

A17.1
Elevators and Escalators

Missing Database Interpretations

Inquiry 08-48

Subject: Part VIII

Edition: ASME 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: ASME A17.1 – 2004/CSA B44-04

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 09-2228

Subject: Requirement 3.18.3.8

Edition: ASME A17.1-2004/CSA B44-04 including ASME A17.1-2007/CSA B44-07

Question: Does 3.18.3.8 require each method to be applied?

Answer: No.

A17 Standards Committee Approval: May 6, 2010

Inquiry 10-808

Subject: ASME A17.1-2007/CSA B44-07 including 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 10-886

Subject: ASME A17.1-2007/CSA B44-07 including ASME A17.1b-2009/CSA B44b-09 Requirement 2.27.1.1.6(b)(3) Silencing of the Elevator Communications Failure audible signal

Question (1): If the verification means check is continuous, notwithstanding that the telephone line remains in the failed state and that authorized personnel have cancelled the audible signal, then should the verification means immediately resound the audible signal?

Answer (1): No. The intent is as shown in the proposed revision to 2.27.1.1.6(b)(3) below:

2.27.1.1.6 (b)(3)

~~A~~The means to silence the audible signal shall be provided and shall be accessible only to authorized personnel. The signal when silenced shall remain silent for a period of no less than 12 hours or unless until activated by the next failed periodic verification [see 2.27.1.1.6(a)(3)].

Question (2): If the verification means check is continuous, notwithstanding that the telephone line remains in the failed state and that authorized personnel have cancelled the audible signal, then is it required to only resound the audible signal no later than 24 hours following the detection of the telephone line failure that originally initiated the audible signal?

Answer (2): See response to (1)

A17 Standards Committee Approval: September 21, 2011

Inquiry 10-1163

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

Subject: ASME A17.1-2007/CSA B44-07 including ASME A17.1b-2009/CSA B44b-09, 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

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

Subject: ASME A17.1-2000/CSA B44-00 including through ASME A17.1a-2008/CSA B44a-08, 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 10-1495

Subject: ASME A17.1-2007/CSA B44-07 including ASME A17.1a-2008/CSA B44a-08, 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 10-1496

Subject: ASME A17.1-2007/CSA B44-07, 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 ASME ASME A17.1-2007/CSA B44-07/CSA B44-07 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 10-1506

Subject: ASME A17.1-2004/CSA B44-04, Requirement 2.8.2.3.4 and ASME A17.1-2007/CSA B44-07, 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

Subject: ASME A17.1-2007/CSA B44-07, Requirement 2.27.3.1.6(f)
ASME A17.1-2007/CSA B44-07, 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 10-1875

Subject: ASME A17.1-2007/CSA B44-07, 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 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 A17.1-2007/CSA B44-07 including ASME A17.1a-2008/CSA B44a-08, 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 A17.1-2007/CSA B44-07 including ASME A17.1a-2008/CSA B44a-08, 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: ASME A17.1-2007/CSA B44-07, 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 11-57

Subject: ASME A17.1-2007/CSA B44-07, 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 11-58

Subject: ASME A17.1-2007/CSA B44-07 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 11-59

Subject: ASME A17.1-2007/CSA B44-07, 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 11-93

Subject: ASME A17.1/CSA B44 2007 Requirement 2.7.3.2.2

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: ASME A17.1-2000/CSA B44-00 through ASME A17.1-2010/CSA B44-10 Requirement 2.27.2.4.3
(Emergency power indicator when selector switch not in view of all elevators)

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/CSA B44-00 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/CSA B44-04, 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 ASME A17.1-2007/CSA 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 11-640

Subject: A17.1S-2005/CSA B44s-05, 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 11-717

Subject: ASME A17.1-2010/CSA B44-10, 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: ASME A17.1-2010/CSA B44-10, Requirement 7.2.1 Car Enclosures and Car Doors
ASME A17.1-2010/CSA B44-10, Requirement 7.2.1.2 Car Doors or Gates
ASME A17.1-2010/CSA B44-10, Requirement 7.2.1.2.1
ASME A17.1-2010/CSA B44-10, 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: ASME A17.1-2010/CSA B44-10, 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: ASME A17.1-2010/CSA B44-10, 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: ASME A17.1-2010/CSA B44-10, 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

Inquiry 11-723

Subject: ASME A17.1-2010/CSA B44-10, Requirement 2.26.4.2 and 8.9.1;
ASME A17.5/CSA B44.1-2004 Clause 19.2;
ASME A17.7-2007/CSA B44.7-07 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 ASME A17.1-2000/CSA B44-00 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

Subject: ASME A17.1-2007/CSA B44-07 (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 11-834

Subject: ASME A17.1-2007/CSA B44-07, 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 11-836

Subject: ASME A17.1-2010/CSA B44-10, 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

Subject: ASME A17.1-2010/CSA B44-10, 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

Subject: ASME A17.1-2010/CSA B44-10, 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

Subject: ASME A17.1-2000/CSA B44-00 through ASME A17.1-2010/CSA B44-10, 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

Subject: ASME A17.1-2010/CSA B44-10 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

Subject: ASME A17.1-2007/CSA B44-07, 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

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

Answer: No.

A17 Standards Committee Approval: September 21, 2011

Inquiry 11-975

Subject: ASME A17.1-2000/CSA B44-00 through ASME A17.1-2010/CSA B44-10, 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 11-1214

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 11-1533

Subject: ASME 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 11-1535

Subject: ASME A17.1-2007/CSA B44-07, 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

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

Subject: ASME A17.1-2000/CSA B44-00 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

Inquiry 11-1605

Subject: ASME A17.1-2007/CSA B44-07 including ASME A17.1a-2008/CSA B44a-08, Req 2.14.2.1.1, Materials in there 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: ASME A17.1-2007/CSA B44-07 including ASME A17.1b-2009/CSA B44b-09, Requirement 6.1.6.9.2

Question (1): Does the current code prohibits 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 11-1704

Subject: ASME A17.1–2007/CSA B44-07, 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 11-1705

Subject: ASME A17.1-2007/CSA B44-07 including ASME A17.1b-2009/CSA 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 11-1789

Subject: ASME A17.1-2010/CSA B44-10, 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 11-1822

Subject: ASME A17.1-2007/CSA B44-07, 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: ASME A17.1-2007/CSA B44-07, 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: ASME A17.1-2007/CSA B44-07, 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 11-2010

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 11-2147

Subject: ASME A17.1-2010/CSA B44-10, 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 11-2150

Subject: 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/s² (6.44 ft/s²) nor more than 9.81 m/s² (32.2 ft/s²).*
(c) *Any peak deceleration rate in excess of 24.53 m/s² (80.5 ft/s²) 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 11-2151

Subject: ASME 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 11-2153

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 11-2155

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 11-2156

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 11-2157

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

Subject: ASME A17.1-2007/CSA B44-07/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 11-2204

Subject: ASME A17.1-2010/CSA B44-10; 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

Inquiry 11-2228

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

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)

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

Inquiry 12-236

Subject: ASME A17.1-2000/CSA B44-00 including thru ASME A17.1a-2002/CSA B44a-02, 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

Subject: ASME A17.1-2000/CSA B44-00 through ASME A17.1-2007/CSA B44-07 Requirement 2.13.5.4 or ASME A17.1a-2008/CSA B44a-08 Requirement 2.13.5.3

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 12-653

Subject: ASME A17.1-2004/CSA B44-04, 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

Subject: ASME A17.1-2004/CSA B44-04, 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

Inquiry 12-990

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 12-990 – Reconsideration

Subject: ASME A17.1-2000, Main Drive Shaft Brake Requirement 6.1.5.3.2

Question (1): Was this change intentional?

Answer (1) Yes.

Question (2) If the response to Question 1 is "Yes" what was the rationale for the change?

Answer (2) Rationale is contained in TR 97-60 as: "The main drive shaft brake is only applied during a catastrophic failure, such as when the drive chain breaks or separates, which is very rare. It is not intended to provide the same precision as the driving machine brake, and therefore, it should not be held to the same criteria."

Question (3) Does the main drive shaft brake have to be certified to the requirements of 8.3.1 and 8.3.6?

Answer (3) 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 (4) 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 up 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 (4) Yes.

Question (5) 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 (5) No.

Question (6) 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 (6a) No.

Answer (6b) See response to 6a.

A17 Standards Committee Approval: May 7, 2014

Inquiry 12-991

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

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 12-1552

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 844-07 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 12-1618

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 12-1620

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 12-1745

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 12-1746

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 12-1747

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

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

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 where 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

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

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

Inquiry 12-2274

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 13-5

Subject: ASME A17.1-2010/CSA B44-10, Requirement 8.7.2.27

Question No.1: How many types of motion control are listed under the definition of *control, motion*?

Response (1): Four

Question No. 2: With respect to Question No. 1, under the definition of *control, motion*, are the following the four types of motion control?

control, AC motor: a motion control that uses an alternating current motor to drive the machine.

control, DC motor: a motion control that uses a DC motor to drive the machine.

control, electrohydraulic: a motion control in which the acceleration, speed, retardation, and stopping are governed by varying fluid flow to the hydraulic jack.

control, static: a motion control in which control functions are performed by solid-state devices.

Response (2): Yes

Question No. 3: If the answer to question No. 2 is Yes, then are the other indented terms and definitions under *control, AC motor*, and *control, DC motor* examples of those two types respectively?

Response (3): Yes

Question No. 4: Are the two examples: *control, variable voltage AC (VVAC)* and *control, variable voltage, variable frequency (VVVF)*, the same type of motion control, *that is*, both of the type *control, AC motor* (i.e. “AC motor control”)?

Response (4): Yes

Question No. 5: Can a method of motion control be accurately described in terms of “type” as both *control, DC motor* and *control, static*?

Response (5): Yes

Question No. 6: Where a motor controller is changed from *control, static, control, variable voltage AC motor* controller to *control, static, control, variable voltage, variable frequency*, motor controller, would the change be subject to the requirements of:

a) 8.7.2.27.5?

b) 8.7.2.27.4(a)?

Response (6): This is not addressed by requirements 8.7.2.27.4(a) and 8.7.2.27.5.

Question No. 7: Where a motor controller is changed from *control, static, control, variable voltage AC motor* controller to *control, static, control, variable voltage, variable frequency*, motor controller and where the motor was changed, would it be subject to the requirements of:

a) 8.7.2.27.5?

b) 8.7.2.27.4(a)?

Response (7): This is not addressed by requirements 8.7.2.27.4(a) and 8.7.2.27.5.

Question No. 8: If a *control, DC motor* exists but is not listed as an example in the definitions section of control, motion, would a change, where the motor controller was changed to the unlisted example be subject to the requirements of:

- a) 8.7.2.27.5?
- b) 8.7.2.27.4(a)?

Response (8): This is not addressed by requirements 8.7.2.27.4(a) and 8.7.2.27.5.

Question No. 9: Considering Questions Number 5 and 8, would a repair, where the motor control was changed from control, dual bridge thyristor converter to control, [undefined example of control, DC motor or of control, static] be subject to the requirements of:

- a) 8.7.2.27.5?
- b) 8.7.2.27.4(a)?

Response (9): This is not addressed by requirements 8.7.2.27.4(a) and 8.7.2.27.5.

A17 Standards Committee Approval: October 7, 2015

Inquiry 13-273

Subject: ASME A17.1-2010/CSA B44-10, Requirement 8.4.10.1.2(b), Equipment Specifications

Question (1): Does A17.1 require the seismic switch to activate at any one frequency?

Answer (1): No.

Question (2): Does A17.1 require the seismic switch to activate at all frequencies between 1 & 10Hz?

Answer (2): Yes.

Question (3): Does the seismic switch section of A17.1 require updating to agree with the latest ASCE 25 publication in terms of activation frequency?

Answer (3): A technical revision has been opened to address this issue.

A17 Standards Committee Approval: January 15, 2014

Inquiry 13-319

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

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

Inquiry 13-445

Subject: ASME A17.1-2004/CSA B44-04, Requirement 2.27.3.2.1 (c), Section 1.3, Requirement 2.8.2.3.3

Question (1): Per section 2.27.3.2.1 (item c): Is it required to install a FAID used to initiate Phase I Emergency Recall inside the Elevator Hoistway, when sprinkler/s is/are installed anywhere in the hoistway?

Response (1): Yes.

Question (2): Per this section (item c): Is it required to install a FAID used to initiate Phase I Emergency Recall inside the Elevator Hoistway, when sprinkler/s is/are installed inside the elevator pit below 24 inches of the pit floor?

Response (2): Yes.

Question (3): Per this section (item c): Is it required to install a FAID used to initiate Phase I Emergency Recall inside the Elevator Hoistway, when sprinkler/s is/are installed inside the elevator pit at or above 24 inches of the pit floor?

Response (3): Yes.

Question (4): Per section 2.27.3.2.1 (item c), is it required to provide Phase I Emergency Recall only where sprinklers are installed at or above 24 inches of the pit floor?

Response (4): No.

Question (5): Per section 2.27.3.2.1 (item c), is it required to provide Phase I Emergency Recall only where sprinklers are installed at the top of the elevator hoistway?

Response (5): No.

Question (6): Is the elevator pit considered by ASME A17.1-2004 to be a part of the elevator hoistway?

Response (6): Yes.

Question (7): Is the elevator pit considered by ASME A17.1-2004 to be "Outside" of the elevator hoistway?

Response (7): No.

Question (8): Does section 1.3 (definitions) of ASME A17.1-2004 for Elevator Hoistway or Elevator Shaft define the elevator pit as a part of the elevator hoistway?

Response (8): Yes.

Question (9): If the answer to Question # 1 above is YES – could the required FAID be installed anywhere inside the elevator hoistway, provided it conforms to NFPA 72 installation requirements?

Response (9): The specific location of the FAID inside the hoistway is not specified in A17.1.

Question (10): If the answer to Question # 2 above is YES – could the required FAID be installed anywhere inside the elevator hoistway, provided that it conforms to NFPA 72 installation requirements?

Response (10): The specific location of the FAID inside the hoistway is not specified in A17.1.

Question (11): If the answer to Question # 2 above is YES – must the required FAID, associated with this/these pit sprinkler/s, be installed inside the elevator pit below 24 inches of the pit floor?

Response (11): The specific location of the FAID inside the hoistway is not specified in A17.1.

Question (12): If the answer to Question # 2 above is YES – is it permissible for the required FAID, associated with this/these pit sprinkler/s, to be a Smoke Detector type FAID?

Response (12): The type of FAID is not specified in A17.1.

Question (13): ASME A17.1-2004 Section 2.8.2.3.3 states: “Smoke detectors shall not be used to activate sprinklers in these spaces or to disconnect the main line power supply”

(a) Does the term “these spaces” in this section refer to anywhere in the “elevator pit”?

Response (13a): Yes, “these spaces” are specified in Section 2.8.2.3 as Hoistway, machine room and machinery spaces.

(b) Does the term “these spaces” in this section refer to locations in “elevator pits” which must be below 24 inches of the pit floor?

Response (13b): See Answer to 13a.

(c) Is the intent of “smoke detectors used to activate sprinklers” to address dry sprinkler system/s or pre-action sprinkler system/s ?

Response (13c): A17.1 does not address this issue.

(d) If the answer to questions “a” or “b” above is YES, is the intent of ASME A17.1- 2004 for prohibiting the installation of smoke detectors in these locations is due to the “dirty”/harsh ambient conditions in elevator pits and the possibility of generating nuisance alarms?

Response (13d): A17.1 does not address this issue.

(e) If a certain smoke detector is specifically listed to be installed in “dirty”/harsh environments such as an elevator pit, is it permissible to install this detector in elevator pit/s per ASME A17.1-2004 section 2.8.2.3.3?

Response (13e): No, per Requirement 2.8.2.3.3, smoke detectors are not permitted to activate sprinklers.

(f) If a certain smoke detector is specifically listed to be installed in “dirty”/harsh environments such as an elevator pit, is it permissible to install this detector in elevator pit/s for the purpose of generating elevator recall?

Response (13f): Yes.

(g) If the answer to Question # 2 above is YES, is it permissible by ASME A17.1-2004 to install a smoke detector at the top of the Elevator Hoistway for the purpose of generating Phase I Emergency Recall, provided that this smoke detector is installed in accordance with NFPA 72 and its manufacturer’s instructions?

Response (13g): Yes.

(h) If the answer to Question # 2 above is YES, is it permissible by ASME A17.1-2004 to install a smoke detector anywhere inside the Elevator Hoistway for the purpose of generating Phase I Emergency Recall, provided that this smoke detector is installed in accordance with NFPA 72 and its manufacturer’s instructions?

Response (13h): Yes.

Question (14): If the answer to Question # 1 above is YES – Is it required by ASME A17.1-2004 that the required FAID shall be accessible from outside the elevator hoistway for the purpose of testing, repairing and maintenance?

Response (14): No.

Question (15): If the answer to Question # 2 above is YES – Is it required by ASME A17.1-2004 that the required FAID shall be accessible from outside the elevator pit/hoistway for the purpose of testing, repairing and maintenance?

Response (15): No.

Question (16): Is it permissible by ASME A17.1-2004 to install required FAIDs (per Section 2.27.3.2.1 (c)) inside elevator hoistway/s (anywhere in the hoistway) in a way that the FAID will not be accessible from outside the hoistway for the purpose of testing, repair and maintenance?

Response (16): Yes

A17 Standards Committee Approval: September 11, 2013

Inquiry 13-496

Subject: ASME A17.1a-2002/CSA B44-02a, Requirement 8.6.8.3.3 (c)

Question (1): With regard to Section 1.3 do "existing installations" include installations that were installed prior to the adoption of any ASME A17.1 Safety Code for Elevators and Escalators?

Answer (1): Yes.

Question (2): With regard to Requirement 8.6.8.3.3(c) do escalators "installed under ASME A17.1-2000 and earlier editions" include escalators that were installed prior to the adoption of any editions of ASME A17.1 by the AHJ?

Answer (2): Yes.

Question (3): Does Section 1.2 recognize the authority having jurisdiction right to modify the code in the application of their regulations?

Answer (3): Yes.

Question (4): Does Section 1.2, paragraph 3 describe how the authority having jurisdiction would assure equivalency for modifying the code to "... technical documentation or physical performance verification to allow alternative arrangements that will assure safety equivalent to that which would provide conformance to the corresponding requirements of this Code."?

Answer (4): Yes.

A17 Standards Committee Approval: January 15, 2014

Inquiry 13-702

Subject: ASME A17.1-2010/CSA B44-10, Requirement 8.3.3.4.2(b), Current Interruption Test for DC rated locking devices

Question: Is a current interruption test in compliance with 8.3.3.4.2(b) if the test is done in a circuit virtually resistive (e.g. time constant 1 ms)?

Answer: No.

A17 Standards Committee Approval: May 7, 2014

Inquiry 13-719

Subject: A17.1-2010/CSA B44-10, Requirement 5.7.20.1(b) Types of Operation

Question: Can this type of operation be selective collective automatic operation?

Response: Requirement 5.7.20.1(b) does not directly address the meaning of "momentary pressure operation" as it relates to Section 1.3 definitions on types of "Control, operation"

A17 Standards Committee Approval: September 11, 2013

Inquiry 13-742

Subject: A17.1-2010/CSA B44-10, Requirement 5.2.1.2, Pit Drains and Sumps

Question: Is a drain or sump pump required in a pit of a LULA elevator?

Response: Yes.

A17 Standards Committee Approval: September 11, 2013

Inquiry 13-787

Subject: ASME A17.1-2007/CSA B44-07, Requirement 8.1.2 (k), Use of Hoistway Unlocking Devices

Question: Smoke detectors are often located at the top of elevator hoistways. These detectors need to be tested periodically by fire alarm technicians. Hoistway unlocking devices are limited to 'elevator personnel'. Elevator personnel is defined as *persons who have been trained in the construction, maintenance, repair, inspection, or testing of equipment*. Would a fire alarm technician or electrician trained in how to use a Car Top Inspection be considered 'elevator personnel', and thus have the ability to use a hoistway unlocking device?

Answer: No.

A17 Standards Committee Approval: January 15, 2014

Inquiry 13-934

Subject: A17.1-2010/CSA B44-10, Requirement 5.3.1.8.2, Car Doors and Gates for Private Residence Elevators

Question (1): Does a light screen or curtain meet the requirements for a car door or gate?

Response (1): No.

Question (2): Can a light screen or curtain be used instead of a car door or gate?

Response (2): No.

A17 Standards Committee Approval: September 11, 2013

Inquiry 13-1022

Subject: ASME A17.1a-2002 thru ASME A17.1-2010/CSA B44-10, Requirement 2.27.1.1

Background: Requirement 2.27.1.1.1 requires that “A two-way communications means between the car and a location staffed by authorized personnel shall be provided.” When the earliest two-way communications systems were invented, the communication was directly between two people. Since then it has become necessary to devise and implement means to route communications from the originating party (person in the elevator) to the receiving party (authorized personnel). These routing systems consisted of the earliest switchboards, requiring an operator who manually connected the call, later evolving to PBX systems, networks and computerized, interactive communications technology. Some of these interactive systems use voice and noise recognition to expedite communications and to prioritize those communications.

Question (1): Do Sections 2.27.1.1.2 and 2.27.1.1.3 prohibit the use of an automated routing system to validate and expedite emergency calls prior to establishing two-way voice communications?

Answer (1): No.

Question (2): Is the use of technology to route and process the call prior to voice contact/answering prohibited?

Answer (2): No.

Question (3): Does the Section 2.27.1 prohibit the use of an automated routing system to facilitate and automate testing?

Answer (3): No.

Question (4): Is the use of automated technology used to activate the visual indicator in 2.27.1.1.3(c), to indicate the call is initiated, prior to the voice contact prohibited?

Answer (4): No.

Question (5): Does 2.27.1.1.3(f) prohibit an automated routing system from terminating a call where no voice or sound is detected before the call has been routed to the authorized person?

Answer (5): No.

Question (6): Would the “automated answering system” referenced in 2.27.1.1.3(h) include:

- a) Voice-mail?
- b) An answering machine for the purposes of leaving a message?
- c) A PBX system that is used to route the call to the next available authorized person?

Answer (6a): Yes.

Answer (6b): Yes.

Answer (6c): No.

A17 Standards Committee Approval: September 11, 2013

Inquiry 13-1050

Subject: ASME A17.1-2010/CSA B44-10, Requirement 2.1.1.2.2 (e)

Question (1): When the wall(s) enclosing the hoistway of an elevator that is NOT an observation elevator, is also an exterior wall, must the glass in that wall be laminated glass? [Reference Inquiry: 94-14 / Subject: Rule 100.1a / Fire-Resistive Construction /Edition: A17.1-1987]

Answer (1): Yes.

Question (2): If the answer to Question 1 is that the enclosure wall does not have to be laminated, why does the fact that it is NOT an observation elevator make a difference?

Answer (2): See response to question 1.

Question (3): If all the glass in the car is required to meet 2.14.1.8, does the glass in the hoistway that is in an exterior wall also need to be laminated?

Answer (3): Yes. See requirement 2.1.1.2.2(e).

Question (4): When the hoistway enclosure is required to fire rated, is the glass that is allowed to be in the walls required to be laminated?

Answer (4): A17.1 does not have specific requirements pertaining to glass enclosures for Fire-Resistive Construction. See Section 2.1.1.1.

A17 Standards Committee Approval: September 11, 2013

Inquiry 13-1460

Subject: ASME A17.1-2000 through ASME A17.1-2010/CSA B44-10, Requirement 2.18.7.2

Background: The requirement states that subsequent to the first stop of the car following the opening of the switch the car shall remain inoperative until the switch is manually reset.

Question: Does this requirement prohibit the required stop to be a stop in which the switch causes the removal of power from the driving machine and brake?

Answer: No.

A17 Standards Committee Approval: September 11, 2013

Inquiry 13-1462

Subject: ASME A17.1-2004/CSA B44-04, Req. 5.1.11.1.2 Uphill End Emergency Exit

Question: What is the minimum clearance allowed in order to use the car door as an emergency exit?

Answer: The Code does not address this issue.

A17 Standards Committee Approval: January 15, 2014

Inquiry 13-1463

Subject: ASME A17.1-2010/CSA B44-10, Requirement 3.25.1.3 (Requirements for Stopping Devices on the Car or in the Hoistway)

Question: Does A17.1 require the normal terminal stopping devices for hydraulic elevators to be operated by cams on the car or in the hoistway, when these devices are located on the car or in the hoistway?

Answer: No.

A17 Standards Committee Approval: January 15, 2014

Inquiry 13-1471

Subject: ASME A17.1-2010/CSA B44-10, Requirements 2.12.7 and 8.7.3.10

Background: Manual freight doors on an existing elevator are replaced with doors from a different manufacturer. The old doors were vertical bi-parting doors and the new door is a counterweighted vertical door. At issue is whether hoistway access to comply with 8.7.2.10.1(c) is needed because the work constitutes an alteration and not a replacement.

Question (1): Is the work described above an alteration or a replacement?

Answer (1): This work is an alteration.

Question (2): If the answer to #1 is that it is an alteration, is hoistway access required per Requirements 8.7.2.10.1(c) and 2.12.7?

Answer (2): Yes.

A17 Standards Committee Approval: January 15, 2014

Inquiry 13-1496

Subject: ASME A17.1-2010/CSA B44-10, Figure 8.4.10.1.3

Question: When (normal, emergency, standby or alternate) power is restored and the car initiates movement, is it required for an elevator with non-volatile memory to automatically proceed away from the counterweight at not more than 0.75 m/s (150 ft/min) to the nearest available landing?

Response: Yes

A17 Standards Committee Approval: May 7, 2014

Inquiry 13-1509

Subject: ASME A17.1-2000/CSA B44-00 including ASME A17.b-2003/CSA B44-03b, Requirement 8.7.2.15.2, Increase or Decrease in Deadweight of Car and Requirement 2.16.3

Background: Requirement 2.16.3 describes a requirement for a data plate attached to the car crosshead that displays the weight of the complete car, including the car safety and all auxiliary equipment attached to the car. Requirement 8.7.2.15.2 defines an alteration when there is a change to the deadweight of the car that is sufficient to increase or decrease the sum of the deadweight of the car plus the rated load by more than 5%, as originally installed.

Question (1): Is the weight of the suspension means included in the complete weight of car value described in requirement 2.16.3?

Answer (1): No.

Question (2): Is the weight of the travelling cables included in the complete weight of car value described in requirement 2.16.3?

Answer (2): No.

Question (3): Is the weight of the compensation means included in the complete weight of car value described in requirement 2.16.3?

Answer (3): No.

Question (4): Is the originally installed deadweight of the car, referenced in requirement 8.7.2.15.2, the same as the complete weight of the car that is required to be posted on the crosshead data plate in requirement 2.16.3?

Answer (4): Yes.

A17 Standards Committee Approval: January 14, 2015

Inquiry 13-1543

Subject: ASME A17.1-2010/CSA B44-10, Requirement 2.12.4.1 (a) or (b)

Question: Can an elevator door gate switch complying with requirement 2.12.4.1 (a) or (b) of ASME A17.1-2010/B44-10 be used on new elevators installed under this code?

Answer: Yes

A17 Standards Committee Approval: January 15, 2014

Inquiry 13-1544

Subject: ASME A17.1-2007/CSA B44-07, Requirement 2.11.11.5.4

Question (1): Does requirement 2.11.11.5.4 prohibit the meeting panel edges from interlocking or overlapping?

Answer (1): No

Question (2): Requirement 2.11.11.5.4 states: "When in the closed position, the distance between the metal parts of the meeting panels shall not exceed 13mm (0.5 in.)." Does this require the resilient member to have a maximum thickness of 13mm (0.5 in.)?

Answer (2): No

A17 Standards Committee Approval: January 15, 2014

Inquiry 13-1753

Subject: ASME A17.1-2000/CSA B44-00 including ASME A17.1-2010/CSA B44-10, Requirement 2.27.3.1.5

Question (1): Is the illuminated visual indicator provided for the Phase 1-Fire Recall switch (2.27.3.1.5) required to comply with Figure 2.27.3.1.6(h)?

Response (1): No

Question (2): Is it permitted to use one of the symbols in Figure 2.27.3.1.6(h) for the illuminated visual signal in 2.27.3.1.5?

Response (2): Yes

A17 Standards Committee Approval: January 15, 2014

Inquiry 13-1790

Subject: ASME A17.1-2007/CSA B44-07, Requirement 2.27.1.1.4

Question (1): Does Section 8.1 prohibit the voice communication means required by requirement 2.27.1.1.4 from being located only in the machine room/ control room?

Response (1): Yes

Question (2): Does this mean that the two-way voice communication means needs to be located at the egress level of the building for arriving emergency personnel?

Response (2): ASME A17.1-2007/CSA B44-07 does not address this.

A17 Standards Committee Approval: January 15, 2014

Inquiry 13-2001

Subject: ASME A17.1-2010/CSA B44-10, Requirement 2.2.2.2

Background: If a pump is equipped with oil sensing technology that shuts the pump off when oil is sensed in the pit leaving the oil to be manually pumped out of the pit is that against the code? There are several systems on the market that shut the pump down when oil is sensed in the pit. Some States will not allow that to happen and require the pump to run automatically without any human intervention and will not allow the pump to shut down when oil is sensed in the pit. We are trying to find a copy of the ASME STATEMENT that says the pump must run automatically and without any human intervention.

Question (1): Can a provided elevator sump pump shut off when oil is sensed in the elevator pit?

Answer (1): No. See Inquiry 09-12.

Question (2): Does the code require that the sump pump must run automatically without any human intervention?

Answer (2): Yes. See Inquiry 95-33 and the applicable plumbing code(s).

Question (3): Where is it stated that the sump pump must run automatically without any human intervention?

Answer (3): See response to question 2.

A17 Standards Committee Approval: May 7, 2014

Inquiry 13-2177

Subject: ASME A17.1-2007/CSA B44-07, Requirement 2.7.3.3.2

Question: Would a permanently installed, noncombustible pull down metal access stair with a maximum inclination less than 60 degrees having fixed handgrips and guardrails meet the requirements of Section 2.7.3.3.2 and 2.7.3.3.4 to accommodate access to a remote machine room containing controllers and motor generators?

Answer: No.

A17 Standards Committee Approval: May 7, 2014

Inquiry 13-2197

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

Question: Is it the intent of the code that "shall function independently of the operation" refers only to the devices used for sensing relative changes in car position for the Normal Stopping Means and the Normal Terminal Stopping Device?

Answer: Yes.

A17 Standards Committee Approval: January 15, 2014

Inquiry 14-61

Subject: ASME A17.1-2013/CSA B44-13, Requirements 8.10.1.1.3, 8.11.1.1 and 8.10.1.2
Accreditation of Certifying Organizations

Question: In accordance with the effective dates specified, and the new contents of the ASME A17.1-2013/CSA B44-13 and QEI Standards, are QEI certified Elevator Inspectors and Inspection Supervisors required to be certified by an organization accredited by an accrediting body in accordance with ANSI/ISO/IEC 17024, or equivalent, and ASME QEI-1 immediately after December 31, 2013?

Response: Yes. The intent of the Committee was that ASME A17.1-2013/CSA B44-13 requirements 1.1.4, 8.10.1.1.3, and 8.11.1.1 and QEI-1-2013 would become effective on January 1, 2014. The Committee has revised the language for the requirements cited and QEI-1, 2013 to become effective on January 1, 2014. This was necessary due to the discontinuation of accreditation by ASME effective on December 31, 2013.

A17 Standards Committee Approval: January 15, 2014

Inquiry 14-62

Subject: ASME A17.1-2013/CSA B44-13, Requirements 8.10.1.1.3, 8.11.1.1 and 8.10.1.2
Accreditation of Certifying Organizations

Question (1): Referring to the wording in ASME A17.1-2013/CSA B44-13 Requirement 8.10.1.2, specifically, " - - ANSI/ISO/IEC 17024, or equivalent, - - ", what essential criteria would establish, or ascertain, equivalence between ANSI/ISO/IEC 17024 and another standard?

Question (2): What source would make the determination of equivalence of these standards?

Answer: When approached with a possible standard that may be equivalent to ANSI/ISO/IEC 17024 the Committee would then be able to make a determination of equivalency.

A17 Standards Committee Approval: May 7, 2014

Inquiry 14-95

Subject: ASME A17.1-2010/CSA B44-10, Requirement 2.27.3.2.6
Visual Signal

Question (1): If Phase I Emergency Recall Operation is initiated by a fire alarm initiating device in a location listed in 2.27.3.2.6 (a) through (e) is the visual signal described in 2.27.3.1.6(h) required to illuminate intermittently?

Answer (1): Yes.

Question (2): If Phase I Emergency Recall Operation is initiated by the key switch described in [2.27.3.1.1] or [2.27.3.1.2], and subsequently a fire alarm initiating device in a location listed in 2.27.3.2.6 (a) through (e) is actuated, is the visual signal described in 2.27.3.1.6(h) required to illuminate intermittently?

Answer (2): No.

Question (3): If Phase I Emergency Recall Operation is initiated by the key switch described in [2.27.3.1.1] or [2.27.3.1.2], and subsequently a fire alarm initiating device in a location listed in 2.27.3.2.6 (a) through (e) is actuated, is the visual signal described in 2.27.3.1.6(h) permitted to illuminate intermittently?

Answer (3): No.

A17 Standards Committee Approval: October 1, 2014

Inquiry 14-96

Subject: ASME A17.1-2013/CSA B44-13, Requirement 2.18.5.3 and 2.20.2.2.1(d)
Temporary Rope Data Tags

Question: Is it the intent that temporary rope data tags comply with all of the requirements of 2.16.3.3 or only the requirements of 2.16.3.3.3?

Response: Within requirement 2.16.3.3, only requirement 2.16.3.3.3 is applicable to temporary tags.

A17 Standards Committee Approval: October 1, 2014

Inquiry 14-227

Subject: ASME A17.1-2013/CSA B44-13, Requirement 2.27.11.5.1 & 2.27.11.6.3
Occupant Evacuation Operation Fire Alarm Interface

Question (1): Does 2.27.11.5.1 require the fire alarm system to determine the group of floors being evacuated?

Response (1): Yes.

Question (2) Does 2.27.11.5.1 require the fire alarm system to send individual signals per floor to the elevator controller to initiate elevator OEO of the indicated floors?

Response (2): This is not addressed in A17.1/B44. The specified signals are addressed in the 2013 edition of NFPA 72.

Question (3): Does 2.27.11.6.3 assign different evacuation priorities to floors that have active fire alarms as the floors that are manually selected for evacuation by responding emergency personnel at the emergency command center?

Response (3): This is not addressed in A17.1/B44. The priority of active alarm signals is assigned in the sequence the signals are received.

A17 Standards Committee Approval: May 7, 2014

Inquiry 14-324

Subject: ASME A17.1a-2002 including through ASME A17.1-2010/CSA B44-10
Requirement 2.27.1.1, Emergency Communication

Background: *With regards to Inquiry 13-1022:*

Question (4): Is the use of automated technology used to activate the visual indicator in 2.27.1.1.3(c), to indicate the call is initiated, prior to the voice contact prohibited?

Answer (4): No.

Question (5): Does 2.27.1.1.3(f) prohibit an automated routing system from terminating a call where no voice or sound is detected before the call has been routed to the authorized person?

Answer (5): No

Question (1): Is the use of automated technology permitted to activate the visual indicator in 2.27.1.1.3(c), without establishing two-way communication?

Answer 1: No. See response to Question (4) in Inquiry 13-1022.

Question (2): Once the call has been terminated by the automated routing system and no further action is taken by the automated routing system, does this system comply with Requirement 2.27.1.1.3(b), "When the push button is actuated, the emergency two-way communication means shall initiate a call for help and establish two-way communications"?

Answer (2): Yes. See response to Question (5) in Inquiry 13-1022.

Question (3): Once the call has been terminated by the automated routing system and no further action is taken by the automated routing system, does this system comply with Requirement 2.27.1.1.2(b)?

Answer (3): Yes. Section 2.27.1.1.2(b) is applicable when no acknowledgement is received.

A17 Standards Committee Approval: October 1, 2014

Inquiry 14-411

Subject: ASME A17.1-2007/CSA B44-07, Requirement 8.6.1.2.1

Background: The problem exist in our area because some companies have a compact disc for the maintenance control program. Other companies have a sticker on the controller directing you to call a phone number to find out the information. The service providers are assuming that all inspectors carry a laptop that can play the disc. It is my interpretation that the word:

Question (1): Does the word "written" mean on paper?

Answer (1): No.

Question (2): Does the words "in place" mean in the machine room?

Answer (2): No

A17 Standards Committee Approval: October 1, 2014

Inquiry 14-665

Subject: ASME A17.1-2010/CSA B44-10, Requirement 2.11.6.3
Opening of Hoistway Doors

Question (1): Does inquiry 06-19 apply to the revised requirement in A17.1-2010 edition?

Answer (1): No. Inquiry 06-19 was applicable to the 1993 through 2004 editions of A17.1.

Question (2): Does Requirement 2.11.6.3, prohibit a door or similar device that, based upon the action of smoke, closes or deploys on the landing side of an elevator hoistway entrance, provided that said door or similar device is readily openable from the car side without any key, tool, special knowledge, or significant effort?

Answer (2): No.

A17 Standards Committee Approval: October 1, 2014

Inquiry 14-702

Subject: ASME A17.1-2013/CSA B44-13, Requirement 2.27.3.1.6(h)
Location of visual signal

Question (1): Is the visual signal, described in section and figure 2.27.3.1.6 (h), required to be located on the locked cover (referred to in 2.27.3.3.7)?

Response (1): No.

Question (2): Is it permissible for the visual signal, described in section and figure 2.27.3.1.6 (h), to be located on the car operating panel in a location other than on the locked cover (referred to in 2.27.3.3.7)?

Response (2): Yes.

Question (3): Is it permissible for the visual signal, described in section and figure 2.27.3.1.6 (h), to be located anywhere inside the elevator car other than on the car operating panel?

Response (3): No.

Question (4): Is there any code section or requirement in ASME A17.1-2013/CSA B44-13 for a minimum distance between the visual signal, described in section and figure 2.27.3.1.6 (h), and the locked cover (referred to in 2.27.3.3.7)?

Response (4): No.

A17 Standards Committee Approval: October 7, 2015

Inquiry 14-971

Subject: ASME A17.1-2010/CSA B44-10, Requirement 2.27.4.5
Emergency/Standby Power with multiple cars and multiple selector switches

Background: An emergency/standby power system is capable of running more than one car - but not all the cars in a group – at a time. Each car has its own selector switch with an “AUTO” and “MANUAL” position. One car’s selector switch is in the “MANUAL” position, and all the other cars’ switches are in the “AUTO” position.

Question: Once all cars in a group have been recalled, moved to a floor, or failed to move after a second opportunity in accordance with 2.27.2.4.4, in addition to selecting the one car with its selector switch in the “MANUAL” position, is it permitted to also automatically select another car or cars with their switches in the “AUTO” position, up to the maximum number of cars allowed for that system?

Answer: No, for a car in the same group.

A17 Standards Committee Approval: May 13, 2015

Inquiry 14-999

Subject: ASME A17.3-1996, Paragraph 3.11.3
Firefighters' Service

Question: Would an elevator installed to the requirements of A17.1-1981 211.3 be required to meet the requirements of A17.3-1996 3.11.3 if the travel is less than 25'?

Answer: See response to Inquiry 14-1524.

A17 Standards Committee Approval: May 13, 2015

Inquiry 14-1023

Subject: ASME A17.1-2013/CSA B44-13, Requirement 8.4.10.1
Emergency Operation and Signaling Devices

Question: A17.1 Code makes reference to Section 8.4.14.2 for NBCC, but this Section is not found in the Code:

- a) Was this reference to be Section 8.4.14.1(b)?
- b) If not, please indicate the appropriated Section to be used.

Answer:

- a) Yes.
- b) See the answer to (a).

A17 Standards Committee Approval: October 7, 2015

Inquiry 14-1025

Subject: ASME A17.1-2013/CSA B44-13, Requirement 8.4.10.1
Emergency Operation and Signaling Devices

Background: Based on Background, for seismic Risk Zones, A17.1 provides clear requirements to be met when Earthquake emergency operation is not required for risk zone 2, as: "provided the car and counterweight guide rail systems, guiding members, and position restraints conform to the requirements and force levels for zone 3 or greater in 8.4.5, 8.4.7, and 8.4.8 where W_p =component operating weight as defined by 8.4.15."

But, for non-risk zones (IBC/ASCE 7 or NBCC) the Code does not provide clear requirements for the condition if Earthquake emergency operation is not required with $F_p \leq 0.25 W_p$, then, for this condition:

Question (1): Does the exemption of emergency operations as stated in ASME A17.1-2013/CSA B44-13, Requirement 8.4.10.1 for seismic zones exist for jurisdictions enforcing either IBC or NBCC?

Response (1): Yes.

Question (2): If the exemption exists, should the car and counterweight guide rail systems, guiding members, and position restraints conform to the requirements and force levels for $F_p \geq 0.5W_p$?

Response (2): Yes.

A17 Standards Committee Approval: October 7, 2015

Inquiry 14-1026

Subject: ASME A17.1-2013/CSA B44-13, Requirement 8.4.10.1.1(a)(1) and (2), and 8.4.10.1.1(b)
Emergency Operation and Signaling Devices

Background: If an elevator design is not required to provide Earthquake emergency operation, as per 8.4.10.1, then:

Question (1): Is the elevator still required to comply with 8.4.10.1.1(a)(1) and (2)?

Response (1): No.

Question (2): Is the elevator still required to comply with 8.4.10.1.1(b)?

Response (2): No.

A17 Standards Committee Approval: October 7, 2015

Inquiry 14-1037

Subject: ASME A17.3-2011, Paragraph 2.3.1(a)
Access to Pits

Question: Does this requirement for access to pits include a pit ladder for pits with a depth of three feet or more?

Answer: No, see Inquiry 07-15

A17 Standards Committee Approval: May 13, 2015

Inquiry 14-1524

Subject: ASME A17.3-1996, Paragraph 3.11.3
Firefighter's Operation under 25' Travel

Question: Is an existing elevator, with travel of less than 25 ft. (7.62 m) above or below the designated level, with fire control operation meeting an Edition of A17.1 earlier than the 1987 edition:

- (a) Required to have Firefighter's Operation upgraded under A17.3 Paragraph 3.11.3; or
- (b) Does A17.3, Paragraph 3.11.3 apply?

Answer:

- (a) No
- (b) Yes

A17 Standards Committee Approval: May 13, 2015

Inquiry 14-1637

Subject: ASME A17.1-2013/CSA B44-13, Requirement 8.6.1.4.1(a)(1)
On Site Maintenance Records and Scheduled Intervals

Background: If the maintenance interval for a specific 8.6 maintenance task has been assessed per the parameters of 8.6.1.2.1(e) and it is determined that the frequency of a given task is less than 12 months.

Question (1): Must the onsite maintenance record(s) convey the scheduled interval(s) that are planned to be imposed?

Response (1): Yes.

Question (2): Is it permitted that the onsite maintenance records specify the frequency as annual for the task that requires more frequent maintenance?

Response (2): No.

A17 Standards Committee Approval: October 1, 2014

Inquiry 14-1834

Subject: ASME A17.1-2013/CSA B44-13, Requirements 8.6.4.13.2 and 2.13.4.2.4, Door Plates

Question: Are door "data plates" required on both existing and new elevators with power operated doors?

Response: Yes, although section 8.6 does not require a door data plate to be added to an existing elevator where the code did not require it upon initial installation or alteration.

A17 Standards Committee Approval: October 7, 2015

Inquiry 15-39

Subject: ASME A17.1-2013/CSA B44-13, Requirement 5.3.1.8.2(a)
Car door closing sequence

Question (1): Is a residential elevator considered a passenger elevator?

Answer (1): Yes

Question (2): If a residential elevator has power closing car doors, does it need to comply with the requirements in 2.13.3 through 2.13.6 for passenger elevators?

Answer (2): Yes

Question (3): If a residential elevator has power closing car doors, does it need to comply with the requirements in 2.13.3 through 2.13.6 for freight elevators?

Answer (3): No

Question (4): Do any of the requirements for vertically sliding doors or gates apply to residential elevators?

Answer (4): No

A17 Standards Committee Approval: May 13, 2015

Inquiry 15-136

Subject: ASME A17.1-2007/CSA B44-07 including through ASME A17.1-2013/CSA B44-13, Requirement 2.4.7.1(c), Car top inspection station

Question (1): Is a car top inspection station mounted on top of the crosshead considered "equipment" which requires the 24" clearance above the station?

Answer (1): Yes.

Question (2): If yes, is a wire lamp guard on top of the inspection station considered part of the equipment?

Answer (2): Yes.

A17 Standards Committee Approval: May 13, 2015

Inquiry 15-142

Subject: ASME A17.1-2010/CSA B44-10, Requirement 2.26.1.4.2(h)
Operating devices readily accessible to a person while standing

Question (1): Does 2.26.1.4.2(h) require the inspection operating devices to be located where they can be used/operated by a person while standing in one of the areas described in 2.14.1.6.2?

Answer (1): Yes.

Question (2): If the answer to Question 1 is "Yes", is there a minimum height from the top of the car where inspection operating devices should be located?

Answer (2): No.

Question (3): Does 2.26.1.4.2(h) prohibit the inspection operating devices to be located where a person standing in one of the areas described in 2.14.1.6.2 must bend, or kneel (but not climbing over, removing obstacles, or using a ladder) in order to access these devices?

Answer (3): No.

A17 Standards Committee Approval: October 7, 2015

Inquiry 15-319

Subject: ASME A17.1-2007/CSA B44-07, Requirements 7.2.1.2 and 7.2.1.2.2
Car Gates

Question (1): Does 7.2.1.2 car gates apply to hand dumbwaiters?

Answer (1): Yes.

Question (2): Does 7.2.1.2.2 contacts for car gates apply to hand dumbwaiters?

Answer (2): Yes.

A17 Standards Committee Approval: May 13, 2015

Inquiry 15-476

Subject: ASME A17.1-2013/CSA B44-13, Requirement 2.27.3.6.1(j)
Phase I and OEO

Background: A group of elevators is equipped with Occupant Evacuation Operation per 2.27.11. A single 3 position "GROUP FIRE RECALL" switch is installed at the designated level per 2.27.3.1.1. A three position "CAR FIRE RECALL" switch is installed at the discharge level adjacent to each elevator per 2.27.11.1.2. As a result of the actuation of a fire alarm initiating device the designated level, all cars are returned to the alternate level per 2.27.3.2.4.

Question 1: When an additional "GROUP FIRE RECALL" switch per 2.27.3.1.2 is not provided, is it required to move a car to the designated level when the "GROUP FIRE RECALL" switch at the designated level and that car's "CAR FIRE RECALL" switch are both in the "ON" position?

Answer (1): The scenario described is not addressed by A17.1/B44.

Question 2: When an additional "GROUP FIRE RECALL" switch per 2.27.3.1.2 is provided, is it required to move a car to the designated level when only the "GROUP FIRE RECALL" switch at the designated level and that car's "CAR FIRE RECALL" switch are both in the "ON" position (the additional "GROUP FIRE RECALL" switch is in the "OFF" position)?

Answer (2): No.

Question 3: When an additional "GROUP FIRE RECALL" switch per 2.27.3.1.2 is provided, is it required that all three switches be in the "ON" position before the car is permitted to move a car to the designated level?

Answer (3): No.

A17 Standards Committee Approval: May 13, 2015

Inquiry 15-501

Subject: ASME A17.1-2007/CSA B44-07, Requirements 6.1.7.4.1 and 6.1.7.4.2
Liquidtight flexible metal conduit

Question: Does an NRTL listing and certification provided in accordance with requirement 6.1.7.4.2 of ASME A17.1 supersede an NEC 620-21(B)(1) restriction on flexible conduit length in an escalator wellway?

Response: The scope of NRTL listing and certification is outside the scope of ASME A17.1-2007/CSA B44-07. ASME A17.1-2007/CSA B44-07 requires compliance with the National Electrical Code/Canadian Electrical Code.

A17 Standards Committee Approval: October 7, 2015

Inquiry 15-614

Subject: ASME A17.1-2010/CSA B44-10 through ASME A17.1-2013/CSA B44-13, Requirement 2.27.1.1.3(b), "PHONE" or "HELP"

Question (1): Is the word "PHONE" required to be on or adjacent to the phone push button?

Response (1): No.

Question (2): Is the phone symbol required to be on or adjacent to the phone push button?

Response (2): Yes.

Question (3): Would the phone symbol by itself, without the word "PHONE" on or adjacent to the phone push button, meet the identification requirement?

Response (3): Yes.

Question (4): Is the word "PHONE" permitted to be located next to the phone button where the phone button is identified with the phone symbol?

Response (4): This is not addressed in the ASME A17.1/CSA B44 Code.

Question (5): Is the word "PHONE" permitted to be located on to the phone button where the phone button is identified with the phone symbol adjacent to the phone push button?

Response (5): This is not addressed in the ASME A17.1/CSA B44 Code.

Question (6): Is the word "HELP" permitted to be located next to the phone button where the phone button is identified with the phone symbol?

Response (6): This is not addressed in the ASME A17.1/CSA B44 Code.

Question (7): Is the word "HELP" permitted to be located on to the phone button where the phone button is identified with the phone symbol adjacent to the phone push button?

Response (7): This is not addressed in the ASME A17.1/CSA B44 Code.

Question (8): Is it possible to meet the requirements of both the A17.1/B44 codes prior to 2010 where the word "HELP" is required and the requirements of the A17.1-2010/B44-10 through A17.1-2013/B44-13 with the same arrangement, e.g., phone symbol adjacent to the phone button along with the word "HELP" located on the phone push button?

Response (8): This is not addressed in the ASME A17.1/CSA B44 Code.

Question (9): Does the Braille message (PH"ONE") in Table 2.26.12.1 convey the meaning "PHONE"?

Response (9): Yes.

A17 Standards Committee Approval: October 7, 2015

Inquiry 15-716

Subject: ASME A17.1-2013/CSA B44-13, Requirement 2.27.1.1.3(e)
Call Acknowledgement Signal

Question (1): After the call acknowledgement signal [2.27.1.1.3(c)] is sent and as required by 2.27.1.1.3(e) are the authorized personnel expected to be able to immediately hear voice communication from the car and respond?

Response (1): Yes.

Question (2): Where a shared phone line is used, and after the two way communications link is established and the call acknowledgement signal [2.27.1.1.3(c)] is sent, is it permissible that communication from the car not be heard or responded to by authorized personnel until the authorized personnel complete their communication with a different car?

Response (2): No.

Question (3): Where a shared phone line is used, and after the two way communications link is established and the call acknowledgement signal [2.27.1.1.3(c)] is sent, is it permissible that communication between authorized personnel and more than one car take place simultaneously using the shared phone line?

Response (3): This is not addressed in the ASME A17.1/CSA B44 Code.

A17 Standards Committee Approval: October 7, 2015

Inquiry 15-883

Subject: ASME A17.1-2013/CSA B44-13, Requirement 2.26.9.2

Question: Should the first sentence of requirement 2.26.9.2... be interpreted as 'The opening or closing of an electric circuit shall not be used...'?

Response: No, the requirement is that the circuit must be opened to remove power from the driving machine motor and brake.

A17 Standards Committee Approval: October 7, 2015

Inquiry 15-886

Subject: ASME A17.1-2010/CSA B44-10, Requirement 2.4.7.1 (a)
Top clearance of crosshead

Question (1): Does the portion of the crosshead that is outside the car top railings need to have 600mm clearance as per 2.4.7.1(a)?

Response (1): Yes.

Question (2): If the answer to Question (1) is yes, does this area need 1100mm clearance as per 2.4.7.1?

Response (2): No.

Question (3): Does the portion of the crosshead that is in the car top area, taped off with white and red stripes as per 2.4.7.2, need to have 600mm clearance as per 2.4.7.1 (a)

Response (3): Yes, when the crosshead is located over the car enclosure top as per 2.4.7.1 (a).

Question (4): If the answer to Question (3) is yes, then does this area need 1100mm clearance as per 2.4.7.1?

Response (4): No.

A17 Standards Committee Approval: October 7, 2015

Inquiry 15-889

Subject: ASME A17.1-2007/CSA B44-07, Requirement 7.5.11.1.1
Extreme Limit

Question: Does 7.5.11.1.1 require a final terminal stopping device for Type A Material Lift whether hydraulic or electric?

Response: Yes.

A17 Standards Committee Approval: January 13, 2016

Inquiry 15-1038

Subject: ASME A17.1-2013/CSA B44-13, Requirement 1.1.1
Industrial Scissors Lift Used as an Elevator

Question: Since an industrial scissors lift uses the scissors mechanism as a guide, not vertical guides, is an industrial scissors lift that is used to move personnel between floor levels exempt from elevator requirements in ASME A17.1?

Response: If the equipment is not a hoisting and lowering mechanisms, equipped with a car, that moves between two or more landings, is not guided, and falls outside of the scope of A17.1 (as stated in Requirement 1.1.1) or is equipment not covered by A17.1 (as listed in Requirement 1.1.2), then it is not an elevator as defined in Section 1.3 and not currently addressed by the A17.1 code. However, if the equipment is a hoisting and lowering mechanisms, equipped with a car, that moves between two or more landings, does carry passengers or materials, is guided and falls within the scope of A17.1 (as stated in Requirement 1.1.1), then it is covered by A17.1. Exclusion of a specific type of driving means or guiding system does not indicate that equipment is not covered by A17.1, only that it is not addressed. Guiding systems in A17.1 are not limited to fixed vertical guide rails.

A17 Standards Committee Approval: January 13, 2016

Inquiry 15-1139

Subject: ASME A17.1-2013/CSA B44-13, Requirement 2.11.11.5.7

Question (1): Is it a requirement that a physical test must be performed?

Answer (1): No.

Question (2): Can a structural analysis or some other engineering approach be used to demonstrate compliance with this requirement?

Proposed Answer (2): Yes.

A17 Standards Committee Approval: October 7, 2015

Inquiry 15-1446

Subject: ASME A17.1-2013/CSA B44-13, Requirement 2.27.3
Firefighters' Emergency Operation

Question (1): Does 2.27.3 require that in order for firefighter's emergency operation to be exempted that a hoistway must not be required to be fire rated, the rise does not exceed 80 inches and the hoistway does not penetrate a floor (all three must apply for the exception)?

Response (1): Yes.

Question (2): Can a project meet less than all three criteria and be exempted?

Response (2): No.

A17 Standards Committee Approval: October 7, 2015

Inquiry 15-1447

Subject: ASME A17.1-2000 through ASME A17.1-2013/CSA B44-13, Requirement 2.14.1.5.1
Top Emergency Exit Suspended Ceiling Exit Panel

Question: In a case where the movable portion (exit panel) of the suspended ceiling is not hinged upward or downward but instead is moved laterally away from the opening to allow for a clear opening through the top exit and where the exit panel is restrained by being positioned on the top of the fixed portion of the suspended ceiling clear of the opening, must a tether or other restraining means also be provided?

Response: If the suspended ceiling is restrained in compliance with requirement 2.14.1.5.1 (d), an additional restraint is not required.

A17 Standards Committee Approval: October 7, 2015

Inquiry 15-1671

Subject: ASME A17.1-2007/B44-07 through ASME A17.1-2013/CSA B44-13, Requirement 2.19.2
Unintended Car Movement Protection

Question: Do the requirements of 2.19.2.2(a)(1)(b) mandate that there be two movement detection means operational at all times, even in the event of failure of one means?

Response: No.

A17 Standards Committee Approval: October 7, 2015

Inquiry 15-1697

Subject: ASME A17.1-2010/B44-10, Requirement 3.26.8
Pressure Switch and Automatic Door Operation

Question (1): If the car is at a floor and the doors are already in the process of opening automatically when the pressure switch is activated, are the doors required to immediately stop opening and start closing?

Response (1): No.

Question (2):

If the car is at a floor and the doors are already in the process of opening automatically when the pressure switch is activated, are the doors permitted to complete the automatic opening cycle before starting to close?

Response (2): Yes.

A17 Standards Committee Approval: October 7, 2015

Inquiry 15-1752

Subject: ASME A17.1-2013/B44-13, Requirement 6.1.7.1.1
Externally Driven Escalator Machine Rooms

Question 1: Do the requirements of section 2.7.4.1 apply to escalator rooms with machine(s) and motor(s) driving the escalator externally?

Response (1): No. External machine rooms are not addressed in A17.1, Part 6.

Question 2: Do the requirements of section 2.7.2.3 apply to escalator rooms with machine(s) and motor(s) driving the escalator externally?

Response (2): No. External machine rooms are not addressed in A17.1, Part 6.

Question 3: Do the requirements of section 2.8.1 apply to escalator rooms with machine(s) and motor(s) driving the escalator externally?

Response (3): No. External machine rooms are not addressed in A17.1, Part 6.

A17 Standards Committee Approval: January 13, 2016

Inquiry 15-1755

Subject: ASME A17.1-2013/B44-13, Requirement 2.11.10.1
Protection of Hoistway Openings

Question: Do the requirements set forth in section 2.3.2.2(e) apply to the landing-sill guards (fascias)?

Response: No, see requirement 2.11.10.1.

A17 Standards Committee Approval: October 7, 2015

Inquiry 15-2003

Subject: ASME A17.1-2013/B44-13, Requirement 2.27.11.1.3
Occupant Evacuation Operation (OEO)

Question: If the group has completed the building evacuation process where cars are parked per 2.27.11.6.9, the group is placed on FEO by the fire recall switch and then removed from FEO per 2.27.3.1.1, all cars are at the designated/discharge floor, the fire alarm system has not been reset, the elevator system continues to see an active alarm signal(s) and all cars are unoccupied, is the elevator system required to initiate a new OEO event per 2.27.11.6.5?

Response: Yes.

A17 Standards Committee Approval: October 7, 2015

Inquiry 15-2004

Subject: ASME A17.1-2013/B44-13, Requirement 2.27.11.1.5
Clarification on terminating a single car from Occupant Evacuation Operation (OEO) while group remains on OEO

Question: If an individual car that was on Occupant Evacuation Operation (OEO) is placed on and subsequently removed from Phase I Emergency Recall Operation (CAR FIRE RECALL) while the other cars in the group remain on OEO, does the car return to OEO?

Response: Yes.

A17 Standards Committee Approval: October 7, 2015

Inquiry 15-2585

Subject: ASME A17.1-2010/B44-10, Requirements 6.1.3.2.2, 6.1.3.4.3 and Appendix I Fig. I-1 and I-2
Handrail Clearances

Question (1): Do the clearances specified in 6.1.3.2.2 of 100mm and 25mm between the handrail and adjacent surfaces apply for all locations of the handrail until it enters the balustrade (where the hand and finger guards are provided [see 6.1.3.4.3])?

Response (1): Yes.

Question (2): Do the clearances specified in 6.1.3.2.2 of 100mm and 25mm between the handrail and adjacent surfaces only apply for locations where the hand rail is at the top of the balustrade as indicated in figure I-1?

Response (2): No.

A17 Standards Committee Approval: January 13, 2016

Inquiry 15-2771

Subject: ASME A17.1-2010/B44-10, Requirements 6.1.3.1
Angle of inclination

Question: Can the design inclination angle be up to 30.5 degrees if at the time of installation the inclination angle will not be beyond 31 degrees?

Response: No

A17 Standards Committee Approval: January 13, 2016