

ASME A17.4 2015
Guide for Emergency Personnel
Q&A's

Thank you for registering and participating in the A17.4 Guide for Emergency personnel Webinar on June 24, 2015. I hope you found the webinar informative. As with any publication of this nature there is always room for improvement and your questions and well as any additional suggestions you might offer are welcome.

As promised during the webinar I'm providing responses to your questions with the understanding that these responses are those of the author and are not official ASME Interpretations.

Q. Dave, picking the door lock is a better option than FE (Forces Entry) if a key hole is not present. it provides the least amount of damage to the doors. Why is fall protection not mentioned in the guide during top escape hatch removal?

A. *Agreed. picking the door interlock would be preferable but should be the responsibility and purview of Elevator Personnel. The question is "should authorized personnel and emergency personnel be taught to "pick" interlocks? Additionally, not all interlocks are "pickable" and the knowledge of the building and elevator system by Elevator Personnel is necessary.*

Fall Protection or personal fall arrest systems for persons being evacuated are discussed in the Guide in Section 1.3.5 for rescue using the side emergency exit. The failure to mention this in the section for rescue through the top emergency exit is an oversight and we will correct it in the next edition and include it in the training curriculum. Thank you for bringing this to my attention.

Q. The stop switch in the FEO panel is not key operated.

A *Correct: The 2010 and 2013 editions of A17./B44 as well as the 2004 and 2007 editions do not permit a key operated stop switch in the firefighters' control panel. However older editions of A17.1/B44 , earlier than the 2004 edition of the code that do not have a firefighters panel allowed key operated in car stop switches in the car operating panel. These in car stop switches are to be used by the firefighters during Phase II operation if required. The Guide merely advises that the Firefighters' Key does not operate the in car stop switch.*

The committee with attempt to clarify the wording in the Guide which currently reads:

Instructions: The firefighters' operation panel will be equipped with a toggle or push-pull stop switch. Elevators installed under older editions of the Code may include an additional key-operated stop switch. The Fire Service key does not operate this additional in-car stop switch.

Q. How close are we with getting the FEO K1 key implemented?

A *As discussed during the presentation it is within the purview of the AHJ to adopt the FEO-K1 key requirements in A17.1 requirement 2.27.8. The FEO-K1 key requirement has been in the code since the 2007 edition of A17.1/B44. In many instances the local or state fire marshal will determine the type of key to be utilized for Phase II operation.*

Q. Given the condition of many people today the use of top exits for evacuation of people from stalled elevators is not practical and in fact may not even be possible. Is any consideration being given to including in the Guide guidelines for elevator mechanics and/or emergency personnel to move or drift elevators to the nearest landing manually as has been done in Europe.

A *The requirement for a top of car emergency exit is within the purview of the ASME A17.1 Standards Committee. Its future is in their hands. If you have concerns about its utility you should submit a proposal to the Standards Committee for Consideration.*

With regard to the consideration for including guidelines for "drifting" the elevator to a floor to affect an evacuation the committee has considered this. However, this method of moving the elevator when power is not available should only be undertaken by skilled Elevator Personnel and not by "Emergency Personnel" or "Authorized Personnel". We felt it best not to even suggest that this method is available to Emergency Personnel at this point in time. Perhaps a training curriculum for this type of evacuation can be included in the next edition.

Q. Are any members of the disability community involved with development of this standard?

A *The A17.4 Guide is not a Standard per se. There seems to be two considerations regarding the disability community:*

- 1. Are persons with disabilities performing the evacuation or operation of emergency services or,*
- 2. Are persons with disabilities being evacuated from stopped elevators?*

In the first instance the recommended procedures may not change.

In the second instance where persons with disabilities are being evacuated the first responders or emergency personnel should have adequate training which would include the consideration of those persons with disabilities.

The committee has not involved the disability community in the development of the guide in the past but we would welcome input from such organizations for future editions and possible contributions to the proposed training curriculum.

Q. Thanks Davis for the update. No questions from me. The training curriculum will be a great update in 2019

A *Thank you. The committee would welcome any suggestions you might have for the contents of the training curriculum and training methodology.*

Q. FEO-K1 2010

A *Thank you. I was mistaken during my presentation. The requirement for the FEO K1 Key first appeared in the 2007 edition of ASME A17.1/CSA B44 in requirement 2.27.8*

Respectfully,

Dave Turner
Chair, ASME A17.4 Guide for Emergency Personnel committee

July 13, 2015