

Log of Meeting

Subject: ASME A17 Main Committee meeting

Date of Meeting: January 14, 1997

Date of Entry: January 29, 1998

Log Entry Source: Scott Snyder, ESME (x1317)

Location: Palm Beach Gardens Marriott, 4000 RCA Boulevard
Palm Beach Gardens, FL 33410, from 8:30 am - 5:00 pm.

CPSC Attendee(s): Scott Snyder

Non-CPSC 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 6 (b)(1) Cleared

No Mfrs/PrvtLblrs or

Products Identified

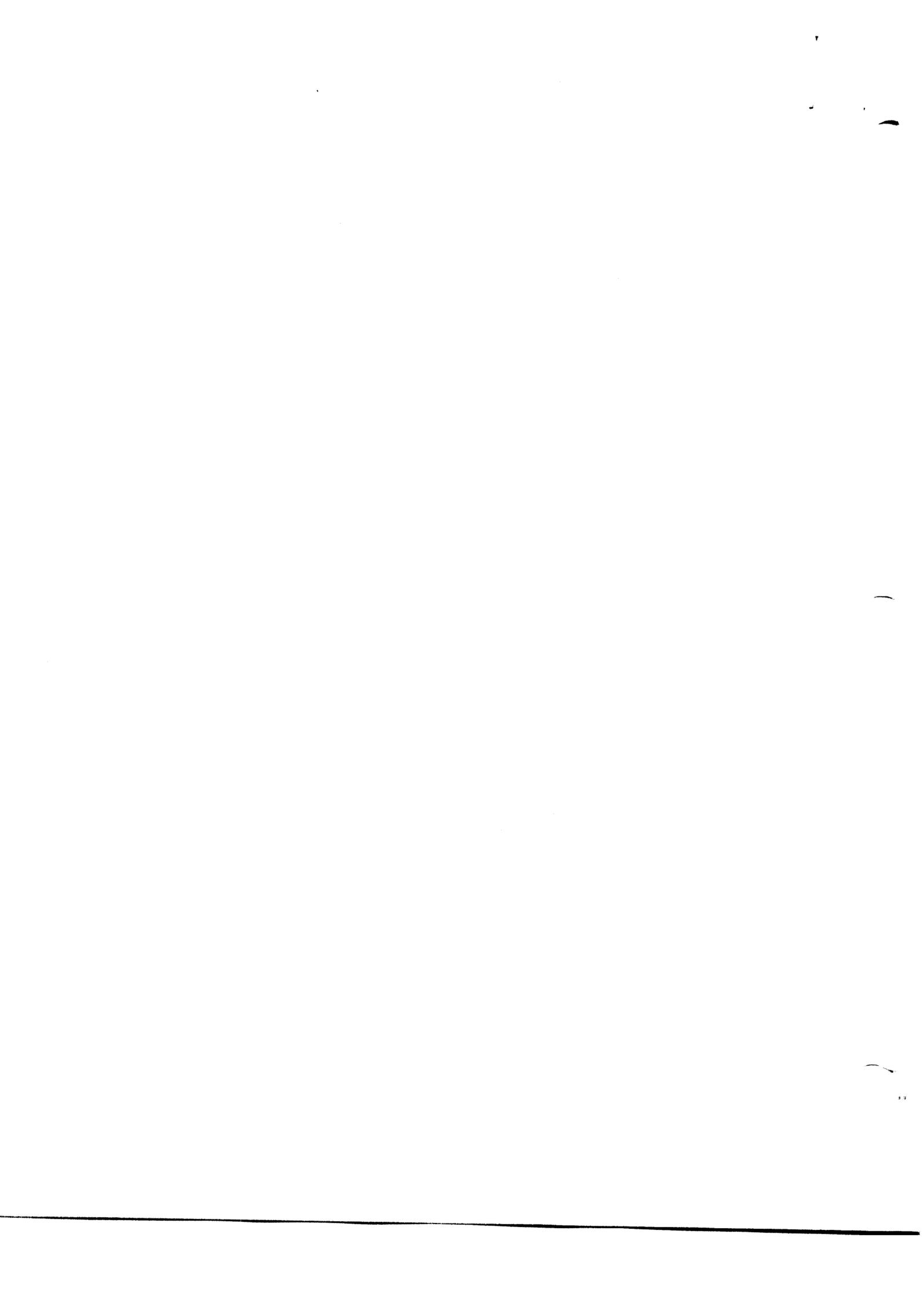
Excepted by

Firms Notified,

Comments Processed.







16 PERSONNEL * EXECUTIVE SESSION *****

16.1 Appointments, Reappointments, Terminations and Resignations

See Attachment 102.

17 ADJOURNMENT

Submitted by,



Geraldine Burdeshaw
Secretary, A17 Committee

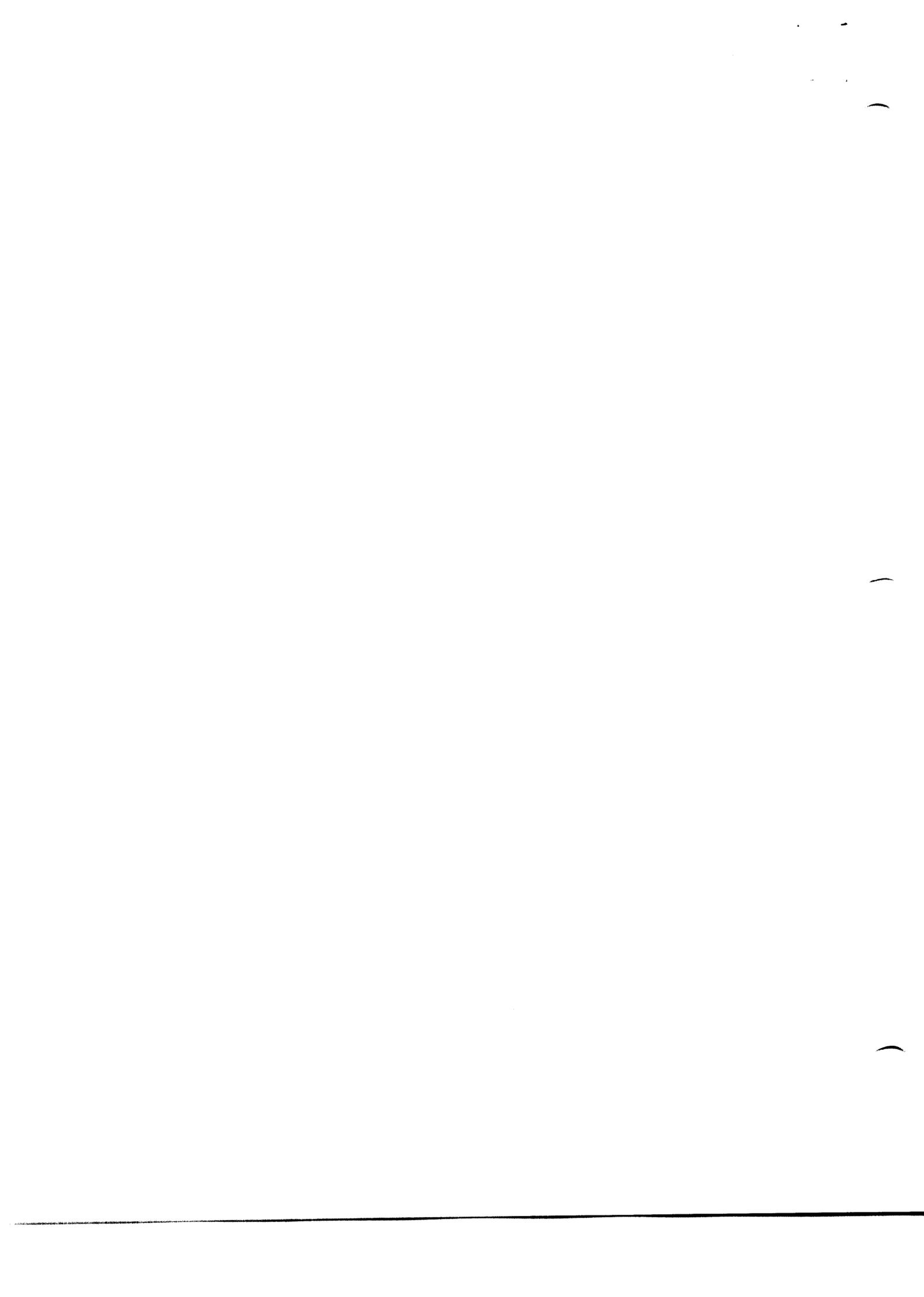


AGENDA

A17 Main Committee Meeting

**Marriott Palm Beach Gardens
4000 RCA Boulevard
Palm Beach Gardens, FL 33410**

January 14, 1998: 8:30 AM - 5:00 PM





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 Redesigning the Standards Development Process

Background:

The ASME Codes and Standards is currently trying to redesign the standards developing process. Attachment 101 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 take 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.

At the September 1997 meeting, Mr. Coaker reported that there is a tremendous effort to streamline all of the ASME Committees and that the A17.1 Committee is one of the more organized committees. There are cases (e.g. some of the Boiler Code Committees) where interpretations can take up to two years. Currently several ASME Codes and Standards Committees have been chosen to test pilot the new streamlined procedures and comment on any problems that occur.

Discussion:

Mr. Coaker will provide an update if necessary.

15 FUTURE MEETINGS

a) Current Meeting Schedule

The following Committee meetings have been scheduled:

- 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

A list of possible meeting sites will be proposed by staff for January 1999.

- 1 CALL TO ORDER
- 2 RECORD OF ATTENDANCE
- 3 ANNOUNCEMENTS
- 4 ADOPTION OF AGENDA
- 5 APPROVAL OF September 23, 1997 MINUTES

Please make note of the following corrections:

Page 18, second paragraph revise to read: The following... ~~...Committee and are being added to~~
were reviewed by the Main Committee Agenda for resolution and resolved as follows:

6 REQUESTS FOR INTERPRETATION

6.1 Inquiry 96-27 (Attachment 1)

A joint Mechanical Design and LU/LA Task Group has been set up review this inquiry. No report available at this time.

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.

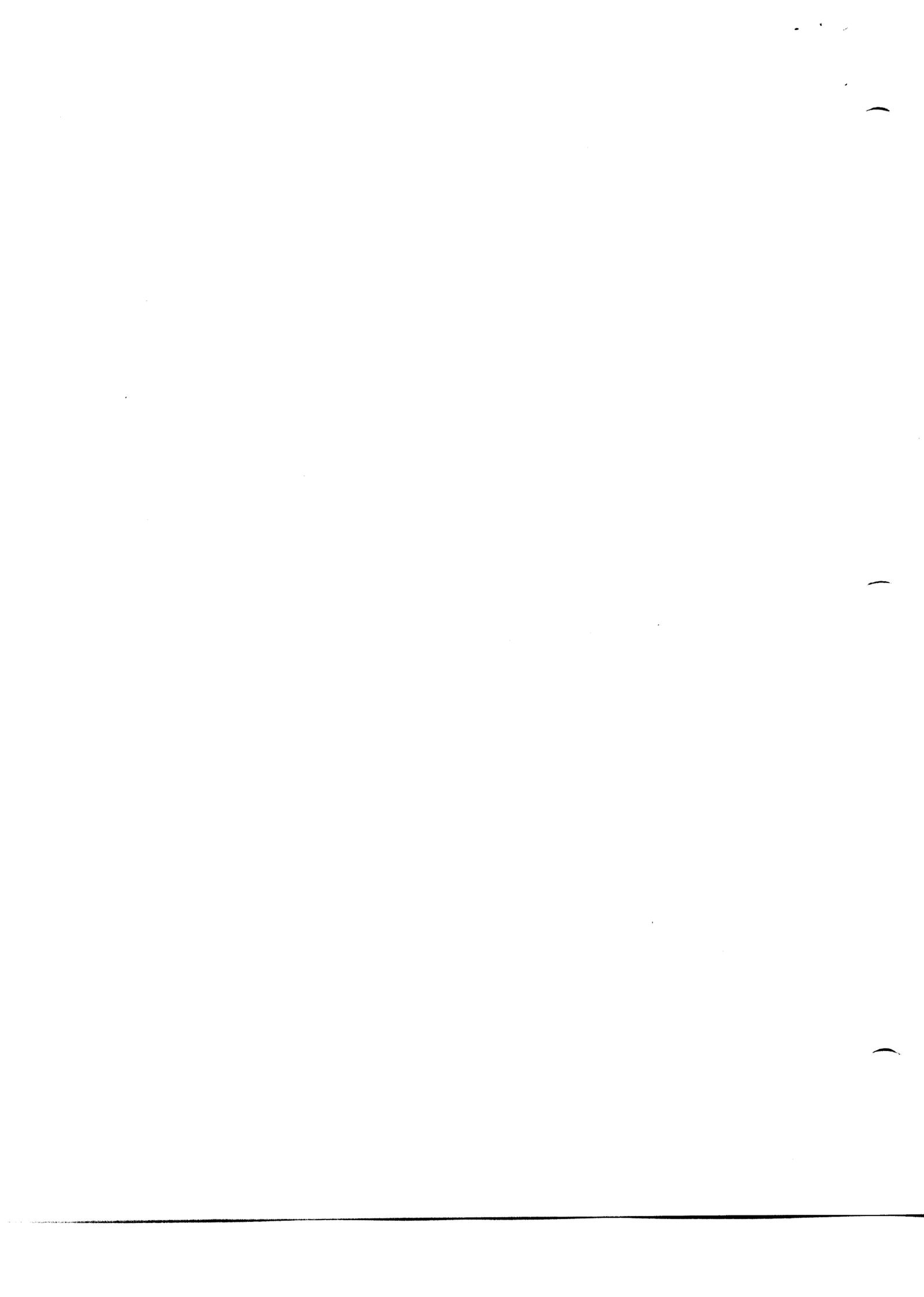
Committee: Inspectors' Manual
 Shipboard Elevator

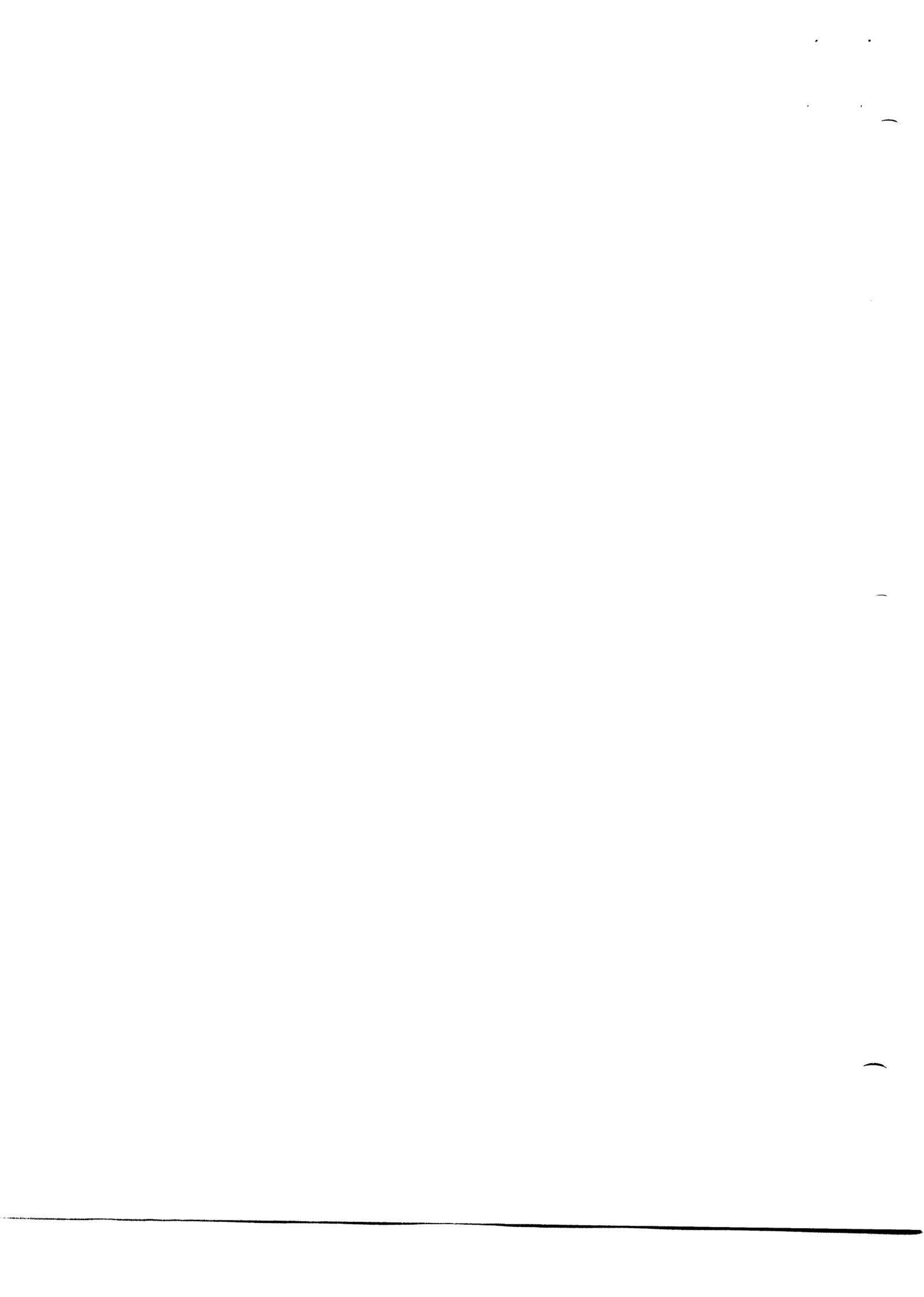
Subject: Rules 2201.6, 2202.2, and 2203.2
 Special Conditions

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?





12.11 Wheelchair Lifts

Mr. Harmon will report on the following:

a) TR 93-67

The Wheelchair Lift Committee requests a consensus ruling for TR 93-67 (**Attachment 100**) from the Main Committee Chair with the following response to Mr. White's comment:

Not accepted. The proposed rules provide equivalent safety and a means for verification.

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.

6.3 Inquiry 96-61 (Attachment 3)

The Hydraulic Committee has forwarded 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?

The Hydraulic Committee has developed the following proposed response:

Proposed Answer:

Yes.

6.4 Inquiry 96-68 (Attachment 4)

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

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:

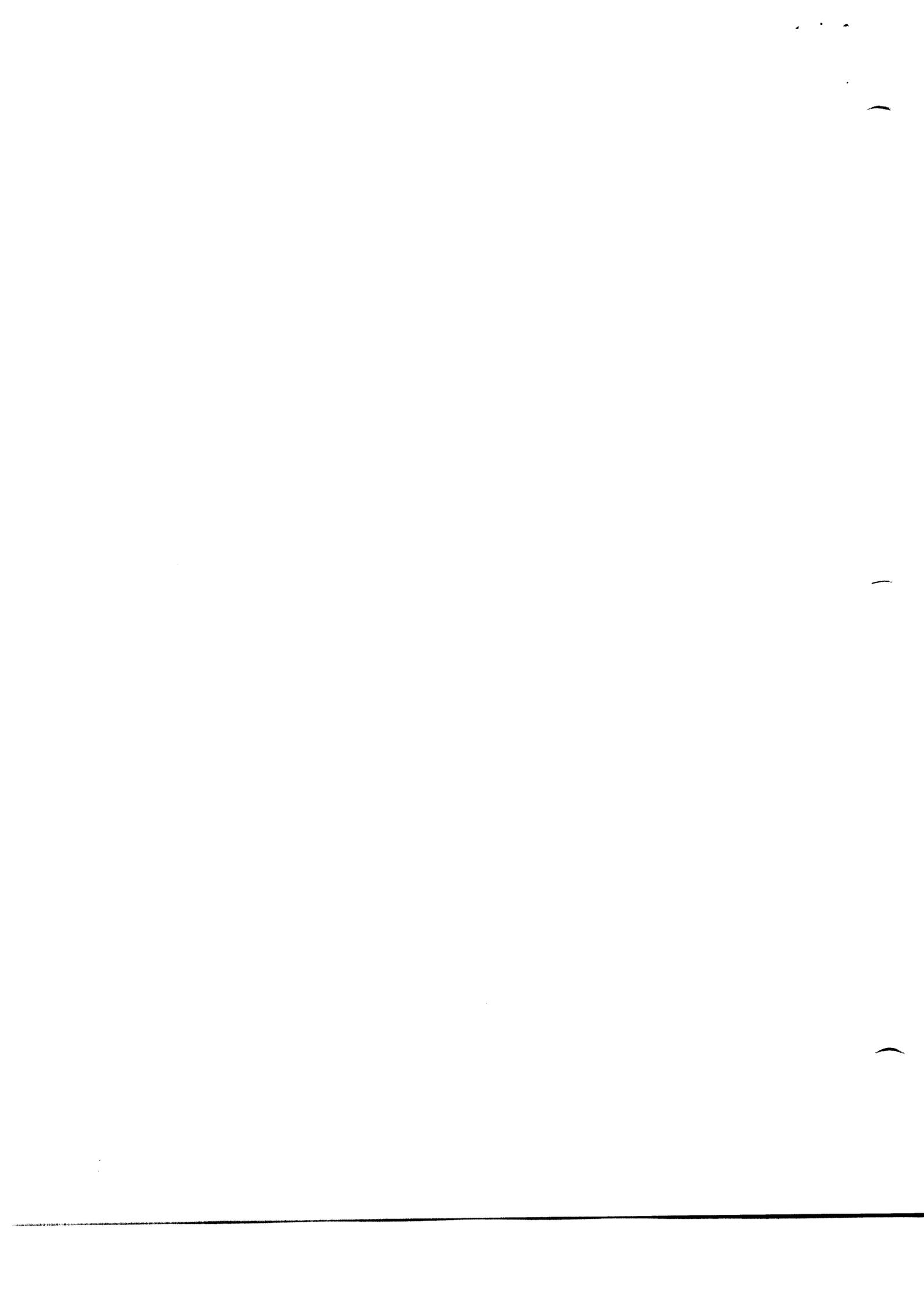
There is no minimum or maximum dimension. The term "substantially" means within acceptable building construction tolerance as defined by the authority having jurisdiction.

A17 Committee Approval: March 12, 1997

6.5 Inquiry 96-72 (Attachment 5)

Committee: Inclined Wheelchair Lifts

Subject: Rule 2001.10b(2)
Inclined Wheelchair Lifts





- 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
- 94-141 A17.1 and A17.2.2 Low Oil Protection Devices
- 95-08 A17.1 Rule 1002.3d and A17.2.1 Item 2.15.2
- 95-81 Clarification of Rule 1000.1
- 95-82 Test Tags
- 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.

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.

6.6 Inquiry 96-73 (Attachment 6)

Attachment 6 contains a request for reconsideration of Inquiry 96-73. This item has been resubmitted to the Hoistway Committee for review.

The previously approved answer is given below:

Subject: Rule 106.1b(3)
Design and Construction of Pits

Edition: A17.1 - 1993 including A17.1a-1994

Question(s):

Regarding a portion of the above mentioned section:

"(3) Drains connected directly to sewers shall not be installed in elevator pits."

Some clarification is required as to the type of sewers. It appears the intent is sanitary sewers, not storm sewers. As usual, conflict arguments underscore the issue and attempt to legitimize both.

Answer:

No distinction is made in the type of sewer. The requirement applies to both.

A17 Committee Approval: June 12, 1997

6.7 Inquiry 96-78 (Attachment 7)

A letter was sent at the request of the Hoistway Committee to request further clarification.

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.



TR 96-14 (Attachment 89), A17.2.1 and A17.2.2 Item 6.4.2(g)(2); TR 96-15 (Attachment 90), A17.2.1 and A17.2.2 Item 6.4.2(b)(9); TR 96-17 (Attachment 91), A17.2.1 and A17.2.2 Item 6.4.2(b)(1); and TR 96-18 (Attachment 92), A17.2.1 and A17.2.2 Item 3.23.3 had outstanding approved with comments which the Inspectors' Manual Committee has responded to as shown in the attachments. These items are approved for publication within the next respective addendum.

l) TR 96-46, Inspection of Suspension Ropes

The Inspectors' Manual Committee requests that TR 96-46 (Attachment 93) be submitted for reconsideration ballot.

m) TR 97-04, Monitored Cathodic Protection

The Inspectors' Manual Committee requests that TR 97-04 be closed (original opened by the Inspectors Manual Committee) since it is addressed in the harmonization package.

n) TR 97-05, A17.2.1 Figure 6.4.2(g)(2)

The Inspectors' Manual Committee requests TR 97-05 (Attachment 94) be submitted for first letter ballot consideration.

o) TR 97-19, Rule 1002.3d and A17.2.1 Item 2.15.2

The Inspectors' Manual Committee requests TR 97-19 be split as follows - Close TR 97-19a, A17.1 Drive Machine Brake, addressed in harmonization package; and TR 97-19b, A17.2.1, Item 2.15.2, tabled until after harmonization.

p) TR 97-49, A17.2.1 and A17.2.2 Item 2.5.1, Glass Car Enclosures

The Inspectors' Manual Committee requests TR 97-49 (Attachment 95) be submitted for first letter ballot consideration.

q) TR 97-50, A17.2.1 Item 2.23.1 and A17.2.2 Item 3.26.1 Rope Changes

The Inspectors' Manual Committee requests TR 97-50 (Attachment 96) be submitted for first letter ballot consideration.

r) TR 97-51, A17.2.2 Item 3.4.1, Vertical Clearance with Underslung Car Frames

The Inspectors' Manual Committee requests TR 97-51 (Attachment 97) be submitted for first letter ballot consideration.

s) TR 97-79, A17.2.1 and A17.2.2 Vertical Clearance Corrections

The Inspectors' Manual Committee requests TR 97-79 (Attachment 98) be submitted for first letter ballot consideration.

t) TR 97-80, A17.2.2 Item 2.24 Roped Water Hydraulic Elevators

The Inspectors' Manual Committee requests TR 97-80 (Attachment 99) be submitted for first letter ballot consideration.

Outstanding TRs

None.

TRs Tabled for Harmonization

91-72 Testing Due To Governor Rope Replacement
 93-06 Definition of Reset, Automatic Reset, and Manual Reset
 93-55b Language on Inspecting Manual Shut Off Valves

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 for review.

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 installation of the seal with a sealing tool is to be done by whom?

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 addresses 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 following proposed answer by the Wheelchair Lift Committee has been forwarded to the B44.1/A17.5 Committee for their review and concurrence.

Committee: Wheelchair Lift

Subject: Rule 2000.1f(2) & Rule 2000.10I(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?





12.6 Inspectors' Manual

Mr. Lloyd will report on the following:

a) TR 93-55a, Cross References between A17.1-1993, Part III and A17.2.2

The Inspectors' Manual Committee requests that TR 93-55a (Attachment 81) be submitted for reconsideration ballot.

b) TR 93-76, Inspection Procedures for Hand Elevators

The Inspectors' Manual Committee requests that TR 93-76 be closed and that the Main Committee does not develop an inspection manual for hand elevators. Reason: Very few of them exist.

c) TR 94-128, A17.2.1 Brake Test

The Inspectors' Manual Committee requests a ruling of consensus from the Main Committee Chair. See Attachment 82 for responses to outstanding comments.

d) TR 94-141, A17.1 and A17.2.2 Low Oil Protection Devices

The Inspectors' Manual Committee requests TR 94-141 (Attachment 83) be split as follows - TR 94-141a, A17.1 Low Oil Protection Devices; and TR 94-141b A17.2.2 Item 2.21 Low Oil Protection Devices. Both these TR's will be tabled until after harmonization.

e) TR 95-67, A17.2.1 Items 1.7, 3.23.1, 4.2 and 4.4.3; and A17.2.2 Items 1.7, 3.18.1, 4.2, and 4.4.3

The Inspectors' Manual Committee requests a ruling of consensus from the Main Committee Chair. See Attachment 84 for responses to outstanding comment.

f) TR 95-80, Testing of Reversal Stop Devices for Escalators

The Inspectors' Manual Committee requests that TR 95-80 be closed (original opened by the Inspectors Manual Committee) since it is addressed in the harmonization package.

g) TR 95-83, A17.2.1 and A17.2.2 Item 4.10

The Inspectors' Manual Committee requests a ruling of consensus from the Main Committee Chair. See Attachment 85 for responses to outstanding comment.

h) TR 95-85b, A17.2.2 Roped Hydraulic Elevators

The Inspectors' Manual Committee requests that TR 95-85b (Attachment 86) be submitted for reconsideration ballot.

i) TR 95-95 Static Control Elevators

The Inspectors' Manual Committee requests TR 95-95 be split as follows - Close TR 95-95a, A17.1 Static Control Elevators, addressed in harmonization package; and TR 95-95b (Attachment 87), A17.2.2 Item 2.21, be submitted for first letter ballot consideration.

j) TR 96-01b, A17.2.2 Item 2.16.1

The Inspectors' Manual Committee requests TR 96-01b (Attachment 88) be submitted for first letter ballot consideration.

k) TR 96-14, TR 96-15, TR 96-17 and TR 96-18

3) If 1 and 2 above is incorrect than how does a inspector know the equipment meets the requirements?

The Wheelchair Lift Committee has developed the following proposed response:

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 97-09 (Attachment 10)

The Electrical Committee has forwarded a response to the Hoistway Committee for their review and concurrence.

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.

6.11 Inquiry 97-14 (Attachment 11)

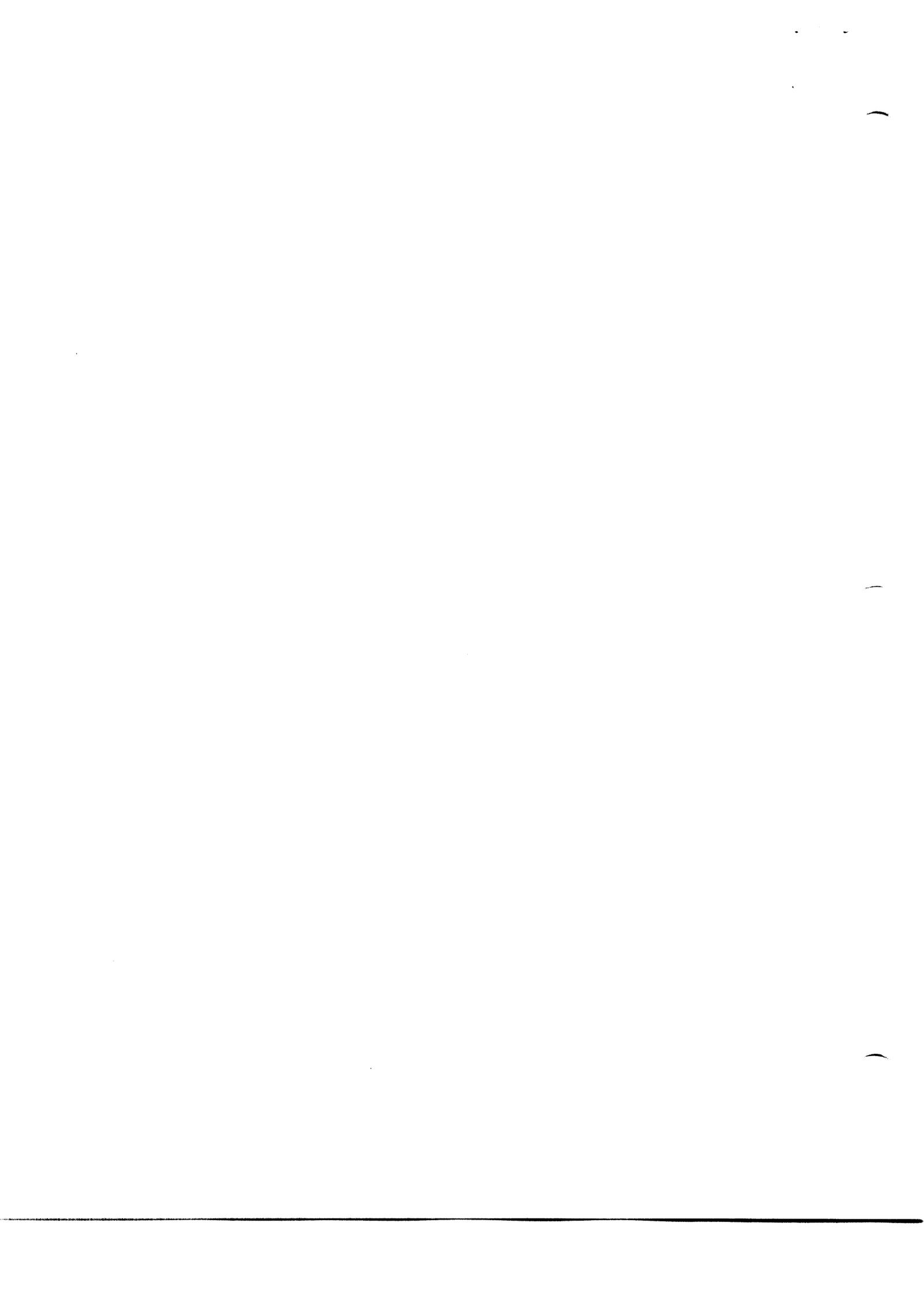
Committee: Earthquake Safety

Subject: Rule 2403.3
Guide Rail Stress

Edition: A17.1-1996

Question(s):

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 you intent? If not, what is your intent?





12.3 Evacuation Guide

Mr. O'Boyle will report on the following:

a) TR 96-49

The Evacuation Guide Committee recommends TR 96-49 (Attachment 79) be submitted to the Main Committee for reconsideration letter ballot.

Outstanding TRs:

None.

TRs Tabled for Harmonization

None.

12.4 Existing Installations

Mr. Saxer will report on the following:

a) TR 96-71

This item has been approved for the next A17.3 addenda. There were two comments received which the Committee responds to as follows:

Response to H. E. Hampton: The scope of this document does not cover inspection requirements. A17.2 can cover inspection requirements for LU/LA's regardless of inclusion within A17.3.

Response to J. Pohlman: (1) Inclined elevators are excluded. See Rule 1.1.2(w). (2) Private residence elevators are included in Part X of A17.3.

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.

6.12 Inquiry 97-16a (Attachment 12)

A letter was sent at the request of the Hoistway Committee to request further clarification.

Committee: Hoistway
Electrical

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?

6.13 Inquiry 97-16b (Attachment 12)

A letter was sent at the request of the Hoistway Committee for further clarification.

Committee: Hoistway
Electrical

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?

6.14 Inquiry 97-16c (Attachment 12)

A letter was sent at the request of the Hoistway Committee for further clarification.

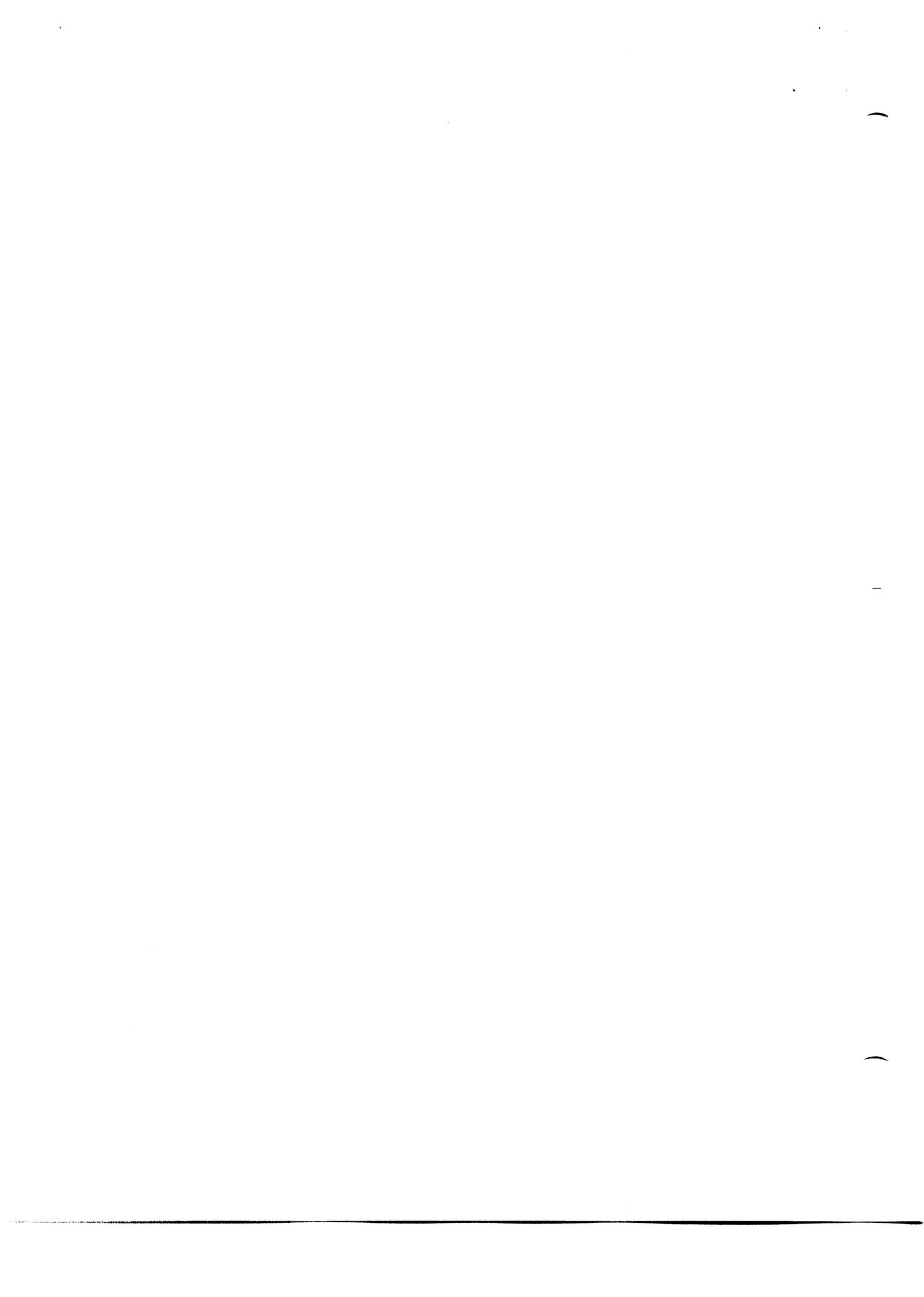
Committee: Hoistway
Electrical

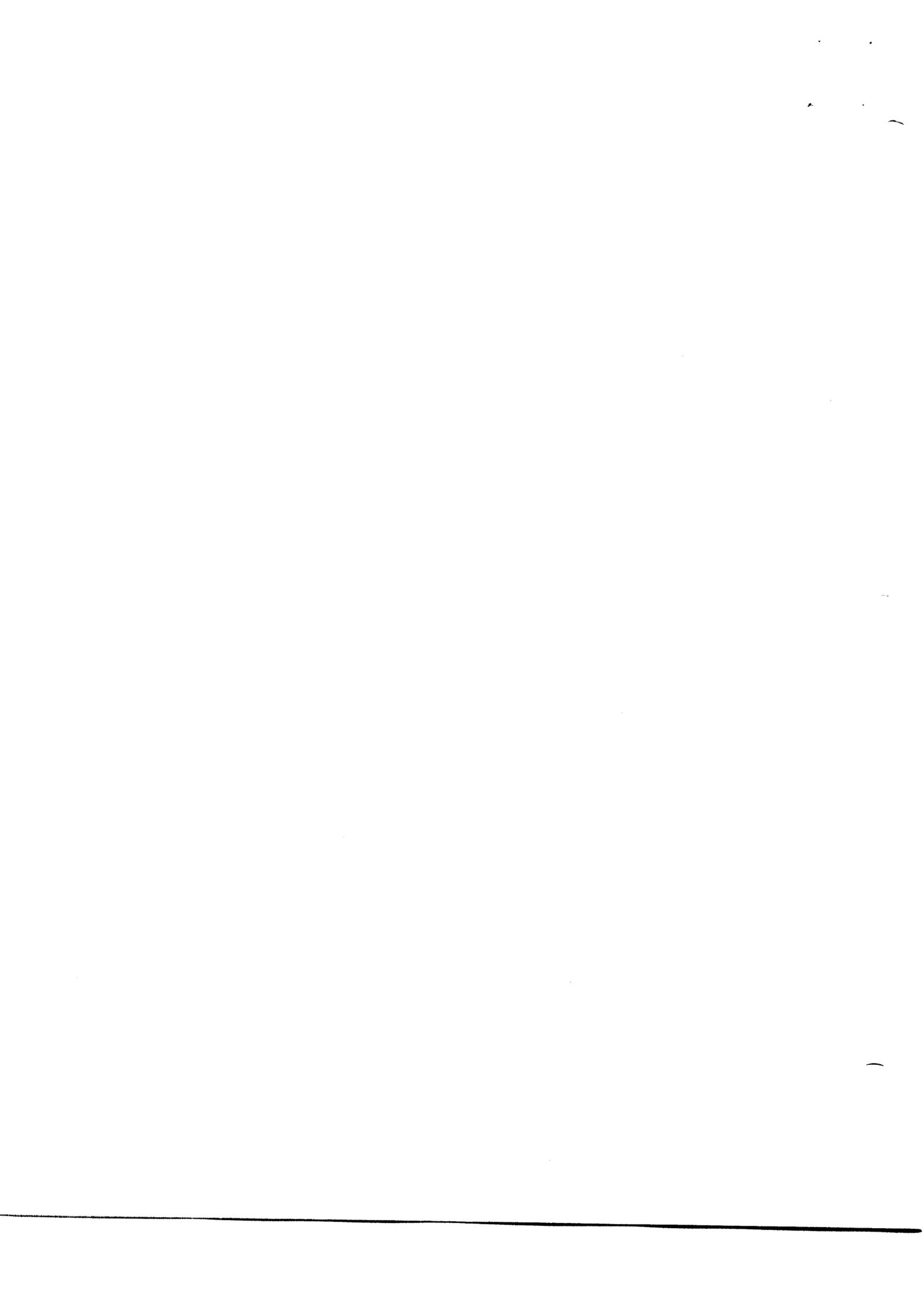
Subject: Rule 204.1i
Equipment Inside Cars

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 1 1/2 in. from the car wall?





12.2 Escalators & Moving Walks

Mr. Steel will report on the following:

a) TR 94-28, Handrail Height and Guardrails

The Escalator and Moving Walk Committee voted to recommend to the Main Committee that TR 94-28 Handrail Height and Guardrails (Attachment 75 for original TR request) be closed {Abstained - 2 (Hayes, White); Not Voting - 1 (Snyder)} as the item has been resolved within harmonization. The Escalator Committee plans to keep this item on their agenda for information only, to follow the action of the International Code Council and the ISO TC 178 WG 5 on relating issues.

b) TR 95-70

The Escalator and Moving Walk Committee voted {Opposed - 1 (Hayes); Not Voting - 1 (Snyder)} to recommend to the Main Committee that TR 95-70 (Attachment 76 for original TR request) be closed as the proposed revision has been incorporated into the harmonization proposal.

c) TR 96-53

The Escalator and Moving Walk Committee voted {Not Voting - 1 (Snyder)} to recommend to the Main Committee that TR 96-53 be closed at the request of the submitter. See Attachment 77 for the original TR request.

d) Escalator Safety

The Escalator and Moving Walk Committee received the attached letter (Attachment 78) from CSA. After discussing the letter, they unanimously voted to recommend to the Main Committee that they respond as follows:

A proposal for a Technical Revision to the Code (TR 96-55) has already been opened by the Escalator and Moving Walk Committee to address the issues of signs. Your letter will be included in the discussion of that item. Additionally, it is the opinion of the Committee that the use of strollers on escalators is an unsafe practice under any conditions.

Outstanding TRs:

No outstanding TRs.

TRs Tabled for Harmonization

96-03a Comb Step Impact Device, Rule 805.1r
 96-03b Complate Impact/Uplift
 96-10 Skirt Panel Brush Deflector Device, 805.1w
 96-23 Sign on Steps, Risers, Balustrades, 805.2
 96-54 Inspection Control
 96-55 Escalator and Moving Walk Signage
 97-15 Audible Alarms, Rules 905.1b(1), 905.1i, and 905.1m
 97-53 Pit Drains
 97-54 Minimum Distance Between Escalators
 97-55 Protection of Supports & Machine Spaces Against Fire, Rules 801.1 and 901.1 (Inquiry 97-07)
 97-56 Handrail Speed Monitoring Device, Rule 805.4
 97-57 Rule 802.2, Clause 8.3.2.2
 97-58 Trusses or Girders, Rule 802.7
 97-59 Certification Requirements for Moving Walks

6.15 Inquiry 97-17a (Attachment 13)

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?

6.16 Inquiry 97-17b (Attachment 14)

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?

6.17 Inquiry 97-20 (Attachment 15)

A letter was sent at the request of the Hydraulic Committee for further clarification.

Committee: Hydraulic
Electrical

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?





95-46 General Study on Buffer Design {Tabled at 6/96 mtg}
 96-25 Rule 205.9 {Tabled at 6/96 mtg}
 97-67 Generalized Study of System Dynamics, Levels of Redundancy, etc.
 97-68 Rule 201.4g

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)
 97-69 Structural Design Study

Signage

94-04 Signs Required {Tabled at 6/96 MDC mtg}
 94-07 Crosshead Data Plates {Tabled at 6/96 MDC mtg}
 95-02 Class A Loading, Rule 207.5a {Tabled at 6/96 MDC mtg}

Miscellaneous

93-81 Inspectors Manual for Screw Column Elevators
 97-70 Tolerance on Rated Speed

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.

6.18 Inquiry 97-22 (Attachment 16)

The inquirer has requested that Inquiry 97-22 be withdrawn (see **Attachment 16**) and the Wheelchair Lift Committee concurs with this request.

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?

6.19 Inquiry 97-23 (Attachment 17)

Attachment 17 contains a negative with regard to Inquiry 97-23. Therefore the Committee is requested to reconsider the following interpretation. The previously approved answer is given below:

Inquiry 97-23

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?

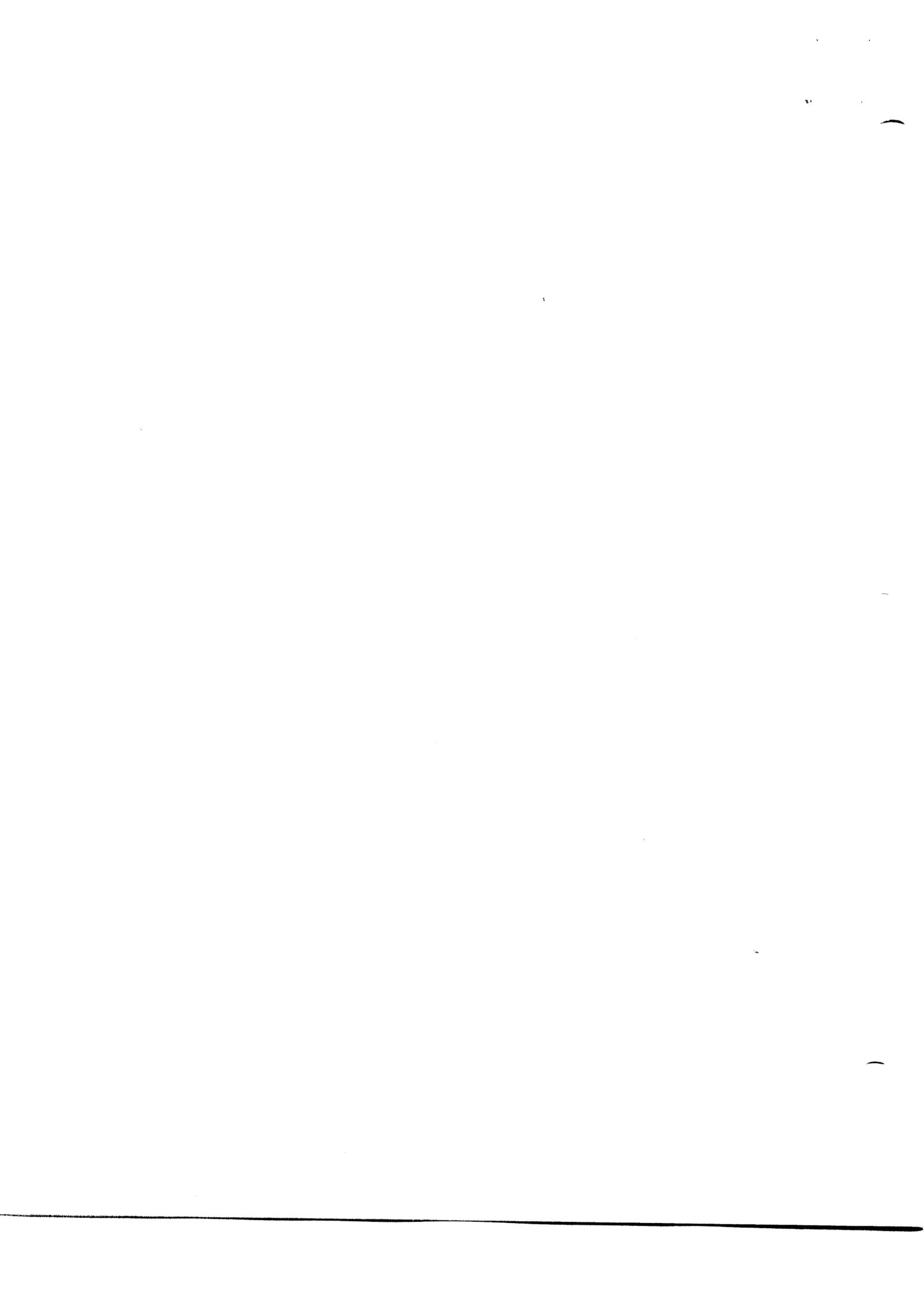
Answer:

(1) Yes. Rule 1206.5b(6) states "Flexible hose and fitting assemblies shall be replaced by the date indicated on the existing equipment. Hose assemblies that do not indicate a replacement date shall be replaced." All flexible hose and fitting assemblies installed under previous editions of the A17.1 Code required a replacement date. The flexible hose and fittings shall be replaced by that date. If a pipe rupture valve is also installed when the flexible hose is replaced, no further replacement date is required.

(2) The replacement date was removed from the data tag because replacement is not required when a rupture valve is provided as required by Rule 303.3c(1)(f).

A17 Committee Approval: September 23, 1997





- 94-33 Barricades between runways in a multi hoist
- 94-41 Pinching hazard for accordian and bifold doors (LULA)
- 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. Kopenhagen will report.

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 TRs:

- 87-86 Sections 205 & 206
- 88-04 Rule 1003.2d

TRs Tabled for Harmonization

- 90-18 Belts for Indirect Drive Machines
- 97-66 General Study on Transmitting Loads in Machine Elements

Safety Systems

- 87-86 Performance Requirements for Safeties and Governors
- 88-04 Car Safety Mechanism Switch {also TR 94-19, Full Load Safety Test Method} - Tabled at 6/96 MDC mtg}
- 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)

6.20 Inquiry 97-25 (Attachment 18)

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 ($=1.5 * \{5.04 / (5 - 2.8) + 2.7\}$)?

6.21 Inquiry 97-27 (Attachment 19)

The inquirer has requested that Inquiry 97-27 be withdrawn (see **Attachment 16**) and the Wheelchair Lift Committee concurs with this request.

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)?

6.22 Inquiry 97-29 (Attachment 20)

The Inspectors' Manual Committee approved (1 abstained - Hayes) the following proposed answer:

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

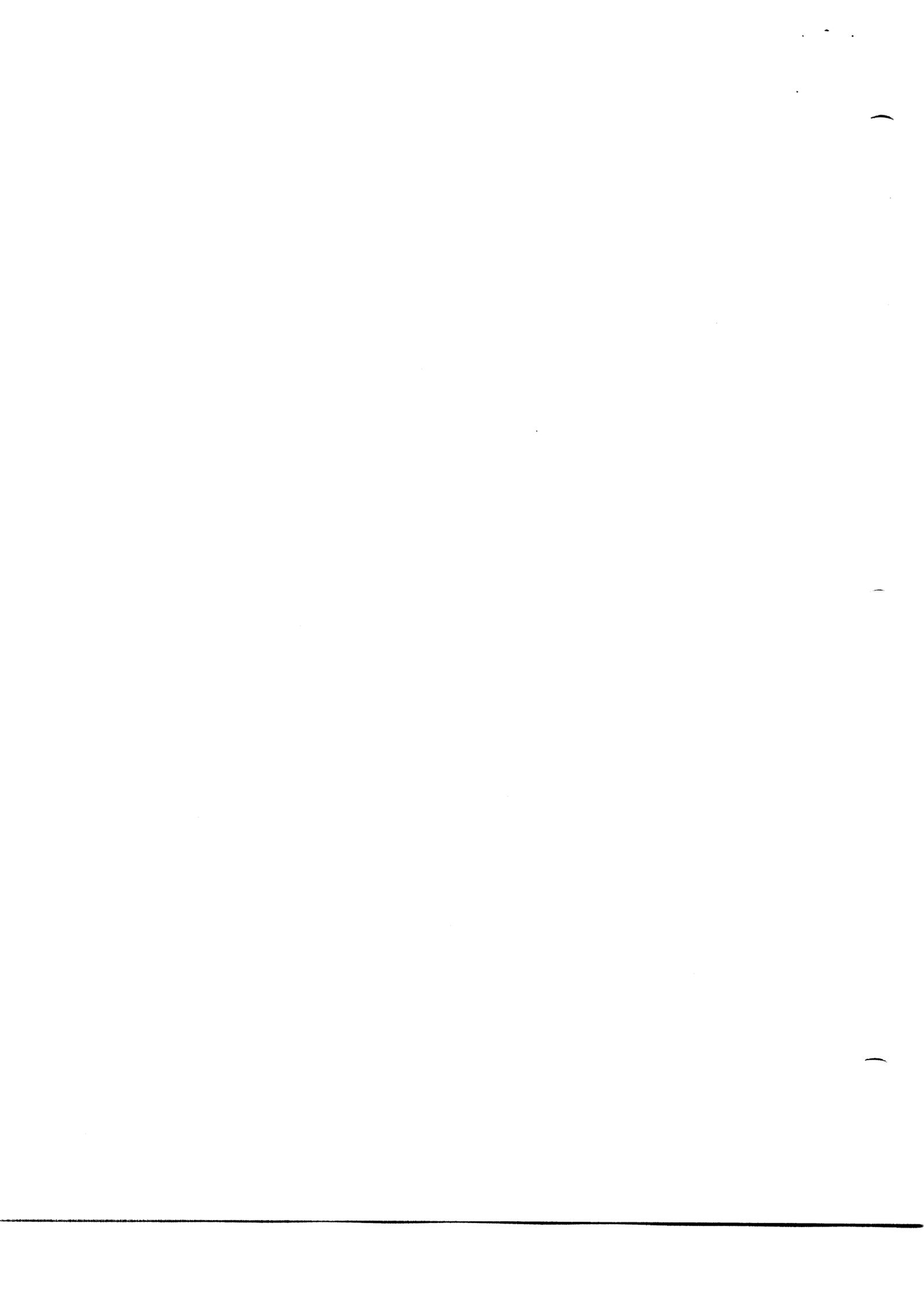
Question(s):

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?

Proposed Answer:

This is not currently addressed in the current Code.





b) Rule 211.3b(6)

The Emergency Operations Committee requests approval, at this Main Committee meeting, to publish Rule 211.3b(6) as balloted in the harmonization ballot within the A17.1b-1998 addenda.

Reason: This Rule is already approved in the joint A17/B44 ballot (no negatives were received during first letter ballot from either A17 Main Committee or B44 Technical Committee members) therefore the Committee requests that the A17 Main Committee allow this Rule 211.3b(6) be placed in the 1998 addenda with TR 94-117, revised figure 211.7b [(Attachment 74) which was already approved in Dec 1994] due to a commitment made to NFPA 72 that if a third signal was made available we would use it and also have already approved the signage to use it in 1996. NFPA 72-1996 has given us the third signal, therefore the Emergency Operations Committee feels that they have an obligation to proceed with the use of the signal as quickly as possible. The following is Rule 211.3b(6) as approved by the first joint A17/B44 ballot:

Rule 211.3b(6)

(6) When activated a fire alarm initiating device in the machine room shall cause the visual signal [Rule 211.3a(8) and Fig. 211.3a] to illuminate intermittently only in car(s) with equipment in that hoistway. When activated a fire alarm initiating device in the hoistway shall cause the visual signal [Rule 211.3a(8) and Fig. 211.3a] to illuminate intermittently only in car(s) with equipment in that hoistway.

Note: The Emergency Operation Committee is noting that the reference to Rule 211.3a(8) be deleted since it is a new requirement that will be added to the final harmonized code.

c) Evacuation Guide

The Emergency Operations Committee recommends that the Evacuation Guide is in need of a thorough updating and believes that the Emergency Operations Committee has the expertise in the membership of the Committee to oversee the updating. The Committee recommends to the Main Committee that the responsibility of the Evacuation Guide be transferred to the Emergency Operations Committee.

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.

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

Additional note for cover letter:
A technical revision has been opened to address this issue.

6.23 Inquiry 97-31 (Attachment 21)

The Escalator and Moving Walk Committee approved {Abstained -1 (Hayes); Not Voting - 1 (Snyder)} the following proposed answer:

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.

Proposed Answer:

The protection afforded by the Reversal Stop Device, Rule 805.3h, for both mechanical overload and phase reversal is adequate. Additionally, escalators are started with the key switch required by Rule 805.2 with the escalator steps in sight. A reversal of electrical phase would cause the escalator to operate contrary to the direction intended by the person starting the escalator. This unintended direction would be noticed by the person starting the escalator whereupon appropriate action would be taken.

The addition of Reverse Phase Protection, above and beyond that provided by the devices already on the escalator, would provide an unnecessary level of redundancy to the escalator safety devices.

6.24 Inquiry 97-32 (Attachment 22)

Committee: Hydraulic
Electrical

Subject: Rule 305.1a
Normal Terminal Stopping Devices

Edition: A17.1-1996

Question(s):

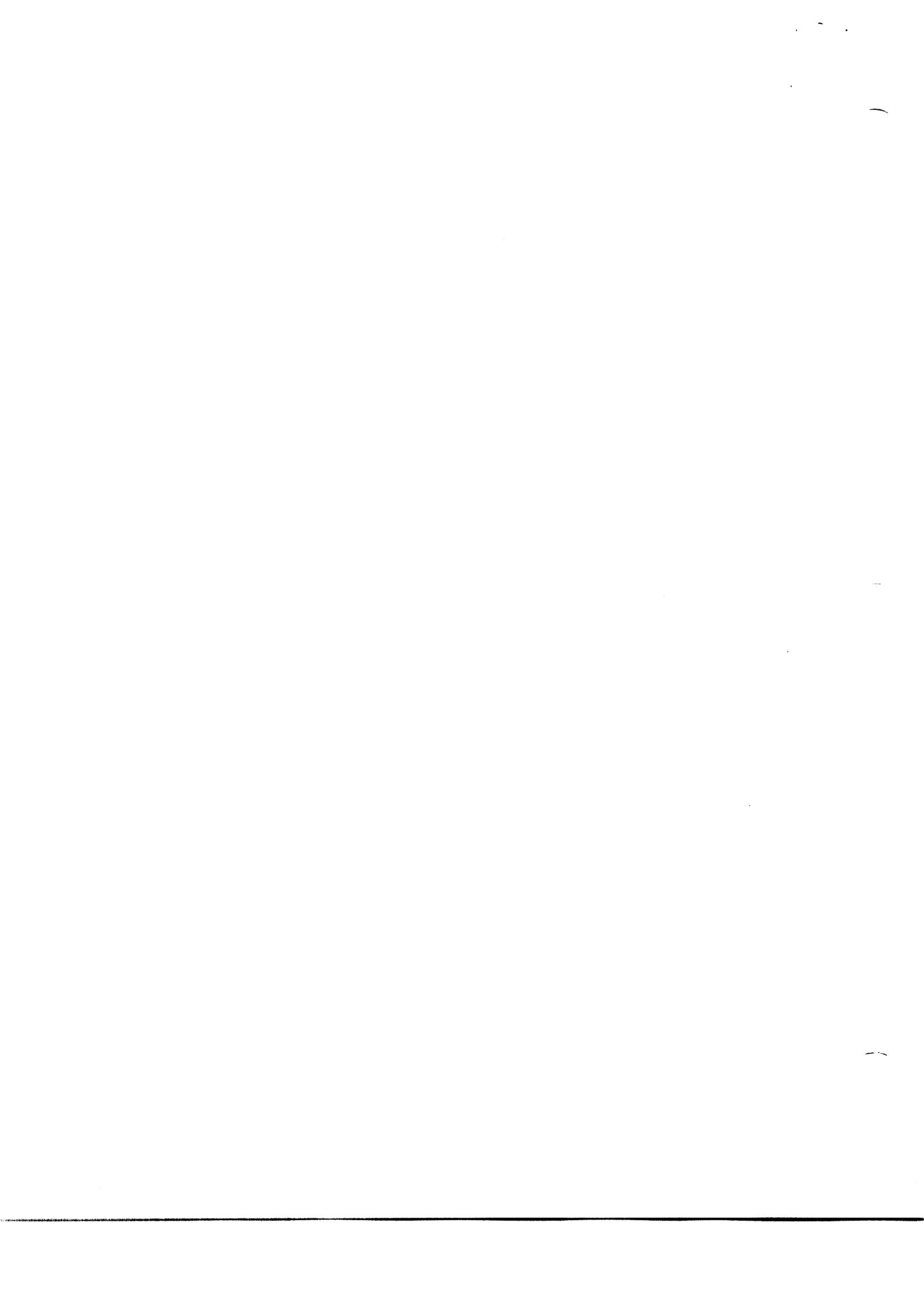
Rule 209.2a for traction elevators has an exception of 150 fpm or less where the normal terminal stopping device may be used as the normal stopping means, but Rule 305.1a for hydraulic elevators does not have this exception. Can you explain why not?

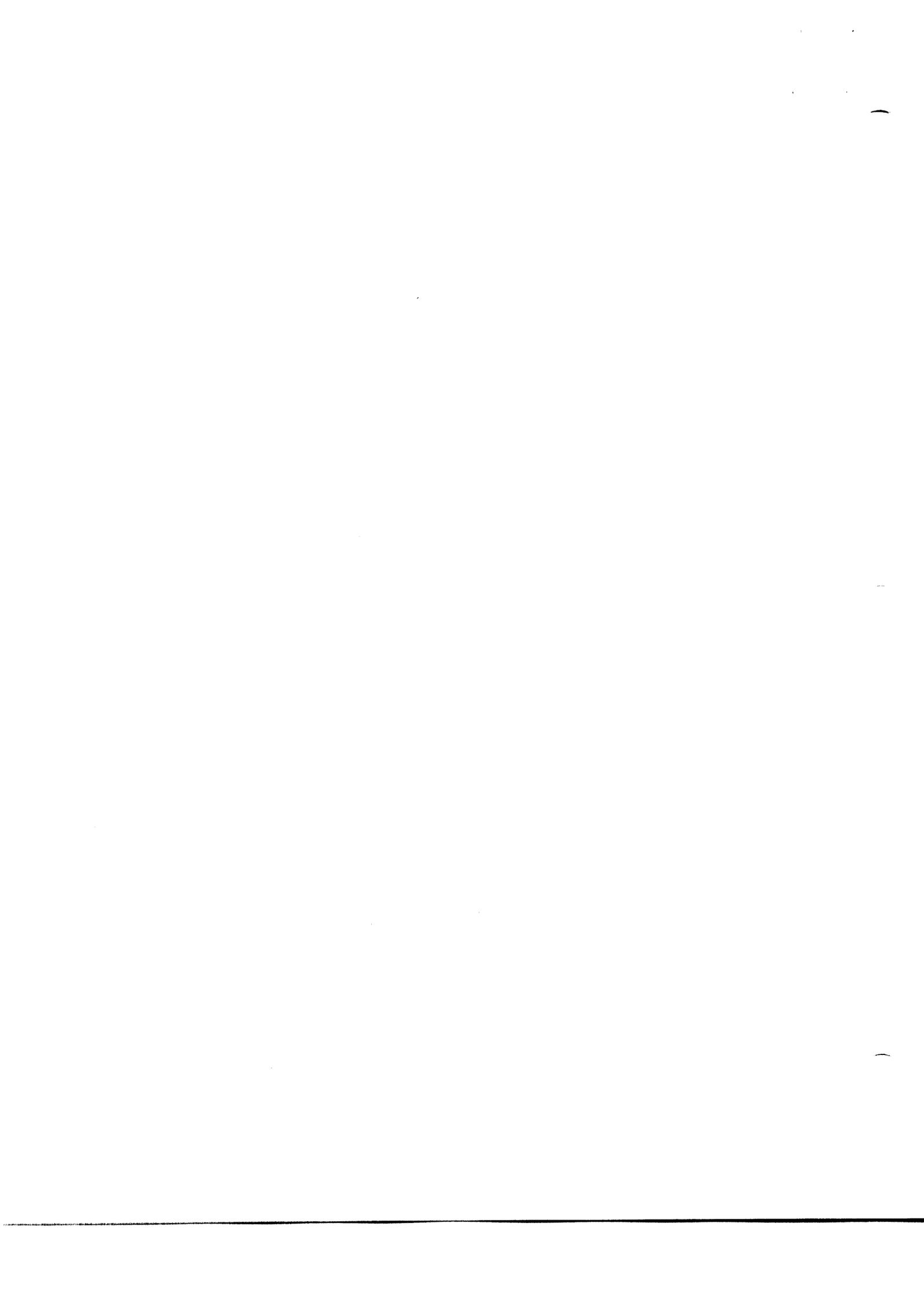
6.25 Inquiry 97-33 (Attachment 22)

Committee: Existing Installations
Hydraulic
Electrical

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

Edition: A17.1 - 1996





c) TR 97-39, Prohibit Inspection of a Dumbwaiter for Top-of-Car unless a safety is provided

The Dumbwaiter Committee requests that the following proposed revision be sent for first letter ballot consideration. This item will be also forwarded to the Inspectors' Manual Committee for incorporation into Part X.

Rule 1010.4, add new fourth paragraph as follows:

Inspection from the car top is only permitted when top-of-car operating devices and car safeties conforming to Rule 701.11(d) are provided.

Rationale: Clarifies the intent that inspection is not to take place from the top-of-car unless required safety devices are provided.

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.

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) on the following:

a) TR 97-07, "Code Blue" Requirements within Rule 211.5

The Emergency Operations Committee requests TR 97-07 (opened from within Committee) be closed since it has been incorporated into harmonization. A definition for "hospital service" has been added to the harmonization tabulation.

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?

Proposed Answer developed by the Existing Installations Committee:

No. Upper and lower normal terminal stopping devices are required by A17.3

6.26 Inquiry 97-34 (Attachment 23)

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 23**) sketch.) This would only affect interior car rails. The outside car rails would still need intermediate supports.

6.27 Inquiry 97-35 (Attachment 24)

A letter, at the request of the Committee, has been sent to the Inquirer for further clarification, specifically as to which book (A17.1 or A17.3) and edition the question is being based upon.

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

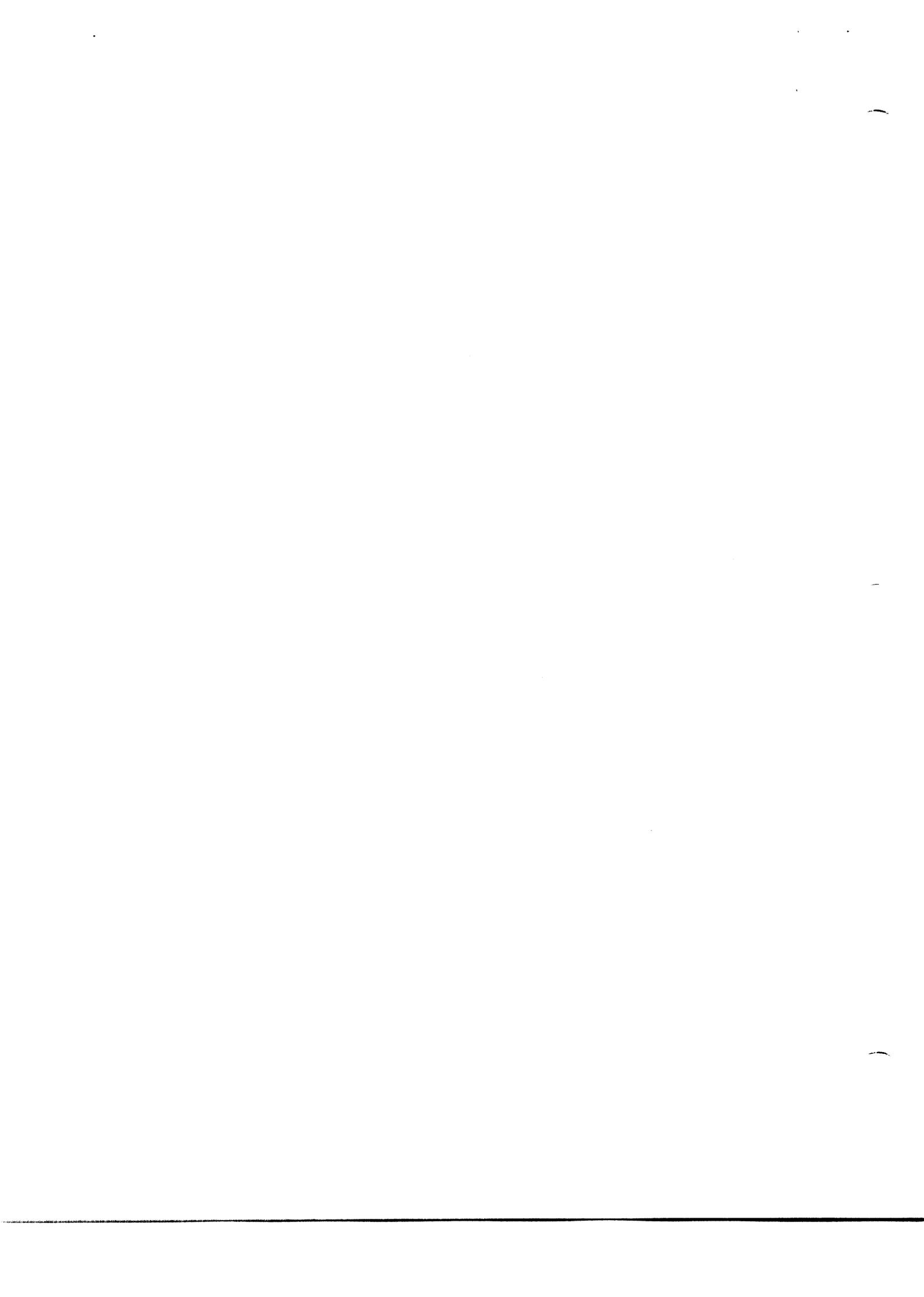
Question:

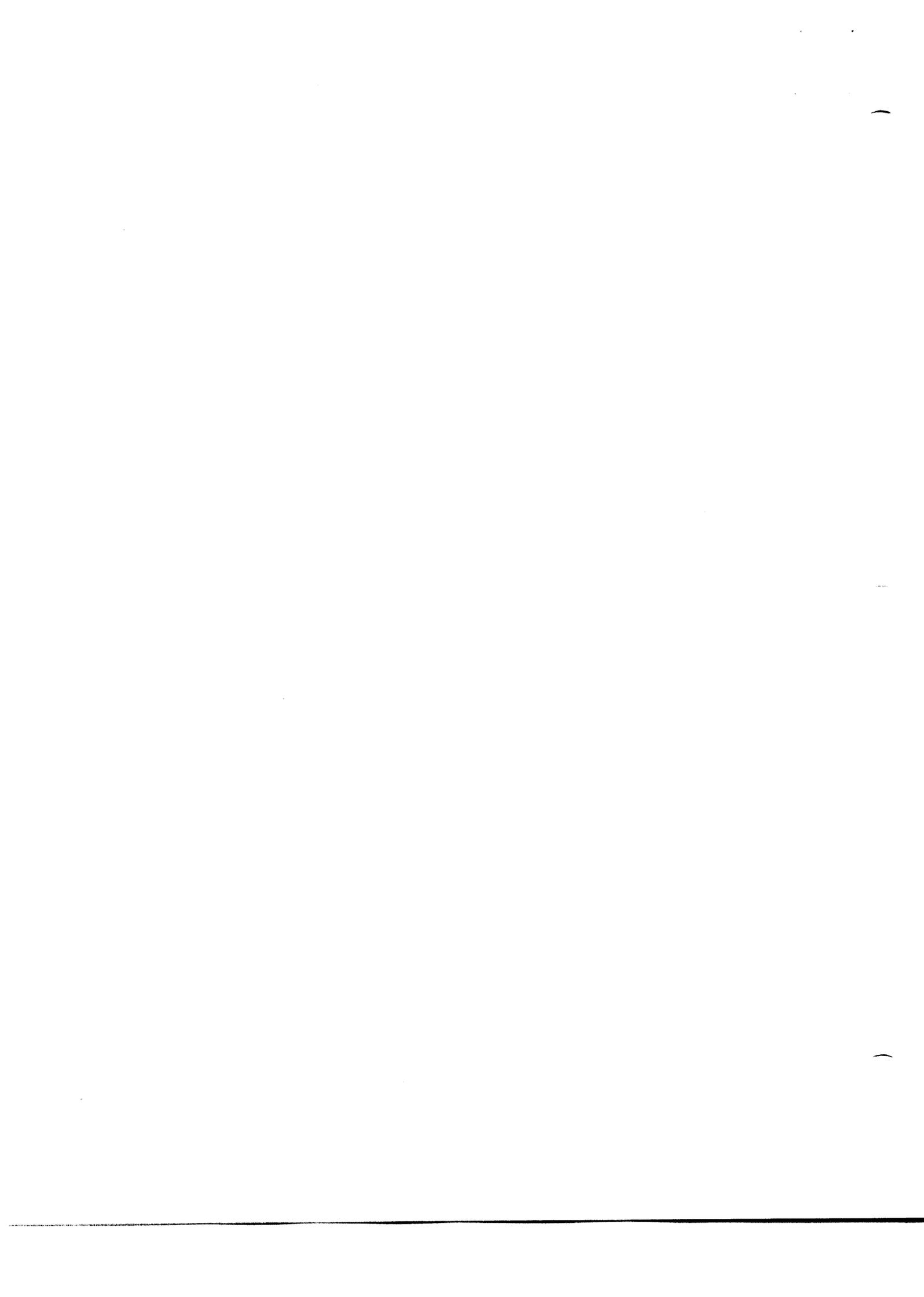
Background: Existing freight elevators when at their highest point have a 16 foot space from the top of the cab to the bottom of the machine room floor. Access is required for inspection and maintenance of the secondary sheaves below the machine room floor.

Does the code specifically state that working from 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?

6.28 Inquiry 97-36 (Attachment 25)

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





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 on the following:

In July 1997, the Code Coordination Committee, on behalf of the Main Committee, submitted to the International Code Council the comments on the IBC Working Draft. Subsequently, the ICC held a Public Forum in August 1997 during which time the ICC Technical Subcommittees considered all of the 3000 public comments they received. As a result of their review, the ICC prepared the IBC First Draft (November 1997) and it appears that only a few of the comments were accepted. The remainder of the comments appear to have been rejected; however, no rationale for rejecting any of the proposals was provided. **Attachment 70** contains a copy of the all comments submitted. The comments that were accepted are indicated on the last page.

As the deadline for submitting comments on the IBC First Draft is January 5, 1998 does not leave time for the A17/B44 Code Coordination Committee nor the A17 Main Committee to meet and prepare a new submittal, and because many of the original comments were rejected with no rationale, the Code Coordination Committee is resubmitting their comments.

TRs Tabled for Harmonization

None

11.3 Dumbwaiter and ATD Committee

Mr. Peelle, III will report on the following:

a) TR 92-55, Definition of a Part XIV Device

The Dumbwaiter Committee has responded to the comments received and editorially revised the proposal as shown in **Attachment 71**. The Committee requests a ruling of consensus from the Main Committee Chair and proposes that this item be approved for the A17.1b-1998 addenda.

Note: TR 92-11 (**Attachment 72**) has already been approved by the A17.1 Main Committee in September 1996 and is awaiting approval of TR 92-55 for publication.

b) TR 95-74b, Rule 701.13e

The Dumbwaiter Committee recommends TR 95-74b (**Attachment 73**) be closed as the proposed revision has been incorporated into the harmonization ballot as follows:

Revise Rule 701.13e:

....and dividing the result by the manufacturer's: (i) rated ultimate strength of one of the ropes or chains of the size and construction to be used; (ii) average tensile strength of one of the chains of the size and construction to be used.

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).

6.29 Inquiry 97-37 (Attachment 26)

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".

6.30 Inquiry 97-41 (Attachment 27)

Committee: Emergency Operations
Subject: Rule 211.3
Firefighters' Service
Edition: A17.1-1990

Question:

The elevator in question has a travel of less than 25 ft., has sprinklers in the hoistway, has Phase I Operation which conforms to Rule 211.3a but does not have Phase II Operation. Should the Phase II Operation be provided?

Proposed Answer:

The Code does not address Phase I and Phase II Operation for elevators having a travel of less than 25 feet.

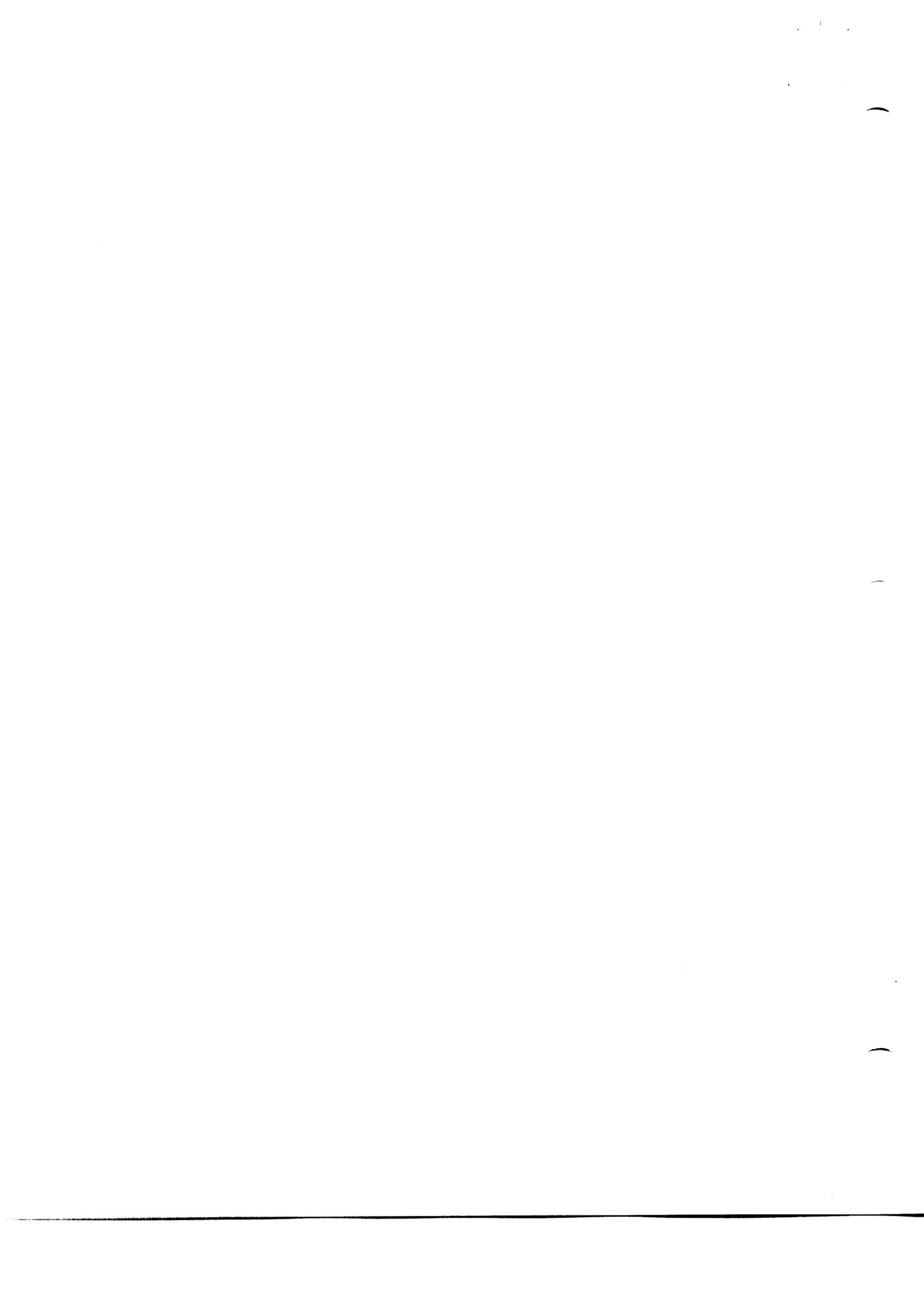
6.31 Inquiry 97-42 (Attachment 28)

The Emergency Operations Committee has requested to the Inquirer a request that this Inquiry be withdrawn since the question is addressed in Inquiry 97-04 (**Attachment 28a**).

Committee: Emergency Operations
Subject: Rule 211.3
Firefighters' Service
Edition: A17.1-1993

Question:

If Phase I switch is returned to the off position, no smokes are fired and one or more cars are on Phase II, can the corridor buttons be operative and then allow automatic service with the rest of the cars in the bank?



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 69** 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 69**) 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.

Scenario: Phase I recall has been initiated in a bank of elevators and all cars returned to the designated level. One car is chosen and put on Phase II service. The Phase I switch is then turned to the off position with one car remaining on Phase II. When the Phase I was initiated all cars and corridor call buttons were inoperative.

6.32 Inquiry 97-43 (Attachment 29)

Committee: Hydraulic

Subject: Rule 303.1a
Pressure Piping

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

Question(s):

Roll grooving or other mechanical methods which reduce the percent elongation of a portion of the pipe below that allowed by this Code are prohibited. This language can not be found in ASME A17.1-1996 Section 303.

Can rolled grooves be used, as long as the engineering requirements (e.g. elongation etc.) in ASME A17.1-1996, Section 303 are adhered to? If the answer is no please explain.

6.33 Inquiry 97-44 (Attachment 30)

Committee: Hydraulic

Subject: Rule 306.15
Low Oil Protection

Edition: A17.1 - 1996

Question(s):

1. Can you define the term - "predetermined interval"?
2. If the doors just cycle open then close does that meet the intent of the code?

6.34 Inquiry 97-45 (Attachment 31)

Committee: Hydraulic

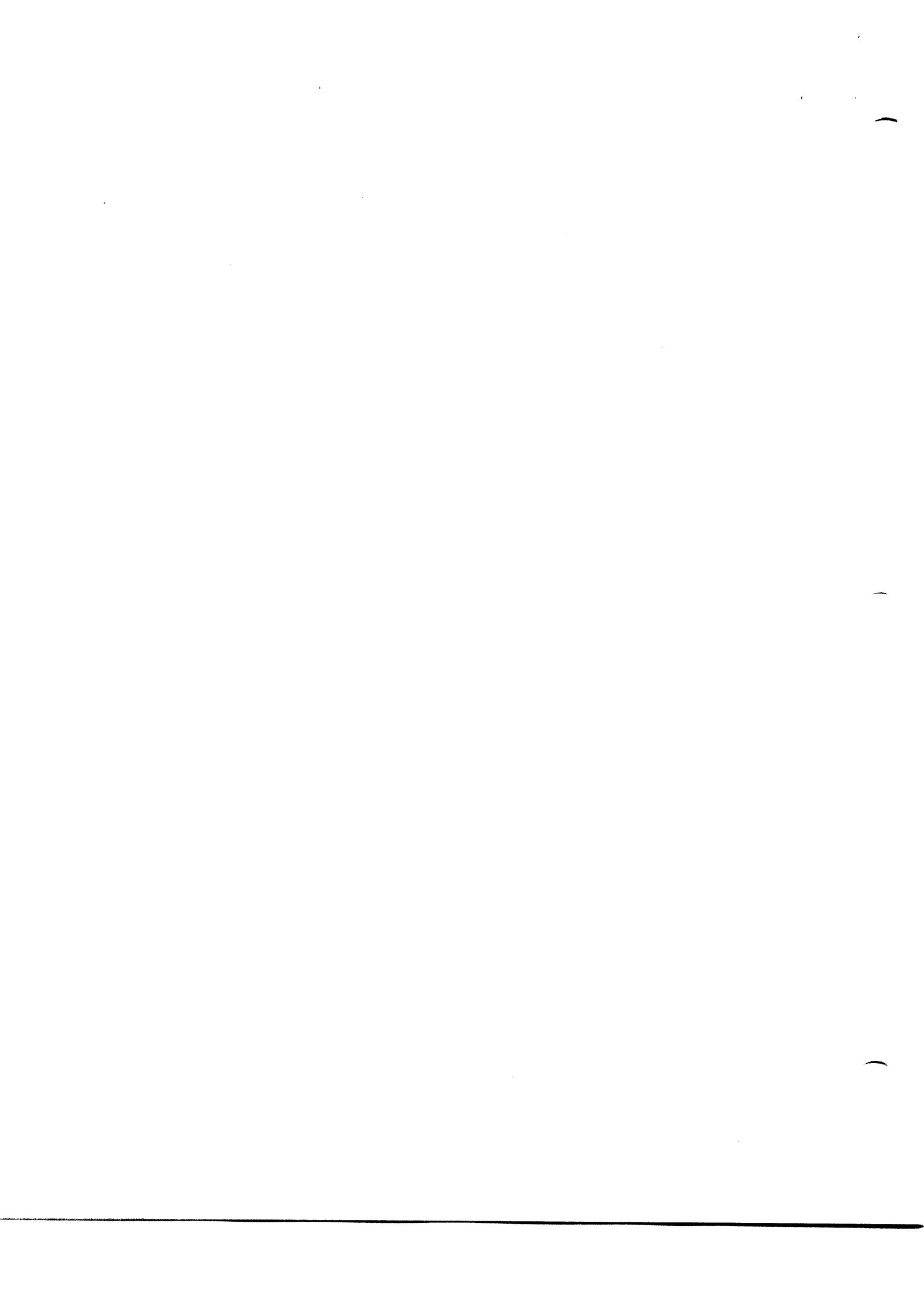
Subject: Rule 301.3 and 1308
Impact on Buffer Supports

Edition: A17.1 - 1996

Question(s):

When using the formula shown in Rules 1308.1 and 1308.2 for calculating buffer reactions, the value V is defined as speed at impact. In Rule 201.4a, we are told that striking speed is 115% of rated speed when working with electric elevators. In Rule 301.3, we are referred to Rule 201 except change "rated speed" to "operating speed in down direction with rated load". From this, one is to believe that, when placing a value for V when calculating buffer reactions for hydraulic elevator applications, we are to use 115% of operating speed in the down direction with rated load. Is this assumption correct? If correct, what is the rationale for 115%. If assumption is not correct, what value should be used for V?





b) 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.

At the September meeting, Mr. Phillips reported that the Committee has not met since the last meeting.

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.

6.35 Inquiry 97-46 (Attachment 32)

Committee: Hoistway

Subject: Rule 100.6(b)(4)
Projections, Recesses and Setbacks in Hoistway Enclosures

Edition: A17.1-1993

Question:

The attached drawing details a window system constructed in the rear wall of a observation elevator hoistway. There is a distance of 5 1/2" from the inside face of the glass panel to the inside face of the elevator hoistway. Would this constitute a setback per the subject rule requiring a 75° bevel guard over the framework?

6.36 Inquiry 97-47 (Attachment 33)

Committee: Hoistway

Subject: Rule 204.7a(3)(a)
Illumination and Outlets Required

Edition: A17.1-1996

Question:

ASME A17.1-1996 Rule 204.7A(3)(a) states "...The intensity of illumination 4 ft (1219 mm) above the car floor and approximately 1 ft (305 mm) in front of the car-operating device shall be not less than 0.2 ftc (2.2 lx)...."

If a passenger elevator has two (2) car operating panels, (either one on each side of single car opening or one at both a front and rear opening), does this Rule require the illumination to be 0.2 ftc in front of each car operating panel?

6.37 Inquiry 97-48 (Attachment 33)

Committee: Mechanical Design

Subject: Rule 104.1
Guarding of Exposed Equipment

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

Question(s):

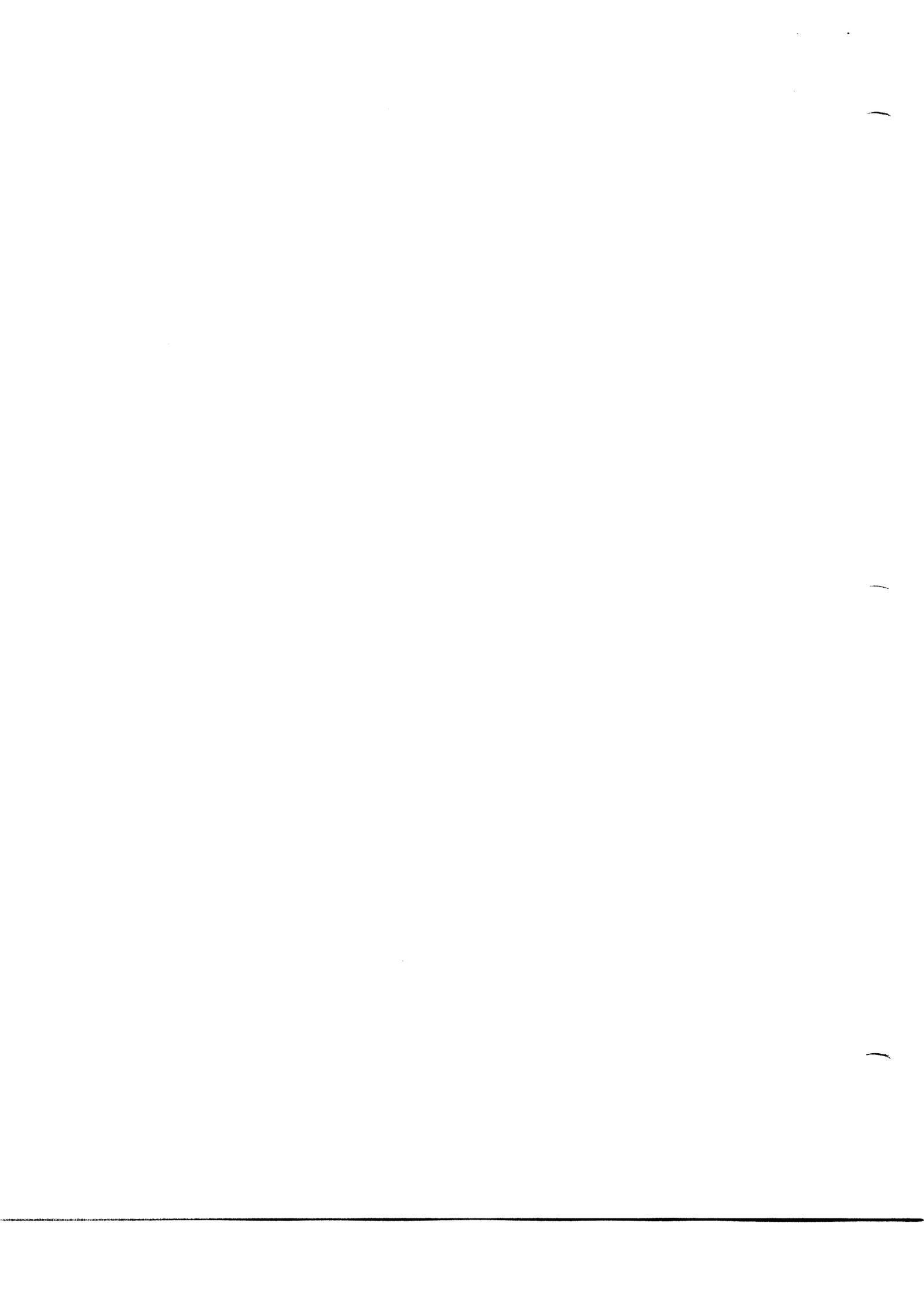
ASME A17.1b-1995 Rule 104.1 states "*In machine rooms and secondary machinery spaces, the following shall be guarded to protect against accidental contact: (a) driving machine sheaves and ropes whose vertical projection upon a horizontal plane extends beyond the base of the machine;...*"

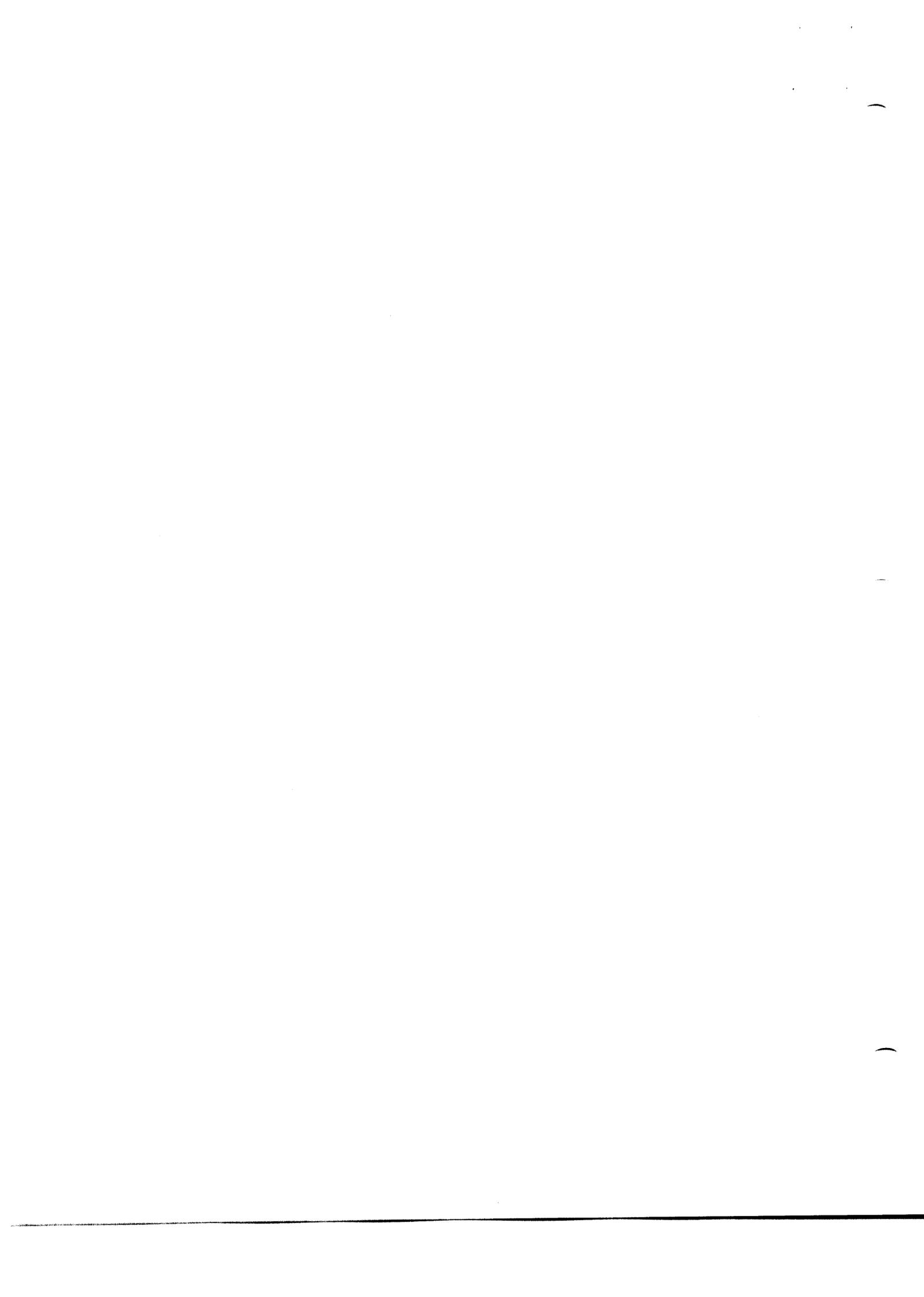
Attached (**Attachment 33**) are two drawings of examples of driving machine sheaves and rope arrangements, labeled Drawing A and Drawing B. Does the example in Drawing A require guarding? Does the example in Drawing B require guarding?

6.38 Inquiry 97-49 (Attachment 34)

Committee: Mechanical Design

Subject: Rule 203.10 and 203.11
Max. Allowable Stresses in Car-Frame and Platform Members and Connections
Max. Allowable Deflections in Car-Frame and Platform Members





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.

At the September 1997 meeting, Mr. Harmon indicated that current Wheelchair Lift Committee TR's are being transferred to the A18 Committee. A list of TR's to be closed because of the transfer will be presented at the next meeting.

Discussion:

See **Attachment 68** (enclosed separately) for a list of TR's which the Wheelchair Lift Committee is requesting to be closed and transferred to the A18 Committee. The task group will report.

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.

Edition: A17.1 - 1996

Question(s):

What allowable stresses and deflections should be used for conditions other than static loading, for example, loads induced by Type A safety application?

6.39 Inquiry 97-50 (Attachment 35)

Committee: Special Purpose Personnel Elevator

Subject: Rule 1502.5
Car Enclosures

Edition: A17.1 - 1996

Question(s):

(1) Is an emergency door required every 36' of blind hoistway personnel elevators? Do they require emergency doors every 36' per Section 110-Rule 110.1 and Rule 1502.5 concerning top emergency exits.

(2) Rule 1502.5d - Top Emergency Exits states "*When car size and construction permit, and other conditions warrant, an emergency exit with a cover may be provided...*"

Who determines conditions which will warrant emergency exits? If answer is no emergency exit is required, how do you propose to remove passengers from elevator when it stops mid-way of say a 100' rise and has openings only at top and bottom and it is impossible to lower or raise the elevator by manual methods such as crank or opening a brake, etc.

6.40 Inquiry 97-51 (Attachment 36)

Committee: Inspectors' Manual

Subject: A17.2, Items 300.4 and 400.5
A17.1, Rules 1000.1(a), 1000.1b and 1007.2(e)
Normal Operating Inspection

Edition: A17.2-1988 and A17.1-1990

Question:

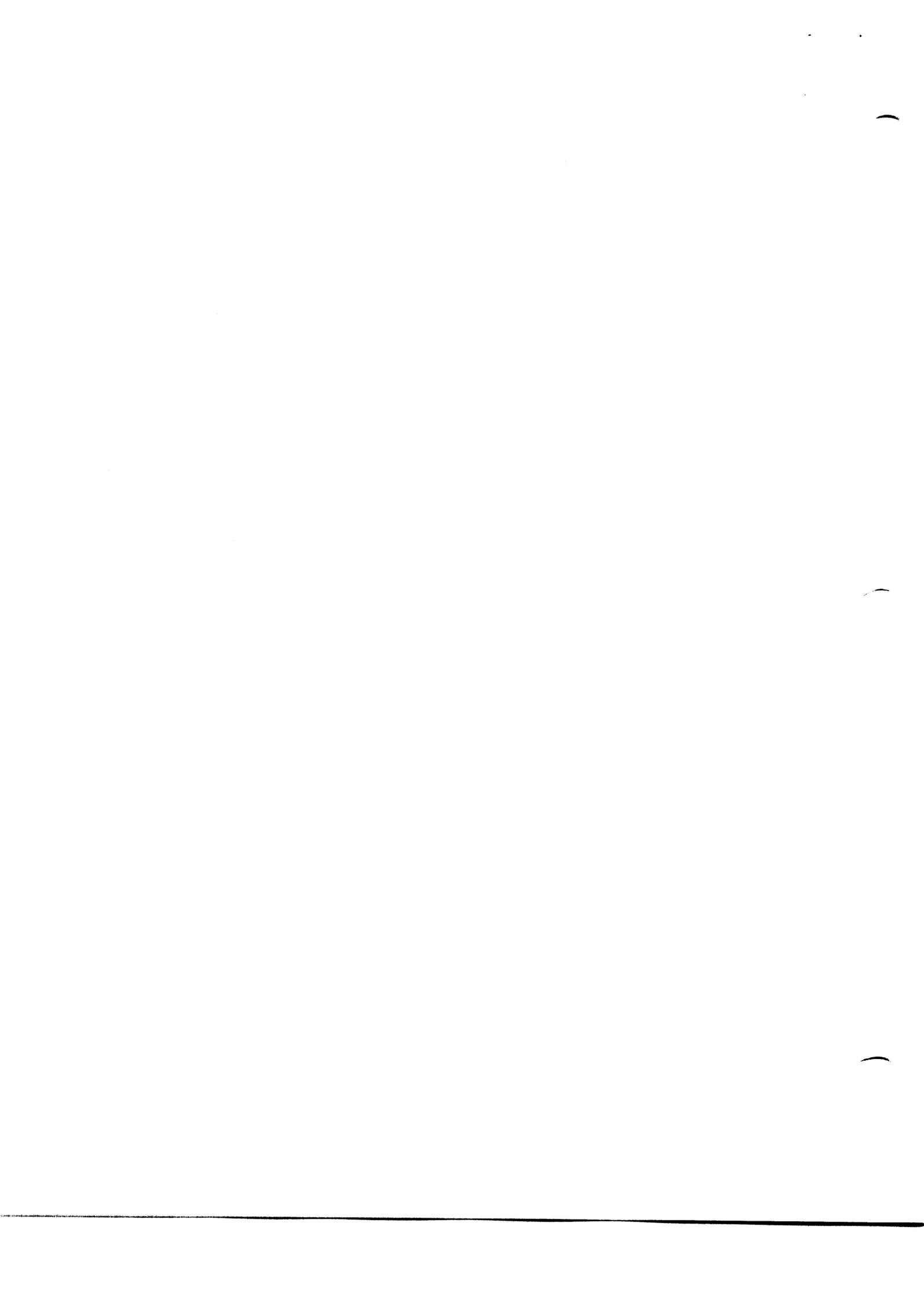
(1) Can you please give me the definition of what a "normal operating inspection" is under A17.1-1990 Rule 1007.2(e) and Items 300.4 and 400.5 from A17.2, 1988? Also, from A17.1 1990 Rule 1007.2(e) Routine Inspection shall include "normal operating inspections".

(2) In conjunction with this, can you clarify Rule 1000.1(a)? Routine Inspection and Testing shall be made by an inspector employed by the authority having jurisdiction. Does this mean that he uses tools to reset switches on escalators which are manually reset? Does he remove floor plates to reset carriage switches, etc.?

(3) Also can you please clarify Rule 1000.1b "Periodic Inspection and Tests".

"1. Periodic inspection and tests shall be witnessed by an inspector employed by the authority having jurisdiction, except as specified in Rule 1000.1b(3)."

In periodic, the inspector having jurisdiction witnesses the inspection and test. In Routine he performs the inspection and tests. There seems to be a conflict between the two rules.





Please see **Attachment 65** for status report, as of June 1997, on where various Parts of A17 are with regard to harmonization.

At the September 1997 meeting comments received with conflicting responses from separate Committees were reviewed by the Main Committee. The following motion was approved with regard to handling future conflicting responses:

A motion was then made and seconded that any open item from one Working Committee to another Working Committee, that has not been accepted, be assigned a Technical Revision until acted upon.

VOTED: To approve that any open item from one Working Committee to another Working Committee, that has not been accepted, be assigned a Technical Revision until acted upon.

The Chair indicated that he would authorize the Phase I ballot for harmonization to be submitted for letter ballot reconsideration with the responses to comments and any changes to comments or Rules made at this meeting incorporated.

The reconsideration ballot will be sent out in a three column format 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 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."

Discussion:

At the September 1997 B44 Technical meeting, **Attachment 66** was approved. The A17 main Committee Chair agreed (**Attachment 66a**) to participate on the task group formed. The Chair will report on the status of this Task Group.

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 67**).

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

6.41 Inquiry 97-52 (Attachment 37)

Committee: Inspectors' Manual
Hydraulic Committee

Subject: A17.1, Rule 1005.2b
A17.2.2, Item 2.19.2
Cylinders

Edition: A17.1-1996 and A17.2.2b-1996

Question:

Rule 1005.2b specifies the annual test requirement for cylinders. This rule states "After a minimum of 15 min a change in car position which cannot be accounted for by visible oil leakage, valve leakage, or temperature change indicates a leak in the unexposed portion of the cylinder or piping (Rule 302.3; Item 2.19.2)".

Item 2.19.2 of A17.2.2 adds that no load is placed in the car, the car is to be placed at any convenient position, does not indicate that the 15 minutes is a minimum, and adds that unexplained car movement is a need for further inspection, tests, or repairs.

- (1) What methods are acceptable or recommended to account for temperature changes causing contraction of the oil?
- (2) What are the further inspections or tests that are recommended or required in Item 2.19.2?
- (3) Is a load required or recommended for the test specified in Rule 1005.2b, or the "further tests" referred to in Item 2.19.2?
- (4) Is it recommended that the car be located at the top landing for these tests?
- (5) Is the 15 minutes specified for the test a minimum?

Recently the industry's attention has been focused on the potentially serious consequences of an underground oil leak for hydraulic elevators. It has become apparent that there are many misconceptions and a lack of readily available information regarding the effects of temperature changes that can mimic an underground oil leak. I feel strongly that it is in the industry's interest to develop a method that can be applied consistently in the field.

6.42 Inquiry 97-53 (Attachment 38)

Committee: Inspectors' Manual

Subject: Rule 1002.3a and Rule 1003.2a
Car and Counterweight Safeties

Edition: A17.1-1996

Question:

After a successful completion of the full load tests of safeties required in the subject Rules, is it acceptable to replace damaged components of the safeties without performing the tests again to ensure that the safeties will work correctly with the replaced components?

6.43 Inquiry 97-54 (Attachment 39)

Committee: Escalator and Moving Walk

Subject: Rule 805.3h





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 64**) 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.

Reversal Stop Device

Edition: A17.1-1996

Question(s):

The subject rule requires the removal of power to the driving machine and brake when an ascending escalators' direction of travel is reversed.

(1) Is the nature of the cause of the reversal to be protected against electrical (e.g. phase reversal), mechanical (e.g. broken motor shaft), or both?

(2) Can the Committee provide examples of the type of failures that the device is meant to protect against?

(3) Is it required that the main drive shaft brake also apply if the driving machine brake can be disconnected from the main drive shaft?

6.44 Inquiry 97-55 (Attachment 40)

Committee: Escalator and Moving Walk

Subject: Rule 805.3d
Broken Drive-Chain Device

Edition: A17.1-1996

Question(s):

The subject Rule requires the main shaft brake to apply if the drive chain parts.

(1) Is the device required to activate when excessive slack is present in the drive chain?

(2) Is the device required to activate when the drive chain becomes disengaged from the main drive shaft and/or sprocket?

6.45 Inquiry 97-56 (Attachment 41)

Committee: Hoistway

Subject: Rule 106.1b
Design and Construction of Pits

Edition: A17.1 - 1996

Question(s):

Since the subject Rule was revised to require sump pumps in elevator pits, when a drain was not provided, difficulties have arisen in determining how to install these sump pumps and meet the intent of the Rule.

(1) Drains are not permitted to be directly connected to sewers. Does this prohibition also apply to sump pumps?

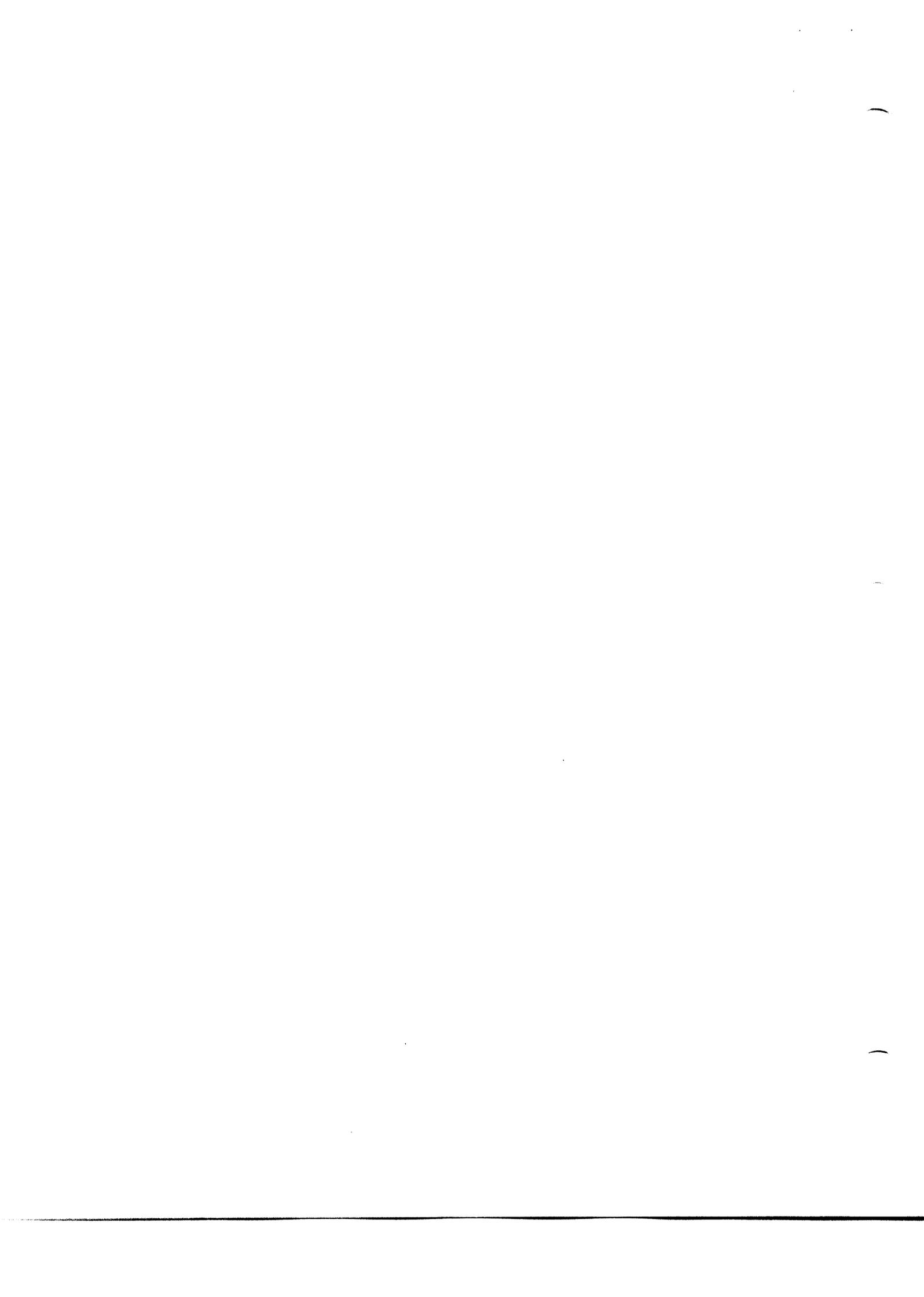
(2) If it does, please provide guidance on the following:

(a) Is the intent of the prohibition to prevent sewer gases, liquids or both from entering the pit?

(b) Do methods approved for indirect wastes by the Plumbing Code (through an air gap into a trapped and vented receptor for example) meet the intent of the Rule?

(c) What other types of connections meet the intent of this Rule. Please provide examples.





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 63**.

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:

6.46 Inquiry 97-57 (Attachment 42)

Committee: Mechanical Design

Subject: Rules 105.3c, 105.4 and 105.5
Overhead Hoisting Rope Hitches (Structural Support)

Edition: A17.1 - 1996

Question(s):

These questions relate to structural support of overhead hoisting rope hitches in a 2:1 application where the elevator machine is supported solely by the machine room floor slab.

(1) Is it the intent of Rule 105.3c that the only acceptable means of structural support for hoisting rope hitches is via overhead beams, machine beams, or on top of auxiliary beams connected to the webs of overhead beams due to impact loads imposed on the beams during a safety set condition?

(2) Is direct support of hoisting rope hitches and/or hitch plate blocking beams by the machine room floor slab acceptable if the floor slab is designed in accordance with Rule 105.4 and Rule 105.5? If yes, this is in conflict with the requirements outlined in Rule 105.3c.

(3) Is the requirement for support of hitch plates and hitch plate blocking beams by overhead beams, machine beams or on top of auxiliary beams connected to the webs of overhead beams to distribute the concentrated loads imposed by the hitch plate over a larger area than would be possible if the hitch plate blocking beams were supported directly by machine room floor slab?

6.47 Inquiry 97-58 (Attachment 43)

Committee: Hoistway

Subject: Rule 204.5g
Door Panels

Edition: A17.1 - 1996

Question(s):

Do the requirements of Rule 204.5g apply to both the car and hoistway side of a car door panel or is it intended to apply only to the side of the door panel to which a passenger is exposed; the car side?

6.48 Inquiry 97-59 (Attachment 44)

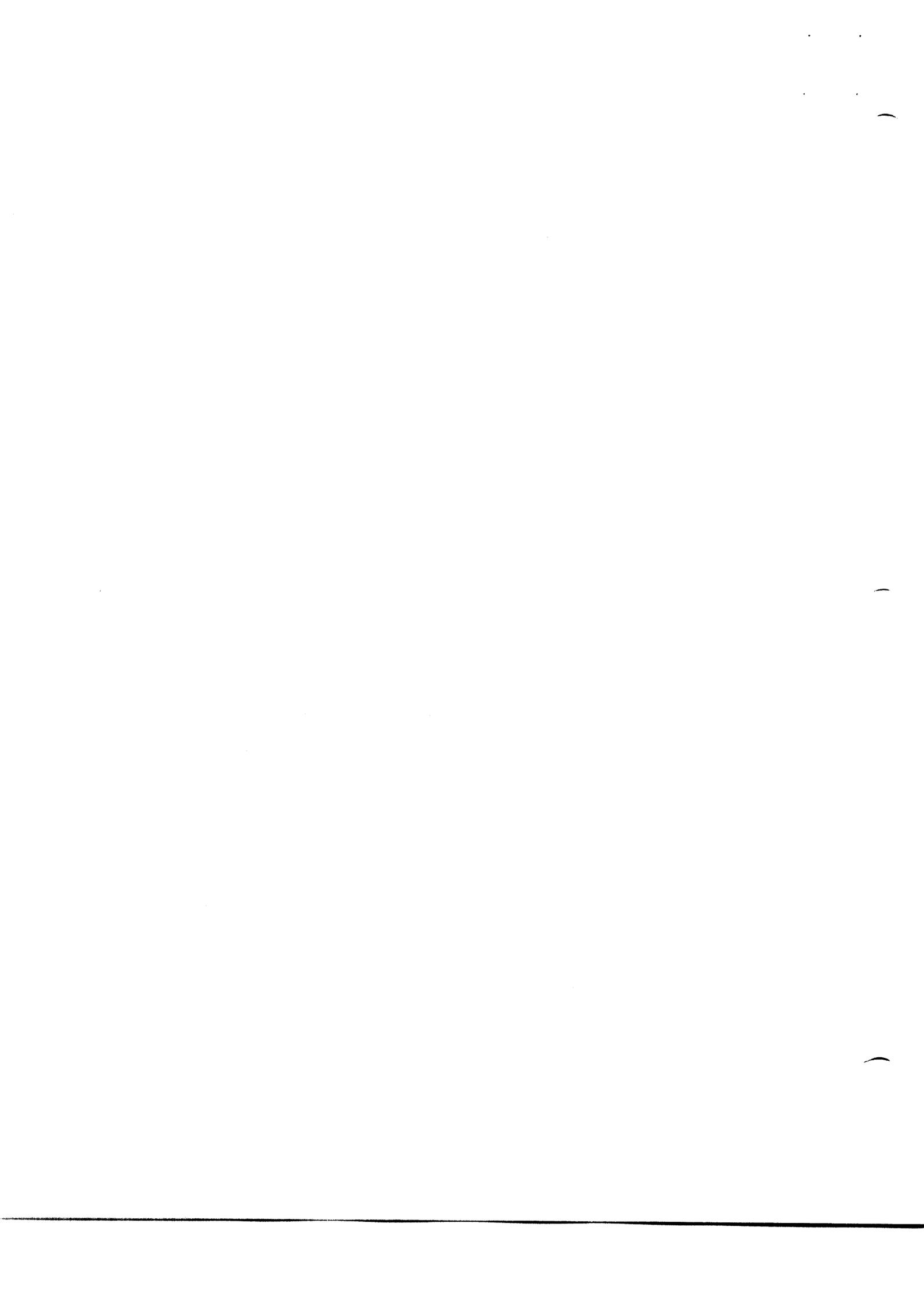
Committee: Maintenance, Repair and Replacement
Existing Installations
Emergency Operations

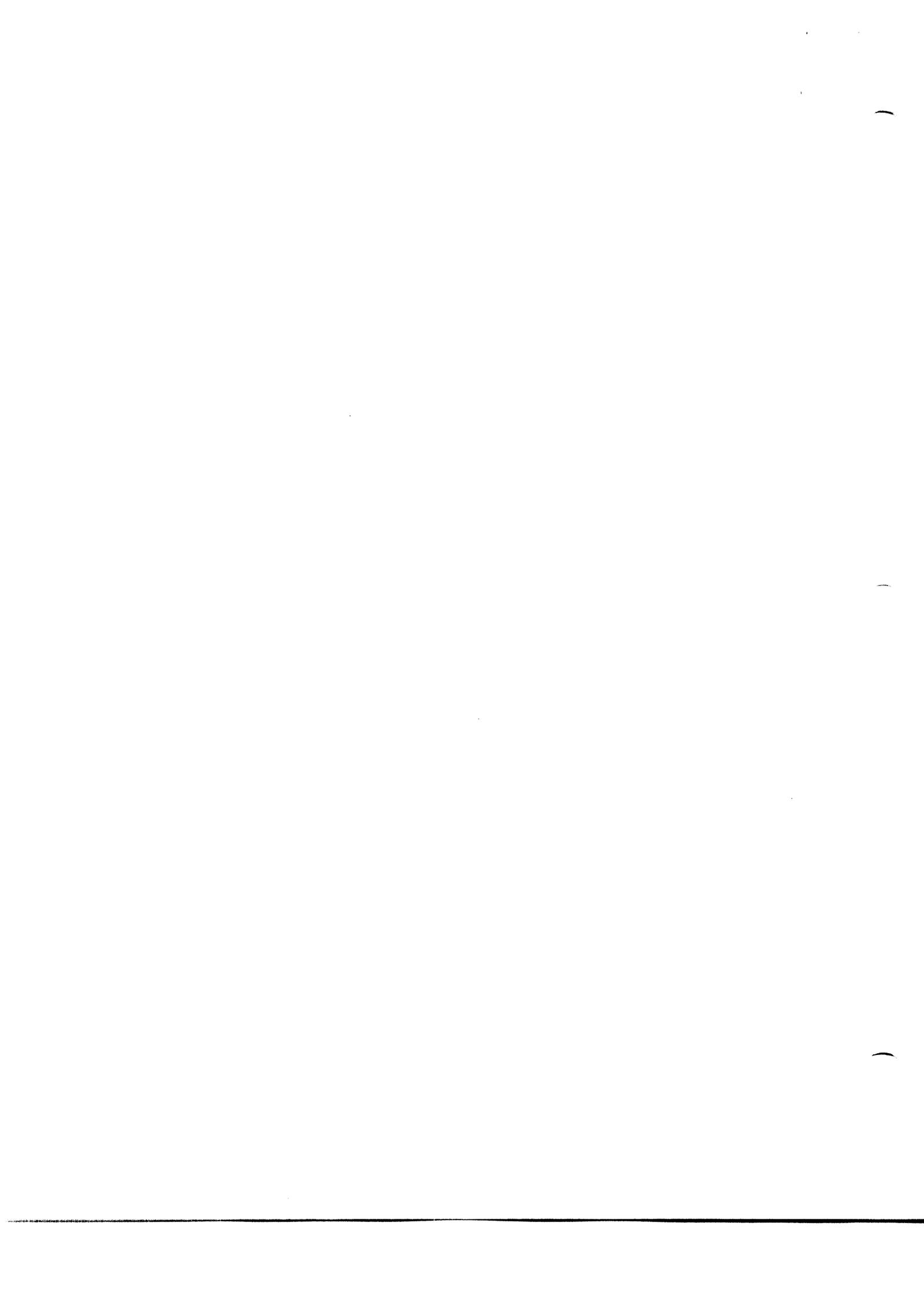
Subject: Rule 1201.2d
Replacement of an Existing Controller

Edition: ASME A17.1-1993

Question(s):

When new controller is installed in place of existing controller in a building that has no smoke detectors, are smoke detectors required to be installed on all floors or only in machine room and lobby as per 211.3b?





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 61** for publication memo.

At the September 1997 meeting the Secretary reported that the CD Rom is now available for distribution. It was noted that the CD Rom is also available for network sites.

Discussion:

9 A17/B44 HARMONIZATION

9.1 Working Committee Guidelines

Background:

The Working Committee Guidelines, shown in **Attachment 62**, 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

6.49 Inquiry 97-60 (Attachment 44)

Committee: Hoistway
Subject: Rule 107.1b
Bottom Runby for Counterweighted Elevators
Edition: A17.1 - 1993

Question(s):

Rule 1071b(1)(b) states runby may be eliminated where spring-return type oil buffers are used. Is this only when difficulties prevent a sufficient pit depth or where a top clearance cannot be provided as stated in part (1)(a) of this rule, or whenever a spring-return oil buffer is used?

6.50 Inquiry 97-61 (Attachment 45)

Committee: Hydraulic
Subject: Rule 300.8e
Equipment Projecting Above the Car Top
Edition: A17.1-1996

Question(s):

Description: On a twin post roped hydraulic elevator a yoke beam is fastened to a bracket which is then secured to a sheave mounted on top of each plunger. In some designs the yoke is located directly above the car crosshead in other designs it is not. The clearance requirements in question are illustrated in the attached (**Attachment 45**) sketch.

Questions:

(1) When the car reaches the maximum upward movement are the required minimum clearances (see attached sketch) for:

- (a) Dimension "D", 300 mm (12 in.), per Rule 300.8e(3)?
- (b) Dimension "A", 150 mm (6 in.), per Rule 300.8e(1)?
- (c) Dimension "B", 150 mm (6 in.), per Rule 300.8e(1) or 300 mm (12 in.), per Rule 300.8e(3)?

(2) Dimension "C", does not appear to be addressed in the Code. Please advise if this is correct. If this is incorrect please advise as to the specified dimension and Rule.

6.51 Inquiry 97-62 (Attachment 46)

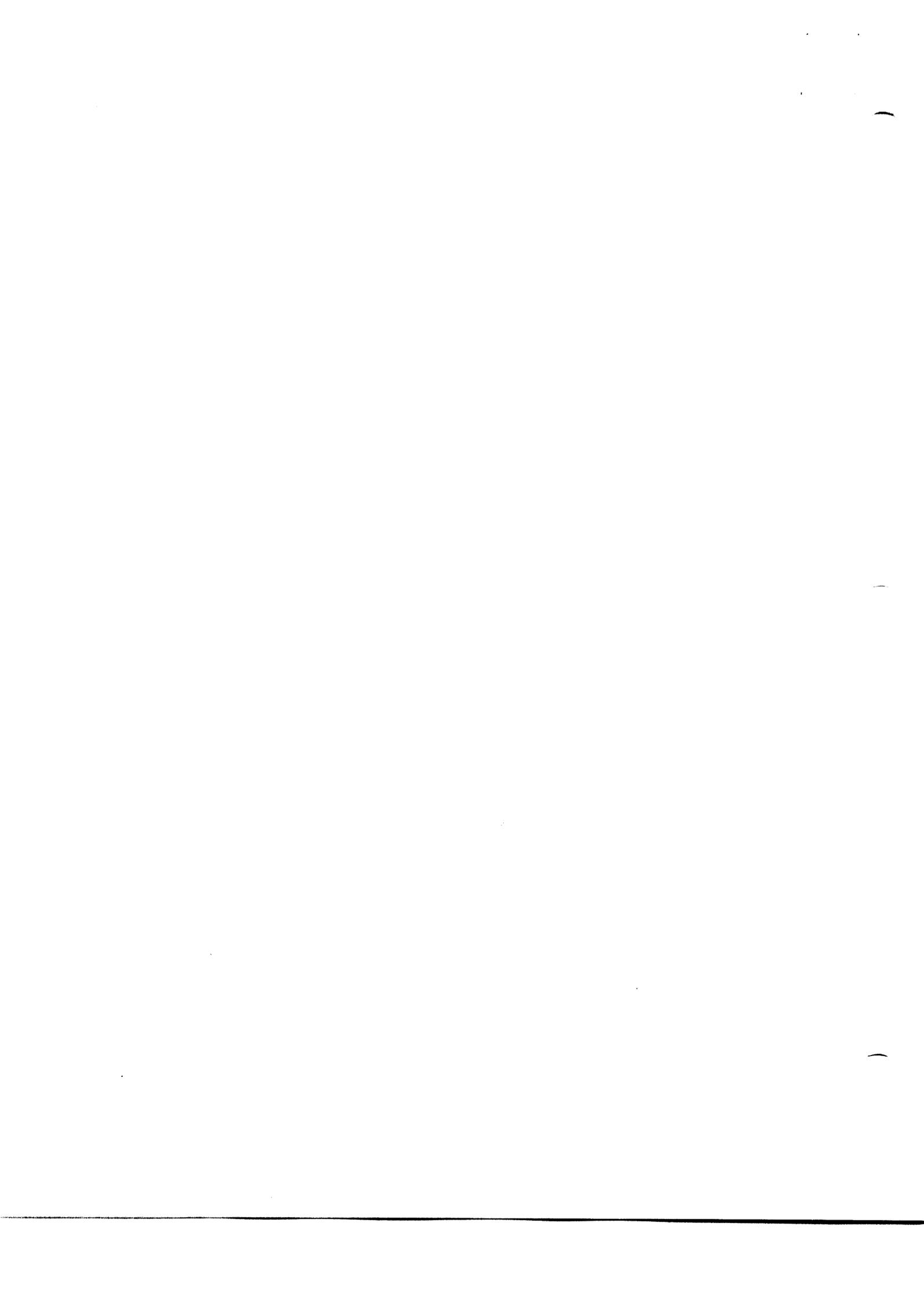
Committee: Escalator and Moving Walk
Subject: Rule 805.4
Handrail-Speed Monitoring Device
Edition: A17.1-1996

Question(s):

Background: The first sentence states the device "will cause immediate activation of an alarm" when the speed of either handrail varies by 15% or more from the step speed. One method of testing is to remove a specified wire at the controller to cause the alarm to activate. From the time of removal of the wire, to activation of the alarm, was measured at 0.9 sec for example.

Question: Is the example 0.9 sec, consistent with the intent of the requirement of "immediate activation"?





<u>TR</u>	<u>Attach</u>	<u>Assigned to:</u>	<u>Subject</u>
97-60	51	Esc & Mov Wlk	Rule 804.3b, Addressing dec. rate at all cond's...
97-61	52	Earthquake	Rule 2403.1, General
97-62	53	Insp. Man	Rule 1002.3d, Brake
97-63	54	Insp Man	Rule 1002.2?, Driving Machine & Brake
97-64	55	Evac Guide	A17.4
97-65	56	Mech Des	Rule 205.17
97-81	57	Hoistway	Rule 101.6, Location of Machine & Control Rms., & Equip.
97-82	58	Exist Install	A17.3, Rule 2.1.5
97-83	59	Esc & Mov Wlk	Rule 805.4, Handrail Speed Monitoring Device
97-84	60	Esc & Mov Wlk	Rule regarding electrical conduit & outlets on esc & mov wlk

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

6.52 Inquiry 97-63 (Attachment 47)

Committee: Hoistway
Subject: Rule 101.6
Location of Machines
Edition: A17.1 - 1996

Question(s):

Background: The referenced Rule states "Elevators machine and control rooms shall be located overhead or adjacent to, or underneath, the hoistway. They shall not be located in the hoistway. Drive and deflector sheaves, and machine parts and supports are permitted to project into the hoistway (See also Rule 100.3a)".

This Rule has been interpreted by enforcing authorities so as to prohibit the location of an elevator driving machine in the hoistway. It is our interpretation that this Rule covers the location of machine rooms, not the location of the machine.

Questions:

- (1) Is our interpretation correct?
- (2) Does this Rule prohibit locating an elevator driving machine in the hoistway?

6.53 Inquiry 97-64 (Attachment 48)

Committee: Mechanical Design
Inspectors' Manual
Subject: Rules 205.11
A17.2.1, Table 2.29.2(a)
Max. permissible Movement of Governor Rope to Operate Safety Mechanism
Edition: A17.1 - 1921 through 1996
A17.2.1 - 1996

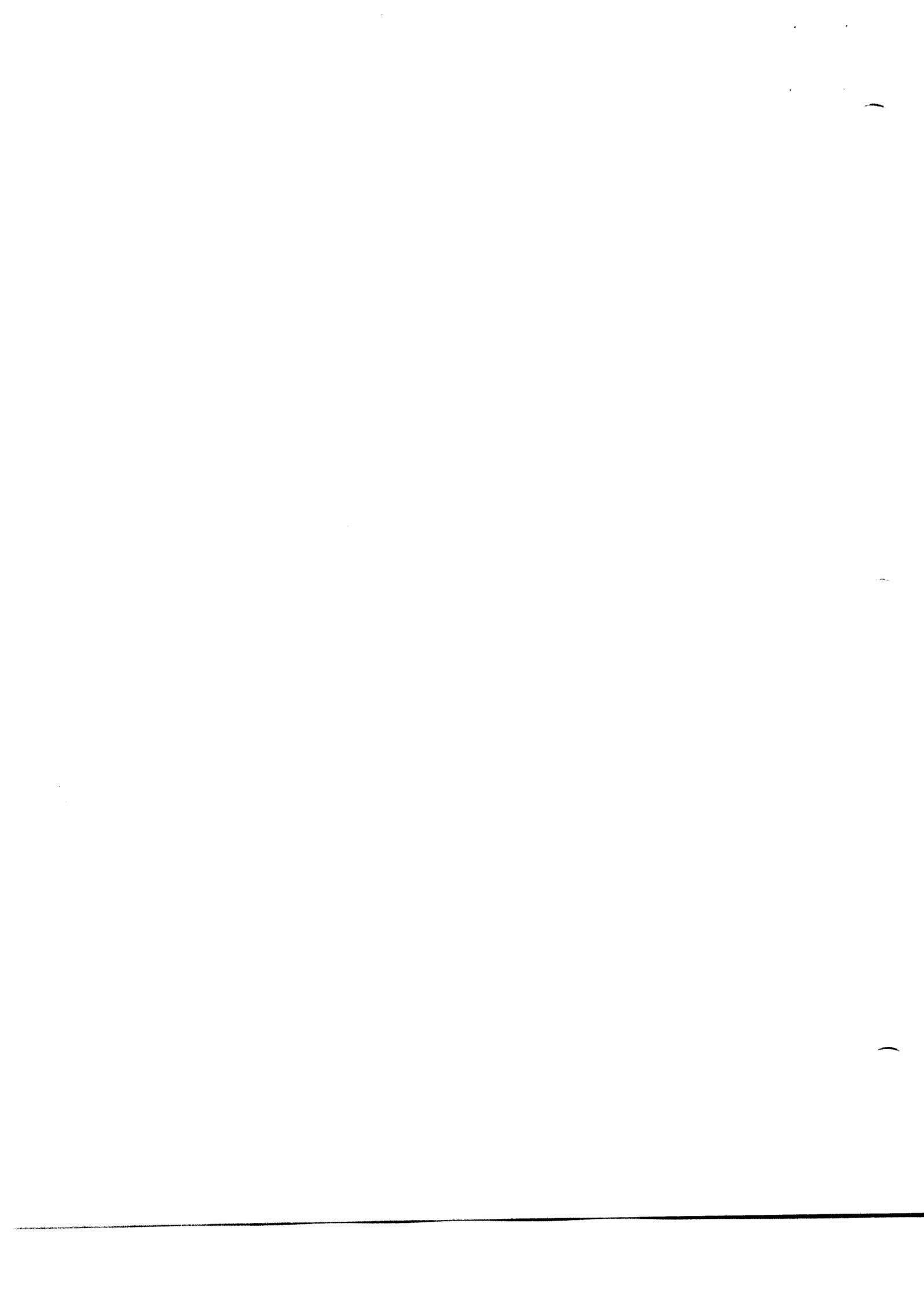
Question(s):

Rule 205.11 and Table 2.29.2(a) list the maximum safety rope pullout requirements. The present requirements have remained since the 1955 code. However, the 1937 code states that only on cars 475 FPM and above the pullout is limited to 30 inches. The 1921 code has no pullout requirements listed. It is noted that the A17.2.1 Inspectors' Manual does not distinguish different requirements for pre-1955 elevators (2.29.2) as it often does with other item sections in the manual. Some jurisdictions have many elevators with windout safeties installed between 1920 and 1954.

- (1) Should the Inspectors' Manual Table 2.29.2(a) apply or should the code year requirements apply for a 350 FPM elevator installed under the 1937 code?
- (2) Should the Inspectors' Manual Table 2.29.2(a) apply or should the code year requirements apply for a 250 FPM elevator installed under the 1921 code?

6.54 Inquiry 97-65 (Attachment 49)

Committee: Hydraulic
Subject: A17.2.2, Item 5.2.3
Bottom Plunger Clearance



Edition: A17.2.2-1994
A17.1-1993 through 1996

Question(s):

Background: A17.2.2, Item 5.2.3 states:

"(c) Bottom Plunger clearance. Verify that with the car on full compressed buffers, the plunger does not strike the bottom of the casing. To do this, lower the car by inspection or manual lowering and fully compress the buffers. On spring buffers which may not be compressed easily, measure the distance from the buffer strike plate to the buffer springs with the car level with the landing (runby). Add to this distance the full stroke of the buffer. With the buffer springs removed, the car must be lowered at least the sum of the two distances."

The applicable ASME A17.1 speed requirements are as follows:

A17.1-1993, Part III refers to rule 210.1e(6) and 210.1d, which states the inspection speed shall not exceed 150 fpm and manual lowering speed shall not exceed 20 fpm.

A17.1-1996, Part III no longer references Rule 210.1e(6). However, the maximum inspection speed remains at 150 fpm as Rule 306.3 still references Rule 210.1d. The anti-creep speed and leveling speed in a truck zone is specified as not exceeding 25 fpm, per Rules 306.3a(1) and 306.3b.

Concern: Striking the bulkhead at 150 fpm, causing damage, which may not be immediately apparent.

Questions:

Hydraulic Committee

(1) Is it the intent of the Code that the car be lowered at inspection speed or manual lowering speed, with the buffers removed, until the plunger strikes the bulkhead in order to determine compliance with Rule 302.3c?

(2) Rule 302.2(c) states in part "...the car will come to rest on the bumper or fully compressed buffer, or to a fixed stop, before the plunger reaches its down limit of travel." This Rule allows a clear choice of either the spring design or the fixed stop by the use of the word "or". Where the buffer spring design does not require a fixed stop, does the buffer stand height have to match the compressed buffer dimension?

(3) If the answer to question 2 is "no." Is adding a weldment, which may impede full synchronization of a telescopic jack, in compliance with the intent of the Code?

Inspectors' Manual Committee

(4) Are we Correct that the procedures in the Inspectors' Manual are only recommended as a guide?

(5) If the answer to question 4 is "yes" is the installer allowed to demonstrate compliance with Rule 1006.2d, for this situation, by means other than specified in A17.2.2, Item 5.2.3?

(6) Is the use of a temporary support, in place of the buffer and/or buffer stand, for purposes of demonstrating compliance with Rule 1006.2d, acceptable?

7 TECHNICAL REVISIONS

See **Attachment 50** for the status of all current TRs.

All Main Committee Chairs were advised to review the current list of TR's for any overlap. New proposals for technical revisions are listed below but do not include TR's that have been opened within an A17 Working Committee (i.e. TR's opened due to harmonization or regular Committee discussions). For a complete listing of all TR's see **Attachment 50**.