

(2) Have red operating handles or buttons;

(3) Be conspicuously and permanently marked “STOP” and indicate the “STOP” and “RUN” positions; and

(4) Be positively opened mechanically and its opening shall not be solely dependent on a spring.

(q) Buffer switches for gas spring return oil buffers. A buffer switch shall be provided for gas spring return oil buffers that will cause electric power to be removed from the elevator driving machine motor and brake if the plunger is not within 0.5 in. (13 mm) of the fully extended position.

### **3.10.5 Power supply line disconnecting means.**

**Delete Section 3.10.5 in its entirety.**

### **3.10.11 Add new Section 3.10.11 to read as follows:**

**3.10.11 Signal systems on car switch elevators.** Elevators with car switch operation shall be provided with a signal system by means of which signals can be given from any landing whenever the elevator is desired at the landing.

**Add new Section 3.10.12 to read as follows:**

### **3.10.12 System to monitor and prevent automatic operation of passenger and freight elevators with faulty door contact circuits.**

**All automatic passenger and freight elevators shall comply with this section by January 1, 2020. Means shall be provided to monitor the position of power-operated car doors that are mechanically coupled with the landing doors or power-operated car doors with manually operated swing-type hall doors, while the car is in the landing zone, in order**

**(a) to prevent the operation of the car if the car door is not closed (see Section 3.4.2(c) of ASME A17.3), regardless whether the portion of the circuits incorporating the car-door contact or the interlock contact of the landing door coupled with car door, or both, are closed or open, except as permitted under any of the following conditions:**

**(1) by a car-leveling or truck-leveling device**

**(2) when a hoistway access switch is operated**

**(3) when the top-of-car inspection operation utilizing a car door by-pass or hoistway-door bypass switch is activated**

(4) when on any mode of inspection operation; and

(b) to prevent, except as permitted by inspection operation, the power closing of the doors if the car door is fully open and any of the following conditions exist:

(1) the car-door contact is closed or the portion of the circuit, incorporating this contact is bypassed;

(2) the interlock contact of the landing door that is coupled to the opened car door is closed or the portion of the circuit, incorporating this contact is bypassed, except when operating during Firefighters' Service Phase II;

**Exception:** For swing-type door operation, the locking (secondary) contacts shall be monitored.

(3) the car-door contact and the interlock contact of the door that is coupled to the opened car door are closed, or the portions of the circuits incorporating these contacts are bypassed;

**Exception:** For swing-type door operation, the locking (secondary) contacts shall be monitored.

Design and/or controller modifications shall be approved by the controller manufacturer or a registered design professional. Notwithstanding any inconsistent provision of chapter 1 of title 28 of the *Administrative Code*, the work required to comply with this section may not be performed without a permit from the department.

## SECTION 3.11 EMERGENCY OPERATION AND SIGNALING DEVICES

### 3.11.1 Car emergency signaling devices.

Delete and revise Section 3.11.1 to read as follows:

**3.11.1 Car emergency signaling devices.** Elevators shall be provided with the following signaling devices:

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

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