ASME A90.1 INTERPRETATIONS

Replies to Technical Inquiries
December 1995–February 1999

FOREWORD

This publication includes written replies issued in the year indicated by the Secretary, speaking for the ASME A90 Committee, to inquiries concerning interpretations of technical aspects of ASME A90.1.

These replies are taken verbatim from the original replies except for a few typographical corrections and some minor editorial corrections made for the purpose of improved clarity. In some few instances, a review of the interpretation may reveal a need for corrections of a technical nature; in these cases, a corrected interpretation will immediately follow the original reply.

These interpretations were prepared in accordance with the accredited ASME procedures. ASME procedures provide for reconsideration of these interpretations when or if additional information is available which the inquirer believes might affect the interpretation. Further, persons aggrieved by this interpretation may appeal to the cognizant ASME committee or subcommittee. ASME does not "approve," "certify," "rate," or "endorse" any item, construction, proprietary device, or activity.

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Interpretation: 98-01

Subject: ASME A90.1-1997, Fig. 7 and Para. 4.6.4

Date Issued: December 3, 1998

Question: Does the Committee interpret the reference to leaving the area below the mounting platform "open" as meaning that no barrier or fence shall or should be erected to prevent personnel from entering that area? Further, would not barrier protection of the area be consistent with the Standard's intent of limiting personnel contact with either the ascending or descending steps of the manlift as indicated in para. 4.6.4?

Reply: Paragraph 4.6.4, titled "Guardrails," refers to "Protection of Entrances and Exits." In other words, normal landings used in conjunction with the ascent and descent of personnel when riding employees' belt manlifts as prescribed. These landing areas could be the floors within a plant or garage, etc.

The areas below the bottom landing (i.e, those depicted in Fig. 7) to which you are referring do not come under the purview of what para. 4.6.4 describes. Secondly, the note "Area Below Platform to Be Left Open" is important mainly so that this area is accessible to remove any foreign items or objects that may accumulate within this lower area. It is also left open so that the Foot Pulley Take-Up and Lower Limit Switches, such as the In Track and Treadle Safety Limit Switches, can be reset manually. Any other adjustments can also periodically require reworking by the proper personnel responsible and trained for servicing employees' belt manlifts.

It is therefore the Committee's opinion that it would not be prudent to enclose this particular area.

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June 1995–November 1995

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Interpretation: 94-01

Subject: ASME A90.1-1992, Para. 8.2.4, Inspection Log

Date Issued: June 27, 1995

Question: We would be appreciative of clarification as to whom these reports should be made available. We would also like any information you deem beneficial to us regarding our role in providing these services to our customers.

Reply: Records of inspection logs shall be made available to duly authorized agencies upon request.

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Interpretation: 95-01

Subject: ASME A90.1-1992, Clarification

Date Issued: November 7, 1995

Question (1): What is considered the maximum dismount height not requiring a platform located at the bottom of a belt manlift?

Reply (1): A90.1-1992 is silent regarding the maximum dismount height not requiring a platform located at the bottom of a belt manlift. See Section 4.6 for a related topic.

Question (2): What is the maximum allowable amount of unused bolt holes per manlift belt?

Reply (2): A90.1-1992 is silent on the maximum allowable amount of unused bolt holes per manlift belt. For additional information, it is suggested that you contact the belt manufacturer.

Question (3): What is the minimum allowable distance between bolt holes such as in a splice?

Reply (3): A90.1-1992 does not specify the minimum allowable distance between bolt holes.

Question (4): When is damage to a manlift considered excessive, requiring replacement, such as a tear, a cut, or cracks in a splice?

Reply (4): Para. 5.2.5 states that a belt that has become torn while in use on a manlift shall not be repaired and/or put back in service.

Question (5): When is damage to a manlit step considered excessive, requiring replacement, such as worn out or damaged rollers or pins, or parts that have been rewelded?

Reply (5): Damage to rollers and pins is not addressed by A90.1-1992.

Question (6): What is the maximum allowable total weight limit per belt manlift, and should a limit be posted?

Reply (6): A90.1-1992 does not specify a maximum allowable weight limit per belt manlift; however, this shall be based on a minimum distance between steps of 16 ft 0 in. and requirements specified in para. 7.1(c). Additional information: Some jurisdictional authorities specify their own posting requirements.

Question (7): What is the maximum rider weight limit per step, and should a limit be posted?

Reply (7): A90.1-1992 does not specify a rider weight limit per step. See answer to Question (6).

Question (8): What are considered excessive obstructions on emergency exit ladders, such as electrical conduits, air lines, or water pipes?

Reply (8): The A90 Committee cannot respond (outside the scope of the A90.1 Standard).

Question (9): Can the A90 Committee state what kind of damage would warrant immediate shutdown?

Reply (9): No.

Question (10): Does the A90 Committee feel it is time to require an overspeed governor on belt manlifts?

Reply (10): The A90 Committee feels that this is a subject matter that will be taken into consideration as an added safety requirement for new installations.

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