

**Elevator Advisory Committee Meeting Agenda
February 21, 2012 9 to 11 a.m.
Tukwila Service Location**

Time	Topic	Facilitator	Comments
9 – 9:10	<ul style="list-style-type: none"> • Introductions • Comments regarding November minutes 	Scott Cleary Scott Cleary Scott Cleary	
9:10 – 9:20	Chiefs Report Item # 1 on annual score card, permit scorecard and accident report graph	Jack Day	
9:20 – 9:35	<p style="text-align: center;">Old Business</p> <ul style="list-style-type: none"> • Presentation, MCP Record series, discussion and enforcement 	Jack Day	Review 8.11
9:35 - 9:40	<ul style="list-style-type: none"> • Testing FAID (Fire Alarm initiation Devices) 	Rob McNeil	
9:40 - 9:50	<ul style="list-style-type: none"> • Whistle Blower Legislation 	Charlie Val	
9:50 - 10	<ul style="list-style-type: none"> • Fee increase 	Jack Day	
10 - 11	<p style="text-align: center;">New Business</p> <ul style="list-style-type: none"> • Penalties 90,180,270 & 360 • Adoption of ASME A17.1-1010 & ASME A18.1-2011 • Harmonization of codes • Remote reset, or adjustments • Over speed Governor Commercial Stair chair • Staff organizational Structure • Group review of penalties 	Jack Day Jack Day Bill Watson Otis Scott Cleary Jack Day Scott Cleary	Implementation Gov extended moratorium, exemption approved Task, invite company Looking for consistency Org chart
Future agenda	<p>Future Business</p> <ul style="list-style-type: none"> • Existing machine room enclosure and access to the machine room. • “B” type alteration and installation permits. • WAC Re-Format 		
11 – noon	Stakeholder meeting, everyone is invited to attend. It is intended to be a question and answer period to promote dialogue between advisory members, the department and concerned stakeholders.		

The purpose of the advisory committee is to advise the department on the adoption of regulations that apply to conveyances; methods of enforcing and administering the elevator law, chapter 70.87 RCW; and matters of concern to the conveyance industry and to the individual installers, owners and users of conveyances. If a member is unable to fulfill his or her obligations, a new member may be appointed. An advisory committee member may appoint an alternate to attend meetings in case of conflict or illness.

- 1) Limit meetings to no more than two hours
- 2) Please choose an alternate and submit their names and contact information.
- 3) Nominees, merits of why, Vote for the chair position.
- 4) Each of you represent a unique part of the industry, therefore you must be available for concerns and discussion with your represented peers and if necessary bring items forward to the table to be discussed.
- 5) All items to be discussed at the advisory level shall be included within the agenda. You will ensure any item relevant to the committee, be sent to the chair for inclusion into the agenda. Items not on agenda may not be decided at the meeting. This is to ensure public participation of the forum.
- 6) Review RCW and WAC and adopted standards, if there happens to be matters of concern, it is your obligation to bring them forward. Within each and every case decisions must be based upon public, worker and building safety.
- 7) L&I, may not be the entity changing Statutes, you may need to become involved with your legislative representative in order to affect change.
- 8) The Department thanks you for stepping up and volunteering, with that said the department needs to be assured of your participation. Please keep the meeting dates updated within your calendars. Your input is very important, and the department is at a great loss without your attendance.

Stakeholder meeting: You are encouraged to stay for the meeting. It is an informal touch bases with the stakeholders.

Old Business notes:

Delivery, MCP record series (Maintenance Control Program)

The record series is finished for web release. (Look in Technical Bulletins) The reasoning for the development is to standardize the array of different records that is on the jobsites today. The department is expecting the new versions of MCP to be in place 7/1/2011.

- Rationale: The present processes utilized by many elevator companies are inaccurate, clumsy and evasive and missing much maintenance, examinations and test tasks. It is necessary to require all companies to deliver open, straightforward documentation to the owners. The owners whom are responsible to perform maintenance, examinations and tests on their equipment.
- All elevator and escalator maintenance companies need to be preparing themselves for the MCP record series.
- *We need to discuss concerns over the 8.11 examination requirements. Elevator companies are having difficulties in placing this information on a log. The department plans to start enforcing the 8.6 tasks in September. Are there suggested 8.11 items not necessary for inclusion into MCP logs?*

Education, of the elevator companies, mechanics and owners regarding MCP.

- Continuing education? Owner visits? Sales force training?

Testing FAID (Fire Alarm initiation Devices)

Discussion of the periodic smoke and heat detectors. Lead by Robert McNeil regarding testing requirements and credentials of the initiation device testers. Others- Seattle certifies persons by confidence testing, Supply the NFPA 72 testing criteria! What is the Rational?

Concern: elevator inspectors only check FAID devices at acceptance. Who is qualified for the periodic tests?

- *Should we pursue confidence testing for smoke detectors?*
- *Should we pursue confidence testing for heat detectors and shunt trip devices?*
- *Should we pursue confidence testing for the pressurization of the hoistway?*
- *Document the alternate landing?*
- *Should documentation be provided on site regarding the specific design of the fire fighters emergency service?*
- *Who performs these tests: Licensed elevator mechanics and/or certified alarm technicians? Involvement of building and fire officials.*

New Business notes

State Review & Adoption of ASME A17.1-2010

The process of evaluation has not begun. I do not see Washington moving forth with the ASME A17.1-2010 until Sometime in 2012. We will incorporate the fundamental portions of the MRL draft into the code adoption.

- *Everyone should purchase a copy of the code.*
- *Stakeholders review the new code and contact the department with specific code concerns.*
- *Issues with the maximum 6'5" overhead clearance in the MRL draft. The advance of 300-350 FPM elevators may impact the overhead clearance; the department is looking to the industry for solutions.*

ASME A18.1 -2011

It was determined that the ASME A18.1-2011 standard is necessary to be adopted in Washington. (sometime in 2012)

- *Everyone should purchase a copy of the code.*
- *Stakeholders review the new code and contact the department with specific code concerns.*
- It was determined that because ASME A18.1 -2011 does not stipulate the running clearances of an incline chair that a determination is made to address the clearances.

Remote reset or adjustment- *This device allows a company to reset faults, open and close doors, disable doors, allow them to run the car up and down the hoistway for trouble shooting, and change certain parameters from a remote location.*

From: A concerned stakeholder

Jack, with the advent of remote access to elevator processor boards on elevator control systems via telephone lines, a new danger may be added to the riding public. Elevator parameters can be changed, faults reset and logs erased thru a phone line by the person on the other end of that line. There is no way to know whether the person on the other end of the line is qualified or is licensed in the State. Faults can be reset without anyone having ever looked at or rode the elevator. A similar hazard can be created by changing parameters without anyone checking what affect the change has made to elevator operations. If fault logs are erased remotely it removes a primary Mechanic troubleshooting tool from the Mechanic to not just find a symptom but to get to the root cause of the problem. Remote monitoring of equipment is not our concern. Doing anything other than monitoring is. For that reason a discussion and some rulemaking should be added to the elevator advisory committee agenda.