ASME A17.3
INTERPRETATIONS NO. 6

January 2003 through January 2005

INTRODUCTION

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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

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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

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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

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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

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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

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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

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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

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ASME A17.3 Safety Code for Existing Elevators and Escalators

INTERPRETATIONS

No. 4

June 1995 – May 1996

THE AMERICAN SOCIETY OF MECHANICAL ENGINEERS
United Engineering Center • 345 East 47th Street • New York, N.Y. 10017

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INTERPRETATIONS

No. 4

June 1995 through May 1996

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Inquiry: 96-07

Subject: Section 3.1
Buffers and Bumpers

Edition: A17.3–1986

Question: A17.3–1996, Section 3.1, Buffers and Bumpers reads as follows:

> Car and counterweight buffers or bumpers shall be provided. Solid bumpers may be used in lieu of buffers:
> (a) Where the rated speed is 50 ft/min or less; or
> (b) Where type C safeties are used.

(1) Are bumpers allowed to be used with cable elevators with any type of safety as long as the speed of the elevator is 50 ft/min or less?
(2) Are bumpers only allowed to be used with type C safeties for roped elevators as stated in ASME A17.1a–1988, Rule 201?
(3) Are solid bumpers only allowed on hydraulic elevators? Please clarify.

Answer: (1) Yes.
(2) No.
(3) Refer to A17.3, Section 4.2 for requirements on hydraulic elevators.

A17 Committee Approval: April 10, 1996

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Interpretation No. 3

Inquiry: 93-68

Subject: Paragraph 3.11.3
Firefighters' Service

Edition: A17.3–1990 including A17.3b–1992

Questions: (1) If an alteration does not require compliance with A17.1, Rule 211.3, does the elevator(s) have to be provided with "Firefighters' Service" as per A17.3, para. 3.11.3?
(2) If the elevator(s) has a travel of less than 25 ft, as listed in Appendix C, is "Firefighters' Service" required?
(3) Does ASME A17.3, para. 3.13.3 require compliance with the latest edition of A17.1, or that listed in Appendix C?

Answer: (1) Yes.
(2) No.
(3) ASME A17.3, para. 3.13.3 requires compliance with Appendix C, unless compliance with a later edition of A17.1 was required at the time of installation or alteration.

A17 Committee Approval: December 14, 1994

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Interpretations No. 2

Inquiry: 91-30

Subject: A17.1, Rule 110.3; A17.3, Paras. 2.6.1 and 2.6.2
Closing of Hoistway Door

Edition: A17.1–1990 and A17.3–1990

Question: (1) Paragraph 2.6.1 (A17.3) prohibits handles or knobs on the hoistway side of the hoistway doors for automatic elevators. Rule 110.6 allows handles and other devices for opening manually operated hoistway doors. Since automatic elevators can have manually operated hoistway doors, there appears to be a conflict between A17.1 and A17.3. Does the Committee agree? Please explain if not.

(2) Rule 110.3(a) and para. 2.6.2 require that horizontally sliding hoistway doors of automatic elevators must be closed automatically if the car leaves the landing for *any* reason. Does this prohibit manually sliding hoistway doors? If not, how can this requirement be met?

(3) Rule 110.3(b) requires horizontally sliding doors to be closed when a car is at a landing except if three conditions are met. The first condition (operated by a designated operator in the car) conflicts with the third condition (actively dispatched by an automatic system which controls the doors). Should this Rule have an "or" instead of an "and" between the second and third conditions? Please explain what is meant by "actively dispatching" an elevator that is at a landing. This requirement also conflicts with Rule 211.3a(1).

(4) Paragraph 2.7.3 does not define an access landing. A17.1 only defines an access landing in Rule 111.9. Please clarify.

Answer: (1) There is no conflict. The requirements in A17.1, Rule 110.13c(3) are identical to the second paragraph of A17.3, para. 2.6.1(a). The intent of A17.3 is that this provision applies to swing doors.

(2) Manually sliding hoistway doors are permitted. They must be provided with a closing device meeting the requirements of A17.1, Rule 110.3a or A17.3, para. 2.6.2.

(3) A review of previous publications indicates that this requirement was first published in A17.1d–1970, with the word "and" between the second and third conditions. The intent is that any one of the conditions triggers conformance with the requirement.

The term "actively dispatched" was clarified in Inquiry 86-22. Rule 211.3a(1) takes preference when firefighters' service is activated.

(4) The access landing is the landing one would use for ingress and egress to the hoistway.

A17 Committee Approval: September 22, 1993

Inquiry: 93-67

Subject: Paragraph 1.1.2(w)
Equipment Not Covered by A17.3

Edition: A17.3–1990

Question: Is a powered sidewalk elevator, *installed prior to the first edition of ASME A17.1,* covered under the scope of this edition of ASME A17.3 considering the number of impractical requirements for sidewalk elevators in this edition and the implementation of a section on powered sidewalk elevators in A17.3–1993.

Answer: Sidewalk elevators were not covered in A17.3 until the 1993 edition.

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Interpretation No. 1

Inquiry: 90-55

Subject: A17.3 Foreword, Preface, and Para. 3.11.3
Firefighter's Service

Edition: A17.3–1996

Question: (1) What events or conditions made the need for a "nationally recognized code for existing elevators" become evident as stated in the last paragraph of the Foreword?

(2) In regard to the Preface "Date of Application" section, was it the intent of the Committee to have representatives of the listed groups participate with local jurisdictional authorities in a pre-adoption review of the Code and come to an agreement as to specifically what sections of the Code are appropriate for local inclusion and what time frame should be allowed for implementation?

(3) Is it the intent of para. 3.11.3 to require all existing elevators to be retrofitted to comply with the A17.1–1987 Phase I and Phase II Firefighters' Service requirements even if these elevators currently meet the Firefighters' Service requirements of A17.1–1981?

Answer: (1) The rationale for this statement reflects the consensus of the individuals in the categories of interest who approved the wording through ASME committee and supervisory board actions and by public review.

(2) That is the recommendation of the Committee.

(3) Yes.

A17 Committee Approval: November 14, 1990

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