

## CHAPTER 30

# ELEVATORS AND CONVEYING SYSTEMS

**Note:** Chapter 30 is comprised entirely of Seattle amendments to the *International Building Code* and is not underlined. Where Seattle adopts and amends portions of standards, the underlining and striking out of text indicates changes from the language of the standard.

Large portions of the 2008 WAC 296-96, *Part D – Regulations for existing elevators, dumbwaiters, and escalators*, have been incorporated into Section 3011.

### SECTION 3001 PURPOSE

The purpose of this chapter is to protect persons, buildings and the contents thereof from hazards arising from the use of elevators, dumbwaiters, material lifts, escalators, moving walks and other conveyances by establishing minimum requirements regulating the design, construction, alteration, operation, testing and maintenance of elevators, dumbwaiters, material lifts, escalators, moving walks and other conveyances, and by establishing procedures by which these requirements may be enforced.

### SECTION 3002 SCOPE

**3002.1 General.** This code of safety standards covers the design, construction, installation, operation, inspection testing, maintenance, alteration and repair of elevators, dumbwaiters, material lifts, escalators, moving walks and other conveyances.

**3002.2 Application to existing conveyances.**

**3002.2.1 Minimum standard for existing conveyances.** All existing conveyances shall comply with Section 3011 as minimum standards.

**3002.2.2 Maintenance.** All conveyances covered under this chapter, both existing and new, and all parts thereof shall be maintained in a safe condition. All devices and safeguards that are required by this chapter shall be maintained in good working order. All devices or safeguards that were required by a code in effect when the conveyance was installed, altered, or repaired shall be maintained in good working order. Maintenance shall comply with ASME A17.1/CSA B44 Section 8.6. The owner or the owner's designated agent is responsible for the maintenance of such equipment.

**3002.2.3 Repairs and replacements.** Repairs to existing conveyances and replacements of devices and components shall be made with parts of at least equivalent material, strength and design. They shall comply with Section 3011 of this code and ASME A17.1/CSA B44 Section 8.6. The owner or the owner's designated agent is responsible for the repair and replacement of such equipment.

**3002.2.4 Additions and alterations.** Additions and alterations are permitted to be made to the conveyance system of *existing buildings* or structures without making the entire system comply with all of the requirements of this chapter for new buildings or structures, provided the additions and alterations that are made comply with the requirements of this chapter for a new system, except as otherwise specifically provided in this code and in other applicable retroactive ordinances of the city.

Unless otherwise *approved* by the *building official*, alterations, repairs, replacements, testing and maintenance of conveyances shall comply with the requirements of ASME A17.1/CSA B44 Section 8.7. Where Section 8.7 refers to a requirement that has been amended by this chapter, the requirements of this chapter take precedence. Alterations to existing material lifts shall conform with the requirements of WAC Chapter 296-96 Part C1 Standard Application Material Lifts or ASME A17.1/CSA B44, 7.4, or 7.5, or 7.6, where applicable. The owner or the owner's designated agent is responsible for additions and alterations of such equipment.

**3002.2.5 Seismic improvements.** The *building official* is authorized to promulgate rules to establish standards for seismic improvements to existing conveyances.

**3002.2.6 Change of use.** A change in use of an elevator from freight to passenger, passenger to freight, or from one freight class to another freight class shall comply with Section 3011 of this code and Sections 8.7 and 2.16.4 of ASME A17.1/CSA B44 for passenger elevators.

**3002.2.7 Landmark buildings and structures.** See the *International Existing Building Code* for regulations regarding *landmark buildings* or structures.

**3002.3 References to the *National Electrical Code*.** For the purpose of this chapter, all references in the ASME Code to the *National Electrical Code* include the *Seattle Electrical Code*. All electrical work shall be done in accordance with the requirements of the *Seattle Electrical Code*.

**3002.4 Conflicts.** In any case where the codes adopted by reference in Section 3003 conflict with the requirements of this chapter, this chapter controls.

### SECTION 3003 CODES

**3003.1 Seattle Elevator Code.** The following are adopted by reference as part of the *Seattle Building Code*. They also constitute the *Elevator Code* of the City of Seattle.

1. Safety Code for Elevators and Escalators, ASME A17.1-2019/CSA B44:19, as amended in this ordinance and Appendices A through D, F through J, L, M and P through V.

**Exceptions:**

- 1.1. ASME A17.1 Sections 5.8, 5.9, 5.10, 5.11, and 5.12 are not adopted.
- 1.2. ASME A17.1 Section 1.2.1, Purpose, is not adopted.
2. Safety Standard for Platform Lifts and Stairway Chairlifts, ASME A18.1-2020.
3. Standard for Elevator Suspension, Compensation, and Governor Systems, ASME A17.6-2022.
4. Washington Administrative Code Chapter 296-96 Part C1 Minimum Standards for New and Altered WAC Material Lifts.
5. Washington Administrative Code Chapter 296-96 Private Residence Inclined Elevators, Section 24142 Guide rails, track supports and fastenings.

**3003.2 Licensing.** All persons and firms working on conveyances in Seattle shall comply with chapter 70.87 RCW and chapter 296-96 WAC.

**3003.3 Administrative rules.** The *building official* is authorized to adopt by administrative rule, in accordance with Section 104.8, that furthers the intent and purpose of this code, that encourages the use of state of the art technology, materials or methods of construction, and which provides standards that are equal or better than those contained in this code.

### SECTION 3004 DEFINITIONS

The following words and terms shall, for the purposes of this section and as used elsewhere in this code, have the meanings shown herein. These definitions are in addition to ASME A17.1/CSA B44 Section 1.3, RCW 70.87, Laws Governing Elevators and Other Lifting Devices, and Chapter 2 of this code.

**ALTERATIONS, REPAIRS AND REPLACEMENTS.** See ASME A17.1/CSA B44 Section 1.3.

**AUTOMATIC ELEVATOR.** A type of elevator that does not require an attendant. All calls are registered by the passengers.

**CONTROL ROOM.** An enclosed control space outside the hoistway, intended for full bodily entry, that contains the motor controller. The room could also contain electrical or mechanical equipment used directly in connection with the elevator, dumbwaiter, or material lift but not the electric driving machine or the hydraulic machine.

**CONTROL SPACE.** A space outside the hoistway, intended to be accessed with or without full bodily entry, that contains the motor controller. This space could also contain electrical or mechanical equipment used directly in connection with the elevator, dumbwaiter, or material lift but not the electric driving machine or the hydraulic machine.

**CONVEYANCE.** An elevator, accessibility lift, escalator, dumbwaiter, material lift, moving walk or other elevating device.

**CONVEYANCES IN SERVICE.** Units that are in operation, are inspected and certified by the *building official* for operation.

**CONVEYANCES OUT OF SERVICE.** The use of the unit has been prohibited either temporarily or permanently in accordance with Section 3005 below.

**ELEVATOR GROUP.** A grouping of elevators in a building located adjacent or directly across from one another that responds to common hall call buttons.

**EMERGENCY OUT-OF-SERVICE ORDER.** An emergency order issued by the *building official* removing a unit from service until corrections as identified in the order are made, and a passed inspection is resulted.

**ENFORCING AUTHORITY.** As used in ASME A17.1/CSA B44 means the *building official*.

**EXISTING INSTALLATIONS.** All conveyances that have been tested and approved for use by the *building official*.

**INSPECTOR.** Inspectors employed by the City of Seattle and working under the direction of the *building official*.

**MACHINE ROOM.** An enclosed machinery space outside the hoistway, intended for full bodily entry, that contains the electric driving machine or the hydraulic machine. The room could also contain the motor controller, and electrical and/or mechanical equipment used directly in connection with the elevator, dumbwaiter, or material lift.

**MACHINERY SPACE.** A space inside or outside the hoistway, intended to be accessed with or without full bodily entry, that contains elevator, dumbwaiter, or material lift mechanical equipment, and could also contain electrical equipment used directly in connection with the elevator, dumbwaiter, or material lift. This space could also contain the electric driving machine or the hydraulic machine.

**WAC MATERIAL LIFT.** A fixed, stationary conveyance used for freight transport in compliance with WAC 296-96-00700, Part C1, that:

1. Has a car or platform that moves in guides;
2. Serves two or more floors or landings of a building or structure;
3. Has a vertical rise of at least 30 inches (762 mm) and no more than 60 feet (18 288 mm);
4. Has a maximum speed of 50 feet (15 240 mm) per minute;
5. Is an isolated, self-contained lift and is not a part of a conveying system;
6. Travels in an inclined or vertical, but not horizontal, direction;
7. Is operated only by, or under the direct supervision of, an individual designated by the employer; and
8. Is installed in a commercial or industrial area, and not in an area that is open to access by the general public.

**Note:** WAC material lifts are not to be confused with Type A and Type B material lifts covered in ASME A17.1/CSA B44, Part 7)

## SECTION 3005 AUTHORITY TO DISCONNECT UTILITIES, TAKE CONVEYANCES OUT OF SERVICE AND INVESTIGATE ACCIDENTS/INCIDENTS

**3005.1 Disconnection of utilities.** In addition to the provisions for Emergency Orders provided in Section 102, the *building official* is authorized to disconnect or order discontinuance of any utility service or energy supply to equipment regulated by this code in cases of emergency or where necessary for safety to life and property. Such utility service shall be discontinued until the equipment, appliances, devices or wiring found to be defective or defectively installed are replaced, repaired, or restored to a safe condition. Proper posting and seals shall be affixed to the equipment to prevent inadvertent use.

**3005.2 Conveyances out of service.** Conveyances taken out of service shall comply with Section 3005.2.

**3005.2.1 Temporarily out of service.** A conveyance shall be taken out of service temporarily after the *building official* has inspected the unit for proper parking of the car, securing the hoistway openings and disconnection of power, and has provided written approval to proceed. A seal and tag shall be placed on the equipment to insure against unauthorized use. Annual inspections shall be performed while the unit is in temporarily out of service status. It is unlawful to return a conveyance to service without approval of the building official. A conveyance is permitted to remain in a temporarily out of service status for a period not to exceed two years, after which time it shall be placed in a decommissioned status.

**Exception:** Elevators that could be returned to service without repair are allowed to remain in a temporary out-of-service status for more than two years with review and approval of the *building official*, and in accordance with 3005.2.4, Return to service.

**3005.2.2 Decommissioning.**

**3005.2.2.1 Decommissioning a conveyance.** A conveyance shall be decommissioned after the owner has applied for a decommissioning permit, and the *building official* has reviewed the building egress and has issued the decommissioning permit allowing the conveyance to be taken out of service. A licensed elevator mechanic working for a licensed elevator company shall decommission the conveyance according to ASME A17.1/CSA B44. The licensed elevator mechanic shall request an inspection of installation where the unit has power feed lines that have been disconnected from the mainline disconnect switch and, as applicable

- (1) an electric elevator, dumbwaiter, or material lift or other conveyance whose suspension ropes have been removed from the hoistway, whose car and counterweight rest at the bottom of the hoistway, and whose hoistway doors have been permanently barricaded or sealed in the closed position on the hoistway side.
- (2) a hydraulic elevator, dumbwaiter, or material lift whose car rests at the bottom of the hoistway; when provided with suspension means and counterweight, the suspension means have been removed from the hoistway and the counterweight rests at the bottom of the hoistway; whose pressure piping has been disassembled and a section removed from the premises and whose hoistway doors are permanently barricaded or sealed in the closed position on the hoistway side.

It is unlawful to return a conveyance to service without approval of the *building official*. Upon inspection and approval by the *building official*, annual inspections will no longer be required, until such time that the conveyance is returned to service.

**3005.2.2.2 Decommissioning escalators and moving walks.** An escalator or moving walk whose power feed lines have been disconnected from the mainline disconnect switch and with entrances that are permanently barricaded.

**3005.2.2.3 Removing or dismantling a conveyance.** Once the decommissioning process is completed, a *person* is not required to be an elevator contractor for removing or dismantling conveyances that are destroyed as a result of a complete demolition of a secured building or structure or where the building is demolished back to the basic support structure whereby no access is permitted therein to endanger the safety and welfare of a person.

**3005.2.3 Emergency out-of-service order.** Whenever the *building official* finds that any conveyance or portion thereof in an unsafe condition as to constitute an imminent hazard to life or limb, the *building official* may issue an emergency out-of-service order. The emergency order may

- (1) direct that the conveyance or portion thereof be restored to a safe condition by a date certain;
- (2) require that the conveyance or portion thereof be placed out of service within a reasonable period of time to be specified in the order.

**3005.2.3.1 Service of emergency out-of-service order.** The order shall be posted on the premises. The owner of the building or premises or any person responsible for the condition shall be notified of the order. The *building official* shall place a seal and lock on the service disconnect and leave a report of the condition at the time of the report and correction needed to restore safe operation. The *building official* shall specify the time for compliance.

**3005.2.3.2 Effect of emergency out-of-service order.** No person may use the conveyance or portion thereof, after the date on which the conveyance is placed out of service, until the conveyance or portion thereof is restored to a safe condition as required by the order and this code. It is a violation for any person to fail to comply with this or any emergency order issued by the *building official*.

**3005.2.4 Return to service.** Conveyances in an out-of-service status, either temporarily out of service, emergency out of service or decommissioned, are permitted to be placed back into service and classified as an existing installation unless determined to be hazardous by the *building official*. Requirements in effect at that time must be completed before certification and use. No installation or reconnection of hydraulic elevators powered by city water pressure is permitted. Prior to returning a temporarily out of service, emergency out of service or decommissioned conveyance to service all code required maintenance, examinations, category one testing and category five-year safety tests that are due shall be completed. The *building official* may witness safety tests. A permit shall be obtained, and an acceptance inspection shall be performed to the code in effect at the date of its original installation and/or alteration.

**3005.3 Report and investigation of accidents.** The owner or the owner's designated agent shall promptly notify the *building official* of each accident involving a conveyance that requires the service of a physician or results in a disability exceeding one day, and shall afford the *building official* every facility for investigating and inspecting the accident. The *building official* shall without delay, after being notified, make an inspection and shall place on file a full and complete report of the accident. The report shall give in detail all material facts and information available and the cause or causes, so far as they can be determined. The report shall be open to public inspection at all reasonable hours. If an accident involves the failure or destruction of any part of the construction or the operating mechanism of a conveyance, building structure, or building system that affects either the safety of building occupants or operation of the conveyance, the use of the conveyance is forbidden until the:

1. Conveyance has been made safe,
2. Proposed repairs or alterations have been approved by the *building official*,
3. Required permits have been issued by the *building official*, and the
4. Final inspection is completed.

The removal of any part of the damaged construction or operating mechanism from the premises is forbidden until the *building official* grants permission to do so.

**3005.3.1 Report and investigation of incidents.** The owner or the owner's designated agent shall promptly notify the *building official* of each incident involving a conveyance that results in the failure or destruction of any part of the construction or the operating mechanism of a conveyance, building structure, or building system that affects either the safety of building occupants or operation of the conveyance. The use of the conveyance is forbidden until the requirements listed in Section 3005.3 are satisfied. The investigating and inspecting of the incident will follow the same procedures as those for an accident as noted in Section 3005.3.

## SECTION 3006 INSTALLATION AND ALTERATION PERMITS

**3006.1 Installation permits.** A permit issued by the *building official* is required to install any elevator, escalator, dumbwaiter, automobile parking elevator, material lift moving walk, accessibility lifts or other conveyance. A separate permit shall be obtained for each conveyance installed regardless of location and/or contract arrangements.

**3006.2 Alteration/repair permits.** A permit is required to make any alterations to existing elevators, escalators, dumbwaiters, material lifts, moving walks or other conveyances. A separate permit shall be obtained for each conveyance altered or relocated regardless of location and/or contract arrangements.

### Exceptions:

1. Permits for repairs required by inspection reports are permitted to be combined for a single building.
2. The *building official* is permitted to issue a single permit for minor alterations to more than one conveyance that do not require individual retesting of each conveyance.
3. No permit shall be required for ordinary repairs made with parts of the same materials, strength and design normally necessary for maintenance.

**3006.3 Temporary use permits for construction.** The *building official* is permitted to issue a temporary use permit for a period not to exceed 60 days to allow completion of installation and passing of the final inspection. Temporary use permits may be renewed by the *building official*. If, at any time during the period of temporary use, the *building official* determines that the building owner is not making adequate progress toward completion of the installation and passing of the final inspection, the *building official* is permitted to withdraw the temporary use permit on seven days' notice. The *building official* is authorized to forbid further use of the conveyance until a certificate of inspection is obtained. If any conveyance is found to be *unsafe* or fails to comply with a notice of correction, the *building official* is authorized to revoke the temporary use permit.

1. The elevator shall be provided with an operator during all hours of elevator operation.
2. The elevator requires two-way communication between the car and elevator lobbies.

**Note:** See SDCI Tip 206A, Temporary Use Permit: Elevator Use During Construction Phase, for additional requirements for temporary use permits for construction.

**3006.4 Expiration, renewal and revocation of permits.** Sections 106.9 through 106.12 apply to permits required by this chapter.

## SECTION 3007 PLANS AND SPECIFICATIONS

**3007.1 Permit drawings.** Two sets of drawings, which are permitted to be in an electronic format, shall be submitted with applications as determined by the *building official* for installations of new and altered elevators, escalators, dumbwaiters, material lifts, moving walks and other conveyances.

The drawings shall show beams, attachments, loads and reactions, and shall bear the seal of a structural engineer licensed under the laws of Washington State.

The *structural engineer in responsible charge* for the building shall review the drawings and forward them to the *building official* with a notation indicating that the drawings have been reviewed and been found to be in general conformance to the design of the building.

**Exception:** An engineer's stamp is not required for hydraulic elevators.

**3007.1.1 Layout drawings.** A set of legible layout/plans shall be submitted to the department. In addition to the layout criteria in ASME A17.1/CSA B44, 2.28.1 these shall include the following:

1. A machine/control room plan view drawing identifying room dimensions, location of drive machine, motor controller, mainline disconnect, light switch, and door swing (show clearances required in *Seattle Electrical Code* 110.26(A)(1));
2. A hoistway plan view identifying hoistway and conveyance equipment dimensions and clearances, footprint of car enclosure showing doors and inside net dimensions, location and dimensions of hoistway, and car door or gates;
3. A hoistway elevation view identifying elevation of the hoistway and conveyance equipment dimensions and clearances, the location of the pit ladder (distance from wall and width), pit light, light switch, pit stop switch, and top and bottom vertical car clearances. The height to the maintainable equipment at the top of the hoistway from the horizontal plane of the top of the car with the car positioned at the top landing shall be indicated on the hoistway elevation plans; and

4. Detail drawings identifying specific details of conveyance components: Rail bracket fastening, sill support and fastening, machine beams, entrance assembly detail (name, trademark, or file number), and additional seismic requirements (see ASME A17.1/CSA B44, Section 8.4 or 8.5 as applicable);
5. General conveyance data to include:
  - (a) Conveyance type (e.g., electric, hydraulic, platform lift, etc.);
  - (b) Rated capacity;
  - (c) Building designation (e.g., Elev. #1, Car #2, etc.);
  - (d) Rated speed;
  - (e) Car enclosure (construction material);
  - (f) Standoff panels (if applicable) (submit test data to ASTM E 84 if applicable);
  - (g) Door type and manufacturer (single speed, two-speed, center opening, RH/LH opening);
  - (h) Car and hall fixture detail;
  - (i) Finish floor (tile, carpet) (submit test data to ASTM E 648 if applicable);
  - (j) Power unit/drive motor (manufacturer and HP);
  - (k) Equipment heat generation (BTU) (Elevator equipment and transformers where provided);

Items (l) through (p) are applicable only to hydraulic elevators;

  - (l) Jack assembly manufacturer;
  - (m) Plunger O.D. (if telescoping O.D. of each section);
  - (n) Plunger wall thickness;
  - (o) Cylinder O.D.;
  - (p) Cylinder wall thickness (items (q) through (u) are applicable to roped-hydraulic and/or electric elevators);
  - (q) Size and number of suspension means;
  - (r) Roping type (1:1, 2:1, underslung);
  - (s) Governor location;
  - (t) Governor rope size and type;
  - (u) Safety manufacturer and type;
  - (v) Emergency brake manufacturer and type;
  - (w) Car buffer type and stroke;
  - (x) CWT buffer type, impact, and stroke; and
  - (y) Designed top/bottom runby.
6. The installation of a conveyance shall not begin until an approved set of plans and permit has been issued by the department.
7. The stamped approved plans and permit shall be posted on the job site during the installation and up to the time the conveyance has passed an acceptance inspection.
8. Where structural elements are part of any installation, relocation, or alteration, the plans shall be reviewed and stamped by a professional engineer, registered in the state of Washington.
9. For alteration/modernization permits, provide documentation per the scope of work, per ASME A17.1/CSA B44, 8.7.
10. For Cosmetic alteration only permits, provide a weight differential letter containing the total weight of items removed, added, and the resulting percent of differential to the original designed cab weight.

**3007.2 Amendments to the permit.** If changes to the *approved* work are made during construction, approval of the *building official* shall be obtained prior to execution. The inspector may approve minor changes for work that will not reduce the structural strength or fire and life safety of the structure. The inspector shall determine if it is necessary to revise the *approved construction documents*. No changes that are subject to special inspection required by Chapter 17 shall be made during construction unless approved by the *building official*. If revised plans are required, changes shall be shown on two sets of plans, permitted to be in electronic format, that shall be submitted to and approved by the *building official*, accompanied by fees specified in the *Fee Subtitle* prior to occupancy. All changes shall conform to the requirements of this code and other pertinent laws and ordinances and other issued permits.

### SECTION 3008 REQUIRED INSTALLATION INSPECTIONS

**3008.1 Installation inspections.** It is the duty of the person doing the work authorized by a permit to notify the *building official* that such work is ready for inspection.

It is the duty of the person requesting any inspections required by this chapter to provide access to and means for proper inspection of such work.

Final inspection shall be called for by the applicant when the work described on the permit has been completed, and when ready for testing with weights and instruments, as needed. A final inspection is required after all wiring has been completed and all permanent fixtures such as switches, outlet receptacles, plates, lighting fixtures and all other equipment has been properly installed, and the hoistway, control rooms, spaces are properly completed.

### SECTION 3009 CERTIFICATES OF INSPECTION AND OPERATION

**3009.1 Certificates required.** It is a violation of this code to operate any elevator, escalator, dumbwaiter, material lift, moving walk or other conveyance without a certificate of inspection or authorization of temporary use issued by the *building official*. A certificate of inspection shall be issued following an inspection by the *building official* showing that the conveyance has been found to be in safe operating condition and applicable fees for inspection time, as set forth in the *Fee Subtitle*, have been paid. The certificate is valid until 45 days after the next inspection or until the certificate is withdrawn, whichever comes first.

The certificate of inspection shall be posted in the machine room, control room or management office.

If any conveyance is found to be *unsafe* or fails to comply with a notice of correction, the *building official* is authorized to withdraw the certificate of inspection.

**3009.2 Periodic inspections.** The *building official* shall cause inspections to be made of every conveyance at intervals of 12 months or as soon thereafter as is practical. The inspector shall file a full and correct report on each conveyance with the *building official* that shall note any code violations, corrections required and the general condition of the conveyance.

**[S] 3009.3 Inspection report by building official.** After each required inspection of a conveyance the *building official* shall upload a copy of the inspection report to the Seattle Services Portal for the conveyance inspected. If inspection shows a conveyance to be in violation of the requirements of this chapter, the *building official* shall upload the corrections required to bring the conveyance that are necessary to bring it into compliance with this chapter and is authorized to order the operation thereof discontinued until the corrections are made.

The owner upon upload of inspection report shall complete all corrections within 90 days. The owner or owner's authorized agent shall notify the *building official* in writing when deficiencies are corrected.

**3009.4 Inspections, tests, and test reports.** Reports of required tests shall be submitted to the owner and to the *building official* on forms furnished by the *building official*. Reports shall be submitted to the *building official* in writing within 60 days of completion of tests. Performance of required tests and their cost shall be the responsibility of the owner. Identification of conveyances shall be noted by use of assigned city numbers.

### SECTION 3010 REQUIREMENTS FOR OPERATION AND MAINTENANCE

**3010.1 Responsibility for operation and maintenance.** The owner or the owner's designated agent is responsible for the safe operation and maintenance of each device regulated by this chapter. The installation of pipes, ducts, conduits, wiring and the storage of materials not required for the operation of the elevator is prohibited in hoistways, control rooms, machine rooms and machine spaces. Sidewalk elevators in public places are also subject to the requirements of Title 15, Seattle Municipal Code, Street and Sidewalk Use, as amended. See Section 5.5 of ASME A17.1/CSA B44 for requirements for operation and maintenance.

### SECTION 3011 RETROACTIVE REQUIREMENTS FOR EXISTING INSTALLATIONS

**3011.1 Scope.** Existing electric elevators, direct plunger and roped hydraulic elevators, escalators, electric and hand-powered dumbwaiters, hand-powered elevators and other conveyances shall comply with the provisions of this section.

**3011.2 Key boxes and keys required.** Key retainer boxes and keys shall be provided for all conveyances.

**3011.3 Key retainer box compliance.** The key retainer box shall comply with Section 3011.3.1 or 3011.3.2.

**3011.3.1 Conveyances installed between March 1, 1956 and August 14, 2004.** A key retainer box locked and keyed to the standard City access key for elevator access and operation keys shall be provided. The key retainer box shall meet the following standards:

## ELEVATORS AND CONVEYING SYSTEMS

1. Dimensions – 8 inches high, 6 inches wide, 1 inch deep.
2. Material – 16 gauge steel welded.
3. Color – red (unless located in the main lobby above the hall call button, 6 feet nominal above the floor).
4. Labeling – “FOR FIRE DEPARTMENT USE.”
5. Lock – Ace one-inch cylinder cam lock key #39504.

The key retainer box is to be installed at the designated recall floor above the Phase I recall switch or in the main lobby above the hall call button when no recall feature exists. The key retainer box is to be mounted 6 feet nominal above the floor. The *building official* is permitted to approve other locations upon request.

Key retainer boxes are permitted to comply with Section 3011.3.2 or 3016.12 as an alternative to complying with this section.

**3011.3.2 Conveyances installed between August 15, 2004 through November 5, 2016.** A key retainer box locked and keyed to the secure city access key for elevator and other conveyance access and operation keys shall be provided. The key retainer box shall meet the following standards:

1. Minimum dimensions – 6-1/2 inches high, 6 inches wide, 2 inches deep.
2. Material – at least 16 gauge steel welded.
3. Color – red (unless located in the main lobby above the hall call button, 6 feet above the floor).
4. Labeling – “For Emergency Use”.
5. Lock – high security Medeco lock specified by the *building official*. Use of the key shall be restricted to fire, emergency response and elevator inspection personnel.

The key retainer box shall be flush or surface mounted, installed at the designated recall floor above the Phase I recall switch or in the main lobby above the hall call button if no recall feature exists. The key retainer box is to be mounted approximately 6 feet above the floor. The key retainer box shall be attached to the building so as to be able to withstand a force of 300 lbf/square foot applied horizontally at any point. In buildings with more than one elevator, the key retainer box shall be large enough to accommodate all required keys. The building official may approve other locations and custom box types upon request.

Key retainer boxes are permitted to comply with Section 3016.12 as an alternative to complying with this section.

**3011.4 Elevator access keys.** Keys for access to and for the operation of elevating equipment shall be tagged and retained in the key retainer box. The key retainer box shall contain fire emergency service keys (Phase I and II, one key for each switch) and keys for any of the following that are in the building:

1. Doors to the control room, machine room and machine space;
2. Secondary level door;
3. Pit door;
4. Roof door;
5. Independent, hospital emergency and/or attendant operation;
6. Hoistway access;
7. Mechanical hoistway access devices (broken arm, lunar, etc.);
8. Miscellaneous switches with locks;
9. Fire alarm panel room;
10. Sprinkler valve control room.

**3011.5 Hoistways and related construction for electric and hydraulic elevators.** This section shall apply to all electric and hydraulic elevators.

### 3011.5.1 Hoistways.

#### 3011.5.1.1 Hoistways enclosures.

1. Fire-resistive requirements found in the Seattle Building and Fire Codes apply to hoistway enclosures.
2. Where doors and hoistway enclosures are not required to be fire resistant, the hoistway shall be enclosed:
  - 2.1. With material, which may be solid or with openings that will reject a 1/2-inch diameter ball;
  - 2.2. To a height of 6 feet above each floor or landing and above the treads of adjacent stairways.
3. Enclosures shall be supported and braced as to deflect not over one inch when subjected to a 100 pound force perpendicularly applied at any point.

4. Enclosures adjacent to the counterweights shall extend the full height of the floor and extend 6 inches past the counterweight raceway.

#### **3011.5.1.2 Windows in hoistway enclosures.**

1. Guards are required on outside hoistway windows if the windows are located:
  - 1.1. Ten stories or less above a thoroughfare; or
  - 1.2. Three stories or less above the roof of an adjacent building.
2. Hoistway windows can be guarded by one of the following methods:
  - 2.1. By vertical bars at least 5/8 inch in diameter or equivalent, spaced no more than 10 inches apart, permanently and securely fastened in place; and
  - 2.2. By metal-sash windows having solid section steel muntins of no less than 1/8 thickness spaced no more than 8 inches apart.
3. Exterior hoistway windows shall be identified with 4-inch-high letters marked "Elevator."

#### **3011.5.1.3 Pipes conveying gases, vapors, or liquids in hoistways.**

1. All steam and hot water pipes in hoistway shall be covered to prevent direct spray onto the elevator car if ruptured to comply with ASME A17.1, Rule 102.2 1990.
2. All other pipes or ducts currently in the hoistway shall be securely fastened to prevent excessive vibration.
3. No future pipes or ducts may be installed in the hoistway unless they directly pertain to the operation of the elevator.

#### **3011.5.1.4 Access for maintenance and inspection.**

1. Overhead sheave spaces requiring inspection and maintenance shall be provided with suitable access and decking to provide a safe space for personnel.
2. Guardrails shall be installed where decking does not cover the complete hoistway.
3. Guardrail and deck supports shall be similar to those required for the top of the elevator car and may be made of either wood or metal compatible with the existing hoistway construction.
4. Inspections and maintenance may be performed from the top of an elevator car if a ladder is not required to perform these functions.

**3011.5.1.5 Car top guard railings.** A standard railing shall be installed on the top of all elevators in compliance with ASME A17.1/CSA B44, 2.14.1.7. Where existing conditions do not permit the railing to be installed according to clearances of 2.14.1.7.2, the following shall apply:

1. The top railing shall be installed at a height of not less than 1070 mm (42 in.) nor more than 1100 mm (43 in.) from the car top.
2. Where overhead conditions prevent the top railing from being located between 1070 mm (42 in.) and 1100 mm (43 in.), the railing shall be permitted to be lowered to a height that still provides the minimum of 100 mm (4 in.) vertical clearance to the nearest overhead object. In such cases the top railing shall be provided with red and white stripes 50 mm (2 in.) in width.
3. The stripes are only required on the side(s) where the top rail is below 900 mm (35 in.).
4. Where required, the stripes shall extend the entire length of the top rail.
5. Where the overhead conditions prevent the railing from complying with the vertical height and/or the clearances in ASME A17.1/CSA B44, 2.14.1.7.2(a) or (b), provide signage as required by 3011.5.1.6.
6. Toeboards are not required.

#### **3011.5.1.6 Signage requirements for traction elevators with minimal overhead clearances.**

1. Elevators that do not have a minimum of 24 inches of clearance from the crosshead, or any equipment mounted on the crosshead, to the lowest member of the overhead structure in the hoistway when the car has reached its maximum upward movement shall have signage. A sign shall be located near the top of car inspection station. An additional sign shall be posted on the hoistway wall. This sign shall be visible when accessing the car top. The sign shall consist of alternating 4-inch diagonal red and white stripes and shall clearly state "danger low clearance" in lettering not less than 4 inches in height.
2. Where required by 3011.5.1.5, a sign shall be provided that reads: "Caution: Low Clearances Above Guardrail."

#### **3011.5.2 Machine rooms and machinery spaces.**

**3011.5.2.1 Doors to elevator and dumbwaiter machine rooms and machinery spaces.** Doors to elevator and dumbwaiter machine rooms, control rooms and machinery spaces shall be self-closing and self-locking. The lock shall be a

spring-type lock arranged to permit the door to be opened from the inside without a key, incapable of being left in the unlocked position, and accessible only by a key from the outside.

**3011.5.2.2 Machine rooms and machinery spaces: lighting and receptacles.**

1. Provide and maintain a clear, permanent and safe means of access to machine rooms and machinery spaces.
2. Permanent electric lighting shall be provided in all machine rooms and machinery spaces. The illumination shall be not less than 10 foot-candles (108 lux) at the floor level on installations prior to August 15, 2004. The lighting control switch shall be located within easy reach of the access to the room or space. Where practicable, the control switch shall be located on the lock-jamb side of the access door.
3. Where provided, duplex and simplex receptacles for machine rooms and machinery spaces shall be permanently grounded.
4. Provide a sign on the elevator machine room door in 1 inch high stating Elevator Machine Room.

**3011.5.2.3 Pipes conveying gases, vapors, or liquids in machine rooms and machinery spaces.**

1. Pipes conveying gases, vapors or liquids are not permitted to be installed in machinery spaces, machine rooms and control rooms unless necessary for operation or maintenance of the elevator and not used for any other purpose.
2. All other pipes or ducts currently in the machine rooms and machinery spaces shall be securely fastened to prevent excessive vibration.
3. No future pipes or ducts shall be installed in the machine rooms and machinery spaces.

**3011.5.2.4 Protection from weather.** Elevator machines and control equipment shall be protected from the weather.

**3011.5.2.5 Guards.** In hoistways, machine rooms and machinery spaces.

1. Where feasible, gears, sprockets, sheaves, cables, tapes, belts and chains shall be fitted with suitable guards to prevent accidental contact.
2. Openings in machine room floors above the hoistway shall be guarded to prevent tools from falling into the hoistway below.
3. Open grating in machine room floors shall reject a ball 1/2 inch in diameter.
4. Ventilation grids where exposed to the hoistway below shall be firmly fastened to prevent accidental removal and shall be fitted with 1/2 inch wire mesh under the grid.

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**3011.5.2.6 Anchorage for elevator equipment.** All elevator equipment, hydraulic or cable type shall be anchored.

**3011.5.3 Pits.**

**3011.5.3.1 Access to pits.**

1. A safe means of access for authorized personnel shall be provided to all pits.
2. Access doors, if provided, shall be kept closed and locked.
3. Access ladders shall be installed in elevator pits 3 feet or deeper.

Where constraints prohibit the installation of a pit ladder, a retractable ladder shall be permitted to be installed in accordance with 2.2.4.2.7 and 2.2.4.2.8 of ASME A17.1/CSA B44-2019.

**3011.5.3.2 Drains.**

1. Pit drains connected directly to sewers are prohibited.
2. Sumps, with or without pumps, are permitted.

**3011.5.3.3 Illumination of pits.** For installations prior to August 15, 2004, a permanent lighting fixture shall be provided in all pits which shall provide an illumination of not less than 5 foot-candles at the pit floor. A light switch shall be provided inside the hoistway and be so located as to be accessible from the pit access door and adjacent to the pit ladder if provided. Light bulbs shall be guarded to prevent contact and accidental breakage. A permanent grounded outlet shall be provided in all pits.

**3011.5.3.4 Counterweight pit guards.**

1. Where feasible, unperforated metal guards shall be installed in the pit on the open side, or sides, on all counterweights where spring or solid-type buffers are used or where oil buffers attached to the counterweight are used.

**Exception:** Where compensating chains or ropes are attached to the counterweight the guard may be omitted on the side facing the elevator or to which the chains or ropes are attached.

2. Guards shall extend from a point not more than 12 inches above the pit floor to a point not less than 7 feet nor more than 8 feet above such floor; and be fastened to a metal frame properly reinforced and braced to be at least equal in strength and stiffness to a No. 14 U.S. gauge sheet steel.

**3011.5.4 Protection of space below hoistways.**

**3011.5.4.1 Spaces below hoistways.** Where the space below the hoistway is not permanently secured against access, the following requirements shall be conformed to:

1. Counterweights shall be provided with safeties.
2. The cars and counterweight shall be provided with spring or oil buffers.
3. Car and counterweight buffer supports shall be of sufficient strength to withstand, without permanent deformation, the impact resulting from buffer engagement at the following speeds.
4. Governor tripping speed where the safety is governor operated.
5. 125% of the rated speed where the safety is not governor operated.

**3011.5.5 Hoistway entrances.****3011.5.5.1 Doors or gates required.**

1. Passenger elevators. Hoistway landing openings for passenger elevators shall be provided with entrances which guard the full width and height of the openings. The panels of entrances used with automatic-operation passenger elevators shall have no hand latches or other hand operated door fastening devices, nor shall such panels;
2. Freight Elevators. Hoistway landing openings for freight elevators shall be provided with entrances which guard the full width of the opening. Gates and doors shall conform to the following requirements:
  - 2.1. Balanced type vertically sliding hoistway gates shall extend from a point not more than 2 inches from the landing threshold to a point not less than 66 inches above the landing threshold.
  - 2.2. Gates shall be solid or shall be openwork of a design to reject a 2 inches in diameter ball and be located so that the distance from the hoistway face of the gate to the hoistway edge of the landing sill is no more than 2-1/2 inches.
  - 2.3. Gates shall be constructed of metal or wood and shall be so designed and guided that they will withstand a lateral pressure of 100 pounds applied at approximately their center without breaking or being permanently deformed and without displacing the gate from its guides or tacks.
  - 2.4. At the top landing, a gate 66 inches (1.65 M) high may be used if there is not sufficient clearance for a 6 foot (1.83 m) high gate. When the requirements of 3011.5.1.1 allow nonfire-resistive hoistway enclosures, a gate may be used.
  - 2.5. Gates shall be constructed of either metal or wood.
  - 2.6. Gates shall withstand a lateral pressure of 100 pounds, applied at approximately their center, without braking, be permanently deformed or be displaced from their guides or tracks.
  - 2.7. The maximum vertical opening between a landing sill and a door or gates is 2 inches.
  - 2.8. The distance between the gate's hoistway face and the hoistway landing edge shall not exceed 2-1/2 inches.

**3011.5.5.2 Closing of hoistway doors.**

1. Horizontally sliding doors of automatic-operation elevators shall be provided with door closers arranged to close an open door automatically if the car for any reason leaves the landing zone.
2. Horizontal swinging single or center-opening doors of automatic-operation elevators shall be self-closing.
3. Door closers are not required for the swinging portion of combination horizontally sliding and swinging doors
4. On center-opening doors that utilize relating cables if the cabling fails or when the cabling is replaced, a method shall be provided to ensure that both doors automatically close if the car for any reason leaves the landing zone.

**3011.5.5.3 Hoistway door vision panels.**

1. Manually operated or self-closing doors of the vertically or horizontally sliding type, for elevators with automatic or continuous-pressure operation, shall be provided with a vision panel except at landings of automatic-operation elevators where a hall position indicator is provided.
2. In multisection doors, the vision panel is required in one section only, but may be placed in all sections.
3. All horizontally swinging doors shall be provided for with vision panels.
4. Vision panels may be provided for any type of hoistway door regardless of the type of operation of the elevator. Where provided, vision panel shall meet the following requirements:
  - 4.1. The area of any single vision panel shall be at least 25 square inches, with the total area of one or more vision panels in any hoistway door shall be not more than 80 square inches.
  - 4.2. Each clear panel opening shall reject a ball 6 inches (152 mm) in diameter.

- 4.3. Muntins between panel sections shall be of noncombustible material and of substantial construction. If located on the landing side, they shall be flush with the surface of the landing side of the door.
- 4.4. Panel openings shall be glazed with clear wire glass not less than 1/4 inch (6.3 mm) thick.
- 4.5. A panels center shall be located not less than 54 inches (1.37 m) but nor more than 66 inches (1.68 m) above the landing except, that for vertically sliding, biparting counterbalanced doors, it shall be located to conform with the dimensions specified to the extent that the door design will permit.
- 4.6. The vision panels in horizontally swing doors shall be located for convenient vision when opening the door from the car side.
- 4.7. Wire-glass panels in power-operated doors shall be substantially flush with the surface of the landing side of the door.
- 4.8. Vision panel frames shall be secured by means of nonreversible screws or other tamper proof fasteners.
- 4.9. Vision panels which do not meet the requirements of subsections 4.1 through 4.8 of this section shall be protected by protective grilles made of number 15 gauge stainless or galvanized steel in accordance with the following specifications.
  - (i) Grilles shall be sized to fit within or over the vision panel frame and completely cover the vision panel opening in the hoistway door.
  - (ii) Grilles shall be secured by means of nonreversible screws or other tamper-proof fasteners.
  - (iii) Grilles shall contain openings which shall not be larger than 3 inches (19.1 mm) by 3/4 inches (19.1 mm) or 3 inches (19.1 mm) in diameter.
  - (iv) All edges shall be beveled and free of burrs.
  - (v) Grilles shall be installed on the hoistway side of the door.

**3011.5.5.4 Door hangers.** Door hangers for horizontal slide type entrances shall conform to the following:

1. Means shall be provided to prevent the hangers from jumping the track.
2. Stops shall be provided in the entrance assembly to prevent hangers from overrunning the end of the track.
3. Power-operated doors shall be constructed to withstand, without damage or appreciable deflection, an imposed static load equal to four times the weight of each panel as applied successively downward and upward at the vertical centerline of the panel.

**3011.5.5.5 Nonshearing astragals.** On a vertically sliding, biparting, counterbalanced hoistway door, a fire-resistive, nonshearing, an noncrushing member of either the meeting or overlapping type shall be provided on the upper panel to close the distance between the rigid door sections when in contact with the stops. Rigid members which overlap the meeting edge, and center-latching devices are prohibited.

**3011.5.5.6 Pull straps.** Manually operated vertical slide biparting elevators doors which can be operated from the landings shall be provided with pull straps on the inside and outside of the upper panel where the lower edge of the upper panel is more than 6 feet 6 inches (1.98 m) above the landing when the panel is in the fully open position. The length of the pull straps shall be as follows:

1. The bottom of the strap shall be not more than 6 feet 6 inches (1.98 m) above the landing when the panel is in the fully opened position.
2. The length of the strap shall not be extended by means of ropes or other materials.
3. Where pull straps are provided on the car side of doors of elevators which can be operated from the car only, the length of the pull straps shall conform to the requirements specified in 1 and 2 of this section.

**3011.5.5.7 Landing sill clearances.** The clearance between the car-platform sill and the hoistway edge of any landing sill, or the hoistway side of any vertically sliding counterweighted, or of any vertically sliding counterbalanced biparting hoistway door, shall be:

1. At least 1/2 inch (13 mm) where side car guides are used.
2. At least 3/4 inch (19 mm) where corner car guides are used.
3. In all cases the maximum clearance shall be not more than 1-1/2 inch (38 mm).

**3011.5.5.8 Threshold clearance.** The maximum dimension from the hoistway door or gate face to the hoistway edge of the threshold shall not exceed 2-1/4 inches.

**3011.5.5.9 Floor number.** Elevator hoistways shall have floor numbers, not less than 2 inches high, placed on the walls and/or doors of hoistways.

**3011.5.5.10 Additional doors other than hoistway and car doors installed between January 1992 and November 5, 2016.** Doors other than the hoistway door and the elevator car door are prohibited at the point of access to or from an elevator car.

**Exception:** Doors that are readily openable from the car side without a key, tool, or special knowledge or effort.

### **3011.5.6 Hoistway door locking devices, parking devices, and access.**

#### **3011.5.6.1 Hoistway door or gate locking devices.**

1. Hoistway doors or gates for passenger elevators shall be equipped with hoistway-unit system hoistway-door interlocks.
2. Hoistway doors or gates for freight elevators shall be equipped with hoistway-unit system hoistway-door interlocks, or an approved type combination electric contact and mechanical lock.
3. Combination locks and electric contacts, or interlocks shall be so located that they are not accessible from the landing side when the hoistway doors or gates are closed.

#### **3011.5.6.2 Elevator parking devices.**

1. Elevators that are operated from within the car only, shall have elevator parking devices installed at every landing that is equipped with an unlocking device.
2. On elevators that are not operated from within the car only, a parking device shall be provided at one landing and may be provided at other landings. This device shall be located at a height not greater than 6 feet 11 inches (2.11 m) above the floor.
3. Parking devices are not required for elevators having hoistway doors that are automatically unlocked when the car is within the landing zone.
4. Parking devices shall conform to the following specifications:
  - 4.1. They shall be mechanically or electrically operated.
  - 4.2. They shall be designed and installed so that friction or sticking or the breaking of any springs used in the device will not permit opening or unlocking a door when the car is outside the landing zone of that floor.
  - 4.3. Where springs are used, they shall be of the restrained compression type which will prevent separation of the parts in case the spring breaks.

**3011.5.6.3 Access to hoistway.** Hoistway door unlocking devices or hoistway access switches shall be provided on all elevators at the upper landing to permit access to the top of the car and at the lowest landing if this landing is the normal point of access to the pit. Hoistway door unlocking devices may be provided at all landings for emergency purposes.

1. Hoistway door unlocking devices. Hoistway door unlocking devices shall conform to the following:
  - 1.1. The device shall unlock and permit the opening of the hoistway door from the access landing irrespective of the position of the car.
  - 1.2. The devices shall be designed to prevent unlocking the door with common tools.
  - 1.3. The operating means for unlocking the door shall be available to and used only by inspectors, elevator maintenance and repair personnel, and qualified emergency personnel.
  - 1.4. The unlocking-device keyway shall be located at a height no greater than 6 feet 11 inches above the floor.
2. Hoistway access switches. Hoistway access switches shall conform to the following:
  - 2.1. The switch shall be installed only at the access landings.
  - 2.2. The switch shall be installed adjacent to hoistway entrance at the access landing with which it is identified.
  - 2.3. The switch shall be of the continuous-pressure spring-return type, and shall be operated by a cylinder-type lock having not less than five-pin or five-disk combination with the key removable only when the switch is in the "off" position. The lock shall not be operable by any key which will operate locks or devices used for other purposes in the building. The key or combination shall be available to and used only by inspectors and elevator maintenance and repair personnel.
  - 2.4. The operation of the switch at either access landing shall permit, and may initiate and maintain, movement of the car with the hoistway door at this landing unlocked or not in the closed position, and with the car door or gate not in the closed position, subject to the following:
    - (i) The operation of the switch shall not render ineffective the hoistway door interlock or electric contact at any other landing.
    - (ii) The car cannot be operated at a speed greater than 150 fpm (0.76 m/s).

- (iii) For automatic and continuous-pressure operation elevators, provided: Landing operating devices of continuous-pressure operation elevators, and car and landing operating devices of automatic operation elevators shall first be made inoperative by means other than the access switch; and power operation of the hoistway door and/or car door or gate is inoperative.
- (iv) Automatic operation by a car-leveling device is inoperative.
- (v) The top-of-car operating device is inoperative.
- (vi) The movement of the car initiated and maintained by the upper access switch shall be limited in the down direction to a gravel not greater than the height of the car crosshead above the car platform, and limited in the up direction above the upper access landing to the distance the car apron extends below the car platform. Where electronically operated switches, relays, or contactors are used to render inoperative the hoistway-door interlock or electric contact or the car door or gate electric contact, the control circuits shall be arranged to conform to the requirements of 3011.6.3.5 and in addition, to render the normal car and hall operation ineffective if any such switch, relay, or contactor fails to function in the intended manner.

**3011.5.7 Power operation of doors and gates.**

**3011.5.7.1 Reopening device for power-operated car doors or gates.**

1. Where required a power-operated car door or gate shall be provided with a reopening device which will function to stop and reopen the car door or gate and the adjacent hoistway door in the event that the car door or gate is obstructed while closing. If the closing kinetic energy is reduced to a 2-1/2-ft-lbf (3.39 J) or less, the reopening device shall be rendered inoperative.
2. For center-opening doors or gates, the reopening device shall be so designed and installed that the obstruction of either door or gate panel when closing will cause the reopening device to function.

**3011.5.7.2 Photo electric or electric eye devices.** An elevator equipped with a photo electric or electric eye device for reopening of the car and hoistway doors shall be provided with a means that will automatically time-out and close the door if it has been obstructed for 20 seconds. The photo electric or electric eye device shall not be reestablished until the doors have fully closed. There are two exceptions to this requirement:

**Exceptions:**

1. The *building official* may authorize hospital or nursing homes to allow obstructed doors to close within 35 seconds after the expiration of the normal door open time.
2. When smoke detectors are used to bypass photo electric or electric eye devices, the doors are not required to time-out and close except under Phase I conditions in accordance

**3011.6 Machinery and equipment for electric elevators.**

**3011.6.1 Scope.** This section is a minimum standard for all existing electric elevators. It applies to other equipment only as referenced in the applicable part.

**3011.6.1.1 Buffers and bumpers.** Car and counterweight buffers or bumpers shall be provided. Solid bumpers may be used in lieu of buffers:

1. Where the rated speed is 50 fpm (0.25 m/s) or less; or
2. Where Type C safeties are used.

**3011.6.1.2 Counterweights.** On rod type counterweights, the rod nuts shall be cotter-pinned and the tie rods shall be protected so the head weight cannot crush the tie rods on buffer engagement.

1. The weights shall be protected so that they cannot be dislodged.
2. Compensating chains or ropes shall be fastened to the counterweight frame directly or to a bracket fastened to the frame and shall not be fastened to the tie rods.

**3011.6.2 Car frames and platforms.**

**3011.6.2.1 Car platforms.** Every elevator car shall have a platform consisting of a nonperforated floor a platform frame supported by the car frame and extending over the entire area within the car enclosure.

1. Holes in the floor for the safety plank wrench, etc., shall be covered and secured.
2. The platform frame members and the floor shall be designed to withstand the forces developed under the loading conditions for which the elevator is designed and installed.

**3011.6.2.2 Platform guards (aprons).** The entrance side of the platform of passenger and freight elevators equipped with leveling devices or truck-zoning devices shall be provided with smooth metal guard plates of not less than 0.0598 inch (1.519 mm) thick steel, or material of equivalent strength and stiffness, adequately reinforced and braced to the car platform and conforming with the following:

1. The guard plate shall extend not less than the full width of the widest hoistway door opening.
2. It shall have a straight vertical face, extending below the floor surface of the platform, of not less than the depth of the leveling of truck zone, plus 3 inches (76 mm).
3. If new guards are installed, the lower portion of the guard shall be bent back at an angle of not less than 60° nor more than 75° from the horizontal.
4. The guard plate shall be securely braced and fastened in place to withstand a constant force of not less than 150 lbf (667 N) applied at right angles to and at any position on its face without permanent deformation.

**3011.6.2.3 Hinged platform sills.** Hinged platform sills, where provided, shall be provided with electric contacts which will prevent operation of the elevator by the normal operating device unless the hinged sill is within 2 inches (51 mm) of its fully retracted position. The elevator will be operated by the leveling device in the leveling zone with the sill in any position.

**3011.6.2.4 Floating (movable) platforms.** Floating (movable) platforms which permit operation of the elevator when the car door or gate is not in the closed position are prohibited.

### 3011.6.3 Car enclosures.

**3011.6.3.1 Car enclosures.** Car enclosures for freight and passenger cars shall conform with the following:

1. Freight elevator cars:
  - 1.1. Cars shall be enclosed to a height of at least 6 feet from the floor on all sides, where there are no hoistway doors or gates, with solid panel or openwork which will reject a 2-inch diameter ball.
  - 1.2. On the side of the car adjacent to the counterweight runway and extending 6 inches each side of the counterweight runway, the enclosure shall extend to the car top or underside of car crosshead.
  - 1.3. If overhead protection is of openwork material, it shall reject a 1-1/2 inch ball and shall be sufficiently strong to support 300 pounds applied at any point. Simultaneous application of these loads is not required.
  - 1.4. Suitable overhead protection may be installed directly over the area where the operator runs the controls, providing the overhead protections covers sufficient area for safe protection of operator.
2. Passenger elevator cars:
  - 2.1. Passenger elevator cars shall be fully enclosed on all sides and the top, except the opening for entrances.
  - 2.2. Enclosures shall be of metal or wood in conformity with local fire regulations.
  - 2.3. The car top shall be sufficiently strong to support a load of 300 pounds applied at any point. Simultaneous application of these loads is not required.

**3011.6.3.2 Material for passenger car enclosure.** All materials exposed to the car interior and the hoistway shall be metal or shall conform to the following:

1. Materials in their end use configuration, other than those covered by paragraph (2) below, shall conform to the following requirements, based on the tests conducted in accordance with the requirements of ASTM E 84, ANSI/UL 723 or NFPA 252:
  - 1.1. flame spread rating of 0 to 75;
  - 1.2. smoke development of 0 to 450.
2. Napped, tufted, wove, looped, and similar materials in their end use configuration on car enclosure walls shall have a flame spread rating of 0 to 25.
3. Padded protective linings, for temporary use in passenger cars during the handling of freight, shall be of materials conforming to either paragraph 1. or (2) above. The protective lining shall clear the floor by not less than 4 inches (102 mm).
4. Floor covering, underlayment, and its adhesive shall have a critical radiant flux of not less than 0.45 W/ cm<sup>2</sup> as measured by ASTM E 648. Floor finish materials of a traditional type such as wood, vinyl, linoleum and terrazzo are permitted to be used.
5. Carpeting without padding may be used for interior finishes provided that it has a Class I rating, a flame spread of 25 or less which shall include all assembly components except the adhesive.

**Exception:** Handrails, operating devices, ventilating devices, signal fixtures, audio and visual communication devices, and their housings are not required to comply with this Section 3011.6.

**3011.6.3.3 Interior alteration.** Alterations or modifications of elevator car interiors shall comply with ASME A17.1/CSA B44 8.7.2.15.2 increase or decrease in deadweight of car). *Seattle Building Code* requirements concerning flame spread rating for wall coverings (See Chapter 8) and lighting requirements of ASME A17.1/CSA B44.

**3011.6.3.4 Car doors and gates.** Car doors or gates shall be required at each entrance to the elevator car.

1. Car doors or gates may be horizontal or vertical sliding.
2. Gates, except collapsible, may be solid or may be openwork of a design to reject a ball 2 inches in diameter ball. Gates shall be:
  - 2.1. Constructed of metal or wood; and
  - 2.2. Designed shall be so designed that they will withstand a lateral pressure of 100# applied at approximately their center without breaking or being permanently deformed and without displacing the gate from its guides or tracks.
3. Collapsible gates shall reject a 3-inch diameter ball when fully extended (closed position) when installed on passenger cars and reject a 4-1/2 ball when fully extended (closed position) when installed on freight cars. Such gates shall not be power-opened for more than one-third of their clear opening distance or for a maximum power opening distance not to exceed 10 inches. Collapsible gates shall have at least every fourth vertical member guided at the top and every second vertical member guided at the bottom.
4. Handles of manually operated collapsible gates nearest the car operating device on elevators operated from the car only shall be so located that the nearest handle is not more than 48 inches (1.22 m) above the car floor. Gate handles shall be provided with finger guards.
5. Car doors and gates when in the fully closed position shall conform to the following specifications:
  - 5.1. For passenger cars they shall protect the full width and height of the car entrance opening provided that vertically sliding gates may extend from a point not more than 1 inch above the car floor to a point not less than 6 feet above the floor.
  - 5.2. For freight elevators they shall protect the full width of the car entrance opening. Car doors shall extend from the car floor to a height of not less than 6 feet above the car floor. Vertically sliding gates shall extend from a point not more than 1 inch above the car floor to a point not less than 6 feet above the car floor.
6. Car doors and gates of electric and electro-hydraulic elevators shall be equipped with approved car door or gate electric contacts which will prevent operation of the elevator by the normal operating device unless the car door or gate is in the closed position.

**3011.6.3.5 Location of car doors and gates.** All elevators, except freight elevators equipped with horizontally swinging doors which are not accessible to the general public and located in factories, warehouses, garages, and similar buildings, shall conform to the following:

1. Location. Doors or gates for automatic or continuous-pressure operation elevators shall be so located that the distance from the face of the car door or gate to the face of the hoistway door shall be not more than the following:
  - 1.1. Where a swinging-type hoistway door and a car gate are used, 4 inches (102 mm);
  - 1.2. Where a swinging-type hoistway door and a card door are used 5-1/2 inches (140 mm);
  - 1.3. Where a sliding-type hoistway door and a car gate or door are used, 5-1/2 inches (140 mm).
2. Measurement of distances. The distances specified shall be measured as follows:
  - 2.1. Where a multisection car door and multisection hoistway door are used or where one of these doors is multisection and the other is single section, between the sections of the car door and the hoistway doors nearest to each other;
  - 2.2. Where a multisection car door and a swinging-type hoistway door are used, between the hoistway door and the section of the car door farthest from it. Where space conditions require the use of three speed car doors, the distance shall be measured from the intermediate speed panel;
  - 2.3. Where a car gate is used, between the car gate and the section of the hoistway door nearest to the car gate.
3. Where existing distances are greater than specified by paragraphs 1 and 2 of this section, a space guard of sheet metal shall be provided, attached to the hoistway door and/or car door.
  - 3.1. The guard is to be mounted to the door by a tamper-proof means.
  - 3.2. The bottom of the guard shall be not less than 1/8 (3.2 mm) nor more than 1/2 inch (13 mm) from the edge of the sill.
  - 3.3. The face of the guard shall run vertically not less than 40 inches (1.01 m) nor more than the height of the lower edge of the vision panel.
  - 3.4. The guard shall extend the full width of the door.

- 3.5. The top of the guard shall be inclined toward the face of the door at angle of not less than 60° nor more than 75° from the horizontal.
- 3.6. Exposed edges shall be beveled or rolled to eliminate sharp edges.
- 3.7. The guard shall be sufficiently rigid or reinforced to prevent collapsing or denting.
- 3.8. Mounting of the guard shall have proper clearances at the bottom and sides to permit easy closing of the door and shall not interfere with the self-closing.
- 3.9. On multisection horizontally sliding doors only the leading or fast panel shall be fitted with the space guard. For swinging doors, the sides of the guard shall be closed if the depth exceeds 5 inches (127 mm).
4. On horizontally sliding hoistway doors where existing clearances are greater than specified by subsections 1 and 2 of this section, a vertical sight guard shall be mounted to the leading edge of the hoistway door. The sight guard shall
  - 4.1. Be mounted with a vertical clearance of not more than 1/2 inch (13 mm) to the sill, to a height of not less than 6 feet (1.8 m); and
  - 4.2. Project from the door, a distance to not more than 1/2 inch (13 mm) nor less than 1/8 inch (3.2 mm) from the hoistway edge of the sill.
5. Only the following devices may be used to render inoperative hoistway door interlocks, the electric contacts of hoistway door combination mechanical locks and electric contacts, or car door or gate electrical contacts:
  - 5.1. Leveling devices
  - 5.2. Truck-zoning devices;
  - 5.3. Hoistway access switch.
  - 5.4. Existing devices which do not conform to the above shall be removed.

**3011.6.3.6 Control and operating circuit requirements.** The failure of any single magnetically operated switch, contactor, or relay to release in the intended manner, or the occurrence of a single accidental ground, shall not permit the car to start or run if any hoistway door interlock is unlocked or if any hoistway door or car door or gate electric contact is not in the closed position.

**3011.6.3.7 Emergency exits.**

1. Top emergency exits.
  - 1.1. Cars provided with a car top emergency exit. Top emergency exit covers shall be hinged or otherwise attached to the car top so that the cover can be opened from the top of the car only and opens outward.
  - 1.2. The exit cover of the lower compartment of a multideck elevator car shall be openable from either compartment.
2. Side emergency exits.
  - 2.1. Side emergency exit doors or panels, where provided, shall have a lock arranged so that the door may be opened from the inside of the car only by a special shaped removable key and outside the car by means of a nonremovable handle.
  - 2.2. All side emergency car exits shall be equipped with electric contacts to prevent the movement of the car if the exit door or panel is not closed, see 3011.6.10.5(16). Side emergency exit door panels shall open only into the car.

**3011.6.3.8 Car illumination.**

1. Interiors of cars shall be provided with not less than 2 electric lights.
2. The minimum illumination at the car threshold, with the door closed, shall not be less than:
  - 2.1. For passenger elevators: 5 footcandle (54 lux);
  - 2.2. For freight elevators 2-1/2 footcandle (27 lux).
3. Light control switches are not required, but if provided, they shall be located in or adjacent to the car's onboard operating device.
4. In elevators having automatic operation, the light control switch shall be of the key-operated type or located in a fixture with a locked cover.
5. Light fixtures mounted on car tops shall be equipped with a non-key operated switch located in or adjacent to the fixture.
6. A readily accessible and labeled toggle-type test switch shall be provided on the top of the car to cut lighting power manually to test the emergency lighting.

**3011.6.3.9 Car top work light.** A permanently wired work light and outlet shall be installed on the top of freight and passenger elevators to provide adequate illumination for inspection and work in the hoistway. The top of car light fixtures shall be provided with a non-keyed switch in or adjacent to the fixture. The fixture shall be protected from accidental breakage.

#### **3011.6.4 Safeties.**

**3011.6.4.1 Safeties.** The car of every elevator suspended by wire ropes shall be provided with car safeties. The safety device shall be capable of stopping and sustaining the entire car with its rated load in the event of cable severance or overspeed. There shall be a switch provided on the car actuated by the setting of the safeties that will remove the electric power from the driving machine motor and brake. Car safeties are identified and classified on the basis of performance characteristics after the safety begins to apply pressure on the guide rails.

1. Type A safeties. Safeties which develop a rapidly increasing pressure on the guide rails during the stopping interval, the stopping distance being very short due to the inherent design of the safety. The operating force is derived entirely from the mass and motion of the car or the counterweight being stopped. These safeties apply pressure on the guide rails through eccentrics, rollers, or similar devices without any flexible medium purposely introduced to limit the retarding force and increase the stopping distance.
2. Type B safeties. Safeties which apply limited pressure on the guide rails during the stopping interval, and which provide stopping distances that are related to the mass being stopped and the speed at which application of the safety is initiated. Retarding forces are reasonably uniform after the safety is fully applied. Continuous tension in the governor rope may or may not be required to operate the safety during the entire stopping interval. Minimum and maximum distances are specified on the basis of governor tripping speed.
3. Type C safeties (Type A with oil buffers). Safeties which develop retarding forces during the compression stroke of one or more oil buffers interposed between the lower members of the car frame and a governor-operated Type A auxiliary safety plank applied on the guide rails. The stopping distance is equal to the effective stroke of the buffers.
4. Type G safeties. Safeties similar to Type B except having a gradually increasing retarding force. This safety may be either of the wedge clamp type or the flexible guide clamp type applied a cable which unwinds a drum below the car floor.
5. Slack rope safeties that are actuated by the slackening or breaking of the hoisting ropes. This type of safety is not actuated by an overspeed governor.

**3011.6.4.2 Maximum permissible movement of governor rope to operate the safety mechanism.** For all Type B safeties, the movement of the governor ropes relative to the car or the counterweight, respectively, required to operate the safety mechanism from its fully retracted position to a position where the safety jaws begin to exert pressure against the guide rails shall not exceed the following values based on rated speed:

1. For car safeties:
  - 1.1. 200 fpm (1.02 m/s) or less: 42 inches (1.07 m)
  - 1.2. 202 fpm (1.03 m/s) to 375 fpm (1.90 m/s): 36 inches (914 mm).
  - 1.3. Over 375 fpm (1.91 m/s): 30 inches (762 mm).
2. For counterweight safeties: 42 inches (1.07 m) for all speeds.
3. Drum-operated car and counterweight safeties, requiring continual unwinding of the safety drum rope to fully apply the safety, shall be so designed that not less than three turns of the safety rope will remain on the drum after the overspeed test of the safety has been made with the rated load in the car.

**3011.6.4.3 Rail lubricants and lubrication plate.** Rail lubricants or coatings which will reduce the holding power of the safety or prevent its functioning as required shall not be used.

1. A metal plate shall be securely attached to the car crosshead in an easily visible location and, where lubricants are to be used, shall carry the notation, "Consult manufacturer of the safety for the characteristics of the lubricant to be used." If lubricants are not to be used, the plate shall so state.
2. If lubricants other than those recommended by the manufacturer are used, a safety test should be made to demonstrate that the safety will function as required.

#### **3011.6.5 Speed governors.**

**3011.6.5.1 Governors.** A speed governor or inertia trip safety or a slack cable operated safety shall be installed on all elevators and shall be so designed that it will actuate the car safeties before the car attains a speed of 140% of the rated speed. Governor ropes shall be not less than 3/8 inch in diameter, if iron or steel rope, and not less than 3/4 inch if manila rope. Tiller rope shall not be used.

**3011.6.5.2 Speed governor overspeed and car safety mechanism switches.**

1. A switch shall be provided on the speed governor and operated by the overspeed action of the governor when used with Type B and C car safeties of elevators having a rated speed exceeding 150 fpm (0.76 m/s).
2. A switch shall be provided on the speed governor when used with a counterweight safety for any car speed.
3. For static control, an overspeed switch shall be provided regardless of rated speed and shall operate in both directions of travel.
4. These switches shall, when operated, remove power from the driving-machine motor and brake before or at the same time of application of the safety.
5. Switches used to perform the function specified shall be positively opened and remain open until manually reset. (6) Switches operated by the car safety mechanism shall be of a type which will not reset unless the car safety mechanism has been returned to the “off” position.

**3011.6.6 Capacity and loading.**

**3011.6.6.1 Minimum rated load for passenger elevators.** The rated load in pounds (kilograms) for passenger elevators shall be based on the inside net platform areas, and shall be not less than shown in the table below. The inside net platform areas shall be determined as shown in the following table which shows the maximum inside net platform areas for the various common rated loads. If other rated loads are used, they shall be not less than as follows:

1. For an elevator having an inside net platform area of more than 50 feet squared (4.65 m squared),  
 $W = 0.667AA \text{ squared} + 66.7A.$
2. For an elevator with an inside net platform area of more than 50 feet squared (4.65 m squared),  
 $W = 0.0467A \text{ squared} + 125A - 1367.$

**TABLE 3011.6.6.1  
 MAXIMUM\* INSIDE NET PLATFORM AREAS FOR VARIOUS RATED LOADS**

Rated Load, lbs	Inside Net Platform Area, ft. <sup>2</sup>	Rated Load, lbs	Inside Net Platform Area, ft. <sup>3</sup>
500	7	5,000	50
600	8.3	6,000	57.7
700	9.6	7,000	65.3
1,000	13.25	8,000	72.9
1,200	15.6	9,000	80.5
1,500	18.9	10,000	88
1,800	22.1	12,000	103
2,000	24.2	15,000	125.1
2,500	29.1	18,000	146.9
3,000	33.7	20,000	161.2
3,500	38	25,000	196.5
4,000	42.2	30,000	231
4,500	46.2		

\*To allow for variations in cab designs, an increase in the maximum inside net platform area not exceeding 5% will be permitted for the various rated loads.

NOTE:

A = inside net platform area, ft. squared

W = minimum rated load, lb.

**3011.6.6.2 Use of partitions for reducing inside net platform area.** When partitions are installed in elevator cars for the purpose of restricting the platform net area for passenger use, they shall be permanently fastened in place.

1. Gates, doors, or handrails shall not be used as partitions.
2. Partitions shall be installed to permit approximately symmetrical loading.
3. When conditions do not permit symmetrical loading, guide rails, car frames, and platforms shall be capable of sustaining the resulting stresses and deflections.

**3011.6.6.3 Minimum rated load for freight elevators.** The minimum rated load for freight elevators in pounds (kilograms) shall be based on the weight and class of the load to be handled, but shall in no case be less than the minimum specified in subsection (2) of this section for each class of loading based on the inside net platform area. Freight elevators shall be designed for one of the following classes of loading:

## ELEVATORS AND CONVEYING SYSTEMS

1. Class A – General freight loading: Where the load is distributed, the weight of any single piece of freight or of any single hand truck and its load is not more than one-quarter of the rated load of the elevator, and the load is handled on and off the car platform manually or by means of hand trucks. For this class of loading, the rated load shall be based on not less than 50 lbs./ft. squared of inside net platform area.
2. Class B – Motor vehicle loading: Where the elevator is used solely to carry automobile trucks or passenger automobiles up to the rated load of the elevator. For this class of loading, the rated load shall be based on not less than 30 pounds/foot squared of inside net platform area.
3. Class C – Industrial truck loading: Where the load is carried in transit or is handled on and off the car platform by means of power industrial trucks or by hand trucks having a loaded weight more than one-quarter the rated load of the elevator. For this class of loading the following requirements apply:
  - 3.1. The rated load shall be based on not less than 50 pound/foot squared (244 kg/m squared) of inside net platform area;
  - 3.2. The weight of the loaded industrial truck shall not exceed the rated load of the elevator;
  - 3.3. The weight of the loaded industrial truck plus any other material carried on the elevator shall not exceed the rated load when the industrial truck is also carried;
  - 3.4. During loading and unloading, the load on the elevator shall in no case exceed 150% of the rated load, and where this load exceeds the rated load, the capacity of the brake and the traction relation shall be adequate to safely sustain and level at least 150% of the rated load.

**Note:** When the entire rated load is placed on the elevator by the industrial truck in increments, the load imposed on the car platform while the last increment is being loaded or the first increment unloaded will exceed the rated load by the weight of the empty industrial truck.

### 3011.6.6.4 Capacity plates.

1. Every elevator shall be equipped with a capacity plate or painted sign that is permanently and securely fastened in place and located in a conspicuous position inside the car. It shall indicate the rated load of the elevator in pounds, and for freight elevators, this plate or sign shall indicate:
  - 1.1. The capacity for lifting one-piece loads;
  - 1.2. For freight elevators used for industrial truck loading where the truck is not usually carried by the elevator but used only for loading and unloading, the maximum load the elevator is designed to support while being loaded or unloaded.
2. Capacity plates shall be durable and readily legible. The height of the letters and figures shall be at least 1/4 inch for passenger elevators and 1 inch for freight elevators.

**3011.6.6.5 Signs on freight elevators.** In addition to the capacity plate or painted sign on freight elevators, two other signs shall be installed or painted inside the car in a conspicuous place and permanently and securely fastened to the car enclosure. They shall be durable and easy to read with 1/2-inch letters, as follows:

1. In elevators not permitted to carry passengers, the sign shall read, "This is not a passenger elevator; no persons other than the operator and freight handlers are permitted to ride on this elevator."
2. In elevators permitted to carry employees, the sign shall read, "No passengers except employees permitted."

### 3011.6.7 Driving machines and sheaves.

#### 3011.6.7.1 General requirements.

1. Sheaves and drums shall be made of cast iron or steel and shall have finished grooves for ropes.
2. Set screws fastenings shall not be used in lieu of keys or pins on connections subject to torque or tension.
3. Friction gearing or a clutch mechanism shall not be used to connect a driving-machine drum or sheave to the main driving mechanism, other than in connection with a car leveling device.

#### 3011.6.7.2 Winding drum machines.

1. Winding drum machines shall be equipped with a slack-rope device with an enclosed switch of the manually reset type which shall cause the electric power to be removed from the elevator driving machine motor and brake if the hoisting ropes become slack or broken.
2. Winding drum machines shall be equipped with adjustable machine automatic terminal stop mechanisms set to directly open the main line circuit final terminal stopping switch. Chain, belt, or rope-driven mechanisms shall not be used.

**3011.6.7.3 Indirect drive machines.**

1. Indirect drive machines, utilizing V-belts, tooth drive belts, or chain drives, shall have at least three belts or chains operating together in parallel as a set. Belt and chain drive sets shall be pre-loaded and matched for length.
2. Belt set selection shall be based upon the manufacturer's rated breaking strength and a safety factor of 10. Chain and sprocket set selection shall be based upon the recommendations in the supplementary information section of ASME/ANSI B29.1, using a service factor of 2.0. Offset links in a chain are permitted. Chain drives and belt drives shall be guarded to protect against accidental contact and to prevent foreign objects from interfering with drives.

Sprockets in a chain drive set and also in a driven set shall be assembled into a common hub, with the teeth cut in line after assembly to assure equal load distribution on all chains. Tooth sheaves for a belt drive shall be constructed in a manner to assure equal load distribution on each belt in the set.

Load determination for both the belt and chain sets shall be based on the maximum static loading on the elevator car (full load on the car and the car at rest at a position in the hoistway which creates the greatest load, including either the car or counterweight resting on its buffer).

3. Each belt or chain in a set shall be continuously monitored by a broken belt or chain device of the manually reset type which shall function to automatically interrupt power to the machine and apply the brake in the event any belt or chain in the set breaks or becomes excessively slack. The driving machine brake shall be located on the traction sheave or winding drum assembly side of the driving machine so as to be fully effective in the event the entire belt set or chain set should break.
4. If one belt or chain of a set is worn, stretched, or damaged so as to require replacement the entire set shall be replaced. Sprockets and toothed sheaves shall also be inspected on such occasion and replaced if noticeably worn.

**3011.6.8 Driving machine brakes.**

**3011.6.8.1 Drive machine friction brakes.** The drive machine shall be equipped with a friction brake applied by a spring or springs, and released electrically.

The brake shall be designed to have a capacity sufficient to hold the car at rest with its rated load. For passenger elevators and freight elevators permitted to carry employees, the brake shall be designed to hold the car at rest with an additional load up to 25% in excess of the rated load.

**3011.6.8.2 Driving and release of driving machine brakes.** Driving machine brakes shall not be electrically released until power has been applied to the driving machine motor. All power feed lines to the brake shall be opened and the brake shall apply automatically when:

1. The operating device of a car switch or continuous pressure operation elevator is in the stop position;
2. A floor stop device functions;
3. Any of the electrical protective devices in 3011.6.10.5 functions;

Under conditions described in subsection 1 and 2 of this section, the application of the brake may occur on or before the completion of the slowdown and leveling operations.

The brake shall not be permanently connected across the armature of field of a direct current elevator driving machine motor.

**3011.6.9 Terminal stopping devices.**

**3011.6.9.1 Normal terminal stopping devices.** Enclosed upper and lower normal terminal stopping devices shall be provided and arranged to slow down and stop the car automatically, at or near the top and bottom terminal landings. Such devices shall function independently of the operation of the normal stopping means and of the final terminal stopping device.

1. Normal stopping devices shall be located on the car, in the hoistway, or in the machine room or machinery space and shall be operated by the movement of the car.
2. Broken rope, tape, or chain switches shall be provided in connection with normal terminal stopping devices located in the machine room or machinery spaces of traction elevators. These switches shall be opened by a failure of the rope, tape, or chain and shall cause the electrical power to be removed from the driving machine motor and brake.

**3011.6.9.2 Final terminal stopping devices.** Enclosed upper and lower final terminal electro-mechanical stopping devices shall be provided and arranged to prevent movement of the car by the normal operating devices in either direction of travel after the car has passed a terminal landing. Final terminal stopping devices shall be located as follows:

1. Winding drum driving machines. Elevators having winding drum machines shall have stopping switches on the machines and also on the hoistway operated by the movement of the car.

2. Traction driving machines. Elevators having traction driving machines shall have stopping switches in the hoistway operated by the movement of the car.

**3011.6.10 Operating devices and control equipment.**

**3011.6.10.1 Types of operating devices.** The following types of operating devices shall not be used:

1. Rope (i.e., shipper rope);
2. Rod operating devices, actuated directly by hand; or
3. Rope operating devices actuated by wheels, levers, or cranks.

**3011.6.10.2 Car-switch operation elevators.** The handles of lever-type operating devices of car-switch operation elevators must be arranged so that they will return to the stop position and latch there automatically when the hand of the operator is removed.

**3011.6.10.3 Passenger elevator emergency stop buttons.** Where provided, elevator emergency stop buttons shall be connected to activate the elevator alarm when in the stop position. An optional door hold open switch may be provided, but such door hold open function shall automatically cancel upon activation of a Phase I recall.

**3011.6.10.4 Top-of-car operating devices.**

1. Elevators with automatic or continuous-operation shall have a continuous-pressure button operating switch mounted on the top of the car for the purpose of operating the car solely from the top of the car. The device shall operate the car at a speed not exceeding 150 fpm (0.76 m/s).
2. The means for transferring the control of the elevator to the top-of-car operating devices shall be on the car top and located between the car crosshead and the side of the car nearest the hoistway entrance normally used for access to the car top.
3. A top-of-car operating station shall be installed on all existing elevators which have more than fifteen feet of travel.

**3011.6.10.5 Electrical protective devices.** Electrical protective devices shall be provided in accordance with the following:

1. Slack-rope switch: Winding drum machines shall be accompanied by a slack-rope device equipped with a slack-rope switch of the enclosed manually reset type which will cause the electric power to be removed from the elevator driving machine motor and brake if the suspension ropes become slack.
2. Motor-generator running switch: Where generator-field control is used, means shall be provided to prevent the application of power to the elevator driving machine motor and brake unless the motor generator set connections are properly switched for the running condition of the elevator. It is not required that the electrical connections between the elevator driving machine motor and the generator be opened in order to removed power from the elevator motor.
3. Compensating rope sheave switch.: Compensating rope sheaves shall be provided with a compensating rope sheave switch or switches mechanically opened by the compensating rope sheave before it reaches its upper or lower limit of travel to cause the electric power to be removed from the elevator driving machine motor and brake.
4. Broken rope, tape or chain switches used in connection with machine room normal terminal stopping switches: Broken rope, tape or chain switches which meet the requirements of 3011.6.5.2 shall be provided in connection with normal terminal stopping devices located in machine rooms of traction elevators. These switches shall open when a rope, tape, or chain fails.
5. Stop switch on top-of-car: A stop switch shall be provided on the top of every elevator car, which shall cause the electric power to be removed from the elevator driving machine motor and brake, and shall:
  - 5.1. Be of the manually operated and closed type;
  - 5.2. Have red operating handles or buttons;
  - 5.3. Be conspicuously and permanently marked “STOP” and indicated the stop and run positions;
  - 5.4. Be positively opened mechanically (opening shall not be solely dependent on springs);
  - 5.5. Have red operating handles or buttons;
  - 5.6. Be conspicuously and permanently marked “stop”;
  - 5.7. Indicate the “stop” and “run” positions; and
  - 5.8. Be positively opened mechanically and not solely dependent on springs.
6. Car-safety mechanism switch: A switch is required where a car safety is provided.

7. Speed governor overspeed switch: A speed governor overspeed switch shall be provided when required by 3011.6.5.2.
8. Final terminal stopping devices: Final terminal stopping devices shall be provided on every elevator.
9. Emergency terminal speed limiting device: Where reduced stroke oil buffers are provided, emergency terminal speed limiting devices are required.
10. Motor generator overspeed protection: Means shall be provided to cause the electric power to be removed automatically from the elevator driving machine motor and brake should a motor generator set, driven by a direct current motor, overspeed excessively.
11. Motor field sensing means: Where direct current is supplied to an armature and shunt field of an elevator driving machine motor, a motor field current sensing means shall be provided, which shall cause the electric power to be removed from the motor armature and brake unless current is lowering in the shunt field of the motor.  

A motor field current sensing means is not required for static control elevators provided with a device to detect an overspeed condition prior to, and independent of, the operation of the governor overspeed switch. This device shall cause power to be removed from the elevator driving machine motor armature and machine brake.
12. Buffer switches for oil buffers used with Type C car safeties: Oil level and compression switches shall be provided for all oil buffers used with Type C safeties.
13. Hoistway door interlocks or hoistway door electric contacts: Hoistway door interlocks or hoistway door electric contacts shall be provided for all elevators.
14. Car door/gate electric contacts: Car door or gate electric contacts shall be provided on all elevators.
15. Normal terminal stopping devices: Normal terminal stopping devices shall be provided on all elevators.
16. Car side emergency exit electric contacts: An electric contact shall be provided on every car side emergency exit door.
17. Electric contacts for hinged car platform sill: Hinged car platform sills, where provided, shall be equipped with electric contacts.
18. Stop switch in the elevator pit: A stop switch shall be installed in all elevator pits and shall be located adjacent to the normal pit access.

#### **3011.6.10.6 Power supply line disconnecting means.**

1. A disconnect switch or a circuit breaker shall be installed and connected into the power supply line to each elevator motor or motor generator set and controller. The power supply line shall be equipped with overcurrent protection inside the machine room or machinery space.
2. The disconnect switch or circuit breaker shall be of the manually closed multipole type and be visible from the elevator driving machine or motor generator set. When the disconnecting means is not within sight of the driving machine, the control panel, or the motor generator set, and additionally manually operated switch shall be installed adjacent to the remote equipment and connected in the control circuit to prevent starting.
3. No provision may be made to close the disconnect switch from any other part of the building.
4. Where there is more than one driving machine in a machine room, disconnect switches or circuit breakers shall be numbered to correspond to the number of the driving machine which they control.

**3011.6.10.7 Phase reversal and failure protection.** Elevators having polyphase alternating current power supply shall be equipped with a means to prevent the starting of the elevator motor if the phase rotation is in the wrong direction or if there is a failure of any phase.

This protection may be considered to be provided in the case of generator field control having alternating current motor-generator driving motors, provided a reversal of phase will not cause the elevator driving machine motor to operate in the wrong direction. Controllers on which switches are operated by polyphase torque motors provide inherent protection against phase reversal or failure.

#### **3011.6.10.8 Grounding and overcurrent protections.**

1. Control and operating circuit requirements shall comply with Article 621-61 of the 1990 Seattle Electrical Code.
2. Grounding methods shall comply with Articles 620-81 through 620-85 of the 1990 Seattle Electrical Code.

**3011.6.10.9 Absorption of regenerated power.** When a power source is used which, in itself, is incapable of absorbing the energy generated by an overhauling load, means for absorbing sufficient energy to prevent the elevator from attaining governor tripping speed or a speed in excess of 125% of rated speed, whichever is lesser, shall be provided on the load side of each elevator power supply line disconnecting means.

**3011.6.10.10 Door bypass system.** Door bypass systems, where used, shall conform with the requirements of ASME A17.1-1990 Rule 210.1e.

**3011.6.10.11 Restricted opening of doors.** All existing passenger elevators in Group R-1 hotels and dormitory buildings shall comply with the following.

1. When a car is outside the unlocking zone, the hoistway doors or car doors shall be so arranged that the hoistway doors or car doors cannot be opened more than 4 inches (102 mm) from inside the car.
2. When the car doors are arranged that they cannot be opened when the car is outside the unlocking zone, the car doors shall be openable from outside the car without the use of special tools.
3. The doors shall be unlockable when the car is within 3 inches (76 mm) above or below the landing and are permitted to be configured to be unlockable up to 18 inches (457 mm) above or below the landing.

**3011.6.11 Emergency operation and signaling devices.**

**3011.6.11.1 Car emergency devices in buildings.** Where provided, elevators with an audible signaling device, operable from a switch or button marked “ALARM” which shall be located in or adjacent to each car operating panel. The signaling device shall be located inside the building and audible inside the car and outside the hoistway. One signaling device may be used for a group of elevators.

**3011.6.12 Suspension systems and their connections.**

**3011.6.12.1 Suspension means.** Cars shall be suspended by steel wire ropes attached to the car frame or passing around sheaves attached to the car frame. Only iron (low carbon steel) or steel wire ropes, having the commercial classification “elevator wire rope,” or wire rope specifically constructed for elevator used may be used for the suspension of elevator cars and for the suspension of counterweights. The wire material for ropes shall be manufactured by the open-hearth or electric furnace process or its equivalent.

**3011.6.12.2 Rope data tag.** At each rope renewal, a new metal tag shall be securely attached to one of the wire rope fastenings. Rope data tags shall be durable and readily legible. The height of letters and figures shall be no less than 1/16 inch. This data tag shall bear the following information:

1. The diameter in inches;
2. The manufacturer’s rated breaking strength;
3. The grade of material used;
4. The month and year the ropes were installed;
5. Whether non-preformed or preformed;
6. Construction classification;
7. Name of the person or firm that installed the ropes;
8. Name of the manufacturer of the ropes;
9. Number of ropes; and
10. The date on which the rope was re-socketed or other types of fastening changed.

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**3011.6.12.2.1 Missing data tags.** In the event an existing data tag cannot be located, a replacement tag shall be created specifying the date of verification of known information.

**3011.6.12.3 Factor of safety.** The factor of safety of the suspension wire ropes shall not be less than shown on the following table. The factor of safety shall be based on the actual rope speed corresponding to the car’s rated speed. The factor of safety shall be calculated by the following formula:

$$F = \frac{(S \times N)}{W} \tag{Formula 3011-1}$$

where:

- N = Number of runs of rope under load. (2:1 roping, twice the number of ropes used; 3:1 roping, three times, etc.).
- S = Manufacturer’s rated breaking strength of one rope.
- W = Maximum static load imposed on all car ropes with the car and its rated load at any position in the hoistway.

**TABLE 3011.6.12.3**  
**Minimum Factors of Safety for Suspension Wire Ropes**

Rope Speed (fpm)	Minimum Factor of Safety		Rope Speed (fpm)	Minimum Factor of Safety	
	Passenger	Freight		Passenger	Freight
50	7.60	6.65	605	10.85	9.65
75	7.75	6.85	700	11.00	9.80
100	7.95	7.00	750	11.15	9.90
125	8.10	7.15	800	11.25	10.00
150	2.25	7.30	850	11.35	10.10
175	8.40	7.45	900	11.45	10.15
200	8.60	7.65	950	11.50	10.20
225	8.75	7.75	1000	11.55	10.30
250	8.90	7.90	1050	11.65	10.35
300	9.20	8.20	1100	11.70	10.40
350	9.50	8.45	1150	11.75	10.45
400	9.75	8.70	1200	11.80	10.50
450	10.00	8.90	1250	11.80	10.50
500	10.25	9.15	1300	11.85	10.55
550	10.45	9.30	1350	11.85	10.55
600	10.70	8.50	1400-2000	11.90	10.55

**3011.6.12.4 Minimum number and diameter of suspension ropes.** All elevators, except freight elevators that do not carry passengers or freight handlers and have no means of operation in the car, shall conform to the following requirements:

1. The minimum number of hoisting ropes used is three for traction elevators and two for drum-type elevators. Where a car counterweight is used, the number of counterweight ropes used shall not be less than two.
2. The minimum diameter of hoisting and counterweight ropes is 3/8 inch (9.5 mm). Outer wires of the ropes shall be no less than 0.024 inch (0.61 mm) in diameter. The term “diameter” where used in this section refers to the nominal diameter as given by the rope manufacturer.

**3011.6.12.5 Suspension rope equalizers.** Suspension rope equalizers, where provided, shall be of the individual-compression spring type.

Equalizers of other types may be used with traction elevators provided the equalizers and fastenings are approved by the authority having jurisdiction on the basis of adequate tensile and fatigue tests made by a qualified laboratory. Such tests shall show the ultimate strength of the equalizer and its fastenings in its several parts and assembly, which shall be no less than 10% in excess of the strength of suspension ropes, provided that equalizers of the single-bar type, or springs in tension, shall not be used to attach suspension ropes to cars or counterweights or to dead-end hitch plates.

**Exception:** The requirements of this section do not apply to rope equalizers that meet rule 2.20.5 in ASME A17.1-2000/CSA B44:00.

**3011.6.12.6 Securing of suspension wire ropes to winding drums.** Suspension wire ropes of winding drum machines shall have the drum ends of the ropes secured on the inside of the drum by clamps or by tapered babbitted sockets, or by other means approved by the *building official*.

**3011.6.12.7 Spare rope turns on winding drums.** Suspension wire ropes of winding drum machines shall have not less than one turn of the rope on the drum when the car is resting on the fully compressed buffers.

**3011.6.12.8 Suspension rope fastenings.** Spliced eyes by return loop may continue in service. Suspension rope fastening shall conform to the requirements of ASME A17.1 Rule 212.9 1996 when the ropes are replaced.

**3011.6.12.9. Auxiliary rope fastening devices.** Auxiliary rope fastening devices, designed to support cars or counterweights if any regular rope fastenings fail, may be provided subject to approval by the *building official*.

**3011.6.12.10 Compensating means.** Compensating chains or ropes shall be fastened to the counterweight frame directly or to a bracket fastened to the frame and shall not be fastened to the tie rods.

### 3011.7 Hydraulic elevators.

**3011.7.1 Scope.** This section shall be the minimum standard for existing direct plunger and roped hydraulic elevators.

**3011.7.1.1** All hoistways, hoistway enclosures, and related construction shall conform to the applicable requirements of Hoistways and Related Construction for Electric and Hydraulic Elevators. See Section 3011.5.

**3011.7.1.2. Hydraulic elevators without safety bulkheads.**

1. Oil levels shall be monitored and tracked in a log.
2. The log shall contain the date the oil was added, the reason for the loss of oil, and the amount of oil added.
3. If the reason for the loss of oil cannot be determined, the unit shall be immediately taken out of service and the tests specified in 8.6.5.14.1 and 8.6.5.14.2 ASME A17.1-2019/CSA B44:19 shall be performed.

**3011.7.2 Mechanical equipment.**

**3011.7.2.1 Buffers and bumpers.** Car buffers or bumpers shall be provided. Solid bumpers may be used in lieu of buffers where the rated speed is 50 fpm (0.25 m/s) or less.

**3011.7.2.2 Car frames and platforms.** Car frames and platforms shall conform to the requirements of 3011.6.2.

**3011.7.2.3 Car enclosures.** Car enclosures shall conform to the requirements of 3011.6.3.

**3011.7.2.4 Capacity and loading.** Capacity and loading shall conform to the requirements of 3011.6.6.

**3011.7.3 Driving machines.**

**3011.7.3.1 Connection to driving machines.** The driving member of a direct plunger driving machine shall be attached to the car frame or car platform with fastenings of sufficient strength to support that member.

The connection to the driving machine shall be capable of withstanding, without damage, any forces resulting from a plunger stop.

**3011.7.3.2 Plunger stops.** Plungers shall be provided with solid metal stops and/or other means to prevent the plunger from traveling beyond the limits of the cylinder. Stops shall be designed and constructed so as to stop the plunger from maximum speed in the up direction under full pressure without damage to the connection to the driving machine, plunger, plunger connection, or any other parts of the hydraulic system. For rated speeds exceeding 100 feet per minute where a solid metal stop is provided, means other than the normal terminal stopping device (i.e., emergency terminal speed limiting device) shall be provided to retard the car to 100 feet per minute with retardation no greater than gravity, before striking the stop.

**3011.7.4 Valves, supply piping, and fittings.****3011.7.4.1 Pump relief valve.**

1. Each pump or group of pumps shall be equipped with a relief valve conforming to the following specifications, except as covered by subsection (2) of this section:
  - 1.1. The relief valve shall be located between the pump and the check valve and shall be of such a type and installed in the by-pass connection so that the valve cannot be shut off from the hydraulic system.
  - 1.2. The relief valve shall be preset to open at a pressure no greater than 150% of working pressure.
  - 1.3. The size of the relief valve and bypass shall be sufficient to pass the maximum rated capacity of the pump without raising the pressure more than 25% above that at which the valve opens. Two or more relief valves may be used to obtain the required capacity.
  - 1.4. Relief valves having exposed pressure adjustments, if used, shall have their means of adjustment sealed after being set to the correct pressure.
2. No relief valve is required for centrifugal pumps driven by induction motors, provided the shutoff, or maximum pressure which the pump can develop, is not greater than 135% of the working pressure at the pump.

**3011.7.4.2 Check valve.** A check valve shall be provided and shall be so installed that it will hold the elevator car with rated load at any point when the pump stops, or the maintained pressure drops below the minimum operating pressure.

**3011.7.4.3 Supply piping and fittings.** Supply piping and fittings shall be in sound condition and secured in place.

**3011.7.4.4 Flexible hydraulic connections.** When flexible hydraulic connections are replaced, the requirements of ASME A17.1, Rule 303.1d 1996 shall be met in all respects. Where flexible connections pass through walls, the replacement shall be made with steel piping.

**3011.7.5 Pressure tanks.****3011.7.5.1 General requirements.**

1. Capacity. All tanks shall be of sufficient capacity to provide for an adequate liquid reserve to prevent the entrance of air or other gas into the system.
2. Minimal liquid level indicator. The permissible minimum liquid level shall be clearly indicated.

**3011.7.5.2 Pressure tanks.**

1. Vacuum relief valves. Tanks which may be subjected to vacuum sufficient to cause collapse shall be provided with one or more vacuum relief valves with openings of sufficient size to prevent collapse of the tank.

2. Gauge glasses. Tanks shall be provided with one or more gauge attached directly to the tank and equipped to shut off the liquid automatically in case of failure of the glass. The gauge glass or glasses shall be located so as to indicate any level of the liquid between permissible minimum and maximum levels and be equipped with a manual cock at the bottom of the lowest glass.
3. Pressure gauge. Tanks shall be provided with a pressure gauge which will indicate the pressure correctly to no less than 1-1/2 times the pressure setting of the relief valve. The gauge shall be connected to the tank or water column by pipe and fittings with a stop cock in such a manner that it cannot be shut off from the tank except by a stop cock. The stop cock shall have a "T" or level handle set in line with the direction of flow through the valve when open.
4. Inspector's gauge connection. Tanks shall have a 1/4 inch pipe size valve connection for attaching an inspector's pressure gauge when the tank is in service.
5. Liquid level detector. Tanks shall be equipped with a means to render the elevator inoperative if, for any reason, the liquid level in the tank falls below the permissible minimum.
6. Handholes and manholes. Tanks shall be equipped with means for internal inspection.
7. Piping and fittings for gauges. Piping and fittings for gauge glasses, relief valves, and pressure gauges shall be of a material that will not be corroded by the liquid used in the tank.

### **3011.7.6 Terminal stopping devices.**

**3011.7.6.1 Terminal stopping devices.** Terminal stopping devices shall conform to the requirements of 3011.6.9.

### **3011.7.7 Operating devices and control equipment.**

**3011.7.7.1 Operating devices.** Operating devices shall conform to the requirements of 3011.6.10.2.

**3011.7.7.2 Top-of-car operating devices.** Top-of-car operating devices shall be provided and shall conform to the requirements of 3011.6.10.1 and 3011.6.10.2, except for uncounterweighted elevators having a rise of no more than 15 feet.

**3011.7.7.3** The bottom normal terminal stopping device may be made ineffective while the elevator is under control of the top-of-car operating system.

**3011.7.7.4 Anti-creep leveling devices.** Each elevator shall be provided with an anti-creep leveling device conforming to the following specifications:

1. It shall maintain the car within 3 inches of the landing regardless of the position of the hoistway door.
2. For electrohydraulic elevators, it shall operate the car only in the up direction.
3. For maintained pressure hydraulic elevators, it shall operate the car in both directions.
4. Its operation may depend on the availability of the electric power provided that:
  - 4.1. The power supply line disconnecting means required by 3011.6.10.6 is kept in the closed position at all times except during maintenance, repairs, and inspections.
  - 4.2. The electrical protective devices required by 3011.7.7.5 shall not cause the power to be removed from this device.

**3011.7.7.5 Electrical protective devices.** Electrical protective devices, if provided, shall conform with the requirements of 3011.6.10.5 and operate as follows:

1. The following devices shall prevent operation of the elevator by the normal operating device and also the movement of the car in response to the anti-creep leveling devices.
  - 1.1. Stop switches in the pit;
  - 1.2. Stop switches on top of the car; and
  - 1.3. Car side emergency exit door electric contacts, where such doors are provided.
2. The following devices shall prevent the operation of the elevator by the normal operating device but the anti-creep leveling device required by 3011.7.7.4 shall remain operative:
  - 2.1. Emergency stop switches in the car;
  - 2.2. Broken rope, tape, or chain switches on normal terminal stopping devices when such devices are located in the machine room, machinery space or overhead space;
  - 2.3. Hoistway door interlocks or hoistway door electric contacts;
  - 2.4. Car door or gate electric contacts; and
  - 2.5. Hinged car platform sill electric contacts.

**3011.7.7.6 Power supply line disconnects.** Power supply line disconnects shall conform to the requirements of 3011.6.10.6.

**3011.7.7.7 Devices for making hoistway door interlocks or electric contacts, or car door or gate electric contacts inoperative.** The installation shall conform to the requirements of 3011.6.3.5.

**3011.7.7.8 Control and operating circuit requirements.** Control and operating circuits shall conform to the requirements of 3011.6.3.6.

**3011.7.7.9 Emergency operation and signaling devices.** Emergency operation and signaling devices shall conform to the requirements of 3011.6.11.1.

**3011.7.7.10 Additional requirements for counterweighted hydraulic elevators.** Counterweighted hydraulic elevators shall be roped so that the counterweight shall not strike the overhead when the car is resting on its fully compressed buffer.

Where counterweights are provided, counterweight buffers shall be provided.

**3011.7.7.11 Roped horizontal hydraulic elevators.** Roped horizontal elevators are permitted to continue in service but once taken out of service shall not be reactivated.

### 3011.8 Escalators.

**3011.8.1 Scope.** This part is a minimum standard for all escalators used to transport passengers.

#### 3011.8.2 Construction.

**3011.8.2.1 Balustrades.** The balustrade shall be totally closed except where the handrail enters the newel base. Gaps between interior panels are permitted provided that they are no wider than 3/16 inch (4.8 mm) and the edges are rounded or beveled.

**3011.8.2.2 Clearance between skirt and step.** The clearance on each side of the steps between the step tread and the adjacent skirt panel shall not be more than 3/16 inch (4.8 mm).

#### 3011.8.2.3 Guards at ceiling or soffit intersections.

1. Guard required. A solid guard shall be provided in the intersection of the angle of the outside balustrade (deck board) and the ceiling or soffit, except as indicated in subsection (2) of this section. The vertical edge of the guard shall be a minimum of 8 inches. The escalator side of the vertical face of the guard shall be flush with the face of the wellway. The exposed edge of the guard shall be rounded and have a minimum width of 1/4 inch (6.4 mm).
2. Guards are not required under the following conditions:
  - 2.1. On high decks where the clearance of the outside edge of the deck and the ceiling or soffit is more than 12 inches (305 mm) or where the projected intersection of the outside deck and the ceiling or soffit is more than 24 inches (610 mm) from the centerline of the handrail.
  - 2.2. On low decks where the centerline of the handrail is more than 14 inches (356 mm) from the ceiling or soffit.

**3011.8.2.4 Antislid device.** On high deck balustrades, antislid devices shall be provided on decks or combination of decks when the outer edge of the deck is greater than 12 inches (305 mm) from the centerline of the handrail or on adjacent escalators when the distance between the centerline of the handrails is greater than 16 inches (406 mm).

These devices shall consist of raised objects fastened to the decks, not closer than 4 inches (102 mm) to the handrail and spaced not greater than 6 feet (1.83 m) apart. The height shall be no less than 3/4 inch (19 mm). There shall be no sharp corners or edges.

**3011.8.2.5 Handrails.** Each escalator shall be provided with a handrail moving in the same direction and at substantially the same speed as the steps.

**3011.8.2.6 Handrail guards.** Hand or finger guards shall be provided at the point where the handrail enters the balustrade.

**3011.8.2.7 Slotting of step risers.** Escalators with smooth curved surface risers shall have either:

1. Steps having cleated risers provided with vertical cleats which mesh with slots on the adjacent step tread as the steps make the transition from the incline to the horizontal; or
2. Means to cause the opening of the power circuits to the escalator driving machine motor and brake should a step be displaced against the upthrust track at the upper and lower curves in the passenger carrying line of the track system.

**3011.8.2.8 Slotting of step treads.** The tread surface of each step shall be slotted in a direction parallel to the travel of the steps.

**3011.8.2.9 Combplates.** There shall be a combplate at the entrance and at the exit of every escalator. The combplate teeth shall be meshed with and set into the slots in the tread surface so that the points of the teeth are always below the upper surface of the treads.

### 3011.8.3 Brakes.

**3011.8.3.1 General requirements.** Escalators shall be provided with a brake capable of stopping the up or down traveling escalator with any load up to brake rated load. The brake shall be mechanically or magnetically applied. If the brake is magnetically applied, a ceramic permanent magnet shall be used.

**3011.8.3.2 Main drive shaft brake.** If the escalator brake is separated from the main drive shaft by a chain used to connect the driving machine to the main drive shaft, a mechanically or magnetically applied brake capable of stopping a down running escalator with brake rated load shall be provided on the main drive shaft. If the brake is magnetically applied, a ceramic permanent magnet shall be used.

### 3011.8.4 Operating and safety devices.

**3011.8.4.1 Starting switches.** Starting switches shall be of the key-operated type and shall be located so that the escalator steps are within sight.

**3011.8.4.2 Escalator starting switches.** “Up” and “Down” positions shall be clearly indicated on all starting switches.

**3011.8.4.3 Emergency stop buttons.** There shall be a red stop button in an accessible location at the top and bottom landings of each escalator. The operation either one of these buttons shall cause the interruption of power to the escalator. It shall be impossible to start an escalator by means of these buttons. These buttons shall be marked “**Escalator Stop Button.**”

#### 3011.8.4.4 Speed governor.

1. A speed governor shall be provided, except as specified in subsection (2) of this section. Its operation shall cause the interruption of power to the driving machine if the speed of the steps exceeds a predetermined value, which shall be no more 40% above the rated speed.
2. The speed governor is not required where an alternating current squirrel induction motor is used and the motor is directly connected to the driving machine. (Note: The governor may be omitted in such case even though a chain is used to connect the sprocket on the driving machine to the sprocket on the main drive shaft.)

**3011.8.4.5 Broken step-chain device.** A broken step-chain device shall be provided to cause the interruption of power to the driving machine if a step chain breaks, and, where no automatic chain tension is provided, if excessive sag occurs in either step chain.

**3011.8.4.6 Application of brake.** The brake shall automatically stop the escalator when any of the safety devices function.

**3011.8.4.7 Broken drive-chain device.** When the driving machine is connected to the main drive shaft by a chain, a device shall be provided which will cause the application of the brake on the main drive shaft and also stop the drive machine if the drive chain parts.

**3011.8.4.8 Skirt obstruction device.** Means shall be provided to stop the escalator if an object becomes accidentally caught between the step and the skirt as the step approaches the upper or lower combplate. The device shall be located so that the escalator will stop before that object reaches the combplate.

**3011.8.4.9 Rolling shutter device.** Rolling shutters, if used, shall be equipped with a device which will be activated as the shutters begin to close to cause the opening of the power circuit to the escalator driving machine motor and brake.

**3011.8.4.10 Reversal stop device.** Means shall be provided to cause the opening of the power circuit to the driving machine motor and brake in case of accidental reversal of travel while the escalator is operating in the ascending direction.

**3011.8.4.11 Tandem operation.** Tandem operation escalators shall be electrically interlocked where traffic flow is such that bunching will occur if the escalator is carrying passengers away from the intermediate landing stops.

The electrical interlocks shall stop the escalator carrying passengers into the common intermediate landing if the escalator carrying passengers away from the landing stops. These escalators shall also be electronically interlocked to assure that they run in the same direction.

**3011.8.4.12 Caution signs.** A sign shall be located at the top and bottom landings of each escalator, readily visible to the boarding passengers. The sign shall be of the standard design recognized by the elevator industry and include the following:

1. Caution;
2. Passenger Only;
3. Hold Handrail;
4. Attend Children; and

5. Avoid sides.

**3011.8.5 Lighting of step treads.**

**3011.8.5.1 Lighting of step treads.** Step treads shall be illuminated throughout. The light intensity on the treads shall not be less than 5 foot candles (54 lux).

The illumination shall be uniform intensity and shall not contrast materially with that of the surrounding area.

**3011.8.5.2 Comb and step distinction.** There shall be a visual contrast between the comb and step, achieved by color, pattern, or texture.

**3011.8.5.3 Safety zone.** The entry and exit zone shall be kept clear of all obstacles. The width of the zone shall be not less than the width between the centerlines of the handrails plus 8 inches. The length of the zone, measured from the end of the newel, shall be not less than twice the distance between the centerlines of the handrails.

**Exception:** On the entrance side, the safety zone distance may be reduced, when cart restriction devices are installed, with prior written permission from the *building official*.

**3011.8.5.4 Landing access plates.** Access plates at the top and bottom landings shall be properly located and securely fastened in place when no more than 70 lbf effort is required to open the access plate.

**3011.9 Dumbwaiters, hand-powered dumbwaiters, and hand-powered elevators.**

**3011.9.1 Scope.** This is a minimum standard for existing electric and hand-powered dumbwaiters and hand-powered elevators.

**3011.9.2 Electric and electro-hydraulic dumbwaiters.**

1. Dumbwaiter cars may be constructed of metal or wood and shall be in compliance with local ordinances as to fire resistance providing it is constructed to carry its rated load without distortion. The dumbwaiter car shall be fully enclosed except for the landing sides. The car floor shall not exceed 9 square feet in area, the total inside height shall not exceed 4 feet, and the maximum capacity shall not exceed 500 pounds.
2. Electrically operated machines shall be equipped with brakes that are electrically released and applied automatically by springs in conformity with the requirements set forth in 3011.6.8.1.
3. Dumbwaiters equipped with winding drum machines having a travel of more than 20 feet and a rated load of more than 100 pounds shall be equipped with a slack rope switch which will automatically remove the power from the motor and brake when the hoisting ropes become slack.

**3011.9.3 Hand-power elevators and dumbwaiters.**

1. Cars of hand-power elevators and dumbwaiters shall be enclosed on all sides not used for entrance. Elevator cars upon which an operator is permitted to ride shall have no more than one compartment.
2. Hand-powered elevators having a travel of more than 15 feet shall have a car safety capable of stopping and sustaining the car and rated load. The car safety device need not be operated by a speed governor and may be of the instantaneous type operated as a result of the breaking and slackening of the suspension members.
3. Hoistway doors for hand-powered elevators shall be designed so that they will ensure protection at each landing.
4. Doors for hand-powered dumbwaiters shall be designed so that they will ensure protection at all landings.
5. Every hoistway door, gate, or entrance of hand-powered elevators and hand-powered dumbwaiters shall have conspicuously displayed on the landing side in letters no less than 2 inches high, the words, "Danger – Elevator – Keep Closed" or "Danger – Dumbwaiter – Keep Closed."

**3011.9.4 Dumbwaiter machinery access.** Access doors to dumbwaiter machinery spaces shall be provided with electric contacts and labeled on the exterior side "DANGER-DUMBWAITER" in one-inch letters.

**3011.10 Conveyance identification designation and labeling.**

**3011.10.1 Conveyance identification designation.** In any building with more than one elevator, dumbwaiter, escalators or other conveyances a designating numeric, or alphanumeric identification, at least two inches in height identifying each conveyance, shall be located at the main lobby entrance, inside the car, on the machine, on the governor if provided, and on the disconnect switch, or stop switch, in the elevator pit, and if the conveyance has a walk-in pit, the buffer stands and on escalator upper and lower front plates.

**3011.10.2 Conveyance labeling.** All equipment (disconnect switches, machines, and controllers) operating on a voltage in excess of 250 volts shall be labeled for the voltage used in letterings 3/4 inches high.

**3011.11 Requirements for all conveyances for repairs, maintenance, alterations, testing, and periodic inspection.**

**3011.11.1 Repairs, maintenance, alterations, testing, and periodic inspections.** Repairs, maintenance, alterations, testing, and periodic inspections shall be performed in accordance with ASME A17.1/CSA B44 Sections, 8.6, 8.7, 8.10 and 8.11.

**3011.11.1.1 Firefighters' emergency operation quarterly testing.** Firefighters' emergency operation quarterly testing requirements and documentation see 3028.5.

## SECTION 3012 RETROACTIVE REQUIREMENTS FOR EXISTING MATERIAL LIFTS

**3012.1 General.** Existing material lifts shall be made to comply with the following requirements. (Note: New material lifts shall comply with Section 3013).

**3012.2 Hoistway enclosure gates and doors.** The openings at each material lift landing shall have gates or doors that guard the full width of the opening. A hoistway door shall be vertically sliding, bi-parting, counter-balanced, or horizontally swinging or sliding. Gates and doors shall meet the following requirements:

1. A balanced-type, vertically sliding hoistway gate shall extend from not more than 2 inches from the landing threshold to not less than 66 inches above the landing threshold.
2. A gate shall be solid or openwork of a design that will reject a ball 2 inches in diameter. A gate shall be located so that the distance from the hoistway face of the gate to the hoistway edge of the landing sill is not more than 2-1/2 inches. A gate shall be designed and guided so that it will withstand a lateral pressure of one hundred pounds applied at approximately its center without breaking or being permanently deformed and without displacing the gate from its guides or tracks.
3. Hoistway gates or doors shall have a combination mechanical lock and electric contact, which shall prevent operation of the material lift by the normal operating devices unless the door or gate is closed.

### 3012.3 Controls.

1. The control station shall be remotely mounted so that it is inaccessible from the material lift car.
2. Controls shall be clearly marked or labeled to indicate the function of control.
3. All control stations shall have a stop switch. When opened, the stop switch shall remove the electrical power from the driving machine and brake. The stop switch shall:
  - 3.1. Be manually operated;
  - 3.2. Have red operating handles or buttons;
  - 3.3. Be conspicuously and permanently marked "STOP";
  - 3.4. Indicate the stop and run positions; and
  - 3.5. Be arranged to be locked in the open position.

**3012.4 Capacity posting and no-riders sign.** Each material lift shall have a capacity sign permanently and securely fastened in place in the material lift car and on the landings. The sign shall indicate the rated load of the material lift in pounds. The sign shall be metal with black letters two inches high on yellow background.

A sign stating "NO PERSONS PERMITTED TO RIDE THIS DEVICE" shall be conspicuously and securely posted on the landing side of all hoistway gates and doors and in the enclosure of each material lift car. The sign shall be metal with black letters 2 inches high on red background.

## SECTION 3013 REQUIREMENTS FOR NEW WAC MATERIAL LIFTS

**3013.1 All new material lifts.** All new material lifts and *WAC material lifts*, as defined in Section 3004, shall comply with ASME A17.1/CSA B44, Sections 2.7, 2.8 and 3.7 and with one of the following:

1. WAC 296-96 Part C1, Material Lifts, or
2. ASME A17.1/CSA B44, Material Lifts 7.4, 7.5, or 7.6.

## SECTION 3014 EMERGENCY SERVICE FOR ELEVATORS IN EXISTING BUILDINGS – PHASE I RECALL

**3014.1 General.** All existing elevators requiring Phase I recall when installed or under Chapter 93 of the *Seattle Fire Code* shall comply with this section.

### Exceptions:

1. Elevators that comply with the standards for new installations provided in Section 3018;
2. Elevators with less than 25 feet of travel if the *building official* and the *fire code official* give written approval; and
3. Elevators that comply with ASME A17.1, Rule 211.3a 1984 edition or later and Sections 3014.10 and 3014.11.

**3014.2 Phase I recall keyed switch.** A three-position (“on,” “off” and “bypass”) key cylinder switch shall be provided at each designated level within easy line of sight of the elevator controlled by the switch. If additional switches are provided in a central control station they shall be two position (“off” and “on”) key-operated switches.

**3014.3 Keyed cylinder-type switches.** Keyed cylinder-type switches shall comply with the following:

1. Keys shall be removable only in the emergency (“on”) and normal (“off”) positions. Keys shall not be removable in the by-pass position.
2. One key shall be provided for each Phase I switch or key cylinder.
3. All emergency operation cylinders (Phases I and II) shall be keyed alike but such key shall not be a part of a building master key system.

**3014.4 Key location.**

1. A key box meeting the standards of Section 3011.3 shall be provided at the designated recall floor above the Phase I recall switch. The key box is to be mounted approximately 6 feet above the floor. The *building official* is permitted to approve other locations upon request.
2. When a central control station is provided, an additional set of keys shall be provided and hung in the control station in a location designated by the fire chief. The keys shall be identified by a ring or paddle.

**3014.5 Key switch functions.**

1. The three positions of the switch shall be marked “bypass,” “off” and “on.”
2. If the switch is in the “off” position, normal elevator service shall be provided and smoke detectors, if required, shall be functional.
3. If the switch is in the “bypass” position, normal elevator service shall be restored independent of any required smoke detectors.
4. If the switch is in the “on” position, the elevators are in Phase I elevator recall mode.

**3014.6 Phase I automatic recall operation.** If the Phase I recall switch is in the emergency (“on”) position:

1. All cars controlled by this switch that are on automatic service shall return nonstop to the designated level and power-operated doors shall open and remain open.
2. A car traveling away from the designated level shall reverse at or before the next available floor without opening its doors.
3. A car stopped at a landing shall have the in-car emergency stop switch or in-car stop switch rendered inoperative as soon as the doors are closed, and the car starts toward the designated level. A moving car, traveling to or away from the designated level, shall have the in-car emergency stop or in-car stop switch rendered inoperative immediately.
4. A car standing at a floor other than the designated level, with doors open and in-car emergency stop switch or in-car stop switch in the run position, shall conform to the following:
  - 4.1. Elevators having automatic power-operated horizontally sliding doors shall close the doors without delay and proceed to the designated level;
  - 4.2. Elevators having power-operated vertically sliding doors provided with automatic or momentary pressure closing operation in accordance with ASME A17.1 Rule 112.3d 1984 or later edition shall have the closing sequence initiated without delay in accordance with ASME A17.1 Rule 112.3d (1), (2), (3), and (5) 1984 or later edition, and the car shall proceed to the designated level;
  - 4.3. Elevators having power-operated doors provided with continuous pressure closing operation per ASME A17.1 Rule 112.3b 1984 or later edition or elevators having manual doors shall conform to the requirements of Section 3014.7. Sequence operation, if provided, shall remain effective
5. Door reopening devices for power-operated doors that are sensitive to smoke or flame shall be rendered inoperative. Mechanically actuated door reopening devices not sensitive to smoke or flame shall remain operative. Car door open buttons shall remain operative. Door closing shall conform to the requirements of ASME A17.1 Rule 112.5 1984 or later edition. Door hold open switches shall be rendered inoperative.
6. All car and corridor call buttons and all corridor door opening and closing buttons shall be rendered inoperative. All call register lights, and directional lanterns shall be extinguished and remain inoperative. Position indicators, if provided, shall remain in service. All prior registered calls shall be canceled.
7. The activation of a smoke detector installed in accordance with Article 93 of the Seattle Fire Code in any elevator lobby or associated elevator machine room, other than the designated level, shall cause all cars in all groups that serve that lobby to return nonstop to the designated level. The fire code official is permitted to approve the connection of other detection devices to activate recall. The operation shall conform to the requirements of Phase I emergency recall operation. Whenever new elevator controllers are installed, they shall meet all provisions of the then current building and elevator codes. Newly installed controllers shall have the capability of selecting alternate recall floors.

**3014.7 Attendant-operated recall operation.** Attendant-operated elevators shall be provided with visible and audible signals that alert the operator to return to the lobby when the car has been recalled under Phase I control.

**3014.8 Dual recall operation.** Elevators arranged for dual operation shall conform to all requirements for automatic operation and attendant operation as applicable.

**3014.9 Inspection/maintenance recall operation.** During inspection operation the audible and visible signals required in Section 3014.7 will be actuated when the car has been recalled under Phase I control. The car shall remain under the control of the operator and/or car top station until the car is returned to service.

**3014.10 Nurses' preemption.** Nurses' preemption (hospital service) is permitted to commandeer up to one-half of the cars in a particular bank of elevators. At least one-half of the cars shall respond to Phase I and all cars not preempted shall respond.

**3014.11 Operation instruction.** Instructions for operation of elevators under Phase I shall be incorporated with or adjacent to the Phase I switch at the designated level. Instructions for operation of elevators under Phase II shall be incorporated with or adjacent to the switch, in or adjacent to the operating panel in each car. In addition, Phase I operating instructions shall be adjacent to the Phase I switch in the fire control center and other *approved* locations.

Instructions shall be in letters not less than 1/8 inch (3.2 mm) in height and shall be permanently installed and protected against removal or defacement.

**3014.12 Latching.** All cars responding to Phase I Recall, activated by a smoke detector or other *approved* detection device, shall return to the appropriate recall floor as determined by the first detector recall signal received. No device other than the Phase I switch is permitted to override the first recall signal received. A later detection signal shall not change the recall floor. Smoke detector activation shall only be reset manually.

## SECTION 3015 EMERGENCY SERVICE FOR ELEVATORS IN EXISTING BUILDINGS – PHASE II HIGH RISE IN-CAR OPERATION

**3015.1 General.** Existing elevators in buildings having floors used for human occupancy located more than 75 feet above the lowest level of fire department vehicle access, or buildings having floors used for human occupancy 35 feet above grade, which lack fire department vehicle access to at least one side shall have Phase II in-car operation and shall comply with this section.

### Exceptions:

1. Elevators that comply with the standards for new installations as provided in Section 3019;
2. Elevators with less than 25 feet of travel when the *building official* and *fire code official* give written approval; and
3. Elevators that comply with ASME A17.1 Rule 211.3c 1984 or later edition.

### 3015.2 Phase II in-car operation key switch.

1. A two-position (“off” and “on”) key cylinder switch shall be provided in each elevator car.
2. The switch shall become effective only when the designated level Phase I switch is in the “on” position or a smoke detector has been activated and the car has returned to the designated level. The “on” position shall place the elevator in Phase II in-car operation.
3. The elevator shall be removed from Phase II operation only by moving the switch to the “off” position with the car at the designated level.
4. The switch shall be operable by the Phase I key and such key shall not be part of a building's master key system.
5. The key shall be removable only in the “off” position.
6. One key shall be provided for each Phase II switch or key cylinder.

**3015.3 Key location.** See Section 3014.4 for the location of the keys.

**3015.4 Designated operator.** The operation of elevators on Phase II emergency in-car operation shall be by trained emergency service personnel only.

**3015.5 Car operation only.** An elevator shall be operable only by a person in the car.

**3015.6 Corridor call buttons and directional lanterns.** All corridor call buttons, and directional lanterns shall remain inoperative.

**3015.7 Car and Hoistway Door Operation.** The operation of car and hoistway doors shall comply with the following:

1. The opening of power-operated doors shall be controlled only by constant-pressure open buttons or switches.
2. If the constant-pressure open button or switch is released prior to the doors reaching the fully open position, the doors shall automatically reclose. Once doors are fully open, they shall remain open until signaled to close.
3. The closing of power-operated doors shall be by constant pressure of either the call button or door-close button. If a door-close button is supplied, it shall be operable.

4. If the constant-pressure close button or car call button is released prior to the doors reaching the fully closed position, the doors shall automatically reopen. Once doors are fully closed, they shall remain closed until signaled to open.

**Exception:** Momentary pressure control of doors using the sill trip-type operator may be permitted as existing; however, the doors shall not open automatically upon arrival at a floor.

**3015.8 Door reopening devices.** Smoke-sensitive door reopening devices and door hold-open switches shall be rendered inoperative. Non-smoke-sensitive door reopening devices required to be operative under all other conditions may be rendered inoperative under Phase II in-car operation only if the doors are closed by constant pressure.

**3015.9 Car call cancellation.** All registered calls shall cancel at the first stop.

**3015.10 Direction of travel.** Direction of travel and start shall be by the car call buttons. With doors in the closed position, actuation of the car call button shall select the floor and start the car to the selected floor. If no door-close button is available, constant pressure of the car call button shall select the floor, close the door, and start the car to the selected floor.

**Exception:** On proximity-type car call buttons or any other type subject to false firing (calls being placed by line spikes, intermittent loss of power, etc.), the doors shall be closed by a door-close button. Floors may be selected either before or after closing of the doors. The car will start only on the call button or door close button depending on which is the last device to be actuated.

**3015.11 Motor generator time out.** The motor generator shall not time out automatically.

**3015.12 Car position indicators.** The car position indicators, when provided, shall be operative.

**3015.13 Phase II priority.** Phase II operation shall override any floor calls keyed out for security reasons. Floor selection buttons shall be provided in the car to permit travel to all floors served by the car. Means that prevent the operation of these buttons shall be rendered inoperative.

**3015.14 False starts.** The elevator shall not start if no calls registered.

**3015.15 Terminal runs.** The elevator shall not make unprogrammed terminal runs.

**3015.16 Loss of power.** Elevators on fire emergency Phase II car operation shall remain in their respective locations and in Phase II mode upon loss of power. They shall not move unless the elevator is under the control of the operator and power has been restored.

## SECTION 3016 NEW INSTALLATIONS – CONSTRUCTION STANDARDS

**3016.1 General.** All new elevators, escalators, moving walks, dumbwaiters and other conveyances and their installation shall conform to the requirements of ASME A17.1/CSA B44 as amended by this chapter.

**3016.2 Wall covering material for passenger cars.** Wall covering material for passenger cars shall comply with the following:

1. ASME A17.1/CSA B44 Section 2.14.
2. *Seattle Building Code* requirements concerning flame spread ratings for wall coverings and use of plastics. (See Chapter 8.)

**3016.3 Seismic considerations.** New installations shall comply with ASME A17.1/CSA B44 Section 8.4. The provisions for Seismic Design Category D shall apply.

**3016.4 Accessibility.** All new passenger elevators required to be accessible or to serve as part of an *accessible* means of egress shall comply with Sections 1009, 1109.7, and ICC A117.1.

**3016.5 Support rails.** Support rails are not required. Where support rails are provided in elevator cars, they shall comply with the following:

1. Be securely attached to the wall;
2. Be located at a height between 32 in. and 38 in. from the top of the handrail to the floor; and
3. Be constructed with smooth surfaces and no sharp corners; and
4. Have a minimum clearance of 1-1/2" from the inside of the rail to the wall.

**Exception:** The end(s) of the rail(s) are allowed to return toward the wall with no minimum clearance.

5. On cars with side opening door(s) and a support rail(s) installed on the strike side wall(s), the end of the support rail(s) at the entrance side shall return to the wall.

**Exceptions:**

1. If the support rail is entirely located behind the vertical plane established by the face of the entrance strike, the end of the support rail is not required to return to the wall.
2. Residential, Special Purpose and LULA conveyances are excluded from this requirement.

**3016.6 Emergency elevator communication systems for the deaf, hard of hearing and speech impaired.** An emergency two-way communication system shall be provided that:

1. Is a visual and text-based and a video-based 24/7 live interactive system.
2. Is fully accessible by the deaf, hard of hearing and speech impaired, and shall include voice-only options for hearing individuals.
3. Has the ability to communicate with emergency personnel utilizing existing video conferencing technology, chat/text software or other approved technology.
4. Conform with ASME A17.1/CSA B44, 2.27.1.

**Exception:** Private residence elevators are not required to comply with this section.

**3016.7 Inclined stairway chairlifts.**

**3016.7.1 Inclined commercial stairway chairlifts.** Governor overspeed testing shall be verified by manufacturer documentation.

**3016.7.2 Private residence inclined stairway chairlifts.** Battery operated private residence include stairway chairlifts are not required to be permanently wired or installed on an individual branch circuit as required by NEC 620.51(A) Exception 2. These conveyances shall be permitted to use a cord and plug that will act as the equipment disconnecting means. The circuit which is used for the equipment shall have overcurrent protection that will protect the circuit and the equipment. The circuit shall have sufficient capacity to support the additional load of the stairway chairlift. Units that are operated by line voltage shall comply with NEC 620.51(A) Exception 2.

**3016.8 Hoistway pressurization.** The requirements of Section 3016.8 apply in addition to ASME A17.1/CSA B44, 2.1.4 and Section 713.14.

**Note:** See Section 909.21, Elevator hoistway pressurization alternative, for other requirements.

1. When pressurization is installed in elevator hoistways, the pressurization of the hoistway shall be measured with all elevator systems in recall mode, Phase I, and all cars at the designated recall level with the doors in the open position.
2. Activation of the fan serving the hoistway pressurization system may be delayed by up to 30 seconds so that elevator recall can be initiated prior to pressurizing the hoistway.
3. Unless specifically installed to serve that space only, environmental air systems and pressurization systems shall not be located in hoistways, elevator mechanical rooms and elevator machinery spaces.

**Exceptions:**

1. Pressurization ducts serving a hoistway that are separated from the room or space by construction equal to the rated construction of the room or space and so located that all required clearances are maintained.
2. Pressurization duct openings, dampers and grilles are permitted to be located in hoistway shaft walls if the pressurization air does not impair the operation of the elevator.
3. Hoistways shall not be pressurized through pressurization of elevator control rooms or machine rooms. The machine room floor between the hoistway and overhead control rooms or machine room shall contain as few penetrations as possible. All penetrations for cable drops, etc., shall be held to a minimum size.
4. Elevator doors shall operate properly when hoistway pressurization is in effect.
5. Ventilation louver operating motors shall not infringe on any elevator machinery or controller working clearances.

**3016.9 Elevator operation on emergency power.** All elevators required to be supplied with emergency power shall comply with the following:

1. Each elevator shall be transferable to the emergency power supply system.
2. Emergency power supply systems capable of handling all elevators on the premises need no sequencing or switching other than the possibility of staggering the restarting of the generators.
3. Emergency power supply systems, whose capacity can only handle one elevator of a duplex or one elevator in each elevator group, shall comply with the following.
  - 3.1. All elevators on automatic operation shall be automatically assigned emergency power in sequence and returned to the Phase I recall or lobby floor, where they shall open their doors and then time out of service.
  - 3.2. The last car down will generally be the selected car of a duplex or an elevator group to remain in service. The service shall continue to be automatic.
  - 3.3. The assignment of emergency power will skip or rotate past cars that are out of service (emergency stop switch pulled, malfunction, car top operation, etc.). If assignment is made to a manual or attendant-operated car and the car is unattended, the system shall rotate past the car as though it is out of service.

## ELEVATORS AND CONVEYING SYSTEMS

4. The lights for the car, control room, machine room and machine space shall be activated on the emergency system.
5. A manual emergency power assignment switch or switches shall be in an elevator status panel located in the fire department central control station. Each elevator shall be capable of being assigned emergency power from this location. The manual switching shall be effective at all times other than when the cars are automatically sequencing to the lobby or when the selected car is traveling. The switch shall not remove power in midflight or with doors closed.
6. Elevators on Phase II car operation shall remain in their respective locations upon loss of power. They shall remain in Phase II mode and shall not move unless the elevator is under the control of the operator and normal power has been restored or emergency power has been assigned to the car by either automatic or manual means.
7. Loss of power and initiation of emergency power immediately after Phase I recall operation has occurred shall not cause any cars to be stranded in the building. Upon the application of emergency power to the equipment, the cars shall follow the normal sequencing to the lobby, open their doors and time out of service. When all cars have been bypassed (out of service) or returned to the lobby, the assigned car shall then become available for firefighter's use on Phase II in-car operation.
8. Each elevator operating on emergency power shall be tested in accordance with applicable ASME A17.1/CSA B44, 2.16.8, 2.26.10 and 2.27.2, and ASME A17.2 2020, Part 6.
9. If the elevator cars are recalled to the alternate floor by Phase I recall and a loss of power occurs, the cars shall be sequenced to the alternate floor upon assignment of emergency power. The cars shall not go to the primary designated recall floor under these conditions. The alternate floor shall be provided with a means of identifying the elevator that is supplied with emergency power.
10. The elevator position indicator system, if provided, shall not become disoriented due to the loss of power or any other reason. However, upon the resumption of power, the car may move to reestablish absolute car position.
11. Communications to the car shall remain in service and shall be tested in accordance with applicable ASME A17.1/CSA B44, 2.27.1.

**3016.10 Multiple hoistways.** The number of elevators permissible in a hoistway is as follows. See ASME A17.1/CSA B44, 2.1.1.4.

1. No more than four elevators shall be in a single hoistway.
2. No more than three elevators serving all or the same portion of a building are permitted to be in a single hoistway.

**Exception:** Four elevators serving all or the same portions of a building are permitted to be in a common hoistway under the following conditions:

1. The hoistway is pressurized; and
2. Emergency generator power is available to serve both the elevators and pressurization equipment.

**3016.11 Additional doors.** Doors other than the hoistway door and the elevator car door are prohibited at the point of access to an elevator car except in accordance with applicable provisions in ASME A17.1/CSA B44, 2.11.6.

**3016.12 Knox box 1400 series key retainer box.** A key retainer box that meets the requirements of this section shall be provided.

1. The box shall be locked and keyed to the secure city access key for elevator and other conveyance access and operation keys.
2. The box shall be located at the designated recall floor above the Phase I recall switch or in the main lobby above the hall call button if no recall feature exists.
3. The box shall be flush or surface mounted approximately 6 feet above the floor.
4. The box shall be attached to the building so as to be able to withstand a force of 300 psf applied horizontally at any point.
5. The box shall be large enough to accommodate all required keys.
6. The box shall be labeled "For Emergency Use."
7. The lock shall be high security Medeco lock specified by the building official.
8. The *building official* may approve other locations and custom box types upon request.

Key retainer boxes for accessibility lifts are permitted to comply with Section 3011.3.1 or 3011.3.2 as an alternative to complying with this section.

**3016.13 Elevator access keys.** Keys for access to and for the operation of elevator and other conveyance equipment shall be tagged and retained in the key retainer box. The key retainer box shall contain fire emergency service keys (Phase I and II, one key for each switch) and keys to all of the following that are in the building:

1. Doors to the control room, machine room and machine space;
2. Doors preceding elevator control room, machine room, and machine space,

3. Secondary level door;
4. Pit door;
5. Roof door;
6. Independent, hospital emergency and attendant operation;
7. Hoistway access;
8. Mechanical hoistway access devices (broken arm, lunar, etc.);
9. In-car stop switch;
10. Lighting and fan;
11. Fob or card reader for secured car calls and or hall call buttons;
12. Miscellaneous switch keys;
13. Fire alarm panel room;
14. Sprinkler valve control room;
15. Fire command center;
16. Elevator central control station panel.

**3016.14 Escalator and moving walk conveyance number designation.** In any building with more than one escalator or moving walk, a designating numeric or alphanumeric number, at least two inches in height shall be located on the upper and lower front plates.

**3016.15 Elevator car to accommodate ambulance stretcher.** In buildings provided with an elevator, at least one elevator shall provide fire department emergency access to all floors served in:

1. Buildings four or more *stories* above or below *grade plane*, and
2. Any R-1, R-2 or I occupancy building regardless of the number of *stories*.

The elevator car shall be of a size and arrangement to accommodate a 24-inch by 84-inch (610 mm by 2134 mm) ambulance stretcher with not less than 5-inch (127 mm) radius corners, in the horizontal, open position. The elevator shall be identified by the international symbol for emergency medical services (star of life). The symbol shall not be less than 3 inches (76 mm) in height and shall be placed inside on both sides of the hoistway door frame on both the designated level and the alternate level.

**Exception:** Private residence elevators are not required to comply with this section.

**Note:** The stretcher-sized elevator car may also serve as an *accessible means of egress* as required by Section 1009.2.1 of the *Seattle Building Code*.

**3016.16 Signs.** A sign complying with ASME A17.1/CSA B44, 2.27.9 shall be posted in the elevator lobby of every elevator equipped for firefighters' emergency operation. The signs shall be located above each hall call fixture noting that the elevators will be recalled to the building lobby on fire alarm.

**Exceptions:**

1. Elevators with a destination dispatch system that includes electronic lobby touch pads capable of displaying digital signage complying with ASME A17.1/CSA B44, 2.27.9 and activation by firefighters' emergency operation are not required to post physical signage.
2. If *approved* by the *building official*, signs need not be posted in lobbies at the main egress level if the means of egress are obviously identifiable.

A sign indicating a designating numeric or alphanumeric number of each elevator shall be posted and maintained in the elevator lobby at the designated recall level and at alternate recall floors, if provided.

**3016.17 Fire service access elevators and occupant evacuation elevators.** See Section 403 and ASME A17.1/CSA B44 for provisions related to fire service access elevators and occupant evacuation elevators.

**3016.18 Energy efficiency.** Elevator systems shall comply with the *Seattle Energy Code*.

**Note:** The *Seattle Energy Code* includes the following provisions for energy efficiency of elevators and escalators:

**C405.9.1 Elevator cabs.** For the luminaires in each elevator cab, not including signals and displays, the sum of the lumens divided by the sum of the watts shall be no less than 35 lumens per watt. Ventilation fans in elevators that do not have their own air conditioning system shall not consume more than 0.33 watts/cfm at the maximum rated speed of the fan. Controls shall be provided that will de-energize ventilation fans and lighting systems when the elevator is stopped, unoccupied and with its doors closed for over 15 minutes. accordance with ASME A17.1/CSA B44 or applicable local code when not conveying passengers.

**C405.9.2 Escalators and moving walks.** Escalators and moving walks shall comply with ASME A17.1/CSA B44 and shall have automatic controls configured to reduce speed to the minimum permitted speed in accordance with ASME A17.1/CSA B44 or applicable local code when not conveying passengers.

**Exception:** A variable voltage drive system that reduces operating voltage in response to light loading conditions is allowed to be provided in lieu of the variable speed function.

**C405.9.2.1 Energy recovery.** Escalators shall be designed to recover electrical energy when resisting overspeed in the down direction.

**3016.19 Elevator landing illumination.** Elevators shall comply with ASME A17.1/CSA B44, 2.11.10.2 Illumination at Landing Sills, as amended below.

**ASME 2.11.10.2 Illumination at Landing Sills.** The building corridors shall be so lighted that the illumination at the landing sills, when an elevator is in service, shall be not less than 100 lx (10 fc). Illumination under emergency power shall comply with Section 1008.

**3016.20 Roof access path illumination.** Lighting of 100 lx (10 fc.) shall be provided from rooftop access door to the elevator machine room or control room.

**3016.21 Testing of car lighting circuit.** The car top lighting test switch in 3011.6.3.8 is not required when the car operating panel (cop) provides a button for testing standby power or when the hoistway shares a wall with the machine room or control room.

## SECTION 3017

### NEW INSTALLATIONS – GENERAL EMERGENCY OPERATION REQUIREMENTS

**3017.1 General.** All elevators shall conform to the requirements of this section and the specific requirements of Sections 3018, 3019, and ASME A17.1/CSA B 44, 2.27.2.

**3017.2 Central control stations or Fire Command Center.** The following criteria shall be met if buildings provide a central control station or fire command center in accordance with Section 911:

1. An additional two-position (“off” and “on”) Phase I recall switch for each elevator or elevator group shall be installed when the control station is not within easy line of sight of the lobby Phase I recall switches; the switch(es) shall be rotated clockwise to go from “off” to “on” positions;
2. A car position indicator shall be permanently installed, which shall be of a positive type that will not lose the car position nor need resetting on loss of power. Reading of the indicator shall not require special knowledge;
3. Firefighter’s phone jacks shall be provided that allow each elevator car to be connected to the fire control center;

**Exception:** Fire department radio systems may be provided in lieu of phone jacks if approved by the fire department.

4. A manual emergency power assignment switch;

5. A Phase I indicator;

6. A Phase II indicator.

**3017.3 Nurses’ preemption.** Nurses’ preemption (hospital service) may be allowed to commandeer up to one-half of the cars in a particular bank of elevators. At least one-half of the cars shall respond to Phase I and all cars not preempted shall respond.

**3017.4 Phase I and II operation instructions.** Operation instructions shall be available in accordance with ASME A17.1/CSA B44, 2.27.7. In addition, Phase I operating instructions shall be adjacent to the Phase I switch in the fire command center and other *approved* locations. The Phase II operation instructions shall identify the location of the elevator machine rooms and control rooms.

**3017.5 Fireman’s visual signal, ASME A17.1/CSA B44, 2.27.3.2.6.** Elevators requiring Phase I or Phase II operation shall comply with ASME A17.1/CSA B44 2.27.3.2.6 as amended below:

When Phase I Emergency Recall Operation is initiated by a fire alarm initiating device for any location listed in 2.27.3.2.6(a) through (e) ((;)) is activated during Phase I Emergency Recall Operation as required by 2.27.3.2.4, or Phase II Emergency In-Car Operation as required by 2.27.3.3, the visual signal [see 2.27.3.1.6(h) and Fig. 2.27.3.1.6(h)] shall illuminate intermittently only in a car(s) with equipment in that location, as follows:

- (a) machine room
- (b) machinery space containing a ~~((motor controller))~~ driving machine
- (c) control room
- (d) ~~((control space))~~ hoistway

### SECTION 3018 NEW INSTALLATIONS – PHASE I

#### 3018.1 Phase I recall requirements.

**3018.1.1 ASME A17.1/CSA B44, 2.27.3 General.** ASME A17.1/CSA B44, 2.27.3, Firefighters’ Emergency Operation: Automatic Elevators, is superseded by the following.

Phase I emergency recall operation shall be provided for all elevators with fully automatic open and close power-operated doors.

**3018.1.2 ASME A17.1/CSA B44, 2.27.3.1 Phase I emergency recall operation.** Elevators requiring Phase I recall emergency operation shall comply with ASME A17.1/CSA B44, 2.27.3.1 Phase I Emergency Recall Operation, and the following:

Elevator groups containing four or more cars shall be provided with two, three-position key switches per group. Two-position (“off” and “on”) switches shall be provided in the fire command center if this code requires such a center. The switch(es) shall be rotated clockwise to go from “off” to “on” position. Hall call buttons common to an elevator group shall remain in service unless both Phase I recall switches of a four-car or larger group are placed in the recall mode, or a fire alarm recall signal is initiated.

**Note:** See 3028.5 for Phase I and Phase II quarterly testing requirements.

**Note:** For occupant evacuation elevators see ASME/CSA B44, 2.27.11.

### SECTION 3019 NEW INSTALLATIONS – PHASE II IN-CAR REQUIREMENTS

**3019.1 Phase II in-car operation.** Elevators requiring Phase II in-car operation shall comply with ASME A17.1/CSA B44, 2.27.8 Switch Keys, as amended below.

**ASME CSA B44 2.27.8 Switch Keys.** The key switches required by 2.27.2 through 2.27.5, and 2.27.11 for all elevators in a building shall be operable by the FEO-K1 key. The keys shall be Group 3 Security (see 8.1). A separate key shall be provided for each switch. These keys shall be kept in the key retainer box required by Section 3016.12 or 3016.19. ~~((on the premises in a location readily accessible to firefighters and emergency personnel, but not where they are available to the public.))~~ This key shall be of a tubular, 7 pin, style 137 construction and shall have a bitting of 6143521 starting at the tab sequenced clockwise as viewed from the barrel end of the key; cutting depths shall be in accordance with Fig. 2.27.8. The key shall be coded “FEO-K1.” The possession of the “FEO-K1” key shall be limited to elevator personnel, emergency personnel, elevator equipment manufacturers, and authorized personnel during checking of Firefighters’ Emergency Operation (see 8.1). ~~((and 8.6.11.1)).~~

~~Where provided, a lock box, including its lock and other components, shall conform to the requirement of UL 1037 (see Part 9).~~

~~NOTE (2.27.8): Local authorities may specify additional requirements for a uniform keyed and its location to contain the necessary keys.)~~

**Note:** See 3028.5 for Phase I and Phase II quarterly testing requirements.

### SECTION 3020 NEW INSTALLATIONS – CONSTRUCTION OF HOISTWAYS, MACHINE ROOMS AND CONTROL ROOMS

**3020.1 Construction of hoistways.** All new elevator hoistways shall comply with ASME/CSA B44 A17.1, section 2.1 as amended below.

## SECTION 2.1 CONSTRUCTION OF HOISTWAYS AND HOISTWAY ENCLOSURES

### 2.1.1 Hoistway Enclosures

~~((Hoistway enclosures shall conform to 2.1.1.1, 2.1.1.2, or 2.1.1.3.))~~

Hoistways that penetrate a floor/ceiling assembly shall be protected by a fire-resistance-rated enclosure complying with this section.

#### Exceptions:

1. In other than Group H occupancies, an enclosure is not required for elevators located within atriums complying with Section 404. The elevator is required to comply with 2.1.1.3.
2. Hoistway enclosures are not required to be fire-resistance rated as provided in items 2.1 and 2.2.
  - 2.1. In parking garages, hoistway enclosures that serve only the parking garage are not required to be rated.
  - 2.2. In other than Groups I-2 and I-3, hoistway enclosures are not required to be rated, if the hoistway:
    - 2.2.1. Does not connect more than two stories.
    - 2.2.2. Does not open to a corridor in Group I and R occupancies.
    - 2.2.3. Does not open to a corridor on nonsprinklered floors in any occupancy.
    - 2.2.4. Is separated from floor openings and air transfer openings serving other floors by construction conforming to required shaft enclosures.
    - 2.2.5. Is limited to one smoke compartment.

#### 2.1.1.1 Fire-Resistive Construction

2.1.1.1.1 Where rated hoistway enclosures are required the enclosure shall be of fire-resistance rated construction as required for shafts by Section 713.4. ~~((Where fire resistive construction is required, hoistways shall be enclosed in conformance with the requirements of the building code (see 1.3).))~~

2.1.1.1.2 Partitions between hoistways and machine rooms and control rooms

- ~~((a) machinery spaces outside the hoistway  
(b) machine rooms  
(c) control spaces outside the hoistway~~

~~(d) control rooms that have)) shall be fire partitions complying with Section 708 having a fire-resistive rating of at least one hour, or shall be of noncombustible solid ((or openwork)) construction ((that meets the requirements of 2.1.1.2.2(d)(1), (2), and (3))). Partitions ((of solid construction)) shall be permitted to have openings essential for ropes, drums, sheaves, and other elevator equipment.~~

~~((Openwork construction shall reject a ball 25 mm (1 in.) in diameter, except where there are openings essential for ropes, drums, sheaves, and other elevator equipment.))~~

2.1.1.1.3 Hoistway enclosure openings shall be protected ~~((with entrances or access doors having a fire protection rating conforming to the requirements of the building code))~~ in accordance with Section 716 as required for fire partitions. Doors shall be self- or automatic-closing by smoke detection in accordance with Section 716.2.6.6 and ASME A17.1/CSA B44 2.11.6.3.

#### 2.1.1.2 Non-Fire-Resistive Construction

2.1.1.2.1 Where fire-resistive construction is not required by 2.1.1, ~~((the building code,))~~ hoistway construction shall conform to 2.1.1.2.2 or 2.1.1.3.

2.1.1.2.2 The hoistway shall be fully enclosed ~~((conforming to (a) through (d); (a), (b), and (c).))~~

- (a) ~~Enclosures and doors shall be unperforated to a height of 2 000 mm (79 in.) above each floor or landing and above the treads of adjacent stairways. The enclosure shall be unperforated, adjacent to, and for 150 mm (6 in.) on either side of any moving equipment that is within 100 mm (4 in.) of the enclosure.))~~
- (b) Partitions between hoistways and machine rooms and control rooms
  - ~~((1) machinery spaces outside the hoistway  
(2) machine rooms  
(3) control spaces outside the hoistway  
(4) control rooms)) shall be of solid ((or open work)) construction ((that meets the requirements of (d) (1 through (d), and (3))). Partitions of solid construction shall be permitted to have openings essential for ropes, drums, sheaves, and other elevator equipment. ((Openwork construction shall reject a ball 25 mm (1 in.) in diameter, except where there are openings for ropes, drums, sheaves, and other elevator equipment.~~

- (c) ~~Openwork enclosures, where used above the 2 000 mm (79 in.) level, shall reject a ball 25 mm (1 in.) in diameter.~~
- (d) ~~Openwork enclosures shall be~~
  - (1) ~~at least 2.2 mm (0.087 in.) thick wire, if of steel wire grille~~
  - (2) ~~at least 2.2 mm (0.0 in.) thick, if of expanded metal~~
  - (3) ~~supported and braced as to deflect not over 15 mm (0.6 in.) when subjected to a force of 450 N (100 lbf) applied horizontally at any point)~~
- (e) Enclosures shall be permitted to be glass, provided it is laminated glass conforming to ANSI Z97.1, 16 CFR Part 1201 (~~(CAN/CGSB-12.1, whichever is applicable)~~) (see Part 9). Markings as specified in the applicable standard shall be on each separate piece of glass and shall remain visible after installation.

**2.1.1.2.3** Entrances shall be in conformance with 2.11, except 2.11.14 through 2.11.16, and 2.11.18.

**2.1.1.3 Partially Enclosed Hoistways.** For elevators that are not required to be fully enclosed by 2.1.1, protection at least 2 400 mm (94.5 in.) high shall be provided on the hoistway sides that are located 1 500 mm (59 in.) or less from elevator equipment to areas accessible to other than elevator personnel. Such protection shall comply with 2.1.1.2.

**2.1.1.4 Multiple Hoistways.** The number of elevators permissible in a hoistway shall be in conformance with the *Seattle Building Code*.

**2.1.1.5 Strength of Enclosure.** The hoistway enclosure adjacent to a landing opening shall be of sufficient strength to maintain, in true lateral alignment, the hoistway entrances. Operating mechanisms and locking devices shall be supported by the building wall, if load-bearing, or by other building structure. Adequate consideration shall be given to pressure exerted on hoistway enclosures as a result of windage and elevator operation. In high-rise buildings in Risk Category III or IV in accordance with Section 1604.5, for fire service access elevators according to Section 403.6.1, and in all buildings that are more than 420 feet (128 m) in building height, hoistway enclosures shall comply with Section 403.2.3.

**3020.2 Private residence elevator hoistways.** Hoistways for private residence elevators shall comply with Section 3020.1. ASME A17.1/CSA B44, 5.3.1.1, 5.3.1.1.1 and 5.3.1.1.2 do not apply.

**3020.3 Location of equipment.** Motor controllers, motion controllers and drives shall not be located in hoistways.

**3020.4 Construction requirements—machine rooms, control rooms and private resident machine and control rooms.**

**3020.4.1 Elevator machine rooms and control rooms.**

**3020.4.1.1 Maintain access.** Provide and maintain a clear, permanent and safe access to elevator machine rooms and control rooms. Panels or doors for the purpose of accessing nonelevator equipment are not permitted in elevator machine rooms. Passage through the machine room may not be used to gain access to other parts of the building that do not contain elevator equipment.

**3020.4.1.2 Location of elevator controls and machinery.** Elevator controls and machinery, other than driving machines and governors shall be located in a room dedicated exclusively to elevator equipment. Listed electrical equipment that serves the machine room is permitted to be installed in machine rooms. Air conditioning equipment is permitted to be installed in machine rooms in accordance with ASME A17.1/CSA B44, 2.8.5.

**3020.4.2 Fire-resistance rating of machine and control rooms.** Elevator machine rooms and control rooms that are adjacent to the hoistway with unprotected openings into the hoistway shall be enclosed by fire partitions and horizontal assemblies with a fire-resistance rating of at least one-hour but not less than the rating of the hoistway. The separation between the room and the hoistway is permitted to be nonrated. Exterior walls and roofs are not required to have a fire-resistance rating unless required by other sections of this code.

ASME A17.1/CSA B44 sections 2.7.1.1 and 2.7.1.2 are superseded by this section.

**3020.4.3 Machine rooms and control rooms for electric elevators.** All machine rooms and control rooms for electric elevators shall comply with ASME A17.1/CSA B44 Section 2.7, Enclosure of Machine Rooms and Machinery Spaces, except 2.7.1.1 and 2.7.1.2.

**3020.4.4 Machine rooms and control rooms for hydraulic elevators.** All machine rooms and control rooms for hydraulic elevators shall have fire-resistive construction as required by Section 3020.4. Hydraulic elevator machine and control rooms are permitted to be located overhead, adjacent to, underneath the hoistway, or at a remote location. They shall not be located in the hoistway. Where hydraulic machines and electrical control equipment are located in spaces separated from the hoistway enclosure (see ASME/CSA B44 2.1.1 and 3020.1), such spaces shall be separated from other parts of the building by enclosures conforming to ASME/CSA B44 2.7.1.2 as amended by this code. ASME A17.1/CSA B44 Section 3.7 is superseded by this section.

**3020.5 Working clearances.** The following working clearances shall be provided inside the machine room or control room for all elevators.

## ELEVATORS AND CONVEYING SYSTEMS

1. The width of working space in front of controllers shall be the width of the controller or 30 inches, whichever is greater. The depth of the working space in the direction of access for controllers, disconnecting means, and other electrical equipment shall be in accordance with SEC 110.26(A)(1).
2. Distances shall be measured from the enclosure or opening if the live parts are enclosed.
3. The minimum clear space working clearances for freestanding equipment shall be 18 inches on two sides and between units of controllers, selectors and/or walls or other building obstructions. The 18-inch side clearance is permitted to be combined to permit 36 inches clear on one side only.
4. The minimum space at the rear of controllers with back-wiring, terminals or other elements requiring access shall be 30 inches.
5. The working space shall be free of pipes, vents, storage, ducts or any other obstruction.
6. The lighting control switch shall be located inside the machine room, and where practical, within 24 inches of the lock jamb side of the machine room door.

**3020.5.1 Material lifts and private residence elevator working clearances.** If the space outside the room serves as a means of egress, not more than one-half the required egress width shall overlap the working clearance. If space outside the control room or machine room is used to provide working clearance, means shall be provided for protection of the working clearance during alteration, repair and maintenance of elevator equipment. The working clearance shall be located in conditioned space. The room where the controls or machines are located shall comply with all other requirements for control rooms or machine rooms.

**3020.6 Location of main line disconnects.** In addition to *Seattle Electrical Code* section 620.51, the following apply:

1. The main line disconnect switch(es) or circuit breaker shall be located inside the machine room door on the lock jamb side of the machine room door and not more than 24 inches from the jamb to the operating handle; and it shall be at a height of not more than 66 inches above the finish floor.
2. For multicar machine rooms the switches shall be grouped together as close as possible to that location.
3. For machine rooms with double swing doors, the doors shall swing out and the switch(es) shall be on the wall adjacent to the hinge side of the active door panel.
4. The switch(es) shall be designed so that they may be locked out and tagged in the open position.

**Exception:** Special purpose, residential elevators and residential inclined elevators are exempt from this section.

**3020.7 Temperature control in elevator machine rooms, control rooms, and machinery spaces.** Elevator machine rooms, control rooms and machinery spaces that contain the driving machine, and control rooms that contain the operation or motion controller for elevator operation shall be provided with an independent dedicated ventilation or air-conditioning system to control the space temperature to protect against the overheating of the electrical equipment. Ventilation systems shall use outdoor make up air pathway that does not rely on transfer air from other building systems. The system shall be capable of maintaining the temperature and humidity within the range established by the manufacturer's specifications. Where no manufacturer specifications are available, the equipment space temperature shall be maintained at no less than 55 degrees Fahrenheit and no more than 90 degrees Fahrenheit.

The cooling load for the equipment shall include the BTU output of the elevator operation equipment as specified by the manufacturer based on one hour of continuous operation. The outdoor design temperature for ventilation shall be from the 0.5% column for summer from the Puget Sound Chapter of ASHRAE publication "*Recommended Outdoor Design Temperatures, Washington State.*" The following formula shall be used to calculate flow rate for ventilation:

$$\text{CFM} = \text{BTU output of elevator machine room equipment} / [1.08 \times (\text{acceptable machine room temp} - \text{make up air temp})]$$

The ventilation or air-conditioning system will be provided with the same source of power (normal, optional standby, legally required standby, or emergency) as the elevator equipment so that the temperature control is available at all times that the elevators have power.

**3020.8 Labeling.** Elevator machine and control rooms shall be provided with sign that reads "Elevator Equipment Room/Authorized Personnel Only. Storage of Equipment Not Pertaining to the Elevator Is Prohibited." In buildings with more than one machine room or control room, the label shall identify which cars are served by the equipment in the room(s). Where the room sign is separated from normally occupied areas or normal paths of travel by additional door(s), the additional door(s) shall be provided with signage indicating that the elevator machine or control room or equipment room is on the other side of the door(s). All lettering shall not be less than 0.375 inch (9.25 mm) high and shall contrast with the background.

**Exception:** Private residence elevators are not required to comply with this section.

**3020.9 Machine rooms or control rooms for private residence elevators.** Private residence elevators shall be provided with a machine room or control room. No fire resistance rating is required for private residence elevator equipment or machine rooms. Where the machine and brake are located at the top of the hoistway, a minimum 8-inch by 10-inch access panel shall be provided. The panel shall be lockable.

**Exception:** A separate machine room or control room is not required for private residence elevators which conform with ASME/CSA B44 A17.1, CSA B44 5.3.1.6 Machinery Spaces, Machine Rooms, Control Spaces, and Control Rooms as amended below:

**5.3.1.6.1** Where elevator equipment is located in a room ~~((or space))~~ that contains other machinery and equipment

- (a) the elevator equipment shall be guarded in conformance with 2.10.1. Where the guarding can be removed, a sign in conformance with the requirements of ANSI Z535.2 or CAN/CSA-Z321, whichever is applicable, shall be located on or adjacent to the guarding warning of the potential hazards.
- (b) pipes conveying steam, gas, or liquids shall be guarded or located to prevent discharge onto the equipment.

**5.3.1.6.2** The motor controller and operation controller shall be located in a cabinet(s). The cabinet(s) shall be

- (a) readily accessible for maintenance and inspection at all times.
- (b) provided with a cabinet door(s) or panel(s) that is not self-closing and shall be kept closed.

**5.3.1.6.3** In machine rooms, machinery spaces, and control rooms, ~~((and control spaces,))~~ all sheaves and sprockets shall be guarded to protect against accidental contact.

**5.3.1.6.4 Maintenance Path and Clearance.** A permanent and unobstructed path shall be provided to machinery spaces, ~~((and control spaces,))~~ The path shall provide a clear width 450 (18 in.) minimum. Where elevator equipment is located in a room or space containing other machinery and equipment

- (a) the elevator equipment shall be located to eliminate any obstructions that prohibit operating or servicing the equipment.
- ~~((b) if an obstruction does not prohibit the operation or servicing of the equipment but creates an interference with servicing the equipment, a sign in conformance with the requirements of ANSI Z535.2 or CAN/CSA-Z321, whichever is applicable, shall be prominently posted at the entrance to the work space warning of the obstruction.))~~

**5.3.1.6.5 Temperature and Humidity in Machinery Spaces, Machine Rooms, Control Spaces, and Control Rooms.** Temperature and humidity shall comply with 2.7.9.2.

## SECTION 3021 NEW INSTALLATIONS – FLOORS

**3021.1 Floors.** All new elevator hoistways, machine rooms and control rooms shall comply with ASME A17.1/CSA B44, 2.1.3.3, Construction of Floors, as amended below. ASME A17.1/CSA B44, 2.1.3.4 is not adopted.

**ASME 2.1.3.3 Construction of Floors.** Floors of hoistways, control rooms and machine rooms shall ~~((be of concrete or metal construction with or))~~ have a coated or painted concrete or metal surface without perforations that will resist absorption of oil, grease and similar materials. Control rooms and machine rooms shall have floors that cover the entire area of the room. ~~((Metal floors shall conform to the following:~~

- (a) ~~If of bar type grating, the openings between bars shall reject a ball 20 mm (0.8 in.) in diameter.~~
- (b) ~~If of perforated sheet metal or of fabricated open work construction, the openings shall reject a ball 2 mm (1 in.) in diameter.))~~

## SECTION 3022 EQUIPMENT IN HOISTWAYS, MACHINE ROOMS AND CONTROL ROOMS (ASME A17.1/CSA B44 Section 2.8)

**3022.1 Prohibited wiring, pipes and ducts.** In accordance with ASME A17.1/CSA B44 Section 2.8 non-elevator electric wiring, pipes and ducts are prohibited in elevator machine rooms, control rooms and hoistways except as otherwise provided in this section. The use of false ceilings and furring does not remove such items from the elevator spaces and shall not be acceptable except as allowed by ASME A17.1, 2.8.2 as amended below.

**3022.2 Amendment to ASME A17.1/CSA B44 2.8.3.** All elevator hoistways, machine rooms and control rooms shall comply with ASME A17.1/CSA B44 2.8.1 and 2.8.3, as amended below.

**ASME 2.8 Equipment in Hoistways, Machinery Spaces, Machine Rooms, ~~((Control Spaces,))~~ and Control Rooms**

**2.8.1 Equipment Allowed.** Only machinery and equipment used directly in connection with the elevator shall be permitted in elevator hoistways, ~~((machinery spaces,))~~ machine rooms, ~~((control spaces,))~~ and control rooms.

**2.8.3 Pipes, Ducts, Tanks, and Sprinklers**

**2.8.3.1** ~~((Steam and hot water pipes shall be))~~ Pipes conveying gases, vapors or liquids are not permitted to be installed in hoistways, ~~((machinery spaces,))~~ machine rooms, ~~((control spaces,))~~ and control rooms unless necessary for operation or maintenance of the elevator and not used for any other purpose. ~~((for the purpose of heating these areas only, subject to 2.8.3.1.1 through 2.8.3.1.3.))~~

**Exception:** Subject to the approval of the *building official*, pipes that are not necessary for operation or maintenance of the elevator are permitted in machine rooms and control rooms if they are protected with double containment and the joints within the machine space, machine room or control room are threaded, soldered or welded. Pipes shall not be located less than 7 feet above the floor in machine rooms.

~~(2.8.3.1.1 Heating pipes shall convey only low pressure steam [100 kPa (15 psi) or less] or hot water [100° C (212° F) or less].~~

~~2.8.3.1.2 All risers and return pipes shall be located outside the hoistway. When the machinery space, machine room, control space, or control room is located above the roof of the building, heating pipes for the machinery space, machine room, control space, or control room shall be permitted to be located in the hoistway between the top floor and the machinery space, machine room, control space, or control room.~~

~~2.8.3.1.3 Traps and shutoff valves shall be provided in accessible locations outside the hoist way.)~~

~~2.8.3.1.4 The means used for air-sampling smoke detection systems shall be permitted to be installed in hoistways, ((machinery spaces,)) machine rooms, ((control spaces,)) and control rooms for the purpose of detecting smoke in accordance with 2.27.3.2, Phase I Emergency Recall Operation by Fire Alarm Initiating Devices, and shall not encroach upon required clearances. Sensing elements penetrating the hoistway enclosure shall have a fire resistance rating conforming to the requirement of the building code.~~

2.8.3.2 Ducts shall be permitted to be installed in the ((hoistway, machinery space,)) machine room, ((control space,)) or control room for the purpose of heating, cooling, ventilating, and venting these areas only and shall not encroach upon the required clearances.

Ducts and electrical conduit are permitted to pass through an elevator machine room or control room if they are separated from the room by construction equal to the rated construction of the room and so located that all required clearances are maintained.

Where ambient conditions require heat and/or cooling of the hoistway, all related equipment, ductwork, piping, and electrical conduit, and controls shall be located outside of the hoistway. Heating, cooling, ventilation, or venting ductwork supply and return grilles are permitted to be installed flush with the interior face of the hoistway wall or hoistway roof where the ductwork penetrations are directly from outside. Heating or cooling equipment thermostat and control wiring shall be installed and accessed from outside the hoistway.

2.8.3.3 Sprinkler systems conforming to NFPA 13 ((or the NBCC, whichever is applicable)) see Part 9 shall be permitted to be installed in the hoistway, ((machinery space,)) machine room, ((control space,)) or control room subject to rules promulgated by the *building official*. ((2.8.3.3.1 through 2.8.3.3.4))

**Note:** Also see joint DPD Director's Rule 7-2014/SFD Administrative Rule 9.06.14 for sprinkler requirements.

~~(2.8.3.3.1 All risers shall be located outside these spaces. Branch lines in the hoistway shall supply sprinklers at not more than one floor level. When the machinery space, machine room, control space, or control room is located above the roof of the building, risers and branch lines for these sprinklers shall be permitted to be located in the hoistway between the top floor and the machinery space, machine room, control space, or control room.~~

~~2.8.3.3.2 In jurisdictions not enforcing the NBCC, where elevator equipment is located or its enclosure is configured such that application of water from sprinklers could cause unsafe elevator operation, means shall be provided to automatically disconnect the main line power supply to the affected elevator and any other power supplies used to move the elevator upon or prior to the application of water.~~

- ~~(a) This means shall be independent of the elevator control and shall not be self-resetting.~~
- ~~(b) Heat detectors and sprinkler flow switches used to initiate main line elevator power shut down shall comply with the requirements of NFPA 72.~~
- ~~(c) The activation of sprinklers outside of such locations shall not disconnect the main line elevator power supply. See also 2.27.3.3.6.~~
- ~~(d) The activation of sprinklers outside of such location shall not disconnect the mainline elevator power supply. See also 2.27.3.3.6.~~
- ~~(e) This means shall only be provided for elevators that are equipped with Phase I Emergency Recall Operation (see 2.27.3).~~

~~2.8.3.3.3 Smoke detectors shall not be used to activate sprinklers in these spaces or to disconnect the main line power supply.)~~

~~2.8.3.3.4 ((In jurisdictions not enforcing the NBCC, when)) Where sprinklers are installed not more than 600 mm (24 in.) above the pit floor, (a) and (b) apply to elevator electrical equipment and wiring in the hoistway located less than 1200 mm (48 in.) above the pit floor, except earthquake protective devices conforming to 8.4.10.1.2(e);~~

and on the exterior of the car at the point where the car platform sill is level with the sill at the bottom terminal landing.

- (a) Elevator electrical equipment shall be weatherproof (Type 4 as specified in NEMA 250).
- (b) Elevator wiring, except traveling cables, shall be identified for use in wet locations in accordance with the requirements in the ((NFPA 70)) *Seattle Electrical Code*.

**2.8.3.4** Other pipes or ducts conveying gases, vapors, or liquid and not used in connection with the operation of the elevator shall not be installed in any hoistway, machinery space, machine room, ((control space,)) or control room. Where a machinery space, machine room, ((control space,)) control room, or hoistway extends above the roof of a building, pipes shall be permitted from roof drains to the closest point where they can be diverted out of this space. Pipes shall be covered to prevent leakage or condensate from entering the ((machinery space,)) machine room, ((control space,)) control room, or hoistway.

**2.8.3.5** Where permitted and provided, pipes, drains, and tanks, or similar equipment that contains liquids, shall not be located directly above the elevator equipment and shall not encroach upon the required clearances in the hoistway, ((machinery space,)) machine room, ((control space,)) or control room.

### SECTION 3023 PITS (ASME A17.1/CSA B44, 2.2.2)

**3023.1 Access to Pits.** All pits shall comply with ASME A17.1/CSA B44, 2.2.4 as amended below:

**ASME 2.2.4 Pit Access.** Safe and convenient access shall be provided to all pits and shall conform to 2.2.4.1 through 2.2.4.6.

**2.2.4.1** Access shall be by means of the lowest hoistway door or by means of a separate pit access door.

**2.2.4.2** There shall be installed in the pit of each elevator, where the pit extends more than 900 mm (35 in.) below the sill of the pit access door (lowest hoistway door or separate pit access door), a fixed vertical ladder of noncombustible material, located within reach of the access door, a fixed vertical ladder of noncombustible material, located within reach of the access door. The ladder is permitted to be retractable or nonretractable. Nonretractable ladders, where provided, shall conform to 2.2.4.2.1 through 2.2.4.2.6. Retractable ladders, where provided, shall conform to 2.2.4.2.1 through 2.2.4.2.3 and 2.2.4.2.5 through 2.2.4.2.8. When in the extended position, retractable ladders shall conform to 2.2.4.2.4.

**2.2.4.2.1** The ladder shall extend not less than 1 200 mm (48 in.) above the sill of the access door or handgrips shall be provided to the same height.

**2.2.4.2.2** The ladder rungs, cleats, or steps shall be a minimum of 400 mm (16 in.) wide. When obstructions are encountered, the width shall be permitted to be decreased to less than 400 mm (16 in.). The reduced width shall be as wide as the available space permits, but not less than 225 mm (9 in.).

**2.2.4.2.3** The ladder rungs, cleats, or steps shall be spaced 300 mm (12 in.)  $\pm$  13 mm ( $\pm$  0.5 in.) on center, shall be provided to not less than the height of access door sill, and shall be designed to minimize slipping (e.g. knurling, dimpling, coating with skid-resistant material).

**2.2.4.2.4** A clear distance of not less than 115 mm (4.5 in.) from the centerline of the rungs, cleats, or steps to the nearest permanent object in back of the ladder shall be provided.

**2.2.4.2.5** Side rails, if provided, shall have a clear distance of not less than 115 mm (4.5 in.) from their centerline to the nearest permanent object.

**2.2.4.2.6** The ladder and its attachments shall be capable of sustaining a load of 135 kg (300 lb.)

**2.2.4.2.7** Retractable ladders that are in the line of movement of the car or counterweight when not fully retracted, shall operate a retractable ladder electrical device (see 2.26.2.38) that shall cause the power to be removed from the elevator driving-machine motor and brake unless the ladder is in its fully retracted position.

**2.2.4.2.8** Retractable ladders shall be capable of being extended, mechanically secured and unsecured, and retracted from the access door, and

- (a) the force(s) required to extend a retractable ladder from the fully retracted position to the extended and mechanically secured position shall not exceed 220 N (50 lbf)
- (b) after being extended and mechanically secured, a retractable ladder shall remain secured in the extended position when subjected to a horizontal force not to exceed 2 220 N (500 lbf)
- (c) the force(s) required to retract a retractable ladder from its extended position to its fully retracted position, after being unsecured, shall not exceed 220 N (50 lbf)
- (d) the ladder shall be mechanically secured when in the retracted position.

## ELEVATORS AND CONVEYING SYSTEMS

**2.2.4.3** Pit access by a ladder shall not be permitted when the pit floor is more than 3 000 mm (120 in.) below the sill of the access door, except where there is no building floor below the bottom terminal landing, this height shall be permitted to be greater but not more than 4 200 mm (165 in.).

**2.2.4.4** Pits shall be accessible only to elevator personnel.

**2.2.4.5** A separate pit access door, when provided, shall be subject to the following requirements:

- (a) If the door swings into the pit, it shall be located so that it does not interfere with moving equipment.
- (b) If the door swings out, and the lowest structural or mechanical part, equipment, or device installed beneath the car platform, except guide shoes or rollers or safety jaw assemblies, projects below the top of the separate pit access door opening when the car is level with the bottom terminal landing
  - (1) an electric contact conforming to 2.26.2.26 shall be provided to prevent operation of the elevator when the door is open
  - (2) the door shall be provided with a vision panel(s) that is glazed with clear wired glass not less than 6 mm (0.25 in.) thick, will reject a ball 150 mm (6 in.) in diameter, and have an area of not more than 0.03 m<sup>2</sup> (47 in.<sup>2</sup>).
- (c) The door shall provide a minimum opening of 750 mm (29.5 in.) in width and 1 825 mm (72 in.) in height.
- (d) The door shall be equipped with a barrier conforming to 2.11.1.2(i), where the door sill is located more than 300 mm (12 in.) above the pit floor.
- (e) The door shall be self-closing and provided with a spring-type lock arranged to permit the door to be opened from inside of the pit without a key. Such doors shall be kept closed and locked. A key shall be required to unlock the lock from outside the hoistway. The key shall be of Group 1 Security (see 8.1).
- (f) Separate pit access doors shall not be located where a person, upon entering the pit, can be struck by any part of the car or counterweight when either is on its fully compressed buffer, or provided with an electrical contact conforming to 2.26.2.26 shall be provided to prevent operation of the elevator when the door is open.
- (g) In hoistways with more than one elevator, a sign shall be provided on the pit access door identifying which cars are served by that hoistway. Lettering shall not be less than 1 inch high and shall contrast with the background of the sign. The sign shall identify which car is to be taken out of service if an electric contact is provided.

**2.2.4.6** Means to unlock the access door from inside the pit shall be provided. The means shall be located

- (a) when no pit ladder is provided, not more than 1 825 mm (72 in.) vertically above the pit floor, or
- (b) when a pit ladder is provided, not more than 1 825 mm (72 in.) vertically above a rung, cleat, or step. The minimum distance from the top rung, cleat, or step to the top of the pit ladder or handhold shall not be less than 1 200 mm (48 in.) (see 2.4.2.1 and Nonmandatory Appendix J, Fig. J-1), and
- (c) with the door in the closed position, in a plane not more than 1 000 mm (39 in.) horizontally from a rung, cleat, or step of the pit ladder (see Nonmandatory Appendix J, Fig. J-1).

**3023.2 Access to underside of cars.** Access to the underside of cars shall comply with ASME A17.1/CSA B44, 2.2.8 as amended below:

**2.2.8 Access to Underside of Car.** Where the distance from the pit floor to the underside of the plank channels or slings exceeds 2 100 mm (83 in.), with the car at the lowest landing, a means shall be permanently installed or permanently stored in the pit to provide access to the equipment on the underside of the car. When access is provided by means of a working platform it shall conform to the requirements of 2.7.5.3.2 through 2.7.5.3.6.

When working platform inspection operation is provided according to 2.7.5.3.6, in hoistways containing a single elevator

- (a) a pit access door is required, or
- (b) an additional elevator personnel shall be present outside the hoistway when the pit inspection operation is in effect.

**3023.3 Pit sump hole requirements.** The pit sump hole shall be sized to accommodate the sump pump provided and shall remove a minimum of 3,000 gallons per hour (gal/h). The sump hole shall be provided with a cover. The cover shall be secured and level with the pit floor.

### SECTION 3024 SHUTOFF VALVE (ASME A17.1/CSA B44, 3.19.4.1)

**3024.1 Hydraulic elevator shutoff valve.** All hydraulic elevators shall comply with ASME A17.1/CSA B44, 3.19.4.1, Shutoff Valve, as amended below:

**ASME 3.19.4.1 Shutoff Valve.** A manually operated shutoff valve shall be provided between the hydraulic machines and the hydraulic jack.

~~((3.19.4.1.1 When the hydraulic machine is located outside the hoistway, the shutoff valve shall be located adjacent to the hydraulic machine (see Section 8.1).~~

~~3.19.4.1.2 Where the hydraulic machine is located in the hoistway, the manually operated shutoff valve shall be permitted to be located inside the hoistway, provided that it is accessible from outside the hoistway to elevator personnel only (see 8.1). The shutoff valve shall have a means to indicate the fully opened and fully closed positions at the location of the operation.))~~

**3024.2 Shut-off valves for hydraulic elevators.** Two shut-off valves may be required.

- (1) ASME requires that a shut-off valve be installed in the machine room.
- (2) When the pit is lower than the machine, a shut-off valve shall be installed in the pit.

A separate shut-off valve is not required in the pit for hydraulic elevators equipped with a overspeed valve that rotates no more than 180 degrees to stop the flow of hydraulic fluid and has a safety shut-off handle capable of being grasped.

## SECTION 3025

### GUARD AT CEILING INTERSECTION (ASME A17.1/CSA B44, 6.1.3.3.11)

**3025.1 Escalator guards.** All escalators shall comply with ASME A17.1/CSA B44, 6.1.3.3.11, Guard at Ceiling Intersection, and the following:

Guards shall be provided at any pinching, snagging or wedging points between the handrail, balustrade and adjacent building components or equipment if such points are within the clearances delineated in 6.1.3.3.11.

## SECTION 3026 TEST REPORTS

**3026.1 Test reports.** For tests required by Section 3028 and ASME 17.1/CSA B44, Part 8, as amended in this code, immediately after tests are completed all test results shall be submitted to the *building official* for approval on forms furnished by the *building official*. The submitted results shall be signed by the person performing the tests and shall identify the testing firm. Copies of the completed forms shall be provided to the owner or to the owner's authorized agent.

## SECTION 3027 ACCEPTANCE INSPECTIONS AND TESTS

**3027.1 Acceptance inspections and tests.** Inspections and tests shall comply with ASME A17.1/CSA B44, 8.10, Acceptance Inspection and Tests, as amended below.

### 8.10.1 General Requirements for Acceptance Inspections and Tests

#### 8.10.1.1 Persons Authorized to Make Acceptance Inspections and Tests

~~8.10.1.1.1~~ The acceptance inspection shall be made by an inspector employed by the ~~((authority having jurisdiction, or by a person authorized by the authority having jurisdiction))~~ *building official*.

~~8.10.1.1.2~~ The person installing or altering the equipment shall perform all of the tests required by 8.10.2 through 8.10.5 in the presence of the inspector specified in 8.10.1.1.1.

~~((8.10.1.1.3 The inspector shall meet the qualification requirements of the ASME QEI-1. Inspectors and inspection supervisors shall be certified by an independent, accredited, certifying organization as specified in 8.10.1.2 (see Section 1.3).))~~

## SECTION 3028 PERIODIC INSPECTIONS AND TESTS

**3028.1 Persons authorized to make periodic inspections and witness tests.** Periodic inspection and tests shall comply with ASME A17.1/CSA B44, 8.11 as amended below.

### 8.11.1 General Requirements for Periodic Inspections and Witnessing of Tests

~~((8.11.1.1 Persons Authorized to Make Periodic Inspections and Witness Tests. The inspector shall meet the qualification requirements of the ASME QEI-1. Inspectors and inspection supervisors shall be certified an independent, accredited, certifying organization as specified in 8.10.1.2 (see 1.3).))~~

**8.11.1.1.1 Periodic Inspections**

- (a) Periodic inspections shall be made by an inspector employed by the ~~((authority having jurisdiction))~~ *building official* or by a person authorized by the ~~((authority having jurisdiction))~~ *building official*.
- ~~((b) The inspector shall submit a signed written report to the authority having jurisdiction containing the following information:~~
  - ~~(1) date of inspection(s)~~
  - ~~(2) components or systems that have not been inspected~~
  - ~~(3) Code deficiencies noted during the inspection and a statement as to corrective action taken, if any))~~

**8.11.1.1.2 Periodic tests**

- (a) Periodic tests as required in 8.6 shall be performed by elevator personnel that are qualified to perform such tests. These tests shall be witnessed by an inspector (see 8.11.1.1) employed by the ~~((authority having jurisdiction))~~ *building official*, or by persons authorized by the ~~((authority having jurisdiction))~~ *building official*.
- ~~((b) The inspector shall submit a signed written report to the authority having jurisdiction containing the following information:~~
  - ~~(1) date of inspection(s)~~
  - ~~(2) type of test(s) performed~~
  - ~~(3) detailed results of the test(s) including but not limited to, speed, governor trip speed, safety slide distance, relief valve setting, escalator/moving walk brake torque setting, etc.~~
  - ~~(4) Code deficiencies noted during the test~~
  - ~~(5) statement as to any corrective action taken))~~

**8.11.1.2 Applicability of Inspection Requirements.** Inspections required by 8.11.2 through 8.11.5 are to determine that the existing equipment conforms with the following applicable Code requirements:

- (a) the Code at the time of installation
- (b) the Code effective as applicable to and for each alteration
- ~~((c) the ASME A17.3 Code, if adopted by the authority having jurisdiction~~

NOTES (8.11.1.2):

- ~~(1) The ASME A17.2 Guide for Inspection of Elevators, Escalators, and Moving Walks (see Preface, ASME Elevator Publications) is a guide for inspections.~~
- ~~(2) References to “Items” of the ASME A17.2 Guide for Inspection of Elevators, Escalators, and Moving Walks and to the requirements of this Code are indicated in parentheses as a convenient reference to the applicable inspection procedures and requirements. It is important to understand that suggested test and inspection methodologies represent an approach but are neither exclusive nor comprehensive.))~~

**8.11.1.3 Periodic Inspection and Test Frequency.** ~~((The frequency of periodic inspections and tests shall be established by the authority having jurisdiction.))~~ The equipment listed in Table 3028 shall be inspected and tested at the intervals specified in Table 3028.

NOTE: Recommended intervals for periodic inspections and tests can be found in ~~((Nonmandatory Appendix N))~~ Table 3028.

~~**(8.11.1.4 Installation Placed Out of Service.** Periodic inspections and tests shall not be required when an installation is placed “out of service”:~~

- ~~(a) as defined by the authority having jurisdiction; or~~
- ~~(b) when an installation whose power feed lines have been disconnected from the mainline disconnect switch; and~~
  - ~~(1) an electric elevator, dumbwaiter, or material lift whose suspension ropes have been removed, whose car and counterweight rest at the bottom of the hoistway, and whose hoistway doors have been permanently barricaded or sealed in the closed position on the hoistway side;~~
  - ~~(2) a hydraulic elevator, dumbwaiter, or material lift whose car rests at the bottom of the hoistway; when provided with suspension ropes and counterweight, the suspension ropes have been removed and the counterweight rests at the bottom of the hoistway; whose pressure piping has been disassembled and a section removed from the premises and whose hoistway doors are permanently barricaded or sealed in the closed position on the hoistway side; or~~
  - ~~(3) an escalator or moving walk whose entrances have been permanently barricaded.))~~

**8.11.1.5 Making Safety Devices Ineffective.** No person shall at any time make any required safety device or electrical protective device ineffective, except where necessary during tests and inspections. Such devices shall be restored to their normal operating condition in conformity with the applicable requirements prior to returning the equipment to service (see 2.26.7).

**8.11.1.6 Reserved for future use.**

**8.11.1.7 Unique or Product-Specific Procedures or Methods.** Where unique or product-specific procedures or methods are required to maintain, repair, replace, inspect, or test equipment, such procedures or methods shall be provided by the manufacturer or installer. These procedures and any unique devices required by the procedures for inspection and testing shall be accessible on site to elevator personnel [see 8.6.1.2.2(b)].

**8.11.1.8 Maintenance Control Program.** The Maintenance Control Program complying with 8.6.1.2.1 shall be available. On-site equipment documentation complying with 8.6.1.2.2 and maintenance records complying with 8.6.1.4 shall be available.

**8.11.1.9 Devices Not Covered in Section 8.11.** When any device on which the safety of users is dependent is installed that is not specifically covered in Section 8.11, it shall be inspected and tested in accordance with the requirements of the manufacturer’s or the altering company’s procedures (see 8.6.1.6.1 and 8.7.1.2). Documentation that contains the testing procedures of these devices shall remain with the equipment and be available in the on-site documentation (see 8.6.1.2.2). The removal or disabling of such devices shall be considered an alteration and shall comply with 8.7.1.2.

**TABLE 3028  
INSPECTION AND TEST INTERVALS**  
Note: Intervals are specified in months; sections reference ASME A17.1/CSA B44 unless otherwise specified

Section	Equipment Type	Periodic Inspections		Periodic Tests								
		Requirement	Interval	Category One		Category Three		Category Five		Other		
				Requirement	Interval	Requirement	Interval	Requirement	Interval	Requirement	Interval	
8.6.11.1	Firefighter’s emergency operation	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	8.6.11.1	3
8.11.2	Electric elevators	8.11.2.1	12	8.6.4.19	12	N/A	N/A	8.6.4.20	60			
8.11.3	Hydraulic elevators	8.11.3.1	12	8.6.5.14	12	N/A	N/A	8.6.5.16	60			
8.11.3	Roped water-hydraulic elevators	8.11.3.1	12	8.6.5.14	12	8.6.5.15	36	8.6.5.16	60			
8.11.4; SBC 3028	Escalators & moving walks	8.11.4.1	12	8.6.8.15	12	N/A	N/A	N/A	N/A	SBC 3028	12	
8.11.5.3	Hand elevators	8.11.2.1, 8.11.5.3	12	8.6.14.19	12	N/A	N/A	8.6.4.20, 8.6.5.16	60			
8.11.5.4	Dumbwaiters	8.11.2.1, 8.11.3.1	12	8.6.4.19, 8.6.5.14	12	N/A	N/A	8.6.4.20, 8.6.5.16	60			
8.11.5.5 WAC 296-96- 0555- 05620	Material lifts and dumbwaiters with automatic transfer devices	8.11.2.1, 8.11.3.1	12	8.6.4.19, 8.6.5.14	12	N/A		8.6.4.20, 8.6.5.16 WAC 296- 96-05290	60			
8.11.5.6	Special purpose personnel elevators	8.11.2.1, 8.11.3.1	12	8.6.4.19, 8.6.5.14	12	N/A		8.6.4.20, 8.6.5.16	60			
8.11.5.7	Inclined elevators	8.11.2.1, 8.11.3.1	12	8.6.4.19, 8.6.5.14	12	N/A		8.6.4.20, 8.6.5.16	60			
8.11.5.9	Screw-column elevators	8.11.2.1, 8.11.3.1	12	8.6.4.19, 8.6.5.14	12	N/A		8.6.4.20, 8.6.5.16	60			
8.11.5.10	Rooftop elevators	8.11.2.1, 8.11.3.1	12	8.6.4.19, 8.6.5.14	12	N/A		8.6.4.20, 8.6.5.16	60			
8.11.5.11	Rack & pinion elevators	8.11.2.1, 8.11.3.1	12	8.6.4.19, 8.6.5.14	12	N/A		8.6.4.20, 8.6.5.16	60			
8.11.5.12	Limited use/ limited application elevators	8.11.2.1, 8.11.3.1	12	8.6.4.19, 8.6.5.14	12	N/A		8.6.4.20, 8.6.5.16	60			
SBC 3028.6	Power disconnect devices (Shunt Trip)					N/A				3028.6	12	

**TABLE 3028—continued  
INSPECTION AND TEST INTERVALS**

Note: Intervals are specified in months; sections reference ASME A17.1/CSA B44 unless otherwise specified

Section	Equipment Type	Periodic Inspections		Periodic Tests							
				Category One		Category Three		Category Five		Other	
		Requirement	Interval	Requirement	Interval	Requirement	Interval	Requirement	Interval	Requirement	Interval
ASME A18.1 11.2.1.c	Accessibility Lifts (sections 2 through 4)	10.1.1, 10.1.6	12	10.2	12	N/A		10.3	60	11.2.1.c	3
ASME A18.1 11.4.1	Accessibility lifts (sections 5 through 7)	10.1.1, 10.1.6	12	10.2	12	N/A		10.3	60	11.4.1	NR

**3028.2 Category Five tests.** Elevators shall be subject to five-year inspection test requirements in accordance with Table 3028, Periodic Test Requirements – Category Five, except that safety and governor systems of cars operating on wood guide rails shall be tested by tripping the governor by hand with rated load in the car, and the car at rest.

All Category Five tests shall comply with ASME A17.1, 8.6 as amended below:

**ASME 8.6.4.20 Periodic Test Requirements – Category 5.**

NOTE: For test frequency, see ((8.11.1.3)) Table 3028.

**8.6.4.20.1 Car and Counterweight Safeties.** Type A, Type B, and Type C car and counterweight safeties shall be tested in accordance with 8.6.4.20.1(a), ~~((or subject to approval by the authority having jurisdiction with 8.6.4.20.1(b).))~~

(a) *Rated Load and Rated Speed Test.* Car safeties, except those operating on wood guide rails, and their governors, shall be tested with rated load in the car. Counterweight safety tests shall be made with no load in the car. The car speed at which the governor trips shall be determined by means of a handheld tachometer or other device designed to measure car speed, such as controllers, service tools, and accelerometers. Tests shall be made by tripping the governor by hand at the rated speed. If the governor is equipped with a switch that operates when the governor is manually tripped, it must be rendered inoperative. The car safety mechanism switch shall not be rendered inoperative. The emergency brake required by 2.19.3 shall be disabled to prevent it from operating during this test. Since the counterweight safety does not have a safety mechanism switch, the circuit that would remove power from the driving-machine motor and brake must be opened as soon as the elevator stops to minimize slack rope and fallback of the car. The following operational conditions shall be checked (Item 2.29.2):

- (1) Type B safeties shall stop the car with the rated load within the required range of stopping distances for which the governor is tripped (Item 2.29.2) and the level of the platform checked for conformance to 2.17.9.2.
- (2) For Type A safeties and Type A safety parts of Type C safeties, there shall be sufficient travel of the safety rollers or dogs remaining after the test to bring the car and its rated load to rest on safety application at governor tripping speed. The level of the platform shall be checked for conformance to 2.17.9.2.

~~((b) *Alternative Test Method for Car Safeties.* The alternative test methods shall comply with 8.6.11.10 and the following:~~

- ~~(1) The testing of safeties with any load in the car, centered on each quarter of the platform symmetrically with relation to the centerlines of the platform from no load up to rated load, and at not less than rated speed shall be permitted provided that both~~
  - ~~(a) when the alternative test is performed, the test shall stop the car and verify that the safeties will be capable of stopping an overspeeding car in accordance with the requirements of Section 2.17 applicable to the specific classification of safeties~~
  - ~~(b) when applied, the method shall verify that the safeties perform or are capable of performing in compliance with (a) and the platform shall not be out of level more than 30 mm/m (0.36 in./ft) in any direction.~~

~~(2) The “Periodic Test Record” shall be completed and installed as required by 8.6.1.7.2))~~

**8.6.4.20.2 Governors**

- (a) The tripping speed of the governor and the speed at which the governor overspeed switch, where provided, operates shall be tested to determine conformance with the applicable requirements and the adjustable means shall be sealed (Item 2.13.2.1).
- (b) The governor rope pull-through and pull-out forces shall be tested to determine conformance with the applicable requirements, and the adjustment means shall be sealed (Item 2.13.2.1).

- (c) After these tests in jurisdictions enforcing NBCC, a metal tag indicating the date of the governor tests, together with the name of the person or firm that performed the tests, shall be attached to the governor in a permanent manner.

#### 8.6.4.20.3 Oil Buffers

- (a) Car oil buffers shall be tested to determine conformance with the applicable requirements by either
- (1) running the car onto the buffer with rated load at rated speed, or
  - ~~((2) subject to approval by the authority having jurisdiction~~
- ~~(a) running the car with any load, from no load up to rated load onto the buffer at rated speed when the requirements of 8.6.11.10 are complied with, provided that when applied the method verifies that the buffer performs or is capable of performing in compliance with 8.6.4.20.3(a), except as specified in 8.6.4.20.3(b) and (c) (Item 5.9.2.1). Counterweight oil buffers shall be tested by running the counterweight onto its buffer at rated speed with no load in the car, except as specified in 8.6.4.20.3(b) and (c) (Item 5.9.2.1), or~~
  - ~~(b) running the car onto the buffer with any load, from no load up to rated load, and at less than rated speed, when the requirements of 8.6.11.10 are complied with, provided that when applied, the method verifies that the buffer performs or is capable of performing in compliance with 8.6.4.20.3(a))~~
- (b) For reduced stroke buffers, this test shall be made at the reduced striking speed permitted (Item 5.9.2.1).
- (c) This test is not required where a Type C safety is used (see 8.6.4.20.1).
- (d) In making these tests, the normal and emergency terminal stopping devices shall be made temporarily inoperative. The final terminal stopping devices shall remain operative and be temporarily relocated, if necessary, to permit compression of the buffer during the test.
- (e) After completion of the test, a metal tag, indicating the date of the test, together with the name of the person or firm who performed the test, shall be attached to the buffer [Item 5.3.2(b)].
- (f) Counterweight oil buffers shall be tested by running the counterweight onto its buffer at rated speed with no load in the car, except as specified in 8.6.4.20.3(b) and (c) (Item 5.9.2.1), or at reduced speed if the requirements of 8.6.11.10 are met.
- (g) A test tag as required in 8.6.1.7.2 shall be provided.

**8.6.4.20.4 Driving-Machine Brake(s).** For passenger elevators and all freight elevators, the driving-machine brake shall be tested for compliance with applicable requirements, in accordance with 6(a), ~~((or subject to approval by the authority having jurisdiction with 8.6.4.20.4(b).))~~

For elevators installed under ASME A17.1-2000/CSA B44-00 and later editions, have the brake setting verified in accordance with the data on the brake marking plate.

Upon completion of the test, the means of adjusting the holding capacity shall be sealed to prevent changing the adjustment without breaking the seal. The seal shall bear or otherwise attach the identification of the person or firm that installed it. (See also 8.6.1.7.2, Periodic Test Tags.)

- (a) Test with load per Table 8.6.4.20.4. Place the load as shown in Table 8.6.4.20.4 in the car. The driving-machine brake, on its own, shall hold the car with this load. With no load in the car the driving-machine brake shall hold the empty car at rest and shall decelerate an empty car traveling in the up direction from governor tripping speed. The driving-machine brake on freight elevators of Class C-2 loading, when loaded to their maximum design load, shall hold the elevator car at rest (Item 2.17.2.1).
  - ~~((b) *Alternative Test Method for Driving-Machine Brakes.* The alternative test methods shall comply with 8.6.11.10 and the following:~~
- ~~(1) Any method of verifying conformity of the driving-machine brake with the applicable Code requirements (see 2.24.8.3 and Table 8.6.4.20.4) shall be permitted, including the testing method of the brakes with or without any load in the car, provided that when applied the method verifies that the brake performs or is capable of performing in compliance with 8.6.4.20.4(a).))~~
  - (2) A test tag as required in 8.6.1.7.2 shall be provided.

#### ~~((8.6.11.10 Category 5 Tests Without Load Via Alternative Test Methodologies~~

~~**8.6.11.10.1 Where Permitted.** Alternative test methods without load are permitted for Category 5 testing subject to approval by the authority having jurisdiction of~~

- ~~(a) car and counterweight safeties per 8.6.4.20.1~~
- ~~(b) oil buffers per 8.6.4.20.3~~

- (c) ~~driving machine brakes per 8.6.4.20.4, and~~
- (d) ~~braking system, traction, and traction limits per 8.6.4.20.10~~

NOTE: See 8.10, Note (2).

**8.6.11.10.2 Alternative Test Method and Tools**

- (a) ~~An alternative test method shall be~~
  - (1) ~~based on sound engineering principles~~
  - (2) ~~validated and documented via engineering tests~~
- (b) ~~The method, measuring devices, and tools shall be capable of producing reliable and consistent measurements, suitable for the intended measurement. The monitoring and calibration of the measuring devices or tools shall be in accordance with the provider's guidelines.~~

**8.6.11.10.3 Alternative Test Method Procedure.** The alternative test method shall

- (a) ~~include requirements to obtain and verify car and counterweight masses if necessary for the test~~
- (b) ~~have a procedure document that~~
  - (1) ~~defines the permissible equipment range and limitations regarding use~~
  - (2) ~~establishes monitoring and calibration criteria for tools or measuring devices as appropriate~~
  - (3) ~~defines the test set-up procedure~~
  - (4) ~~provides instructions on how to interpret results and correlate the results to pass-fail criteria~~
- (c) ~~describe how to correlate no load test results with previously acquired full load and no load results~~
- (d) ~~be included in the MCP [see 8.6.1.2.1(a)]~~
- (e) ~~include the information required by 8.6.1.2.2(b)(5) where applicable~~
- (f) ~~require a report conforming to 8.6.11.10.4.~~

**8.6.11.10.4 Alternative Test Method Report.** The alternative test method report shall

- (a) ~~identify the alternative test tool (make/model) used to perform the test~~
- (b) ~~identify the company performing the tests, names of personnel conducting and witnessing the tests, and testing dates~~
- (c) ~~contain all required printouts or record of tests required to demonstrate compliance to the testing requirement that were gathered during an acceptance test~~
- (d) ~~identify which results from the baseline test are to be used for future compliance evaluation~~
- (e) ~~record the car and counterweight masses that were obtained per 8.6.11.10.3(a) during the acceptance test and during any subsequent Category 5 test if required by test method~~
- (f) ~~contain all subsequent Category 5 results with pass-fail conclusions regarding Code compliance~~
- (g) ~~remain on site or shall be available to elevator personnel and the authority having jurisdiction.))~~

**3028.3 Cleaning and testing of escalators and moving walks.** In addition to the periodic inspection and tests specified in Table 3028, escalator and moving walk trusses and pans shall be cleaned every 12 months.

**3028.4 Step/skirt test.** The step/skirt performance index test specified in 8.6.8.15.19 is required for all periodic escalator tests at intervals specified in Table 3028. An escalator and moving walk step/skirt test shall be performed every 12 months by an elevator mechanic licensed in accordance with 70.87.240 RCW.

**3028.5 Firefighters' emergency operation quarterly testing.** Testing shall comply with ASME A17.1/CSA B44, 8.6.11.1 as amended below.

**8.6.11.1 Firefighters' Emergency Operation.** All elevators provided with Firefighters' Emergency Operation shall be subjected ((~~monthly~~)) quarterly, by authorized personnel, to Phase I recall by use of the key switch, and a minimum of one-floor operation on Phase II. Deficiencies shall be reported to, and corrected by, elevator personnel. A record of findings shall be available to elevator personnel and the authority having jurisdiction.

((NOTE: See Nonmandatory Appendix AA for additional operation verification))

**3028.6 Annual testing requirements of power disconnect devices also known as shunt trips.** Power disconnect devices also known as shunt trips shall be tested annually to ensure they are still properly interfaced with the elevator control. This test applies to electrical and hydraulic elevators.

**3028.7 ASME A18.1 11.1 Written Maintenance Program (WMP/MCP).** Platform lifts and stairway chairlifts shall be maintained in accordance with ASME A18.1, 11.1 as amended below.

**11.1.1** A WMP shall be provided by the manufacturer, installer, or firm performing the maintenance of the equipment for lifts covered by sections 2 through 7. Logs for lifts covered by sections 5 through 7 do not need to include a record of ~~((weekly))~~ quarterly operational checks as required by 11.2.1(f).

**11.1.1.1** Maintenance shall be performed by lift personnel.

**11.1.1.2** The WMP shall be available to lift personnel.

**11.1.2** The WMP for lifts covered by sections 2 through 4 shall include, but not limited to, the following:

- (a) routine maintenance and examinations at scheduled intervals to ensure that the installation conforms to the requirements of this Standard.
- (b) a log as required by 11.2.
- (c) a procedure for checking the operation of the lift to be conducted at least once per ~~((week))~~ quarterly by authorized personnel.

**11.1.3** The WMP shall be available at the time of the periodic inspection.

**11.1.4** The WMP for lifts covered by sections 5 through 7 does not need to include a procedure for ~~((weekly))~~ quarterly operational checks as required by 11.1.2(c)

## SECTION 3029

### REQUIREMENTS FOR MAINTENANCE CONTROL PROGRAM AND REMOTE MONITORING

**3029.1 ASME A17.1/CSA B44, 8.6.1 General Maintenance Requirements.** Conveyances shall be maintained in accordance with ASME A17.1, 8.6.1 as amended below.

**8.6.1.2.1** A written Maintenance Control Program [MCP] shall be in place to maintain the equipment in compliance with the requirements of 8.6. The MCP shall specify examinations, tests, cleaning, lubrication, and adjustments to applicable components at regular intervals (see Section 1.3 for the definition of “maintenance”) and shall comply with the following:

- (a) An MCP for each unit (see 8.6.1.1.1) shall be provided by the person(s) and/or firm maintaining the equipment and shall be viewable on-site by elevator personnel at all times from time of acceptance inspection and test or from the time of equipment installation or alteration (see 8.10.1.5).
- (b) The MCP shall include, but not be limited to, the Code required maintenance tasks, maintenance tasks, maintenance procedures, and examination and test listed with the associated requirement (see 8.6.4 through 8.6.11). Where maintenance tasks, maintenance procedures, or examinations or tests have been revised in 8.6, the MCP shall be updated.
- (c) The MCP shall reference on-site Equipment documentation (see 8.6.1.2.2) needed to fulfill (b) and on-site maintenance records (see 8.6.1.4.1) that record the completion of all associated maintenance tasks specified in 8.6.1.4.1(a).
- ~~((d) Where the MCP is maintained remotely from the machine room, machinery space, control room, or control space (see 8.11.1.8), instructions for on-site locating or viewing the MCP either in hard copy or in electronic format shall be posted on the controller or at the means necessary for test (see 2.7.6.4). The instructions shall be permanently legible with characters a minimum of 3 mm (0.125 in.) high.))~~ The MCP shall be posted in the machine room, machinery place or control room.
- (e) The specified scheduled maintenance intervals (see 1.3) shall, as applicable, be based on
  - (1) equipment age, condition, and accumulated wear
  - (2) design and inherent quality of the equipment
  - (3) usage
  - (4) environmental conditions
  - (5) improved technology
  - (6) the manufacturer’s recommendations and original equipment certification for any SIL rated devices or circuits (see 8.6.3.12 and 8.7.1.9)
  - (7) the manufacturer’s recommendations based on any ASME A17.7/CSA B44.7 approved components or functions

**8.6.1.2.2 On-Site Documentation.** The documents specified in (a), through (c) shall be written and permanently kept on-site in the machine room, machinery space, control room, ~~((control space, or the means necessary for test (2.7.6.4)))~~ in hard copy for each unit for elevator personnel.

The documentation specified in (d) shall be on-site and available to the specified personnel.

- (a) Up-to-date wiring diagrams detailing circuits of all electrical protective devices (see 2.26.2) and critical operating circuits (see 2.26.3)
- (b) Procedures for inspections and tests not described in ASME A17.2 and procedures or methods required for elevator personnel to perform maintenance, repairs, replacements, and adjustments, as follows:
  - (1) all procedures specifically identified in the Code as required to be written (e.g., 8.6.4.20.8, check out procedure for leveling; 8.6.5.16.5, check out procedure for overspeed valve; and 8.6.8.15.7, check out procedure for reversal stop switch)
  - (2) unique maintenance procedures or methods required for inspection, tests, and replacement of SIL rated E/E/PES electrical protective devices and circuits [See 2.26.4.3.2, 2.26.9.3.2(b), 2.26.9.5.1(b), and 2.26.9.6.1(b).]
  - (3) unique maintenance procedures or methods required for inspection, tests, and replacement of equipment applied under alternative arrangements (see 1.2.2.1) shall be provided by the manufacturer or installer
  - (4) unique maintenance procedures or unique methods required for inspection and test of equipment specified in an ASME A17.7/CSA B44.7, code compliance document (CCD)
  - (5) procedures for tests, periodic inspections, maintenance, replacements, adjustments, and repairs for traction-loss detection means, broken-suspension-member detection means, residual-strength detection means, and related circuits [See 2.20.8.1 through 2.20.8.3, 8.6.4.19.12, 8.6.11.11, 8.10.2.2(cc)(4)(-c)(-s), and 8.10.2.2.2(ss).]
- (c) Written checkout procedures
  - (1) for elastomeric buffers (see 8.6.4.4.2)
  - (2) to demonstrate E/E/PES function as intended (see 8.6.4.19.10)
  - (3) for two-way communication means (see 8.6.4.19.15)
  - (4) for elevator leveling speed with open doors (see 8.6.4.20.8)
  - (5) for hydraulic elevator overspeed valve (see 8.6.5.16.5)
  - (6) for escalator reversal stopping device (see 8.6.8.15.7)
  - (7) for escalator handrail retarding force (see 8.6.8.15.13)
- (d) Written procedures for the following:
  - (1) evacuation procedures for elevators by authorized persons and emergency personnel shall be available on-site (see 8.6.11.5.2 and ASME A17.4)
  - (2) the procedure for cleaning of a car and hoistway transparent enclosures by authorized persons (see 8.6.11.4.2)
- (e) USI(s) of the executable software associated with the relevant functions in 2.26.1.7.1 and 3.26.11.1 [see also 2.26.1.7.3].
- (f) The documentation for the engineering test of skirt panels deflection for units installed or altered under A17.1-2019 and later editions [see 8.3.15.3].

**8.6.1.2.3** Where a detective part directly affecting the safety of the operation is identified, the equipment shall be taken out of service until the defective part has been adjusted, repaired, or replaced.

**8.6.1.3 Maintenance Personnel.** Maintenance, repairs, replacements, and tests shall be performed only by elevator personnel [see 1.3].

**8.6.1.4 Maintenance Records.** Maintenance records shall document compliance with 8.6. Instructions for locating the maintenance records of each unit, for viewing on-site, shall be posted on the controller or at the means necessary for test (see 2.7.6.4). The provided instructions shall be permanently legible with characters a minimum of 3 mm (0.125 in.) high. These records shall be retained for the most recent 5 yr or from the date of installation or adoption of this Code edition, whichever is less or as specified by the authority having jurisdiction. Existing maintenance records up to 5 yr shall be retained.

#### **8.6.1.4.1 On-Site Maintenance Records**

##### **(a) Maintenance Control Program Records**

- (1) A record that shall include the maintenance tasks listed with the associated requirements of 8.6 identified in the Maintenance Control Program (8.6.1.2.1), other tests (see 8.6.1.2.2), examinations and adjustments, and the specified scheduled intervals shall be maintained.
- (2) The specified scheduled maintenance intervals (see 1.3) shall, as applicable, be based on the criteria given in 8.6.1.2.1(e).

- (3) A hard copy of the MCP records shall be viewable on-site by elevator personnel (~~((in either hard copy or electronic format acceptable to the authority having jurisdiction))~~) and shall include, but ~~((are))~~ not be limited to the following:

- (a) site name and address
- (b) service provider name
- (c) conveyance identification (I.D.) and type
- (d) date of record
- (e) a description of the maintenance task, interval, and associated requirements of 8.6
- (f) indication of completion of maintenance task

NOTE: [8.6.1.4.1(a)]: The recommended format for documenting Maintenance Control Program (MCP) records can be found in Nonmandatory Appendix Y. This is only an example format. A specific maintenance MCP that includes all maintenance needs is required for each unit.

- (b) *Repair and Replacement Records.* The following repairs and replacements shall be recorded and a hard copy of the repair and replacement record shall be kept on-site for viewing by elevator personnel. ~~((in either hard copy))~~ Records in electronic format may be provided if approved by the building official. ~~((or electronic format. Instructions for locating the records of each unit for immediate viewing shall be posted on the controller or at the means necessary for test (see 2.7.6.4).))~~ The provided instructions shall be permanently legible with characters a minimum of 3 mm (0.125 in) in height. The record shall include an explanation of the repair or replacement, date, and name of person(s) and/or firm performing the task. The record of repairs and replacements shall be retained by the owner of the equipment for the most recent 5 yr or from the date of installation or adoption of this Code edition, whichever is less or as specified by the authority having jurisdiction and shall be a permanent record for the installation. ~~((These records may be kept remotely from the site.))~~

- (1) Repairs (8.6.2.1 through 8.6.2.5) including repairs of components and devices listed in 8.6.4 through 8.6.10.
- (2) Replacements (8.6.3.1 through 8.6.3.11 except 8.6.3.7 and 8.6.3.10) including replacements of components and devices listed in 8.6.4 through 8.6.10.
- (3) Where applicable, the USA(s) (2.26.1.7.3) and the associated functions in 2.26.1.7.1 or 3.26.1.1.1 that are affected.

- (c) *Other Records.* The following written records shall be kept on-site for each unit. Instruction for locating the records of each unit. Instructions for locating the records for each unit for immediate viewing shall be posted on the controller or at the means necessary for test (see 2.7.6.4). The provided instructions shall be permanently legible with characters a minimum of 3 mm (0.125 in.) high. These records shall be retained for the most recent 5 yr from the date of installation or adoption of this Code edition, whichever is less or as specified by the authority having jurisdiction. The record shall include the date and name of person(s) and/or firm performing the task.

- (1) A record of oil usage (8.6.5.7).
- (2) A record of findings for firefighters' service operation required by 8.6.11.1 with identification of the person(s) that performed the operation.
- (3) Periodic tests (see 8.6.1.7) shall be documented or recorded in accordance with 8.6.1.7.2.
- (4) Written record to document compliance with replacement criteria specified in ASME A17.6 requirement 1.10.1.1(c).

- (d) *Permanent Record.*

- (1) A permanent record of the results of all acceptance tests as required by 8.10.1.1.4 and 8.10.1.1.5 shall be kept with the on-site records.

Test tags, complying with 2.16.3.3 for marking plates (except lettering shall be 1.6 mm [0.0625 in]), permanently attached to or adjacent to the controller, shall meet this requirement.

NOTE: This requirement does not apply to equipment installed under ASME A17.1-2010 and earlier editions.

- (2) For escalators and moving walks installed or altered under ASME A17.1-2019/CSA B44:19 or later editions, a permanent record of verification of conformance with 6.1.3.3.6 or 6.2.3.3.6 as applicable, for a skirt panel or skirt panel supporting components shall be kept with the on-site maintenance records.

**8.6.1.4.2 Call Backs (Trouble Calls).** A hard copy record of call backs shall be maintained and shall include the description of reported troubles, dates, time, and corrective action(s) taken that are reported by any means to elevator personnel. These records shall be made available to elevator personnel when performing corrective action. For elevator personnel other than personnel performing the corrective action, records will be available upon request. Instructions on how to report any need for corrective action (trouble calls) to the responsible party shall be posted on the controller or at the means neces-

## ELEVATORS AND CONVEYING SYSTEMS

sary for test (see 2.7.6.4). The instructions shall be permanently legible with characters a minimum of 3 mm (0.125 in.) high.

**3029.2 Remote Monitoring and Operation.** Elevators and other conveyances found operating with a device that can directly effect a change in its controls from a remote location is prohibited unless it is operated under the direct on-site supervision of a person who is a licensed elevator mechanic in accordance with Section 3003.2.

**Note:** Remote operation controls, operated by building personnel located within the building, may be installed for security purposes upon prior approval of the *building official*.