



CONVEYANCE SAFETY CODE COUNCIL MEETING
Room 121C, 1400 East Washington Avenue, Madison
Contact: Helen Leong (608) 266-2112
November 3, 2017

9:00 A.M.

The following agenda describes the issues that the Council plans to consider at the meeting. At the time of the meeting, items may be removed from the agenda. Please consult the meeting minutes for a record of the actions of the Council.

AGENDA

OPEN SESSION – CALL TO ORDER – ROLL CALL

A. Adoption of Agenda (1-2)

B. Approval of Minutes of September 9, 2016 (3)

C. Administrative Matters

1. Council Member and Staff Introductions
2. Code Council Role and Overview
3. Explanation of Administrative Rules Process
4. Council Meeting Date Scheduling

D. Election of Officers (4)

E. Legislative and Administrative Rule Matters - Discussion and Consideration

1. Review Scope Statement (**5-7**)
2. Committee Recommendations Process & Public Recommendations Process
3. Discussion of ASME A17.1-2016 and ASME 18.1-2014 updated standards
4. Review and Discussion of Proposed Changes and Recommendations to the Conveyance Safety Code, SPS 305 and SPS 318 (**8-33**)

F. Council Member Training – Discussion and Consideration

1. Travel Reimbursement Procedures
2. Open Meetings, Public Records, Ethics, and Lobbying

G. Public Comments

H. Adjournment

MEETINGS AND HEARINGS ARE OPEN TO THE PUBLIC, AND MAY BE CANCELLED
WITHOUT NOTICE.

Times listed for meeting items are approximate and depend on the length of discussion and voting. All meetings are held at 1400 East Washington Avenue, Madison, Wisconsin, unless otherwise noted. In order to confirm a meeting or to request a complete copy of the board's agenda, please call the listed contact person. The board may also consider materials or items filed after the transmission of this notice. Times listed for the commencement of disciplinary hearings may be changed by the examiner for the convenience of the parties. Interpreters for the hearing impaired provided upon request by contacting the Affirmative Action Officer, 608-266-2112.

**CONVEYANCE SAFETY CODE COUNCIL
TELECONFERENCE/VIRTUAL MEETING MINUTES
September 9, 2016**

PRESENT: William Grubbs (*arrived at 10:43 a.m.*) Steven Ketelboeter, Jennie Macaluso (*arrived at 10:38 a.m.*), Brian Rausch, Paul Rosenberg, Kenneth Smith

EXCUSED: Brian Hornung, Ronald Mueller

STAFF: Dale Kleven, Administrative Rules Coordinator; Nifty Lynn Dio, Bureau Assistant

Paul Rosenberg, Chair, called the meeting to order at 10:35 a.m. A quorum of four (4) members was confirmed.

ADOPTION OF AGENDA

Amendments to the Agenda

- *Correct Agenda Request Page from Funeral Directors Examining Board to Conveyance Safety Code Council*

MOTION: Kenneth Smith moved, seconded by Paul Rosenberg, to adopt the agenda as amended. Motion carried unanimously.

APPROVAL OF MINUTES OF DECEMBER 13, 2013

MOTION: Paul Rosenberg moved, seconded by Steven Ketelboeter, to approve the minutes of December 13, 2013 as published. Motion carried unanimously.

ELECTION OF OFFICERS

COUNCIL CHAIR

NOMINATION: Kenneth Smith nominated Paul Rosenberg for the Office of Board Chair.

Dale Kleven called for nominations three (3) times.

Paul Rosenberg was elected as Chair by unanimous consent.

VICE CHAIR

NOMINATION: Paul Rosenberg nominated Kenneth Smith for the Office of Vice Chair.

Dale Kleven called for nominations three (3) times.

Kenneth Smith was elected as Vice Chair by unanimous consent.

ADJOURNMENT

MOTION: Steven Ketelboeter moved, seconded by Paul Rosenberg, to adjourn the meeting. Motion carried unanimously.

The meeting adjourned at 10:53 a.m.

**State of Wisconsin
Department of Safety & Professional Services**

AGENDA REQUEST FORM

| | | | |
|---|--|--|--|
| 1) Name and Title of Person Submitting the Request: Nifty Lynn Dio, Bureau Assistant | | 2) Date When Request Submitted: 08/20/17 Items will be considered late if submitted after 12:00 p.m. on the deadline date which is 8 business days before the meeting | |
| 3) Name of Board, Committee, Council, Sections: Conveyance Safety Code Council | | | |
| 4) Meeting Date: 11/03/2016 | 5) Attachments: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | 6) How should the item be titled on the agenda page? Administrative Updates 1. Election of Officers | |
| 7) Place Item in: <input checked="" type="checkbox"/> Open Session <input type="checkbox"/> Closed Session | 8) Is an appearance before the Board being scheduled? <input type="checkbox"/> Yes (Fill out Board Appearance Request) <input checked="" type="checkbox"/> No | 9) Name of Case Advisor(s), if required: N/A | |
| 10) Describe the issue and action that should be addressed: 1. Elect Officers for 2017 | | | |
| 11) Authorization | | | |
| Nifty Lynn Dio | | 08/20/2017 | |
| Signature of person making this request | | Date | |
| Supervisor (if required) | | Date | |
| Executive Director signature (indicates approval to add post agenda deadline item to agenda) | | Date | |
| Directions for including supporting documents: 1. This form should be attached to any documents submitted to the agenda. 2. Post Agenda Deadline items must be authorized by a Supervisor and the Policy Development Executive Director. 3. If necessary, provide original documents needing Board Chairperson signature to the Bureau Assistant prior to the start of a meeting. | | | |

STATEMENT OF SCOPE

Department of Safety and Professional Services

Rule No.: SPS 305 and SPS 318

Relating to: Wisconsin Conveyance Safety Code and affecting small business

Rule Type: Permanent

1. Finding/nature of emergency (Emergency Rule only):

Not applicable.

2. Detailed description of the objective of the proposed rule:

The primary objective of this rulemaking project is to evaluate and update the *Wisconsin Conveyance Safety Code*, SPS 318. This rulemaking update is intended to keep the Code consistent with dynamic, contemporary regional, national, and emergency practices and standards, as required by statute, and with any legislation enacted since the previous update on these rules.

In addition, the project may include revisions to another chapter affected by the update of the *Wisconsin Conveyance Safety Code*, chapter SPS 305, relating to licenses, certifications and registrations.

3. Description of the existing policies relevant to the rule, new policies proposed to be included in the rule, and an analysis of policy alternatives:

The *Wisconsin Conveyance Safety Code* contains standards for the design, construction, use, maintenance, alteration, and inspection of elevators, escalators, and lifts in public buildings, places of employment and one- and 2-family dwellings. In keeping with the statutory requirement to use nationally recognized standards, this Code currently incorporates with reference previous editions of American Society of Mechanical Engineers codes and guides. The most current updated codes and guides include the *ASME A17.1/CSA B44 – 2016 Safety Code for Elevators and Escalators*, *ASME A17.2 – 2014 Guide for Inspection of Elevators, Escalators, and Moving Walks*, *ASME A17.4 – 2015 Guide for Emergency Personnel*, *ASME A18.1 – 2014 Safety Standards for Platform Lifts and Stairway Chairlifts*, and *NEC – 2017 National Electrical Code*.

The primary purpose of the codes under consideration is to establish minimum safety standards for the design, construction, installation, operation, inspection, testing, maintenance, alteration, repair, and replacement of conveyances. Periodic review and update of these codes is necessary to ensure that they still achieve that purpose, and is required by statute. In addition, the review and update allows the opportunity to recognize and stay current with new construction products and practices. The review and update under this scope statement will include evaluation of the most recent editions of the above-mentioned codes and guides for incorporation. The primary policy alternative would be to not perform this rule-review process. This would reduce the public benefits that would otherwise occur by performing this review.

4. Detailed explanation of statutory authority for the rule (including the statutory citation and language):

Section 101.981 (2) Stats., relating to modification by rule, reads, in part, "the department shall promulgate rules establishing additional definitions to the extent ... necessary for the proper administration and enforcement of this subchapter... the department shall ensure that any definitions or

modifications promulgated under this subsection are consistent with national, industry-wide safety standards governing matters regulated by this subchapter.”

Section 101.982 Stats., relating to the conveyance safety code, reads, in part, “the department shall promulgate rules establishing standards for the safe installation and operation of conveyances ... The rules shall be consistent, to the extent practicable, with national, industry-wide safety standards applicable to conveyances. The rules shall require any testing of conveyances or related equipment required under the rules to be performed by an elevator mechanic licensed under s. 101.985 (2). The rules shall require any person who installs a new conveyance to give the owner of the building in which the conveyance is installed, before the conveyance is placed in operation, a written certification indicating that the installation complies with the rules promulgated under this section. The rules shall include an enforcement procedure and a procedure pursuant to which the department may grant a variance from the rules if the variance would not jeopardize public safety.”

Section 101.985 (3) Stats., relating to licensing qualifications and procedure, reads, in part, “the department shall promulgate rules that establish the qualifications required for issuance of an elevator inspector license.”

Section 101.985 (5) (b) 2. Stats., relating to licensing qualifications and procedure, reads, “the department shall promulgate rules that establish the education requirements for purposes of subd. 1. [license renewal and continuing education requirements].”

Section 101.986 Stats., relating to conveyance safety code council duties, reads, in part, “the council shall consider and make recommendations to the department pertaining to rules for the enforcement of this subchapter, the granting of variances, administrative appeal procedures, fees, and any other matter under this subchapter.”

Section 101.988 Stats., relating to enforcement and penalties, states that the department may perform investigations, issue orders, and levy penalties “to aid in the enforcement of this subchapter and rules promulgated under this subchapter.”

5. Estimate of amount of time that state employees will spend developing the rule and of other resources necessary to develop the rule:

The Department estimates approximately 1000 hours will be needed to research, draft rules, and process the rules through public hearings, legislative review, and adoption. The Department will assign existing staff to perform the review and develop the rule changes, and no other resources will be needed.

6. List with description of all entities that may be affected by the proposed rule:

The proposed rules may affect any business or other entity involved with the ownership, design, construction, use, maintenance, alteration, or inspection of elevators, escalators, and lift devices.

7. Summary and preliminary comparison with any existing or proposed federal regulation that is intended to address the activities to be regulated by the proposed rule:

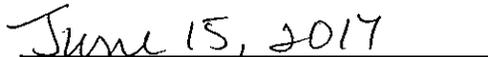
Elevators and escalators at marine terminal facilities are subject to regulations under the Occupational Safety and Health Administration (OSHA) in 29 C.F.R. § 1979.116. The Department of Transportation and Department of Justice have Americans with Disabilities Act (ADA) compliance standards for all facilities, including public transportation facilities. Buildings built on federal property are legally exempt from state and local conveyance codes; however, the General Services Administration (GSA) has a policy that federal buildings comply with state and local building codes to the maximum extent practicable. Any rule changes that are advanced under this scope statement are not expected to infringe on these federal requirements. No other current or proposed federal regulations were found relating to this rulemaking.

8. Anticipated economic impact of implementing the rule (note if the rule is likely to have a significant economic impact on small businesses):

The rule changes contemplated in this project are not expected to have any negative economic impacts on any of the entities listed above.

Contact Person: Helen Leong, Administrative Rules Coordinator
Division of Policy Development, Department of Safety and Professional Services
(608) 266 – 0797 DSPSAdminRules@wisconsin.gov


Department Head or Authorized Signature


Date Submitted

**State of Wisconsin
Department of Safety & Professional Services**

AGENDA REQUEST FORM

| | | | |
|---|--|---|--|
| 1) Name and Title of Person Submitting the Request: Helen Leong, Administrative Rules Coordinator | | 2) Date When Request Submitted: October 18, 2017 <small>Items will be considered late if submitted after 12:00 p.m. on the deadline date which is 8 business days before the meeting</small> | |
| 3) Name of Board, Committee, Council, Sections: Conveyance Safety Code Council | | | |
| 4) Meeting Date: November 3, 2017 | 5) Attachments: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | 6) How should the item be titled on the agenda page? Review and Discussion of Proposed Changes and Recommendations to Conveyance Safety Code, SPS 305 and SPS 318 | |
| 7) Place Item in: <input checked="" type="checkbox"/> Open Session <input type="checkbox"/> Closed Session | 8) Is an appearance before the Board being scheduled? <input type="checkbox"/> Yes (Fill out Board Appearance Request) <input checked="" type="checkbox"/> No | 9) Name of Case Advisor(s), if required: | |
| 10) Describe the issue and action that should be addressed: | | | |
| 11) Signature of person making this request <i>Helen Leong</i> | | Authorization Date <i>October 18, 2017</i> | |
| Supervisor (if required) | | Date | |
| Executive Director signature (indicates approval to add post agenda deadline item to agenda) Date | | | |
| Directions for including supporting documents: 1. This form should be attached to any documents submitted to the agenda. 2. Post Agenda Deadline items must be authorized by a Supervisor and the Policy Development Executive Director. 3. If necessary, provide original documents needing Board Chairperson signature to the Bureau Assistant prior to the start of a meeting. | | | |

**Wisconsin Department of Safety and Professional Services
 Conveyance Safety Advisory Committee
 Administrative Rule Recommendations SPS 318**

| SPS 318 | | | | | | |
|---------|--|---|-------------|--|-----------------------|---|
| NO | RULE PROVISION | ISSUE/REASON FOR CHANGE | PROPOSED BY | EXISTING LANGUAGE AND PROPOSED CHANGE | POTENTIAL IMPACT/COST | COMMENTS/STATUS |
| 1. | SPS 318.1003 (1) (d) Application | Building code exempts agricultural buildings but the elevator code is not clear on this issue | DIS | <p>“(d) This chapter does not apply to any conveyances for any of the following buildings or structures:</p> <p>1. a. Buildings or structures located on Indian reservation land that are held either in trust by the United States, or in fee by the tribe or a tribal member.</p> <p>b. Buildings or structures which are located on off-reservation Indian land that is held in trust by the United States – and which are held either in trust by the United States, or in fee by the tribe or a tribal member.</p> <p>2. Buildings and portions of buildings that are federally owned or exempted by federal statutes, regulations, or treaties.</p> <p>3. Portions of buildings leased to the federal government provided all of the following conditions are met:</p> <p>a. A statement is recorded with the register of deeds that describes the steps necessary for compliance to this chapter if the space is converted to a nonexempt use.</p> <p>b. The statement recorded with the register of deeds is recorded in a manner that will permit the existence of the statement to be determined by reference to the property where the building is located.</p> <p>c. The owner of the building submits a copy of the recorded document to the department or its authorized representative.”</p> | None | Add allowances for Ag. buildings to be exempt similar to exemption in commercial building code. |
| 2. | SPS 318.1004 Definitions | Correct definition of “hoistway” to allow it to end at the underside of a ceiling | DIS | Definition of "Hoistway" | None | Allow the hoistway to be defined as a smaller volume of |

SPS 318

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| | | of proper construction as required by the building code. | | | | space, thereby not limiting the use of space that may exist between a proper hoistway ceiling and the building roof above it. |
| 3. | SPS 318.1004 Definitions | Definitions in the adopted ASME A17.1 for up and down speeds are confusing and incomplete. For example, "Rated speed" for an elevator is in the Up direction with rated load only. Speed in the Down direction for a traction elevator is not defined. It is not "operating speed" because that is only for hydraulics elevators. | DIS | Define traction elevator Down speed. Define hydraulic elevator Down speed with a word clearer than "operating speed". Consider defining "rated up/down speeds" and "actual up/down speeds", eliminate use of "operating" and "set" terminology. | None | Reduce confusion and improve clarity for application of codes regarding testing and inspecting, and where an alteration changes a speed by more than 5%. |
| 4. | SPS 318.1005 Adoption of standards by | Code has required regulation of stage and orchestra elevators, applying parts of A17.1 that may apply, however | DIS | Locate and adopt a national standard for the design and inspection of stage and orchestra elevators. Recommend ANSI E1-42: Entertainment Technology – Design, Installation, and Use of Orchestra Pit Lifts, <i>approved August 5, 2016.</i> | Unknown | Allow industry to meet a common standard. Will save DSPS time in product and plan review. |

SPS 318

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| | reference, SPS 318.1700 (1) (b) Penalties | very little translates. | | | | Make product design more uniform for the manufacturer and product review more efficient for them and DSPS. |
| 5. | Table SPS 318.1007-1, Item 5 | Permit and immediate inspection are not required when replacing components of driving machine brakes | Tim Motel | This contractor has seen brake components that were not properly tightened and brake linings that were not properly worn-in to safely hold the car prior to being turned over to the owner for use, creating a dangerous situation. | \$400 per elevator per occurrence | Require permit and immediate when replacing components of driving machine brakes. |
| 6. | Table SPS 318.1007-1, Plan review and approval. Elevators | Alteration to a door operator (not like for like replacement) should require permit and inspection of door timing and closing force. | DIS | Add alteration to door operator to the tables for plan review and inspection. New Item 11, renumber the remainder accordingly | \$520 - \$600 per occurrence except no cost when part of a larger project | Assure door timing and closing force are inspected before waiting for the next annual inspection. |
| 7. | Table SPS 318.1007-1, Plan review and approval. Elevators, Item 14 | Code is unclear regarding the word "change" here. Does it include replacement only or also an alteration? | DIS | Alteration Table 1 change Item 14 to "Change of or repair to Safety Device" | \$520 - \$600 per occurrence except no cost | Assure alterations to safety devices are to code and are inspected before waiting for the next annual inspection. |

SPS 318

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| | | | | | when part of a larger project | |
| 8. | Table SPS 318.1007-1, Plan review and approval. Elevators, item 16 | This does not require a permit when replacing a rope gripper like-for-like. | DIS | Should consider including "replacement" now that rope grippers are getting old enough that they may need to be replaced. One such question has been asked already. | \$600 per occurrence, often not part of a larger project | Will require test witnessing to assume operation to code as is required for safety devices and governors. |
| 9. | Table SPS 318.1007-1, Plan review and approval. Elevators, item 17 | First comma was possibly not intended to be there. By including the comma, every time suspension members are replaced, a permit would be required. | Andy Zielke - formerly with NEIS | Remove the comma for conventional suspension means. Perhaps require a permit or at least some sort of reporting for replacement of non-circular elastomeric suspension members? Should their like-for-like replacement be monitored because they are new technology? | \$600 per occurrence, often not part of a larger project | Continue to not require permit and immediate inspection for conventional suspension means replacement but consider keeping track of replacements for newer unconventional means, to be aware of possible defects. |
| 10. | Table SPS 318.1007-1 Plan review and | Scope of Work Table item 27 states: Change to or addition of firefighters' | Ed Sabo | Clarify item 27 Change or addition to Firefighters' Emergency Operation system components Must be clearer about whether this covers an alteration and what | | |

SPS 318

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| | approval. Elevators | emergency operation system | | qualifies as an alteration. Clarification. Will ensure more code compliance for alteration to firefighters emergency operation. | | |
| 11. | Table SPS 318.1007-2 Plan review and approval. Elevators | There is nothing in the escalator scope of work table in regards to an escalator mod/alt. An elevator contractor does not have to submit for a permit. | Ed Sabo | Add when performing mod or alteration to the table under escalators. Determine what modernization or alterations to existing escalators should require review and inspection. | \$560 per occurrence | |
| 12. | Table SPS 318.1007-2 Plan review and approval. Escalators and Moving Walks | Kone Ecomod and Schindler replacement of escalator parts except truss is not clear in code as a complete replacement. | DIS/ Ed Sabo? | Make clear in the table or elsewhere that replacement of nearly all escalator components except the truss is a complete replacement. | None | Eliminate any confusion at time of budgeting and plan submittal. |
| 13. | SPS 318.1011 Inspections and permits to operate | Contractors work on conveyances with expired permits. Illinois Rules that requires a mechanic to only work on registered and licensed (pto'd) conveyances. That way, as a requirement of their license, mechanics become our eyes and ears in | Mark U. | <p>Illinois Rule § 1000.80 (i) Miscellaneous Requirements</p> <p>1) No licensee shall work on non-registered or non-permitted conveyances covered by the Act, except for those conveyances exempted from registration by the Act or Section 1000.120(g).</p> <p>2) All license holders are required to report violations of the Act, this Part and the standards listed in Section 1000.60 to OSFM.</p> <p>3) Each licensee shall have his/her valid license, and each elevator industry apprentice or helper shall have his/her valid registration card, in his/her possession when working on</p> | No new cost | <p>1) we would reduce the number of expired PTO's, which would collect revenue currently being missed,</p> <p>2) reduce the number of reinspection fees to owners,</p> <p>3) and reduce the delays we see</p> |

SPS 318

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| | | the field. useful in getting conveyances registered and keeping permits up to date. | | conveyances covered by the Act. | | when owners ignore recorded violations noted during annual inspections |
| 14. | SPS 318.1011, Inspections and permits to operate. SPS 305.64, Elevator Inspectors. | Elevator inspectors may damage equipment the owner is responsible for paying for. | DIS | Require licensing of elevator inspecting companies similar to elevator contractors in SPS 305.9905. Require evidence of insurance and at least one Wisconsin-licensed elevator inspector | TBD | Will provide some level of protection most owners probably assume is there but may not be |
| 15. | SPS 318.1011 (7), Inspections and permits to operate, Preparations for department inspection | Elevator and lift contractors occasionally only send a helper to be present at an inspection. | Mark U. | Helpers can be limited in knowledge needed to make adjustments or perform tests often necessary to complete an inspection. Require a licensed mechanic to be present at acceptance inspections. | Minimal | Unlikely to affect current costs. Most now send a mechanic but should be required to continue to do so. |
| 16. | SPS 318.1013, Accident | Elevator entrapments occur without a means to learn the | DIS | Change Accident Reporting to Accident and Entrapment Reporting. Include the ability for the department to send an inspector to investigate the cause of the entrapment and | \$160-\$320 | Will improve rider safety and reduce |

SPS 318

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| | Reporting | cause and prevent future entrapments. | | determine whether any damage occurred from a rescue of trapped passengers. | | entrapments |
| 17. | SPS 318.1702, Electric Elevators for ASME A17.1, 2.5.1.5.1 | Strength and deflection of fascia are not specified in code. | DIS | Specify strength and deflection criteria for fascia. | May vary by manufacturer | Improve rider safety if strength and deflection of fascia are adequate. |
| 18. | SPS 318.1702, Electric Elevators, for ASME A17.1, 2.27.1 | The A17.1 elevator code is not clear regarding performance of elevator telephones and answering services. | DIS/several users | Specify requirements of telephone operation, answering and responding. | Unknown | Provide clarification requested by many interested parties. |
| 19. | SPS 318.1702, Electric Elevators, for ASME A17.1, 2.27.2 | Testing of generators supplying stand-by power to elevators do not provide for a pre-transfer signal to the elevator controller to allow it to prepare for testing. | Doug Schoeller | Require a pre-transfer signal. Will allow elevators to proceed to a floor, discharge any passengers and remain there until power is transferred to the generator during testing. | Unknown | |
| 20. | SPS 318.1702 (a), Electric Elevators | Current SPS 318 exempts commercial-type elevators from several codes that are necessary when installed in | DIS | The telephone requirements for elevators serving residences should be added to this section for commercial type elevators installed to serve single dwellings for consistency. SPS 318.1705 (3) (e): “Substitute the following wording for the requirements in A17.1 section 5.3.1.19: The elevator shall be provided with a hard-wired telephone or a telephone utilizing wireless, cellular, | | Will allow homeowners with commercial type elevators to have the same type of telephone |

SPS 318

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| | | commercial buildings but are not necessary when installed in single dwellings. The telephone should be added here the same way for consistency. | | or other technology capable of operating at all points of elevator travel. The telephone shall be available in the elevator, charged if battery powered, and operational any time the elevator is in use. If the telephone is not a hard-wired land line type, the elevator shall include a sign informing riders that a telephone is required to be present while operating the elevator.” | | operation as if they had a residential type elevator without additional expense. |
| 21. | SPS 318.1702 (10), Electric Elevators, Emergency Operation and Signaling Devices | Using voice over internet protocol (VOIP) can save a lot of money for a small owner but cannot meet the 4-hour battery requirement. | Chris - St. Michael's Church Wausau | Allow elevator telephones to have less than 4-hour battery backup, possibly based on travel distance. | \$40-\$50/month for analog business line | Would allow modern VOIP phone systems that rely on 20 minute uninterruptable power supply (UPS) to replace building phone systems including for elevators |
| 22. | SPS 318.1702 (10), Electric Elevators, Emergency Operation and Signaling Devices | New cellular, internet and other shared systems are too easy to avoid required telephone monitoring system, have the service lapse or are just not working at all points in elevator travel. | John Reese - Schindler | Require land lines or strict performance requirements for other systems. Provide for code compliant, reliable telephones. | | |
| 23. | SPS 318.1702 | A building can have several elevator | DIS | Council already discussed whether state code should specify a standard key for lobby key boxes but decided against it because | | Save time in emergency |

SPS 318

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| | (10) (b) 3. Electric Elevators, Emergency Operation and Signaling Devices | emergency key boxes with different keys to open each key box. Firefighters can waste valuable time in finding keys in an emergency. | | there are so many different keys out there at this time. It's impossible to pick one. But should all <i>key boxes</i> in a <i>building</i> open with the same key, whatever key that is, similar to all elevators in a building using the same key for firefighters emergency operation? | | situations. |
| 24. | SPS 318.1705, Special application elevators, for A17.1, 5.2.1.4.4 | Code limits use of alternative car top clearance device for LULA elevators to within existing buildings | DIS | Car top clearance device is considered safe for use in existing buildings and should be considered safe in new buildings also. | Beneficial to building owners and design industry | Protect persons, for example in living units of a condominium building where a neighbor above has an elevator. |
| 25. | SPS 318.1705, Special Application Elevators, for A17.1, 5.3 Scope | Code does not allow residential elevators in commercial buildings | DIS | Add allowance to replace existing Part Vs that Wisconsin used to allow in churches and limited commercial buildings to be replaced. Still require petition for variance for any other Residential elevator in a commercial building (very rare). | \$300 | Alleviate the need and cost of a formal petition for variance to replace. |
| 26. | SPS 318.1705 (3), Special Application | Residential elevators are installed in commercial buildings in rare cases, such as to replace an existing | DIS | Add a note or code requirement directing readers to the ICC/ANSI A117.1 when a residential elevator is installed to serve a commercial building. | Unknown | Prevent design decisions that may be difficult or expensive to correct later |

SPS 318

| NO | RULE PROVISION | ISSUE/REASON FOR CHANGE | PROPOSED BY | EXISTING LANGUAGE AND PROPOSED CHANGE | POTENTIAL IMPACT/COST | COMMENTS/STATUS |
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| | n Elevators, Private Residence Elevators | one or where a larger elevator is infeasible. Architects, contractors and owners are not aware of the need to meet ICC/ANSI A117.1, Section 409. | | | | |
| 27. | SPS 318.1705 (3) (c), Special Application Elevators, Private Residence Elevators, for A17.1, 5.3.1.7.2 | No vertical clearance specified between hoistway door and sill or floor surface | Mark U. | Limit clearance to 3/8" | None | Prevent the door from closing over someone's feet reducing the likelihood that a child will be able to fit in the space and possibly be injured or killed. |
| 28. | SPS 318.1705 (3) (c), Special Application Elevators, Private Residence Elevators, for A17.1, 5.3.1.7.2 | Space guard dimensions are not specified | DIS | Adopt as code the recommendations in the current web article regarding space guards (http://www.safetyresearch.net/blog/articles/elevator-design-hazard-%E2%80%99s-been-killing-children-decades) ? space guards are often installed but are made to different dimensions | Non | Clarify safe standard |

SPS 318

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| 29. | SPS 318.1705, Special Application Elevators, for A17.1, 5.3.1.14.3 | Code does not protect persons in spaces below a hoistway for a residential elevator | DIS | Address code for protection of space below the hoistway for a residential type elevator. Protect persons who may be below a residential type elevator, especially because such an elevator is not subject to requirements for maintenance, periodic testing or inspection. | Unknown | |
| 30. | SPS 318.1705, Special Application Elevators, for A17.1, 5.3.1.16.3 | Code does not require protection of persons from shearing or crushing from winding drum machinery | DIS | Require guarding of drums, shafts, suspension means and moving parts. | Minimal | Protect persons, especially children who may gain access to spaces containing winding drum elevator equipment. |
| 31. | SPS 318.1705 (3) (e) Special application elevators, Private Residence Elevators | A residential elevator may have a phone keypad that gives the rider the impression that there is an operable phone when it may not be connected. | Mark U. | Require covering or elimination of the keypad if not operable | None | Avoid reliance on a device that is not operable |
| 32. | SPS 318.1705 (4) | Use of an elevator that is not complete during construction of the building may continue indefinitely by current code. Requests have been | Mark U. | Issuance of Temporary Construction Use Permit and occasional verification inspections. | Re-inspection fee | Will make it clear that such operation is not open-ended. Will allow inspector to verify the incomplete items |

SPS 318

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|-----|--|--|-------------|--|-----------------------|---|
| | | made to allow for as long construction (incomplete) use of elevators as one year. | | | | and conditions remain safe and that trained operators are operating the elevator as required. |
| 33. | SPS 318.1708, General requirements, for A17.1, 8.7.2.17.2 and 8.7.3.22.2 | Currently ASME A17.1 only addresses change in rated speed (up direction). | DIS | <p>Add code for Change in Operating Speed or change in speed in the down direction</p> <p>Clarify code requirements associated with increasing speed in the down direction. For example proper runbys, buffer stroke, setting of safety device and forces, buffer engagement and safety setting impacts on the building structure at an increased speed.</p> | Minimal | |
| 34. | SPS 318.1708 for A17.1, 8.6 | Many elevator lobbies are missing lobby key boxes due to older codes not requiring them, allowing for another approved location or removal of boxes that had been installed at one time. | Mark U. | <p>Require lobby key boxes for existing elevators. See SPS 318.1702(10)(b) 3. a. - c.</p> <p>“3. These are department rules in addition to the requirements in ASME A17.1 section 2.27.8:</p> <p>a. An additional set of switch keys shall be kept in a lockable metal box mounted in a conspicuous location adjacent to the main elevator entrance or entrances at the designated level landing. The box shall be openable only by the fire department, police department, elevator inspector, and other authorized personnel. This does not prohibit additional keys from being placed in other approved locations.</p> <p>b. Where the elevator has a machine room, control room, or control space, the key box shall also contain a key to access the machine room, control room, or control space, and the key shall be labeled for its use.</p> <p>c. Where the elevator has an inspection and test panel without a</p> | Unknown | |

SPS 318

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|-----|--|---|----------------------------------|--|-----------------------|---|
| | | | | <p>machine room, control room, or control space, the key box shall also contain the key for the lock used to secure the space, panel, or panels for the main disconnect, car light disconnect, and disconnects for any other elevator-utilization equipment. A label inside the key box shall provide directions to the location of the disconnects including room number where applicable.”</p> | | |
| 35. | <p>SPS 318.1708, General requirements, for A17.1, 8.6.5.16.5 to modify A17.1, 3.19.4.7.3 (a)</p> | <p>Some elevators have valves that work like overspeed-type valves but are not located near the hydraulic jack(s) so do not meet code to be considered overspeed valves. By not meeting the code, they could be considered exempt from testing.</p> | <p>Ed Sabo or Paul Rosenberg</p> | <p>Apply testing requirements for overspeed valves to valves of the same type but that are in locations such as at the control valve.</p> | <p>Minimal</p> | <p>Ensure that valves installed for safety operate as designed.</p> |
| 36. | <p>SPS 318.1708 (2) (b) 1. a., General requirements, Maintenance, Repair, Replacement, and Testing</p> | <p>Elevator installers have left documents on the car top where they can be dropped into the pit or are not accessible when needed or as required by SPS 318.1708(2)(b) 2., 3., 4. and 5.</p> | <p>DIS</p> | <p>Make clear in one location in the code that the car top is not acceptable for storing maintenance control program, wiring diagrams, maintenance records and test reports.</p> | <p>None</p> | <p>Ensure that records are available to elevator personnel when needed.</p> |

SPS 318

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|-----------|---|--|--------------------------|---|------------------------------|--|
| 37. | SPS 318.1708 (2) (b) 1. a., General requirements, Maintenance, Repair, Replacement, and Testing | Exact scope of mod. project is often not transferred to the maintenance record, or if transferred, is not done in a timely manner. | Mark U. | Require the plan review information, approval letter, application form and any specification to remain in the maintenance record immediately after a mod. project. | None | Ensure that records are available to elevator personnel when needed. |
| 38. | SPS 318.1708 (2) (b) 1. b., General requirements, Maintenance, Repair, Replacement, and Testing | Elevator installers have removed SIM cards, other devices or instructions necessary for performing tests. | Several recommended this | Make clear that these are property of the owner. Provide the owner with more than the original installer as an option for future service and testing. Would eliminate conflict and complaints to DSPS. | None | |
| 39. | SPS 318.1708 (2) (e) 1., General requirements, Maintenance, Repair, Replacement, and | Contractors unable/unwilling to produce testing procedure | John K | Require that testing procedures become a component of the periodic test record or maintenance control program | None | Consistency in testing - ensuring competency |

SPS 318

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|-----|---|---|---|---|---|---|
| | Testing | | | | | |
| 40. | SPS 318.1708, General Requirements, for A17.1, 8.6.4.19.7 and 8.6.5.14.3 (f) | Scheduling of testing of emergency or stand-by power (therefore certain related elevator tests) in some facilities like hospitals can be difficult. | Several recommended this | Allow the owner to perform the emergency/stand-by power Cat 1 test if trained to do so. Elevator tests would be performed by the owner and not signed off on by a licensed elevator contractor or personnel. | | |
| 41. | SPS 318.1708 (2), General requirements, Maintenance, Repair, Replacement, and Testing | Dumbwaiter test cycle to too frequent for a device that does not carry a rider. | Steven Theys, owner's rep - Shawano Hotel | Change dumbwaiter test frequency to be similar to VPLs, IPLs and SCLs: a test is required only when an inspection finds a need for such a test [new (k), renumber current (k), (L) and (m) accordingly] | Reduce by \$300 + per year per dumbwaiter | Reduce costs for building owners for small devices that do not carry a rider. |
| 42. | SPS 318.1708 (3), General Requirements, Alterations | Large scale elevator modernizations take place without updating 120 volt lighting and receptacle circuits. | DIS | Require updating 120 volt lighting and receptacle circuits when performing large scale elevator mod projects. This is almost always done voluntarily or because of a perception that it is required but it is not required. | \$500 | Provide safer and more complete installations once completed |

SPS 318

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|-----|---|---|-------------|--|--|--|
| 43. | SPS 318.1708 (3), General Requirements, Alterations | Owners and elevator contractors sometimes plan to modernize one elevator in a group at a time, not knowing some codes require all elevators of a group to function the same way after a mod. project. Inspectors may give a wide range of compliance dates for the remaining elevator(s). | DIS/ Ed S.? | Require each subsequent elevator in a group, or that shares a hoistway or machine room to be modernized within a certain number of days, for example 90 days where the modernization includes updating the firefighters emergency operation. | Varies | Make clear for planning purposes that each elevator in a group operation must meet certain codes |
| 44. | SPS 318.1708 (6) (d) 1., General Requirements for Periodic Inspections and Witnessing of Tests, A17.1, 8.11.5.4 and SPS 302 | Dumbwaiter inspection cycle to too frequent for a device that does not carry a rider. | DIS | Change to a 3-year inspection and PTO cycle. | \$300/year inspection fee, \$50/year PTO fee | Reduce costs for building owners for small devices that do not carry a rider. |

SPS 318

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| 45. | SPS 318.1708 (6) (e) 1. c., General Requirements for Periodic Inspections and Witnessing the Tests, Installation placed out of service | Code is unclear regarding how hoistway entrances are to be secured when placing an elevator out of service. | Adam S. | Require all to be bolted or locked from the inside. Allow only the entrance where the elevator is stopped to be held closed using the interlock. No need to further secure that entrance if the car is blocked to remain there. | None | Clarifies the process and makes it more logical. |
| 46. | SPS 318.1708, General Requirements, for A17.1, 8.10.2.2.2 (cc) (3) (a) | This is a potentially very destructive test with benefits that are very questionable. Architects might not be aware of the impact forces the test will impart on the building. May be especially destructive for older existing buildings that may not have been built to withstand this impact. | Brian Beauchamp - Otis | Remove this test requirement from the code. | None | Avoid possible damage to building structure and elevator equipment. |
| 47. | SPS 318.1708 (6) (f) General | It was not the intent to imply that all material lifts are exempt from | DIS | Insert "Type A" into title, 1., 2. and 3. | None | Correct an error |

SPS 318

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|-----|--|---|-------------------------------------|--|--|---|
| | Requirements for Periodic Inspections and Witnessing of Tests, Installation covered to a material lift | regulation. Only Type A material lifts are exempt. | | | | |
| 48. | SPS 318.1802 (10), Vertical Platform Lifts, Emergency Signals, for A18.1, 10.3.3.3 | A18.1, 10.3.3.3 requires loading a "platform" for brake testing. This is unclear as how it applies to VPLs and IPLs because they do not have a brake and to SCLs. | DIS | Remove a requirement that does not apply. | None | Eliminate confusion about a requirement. |
| 49. | SPS 318.1802 (10), Vertical Platform Lifts, Emergency Signals | Using voice over internet protocol (VOIP) can save a lot of money for a small owner but cannot meet the 4-hour battery requirement. | Chris - St. Michael's Church Wausau | Allow lift telephones to have less than 4-hour battery backup. | Reduce cost by \$40 - \$50/mo for analog business line | Would allow modern VOIP phone systems that rely on 20 minute uninterruptable power supply (UPS) to replace building phone systems including for lifts |

SPS 318

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|-----|--|---|--------------------|---|--|---|
| 50. | SPS 318.1802 (10), Vertical Platform Lifts, Emergency Signals | Telephone service is required to be maintained for vertical platform lifts (VPL) similar to elevators however elevators require monitoring the phone line for a dial tone. Current SPS 318 does not adopt the phone line monitoring for VPLs. | Tim Motel, 12-2-14 | Require phone line monitoring for VPLs going forward. | Per Tim Motel \$80 per lift | Ensure that vertical platform lift telephone service is maintained to be available in an emergency. |
| 51. | SPS 318.1804, Inclined Stairway Chair Lifts, and SPS 302, Fee Schedule | There is no allowance for reduced fees or temporary reduction in stairway width to allow a SCL to be installed temporarily where an elevator is down for service. | DIS | Allow temporary installations of stairway chairlifts where elevator is down for repairs | Unknown | Make possible the temporary use of stairway chair lifts. |
| 52. | SPS 318.1810, Routine, Periodic, and Acceptance Inspections and | Stairway chair lift inspections and PTO cycle are too frequent based on simplicity and lack of use of stairway chair lifts. | DIS | Return to a 3 year PTO cycle for stairway chair lifts. | \$300/year inspection fee, \$50/year PTO fee | Reduce unnecessary costs for building owners, especially where a building has multiple SCLs. |

SPS 318

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|-----------|----------------------------------|--|--------------------|--|------------------------------|--|
| | Tests, and SPS 302, Fee Schedule | | | | | |
| 53. | SPS 318.1810 (7) | Completion of a 5-year full load safety test is not shown on the outside of the unit where visible to inspectors unless they remove panels to find a hidden tag or find test forms | Mike Moran | Require VPLs, IPLs and SCLs to have a test tag similar to elevators, not readily visible to the general public where it might be defaced but visible to inspectors | Minimal | Reduce time wasted finding evidence that tests were done prior to completing inspections or issuing PTOs |
| | | | | | | |

Conveyance Safety Code Council

Council Member Recommendations, SPS 318

| SPS 318 | | | | | | |
|----------------|-----------------------|--|--------------------|--|---|--------------------------|
| NO. | RULE PROVISION | ISSUE/REASON FOR CHANGE | PROPOSED BY | EXISTING LANGUAGE AND PROPOSED CHANGE | POTENTIAL IMPACT / COST | COMMENTS / STATUS |
| 1. | Hydraulic Elevators | SPS language currently adopts all testing requirements from ASME A17.1, but does not apply rule 8.6.15.4.1 and 8.6.15.4.2 to elevators with a contract date after 1994 or an elevator without an underground hydraulic cylinder. All of the other portions of the testing sections of ASME A17.1 apply to hydraulic elevators, making this change would eliminate a Wisconsin specific requirement to the elevator code. | Paul Rosenberg | Hydraulic tests required by ASME A17.1 8.6.5.14.1 and 8.6.5.14.2 shall be made on ALL hydraulic elevators. SPS language currently adopts all testing requirements from ASME A17.1, but does not apply rule 8.6.15.4.1 and 8.6.15.4.2 to elevators with a contract date after 1994 or an elevator without an underground hydraulic cylinder. All of the other portions of the testing sections of ASME A17.1 apply to hydraulic elevators, making this change would eliminate a Wisconsin specific requirement to the elevator code. Many companies already test the hydraulic system per company safety standards and go beyond the requirements of SPS 318 (testing items 8.6.15.4.1 and 8.6.15.4.2) in order to follow the recognized industry testing procedures. Elevators serviced in this manner would see no change. If the change is not made, companies wishing to service and test elevators in Wisconsin will have to continue to be reminded that there are Wisconsin specific rules and exemptions not found in the adopted elevator code ASME A17.1. | The cost would be determined by the scope of their elevator service contract. For most elevator owners, it is expected that there would be no cost associated with this change. | |
| 2. | Permit to Operate | Elevators are required to | Paul Rosenberg | An elevator inspector should be able to review a Permit to Operate during the | No cost is associated with | |

SPS 318

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|-----|-----------------------|--|----------------|---|---|-------------------|
| | | maintain a valid Permit to Operate in order to operate in Wisconsin. The Permit to Operate should be displayed in a conspicuous location along with the maintenance records in order to be viewed by elevator and inspection personnel. Over time it will become increasingly difficult to ascertain if an elevator has a valid Permit to Operate. | | course of an inspection. It should be displayed inside the elevator or with the maintenance records. Although many owners still display the Permit to Operate, without Code language there is no enforceable requirement to do so. | this change if the original Permit to Operate is displayed, otherwise it would be the cost of copying the original. | |
| 3. | On-Site Documentation | It is not uncommon, during the first annual inspection, to find that an elevator lacks the Code required On-Site documentation. There is no data to review to determine the history of service, callbacks, and the | Paul Rosenberg | On an acceptance inspection for new equipment or alterations, ASME A17.1 8.6.1.2.2 On-Site Documentation should be verified as being in place at the inspection as a condition of the elevator passing the inspection. The problem seems to affect about 50% of the elevators currently being installed. The proposed change would only affect new elevators being installed. It will benefit the industry and the owner to make sure the proper documentation is on the job site from day one. | No cost | |

SPS 318

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|-----|-----------------|---|----------------|---|--|-------------------|
| | | requirements of an MCP for an elevator. Having the installation company provide this at the time of acceptance inspection, would be a simple way of ensuring it gets provided on site. | | | | |
| 4. | Testing | A Wisconsin requirement should be added to 8.6.5.14.3(f) that where provided, an Auxiliary Power Lowering Operation system (see 3.26.10) shall be tested as part of a Category 1 test because they are often found not to be working. | Paul Rosenberg | The testing of auxiliary lowering operation on hydraulic elevators is not currently part of the test requirements for a Hydraulic Elevator in ASME A17.1 2016. There is an industry expectation that the requirement will be included in the 2019 edition. Because these devices are not required to be tested, they are often not maintained and they do not function when needed or inspected. Auxiliary Lowering is not a requirement, but where provided, it would be tested. It is estimated that <15% of hydraulic elevators have this device installed. This prevents passengers from becoming trapped inside an elevator during a loss of normal power. If the change is not made, little confidence can be had that the device will function properly during a power loss event. | Testing this device would add about ten minutes to a Category 1 test. Where the device functions properly no cost is associated with the proposed change, other costs would vary depending on the elevator service contract. | |
| 5. | Category 1 Test | If the change is not made, it is possible | Paul Rosenberg | On a traction elevator, any auxiliary power system designed to move the car | Testing this device would add about | |

SPS 318

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|-----|----------------------------|---|----------------|---|--|-------------------|
| | | that the auxiliary power device will not function when needed to remove an entrapped passenger. | | to evacuate passengers shall be tested as part of the Category 1 test. Examples: Schindler PEBO, MCE TAPS, Reynolds & Reynolds Rescuator, Otis MRO, etc. This proposed change would affect new and existing machine room-less traction elevators. The test would occur once a year during the Category 1 test. | ten minutes to a Category 1 test. The costs would vary according to the elevator's service contract. | |
| 6. | Construction Use Elevators | ASME A17.1 2016 lists 90 days as a recommended interval to perform inspections on Construction Use elevators. It is a recommended interval and without specific language in SPS 318 it can not be clearly enforced. Though SPS 318 adopts Section 5.10 of ASME A17.1, which governs Construction Use elevators, there is currently no specific language clearly indicating the time intervals for inspecting. | Paul Rosenberg | Issue a 90 day permit for Construction Use elevators. Every 90 days a periodic inspection would be required and then a new 90 day permit can be issued. When 365 days has elapsed since the initial Construction Use permit was issued the applicable Cat 1 tests must be performed and documented. This would only affect elevators on construction sites that are not capable of meeting the full requirements of ASME A17.1, but are needed to transport personnel and material during the construction phase of the building. Such elevators are usually only found on high-rise job sites. | The cost would be any costs associated with a periodic inspection. | |

