No.	Code	Comments on the Changes	Council Recommendations/Review Notes	Potential cost of implementation in Wisconsin
1	1.3	Moved unlocking zone requirements from Definitions into code.		
2	2.4.2.2	Added elastomeric buffers in the code, similar to spring buffers		
3	2.7.5.3.3	Changed to require a railing where a 12" ball could pass next to a working		
4	2.7.6.3.2(e)	Label for location of motor controller cabinet as "AGP".		
5	2.7.6.3.2(f)	Label stating door must be closed when unattended.		
6	2.12.1	Moved unlocking zone requirements from Definitions into code.		
7	2.12.6.2.3	Added "door" to hoistway _ unlocking device for clarity.		
8	2.12.7.2.1	Added location for hoistway access switches, near or on the entrance frame, jamb or sight guard.		
9	2.12.7.2.5	Added requirement for hoistway access switches attached to moving parts to have flexible wiring such that a failure in the wiring would not render other safety components ineffective.		
10	2.12.7.3.3	Added location for the elevator to stop when using hoistway access to the pit, requiring space of 84" to 96" in height, where possible.		
11	2.13.2.1.1	Corrected language from "landing" zone to "unlocking" zone.		
12	2.14.1.7.1	Changed to require a railing where a 12" ball could pass the edge of a car		

No.	Code	Comments on the Changes	Council Recommendations/Review Notes	Potential cost of implementation in Wisconsin
13	2.14.1.7.2	Only rearranged requirement numbering and order without changing dimensions.		
14	2.14.4.11	Changed dimension for what is considered a closed door, was 3/8" (10 mm), change to 1.25" (30 mm).		
15	2.14.5.7	Clarified what can substitute for horizontal clearance, no change to requirements.		
16	2.15.6.3 & 2.15.7.2	Changed the vague term of "*good* engineering practice" to the vague		
17	2.18.6.2	Clarified how breaking strength of a governor rope is to be determined.		
18	2.20.3	Changed the vague term of "*best* engineering practice" to the vague term of "*sound* engineering practice" for factor of safety for suspension means.		
19	2.22.1.1	Added requirements for elastomeric buffers, their application (speeds not exceeding 200 fpm, temperature, humidity, etc.) and fastening to building structure.		
20	2.22.2	Added limit on use of solid bumpers to rated speed not exceeding 50 fpm		
21	2.22.4.5.2	Reworded the section covering lateral movement of a spring-return or gravity-return oil buffer.		
22	2.22.5	Added details of performance for elastomeric buffers, tests, and marking plates.		

No.	Code	Comments on the Changes	Council Recommendations/Review Notes	Potential cost of implementation in Wisconsin
23	2.25.2.1.2	Added after the term "Normal Terminal Stopping Devices", the statement "(I.e., those devices used for sensing relative changes in car position)"		
24	2.26.2.5	Clarified that an emergency stop switch shall be of the push-button type, not with a handle.		
25	2.26.4.3.1	Clarified the old term for switches having "contacts that are positively opened mechanically".		
26	2.27.2.4.4(a) & (b)	Added hoistway access operation as one of the functions that is not overridden by emergency/stand-by power operation, along with designated attendant, inspection operation, Phase I or Phase II FEO. Added 30 sec. time limit to wait for an elevator to respond.		
27	2.27.3.1.6(c)	Clarified a very long section into a very short one to state that placing a car on Phase I FEO cannot override an in-car or emergency stop switch.		
28	2.27.3.2.1	Added an important note stating locations of motor controller or driving machine must be provided with an initiating device for Phase I FEO regardless of the presence of sprinklers. May need to make this code.		
29	2.27.3.2.2	Added an important note stating locations of motor controller or driving machine must be provided with an initiating device for Phase I FEO regardless of the presence of sprinklers. May need to make this code.		

No.	Code	Comments on the Changes	Council Recommendations/Review Notes	Potential cost of implementation in Wisconsin
30	2.27.3.3.7	Added wording to make a fire phone jack clearly optional and to specify its location where provided.		
31	2.29.1.2 through (h)	Clarified locations for identifying the elevator number.		
32	2.29.1.2(i)	Added more landings where the elevator number has to be indicated on the hoistway door frames, to include alternate level, level where tests are performed, level of an inspection and test panel, 2" in height and immediately below the floor designations on the entrance frames.		
33	2.29.1.2(j)	Added elevator numbering to transformers, dynamic braking resistors and line rectifiers.		
34	2.29.1.2(k)	Added elevator numbering to the means to trip and/or reset the governor from outside the hoistway.		
35	2.29.1.2(l)	Added elevator numbering to the means necessary for tests.		
36	2.29.1.2(m)	Added elevator numbering to the means necessary for tests.		
37	2.29.1.2(n)	Added elevator numbering to buffers or pit channel, visible from the access door to the pit.		
38	3	Added elastomeric buffers, similar to in Part 2		
39		Clarified operation of the car when an initiating device activates while car is on Phase II FEO.		
40	4.1	Rack and pinion elevators		

No.	Code	Comments on the Changes	Council Recommendations/Review Notes	Potential cost of implementation in Wisconsin
41	4.1.2 - 4.1.6	Added requirements for rack and pinion elevators to meet requirements of Part 2 for hoistways, pits, counterweight guarding, vertical clearances and runbys, protection of spaces below hoistways, cars and counterweights,		
42	4.1.7.1.1 - 4.1.7.1.5	Added requirements for machinery spaces, access to the means necessary for tests to be from outside the hoistway, equipment exposed to the weather.		
43	4.1.7.2	Added requirements for control rooms to be similar to traditional elevators for construction, headroom, maintenance path, lighting, access door and security.		
44	4.1.7.3	Added allowance and requirements to		
45	4.1.7.4	Added requirements for accessing machine and control spaces from in the car.		
46	4.1.7.5	Added allowance and requirements to access machinery spaces beneath the car.		
47	4.1.7.6	Clarifies requirements for control spaces outside the hoistway		
48	4.1.10	Added requirements for guarding of exposed moving parts.		

No.	Code	Comments on the Changes	Council Recommendations/Review Notes	Potential cost of implementation in Wisconsin
49	4.1.11 - 4.1.13	Added requirements for protection of hoistway openings to meet Part 2 except emergency access doors are not required for elevator with access restricted to only authorized personnel. Added requirements for door locks, hoistway access and power operation of doors to meet Part 2.		
50	4.1.17.2	Added missing safety factor and material spec. for rack and pinion safety devices.		
51	4.1.17.3	Added marking plates for safety devices. May require SPS 318 code similar to 318.1702(8)		
52	4.1.18	Added requirements for governors. May require SPS 318 code similar to 318.1702(9)		
53	4.1.19	Added requirements for ascending car overspeed.		
54	4.1.20	Added requirements for suspension ropes to meet Part 2		
55	4.1.24.3- 4.1.24.8	Added requirements for fasteners transmitting loads, connections, shafts, keys, gears, clutches, brakes and inspection of gears.		
56	4.1.26	Added requirements for operating devices and control equipment similar to 2.26.		
57	5.2	Limited use limited application (LULA) elevators		
58	5.2.1.14	Added prohibition of folding doors.		
59	5.3	Residential elevators		
60	5.3.1.14.1	Added requirement for elastomeric bumpers to be buffers		

No.	Code	Comments on the Changes	Council Recommendations/Review Notes	Potential cost of implementation in Wisconsin
61	5.3.1.19.1	Added requirement for residential elevator telephone to be like a commercial elevator telephone except without the phone line monitoring system.		
62	5.3.1.19.2	Added requirement for a separate alarm to be like a commercial elevator		
63	5.11	Wind turbine elevator section deleted and moved to a new A17.8. Already exempt from regulation.		
64	6.1	Escalators		
65	6.1.3.10.1	Added details to the names of the standards to be used for truss design.		
66	6.1.5.3.2	Added allowance for a drive chain device meeting 6.1.6.3.4 as one of two methods to choose from for braking where the driving machine and main drive shaft are connected by chains.		
67	6.1.6.7	Added requirement for escalator braking distance monitor.		
68	6.1.7.4.3	Changed names of standards to be used for testing of escalator control equipment.		
69	6.2	Moving walks		
70	6.2.3.11.1	Added details to the names of the standards to be used for truss design.		
71	6.2.5.3.1 (d)(5)	Added requirements for stopping distance when safety devices are activated.		

No.	Code	Comments on the Changes	Council Recommendations/Review Notes	Potential cost of implementation in Wisconsin
72	6.2.6.8	Added requirement for device to monitor the performance of brakes.		
73	6.2.7.4.3	Changed names of standards to be used for testing of moving walk control equipment.		
	7.1	Dumbwaiters		
74	7.1.12.1.1	Changed to limit the substitution of mechanical locks/electric contacts for		
75	7.2.3.2	Changed capacity plates to no longer require them to be metal.		
76	7.2.12.31	Added section for hoistway door close contacts for dumbwaiters that can be operated with hoistway doors closed but not locked within 3" of a landing.		
77	7.4	Material lifts without automatic transfer devices.		
78	7.4.6.1.4	Added allowance to use a car top prop device or other means to when on inspection operation, to provide for minimum 43" car top clearance/refuge space. Code reference should be written to the LULA code or details of design and operation.		
79	7.5	Electric material lifts without automatic transfer devices.		
80	7.5.4.3	Corrected the use of Type A safety devices to only where speed is 200 fpm or less.		
81	7.5.12.1.3	Added requirement to have persons riding a car top that where its platform is less than 15 sq. ft. in area		
82	7.9.2.4	Added requirement to not allow transfer devices to be obscured.		

No.	Code	Comments on the Changes	Council Recommendations/Review Notes	Potential cost of implementation in Wisconsin
	8.1	Security		
83	8.1.2	Added machine and control spaces on a car top or in a car for rack and pinion elevators in Group 1 security.		
84	8.1.3	Added control rooms and control spaces exterior to the hoistway for rack and pinion elevators in Group 2 security.		
85	8.2 - 8.3	Included elastomeric buffers with other types of buffers.		
86	8.3.3.4.10 - 8.3.3.4.11	Included SIL devices in verifying a hoistway door is in the locked position.		
87	8.3.13	Added tests and certification of elastomeric buffers.		
88	8.6.1.2.1(e)	Deleted section of maintenance control program covering how to determine the maintenance schedule		
89	8.6.1.2.2(b)(5)	Moved requirement for on-site documentation of procedures for tests, inspections and maintenance of means for detecting traction loss, broken suspension member and residual strength here from 8.6.1.2.1(f).		
90	8.6.1.2.2(c)(3)	Added requirement written checkout procedures to include two-way communication means.		
91	8.6.1.3.1 - 8.6.1.3.2	Separated the tests or checks in 8.6.11.1 - 8.6.11.6 into those that are permitted to be performed by authorized personnel and the one (emergency evac.) that is permitted to be performed by emergency personnel.		

No.	Code	Comments on the Changes	Council Recommendations/Review Notes	Potential cost of implementation in Wisconsin
92	8.6.1.7.5	Added the following: **8.6.1.7.5 Devices Not Covered in Section 8.6.** When any device on which the safety of users is dependent is installed that is not specifically covered in Section 8.6, 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. **Rationale:** It is a common occurrence for the latest Code to require safety devices and other items on new equipment that are not required by the Code adopted by the Authority Having Jurisdiction (AHJ). Manufacturers comply with the latest Code when manufacturing new equipment and provide all required safety devices. In addition, manufacturers/installers sometimes include safety device and features beyond code requirement to enhance the safety of equipment. This may be done because of design features or to assure the maximum safety allowed by the state of technology. Also, compliance with ASME A17.7/CSA B44.7 may require additional safety features or devices.		
93		May be difficult to document which components this covers and whether they were tested. Also, there is no mechanism to have the work inspected unless it is covered in tables SPS 318.1007.		
94	8.6.3.6.1	Changed replacement of a governor to always be considered an alteration meeting current code but added exception for where there is a governor available that is identical to the one being replaced. Then it is considered a replacement and only must meet the original code. **8.6.3.6.1** Where a speed governor is replaced, the replacement shall be considered an alteration and shall conform to 8.7.2.19 except when the replacement equipment has been authorized by the original equipment manufacturer as being equivalent to the original make and model or has been verified by a professional engineer as meeting the original design criteria of the elevator system. The governor rope shall be of the type and size specified by the governor manufacturer. The governor shall be tested in accordance with the applicable requirements specified in 8.10.2.3.2(f). Where a Type A Safety is used, the inertia application shall be tested as specified in 8.10.2.2.2 (ii)(2)(-a).		

No.	Code	Comments on the Changes	Council Recommendations/Review Notes	Potential cost of implementation in Wisconsin
95		**Rationale:** To allow for the replacement of a speed governor with one of the same make, model and manufacturer to that being replaced and to add testing requirements to assure all replacements operate in the manner intended. The intention is to allow exception to the alteration requirement only when an equivalent governor is available. There are cases where old governor sit for years adjacent to running cars and a governor gear breaks on the running car. Why force the owner to pay for a costly alteration when the repair does not comprise safety. Other cases may include newer equipment damaged by outside forces. Second sentence, first paragraph, relocated to new 8.6.3.6.2. **Rationale** for deletion of first sentence, second paragraph: This is an Alteration – Alteration requires testing of governor. **Rationale** for deletion of second sentence, second paragraph: This paragraph is moved to 8.7.2.19.		
96	8.6.3.6.2	Added similar language for replacement of a releasing carrier. **8.6.3.6.2** When a releasing carrier is provided, it shall conform to 2.17.15 except for replacements with equipment of the same make, model, and manufacturer as that being replaced, which shall conform to the Code under which the releasing carrier was originally installed.		
97	8.6.3.8	Added requirement for door edges to be rendered ineffective on Phase I and Phase II if the elevator is so equipped.		
98	8.6.3.15	Corrected missing allowance to replace folding car doors with new doors also of the folding type.		
99	8.6.4.19.8	Added reference to a non-mandatory appendix for door operators that do not have a data plate for closing forces and times for traction elevator Category 1 tests.		
100	8.6.4.19.2	Added requirement to test safety switches.		
101	8.6.4.19.11	Added emergency brake to Category 1 tests. Added clarification that the lowest operating speed for testing of ascending car overspeed, unintended car movement and emergency brake tests is inspection speed.		

No.	Code	Comments on the Changes	Council Recommendations/Review Notes	Potential cost of implementation in Wisconsin
102	8.6.4.19.15	Added requirement for a written checkout procedure for the elevator emergency communications (in-car telephone) system.		
103	8.6.4.20.11	Added testing of ascending car overspeed protection and unintended car movement protection to emergency brake test as Category 5 tests.		
104	8.6.5.14.6	Added reference to a non-mandatory appendix for door operators that do not have a data plate for closing forces and times for hydraulic elevator Category 1 tests. General Maintenance requires that the kinetic energy, typically demonstrated through door closing times, must be in compliance with the code. Often the continued absence of door closing times prevents this assessment. Appendix XX was developed via a consolidation of information from several elevator manufacturers and provides guidance / best estimates of permissible door times which can be used to establish closing times in the absence of data tag		
105	8.6.6.1	Clarifies that rack and pinion safety devices must be acceptance tested after replacement.		
106	8.6.8.15.1	Changed maintenance of escalator trusses from a list of items to check to more general language including lighting and receptacles.		
107	8.6.11.15	Added a requirement for elevator personnel to keep motor controller doors closed in public spaces when elevator personnel are not present.		
108	8.7.2.2.2 and 8.7.3.2.1	Added allowance for a surface mounted sump pump in an existing elevator pit.		
109	8.7.2.10.1	Added requirement for door restrictors to be installed where all (a) or any (b) new hoistway entrance is being installed or where any entrance is altered (c).		

No.	Code	Comments on the Changes	Council Recommendations/Review Notes	Potential cost of implementation in Wisconsin
110	8.7.2.11.1	Added requirement for door restrictors to be installed where new interlocks are installed.		
111	8.7.2.11.3	Added requirement for elevators operable from inside the car only and having a parking device, to also not have a means to turn off the lighting inside the car.		
112	8.7.2.14.1	Added an allowance to not install door restrictors when replacing an elevator car.		
113	8.7.2.14.5	Added allowance for foldable, collapsible, etc. car top railing where overhead is too low to allow for a rigid railing meeting 2.14.1.7. Railing must meet the following:		
114		*(a)* when the railing is in the fully stowed position, the car shall be permitted to operate in any mode of operation except top-of-car inspection operation. *(b)* when the railing is in the fully extended position, the car shall be permitted to operate only in top-of-car inspection operation in accordance with 2.26.1.4.2. *(c)* when the railing is neither stowed nor in the fully extended position, the car shall not be permitted to operate. *(d)* switches used to monitor the stowed position shall have contacts that are positively opened mechanically when the railing is moved from its stowed position. *(e)* switches used to monitor the fully extended position shall have contacts that are positively opened mechanically when the railing is moved from its fully extended position. *(f)* the occurrence of a single ground, or the failure of a contactor, a relay, or any single solid-state device, or a failure of a software system in the circuits incorporating these switches shall not permit operation other than as specified in 8.7.2.14.5.2(a), (b), or (c). *(g)* means shall be provided to prevent upward movement of the car beyond the point required to maintain top-of-car clearances when the railing is not in the fully stowed position. Activation of the means shall not cause an average retardation exceeding 9.81 m/s^2 (32.2 ft/s^2). *(h)* when in the fully extended position, the railing shall meet the requirements of 2.10.2, and shall be designed to prevent accidental disengagement. *(i)* the force required to extend or retract the railing shall not exceed 220 N (50 lbf).		
115	8.7.2.15.2	Added allowance for increase in rated load while new car doors or gates are		

No.	Code	Comments on the Changes	Council Recommendations/Review Notes	Potential cost of implementation in Wisconsin
116	8.7.2.21.4	Added requirements that apply when adding suspension means monitoring and protection.		
117	8.7.2.27.5	Removed the requirement for adding door restrictors when changing the type of motion control. No longer includes 2.14.5.7.		
118	8.7.2.28 and 8.7.3.31.8	Added allowance to add telephone line monitoring equipment inside the car instead of in the lobby on a modernization project. SPS 318 exempts elevators undergoing mods from requirements to add phone line monitoring.		
119	8.7.6.1.18 and 8.7.6.2.17	Added allowance to add speed variation devices to existing escalators		
120	8.9.3	Added allowance for existing code data plates to remain if compliant at the time they were installed.		
121	8.10.1.7	**8.10.1.7 Devices Not Covered in Section 8.10.** When any device on which the safety of users is dependent is installed that is not specifically covered in Section 8.10, 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.		
122	8.11.1.9	May be difficult to document which components this covers and whether they were tested. Also, there is no mechanism to have the work inspected unless it is covered in tables SPS 318.1007.		

No.	Code	Comments on the Changes	Council Recommendations/Review Notes	Potential cost of implementation in Wisconsin
		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.		