What Are The New Changes To The ASME A17.1-2019 Code For Emergency Communications 2.27.1.1

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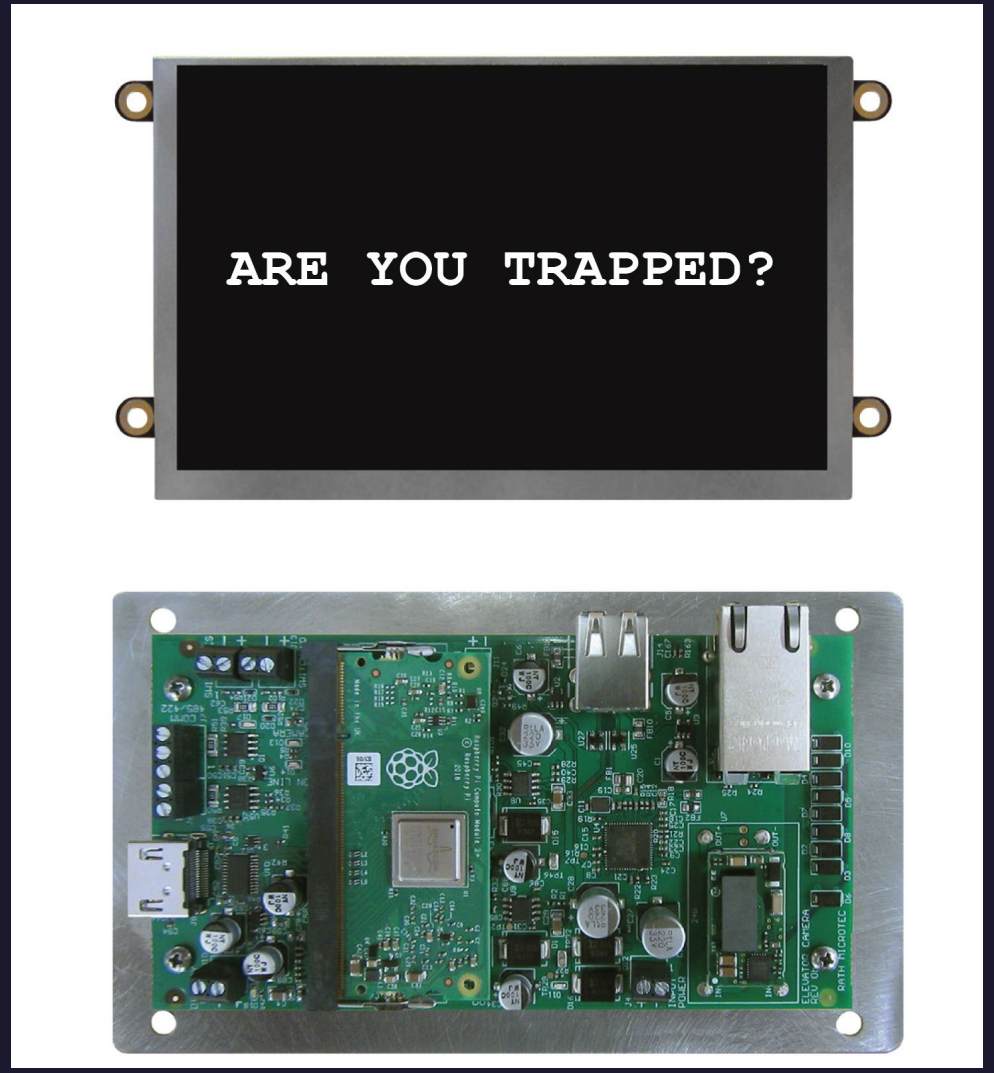
Emergency Communications

ASME A17.1-2019 Code Update and Installation For Elevator Emergency Communications



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What Are The New Changes To The ASME A17.1-2019 Code For Reopening Device(s) For Power-Operated Sliding Doors And Gates 2.13.5

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How do the code changes impact your elevators?

When it is time to modernize your elevator(s), there are newly required components that you must have installed, as well as additional costs to maintain the new equipment under the ASME A17.1 2019 code.

ASME A17.1-2019 Code For Emergency Communications 2.27.1.1

The wording “two way communication” has been mostly replaced with “communications” . Except at the very beginning of 2.27.1.1

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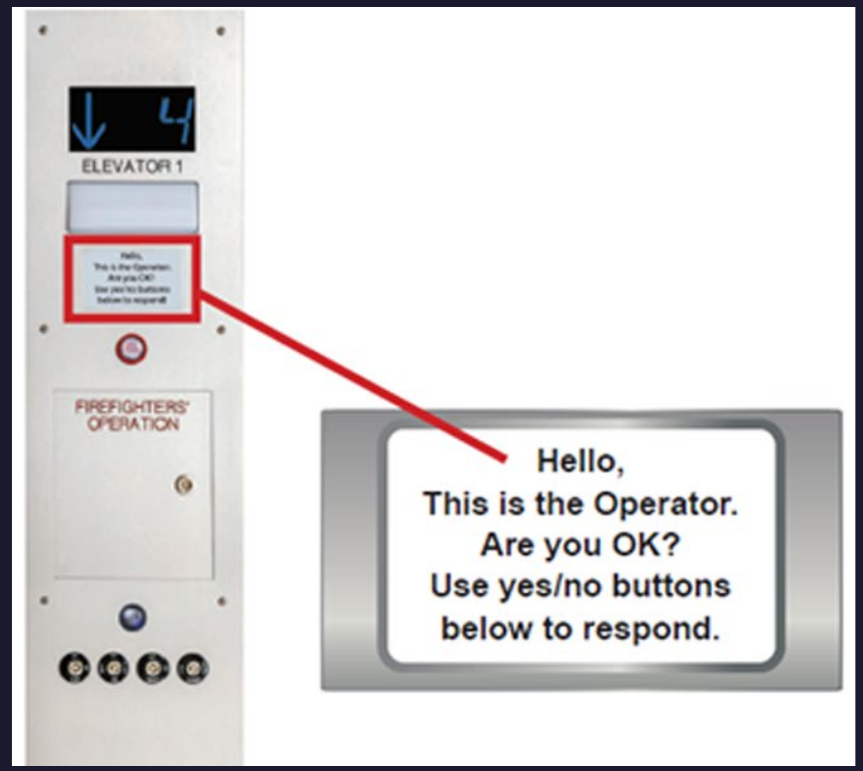
2.27.1.1.3(c)

A visual indication is no longer accepted to acknowledge that communications are established. It has to be a message that is displayed and activated by authorized personnel. It can be extinguished where necessary to display a new message or when communications are terminated.

Elevator Communications Display and Message Response

- If a passenger is not able to verbally respond, emergency personnel can post a message on the display in the car.
- Messages are posted in real-time on a dedicated display.
- Passengers can press YES/NO responses back to operator via dedicated YES/NO push buttons or door open and close push buttons.
- This code change was intended to offer a means of visual communication to passengers who cannot verbally communicate or hear so that they can communicate with emergency personnel.



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2.27.1.1.3(k)

A means to display video to observe passengers at any location on the car floor, to authorized personnel for entrapment assessment, shall be provided.

2.27.1.1.4

Where the elevator rise is 60ft or more, a communications means within the building accessible to emergency personnel shall be provided and shall comply with the following requirements.

- (a)The means shall enable emergency personnel within the building to establish communications to each car individually. The communications shall be established without any intentional delay and shall not require intervention by a person within the car. The means shall override voice communications to outside of the building.

- (b)The communications, once established, shall be disconnected only when emergency personnel terminate the call or a timed termination occurs. A timed termination by the communications means in the elevator, with the ability to extend the call by emergency personnel, is permitted if voice notification is sent by the communications means to emergency personnel a minimum of 3 min after communication has been established. Upon notification, emergency personnel shall have the ability to extend the call; automatic disconnection shall be permitted if the means to extend are not enacted within 20 s of the voice notification.

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- *(c)* Once the communications have been established, a message shall be displayed on the same panel as the phone push button, that is activated by emergency personnel to indicate that help is on-site. The message shall be permitted to be extinguished where necessary to display a new message [see (e)] or when the communications are terminated.

- *(d)* Operating instructions shall be incorporated with or adjacent to the communications means outside the car. Instructions shall conform to 2.27.7.3.

- *(e)* On the same panel as the phone push button, messages shall be displayed that permit emergency personnel to communicate with and obtain responses from a trapped passenger, including a passenger who cannot verbally communicate or hear.

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2.27.1.1.5

If the communications means is connected to the normal building power, it shall automatically transfer to an auxiliary power supply as required by the applicable building code or, where applicable, NFPA 99, after the normal building power fails. This power source(s) shall be capable of providing for the means of communications (see 2.27.1.1.3 and 2.27.1.1.4) for at least 4 h and the audible signaling device (see 2.27.1.2) for at least 1 h.

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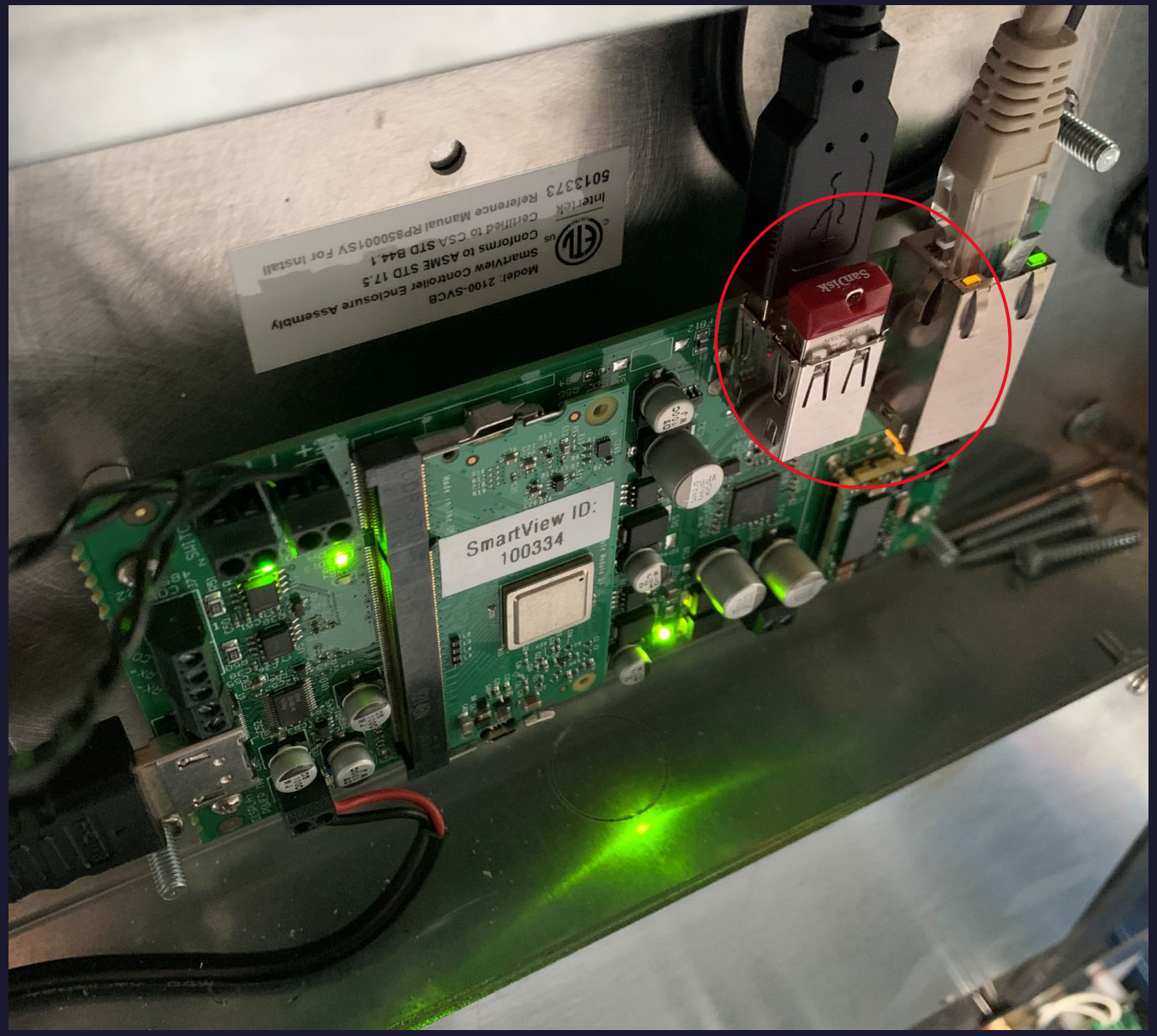
- Ethernet service will be required to support these new systems, in addition to the already mandatory phone line.
- The communications systems will require 4H battery back-up.
- Monitoring of these systems will also be required.

The visual communication is separate from the in-car emergency telephone and it is possible to have a different vendor supply the in-car emergency telephone.

Rath Thumb Drive

Rath sends the instructions and the link to the website on a thumb drive. The drive is shipped in the second USB port on the SmartView board located in the C.O.P.

You can remove the drive and install it in your laptop to download onto your laptop.



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ASME A17.1-2019 Code Update and Installation For 3D Door Protection Under ASME A17.1 2019 2.13.5

Reopening Device(s) For Power-Operated Horizontally Sliding Doors
And Gates

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What Are The New Changes To The ASME A17.1-2019 Code For Reopening Device(s) For Power-Operated Sliding Doors And Gates 2.13.5

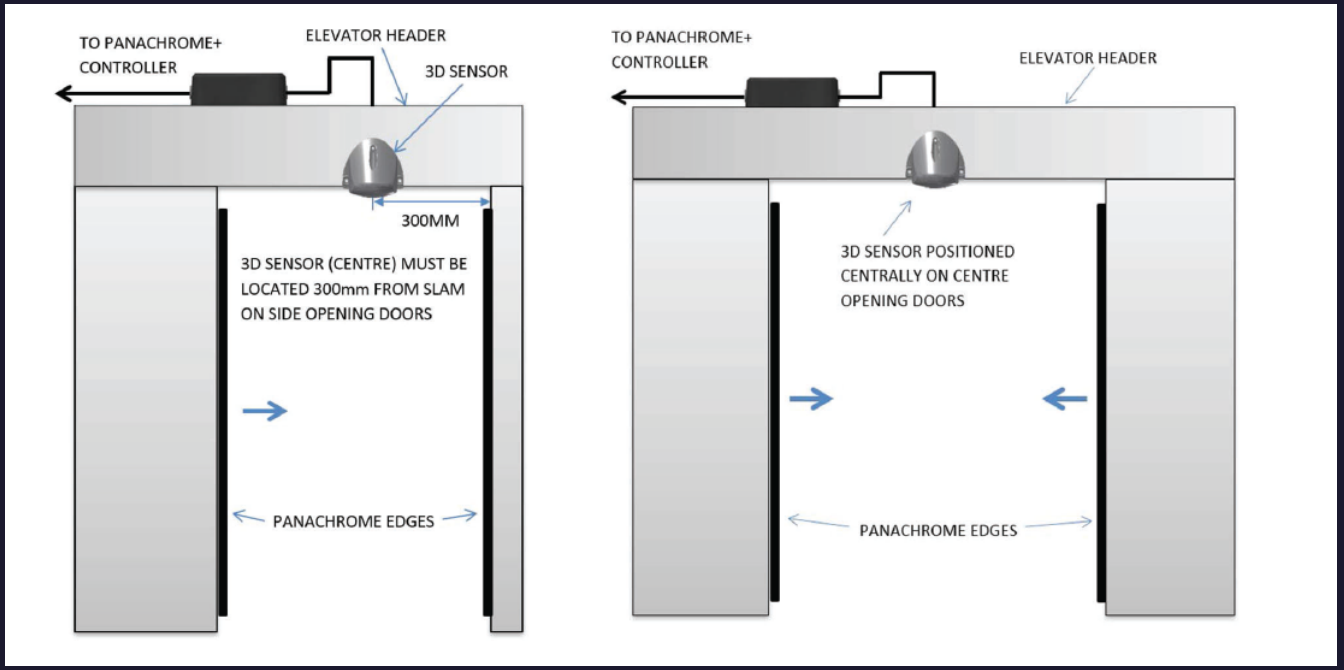
2.13.5 Summary

Recent changes to the ASME 17.1 Code states that the elevator door reopening device will have to detect persons or objects that are approaching the entrance of the landing door.

The reopening device shall be designed to detect:

- Approaching objects up to a speed of 3ft/s.
- Objects moving towards the entrance, between 9” and 20” from the landing side face of the hoistway door.

- The Smart 3D sensor is installed within the elevator car enabling it to travel from floor to floor.
- The Smart 3D sensor is fitted directly onto the elevator car header.



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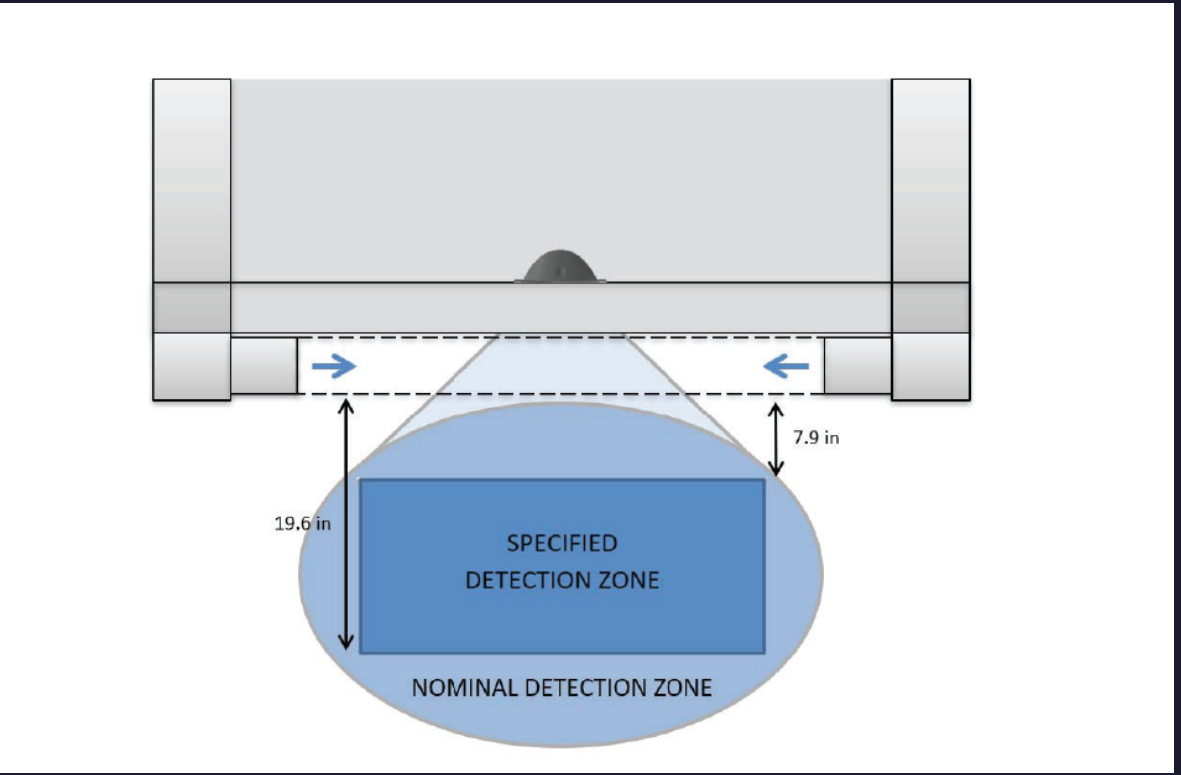
- ASME A17.1 detection zone is always covered, even while the doors are closing.
- Static objects or people will not set off the detection.
- The intelligent Smart 3D sensor only detects objects moving towards the entrance.
- Objects or people in the 3D detection zone will not trigger the doors to open.



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- The Smart 3D is intelligent enough to recognize cross-traffic.
- If someone moves towards the elevator, then the Smart 3D will recognize this and open the door.
- The Smart 3D is not affected by shiny or reflective floors.
- The new Smart 3D door reopening device is to be installed in addition to the door scan guards.
- Lastly, the testing procedures to test the functionality of the 3D system and other additions to the reopening device section of the ASME A17.1 2019 code have been overhauled as well.

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If you have any questions or concerns, please feel free to reach out to myself, or any of our Delaware Elevator team members so that we may further assist you.

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