A17.3 Existing Elevators and Escalators

INTERPRETATIONS NO. 7

January 2005–January 2008

THE AMERICAN SOCIETY OF MECHANICAL ENGINEERS

THREE PARK AVENUE • NEW YORK, NY 10016

ASME A17.3
INTERPRETATIONS NO. 7

January 2005 through January 2008

INTRODUCTION

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FORM AND ARRANGEMENT

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Answer. The answers are those approved by the A17 Committee, except for editorial corrections necessary to improve clarity.

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Approval Dates. The date of approval by the A17 Committee is listed for each interpretation.

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Inquiry: 05-09

Subject: Para. 3.4.5

Edition: ASME A17.3-2002

Question: Does A17.3 require top-of-car lighting?

Answer: No.

A17 Standards Committee Approval: May 18, 2005

Inquiry: 05-10

Subject: Para. 3.10.4(u)

Edition: ASME A17.3-2002

Question: Are the emergency stop switches required by 3.10.4(u) required to conform to 3.10.4(e)?

Answer: No.

A17 Standards Committee Approval: May 18, 2005

Inquiry: 05-47

Subject: Para. 2.2.2, Access to Machine Rooms and Machinery Spaces

Edition: ASME A17.3-2002

Background: The following questions are based on having a basement of mid-hoistway mounted driving machine with an overhead machinery space with beams, sheaves, and a governor at the top of the hoistway with no floor underneath the equipment.

Question (1): Does para. 2.2.2 permit the only means of access to a governor to be through the hoistway?

Answer (1): Yes. However, other means of access are permitted.

Question (2): Does 2.2.2 permit the only means of access to an overhead machinery space containing sheaves and governor to be through the hoistway?

Answer (2): Yes. However, other means of access are permitted.

Question (3): Does 2.2.2 permit the only means of access to an overhead machinery space containing sheaves and governor to be through the hoistway via the car top?

Answer (3): Yes. However, other means of access are permitted.

Question (4): Does 2.2.2 permit the only means of access to an overhead machinery space containing sheaves and a governor to be through the hoistway via a permanently installed ladder running through the full length of the hoistway?

Answer (4): Yes. However, other means of access are permitted.

Question (5): Would the answers to Questions (1) through (4) be any different if the beams, sheaves, and governor had a floor underneath them?

Answer (5): No.

A17 Standards Committee Approval: May 10, 2006

Inquiry: 06-38

Subject: 2.2.5(c), Pipes Conveying Gases, Vapors, or Liquids; 3.11.3, Firefighter's Service; 4.7.8, Emergency Operation and Signaling Devices

Edition: ASME A17.3-1996

Question (1): Per 4.7.8, an existing hydraulic elevator that has a travel distance of less than 25 ft is not required to perform recall functions. If sprinklers are proposed to be installed within the elevator machine room and pit, is automatic power shunt-trip required prior to sprinkler activation (via heat detectors)? If "yes," can power be removed if the existing elevator controller is incapable of recalling the elevator?

Answer (1): This is not addressed in A17.3-1996.

Question (2): Automatic sprinklers are proposed to be installed within the elevator machine room of a 45 yr old elevator. The existing traction elevator is incapable of performing recall functions (recall was not required at the time of the original installation). Is automatic power shunt-trip required prior to sprinkler activation (via heat detectors)? If "yes," can power be removed if the existing elevator controller is incapable of recalling the elevator?

Answer (2): See answer to Question (1).

A17 Standards Committee Approval: September 20, 2006

Inquiry: 07-15

Subject: Section 2.3

Edition: ASME A17.3-2002

Question: Does Section 2.3 require pit ladders to be installed?

Answer: Means of access is required; however, that means of access does not need to be a permanently installed pit ladder.

A17 Standards Committee Approval: May 23, 2007

ASME A17.3
INTERPRETATIONS NO. 6

January 2003 through January 2005

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Inquiry: 02-38

Subject: Restricted Opening of Hoistway Doors and/or Car Doors on Passenger Elevators

Edition: Paragraph 2.7.4 of A17.3–1996

Question: Would door restrictors be required on an existing two-stop hydraulic passenger elevator equipped with front and rear, manually operated, horizontal sliding scissor gates, both of which can be opened at any point in the hoistway?

Answer: Yes.

A17 Committee Approval: January 8, 2003

Inquiry: 04-14

Subject: Part 8 General Requirements, Scope

Edition: ASME A17.1–2000 including A17.1a–2002

Question (1): Does this part require retroactive system upgrades for elevators installed or modernized before the date of the standard publication if no work other than regular maintenance procedures are performed? Example: 8.6.5.8 safety bulkhead requirements for below-ground cylinders with no evidence of unexplained oil loss or other voluntary upgrading installed prior to 1971 would require unjustified renewal of cylinders or system alterations using a car safety device.

Answer (1): Yes. See requirement 8.6.1.1.3.

Question (2): If the response is "yes," what is the purpose of A17.3–2002 para. 4.3.3(a)?

Answer (2): A17.3 is a stand-alone code. See General in the Preface of A17.3.

A17 Standards Committee Approval: January 27, 2005

A17.3

Safety Code for Existing Elevators and Escalators

INTERPRETATIONS

No. 5

June 1996 – December 2001

THE AMERICAN SOCIETY OF MECHANICAL ENGINEERS
THREE PARK AVENUE • NEW YORK, NY 10016

INTERPRETATIONS

No. 5

June 1996 through December 2001

INTRODUCTION

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Inquiry: 97-12

Subject: Section 1.1 (A17.3); Part XII (A17.1)
Scope

Edition: A17.3–1993; A17.1–1993

Question: (1) Does an elevator located within a Seismic Zone 2 have to comply with A17.1–1993, Part XXIV?
(2) Under a modernization, do the rails have to comply with Seismic Zone 2 requirements (as per Section 2403)?
(3) If the answer is "yes," exactly what must it comply with?

Answer: (1) No, as there are no references from A17.1, Part XII to A17.1, Part XXIV.
(2) No, as there are no references from A17.3 to A17.2, Part XXIV.
(3) See response above.

A17 Committee Approval: June 12, 1997

Inquiry: 97-33

Subject: Rule 305.1a (A17.1) and Para. 3.9.1 (A17.3)
Normal Terminal Stopping Devices

Edition: A17.1–1996; A17.3–1996

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

Answer: No. Upper and lower normal terminal stopping devices are required by A17.1, Rule 305.1a and A17.3. In addition, see response to Inquiry 97-32.

A17 Committee Approval: April 1, 1998

Inquiry: 98-25

Subject: Paragraph 3.7.5
Signs on Freight Elevators

Edition: A17.3–1993

Question: (1) In ASME A17.3–1993, para. 3.7.5 does the definition of the words *the operator* refer to a venue designated employee (an experienced professional elevator operator), or just anyone that they (the management or their staff) permit to use the elevator, regardless of that person's experience or qualifications to run the elevator, even if it was the first time that person tried to operate the manual elevator and without any assistance or familiarity of how to operate it?

Note: I know how to "operate" a telephone, but I may need to call the "operator" at the telephone company to be connected to another party.

Just as the telephone operator can connect one person to another, would it not also follow that the operator of a manual elevator should be someone hired by the owner or management of the venue to get persons connected up and down the different floors in a building safely?

(2) In the same rule, do the words "freight handlers" refer to experienced freight handlers who routinely load and unload freight for a living, or does it refer to anyone, even inexperienced, to say, roll an empty service cart into the elevator in order to use it to facilitate getting their equipment loaded into the elevator for a one-time only job?

Answer: The terms *operator* and *freight handler* are not defined in A17.3. See also Inquiry 84-94.

A17 Committee Approval: June 23, 1999

Inquiry: 99-11a

Subject: Section 1.5
Alterations, Maintenance, Inspections, and Tests

Edition: ASME A17.3–1996

Question: If an existing elevator, in an existing Group C1 (Business) multistory building, where the primary occupancy or use is the transaction of administrative and civic service, which is currently not equipped with ADA compliant features, is upgraded as follows:

(a) New hall-mounted illuminated call buttons.

(b) New hall or car-mounted illuminated car directional arrows with audible signals.

(c) New raised and Braille floor designation signage at hall elevator door openings at each floor.

(d) New infrared door protection and reopening device.

(e) New car-mounted operating panel with illuminated call buttons, raised Braille floor designations, and audible signals.

(f) New hands-free emergency phone with voice communication and illuminated signaling.

(g) New battery powered emergency car lighting and alarm bell.

Is this upgraded elevator now required to comply with ASME A17.1, Safety Code for Elevators and Escalators?

Answer: Any alterations to the equipment must comply with the applicable requirements of A17.1, Part XII.

A17 Committee Approval: June 23, 1999

Inquiry: 99-35

Subject: Paragraph 3.11.3, Firefighters' Service

Edition: ASME A17.3–1996

Question: There are many double-button low rise, low speed elevators currently in service. Double-button operations appear to be described under "control, operation" subparagraph "operation, continuous-pressure" in A17.3–1996, Section 1.4. The majority of these elevators are equipped with hoistway gates or manual freight doors.

How is this type of elevator to be treated when Firefighters' Service is installed? The existing control system would not permit the car to be returned automatically to either the designated or alternate landings.

Answer: It shall meet the requirements in A17.3–1996, Appendix C, Rule 211.4.

A17 Committee Approval: January 12, 2000

Inquiry: 99-37

Subject: Rule 1200.1
Alterations

Edition: ASME A17.1–1996

Question: Does Rule 1200.1 require the elevator or escalator when altered to meet A17.3 or just the equipment that is altered?

Answer: When an alteration is made, the elevator or escalator must conform to A17.3 in its entirety.

A17 Committee Approval: September 15, 1999

Inquiry: 00-03

Subject: Section 2.2.4
Ventilation

Edition: A17.3–1993 including A17.3a–1994

Questions: Does the use of exhaust air from the toilet and janitor closets of a building being vented through the elevator room to temper that space meet the intent of this rule on existing elevator machine rooms?

Answer: This is outside the Scope of the A17.3 Code.

A17 Committee Approval: April 5, 2000

Inquiry: 00-27

Subject: Paragraph 5.3.9
Reversal Stop Device

Edition: ASME A17.3–1993

Question: Does an escalator have to be equipped with a specific reversal stop device if it has a missing step device, handrail motion device and safety brake detector device?

Answer: Paragraph 5.3.9 is a performance requirement for sensing the reversal of escalator steps. The paragraph does not specify how this performance requirement should be met. If the performance requirement in para. 5.3.9 is fulfilled by other devices installed on the escalator, a separate reversal stop device is not required to be installed.

A17 Committee Approval: June 27, 2001

Inquiry: 01-11

Subject: Rule 102.2(c) (A17.1), Sprinkler Piping and Elevator Machine Rooms and Hoistway
Paragraph 2.1.4 (A17.3), Pipes Containing Gases, Vapors, or Liquids

Edition: A17.1–1996 including A17.1d–2000
A17.3–1996 including A17.3a–2000

Question: Rule 102.2(c) of A17.1, provides the specific requirements for sprinkler protection being installed in hoistways and machine rooms associated with the elevator. Five stipulations are underneath this section, none of which require an isolation valve on the sprinkler system for the specific sprinklers located in the hoistway or machine room.

Paragraph 2.1.4(c) of A17.3, lists three stipulations associated with sprinklers in the hoistways, one of the three stipulations is an isolation valve provided in an accessible location outside of hoistway.

It appears that an isolation valve will not be required on a new installation; however, upon the first inspection would be required to have one. Was the isolation valve requirement removed from A17.1 in error or was it failed to be removed from A17.3?

Answer: The isolation valve requirement was intentionally removed from A17.1, but inadvertently was not removed from A17.3, para. 2.1.4(c)(3).

A17 Committee Approval: June 27, 2001

Inquiry: 01-15

Subject: Restricted Opening of Hoistway Doors and/or Car Doors on Passenger Elevators

Edition: Rule 111.5 of A17.1–1996 including A17.1d–2000
Requirement 2.12.5 of A17.1–2000
Paragraph 2.7.4 of A17.3–1996 including A17.3a–2000

Question: Above rule, requirement, and paragraph require door restrictions on passenger elevators. Are restrictors required on all passenger elevators regardless of the type of operation or only on automatic operation elevators?

Answer: The requirement applies to all passenger elevators.

A17 Committee Approval: June 27, 2001

Committee: Hoistway

ASME A17.3
Safety Code for Existing Elevators and Escalators

INTERPRETATIONS

No. 4

June 1995 – May 1996

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