1) Add back Requirement 4.2.12 to the A17.1-2019/CSA B44:19 edition. Language was accidentally deleted:

**4.2.12 Safety Nut and Data Tag**

4.2.12.1 A safety nut is required on all screw machines that utilize a driving nut made of a material other than metal and shall be permitted to be provided on all screw machines. The safety nut shall be made of metal and designed to withstand the impact without damage if the driving nut should fail.

4.2.12.2 A metal data tag shall be securely attached to each screw machine equipped with a safety nut bearing the following data:
(a) date of installation of driving and safety nuts
(b) spacing between driving and safety nuts

2) Correction to Requirement 5.2.2.1.1:

**5.2.2.1.1 Top-of-Car Clearances.** The top car clearance shall not be less than the sum of the following two items conform to 3.4.4 and either 3.4.5 or 5.2.1.4.4.

(see Nonmandatory Appendix G):

(a) the top car runby

(b) the height of the refuge space on top of the car (see 3.4.6.17) or the clearance required for equipment projecting above the car top or crosshead (see 3.4.5), whichever is greater

Clean version:

**5.2.2.1.1 Top-of-Car Clearances.** The top car clearance shall conform to 3.4.4 and either 3.4.5 or 5.2.1.4.4.

3) Typo found in 8.3.14.3.4:

**8.3.14.3.4 Static Test.** After completion of the endurance test in 8.3.14.3.1, an engineering test shall be made consisting of a static force of **1000 N** (225 lbf) applied over a period of 300 s with the force increasing incrementally. The force shall be applied in the opening direction of the door and at a location as near to the restricting element as possible, but not to exceed 300 mm (12 in.).