Errata
to
ASME A17.4-1999
Guide for Emergency Personnel

On page 16, para. 2.2.2, last paragraph, *Phase I* and *Phase II* were inadvertently transposed. The correct paragraph is presented below.

> On a multi-deck elevator, the Phase I switch must be located at the landing served by the upper deck. The Phase II switch must be located in the upper elevator compartment. There must be a separate device located in the lower compartment or adjacent to the lower landing that places the lower compartment out of service.

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September 2002

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ASME A17.4—1999

GUIDE FOR EMERGENCY PERSONNEL

(Includes Evacuation Procedures and Firefighters' Service Operating Procedures)

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There will be no addenda or written interpretations issued to this edition of the Guide. The next edition is scheduled for publication in 2004.

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FOREWORD

Since 1921, The American Society of Mechanical Engineers (ASME) has developed and published safety codes and standards for elevators, escalators, and related equipment.

In the 1960s, a demand from many building owners, lessees, and operating managements emphasized a need for a guide for the evacuation of passengers from stalled elevator cars. To meet this need relating to safety, the A17 Executive Committee initiated a project of study that resulted in the development of the A17 Guide for the Evacuation of Passengers From Stalled Elevator Cars. This first edition was endorsed by the A17 Standards Committee in December 1972, and was published in 1973.

Since the publication of the first edition of the Guide, changes to the A17.1 Safety Code for Elevators and Escalators prompted the ASME A17 Committee to revise the Guide and keep it updated with new editions.

The procedures contained in this Guide are based on past or current A17.1 editions and do not take into account any local jurisdictional revisions that may have been made.

The following is a list of approval dates and dates of issuance of all of the editions of the Guide:

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SUMMARY OF CHANGES

All designations have been renumbered and updated throughout this Guide to allow addition of Part II (e.g., Section 1 is now Section 1.1). Figures have also been renumbered and revised.

Paragraphs that have been revised since ASME A17.4–1991 are indicated by a [99] in the margin. The following is a summary of these changes.

Page	*Location*	*Change*
Cover	Title	Revised
1	Section 1.1	Second paragraph added
	1.2.1(a)	Revised
12	Section 1.4	Revised
13	Part II	Added

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PART I
EVACUATION PROCEDURES

SECTION 1.1
INTRODUCTION

[99]

It is recommended that any evacuation of passengers from elevator cars be performed under the direct supervision of elevator personnel, as their experience and expertise assure the resourcefulness necessary to cope with the various complex hazards that may arise. However, in the event of an emergency, time may be of the essence in evacuating passengers, and waiting for elevator personnel may be impractical. Under emergency conditions, the passenger evacuation must be performed by personnel who are carefully selected and trained as described in this Guide.

Elevator personnel should also follow these procedures. However, due to their knowledge of elevator systems they may utilize other procedures to safely evacuate passengers (e.g., move the car to a landing to allow egress through the elevator door).

CAUTION

Newer elevators may not be equipped with an in-car emergency stop switch, so utilizing the mainline disconnect is extremely important.

SECTION 1.2
RESCUE TEAM ORGANIZATION AND TRAINING

1.2.1 Organization

In order to ensure that a rescue by other than experienced elevator personnel is performed safely, the building management must select and train their employees in the proper evacuation procedures. A rescue team should be organized for each shift, with specific duties assigned to each member. Where this is impractical, the building management should coordinate with the local authorities responsible for rescue operations, such as the police or fire departments. The rescue teams must be similarly organized and trained. Training should always be done with experienced, qualified elevator personnel present.

Prior to attempting any rescue, it is imperative that the rescue team has the

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FIG. 1.2.1 RESCUE TEAM AND EQUIPMENT

proper tools and equipment ready for use. It is equally important that they be trained in the proper use of the tools and equipment. Some of the tools and equipment necessary to make a safe rescue are (see Fig. 1.2.1):

[99] *(a)* short extension ladder (when using the top emergency exit, a short extension ladder may be helpful in assisting passengers going over the crosshead);

(b) collapsible or folding ladder;

(c) hoistway door unlocking devices (elevator door interlock release keys);

(d) two-way radios;

(e) safety belts;

(f) lifelines;

(g) forcible entry tools;

(h) flashlights.

1.2.2 Training and Instruction

The rescue team should be given training in the proper procedures for evacuating passengers to prepare them for actual emergency situations, which may arise in the elevator operation at every building within their jurisdiction. In training personnel, advantage should be taken of the experience and expertise, which may be provided by the elevator maintenance organization servicing the elevator equipment. Rescue

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drills should be planned to simulate various emergency conditions and should be conducted to determine the effectiveness of the rescue operation and organization. On observation elevators, considerable preplanning may be necessary since conditions vary.

Written instructions on the steps to be taken to effect a rescue should be furnished to all personnel designated and trained to perform rescue duties. These instructions must also be in a location known and accessible to the rescue team, where they can be readily referred to during an evacuation, if necessary. These instructions should include the telephone numbers of persons or organizations to be contacted for assistance, e.g., elevator maintenance personnel.

SECTION 1.3
EVACUATION PROCEDURES

1.3.1 Communication

Prior to conducting an evacuation, the following steps should be taken.

(a) The responsible personnel in the building should immediately communicate with the occupants of the elevator car to inform them that:

(1) they are safe;

(2) steps are being taken to evacuate them from the elevator car;

(3) they should stand clear of doors since they may be opened;

(4) they should refrain from smoking.

(b) In communicating with the occupants of the elevator car, the following information should be obtained for guidance in making decisions on actions to be taken in the rescue operation:

(1) the number of persons in the elevator car;

(2) whether any of the occupants of the elevator car are ill or injured;

(3) whether the lights are on in the elevator car;

(4) the location of the elevator car in the hoistway, if known.

The rescue team should verify that these steps have been taken, and while the rescue operation is in progress, the occupants of the elevator car should continually be kept informed and reassured of their safety.

1.3.2 Assessment of Conditions

It is recognized that the preferred safe practice in evacuating passengers is to move the elevator car to a landing level. The procedures outlined herein do not require the movement of the elevator car by any means other than normal inspection or Phase I operation. Movement of the elevator car by any other means should only be attempted under the direct supervision of experienced elevator personnel.

Before utilizing any of these procedures, ascertain that the mainline disconnect switch is in the "ON" position (closed) and that the emergency stop switch, if the car is so equipped, is in the "RUN" position, not in the "STOP" position.

If the elevator is equipped with firefighters' service operation, try activating the Phase I lobby key switch to recall the elevator car to the main floor.

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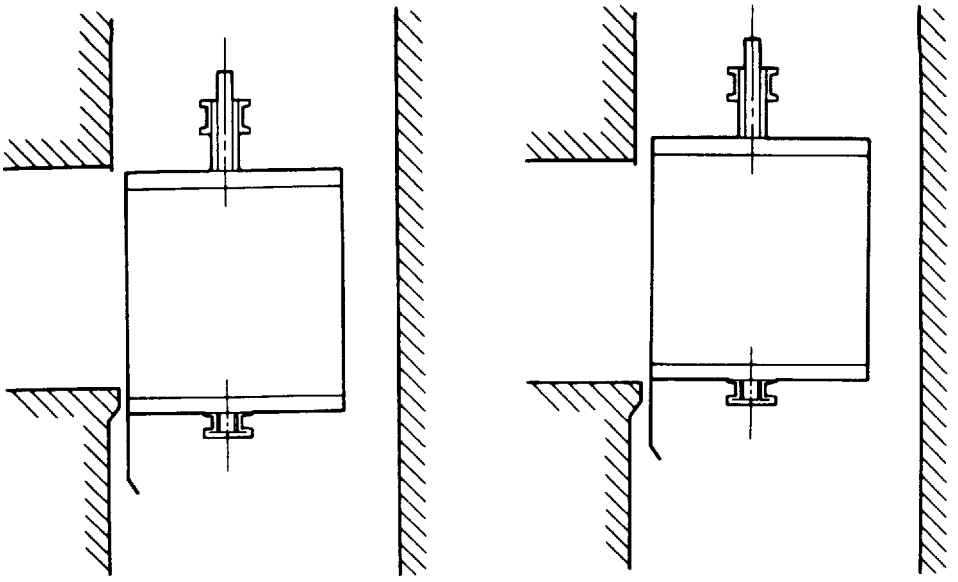


FIG. 1.3.3 CAR AT OR NEAR LANDING

If the elevator car is stalled due to a loss of power to the building, and the building has a standby or emergency power source equipped to operate the elevators, it may be possible to run the elevators by turning the emergency recall switch in the main floor lobby to the "ON" position. Use the manual elevator standby power selection switch, if provided, to bring the elevator cars to the main floor, one by one.

If these methods do not work, determine the position of the elevator car and continue with the evacuation procedure that is appropriate:

(a) car at or near landing (see para. 1.3.3);

(b) car within 3 ft (914 mm) of landing (see para. 1.3.4);

(c) car more than 3 ft (914 mm) from landing (see para. 1.3.5).

1.3.3 Procedure With Car at or Near Landing

When an elevator car is located at or near a landing (see Fig. 1.3.3), it may be that the hoistway door is unlocked, and the hoistway and car doors can be opened by hand. Under these conditions proceed as follows.

(a) Set the mainline disconnect switch for the stalled elevator in the "OFF" position.

(b) Open the doors by hand.

(c) Enter the elevator car and set the emergency stop switch, if the car is so equipped, in the "STOP" position.

(d) Assist the passengers in leaving the elevator car, one at a time. If the car is not level with the landing, make sure that the passengers do not trip or fall while leaving the car.

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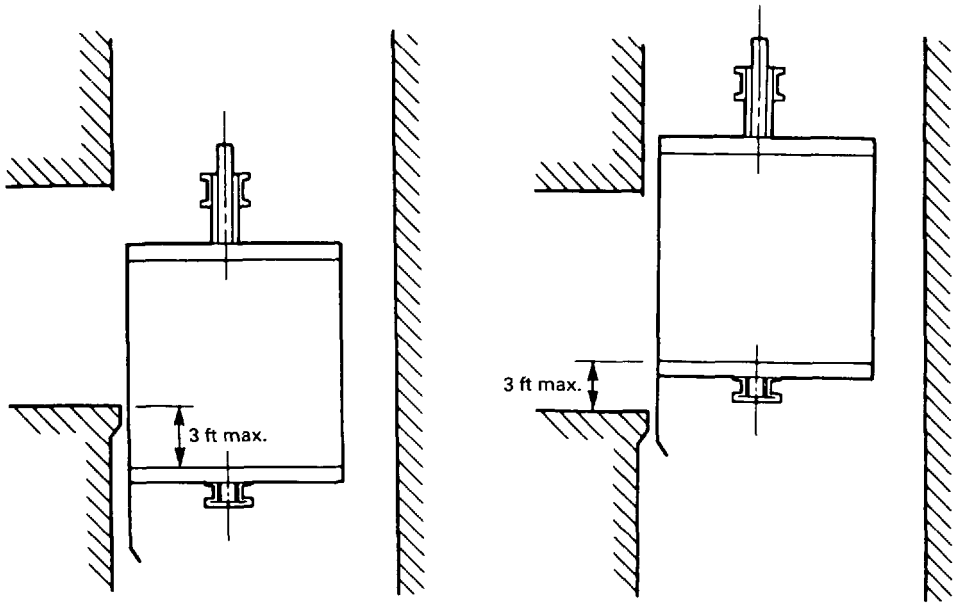


FIG. 1.3.4(a) CAR WITHIN 3 ft OF LANDING

1.3.4 Procedure With Car Within 3 ft (914 mm) of Landing

When the hoistway doors are not unlocked and the elevator car floor (platform) is within 3 ft (914 mm) of the landing level [see Fig. 1.3.4(a)], the following methods of removing the passengers should be used.

(a) Opening Doors From Landing or From Inside Elevator Car

(1) Set the mainline disconnect switch for the stalled elevator in the "OFF" position.

(2) Unlock the hoistway door at the floor nearest to the stalled elevator car by means of the hoistway door unlocking device (elevator door interlock release key), if provided, and open the hoistway and car doors by hand [see Fig. 1.3.4(b)]. If hoistway door unlocking devices are not provided, it may be possible on some installations for a passenger to manually open the car and hoistway doors from within the elevator car [see Figs. 1.3.4(c) and 1.3.4(d)]. If this is not possible, see para. 1.3.4(b).

(3) A member of the rescue party should enter the elevator car and place the emergency stop switch, if the car is so equipped, in the "STOP" position.

(4) The passengers should then be assisted from the stalled elevator car, one at a time, by rescue personnel located both in the car and on the landing. A sturdy stepladder or footstool should be used for safe removal. Precautions should be taken to guard any hoistway opening below the elevator car floor (platform) when the car is above the landing [see Fig. 1.3.4(e)].

(b) Opening Doors From Adjacent Elevator Car. When a hoistway door unlocking device (elevator door interlock release key) is not provided, or the doors cannot be opened from within the elevator car by the passengers, and an adjacent car

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FIG. 1.3.4(b) USE OF HOISTWAY DOOR UNLOCKING DEVICE

is operable, the following procedures should be utilized.

(1) Take an adjacent elevator car to the floor closest to the stalled car and open its doors.

(2) Set the mainline disconnect switches for both the stalled elevator and the rescue elevator in the "OFF" position. Also, place the emergency stop switch of the rescue elevator car, if the car is so equipped, in the "STOP" position.

(3) By extending a pole through the opening between the car and hoistway doors of the rescue elevator car, it may be possible to engage the interlock roller of the stalled elevator car so that its doors can be opened by hand. When using this method, be careful not to extend the pole into the hoistway of any elevator that is still in service. If this is not possible, see para. 1.3.4(c).

(4) A member of the rescue team should then enter the stalled elevator car and set the emergency stop switch, if the car is so equipped, in the "STOP" position.

(5) The passengers should then be assisted from the stalled elevator car, one at a time, by rescue personnel located both in the car and on the landing. A sturdy stepladder or footstool should be used for safe removal. Precautions should be taken to guard any hoistway opening below the car floor (platform) when the elevator car is above the landing [see Fig. 1.3.4(e)].

(c) Opening Doors With Forcible Entry Tool. Where the hoistway doors cannot be unlocked by an unlocking device or by other means, and an adjacent elevator

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FIG. 1.3.4(c) OPENING OF CAR DOOR BY HAND
(Not Possible on Some Elevators)



FIG. 1.3.4(d) OPENING HOISTWAY DOOR BY HAND
(Not Possible on Some Elevators)

in the same hoistway is not available, the hoistway door at the floor nearest to the stalled elevator car can be forcibly opened. Proceed as follows.

(1) Set the mainline disconnect switch for the stalled elevator in the "OFF" position.

(2) Open the doors with the use of the forcible entry tool. It should be used at the top of the doors where the interlock is located to minimize damage to the doors and to allow for quicker return to normal service [see Fig. 1.3.4(f)].

(3) A member of the rescue team should enter the elevator car and set the emergency stop switch, if the car is so equipped, in the "STOP" position.

(4) The passengers should then be assisted from the stalled elevator car, one at a time, by rescue personnel located both in the car and on the landing. A sturdy stepladder or footstool should be used for safe removal. Precautions should be taken to guard any hoistway opening below the car floor (platform) when the elevator car is above the landing [see Fig. 1.3.4(e)].

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FIG. 1.3.4(e) GUARDING OF HOISTWAY OPENING BELOW THE CAR

1.3.5 Procedure With Car More Than 3 ft (914 mm) From Landing

When an elevator car is stalled so that the car floor (platform) is more than 3 ft (914 mm) above a landing level, it is inadvisable to remove the passengers through the elevator door opening as the excessive distance between the car floor (platform) and landing level creates a danger due to the possibility that a passenger may fall into the hoistway. In addition, it is inadvisable to remove passengers through the elevator door opening when the car floor (platform) is more than about 3 ft (914 mm) below the landing level since the reduced opening clearance makes exiting too difficult.

The recommended methods for removing the passengers under these conditions are as follows.

(a) Removal Through Top Emergency Exit

CAUTION

Do not use the top emergency exit on an elevator in an unenclosed hoistway. New elevators in unenclosed hoistways will not have top emergency exits. If exiting

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FIG. 1.3.4(f) PROPER USE OF FORCIBLE ENTRY TOOL

through the elevator entrance is not possible, have experienced elevator personnel move the elevator car to a landing level.

(1) The mainline disconnect switches in the machine room for the stalled elevator and the adjacent elevators (if the stalled elevator car is located in a multiple hoistway) should be set in the "OFF" position.

(2) The rescue team should open the hoistway door at the nearest landing or an emergency access door, where provided, above the stalled elevator car top. This entry can be made by the use of the hoistway door unlocking device, the emergency-door key, or by forcing open the hoistway doors.

(3) A ladder with nonskid feet should be lowered to the elevator car top and securely positioned on the elevator car top. This ladder should be of sufficient length to extend at least 3 ft (914 mm) above the landing floor [see Fig. 1.3.5(a)].

(4) One member of the rescue team, wearing a safety belt and properly tied off to a secured lifeline, should descend to the top of the stalled elevator car. A second ladder should be lowered through the top emergency exit and positioned between the elevator car floor and car top. This second ladder should be of sufficient length to extend at least 3 ft (914 mm) above the car top.

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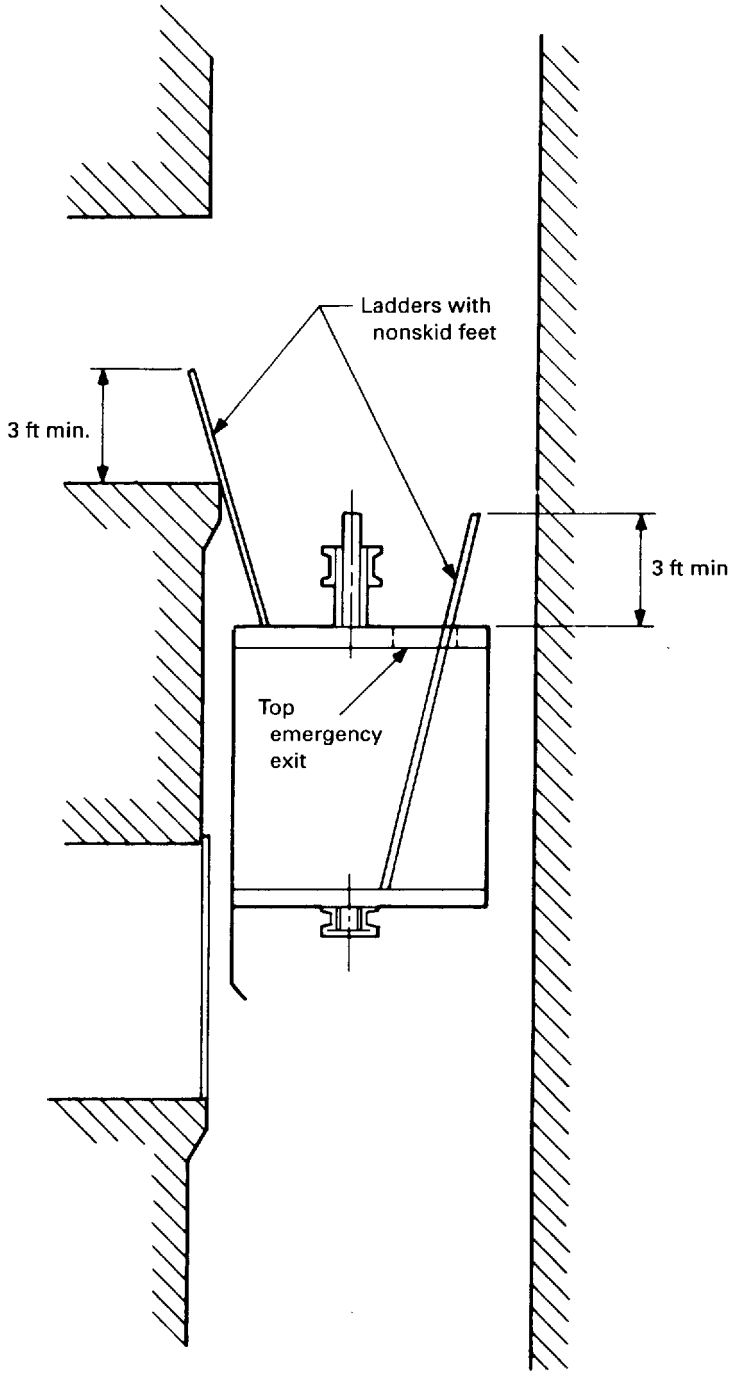


FIG. 1.3.5(a) USE OF TOP EMERGENCY EXIT

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(5) A second rescue team member, also wearing a safety belt and properly tied off to a secured lifeline, should then descend to the car top. The team member should carry an additional safety belt for use in rescuing the passengers.

(6) One team member should then enter the stalled elevator car through the top emergency exit. The other rescue team member should remain on the top of the stalled elevator car. A third member should be at the landing used to gain access to the hoistway.

(7) The emergency stop switch in the stalled elevator car, if the car is so equipped, should be set in the "STOP" position.

(8) The passengers should then be assisted, one at a time, from within the elevator car to the car top, then to the landing above with the use of safety belts and secured lifelines.

(b) Removal Using Side Emergency Exit. When an adjacent elevator with a matching side emergency exit is available, the following procedure may be used.

CAUTION

Due to the difficulty in lining up the adjacent openings, this procedure should only be used if there are experienced elevator personnel present or the rescue team has been thoroughly trained in this procedure.

(1) Move the rescue car using the independent service, firefighters' service, or inspection mode to line up the floors of the rescue car and the stalled car.

(2) The mainline disconnect switches in the machine room for the stalled elevator and the rescue elevator should be set in the "OFF" position.

(3) A member of the rescue team wearing a safety belt and properly tied off to a secured lifeline should enter the stalled elevator car through the side emergency exit.

(4) The emergency stop switch in the stalled elevator car and in the rescue elevator car, if the cars are so equipped, should be set in the "STOP" position.

(5) If available, an evacuation bridge equipped with guard ropes or rails should be placed securely between the stalled elevator car and the rescue elevator car side emergency exits. If an evacuation bridge is not available, other suitable means must be provided. The distance spanned should not exceed 30 in. (762 mm) [see Fig. 1.3.5(b)].

(6) Safety belts and secured lifelines must be used to protect the passengers, whether or not an evacuation bridge is used.

(7) The rescue team members should assist the passengers, one at a time, in the transfer to the rescue elevator car. Passengers should be wearing a safety belt and be tied off to a lifeline until they are well inside the rescue car.

1.3.6 Restoration of Elevator Service

Do not attempt to restore power to the stalled elevator. After the rescue has been completed, have a rescue team member stand by to inform the elevator personnel what switches were pulled and which doors were forced open.

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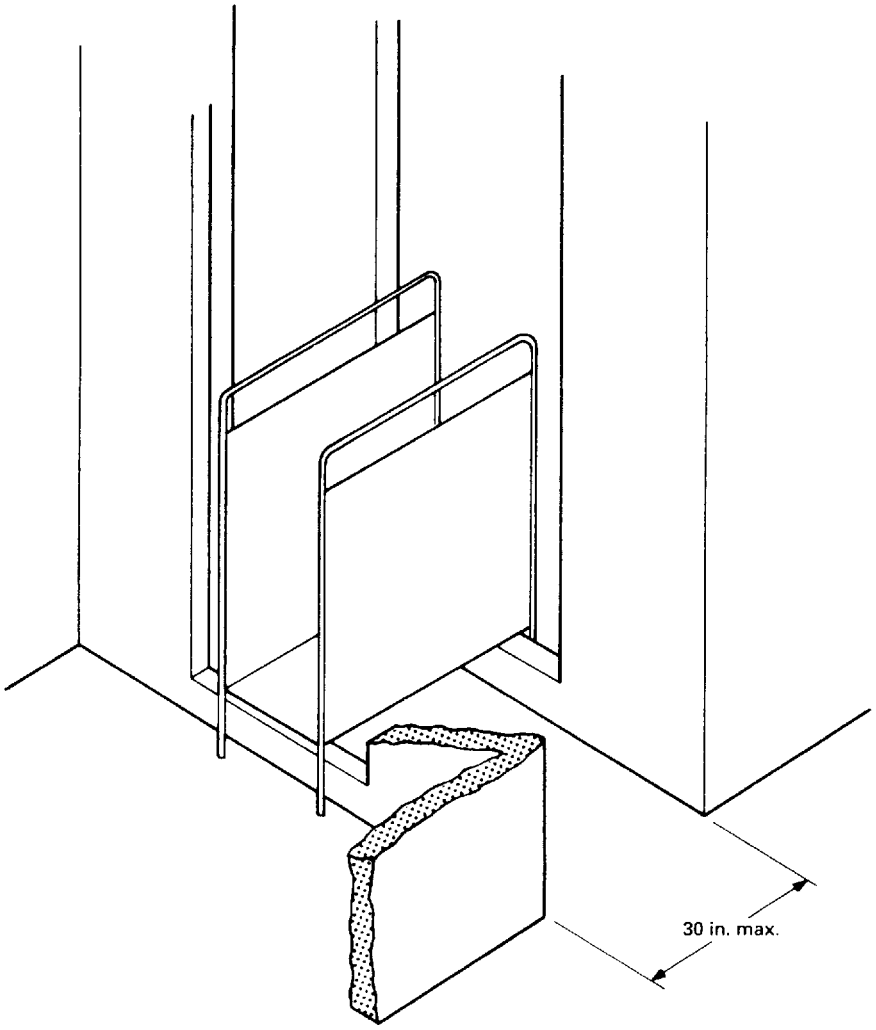


FIG. 1.3.5(b) EVACUATION BRIDGE IN BETWEEN SIDE EMERGENCY EXITS

[99]

SECTION 1.4
RESCUE FOLLOWING AN EARTHQUAKE OR OTHER CATASTROPHE

There should not be movement of the elevator by the emergency personnel unless it is done under the direct supervision of experienced elevator personnel.

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PART II [99]
FIREFIGHTERS' SERVICE OPERATING PROCEDURES

SECTION 2.1
A BRIEF HISTORY OF THE EVOLUTION OF FIREFIGHTERS' SERVICE

In the 1973 supplement to A17.1–1971 Elevator Code a new rule was introduced as Rule 211.3. This Rule addressed the operation of an elevator under fire or other emergency conditions. The original rule required that all elevators servicing three or more landings or having a travel of 25 ft or more have a three-position switch located in the main lobby adjacent to the elevators as well as smoke detectors in the elevator lobbies to recall the elevators in the event of a fire. The three-position switch had an "ON" position, an "OFF" position, as well as a "BYPASS" position. The different switch positions operated as follows: The "OFF" position allowed normal operation of the elevator(s); the "ON" position would cause all elevators to return to the recall floor and to open their doors and shut down; the "BYPASS" position would override the elevator lobby smoke detectors and allow normal operation of the elevator(s). The key should only be removable in the "ON" or "OFF" position.

The 1973 supplement also required a three-position switch to be installed in all elevator cars having a travel of 70 ft or more for use by firefighters or other emergency personnel. This switch was marked "ON," "OFF," and "BYPASS." The "ON" position would allow a firefighter to manually control the elevator to travel to other floors. The "OFF" position kept the car at the landing on Phase I Fire Service. The "BYPASS" position was a continuous pressure switch that allowed the car gate contact and hoistway door interlocks to be bypassed and the car to travel downward to the main or recall floor. This "BYPASS" position was deleted by a change in the next supplement of the Code. (If this feature is still on an elevator, it should be recommended to the owner that it be deactivated as it is dangerous to use). The only other change of significance was the removing of the car from Phase II by returning it to the main floor.

The basic operation remained pretty much unchanged, until the 1981 edition of the Code introduced the idea of returning the cars to an alternate level if the smoke sensor (previously not required) in the main lobby operated. Also, changed in this edition of the Code was the elimination of the three landings before the need to install Phase I and Phase II on all elevators equipped with Phase I.

The next major change in the operation of Phase II was in 1986, which required a three-position switch in the car in place of the previous two-position switch. The

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in-car switch required the addition of a "HOLD" position. This was provided to give the firefighter more control over the elevator car by locking it at the floor it was taken to. It would remain there with the doors open and the "DOOR CLOSE" button inoperative. Turning the switch to the "OFF" position would return the car to Phase I and return it to the recall floor.

SECTION 2.2
FIREFIGHTERS' SERVICE AND HOW IT WORKS TODAY

Currently the A17.1 Code requires most elevators to be installed with Firefighters' Service. This feature is divided into two separate operations commonly referred to as Phase I and Phase II.

2.2.1 Operation of Elevator on Phase I

Phase I Operation can be activated by a smoke sensor in the elevator lobbies, machine room or hoistway going off, or by manual operation of the three-position key switch located in the main lobby of the elevator. The three-position key switch when turned to the "ON" position will place the elevators onto Phase I and return them to the main floor. If a car is standing at the floor with the doors open, it will close them and return to the designated floor or the alternate floor on a non-stop basis. This same operation will take place if a smoke sensor in one of the aforementioned locations also activates. If there is a malfunctioning smoke sensor and the area has been checked and cleared, the switch can be turned to the "BYPASS" position, which will then put the elevator(s) back into normal service. The key shall not be removable in the "BYPASS" position in order to encourage repair of the malfunctioning smoke detector. There can be an auxiliary two-position switch in a remote location such as a fire command or guard station but it cannot override the three-position switch. The two-position switch can only have "ON" and "OFF" on it. Both switches recall the elevator(s) to the main lobby. No device other than the elevator lobby, machine room or hoistway smoke sensor, or the Phase I switch can initiate Phase I recall. If this is not an automatic elevator, an audible and visual signal will alert the operator that the car is to return to the recall floor. The additional two-position switch will not affect this signal. If this is an automatic elevator, the following occurs:

(a) All cars traveling away from the recall floor will stop at or before the next available landing and reverse direction without opening their doors.

(b) All cars standing at a floor will immediately close their doors and return to the recall floor.

(c) Upon activation of Phase I and closing of doors, the emergency stop switch and in-car stop switch becomes inoperative as soon as the car moves away from the landing.

(d) Smoke or flame sensitive door reopening devices also become inoperative. Door reopening devices not sensitive to smoke or flame (e.g., mechanically actuated devices) are permitted to remain operative.

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(e) An audible and illuminated signal comes on and remains on until the car returns to the lobby.

(f) Once the car moves, the in-car "DOOR OPEN" button becomes inoperative.

(g) Cars that have manually operated doors will have an audible and visual signal. Once the doors are closed, the car will be recalled automatically.

(h) If the elevator has vertically sliding doors, the "DOOR CLOSE" buttons will remain operative in order to close the doors. The cars will then return automatically to the recall floor.

If an additional two-position switch is provided at a remote location, it cannot override the smoke sensors, nor can it override the three-position switch. The "BYPASS" and "OFF" positions on the three-position lobby switch cannot work if the two-position switch is in the "ON" position.

2.2.2 Operation of Elevator on Phase II

Phase II Operation is key activated by placing the Fire Service Key into the Fire Service Phase II switch in or adjacent to the car opening panel. This switch as previously described has three positions. The "ON" position is to place it under the direct control of the firefighter in the car. This switch when turned on gives the firefighter control of the car but does not move it. The "OFF" position is the normal operating position while the "HOLD" switch allows the user to control the use of the elevator.

The movement of the car must follow a sequence of operations. This sequence is as follows. A change in the key position is recognized by the elevator system only when the elevator is stopped at a floor and the doors are fully opened.

(a) Turn the lobby switch to "ON."

(b) Turn the in-car key switch to "ON."

(c) With power doors, press and hold the "DOOR CLOSE" button until the doors are fully closed. If the "DOOR CLOSE" button is released before the doors are fully closed, the door(s) will reopen automatically. With manual doors, close the doors and note that there is no automatic reopening.

(d) Press the button for the floor desired (at least 2 floors below the fire floor). Make several intermediate stops before the fire floor and check the hoistway for the presence of smoke. Check around the car door openings for heat prior to the operation of the "DOOR OPEN" button.

(e) Upon arrival at the desired floor, with power doors, press and hold the "DOOR OPEN" button until the doors are fully opened. If there is fire or smoke present, just release the button before the doors fully open and the doors will automatically close. With manual doors, check the door for signs of heat, open carefully and be prepared to close the door.

(f) To hold the car at the floor, turn the "HOLD" position when the doors are open and remove it. This will keep the car at the floor and not allow someone to take it from you.

(g) To return the car to the recall floor in order to allow other personnel to use it, with the doors open, with power doors turn the key to the "OFF" position and with manual doors close the doors from the landing.

(h) To remove the car from Phase II operation, you must return the car to the

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recall floor and then be sure the Phase II key is in the "OFF" position.

(i) It is important to remember that once Phase I has operated, the car can only be operated by placing it on Phase II and then it can only be operated by the firefighter in the car. It is recommended that a firefighter equipped with a portable radio be assigned a position as elevator car operator.

(j) To remove the car from Phase I, you must return the car to the designated landing, then with the doors open turn the lobby three-position switch to the "OFF" position.

NOTE: The in-car switch for older installations (installed prior to the 1986 Code) only contain the "ON" and "OFF" positions. The "ON" position functions basically as described above; the "OFF" position removes the car from Phase II operation only when the car is at the designated or alternate level.

On a multi-deck elevator, the Phase II switch must be located at the landing served by the upper deck. The Phase I switch must be located in the upper elevator compartment. There must be a separate device located in the lower compartment or adjacent to the lower landing that places the lower compartment out of service.

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ASME PUBLICATIONS OF INTEREST TO ELEVATOR CODE USERS

ASME A17.1
Safety Code for Elevators and Escalators
(Includes Addenda service)

Safety Code covering the design, construction, installation, operation, testing, maintenance, alteration, and repair of elevators, dumbwaiters, escalators, moving walks, and material lifts with automatic transfer devices. Except for inspection, maintenance, and alteration requirements, this Code only applies to new installations.

ASME A17.2.1
Inspectors' Manual for Electric Elevators
(Includes Addenda service)

Guide for the inspection and testing of electric elevators based on the requirements of the A17.1 Code. Also, includes pertinent information on the inspection of equipment installed under earlier editions of the A17.1 Code and other information useful to the inspector.

ASME A17.2.2
Inspectors' Manual for Hydraulic Elevators
(Includes Addenda service)

Guide for the inspection and testing of hydraulic elevators based on the requirements of the A17.1 Code. Also, includes pertinent information on the inspection of equipment installed under earlier editions of the A17.1 Code and other information useful to the inspector.

ASME A17.2.3
Inspectors' Manual for Escalators and Moving Walks
(Includes Addenda service)

Guide for the inspection and testing of escalators and moving walks based on the requirements of the A17.1 Code. Also, includes pertinent information on the inspection of equipment installed under earlier editions of the A17.1 Code and other information useful to the inspector.

ASME A17.3
Safety Code for Existing Elevators and Escalators
(Includes Addenda service)

Safety Code covering retroactive requirements for elevators and escalators.

ASME A17.4
Guide for Emergency Personnel

Guide for emergency personnel (fire, police, etc.), building owners, lessees, and building operating managers explaining the proper procedures to be used for the safe removal of passengers from stalled elevators.

CAN/CSA-B44.1-M91/ASME A17.5–1991
Elevator and Escalator Electrical Equipment

This Standard covers the design, construction, and testing of electrical equipment for elevators, escalators, dumbwaiters, moving walks, wheelchair lifts, and stairway chairlifts.

Interpretations of the A17 Documents 1972–1979 (Book No. 1)

Compilation of interpretations rendered on the A17 documents, invaluable to all who use the A17.1 Code for enforcement or as a guide. Includes over 300 interpretations approved from June 1972 through June 1979.

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A17 Interpretations Nos. 2–13

Compilation of interpretations that were issued by the Committee from June 1979 through May 1989.

Inspection Checklists

Checklists to be used during the inspection and test of electric elevators, hydraulic elevators, escalators, and moving walks.

Handbook on A17.1 Safety Code for Elevators and Escalators

The Handbook augments the A17.1 Code with comments, diagrams, and illustrations that are intended to clarify the requirements of the Code. (Will not be updated with Addenda to Code.)

ASME QEI-1
Standard for the Qualification of Elevator Inspectors

This Standard covers requirements for the qualification and duties of inspectors and inspection supervisors engaged in the inspection and testing of equipment within the scope of the A17.1 Code. It also includes requirements for the accreditation of organizations wishing to certify inspectors and inspection supervisors as meeting the QEI criteria.

ASME A18.1
Safety Standard for Platform Lifts and Stairway Chairlifts

Safety standard covering design, construction, installation, operation, inspection, testing, maintenance, and repair of inclined stairway chairlifts and inclined and vertical platform lifts intended for transportation of a mobility impaired person only.

For prices and availability contact:
ASME Order Department
22 Law Drive, Box 2300
Fairfield, NJ 07007-2300

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