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Elevator escape hatch size

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Sub-class 6: Elevator Security orders Article 8. Machines and equipment for passenger and cargo lifts with controlled cables Return to the index New query a) Passenger and cargo hulls, in general. All lift wagons shall be permanently demarcated from all sides and above, except for the part used as the entrance or entrance. EXCEPTIONS: 1. Existing freight lifts complying with section 3034(c). 2. Emergency exit panels. (1) The housing shall be securely attached to the car platform and supported in such a way that it cannot be untied or moved to normal services or after the car has been conquests. (2) The walls of the cage must be of such strength and are designed and supported in such a way that, when subjected to a pressure of 75 pounds applied horizontally at any point on the walls of the chamber, the deviation does not reduce the running space below the permitted minimum. (3) No lift car shall have more than one compartment. Two compartments shall be permitted in the same horizontal plane, provided that access to the landing sites may be available only with one of them. EXCEPTIONS: Passenger lifts or freight elevators may have two compartments, one of which shall be located directly above the other, provided that the compartment lift meets the following requirements: 1. The lift shall be used only for passengers or only for the carriage of goods at one time. 2. Each compartment shall comply with the requirements of this section, except that the trap door on the upper deck floor must have access to the lower emergency exit for the lower compartment. 3. Where one or both compartments are intended for the carriage of passengers, the minimum rated load for each compartment shall comply with the requirements of section 3037(a). Where one compartment is intended for the carriage of goods, its minimum nominal load shall meet the requirements of section 3037(a) or shall be based on loads to be processed if they exceed the minimum nominal load required by section 3037(a). Where both compartments are used exclusively for the carriage of goods, the minimum nominal load for each compartment shall comply with the requirements of section 3037(a). The nominal load of the lift is the sum of the nominal loads of the individual compartments. 4. An emergency stop switch complying with the requirements of section 3040(b)(5) shall be provided in each compartment and these emergency stop switches shall be connected in such a way that the car cannot be operated unless both are in position. 5. All lifting doors are closed and locked and the car trains are closed for each compartment before the (4) At the top of all new lifts, with the exception of surveillance type lifts, and at the top of all passenger lifts installed since 5 June 1947, there shall be an emergency exit with a hood. On lifts installed after 16 April 1970, the emergency exit shall meet the following requirements: (A) The area of the exit shall not be less than 400 square inches and shall be of a size of at least 16 inches on one side. B The exit shall be arranged in such a way as to provide a clear transition of not less than 400 square inches, which is cleaned by a fixed lift equipment, including lighting devices inside or above the car. C. The exit cover opens outwards and is hinged or otherwise attached to the top of the car and positioned in such a way that the cover can be opened from the top of the car and by means of a spring return of 5 pins or a disc mixer lock that allows you to open the exit from the car with the key and from the top of the car without a key. The key is available to authorized personnel and no other key to the building shall unlock the emergency exit lock, unless access switches are fitted, the key used to power the access switch may also disable the car's upper emergency door lock. EXCEPTION: 1. Exit covers arranged in such a way that they can be opened from the top of the car only by lifts not equipped with the emergency measures described in section 3041(d)(6). 2. The exit cover of the lower deck of a multi-sectional lift must be open from any compartment. D) Surveillance-type lifts shall be prohibited for the upper emergency exits of the car. If access to the top of the car is required for repeated roping or other maintenance work that can be determined by the department, the access panels at the top of the car are fixed in such a way as to require the instrument panel removal. (5) The car body tops, including the hoods, shall be designed and installed in such a way that they can maintain a load of 300 pounds in any square area of 2 feet square and 100 pounds applicable at any point. Simultaneous application of these loads is not necessary. (6) Equipment or materials not necessary for the operation of the lift or its devices, except where specifically provided here, shall not be located above the top of the lift car. (7) Glass may be used in lifts: (A) Glass, with the exception of non-lockable glass, shall be used only for certificates, lighting devices or other devices necessary for the operation of the lift and, with one piece, not more than 1 square foot and a total area other than electric lamps, does not exceed 4 square feet. EXCEPTION: Existing wire glass or shattering glass for door lifts. B) A safety-case complying with the requirements of ANSI A97.1, with the exception of transparency, may be installed in the car body of the lift, provided that the glass is fitted in such a way that the glass and its anchorages pass the necessary lift tests without becoming melted or damaged. (C) Car enclosures special lifts may be of glass if they comply with Article 3034(b)(5). (8) The apparatus or equipment used in connection with the operation of the lift shall not be installed in the lift car. EXCEPTIONS: 1. Rail or conveyor tracks in lorries. 2. Lighting, heating, ventilation, air conditioning and sound equipment for the car. (9) All sides of the working area of the car must have fixed or retractable permanent protective arm guards, unless the housing of the lifting chamber is provided to ensure a safe working area for the maintenance of the car and the hoist. A) If the number of guard guards is to be raised, the top of the service is not in working position unless the number of guard guards is raised. (b) Car body casings. (1) Passenger lift enclosures may be of metal, wood or other essential material under the following conditions: (A) For new equipment, they come from solid material from floor to car. B For existing equipment, they shall be of solid material at least 3 ft above the car floor. Above the rigid panel and which extends to the upper frame of the cab, an openwork may be used if the design is such that the openings are not wider than 1/2 inch squares at least 6 ft from the car floor and the openings above 6 feet shall not be wider than 2 inches. (C) The tops of all passenger lift cars shall be arranged solid, except those existing tops covered by wire sifting, the mes of which shall not be greater than 1/2 inches of the highest size. (2) If the car door is used, ventilation means shall be provided. The ventilation openings must not be located in the wall part of the chamber extending from a point 1 ft above the floor to a point 6 feet above the floor. The ventilation openings, located less than 1 foot above the floor, reject the ball about 1 inch in diameter. Vents above 6 feet above 6-foot level reject a ball about 2 inches in diameter. Ventilation openings shall reject the ball 3/4 inches in diameter or protect them with significant deflectors, or they shall be located above the ceiling to prevent objects projected from the machine to the forklift. Ventilation fans or blowers, when used, are securely secured in place and located above the ceiling or outside the housing. (3) Side emergency exits allowing access to lift platforms shall be installed in adjacent lifts in adjacent lifts where there are no obstacle-lifting partitions, counterweights or any fixed obstacles other than separator beams and where the vertical distance between adjacent landing periods exceeds 30 feet. EXCEPTIONS: 1. Lifts equipped with safety devices that do not require a car reset. 2. If the horizontal distance between the platforms of the lift wagons exceeds 2 ft 6 inches, the side exit door shall be prohibited. Side emergency exit doors: (A) must be of hinges: (B) Open only in the car. (C) extend from flooring or base forming to a clear height of not less than five feet and its width shall be sufficient to provide a clear passageway of not less than 14 inches when the door is open. D must be arranged in such a way as to ensure that the movement of persons is not disturbed by lifting or counterweight ropes, permanently attached to the sash rabbet, and act as a cushion between metal and glass. Vinyl on all sides is protected by a continuous protective cover or tape along all sides. The tape is impermeable to oil, water or solvent. For an extended period, the glass must not be exposed to a surface temperature exceeding 130°F. F) These are minimum standards for glass and glazing in lifts. For unusual designs or other applications, it is recommended to consult the responsible professional engineer. The technical representative of the glass suppliers can be consulted about the availability of sizes and glazing details. The maximum glass area for each site in each application should be reviewed by reference to the applicable codes or to the requirements of the building authorities. (c) Lorry enclosures: (1) The enclosures shall be of non-perforated metal to a height not less than 6 ft above the floor of the platform, with the exception of the required inputs. Above the 6-foot level, the wall and top of the housing shall be metal, with or without perforation, except for the front of the wall of the chamber and extending 6 inches on each side of the counterweight, which must be without perforation. For tricks that are perforated, the ball is rejected with 1 1/2 inches in diameter. (2) The existing freight lift wagons shall be at least 6 ft in height, except for the required entrances. The chamber may be of wood, metal or other recognised material, rigid or openwork, but if an openwork is used, the structure shall be such as to reject the ball 1/2 inches in diameter, except for the chambers installed before 5 June 1947, reject the ball by 2 inches in diameter. The part of the body that is at the counterweight or at the obstruction 4 inches from the car extends to the top of the car. If the upper of the car is not provided, the body extends to the height of the transverse head or to an altitude of 8 feet if the height of the transverse head is less than 8 ft. This housing is 6 inches on each side of the counterweight; and, if ball 1/2 inch in diameter. EXCEPTION: If the cargo lift enclosure is cut off at the front of the freight lift to make the consignors rope accessible, such apervisor shall be cut into the housing at a distance of 30 inches from and not less than 24 inches from the car platform and shall be located in such a way as to minimise the risk. (3) The tops of vehicles shall not be seated in sows, with the exception of emergency exits, and shall not be seated or removable panels. EXCEPTION: Existing elevators without contact car doors or gates to the forklifts, where the upper terminal landing entrance is protected by gates 41 inches to 45 inches high, any part of the car's top 18 inches from the line's edge threshold hinges are hinged so that it folds back when it is blocked by its descent. d) Car doors and gates, general requirements. (1) At each entrance to the car there must be a door or gate. EXCEPTIONS: 1. Lifts installed before 5 June 1947 without car doors or gates in which the operator always controls the car, with the exception of the leveling area. This exception applies only to the nearest operator in passenger lifts. 2. Automatic-action cargo lifts with an entrance of more than 7 feet wide, which were installed before June 5, 1947, and have never had doors or gates to the car. 3. Existing elevators that have been converted from the operation of the shipper's ropes and which have never had a car gate. This exception applies only to the conversion of operations, regardless of the number of stations from which the car can be operated. (2) The doors or car valves of each car shall be equipped with electrical contact of an approved type in such a way that the contact is not readily accessible from the inside of the car. The contacts of the car door or gate shall meet the following requirements: (A) The operation of the lift drive machine when the car door or gate is not in the closed position is possible only by the car levelling or the zoning device of the truck or when the lifting access switch is operated. EXCEPTION: Restricted movement of lifts equipped with pre-actuation or pulse-actuator. See Section 3021(d)(1)(E). (B) They shall be positively opened by a lever or other device attached to the door or gate and operated by a door or gate. C. They shall be maintained in the open position by gravity or by a hidden compression spring, or by both or by positive mechanical means. (3) The closed position of the car door or gate of the car shall be when the edge of the door or gate is closed 2 inches from the nearest face of the push-in position or window sill or to the opening door of the centre when the door is closed within 2 inches of each other. EXCEPTION: For lifts which can only be started from the car and whose car doors or gates are closer to the door and whose lifting doors have doors closed and locks meeting the exceptional requirements of section 3021(g), the contact of the car door or gate may allow the car to start when the car door or gate is closed at 4 inches nearest face: or to the opening door of the centre when the door is closed 4 inches apart. (4) The distance from the car door or gate to the face of the lifting door shall comply with the requirements of Article 3020(b)(14). (5) Doors and gates and their guides, virgins, tracks and hangers, are designed and installed that when a fully closed door or gate is exposed to force for 75 pounds, apply an area of 1 square foot at right angles and approximately in the center of the door or gate, it does not deviate behind the line of the car window sill. If the force of the doors and vertical sliding gates is 250 pounds, they must not break and permanently deform and must not be moved from their knees or rails. If a tiered door or gate is used, each panel shall withstand the specified forces. (6) Cars or gates must be located in such a way that, when the car is stopped, they can be opened manually from the inside of the car. The force required at the edge of the horizontal sliding door to open the door shall not exceed 75 pounds. EXCEPTIONS: 1. Passenger lift doors with mechanical apylsied, if arranged to open it from the inside of the car in the event of a power failure. 2. Locked doors or gates intended for existing lifts in accordance with section 3018(e), derogation 4. (e) Doors and gates of passenger cars. (1) There are no more than two entrances to the car. EXCEPTION: Lifts installed before 5 June 1947 with more than two original entrances. (2) Horizontal sliding doors shall be provided at the entrance to each automating elevator and at the entrance to any car station which opens far from the operator of the lifts having other operations. EXCEPTIONS: 1. In existing lifts where structural conditions do not allow the installation of doors, folding car gates can be provided. 2. Vertically rolling, mechanical apparammed type of balanced, counterweighted type may be used provided that their operation is inserted by a double-indentation door operating in section 3022(c) and the gate design complies with Article 3034(f)(3) and Article 3034(f)(5). (3) Doors and gates, when fully closed, protect the full width and height of the car entrance opening. EXCEPTION: Vertical sliding, force-operated gate height as permitted by section 3034(e)(2). (4) There must be no openings in the doors except for visibility panels when used. Door panels shall have a substantially rinsed surface without recessed or raised formation and shall be of material complying with Article 3034(b)(1). (5) Folding gates, if permitted, shall meet the following criteria: (A) When it is fully extended (closed position), rejects the ball with 3 inches in diameter. EXCEPTION: Gates installed on lifts until June 5, 1947. (B) Do alternate vertical members act as guides both at the top and at the bottom. EXCEPTION: Gates installed on lifts until June 5, 1974. (C) 1998 can be opened unless they are deployed in some way to prevent shear. See section 3022(a)(1)(D) For handles of folding gates shall be assembled with finger guards. E) Not used with vertical power supply, vertical sliding lifting doors. (F) Can be arranged to swing inward when fully open (collapsed) position. (f) Doors and gates of the lorry. (1) Doors must be horizontally sliding or may be of the vertically sliding type when operated manually. (2) Gates area of a horizontally sliding folding or vertical sliding type. For lifts intended for type B or C loading, the gates must be vertically sliding. (3) Cars and gates must meet the following requirements: A Doors and gates protect the full width of the car entrance opening. B) Horizontal sliding doors shall protect the entire height of the opening when fully closed. (C) The door shall have material complying with Article 3034(c)(1). (4) Folding type gates shall comply with the following principles: (A) In fully stretched (closed position), a ball 4 1/2 inches in diameter shall be rejected to a height of not less than 6 ft. (B) Do alternate vertical members act as guides at the bottom and not less than one fourth vertical member acts as a guide at the top. (C) There should be no open power unless deployed in some way to prevent shear. See section 3022(a)(1). (D) Handles with finger guards must be provided. (E) May be deployed to swing inward when fully open (collapsed) position. (5) Vertical sliding doors or gates shall conform to the following doors: (A) they must be in a balanced, counterweighted or balanced manner. B) The weights used to balance doors or gates shall be outside the parking lot and shall be carried in guides or put in a box. The guides shall be of metal and shall be so designed as to be weighted if the stop member is not operating. The safety factor of the stop limbs shall not be less than 5. C Gates are made of wood or metal, and they must be in a design parade, which will reject the ball with 2 inches in diameter. D Vertical sliding gates and vertical sliding doors, when fully closed, shall extend from a point not more than 1 inch above the car floor to a point not less than 6 ft above the car floor. (g) Car lighting. (1) Cars must be provided with electric light or lighting. There must be not less than two lamps. (2) The minimum illumination measured on the side of the car platform when the car and the landing door are open shall not be less than: (A) for passenger lifts, 5-foot candles. (B) Cargo lifts - 2 1/2 foot candles. (3) Passenger lift cars shall be provided with emergency lighting in accordance with point E700(E700) and E700. Lighting intensity 4 feet above the car floor and about 1 foot in front of the car not less than a candle with a leg. Lamps shall be automatically switched on in all operating lifts no later than 10 seconds after the end of normal lighting power operation. The emergency power supply system shall be capable of maintaining the above mentioned luminous intensity for not less than 4 hours. B shall provide not less than two lamps of approximately equal power to obtain the required illumination. (4) Light control switches are required and: (A) are located in the lift housing. B must be located in or near the control of the car or in the room above the diffuse ceiling of the light, where such ceilings are intended. (C) Automatic passenger lifts must have a key-operated or fixture with a locked lid if it is located below the diffuse ceiling of the light. (5) Panels used in the event of light dissipation do not come into contact with lamps or lamp holders and are of material which does not support combustion in the air. (6) Lamps or tubes in passenger lifts shall be installed behind a protective cover. EXCEPTION: Lamps installed in a recess approximately the diameter and recessed of the lamp behind the base surface shall have a distance of not less than the lamp diameter. (7) Headlamps in freight lifts shall be installed behind a guard to prevent damage. HISTORY Amendment 1 table 1-25-74 in subsections (a) and (b); thirtieth day thereafter (74th Register, No 43). 2. Amendment to point (a)(4) submitted 11-6-74; thirtieth day thereafter (74th Register, No 45). 3. Amendment to point (a)(4) submitted 9-5-75; thirtieth day thereafter (75th Register, No 36). 4. Amendments to points (a)(7)(B), (d)(6), 2. (g)(5), (g)(6) and (d)(1) derogations 3 and 4 and repeal of new derogation Nos 3 submitted 6-23-77; thirtieth day thereafter (Register 77, No 26). 5. The amendments to subparagraph (a)(4) submitted 9-5-75 (Register 75, No 36) were approved by the Construction Standards Commission 3-26-76. History note printed in Register 78, No. 30 for technical reasons. 6. Amendments to points (a)(3) and (4) were submitted by 12-4-86; 13 days thereafter (86th Register, No 49). 7. Editorial corrections (95th register, No 26). Return to the Article 8 TABLE of Contents

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