



This Month's Question of the Month – A contractor using a provisional permit to begin electrical work must return the contractor portion of the label to L&I within ___ days after affixing the jobsite portion of the label. A) 1, B) 2, C) 15, D) 20 – See the correct answer on page 2.

● **Note From The Chief**

Electrical Technical Specialist, Doug Erickson, long time member of the L&I Electrical Program, is retiring June 30th. Doug and I have worked together through an amazing range of roles, challenges, and successes during the thirteen years we have worked together. He has been a tremendous leader, an invaluable member of my leadership team, a trusted colleague, and a great friend.

He has had a tremendous impact on our program and the electrical industry. During his time at L&I, Doug has inspired new ideas, driven innovation, and taken risks to improve the program and the industry. He helped lead the Electrical Program into the 21st century.

I will miss Doug and I know that all of us who have worked with him over the years will greatly feel this loss. At the same time, I am happy to know that he will be enjoying a well earned retirement from his many years of public service. I am very grateful for his insights and support during these past years.

Please join me in congratulating Doug on a job well done and wishing him well in his new adventure.

● **Passed That Specialty Electrician Exam? Keep Your Training Certificate?**

When you pass a specialty electrician examination and receive your specialty certification, you are only allowed to work in that specialty as an unsupervised specialty electrician. If you want to work in or gain on-the-job experience towards qualifying for another specialty or the journeyman electrician examination, you must keep your training certificate in active status and work under the appropriate supervision in that specialty.

It is not uncommon for an individual to qualify for and pass a specialty examination and then let the training certificate lapse. That is OK, but it prevents the individual from gaining additional experience towards another specialty or towards the journeyman electrician examination. Many specialty electricians keep their training certificate active so they can continue to do work in all the electrical scopes and gain additional experience.

If you do not have an active training certificate and are found to be working in a specialty where you do not have certification, you and the contractor you are working for may receive civil penalties. You will not be allowed to use that experience towards examination qualification.

● **Class B Permit Labels – When They Are Not Allowed**

WAC 296-46B-908(7)(b) lists the specific types of work where a Class B, random inspection, label cannot be used.

- Areas classified as Class (I), Class (II), or Class (III),
- Areas regulated by NEC 517 or 680,
- Any work where electrical plan review is required, or fire alarm, nurse call, lighting control, industrial automation/control or energy management systems.

Class B labels can never be used for these types of work, no matter how small the scale of the work being done. Several other articles regarding Class B restrictions have been written. See the *Electrical Currents* for January 2010,

Safety Tip of the Month!

The Consumer Product Safety Commission reports a significant upward trend in injuries from the use of inflatable rides and structures.

CPSC's annual report shows 4 fatalities and 4,900 injuries requiring emergency room treatment in the U.S.

Make certain the ride/structure you and your family uses has an L&I operating label. The label is issued when the ride/structure has had an annual inspection and the operator has insurance. The label must be visible on all amusement rides and structures.

January 2007, December 2006, and December 2005. All back issues are available at:
<http://lni.wa.gov/TradesLicensing/Electrical/WhatsNew/Currents/default.asp>.

Installers should also be aware that the Class A list of permit exempt items does not include devices like: fire/smoke detectors, nurse call stations, burglar alarm detection devices, etc. A complete list of Class A exempt items is in WAC 296-46B-901(8)(b).

● Traffic Management Systems

WAC 296-46B-010(15) through (22) describes the inspection process and equipment approval process for traffic management systems. A traffic management system can provide signalization for controlling vehicular, pedestrian, or rolling stock traffic. Traffic management systems include:

- Traffic illumination, signal, and monitoring systems,
- The electrical service cabinet and all related components and equipment installed on the load side of the service cabinet supplying electrical power to the traffic management system, and
- Signalization systems necessary for the operation of a light rail system.

WAC 296-46B-010(16) lists the standards allowed to be used in evaluating traffic management system components. Paragraph (21) allows the local government jurisdiction (i.e. transportation authority) to act as the certifying authority for the safety evaluation of all components. This includes all equipment and wiring. There is a requirement that the service cabinet must be listed by an approved electrical testing laboratory or only contain electrical testing laboratory listed components. If the local government traffic jurisdiction chooses to evaluate equipment for safety, it must identify the controller cabinet or system components with an identification plate (WAC 296-46B-100(38)). The plate must be inside the cabinet and may be attached with a suitable adhesive.

WAC 296-46B-010(17) says induction loops or similar circuits with no electrical hazard do not require inspection. WAC 296-46B-100(22) says that conductors of different circuits are permitted to be in the same raceway without regard to voltage characteristics provided all electrical conductors are insulated for the maximum nominal voltage of any conductor in the raceway. This allows limited energy and line voltage conductors to be in the same raceway. Fiber optical cables may also be in a raceway with electrical conductors. Fiber optical cables will only have a voltage rating when they are a multi-use cable (i.e. fiber and electrical within the same cable).

WAC 296-46B-010(20) describes the requirements for underground inspection. When a raceway is installed without an open trench (e.g. plowing, boring, etc.), a visual inspection is not required. The permit purchaser must coordinate the visual inspection of raceway installed in open trenches by providing a written inspection request at least two working days prior to the day inspection is needed. If the underground raceway inspection cannot be made at the time of inspection, the raceway may be covered after inspection by the local government jurisdiction's (i.e. traffic) project inspector/designee. Written documentation of the local government jurisdiction's inspection must be provided to the department when requested. The written documentation must contain: the date and time the inspection was done, location, installing firm, owner, type of raceway, size of raceway, depth of raceway, and the project inspector/designee's name and contact information.

Jurisdictions are considered to be owners of the traffic management systems when doing electrical work on their system or on the system of another jurisdiction when working under a valid Interlocal agreement as permitted by chapter 39.34 RCW.

Jurisdictions with an established chapter RCW 19.28 electrical inspection authority (i.e. city electrical inspectors) and WSDOT may only perform electrical inspection on their rights of way or for each other by Interlocal agreement. Transportation authorities are not allowed to do electrical inspections except for underground conduit only as allowed in WAC 296-46B-010(20)(b).

● Answer to This Month's Question of the Month:

B) 2 – See WAC 296-46B-907(2)(e).