) If a fire alarm initiating device in the machine room is activated while the car is parked at the alternate landing and Phase II is not effective, is it required to have the visual signal illuminate intermittently by A17.1-2005S and later editions?

Answer: (2) No, the visual signal illuminates intermittently only when Phase I is initiated by the machine room or hoistway FAID.

Question (3) If a fire alarm initiating device in the hoistway is activated while the car is parked at the alternate landing and Phase II is not effective, is it required to have the visual signal illuminate intermittently by A17.1-2000?

Answer: (3) Yes.

Question (4) If a fire alarm initiating device in the hoistway is activated while the car is parked at the alternate landing and Phase II is not effective, is it required to have the visual signal illuminate intermittently by A17.1-2005S and later editions?

Answer: (4) See response to Question 2.

Scenario Three:

The car has returned to either the designated or alternate landing due to the activation of a fire alarm initiating device in a location other than the machine room or hoistway and the car has been placed into Phase II Emergency In-Car Operation and the car is anywhere in the hoistway, including but not limited to being at the designated or alternate landing but Phase II operation is in effect.

Question (1) If a fire alarm initiating device in the machine room is activated while the car is on Phase II Emergency In-Car operation, is it required to have the visual signal illuminate intermittently by A17.1-2000?

Answer: (1) Yes.

Question (2) If a fire alarm initiating device in the machine room is activated while the car is on Phase II Emergency In-Car operation, is it required to have the visual signal illuminate intermittently by A17.1-2005S and later editions?

Answer: (2) No, the visual signal illuminates intermittently only when Phase I is initiated by the machine room or hoistway FAID.

Question (3) If a fire alarm initiating device in the hoistway is activated while the car is on Phase II Emergency In-Car operation, is it required to have the visual signal illuminate intermittently by A17.1-2000?

Answer: (3) Yes.

Question (4) If a fire alarm initiating device in the hoistway is activated while the car is on Phase II Emergency In-Car operation, is it required to have the visual signal illuminate intermittently by A17.1-2005S and later editions?

Answer: (4) See response to Question 2.

Scenario Four:

The car is in the process of returning to either the designated landing or the alternate landing due to the activation of a fire alarm initiating device at a specified location other than in the machine room or hoistway but has yet to arrive at the designated or alternate landing and Phase I recall has yet to be completed.

Question (1) If a fire alarm initiating device in the machine room is activated while the car is in the process of completing Phase I recall, is it required to have the visual signal illuminate intermittently by A17.1-2000?

Answer: (1) Yes.

Question (2) If a fire alarm initiating device in the machine room is activated while the car is in the process of completing Phase I recall, is it required to have the visual signal illuminate intermittently by A17.1-2005S and later editions?

Answer: (2) No, the visual signal illuminates intermittently only when Phase I is initiated by the machine room or hoistway FAID.

Question (3) If a fire alarm initiating device in the hoistway is activated while the car is in the process of completing Phase I recall, is it required to have the visual signal illuminate intermittently by A17.1-2000?

Answer: (3) Yes.

Question (4) If a fire alarm initiating device in the hoistway is activated while the car is in the process of completing Phase I recall, is it required to have the visual signal illuminate intermittently by A17.1-2005S and later editions?

Answer: (4) See response to Question 2.

A17 Standards Committee Approval: May 6, 2010

Inquiry 09-2185

Subject: Rule 211.3a, Requirement 2.27.3.1

Edition: A17.1-1996, A17.1-2000, A17.1-2004

Background: A three car group of elevators share a common hoistway, but serve different floors/levels.

Elevator 4 only has front openings and serves landings 1, 2A and 18 through 26

Elevator 5 has front/rear openings and serves landings B, 1, 1R, 2, 2A, 18 through 26 and R

Elevator 6 has front/ rear openings and serves landings 1R, 1A, 2, 2a, 3-26, R.

The rear doors on Elevators 5 and 6 serve landing 1R, while all the other landings are served by the front openings. Landings 1, 1A and 1R have separate lobbies.

Question (1): Is it permitted for one Phase I recall switch to be located at landing 1R for all three elevators in the group, although Elevator 4 does not serve that landing?

Answer (1): No, see 2.27.3.1.1 (a) and (c).

Question (2): If Elevator 6 were taken out of the group:

(a) Would it be required to have one Phase I recall switch for Elevator 6 and another for Elevator 4 and 5?

(b) Would it be permitted to have one Phase I recall switch to be located at landing 1R for Elevator 6 and another Phase I recall switch to be located at landing 1 for Elevators 4 and 5?

Answer (2a): Yes, each group needs its own recall switch.

Answer (2b): Yes, if those are the designated levels for those elevators.

A17 Standards Committee Approval: May 6, 2010

Inquiry 09-2186

Subject: Rule 211.3c, Requirement 2.27.3.3

Edition: A17.1-1996, A17.1-2000, A17.1-2004

Question: When on Phase II is it permitted for registered car calls to be cancelled by pressing the car call button of the landing where the elevator is located?

Answer: This scenario is not prohibited by the code.

A17 Standards Committee Approval: May 6, 2010

Inquiry 09-2187

Subject: Requirement 2.11.3.2(c)

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

Question: Does requirement 2.11.3.2(c) permit the elevator to be parked with the doors open if the in-car stop switch is in the "STOP" position, thereby preventing Phase I recall?

Answer: Yes.

A17 Standards Committee Approval: May 6, 2010

Inquiry 09-2221

Subject: Requirement 2.27.1.1.4

Edition: ASME A17.1-2004

Question (1): The A17.1 Code states that for elevators traveling above 60ft or more would require 2-way voice communication means within the building, if there was a phone inside the building that can be used to call the emergency phone inside the elevator, wouldn't that be enough to comply with that code?

Answer (1): Yes, as long as it's accessible to emergency personnel and meets all of the requirements of 2.27.1.1.4.

Question (2): As for overriding communications to outside of the building (2.27.1.1.4a), suppose that emergency personnel in the building is using an in-building phone, wanting to talk to the passenger inside the elevator, but the passenger is currently talking to an off-site operator, if someone were to go to the telephone switching room to cut off the conversation with the off-site person and immediately let the emergency personnel using the in-building phone to reach the passenger inside the elevator, would this method comply with the code?

Answer (2): No.

A17 Standards Committee Approval: May 6, 2010

Inquiry 09-2222

Subject: Requirement 2.8.3.3.4

Edition: A17.1-2007

Question (1): Would compliance with 2.8.3.3.4(a) and (b) be required if a sprinkler was located 23.5 in above the pit floor?

Answer (1): Yes, all of 2.8.3.3.4 would be applicable.

Question (2) Would compliance with 2.8.3.3.4(a) and (b) be required if a sprinkler was located 24.5 in above the pit floor?

Answer (2): No. See also NFPA 13.

A17 Standards Committee Approval: May 6, 2010

Inquiry 09-2223

Subject: Section 4.1

Edition: A17.1 - 2004

Question: According with Section 4.1, A17.1-2004, shall we install a pit for a permanent rack and pinion elevator?

Answer: Yes; section 4.1 requirement 4.1.1 references conformity to Part 2 requirement 2.2.1. (See also definition of "pit, elevator").

A17 Standards Committee Approval: May 6, 2010

Inquiry 09-2225

Subject: Clause 20.1

Edition: A17.5-2004

Question: Which of the following voltages and currents, where applicable, must be listed on the controller nameplate required by Clause 20.1?

- a) those associated with the main line disconnect;
- b) those associated with any secondary disconnects;
- c) those provided to any of the controller circuits by an external isolation, step-up or step-down transformer;
- d) those provided to the controller from all external power sources;
- e) those provided by the controller for fixtures;
- f) those provided by the controller for the driving machine motor;
- g) those provided by the controller for the driving machine brake;
- h) those provided by the controller for the emergency brake;
- i) those provided by the controller for the door motor(s);
- j) all those that enter or exit the controller

Answer: Potentially all of the above could be required on the label as specified in Clause 20.3. However, Item (c) of Clause 20.1 allows this information to be provided in a means other than on the label where all of the data cannot be provided on the label.

A17 Standards Committee Approval: May 6, 2010

Inquiry 09-2226

Subject: Section 1.3 Def'n: driving machine, rack-and-pinion

Edition: A17.1a-2008

Question (1): Could a roller link chain fastened at each end to form a stationary straight line be considered a rack in Section 4.1 and the Section 1.3 definition?

Answer (1): No

Question (2): Could a roller link chain fastened at each end to form a stationary straight line be considered a rack in Section 5.7 and the Section 1.3 definition?

Answer (2): No

A17 Standards Committee Approval: May 6, 2010

Inquiry 09-2227

Subject: Requirements 3.17.1.1 and 3.18.1.2.7

Edition: A17.1a-2008

Question: Is it necessary to provide the "enclosed manually reset switch" required in 3.18.1.2.7 and for this switch to "cause the electric power to be removed from the hydraulic machine pump motor and the control valves should any rope become slack", when the slack-rope device also activates the car safety on a roped-hydraulic elevator when any rope becomes slack?

Answer: Yes.

A17 Standards Committee Approval: May 6, 2010

Inquiry 09-2228

Subject: Requirement 3.18.3.8

Edition: A17.1-2004 through 2007

Question: Does 3.18.3.8 require each method to be applied?

Answer: No.

A17 Standards Committee Approval: May 6, 2010

Inquiry 09-2229

Subject: Requirement 2.7.3.2

Edition: A17.1-2007

Question: Does an "alternating tread device" meet the A17.1 requirements for stair access from the top floor level to the roof?

Answer: No. See Inquiry 06-25.

A17 Standards Committee Approval: May 6, 2010

Inquiry 09-2230

Subject: Sec 5.7 Special Purpose Personnel Elevator Driving Machines and Sheaves

Edition: A17.1-2007

Background: Section 5.7 does not state a requirement for guarding of exposed driving equipment. However it does use Part 8 for additional requirements that apply to Special Purpose Personnel Elevators.

Question: Does Section 5.7 Special Purpose Personnel Elevators allow the use of a complete drive cover with hinged access to drive equipment as a guard against accidental contact?

Answer: Hinged covers are not addressed in 5.7 Special Purpose Personnel Elevators.

A17 Standards Committee Approval: May 6, 2010

Inquiry 09-2232

Edition and Subject: A17.1-2000, Requirement 8.6.10.4
A17.1-2007, Requirement 8.6.11.4

Question (1): Is a written emergency evacuation procedure required for evacuations of passengers from a stalled elevator that are performed by elevator personnel?

Answer (1): No, a separate emergency evacuation procedure is not required for elevator personnel.

Question (2): Must it be kept on the premises where the elevator is located?

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

Question (3): Does each elevator require its own procedure?

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

A17 Standards Committee Approval: May 6, 2010

Inquiry 09-2233

Edition and Subject: A17.1-2000 through A17.1-2007, Req 3.19.4.7.5(c)
A17.1a-2002 through A17.1-2007, Req 3.17.3.5(b)

Background: The peak deceleration rate specified for plunger grippers is 2 G for a duration of 0.04 s, while the peak deceleration rate specified for an overspeed valve is 2.5 G for a duration of 0.04 s.

Question (1): Does the Code indicate two different peak deceleration rates for these safety devices?

Answer (1): Yes.

Question (2): If yes, what is the intent of having two different peak deceleration rates?

Answer (2): ASME policy does not allow explanations describing why the standard is written the way it is.

A17 Standards Committee Approval: May 6, 2010

Inquiry 10-267

Subject: Rule 110.19 and requirement 2.11.19 Gasketing of Hoistway Entrances

Edition: A17.1-1992 through A17.1a-2008

Background: Requirement 2.11.19.1 specifies that gasketing material shall be subjected to the tests specified in UL 10B, NFPA 252, or CAN4-S104 testing, but it is unclear if testing on each manufactured type (brand) of entrance assembly is required. The requirement could be read that the gasketing material is permitted to be applied on any manufactured entrance assembly after testing on one manufactured entrance assembly with an existing Label/Listing, or it could be read that each Label/Listed entrance assembly must be tested with a gasketing material applied on each manufactured type of entrance. The concern is some mounting schemes for gasketing devices use a mechanical method of mounting a metal extrusion by drilling and fastening the hoistway door or entrance frame about its perimeter approximately every 150 mm (6 in.) with screws; perhaps affecting the performance of the entrance assembly during a fire. Since this mechanically changes the doors or frames, a new UL 10B, NFPA 252, or CAN4-S104 test should be required with the gasketing devices applied for each manufactured (brand) entrance assembly design. In most all other cases where an entrance assembly is mechanically altered, the Label/Listing is voided. In order to assure continued protection throughout the life cycle of the entrance assembly, the gasketing and/or entrance assembly manufacturer should provide evidence of compliance for all entrance assemblies using similar mechanical mounting methods and then tested to UL10B, NFPA 252, or CAN4-S104. This may be difficult in the case of existing entrance assemblies not presently in manufacture and therefore gasketing devices relying on mechanical fastenings should not be allowed on existing entrance assemblies which would jeopardize the existing Label/Listing.

Question: Does 2.11.19.1 require UL10B, NFPA 252, or CAN4-S104 testing, Listing, and Labeling for each type and brand of listed entrance that gasketing will be applied to?

Answer: No. The code does not address the types and brands of entrances with which to test the gasketing. The referenced standards address the specific requirements and testing methods that a certifying organization would use to evaluate the gasketing for labeling. Please note that the gasketing material or the attachment method may affect the listing and labeling of entrance assembly.

A17 Standards Committee Approval: May 6, 2010

Inquiry 10-370

Edition and Subject: A17.1a-2008/CSA B44a-08, Requirements 2.27.2.4.3 and 2.27.2.4.6

Background: Requirement 2.27.2.4.3 calls for a means “to indicate that the elevator is at the designated level with the doors in the normally open position” when the selector switch(es) is not located at the designated level in view of all elevator entrances and after the elevator has returned to the designated level as required by 2.27.2.4.4(a). Also, Requirement 2.27.2.4.4 indicates that the means to return the elevator, one at a time to the designated level, be automatic with certain stated provisions. Further, Requirement 2.27.2.4.5 permits automatic selection of the elevator to remain in service while Requirement 2.27.4.6 calls for a visual means (a different indicator to the 2.27.2.4.3 indicator) to indicate the selected elevator(s).

Questions: In a scenario where the 2.27.2.4.3 “Recalled” indicator is required, the selector switch is in the AUTO position, all elevators have successfully recalled to the designated level, all elevators are parked with the power-operated doors in the normally open position, and one elevator is automatically selected to remain in operation.

Question (1): Are the power –operated doors on the selected elevator required to close at the time the elevator is automatically selected?

Answer (1): No.

Question (2): Are the power –operated doors on the selected elevator permitted to close at the time the elevator is automatic selected?

Answer (2): Yes.

Question (3): If the answer to both Question 1 and 2 is “No,” when, after completion of automatic selection, are the power-operated doors permitted to close on the automatically selected elevator?

Answer (3): See answers to Questions (1) and (2)

Question (4): In the sequence where the selected elevator closes the power-operated doors and then leaves the designated level, must the 2.27.2.4.3 “Recalled” indicating means turn OFF;

(a) when the power-operated doors move away from the normally open position;

(b) or, when the elevator leaves the designated level?

Answer (4a): Yes.

Answer (4b): The indicating means is already off per (4a).

Question (5): In the sequence where the selected elevator moves away from the designated level, then returns to the designated level, and opens the power-operated doors, must the 2.27.2.4.3 “Recalled” indicating means turn ON;

(a) when the elevator arrives at the designated level and before the power-operated doors open;

(b) or, when the power-operated doors reach the normally open position with the elevator at the designated level?

Answer (5a): No.

Answer (5b): Yes.

Question (6): When the selector switch(es) is in the AUTO position, and the elevator that is to remain in operation has successfully recalled to the designated level and is automatically selected, is the 2.27.2.4.6 “Selected” indicating means required to turn ON for the selected elevator?

Answer (6): Yes.

Question (7): Is the 2.27.2.4.6 “Selected” indicator required to turn ON for the selected elevator when that elevator is automatically selected, or is this indication just for manual selection?

Answer (7): It must operate on both AUTO and MANUAL.

A17 Standards Committee Approval: May 6, 2010

Inquiry 10-371

Subject: Requirements 2.27.3.3 (second paragraph), 2.27.3.3.3, and 2.27.3.4.

Edition: A17.1a-2008

Background: Requirement 2.27.3.3 second paragraph indicates that a Phase II Fire Service mode change (ON, HOLD or OFF) cannot take place for an elevator with power-operated door(s) unless the car is at a landing with the door(s) in the normally open position, but does allow for two exceptions, 2.27.3.3.4 and 2.27.3.4. In 2.27.3.3.4 the mode change is from ON to OFF with the door(s) in the closed position. In 2.27.3.4 the Phase II Fire Service mode to be established appears to be based on the position of the FIRE OPERATION switch upon restoration of power and without regards to the position of the door(s).

In 2.27.3.3.3(a) and (b) the Phase II Fire Service mode change from ON to OFF first takes place with the car door(s) in the normally open position. However, while the door(s) is closing and before the door(s) get fully closed, if the FIRE OPERATION switch is moved to the ON or HOLD position prior to completion of door closing, then the mode change is from OFF back to ON or to HOLD with the door(s) NOT in the normally open position as required in 2.27.3.3 (second paragraph).

NOTE: 2.27.3.4(b) does not address door operation for the OFF position as 2.27.3.4(b), 2.27.3.4(c) and 2.27.3.4(d) do for the HOLD and ON positions. Neither does 2.27.3.4(b) distinguish between horizontal and vertical sliding power-operated door(s) for the OFF position as requirement 2.27.3.3.3 does.

Question (1): Should requirement 2.27.3.3 (second paragraph) also include 2.27.3.3.3 as a third exception?

Answer (1): No. When the key is moved to OFF, the mode changes to OFF and the doors start to close. While in OFF mode, if the key is moved to ON or HOLD, OFF mode determines that the doors reopen. Once they reach fully open, the mode changes to ON or HOLD.

Question (2): Is it correct that the Phase II Fire Service mode established after restoration of power under requirement 2.27.3.4;

(a) is based solely on the position of the FIRE OPERATION switch;

(b) is without regards to the normally open door position [2.27.3.3 (second paragraph)];

(c) and, is without regards to any door position, open or closed or ajar (not fully open or closed)?

Answer (2 a, b, c): Yes.

Question (3): If the answers to Questions 2.a, 2.b and 2.c are "Yes," then, is it also correct that any subsequent door operation would be based on the Phase II Fire Service mode that was established due to the FIRE OPERATION switch position at the time power was restored and not at the time power was lost?

Answer (3): Yes.

Question (4): If the horizontal sliding power-operated door is ajar and the car is in the leveling zone, at the time power is restored under 2.27.3.4 and based on the position of the FIRE OPERATION switch, is the following the correct operation for the horizontal sliding power-operated door(s)?

(a) ON Remain ajar. 2.27.3.4(d) does not permit the power-operated door(s) to move until a door open or door close button is pressed.

(b) HOLD Open automatically. 2.27.3.4(c) requires the power-operated door(s) to open if not fully closed.

(c) OFF. The horizontal sliding power-operated door(s) should close automatically. 2.27.3.3.3(a) requires that the horizontal sliding power-operated door(s) close automatically when the switch is in the OFF position.

Answer (4 a, b, c): Yes.

Question (5): If the vertical sliding power-operated door(s) is ajar (not fully open or closed) and the car is in the leveling zone, at the time power is restored under 2.27.3.4 and based on the position of the FIRE OPERATION switch, is the following the correct operation for the vertical sliding power-operated door(s)?
(a) ON Remain ajar. 2.27.3.4(d) does not permit the power-operated door(s) to move until a door open or door close button is pressed.

(b) HOLD Open automatically. 2.27.3.4(c) requires the power-operated door(s) to open if not fully closed.

(c) OFF. The vertical sliding power-operated door(s) should not move until commanded to do so in accordance with requirement 2.27.3.3.1(e).

Answer (5 a, b, c): Yes.

Question (6): With the car on Phase II and operating under normal power and while the power-operated door(s) is being closed with continuous pressure on the DOOR CLOSE button the FIRE OPERATION switch is moved from the ON to the HOLD position, and then the DOOR CLOSE button is released before the door(s) get fully closed;

(a) is the door(s) required to automatically re-open?

(b) if the answer to Question 6.a is "Yes," does the door(s) re-open in response to the release of the DOOR CLOSE button?

(c) if the answer to Question 6.a is "Yes," does the door(s) re-open in response to the FIRE OPERATION switch being moved to the HOLD position?

(d) When does the Phase II Fire Service mode change from ON to HOLD take place in this scenario.

Answer (6a): Yes, see 2.27.3.3.1(e)

Answer (6b): Yes.

Answer (6c): No, See answer to Question (6a)

Answer (6d): The mode changes when the doors reach the normal open position (See 2.27.3.3)

Question (7): With the car on Phase II and operating under normal power and while the power-operated door(s) is being opened with continuous pressure on the DOOR OPEN button the FIRE OPERATION switch is moved from the ON to the HOLD position, and then the DOOR OPEN button is released before the door(s) get fully open;

(a) are the doors required to automatically re-close?

(b) if the answer to Question 7.a is "Yes," does the door(s) re-close in response to the release of the DOOR OPEN button?

(c) if the answer to Question 7.a is "No," is the door(s) required to automatically open in response to the FIRE OPERATION switch being moved to the HOLD position?

(d) if the door(s) is re-closed in response to the release of the DOOR OPEN button, then, is it correct that the Phase II Fire Service mode continues to be ON even though the FIRE OPERATION switch is in the HOLD position?

(e) if the door(s) is re-closed in response to the release of the DOOR OPEN button, must the door(s) be opened to their normally open position by continuous pressure on the DOOR OPEN button before the Phase II Fire Service mode can change from ON to HOLD in response to the FIRE OPERATION switch that was previously moved to the HOLD position while the doors were re-opening?

(f) If the answers to Questions 7.a, 7.b, 7.d and 7.e are not "Yes," please explain when and why the Phase II Fire Service mode change from ON to HOLD should take place in this scenario.

Answer (7a): Yes, see 2.27.3.3.1(d)

Answer (7b): Yes

Answer (7c): See answer to Question (7a)

Answer (7d): Yes

Answer (7e): Yes

Answer (7f): See answers to Question (7a, b, d, e)

A17 Standards Committee Approval: May 6, 2010

Inquiry 10-372

Edition and Subject: A17.1a-2008/CSA B44a-08 Requirements 2.5.1.6

Question (1) When the car is on its fully compressed buffer, the flat face of the hoistway fascia plate extends below the hoistway edge of the car landing sill, and the clearance between the edge of the car platform sill and the flat face of the hoistway fascia plate is measured at 32 mm (1.25 in.) for the entire distance from car level at the landing to on fully compressed buffer, is the code satisfied?

Answer (1) No.

Question (2) When the car is on its fully compressed buffer, the flat face of the hoistway fascia plate extends below the bottom of the car platform apron and the clearance between the edge of the car platform sill and the flat face of the hoistway fascia plate is measured at 32 mm (1.25 in.) for the entire distance from car level at the landing to on fully compressed buffer, is the code satisfied?

Answer (2) Yes, if the dimension of 32 mm (1.25 in.) maximum is maintained over the length of the car apron (platform guard) to the enclosure or fascia.

Question (3) When the car is on its fully compressed buffer, the flat face of the hoistway fascia plate extends below the bottom of the car platform apron and the clearance between the bottom edge of the car platform apron and the flat face of the hoistway fascia plate is measured at 32 mm (1.25 in.) for the entire distance from car level at the landing to on fully compressed buffer, is the code satisfied?

Answer (3) Yes.

A17 Standards Committee Approval: May 6, 2010

Inquiry 10-377

Edition and Subject: A17.1a-2008, Requirement 2.16.1.1

Question (1): Is the reference to Requirement 2.26.11 given within parenthesis in Requirement 2.16.1.1 in error?

Answer (1): Yes, this is an incorrect reference.

Question (2): If the answer to Question 1 is „No,“ please explain the rationale for this reference.

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

Question (3): If the answer to Question 1 is „Yes,“ then should the reference be to Table 2.16.1.1?

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

Question (4): If the answer to Question 3 is “No,“ then should the 2.26.11 reference be removed from Requirement 2.16.1.1?

Answer (4): See answer to Question (1).

A17 Standards Committee Approval: May 6, 2010

Inquiry 10-433

Edition and Subject: A17.1-2007/CSA B44-07 Requirements 2.11.1.2(e), (f), (g), (h) and 2.26.2.25

Background: Requirement 2.11.1.2(f) requires an emergency door in a blind hoistway to be locked by a "cylinder-type lock, having not less than five pins or five discs". Requirement 2.11.1.2(e) requires "an electromechanical device that will prevent the operation of the driving machine unless the door is closed and locked." Requirement 2.26.2.25 requires "a locking device conforming to 2.11.1.2(e)...".

Question (1): Is the cylinder-type lock required by 2.11.1.2(f) part of the electromechanical device required by 2.11.1.2(e)?

Answer (1) No.

Question (2): Does the cylinder-type lock required by 2.11.1.2(f) meet the requirement of "a locking device" in 2.26.2.25?

Answer (2) No.

Question (3): Does the combination of a cylinder-type lock, meeting all of the requirements of 2.11.1.2(f), (g) and (h) and an electric contact similar to that required by 2.26.2.26 (Pit Access Door Electric Contact), to prevent operation of the elevator when the door is open, meet the requirements of 2.11.1.2 and 2.26.2.25?

Answer (3) Yes.

Question (4): If the answer to Question 1 is No, is a cylinder type lock in 2.11.1.2(f) required?

Answer (4) Yes.

A17 Standards Committee Approval: May 6, 2010

Inquiry 10-660

Edition and Subject: A17.1a-2008, Requirement 8.6.1.7.2, Periodic Test Tags

Background: The referenced requirement seems to require periodic test tags for elevators only. The requirement in A17.1-2007/CSA B44-07 is worded to require periodic test tags for all equipment.

Question: Are periodic test tags required for all equipment?

Answer: Yes. When this requirement was moved from 8.11 to 8.6 the wording from A17.1-2005 was mistakenly used.

A17 Standards Committee Approval: May 6, 2010

Inquiry 08-53 Request for Reconsideration

Inquiry 08-53

Edition and Subject: A17.1-2007, Requirement 2.27.8 Switch Keys

Question:

If an existing building with existing elevators, has a new elevator installed somewhere in the building, must all existing elevators in the building have their key switches (Emergency Power, Phase1 and Phase 2 keys) replaced to match the new keying requirements.

Answer: If the new elevator is not part of a group operation with any existing elevators, then no, those elevators are not required to be re-keyed.

If the new elevator is part of a group operation with any existing elevators, then yes, those existing elevators must be re-keyed per requirement 8.7.2.28.

A17 Standards Committee Approval: September 16, 2009

Reconsideration of Inquiry 08-53

Edition and Subject: A17.1-2007, Requirement 2.27.8 Switch Keys
A17.3-2002, Paragraph 3.11.3

Question:

If an existing building with existing elevators, has a new elevator installed somewhere in the building, must all existing elevators in the building have their key switches (Emergency Power, Phase1 and Phase 2 keys) replaced to match the new keying requirements.

Answer: If the new elevator is not part of a group operation with any existing elevators, then no, those elevators are not required to be re-keyed. If the new elevator is part of a group operation with any existing elevators, then yes, those existing elevators must be re-keyed per requirement 8.7.2.28.

If A17.3 has been adopted by the authority having jurisdiction, see paragraph 3.11.3.

A17 Standards Committee Approval: May 6, 2010

Interpretations Approved at the September 2010 A17 Standards Committee Meeting

Inquiry 08-48

Subject: Part VIII

Edition: A17.1-1990

Question: If an escalator was manufactured to comply with the requirements of the A17.1-1996 Safety Code for Elevators and Escalators which applied at the time of manufacture:

- (1) Are the Comb-Step Impact devices present on the escalator required to be functional even if they are not required by A17.1-1990, the Code adopted by the authority having jurisdiction?
- (2) Are the Comb-Step Impact devices present on the escalator, but not required by the A17.1-1990 Code adopted by the authority having jurisdiction, required to be tested periodically?

Answer (1): The A17.1-1990 Code does not address this issue. See Section 2 of A17.1-1990.

Answer (2): The A17.1-1990 Code does not address this issue. See Section 2 of A17.1-1990.

A17 Standards Committee Approval: September 15, 2010

Inquiry 09-34

Subject: Requirement 5.10 Elevators Used for Construction

Edition: A17.1 – 2004

Question (1): Is a partially assembled “elevator” (one that has only a running platform and components required in order to enable the platform to operate from a temporary run button while standing on the platform) allowed to be inspected or dealt with as a construction hoist governed by A17.1 Part 5.10 until it is fully assembled and operational as an elevator?

Answer (1): No. A running platform with temporary run buttons would not comply with section 5.10 and could not be used as an elevator used for construction. The term “construction hoist” is not an ASME A17.1 defined term.

Question (2): Since elevator components have been designed for elevators and the design guidelines are governed by A17.1 could not the elevator components, once they have been started to be installed in a hoistway and machine room where they will become a functioning elevator, be defined as “an elevator under construction”?

Answer (2): ASME A17.1 does not define an “elevator under construction.”

Question (3): Can this partially installed elevator be used to carry construction material not affiliated with the actual elevator installation, on a construction site as per A17.1 Part 5.10

Answer (3): Only an elevator in compliance with 5.10 is permitted to “to provide transportation for construction personnel, tools, and materials only”. There is no qualification or limitation on the type of materials.

Question (4): May an elevator under construction be used to carry equipment and personnel to assist a project without all the requirements of A17.1 Part 5.10 being met?

Answer (4): No. Elevators Used for Construction are required to comply with all the requirements of Section 5.10.

Question (5): When can elevator components be defined as an elevator?

Answer (5): See section 1.3 of ASME A17.1 for definitions of the various types of elevators. Elevator components can be only defined as being an elevator when the installation complies with the requirements of A17.1.

A17 Standards Committee Approval: September 15, 2010

Inquiry 09-1619 (RECONSIDERATION)

Subject: Rule 2.14.2.3.2(b)

Edition: A17.1-2000

Question: Is a configuration of having one uninterruptible power supply as the source of auxiliary power for two elevators in compliance with rule 2.14.2.3.2 (b)?

Answer: No

A17 Standards Committee Approval: September 15, 2010

Inquiry 10-379

Edition and Subject: A17.1-2007, Requirement 6.1.6.9

Question (1): Does 6.1.6.9 permit visual signage or advertising or any other additional signs anywhere upon an escalator other than those specified in 6.1.6.9.1 or 6.1.6.9.2?

Answer (1): Yes, provided that they are only caution and/or warning signs and are located outside the defined area.

Question (2): Are such signs as noted in #1 above permitted to be placed upon the

- (a) Steps?
- (b) Balustrade?
- (c) Handrails?
- (d) Landing plates?

Answer (2a): Yes, provided that the signage is located on the riser. See response to question #1.

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

Answer (2c): No.

Answer (2d): No.

A17 Standards Committee Approval: September 15, 2010

Inquiry 10-610

Edition and Subject: A17.1-2004, Requirement 2.14.2.1, Material for Car Enclosures, Enclosure Linings, and Floor Coverings

Question: Does an adhesive, (which is not exposed to the car interior) that is used to secure to a substrate a Rule 2.14.2.1 compliant material (e.g. stainless steel) need to be tested to meet the requirements of "ASTM E84, UL723, NFPA252, or CAN/ULC-S102.2, whichever is applicable"?

Answer: No.

A17 Standards Committee Approval: September 15, 2010

Inquiry 10-884

Edition & Subject: A17.1-2007, Requirement 2.27.1.1.6(a), Verification of Telephone line operability

Question (1): As a ‚telephone‘ line can now have voltage but not be ‚operable‘ for a POTS telephone line, is a telephone line voltage check of a POTS or an analogue PBX telephone line, sufficient verification of telephone line operability?

Answer (1) If a method does not verify operability of the telephone line it does not meet the requirement.

Question (2): Is it permitted to verify the operability of a telephone line at the telephone service provider side connection of a line consolidator or line seizure device located in the machine room, control room or control space for all elevators connected to the phone line?

Answer (2) Operability of the two-way communications means all the way from the car must be verified.

Question (3): Is it permitted to verify the operability of a telephone line at the telephone service provider side connection of a line consolidator or line seizure device located in the telephone room for all elevators connected to the phone line?

Answer (3) See response to (2).

Question (4): Is it permitted to verify the operability of the telephone line, at a telephone service provider line connection block or socket located in the machine room, control room or control space for all elevators connected to the phone line?

Answer (4) See response to (2).

Question (5): Is it permitted to verify the operability of the telephone line, at a telephone service provider line connection block or socket located in the machine room, control room or control space for each group of elevators?

Answer (5) See response to (2).

Question (6): Is it required to verify the operability of a telephone line, at a telephone line connection located on the car?

Answer (6) See response to (2).

A17 Standards Committee Approval: September 15, 2010

Inquiry 10-885

Edition & Subject: ASME A17.1b-2009, Requirement 2.27.1.1.6(b)(2)(c), Means to silence the Elevator Communications Failure audible signal

Question (1): Does 2.27.1.1.6(b)(2)(c) require both means to silence the audible signal?

Answer (1): Yes.

Question (2): Does 2.27.1.1.6(b)(2)(c) require only one of the two means to silence the audible signal?

Answer (2): Yes. Both means must be provided; however, activation of either one must silence the signal.

A17 Standards Committee Approval: September 15, 2010

Inquiry 10-887

Subject: ASME A17.1b-2009 Requirement 2.27.1.1.6(b)(1)(d) Extinguishing the Elevator Communications Failure Visual Signal

Question (1): Is it only permitted to extinguish the visual indicator when the next ~~scheduled~~ verification check detects telephone line recovery?

Answer (1): Yes.

Question (2): Is it permitted to extinguish the visual indicator anytime it is determined that the telephone line is functional?

Answer (2): Yes.

A17 Standards Committee Approval: September 15, 2010

Inquiry 10-888

Edition & Subject: ASME A17.1b-2009 Requirement 2.27.1.1.6(b)(2)(c), Methods to Silence the Elevator Communications Failure Audible Signal

Question (1): If the audible signal is not silenced by authorized personnel, ~~then~~ is the only other permitted method to cancel the audible signal is when the next ~~scheduled~~ verification check detects telephone line recovery?

Answer (1): Yes.

Question (2): Is it permitted to cancel the audible signal anytime it is determined that the telephone line is functional?

Answer (2): Yes.

A17 Standards Committee Approval: September 15, 2010

Inquiry 10-1493

Edition & Subject: A17.1-1996, Requirement 210.1d

Question (1): When a traction elevator is in flight running on automatic, if a mechanic places either the car top or the controller auto/inspection switch in the inspection mode, does ASME A17.1 require that the unit stop abruptly, as in an emergency stop?

Answer (1): No, however 210.1d(2)(b) requires that the car be solely under the control of the inspection operating device and 210.1d(2)(c)(2) requires that when the switch is opened that it shall prevent automatic operation. Additionally, 210.1d(1)(b) does not permit the car to operate at a speed exceeding 150 ft/min.

Question (2): Is the elevator under the above conditions allowed to continue to run at speed, level into the next available floor, and then go on inspection operation?

Answer (2): No. This would be considered an automatic operation.

A17 Standards Committee Approval: September 15, 2010

Inquiry 10-1497

Edition & Subject: ASME A17.1-2007, Requirements 2.7.6.5.2(g) & 2.19.1.2(a)(4), Manual reset of the detection means for ascending car overspeed detection

Question 1: Would temporarily bypassing the ascending overspeed detection means in order to move the car to the top of the hoistway to reset the ascending overspeed detection means be in compliance of with 2.7.6.5.2(g) 2.7.6.5.1(b) and 2.19.1.2(a)(4)?

Answer 1: No, 2.7.6.5.2(g) requires a means of resetting the ascending overspeed detection means that is accessible from outside the hoistway.

Question 2: Would temporarily bypassing the ascending overspeed detection means in order to move the car to the top of the hoistway to reset the ascending overspeed detection means be in compliance of 2.19.1.2(a)(4)?

Answer 2: No.

A17 Standards Committee Approval: September 15, 2010

Interpretations Approved at the January 2011 A17 Standards Committee Meeting

Inquiry 05-13

Subject: Requirement 8.5.1, Balustrade Construction

Edition: ASME A17.1 – 2000

Question: What is meant by the term stress limit? Is it the breaking strength (resistance to fracture) - or is it an admissible value that lies under the conventional limit of elasticity (yield strength - though we know that glass is brittle)?

Answer: The term *stress limit* indicates the breaking strength of glass.

A17 Standards Committee Approval: January 26, 2011

Inquiry 10-208

Subject: Requirements 2.27.1.1.2 and 2.27.1.1.3

Edition: A17.1-2007

Question: If the building has a line consolidator which allows the elevator phones to call out, with up to a 20 second delay before each call is answered, does it meet this requirement? The passenger only has to push the HELP button in the elevator once to call out, and the calls are placed in queue.

Answer: Yes, provided that each call is answered, or transferred to an additional on or off site location within 30 seconds.

A17 Standards Committee Approval: January 26, 2011

Inquiry 10-801

Edition and Subject: ASME A17.1-2007/ CSA B44-07 including addenda, Requirement 2.24.8 Braking System and Driving-Machine Brakes

Background information: A popular current type of gearless hoist machine includes a driving machine brake (DMB) which consists of a brake caliper device that provides mechanical braking torque by pressing on both sides of a metallic flange that is integral with the drive sheave.

A common design for emergency brake(s) is to provide one or more of the same style of caliper brake as the DMB, for the purpose of ACOS protection and/or limitation of UCM.

It is clear from 2.19.3.1.3 that multiple devices are permitted to meet the requirements of emergency brakes.

2.24.8 specifies requirements of "the driving machine brake" and includes performance requirements of the DMB alone and of the braking system in composite. 2.24.8.3 and 2.24.8.4 are versed in the singular for "the driving machine brake."

This interpretation request seeks to clarify if more than one DMB device is permitted by Code and if so then what portion(s) of DMB braking ability should be provided by each DMB device.

Question (1): Are multiple devices permitted to meet the requirements for "the driving machine brake" within the requirements of 2.24.8.2.1, 2.24.8.3 and 2.24.8.4 ?

Answer (1): Yes.

Question (2): If the answer to Question No. 1 is Yes, then what components of static holding capability of requirements 2.24.8.3(a) and 2.24.8.3(b) are required of each device?

(a) Is full static holding capability required of each device ?

(b) Is partial static holding capability required of each device, provided in equal parts by each device ?

(c) Is partial static holding capability required of each device with the composite action of all the devices providing the static holding capability of 2.24.8.3(a) and 2.24.8.3(b)?

Answer (2a): No.

Answer (2b): No.

Answer (2c): Yes

Question (3): If the answer to Question 1 is Yes, then what components of deceleration braking torque of requirements 2.24.8.3(c) are required of each device?

(a) Is full deceleration braking torque capability required of each device?

(b) Is partial deceleration braking torque capability required of each device, provided in equal parts by each device ?

(c) Is partial deceleration braking torque capability required of each device with the composite action of all the devices meeting the deceleration braking torque requirements of 2.24.8.3(c)?

Answer (3a): No.

Answer (3b): No.

Answer (3c): Yes.

Question (4): If the answer to Question 1 is Yes, and manual release is provided, then:

(a) Do the requirements 2.24.8.4 apply to each device individually?

(b) Do the requirements of 2.24.8.4 apply to all of the devices in composite?

Answer (4a): No.

Answer (4b): Yes

A17 Standards Committee Approval: January 26, 2011

Inquiry 10-1163

Edition and Subject: ASME A17.1-2007/CSA B44-07, Requirement 2.27.3.1.6(h)

Background: When phase 1 recall is initiated (either by a recall switch in 2.27.3.1.6 or by an FAID per 2.27.3.2) compliance to 2.27.3.1.6(h) is required.

With respect to the requirements for the audible signal:

2.27.3.1.6(h) begins with, *"An illuminated visual and audible signal system shall be activated"*. Further into the requirement, after clarifying how the visual signal shall operate, the requirement elaborates on an audible signal requirement and states *"When the door is open, the audible signal shall remain active until the door is closed. When the door is closed, the audible signal shall remain active for a minimum of 5s. The audible signal shall not be active when the car is at the recall level"*

Question (1) If phase 1 recall is initiated when the doors are closed (and the car is away from the recall level) must an audible signal be activated?

Answer (1): Yes.

Question (2) If answer to 1 is yes, must the signal remain audible for a minimum of 5 s.

Answer (2): Yes.

A17 Standards Committee Approval: January 26, 2011

Inquiry 10-1356

Edition and Subject: ASME A17.1-2007 through A17.1b-2009, Requirements 2.27.3.1.6(a) & (i) (Opening of doors on elevators with 2 entrances following Phase I recall)

Background: Requirement 2.27.3.1.6(a) states that on cars with two entrances, if both entrances can be opened at the designated level, only the doors serving the lobby where the "FIRE RECALL" switch is located shall open and remain open. Requirement 2.27.3.1.6(i) states that once the in-car door open button has been rendered inoperative, it shall remain inoperative until the car has returned to the designated level, implying - though not explicitly stating - that the door open button should once again be rendered operative at that time.

Question: On cars with two entrances, where both entrances can be opened at the designated level, is it either

(a) required; or

(b) permitted

to be able to open power-operated doors at the entrance where the doors did not open automatically (i.e., the entrance not on the side where the "FIRE RECALL" switch is located) using the in-car door open button?

Answer:

(a) Yes.

(b) See response to (a).

A17 Standards Committee Approval: January 26, 2011

Inquiry 10-1449

Edition and Subject: ASME A17.1-2007/CSA B44-07 Requirement 8.6.1.6.5

Question: Since NFPA 10-2010 Paragraph 5.5.6.1 states "Dry chemical fire extinguishers shall not be installed for the protection of delicate electronic equipment." Does the above requirement specify a type ABC Fire Extinguisher?

Answer: Yes.

A17 Standards Committee Approval: January 26, 2011

Inquiry 10-1482

Edition & Subject: ASME A17.1-2000 through 2007, including thru A17.1a-2008, Requirement 2.12.7.3 (Operating Requirements for Hoistway Access Switches)

Background: I believe that Inquiry 04-36 was answered incompletely. I agree that a hoistway access switch should only bypass the hoistway door interlock or electric contact with which it is associated (e.g., a hoistway access switch located on the front landing side should only bypass the hoistway door interlock or electric contact at the front landing side at that floor, and not the rear landing side). But the other part of the question, which seems to have been overlooked in the response, had to do with bypassing the car door or gate electric contact at a different entrance (i.e., front, rear or side) than the side where the access switch is located. I don't see anything that addresses this at all in 2.12.7.3, nor do I see the safety hazard as long as the hoistway door on that side is closed and locked, as it is required to be in order to move the car on hoistway access operation.

Question: If a hoistway access switch located on the front landing side of the hoistway is actuated, is it permissible for it to bypass the car door or gate electric contact on the rear side, assuming that Requirements 2.12.7.3.1 through 2.12.7.3.8 are complied with?

Answer: No. This has never been the intent; see the revised text in A17.1b-2009, 2.12.7.3.

A17 Standards Committee Approval: January 26, 2011

Inquiry 10-1484

Edition & Subject: ASME A17.1-2007, Requirement 3.26.9.2(b), "Signal System" for non-automatic closing doors during Low Oil Protection

Question: Where a hydraulic elevator is provided with doors that do not automatically close following recall to the lowest landing due to a low oil condition, which of the following types of indicators are required to alert an operator to close the doors?

- a) visual
- b) audible
- c) both visual and audible

Answer: The requirement is written in performance language. It does not specifically state the types of indicator(s) to be used.

A17 Standards Committee Approval: January 26, 2011

Inquiry 10-1488

Edition & Subject: A17.1-2000 through A17.1-2007 (including all Addenda), Requirement 3.27.4, Device Actuation with Phase II Emergency In-Car Operation in Effect

Question: Where a hydraulic elevator is stopped between floors on Fire Phase II operation due to actuation of any of the devices specified in 3.27.1(a), (b), or (c), does the Code prohibit automatic movement of the car to the floor directly below its current location prior to the firefighter entering a call?

Answer: Yes. When on Phase II, Emergency In-Car Operation, the elevator is under the control of the firefighter and automatic movement is prohibited. Also see 2.27.3.3.1(m).

A17 Standards Committee Approval: January 26, 2011

Inquiry 10-1491

Edition & Subject: A17.1-2007, Requirement 2.14.1.9.1

Question: Regarding section 2.14.1.9.1 "Apparatus or equipment not used in connection with the function or use of the elevator shall not be installed inside of any elevator car", is the carrying of a portable Automated External Defibrillator within a locked and flush-mounted panel enclosure a permitted "function or use of the elevator"?

Answer: No.

A17 Standards Committee Approval: January 26, 2011

Inquiry 10-1494

Subject: Paragraph 2.1.4.1(a) through (e) Existing Pipes Conveying Gases, Vapors or liquids

Edition: A17.3-2008

Question (1): Are previously installed low-pressure steam riser and return piping, not serving the elevator, in an existing single car elevator shaft considered hazardous?

Answer (1): Yes.

Question (2): If so, do these pipes need to be securely fastened and covered in such a manner as to separate them from the hoistway?

Answer (2): If they cannot be removed or rerouted, yes.

Question (3): If covering the existing pipes is required, does the use of a polyurea protective coating on the existing piping qualify as "covered in such a manner as to separate them from the hoistway"?

Answer (3): The code does not specify the method, but it needs to be separated from the hoistway.

A17 Standards Committee Approval: January 26, 2011

Inquiry 10-1613

Edition & Subject: A17.1-2007, Requirement 2.27.3.1.6(a), Firefighters' Service Recall Operation (with rear opening)

Question: An elevator has recalled on Phase I Firefighters' Service Recall to the designated landing and is remaining there with the front doors open. There is a rear entrance at the designated landing but the rear doors are shut, as this is not the side for egress. Phase II has not been initiated and the elevator is sitting at the designated landing on Phase I Recall. Are the rear doors prohibited from opening if the „Rear Door Open' button is pressed?

Answer: No.

A17 Standards Committee Approval: January 26, 2011

Inquiry 10-1655

Edition & Subject: ASME A17.1-1996 including A17.1a-1997 [Rule 101.4(c)] ASME A17.1-2004/CSA B44-04 [2.7.4.3], Headroom in Machine Rooms and Overhead Machinery Spaces

Question 1: Does requirement 101.4(c) / 2.7.4.3 apply in the case of a deflector / secondary sheave mounted within the machine room in a position lower than the horizontal centerline of the hoist machine main driver sheave and above the machine room floor?

Answer 1: No. Requirement 101.4(c) / 2.7.4.3 does not apply.

Question 2: Does requirement 101.4(c) / 2.7.4.3 apply in the case of a deflector / secondary sheave mounted within the machine room in a position lower than the horizontal centerline of the hoist machine main driver sheave, above the machine room floor, and between machine beams which are raised above the machine room floor an adequate vertical distance to accommodate the mounting location and operation of the deflector / secondary sheave?

Answer 2: See Response to question 1.

Question 3: Does rule 101.4(c) / 2.7.4.3 apply in the case of a deflector / secondary sheave mounted within the machine room in a position lower than the horizontal centerline of the hoist machine main driver sheave, above the machine room floor, and between machine beams which are raised above the machine room floor an adequate vertical distance to accommodate the mounting location and operation of the deflector / secondary sheave, where if access to the deflector / secondary sheave would be necessary for replacement of this sheave or for re-roping, the machine or machine components which are assembled above the secondary sheave can be moved if necessary (thus effectively providing working space overhead equal to that of the machine room and clear width of access), and where therefore no maintenance or repair requiring full body entry is required within the physical space of the deflector / secondary sheave?

Answer 3: See Response to question 1.

A17 Standards Committee Approval: January 26, 2011

Inquiry 10-1687

Edition & Subject: ASME A17.1/CSA B44 2007 Requirements 2.27.3.1.6(f) & 2.27.3.3.5

Background: The following is the current code requirement that mandates the deactivation of car and corridor call buttons when Phase I is in effect.

All car and corridor call buttons shall be rendered inoperative. All call-registered lights and directional lanterns shall be extinguished and remain inoperative. Car position indicators, where provided, shall remain operative.

Where provided, landing position indicators shall be extinguished and remain inoperative, except at the designated level and the building fire control station, where they shall remain operative.

The following is the current code requirement that covers the reinstatement to normal operation from Phase II.

Elevators shall be removed from Phase II Emergency In-Car Operation only when the "FIRE OPERATION" switch is in the "OFF" position and the car is at the designated level and the doors are in the normal open position.

Typically fire services and emergency medical response teams utilize Phase II operation for medical calls by taking one car of a group of elevators. The process used to achieve this is to activate Phase I and then select the desired car by initiating Phase II, then subsequently resetting the FIRE RECALL switch so that all remaining cars are returned to normal operation.

Question: Is it the intent to reinstate corridor call buttons once the FIRE RECALL switch has been turned to the RESET position and then to OFF, even though one elevator is still on Phase II operation?

Answer: Yes. See revised text in requirement 2.27.3.1.6(k) and 2.27.3.3.1(b)(4) in A17.1b-2009.

A17 Standards Committee Approval: January 26, 2011

Inquiry 10-1803

Edition & Subject: A17.1-2000, Section 6.1 and requirement 6.1.6.3.13 Comb-Step Impact Devices

Background: There exists some/isolated confusion within the inspection community whether two separate protective devices are required to comply with the two component activation forces in the requirement, coupled with the use of the plural form of the term "Devices" as opposed to the singular term "Device" as used in other protective device rules.

6.1.6.3.13 Comb-Step Impact Devices. Devices shall be provided that will cause the opening of the power circuit to the escalator driving-machine motor and brake if either

(a) a horizontal force not greater than 1780N(400 lbf) in the direction of travel is applied at either side, or not greater than 3560 N (800 lbf) at the center of the front edge of the comb-plate; or
(b) a resultant vertical force not greater than 670 N (150 lbf) in the upward direction is applied at the center of the front of the combplate.

These devices shall be of the manual-reset type.

Question (1): Does a single device that will "cause the opening of the power circuit to the escalator driving-machine motor and brake" when either the horizontal forces in (a) or the vertical forces in (b) are applied, (used in multiple locations, such as left, right, top and bottom, as necessary) comply with the requirements of this rule?

Answer (1): Yes.

Question (2): Does a single device comprised of a single switch that will "cause the opening of the power circuit to the escalator driving-machine motor and brake" when either the horizontal forces in (a) or the vertical forces in (b) are applied, (used in multiple locations, such as left, right, top and bottom, as necessary) comply with the requirements of this rule?

Answer (2): Yes.

Question (3): Does the plural form of the "Devices" term in the requirement require that two individual devices be supplied, one for horizontal forces applied and one for vertical forces applied?

Answer (3): No.

Question (4): Does a device that activates with a horizontal force, in the direction of travel, with any magnitude from 1 lbf through 400 lbf comply with the requirements of 6.1.6.3.13(a)?

Answer (4): Yes.

Question (5): Unless otherwise stated in Section 6.1 of the code, is a single device permitted to provide compliance coverage for multiple requirements in Section 6.1, as long as all requirements of all the subject devices are satisfied?

Answer (5): Yes.

A17 Standards Committee Approval: January 26, 2011

Inquiry 10-1815

Edition & Subject: A17.1-2007, Requirement 6.1.7.3.4 Escalators

Background: Requirement 6.1.7.3.4 states that “Where access is provided to a machinery enclosure, a fixed guard shall be provided to prevent accidental contact with the moving steps by a person servicing equipment from within the enclosure. The guard shall be made of material that will reject a 13 mm (0.5 in.) diameter ball and shall extend the full width of the step treads. A guard is not required where the only equipment normally serviced from within the enclosure is within the step band”.

Question (1): A search of A17.1 indicates that the term “step band” is not used anywhere other than 6.1.7.3.4. Can the committee define what is meant by the step band in the context of this requirement?

Answer (1): Yes. The “step band” is a term of art used in the escalator industry to refer to the steps and their interconnecting means as a continuous entity.

Question (2): Does the phrase “Where access is provided” mean any and all access?

Answer (2): No.

Question (3): If the answer to question #2 is no, in the interest of providing clarification, would it be better to say “Where full body access is provided” if that is what the committee intends?

Answer (3): No.

Question (4): It is permitted to make the aforementioned guard capable of being removed?

Answer (4): Yes.

Question (5): If the answer to question #4 is yes, would the removal of the guard require that the unit not be capable of being operated in either direction unless on inspection control? (see 6.1.6.2.2)

Answer (5): The Code does not address this issue.

Question (6): Would a guard made of a material other than metal meet the requirement?

Answer (6): Yes.

Question (7): Would a guard capable of being deflected sufficiently to cause it (the guard) to come into contact with the moving steps meet the requirement?

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

A17 Standards Committee Approval: January 26, 2011

Inquiry 10-1882

Edition & Subject: A17.1-2007, Requirement 3.27.1

Background: Low oil is detected that renders the elevator on normal operation inoperative as required by 3.26.9. While the car is responding, emergency recall operation is activated.

Question: Is the performance of phase I required and illumination of the visual signal as per 2.27.3.1.6 (h) necessary even if the normal operation is inoperative?

Answer: Yes.

A17 Standards Committee Approval: January 26, 2011

Inquiry 11-54

Edition & Subject: A17.2-2007, Item 3.17.3

Background: When gasketing material is applied to entrances with a fire-protection rating, check that it has been tested and labeled by a certifying agency acceptable to the authority having jurisdiction.

Question: If gasketing material is applied to entrances with a fire-protection rating and the authority having jurisdiction has adopted ASME A17.1-2007 does the inspection require conformance to ASME A17.1-2007 Section 2.11.19 indicating that each section of the gasketing material has been labeled and visible after installation indicating conformance to the following:

1. To the tests specified in UL 10B, NFPA 252 or CAN4-S104, whichever is applicable?
2. That the gasketing material shall withstand the maximum elevated temperature tests as defined by ANSI/UL 1784 standard without deterioration?

Answer: Yes.

A17 Standards Committee Approval: January 26, 2011

Inquiry 11-55

Edition & Subject: A17.1-2004, Requirement 8.11.2.2.6 Elevator Personnel

Question: As part of a periodic test, should "elevator personnel" verify that the elevator responds correctly by activating the fire alarm initiating device inputs on the elevator controller?

Answer: Yes.

A17 Standards Committee Approval: January 26, 2011

Inquiry 11-56

Edition & Subject: A17.1-2007, Requirements 7.2.12, and 7.2.4.4

Question: Can the slack rope switch required for winding-drum machine dumbwaiters by clause 7.2.12 (see 2.26.2.1) be the same switch required by clause 7.2.4.4 for a car safety provided the safeties are actuated as a result of the breaking or slackening of the suspension means?

Answer: Yes.

A17 Standards Committee Approval: January 26, 2011

Interpretations Approved at the May 2011 A17 Standards Committee Meeting

Inquiry 10-1496

Subject: ASME A17.1-2007, Requirement 2.2.2.5 and 2.8.1
Concerning sump pumps in elevators equipment allowed in machine spaces

Question (1): Would it be an acceptable interpretation to classify the electrical disconnect and control panel for the sump pump as being used directly for operation with the elevator, thus permitting the disconnect and control panel to be located in machinery spaces, machinery rooms, etc.?

Answer (1): No.

Question (2): If allowed in the elevator hoistway, should electrical disconnect and associated equipment be enclosed within a water-proof or weather-resistant construction?

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

A17 Standards Committee Approval: May 4, 2011

Inquiry 10-1499

Subject: ASME A17.1-2007 including through A17.1b-2009
Requirement 2.27.3.3.5 Removal from Phase II Emergency In-Car Operation

Background:

2.27.3.3.5 specifically requires that Elevators can only be removed from Phase II Emergency In-Car Operation at the designated level. 2.27.3.3.4 refers to the recall level which can be either the designated level or the alternate level. There is no reference in 2.27.3.2.4(c) to substitute alternate level for designated level in 2.27.3.3.5. When the Phase II "FIRE OPERATION" switch is turned to the "OFF" position the elevator will recall to the appropriate recall level, however if this was the alternate level the elevator must then be moved to the designated level in order to be removed from Phase II Emergency In-Car Operation. Elevators can be removed from Phase I Emergency Recall if at the alternate level as permitted by 2.27.3.2.4 and 2.27.3.1.6(k).

Question (1): Must an elevator on Phase II Emergency In-Car Operation be moved to the designated level in order to remove it from Phase II Emergency In-Car Operation?

Answer (1): Yes.

Question (2) When the recall level is the alternate level and the Phase II Fire Operation Switch is turned to the OFF position, must an elevator

(a) at the designated level with doors open, and Phase I is still active return immediately to the alternate level?

(b) at the designated level, with doors open, and phase I has been reset return immediately to the alternate level?

(c) at the designated level with doors closed return immediately to the alternate level, independent of the Phase I status.

(d) at a level other than the designated or alternate level return immediately to the alternate level, independent of the Phase I status?

Answer (2a): Yes. The elevator is removed from Phase II operation at the designated level. Since Phase I operation is still active, the elevator then proceeds to the alternate level on Phase I operation.

Answer (2b): No. Since Phase I operation has been reset, the elevator is removed from Firefighters' Emergency Operation.

Answer (2c): Yes; the elevator returns to the alternate level regardless of the Phase I condition but remains on Phase II Emergency In-Car Operation.

Answer (2d): Yes; the elevator returns to the alternate level regardless of the Phase I condition but remains on Phase II Emergency In-Car Operation.

Question (3): When an elevator at the designated level is removed from Phase II Emergency In-Car Operation is it also removed from Firefighters' Emergency Operation, if other elevators controlled by the same Phase I key switch(es) have previously been removed from Phase I Emergency Recall?

Answer (3): Yes.

A17 Standards Committee Approval: May 4, 2011

Inquiry 10-1875

Subject: A17.1-2007, Requirement 2.27.3.3.7

Question (1): Does the above language require there to always be separate door open and close buttons for front and rear doors even if there are no landings with multiple entrances?

Answer (1): Yes.

Question (2): If the answer to #1 above is yes, does **it** that conflict with 2.27.3.3.1(d) and (e)?

Answer (2): No.

A17 Standards Committee Approval: May 4, 2011

Inquiry 10-1971

Subject: ASME A17.1a-2008, Requirement 2.27.2.4.5 (Overriding Automatic Emergency/Standby Power Return Sequence)

Background #1:

- (1) The manual selection switch is set to select Car D of a 4-car group automatic operation to run during emergency/standby power (assume that only one car may run at a time on emergency/standby power).
- (2) Prior to loss of normal power, all of the cars in the group are all running on normal, automatic operation.
- (3) Normal power is lost, and the emergency power generator comes on.
- (4) The elevators in the group are in the automatic return phase on emergency/standby power, with Car A currently selected to return to the designated level and all other cars in the group are stopped somewhere in the middle of the hoistway.
- (5) While Car A is in motion, a firefighter turns the Fire Recall switch to the "ON" position.

Question (1):

- a) Is it permitted for Car A to complete the Phase I return to the designated level and open its doors before Car D is selected to complete the Fire Phase I return to the designated level?
- b) Is it permitted for Car A to stop at the next available landing and open its doors before Car D is selected to complete the Fire Phase I return to the designated level?
- c) Is it required to leave cars B & C wherever they had stopped in the hoistway when power was originally lost before Car D is selected to complete the Fire Phase I return to the designated level, so that Cars B & C will never complete the Fire Phase I return until they are either manually selected or the emergency power select switch is turned to the "AUTO" position (or normal power is restored)?
- d) Is it permitted to bring Cars B & C to the next available landing and open the doors, each car in its own turn, before Car D is selected to complete the Fire Phase I return to the designated level?

Answer (1a): Yes.
Answer (1b): Yes.
Answer (1c): Yes.
Answer (1d): No

Background (2):

- 1) through 4) are the same as for Background (1).
- 5) While Car A is in motion, a firefighter turns the Fire Recall switch to the "ON" position momentarily, and then back to the "OFF" position, without going to the "RESET" position.

Question (2): Is it required for all cars to complete the Fire Phase I return, each in its own turn, before Car D is selected for further operation on Emergency Power?

Answer (2): Yes.

A17 Standards Committee Approval: May 4, 2011

Inquiry 10-1972

Subject: ASME A17.1a-2008, Requirement 2.27.2.4.5 (Deselecting a car that was previously selected to run on emergency/standby power)

Background (1): A car is on designated attendant operation and is selected to run on emergency/standby power after the automatic return sequence is complete, but then the manual selection switch is turned to select a different car while the previously selected car is not yet stopped at a floor.

Questions:

(1a) Is it permitted to allow the car to answer the current car call, wait for the doors to fully open, and then deselect that car and select the next car selected to run.

(1b) Is it permitted to allow the car to answer the current car call, and without waiting for the doors to fully open, deselect that car and then select the next car selected to run.

(1c) Is it permitted to stop the car at the next available landing, wait for the doors to fully open, and then deselect that car and select the next car selected to run.

(1d) Is it permitted to stop the car at the next available landing, and without waiting for the doors to fully open, deselect that car and then select the next car selected to run.

Answer (1a): Yes.

Answer (1b): Yes.

Answer (1c): Yes.

Answer (1d): Yes.

Background (2): A car is on inspection operation and is selected to run on emergency/standby power after the automatic return sequence is complete, but then the manual selection switch is turned to select a different car while the previously selected car is not yet stopped at a floor.

Question 2: Is it required to deselect the car as soon as it is stopped (whether or not it is still on inspection and regardless of door position or position of the car in hoistway)?

Answer (2): Yes.

Background (3): A car is on Firefighters' Emergency Operation Phase II and is selected to run on emergency/standby power after the automatic return sequence is complete, but then the manual selection switch is turned to select a different car while the previously selected car is not yet stopped at a floor.

Questions:

(3a) Is it permitted to allow the car to answer the current car call, wait for the firefighters to fully open the door, and then deselect that car and select the next car selected to run?

(3b) Is it permitted to allow the car to answer the current car call, and without waiting for the firefighters to fully open the doors, deselect that car and then select the next car selected to run?

(3c) Is it permitted to stop the car at the next available landing, wait for the firefighters to fully open the door, and then deselect that car and select the next car selected to run?

(3d) Is it permitted to stop the car at the next available landing, and without waiting for the firefighters to fully open the doors, deselect that car and then select the next car selected to run?

Answer (3a): Yes

Answer (3b): Yes

Answer (3c): No. See 2.27.3.3.1(a).

Answer (3d): No. See 2.27.3.3.1(a).

A17 Standards Committee Approval: May 4, 2011

Inquiry 10-1973

Subject: ASME A17.1/CSA B44 2007, Requirements 2.27.3.3.1(d) and 2.27.3.3.7

Background: Requirement 2.27.3.3.1(d) identifies the need for rear door open and close buttons when the elevator has two entrances that can be opened at the same landing, while 2.27.3.3.7 requires rear door open and close buttons in the fire operation panel when rear doors are provided.

Question: Are rear door open and close buttons always required to be installed when there is a rear door or only when the rear door opens at the same landing as the front door?

Answer: Yes. See Inquiry 10-1875.

A17 Standards Committee Approval: May 4, 2011

Inquiry 11-20

Subject: A17.1-2007, Requirements 2.27.3.3.1(d) and (e)
Door operation when on Phase II fireman's service

Background: During an acceptance inspection the elevator was recalled under phase I conditions. The elevator was then placed on phase II fireman's Service. A call was placed in the car and the elevator proceeded to the intended landing and stopped with the doors closed.

a) The door open button was pressed and released before the doors were completely open. The door immediately closed as required by 2.27.3.3.1(d). The door open button was then held until the doors were completely opened and they remained in that condition.

b) Next the door closed button was pressed and released and the doors reopened as required by 2.27.3.3.1(e). The door closed button was then pressed until the doors were completely closed and remained in that condition.

c) Next the door open button was then pressed until it was mostly open and released. The door proceeded to reclose as required. Before the doors were completely closed the door close button was momentarily pressed. The doors then reopened.

Question: Is it permissible for the doors to reopen when the door close button was momentarily pressed and released before the doors are fully closed as described in scenario c)?

Answer: Yes.

A17 Standards Committee Approval: May 4, 2011

Inquiry 11-58

Subject: ASME A17.1-2007 and subsequent revisions, Requirement 2.27.2.4.3 Selector Switches

Background: From the 2007 code 2.27.2.4.3 states “**2.27.2.4.3** The selector switch(es) shall 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. „ I have several questions regarding selector switches located elsewhere based on 2.27.2.4.3 that I would like to have answered. These questions are as follows:

Question (1): Does 2.27.2.4.3 require there be a means to indicate that the elevator is at the designated landing and another means to indicate that the doors are in the normally open position?

Answer (1): No.

Question (2): If the installer provided an illuminated fixture that did not illuminate until the car was at the designated landing and the doors were fully open, would that comply with 2.27.2.4.3?

Answer (2): Yes.

Question (3): If the installer provided an illuminated fixture that would illuminate when the car was at the designated landing regardless of the position of the doors, would that comply with 2.27.2.4.3?

Answer (3): No.

Question (4): If the installer provided a graphic display that indicated the car position in the hoistway and the open and closed position of the doors, would that comply with 2.27.2.4.3?

Answer (4): Yes.

A17 Standards Committee Approval: May 4, 2011

Inquiry 11-93

Subject: Requirement 2.7.3.2.2

Edition: ASME A17.1/CSA B44 2007

Background: Requirement 2.7.3.2.2 identifies the need for a permanent unobstructed and substantial walkway where the roof has a slope exceeding 15 deg from the horizontal, or over a roof where there is no parapet or guardrail at least 1070 mm high (42 in.) around the roof or passageway. The walkway must be equipped with a railing on the side slopping away from the walk.

Questions: Where there is no parapet or guardrail around the roof or passageway;

- (1) Does the passageway mean the walkway?
- (2) Is a railing only required when the roof has a slope greater than 15 deg?
- (3) On a flat roof are any railings required on either side of the walkway?
- (4) If there is a fall from height hazard on both sides of the walkway, are railings required on both sides of the walkway or are any railings required at all, from an A17.1/B44 perspective?

Answers:

- (1) Yes.
- (2) No.
- (3) Yes.
- (4) Not addressed by the A17/B44 Code.

A17 Standards Committee Approval: May 4, 2011

Inquiry 11-372

Subject: Requirement 2.27.2.4.3 (Emergency power indicator when selector switch not in view of all elevators)

Edition: ASME A17.1-2000 through A17.1-2010

Question(s): Is this indicator required to come on

- (a) only following completion of emergency power recall for each car, and then remain on *only* for those cars that have not been selected thereafter to run on emergency power; or
- (b) for any car that is at the designated level with open doors whenever emergency or standby power is in effect , regardless of whether or not the car has been selected to run or what mode of operation the car is in (e.g., fire phase I or II, hospital service, etc.)?

Answer(s):

- (a) No.
- (b) Yes. See also Inquiry 08-06.

A17 Standards Committee Approval: May 4, 2011

Inquiry 11-462

Subject: ASME A17.1 – 2000 through 2010, Requirement 2.27.6

Background:

Some jurisdictions are interpreting Requirement 2.27.6 as requiring a physical Fire Service Buzzer to be located in the inspection station on the car-top (see 2.26.1.4.2). The code language specifically requires a “*continuous audible signal, audible at the location where the operation is activated*” to sound when the “FIRE RECALL” switch is in the “ON” position or when the fire alarm initiating device actuates to alert the operator of an emergency.

Question (1): Does Requirement 2.27.6 require a physical Fire Service Buzzer to be located in the inspection station on the car-top?

Answer (1): No.

Question (2): What is the sound level required at the location where inspection operation is actuated on the car top?

Answer (2): Not addressed by code.

A17 Standards Committee Approval: May 4, 2011

Inquiry 11-469

Subject: ASME A17.1 – 2004, Requirement 2.27.3.3.1(i)

Background: The recent proliferation of Destination Dispatch Systems has prompted questions regarding the location and configuration of the in car floor selection buttons required in 2.27.3.3.1(i) we feel that the following issues remain unresolved:

Question (1): Are the floor selection buttons permitted to be located behind the locked Firefighters panel cover?

Answer (1): Yes.

Question (2): If the answer to question number 1 is "Yes" are the floor selection buttons located in the locked panel permitted to be a "Telephone-style keypad" similar if not identical to that described in A17.1-2007/B44-07, Nonmandatory Appendix E (E-9.5)?

Answer (2): Yes.

Question (3): If the answer to question number 1 is "Yes" are the floor selection buttons located behind the locked panel permitted to be a touch screen displaying the floor selection buttons as:
a. individual floor buttons showing each floor served and activated by touching the screen?
b. a telephone-style keypad and activated by touching the screen?

Answer (3): No.

Question (4): Where the Firefighters' Panel described in Figure 2.27.3.3.7 is configured to open automatically when the car is on Phase I and at the recall level as permitted in 2.27.3.3.7 and the floor selection buttons are located behind the panel are the Firefighters' controls required to be located behind an additional locked panel?

Answer (4): No.

Question (5): Where a swing front return panel is used in the car is it permitted to have the entire front return panel open automatically when the car is on Phase I and at the recall level exposing the required firefighter's switches, buttons and floor designation buttons?

Answer (5): Yes, provided that elevator continues to conform to 2.26.4.1.

Question (6): Is the Firefighter's operation panel permitted to be located below the floor selection buttons?

Answer (6): No.

Question (7): While requirement 2.27.3.3.7 specifies a maximum height above the floor, 1800 mm (72 in) for the buttons and switches in the firefighters' operation panel is there a minimum height above the floor for the location of the buttons and switches?

Answer (7): No.

Question (8): Where a video display is furnished in the car but not located behind the locked panel is it permitted to have the video display change to a touch screen display when the elevator is placed on Phase II Emergency In Car Operation and display the floor selection means as:
a. individual floor buttons showing each floor served and activated by touching the screen?
b. a telephone-style keypad and activated by touching the screen?

Answer (8): No.

A17 Standards Committee Approval: May 4, 2011

Inquiry 11-717

Subject: A17.1-2010, Requirement 7.2.1.1.2 Non Metal Cars

Question (1): Is it required that there be a metal sling around the non-metal car?

Answer (1): No, provided it meets the other requirements of 7.2.1.1.2.

Question (2): Are there strength requirements attached to the reinforcement metal piece around the non-metal car?

Answer (2): No.

A17 Standards Committee Approval: May 4, 2011

Inquiry 11-718

Subject: A17.1-2010, Requirement 7.2.1 Car Enclosures and Car Doors
A17.1-2010, Requirement 7.2.1.2 Car Doors or Gates
A17.1-2010, Requirement 7.2.1.2.1
A17.1-2010, Requirement 2.14.4.1 Door/Gate

Question: The Code states the doors or gates shall be horizontal or vertical sliding. Is it correct that car swing doors or lift up flaps are not allowed?

Answer: Car swing doors or lift up flaps are not permitted.

A17 Standards Committee Approval: May 4, 2011

Inquiry 11-719

Subject: A17.1-2010, Requirement 7.2.1.2.6 Strength Guidelines

Question(s): Regarding car doors:

(a) Are there manufacturer's tests required?

(b) Are there field testing guidelines or requirements?

(c) Is there any manufacturer labels required which show the tests are done and meet the Code if installed correctly?

Answer(s):

(a) No.

(b) No.

(c) No.

A17 Standards Committee Approval: May 4, 2011

Inquiry 11-720

Subject: A17.1-2010, Requirement 7.2.6.1.1 Iron or Steel-Wire Hoisting Ropes or Chains

Question (1): Is any other suspension means allowed other than a traditional wire rope or a traditional wire rope with a marlin cover?

Answer (1): Yes.

Question (2): In accordance with the A17.1 Code, is a plastic toothed belt with some wire reinforcement allowed as a suspension means?

Answer (2): No, see 7.2.6.1.1(a).

Question (3): Must the attachment of the suspension means comply with A17.1 Part 7.2.6.8.1 and the suspension means comply with 7.2.6.4?

Answer (3): The attachment of the suspension means must comply with 7.2.6.8.1, and yes, the suspension means must comply with 7.2.6.4.

A17 Standards Committee Approval: May 4, 2011

Inquiry 11-721

Subject: A17.1-2010, Requirement 7.2.10.3 Drive Machine Types

Question: A17.1-2010 7.2.10.3 Drive machine types list winding-drum, traction, rack & pinion, screw column, belt drive, chain drive, hydraulic. Is a machine that moves a cogged (toothed) plastic rope through a cogwheel (toothed wheel) considered any of the above machine types?

Answer: No.

A17 Standards Committee Approval: May 4, 2011

Interpretations Approved at the September 2011 A17 Standards Committee Meeting

Inquiry 10-808

Edition and Subject: ASME A17.1b-2009/CSA B44b-09, Requirement 2.23.9.2.2

Background: There are instances wherein the hoistway edge of a concrete floor deck is insufficiently thick to accommodate the prescribed anchor diameter in accordance with the anchor manufacturer's instructions with respect to edge distance. Further, safe designs can be realized using smaller diameter anchors by following the modern design method Concrete Capacity Design (CCD) shown in ACI-318 Appendix D. This method is required in jurisdictions enforcing the ICC International Building Code (see 2009 IBC, Section 1912).

References:

2.23.9.2.2 Fastening bolts and bolt holes in brackets and their supporting beams shall conform to 2.23.10.

2.23.10 Fastening of Guide Rails to Rail Brackets

2.23.10.1 Type of Fastenings. Guide rails shall be secured to their brackets by clips, welds, or bolts. Bolts used for fastening shall be of such strength as to withstand the forces specified in 2.23.5.2 and 2.23.9.1. Welding, where used, shall conform to 8.8.

2.23.10.2 Size of Bolts for Fastening. The size of bolts used for fastening the guide rails or rail clips to the brackets shall be not less than specified in Table 2.23.10.2.

2.23.10.3 Bolt holes for Fastenings. The diameter of holes or the width of slots for fastening bolts shall not exceed the diameter of the bolt by more than 2 mm (0.08 in.).

Question (1): Whereas 2.23.9.2.2 states that 2.23.10 requirements apply to holes in brackets and supporting beams, 2.23.10.2 is explicit in its requirements for bolts fastening guide rails or rail clips to brackets, does 2.23.10.2 indeed apply to fastening bolts and holes in brackets and their supporting beams?

Answer (1): Yes.

Question (2): If the answer to Question 1 is yes, does 2.23.9.2.2 apply to post-installed concrete anchors?

Answer (2): No.

A17 Standards Committee Approval: September 21, 2011

Inquiry 10-1506

Edition and Subject: ASME A17.1-2004, Requirement 2.8.2.3.4 and ASME A17.1-2007, 2.8.3.3.4, Equipment in Hoistways and Machine rooms

Question: Are smoke detectors (used to initiate Phase I FEO recall) and heat detectors (used to automatically disconnect the main line power supply prior to the application of water from a sprinkler) that are installed in the hoistway located less than 1225 mm (48 in) above the pit floor required to be weatherproof (NEMA 4)?

Answer: No. Smoke detectors are not considered part of elevator electrical equipment.

A17 Standards Committee Approval: September 21, 2011

Inquiry 10-1801

Edition and Subject: ASME A17.1-2007, Requirement 2.27.3.1.6(f)
A17.1-2007, Requirement 2.27.3.1.6(a)

Question (1): Does the above language require calls that are registered with acknowledgement light illuminated to be extinguished immediately when Phase I operation is activated?

Answer (1): Yes.

Question (2): If Phase I is activated and the car is being recalled to the designated landing, is it permitted for the car call acknowledgement (call-registered) lights to illuminate momentarily when pressed by someone in the car if they also cease to illuminate as soon as the car call button is released and the car does not try to respond to the attempt to place a car call?

Answer (2): Yes.

Question (3): If Phase I is activated and the car is being recalled to the designated landing, is it permitted for the hall call acknowledgement (call-registered) lights to illuminate momentarily when pressed by someone at a landing if they also cease to illuminate as soon as the hall call button is released and the car(s) does not try to respond to the attempt to place a hall call?

Answer (3): Yes.

A17 Standards Committee Approval: September 21, 2011

Inquiry 11-57

Edition and Subject: A17.1-2007, Requirement 6.1.6.3.12 Handrail Entry Device.

Question (1): What does "...units that rely on an opening of the balustrade..." mean? This language seems to raise more questions than it should.

Answer (1): See responses to questions 2, 3, and 4.

Question (2): Would the use of a device that pivots on the sides and opens in the center in the direction of handrail travel into the balustrade be of the type that would "...rely on an opening of the balustrade..."?

Answer (2): Yes.

Question (3): Would the use of a device that pivots on the top and bottom and opens in the center in the direction of handrail travel into the balustrade be of the type that would "...rely on an opening of the balustrade..."?

Answer (3): Yes.

Question (4): Would the use of a device that pivots on the top or bottom without opening in the center in the direction of handrail travel into the balustrade be of the type that would "...rely on an opening of the balustrade..."?

Answer (4): No.

A17 Standards Committee Approval: September 21, 2011

Inquiry 11-59

Edition and Subject: ASME A17.1-2007, Requirement 2.14.7 Illumination of Cars and Lighting Fixtures

Background: From the 2007 code "2.14.7 contains provisions for car lighting, car lighting fixtures and light control switches. I have several questions based on various portions of 2.14.7 that I would like to have answered. These questions are as follows:

Question (1): Are switches (dimmer switches) that allow the level of illumination inside an elevator car to be adjusted prohibited? If the answer to this question is yes, then please disregard the remaining questions

Answer (1): No.

Question (2): Does 2.14.7.2.1 require these dimmer switches to be located in or adjacent to the car operating devices?

Answer (2): The switch must be located in or adjacent to the operating device in the car. The location of the dimmer is not addressed by the A17/B44 Code.

Question (3): If the answer to #2 is no, would these dimmer switches be permitted to be located:

- a. on the car top?
- b. inside the car?
- c. inside the machine room/space or control room/space?
- d. anywhere someone wants as long as compliance with 2.14.7.1.2 is provided for the specific type of elevator?

Answer (3): See response to (2).

Question (4): Does 2.14.7 require these dimmer switches to be configured such that the level of illumination could not be adjusted below the minimum level required of the specific type of elevator?

Answer (4): The configuration requirements of a dimmer switch are not addressed by the A17/B44 Code. However, if you reduce the level of illumination below that required by 2.14.7.1.2 it is not in compliance with the code, except as permitted by 2.14.7.2.2.

A17 Standards Committee Approval: September 21, 2011

Inquiry 11-640

Edition and Subject: A17.1S-2005, Requirement 2.27.1.1.3(b)

Question (1): Does the code permit any delay between actuating the "HELP" button and establishment of live two-way communication with an authorized person?

Answer (1): Yes.

Question (2): If the code does permit a delay, what is the maximum delay?

Answer (2): A maximum delay is not specified for establishment of two-way communication. However, if the call is not answered within 30 seconds from the time the "HELP" button is actuated the call must be automatically directed to an additional on or off site location, as specified in 2.27.1.1.2.

Question (3): Does the permissible delay include a delay caused by transferring the call to an alternate site as allowed by A17.1S-2005, requirement 2.27.1.1.2?

Answer (3): See response to (2).

A17 Standards Committee Approval: September 21, 2011

Inquiry 11-723

Edition and Subject: A17.1-2010, Requirement 2.26.4.2 and 8.9.1;
A17.5/B44.1-2004 Clause 19.2;
A17.7-2007 Section 1.2 and 2.11

Background: The note in A17.7-2007 Section 1.2 refers to the purview of A17.1/B44.

Question (1): Does A17.7-2007 allow an Accredited Elevator/Escalator Certification Organization (AECO) to certify deviations from requirements in A17.3, A17.5 or A17.6?

Answer (1): No

Question (2): If the answer to 1 is yes, does the A17.5-2004 controller marking need to indicate the alternate arrangement of clause 19.2 designed in the controller?

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

Question (3): If the answer to 1 is yes, must the modification to A17.5-2004 Clause 19.2 be memorialized on the Code Data Plate in addition to being documented in the maintenance Control Program (MCP)?

Answer (3): See response to Question (1).

Question (4) Can A17.7-2007/B44.7-07 be used to certify a deviation from a requirement in A17.1-2000 through A17.1-2010/B44-10 such as requirement 2.26.4.2 for the equipment to be "listed/labeled" and "certified/marked" to CSA B44.1/ASME A17.5?

Answer (4): Yes.

A17 Standards Committee Approval: September 21, 2011

Inquiry 11-833

Edition and Subject: A17.1-2007 (including all addenda) Requirements 2.27.3.1.6(l) and 2.27.3.3.1(k) ("Remove from" versus "prevent" Fire Phase I & II)

Question:

If a means, which is controlled only by elevator personnel at the elevator controller and is not addressed anywhere in the Code, is used to remove elevators from normal operation (e.g., by disabling door operation for testing purposes), is it permitted for that means to be used to remove a car from either

- a) Fire Phase I after Fire Phase I has already been initiated; or
- b) Fire Phase II after Fire Phase II has already been initiated?

Answer:

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

A17 Standards Committee Approval: September 21, 2011

Inquiry 11-836

Edition and Subject: ASME A17.1/CSA B44 2010, Requirement 2.27.3

Background: On new construction and modifications to fire alarm systems, our fire protection engineers have been requiring that the machine room heat detectors and flow switches used for initiating shunt trip are to be connected to the car operating panel indicator for Phase I Firefighter's Service. (I believe that this is in response to new requirements in the 2010 NFPA 72 National Fire Alarm Code.)

In some cases this is providing an additional signal to activate Phase I recall. In other cases this is being used to flash the fire hat indicator in response to activation of the shunt trip heat detector or flow switch. Because the power is immediately disconnected upon activation, the elevator cannot recall under Phase I.

However, in the event of damage to a sprinkler head causing flow switch activation a simultaneous shunt trip and Phase I recall will be initiated and a fire threat in the machine room will be indicated where no such threat actually exists.

My understanding is that these are two entirely separate emergency operation functions with very specific safety purposes. I do not believe that this is the intent of the firefighter's service requirements of the code to overlap or combine these two functions and this implementation is in error. I believe the flashing fire hat indicator should never be used as a flow switch or heat detector indicator for shunt trip devices.

Question (1): Are shunt trip activation devices allowed to initiate Phase I recall?

Answer (1): Permitted fire alarm initiating devices are defined by NFPA 72 or NBCC. See A17.1-2010/B44-10, requirements 2.27.3.2.1, 2.27.3.2.2 and 2.27.4.2.

Question (2): Are shunt trip activation devices allowed to use the Phase I fire hat indicator to indicate activation?

Answer (2) No.

A17 Standards Committee Approval: September 21, 2011

Inquiry 11-838

Edition and Subject: ASME A17.1/CSA B44 2010, Requirement 2.27.3 Phase I Activation

Background: We have some parking garages that are of open construction, with the parking decks exposed to the outdoors. The elevator area was recently modified to enclose all of the elevator entrance areas in a lobby. These lobbies are not heated or cooled in any way, but are partitioned off from direct exposure to the outside weather.

These lobbies are not provided with any smoke, heat, or fire detectors under the direction of our fire protection engineers. As a result there is no way to activate Firefighter's Service except with the key switch at the designated landing, or with the machine room smoke detector, and since there is no way to differentiate the designated and alternate landings or otherwise identify any fire floor, there really is no alternate landing, an elevator could easily be directed to a landing where there may be a fire.

Question (1): Is it allowable to provide no lobby fire alarm initiating devices for the activation of Phase I Firefighter's Service under the elevator code?

Answer (1): No.

Question (2): Is it allowable to provide no effective alternate landing under the elevator code?

Answer (2): No.

A17 Standards Committee Approval: September 21, 2011

Inquiry 11-854

Edition and Subject: ASME A17.1/CSA B44 2010, Requirement 2.14.1.8

Background: Requirement 2.14.1.8.1(a) allows specific types of glass for enclosures, as extracted in items A) thru D) below.

- A) Laminated glass compliant to 16 CFR Part 1201, section 1201.1 and 1201.2
- B) Laminated glass compliant to CAN/CGSB-12.1 (Tempered or Laminated Safety Glass)
- C) Safety glass compliant to CAN/CGSB-12.11 (Wired Safety Glass)
- D) Safety plastic compliant to CAN/CGSB-12.12 (Plastic Safety Glazing Sheets)

Note: per ANSI Z97.1 *laminated glass*, a manufactured assembly consisting of at least one sheet of glass bonded to at least one other sheet of glass or plastic glazing material with an organic interlayer. Note: when broken, numerous cracks appear, but glass fragments tend to adhere to the interlayer.

Question (1): Is the summary of Items (A) through (D) above reflective of the content of 2.14.1.8.1(a)

Answer (1): Yes.

Question (2): For enclosure glass to be compliant with (A) must the glass be laminated?

Answer (2): Yes.

Question (3): For enclosure glass to be compliant with (A) is tempered glass allowed?

Answer (3): Only laminated glass compliant to 16 CFR Part 1201, section 1201.1 and 1201.2 is permitted.

Question (4): For enclosure glass to be compliant with (A) is other non-laminated safety glazing permissible?

Answer (4): No.

Question (5): For enclosure glass to be compliant with (A), if non-laminated glass is bonded to a non-polymeric coating, sheeting, or film and can achieve test results specified for laminated glass per 16 CFR Part 1201, is its use permitted?

Answer (5): Only laminated glass compliant to 16 CFR Part 1201, section 1201.1 and 1201.2 is permitted.

Question (6): For enclosure glass to be compliant with (B), must the glass be laminated?

Answer (6): Yes.

Question (7): For enclosure glass to be compliant with (B), is tempered glass allowed?

Answer (7): Only laminated glass compliant to CAN/CGSB-12.1 is permitted.

Question (8): For enclosure glass to be compliant with (B), is glass bonded to a non-polymeric coating, sheeting, or film that can achieve test results specified for laminated glass per CAN/CGSB-12.1 permitted?

Answer (8): Only laminated glass compliant to CAN/CGSB-12.1 is permitted.

Requirement 2.14.1.8.2 allows glass used for lining walls or ceilings to conform to 2.14.1.8.1(a) and (c), but says tempered glass is permissible with some conditions.

Question (9): When glass is used to line walls and ceilings, if tempered glass is used must it conform to 2.14.1.8.2 (a) and (b) and (c) and (d)?

Answer (9): Yes.

Question (10): When glass is used to line walls and ceilings, if tempered glass is used is it permissible to conform to 2.14.1.8.2 (a) or (b) or (c) or (d)?

Answer (10): See response to (9).

Question (11): When glass is used to line walls and ceilings, if tempered glass is used must it be bonded to a non-polymeric coating, sheeting, or film?

Answer (11): Yes. See 2.14.1.8.2(c).

Question (12): When glass is used to line walls and ceilings, if mirrored glass is used must it be either tempered or laminated?

Answer (12): Mirrored glass must meet the requirements of 2.14.1.8.2.

Question (13): When glass is used to line walls and ceilings, glass meeting 2.14.1.8.1(a) must be secured per 2.14.1.8.1(c). If tempered glass is used, does the mounting criterion of 2.14.1.8.1(c) apply?

Answer (13): Yes.

Question (14): When glass is used to line walls and ceilings, does 2.14.1.8.2(b) prohibit the painting (or silvering) of glass after it is tempered?

Answer (14): Yes.

A17 Standards Committee Approval: September 21, 2011

Inquiry 11-855

Edition and Subject: ASME A17.1-2000 through A17.1-2010, Requirement 2.3.2.2(a) (Vertical Span of Counterweight Guards)

Question: Are the roller guides included as part of the counterweight assembly for the purpose of determining how far down the counterweight, the guard should extend?

Answer: Yes.

A17 Standards Committee Approval: September 21, 2011

Inquiry 11-857

Edition and Subject: ASME A17.1-2010 and earlier editions, Requirement 2.8.3.3.2 (Fire Sprinklers and Shunt Trip Activation)

Background: On new elevator construction and modifications, and modernization of fire alarm systems, our fire protection engineers have been requiring the use of flow switches to initiate shunt trip in elevator machine rooms. The only flow switch device currently on the market is for a piping size too small to be used in the sprinkler supply piping for typical sprinkler systems in machine rooms. Instead they are specifically substituting flow switches with time delay capability, with the timer set to zero. They are posting a sign requiring that the timers not be reset. The installation of flow switches with time delay capability for shunt trip initiation is specifically prohibited by the requirements of NFPA 72.

Question (1): Is the use of a flow switch with time delay capability, and with the timer set to zero, allowable under the elevator code?

Answer (1): This issue is not addressed by A17.1/B44. See NFPA 72.

Question (2): Does the addition of a sign, indicating that no one should tamper with the timer, sufficient to make this device allowable under the elevator code?

Answer (2): See Response to (1).

A17 Standards Committee Approval: September 21, 2011

Inquiry 11-858

Edition and Subject: ASME A17.1-2007, Requirement 2.2.2.5

Background: Section 2.2.2.5 states "In elevators provided with Firefighters' Emergency Operation, a drain or sump pump shall be provided. The sump pump/ drain shall have the capacity to remove a minimum of 3000 gal/h per elevator" In many of our projects, we have multiple elevators that share a common hoistway. Also, these elevators often share a common sump pit

Question: In facilities where multiple elevators are installed, can (1) sump pump or drain be employed?

Answer: Yes. See also Inquiry 08-54.

A17 Standards Committee Approval: September 21, 2011

Inquiry 11-973

Edition and Subject: A17.3-2002 Appendix C, 211.3a(7) and A17.1-1987 rule 211.3a(7)

Background: The 2002 edition of A17.3 and 1987 edition of A17.1 states the following:
(7) All cars shall be provided with a visual and audible signal system which shall be activated to alert the passengers that the car is returning nonstop to the designated level. The signal shall remain activated until the car has returned to the designated level.

We have had issues with some equipment that is alleged to comply with the above referenced standards creating confusion among firefighters. Firefighters in this state have been trained by their Departments to look for a flashing fire hat in the car as an indication that shunt trip operation may be about to take place. Some equipment that is alleged to comply with the above referenced code (fortunately very few) flash the in car visual signal whenever Phase I recall is initiated. We believe this to be wrong and only adds confusion for a firefighter already in a stressful situation. Especially in light of the subsequent code editions that specify when the Phase I visual signal is required to be illuminated intermittently. The flashing or intermittent illumination of the Phase I signal in the car could cause firefighters to mistakenly abandon such a car in the false assumption that shunt trip operation is imminent. Therefore we ask these questions:

Question (1): Is the Phase I visual signal permitted to illuminate intermittently when Phase I recall is in effect?

Answer (1): No.

A17 Standards Committee Approval: September 21, 2011

Inquiry 11-975

Edition and Subject: ASME A17.1-2000 through A17.1-2010, Requirement 2.13.4.2.3

Question: Does the door force requirement (135 N or 30 lbf) apply to center opening doors when measured

- a) between the opposing doors;
- b) between each door and a stationary object?

Answer:

(a) Yes, provided that measurement is taken between 1/3 and 2/3 of the travel.

(b) Yes, provided that measurement is taken between 1/3 and 2/3 of the travel.

A17 Standards Committee Approval: September 21, 2011

Inquiry 11-1509

Edition and Subject: A17.2-2010, Item 8.4.2 Periodic Test

Background: The 2010 edition of A17.2-2010 states the following:

8.4.2 Periodic Test

(Third paragraph)

For escalators installed to A17.1b-1983 and later editions, this brake must stop a down-running escalator with a retardation not exceeding 3 ft/s² (0.91 m/s²). For escalators installed to A17.1b-1983 through A17.1-2000, this was a maximum rate. For escalators installed to A17.1a-2002 and later editions, it is an average rate, but there is an additional restriction on the peak horizontal retardation, which is not intended to be field verified.

The second sentence states for escalators installed to A17.1a-2002 and later editions this retardation rate is not intended to be field verified.

Question: For escalators installed to A17.1b-1983 and later editions through A17.1-2000, is the retardation rate intended to be field verified?

Answer: No, see the following paragraph in item 8.4.2 of A17.2-2010. Paragraph 9 reads as follows:

It is not required to measure the actual retardation. Instead, the brake torque will provide verification that those requirements are met in addition to other brake requirements (e.g., stopping and holding the rated load).

A17 Standards Committee Approval: September 21, 2011

Inquiry 11-1535

Edition and Subject: A17.1-2007, Requirement 5.3.1.5, Pipes in Hoistway

Question: When a sump pump is provided to discharge water from the pit/depression, may the discharge line be located in the hoistway?

Answer: Yes.

A17 Standards Committee Approval: September 21, 2011

Inquiry 11-1542

Edition and Subject: A17.1-2007 through 2010, Requirement 2.18.9

Question: Is the Pull through number that is stamped into the governor marking plate the minimum force developed for the pull through?

Answer: Yes.

A17 Standards Committee Approval: September 21, 2011

Inquiry 11-1543

Edition and Subject: ASME A17.1-2000 through 2010, Requirement 2.19.1.2

Question: Is it permitted to provide a single means for resetting the ascending car overspeed detection means and the emergency brake, such that resetting the ascending car overspeed detection means also resets the emergency brake?

Answer: Yes.

A17 Standards Committee Approval: September 21, 2011

Interpretations Approved at the January 2012 A17 Standards Committee Meeting

Inquiry 11-834

Subject: ASME A17.1/CSA B44 2007, Requirement 2.27.1.1.3(b)

Background: Requirement 2.27.1.1.3(b) requires a push button to actuate the two way communication means within the car. When the push button is actuated, the emergency two-way communication means shall initiate a call for help and establish two way communications.

Question (1): When the push button is actuated, is it expected that the call for help be initiated immediately?

Answer (1): Yes.

Question (2): When the push button is actuated, is it permitted to include a time delay requiring the push button to be pressed for a pre-determined length of time before the call for help is initiated?

Answer (2): No.

Question (3): If a time delay is permitted after the push button is actuated to initiate a call for help, what would be the maximum time delay allowed?

Answer (3): See Response to (2).

A17 Standards Committee Approval: January 11, 2012

Inquiry 11-1533

Subject: A17.1-1996, Rule 805.3b, Speed Governor; Rule 805.3h, Reversal Stop Device; Rule 805.3j, Disconnected Motor Safety Device

Question (1): In the response to Inquiry 00-14 is the proper term to use "device" as opposed to "detector"?

Answer (1): No.

Question (2): Does the response to Inquiry 00-14 mean that the detector is to directly remove power from the drive machine motor and brake?

Answer (2): No.

Question (3) Does the response to Inquiry 00-14 mean that the detector and means that removes power from the drive machine motor and brake for the overspeed detector (Speed Governor) can also be the detector and means that removes power from the driving machine motor and brake for the disconnected motor safety device and the reversal stop device?

Answer (3): Yes, provided that under-speed is also detected (for the Reversal Stop Device requirement).

A17 Standards Committee Approval: January 11, 2012

Inquiry 11-1605

Subject: A17.1 – 2007 including A17.1a-2008, Req 2.14.2.1.1, Materials in their end use configurations

Question: Are the materials in their "end use configuration" as described in requirement 2.14.2.1.1:

- (a) tested as individual materials of an assembly, or
- (b) tested as completed assemblies (such as decorative panels)?

Answer: (a) No.
(b) Yes.

A17 Standards Committee Approval: January 11, 2012

Inquiry 11-1608

Subject: A17.1-2007 including A17.1b-2009, Requirement 6.1.6.9.2

Question (1): Does the current code prohibit overhead directional signs with way finding messages (see attached) to be within the 118" area as stated in 6.1.6.9.2?

Answer (1): No. However, signage location must also comply with 6.1.3.12.

Question (2a): Does the 6.1.6.9.2 Additional Signs requirement only apply to additional "safety" signs that comply with ANSI Z535.2 or CAN/CSA-Z321?

Answer (2a): No. It applies to all types of signs.

Question (2b): Does the 6.1.6.9.2 Additional Signs requirement also apply to overhead directional/way finding type of signs?

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

A17 Standards Committee Approval: January 11, 2012

Inquiry 11-1705

Subject: ASME A17.1-2007/CSA B44-07 including through A17.1b-2009/B44b-09, Section 2.27.1, Car Emergency Signaling Devices

Question: Does the two-way voice communication means within the building accessible to emergency personnel... referred to in 2.27.1.1.4 need to meet the requirements specified in 2.27.1.1.6, which does not mention voice communication?

Answer: No.

A17 Standards Committee Approval: January 11, 2012

Inquiry 11-1822

Subject: A17.1-2007, Section 1.3 Definitions of “power unit, hydraulic”, “hydraulic machine”, and “driving machine, hydraulic”

Question: Is a “driving machine, hydraulic” a hydraulic machine plus a hydraulic jack?

Answer: Yes, however additional components may also be included based upon application.

A17 Standards Committee Approval: January 11, 2012

Inquiry 11-1823

Subject: A17.1-2007, Requirement 8.7.3.23.6 Relocation of Hydraulic Machine (Power Unit), 8.7.3.24 Valves, Pressure Piping, and Fittings], and 8.10.3.3

Background: Section 8.10.3.3.2 stipulates what alteration tasks require tests upon completion of the work, as well as lists the types of such tests. It states: “Tests shall be performed when the following alterations are made”. In reviewing the requirements of 8.10.3.3.2, it was determined that:

(a) Tests are not required when work outlined in 8.7.3.23.6, entitled Relocation of Hydraulic Machine (Power Unit), is performed. [According to A17.1, “hydraulic machine” is defined as “a unit consisting of pump, motor, valves, and associated internal piping, that converts electrical energy and supplies it as a liquid under pressure.”]

(b) Tests listed in 8.10.3.3.2(o) shall be performed when work outlined in 8.7.3.24, entitled Valves, Pressure Piping, and Fittings, is performed.

Question (1): Is our determination listed in (a) correct?

Answer (1) No. Tests are required for the pressure switch (see 8.7.1.3).

Question (2): Is our determination listed in (b) correct?

Answer (2) Yes.

Question (3): Are the tests listed in 8.10.3.3.2(o) required when the relocation of a hydraulic machine involves replacement of the supply piping and fittings?

Answer (3) Yes.

A17 Standards Committee Approval: January 11, 2012

Inquiry 11-1825

Subject: A17.1-2007, Requirements 8.10.3.3.2 (o), and 8.7.3.24

Question: When a Unit Valve is replaced with the same type of Unit Valve, are the tests listed in 8.10.3.3.2 (o) required?

Answer: Yes, when the unit valve contains the relief and/or the check valve.

A17 Standards Committee Approval: January 11, 2012

Inquiry 11-2147

Subject: A17.1-2010, Requirement 2.26.8.2

Question: Requirement 2.26.8.2 states that two means shall be provided to independently remove power from the brake. It also states that one of the means shall be either a contactor, or an E/E/PES with a SIL of not less than the highest SIL of the function for the electrical protective devices involved with removing power from the brake. Does this statement mean that if a contactor is used and not an E/E/PES it does not need to have a SIL rating or listing?

Answer: Yes. The contactor is not required to be SIL rated.

A17 Standards Committee Approval: January 11, 2012

Inquiry 11-2151

Subject: A17.1-2010/B44-10, Req. 5.3.1.19, Emergency Signaling Device

Question: Will a dedicated cell or smart phone permanently mounted in the car meet the requirement as an Emergency Signaling Device?

Answer: No

A17 Standards Committee Approval: January 11, 2012

Inquiry 11-2204

Subject: ASME A17.1-2010; Requirement 2.19.3.3

Background: In the case where a machine with independent dual brakes is used to meet the requirements of 2.19.3.

Question (1): Is it permitted for the range of total masses listed on the emergency brake marking plate to be based on the brake's capabilities?

Answer (1): Yes

Question (2): Is it permitted for the range of total masses listed on the emergency brake marking plate to be based on the actual range of total masses for the given installation?

Answer (2): Yes

Question (3): Is it permitted for the range of speeds listed on the emergency brake marking plate to be based on the brake's capabilities?

Answer (3): Yes

Question (4): Is it permitted for the range of speeds listed on the emergency brake marking plate to be based on the actual range of speeds for the given installation?

Answer (4): Yes

A17 Standards Committee Approval: January 11, 2012

Interpretations Approved at the May 2012 A17 Standards Committee Meeting

Inquiry 10-1495

Edition & Subject: ASME A17.1a-2008, Requirement 2.27.2.4.4
Emergency/Standby Power Recall and door operation

Question: Assuming fire service is not in effect during an emergency/standby power recall, and where there is more than one entrance at the designated level, which of the following power-operated doors are required to open upon arrival at the designated level:

- (a) only the doors serving the lobby where the illuminated signal (per 2.27.2.3) is located; or
- (b) all doors?

Answer (a): Yes that was the intent, see revised language approved in TN 10-1881 for A17.1-2013.

Answer (b): No, but other doors are permitted to open.

A17 Standards Committee Approval: May 9, 2012

Inquiry 11-1214

Edition & Subject: ASME A17.1-2010/CSA B44-10, Requirements 8.6.1.3, 8.6.11.1

Background: Requirement 8.6.11.1 states: "All elevators provided with firefighters' emergency operation shall be subjected monthly, by authorized personnel, to Phase I recall..."

Question: Is the task specified in 8.6.11.1 required to be performed by elevator personnel?

Answer: No.

A17 Standards Committee Approval: May 9, 2012

Inquiry 11-1704

Edition & Subject: ASME A17.1 – 2007, 2.27.3.1.6 (b)

Question (1): Can an elevator proceed at a speed that is less than its rated speed?

Answer (1): Yes, Section 2.27 does not prohibit speeds less than rated speed.

Question (2): If yes, what is the minimum speed at which an elevator shall proceed to the designated level?

Answer (2): Minimum speed is not specified in the Code.

A17 Standards Committee Approval: May 9, 2012

Inquiry 11-1719

Edition & Subject: A17.3-2002, Paragraph 3.10.3(a)

Background: This paragraph establishes the requirements for having a top-of-car operating device.

Question(1): Is car switch operation a type of continuous pressure operation? See the following definitions from A17.3-2002:

operation, car switch: operation control wherein the movement and direction of travel of the car are directly and solely under the control of the attendant by means of a manually operated car switch or of continuous pressure buttons in the car.

operation, continuous-pressure: operation control by means of buttons or switches in the car and at the landings, any one of which may be used to control the movement of the car as long as the button or switch is manually maintained in the actuating position.

Answer (1): No.

Question (2): Does 3.10.3(a) require elevators with car switch operation to have a top-of-car operating device?

Answer (2): No.

A17 Standards Committee Approval: May 9, 2012

Inquiry 11-1789

Edition & Subject: ASME A17.1-2010, Requirement 8.3.3.4, Type Tests of Interlocks, Combination Mechanical Locks and Electric Contacts, and Door or Gate Electric Contacts

Question: We assume the tests listed in Requirement 8.3.3.4 are a number of tests to be conducted sequentially on the same sample. How many times and at what locations in the test sequence is the Insulation Test to be performed?

Answer: This test is required to be performed once, and the sequence for the insulation test is not specified in 8.3.3.4.

A17 Standards Committee Approval: May 9, 2012

Inquiry 11-2150

Edition & Subject: ASME A17.1 - 2007/B44 – 07, Requirement 3.19.4.7.5, Overspeed Valves

Background: Requirement 3.19.4.7 states:

"(b) The average deceleration rate shall be not less than 1.96 m/s^2 (6.44 ft/s^2) nor more than 9.81 m/s^2 (32.2 ft/s^2).

(c) Any peak deceleration rate in excess of 24.53 m/s^2 (80.5 ft/s^2) shall have a duration of not greater than 0.04 s."

It is unclear when the overspeed valve is activated if it is to bring the elevator to a stop or just reduce the down speed.

Question: When an overspeed valve is operated is it required to bring the elevator to a full stop?

Answer: No.

A17 Standards Committee Approval: May 9, 2012

Inquiry 11-2157

Edition & Subject: ASME A17.1-2007/B44-07, Requirement 8.7.2.10.1(c) Hoistway door alteration versus replacement

Background: This rule states that when an alteration is made to any hoistway entrance, the entire installation shall also conform to 2.12 and 2.13.

Question (1): When a hoistway door is replaced should hoistway door unlocking devices be provided per 2.12.6?

Question (1a): Does this answer change when the replacement is a like for like replacement or replacement due to damage?

Question (2): When a hoistway door is replaced should restricting devices be provided per 2.12.5?

Question (2a): Does this answer change when the replacement is a like for like replacement or replacement due to damage?

Question (3): When a hoistway door is replaced should hoistway access switches be provided per 2.12.7?

Question (3a): Does this answer change when the replacement is a like for like replacement or replacement due to damage?

Answer: Requirement 8.7.2.10.1(c) does not apply to replacements. See definition for *replacement*.

A17 Standards Committee Approval: May 9, 2012

Inquiry 11-2158

Edition & Subject: ASME A17.1-2007/B44-07, Requirement 2.1.5 Windows and Skylights

Question (1): May windows be placed in walls of hoistways when located in hoistway walls that serve as exterior building walls?

Answer (1): No, windows are prohibited in hoistways in jurisdictions not enforcing NBCC. Requirement 2.1.5 does not address jurisdictions enforcing NBCC.

Question (2): May windows be placed in walls of hoistways where the hoistway wall is within the interior of the building?

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

Question (3): May windows provided with covering guards designed with an opening that would prohibit the passage of an 18" diameter sphere be permitted in hoistway walls?

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

Question (4): May window openings in a hoistway plainly marked with the word "SHAFTWAY" in red letters at least 6 inches (152mm) high on a white background be permitted provided such signs are readily discernible?

Answer (4): See response to (1).

A17 Standards Committee Approval: May 9, 2012

Inquiry 11-2228

Edition & Subject: ASME A17.1-2007/CSA B44-07 Requirement 2.25.2.1.2

Question: Would a control system (for an elevator having rated speed greater than 0.75 m/s) be in compliance with 2.25.2.1.2 if a failure of an electrical component which is not part of the motor controller disables both normal stopping means and normal terminal stopping?

Answer: This would require a description of the design to make a determination and as such ASME does not approve, rate or endorse any item, construction, proprietary device or activity. See also Inquiry 11-2229.

A17 Standards Committee Approval: May 9, 2012

Inquiry 11-2229

Edition & Subject: ASME A17.1 - 1996 Requirement 209.2 through ASME A17.1 – 2010/CSA B44-10 Requirement 2.25.2

Question (1): Requirement 2.25.2.1.2 states "Such devices shall function independently of the operation of the normal stopping means..." Would it be a correct interpretation to replace the words "normal stopping means" in this requirement with the A17.1/B44 definition of normal stopping means, which is "that portion of the operation control that initiates stopping of the car in normal operation at landings?"

Answer (1): Yes.

Question (2): Would it be a correct interpretation of the aforementioned definition that the words "portion of the operation control that initiates stopping of the car in normal operation at landings" to be only the

- (a) car position sensing device(s)?

Answer (2a): No.

- (b) car position sensing devices and any electrical/electronic devices that transmit the signals from the position sensing device(s)?

Answer (2b): Yes, unless there are other devices or functions that are a portion of the operation control that initiate stopping

- (c) car position sensing devices, and any electrical/electronic devices that transmit the signals from the car position sensing device(s), and other electrical/electronic devices used to cause the operation control to initiate stopping?

Answer (2c): Yes

- (d) car position sensing devices, and any electrical/electronic devices that transmit the signals from the car position sensing device(s), other electrical/electronic devices used to cause the operation control to initiate stopping, and any other electrical/electronic devices that perform operation or motion control functions?

Answer (2d): No

Question 3: Are the electronic / electrical devices used to determine car position for the normal terminal stopping means permitted to be common to the electronic / electrical devices required for the normal stopping means if a failure in those devices could result in both the normal stopping means and normal terminal stopping device not functioning?

Answer (3): No

Question 4: Does the Code prohibit position signals transmitted from devices used to determine car position for the normal terminal stopping device and position signals transmitted from the normal stopping means from being processed by common means?

Answer (4): No.

Question (5): Would a control system be in compliance with 2.25.2.1.2 if a failure of an electrical device, which is not part of the motor controller, disables both normal stopping means and normal terminal stopping?

Answer (5): ASME does not approve, rate or endorse any item, construction, proprietary device or activity.

A17 Standards Committee Approval: May 9, 2012

Inquiry 12-236

Edition & Subject: ASME A17.1-2000 including thru ASME A17.1a-2002, Requirement 2.27.6

Question (1): Can the car be placed back on inspection service while it is still on fire recall?

Answer (1): Yes.

Question (2): Can the car be placed on inspection while on fire recall even if it was on automatic when fire recall was activated?

Answer (2): Yes.

A17 Standards Committee Approval: May 9, 2012

Inquiry 12-249

Edition & Subject: Requirement 2.13.5.4 (ASME A17.1-2000 through ASME A17.1-2007) or 2.13.5.3 (ASME A17.1a-2008 and later)

Background: Requirement 2.13.5.4 (or 2.13.5.3 for A17.1a-2008 and later) mandates that where operation by a fire alarm initiating device is not provided, door reopening devices that can be affected by smoke or flame must be rendered inoperative after the doors have been held open for 20 s. However, it's not clear if it was intended that the doors immediately close once they've been held open for exactly 20 s, or if they could be held open longer. The way this requirement is written, "after 20 s" seems to leave it open-ended, so that as long as the door was held open for at least 20 s, and closed some unspecified amount of time thereafter, it would comply. However, I'm not certain this was really the intention.

Question: If operation by a fire alarm initiating device is not provided on an installation, is it permitted for a door reopening device that can be affected by smoke or flame to keep the doors open for longer than 20 s?

Answer: No.

A17 Standards Committee Approval: May 9, 2012

Inquiry 12-636

Edition & Subject: B44.1/A17.5 -2004 through B44.1/A17.5- 2011, Clause 19.2.1, Endurance Tests of Non-Elevator Drive Motors

Background: Clause 19.2.1 states: "Electromagnetic devices (e.g., armature, across-the-line, reduced voltage) that directly control an elevator's ac or dc drive motors shall perform acceptably when subjected to an endurance test that involves making and breaking two times the current corresponding to the horsepower rating of the device for 500 000 operations."

Question: Does Clause 19.2.1 apply to electromagnetic devices that drive the elevator door motor or other motors not operating the elevator?

Answer: No. Clause 19.2.1 applies only to electromagnetic devices that control the elevator driving machine motor. See definition of "machine, driving" in ASME A17.1/CSA B44.

A17 Standards Committee Approval: May 9, 2012

Inquiry 12-653

Edition & Subject: ASME A17.1-2004, Requirement 1.3 Definitions of elevator, rack-&-pinion

Background:

"elevator: a hoisting and lowering mechanism, equipped with a car, that moves within guides and serves two or more landings and is classified by the following types"

"elevator, power: an elevator utilizing energy other than gravitational or manual to move the car."

"elevator, electric: a power elevator where the energy is applied by means of an electric driving machine."

"elevator, rack-and-pinion: a power elevator with or without a counterweight that is supported, raised, and lowered by a motor or motors which drive a pinion or pinions on a stationary rack mounted in the hoistway."

Looking at the above definitions as found in Section 1.3 of the 2004 edition of A17.1 it appears that elevator, power is a subset of elevator. It also appears that elevator, electric is a subset of elevator, power and that elevator, rack & pinion is a subset of elevator, power.

Question: Is an elevator, rack & pinion also considered to be an elevator, electric?

Answer: No.

A17 Standards Committee Approval: May 9, 2012

Inquiry 12-654

Edition & Subject: ASME A17.1-2004, Requirements 5.7 & 4.1

Question (1): Does Section 5.7 Special Purpose Personnel Elevator using a rack & pinion drive have to comply with all of Section 4.1 Rack & Pinion Elevators?

Answer (1): No.

Question (2): Does Section 5.7 Special Purpose Personnel Elevator using a rack & pinion drive have to comply with any requirements in 4.1?

Answer (2): No.

Question (3): To which requirements in Section 4.1 must the Section 5.7 Special Purpose Personnel Elevator using a rack & pinion drive comply?

Answer (3): See response to Question (2)

A17 Standards Committee Approval: May 9, 2012

Interpretations Approved at the October 2012 A17 Standards Committee Meeting

Inquiry 11-2155

Edition and Subject: ASME A17.1-2004, requirements 8.7.2.28 and 8.7.3.31.8

Question (1): Was it intended to include the emergency communications upgrades only in hydraulic elevators and not electric?

Answer (1): No.

Question (2): Was it intended to not include the emergency communications in electric elevators?

Answer (2): No.

A17 Standards Committee Approval: October 3, 2012

Inquiry 12-990

Edition and Subject: ASME A17.1-2000, Main Drive Shaft Brake Requirement 6.1.5.3.2

Background: Rule 805.4.3b (Main Drive Shaft Brake) in ASME A17.1-1996 contained requirements limiting the stop of a down running escalator to a rate no greater than 3 ft/s². Requirement 6.1.5.3.2 (Main Drive Shaft Brake) contains no such requirement.

Question (1): Was this change intentional?

Answer (1) Yes.

Question (2) Does the main drive shaft brake have to be certified to the requirements of 8.3.1 and 8.3.6?

Answer (2) No. 6.1.5.3.3 requires that only the drive machine brake need be certified to the requirements of 8.3.1 and 8.3.6.

Question (3) The driving machine brake (6.1.5.3.1) is required to explicitly both stop a down running escalator with any load up to brake rated load and to hold a stopped escalator with any load up to the brake rated load. The main drive shaft requirements only indicate that it must capable of stopping a down running escalator with brake rated load and references 6.1.3.9.3. Requirement 6.1.3.9.3 contains requirements for both the rated load of a stopped escalator and a running escalator. Is it required that the main drive shaft brake both stop and hold the appropriate rated load?

Answer (3) Yes.

Question (4) Requirement 6.1.6.3.6 (Skirt Obstruction Device) requires that the escalator must stop before an object reaches the combplate at any load up to full brake rated load with the escalator running. Does this maximum stopping distance apply to the main drive shaft brake?

Answer (4) No.

Question (5) Requirement 6.1.6.3.11 (Step Level Device) requires that the escalator must stop before the step enters the combplate.

(a) Does this apply to the main drive shaft brake and

(b) If the response to 6a is "Yes" must it stop the escalator before the step enters the combplate?

Answer (5a) No.

Answer (5b) See response to 6a.

A17 Standards Committee Approval: October 3, 2012

Inquiry 12-991

Edition and Subject: ASME A17.1-2004, Deck Barricade, Outer Deck Width Measurement
Requirement 6.1.3.3.13

How is the outer deck on a low deck escalator measured?

Question (1): Is the outer deck width measured from the side of the escalator to the outside of the glass balustrade?

Answer (1): Yes.

Question (2): Is the outer deck width measured from the side of the escalator to the center of the glass balustrade?

Answer (2): No.

Question (3): Is the outer deck width measured from the side of the escalator to the outer rubber strip holding the glass in the channel?

Answer (3): No.

Question (4): Is the outer deck width measurement just the visible portion of the deck?

Answer (4): No.

Question (5): Can the building handrail system surrounding the escalator well way infill the area normally reserved for a deck barricade?

Answer (5): Yes, as long as it provides the same level of protection as the deck barricade (see requirement 6.1.3.3.13).

Question (6): If the answer to question (5) is yes, would the escalator be considered in compliance with 6.1.3.3.13?

Answer (6): See response to question 5.

A17 Standards Committee Approval: October 3, 2012

Inquiry 12-1012

Edition and Subject: ASME A17.1 – 2004 through ASME A17.1 – 2010/CSA B44-10, Requirements 8.10.2.2.2(cc)(2) and 2.19.2.2(a): Inspecting and Testing Unintended Car Motion

Question: Is it a requirement to have the hoistway and car doors in the open position In order to inspect and test Unintended Car Motion Protection as required by 8.10.2.2.2(cc)(2)?

Answer: This issue is not addressed by the Code.

A17 Standards Committee Approval: October 3, 2012

Inquiry 12-1618

Edition and Subject: ASME A17.1-1990 through ASME A17.1-2000d; ASME A17.1-2000/CSA B44-00 through ASME A17.1-2010/CSA B44-10 - Requirement 1000.1, Persons Authorized to Make Inspections and Tests; Requirements 8.10.1.1.3 and 8.11.1.1, Accreditation of Organizations Certifying Inspectors and Inspection Supervisors

Background: Requirements 1000.1; 8.10.1.1.3 and 8.11.1.1 state: "Inspectors and inspection supervisors shall be certified by an organization accredited by ASME in accordance with the requirements of ASME QEI-1"

Effective, January 1, 2014, ASME will no longer accredit organizations that certify inspectors and inspection supervisors.

Question: Is the use of a "nationally or internationally recognized accrediting body" that accredits organizations concerned with personnel certification in lieu of "ASME" in requirements 1000.1, 8.10.1.1.3 and 8.11.1.1 permitted?

Answer: Yes, see requirement 1.2.2.1 in ASME A17.1-2000/CSA B44-00 through ASME A17.1-2010/CSA B44-10 (Section 2 in ASME A17.1d-2000 and earlier editions).

A17 Standards Committee Approval: October 3, 2012

Inquiry 11-2229

Edition and Subject: ASME A17.1 - 1996 Requirement 209.2 through ASME A17.1 – 2010/CSA B44-10 Requirement 2.25.2

Question (1): Requirement 2.25.2.1.2 states "Such devices shall function independently of the operation of the normal stopping means..." Would it be correct to replace the words "normal stopping means" in this requirement with the A17.1/B44 definition of normal stopping means, which is "that portion of the operation control that initiates stopping of the car in normal operation at landings?"

Answer (1): Yes.

Question (2): Would it be a correct interpretation of the aforementioned definition that the words "portion of the operation control that initiates stopping of the car in normal operation at landings" to be only the

- (a) car position sensing device(s)?
- (b) car position sensing devices and any electrical/electronic devices that transmit the signals from the position sensing device(s)?
- (c) car position sensing devices, and any electrical/electronic devices that transmit the signals from the car position sensing device(s), and other electrical/electronic devices used to cause the operation control to initiate stopping?
- (d) car position sensing devices, and any electrical/electronic devices that transmit the signals from the car position sensing device(s), other electrical/electronic devices used to cause the operation control to initiate stopping, and any other electrical/electronic devices that perform operation or motion control functions?

Answer (2a): No.

Answer (2b): Yes, unless there are other devices or functions that are a portion of the operation control that initiate stopping

Answer (2c): Yes

Answer (2d): No

Question 3: Are the electronic / electrical devices used to determine car position for the normal terminal stopping means permitted to be common to the electronic / electrical devices required for the normal stopping means if a failure in those devices could result in both the normal stopping means and normal terminal stopping device not functioning?

Answer (3): No

Question 4: Does the Code prohibit position signals transmitted from devices used to determine car position for the normal terminal stopping device and position signals transmitted from the normal stopping means from being processed by common means?

Answer (4): No.

Question 5. Would a control system be in compliance with 2.25.2.1.2 if a failure of an electrical device, which is not part of the motor controller, disables both normal stopping means and normal terminal stopping?

Answer (5): ASME does not approve, rate or endorse any item, construction, proprietary device or activity.

A17 Standards Committee Approval: May 9, 2012

Inquiry 11-2229 (Reconsideration)

Edition and Subject: ASME A17.1- 2007/CSA B44-07 1996 Requirement 209.2 through
ASME A17.1 – 2010/CSA B44-10 Requirement 2.25.2

Background: The following questions relate to elevators having a rated speed greater than 0.75 m/s.

Question (1): Requirement 2.25.2.1.2 states "Such devices shall function independently of the operation of the normal stopping means..." Would it be correct to replace the words "normal stopping means" in this requirement with the A17.1/B44 definition of normal stopping means, which is "that portion of the operation control that initiates stopping of the car in normal operation at landings?"

Answer (1): Yes

Question (2): Would it be a correct interpretation of the aforementioned definition that the words "portion of the operation control that initiates stopping of the car in normal operation at landings" to be only the

(a) car position sensing device(s)

(b) car position sensing devices and any electrical/electronic devices that transmit the signals from the position sensing device(s)?

(c) car position sensing devices, and any electrical/electronic devices that transmit the signals from the car position sensing device(s), and other electrical/electronic devices used to cause the operation control to initiate stopping?

(d) car position sensing devices, and any electrical/electronic devices that transmit the signals from the car position sensing device(s), other electrical/electronic devices used to cause the operation control to initiate stopping, and any other electrical/electronic devices that perform operation or motion control functions?

Answer (2a): No

Answer (2b): Yes, unless there are other devices or functions that are a portion of the operation control that initiate stopping

Answer (2c): Yes

Answer (2d): No

Question 3: Are the electronic / electrical devices used to determine car position for the normal terminal stopping means permitted to be common to the electronic / electrical devices required for the normal stopping means if a failure in those devices could result in both the normal stopping means and normal terminal stopping device not functioning?

Answer (3): No

Question 4: Does the Code prohibit position signals transmitted from devices used to determine car position for the normal terminal stopping device and position signals transmitted from the normal stopping means from being processed by common means?

Answer (4): No

Question 5. Would a control system be in compliance with 2.25.2.1.2 if a failure of an electrical device, which is not part of the motor controller, disables both normal stopping means and normal terminal stopping?

Answer (5): This would require a description of the design to make a determination and as such ASME does not approve, rate or endorse any item, construction, proprietary device or activity.

A17 Standards Committee Approval: October 3, 2012

Interpretations Approved at the January 2013 A17 Standards Committee Meeting

Inquiry 11-2153

Edition and Subject: ASME A17.1-2007/CSA B44-07 through A17.1-2010/B44--10, Requirements 3.27.1, 3.27.2 and 3.27.3

Question (1): Is the visual signal in 2.27.3.1.6(h) required to illuminate intermittently while Phase I is in effect and the car is stationary at the recall floor, and one of the applicable devices listed in 3.27.1 is actuated, in the case where the device had actuated prior to the completion of Phase I recall?

Answer (1): No, it must extinguish after arrival, per 3.27.2.

Question (2): Is the visual signal in 2.27.3.1.6(h) required to illuminate intermittently while Phase I is in effect and the car is stationary at the recall floor, and one of the applicable devices listed in 3.27.1 is actuated, assuming that the device actuated following the completion of Phase I recall?

Answer (2): Yes, per 3.27.3(c).

A17 Standards Committee Approval: January 9, 2013

Inquiry 11-2156

Edition and Subject: ASME A17.1-2007/CSA B44-07, Req. 5.3.1.19, Emergency Signaling Device

Question (1): A17.1- 2007 Requirement 5.3.1.19 - Are alternatives to permanently wired land line phones permitted?

Answer (1): No

Question (2): Are wireless phones permitted to meet the requirement of A17.1- 2007 Requirement 5.3.1.19?

Answer (2): No.

Question (3): How is a central telephone exchange defined?

Answer (3): A central telephone exchange is not defined in A17.1.

Question (4): May a cell phone or other wireless phone be installed in the elevator cab to meet the requirement of A17.1- 2007 Requirement 5.3.1.19?

Answer (4): No

A17 Standards Committee Approval: January 9, 2013

Inquiry 12-1552

Edition and Subject: ASME A17.1-2007/CSA B44-07, Requirement 3.19, Valves, Pressure Piping, and Fittings

Question (1): Does requirement 3.19 only allow straight pipes in hydraulic elevator pressure piping systems?

Question (2): If the answer to Question 1 is no, does requirement 3.19 alternatively allow bent pipes in hydraulic elevator pressure piping systems?

Question (3): If the answer to Question 2 is yes, what are the applicable code requirements for bent pipes in hydraulic elevator pressure piping systems?

Question (4): If the answer to Question 2 is neither yes nor no, e.g. because bent pipe requirements are not addressed by the code, must bent pipes preferably conform, by exception, to ASME A17.1-2007/CSA B44-07 requirement 1.2.2.1, as required by requirement 1.2.2.3?

Question (5): If the answer to Question 4 is no, must bent pipes preferably conform to the applicable requirements in ASME A17.7 /CSA B44.7, as required by ASME A17.1-2007/CSA B44-07 requirement 1.2.1 (b) in order to achieve compliance with ASME A17.1-2007/CSA B44-07?

Question (6): If the answer to Question 5 is no, may bent pipes conform to either ASME A17.1-2007/CSA B44-07 requirement 1.2.2.1, as required by requirement 1.2.2.3, or the applicable requirements in ASME A17.7 /CSA B44.7, as required by ASME A17.1-2007 /CSA B44-07 requirement 1.2.1 (b) in order to achieve compliance with ASME A17.1-2007/CSA B44-07?

Answer (1-6): Whether straight or bent, piping shall comply with the requirements of 3.19. The requirement is written in performance-based language and specific designs are not addressed by the Code.

A17 Standards Committee Approval: January 9, 2013

Inquiry 12-1745

Edition and Subject: ASME A17.1-2010/CSA B44-10, Requirements 2.27.2.3.6

Question: In the event of an intermittent fire hat light in an elevator not functioning (burned out) is there a means provided in code to prevent phase II from working and putting firemen at risk of shunt trip capture between floors in a burning building?

Answer: No.

A17 Standards Committee Approval: January 9, 2013

Inquiry 12-1747

Edition and Subject: ASME A17.1-2010/CSA B44-10, Requirements 2.8.1, Maintenance Access to space/roof above Machine Room

Question: Does Section 2.8.1 in the code allow the installation of a ladder and access hatch within the elevator machine room to allow access by authorized personnel to the roof or chase space above the elevator machine room?

Answer: No, unless the access ladder is used to gain access to equipment used directly in connection with the elevator.

A17 Standards Committee Approval: January 9, 2013

Inquiry 12-1748

Edition and Subject: ASME A17.1-2007/CSA B44-07, Requirement 2.11.1.3, Telephone as Alt. to emergency doors

Question: Is requirement 2.11.1.3 applicable in an application such as a football stadium where an elevator is installed in a single blind hoistway, where there are no landings from which to gain access through an emergency door?

Answer: Yes.

A17 Standards Committee Approval: January 9, 2013

Inquiry 12-1749

Edition and Subject: ASME A17.1-2010/CSA B44-10, Requirement 2.13.5.1

Background: If a door reopening device becomes operative again before reaching its fully closed position it may reopen and this could prevent the elevator from leaving the floor it is at indefinitely if the blockage were something like smoke. Section 2.13.5.3 is only applicable when Phase 1 Fire Recall (2.27.3.2.3) is not provided and this clause is also unclear as to when the device is allowed to become operative again. I believe the intent is that once the device is inoperative it must stay inoperative until the door fully closes similar to what is required on Phase 1 recall (2.27.3.1.6 (e)), therefore allowing a car in a smoke filled lobby to leave the floor with passengers inside, the scenario may be repeated at every landing but would allow the car to eventually reach a destination where the occupants could be safe. This logic should be applicable to 2.13.5.1 as well.

Without clarification this imposes issues with special functions such as Plunger-Follower Guide (3.18.2.7) Low Oil Protection (3.26.9), Auxiliary Power Lowering Operation (3.26.10). These clauses indicate specific operation of the car which may be delayed when the car is not on Phase 1 Fire Recall, the potential hazard when the car is delayed in returning to the lowest landing in these cases may be catastrophic failure of the jack with an open door or loss of battery power and the inability of the car to complete a recall to the landing trapping an occupant. This could also allow a car to operate with a broken detection device.

Question: When the reopening device is rendered inoperative per 2.13.5.1, would the device be permitted to become operative before the door reaches its fully closed position?

Answer: Yes, unless the device has been rendered inoperative as per 2.13.5.3 or 2.27.3.1.6 (e).

A17 Standards Committee Approval: January 9, 2013

Inquiry 12-1751

Edition and Subject: ASME A17.1-2007/CSA B44-07, Requirement 2.14.7.1.3(e)

Question: Does a single LED fixture comprising of 2 or more LEDs in series (therefore failure would result in all the LEDs to go out) meet the requirement for "Not less than two lamps of approximately equal wattage shall be used."?

Answer: No. The purpose of the second lamp is to provide illumination if the first lamp fails. See A17.1-2010/B44-10 Requirement 2.14.7.1.3 (f).

A17 Standards Committee Approval: January 9, 2013

Inquiry 12-1752

Edition and Subject: ASME A17.1-2010/CSA B44-10, Requirement 8.3.7, Vertical Burn Engineering Test Requirements

Background: These tests are considered standard in the industry for fabrics and soft materials when referring to vertical burn testing. The vertical test description, as outlined by the current code is not recognized or used by the manufactures of fabrics and soft materials. When dealing with fabrics and soft materials, flame retardant products and manufactures generally use these standard test procedures as a clear measurement of compliancy during the design process. The general consensus with the testing agencies, is that these tests are reasonably close and compatible with the test description for 8.3.7

By applying a standardized test number to clarify the vertical burn code, such as was done for the 2.14.2.1.1 section of the code (ex. ASTM E-84, ANSI/UL 723, or CAN/ULC-S102), existing documentation for test result on fabrics and soft materials will be acceptable.

Question: Since no standard has been referenced in the 8.3.7 Vertical Burn Engineering Test requirements, would NFPA 701 and/or NFPA 260/UFAC Class 1 be considered acceptable?

Answer: No.

A17 Standards Committee Approval: January 9, 2013

Interpretations Approved at the May 2013 A17 Standards Committee Meeting

Inquiry 11-2010

Edition and Subject: ASME A17.1-2010/CSA B44-10, Requirement 8.7.6.1.9 Trusses and Girders

Background: The subject requirement states:

8.7.6.1.9 Trusses and Girders. Any alterations or welding, cutting, and splicing of the truss or girder shall conform to 8.7.1.4. Alterations shall result in the escalator's conforming to 6.1.3.7, 6.1.3.9.1, and 6.1.3.10.1. The installation of a new escalator into an existing truss shall conform to all of the requirements of 6.1.

Question: Does this mean that if all components of the escalator (including track system, main drive, tension carriage, machine, controller, handrail drive, safety switches, etc.) are replaced *except the truss*, the installed equipment has to comply with all the requirements listed under Requirement 6.1 including 6.1.3.6.5 and 6.1.8.2?

Answer: No.

A17 Standards Committee Approval: May 8, 2013

Inquiry 12-1620

Edition and Subject: ASME A17.1-2010/CSA B44-10, Requirement 9.1, Welding Codes

Background:

Given: Table 9.1 indicates that CSA W47.1 is applicable to Canadian jurisdictions.

Given: Table 9.1 indicates CSA W59 is applicable to US and Canadian jurisdictions.

Given: Practitioners of W59 have indicated that adherence to CSA W47.1 is required to comply with CSA W59. (i.e. the two codes are utilized conjointly).

Question: Is the utilization of CSA W47.1, in conjunction with CSA W59, acceptable in the US?

Answer: Yes.

A17 Standards Committee Approval: May 8, 2013

Inquiry 12-1746

Edition and Subject: ASME A17.1-2000/CSA B44-00, Requirement 2.27.3.1

Question: Elevators #1-2-3-4 operate as a 4 car group. They are configured where elevator #1 serves front openings only, elevators #2 and 3 serve front and rear openings and elevator #4 serves rear openings only and respond to calls from separate risers in the front and rear elevator lobbies. All serve the 1st floor which is the primary egress and Primary Fire Service floor. There are 3-position fire recall switches in both the front and rear elevator lobbies which is necessary for the requirement for the key switch to be located within sight of the elevators but contrary to the requirement for a single 3-position recall switch for a group. Are two 3-position switches permissible for a single group of elevators?

Answer: No.

A17 Standards Committee Approval: May 8, 2013

Inquiry 12-2274

Edition and Subject: ASME A17.1-2004/CSA B44-04, Requirement 8.4.10.1.3(b), Emergency Stop

Question: The term "emergency stop" is not defined in A17.1. Which of the following complies with the requirement for an "emergency stop" in 8.4.10.1.3(b):
(a) immediate removal of power from the driving machine motor and brake; or
(b) a rapid, controlled electrical stop with an average retardation not exceeding 9.81 m/s² (32.2 ft/s²), immediately followed by the dropping of the machine brake?

Answer: (a) Immediate removal of power from the driving machine motor and brake.

A17 Standards Committee Approval: May 8, 2013

Inquiry 13-319

Edition and Subject: ASME A17.1-2010/CSA B44-10, Requirements 8.10.2.2.1(f) and 2.27.1.1.6, Two-way Communication Means

Question: When performing the Inspection and Test of the two-way communication means as required in 8.10.2.2.1(f) (specifically the means to verify operability of the telephone line or equivalent means) does the clause "shall not require activation of the two-way communication link(s)" found in 2.27.1.1.6(a) prohibit a procedure where the PHONE push button [see 2.27.1.1.3(b)] is pressed after the phone line is made inoperable in order to verify the operation of the verification means and to cause activation of the audible and illuminated visual signal as required in 2.27.1.1.6(b)?

Answer: The Code does not address this issue.

A17 Standards Committee Approval: May 8, 2013

Inquiry 13-343

Edition and Subject: ASME A17.1-2010/CSA B44-10, Requirement 2.27.1.1.6

Question (1): If the telephone line or equivalent means becomes inoperable [see 2.27.1.1.6(b)], does the code require that the audible and illuminated visual signal be activated immediately?

Answer (1): No. The audible and illuminated visual signal shall be activated upon detection that the telephone line is not functional.

Question (2): If the answer to Question 1 is No, then what is the maximum delay [(see 2.27.1.1.6(a)] from the point in time that the telephone line or other means becomes inoperable to the point in time where the audible and illuminated visual signal must be activated?

Answer (2): 24 hours.

A17 Standards Committee Approval: May 8, 2013