

DEPARTMENT OF LABOR AND INDUSTRIES

STATE OF WASHINGTON

ORIGINAL

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TRANSCRIPT OF PROCEEDINGS

of

ELEVATOR ADVISORY COMMITTEE MEETING

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Date and Location

February 21, 2012  
Tuesday, 9:00 a.m.

L&I Tukwila Training Room  
12806 Gateway Drive  
Tukwila, Washington

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BE IT REMEMBERED, that an Elevator Advisory Committee Meeting was held on the date and location as set forth above. Those committee members present were: Scott Cleary; David Gault; Robert McNeill; Bill Watson; Jason Tornquist sitting in for Daniel Munn; Keith Becker; Charlie Val. The Department of Labor and Industries was represented by Becky Ernstes, Elevator Technical Specialist; and Jack Day, Chief Elevator Inspector.

WHEREUPON the following proceedings were held, to wit:

Reported by:  
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Elevator Advisory Committee Meeting, 2/21/12

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<u>February 21, 2012</u>	<u>Page No.</u>
Introductions	3
Chief's Report	4
Old Business	17
New Business	42
Conclusion	79

1 PROCEEDINGS

2  
3 Introductions

4  
5 MR. CLEARY: I'd like to welcome everybody to our  
6 February first quarter 2012 Advisory Committee Meeting.  
7 We've got a pretty sporty agenda today so we're going to  
8 try to move through it pretty quick. You'll find on the  
9 agenda there's some pretty interesting topics. We've been  
10 able to get some movement when it comes to adopting code  
11 which we'll talk about and then hopefully get some  
12 harmonization with state -- or city agencies within the  
13 state as well as with L&I.

14 Any comments on the November minutes? Any comments  
15 at all?

16 MR. DAY: Everybody received them? No comments?

17 MR. CLEARY: All right. Let's go back. I'll back up  
18 a little bit and get the introductions. I'm Scott Cleary  
19 with Mobility Concepts. I represent the general  
20 contractors, and I am the chair.

21 MR. McNEIL: Rob McNeil, Kone Elevator. I represent  
22 the elevator contractors.

23 MR. WATSON: Bill Watson, City of Seattle  
24 representing a city having -- or being an ad hoc member  
25 with a city having an elevator code.

Elevator Advisory Committee Meeting, 2/21/12

1 MR. BECKER: Keith Becker, Pacific Northwest Farmer's  
2 Co-op representing owner-employed mechanics.

3 MR. DAY: Jack Day, chief elevator inspector,  
4 representing the secretary's position.

5 MR. GAULT: Dave Gault, Fairmont Olympic,  
6 representing the owners.

7 MR. TORNQUIST: Jason Tornquist, DLR Group,  
8 representing architecture and engineering.

9 MR. CLEARY: Just in time for your introduction.

10 MR. VAL: Good morning.

11 MR. CLEARY: No. Seriously.

12 MR. VAL: Charlie Val, IUEC Local 19.

13 MR. CLEARY: All right. With that, then we'll go on.

14 Going back to the November minutes, everybody's received  
15 them? Everybody's got copies who wanted to get copies?

16 No comments or questions? I move to accept them.

17 MR. WATSON: Second.

18 MR. CLEARY: All in favor?

19 ALL: Aye.

20 MR. CLEARY: Anybody not want to accept them? The  
21 ayes have it. We move to accept the November minutes.

22

23 Chief's Report

24

25 MR. CLEARY: And with that, I'd like to move on to

1 the chief's report with Jack Day.

2 MR. DAY: Everybody turn to page 5 of your handout.  
3 This is a numeric representation of our annual inspections  
4 both due and completed, and the 60-day target is within  
5 its time due. To make this a little bit easier to read,  
6 we created a chart which is on the next page. I figured  
7 most of us would rather see the chart than stare at a  
8 bunch of numbers. But if you want to drill down on the  
9 numbers, go to the previous page.

10 Basically, what this shows in blue is the number of  
11 conveyances due for that particular month, red the number  
12 of conveyances that were annually inspected and the green  
13 is all the other inspections that we performed throughout  
14 the state for that particular month.

15 This kind of shows you, if you look at September,  
16 October and November, we stayed pretty steady on task.  
17 There's a huge amount due in July and June that we ought  
18 to start working on balancing this load across the table.  
19 There's too many due in those two particular months.

20 Are there any questions on the annual inspections  
21 completed?

22 Turn to the next page, please. The next page is a  
23 graphical representation of the new equipment permits  
24 permitted in the state per month. And as you'll notice,  
25 it goes back to 2009 so that you can compare 2009's

1 numbers with today's numbers or last year at this time.

2 Any questions on the installation permits?

3 Hearing none, let's move to the next page which is  
4 alterations. It's the very same graphical representation  
5 of our alterations permits issued. One thing to notice is  
6 that we started to increase in 2011 around September on  
7 our alteration permit statewide. And that continues --  
8 excuse me. 2012. Purple. Purple, that does not continue  
9 for January. It went down some.

10 Any questions on that particular?

11 UNIDENTIFIED: (Inaudible) spike contain?

12 MS. ERNSTES: It was basically about 300 and some  
13 phones that got put in at Microsoft that Thyssen did.  
14 That's why the big spike.

15 MR. DAY: It's an anomaly.

16 MS. ERNSTES: It was ADA phones.

17 MR. DAY: Thank you, Becky.

18 I heard a "um." No other questions?

19 Turn to the next page which is accident count per  
20 quarter. Something that's going way, way up is our  
21 escalator no-fault when it's not the escalator. It's  
22 actually people tripping and falling up or down an  
23 escalator. And that has significantly increased. If you  
24 look at these orange bars, especially starting 2010, third  
25 quarter, there were two quarters that you see there where

1 20 of those per quarter of people falling down escalators.

2 Anybody got a good idea on what's attributing to this  
3 very fact?

4 MR. GAULT: Third and fourth quarter, more parties.

5 MR. DAY: I think some of that is SeaTac, and this is  
6 when there's much more travel going on. That attributes  
7 to a good chunk of it.

8 MR. CLEARY: Is there any -- do they correlate stats  
9 with talking on phones and having devices in their hands  
10 while still trying to operate or walk down or be on these  
11 components? Does that play into it?

12 MR. DAY: If they were, it would probably be noted on  
13 a report and I haven't seen that. I have not seen that  
14 being it. Most of what these are are tripping over  
15 luggage, luggage too heavy for the person that's trying to  
16 control it, or somebody lost control of the luggage either  
17 in front of them or behind them, depends on which way they  
18 were going. That's another contributing factor. So it's  
19 the luggage that's causing a huge amount of this.

20 And I don't know. There's been a lot of debate and  
21 talk, but right at this present time, the elevator code  
22 states that this area in demarcation is to be cleared, and  
23 it gives a specific zone that that's supposed to be  
24 cleared. But what do you guys think about requiring some  
25 kind of barricade or something, some deflector barricade

1 or something in front of escalators, how this would be a  
2 Washington-specific thing because the A17.1 doesn't talk  
3 about it?

4 MR. GAULT: For normal passengers.

5 MR. DAY: For normal passengers it wouldn't -- that  
6 would make it more difficult to carry luggage through to  
7 an escalator. It would divert them either to the steps or  
8 the elevator.

9 MR. GAULT: I'm just saying in general, people are  
10 trying to use the people movers to move the amount of  
11 people that are in these places. I mean, that's what it's  
12 for --

13 MR. DAY: It is.

14 MR. GAULT: -- to move large -- and then all of a  
15 sudden pushing them towards the elevators. The steps are  
16 not always the option. Maybe they're not always the --  
17 they're not always accessible. In other words, they may  
18 be behind locked doors, keys that they're gotten ahold of  
19 for security.

20 MR. WATSON: Is this airport specific that we're  
21 talking about right now or --

22 MR. DAY: For the most part. There's two malls that  
23 are recreating the issue as well.

24 MR. WATSON: -- the luggage issue? Well, clearly  
25 everybody's hauling their luggage around because it costs

1 money to check your bags now so people are trying not to  
2 have to pay, for one thing.

3 MR. DAY: And that's probably where we see that  
4 trend.

5 MR. WATSON: I know escalators are getting modernized  
6 at the airport. Are the new escalators going to have the  
7 yellow stripes around the steps --

8 MR. McNEILL: Yes, they do.

9 MR. WATSON: -- in all cases and a yellow chrome  
10 plate? And are they having brushes installed from the  
11 get-go as well?

12 MR. McNEILL: Yes.

13 MR. WATSON: So all of those things should help as  
14 well, you know. When you see a step that has a border all  
15 the way around it, it's a lot easier to step on that step  
16 and to get caught in between like you could have in the  
17 past. I've seen some people who were concerned about  
18 their luggage and not looking where they're stepping, and  
19 they were stepping right in between two steps, you know,  
20 while they're trying to jockey their luggage around. So I  
21 think that should help. Hopefully we'll see a decrease  
22 next year.

23 MR. DAY: The airport's been painting these stripes  
24 on the steps for a number of years now. At least two.  
25 Rob, are you familiar with that? They were red at one

1 time.

2 MR. McNEILL: Yes. As Bill mentioned, the new steps  
3 have the yellow going on, so it's there as well as  
4 lighting down both sides of the escalators -- or skirt  
5 lighting which seems to be helping, at least from what  
6 we've noticed. And I can't speak for the port in general,  
7 but anecdotally, as the elevator contractor, it appears  
8 that we're having less incidents now because it's much,  
9 much brighter.

10 MR. DAY: You mean on those particular escalators?

11 MR. McNEILL: Yes. On the new ones. And everything  
12 that's being replaced has the feature as well as  
13 demarcation lighting.

14 MR. CLEARY: Statistics show that we haven't --  
15 escalator at-fault hasn't had one in six quarters; is that  
16 correct?

17 MR. McNEILL: Well, it's the trips and the spills  
18 that's the concern.

19 And, Jack, to go back to your question on should we  
20 put something up there, we probably need to look at the  
21 big picture on the cueing and what the effect of all these  
22 people coming in at once when they're getting ready shifts  
23 and cause another incident in front of the escalator.

24 MR. DAY: I do agree that there's other methods that  
25 could be employed, but are they being employed, you know.

1 That's kind of the issue. You certainly could stage an  
2 individual up there to redirect or to assist. And it  
3 would probably go a long, long way in preventing some of  
4 these.

5 MR. VAL: I've seen the bars that they put in front  
6 of the walkway at other airports, and they don't seem to  
7 impede people getting onto the escalators. It does cause  
8 them to stop and go and use an elevator, and that slows  
9 them down. But it's a matter of the safety part is what  
10 we're looking at. So I'd be in favor of having some sort  
11 of a bar or system put up. And I go to the airport quite  
12 a bit. I've been through those things before with my  
13 carry-on bag. It doesn't affect that, but it does affect  
14 the big roller bag.

15 MR. DAY: That's peculiar -- not the peculiar part,  
16 but when somebody has a bag, and like Bill was saying, now  
17 they have to carry this -- they're taking this bag with  
18 them because it's costing a lot more money. And they'll  
19 load that down to 49.9 pounds and they'll have two of them  
20 and try to go down the escalator and they cannot hold the  
21 handrail. And they're trying to maintain their luggage  
22 and it tips. And when it tips, it's a hundred pounds and  
23 they're already on an incline and they fall. And this is  
24 -- this is what's really going on. And if there was  
25 somebody strategically placed, that probably would help a

1 long way. And it's interesting that we would have to be  
2 talking about this instead of a place taking care of it,  
3 right? That we would bring it up to this level with a  
4 known problem.

5 One of the things I'll do is do a study. Rob, I'll  
6 do a study on the new ones and see if they are going down  
7 in the number of accidents over the next three months.  
8 I'll report that back. We'll see if that's -- if that's  
9 actually helping, okay?

10 MR. GAULT: Can you also find out if this is akin to  
11 driving and texting? Many people are trying to multitask  
12 when getting their phones, luggage -- luggage, compound  
13 phones and luggage on the escalator if a phone was in use  
14 when it happened. That will be a --

15 MR. DAY: Rich, could you make a note of that for me,  
16 please.

17 MR. WATSON: Jack, are there cameras at all of the  
18 escalators at the airport?

19 MR. DAY: Not all of them, but they're starting to  
20 put several up, yes. So that's starting to help a lot.  
21 And that's how I can accurately describe what's going on  
22 is the camera shot.

23 MR. BECKER: The numbers that we see there compared  
24 to the amount of ridership, at what point -- I mean, what  
25 triggers a response to regulate? Is it the spike? Is it

1 the number? There's a lot of people riding. Guys in a  
2 big hurry. All these factors, are -- are these  
3 reportable? There's a lot of slips, trips and falls that  
4 aren't reported.

5 MR. DAY: Right. No. We don't investigate unless  
6 they went to a physician.

7 MR. BECKER: So these are something --

8 MR. DAY: Serious to go to the doctor.

9 MR. BECKER: -- first aid or something?

10 MR. DAY: Not first aid. Go see the doctor.

11 Now, we don't collect the data on the first aid  
12 treated on-site.

13 MR. CLEARY: Anything else on that, Jack?

14 MR. DAY: No. Just making a note. Okay.

15 MR. GAULT: Can you look at something back here 2008  
16 Quarter 2? Was there something that happened back there  
17 that caused that?

18 MR. DAY: I don't recall. I do not recall.

19 MR. GAULT: You already looked at it?

20 MR. DAY: Back then. No. I don't know. We can  
21 bring them up, though, and I can tell you.

22 MR. GAULT: See if there's an event and time or  
23 something happened in time that caused it and then you did  
24 something and dropped it back down, and now we're back to  
25 the same point.

1           MR. DAY: If memory serves me well, which I'm not  
2 claiming it does, we were in some negotiations with the  
3 Port Authority to provide better signage and announcement  
4 going across the sky bridge to increase the announcement.  
5 If you go there today, if you stay very long in the sky  
6 bridge, you will hear the Port Authority talking about  
7 taking the elevator instead of the escalator if your hands  
8 are full. So that may be -- that was around this time.  
9 It could be.

10           Now, I don't want to claim that the Port isn't doing  
11 anything, because they're looking at doing videos, safety  
12 videos in the terminals for ridership. They're starting  
13 to put larger signs up pointing to where the elevators  
14 are, and they're replacing some of the older escalators.  
15 So it's not like they're not trying. I do want to  
16 reiterate they have tried several things.

17           MR. CLEARY: If you look at the percentage of fault  
18 to no-fault for elevators, at-fault is much higher, the  
19 percentage of total. Is there -- has that been looked  
20 into? Or why? Is that more serious of an injury usually  
21 or it just seems like the percentages is much higher for  
22 the equipment at-fault than with escalators? Have you  
23 looked into that? Or why is --

24           MR. DAY: If I look in deep enough, some of the stuff  
25 has been shown to be a maintenance-driven issue, some of

1 it's trips and falls, obviously, and door issues. So one  
2 of the things we've been looking into, is our kinetic  
3 energy criteria sufficient to protect the public? And  
4 this is the door closing -- both the door closing foot  
5 pounds and the door closing force itself. Is that too  
6 high for a general population, and does it need to be  
7 turned down? But on the other hand, what is this going to  
8 do in preventing a hoistway door from shutting the last  
9 two inches? So I think there is some -- even some  
10 national debate on this very subject. And this is people  
11 getting hit by the elevator doors.

12 But we've had everything from misaligned roller  
13 guides or guide shoes where the clutch itself came  
14 disengaged from the hoistway door. If you -- if a person  
15 stands towards the back of the cab, and then guess what?  
16 There's nothing to stop the hoistway door from shutting  
17 any longer and it shuts at the speed of the tension of the  
18 spirator. So there's been several maintenance issues  
19 that's been the cause of this as well.

20 MR. CLEARY: The difference is 3.2 percent versus 40  
21 percent elevator versus escalator. That's significant.

22 MR. DAY: Oh, it's really significant when you look  
23 at, you know, there's 12-, 13,000 elevators out there and  
24 there's 400 escalators. So there's a widespread when you  
25 take the per capita in mind. Escalators are intended to

1 hold the handrail. And there's not -- there's not as many  
2 escalator at-fault, but when you take it per capita, it's  
3 -- it's a huge amount more.

4 That was the end of my chief's report.

5 MR. CLEARY: Any questions?

6 MR. PAZARUSKI: A bunch of that we discussed about  
7 the escalators in the airport and the signage and the  
8 verbiage that they're putting on the sky bridges, that's  
9 all been done. And, Jack, I can provide you more  
10 specifics on what's been done since we got the project.  
11 We're replacing 44 of the escalators. We've had two of  
12 the sky bridges, the new units have been installed now for  
13 about two months and we've seen no falls or possibly one  
14 fall on the new units since -- not contributing to the  
15 unit. But I'd be happy to provide you more specific  
16 information on that. I know risk has been working with  
17 you in the past on the barricade issue and whatnot.

18 MR. DAY: Maybe you and I get together, bring back  
19 some more information for the group in three months.

20 MR. PAZARUSKI: I'd be happy to work on that, the  
21 escalator and stats for you.

22 MR. DAY: See me after.

23 MR. PAZARUSKI: Will do.

24 MR. CLEARY: Very good. Thanks. Anything else?  
25 Okay.

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Old Business

MR. CLEARY: We're going to move on to old business, and we're going to have a presentation on the MCP review of the 8.11. Jack Day.

MR. DAY: As most of you may recall, several months ago we pulled together a subcommittee to work on the criteria in 8.11. The information that was available to us was the 2007 code, so we worked off of A17.1-2007 code in 8.11. Since that time I've gone ahead and incorporated the 2010. So I just want to make that clear. That was outside of the 8.11, the subcommittee. But I've gone ahead and done that. And I have some handouts to pass out after I get finished.

Can everybody see this okay? I apologize. I don't know how to make this bigger.

So the first thing that we did was argue a lot on the first -- very first meeting. It wasn't very productive. Upon the second meeting, we decided that isn't going to work so we needed to devise a rationale. The intent of the rationale was to determine each and every item, how it should fall, whether it should fall into where a mechanic should do this work or should not do this work. So that's basically what this first paragraph is about.

The first rationale we came up with was why a

1 mechanic should perform the 8.11 task. So as we went and  
2 looked at each task, we utilized this rationale, should or  
3 shouldn't this be. Is it an item inspectors cannot fully  
4 check? There's some door operator gates which is what the  
5 elevator inspector cannot check any longer. If they check  
6 the gate switch, they put the elevator in default and then  
7 it shuts it off. Some of them they can't even open  
8 without going and turning off the main line. So there's  
9 gate switches that we cannot check. We're relying on the  
10 elevator mechanic to do it. That's an example.

11         It's work that can only be performed by a licensed  
12 person. Here's an example of work that is verifying the  
13 normal terminal and final limit switch per code. The  
14 elevator inspector does not go in there and verify this  
15 specific operation per code. The elevator mechanic must  
16 do it. Now, we can check the switch to see if it slows it  
17 down or stops it, but that's not verifying the whole  
18 functionality of it. So here's an example of that. Or if  
19 it's an emergency or life-safety issue.

20         And D is a visual observation that can be combined  
21 with other items. So what D was about was let's look at  
22 some of these when we talk about the elevator handrail,  
23 the inside the cab, its condition, the ceiling, is it  
24 falling down. These are things that we've determined they  
25 can be combined together into one flat statement.

1           Next, we needed a rationale of why a mechanic  
2 wouldn't perform that task. A, it's an item listed is not  
3 within the scope or authority of the work to be performed  
4 by a licensed mechanic. So that was one of the criteria.  
5 I think there's one in there in total with that criteria.  
6 There it is. Car floor landing sill. So we expect the  
7 owner or the mechanic, if he saw it, to tell the owner  
8 that you've got a -- your car floor is deteriorated and it  
9 needs to be fixed.

10           The landing sill itself is within another part of an  
11 8.6 item. So this wasn't really necessary because it is  
12 spoken about later.

13           B, when there's a redundancy found within 8.6 or  
14 Category 1. And all these items, what I did was copy and  
15 paste the items that were denoted with this -- each one of  
16 these particular criteria, and I put them in this list.  
17 So that's what you see below this is car vision panels and  
18 glass car doors. That's actually found in another section  
19 of 8.6. So it doesn't need to be in this section for  
20 examination since it's a maintenance procedure. You guys  
21 following me with this?

22           The next one, standby power, that's a Category 1  
23 requirement. So that being a Category 1 requirement, we  
24 took it out of the examination.

25           MR. GAULT: Just a clarification, 8.6 is a

1 mechanic-required item, correct?

2 MR. DAY: It is per the State of Washington, yes.

3 MR. GAULT: Then I would -- when you say why a  
4 mechanic wouldn't perform, you're listing something, if  
5 I'm reading this right. That's why I asked that question.  
6 Why a mechanic wouldn't perform 8.11, you have an item  
7 here that says when there's redundancy found in 8.6.  
8 Why --

9 MR. DAY: So the difference between 8.6 and 8.11?

10 MR. GAULT: No. The category is called 2, why a  
11 mechanic wouldn't perform the 8.11 task. But here it says  
12 when there's redundancy found in 8.6, which is a  
13 mechanic-performed task, which you have it listed under --  
14 it's just a point of clarification. You have it listed  
15 under mechanic wouldn't perform the task.

16 MR. DAY: They wouldn't perform the 8.11 task.

17 MR. GAULT: You're just talking about the task  
18 itself?

19 MR. DAY: The 8.11 specific task. They wouldn't do  
20 -- because it's also performed in 8.6, so to take it out  
21 of there. It resides in two places.

22 MR. WATSON: For further clarification, anything  
23 under B would be a mechanic does do this task under 8.6?

24 MR. DAY: Or Category 1.

25 MR. WATSON: Or Category 1. So the mechanic is still

1 doing the task, just not under 8.11.

2 MR. DAY: We didn't feel it needed to be in there  
3 twice or, in some cases, three times on MCP documentation.  
4 This is all about maintenance control documentation. We  
5 started this because I had -- as everybody knows, my  
6 sample that I passed out to everyone has every single item  
7 out of 8.6 and every single item out of 8.11. And it's  
8 quite long. If you print it out, it could be up to ten  
9 pages long. So when we formed the committee, it was to  
10 look at the 8.11 items and see which ones of those are not  
11 necessary to be in the MCP log, maintenance control  
12 program log. Because, as this one, there's the same task  
13 is found in 8.6 or the same task is found -- or similar --  
14 very similar task is found in Category 1.

15 And what 8.11 is, just to define it better, 8.11 is  
16 an examination. It's the look and see if that thing is  
17 still code compliant, still working properly and code  
18 compliant. And if you're looking at the governor and  
19 doing the governor carrier release during either in 8.6  
20 preventive maintenance task or in 8.6 Category 1 test,  
21 that was deemed as unnecessary to be in 8.11. Everybody  
22 trekking with me? Nobody's shaking their head yes.

23 Now, there's a C to this as well. When there's a  
24 visual observation that doesn't impede on Part 1, Part 1  
25 being safety or something an inspector can't do or -- I'm

1 going back to Part 1. Work is only to be performed by a  
2 licensed mechanic. And we put down these items. These  
3 are items that fit under that category: car lighting,  
4 means of access, head room, lighting and receptacle. Some  
5 of these items were done during acceptance. Head room in  
6 the machine room. Headroom in the machine room shouldn't  
7 change unless somebody came in and added ductwork or  
8 something to that machine room. And at that present time  
9 what we're saying is that may impede up in Part 1 and that  
10 mechanic needs to go tell the owner. But if they can't or  
11 don't or won't, the elevator inspector will when they show  
12 up.

13 MR. ROBIBERO: I didn't understand C. C's another  
14 group that you wouldn't do under 8.11, right?

15 MR. DAY: That's correct.

16 MR. ROBIBERO: And why is that?

17 MR. DAY: It's -- what we want to call it is a visual  
18 observation. It's a visual observation, and as long as it  
19 doesn't impede on Part 1, and I used the headroom in the  
20 machine room as an example, this shouldn't change. This  
21 was accepted this way. It should be seven foot unless  
22 somebody came in and added equipment in that machine room.  
23 Unless they did -- it's a visual observation, though. So  
24 if they did, we would expect that somebody would inform  
25 the owner that this needs to be addressed. But it

1 wouldn't particularly be something that was squarely an  
2 item number on an MCP document. What was discussed by  
3 many in the group was that they would contain a paragraph  
4 with these items in it that if this situation arises, that  
5 they would -- a visual observation, and if this arises,  
6 they would inform the owner. That was one of the examples  
7 that was brought forth.

8 MR. WATSON: Are the item numbers item numbers that  
9 are contained in A17.2? Is that where those items numbers  
10 come from?

11 MR. DAY: These item numbers right here?

12 MR. WATSON: Yes.

13 MR. DAY: Come from 8.11 in the 2010 code. Keep that  
14 in mind. This is the 2010 code, not the '5 or the '7. We  
15 figured we'd update it because, as you see down in the  
16 agenda, we're going to be talking about the 2010 code.

17 So that was the task of the group and this is what we  
18 came up as a conclusion. So based upon that conclusion, I  
19 put together some samples.

20 Did this go around to everybody?

21 Okay. What I did in creating these was I listened to  
22 a lot of the elevator companies tell me that they didn't  
23 want to see the 8.6 item and then each heading: car, car  
24 top, machine room, outside hoistway, pit and fireman  
25 service and then start that heading over again with 8.11.

1 So what they wanted to see or be able to do was streamline  
2 this and put 8.6 items together with like items of 8.11.  
3 So the preventive maintenance 8.6 items that you see here  
4 in the category "inside car" are bold. Do you see that  
5 they're bold? So that was to help everybody recognize  
6 that that's an 8.6 preventive maintenance task. And then  
7 to follow up, though, the things in normal font are 8.11  
8 examination requirements. And again, I took these out of  
9 A17.1-2010.

10 So basically, it was the option to kind of mix this  
11 up and have 8.6 separate from 8.11 or get them closer  
12 together. That way, when you do car emergency system as a  
13 preventive maintenance task, you've probably already done  
14 part of the stop switch alarm bell. And then when you go  
15 right on down the line, there's two-way communication,  
16 preventative maintenance task is when you need to change  
17 the battery or what have you. And then right below that  
18 is examine the emergency signal -- car emergency signal  
19 which includes, by the way, the two-way communication.

20 Anyway, for those of you that want the digital copy  
21 of this, please send me an e-mail. And it's on an Excel.  
22 And when you receive it, you're probably going to have to  
23 readjust it to fit your page. But that might be all you  
24 need to do with it.

25 There is some leeway. I just want to make that

1 statement. And I've been preparing a document for this  
2 and I'll make that statement in the document. There is  
3 some leeway for creativity of these logs. But simply put,  
4 I'm going to want to see an item number there if that item  
5 numbers belongs with that conveyance. I'm going to want  
6 to stick with the stuff that we said that could be  
7 combined. Now those can be combined.

8 And I'm going to want to see the months. You're  
9 going to have to do the months so it delineates when that  
10 task is due, what month it's due in. Not what quarter  
11 it's due in, what semiannually it's due in, but what month  
12 it's due in, and to keep them as closely represented as  
13 you can. The difference is going to be in how you lay  
14 your numbers out, I'm sure.

15 And other differences are going to be when those that  
16 have high-rise buildings split some of this door work up.  
17 That's the other thing you can notice here. I put all the  
18 door equipment under one heading. But if you have a  
19 high-rise building and you're doing 22 interlocks on the  
20 same day, it's probably not practical. You're going to  
21 need to bust up your MCP in such a way to accommodate  
22 that.

23 MR. ROBIBERO: Jack, this is a great help. Thank  
24 you. It's very helpful. But I was wondering if you --

25 MR. DAY: Vince, I can't hear you.

1 MR. ROBIBERO: You made a statement earlier, maybe  
2 you'd consider adding it to this list. I think it's very  
3 helpful for the user. You said 8.11 is an examination of  
4 items that are still code compliant, basically. And I  
5 think that's a good clarification of what the expectation  
6 is. If you wouldn't mind if it's something you'd consider  
7 adding to the form. This way, it's clearly understood  
8 when someone's using the form.

9 MR. DAY: On the digital format that I will e-mail  
10 anybody that wants it, over on the other side next to  
11 those, it makes that statement. It just doesn't print out  
12 because those are instructions. So it didn't print the  
13 instructions out for the group here.

14 That ends my presentation. Are there any questions?

15 MR. CLEARY: Could you re-acquaint us with who the  
16 active members were with you?

17 MR. DAY: I will go off memory. People that were in  
18 here, Casey. Who else was in here? It was Charlie, Mike.  
19 Stand up so they know who you guys are. Dave, Casey.  
20 Let's see. Jim, weren't you there at the first one? He  
21 was there at the first one. Who else? There's another  
22 Otis fellow that was there. I forget who it was.

23 UNIDENTIFIED: I don't think there was anybody else  
24 from Otis. There was a guy from Thyssen.

25 MR. DAY: Let's see. There are a couple of Kone

1 guys. It was Mike Saboras [phonetic], I think, and --  
2 maybe that was it. Just Mike. There was Schindler,  
3 Steve. Steve, what's Steve's last name? Steve Wilson. I  
4 do believe there was somebody from a smaller company that  
5 was there as well. I forget who. I'm sorry. But if you  
6 want a list, I can pull one together. I did not bring  
7 one. I'm sorry.

8 MR. CLEARY: As the committee chair, I'd like to  
9 thank everybody for their participation because it really  
10 helps to have active participation on these subcommittees  
11 and that it makes a big difference. So thank you.

12 MR. CARMONY: Is there a date yet, Jack, when you're  
13 going to notify the elevator owners and the other elevator  
14 companies in some way or is it just going to be on the  
15 Internet?

16 MR. DAY: The date will start today as far as that,  
17 when I'm going to announce it. Basically, I'm preparing  
18 the letter, giving a little bit more detailed instruction.  
19 It needs to be reviewed. Then I'll be sending that out to  
20 the primary points of contact. The next thing I'm going  
21 to be doing is setting up with our customer communication  
22 individual to do a mass communication to the building  
23 owners as well. Because this is going to affect them as  
24 well. So that's in the works.

25 As far as when this is due, I wanted to kind of

1 discuss this with the group here. I haven't formally  
2 discussed this with them at all, but I would like to  
3 accept my idea of when I think it should be done and to  
4 hear from the group as far as when this is due. What I  
5 believe or what I was thinking this should be done -- be  
6 due by is July the 1st. I think it needs to be out there  
7 on site with us being enforcing it on the date that we  
8 adopt our 2010 code.

9 UNIDENTIFIED: Which is? What's the date?

10 MR. DAY: That it be out there on site to be utilized  
11 July 1st of 2012, and that we will be enforcing it the day  
12 we adopt the 2010 code which is going to be talked about  
13 here in a little bit. But to keep that mystery aside,  
14 it's going to be somewhere between July and September. We  
15 don't actually know when, but in that timeframe. So this  
16 gives some time to, A, work on it and get it out there on  
17 the jobsite. And then it will give us the time for  
18 training our employees as well. You all will need to  
19 train yours.

20 Anyway, does the group agree with that deadline and  
21 those dates? Are you guys fine with that? Or is there --  
22 do you want to discuss it some?

23 MR. CLEARY: Dave.

24 MR. SPAFFORD: My only concern about this is that a  
25 lot of the companies have already spent a lot of money out

1 there for the printing cost of all this and have gone  
2 forward, small companies included. A lot of these can't  
3 spend money two times to provide this out there. A  
4 suggestion might be to say for sure next year's printing  
5 that these go into effect, but those that can do it now,  
6 start getting used to it. To enforce it, to tell them  
7 that they have it there, I think, is going to be a big  
8 added cost to everyone.

9 MR. DAY: I had thought about that about three months  
10 ago or more, and I told them to hold off and keep the MCP  
11 as they have because a new one's coming. So that wouldn't  
12 be an acceptable reason not to have it as it's going to  
13 increase their printing cost. So as we also move into the  
14 new code, things change at the time of the new code anyway  
15 and companies have those expenses to deal with anyway. So  
16 this is not out of the ordinary. Also, I told them to  
17 kind of hold back and continue with what they have.

18 MR. CLEARY: Will that still be implemented if we do  
19 not adopt the new code by the end of the year?

20 MR. DAY: Will what?

21 MR. CLEARY: This here, the MCP.

22 MR. GAULT: So if you don't adopt the code.

23 MR. DAY: I would expect it to be implemented, but we  
24 must proceed with the proper language to support it. This  
25 is the 2010 code, and I gave you the 2010 code. I'm in

1 the 2005 code. This is going to be real difficult to  
2 enforce the 2010 code when I'm in the 2005 code. So  
3 Scott's question is, we don't really have a choice. We're  
4 going to adopt the 2010 code. There is not what if we  
5 don't. We are going to. So to answer that question, not  
6 something you need to worry about. We're going to adopt  
7 it.

8 MR. CLEARY: All right.

9 Bill?

10 MR. WATSON: One more question, Jack. Will you be  
11 adopting a WAC rule that states that the MCP will be  
12 required in the machine room or something along that line  
13 as well at the same time as the 2010 code adoption?

14 MR. DAY: Yes.

15 MR. WATSON: Okay.

16 MR. WHEELER: Can you talk a little bit about the  
17 reasoning behind asking that it be on-site by July 1st and  
18 then enforced on a later date when the code is adopted?  
19 Because my concern is confusion among not only mechanics  
20 but inspectors and consistency so that we have a clear  
21 date as to when it is an issue if it's not there.

22 MR. DAY: So if I require these to be on-site on the  
23 date of adoption that we don't know what it is yet, how  
24 many will have it on-site on that particular day? Or will  
25 you just have it in hand to hand to your mechanics to get

1 it on-site sometime within that timeframe of the next six  
2 months or so? So it's to get them out there and get them  
3 started to be utilized so that they are there and they're  
4 ready upon the adoption.

5 MR. WHEELER: So the goal is to have your document  
6 ready and ready for distribution by July 1st so that it  
7 can be on-site at some point, maybe September when the new  
8 code is adopted. No actual code violations would be  
9 issued if that document wasn't there until that code was  
10 adopted.

11 MR. DAY: No, there wouldn't. But no excuses would  
12 be allowed the day after the code adoption either. So  
13 best to be prepared than wait till --

14 MR. WHEELER: Thanks for the clarification.

15 MR. ROBIBERO: Jack, when you do the code adoption,  
16 do you -- does the jurisdiction have a grace period? Some  
17 have three months overlap between enforcement of the old  
18 and enforcement of the new. Is there anything like that?

19 MR. DAY: The City of Seattle does, the State of  
20 Washington does not.

21 MR. ROBIBERO: So that means that the State must give  
22 well enough advance notice of the turn-on date for the  
23 enforcement? I would imagine several months anyway.

24 MR. DAY: Uh-huh.

25 MR. ROBIBERO: Okay. So that should give plenty of

1 time to be prepared for the -- for everything. Not just  
2 the MCP, but the entire enforcement.

3 MR. DAY: We have a process to follow, and that  
4 takes --

5 MR. ROBIBERO: So if you kept it within that process,  
6 it works, anyway.

7 MR. DAY: Uh-huh.

8 MR. CLEARY: Any other questions or comments? Becky?

9 MS. ERNSTES: Are they still going to submit -- if it  
10 looks a little different than this, are they going to  
11 submit these to you for your review?

12 MR. DAY: No, no. They're not submitting these. I'm  
13 not reviewing 70 MCPs. Do it compliant with the code. If  
14 you don't, the inspector will write it up.

15 MS. ERNSTES: So if anybody's going to deviate,  
16 though, they probably need to let us know.

17 MR. DAY: If they're going to deviate, what I would  
18 like -- this is what I'd like to do to capitalize on  
19 somebody that -- and I expect most will deviate from this  
20 sample in some fashion. What I'd like them to do is  
21 prepare a one-hour seminar, each company, and that I would  
22 get the inspectors together on a Webinar and then they  
23 could present their MCP to the entire inspector group via  
24 a Webinar. But keep it short. Keep it to an hour.  
25 Something probably similar to your high-level spiel or

1 speech or training to your elevator mechanic on how to  
2 fill this out. So if you could do that, for those that  
3 are going to deviate from this, that would be very helpful  
4 to the entire inspection body.

5 Any volunteers? None yet.

6 MS. ERNSTES: One of the things in the new code is  
7 that you have to have procedures to do this work, and  
8 that's going to -- you know, having the documents that  
9 Jack's pretty much already built is pretty simple. But  
10 having procedures that go along with this document for the  
11 actual person who does the work is going to be the hard  
12 part to get together in a short time frame. Because right  
13 now there are many mechanics who call me on a regular  
14 basis and they say, "I don't know what that means. I  
15 don't know what" -- when they say, you know, like the  
16 operating devices and stuff like that, they have no clue  
17 what that language means. But the newer codes are going  
18 to require mechanics to have procedures to do this work.  
19 So if there's an item on here, then there should be a  
20 procedure that that person doing that work has to do X to  
21 go along with that procedure so that they don't say, "I  
22 don't know what I'm doing." Because that's what they're  
23 coming to Jack and I both now going, "Well, it says this,  
24 but I don't know what that really means. Because I don't  
25 have a code book so I don't know what that is actually

1 telling me to do." So what will go along with this MCP  
2 program is written documentation of procedures and  
3 testing, and that's going to be a big thing. That's going  
4 to be a big change for the 2010 code that companies will  
5 have to give those procedures to the mechanics doing the  
6 work.

7 MR. CLEARY: Any other questions on this here? We  
8 can talk about it in our stakeholder's meeting at 12:00.  
9 Thank you.

10 All right. Then next on the agenda is Rob McNeil  
11 talking about testing fire alarm initiation devices.

12 MR. McNEILL: We started our task force, Dave and I,  
13 to meet with the state fire marshal and the various cities  
14 on the FAID testing. This is going to be a four-phase  
15 program here. First, we're gathering information and  
16 we'll be meeting with the fire marshals during the month  
17 of March so we understand exactly what their expectations  
18 for FAID testing is as well as our own.

19 The second part is collaboration between the state  
20 fire marshals and fire marshals and ourselves so we  
21 determine who does what and we agree upon that.

22 The third part is develop some options for  
23 implementation. Just as Becky had just said, we need to  
24 have written processes and procedures for this work.

25 And the fourth part will be to present different

1 options to the board so that we can determine how we want  
2 to go about this testing, what's going to work and what  
3 won't work.

4 So we should have everything ready by our next  
5 meeting, at the very latest, all the way through all four  
6 phases, and then we can make some good decisions in what  
7 we want to do and how we want to incorporate it in the  
8 inspections.

9 MR. CLEARY: So at the next meeting we'll have  
10 recommendations ready to move on?

11 MR. McNEILL: Yes. What we're going to do is give  
12 you an executive summary of what the FAID is, what the two  
13 parties have agreed to in terms of who does what, how we  
14 do it together and collaborate on this testing, how we  
15 clarify it so we know what we're going to put in the MCP,  
16 and then present it to the group and make a decision.

17 MR. CLEARY: Very good. Any questions? Comments?

18 All right. Fantastic. Next is --

19 MR. DAY: I had one question.

20 UNIDENTIFIED: Is there going to be a chance for  
21 inspectors to have anything to say about that, fire alarm  
22 inspectors? Probably not.

23 MR. McNEILL: Well, actually, I would hope that the  
24 state fire marshal would be providing that input for us.  
25 And that's the intent at this point. But let me write

1 that down. That's a very good topic for me to bring up  
2 with them.

3 MR. CLEARY: Any other comments or questions?

4 Next, we're going to -- Charlie Val is going to talk  
5 about the whistleblower legislation that's been down in  
6 the "leg." That's 5412, correct?

7 MR. VAL: Yes.

8 We've started some legislation on whistleblower  
9 protection, and we talked about this last year. But I'm  
10 passing off to the members of the committee, there's a  
11 bill report that talks about what happened with the bill  
12 last year and this year. And then the second thing that I  
13 sent them is the -- passed out is the substitute bill.  
14 And this is the original bill. In the substitute bill  
15 they changed a little bit of the language. What I'm  
16 asking for is for the committee to support the  
17 whistleblower legislation.

18 What happens is this legislation is to protect the  
19 mechanic and middle management. And so when I say "middle  
20 management," I mean if an employer is told to reduce their  
21 workforce by 20 percent, the middle management doesn't  
22 have any -- anything to say except for yes or no. If they  
23 say no, they can be replaced. If they say yes, then they  
24 reduce their workforce whether it's safe or whether it is  
25 not safe.

1           And for the mechanic, it protects the mechanic. If  
2 they're out on the jobsite and there's an unsafe situation  
3 and they shut a conveyance down and they're retaliated  
4 against, they have protection for that.

5           So what I'd like to do is ask the committee to  
6 support this legislation. It's gone through the Senate.  
7 It passed the Senate 38 to 19 and it's in the House right  
8 now. I've gone down to testify. And when I've testified,  
9 I've said that we've talked about this in committee,  
10 there's been a couple of people that sit on the committee  
11 that said that they support it. I did not say that the  
12 committee supported it. I said that people that did  
13 support it from the committee. I mentioned their names.  
14 To this point I have not been able to say that I have  
15 committee support. So what I do is I ask for -- from the  
16 committee to support this legislation so that when I go to  
17 testify again or when I go to talk to the legislatures, it  
18 does have committee support.

19           MR. CLEARY: At this time I'd like to have anybody on  
20 the committee that has any comments or any questions  
21 before we see if the committee wants to support this to  
22 speak up.

23           MR. DAY: My department is in support of this  
24 legislation.

25           MR. CLEARY: Have you guys had the opportunity to

1 look it over?

2 I support it. You know, in principle I think it  
3 makes very good sense and good business for safety for not  
4 only the workers but for the end-users. So I was one of  
5 the ones that gave letters to Charlie supporting it.

6 MR. WATSON: I went down to Olympia and signed in in  
7 support of the legislation as a member of the committee  
8 but not as the committee. So I would support it as well.

9 MR. CLEARY: Rob?

10 MR. McNEILL: I haven't read it, so I need to --

11 MR. CLEARY: Would you like to read it before --

12 Do we want to take a vote on it or do we want to  
13 spend some time looking it over?

14 MR. VAL: If I can get some sort of information  
15 within the next few days, if I can get a vote on it like  
16 tomorrow afternoon, a telephone vote or something, they  
17 can call Jack and tell him they either support it or not  
18 support.

19 MR. CLEARY: As a board, would we be in favor of  
20 doing that?

21 MR. DAY: Or do people already know if they're going  
22 to support it or not?

23 MR. CLEARY: You're not sure?

24 MR. DAY: There's a few not sure? Okay.

25 MR. CLEARY: Let's do that tomorrow.

1 MR. DAY: How would you like me to do this, Charlie?

2 MR. VAL: I don't know how to do it, to tell you the  
3 truth. If they don't call in, then they're --

4 MR. GAULT: Send an e-mail with a vote selection:  
5 yes, no.

6 MR. DAY: Do we have or do you have a letter already  
7 written in regards to this bill?

8 MR. VAL: I do not. I have my testimony, and in my  
9 testimony I could say that I have committee support but I  
10 do not have a letter. I can write a letter.

11 MR. CLEARY: In the past you've put letters together  
12 that says that. That would be good for us to vote and to  
13 agree with that letter or not. I think that would be  
14 appropriate.

15 MR. DAY: So what I suggest is give me a letter, I  
16 will e-mail it to this group as soon as you get me this  
17 letter. And those that are in support, send me an e-mail  
18 link back stating that you are and I will attach it to the  
19 back of the letter, everybody that is. And then I'll give  
20 it to you.

21 MR. VAL: Okay.

22 MR. DAY: Everybody okay with that?

23 MR. CLEARY: Everybody okay with that? That gives  
24 everybody a chance to review it and read it.

25 MR. DAY: Okay. This needs to happen probably pretty

1 quick, so within the next few days.

2 MR. CLEARY: Any questions on that? Okay.

3 The next old business is fee increase. And Jack will  
4 talk about that. And I think everybody -- you sent the  
5 new fee schedules out to everybody, correct?

6 MR. DAY: I did. This exact -- this exact thing, I  
7 sent out.

8 MR. CLEARY: Has everybody had a chance to look at  
9 it?

10 MR. DAY: Has everybody seen this through an e-mail?  
11 If you haven't, you're not signed up for my listserv. So  
12 please sign up for my listserv which is on our homepage up  
13 in the upper right-hand corner.

14 But we plan on communicating this as widely as we  
15 possibly can so everybody understands that we're about to  
16 do a fee increase. The fee increase is 4.34 percent. The  
17 attachments on this front page are printed out on the  
18 following pages. The first attachment is the WAC's, the  
19 administrative codes that are affected by the fee  
20 increase, and then the following pages are the specific  
21 fee increases, what they are now and what they will  
22 become. So that's on the latter pages of this document  
23 that I handed out. It's also the same document that I  
24 e-mailed out to the group the end of last week. We'll  
25 continue to e-mail this out at least three more times.

1 The intent is to make sure that you spread the word to all  
2 affected parties. If you aren't the one that does the  
3 permits for your group, you probably need to pass this  
4 information along to them so that they are aware that  
5 there's a fee increase.

6 Are there any questions in regards to this?

7 Everybody know when?

8 MR. GAULT: Just a point of clarification. You have  
9 your own one of these, right?

10 MR. WATSON: Yes.

11 MR. DAY: This is State of Washington. This is not  
12 the City of Seattle nor the City of Spokane's fees.

13 MR. WATSON: We're not lowering our fees.

14 MR. CLEARY: These are still below everybody else in  
15 the state.

16 MR. DAY: Yes, they are.

17 MR. GAULT: That's what I was getting at, Bill.

18 MR. CLEARY: So these are effective when, Jack?

19 MR. DAY: As this e-mail has right here right above  
20 the pdf -- the two pdf symbols, effective April 30th.

21 We'll be adopting them March 6th effective April 30th.

22 MR. CLEARY: Any questions or comments on fees?

23 ///

24 ///

25 ///



1 MR. DAY: Okay.

2 MR. CLEARY: And that's something that we've been  
3 talking about that we're -- I think we're moving forward  
4 to having this committee review penalties and help Jack  
5 and the State with what should be done that hasn't been  
6 done and kind of have some peer review within each one of  
7 our categories. So that's something we've talked about.  
8 And I think we're going to move forward. That's my  
9 understanding.

10 MR. DAY: Has the entire group talked about it?

11 MR. CLEARY: I don't think we've had an opportunity.  
12 What the discussion is is to have this committee be  
13 presented with what penalties are out there and what is  
14 the appropriate method and process in which to implement  
15 those. And that's something we're going to have a little  
16 bit of a discussion with. But it's something that we'll  
17 have everybody that's represented and who they represent  
18 have a say in how they're implemented. So as a board or  
19 as a committee, that's what we're looking at doing.

20 MS. ERNSTES: Are we talking about the 90s?

21 MR. DAY: No.

22 MS. ERNSTES: We're not talking about those  
23 penalties.

24 MR. DAY: No. I was just going to clarify that these  
25 are penalties associated with licensing or persons not

1 being licensed --

2 MR. CLEARY: Correct. Yes.

3 MR. DAY: -- and if they've received a civil penalty  
4 or not, and have a small group of individuals that would  
5 review these for fairness and standardized approach so  
6 that it's an open -- more open government approach.

7 MR. CLEARY: It's for transparency to make sure that  
8 one group doesn't think they're being targeted and making  
9 sure that everybody knows what's going on and there's no  
10 deals cut -- or the perception of deals being cut or not  
11 being cut. So it's for transparency. It's not for the  
12 committee to have the jurisdiction over saying who. It's  
13 just to give visibility and input from the stakeholders.

14 Any questions on that?

15 MR. WHEELER: Do those penalties exist today or is  
16 that a discussion in adopting the penalties?

17 MR. CLEARY: Everything's already in existence.

18 MR. DAY: They exist today.

19 MR. WHEELER: And so it should be in this fee handout  
20 someplace in the WAC?

21 MR. DAY: It would be the civil penalties for  
22 licensing violations.

23 MR. CLEARY: And that comes back to trying to get  
24 consistency in the industry and making sure that there's  
25 transparency.

1 MR. DAY: And permitting violations. Excuse me if I  
2 didn't say that. Licensing and permitting.

3 MR. McLAUGHLIN: Can you give us that WAC reference  
4 real quick? Do you have it offhand?

5 MR. DAY: For what?

6 MR. McLAUGHLIN: For the penalties.

7 MS. ERNSTES: They're actually in this document  
8 because all the penalties are also going up. So the  
9 penalties are listed in here.

10 MR. DAY: As we move forward, Becky, can you look  
11 those up for Bob?

12 So Scott wanted to bring this up as what the Advisory  
13 group would think about being part of a small committee  
14 that would meet on a -- on a regular basis via a phone  
15 conversation or a Webinar type of situation; is that  
16 correct, Scott?

17 MR. CLEARY: Yes.

18 MR. DAY: Not overstepping but seeing if the Advisory  
19 Committee or some of the committee members were interested  
20 in participating.

21 MR. CLEARY: Correct. That's on Attachment 1. The  
22 final bullet, I think, is what you're looking for.  
23 296.96.01070.

24 So we're just trying -- like I said, we're trying to  
25 get transparency and consistency across the board and then

1 it's out there for everybody to see and making sure that  
2 it's being applied consistently. Any questions on that?

3 So this is something that we've been all looking  
4 forward to. I know I have. I can speak to this as the  
5 adoption of the new codes. We've all been hoping for the  
6 '08 for years now. It looks like we're going to leapfrog  
7 and move on to adoption of the 18.1 and the 17.1 '10. And  
8 so, you know, it's something that I think it's really  
9 important. So we have some good news I think Jack will  
10 talk about about the moratorium being lifted for this  
11 portion of being able to do this and kind of what our goal  
12 is. And that will segue into Bill talking about  
13 harmonization of all the state agencies working to the  
14 same codes. So with that, Jack.

15 MR. DAY: Okay. Approximately a month ago my  
16 exemption was signed that would allow us as the Elevator  
17 Division the authority to move ahead and adopt the future  
18 code. And in talking with Bill, and they're about to do  
19 -- sorry I'm going to run into your spiel, Bill. In  
20 talking to Bill, they're also, the City of Seattle is  
21 about to move into the 2010 code. So I know we were set  
22 for the 2009 code, but after speaking with Bill and  
23 hearing some other stakeholders, they would like us to go  
24 ahead and move into the 2010 A17.1 code which I thought  
25 appropriate. So this will bring us more up to date and

1 current with the current technologies and the criteria in  
2 the existing national standard.

3 So is anybody opposed to us moving, A, into the 2010  
4 A17.1 and the A18.1-2011? That's what we plan to do.

5 MR. CLEARY: Vince?

6 MR. DAY: You're opposed?

7 MR. ROBIBERO: Question. The A17.1 adoption 2010,  
8 does that include the A17.6 reference?

9 MR. DAY: It would. But it would be called A17.6.  
10 We do not plan to adopt Part 2, Kevlar ropes.

11 MR. ROBIBERO: And what about the A17.7 reference?

12 MR. DAY: No. We will utilize it. Our intention is  
13 to utilize it in our variance review but come up with  
14 standardized language of what you need or what an ACO or  
15 an elevator company would need to present to us as  
16 evidence that they've attributed this -- the criteria  
17 necessary for A17.1. In the past, those that have gone  
18 through this process had to show us which A17.1 codes that  
19 they are varying from and the risk analysis and the  
20 subject matter included within that risk analysis. We  
21 would be asking for a similar thing.

22 So in part, yes, Vince. But as a whole, no. Not the  
23 entire document as it's written.

24 MR. CLEARY: Charlie?

25 MR. VAL: On the 2010 code, are we going to accept

1 this in its entirety or are there going to be sections  
2 that are going to be rewritten or not accepted?

3 MR. DAY: There'll be several sections rewritten.  
4 One of them will stand upon our existing policy for MRL  
5 equipment. So we'll take that into account. That's one  
6 thing. The other thing that will be taken into account is  
7 8.6 maintenance control. There will need to be some edits  
8 in there as well.

9 MR. WATSON: How about the testing -- elevator  
10 testing for, I guess --

11 MR. DAY: That hasn't changed yet. That's, I think,  
12 what Charlie's talking -- you're talking about  
13 nondestructive testing? I think that's slated for the  
14 2013 A17.1. I would ask Vince. Vince, is that where  
15 that's going to be?

16 MR. ROBIBERO: Yes.

17 MR. DAY: That's not slated for the 2010.

18 MR. BECKER: Question. Does the adoption of the new  
19 code, will it lead to any WAC or RCW changes?

20 MR. DAY: Oh, yeah. Any change like I just described  
21 has to be in the administrative code.

22 MR. CLEARY: And that's something under future  
23 business. We're going to talk about revamping the WAC.

24 MR. DAY: Where's that at?

25 MR. CLEARY: It's under future business. It's the

1 last bullet.

2 MS. ERNSTES: Keith, it won't change the RCW. RCW is  
3 only changed by legislative law.

4 MR. DAY: No RCW change.

5 MR. CLEARY: As we talked about earlier, we plan on  
6 doing this and implementing and adopting this by September  
7 of 2012?

8 MR. DAY: Between July and September.

9 MR. CLEARY: Of 2012.

10 MR. DAY: Of this year.

11 MR. CLEARY: Questions or comments? Bill?

12 MR. WATSON: So that puts us on a pretty fast track  
13 to get this reviewed and approved.

14 MR. DAY: It does.

15 MR. WATSON: How long before -- between the time you  
16 say okay and the time your department can implement it?  
17 Is there 60 days? 90 days.

18 MR. DAY: It would probably be closer to 90 days.  
19 We've already done the 101, so the 101 was done when I got  
20 my exemption signed. So that part's done. That's the  
21 six-month -- at least six-month process. So that's done.  
22 So the next phase is going to be review and then public  
23 comment. And then after public comment, I think it's  
24 60 days after that.

25 MR. CLEARY: Can you explain about the 101 process?

1           MR. DAY: A little bit. So we have to tell the other  
2 agencies that actually write the WAC's, they go in and  
3 they actually take our language and they write it, that  
4 we're about to do this. And they want to know six months  
5 in advance. It's called a 101. It's given to the  
6 Department of --

7           MS. ERNSTES: Code Reviser's.

8           MR. DAY: -- the Code Reviser's office.

9           So that 101 starts the process with them so that they  
10 know this is about to happen, and they sign off that they  
11 agree, which they have done. And then the next process is  
12 to actually do the work. Do the work, have it go through  
13 public review and comment, and then after that, put it  
14 into a 60-day cycle of in the next 30 days it's going to  
15 be effective -- or 60 days it's going to be effective and  
16 30 days thereafter it's going to be enforced. So it  
17 actually can end up to be about a three-month process from  
18 the public review side of it.

19           MR. WATSON: I think you also need 30-days notice of  
20 public review.

21           MR. DAY: You do.

22           MR. WATSON: So that'll have to be included in that  
23 as well.

24           MR. DAY: Which we'll probably have that ready,  
25 exactly, within the next few months.

1 MR. CLEARY: So the bottom line is when will it  
2 affect the permit and people writing permits, the  
3 end-users? I mean, by the end of the year we will be  
4 working in our --

5 MR. DAY: Between -- the bottom line as I'm giving  
6 you a window at this present time, it's between July and  
7 the end of September. Most likely closer to in September.

8 MR. CLEARY: Any questions? And this leads us into  
9 harmonizing with the City of Spokane and City of Seattle  
10 in trying to get all the state agencies working off some  
11 version of the same year. Bill's going to talk about what  
12 the City of Seattle's efforts are going to be.

13 MR. WATSON: Okay. So in Seattle we have a different  
14 process than the State of Washington. That's why we can't  
15 do it at exactly the same time. But our plan in Seattle  
16 is to get into the 2012 Seattle version of the  
17 International Building Code, the IBC, later this year  
18 probably near the end of the year. And at the time we do  
19 that is the time we would adopt all these other codes by  
20 reference which would be the 2010 ASME A17.1, the 2011  
21 excessive -- or A18.1, the standard for platforms and  
22 stairway lifts, and also the 2010 version of A17.6 with  
23 some amendments or exemptions.

24 And as Vince mentioned a while ago, in Seattle, we do  
25 kind of an overlapping process when we're adopting new

1 codes, so there'll be a date when we adopt a new code.  
2 And for 60 days past that date, you can use either the  
3 previous codes or the new code. So we'll accept either  
4 one at that point in time.

5 But this is a -- I think this is something that this  
6 committee has been -- hasn't been up to date on for quite  
7 some time because we've been working on other issues  
8 mainly. But if we can get into this current cycle, code  
9 cycle all the way around, it will help everybody. It will  
10 help the city, the State, hopefully Spokane will come  
11 along with it, and I think all you folks, you  
12 manufacturers and installers would like us to be on the  
13 most current code and the same code cycle between the city  
14 and State as well. So I think it's a good effort and I  
15 think we can do it. It will take some work -- quick work  
16 to get it accomplished.

17 MR. CLEARY: Any questions? comments? Jerry?

18 MR. WHITED: No. I'm good.

19 MR. CLEARY: Okay. Let's move on to remote reset and  
20 adjustment.

21 MR. DAY: We're going to invite Mike from Otis  
22 Elevator to do a short presentation. As you guys  
23 remember, back in November and now here in February, the  
24 subject of remotely being able to work on elevators came  
25 up and we wanted to have some additional information about

1 how that works, what is it, and does that affect the  
2 safety and operational -- is there any safety or  
3 operational concerns for this group or the State of  
4 Washington. So I introduce Mike from Otis Elevator.  
5 Mike, is there a handout for everyone?

6 MR. SCHIAPPA: No. There's a slide presentation.

7 First, I'd like to thank the committee and Jack Day  
8 for letting me speak today about Otis Elite Service. It's  
9 a product that Otis is excited about. And I only have  
10 about ten slides. It should last about 10, 12 minutes.  
11 If you have any questions during the presentation, feel  
12 free to ask. I'm not sure if that's the format, but we  
13 can go ahead. That'd be great.

14 So the first half is basically I show the building  
15 blocks of Otis Elite Service and what it is and then the  
16 rest is basically the brochure. And we can talk at length  
17 if needed or not.

18 This is a worldwide product. We have over 29,000  
19 units on Otis Elite Service across the world in  
20 15 countries. We started here in North America in late  
21 '09 with limited sales releases and then a full sale  
22 release towards the end of the first quarter 2010.  
23 Currently we have about 1,000 units, 37 states. And also  
24 Puerto Rico has some units. And we do have several  
25 locations here in the State of Washington.

1           We're utilizing existing technology. We may expand  
2 the capability of what we have, but there's products and  
3 services that we're rebundling and using in a different  
4 way to provide value to our customers. So we're just  
5 going to go through a couple of these items. And, again,  
6 if you have any questions, please speak up.

7           OtisLine we started in 1982. It's a call center that  
8 all our customers call across North America. But now  
9 we've put tools in place where they, in realtime, provide  
10 additional information to the customer. So now it's a  
11 two-way conversation. So if they say their elevator shut  
12 down, we can verify which elevator shut down in the bank.  
13 We can review all the units in the building, what mode  
14 that elevator's in and provide that feedback to the  
15 customer so maybe they have to reroute a patient in a  
16 hospital or figure out what they have to do with that  
17 elevator shut down. So, again, same tool that we had  
18 before but are expanding our capabilities.

19           Remote elevator monitoring. This has been around  
20 since the '80s, but, again, we're expanding what we can do  
21 with it. We can now call into the controller through the  
22 REM box and not only look at the motion control commands  
23 or faults, we can expand that to drive and brake system  
24 operations. So, again, we expand on tools we already  
25 have.

1           EMS, elevator management system, is a product that  
2 customers usually in high-rises or campuses maybe like a  
3 college campus would have. And it would be one  
4 computer-based system that we'd be able to see all their  
5 elevators and the mode and put it into certain operations  
6 like up peak, down peak, parking cars. And we took  
7 elements of that product and rolled it into Otis Elite,  
8 and we can offer that now in the Otis Elite offering  
9 without them having to purchase large expensive equipment  
10 and train their people how to use it.

11           Event driven e-mails. We want to inform our  
12 customers. Now it's all in realtime. So as the  
13 progression of the service call takes place, we issue  
14 e-mails and track that. It's important for property  
15 managers and building owners.

16           Otis ROLE is a mechanic help desk. Again, we took  
17 elements, stuff that we learned over the last 12, 13 years  
18 of doing that and provide our mechanics information they  
19 need when they're on the jobsite.

20           Code compliance. Here's a handout. Barry Blackaby  
21 talks at length about code compliance. I'm not going to  
22 get into it here. But he breaks everything down. The  
23 elevator is not modified in a way where we take away from  
24 compliance of the elevator.

25           We talk a little bit about safety. Everybody has

1 concerns about this. This product has been embedded just  
2 like all our products within Otis for worldwide safety,  
3 site safety standards and for North and South America  
4 standards. Again, there's not a modification that's done  
5 to the elevator that's going to prevent any safety device  
6 or code-related device to work. It remains the same and  
7 intact.

8           Anything we do has standardized work. So if we have  
9 a person on the East Coast doing this remote monitoring or  
10 out in Hawaii doing it, it's all standardized work, it's  
11 documented, the same process is taking place.

12           Mechanics are notified that it's an Elite unit in a  
13 couple ways. We have signage throughout the elevator  
14 system, on the controller, crosshead, pit. We also, when  
15 they get dispatched, it's the route guy or somebody else  
16 covering that route, it's on their PDA it's an Elite unit.

17           MR. DAY: What's this signage for?

18           MR. SCHIAPPA: It tells it's an Elite unit.

19           MR. DAY: Why?

20           MR. SCHIAPPA: It states that we may be monitoring  
21 this thing remotely and to follow our standard safety  
22 processes.

23           MR. DAY: Why would it be different than an elevator  
24 without it?

25           MR. SCHIAPPA: If they plug their service tool in,

1 they may get a message saying remotely being monitored,  
2 and they would call us and figure out what's happening.

3 MR. GAULT: It's a read only. I mean, this is a read  
4 -- your monitoring is a read only, correct?

5 MR. SCHIAPPA: We have abilities to monitor and make  
6 some slight changes.

7 MR. DAY: So it's more than read only. It's like REM  
8 is read only, sort of.

9 MR. SCHIAPPA: We're going to -- we'll talk a little  
10 bit more about -- it's similar to like the EMS features.  
11 Its processes are already built into the controller that  
12 we're enabling. We're not changing, per se, but we could  
13 turn a feature on or off.

14 MR. DAY: You're going to get into that?

15 MR. SCHIAPPA: We can get into it. Sure.

16 We're putting this product not on all our products  
17 right now, just our latest controllers, processor-based  
18 controllers. Anything that was built probably through the  
19 mid-90s to the present.

20 Otis Maintenance has to be on every contract that we  
21 sell the lease subscription on. So we're not taking  
22 anything away. We're not trying to replace any of the  
23 work the mechanic does. Any of the maintenance, we still  
24 want that. We work in tandem with the mechanic often.  
25 But it has to be full maintenance, and this is a

1 subscription above and beyond their maintenance offering.

2 Our experts are all seasoned mechanics, ex-mechanics.

3 They've been in the field for 20 to 30 some odd years.

4 They all went through the standard process to become

5 mechanics, helpers. These were adjusters. These are

6 high-level mechanics, and in many cases our guys are

7 ex-field engineers either nationally -- national field

8 engineers for Otis or regional field engineers. They're

9 all located in the United States. We have a lot of time

10 zones to cover. We have a guy out in Hawaii, we have guys

11 on the East Coast and in between.

12 Again, our guys and most of the events that happen on

13 the Otis Elite service, we're involved with mechanics,

14 we're working with them in over 90 percent of the calls

15 that take place. So, again, we're pushing a lot of work.

16 UNIDENTIFIED: Do these mechanics hold Washington

17 State licenses?

18 MR. SCHIAPPA: No, they do not.

19 This is the brochure of it. And I'll just go through

20 it. Again, if you have any questions, we can talk to

21 that.

22 So there's three main areas. There's respond, inform

23 and control. That's what the marketing says. So we'll go

24 through each one of these bullets in detail.

25 MR. DAY: In four minutes. Four minutes of detail.

1 MR. SCHIAPPA: You got it.

2 Respond. So a call comes in, we respond in three  
3 different areas. Service call from customer. We have REM  
4 or remove elevator monitoring. It tells us the elevator  
5 is shut down. Or entrapment call. So we're on it, we  
6 have engineers, experts looking at the information and  
7 trying really to understand what's going on. In most  
8 cases it gets pushed out to our mechanic, and we inform  
9 him exactly what to do, what to go fix. We want him to  
10 have the right field education article, the right parts.  
11 We don't want him to drive to the jobsite and have to turn  
12 around and drive back to get a part. So we try to get the  
13 root cause down to the component level if at all possible.

14 This is a huge piece for Otis Elite services:  
15 inform. We've got customers that strictly purchase this  
16 product to be informed. They're a property manager,  
17 they're not on-site, you need to know what's going on,  
18 what the ETA is, when the call gets resolved so they can  
19 inform their customers what's going on in their building  
20 and make a possible change in behavior in that building to  
21 accommodate this elevator being shut down.

22 So these are some examples of what we mean by  
23 control. You may have somebody moving into the building.  
24 It's kind of tracking down independent service keyswitch,  
25 handing them out, have to get that key back. Now we can

1 just call this up, we'll put out independent service for  
2 you, two hours later we shut it off. No hassle with keys.  
3 You don't have to worry about anything. We'll take care  
4 of it. Or if you have special events, you want this  
5 elevator -- maybe it's a banquet hall and it's a wedding  
6 party, you want the elevator sitting there when they pull  
7 up the limousine. The elevator would wait for them,  
8 they'll go up to the top suite, and it provides its value  
9 to that building owner and also to their end customer  
10 during that day.

11         There's some other things that we want to do. Like  
12 if there's water damage that's going on in the building,  
13 we bring cars up, park them at a certain landing. If they  
14 call in and say, Hey, my elevator's not quite leveling to  
15 the floor. We feel that's an unsafe condition. We can  
16 park the elevator. Instead of having to be available for  
17 the riding public, we can go ahead and park that. So we  
18 feel it's a safety device.

19         I'll just talk about this one last one.

20         MR. WATSON: I have a question. If you find an  
21 elevator that is not leveling at the floor, from this  
22 service can you make adjustments to it to make it level?

23         MR. SCHIAPPA: No, sir.

24         The last one was -- it's something that happened. It  
25 was a job in Houston. They call up and say the button's

1 damaged but the elevator was fine. Just the main hall lit  
2 button landing at the bottom landing is broken and the  
3 lobby's filling up with people. Our engineer said,  
4 Listen. I'll bring the elevator down. Place a car call,  
5 doors open, people got in. And we kept on sending the  
6 cars. So again, it became an unpleasant situation. We  
7 were able to clear out the lobby. Mechanic's en route  
8 fixing the button. The customer, again, is very happy.

9 MR. SPAFFORD: Once you shut down an elevator, do you  
10 have the ability to turn it back on?

11 MR. SCHIAPPA: Yeah. When I say "shut down," we do a  
12 park shut down command. It's similar to what people would  
13 have with a keyswitch. And we would just enable and then  
14 disable that.

15 MR. SPAFFORD: So you wouldn't know the condition of  
16 the elevator to turn it back on unless you were physically  
17 there?

18 MR. SCHIAPPA: The -- if it's an unlevel -- if it's  
19 an issue -- you mentioned if it wasn't leveling and we --

20 MR. SPAFFORD: If it was stopped and you turned it  
21 off, you do not know the condition of the elevator to turn  
22 it back on.

23 MR. SCHIAPPA: We do know the condition. I mean, we  
24 have access to the controller and all its subsystems. We  
25 know all the inputs and outputs. We know all the fault

1 logs. We have REM data.

2 MR. SPAFFORD: But you do not know if something's  
3 leaning against the door.

4 MR. SCHIAPPA: If it's breaking the -- we reverse the  
5 device. We understand the reverse device is active  
6 currently. Again, we can see quite a bit. If there's a  
7 pencil in the sill, no. But I'll get a DTC fault or  
8 time-out fault for that door.

9 MS. ERNSTES: So one of the things in here, it says  
10 ability to clear power or fail and fault logs with  
11 customer approved. Why would you clear faults?

12 MR. SCHIAPPA: Actually, that statement, it's not a  
13 clear or true statement. The fault logs are retained in  
14 the controller. Fault logs are retained where, you know,  
15 if it happened a year ago, they're still in there  
16 sometimes. So if an event happens recently, they're  
17 broken down minutes ago, so things that happened will be  
18 recent. Things that may be a year ago we may want to  
19 clear out. But it's not a practice that we do. We don't  
20 go around clearing fault logs. It's not -- and the reset,  
21 we're not powering off the car. We're not taking power  
22 off the controller. What we're doing is on a motion  
23 control board is recycling the start of that software.  
24 The software stops running, and all we're doing is telling  
25 it to rerun again.

1 MS. ERNSTES: Will there ever be an instance where  
2 they overrode a safety circuit?

3 MR. SCHIAPPA: No, ma'am.

4 MR. DAY: How about changing a motion parameter?

5 MR. SCHIAPPA: No, sir.

6 There's probably 300 motion parameters. There's  
7 maybe today that we have left open that we can actually --  
8 we can see them all, but we can only alter, I think, one  
9 or two of them. One would be like antinuisance. I'm not  
10 sure why it's captured on the motion for Otis, but it is.  
11 So if the load cell is not right and it's canceling out  
12 car calls, we'll just shut the feature off so we can fix  
13 it, readjust everything, getting it back to service. I  
14 think it's the only one I can think of offhand. Motion  
15 control, anything in the door subsystem cannot change.  
16 Drive subsystem, brake subsystem we cannot change.

17 MR. DAY: Do you have a list of what can be changed?  
18 Is that in the handout?

19 MR. SCHIAPPA: It's not. It's something I could  
20 provide, Jack, if you need it, or we can kind of break  
21 them up into those quadrants, the stop control, motion  
22 control, kind of give you what we can do. Anything that's  
23 related to fireman's service, we can't change. Even if  
24 it's an opt control mode, we restrict it.

25 MR. DAY: Well, like you and I were talking, we were

1 talking about the door dwell time and changing that. And  
2 I would expect that the minimum is already here, the  
3 minimum door dwell time. The dwell time is already  
4 entered in the software by the mechanic who turned it on,  
5 and so changing that dwell time to something less would  
6 probably not be accurate. And so it shouldn't be changed,  
7 or at least it shouldn't be changed to less than. If  
8 anything, it's more than.

9 MR. SCHIAPPA: But increasing it wouldn't be an  
10 issue, right, if you want it increased?

11 MR. DAY: It might be to the building owner.

12 MR. SCHIAPPA: We're suggesting it. But if he had  
13 new tenants, right? If he had maybe gone, oh, yeah, the  
14 senior center that he didn't have before, if he wants the  
15 doors to open longer.

16 MR. DAY: We do probably need to move on. Are there  
17 any other specific questions for Mike? Ed has a question.

18 MR. RILEY: My question is, okay, in his example  
19 right here of the damage in the button and allowing the  
20 car to run with a damaged button, what does that do, like,  
21 say in a Phase 2 situation or fire service situation?

22 MR. SCHIAPPA: This references it. It's still a call  
23 back. It's still a service call. We've got a mechanic  
24 out. This is a hall button, not a car button. So Phase 1  
25 or Phase 2, I don't think that matters. But, again, we're

1 providing that service to get people out of that lobby.

2 MR. DAY: I'd like to ask Mike to stick around for  
3 our stakeholder meeting so that he could answer more  
4 questions there, okay?

5 MR. SCHIAPPA: Thank you for your time.

6 MR. CLEARY: Thank you.

7 We're going to need to move on. The next one on new  
8 business is overspeed governors for commercial stair  
9 chairs. There's been an issue lately. I don't know if  
10 it's as much of an issue as a procedural -- an inspection  
11 concern. On commercial stair chairs, the difference  
12 between them and residential stair chairs is they have a  
13 Chicago -- a 2252 keying system that keys them on or off  
14 in an overspeed governor.

15 The testing requirements in Section 10 for acceptance  
16 states for a rack and pinion with locking gearbox, that  
17 they need to go through certain acceptance procedures.  
18 One is that you need to be able to load it in a down  
19 direction and hand trip the governor, and then you need to  
20 show that it will trip within 75 feet per minute. Well,  
21 Section 10-41 requires Type A safeties, and 10-41-2  
22 requires that they test at tripping speed with a tach.  
23 Well, that's been there for as long as we've been doing  
24 that, but it's been inconsistently applied in the field.  
25 And with the elevator -- or the stair chair companies

1 coming out with new versions of the chairs and imbedding a  
2 lot of the older speeds into the chassis, it's becoming  
3 increasingly difficult with a hand tach to be able to tach  
4 that speed.

5         So we're trying to come up -- and this is not just --  
6 and that's what I handed out. I handed some things of  
7 what overspeed governors look like. It's not easy to get  
8 to -- to wind up like you would on normal governors and  
9 slowly speed it up until it trips. And they're pretty  
10 much instantaneous once you do a free fall or you're able  
11 to engage them. Most of them engage at 45 to 61 feet per  
12 minute which means that you're actually moving less than  
13 an inch down the track before they set. They're almost  
14 instantaneous. So it's becoming extremely hard to be able  
15 to do that and then put a hand tach on it -- a digital  
16 hand tach and get a reading for that.

17         So we're looking at, you know, why was this in there?  
18 What's the genesis of this hand tach, and is there a  
19 better method of doing it? And what we've been looking at  
20 is, you know, can we allow the manufacturer to test it in  
21 the factory and allow it to come out with the  
22 certification just like the back-up nut is on platform  
23 lift, and then still do the hand setting and do all the  
24 load testing in the field. But how do we do that now when  
25 the technology and the tachs are such that it's really

1 hard to do it manually in the field?

2           So that's -- we're trying to get some more  
3 information. I've been doing my due diligence. It's an  
4 industrywide concern as manufacturers go, and it's  
5 becoming, you know, a consistency concern for the  
6 inspectors. And so we're just trying to figure out why  
7 was the A18 thinking what they were thinking. Well, I  
8 understand the '99. They just brought that section over  
9 from 17.1. And so it's something that they -- it hasn't  
10 been a problem or hasn't been an issue really up to now.  
11 It's not really being tested in other states. So, you  
12 know, what do we do to make sure that, you know, we prove  
13 that it works and works right? But, you know, how do you  
14 test it in the field? So that's the issue that is on it.

15           We need to get more information and we need to talk  
16 about it. Jack and I have had just a plethora of  
17 conversations over this and talking -- I've been talking  
18 to different manufacturers all across the nation. And we  
19 need to figure out, you know, how do we get a standardized  
20 test that makes sense, that works, that's nondestructive  
21 that will ensure, you know, that this device works.

22           MR. DAY: So it's still in the works. And we have  
23 two directions to go. And one of them is to  
24 administratively through the WAC rule write the tach  
25 requirement out. I'm a little bit nervous about doing

1 such a thing right off the bat without quite a bit more  
2 information.

3           And we've been speaking to -- both Scott and I have  
4 been speaking to some industry folks and including A18.1  
5 individuals and why is that still there. That's one of  
6 the main questions. It's 12 years now, and that's still  
7 there. There had to be some reason that they intended to  
8 keep it there, for what reason is it. So that's one of  
9 the questions into that committee. And do they plan on  
10 removing the criteria from that? We would like to know if  
11 that's on some of their upcoming TN questions. And if we  
12 were to eliminate it, what would the fallout be from that?

13           And I state this as a question that is of great  
14 concern when we have different manufacturers come in with  
15 a cheaper version of X that will not hold up as well as X  
16 and Y piece of equipment, and it needs to have this  
17 governor. Such as somebody brought it up earlier, this is  
18 a rack and pinion. Well, the next company comes out with  
19 plastic gears. That's not unheard of. Definitely not  
20 unheard of. So is it more important that that piece of  
21 equipment have this governor and have it tested? So the  
22 whole criteria comes, for me, in wanting to be standard  
23 moving forward, what's good for one has to be good for the  
24 other. And I'm not ready to just rule out eliminate the  
25 hand tach just as a whim off of a few manufacturers that

1 do not make it easily obtainable.

2 Bill, this is your stuff over here? If you look over  
3 to this table, you will see some of the equipment that one  
4 of the manufacturers requires to be made available in  
5 order to perform that test. And it's sitting over there.  
6 I believe last time we had done this, this took about four  
7 hours.

8 MR. MORRELL: Three or four hours.

9 MR. DAY: Three or four hours to perform this one  
10 test.

11 MR. MORRELL: It takes as much time to do the test as  
12 it does to install the equipment.

13 MR. DAY: Now, that means to me that the  
14 manufacturers certainly haven't done their due diligence.  
15 That's the first thing it means to me in meeting the  
16 intent of this code and making it very difficult for the  
17 licensed elevator companies and installers to put that in.  
18 But that isn't the only manufacturer that has this similar  
19 type of set up. And they can't spin that governor either  
20 without a lot of effort.

21 MR. CLEARY: Well, the big push has been that I  
22 found, as we know, we try to meet in this state the  
23 20-inch rule, and other manufacturers are trying to make  
24 this unit smaller, more condensed and easier to put in and  
25 easier to use so everything gets more and more imbedded

1 into the chassis. And so it's really, really hard to do a  
2 standard spin test on these and get them tached.

3 Now, we looked around. It's an industrywide concern,  
4 and a lot of the manufacturers that I've talked to say,  
5 "Boy, we can test this. We can do it in the factory." It  
6 is part of our 18.1 listing criteria when they do get them  
7 listed for commercial use is that the listing agency looks  
8 at the overspeed governor. That's part of it. And the  
9 keying. So it is tested. And they're willing, I  
10 understand, to be able to test them and label them at the  
11 factory before they're sent out.

12 Another level on the onion of oversight is stair  
13 chairs are regulated as a medical device, so that means  
14 that they've got FDA oversight. So there's a lot of  
15 statistics that are kept on these stair chairs which might  
16 help us show that there is not a risk of going to a  
17 factory-tested overspeed and still being able to test it  
18 manually in the field, more or less like it's been done,  
19 you know, in the past. And we're looking at a lot of  
20 different things that we're trying to pull all this data  
21 together. But, you know, it's a concern to the end-users.  
22 I can speak as a company, and I don't want to put anything  
23 out that's unsafe, nor does my manufacturer, nor would I  
24 stay in business if I gave unsafe devices to the end-user.

25 So we need to look at and we're trying to figure out

1 what's the best way of doing this. I'm gathering as much  
2 information as I can from stakeholders, manufactures and  
3 regulatory people. My understanding of why it's never  
4 been brought up, because it's never really been an issue.  
5 Now it is. Now hopefully we'll get some visibility with  
6 18.1 guys.

7         So with that, it's something that is in the works, in  
8 process, and we need to get some resolution to it and  
9 figure out what we're going to do in a relatively short  
10 period of time because we've got customers out there that  
11 right now are working, you know, on 30-day extensions for  
12 acceptance, from what I understand. We need to figure out  
13 how we're going to -- and what we're going to do.

14         A lot of the testing like this here, pulling off  
15 pinion gears that are heat seated might create more  
16 problems in the long term than the testing helps. So  
17 that's a thing we have to look at.

18         The manufacturers, it's not a huge market. There's  
19 not a whole lot of these going out. And a lot of the  
20 manufacturers, why they haven't spent a lot of time, it's  
21 because this is a very, very small part of their market.  
22 It's very important, but it's still, you know, a small  
23 part of it. So they haven't been putting a lot of time  
24 and effort. They have been lately, but we still haven't  
25 got any resolution to this. So any feedback or any

1 comments, you know, would be helpful in what we need to  
2 do.

3 Bill?

4 MR. MORRELL: The first thing is this test that Jack  
5 referred to and this equipment that's laid out here, and I  
6 agree with you that potentially it's going to create some  
7 harm to the unit, okay. That's what -- on previous  
8 procedures, that's what they discovered after the fact by  
9 overspeeding the unit above and beyond what --  
10 electrically overspeeding it is creating problems. So  
11 they went to a different -- when they revised the unit,  
12 they went to a different test, a hand test, setting the  
13 overspeed governor by hand consistent with the code.

14 Up until, you know, December of this year -- or last  
15 year, none of us and people that I've talked to realized,  
16 including the engineer and one of our principle companies  
17 understood the hand tach does not have the sensitivity to  
18 read the RPM's of the unit, the speed of the unit, that  
19 anything available on the market in the way of something  
20 we could use in the field as opposed to a commercial  
21 testing device could test. So because of that, one could  
22 say, "Well, it has never really been done before."

23 And from an owner's standpoint -- who's the  
24 representative for the owners? From an owner's  
25 standpoint, over the years, we have put these units into

1 restaurants and condos and churches and resorts, and I'm  
2 currently looking at on my things-to-do list five  
3 different inquiries for lifts. And I have one church  
4 that's in abeyance now that we don't know if we're going  
5 to pass final inspection or not.

6         So, you know, when you say it's a small market, you  
7 know -- well, Scott was saying that it's a small market.  
8 I think it might be small, but there's a lot of these  
9 organizations who've discovered that their customers or  
10 their church members or whatever are at risk unless there  
11 is such a machine in their environment.

12         MR. CLEARY: The statement "it's a small market"  
13 relates to like there's been not a whole lot of action  
14 with the manufacturers or the regulatory agency to act  
15 upon. That was the thing.

16         The thing here is that it's in here, it hasn't been  
17 -- the testing requirement is here. It's black-and-white.  
18 It's 10-4112. How do we meet it? We have it. It's been  
19 inconsistently applied in the past.

20         Now, you know, we've been looking really hard to get  
21 consistency with the inspectors on the residential side,  
22 commercial side and accessibility side. This is one of  
23 the things that precipitated out of that. So we need to  
24 figure out how do we meet that.

25         So we need to go forward, work within the industry,

1 we need to work with the manufacturers, and we need to go  
2 back with the State and see, you know, what's the risk. I  
3 think we have -- there's a lot of oversight. I think  
4 there's a lot of statistics that will show that stair  
5 chairs as a conveyance unit are very, very safe, and we  
6 need to glean that information and get it to them and see  
7 what we need to do.

8 We hate some of our manufacturers that really put out  
9 great products to say, "We're just not going to put them  
10 out anymore." And, you know, that doesn't help the  
11 end-users either. So we just need to come up with a very  
12 safe testing method that's defensible and meets really the  
13 end result.

14 The problem that we're having on these is they set so  
15 quick that it's hard to get rotation enough on a digital  
16 tach. So, I mean, they're stopping instantaneously. So  
17 it's not like we're worried about them falling. I mean,  
18 they're engaging so quick it's hard to measure in the  
19 field. And so that's what we're struggling with is having  
20 good, repeatable methods.

21 I feel pretty passionate that the factories are set  
22 up better to be able to do that much of a delicate test.  
23 People's tachs could be bounced around, could be not  
24 calibrated. So we want to make sure we do what's safe.  
25 We just got to figure out how do we do that while meeting

1 this and figure out what the intent is.

2 With that, we need to move on. We can talk about  
3 this in the next stakeholders' portion, but I want to move  
4 on and be able to let Jack talk about his staffing in his  
5 office and how he's organized now. And then we will talk  
6 about this in the next portion.

7 MR. DAY: Okay. Everybody I think in here's familiar  
8 with our Web page. On our Web page we have a contact. So  
9 you click on the word "contact" and you see all the  
10 elevator inspectors, me, Becky, the entire -- our entire  
11 staff. One of the things that has changed -- and I've  
12 introduced these two individuals in the past. But Rich  
13 Metcalfe, I'd like you to stand up. And Rich supervisors  
14 which area, Rich?

15 MR. METCALFE: One and two. That's from King County  
16 up to the Canadian border.

17 MR. DAY: So Rich is the supervisor of the elevator  
18 inspectors that work in King County, except for the city,  
19 north up to Canada.

20 The next supervisor I want to introduce is Tony  
21 Tomasino. And Tony, other than what Rich has, Tony's got  
22 the rest.

23 MR. TOMASINO: Tacoma, Peninsula, down to Oregon, all  
24 of Eastern Washington.

25 MR. DAY: That's a lot.

1 MR. TOMASINO: That's why I was a little late this  
2 morning.

3 MR. DAY: So he's got a pretty big area to take care  
4 of.

5 Anyway, if there's issues, concerns, these are the  
6 folks -- these are my go-to folks. They're also your  
7 go-to folks. So their name and number, they're all  
8 located in our organizational contact chart. But this is  
9 the basic premise. And now these folks are lined up and  
10 they have a specific supervisor that is only dedicated to  
11 the elevator program -- the elevator inspection program.

12 Are there any questions about that org chart or  
13 concerns or thoughts? Hearing none, I state we move on.

14 MR. CLEARY: All right. Two minutes ahead of time.  
15 I guess now we're open for discussion. We've got a couple  
16 minutes to talk about anything that anybody wants --

17 MR. DAY: I want to open something up.

18 MR. CLEARY: Anybody else?

19 Jack Day?

20 MR. DAY: This gets right back to the commercial  
21 incline chair. And I see just a couple of options here,  
22 which one is that some of these elevator -- or these  
23 companies that manufacture this have a letter stating  
24 they've tested them in their factory. Similar to the  
25 screw and nut design, those of you that are familiar with

1 the vertical platform lifts with the screw and nut, they  
2 have a similar UL type of letter for this. And one of the  
3 things we're doing is considering this letter and based  
4 upon other statistics. Like Scott had mentioned, these  
5 are also regulated through the FDA, and the FDA has some  
6 statistics and we'd like them to share them with us to see  
7 if there's overall -- if there is a problem, what is it,  
8 or if there isn't, to use that in part of our  
9 determination should we go down this very same path.

10 Now, going down this very same path means we need to  
11 administratively write it in a WAC rule because it doesn't  
12 look like A18 at this moment has it on their agenda, which  
13 is the other side of it. It's a little disturbing that  
14 A18 committees, especially the inspection committees, do  
15 not have it on their agenda to take care of unless they  
16 know of an issue, unless they know of an issue that we're  
17 not aware of. And that's where my concern is. They've  
18 had 12 years to write it out. Why haven't they written it  
19 out? Is it because they just didn't get around to it? Is  
20 that really it? Or is there some issue that that  
21 committee as a whole is not agreeing to write this  
22 criteria of the tachometer out of the A18.1? Is there  
23 something in there that we really need to pay attention  
24 to? So that draws me to the only other conclusion is that  
25 we enforce A18.1 as written.

1 MR. CLEARY: Bill?

2 MR. MORRELL: It's not only that the manufacturer has  
3 a letter from the listing organizations saying that it's  
4 been tested according to the way it's designed, but each  
5 individual unit prior to final assembly is tested by  
6 serial number and documented by the technician that that  
7 particular unit's overspeed governor has set within the  
8 specifications. And when I took this one particular  
9 machine apart and put it back together again and used this  
10 test procedure recommended by the manufacturer, I tried  
11 testing it with a hand tach a dozen times, but the  
12 overspeed governors set every time. It did not fail. So  
13 the machine, in my mind, is a very safe machine. But I  
14 can't tach it. So what do you do in lieu of being able to  
15 tach? That's the question.

16 MR. CLEARY: And, like I said, it is written in the  
17 code, but it is a redundancy. These have got self-locking  
18 gear boxes, which the only way that you would ever free  
19 fall is if that pinion gear shattered or you had an output  
20 shaft shear. I mean, like I said, these are the same  
21 things that we use -- same chassis, same carriages that  
22 you use in the residential market. No different.

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Conclusion

MR. CLEARY: Okay. With that, I motion that we end our session. Any seconds?

MR. WATSON: Second.

MR. CLEARY: All in favor?

ALL: Aye.

MR. CLEARY: Thank you, everybody, for participating.

(Whereupon, proceedings  
adjourned at 11:03 a.m.)

C E R T I F I C A T E

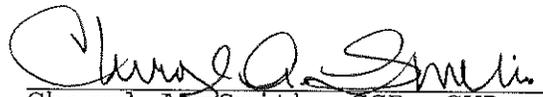
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