

STATUTORY REQUIREMENTS FOR RETROFITTING AND CODE COMPLIANCE

SUBJECT: Elevator Inspection Standards

Industry Bulletin Number: 2006-01

Florida Statutes are in agreement with ASME A17.1 (2000) and A17.3 (1996) regarding life safety issues. In section 399.001, Florida Statutes (F.S.), the Florida Legislature stated the purpose of Chapter 399, the Elevator Safety Act," is to provide for the safety of life and limb and to promote public safety awareness". Considerable debate has centered on Section 399.03(7), F.S., which states that elevators "shall comply with the edition of the Florida Building Code or Elevator Safety Code that was in effect at the time of the receipt for application for the construction permit for the elevator". This section may have been interpreted as allowing an overall exemption from compliance with current code requirements.

However, when a new edition of **the Florida Building Code** requires retrofitting older elevators because aging equipment may pose a threat to public safety, section 399.03(7), F.S., does not provide an exemption from that requirement. Instead, the Division is compelled to follow the intent and letter of section 399.061(3), F.S., which requires that, in the interest of public safety, the older and potentially hazardous elevator be brought into compliance with the newer code and the Division may seal the elevator or order discontinued use until the elevator has been satisfactorily repaired or replaced so that it may be operated in a safe manner. Because public safety is the paramount basis for the Department's legislatively delegated regulatory power, the Division cannot interpret section 399.03(7), F.S., to provide an elevator owner with an exemption from any new code provision essential to the safe operation of the elevator.

Florida Building Code - 3001.1 Scope. (2004 edition – Chapter 30)

This chapter governs the design, construction, installation, alteration and repair of elevators and conveying systems and their components.

Note: Other administrative and programmatic provisions may apply. See the Department of Business and Professional Regulation [DBPR] Chapter 399, Florida Statutes, and 61C-5, Florida Administrative Code . The regulation and enforcement of the following sections of the adopted codes, and their addenda, are preempted to the Bureau of Elevator Safety of the Department of Business and Professional regulation: ASME A 17.1, Part 8, **ASME A17.3, Sections 1.2, 1.5**, ASME A 18.1, Part 10.

A17.3 1996 - SECTION 1.2 APPLICATION OF CODE

There are specific requirements for existing installations in this Code which may differ from those found in the present or previous editions of ASME **A17.1** Safety Code for Elevators and Escalators. Existing installations, as a minimum, **shall** meet the requirements of this Code. If an existing installation does not meet the requirements of this Code, it **shall be upgraded**. If an existing installation was

required to meet more stringent requirements, it shall continue to meet those requirements. Alterations, if made, shall conform to the requirements of [Section 8.7](#) of ASME A17.1-2000. The alterations in [Section 8.7](#) may be more stringent than the requirements of this Code. The more stringent of the two shall be adhered to.

A17.3 1996 - SECTION 1.5 ALTERATIONS, MAINTENANCE, AND INSPECTIONS AND TESTS

Existing installations **shall** conform to the following requirements of ASME [A17.1-2000](#):

- (a) Requirement [8.10.8.11](#), Routine, Periodic, and Acceptance Inspections and Tests;
- (b) Requirement [8.6.8.7](#), Alterations, Repairs, Replacements, and Maintenance.

A17.3 1996 - 2.7.4 Restricted Opening of Hoistway Doors and/or Car Doors on Passenger Elevators

- (a) When a car is outside the unlocking zone, the hoistway doors or car doors **shall** be so arranged that the hoistway doors or car doors cannot be opened more than 4 in. (102 mm) from inside the car.
- (b) When the car is outside the unlocking zone, the car doors **shall** be openable from outside the car without the use of special tools.
- (c) The unlocking zone **shall** extend from the landing floor level to a point no greater than 18 in. (457 mm) above or below the landing floor level.

A17.3 1996 - 3.11.3 Firefighters' Service

Elevators **shall** conform to the requirements of [ASME/ANSI A17.1-1987 Rules 211.3 through 211.8](#) unless at the time of installation or alteration it was required to comply with a later edition of A17.1.

All elevators that are a part of a group **shall** conform to identical firefighters' service operation requirements regardless of which edition of A17.1 they complied with at the time of their installation or alteration. The Phase I and Phase II switches for all elevators in a building **shall** be operable by the same key.

All automatic (nondesignated attendant) elevators having a travel distance of 25 feet or more above or below the designated level shall be equipped with Phase 1 Emergency Recall Operation as required by ASME A17.1-1987, Rules [211.3a](#) and [211.3b](#)

*At least one elevator shall be equipped with Phase II Emergency In-Car Operation, as required by ASME A17.1-1987, Rule [211.3c](#); and
(1) In buildings with multiple elevators, at least one elevator to each floor served by an elevator shall be equipped with Phase II Emergency In-Car Operation.*

All designated attendant elevators having a travel distance of 25 feet or more above or below the designated level shall be equipped with emergency controls, as required by ASME A17.1-1987, Rule [211.4](#).

A17.3 1996 - 3.11.1 Car Emergency Signaling Devices

Elevators **shall** be provided with the following signaling devices.

- (a) In **all** buildings, the elevator **shall** be provided with the following:

(1) an audible signaling device, operable from the emergency stop switch, when provided, and from a switch marked "ALARM" that is located in or adjacent to each car operating panel. The signaling device shall be located inside the building and audible inside the car and outside the hoistway. One signaling device may be used for a group of elevators.

(2) means of two-way conversation between the car and a readily accessible point outside the hoistway that is available to emergency personnel (telephone, intercom, etc.). The means to activate the two-way conversation system does not have to be provided in the car.

(b) In buildings in which a building attendant (building employee, watchman, etc.) is not continuously available to take action when the required emergency signal is operated, the elevators shall be provided with a means within the car for communicating with or signaling to a service which is capable of taking appropriate action when a building attendant is not available.

A17.3 1996 - 3.4.5 Car Illumination

(a) Interiors of cars shall be provided with an electric light or lights. Not less than two lamps shall be provided.

(b) The minimum illumination at the car threshold, with the door closed, shall not be less than:

(1) for passenger elevators: 5 fc (54 lx)

(2) for freight elevators: 2 1/2 fc (27 lx)

(c) Light control switches are not required, but if provided they shall be located in or adjacent to the operating device in the car. In elevators having automatic operation, they shall be of the key-operated type or located in a fixture with a locked cover.

(d) Passenger elevators shall be provided with a standby (emergency) lighting power source on each elevator conforming to the following:

(1) The standby system shall provide general illumination in the car. The intensity of illumination 4 ft (1 219 mm) above the car floor and approximately 1 ft (305 mm) in front of the car-operating device shall be not less than 0.2 fc (2.2 lx). Lights shall be automatically turned on in all elevators in service immediately after normal car lighting power fails. The power system shall be capable of maintaining the above light intensity for a period of at least 4 h.

(2) Not less than two lamps of approximately equal wattage shall be used.