

Log of Meeting

Subject: ASME A17 Main Committee

Date of Meeting: September 23, 1997

Place: The Landis Hotel, Vancouver, BC, Canada

Log Entry Source: Scott Snyder, ESME (x1317)

Date of Entry: September 26, 1997

Commission Attendees: Scott Snyder, ESME

Non-Commission Attendees: See Attendance List (to follow, when available from ASME)

Summary of Meeting:

See Meeting Agenda (Attached)

Meeting Minutes (to follow, when available from ASME)

CPSA 3 (b)(1) Cleared

No MIs/Priv/birs

Products Identified

Excepted by

Firms Notified,

Comments Processed.



AGENDA

A17 Main Committee Meeting

The Landis Hotel
1234 Hornby Street
Vancouver, BC
Canada U62 1W2

September 23, 1997: 8:30 AM - 5:00 PM

Bob Seywood - chair

1 CALL TO ORDER**2 RECORD OF ATTENDANCE****3 ANNOUNCEMENTS****4 ADOPTION OF AGENDA****5 APPROVAL OF March 12-13, 1997 MINUTES**

Please make note of the following corrections:

Corrections to the following Inquiries:

page 5, Item 6.3 delete the following sentence: "Mr. Rommel indicated that this item has not been reviewed and also requested that this Inquiry also be sent to the Hoistway Committee for review."

page 35, Item 16.1, add the following appointment:

Committee	Applicant	Position	Action Taken
Hand & Sidewalk	Robert Caporale	Chair & Member	Approved

6 REQUESTS FOR INTERPRETATION**6.1 Inquiry 96-27 (Attachment 1)**

Mr. Donoghue indicated at the June 1997 meeting that the LU/LA and Mechanical Design Committees have set up a joint task group to review and address this inquiry.

Committee: Limited Use/Limited Application

Subject: Rule 2501.13
Suspension Ropes

Edition: A17.1-1993 including A17.1b-1995

Note: *The LULA Committee rephrased the question as shown below with the concurrence of the inquirer.*

Question:

Are swaged fittings an acceptable method of rope termination, provided:

(a) the swaged fitting develops at least 80% of the ultimate breaking strength of the rope to which it is attached;

(b) the swaged fitting conforms to the requirements of Rules 212.9b and 212.9c;

(c) the swaged fitting is acceptable to the authority having jurisdiction.

6.2 Inquiry 96-56 (Attachment 2)

This inquiry has been deferred to the Shipboard Elevator Committee.

Committee: Inspectors' Manual
Shipboard Elevator

Subject: Rules 2201.6, 2202.2, and 2203.2
Special Conditions

Edition: A17.1 - 1993 including A17.1b - 1995

Question(s):

How does one check for compliance with Rule 2201.6, 2202.2 and 2203.2?

6.3 Inquiry 96-57 (Attachment 3)

Committee: Inspectors' Manual

Subject: Rules 1002.3d
Brake

Edition: A17.1 - 1993

Question(s):

Rule 1002.3d States: "For passenger and freight elevators permitted by Rule 207.4 to carry passengers, the brake shall be tested for compliance with Rules 207.8 and 208.8. Place 125% of rated load in the car and run it to the lowest landing *by normal operating means*. The driving machine shall safely lower, stop and hold the car with this overload [Item 2.15.2(b)].

- (1) Is it the intent of this Rule to lower the car at rated speed with 125% of rated load?
- (2) Does the wording "*by normal operating means*" imply that the car shall be operated at rated speed?

6.4 Inquiry 96-61 (Attachment 4)

The Hydraulic Committee is forwarding the following proposed answer to the Mechanical Design Committee for concurrence.

Committee: Hydraulic

Subject: Rules 300.6,
Roped Hydraulic Suspension - Rope Attachment

Edition: ASME A17.1-1993 including A17.1b-1995

Question(s):

Rule 300.6 requires compliance with the requirements of Section 105. Rule 105.3c requires overhead rope hitch plates to be secured in a fashion such that they will not develop direct tension in bolts, rivets, and welds. When a hitch plate is attached to a pit channel is it the intent of the Code that rope hitch plates also be secured in a fashion such that they not develop direct tension in bolts, rivets, and welds?

Proposed Answer:
Yes.

6.5 Inquiry 96-68 (Attachment 5)

Enclosed is a request for reconsideration of Inquiry 96-68. Please see attached letter regarding this request. This item has been recently resubmitted to the Hoistway Committee.

The previously approved answer is given below:

Subject: Rule 110.11a(2)
Landing Sills

Edition: A17.1 - 1993 including A17.1b - 1995

Question(s):

This rule states that sills are to be "substantially flush with the floor surface of the elevator landing." Throughout the code dimensions of what is allowable and also possible tolerances are given.

The question I am asking in this inquiry is what does "substantially flush with the floor surface" mean in a minimum and maximum dimension.

Answer:

There is no minimum or maximum dimension. The term "substantially" means within acceptable building construction tolerance as defined by the authority having jurisdiction.

A17 Committee Approval: March 12, 1997

6.6 Inquiry 96-72 (Attachment 6)

Committee: Inclined Wheelchair Lifts

Subject: Rule 2001.10b(2)
Inclined Wheelchair Lifts

Edition: A17.1 - 1993

Question(s):

Rule 2001.10b(4) States when the equipment operates on a straight flight of stairs and the platform is within sight during its entire travel, provisions may be made for the attendant to operate the unit from the top or bottom of the stairs.

Can an inclined wheelchair lift that makes one or more turns be controlled from all landings in the folded position by an attendant/operator? The manufacturer proposes to add visual strobes and audio warnings at each landing for additional protection.

Proposed Answer:

The intent of the referenced Rule is to permit an attendant to operate the lift from the top or bottom of the stairs or from a five-foot cord attached to the platform. This provision ensures the passenger remains in sight of the attendant at all times.

Section 2001 does not address the construction or the operation of a lift with a folded platform. This condition would imply that while in operation a folded platform has no passenger aboard that could require an attendant's assistance. Rule 2001.10a does allow the operation of a "non-attendant" operated lift from the top or bottom landings regardless of stairway configuration.

6.7 Inquiry 96-78 (Attachment 7)

Committee: Hoistway

Subject: Rule 112.5
Reopening device for power-operated car doors or gates

Edition: A17.1 - 1993 including A17.1b-1995

Question(s):

As you can see by the enclosed drawing, "B" is before with an electronic safety edge or electric mechanical safety edge. Under the rules of the reopening device the safety edge protrudes past the hall door. In "A" if I remove the electronic mechanical device which protrudes past the nose of the car door about 1 1/2", the situation becomes that the safety edge no longer protrudes behind the hall door, it is recessed behind. Depending on how you enter, you will be hit by the hall door more frequently before activating the electronic edge.

You will note that there are two people, one walking in and one walking out. The person walking out will always be protected by the safety edge as the person is walking in. The person walking in is not protected until he penetrates the beam.

I would like to know if we use an electronic edge and we go by the fact that the safety edge protrudes beyond the hall door does it mean that we must move the shaft doors back so as to be parallel with the car door to give us a clear opening from the car door to the hall door through the strike post?

6.8 Inquiry 97-03 (Attachment 8)

Enclosed is a request for reconsideration of Inquiry 97-03. Please see attached letter regarding this request. This item has been resubmitted to the Inspectors' Manual Committee.

The previously approved answer is given below:

Inquiry 97-03

Subject: A17.2.1, Item 2.28.2(4)
Governor, Overspeed Switch, and Seal

Edition: A17.2.1-1993

Question:

We wish to request an interpretation of Item 2.28.2(4) in the inspectors manual specifically the instruction of the seal with a sealing tool is to be done by whom?

install
In the Duties of Inspectors and Recommended Equipment, no specific mention is made unless 9.12 under Routine Inspection and Tests under Recommended Equipment refers to this sealing device.

Our contention is once a governor has been properly adjusted, tested, and witnessed by a qualified inspector the seal should bear some identification of this so that he would know if it had been tampered with. Otherwise, if an accident occurred due to an improperly adjusted governor and it went to litigation there would be no proof on either side that the governor maintained the same adjustment that the inspector witnessed.

Answer:

Neither the A17.1 Code nor the A17.2 Inspectors' Manual address who applies the seal nor does it address requirements of seal markings

A17 Committee Approval: March 12, 1997

6.9 Inquiry 97-06 (Attachment 9)

The Wheelchair Lift Committee has developed the following proposed answer and is being forwarded to the Electrical Committee for review and concurrence.

Committee: Wheelchair Lift

Subject: Rule 2000.1f(2) & Rule 2000.10l(2)
Electrical Equipment and Wiring

Edition: A17.1-1993

Question(s):

- 1) Does this rule mean that a label must be put on the equipment?
- 2) I always insist the level state tested and approved by CSA B44.1/ASME A17.5, is this correct?
- 3) If 1 and 2 above is incorrect than how does a inspector know the equipment meets the requirements?

Proposed Answer:

- 1) Yes, there are marking requirements within A17.5.
- 2) No.
- 3) Verification can be obtained through the certification documents.

6.10 Inquiry 97-08 (Attachment 10)

Committee: Hoistway

Subject: Rule 112.1
Types of Doors and Gates Permitted

Edition: A17.1 - 1996

Question(s):

- 1) Are power opened and closed swing doors "PROHIBITED"?
- 2) Rule 112.1: Types of Doors and Gates permitted Does the reference to POWER in this rule only pertain to a single source of power (driving mechanism) which opens and closes BOTH (simultaneously) the hoistway doors(s) and car door(s) or gate(s)?
- 3) If so, can a single swing power opened hoistway door used in conjunction with separately power opened and closed car door(s) or gate(s) can also be permitted; provided all other conditions in rule 112.2 Power Opening and Rule 112.3 Power Closing are equally met?

6.11 Inquiry 97-09 (Attachment 11)

The Hoistway Committee forward this question to the Electrical Committee for their input.

Committee: Hoistway

Subject: Rule 111.9c(5)
Operation Requirements of Hoistway Access Switches

Edition: A17.1 - 1996

Question(s):

Is machine room inspection operation allowed to take control of a car which is currently on hoistway access operation?

The Electrical Committee has developed the following proposed response:

Proposed Answer:

Yes, however priority of operations are being proposed for the Binational Code, giving hoistway access operation priority over the machine room inspection operation.

6.12 Inquiry 97-11 (Attachment 12)

Committee: Wheelchair Lift

Subject: Rule 2000.10a
Key Operation

Edition: A17.1-1996

Question(s):

I am writing to request interpretation on the subject of ANSI A17.1 Part XX, Section 2000, Rule 2000.10, Operating Devices and Control Equipment. The subject of interpretation is Section 2000.10a which states in part, "...control switches at all stations shall be by means of a continuous pressure device".

The basis for the request for interpretation is a proposed revision to the operation controls of existing wheelchair lift at several DART rail stations. The lifts provide access to high level boarding platforms for vehicle boarding by the mobility impaired and those possibly needing assistance in boarding. A modification to the current operation of the lifts has been requested by the local mobility impaired community to simplify lift operation for those with limited dexterity. An explanation of the current operation and proposed modification follows:

The lifts are currently designed in accordance with ASME/ANSI A17.1 Safety Code for Elevators and Escalators, Part XX. Part XX, Rule 2000.10, Operating Devices and Control Equipment, which states the "control switches at all stations shall be by means of a continuous pressure device". The requested modification would modify the call station and cab operation device from a continuous pressure device to a single contact switch. The single contact switch would allow lift operation without holding down the control button. The change would essentially allow the lift to operate similar to an elevator, thereby simplifying operation for the user.

We understand that the continuous pressure device is a safety consideration required by the nature of the open cab and the often limited dexterity of the mobility impaired user, which may not allow immediate activation of an emergency stop switch. However, the request for modification has come from the mobility impaired community due to the continuous pressure device being difficult to operate by those with limited dexterity. In an effort to facilitate the use of the rail system by mobility-impaired patrons DART as a public agency, aspires to address any suggestion which will make the system more efficient and passenger friendly.

The requested interpretation is thus as follows:

May Section 2000.10a be interpreted to allow use of a single contact switch on the request of the mobility impaired community to facilitate ease of operation by mobility impaired patrons?

Proposed Answer:

A single contact switch may be used if the operation remains continuous pressure as defined in Section 3, Definitions. If the operation becomes anything but continuous pressure, then it may not be used.

6.13 Inquiry 97-14 (Attachment 13)

Committee: Earthquake Safety

Subject: Rule 2403.3
Guide Rail Stress

Edition: A17.1-1996

Question(s):

NOT BACK
over committee

No: the code does not specify the # of switch contacts
the code specifies continuous pressure
if the operation becomes anything but continuous pressure as defined in Section 3
it is not

1. A limit of $0.88F_y$ for rail stresses is specified. The only reference to a rail strength of which I'm aware is in Rule 200.2a, where an ultimate tensile strength $F_u = 55,0000$ psi is specified. Is there another Rule that specifies rail material specifications or properties? I have had difficulty in conveying to the elevator suppliers that I work with about the difference between F_y (yield stress) and F_u (ultimate tensile strength).
2. Our office usually recognizes continuity of the rail segments via the fishplates or other splice mechanisms used for the rail. We usually assume that $2/3$ of the horizontal seismic load is carried via the lower position restraint and check the rail stress under this concentrated load. Was this your intent? If not, what is your intent?

6.14 Inquiry 97-16a (Attachment 14)

Committee: Hoistway

Subject: Rule 102.1
Installation of Electrical Equip and Wiring in Hoistways and Machine Rooms

Edition: A17.1 - 1996

Question(s):

If a new visual communication device installed inside the elevator, which conforms to the present Code Rules as intended, requires the installation of a new power line cable and telephone line from machine room to elevator cab, could the power line cable and telephone line be installed if they meet Code Rules regarding wiring and are installed by a licensed engineer?

6.15 Inquiry 97-16b (Attachment 14)

Committee: Hoistway

Subject: Rule 204.1g
Equipment Prohibited on Top of Cars

Edition: A17.1 - 1996

Question(s):

If an approved visual communication device (appliance) requires a central processing unit (a thin and flat portable computer that would not obstruct other objects on top of the elevator cab) to be stored on top of the elevator cab, could such a unit be placed on top of the elevator cab?

6.16 Inquiry 97-16c (Attachment 14)

Committee: Hoistway

Subject: Rule 204.1i
Equipment Inside Cars

Edition: A17.1 - 1996

Question(s):

If an approved visual communication device requires the mounting of a flat computer monitor onto the elevator wall, would such a monitor be considered a graphic display board or other similar visual display? If the monitor is attached to the car wall above 7 ft above the floor, could the monitor project out more than 11/2 in. from the car wall?

6.17 Inquiry 97-17a (Attachment 15)

Committee: Rack & Pinion and Special Purpose Personnel Elevator

Subject: Rule 1502.10b
Material and Grooving for Sheaves and Drums

Edition: A17.1 - 1996

Question(s):

Rule 1502.10b addresses requirements for winding drums, traction sheaves and overhead and deflecting sheaves. It states that they shall have a pitch diameter of 30 or 21 times the diameter of wire suspension ropes.

What are the requirements for a deflector sheave when used with a downspeed governor with 3/8" 8 X 19 elevator wire rope or iron rope?

6.18 Inquiry 97-17b (Attachment 16)

Committee: Rack & Pinion and Special Purpose Personnel Elevator

Subject: Rule 1502.11h
Fastening of Rope Suspension-Means to Cars and Counterweights

Edition: A17.1 - 1996

Question(s):

What are the requirements for fastening wire rope ends for the downspeed governor?

6.19 Inquiry 97-18 (Attachment 17)

The Inspectors' Manual Committee approved (1 abstained - Hayes) the following proposed response.

Committee: Inspectors' Manual

Subject: Item 2.15.2
Drive Machine Brake - Periodic

Edition: A17.2.1 - 1993

Question(s):

For class C-2 Freight elevators rule 207.2b(3)(c) requires the driving machine motor, brake and traction relation to be able to sustain and level the full 150% of rated load for cars that have a rated load of 20,000lb. or less. Should Class C-2 Freight elevators have 150% of rated load weights placed on them for the 5-Yr brake test rather than the 125% of rated load as required by Item 2.15.2?

Proposed Answer:

No.

6.20 Inquiry 97-19 (Attachment 18)

The Inspectors' Manual Committee approved (1 abstained - Hayes) the following proposed response.

Committee: Inspectors' Manual

Subject: Rule 1002.3d
5 Year Inspection and Test requirements - Brake

Edition: A17.1a - 1994

Question(s):

For class C-2 Freight elevators rule 207.2b(3)(c) requires the driving machine motor, brake and traction relation to be able to sustain and level the full 150% of rated load for cars that have a rated load of 20,000lb. or less. Should Class C-2 Freight elevators have 150% of rated load weights placed on them for the 5-Yr brake test rather than the 125% of rated load as required by Rule 1002.3d?

Proposed Answer:

No.

6.21 Inquiry 97-20 (Attachment 19)

The Hydraulic Committee has requested further information from the inquirer for clarification of whether the scenario is addressing the "up" direction or the "down" direction.

Committee: Hydraulic

Subject: Rule 305.2b(4)(b)
Emergency Terminal Speed Limiting

Edition: ASME A17.1-1996

Question(s):

Rule 305.2b(4)(b) contains the phrase "If, however the pump motor is one control means and there is a second control means (e.g., a valve) at least one of the means shall be directly controlled by an electromechanical contractor or relay". This requirement does not appear in Rule 305.1 for normal terminal stopping devices or in Rule 306.9 for control and operation circuits.

- 1) Are we correct that this requirement applies only when the emergency terminal speed limiting device does not directly remove power from the control means?
- 2) When the emergency terminal speed limiting device is a mechanical limit switch, and contacts of the mechanical limit switch are used to directly remove power from the control means (e.g., the valve), is this in compliance?

6.22 Inquiry 97-22 (Attachment 20)

Committee: Wheelchair Lift

Subject: Rule 2000.1f(1) & Rule 2001.1f(1)
Electrical Equipment and Wiring

Edition: ASME A17.1-1996

Question(s):

Rule 2000.1f(1) and 2001.1f(1) States: "The installation of electrical equipment and wiring shall conform to the requirements of ANSI/NFPA 70."

The NFPA endorses the 1996 NEC. NEC 1996 Section 620-91-c is a newly added rule which states: "The disconnecting means required by Section 620-51 shall disconnect the *elevator* from both the emergency or standby power system and the normal power system."

This rule was put in place to address the power disconnect of an "*elevator*" with emergency or standby power. It does not address vertical or inclined wheelchair lifts.

Does 2000.1f(1) and 2001.1f(1) require the enforcement of NEC 1996 620-91-c on vertical and inclined wheelchair lifts?

6.23 Inquiry 97-23 (Attachment 21)

Committee: Maintenance, Repair and Replacement
Subject: Rule 1206.5b(6)
Additional Requirements (Maintenance of Hydraulic Elevators)
Edition: ASME A17.1-1996

Question(s):
The subject rule states that replacement shall conform to the requirements of rule 303.3c(1)(e). Rule 303.3c(1)(e) does not address replacement. Is this a correct reference? Also why was the replacement date requirement removed from the data tag?

6.24 Inquiry 97-24 (Attachment 21)

Committee: Hydraulic
Subject: Rule 300.8g and Appendix E
Refuge Space on Top of Car Enclosure
Edition: ASME A17.1-1996

Question(s):
This rule now reads that a 43 inch refuge space is required. Traction elevators in Rule 107.1k require 42 inches. Could you explain the need for the difference? Also in appendix E, 42 inches is still referenced? Which is correct?

Proposed Answer:

For hydraulic elevators a 1100 mm (43 in.) refuge space is required. The Hydraulic section was converted to use hard metric measurements. Appendix E should also indicate a 1100 mm (43 in.) refuge space and it will be corrected.

Additional information for cover letter:

Additionally, the requirements for traction elevators are currently being harmonized to use hard metric measurements 1100 mm (43 in.) refuge space.

6.25 Inquiry 97-25 (Attachment 22)

Committee: Hydraulic
Subject: Rule 303.1c and its references to Part XIII
Component Proof Test
Edition: A17.1-1996

Question(s):
(1) If a hydraulic component is not a simple shape like a cylinder, a flat head, a dished hemispherical head, or a piece of pipe, and the design therefore cannot be substantiated by the formulas in Rules 1302.2, 1302.3 or 1302.4, must a proof test be conducted per Rule 303.1c to substantiate the design?
(2) Is a proof test per Rule 303.1c required for a valve body?
(3) Is a proof test per Rule 303.1c required for a pipe elbow?

- (4) For a component subject to the proof test in Rule 303.1c, and which is made of material with an elongation of 5%, is the required test pressure 7.49 times rated the component rated pressure $(=1.5 * \{ \{ 5.04 / (5 - 2.8) \} + 2.7 \})$?

6.26 Inquiry 97-26 (Attachment 23)

Committee: Maintenance, Repair and Replacement

Subject: Rule 1203.5
Valves, Supply Piping and Fittings

Edition: ASME A17.1-1996

Question(s):

Does this require installation of a rupture valve (seismic safety valve) when the flexible hose is replaced on an existing elevator?

Proposed Answer:

No.

6.27 Inquiry 97-27 (Attachment 24)

Committee: Wheelchair Lift

Subject: Rule 2000.1f(1) & Rule 2001.1f(1)
Electrical Equipment and Wiring

Edition: ASME A17.1-1996

Question(s):

Will dual disconnects on battery powered vertical and inclined wheelchair lifts, one for the electrical power and one for the battery power, with appropriate signage which complies with NEC Section 620-52 (a & b) meet the intent of ANSI A17.1 Rule 2000.1f(1) and 2001.1f(1)?

6.28 Inquiry 97-28 (Attachment 25)

Committee: Hoistway

Subject: Rule 102.2(c)(1), and Rule 102.2(d)
Sprinkler piping in elevator machine rooms.

Edition: A17.1-1996

Question:

Is the installation of additional-sprinkler piping and an "inspector's test valve" allowed inside an elevator machine room, that are not enclosed in a fire rated enclosure or separation? This allows additional- "pressurized piping, fittings and a valve" in the elevator machine room, which are not required for the sprinkler head(s) to operate. Also a discharge - drain line must be provided that will pass through an elevator machine room wall.

The reason for the "inspector's test" valve is to perform an operational test of the additional auxiliary-flow switch (not the "fire alarm" flow switch) [installed in the branch line just "outside" the elevator machine room] which opens the main shunt trip circuit breaker, that is required by ASME A17.1-1996, Rule 102.2(c) (3). Because this flow switch is located outside the elevator machine room, there should be no reason this additional piping could not, also be located outside the elevator machine room.

See Attached (**Attachment 25**) Drawing-sketch

6.29 Inquiry 97-29 (Attachment 26)

Committee: Inspectors' Manual
Subject: Rule 1002.3 and Section 1003
5 Year Inspection and Test requirements
Edition: A17.1 - 1996

Question(s):

Rule 207.8 requires that the car be safety lowered, stopped and held with 125% or rated load. Conformance with several Rules is required. However, testing for conformance of the following Rules is not in Part X (Periodic or Acceptance):

Rule 205.2 and 205.3 (Safeties), and Rule 210.9(g).

Is this an oversight, or is there a reason for this?

6.30 Inquiry 97-30 (Attachment 27)

Committee: Inspectors' Manual
Subject: Rule 1002.3d
5 Year Inspection and Test Requirements - Brake
Edition: A17.1 - 1996

Question(s):

Is it required or recommended that when performing the 125% overload test of an elevator brake that the mainline disconnect be opened to stop the elevator?

Note that Rule 207.8 requires conformance with both Rules 208.8 (brake) and 210.9(g) to safely lower, stop and hold the car with 125% of rated load. Rule 210.9(g) requires that "the car speed in the down direction... with the power supply "ON" or "OFF" shall not exceed...". (emphasis added).

6.31 Inquiry 97-31 (Attachment 28)

Committee: Escalator and Moving Walk
Subject: Section 805
Escalator Phase Reversal
Edition: A17.1 - 1996

Question(s):

The A17.1 Code requires phase reversal protection of elevators but does not require it of escalators. The NEC does not require phase reversal protection for either. Please explain why escalators do not need this protection.

6.32 Inquiry 97-32 (Attachment 29)

Committee: Hydraulic
Subject: Rule 305.1a

Normal Terminal Stopping Devices

Edition: A17.1-1996

Question(s):

Rule 209.2a for traction elevators has an exception of 150 fpm or less where the normal terminal stopping device may be used as the normal stopping means, but Rule 305.1a for hydraulic elevators does not have this exception. Can you explain why not?

6.33 Inquiry 97-33 (Attachment 29)

Committee: Existing Installations

Subject: Rule 305.1a of A17.1 and Rule 3.9.1 of A17.3
Normal Terminal Stopping Devices

Edition: A17.1 - 1996
A17.3 - 1996

Question(s):

We have quite a number of hydraulic elevators where the bottom terminal stopping device is used for the normal stopping means. The car cam activates this device for the slow down and the elevator stops at the terminal landing by the leveling device. There are two top terminal devices and an emergency terminal device when required, plus the leveling device. In the arrangement described, would the bottom terminal condition comply with A17.1 Rule 305.1a and A17.3 Rule 3.9.1?

6.34 Inquiry 97-34 (Attachment 30)

Committee: Earthquake Safety

Subject: Rule 2403.2
Seismic Load Application

Edition: A17.1-1996

Question(s):

Rule 2403.2(d) allows the use of intermediate tie brackets on counterweight rails systems to increase the spacing of rail brackets. Can a similar increase in rail bracket spacing be used for car rails when two or more car are in the same shaft and adjacent car rails are tied one to the other? (See attached (Attachment 30) sketch.) This would only affect interior car rails. The outside car rails would still need intermediate supports.

6.35 Inquiry 97-35 (Attachment 31)

Committee: Hoistway

Subject: Rule 100.3
Floor Over Hoistways

Edition: A17.1-1996

Question:

Background: Existing freight elevators when at their highest point have a 16 foot space from the top of the cab to the bottom of the machine room floor. Access is required for inspection and maintenance of the secondary sheaves below the machine room floor.

Does the code specifically state that working room a ladder on top of the cab (in a safe manner) is not allowed and a permanent work platform is required of the space above the top of the cab exceeds a certain distance?

6.36 Inquiry 97-36 (Attachment 32)

Committee: Mechanical Design

Subject: Rule 212.9g(9) [See also Figure 3.28.1(a) and Table 3.28.1(a) of A17.2.1-1993]
Methods of Securing Wire Ropes in Tapered Sockets

Edition: A17.1 - 1996

Question(s):

Why is there a requirement for maximum and minimum loops of individual rope strands above the embedment of tapered rope sockets as defined in Rule 212.9g(9).

6.37 Inquiry 97-37 (Attachment 33)

Committee: Electrical and Hydraulic

Subject: Rule 306.6
Electrical Equipment and Wiring

Edition: A17.1 - 1996

Question(s):

In the past we have seen clarification's on this Rule targeted directly at the controller and it's enclosure. Questions are still arising from this Rule because the term "electrical equipment" has yet to be defined. It is our understanding that some inspectors are now looking for certification labels on car operating panels.

- (1) Is the car operating panel required to be certified?
- (2) Is the car operating panel enclosure required to be certified?
- (3) Please define "electrical equipment".

6.38 Inquiry 97-38 (Attachment 34)

Committee: Executive Officers

Subject: Section 1
Scope

Edition: A17.1 - 1993 including A17.1b-1995

Question(s):

Rule 1.2 indicates a variety of equipment not covered by the code. We request a determination by the Committee to determine that a performance platform is not covered by the code. The platform is used for outdoor events and is not moved nor operated during a performance. The platform is not occupied when operated.

System Overview: The performance platform moves travels vertically 18'-2 1/2" and is supported by a frame structure. The vertical velocity is approximately .80" per second [48"/minute] and will take approximately 4.5 minutes to move the control boxes located adjacent to the platform at each level. The performance platform has the ability to be stopped anywhere within its vertical travel. The screw jacks are inherently self locking, regardless of the load imposed and must be powered to lower as well as raise. The full up position locates the platform at the cafe level. The full down position located the platform approximately 5' above grade.

Proposed Answer:

The A17 Committee suggests contacting the authority having jurisdiction in your area to obtain the proper classification of this device.

6.39 Inquiry 97-39 (Attachment 35)

Committee: Mechanical Design

Subject: Part XIII
Calculation

Edition: A17.1 - 1996

Question(s):

Background: In the past we have used these Rules as a basis for preparing sets of calculations for side-post front cantilevered cars, front post cantilevered cars and special observation cars. These calculations were for both design and also for presentation to inspectors should they be requested. The calculations were of the standard textbook formula type similar to those in Sections 1301 and 1303. Currently more modern methods are available such as computerized Finite Element Analysis for determining stresses and Modal Analysis for determining response to vibrations. These methods are very powerful tools and packages are offered by major computer software suppliers. These methods have been used for years for design of such items as; unibody car construction, special castings, television or home appliance enclosures and even rockets or space capsules. Reports are now prepared with color plots of stress distributions, extensive tables, graphs and three dimensional pictures of vibration response when appropriate. In addition they are often verified by an outside source in regard to the appropriateness of the computer package used.

(1) Is it the intent of the ASME A17.1 that such reports analyses are allowed and can be used to satisfy the requirements of Sections 1301 and 1303?

(2) Is it the intent of the ASME A17.1 that such reports analyses are allowed and can be used to show that calculations have been appropriately made to show that no permanent deformation will result from safety stops, Section 1306 and buffer stops, Section 1308?

Note: This question is not meant to imply that any tests required by Part X should not be done.

(3) Rule 1003.1, Inspection and Tests Required and Rule 1006.1, Inspection and Test Required, both begin with:

All new installations shall be inspected and tested to determine their safety and compliance with the requirements of this Code before being placed in service.

Such reports analyses would be present to show compliance with the code. Is it the intent of the ASME A17.1 Code that such reports are allowed and can be used to shown compliance with the Code?

Note: This question is not meant to imply that any test required by Part X should not be done.

(4) The second paragraph of Section 2 PURPOSE AND EXCEPTIONS reads:

The provisions of this Code are not intended to prevent the use of systems, methods, of devices of equivalent or superior quality, strength, fire resistance, effectiveness, durability, and safety to those prescribed by this Code, provided that there is technical documentation to demonstrate the equivalency of the system method, or device.

Is it the intent of the ASME A17.1 Code that such reports analyses can be utilized to provide the subject technical documentation?

Proposed Answer:

(1) Yes, the intent of the Code must be met. This can be done by using any sound method of engineering analysis.

(2) See answer to (1) above.

- (3) See answer to (1) above.
 (4) See answer to (1) above.

6.40 Inquiry 97-40 (Attachment 36)

Committee: Escalator and Moving Walk

Subject: Rule 805.9b
 Additional Signs

Edition: A17.1 - 1996

Question(s):

Background: The Rule is vague in defining the zone require to be free of additional signage. The Rule requires that when additional signage is used, it "shall be located not less than 10 ft (3.05m) horizontally from the end of the newel". It does not clearly define the area to be outboard of the newel as one approaches the escalator as indicated by the reason for the Rule per TR 89-53.

The reason stated in TR 89-53 in part was:

"This additional sign may be provided since during the normal walking flow of people entering the escalator, there is only sufficient time to read and comprehend the sign described in TR 89-60. To properly board an escalator, it is important to continue to walk without stopping or otherwise causing abrupt bodily contact with others. For this reason, a sign which is well outside the normal boarding traffic flow is required to convey more detailed warnings or cautions if needed".

Question:

- 1- Is a sign positioned in a location inboard of the newel end beyond the boarding point of the escalator, conveying and/or reinforcing cautions or warnings promoting safe ridership, in compliance with this Rule?
- 2- Is a sign(s) located inboard of the newel end and beyond the boarding point on a step riser, conveying and/or reinforcing cautions or warnings promoting safe ridership, in compliance with this Rule?

7 TECHNICAL REVISIONS

See **Attachment 37** for the status of all current TRs.

All Main Committee Chairs were advised to review the current list of TR's for any overlap. The following new proposals for technical revisions have been received:

<u>TR</u>	<u>Attach</u>	<u>Assigned to:</u>	<u>Subject</u>
97-25	38	Hydraulic	Rule 303.1c and Reference to Part XIII
97-39	39	Dumbwaiter	Prohibit insp of a DW from top of car unless a safety is provided
97-40	40	Emer. Oper.	Rule 211.3a(3), Phase I Emergency Recall Operation
97-41	41	Insp Man	A17.2.3, Item 1.3.1, Ext. Insp. and Test of Esc - Top and Bottom
97-42	42	Insp Man	A17.2.1, Item 5.3.2(b), Five Year Test of Oil Buffers
97-43	43	Earthquake & Hydraulic	Section 2402, Horizontal Seismic Clearances
97-44	44	Insp Man	Rule 1000.1b, Periodic Inspection and Tests
97-45	45	Insp Man	Rule 2000.10 & 2002.10, Operating Devices and Control Equip.
97-46	46	Res Elev	A17.3, 5.1, Deck Barricades
97-47	47	Exist Inst & Maintenance	Scope of Part XII and Part XX

8 COMPUTERIZATION OF A17 DOCUMENTS**Background:**

Citation Publishing Inc. (formerly Virtual Media) and ASME had reached an agreement on a contract for them to develop and market CD ROMs for the A17 documents. Citation Publishing expects to have a CD ROM for A17.1 available in time for the 1995 World Expo. Citation Publishing submitted a sample diskette with Item 4.1 of A17.2.1 for testing. Mr. Donoghue will then arrange for a small task group to meet with the developer to test the product and suggest any revisions, additions, etc. they feel are necessary.

At the June 1995 meeting, Mr. Donoghue reported that he had received a demo product from Citation Publishing. A number of Working Committee members tested the demo and Mr. Philpot compiled a list of deficiencies that they found. Mr. Philpot reported that the major deficiency was that the demo would not allow the user to print to a file. It was also reported that Mr. Rommel had briefly discussed the program with a representative from Citation Publishing and that he was advised the ASME contract would not allow the print to file feature. The Committee asked the Secretary to find out if the contract does prevent the developer from including the print to file feature in the product. The Committee voted to request that ASME re-examine their policy and allow the developer to include the print to file feature in the product if the contract does preclude the developer from including the print to file feature in the product.

At the October 1995 meeting, the Secretary reported that the developer who created the demo product which was reviewed by several A17 members is no longer employed by Citation Publishing. Citation Publishing has assigned a new employee (David Boyle) who has already begun to develop the product, using a search engine which he feels is a great improvement over the search engine used in the original demo. Mr. Donoghue then explained that CSA had a display version of their B44 Code on disk at the World Elevator Expo. Members of the A17 Committee members who were in attendance were embarrassed by this because ASME did not have their A17 Codes on disk and members could not give a definitive answer as to the reason for this. Mr. Donoghue also noted that NFPA, ASTM, Model Building Codes, etc. all have electronic editions of their major codes.

The following motion was approved:

"It has been approximately 2 years since the ASME A17 Committee requested and received the support of the BSCS in the publication of an electronic edition of the A17 documents. ASME Staff chose to use an outside contractor rather than produce this product in-house. To date, the product has not been published and what has been seen is totally inadequate. The A17 Committee is requesting the support of the BSCS in requesting that ASME staff assume management responsibility to assure a usable electronic edition of the A17 document be published by January 1, 1996."

At the January 1996 meeting, the Secretary reported that ASME has set aside funding to develop the CD ROM internally. Additionally, she has been advised that ASME will provide a timetable for the project. Mr. Donoghue then explained that the Committee's action from the October 1995 meeting was approved by the Board on Safety Codes and Standards, although the approval was without the January 1, 1996 deadline. The Chair then stated that he will request the BSCS ask ASME for a commitment that when the 1996 Code is published, it be made available in both hard copy format and an electronic version. Mr. Seymour also stated that he will ask ASME to inform the Committee as to when the project schedule will be available.

The Secretary reported that the first meeting of the ASME A17 CD ROM project team was held on April 3, 1996. The team reviewed the wish list previously submitted by the A17 Committee and discussed the steps that would be involved in the project such as converting the 1996 editions of the A17 documents into a useable electronic format. Later this month, several vendors will be invited to give demos of their products and then the project will be submitted for bid. The target date for development of a CD ROM for the December 1996 edition of A17.1 is the first quarter of 1997. The team is also planning to include on the CD ROM the A17.3, A17.2's and A17.5 Documents as well as the interpretations.

The Secretary reported at the June 1996 meeting that the ASME Editorial Staff is currently putting the manuscripts for the A17 Documents due to be published in December 1996 into a format that will be compatible with the CD ROM project. The CD ROM Project Team has not yet selected a vendor but is still on target to produce the CD ROM version of A17.1-1996 by the first quarter of 1997.

At the September 1996 meeting, Ms. Weinstock reported that a vendor has been picked and the production of the CD ROM version of A17.1-1996 is still scheduled for the first quarter of 1997.

At the December 1996 meeting, the Secretary reported that ASME has received a demo (prototype) of the CD ROM version of A17.1. It is currently being tested for any problems. The CD ROM containing the A17.1-1996 is expected to be available in April 1997. The Secretary will report as additional information becomes available.

Mr. Donoghue, one of the participants to test the prototype, reported on the features that were available on the prototype. Both A17.1-1993 and A17.2 were on the CD ROM. In addition the following features were noted: search feature, hypertext for cross referencing of Rules, the last three books of interpretations, a free standing notepad and graphics. It was noted that when searching for Rules, the search feature will only go into subsections which are titled.

At the March 1997 meeting, the Secretary reported that the CD ROM for A17 should be completed by the middle of May. The following items will be included within the CD ROM: A17.1, A17.3, A17.2.1, A17.2.2 with 1996 addenda, A17.2.3 with 1996 addenda and Interpretation Books No. 17, 18, 19 and 20. To date no pricing information has been made available.

At the June 1997 meeting the Secretary reported that the CD Rom for A17.1 should soon be available. The established price for the CD Rom is listed at \$495.00. Please see **Attachment 48** for publication memo.

Discussion:

The CD Rom is now available for distribution. It is noted that the CD Rom is also available for network sites.

9 A17/B44 HARMONIZATION

9.1 Working Committee Guidelines

Background:

The Working Committee Guidelines, shown in **Attachment 49**, were approved by the Main Committee.

At the April 1996 Main Committee meeting, Mr. Seymour explained that the Harmonization Task Force had met on the previous night and wanted to emphasize to the Working Committees that the language in the harmonized Code should be performance based, where possible. The Task Force also encourages the Working Committees to consolidate their open TRs into the harmonization package, rather than submitting them for separate letter ballots.

The Chair also reported that the Task Group was considering submitting Parts I, II, XI, XIII, as well as the related definitions, as one package for ballot, rather than having each Working Committee submit individual ballots for the revisions to their sections.

In a related matter, Mr. Gibson then reminded the Committee that there is an Ad Hoc Committee on Personnel Safety and all items relating to personnel safety should be submitted to them for review.

Discussion:

This item is for information only.

9.2 Harmonization Schedule

Background:

At the June 1995 meeting, the Committee voted to establish November 1995 as the date for completion of the Tabulations and B44 Proposals for A17.1 Parts I, II, III, XI, and XIII and the related TRs as stated in the schedule and that the Committee re-evaluate, at the January Main Committee meeting the schedule beyond the November 1995 date after consideration of the B44 proposals and the Working Committee Chairs' estimated dates of completion. See **Attachment 50**.

At the January 1996 meeting, Messrs. Gibson, Peelle, Droste and Philpot confirmed that the Mechanical Design, Hoistway, Electrical, and Emergency Operations Committees have received the shopping lists.

Mr. Seymour then asked Messrs. Gibson, Peelle, Droste, Philpot and Kappenhagen whether they foresee their respective Working Committees' completing the draft on schedule. In response, Mr. Gibson replied that he cannot make that determination until the Mechanical Design Committee holds their 2½ day harmonization meeting in February but is hopeful the Committee will meet the schedule. Mr. Droste stated that the Electrical Committee is making good progress towards meeting the deadline. Mr. Peelle stated he also cannot respond until after the February 15-16 Hoistway Committee meeting. Mr. Philpot responded that the Emergency Operations Committee is on track for completion. Mr. Kappenhagen responded that everything under the direct jurisdiction of the Hydraulic Committee is either approved for publication or out for ballot; however, since Part III references Parts I and II, it is possible that something unexpected could happen and force additional changes to Part III.

At the April 1996 meeting, the Chair stated that the work is proceeding well; however, the Task Force is concerned the Working Committees will not complete the tabulations for the sections of A17.1 other than Parts I, II, III, XI, and XIII by the June 1996 deadline. The Chair asked the Working Committee Chairs to report on the status of the tabulations during their Committee reports.

At the June 1996 meeting, Roland Hadaller, Chair of the CSA B44 Committee, reminded the Working Committee Chairs that the tabulations for the remaining portions of A17.1 (all Parts other than I, II, III, XI, and XIII) are due at the end of June 1996. Working Committee Chairs were also reminded that they are responsible for the definitions which pertain to the A17.1 sections their Working Committee is responsible for. Ms Weinstock responded that the tabulation of the definitions is being circulated to all Working Committees.

At the September 1996 meeting, Mr. Hadaller indicated that the harmonization process appears to be reasonably within schedule. However, comparisons in tabulation format are still needed from the following parts of A17: Power and Hand Sidewalk; Inspectors' Manual; and Rack and Pinion (Part XV).

At the December 1996 meeting, the following Committees reported on the status of harmonization for their respective sections of the Code:

Mr. Gibson indicated that the Mechanical Design Committee has completed harmonization of their section for letter ballot.

Mr. Philpot indicated that the Emergency Operations Committee has completed its section for letter ballot.

Mr. Capuano indicated that the Hoistway Committee has scheduled a meeting for January 7-10, 1997 for completion of A17/B44 harmonization.

Mr. Hadaller indicated that comparisons in tabulation format are still needed from the Power and Hand Sidewalk and Private Residence.

At the March 1997 meeting, the Secretary reported that the ballot for the first phase of harmonization was being distributed and that the closing date for the ballot would be May 9, 1997.

Committee's which complete TR's that were tabled due to harmonization may submit them for ballot under a revised format. Ballots must be submitted in column format as follows:

- 1) first column to contain the original text from the A17/B44 harmonization ballot
- 2) second column is the proposed TR (technical revision) changes.
- 3) third column is to contain the rationale.

At the June 1997 meeting the officers updated the Committee with regards to the procedures being developed between ASME and CSA for a binational committee. There are still three areas of concern, which have to be addressed on an organizational level between ASME and CSA. These issues concern the areas of accountability, multiple memberships, and participation of certification (testing laboratories) agencies. ASME staff reported that upon discussions with CSA there are two options now being reviewed for development of procedures: (1) establishing a bi-national code but with two Committees or (2) a bi-national code with a binational committee. Direction is being sought from the A17 Main Committee as to which direction the ASME staff should proceed towards since there are now two options.

Mr. Donoghue made a motion that the following resolution (see also **Attachment 51**) be approved as the A17 Main Committee recommendation to ASME:

- (1) ASME should not pursue any further the option of two National Committees to administer the Binational Code.
- (2) The only viable option is a single Binational Committee charged with the responsibilities of developing, revising and interpreting the A17/B44 Binational Code.
- (3) Committee operating procedures will need to be developed to incorporate CSA procedures and regulations. The current A17 Committee Operating Procedures, which have been developed to facilitate the ongoing operation of the committee and to assure all interests have the opportunity to participate in the code development and interpretation process, should not be extensively revised without input from this committee.
- (4) The ASME A17 Committee agrees to continue its good faith effort towards the development of a Binational code with the understanding that ASME and CSA will proceed towards establishing a Binational Elevator and Escalator Safety Code Committee, no later than the publication of the Binational code.

The motion was seconded and discussed. Concerns were expressed over the wording of the third paragraph. The Secretary noted that changes would have to be made to current A17 procedures but any changes made to the procedures would have to be approved by all interests involved. In this case, those interests include ASME, CSA, A17 Main Committee and the B44 Technical Committee. It was noted that the intent of the last portion of the third paragraph is a strong recommendation, not a mandate, that is why the word "should" is used, rather than "shall". It was phrased in such a manner to insure that the Committee is advised and has an input in changes being made to the procedures.

VOTED: to unanimously approve the above resolution.

Discussion:

Please see **Attachment 52** for status report, as of June 1997, on where various Parts of A17 are with regard to harmonization.

9.3 A17.1 Part XX and XXI Requirements

Background:

Mr. Seymour reported that the Task Group had approved a proposed scope for the proposed Wheelchair Lifts Main Committee and requested that the A17 Committee to endorse the proposed scope (see **Attachment 53**).

During the discussion, members voiced concern as to how the A17 Committee can be assured the new Wheelchair Lift Committee does not draft standards which will be in conflict with A17.1. Mr. Seymour explained that the Committee scope, the initial codes as well as any revisions to the scope or to the codes for which the new committee will be responsible will be subject to approval of the BSCS and will also be subject to public review. Mr. Harmon also extended an invitation for all members and guests to consider joining the proposed new Wheelchair Lift Main Committee. During the discussion, Mr. Seymour explained that the proposed scope is a starting point and that there are additional items which need to be resolved such as how the Committee will address future inquiries on the older editions of A17.1 Parts XX and XXI. Additionally, the new Committee will have to prepare scopes for the new documents, update references, draft rules, etc. It was further noted that it will be the responsibility of an individual from the wheelchair lift industry to submit the proposed scope to the Board on Safety Codes and Standards. The Committee VOTED to endorse the scope for the proposed new Wheelchair Lift Committee {unanimous}.

At the September 1996 meeting, it was noted that the formation of a new Wheelchair Lifts and Stairway Chair Lifts Main Committee will be discussed at the next Board on Safety Codes and Standards meeting.

Upon review of the current work being done by the Wheelchair Lift Committee and the A18 Committee, it was decided at the March 1997 meeting that the task group will be reactivated (with Mr. Seymour as Chair) to review the handling of the transfer of responsibilities to the A18 Committee.

Discussion:

10 ADMINISTRATIVE AND AD HOC COMMITTEE REPORTS

10.1 Editorial

Mr. Donoghue will report.

Outstanding TRs:

None.

TRs Tabled for Harmonization

None.

10.2 International Standards Committee

Mr. Gibson will report on the following:

a) At the June 1997 meeting, the International Standards Committee requested that it becomes the designated US TAG to the ISO TC 178 in lieu of the A17 Main Committee. This request is made in light of the harmonization process and Canadian delegates becoming members of A17 Main Committee. The International Standards Committee would only consist of US representatives and become a separate standing Committee in which a balance of interest classifications would be maintained. The International Standards Committee will continue to advise the Main Committee of any actions it takes as a US TAG. It was noted that this Committee would also need to establish liaison with A18.

VOTED: to approve {Abstain - 1 (Vlahovic)} the formation of the International Standards Committee as the US TAG to ISO TC 178 upon the formation of the Binational Committee.

This item remains for informational purposes. Procedures need to be developed for establishing the International Standards Committee as an independent Committee.

b) ISO/DIS 4190-1, Installation of passenger and service lifts - Part 1: Class I, II, III and IV lifts

Per letter ballot the International Standards Committee VOTED to approve (9-approved, 1- not voting and 1-not returned) the ISO/DIS 4190-1, Installation of passenger and service lifts - Part 1: Class I, II, III and IV lifts (**Attachment 54**). No comments were received on this ballot. The Committee requests endorsement of ISO/DIS 4190-1.

c) ISO/TC 178 Update

Update of any activity or meetings with regard to the ISO/TC 178.

10.3 Ad Hoc Committee on Personnel Safety**Background:**

This Ad Hoc Committee was established at the March 1994 Main Committee meeting to review personnel safety issues in A17.1 and A17.3 and to determine what regulations already exist.

Robert Phillips has been appointed Chair of this Ad Hoc Committee and Lou Bialy, Ralph Droste, Jim O'Boyle, Terry Caster, Bud Rommel, and Don Winkle have joined the Task Group.

At the September 1996 meeting, Mr. Phillips reported that the Ad Hoc Committee is currently working on the following items:

- a) Access to the elevator machine room and hoistway.
- b) Storing of elevator equipment within pits
- c) Items received from Mechanical design Committee: (1) guarding of equipment and (2) Rule 212.1g. The Ad Hoc Committee proposes no changes at this time.
- d) Reviewing of TR 96-27b

At the December 1996 meeting, Mr. Phillips reported that the next meeting of the Ad Hoc Committee on Personnel Safety would be on February 4, 1997. He noted that the Committee was having difficulty addressing TR 96-27b since the refinishing of cars is covered by several standards (NFPA, OSHA and others).

At the March 1997 meeting, Mr. Phillips reported that the Committee has scheduled a meeting for mid-April in Raleigh, NC. The Committee will be requesting a separate TR be opened to address the issue of guarding of equipment (item (c) above).

At the June 1997 meeting, Mr. Bialy reported that the Committee had met twice. No further report was given due to Mr. Phillips absence.

Discussion:

Mr. Phillips will report.

10.4 Ad Hoc Committee on Metric Conversion

The Task Group membership is as follows: Ed Parvis (Chair), J Cyr, E Philpot, F Rommel, D Winkle, L Bialy and A Mascone.

The A17 Committee agreed, in March 1995, that all units in the binational code shall be converted to hard metric (SI), where practical, with imperial (customary) soft converted units in parentheses immediately following. The Committee further agreed that the reconsideration ballot of TR 94-27 (Harmonization of Part III) should contain hard metric units.

At the June 1995 meeting, the Committee voted to adopt hard metric (SI) units with imperial soft converted units for A17.2 Inspectors' Manuals in conformance with the A17.1 usage for metric dimension requirements in future editions of the Code and to continue the Task Group with the

assignment that they act as consultant to the A17 Working Committees during the conversion process. Volunteers wishing to join the Task Group, should contact Mr. Parvis.

At the January 1996 meeting, Mr. Parvis reported that the Metric Task Force has not met recently but that he drafted a paper which he distributed to the Task Group members. He then distributed his paper to the Committee and members to review and send to him any comments they may have. The Committee discussed the paper. During the discussion, members expressed concern over the section on metric bolts. It was pointed out that if the design was based on metric bolts, someone could replace the bolts with American bolts which would not be as strong. It is a one sided conversion. It was noted that the elasticity of the metric bolt must also be considered. It was then agreed that the paper be included in the minutes and comments be requested as if the paper were a TR. The Task Group will then review any comments received and prepare responses and a revised proposal.

It was also requested that the Task Group review the paragraph in the Preface on the use of metrics.

At the April 1996 meeting, Mr. Parvis explained that the Mechanical Design Committee had recommended page 3 of **Attachment 55** be incorporated into the harmonized code as an appendix. He will prepare a proposal for future consideration by the Committee.

George Gibson then added that the Mechanical Design Committee had also suggested words be added to the preface of the harmonized code to explain the five or six rationale that guided the Committee overall in determining the conversions which will be included in the harmonized Code. Mr. Parvis and Mr. Donoghue will develop a draft for the basis of the conversions.

At the June 1996 meeting, Mr. Parvis reported that the Task Group had previously proposed all imperial dimensions be converted to decimals, however, now after considering the comments received, the Task Group is proposing that all imperial dimensions be converted to decimals with the exception of common usage items that are available in the market in fractions (e.g. ropes and rails). Further, the Task Group recommends that a list of standard conversions from fractions to decimals be included in a new appendix. He requested that all members consider this new proposal and submit any comments they may have.

Mr. Mansour then stated that CSA has a metric guide which the Task Group should review so that there are no discrepancies. Mr. Parvis responded that the Task Group will review and will reference the CSA guide in addition to the ASME and ANSI documents.

Mr. Parvis also reported that the Task Group has only found one instance where there is a difference in strength level between the metric and imperial values; metric bolts are stronger than imperial bolts. The Mechanical Design Committee is resolving the discrepancy by preparing separate tables for metric and imperial bolts. However, Part XII may also need to be revised to state that imperial bolts must be replaced by only imperial bolts, and metric bolts must only be replaced by metric bolts.

Further, Mr. Parvis stated that the Task Group is preparing a revision to the preface which they will submit to the Edit Committee for review. Lastly, he reported that the Task Group is considering preparing rationale for a new appendix so that users of both the A17.1 and the B44 Code can understand the conversion process which was used to generate the values in the harmonized code.

At the September 1996 meeting, Mr. Parvis distributed a revised report (**Attachment 55**) for metrification. He noted that previously proposed stresses for bolts have been eliminated since the Mechanical Design Committee has indicated that it will develop separate stress tables.

Any comments with regard to this handout should be forwarded to the Ad Hoc Committee. It was noted that this attachment should be used as a guideline for the Working Committees. If a table is to be included within the harmonized Code, metric to imperial conversions will need to be provided.

At the December meeting, Mr. Parvis reported that the Ad Hoc Committee on Metric conversions has made one more change on the tables. The change is with regard to the value of metric "stress" which is to be in terms of "Pascals" instead of N/m^2 or N/mm^2 .

Discussion:

Mr. Parvis will report if there are any new items which need to be reviewed.

11 TECHNICAL COMMITTEE REPORTS

Mr. Coaker will request reports from the following Committees:

11.1 Ad Hoc Committee on Elevator Stopping

Mr. Strakosch will report.

11.2 Code Coordination Committee

Mr. Donoghue will report.

TRs Tabled for Harmonization

None

11.3 Dumbwaiter and ATD Committee

Mr. Peelle, III's will report.

Outstanding TRs:

None.

TRs Tabled for Harmonization

None.

11.4 Earthquake Safety

Mr. Gibson will report

Outstanding TRs:

93-18 Rule 2403.3

TRs Tabled for Harmonization

None.

11.5 Electrical

Mr. Droste will report on the following:

a) TR 96-45, Rule 210.13 and TR 96-61

The Electrical Committee requests that TR 96-45 (**Attachment 56**) be closed since it will be covered within the harmonization ballot.

Outstanding TRs:

None.

TRs Tabled for Harmonization

The following TRs have been recently tabled by the Electrical Committee:

- 91-22, Top of Car Intrusion Devices
- 91-81, Elevator Operation in High Ambient Temp Environment
- 94-35, Rule 210.2 Broken Belt/Chain Devices
- 96-56, Rule 210.4(c) Certification for Performance of Electrical Protective Device

11.6 Emergency Operations

Mr. Donoghue will report (acting as Chair Pro-Tem).

Outstanding TRs

91-50, Elevator Operation During a Fire

TRs Tabled for Harmonization

- 91-4 Rule 211.1 Emergency Signaling Device
- 91-25 Rule 210.2v, In-car stop switch
- 94-123 Rule 211.8, Use of a Lock Box

11.7 Hoistway

Mr. Capuano will report on the following: (See Supplemental Agenda)

a) TR 93-13 - Public Review Comments

Attachment 57 contains two public review comments which have been sent to the Hoistway Committee for development of a response.

Outstanding TR's:

none

TRs Tabled for Harmonization

- 91-22 Top-of-car-intrusion-device
- 91-74 Protection of persons on top of car in enclosed hoistway
- 92-62 Top car clearances & tie-down compensation
- 93-5 Hoistway Access Switches
- 93-21 Lobby Space Requirement
- 93-55 Attachments to elev. cars
- 93-61 Doors
- 94-09 Rule 111.9, Hoistway Access Switch
- 94-32b 211.1a(1), Top & side emer exit cont sw
- 94-33 Barricades between runways in a mult hoist
- 94-41 Pinching hazard for accordion and bifold doors (LU/LA)
- 94-47 Access to Pit, 106.1d(2)
- 94-49 Door Open Button
- 94-54 Fire Doors for Elevators
- 94-77 Door Re-opening Devices
- 94-104 111.9d and e, Hoistway Door Unlocking Devices
- 94-138 Section 111, threshold light beam
- 95-21 Safety implications of unlocked door (195-07)
- 95-53 Access to Deflecting Sheaves, Car Safeties, etc
- 95-58 Single Blind Hoistway, Rule 110.1 (195-24)

11.8 Hydraulic

Mr. Kappenhagen will report on the following:

- a) TR 96-57, Rule 300.2d

The Hydraulic Committee requests closure of TR 96-57 (**Attachment 58**) for the following reason:

Configuration of electrical elevators differs considerably than that of hydraulic elevators. On electric elevators the machine room is typically located on top of building, a considerable distance away from the main floor. On hydraulic elevators the machine room is typically located on the main floor and most of the maintenance and service is also accessed from the main floor. As such the type of communication in Rule 101.8d would be of limited value. In the particular case where the permitted machine room inspection is provided, the permanent communication means is required in accord with the reference rules for such an operation.

Note Rule 306.1 references 210.1e, which requires a means of two-way communication between the machine room and the interior of the car, when machine room inspection with open door circuits is provided.

Outstanding TRs:

None

TRs Tabled for Harmonization

93-91 Rule 302.1b

94-20 Rule 1206.5b, Leak in underground system

11.9 Inclined Elevators

Mr. Verschell will report.

Outstanding TRs:

93-80 Inclined Elevators Insp. Man

TRs Tabled for Harmonization

88-18 Rack & pinion drives for inclined elevators

88-51 Rule 1701.3 Access to machine on car

88-55 Section 101 - Access to car mounted machines

11.10 Mechanical Design

Mr. Gibson will report.

Outstanding TR's:

87-86 Sections 205 & 206

88-04 Rule 1003.2d

TRs Tabled for Harmonization

Machines and Sheaves

90-18 Belts for Indirect Drive Machines

Safety Systems

83-54 Spring Buffers {Tabled at 4/96 MDC mtg}

88-44 Car Safety Mechanism Switch {also TR 94-19, Full Load Safety Test Method} - Tabled at 6/96 MDC mtg}

87-86 Performance Requirements for Safeties and Governors

91-10 Deleting Requirement for Car and Counterweight Safeties - Long Range Study

91-16 Safety Stopping Distances

93-101 Gravity Stopping Distance from the Rack & Pinion {Tabled at 6/96 mdc mtg}

94-102 Means of Safety Application (Hydr. Actuated)

95-46 General Study on Buffer Design {Tabled at 6/96 mtg}

96-25 Rule 205.9 {Tabled at 6/96 mtg}

Suspension and Compensation

- 83-7 Rope Follower Guides
94-107 Rope Acceptance Criteria {Tabled at 6/96 MDC mtg}

Structural

- 82-69 Car Platforms (Performance Requirements)
95-02 Class A Loading, Rule 207.5a {Tabled at 6/96 MDC mtg}

Signage

- 94-04 Signs Required{Tabled at 6/96 MDC mtg}
94-07 Crosshead Data Plates {Tabled at 6/96 MDC mtg}

Miscellaneous

- 90-39 Cars Counterbalancing Each Other
93-81 Inspectors Manual for Screw Column Elevators

11.11 Shipboard Elevators

Mr. Crawford will report.

Outstanding TRs:

- 93-84 Shipboard Elev Inspectors Manual

TRs Tabled for Harmonization

None.

11.12 B44.1/A17.5 Committee

Mr. Godwin will report.

Outstanding TRs

None.

TRs Tabled for Harmonization

None.

12 TECHNICAL COMMITTEE REPORTS

Mr. McCain will request reports from the following Committees:

12.1 Elevators Used for Construction

Mr. O'Boyle will report.

Outstanding TRs:

- 93-82 Elevators Used for Construction Inspectors Manual

TRs Tabled for Harmonization

None.

12.2 Escalators & Moving Walks

Mr. Steel will report on the following (also see Supplemental Agenda):

a) TR 95-14 - Public Review Comment

Attachment 59 contains a public review comment which has been sent to the Escalator & Moving Walks Committee for development of a response.

Outstanding TRs:

No outstanding TRs.

TRs Tabled for Harmonization

- 94-28 Height of the moving escalator handrail
- 95-70 Comb Step Impact Devices for Moving Walks, Rule 905.1r
- 96-03a Comb Step Impact Device, Rule 805.1r
- 96-03b Combplate Impact/Uplift
- 96-10 Skirt Panel Brush Deflector Device, 805.1w
- 96-23 Sign on Steps, Risers, Balustrades, 805.2

12.3 Evacuation Guide

Mr. O'Boyle will report.

Outstanding TRs:

None.

TRs Tabled for Harmonization

None.

12.4 Existing Installations

Mr. Saxer will report.

Outstanding TRs:

None

TRs Tabled for Harmonization

- 93-16 Rule 1202.12f, Overlay
- 93-44 A17.3, 2.2.2
- 93-96 Review of Rule 111.6b for incorp. into Part XII
- 94-120 Rules 1202.13 & 1203.8h
- 95-04a 1200.1 (Formerly "White Paper")
- 95-09 Rule 1200.12f

12.5 Hand & Sidewalk Elevators

Mr. Caporale will report.

Outstanding TRs:

- 93-74 Sidewalk Elevators Insp. Man
- 93-76 Hand Elevators Insp. Man
- 93-85 Rooftop Elevators Insp. Man

TRs Tabled for Harmonization

None.

12.6 Inspectors' Manual

Mr. Lloyd will report on the following:

a) TR 93-35, Language on Inspecting Manual Shut Off Valves

The Inspectors' Manual Committee requests that TR 93-35 (**Attachment 60**) be submitted for first letter ballot consideration.

b) TR 93-81, Inspectors' Manual for Screw Column Elevators

The Inspectors' Manual Committee voted (13 approved; 1 disapproved - McDonald) to close TR 93-81 (this technical revision was opened within the Committee) and ~~propose that Part XVIII be deleted from A17.1~~. The following reason is provided: This type of equipment is no longer manufactured.

c) TR 94-26, A17.2.1 & A17.2.2 Items 3.23 and 4.2

The Inspectors' Manual Committee requests that TR 94-26 (**Attachment 61**) be submitted for letter ballot reconsideration.

d) TR 94-69, A17.2.1 Item 3.23.1 and A17.2.2 Item 3.18.1

The Inspectors' Manual Committee requests TR 94-69 (**Attachment 62**) be closed. This item is addressed within TR 95-67.

e) TR 94-93b, A17.1 Rated Load Test - Electric Elevators

The Inspectors' Manual Committee requests TR 94-93b (**Attachment 63**) be closed. This item is addressed within harmonization package [Rule 1001.2b(31)].

f) TR 94-94, A17.2.3 Item 1.14.2 Periodic Speed Test

The Inspectors' Manual Committee requests TR 94-94 (**Attachment 64**) be closed. The Committee feels that present language is adequate.

g) TR 94-109, A17.2.1 & A17.2.2 Sills

The Inspectors' Manual Committee developed a proposed response for the "approved with comment" on TR 94-109 (**Attachment 65**). This item is approved for the 1998 revision cycle for A17.2.1 and A17.2.2.

h) TR 94-130 Test of Traction

The Inspectors' Manual Committee requests TR 94-130 (**Attachment 66**) be closed. This item is addressed within harmonization package [Rule 1001.2b(23)(c)].

i) TR 94-131, Jumping Out of Final Limit Switch

The Inspectors' Manual Committee requests TR 94-131 (**Attachment 67**) be closed. This item is addressed within harmonization package [Rule 1001.2e(3)(f)].

j) TR 95-31, A17.1 Rule 1008.2q; and A17.2.3 Items 2.13.2, 2.13.4, 4.13.2, and 4.13.4

The Inspectors' Manual Committee requests TR 95-31 (**Attachment 68**) be split as follows:
Close TR 95-31a, it is addressed within harmonization package [Rules 1003.2a(12) & 1013.1(l)].
TR 95-31b, covering A17.2.3 Items 2.13.2, 2.13.4, 4.13.2, and 4.13.4, will remain open

k) TR 95-65, A17.2.1 Item 3.23.1(b)(2) & A17.2.2 Item 3.18.1(b)(2)

The Inspectors' Manual Committee requests that TR 95-65 (**Attachment 69**) be submitted for letter ballot reconsideration.

l) TR 95-85, Roped Hydraulic Elevators

The Inspectors' Manual Committee requests TR 95-85 (**Attachment 70**) be split as follows:
Close TR 95-85a, it is addressed within harmonization package [Rule 1002.2c(21)].
TR 95-85b, covering A17.2.2, will remain open

m) TR 96-12, A17.2.3 Item 1.10.1

The Inspectors' Manual Committee requests that TR 96-12 (**Attachment 71**) be submitted for letter ballot reconsideration.

n) TR 96-60, Globalization, Inspection Intervals

The Inspectors' Manual Committee requests TR 96-60 (**Attachment 72**) be closed. This item is addressed within harmonization package.

o) TR 97-09, A17.1 Part X, Safety Valve Testing Requirements

The Inspectors' Manual Committee requests TR 97-09 (**Attachment 73**) be closed. This item is addressed within TR 94-81.

p) TR 97-20, A17.2.1 Item 2.15.2

The Inspectors' Manual Committee requests TR 97-20 (**Attachment 74**) be closed for the following reason: Rule 207.8 requires the elevator to safely lower and stop the car.

q) TR 97-22, A17.2.1 and A17.2.2 Item 2.7.1

The Inspectors' Manual Committee requests that TR 97-22 (**Attachment 75**) be submitted for first letter ballot consideration.

r) TR 97-23, A17.2.2 Item 2.11

The Inspectors' Manual Committee requests that TR 97-23 (**Attachment 76**) be submitted for first letter ballot consideration.

s) TR 97-24, A17.2.1 and A17.2.2 Item 1.8

The Inspectors' Manual Committee requests that TR 97-24 (**Attachment 77**) be submitted for first letter ballot consideration.

Outstanding TRs

None.

TRs Tabled for Harmonization

91-72 Testing Due To Governor Rope Replacement
93-55b Language on Inspecting Manual Shut Off Valves
94-71 A17.2.2 Item 1.10
94-81 A17.1 Rule 2410.6
94-86 A17.2, Firefighter Service Checklist
94-93a A17.1 Controller Replacement - Elevators
94-93c A17.1 NEC Corrections
94-93d A17.1 Escalator/Moving Walk Controller Replacement
95-08 A17.1 Rule 1002.3d and A17.2.1 Item 2.15.2
95-81 Clarification of Rule 1000.1
96-02 Annual and/or Five Year Tags

- 96-11 A17.1 Rule 1004 Welding Repairs
96-59 Rule 1005.2b Cylinders

12.7 Limited-Use/Limited-Application Elevators

Mr. Black will report.

Outstanding TRs:

None.

TRs Tabled for Harmonization

None.

12.8 Mine Elevators

Mr. Saxer will report.

TRs Tabled for Harmonization

None.

12.9 Rack & Pinion and Special Purpose Personnel Elevators

Mr. Rommel will report.

Outstanding TRs:

- 91-07 Part XV - emergency evacuation
93-78 Special Purpose Personnel Elev. Insp. Man
93-79 Rack & Pinion Elevators Insp. Man

TRs Tabled for Harmonization

- 90-36 Rule 1600.2
93-08 Access to car mounted machines
93-101 Gravity Stopping Distance from R & P (I 93-39)

12.10 Residence Elevators

Mr. Verschell will report.

Outstanding TRs:

- 91-55 Rule 514.5d - electrical protective devices
93-75 Private Residence Elevators Insp Man

TRs Tabled for Harmonization

None.

12.11 Wheelchair Lifts

Mr. Harmon will report.

Outstanding TRs:

- TR 85-67B, Def of Inclined Wheelchair Lift
TR 93-03, Rule 2000.1a(3) - door hardware
TR 93-28, Part XXI

TR 93-39, Parts XX, XXI
 TR 93-83, Wheelchair & Stairway Chairlifts Insp. Man

TRs Tabled for Harmonization

None.

12.12 Maintenance, Repair, and Replacement

Mr. McCain will report.

Outstanding TRs:

None.

TRs Tabled for Harmonization

None.

13 REPORTS FROM OTHER STANDARDS WRITING COMMITTEES

13.1 ADA and A117 - Accessibility for the Physically Handicapped

Mr. Donoghue will report.

13.2 B44 - Canadian Elevator Code

Mr. Hadaller will report.

13.3 NFPA 70 - National Electrical Code

Mr. Droste will report.

13.4 NFPA 80 & 105 - Fire Doors and Windows

Mr. Donoghue will report.

13.5 NFPA 101 - Life Safety Code

Mr. Donoghue will report.

13.6 A18 - Platform Lifts and Stairway Chairlifts

Mr. Harmon will report.

14 OTHER BUSINESS

14.1 Retention of Documents

Background:

At the June 1997 meeting, Mr. Coaker reported that the Council on Codes and Standards met on June 10, 1997. A fifth footnote was approved to be added to the document retention (table CSP-38) policy which should cover A17 concerns. The footnote added reads as follows:

(5) Committee documents, e.g. white papers, of lasting value prepared for and used to support codes and standards may be designated by the responsible consensus committee for permanent retention; effective June 10, 1997.

Mr. Coaker clarified that the responsibility to identify these documents falls upon the A17 Main Committee to identify. Currently ASME stores documents to be kept indefinitely within a New Jersey location.

Mr. Donoghue indicated that sometime in the near future, the Committee may wish to develop guidelines with regards to the types of documents which should be maintained. These guidelines could be added to the technical revisions section of the procedures.

Discussion:

14.2 A17 COMMITTEE PROCEDURES

ASME conducted a general review of A17 Main Committee Procedures, via an Internal Audit, and it was found that in the following Section (2.2.6) further documentation of actions taken by the officers is required, therefore the following revision to Committee Procedures are being offered for Committee consideration:

a) Article 2 Main Committee

2.2.6 Officers' Review of Membership. Annually, the officers shall review the record of activity of each member of the Committee with regard to the contribution to the work of the Committee, attention to correspondence, and attendance at meetings. After such review, the officers shall respond in writing to the Secretary within 30 days for any corrective action to personnel that is necessary. In the case of those who have been inactive or lax in the performance of their duties, recommend to the Main Committee that the name or names of those members be dropped from the roster. The individual removed may appeal this action to the BSCS (see Article 8).

14.3 Redesigning the Standards Development Process

Background:

The ASME Codes and Standards is currently trying to redesign the standards developing process. **Attachment 78** contains further information on what this process will entail. Approximately 100 issues have been identified within the current Standard development process thus far. If there are any additional issues you feel are not listed, the Secretary will forward them to the Committee.

At the March 1997 meeting, the Chair reported that the intention of the redesign process is to speed up the paper flow for obtaining information, interpretations and publication of documents.

At the June 1997 meeting, a brief video presentation was given to update Committee members on the Redesign Project. Mr. Coaker further explained that in some cases within ASME that it could takes months or years to publish standards, therefore the redesign effort is to address the issues which cause these delays and develop solutions. Mr. Coaker volunteered to act as a liaison with the redesign effort to keep the Committee updated.

Discussion:

Mr. Coaker will provide an update if necessary.

15 FUTURE MEETINGS

a) Current Meeting Schedule

The following Committee meetings have been scheduled:

January 12-16, 1998 Palm Beach Gardens, Florida (Palm Beach Garden Marriott)
January 14, 1998, A17 Main Committee
March 30-April 3, 1998 Denver, CO (Holiday Inn - \$85.00)
June 22-26, 1998 Charlotte, NC (Adams Mark - \$99.00)
September 1998 Quebec City

b) Future Meetings

A17.1
Sump 22

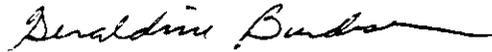
16 PERSONNEL * EXECUTIVE SESSION *****

16.1 Appointments, Reappointments, Terminations and Resignations

See Attachment 79.

17 ADJOURNMENT

Submitted by,



Geraldine Burdeshaw
Secretary, A17 Committee



SUPPLEMENTAL AGENDA

A17 Main Committee Meeting

**The Landis Hotel
1234 Hornby Street
Vancouver, BC
Canada U62 1W2**

September 23, 1997: 8:30 AM - 5:00 PM

6.10 Inquiry 97-08 (Attachment 10)

Committee: Hoistway

Subject: Rule 112.1
Types of Doors and Gates Permitted

Edition: A17.1 - 1996

Question(s):

1) Are power opened and closed swing doors "PROHIBITED"?

2) Rule 112.1: Types of Doors and Gates permitted Does the reference to POWER in this rule only pertain to a single source of power (driving mechanism) which opens and closes BOTH (simultaneously) the hoistway door(s) and car door(s) or gate(s)?

3) If so, can a single swing power opened hoistway door used in conjunction with separately power opened and closed car door(s) or gate(s) can also be permitted; provided all other conditions in rule 112.2 Power Opening and Rule 112.3 Power Closing are equally met?

Proposed Answer:

1) No.

2) No. Separate driving machines (motors, reduction gearing or belts, etc.) for hoistway doors are permitted.

3) No. Where both hoistway door and car door/gate are power operated, both must be horizontally sliding or vertically sliding.

6.28 Inquiry 97-28 (Attachment 25)

Committee: Hoistway
Subject: Rule 102.2(c)(1), and Rule 102.2(d)
Sprinkler piping in elevator machine rooms.
Edition: A17.1-1996

Question:

Is the installation of additional-sprinkler piping and an "inspector's test valve" allowed inside an elevator machine room, that are not enclosed in a fire rated enclosure or separation? This allows additional- "pressurized piping , fittings and a valve" in the elevator machine room, which are not required for the sprinkler head(s) to operate. Also a discharge - drain line must be provided that will pass through an elevator machine room wall.

The reason for the "inspector's test " - valve is to perform an operational test of the additional auxiliary-flow switch (not the "fire alarm" flow switch) [installed in the branch line just "outside" the elevator machine room] which opens the main shunt trip circuit breaker, that is required by ASME A17.1-1996, Rule 102.2(c) (3). Because this flow switch is located outside the elevator machine room, there should be no reason this additional piping could not, also be located outside the elevator machine room.

See Attached (**Attachment 25**) Drawing-sketch

Proposed Answer:

This is not addressed in the Code.

6.35 Inquiry 97-35 (Attachment 31)

Committee: Hoistway
Subject: Rule 100.3
Floor Over Hoistways
Edition: A17.1-1996

Question:

Background: Existing freight elevators when at their highest point have a 16 foot space from the top of the cab to the bottom of the machine room floor. Access is required for inspection and maintenance of the secondary sheaves below the machine room floor.

Does the code specifically state that working room a ladder on top of the cab (in a safe manner) is not allowed and a permanent work platform is required of the space above the top of the cab exceeds a certain distance?

Proposed Answer:

No.

6.40 Inquiry 97-40 (Attachment 36)

The following answer to the Inquiry 97-40 on Rule 805.9b was approved {Approved - 7, Opposed - 6 -Marcusky, Hayes, White, Welch, Nurnberg} by the Escalator Committee at their August meeting:

Committee: Escalator and Moving Walk

Subject: Rule 805.9b
Additional Signs

Edition: A17.1 - 1996

Question(s):

Background: The Rule is vague in defining the zone require to be free of additional signage. The Rule requires that when additional signage is used, it "shall be located not less than 10 ft (3.05m) horizontally from the end of the newel". It does not clearly define the area to be outboard of the new as one approaches the escalator as indicated by the reason for the Rule per TR 89-53.

The reason stated in TR 89-53 in part was:

"This additional sign may be provided since during the normal walking flow of people entering the escalator, there is only sufficient time to read and comprehend the sign described in TR 89-60. To properly board an escalator, it is important to continue to walk without stopping or otherwise causing abrupt bodily contact with others. For this reason, a sign which is well outside the normal boarding traffic flow is required to convey more detailed warnings or cautions if needed".

Question:

1- Is a sign positioned in a location inboard of the newel end beyond the boarding point of the escalator, conveying and/or reinforcing cautions or warnings promoting safe ridership, in compliance with this Rule?

2- Is a sign(s) located inboard of the newel end and beyond the boarding point on a step riser, conveying and/or reinforcing cautions or warnings promoting safe ridership, in compliance with this Rule?

Proposed Answer:

1. Yes, provided the signs are located not less than 10 feet horizontally from the end of the newel
2. See answer to 1.

Additional information for cover letter:

There are two TRs (TRs 96-23 and 96-55) which were previously opened by the Escalator Committee and will be addressed after harmonization.

9.2 Harmonization Schedule

Discussion:

Attachment A (enclosed separately) contains the proposed responses to the first letter ballot consideration of Phase I of the harmonization (containing Parts I, II, III, etc.). The following two comments received conflicting responses from separate Committees and are being added to the Main Committee Agenda for resolution.

a) Rule 306.11 - Attachment B

Comment:

Mr. D. McColl (B44)(approved)

Mr. Faup, Mr. Droste, Mr. Saxer, Mr. Steel, Mr. Benjamin (not approved)

Mr. Bialy (approved)

It is unacceptable that an emergency lowering device be of inadequate capacity. This defeats the object of the system.

The purpose of auxiliary power lowering device is to allow movement of the car in the down direction to permit evacuation of passengers.

The rules as drafted are clumsy and unnecessarily complicated.

All proposed changes should be referred to the Emergency Operations & Electrical Working Committees.

Proposal: Replace Rule 306.11 with the following:

Where an auxiliary power lowering device is provided, the elevator operation shall comply with the following:

(a) the elevator shall descend non-stop directly to the lowest landing, unless otherwise permitted by Rule 306.7. The door shall open and reclose within 15 seconds.

(b) Door open buttons and door close buttons shall remain operative.

(c) The operation shall comply with the applicable electrical code (ANSI/NFPA70 Section 620-91c, CAN/CSA C22.1 Sub-rule 38-091).

The Hydraulic Committee responded as follows: "Comments not accepted. This Rule was submitted to the Emergency Operations Committee which in turn stated that jurisdiction belonged solely to the Hydraulic Committee. Since the Emergency Operations and Hydraulic Committees could not determine whose jurisdiction this device falls under, the Chair of the main Committee ruled that the Hydraulic Committee has the jurisdiction of these requirements. The Hydraulic Committee has thoroughly considered and discussed these requirements and feel that the present Rule addresses current concerns adequately."

The Electrical Committee voted (8 approved, 2 not approved - Hadaller and Vlahovic, and 1 abstained) that the response be as follows: "Accept."

b) Rule 1100.4(b) - Attachment C

Mr. Filippone (not approved comment): Is the manufacturer required to notify the certifier of all design changes (see Rule 1100.4a) even though approval is not needed?

The Mechanical Design Committee and the Hoistway Committee both reviewed Jim Filippone's comment on Rule 1100.4b.

The Mechanical Design Committee answered "No."

The Hoistway Committee was unaware that the Mechanical Design Committee responded to the comment and prepared the following response: "Yes. See Rule 1100.4a."

Which answer should we use?

The comment was submitted to the Editorial Committee which met in September to try to resolve. The Editorial Committee recommended the following action:

"This item be sent to the Main Committee to be discussed and that Rule 1100.4(b) be deleted, since it appears to be in conflict with Rule 1100.4(a)."

c) The Committee is then asked to approve the Phase I ballot for harmonization to be submitted for letter ballot reconsideration with the responses to comments enclosed and any changes to comments made incorporated.

The reconsideration ballot will be sent out in a three column format (**Attachment D**) as follows:

Column 1: Column 1 of the 2nd ballot will contain a copy of the text from the third column of the first ballot tabulation; however, all underlined text from the first ballot tabulation has been included and all of the "struck through" text from the first balloted proposal has been eliminated, i.e. Column 1 contains a clean copy of the balloted proposal. (Note: Column 1 text is considered approved unless there is a corresponding revision listed next to it, in Column 2. For example Rule 306.6 (**Attachment D**) is approved since no comments were received.)

Column 2: Column 2 will contain proposed revisions to the Column 1 text. All proposed revisions in Column 2 were approved by the respective Working Committees as a result of the letter ballot review. Also in Column 2 is a copy of any Column 1 text that resulted in first ballot objections that were not accepted by the Working Committees. **Only those revisions included in Column 2 will be submitted to the A17 Main Committee and to the B44 Technical Committee for a 2nd letter ballot.** (Note: If text appears in Column 1 but not in Column 2, that text is considered already approved as written and not part of second ballot since no comments or revisions have been made.)

Column 3: Column 3 will contain all of the rationales from the first ballot tabulation as well as any proposed changes to the rationale as a result of the ballot review. All proposed new rationale is underlined, all rationale proposed for deletion is "struck through."

11.7 Hoistway

Mr. Capuano will report on the following:

a) TR 93-13 - Public Review Comments

Attachment 57 contains two public review comments which have been sent to the Hoistway Committee for development of a response.

Attachment E contains the responses to the two public review comments received on TR 93-13. The Committee requests endorsement of these responses.

12.2 Escalators & Moving Walks

Mr. Steel will report on the following:

a) TR 95-14 - Public Review Comment

Attachment 59 contains a public review comment which was sent to the Escalator & Moving Walks Committee for development of a response.

The Escalator Committee requests endorsement of the following response to public review comment on TR 95-14:

The proposed revision of Rule 805.1u(1) {since renumbered as 805.3n(1)} shown in the public review draft is written as intended by the Escalator and Moving Walk Committee. The rule will allow the comb-step impact device to be activated at any horizontal force below 400 lbf, but requires the device to be activated when the force reaches 400 lbf.

The Committee will review the second portion of the rule {805.3n(2)} during harmonization to consider whether it should be rewritten into the same format as (1).

16 PERSONNEL * EXECUTIVE SESSION *****

16.1 Appointments, Reappointments, Terminations and Resignations

a) Additional Appointments and Terminations (Attachment F)

Appointment

First Appointment Date: 11/97
Expiration Date: 12/2005 (unless otherwise noted)

Committee	Applicant	Position	Action Taken
Hoistway L01030800	Michael Jagodite	Alternate to M. Boutelle (exp 12/99)	

Submitted by,



Geraldine Burdeshaw
Secretary, A17 Committee



SUPPLEMENTAL AGENDA

A17 Main Committee Meeting

The Landis Hotel
1234 Hornby Street
Vancouver, BC
Canada U62 1W2

September 23, 1997: 8:30 AM - 5:00 PM

6.10 Inquiry 97-08 (Attachment 10)

Committee: Hoistway
Subject: Rule 112.1
Types of Doors and Gates Permitted
Edition: A17.1 - 1996

Question(s):

- 1) Are power opened and closed swing doors "PROHIBITED"?
- 2) Rule 112.1: Types of Doors and Gates permitted Does the reference to POWER in this rule only pertain to a single source of power (driving mechanism) which opens and closes BOTH (simultaneously) the hoistway doors(s) and car door(s) or gate(s)?
- 3) If so, can a single swing power opened hoistway door used in conjunction with separately power opened and closed car door(s) or gate(s) can also be permitted; provided all other conditions in rule 112.2 Power Opening and Rule 112.3 Power Closing are equally met?

Proposed Answer:

- 1) No.
- 2) No. Separate driving machines (motors, reduction gearing or belts, etc.) for hoistway doors are permitted.
- 3) No. Where both hoistway door and car door/gate are power operated, both must be horizontally sliding or vertically sliding.

6.28 Inquiry 97-28 (Attachment 25)

Committee: Hoistway
Subject: Rule 102.2(c)(1), and Rule 102.2(d)
Sprinkler piping in elevator machine rooms.
Edition: A17.1-1996

Question:

Is the installation of additional-sprinkler piping and an "inspector's test valve" allowed inside an elevator machine room, that are not enclosed in a fire rated enclosure or separation? This allows additional- "pressurized piping , fittings and a valve" in the elevator machine room, which are not required for the sprinkler head(s) to operate. Also a discharge - drain line must be provided that will pass through an elevator machine room wall.

The reason for the "inspector's test " - valve is to perform an operational test of the additional auxiliary-flow switch (not the "fire alarm" flow switch) [installed in the branch line just "outside" the elevator machine room] which opens the main shunt trip circuit breaker, that is required by ASME A17.1-1996, Rule 102.2(c) (3). Because this flow switch is located outside the elevator machine room, there should be no reason this additional piping could not, also be located outside the elevator machine room.

See Attached (**Attachment 25**) Drawing-sketch

Proposed Answer:

This is not addressed in the Code.

6.35 Inquiry 97-35 (Attachment 31)

Committee: Hoistway
Subject: Rule 100.3
Floor Over Hoistways
Edition: A17.1-1996

Question:

Background: Existing freight elevators when at their highest point have a 16 foot space from the top of the cab to the bottom of the machine room floor. Access is required for inspection and maintenance of the secondary sheaves below the machine room floor.

Does the code specifically state that working room a ladder on top of the cab (in a safe manner) is not allowed and a permanent work platform is required of the space above the top of the cab exceeds a certain distance?

Proposed Answer:

No.

6.40 Inquiry 97-40 (Attachment 36)

The following answer to the Inquiry 97-40 on Rule 805.9b was approved (Approved - 7, Opposed - 6 - Marcusky, Hayes, White, Welch, Nurnberg) by the Escalator Committee at their August meeting:

Committee: Escalator and Moving Walk

Subject: Rule 805.9b
Additional Signs

Edition: A17.1 - 1996

Question(s):

Background: The Rule is vague in defining the zone require to be free of additional signage. The Rule requires that when additional signage is used, it "shall be located not less than 10 ft (3.05m) horizontally from the end of the newel". It does not clearly define the area to be outboard of the new as one approaches the escalator as indicated by the reason for the Rule per TR 89-53.

The reason stated in TR 89-53 in part was:

"This additional sign may be provided since during the normal walking flow of people entering the escalator, there is only sufficient time to read and comprehend the sign described in TR 89-60. To properly board an escalator, it is important to continue to walk without stopping or otherwise causing abrupt bodily contact with others. For this reason, a sign which is well outside the normal boarding traffic flow is required to convey more detailed warnings or cautions if needed".

Question:

- 1- Is a sign positioned in a location inboard of the newel end beyond the boarding point of the escalator, conveying and/or reinforcing cautions or warnings promoting safe ridership, in compliance with this Rule?
- 2- Is a sign(s) located inboard of the newel end and beyond the boarding point on a step riser, conveying and/or reinforcing cautions or warnings promoting safe ridership, in compliance with this Rule?

Proposed Answer:

1. Yes, provided the signs are located not less than 10 feet horizontally from the end of the newel
2. See answer to 1.

Additional information for cover letter:

There are two TRs (TRs 96-23 and 96-55) which were previously opened by the Escalator Committee and will be addressed after harmonization.

9.2 Harmonization Schedule

Discussion:

Attachment A (enclosed separately) contains the proposed responses to the first letter ballot consideration of Phase I of the harmonization (containing Parts I, II, III, etc.). The following two comments received conflicting responses from separate Committees and are being added to the Main Committee Agenda for resolution.

a) Rule 306.11 - Attachment B

Comment:

Mr. D. McColl (B44)(approved)

Mr. Faup, Mr. Droste, Mr. Saxer, Mr. Steel, Mr. Benjamin (not approved)

Mr. Bialy (approved)

It is unacceptable that an emergency lowering device be of inadequate capacity. This defeats the object of the system.

The purpose of auxiliary power lowering device is to allow movement of the car in the down direction to permit evacuation of passengers.

The rules as drafted are clumsy and unnecessarily complicated.

All proposed changes should be referred to the Emergency Operations & Electrical Working Committees.

Proposal: Replace Rule 306.11 with the following:

Where an auxiliary power lowering device is provided, the elevator operation shall comply with the following:

(a) the elevator shall descend non-stop directly to the lowest landing, unless otherwise permitted by Rule 306.7. The door shall open and reclose within 15 seconds.

(b) Door open buttons and door close buttons shall remain operative.

(c) The operation shall comply with the applicable electrical code (ANSI/NFPA70 Section 620-91c, CAN/CSA C22.1 Sub-rule 38-091).

The Hydraulic Committee responded as follows: "Comments not accepted. This Rule was submitted to the Emergency Operations Committee which in turn stated that jurisdiction belonged solely to the Hydraulic Committee. Since the Emergency Operations and Hydraulic Committees could not determine whose jurisdiction this device falls under, the Chair of the main Committee ruled that the Hydraulic Committee has the jurisdiction of these requirements. The Hydraulic Committee has thoroughly considered and discussed these requirements and feel that the present Rule addresses current concerns adequately."

The Electrical Committee voted (8 approved, 2 not approved - Hadaller and Vlahovic, and 1 abstained) that the response be as follows: "Accept."

b) Rule 1100.4(b) - Attachment C

Mr. Filippone (not approved comment): Is the manufacturer required to notify the certifier of all design changes (see Rule 1100.4a) even though approval is not needed?

The Mechanical Design Committee and the Hoistway Committee both reviewed Jim Filippone's comment on Rule 1100.4b.

The Mechanical Design Committee answered "No."

The Hoistway Committee was unaware that the Mechanical Design Committee responded to the comment and prepared the following response: "Yes. See Rule 1100.4a."

Which answer should we use?

The comment was submitted to the Editorial Committee which met in September to try to resolve. The Editorial Committee recommended the following action:

"This item be sent to the Main Committee to be discussed and that Rule 1100.4(b) be deleted, since it appears to be in conflict with Rule 1100.4(a)."

c) The Committee is then asked to approve the Phase I ballot for harmonization to be submitted for letter ballot reconsideration with the responses to comments enclosed and any changes to comments made incorporated.

The reconsideration ballot will be sent out in a three column format (**Attachment D**) as follows:

Column 1: Column 1 of the 2nd ballot will contain a copy of the text from the third column of the first ballot tabulation; however, all underlined text from the first ballot tabulation has been included and all of the "struck through" text from the first balloted proposal has been eliminated, i.e. Column 1 contains a clean copy of the balloted proposal. (Note: Column 1 text is considered approved unless there is a corresponding revision listed next to it, in Column 2. For example Rule 306.6 (**Attachment D**) is approved since no comments were received.)

Column 2: Column 2 will contain proposed revisions to the Column 1 text. All proposed revisions in Column 2 were approved by the respective Working Committees as a result of the letter ballot review. Also in Column 2 is a copy of any Column 1 text that resulted in first ballot objections that were not accepted by the Working Committees. **Only those revisions included in Column 2 will be submitted to the A17 Main Committee and to the B44 Technical Committee for a 2nd letter ballot.** (Note: If text appears in Column 1 but not in Column 2, that text is considered already approved as written and not part of second ballot since no comments or revisions have been made.)

Column 3: Column 3 will contain all of the rationales from the first ballot tabulation as well as any proposed changes to the rationale as a result of the ballot review. All proposed new rationale is underlined, all rationale proposed for deletion is "struck through."

11.7 Hoistway

Mr. Capuano will report on the following:

a) TR 93-13 - Public Review Comments

Attachment 57 contains two public review comments which have been sent to the Hoistway Committee for development of a response.

Attachment E contains the responses to the two public review comments received on TR 93-13. The Committee requests endorsement of these responses.

12.2 Escalators & Moving Walks

Mr. Steel will report on the following:

a) TR 95-14 - Public Review Comment

Attachment 59 contains a public review comment which was sent to the Escalator & Moving Walks Committee for development of a response.

The Escalator Committee requests endorsement of the following response to public review comment on TR 95-14:

The proposed revision of Rule 805.1u(1) {since renumbered as 805.3n(1)} shown in the public review draft is written as intended by the Escalator and Moving Walk Committee. The rule will allow the comb-step impact device to be activated at any horizontal force below 400 lbf, but requires the device to be activated when the force reaches 400 lbf.

The Committee will review the second portion of the rule {805.3n(2)} during harmonization to consider whether it should be rewritten into the same format as (1).

16 PERSONNEL * EXECUTIVE SESSION *******16.1 Appointments, Reappointments, Terminations and Resignations****a) Additional Appointments and Terminations (Attachment F)****Appointment**

First Appointment Date: 11/97
Expiration Date: 12/2005 (unless otherwise noted)

Committee	Applicant	Position	Action Taken
Hoistway L01030800	Michael Jagodite	Alternate to M. Boutelle (exp 12/99)	

Submitted by,

Geraldine Burdeshaw

Geraldine Burdeshaw
Secretary, A17 Committee