

DEPARTMENT OF LABOR AND INDUSTRIES

STATE OF WASHINGTON

ORIGINAL

TRANSCRIPT OF PROCEEDINGS

of

ELEVATOR ADVISORY COMMITTEE MEETING

Date and Location

May 15, 2012
Tuesday, 9:00 a.m.

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

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; Bill Watson; Daniel Munn; Keith Becker; and Swen Larson sitting in for Charlie Val. The Department of Labor and Industries was represented by Jack Day, Chief Elevator Inspector.

WHEREUPON the following proceedings were held, to wit:

Reported by:
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PROCEEDINGS

Introduction and Purpose

1
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5 MR. CLEARY: Let's get started. Thanks for being
6 here on a nice day.

7 We're going to start out with introductions and then
8 we'll get into some comments about how the committee works
9 and then we'll get into our normal agenda.

10 I'm Scott Cleary with Mobility Concepts. I represent
11 the registered general contractors, accessibility and
12 residential market, and I'm also the chair.

13 MR. WATSON: I'm Bill Watson here as an ad-hoc member
14 for a city administrating an elevator code.

15 MR. LARSON: Swen Larson. I represent the elevator
16 constructors.

17 MR. DAY: Jack Day, chief elevator inspector. I
18 represent the secretary's position.

19 MR. BECKER: Keith Becker. I'm with Pacific
20 Northwest Farmers Co-op and represent owner-employed
21 mechanics exempt from licensing.

22 MR. MUNN: I'm Daniel Munn. I'm with DLR Group, and
23 I am here representing the architectural and engineering
24 position.

25 MR. GAULT: David Gault, Paramount Olympic Hotel. I

1 represent the owners.

2 MR. CLEARY: Rob McNeill, who represents the licensed
3 elevator contractors, is not here today and he has no one
4 sitting in for him.

5 All right. I'm going to talk a little bit about the
6 introduction and purpose. If you notice, every time you
7 get an agenda, there's a section in blue that talks about
8 the purpose. And the reason that's there is to help
9 everybody, especially for the new members and
10 participants, to really understand what we do. And what
11 we do as Advisory Committee members is we're here to help
12 advise and give some guidance to the State, and that's
13 based on everything we get from the stakeholders. So it's
14 very important for your participation to get issues to us
15 so we can get them to the AHJ's. And with that,
16 hopefully, we'll get clarification and enlightenment. It
17 has worked.

18 I'll speak towards the accessibility residential
19 side. We've got some issues that we've been working on
20 that we're able to get some clarification on overspeed
21 governors for commercial stair chairs and some other
22 issues. So it does work, but we need participation from
23 all the stakeholders. It's very important to talk to
24 whoever on the board that represents you, the Committee,
25 and that will work out very well.

1 And with that, any questions on the minutes from the
2 last meeting? They're all online. Is everybody getting
3 copies of them? Everybody looking at them? Is it
4 important? I motion that we accept the minutes as
5 printed.

6 MR. WATSON: I'll second that.

7 MR. CLEARY: All in favor?

8 ALL: Aye.

9 MR. CLEARY: Opposed? So they're accepted as
10 printed.

11

12

Chief's Report

13

14 MR. CLEARY: So with that, we're going to go ahead to
15 the chief's report and Jack Day.

16 MR. DAY: Thank you, Scott.

17 Chief's report starts on the fourth page in. What
18 this first document is, highly color coded, is I'll steer
19 us to the first quarter, second quarter and third quarter
20 and the number right below actual which is a percent, the
21 first one 77.2 under first quarter. So what this
22 designates is first quarter we completed 77.2 percent of
23 our annual inspections. If we move on down -- and this is
24 all in that little pink square, and this is statewide
25 numbers. Second quarter, 89.7 percent. And the third

1 quarter of this year we completed 77.3 percent.

2 On down through the remainder of these blue sections
3 is going to be Region 1 through Region 6 tallies.

4 If we turn the page, this is the same thing graphed
5 out instead of staring at numbers. A little bit easier to
6 stare at.

7 Turn the page again, what this is is a report up
8 through April of this year of our installation permits
9 issued. This is a graphical representation. You see the
10 number of installs is down this year in 2012.

11 If you turn the page again, it's a graphical
12 representation of the alterations permits issued by year.
13 And you can see 2012, again, we're also much less than we
14 were '9, '10 or '11.

15 MR. WATSON: Jack, can I ask a question? Are the
16 bars or towers or whatever they are in 2009, '10 and '11
17 comparable for a certain period of time or is that the
18 whole year?

19 MR. DAY: This is the whole year representing July
20 1st to June 30th of that particular year.

21 MR. WATSON: So --

22 MR. DAY: July 1, 2009, to June 30, 2010, then 2010.
23 So it's on our fiscal year calibration, not on a calendar
24 year. But, yes, it represents 12 months.

25 MR. WATSON: Clearly looking at 2012, that number

1 will be higher by the end of the fiscal year.

2 MR. DAY: Which is one, two, three months away.

3 MR. WATSON: Three months away. Okay.

4 MR. DAY: It will be a little bit higher, yes, but I
5 don't expect a lot.

6 The next page is our accident count. And as you can
7 see, the highest ones are escalators where it's not the
8 fault of the equipment. It's trips and falls and falling
9 over luggage, not holding the handrail, that kind of
10 thing. That's the biggest one. And those alone keep one
11 person fairly tied up.

12 The other things that you realize is what's the
13 second? The second will be the elevator no-fault. The
14 ones we pay attention to closely is the at-faults. That's
15 kind of hard to see that darker orange. Can you guys tell
16 the difference?

17 MR. CLEARY: So we've had none in 2012.

18 MR. DAY: Is it helpful for you guys to see the
19 no-fault part of this graph?

20 MR. MUNN: Sure.

21 So, Jack, if I read this correctly, there has not
22 been an escalator at-fault for approximately two years?
23 Am I reading that correctly?

24 MR. DAY: Escalator at-fault is the green one you see
25 in 2010 third quarter --

1 MR. MUNN: That was the last one.

2 MR. DAY: -- 2009 fourth quarter. Do you see those
3 there? It's kind of hard to make out, but there's a
4 little green one. One. There's several green ones down
5 there throughout the lines, certainly not near as many as
6 at-fault. And that gets kind of into the point. There's
7 all these that are at-fault and what to do about those.

8 And we had the Port in here at the last meeting, and
9 they were keenly interested in doing some things. Have
10 you guys heard the announcement as you go across the sky
11 bridge? Anybody that's taken the -- been out to the
12 airport at SeaTac? So if you wait a little bit, you can
13 hear an announcement. There's an announcement that goes
14 off when you go. It's the commissioner talking about
15 using the handrails or taking the elevator if you've got
16 too much luggage, that kind of thing.

17 They're trying larger signs. So if you notice on
18 some of the modernized escalators out there, you'll see
19 that the signs are larger pointing to where the elevators
20 are at. But does this really move the people towards the
21 elevator? And when we look at the number of accidents,
22 I'm not convinced that that's working.

23 So there may be other things that we have to address
24 in the upcoming future. There are ideas like several
25 other airports across the country and in Europe have what

1 amounts to barricades that you can walk through but you
2 can't pull large luggage through, and they're angled off
3 towards where the elevators are at. So people basically,
4 you know, once they can't make it through, they pull out,
5 back up and they're looking straight at the elevators.
6 It's an idea, but it's something to reduce -- you know,
7 the chances of you getting hurt now taking a flight are on
8 the escalator, not the plane. It's on the escalator. So
9 what to do about it. This has been an issue for us for a
10 few years now.

11 Anybody want to help champion that thought and that
12 idea, I'd certainly encourage them.

13 Any other questions on the accident -- accident
14 report? That ends the chief's report.

15 MR. CLEARY: Any questions or comments?

16

17 Old Business

18

19 MR. CLEARY: Okay. We're going to the old business.
20 MCP record series enforcement. Jack Day.

21 MR. DAY: This is basically a reminder to let
22 everybody know that the maintenance control program, a new
23 outline is available for everybody for review. A
24 subcommittee has worked on the 8.11 items. We have them
25 in the new sample MCP on the Web page, and also that we're

1 looking at adopting the 2010 sometime around September.
2 We do not have a date yet. There will be two available
3 public comment sections before adoption so we're not just
4 going to throw it out there. There will be public comment
5 for this. But we plan on enforcing the new MCP format
6 once we adopt the 2010 code.

7 Any questions?

8 MR. OATMAN: What is maintenance control program?
9 I'm from The Boeing Company. I'm new.

10 MR. DAY: You're new. Okay. To get much more
11 detail, give me a call. But basically, what it is is it's
12 a combined set of instruction manual, basically, for how
13 to do a task and a list of all the code-required and
14 building-required maintenance examination and safety test
15 tasks for that elevator. These tasks are based -- aside
16 from the safety test and examination, safety tests are
17 based off of an annual or a five-year set program. The
18 maintenance is based off of age, use, environmental
19 condition and inherent design quality of the equipment.
20 So you have a log. So not only is it a manual, but a log
21 detailing what task it is that's supposed to be done, when
22 it's supposed to be done and was it completed. So that's
23 the gist of it.

24 MR. OATMAN: So who constructs the maintenance
25 program for a given elevator? The manufacturer or the

1 owner?

2 MR. DAY: The service provider. The service provider
3 in conjunction with the owner must do this because it's
4 age, use, environmental condition, inherent design
5 quality. We have many different as far as use and age
6 that's such a variable that you have to sit down in your
7 elevator company to work. They have the expertise
8 outlining how often this should be maintained, or they're
9 supposed to, by the maintenance control program itself.
10 They're supposed to have some kind of method to figure
11 this out. What is the interval supposed to be for set
12 tasks, okay? And this is all documented down on a --
13 basically a paper log that's located usually in the
14 machine room.

15 And the intent of it is that everybody is aware when
16 a task is -- what the task is, when the task is supposed
17 to be performed, and if the task was performed so that an
18 owner can -- an owner or representative or the elevator
19 service provider all have the information right in front
20 of them, okay? Does that sound useful?

21 MR. CLEARY: We're going to move on now to fire alarm
22 testing. Rob McNeill was going to talk a little bit about
23 that but he's not here, so Bill Watson will go ahead.
24 He's been working -- a small group has been working on
25 this, so he's going to talk little bit about what's going

1 on along with Dave.

2 MR. WATSON: Actually, we have a committee that has
3 Rob, Dave Gault and myself on it, and Rob is the person
4 who has taken the lead on this. And as Scott said, Rob
5 isn't here today so we don't have a committee report. But
6 I handed Dave a booklet that we started generating that
7 has to do with confidence testing in general, fire alarm
8 initiating devices, emergency power testing and a lot of
9 other things.

10 And it gets outside of -- really quickly it gets
11 outside of only elevators. As some of you building owners
12 and managers will know, there are a lot of other devices
13 in a building that need to be tested besides
14 elevator-related things. So we're just trying to get a
15 handle on what the total scope of confidence testing is
16 and fire alarm initiating devices in general. So as time
17 goes on, we'll get this in better shape than it is right
18 now, and probably within the next couple of meetings we'll
19 have a report out to you guys.

20 Dave, do you have anything else you'd like to say?

21 MR. GAULT: No. Other than it is critical to do the
22 systems when you have a -- I had a full mod of elevators,
23 and it is essential to make sure that all the fire alarm
24 interlocks to elevators are all working as they're
25 reported to work during the various elevator operations

1 during emergency switch, emergency conditions in the
2 building for the safety of the guests in the building. So
3 it's -- and some people don't do the confidence test.
4 It's supposed to be done once a year. So it is a
5 requirement in the City of Seattle to be done, and so it
6 was driven for us because the elevator mod, we were
7 postponed during the elevator mod because we didn't have
8 all the elevators. We couldn't pass it and we had the
9 elevators under mod so we did it right before and then we
10 did it right upon the elevator's acceptance. But it
11 really showed when things weren't working correctly and
12 not wait until the emergency to test the equipment. That
13 would have been the wrong time.

14 MR. WATSON: So eventually, we'd like to have a
15 report come from this committee as to what the
16 requirements are for fire alarm initiating devices being
17 tested, and we'd also like to try and get some consensus
18 between the certified agency or certified companies that
19 do this testing to ensure that they understand what needs
20 to be done for the elevator testing. Right now it's
21 pretty simple that there's a Phase 1 test done with a
22 detector, brings the car to the designated landing, but
23 not too many people that I know of do an alternate floor
24 test on Phase 1 or the Phase 2 testing is kind of spotty,
25 at best. So we're hoping to get together with our fire

1 departments and the state's fire marshal's office as well
2 as the folks that are doing the testing and get some kind
3 of a consensus together and a consistent confidence test
4 going.

5 MR. CLEARY: It's been on our agenda for a while.
6 What do we need to do to be able to bring this to fruition
7 and either have deliverables or have something that's
8 deliverables so we can move it off of the old business?

9 MR. WATSON: Well, you have this letter, and from
10 what Rob's saying, we've had a little difficulty in
11 getting responses from the fire inspection side both in
12 Seattle and in the State. So I think we need to enhance
13 our efforts to speak with these people and let them know
14 what our concerns are. We're just at the end of our
15 fact-finding right now, and now we need to try and move
16 forward with the other parties that are involved to see if
17 we can get something positive accomplished out of this
18 whole thing.

19 MR. CLEARY: So we want to leave it on the agenda?

20 MR. WATSON: Oh, I think so, definitely. And Rob
21 McNeill will be back at the next meeting.

22 MR. CLEARY: We'll try to come up with some -- go
23 ahead.

24 MR. HENDERSON: I know in the last meeting there was
25 some talk, if I remember correctly, about elevator

1 companies being required for possibly mechanics being
2 present during some of the testing, scheduling with the
3 other companies doing the testing. Is that still where
4 we're moving toward is there's going to have to be a
5 coordination between elevator companies and also the fire
6 testing companies?

7 MR. CLEARY: Yes. That's one of the things that's
8 been discussed, correct.

9 MR. HENDERSON: So that is more than likely going to
10 be one of the items to be required?

11 MR. DAY: And it'll say if it's more than likely.
12 But there's an issue that comes up when we have
13 nonelevator personnel entering the elevator pit -- or
14 elevator hoistway, that that becomes somewhat of an issue.

15 MR. CLEARY: It comes down to the licensing
16 requirements.

17 MR. HENDERSON: These are the annuals, right, you're
18 talking about?

19 MR. DAY: Uh-huh.

20 UNIDENTIFIED: Just to enforce what he's saying, this
21 is a note that was found in the machine room after a fire
22 company went and tested the smoke detectors, and so
23 without a mechanic available, and they just left that in
24 there and it was still not fixed.

25 MR. DAY: Do you want to read it out loud?

1 MR. CLEARY: It says, "Note, smoke detector in
2 mezzanine," then it says, "Elevator lobby does not recall
3 elevator. Fix?"

4 UNIDENTIFIED: With a question mark.

5 MR. CLEARY: With a question.

6 So it's really ambiguous what this means. You can
7 read it a lot of different ways, but there's obviously
8 something that needs to be done that's not being done. So
9 -- and it says -- this is Cosco Fire Protection. I take
10 it that's the company. So obviously, this is the fire
11 protection company who has been in the hoistway or you
12 said it was in the hoistway?

13 UNIDENTIFIED: The lobby.

14 MR. CLEARY: The lobby.

15 UNIDENTIFIED: They tested the smokes in the lobby.
16 I don't know if there was one -- that elevator is not on
17 my route. It was forwarded to me by another inspector.

18 MR. CLEARY: It's not dated but it's got a 2014 stamp
19 on it.

20 UNIDENTIFIED: It's recent.

21 MR. CLEARY: It's recent. So is that getting passed
22 on? How is that getting communicated?

23 UNIDENTIFIED: That's the communication to the
24 service company. They leave a note in the machine room.
25 So how long was it till the mechanic saw that and was it

1 his device that was -- you know, was it the elevator
2 controller that was bad? Was it the smoke detector that
3 was bad? Who's replacing it?

4 You know, so what he was saying about having a
5 mechanic available when the companies are doing these
6 tests is probably a really good idea.

7 MR. CLEARY: This is the kind of feedback that we
8 need. And so we need to come bring this to an
9 understanding of what we want for deliverables. I don't
10 know if we need to get -- you know, any comments or
11 questions or anything you feel would be adequate or good
12 to do, get it to Bill or Dave or Rob. And we'd like to
13 see something for the next meeting, some more
14 clarification.

15 Any other questions? Okay. We're going to move on
16 to the whistleblower legislation. Charlie Val was going
17 to speak to it but he's not here so Swen will.

18 MR. LARSON: Substitute Senate Bill 5412 did pass and
19 got signed into law by the Governor. This is a public
20 safety bill where if there is a serious safety violation
21 that they can't get addressed, they can go to an outside
22 entity, in this case it will be the State, and then get a
23 third party to come and look at it and make the decision
24 whether it is a safety issue or not.

25 UNIDENTIFIED: Is that a 90-day bill?

1 MR. DAY: The bill's already been signed by the
2 Governor. The bill is a law. It's already been signed.

3 MR. CLEARY: And that was supported by which
4 senators? That was Conway and --

5 MR. LARSON: Conway and -- you know, what's her name?
6 Karen Keiser.

7 MR. DAY: So it's not a bill anymore.

8 MR. CLEARY: It's an RCW.

9 MR. DAY: I met with the Human Rights Commission
10 towards the end of last week. One of the things that they
11 wanted was a list of the elevator companies in the state,
12 licensed elevator companies in the State of Washington,
13 their contact address and primary points of contact names.
14 What they intend to do or what they're planning to do is
15 write a letter outlining the rules and basically what it
16 means to be an elevator company. So I asked them to do
17 this to kind of get ahead of the game so we have everybody
18 knowing what the whistleblower legislation is about and to
19 hopefully avoid any circumstances. So I'm trying to get
20 ahead of this so we don't have to learn by mistakes, let
21 elevator companies and everybody understand it up front
22 before a mistake happens. So I didn't get a confirmation
23 of when they'll be sending that letter so I don't know
24 when they'll be sending it, but they will. They plan on
25 sending a letter. Okay.

1 MR. CLEARY: Okay. We're going to talk about
2 penalties and then also about -- about some of the
3 different licensing fees and that and how the State's Web
4 site now is set up to figure out how to do what your fees
5 are by just plugging things in. No longer do we have the
6 charts like we've had in the past. You're able to put it
7 in right on the Web site and figure out what your fees are
8 for permits and everything else.

9 So with that, Jack.

10 MR. DAY: Yes. I'd like to first ask a question.
11 How many have received notification from the Department
12 that the fees have been increased? It looks like most.
13 Those of you that haven't, I will please encourage you to
14 sign up for our listserv. That way you will get to see
15 these things as we present them. I would expect most
16 everybody here, because they probably saw the agenda
17 because they're signed up to the listservs.

18 So anyway, there's been many cases that folks didn't
19 know that our fees increased, and so it has basically
20 postponed some of their alteration and new permits getting
21 out the door, kind of slowed that process down for them.
22 So I appreciate those of you that have reviewed the fees
23 and paid attention to them.

24 But penalties, penalties, I've been also reporting
25 this through the Advisory is in our WAC 296-96-1070

1 there's a penalty for not abating a correction within 90
2 days. It also goes in increments of 90: 90, 270, so on
3 until 360 days. We will be reinstating those penalties
4 starting July the 1st, so we want this to be well known
5 that that is exactly what we plan to do.

6 The first penalty, 90-day penalty is \$110 civil fine,
7 and they definitely go up in increments from that to a
8 360-day penalty is \$500. So the idea is to keep with the
9 RCW to be ensured that these devices get corrected within
10 the predetermined period of time is what we're charged
11 with doing. This is -- it seems like one of the methods
12 that will actually make that happen.

13 Are there any questions about this penalty that's
14 coming in place? Everybody understand what it means?
15 Okay.

16 MR. GAULT: Jack, just one question. When it lists
17 any licensing installer, owner or operator of a
18 conveyance, are they in there in accordance with the
19 perceived order that gets the fines in order? Or who gets
20 the fine?

21 MR. DAY: The owner or the owner's duly-appointed
22 representative receives the civil penalty.

23 MR. GAULT: So it's not -- some laws it's in order
24 that they're listed gets the penalty.

25 MR. DAY: Uh-huh. No.

1 MR. GAULT: So yours is just a straight the owner
2 gets --

3 MR. DAY: The owner. It's the owner's responsibility
4 that maintenance, examination, inspection, safety tests
5 take place for the proper operation -- safe operation of
6 their conveyance. So all these things go squarely to the
7 owner directly.

8 MR. CLEARY: Bill?

9 MR. MORRELL: The installation from Internet
10 companies continues on an increasing level. Is there --
11 what is the penalty for a nonlicensed contractor or
12 mechanic to install a stairway lift or a VPL?

13 MR. DAY: \$500 per day. Each day is considered a
14 separate offense.

15 MR. MORRELL: Have there been any penalties?

16 MR. DAY: Not really a whole lot, but, yes, there
17 have been a few as we catch them. I take that back. Here
18 recently we just got caught quite a few, but it wasn't via
19 a -- it was not via an Internet sales that that took
20 place. So there has been a significant -- yeah.

21 MR. MORRELL: I feel like I'm doing a lot of sales
22 work on the part of L&I to convince owners that they need
23 to -- both commercial as well as residential to have
24 licensed contractors do their work, but I don't feel, you
25 know, we're getting backed up by --

1 MR. DAY: So give me examples. What don't you feel
2 you're -- it's kind of getting away from penalties here,
3 the 90-day.

4 MR. CLEARY: Well, just to give you kind of a little
5 bit of -- some heads-up, I've met with Charlie, Swen and
6 Senator Conway to talk about Internet sales and what do we
7 do to try and stop it, the State to have something in
8 place to not allow companies that are out of state to sell
9 noncompliant units in the state of Washington. And we've
10 kind of hit a wall. Everybody wants to stay away from
11 trying to control Internet sales.

12 So we're trying to put something together that will
13 stop noncompliant electrical units that come in. But
14 you're right. It's tough. Because once they get in,
15 there's no law against selling anything over the Internet.
16 It's how do you communicate to the end-users that they
17 can't be put in by Uncle Louie or, you know, anybody, any
18 contractor that has that job going. And it's tough. We
19 thought we'd have a little bit more support, and we
20 haven't.

21 And I'm doing a job out in Raymond to where it was
22 sold by an out-of-state North Carolina company by a
23 company in Canada, and it was sold to a city entity to put
24 something in. And you couldn't even do it.

25 So we are trying to get some support from the

1 legislature to stop the Internet sales, but there seems to
2 be a lot of support to not do much. So we do got to work
3 on the other side. It's really hard. If they get it off
4 the Internet, you don't know they're shipped into the
5 state. Anybody puts them in, and then until you stumble
6 over them -- and you'll have more of a chance to do that
7 in a commercial atmosphere than you will in a residential
8 atmosphere -- it makes it really tough.

9 So hopefully, the penalties that the State's going to
10 -- that's on the books and they haven't been really
11 enforcing will be enforced, and some of the companies that
12 get stung with that, some big fees, might think about it.
13 But it's an ongoing issue that I'm not really sure the
14 best way to attack it. But hopefully, when they're found,
15 they get penalized to the full extent of the law which
16 allows. But I don't -- I had more hope about doing --
17 regulating some of the Internet sales, but I don't see a
18 lot of support to do that.

19 MR. DAY: So are there alternatives? There's a
20 couple alternatives that's been discussed but not carried
21 forward. One of them is to get the state inspector
22 involved with the resale of the home. And that could help
23 on maybe a residential elevator or a vertical platform
24 lift that's installed. Maybe, maybe not. But the incline
25 chairs are so easily removed that the chances on the

1 resale of the home of us finding one is, I would imagine,
2 pretty slim.

3 MR. CLEARY: Well, what I'm getting concerned about
4 too is a lot of these elevator companies now, or stair
5 chair companies now on the Internet are starting to sell
6 packaged elevators. And if you even read how they explain
7 them and describe them on the Internet, that could be
8 residential or commercial. You could put them in your
9 business or you can put them in your home. And they're
10 selling them, and it's becoming more prevalent. So that
11 becomes even more of a concern. Stair chairs are one
12 problem, but elevators and other things, saying anybody
13 can put them in, and there's a --

14 MR. DAY: All you need is a crescent wrench, a
15 screwdriver and general aptitude.

16 MR. CLEARY: And there's a company out in North
17 Carolina that's bragging about units that they put in the
18 state of Washington the next week, you know. So even
19 their testimonials are like that. So that's one avenue
20 that we're trying to work on too. Hopefully, the
21 penalties will tie into that so if we do find them, the
22 State will enforce it and stay with your fines, and that
23 will --

24 MR. DAY: The best way that we've been able to
25 address these is when some of you tell us that there's

1 something or the possibility of something is in this -- at
2 this address. And we do -- and we will investigate it.
3 So if we know something may be there, we'll go knocking on
4 the door.

5 MR. CLEARY: I've been working with the VA too and
6 let them know that the contractors that do the
7 construction side of the house aren't necessarily licensed
8 to go ahead and put elevators and lifts in. So that's
9 been looked at. And there's more protocol in place for
10 that. That's always a tough interesting one, especially
11 now that the federal government is working on FSS
12 contracts that will buy direct from the manufacturer, and
13 then anybody that's doing a deck thinks they can put these
14 VPL's in. And they can't. And so there's some other
15 things we've been trying to work with. The State has been
16 with the local business to make sure that that's part of
17 the process is they've got permits in place before they'll
18 fund it.

19 MR. DAY: We'll accept anybody's idea if we bring
20 them forward to get us more ideas on what we can do.

21 MR. CLEARY: Bill?

22 MR. MORRELL: In regards to stair chairs and things
23 of that nature, I know that the senior Aging and
24 Disability Services which is contracted by county, and as
25 well as DSHS case managers or whatever, they have

1 contractors coming to them, and those contractors are
2 going on the Internet and installing lifts. And we are
3 faced then with a telephone call, well, this looks like
4 (inaudible) go out and service that lift. And we'll say,
5 "Well, we've got to permit it first before we step on
6 site," you know, and following things. But the suggestion
7 here is that other state agencies should be also informed
8 that, you know, the conveyances need to be done.

9 Now, you are making some impact on some of these
10 Internet companies because they are saying to the customer
11 who calls in, "You've got to check with your local
12 municipality as to whether or not you need to permit
13 this." So the customer calls like the City of Edmonds,
14 for example, and says, "I've been told by this Internet
15 company that I have to permit this. How do I get a permit
16 from you?" And they say, "Well, we don't permit those."

17 So the city governments, the municipalities, the
18 counties and whatever also need to be informed that the
19 State requires this stuff to be permitted and it's not
20 being communicated to the customer.

21 MR. DAY: It's kind of like -- Bill, and it is being
22 communicated to the cities and the counties, but it's like
23 my fee increase. You actually have to read it to know
24 what's going on. So it does go out there. And, yes, from
25 time to time we catch those. We straighten up the county

1 or whoever said we didn't --

2 MR. MORRELL: Because we get a telephone call and we
3 get in an argument -- not an argument, but a discussion
4 with the customer. "Well, we called the city and they
5 said" --

6 MR. DAY: We get the same customer who called us and
7 said they called the city or county, and they told them --

8 MR. BECKER: You know, the issue of the Internet is
9 ultimately it's price. It's kind of like going to Canada
10 and buying your drugs. And so it's a tough cat. And I
11 agree with the discussion back there, you know. If our
12 building inspectors are online with this thing, you know,
13 when the installation, hopefully, in some cases, there is
14 -- we are pulling building permits.

15 One of the other ones that is almost always onsite in
16 these installations is the electrical inspector -- or
17 electrical contractors. They seem to probably have as
18 much teeth in their process, in their work as anybody
19 does. Electrical contractors are probably being checked
20 on that. And if they're going and working on a conveyance
21 that is not -- I mean, they should know -- they should
22 actually know that they can't work on them without a
23 licensed elevator mechanic on-site at the same time. So
24 maybe that's a way to try to drive some of this, you know.

25 Ultimately, that Internet sales is based on price.

1 And they can get them at these huge discounts, and so
2 that's -- that's where we lack that support because it's
3 money driven.

4 UNIDENTIFIED: So what happens when one of these is
5 reported? Let's say a company is brought to your
6 attention. Does a letter come out of your office to that
7 company, a cease-and-desist letter?

8 MR. DAY: A letter comes out of our office with the
9 civil penalty. And by that time they've already received
10 -- before that they've already received the phone call to
11 stop that. But then comes that. Then it depends on how
12 big it is, whether they plan to adjudicate it or not.
13 Because some of these get quite sizable, as you can
14 probably realize, \$500 per day.

15 MR. CLEARY: And what makes it difficult is
16 residential is hard to get in, it's hard for the State to
17 get back in onto the premises, see if it's installed,
18 especially if it's inside. And also that the codes and
19 regs allow, once it's been put into residential, for
20 anybody to work on them. You don't need to be licensed to
21 do repair work. So once they get installed, anybody can
22 work on them. And so that's the difficult part of it,
23 which if you've got to be licensed to put it in, I don't
24 quite understand why -- how it got to be you don't have to
25 be licensed to work on them or do alterations to them.

1 Go ahead, Bill.

2 MR. MORRELL: Just what you said there is contrary --
3 what you've just said in terms of once it gets installed
4 and anybody can work on them, that's contrary to what I've
5 been told by Becky, that we can't go work on them unless
6 we get a permit.

7 MR. CLEARY: Here's the difference. We're licensed
8 elevator contractors. If you work on a nonpermitted unit,
9 we can lose our license. But anybody can work on them.
10 The code doesn't require to be licensed to work on stair
11 chairs or VPL's.

12 MR. DAY: For maintenance.

13 MR. CLEARY: For maintenance. So we can lose our
14 license if we work on a nonpermitted piece of equipment,
15 but you don't need to be licensed to work on them once
16 they're in. So that's kind of that catch-22. It's kind
17 of a loophole.

18 MR. MORRELL: It's kind of a double standard.

19 MR. CLEARY: Yes, it is. So that's what makes it
20 difficult.

21 MR. DAY: This is RCW.

22 MR. CLEARY: And that's something we can work on.

23 MR. DAY: If that needs to be changed, you're talking
24 to the group that can change it.

25 MR. CLEARY: We can work on -- draft a policy that

1 will work towards it, correct?

2 MR. DAY: It would be touchy. I'd have to check with
3 the AG on that. Because the RCW is very, very plainly
4 written to install or alter or relocate, license. But to
5 do maintenance, there is no requirement for us to enforce
6 licensing on maintenance of residential equipment.

7 MR. CLEARY: Including elevators, residential
8 elevators.

9 MR. BECKER: It must be extremely hard to track
10 accidents. I mean, we're looking for support.

11 MR. DAY: Some of them make the news like the other
12 day.

13 MR. BECKER: And then you've almost got to kill
14 somebody to --

15 MR. CLEARY: Yeah. It's very hard to get any
16 accurate statistics.

17 There's somebody in the back corner. No?

18 MR. LARSON: I've got something to say.

19 MR. CLEARY: Swen?

20 MR. LARSON: Unfortunately, with an Internet sale, if
21 there is a problem, the person who gets stuck with it is
22 the owner. And if there's a safety issue, him or his
23 family will probably be the one that's injured. So I
24 don't know whether putting something on the state's Web
25 site -- you know, they found this sale on this elevator

1 through the Internet, you would think maybe they might go
2 to the State Web site and look up the laws. I don't know.
3 Maybe that's asking too much.

4 MR. CLEARY: The economics, the way they are, people
5 are looking. I mean, they're sitting up at night at 2:00
6 in the morning, and these companies will come on with,
7 "We'll make your life so much better, you know. Just give
8 us a call." And then they call a company that's licensed
9 in the state of Washington and there's a vast difference
10 in cost.

11 MR. DAY: Sometimes. Sometimes there's not, by the
12 way. Sometimes that Internet is higher.

13 MR. CLEARY: Well, and they don't tell you that most
14 of these are reconditioned units anyway. That's something
15 we need to look at. But I think we also need to look at
16 putting together a subcommittee to look at licensing
17 requirements for repairs and alterations for residential.

18 Any other questions? Okay. We're going to move on
19 now to updates, the new code adoption 17.1 '10 and 18.1
20 '11. And what been going on, there's a lot of work being
21 done by L&I as well as City of Spokane and the City of
22 Seattle on trying to work and adopt the new codes. And
23 Jack will talk to that. Some of the things we look at,
24 you know, a couple things I'll kind of chime in on them
25 when we get down to them about some of the things that

1 affect the accessibility and residential on the 18.1 part.

2 So with that, Jack.

3 MR. DAY: Okay. As you see in red on this page, it
4 will be the third page in where I start off that everyone
5 should purchase and own a copy of the upcoming codes. We
6 do absolutely plan on adopting those codes. I have
7 received a few dozen stakeholder comments about what
8 they'd like to see changed or edited or added to the WAC
9 296-96 in their respective fields, but I haven't received
10 much lately as far as what they'd also like to see. So if
11 anybody has any comments, please submit them. There's a
12 form on our Web page. If you're on the elevator's Web
13 page and you go over to where rules, law, policies,
14 procedures are on the right-hand side, click on that.
15 You'll see the RCW PDF, and then the next PDF down is that
16 form to submit what you'd like to see changed, edited or
17 altered in some way. And then below that is, of course,
18 the current WAC 296-96. That's the form to submit to me
19 or to the Department if you would like to see changes.

20 So since we still have those changes available to
21 everybody, you could still see we're still in the editing
22 process of this.

23 Right below in the bullet points below are some of
24 the topics that we're addressing. These are the main
25 bullets that we're addressing in the code updates.

1 It's a maintenance program, that's first. Machine
2 roomless. What we're trying to do, again, with the MRL's,
3 machine roomless elevators, is incorporate the draft we
4 created back in 2008 -- I believe in 2008 and '9. We're
5 trying to incorporate that machine roomless draft into the
6 new code. These are the things that were pulled out of
7 that new code.

8 One of the things we're wrestling with in this is the
9 car top clearance and accessibility to the equipment
10 that's located above our top of the hoistway from the car
11 top level. What we're seeing, especially these days, is
12 that that equipment, the machine and the governor, can be
13 located 16 feet up there because somebody didn't build a
14 pocket or whatever to get that equipment down so it's
15 accessible. This draft points out that it's to be 6.5
16 feet, and that -- from the car top to access this
17 equipment. But as we start getting into faster MRL's,
18 MRL's that exceed 200 to 350 feet per minute, there's
19 obviously more room that's necessary up there for
20 gravities -- run by and gravity stopping. So there might
21 be a little issue there. So if some of you can think of a
22 good alternative for this -- what we don't like seeing is
23 ladders in the hoistway to get up to that -- to get up to
24 that equipment. So are there other alternatives?

25 One of the alternatives that I was presented by one

1 of the elevator companies was to have a momentary delay
2 switch on the car top inspection so when it ran up and hit
3 the normal terminal stopping device or the inspection
4 limit on some of these, then the elevator would stop and
5 the mechanic would then have to hit the up button and the
6 common button, and it would run past that to an
7 alternative limit that it would stop.

8 So that's one solution that I heard from of one major
9 elevator company. If others have solutions, we would
10 certainly like to see what they are and entertain them so
11 that we don't have to write a bunch of variances for this
12 and we don't have a bunch of ladders going in the
13 hoistway.

14 So anyway, so some of you majors, if you can take
15 that back and discuss it, what to do with it, I would
16 appreciate it.

17 The other thing we're doing is better outlining the
18 WAC alteration section. So we're looking in 8.7, which is
19 the alteration section of A17.1, and we're making a
20 spreadsheet out of that of what is going to be a
21 permit-required alteration. So we think that's going to
22 be very, very helpful for folks, because a lot of it is
23 kind of ambiguous, especially when you take in our WAC
24 that -- anything that requires testing. So you put those
25 two things together, and it's a little bit convoluted. So

1 we want to straighten this up by having a spreadsheet that
2 anybody can go to -- go on that site, and is "blank" thing
3 a permit-required alteration, yes or no.

4 The other thing we're working with that is for some
5 of us, we know that some of these alterations may not need
6 to require an inspection prior to public use. And some of
7 the things that we've allowed with the inspector's consent
8 always is things like door reopening device, two-way
9 communication, things of this nature have been allowed as
10 long as it's been scheduled with the inspector at a future
11 date for the elevator to be turned over for public use.
12 So we'll be denoting what those are as well in this
13 spreadsheet.

14 The next thing just past that is outlining a 17-inch
15 rule for residential incline chairs. This has been talked
16 about at this committee before. The current code we're in
17 puts us at 20 inches for this clearance. And so probably
18 the last 12 months, this has been a topic of debate at
19 this committee. And what we plan on doing is to make it a
20 17 -- a solid 17-inch rule, and don't come to us for
21 something less than that. Don't ask for a variance for
22 less. Come up with a different alternative if it's more
23 -- if you need -- if you have less clearance.

24 MR. CLEARY: Also putting in a 29-inch minimum
25 stairwell width also is part of that. And that's a free

1 passage reg.

2 Bill?

3 MR. DAY: And we don't count the handrail that's
4 sticking out.

5 MR. CLEARY: As long as it's not over 4 1/4 inches
6 out.

7 MR. MORRELL: That was my question is the handrail.

8 MR. CLEARY: As long as it doesn't stick out more
9 than 4 1/4 inches, it's not considered part of the
10 obstruction.

11 MR. MORRELL: So you measure from the opposite wall
12 to the handrail?

13 MR. CLEARY: From the wall out. If it's 4 1/4 or
14 less.

15 MR. MORRELL: Wall to wall?

16 MR. CLEARY: From the wall that the handrail is on to
17 the outer side of the handrail, if it's 4 1/4 or less,
18 it's not incorporated or part of that free passage.

19 MR. MORRELL: So it's wall to wall if it's not four
20 inches.

21 MR. DAY: It's wall --

22 MR. CLEARY: Wall to the outside edge.

23 MR. DAY: -- for the 29-inch step, yes.

24 MR. CLEARY: Wall to wall, that's correct. Wall to
25 wall. Well, or kickboard to kickboard. It depends on --

1 other than handrails, if it's got a kickboard on the
2 bottom or trim, that's considered.

3 MR. DAY: The next item is --

4 MR. CLEARY: Sorry.

5 UNIDENTIFIED: I wonder where the 17 inches is
6 measured.

7 MR. CLEARY: It's measured from the wall or the
8 farthest-out obstruction to -- when the chair is folded up
9 in the resting position to the farthest point of that
10 chair, that's where that rule is. And it's been 20, and
11 it's a free passage. It was for egress and access.

12 The State was giving variances because a lot of the
13 older homes, Tacoma, Seattle, the stairways are pretty
14 narrow, and a lot of times with the equipment that has
15 anywhere from 14 to 15 folded-up position, you couldn't
16 meet it so the State was writing variances. And the
17 reason why it's going down to 17 and not staying at 20 or
18 going away, because in the '11 -- the 18.1 '11 regs, that
19 free passage is gone. 7.1.1 is gone and they kick it back
20 to the building requirements. So that would be fine for
21 new construction.

22 For existing construction, there would be no one
23 having eyes on it so the State wanted to make sure that it
24 wasn't being put in an unsafe situation. So they were
25 going to write 20, and I think it would -- pretty much

1 unrealistic for retrofit, and, you know, what does --
2 safety issues does it create by having that. You're going
3 to write a variance anyway, so why not just keep it at
4 that and get out of the variance business. I think they
5 agreed to that.

6 MR. DAY: We agree to that, and we haven't heard any
7 rebuttals to the 17 inches of being a safety issue.
8 Nobody's brought that forward. So if you do have some
9 concerns, we'd like to hear about them.

10 MR. CLEARY: Bill, for the City of Seattle, what's
11 your position on that?

12 MR. WATSON: Well, we're certainly in favor of the
13 17-inch rule because as you know, we have a lot of older
14 homes that could not make the 20-inch rule. And we feel
15 it's safer and a better solution to let people stay in
16 their homes when they need this accessibility than force
17 them to move out of their homes because they don't have
18 the room, the width of the stairwell.

19 MR. CLEARY: Or modifications to it. A lot of times
20 the structural wall's where you can't modify, you can't
21 widen it anyway. So it kind of puts -- so I applaud this
22 happening because I know it will make our life a lot
23 easier and the end-user's life a lot easier.

24 MR. DAY: Next bullet down was most of you may be
25 aware the adoption of the 2010 A17.1 also incorporates two

1 other codes, A17.7, and as this one is referring to,
2 A17.6, suspension. The 17.6 suspension rope standard has
3 aramid fiber, and we plan on removing that chapter from
4 A17.6. And we also plan on removing the piano wire from
5 the suspension as well. When you get down a little bit
6 too small, we figured that this is a safety concern and
7 it's not been addressed significantly enough at this time
8 for us to allow the smaller rope. We plan on allowing six
9 millimeter. And if there's any concern for less than
10 that, I would like the elevator companies to be addressing
11 it with me. Let's see.

12 MR. GAULT: Jack, what about you skipped over the
13 vertical platform lift wall.

14 MR. DAY: Oh, I did.

15 MR. CLEARY: That's -- right now there's no height
16 maximum. There's a minimum of 42. I'll let Jack -- go
17 ahead.

18 MR. DAY: So the major concern with VPL's, especially
19 in enclosed hoistway, is that today they can take the
20 place, in many cases, of the elevator, and it's getting
21 closer and closer to an actual elevator that doesn't have
22 a car door. So that's what the problem with this
23 particular one that we're addressing is right here,
24 enclosed hoistway. The cab is, per A18.1, considered
25 enclosed without a car door. So once they take the walls

1 up to -- 84?

2 MR. CLEARY: 80.

3 MR. DAY: 80? 80-inch height and then put a lid on
4 top of it, a cap, that is not a walking type of car top.
5 You can't stand on it in any way, shape or form, but they,
6 for all intents and purposes, created a small elevator
7 without a car door. So we see a potential safety issue
8 here.

9 So this is really what this is about. Maybe it's not
10 really limiting the walls, but it's actually limiting
11 where you would put such a device in. That might be the
12 discussion.

13 MR. CLEARY: In some situations I think a higher wall
14 is beneficial. I think we need to look at how high we can
15 make them. Maybe we don't allow or have it so you guys
16 don't allow any type of a ceiling structure, but --

17 MR. DAY: Or require a car gate. That may be the
18 other side of it.

19 MR. CLEARY: In enclosures it's kind of hard, yeah.
20 Because we changed -- in the 18.1, running clearance has
21 changed from 2 to 3 out to 12. So I have some situations
22 where we have, in public VPL's in public areas where
23 they'll set children or bags on the side of these things
24 and let them ride it on the way up. So I, at times, think
25 a higher wall would limit that, but we also want to make

1 sure they're not being used with the wrong applications.
2 So that's being looked at. So any feedback or input on
3 that from any of the stakeholders would be valuable.

4 MR. DAY: We're also doing several stakeholders
5 suggested updates. I don't have them with me.

6 And we're doing limitations to A17.7. And what I
7 mean by this is we don't want to throw A17.7 out because I
8 think it's a very useful tool in determining whether we
9 would grant a variance or not. There's a lot of
10 information, there's a lot of engineer work that goes into
11 A17.7.

12 For those of you who don't know, A17.7 is the new
13 technology code, but we're going to put some limitations
14 on it. And specifically what we want to see is what
15 deviates from the A17.1 and give us a chance to evaluate
16 based off of what's deviating from A17.1, the code adopted
17 in the state, instead of just strictly GESR's.

18 MR. CLEARY: And there's been a lot of time spent by
19 the State as well as the city. I think you guys are
20 meeting every Tuesday via the computers. They go through
21 and spend a lot of time, as well as the City of Spokane.
22 So you're getting, what? You're 70 percent?

23 MR. DAY: Yeah. We're 70 percent.

24 And what we're doing is getting it harmonized with
25 what the City of Seattle has and what the City of Spokane

1 has. We're working diligently for us to come out as close
2 as we possibly can to the same code so there's not -- very
3 little going to be different from one jurisdiction to
4 another. So that's a lot of it. We're working with both
5 jurisdictions and going through line item by line item and
6 talking about each and every one to see if we need to
7 change one, incorporate something else in order for us to
8 be the same. So hopefully, there -- I do expect there to
9 be some fire service shunt trips, sprinkler kind of thing
10 differences that would still exist and maybe a few others,
11 but the process is to come up with similar either city
12 rule ordinance and the state law to be very similar in
13 nature. We figure that's going to help everybody, not
14 just us but you all as well.

15 MR. CLEARY: Well, we're able to get the feedback
16 from the City of Seattle, but we don't have much
17 visibility with the City of Spokane. That might be
18 helpful to see and hear from them on how they're doing
19 with this at some later time.

20 How's things working with the city?

21 MR. WATSON: Well, let me first address all the phone
22 conferences we've had so far have had at least one
23 representative from the City of Spokane. So we're doing
24 this as a group of three. How many are there? There's
25 about six.

1 UNIDENTIFIED: Three of us, Jack and Dwayne in
2 Spokane.

3 MR. WATSON: There's about eight or ten of us that
4 are on these meetings doing these live meetings at most
5 times, so it's a pretty comprehensive effort.

6 MR. CLEARY: It would be nice to share that with
7 everybody.

8 MR. WATSON: Yeah. We're talking about the overhead
9 for MRL's from the car top to the machine, but we have
10 some companies that have already submitted applications
11 for 700-foot-a-minute cars. And if you've got a
12 700-foot-a-minute car, you need a lot of overhead between
13 your car top and your machine room. You're not going to
14 get that in 6 1/2 feet.

15 MR. DAY: No, you're not going to get it in 6 1/2
16 feet.

17 MR. WATSON: So we already have that issue to resolve
18 one way or another. And I'm not sure. How many -- in
19 imperial measurement, how large is six millimeters?

20 MR. DAY: Not very. About a quarter inch, around
21 there.

22 MR. GAULT: 25 millimeters is an inch.

23 MR. WATSON: So it's right about a quarter. Slightly
24 less, I guess.

25 MR. DAY: Which understanding for us and

1 understanding now the new rope designs that are out there
2 from Bruggs and other companies that's come and talked to
3 us about it, it makes it a little bit easier to grasp the
4 thought. But on the other hand, when you get too small
5 and you start engineering electrical devices in order to
6 back up the smaller dimension ropes, that's when the
7 concern comes in, you know. We feel, especially in light
8 of some events a few years ago, the electrical devices
9 don't actually live up to the safety criteria that we
10 would require out of a suspension rope. So we don't want
11 to rely on, you know, a smaller dimension rope and then
12 come in and say, "Yes, but I have this electrical sensor
13 and this electrical smeller and this electrical feeler,
14 and it's going to make sure that this never happens."
15 Well, we want the rope to make sure that it never happens,
16 actually. So that's the contention here is making sure
17 the rope can handle that load under almost any condition
18 it would be faced with.

19 MR. WATSON: Anyway, I'd like to say we're 70 percent
20 done. I'm not sure we're quite at 70 percent yet.

21 MR. DAY: We're getting there.

22 MR. WATSON: There's a lot of work that's gone on and
23 a lot more still to do.

24 MR. CLEARY: How are we for our September --

25 MR. DAY: Getting concerned, nervous about it. But

1 we've reinitiated our efforts into Part 2 of A17.1, so
2 hopefully we can get that one kind of moved along. And
3 then we'll -- if we have that done, that's the major piece
4 left or two.

5 MR. CLEARY: My view of it is how quickly we adopted
6 the '08 regs. This is moving pretty quickly.

7 UNIDENTIFIED: I think you mentioned this last time.
8 What is the time? Like once you start to schedule the
9 public comments, how does the timeline go?

10 MR. DAY: As far as?

11 UNIDENTIFIED: For the adoption. I mean, you have to
12 have a certain period -- I assume there's a certain
13 notification time and then a certain time for hearings.

14 MR. DAY: I'll have to get back with you to be
15 precise, but it's a few months after the last public --

16 UNIDENTIFIED: Comment.

17 MR. DAY: -- comment.

18 (Cross talk.)

19 MR. CLEARY: I think that's why we want to be done by
20 September so we have it by the end of the year. That's
21 kind of what we're looking for.

22 Any other questions? comments?

23 A real quick update on the overspeed governor for
24 commercial stair chairs. Right now I think it's been
25 resolved, at least till 2014. And what the concern was

1 for people that weren't a part of this is for commercial
2 stair chairs, they have an overspeed governor. The
3 testing requirement during acceptance says that you have
4 to overspeed it and tach it. And that became -- with the
5 new instantaneous safeties, it's getting to do that in the
6 field became darn near impossible. So we worked with the
7 18.1 ASME committee, and Jack and all the other
8 stakeholders, and what we're going to do is we're going to
9 allow the certification to be done at the factory. You
10 still have to manually set it in the down direction under
11 load, but they're going to accept the overspeed so you
12 don't have to free fall it or overspeed it and hand tach
13 it. So right now I think that's accepted. All the
14 inspectors should know that, and it's up to the 18.1
15 committee to make sure that they do something with it and
16 address it for '14 code. So that's a good thing.

17 MR. DAY: So if they don't address it or if they
18 don't change it by -- in print for the next in-print
19 A18.1, then this waiver will go away. If they do, the
20 waiver will stay and we'll incorporate it, obviously, by
21 adopting the A18.1 code that goes with it.

22 MR. CLEARY: Bill?

23 MR. DAY: A few elevator companies have not, but what
24 I find, this is really a keen way to find out if they're
25 on my stakeholder list is if I can get them on my

1 stakeholder list and let them know.

2 MR. CLEARY: Bill?

3 MR. MORRELL: You mentioned that you're going to rely
4 upon the manufacturer's certification of the overspeed
5 governor. Does that mean that when an inspector comes
6 out, you'll have to present a certificate of some kind
7 that it's been tested at the factory?

8 MR. DAY: Yes.

9 MR. MORRELL: So that is something at which you're
10 now insisting on, right?

11 MR. DAY: We should be, yes.

12 MR. CLEARY: It just makes everything much simpler,
13 much cleaner. It should be part of the packet that we do
14 in our specs under permits and then --

15 MR. DAY: Print it out and have it there.

16 MR. CLEARY: Just have it there as a spec sheet.

17 MR. DAY: It might be easier to turn it in when you
18 do your permit.

19 MR. MORRELL: You're kind of confusing me. Yes,
20 there is a certificate on the part of when they had it
21 tested by UL or CSA or ETL that it was done. That's what
22 I'm talking about.

23 MR. DAY: That's the one.

24 MR. MORRELL: A specific test per machine by serial
25 number, you know, and you're not requiring that. You're

1 saying that blanket certification.

2 MR. CLEARY: What Bill is asking --

3 MR. DAY: Yeah. No. I get it.

4 MR. CLEARY: They've got that piece of equipment
5 through. Their CSA UL testing procedure was part of that.

6 MR. DAY: It's similar way that the safety nut is
7 done, hoistway doors are certified.

8 MR. MORRELL: You don't have to do it per machine
9 then?

10 MR. DAY: No.

11 MR. CLEARY: For right now. And then we'll see.

12 MR. DAY: Bill, you've got a difference?

13 MR. WATSON: No. I think that's fine with me. I
14 thought there was a time when we felt that if you had the
15 serial number of the machine, it was clearly that each
16 machine was tested in the factory and you were assured
17 that that safety was going to work. But if we're moving
18 on to just a certification in general of the type and type
19 testing --

20 MR. DAY: Do they have that?

21 MR. WATSON: At least one does.

22 MR. MORRELL: Some manufacturers have and other
23 manufacturers don't. Some manufacturers test every
24 machine, 100 percent test that overspeed governor, and
25 others don't.

1 MR. CLEARY: Here's the logic behind it. The
2 equipment itself has been tested at the factory, we're
3 going to still manually trip it. That's still required to
4 manually trip it to show that it physically works and then
5 the certification that it's been tested. But you're
6 right. Some manufacturers test every one and some don't.
7 So it's just like the backup nut.

8 MR. DAY: I'm comfortable with moving forward with
9 this certificate that that's been built and designed and
10 manually tested by the UL or whoever their accredited
11 organization is.

12 MR. WATSON: I'm fine with that.

13 MR. CLEARY: Now, the City of Spokane, I have no --

14 MR. DAY: I'm not sure. Let me check with them.
15 I'll check with them.

16 MR. CLEARY: Yeah. That would be really good to make
17 sure for clarification over in the eastern side.

18 MR. DAY: I don't know if they've been up with this
19 last conversation. That's what I'll check with them on.

20 MR. CLEARY: Okay. Any questions? Okay. We're
21 going to move into new business.

22 UNIDENTIFIED: Just for clarification, that's for
23 commercial only, right?

24 MR. CLEARY: Yes. Because you don't have any
25 overspeeds on residential, correct.

New Business

1
2
3 MR. CLEARY: We're trying to resurrect a Type B or
4 Type A type alteration permit type cycle for residential
5 stair chairs to where instead of getting permits for each
6 one, we -- we tried doing this as the subcommittee and
7 committee back in '08, '09, trying to get a block of
8 permits for residential stair chairs to where companies in
9 good standing could buy a block of ten, you put them in,
10 and then they'd get a random sampling or inspection, and
11 then you go on. So you wouldn't have to get inspections
12 on every one. L&I electrical does something akin to that,
13 so we -- you know, we didn't have a lot of support for it
14 a couple years ago. I think it will help the workload for
15 the State, it will help the companies that are in good
16 standing, and it allows it to be put in the same day
17 without scheduling of the same day inspection and really
18 help out the end-users. So any comments or feedback or
19 concerns or any type, please get it back to me, and then
20 we'll -- go ahead.

21 UNIDENTIFIED: I didn't hear you. I raised my hand
22 before you said "please get it back to me."

23 MR. CLEARY: Yeah. We're going to try and put it in
24 a format that at the next meeting it will be presented,
25 and hopefully be able to implement that, get the State to

1 write that into a policy.

2 MR. DAY: Wait, wait. Policy. Can't do that. Can't
3 write that into policy. The RCW specifically says that
4 they'll all be inspected, okay, specific to it. So --

5 MR. CLEARY: So how do you do that then?

6 MR. DAY: It's going to get the RCW changed.

7 MR. CLEARY: So we've got to work towards that.

8 MR. DAY: Yes. That's the end that you've got to
9 work toward.

10 UNIDENTIFIED: And, I guess, would you have any
11 objection to including in that also some of the more
12 routine commercial elevator inspections that we do like
13 the ones where we can call and then the guy comes out?

14 MR. DAY: Uh-huh.

15 UNIDENTIFIED: That was what I'd be interested in.
16 They do that in some other jurisdictions. It works fairly
17 well.

18 MR. DAY: That's exactly -- like door reopening, the
19 valve --

20 UNIDENTIFIED: I understood it was just talking about
21 residential.

22 MR. DAY: It's expanding.

23 MR. CLEARY: That's why we need feedback from
24 everybody on the commercial side too where this would work
25 and there's other models in place that we could integrate.

1 And so we need a -- we need to be able to put everything
2 together and then present it. It's got to be -- and we're
3 looking at this as "A" companies. When we say an "A"
4 company, that's a company that has not had any violations,
5 any penalties, any fines and hasn't got caught.

6 MR. DAY: Pass ratio.

7 MR. CLEARY: Pardon?

8 MR. DAY: On a pass ratio.

9 MR. CLEARY: Yes. And a high pass ratio for their
10 quality of work and inspections. And that will be
11 subjective, but it will be by the State which will allow
12 that to happen.

13 Swen?

14 MR. LARSON: What's a high pass ratio? 90 percent?

15 MR. DAY: 95 percent or higher.

16 MR. LARSON: 85 or higher?

17 MR. DAY: 95 or higher.

18 MR. LARSON: 95 or higher.

19 MR. CLEARY: So that would be some of the things
20 we'll define.

21 MR. WATSON: Well, I'd have to say in Seattle that
22 lets all companies out because nobody has a 95 percent
23 pass ratio.

24 And the second thing is, this is a rule that's at the
25 State level and not a Seattle level because we're going to

1 continue to require the inspection before you turn over
2 anything for public use for any installation or alteration
3 permit.

4 MR. CLEARY: What about private?

5 MR. WATSON: Same thing.

6 MR. CLEARY: Same thing? Okay.

7 MR. MORRELL: A question for Jack. It's kind of been
8 answered here in terms of A level, B level, and it seems
9 like this policy would be creating two different levels of
10 dealership, and -- you know, "A" level dealer versus a "B"
11 level dealer. The "A" level dealer gets certain
12 privileges the "B" level dealer doesn't get. And so, you
13 know --

14 MR. DAY: How about incentives?

15 MR. MORRELL: Well, incentives or whatever type of
16 situation. But, you know, it would have to be very
17 objective, like 95 percent pass ratio or something of that
18 nature. Because otherwise, Jack, you're going to be -- I
19 would think would be placed in a subjective situation,
20 well, why does Mobility Concepts get, you know, privileges
21 where Olympic Elevator doesn't.

22 MR. CLEARY: Those are all things we need to look at.

23 MR. DAY: Those haven't been worked -- the details on
24 that haven't worked out at all.

25 MR. CLEARY: This all comes down to how do we do

1 things more efficiently, quicker, and with -- there's --
2 freeing up staff to do other things. So this is something
3 we talked about. There are issues, you're right. There
4 are things that need to be worked out.

5 MR. MORRELL: My suggestion over the years was to
6 relax the time period of which the inspection has to take
7 place. For example, let's say you install a piece of
8 equipment but you give it 90 days to get the inspection
9 done, okay? And you have inspectors out and in Eastern
10 Washington or out on the Olympic Peninsula that get there
11 every -- you know, they don't go out there every week, you
12 know. And so --

13 MR. CLEARY: Like I said, that's going to be a
14 suggestion. I'm trying to solicit all these different
15 ideas. Everything can be presented.

16 Any other questions?

17 Okay. With that, were going to go into --

18 MR. DAY: I do. Because Bill made a good point, what
19 company today is at 95. And the problem is, as I see it,
20 there's very few that's up there across the board at 95,
21 if any. And what we typically see is the issue is either
22 the mechanic doesn't have the tests or hasn't done the
23 tests, doesn't know how it works or somebody's rushed
24 through the job and pulled them off before it's finished.
25 So these things -- those things, right, those four things,

1 no manual, how-to, those things will keep you from
2 becoming "A." Frankly, you'll never make "A" status
3 without it. If you're always in a hurry and shoving the
4 job through and you're not doing pretesting, you're never
5 going to do it. You're never going to get there. So if
6 nobody has any intention of fixing those problems with
7 your companies, then kind of this exercise is a moot point
8 if nobody ever makes it that far. Will companies do that?

9 MR. CLEARY: It's meant to be an incentive and to
10 help things. It's just an idea that we're trying to
11 float. And based on some other departments and other
12 states that have something in like -- in use and it seems
13 to work, so we just need to look at it.

14 With that, we're going to move to Keith and talk
15 about existing machine room space enclosure and access.

16 MR. BECKER: Yeah. It's come to our attention from
17 the inspectors, a lot of the older installations, and it's
18 occurred in Eastern Washington on a lot of the grain
19 facilities, conveyances, the manlifts were originally
20 constructed in a limited restricted space, not actually a
21 confined space but restricted. And they were installed
22 without access to safely inspect or work on the machinery
23 which essentially just sits right on top of the manlift.
24 One of the -- I guess the concern was how to create a safe
25 working area. Do we allow our inspectors to be that

1 WISHA, DOSH, general safety consultant to create these
2 work areas?

3 What's happened in the past is in those limited
4 spaces, we've been asked to put a ladder and a platform.
5 Well, the ladder can't be seven inches from the wall. We
6 can't get a cage in there. The platform -- in some areas,
7 the working platform isn't -- the head space above the
8 platform is not tall enough to get a railing on. Can't
9 get a 42-inch railing. The inspector gets up there, he's
10 on his hands and knees, and then we've created an awkward
11 working area.

12 There will be -- in one instance that we had
13 particularly, we had the platform put in and then we had
14 electrical conduits that were in the way. And so then
15 there was another expense of having electricians come back
16 in and remove all the electrical conduits.

17 So we've had discussions and are still having
18 discussions on how we address this. Everybody's real
19 excited about bringing the WISHA inspectors in and opening
20 all that stuff, even though we're trying to create safe
21 work places. And our conveyance inspectors are not
22 typically trained at this point in these general safety
23 areas, and so we're trying -- that discussion is placed.
24 We're looking for some input as how we -- how we address
25 this. I'm not sure if it's also these are same issues on

1 older installations, the pasture elevators or platform,
2 you know, that need to be addressed in the same way.
3 Typically, these things were installed in these areas and
4 accessed off of a ladder. Somebody would pull a folding
5 ladder, an extension ladder up and they'd get to them as
6 best they can. They're awkward. They're awkward places.

7 MR. DAY: Or they're 40-year-old wooden ladders.

8 MR. BECKER: Yeah. In some cases it's -- you know,
9 those are the easy ones, but they're -- like I said, if
10 you can replace the ladder, there's generally an area to
11 have a ladder. If there was never a ladder there to start
12 with, then you've got limited access, limited clearance.
13 A lot of issues.

14 Our outside facilities were allowed -- our machine
15 areas are just platform outside, you know, a small
16 platform with a ladder accessing it, and all the equipment
17 is in a box. With the new special-purpose conveyances
18 coming in, we want machine rooms up there for people to
19 actually get inside to work on these things in a safe
20 manner. The towers that support these conveyances aren't
21 big enough to handle the wind load and the snow load, so
22 they are redesigning and trying to address these areas.
23 We had some of the same problems in our pit areas that are
24 awkward areas to access.

25 And ultimately, I think what we're looking at right

1 now is how do we create a safe workplace not only for the
2 inspectors, but for the mechanics and the people working
3 on these things, get everybody to get on board with
4 creating these safe work spaces and not -- you know, do we
5 do it with our own specialist? Do we go through that
6 training?

7 MR. DAY: So to kind of go on with what Keith was
8 saying is throughout the state, and a lot -- there's a lot
9 of it in the grain industry but it isn't limited to there.
10 And what we run across, you know, you read the safety
11 handbook and we run across stuff going, "Oh, my. What do
12 we do here?" you know. Our existing WAC doesn't cover
13 these things.

14 So the inspector then, the other tool that they have
15 is the DOSH/WISHA code, or WISHA/DOSH code about ladders
16 and access. And we're sitting there going we really need
17 to work up something that will fit in our WAC 296-96 and
18 that would work for the safety of the persons that have to
19 access these areas, but it can also be the industry.

20 So we'd like to work together with the industry to
21 come up with some WAC codes for accessibility for machine
22 room spaces so that we have a WAC 296-96 and everybody can
23 go there and we don't need -- a little bit about what
24 Keith was saying, so we don't have to send a DOSH
25 inspector there to give their consultation about what they

1 need to do. Instead, we have our own -- we would use our
2 own on this access. So something that will work,
3 something that will keep the employees safe in getting to
4 the machine rooms is what we're interested in working
5 through.

6 And it's not just grain elevators. This issue is
7 with elevators as well, pasture elevators, freight
8 elevators, the same -- they have the issue as well.

9 UNIDENTIFIED: I just inspected an elevator where to
10 get access to the machine room, you had to use an
11 extension ladder to go through a cutout in the ceiling to
12 get access to the roof of the building. So there is
13 concern for that.

14 MR. BECKER: And I think it's understood, you know,
15 trying to create something safe in that limited space and
16 acknowledging that we're going to have restricted
17 clearances and we're not always going to be able to get a
18 cage in, and a railing, you know, may not be 42 inches.
19 We can have the kickboards. And we put up -- we put up a
20 platform and we had to take it back down again because the
21 inspector came in and said, "Well, you can't get the
22 equipment down off of there if it fails and has to be
23 replaced."

24 MR. DAY: So it's got to be a diverse code.

25 MR. BECKER: Our mechanics can come in and we can get

1 that equipment out of there. Actually, we felt that it
2 was safer to go in with torches and cut out the platforms,
3 lower our equipment back down, put it back up and then
4 have a welded skywalk in there so we didn't have bolts and
5 nuts or anything to come loose. We could just replace it.
6 And we were asked to take it back down and change it. We
7 kind of got to the point where, okay, maybe we're outside
8 -- the inspector, in that particular instance, was maybe a
9 little outside of his -- what he'd been trained on, and
10 we'd like to see if, in fact, we're going to make -- and I
11 don't think we have a problem with our inspectors being
12 involved in that, in that process. But they need to have
13 training. And is that what we want them to do? Do we
14 want them to have to go through that training or just
15 acknowledge that it's not a safe workplace, has to be
16 corrected, and it's up to the owner to come up with
17 something that's satisfactory?

18 MR. DAY: Before that, the owner direction, right?
19 The owner will need direction in some way, shape or form.
20 So the idea here is do we reach out and grab DOSH's rules
21 and put them in place, or does it need to be something
22 that's more versatile for the given situation but still
23 supplies that level of safety necessary? So I think
24 that's what -- ultimately, we've got to answer that
25 question before we know what we need to do moving forward.

1 MR. BECKER: I think, you know, all of these areas
2 are not public-accessed areas. They're all restricted.

3 MR. DAY: All of those that we're talking about, not
4 a single one of them are public access.

5 MR. BECKER: Right. So we've got some -- that is a
6 benefit to us, you know, that it is going to be restricted
7 -- restricted areas, and so we can -- but, again, I'm not
8 sure if we're going to have -- and I know the Department's
9 not wanting to see variances, creating things that may be
10 an issue that we have to deal with some variances from
11 somebody to install some of these things. I guess that's
12 what the discussion is where we want to go with this.

13 MR. CLEARY: Are there questions we need to have
14 answered? Or where do we need to --

15 MR. BECKER: Right now I guess -- I think the biggest
16 thing we want to move forward with is do we want the
17 inspectors -- what level participation do we want our
18 inspectors to --

19 MR. DAY: Well, our inspectors, the State's
20 inspectors are employees of the State, and they have to
21 have proper access as well, period, hands down. No doubt
22 about it, safe access. They're part of the public that
23 accesses just the same as the mechanics who work on it. I
24 don't want the State's inspectors to walk in on an unsafe
25 condition hopefully any more than anybody else wants their

1 employees to walk in on an unsafe condition.

2 The issue is, as I see it, is we don't have an
3 administrative code, a rule in regards to this for
4 existing equipment, and it's somewhat lacking in the
5 special-purpose realm in A17.1 as well. So in order to
6 have a standard method, it needs to be something in rule.
7 Otherwise, we turn around and go, "DOSH, what do you got?"
8 And they come in and show us.

9 So we can continue to do it that way, but that's a
10 fearful thought for most people, especially building
11 owners and companies to have DOSH come walking into their
12 -- oh, DOSH is Washington's OSHA people -- have OSHA walk
13 in on their jobsite. Because they're going to look at
14 more than just the access for the machine room when they
15 show up.

16 Anyway, do we have a rule? We don't. Should we make
17 a rule? I think we should that addresses access to
18 machine room, machine room spaces.

19 MR. BECKER: I think it does -- the one part of it
20 that talks about it is we're required to have safe means
21 of access to the machine room.

22 MR. DAY: That what talks about?

23 MR. BECKER: That our -- our WAC talks about that.

24 MR. DAY: So then it's up to the inspector to
25 determine which is your issue. Ultimately, your issue is,

1 does an inspector -- and you get a new inspector and he or
2 she thinks it should be this way.

3 MR. BECKER: I think our -- go ahead.

4 UNIDENTIFIED: It seems like you're being redundant.
5 I understand the concern of your inspectors, but at the
6 same time, outside of the equipment room, I look at it as
7 any other way of getting into the building. It's an issue
8 of building compliance and code, and as any other
9 employee, it's an issue with safety. And that is
10 administered by L&I in a different way.

11 MR. DAY: You're right, Fred. You're right. It is
12 administered by L&I in a different way, usually when
13 somebody is injured or dies, by that particular
14 department. So maybe we want to counteract that a little
15 bit by preventing an injury or death.

16 UNIDENTIFIED: But is there another regulation?

17 MR. DAY: I'm sorry?

18 UNIDENTIFIED: Is there another way rather than
19 another regulation?

20 MR. DAY: Well, the other way that we've been using
21 is, again, the WISHA code. And that's the only way at
22 present, you know. And then some -- and then many of
23 those cases -- if you're having problems with an owner
24 delivering, then you basically request a consultation with
25 the owner and WISHA.

1 UNIDENTIFIED: Because as an owner, I had the same
2 issue with my electricians as anyone else does entering
3 the same area. It's not just an inspector or the
4 contractors that come through my elevator maintenance. It
5 is for everybody. So how do we get the higher standard
6 for everybody appropriately?

7 MR. DAY: Yeah. And the problem like with Keith is
8 the way that the grain facility is constructed in the
9 first place makes it quite unique in getting to those
10 areas. So will the one standard fit -- will one glove fit
11 all? You know, and that's -- and that's when you look at
12 the DOSH standard. It's kind of developed as to be
13 diversified enough.

14 MR. GAULT: Jack, just one comment. What I heard
15 Keith say, the code is built for the routine safe manner
16 of the access. At least that's what I'm understanding.
17 What Keith also asked -- and he said he was not because
18 the inspector was worried about how to get repair access.
19 That's a separate protocol that needs to be addressed when
20 repair is done, and the elevator inspector shouldn't be
21 dictating on how to get the access. So if the contractor
22 comes in and says -- you know, it handles the routine
23 access, not the repair access that may require special
24 efforts, special ways in which to get machinery out, need
25 to get things in and out but handles the routine in and

1 out in a safe manner. So I think it sounded like the
2 inspector was going to the repair end and you have to
3 satisfy everything. So is it not the 95 percent of the
4 routine and then the repair has to have a separate
5 protocol for the safe action of the repair?

6 MR. DAY: I would assume. However, I'm assuming
7 because this is a first time I've heard of it and I do not
8 know the details surrounding the event. So at this
9 particular juncture, that's about as far as I'm going to
10 comment.

11 MR. GAULT: Okay. I'm just hearing what he's saying
12 and what the code --

13 MR. DAY: However, working on it is also part of our
14 role. There needs to be a proper procedure for repair as
15 well.

16 MR. CLEARY: Bill?

17 MR. WATSON: Keith, are there new installations going
18 up all the time or is this an industry that's completely
19 mature and we just have what we have now?

20 MR. BECKER: There's not a lot of new installations
21 that go in. There is -- actually, we've got one that's
22 kind of a problem child right now in Eastern Washington.
23 In most cases it is the older installations that's having
24 the problems. I think the general -- the general safety
25 standard in DOSH is good enough to take care of these

1 situations. I just really do.

2 I guess my concern is do we put some parameters on
3 the inspectors and say, "Okay, they have a right as well
4 as anybody else to say this is not safe access. I'm not
5 comfortable with this situation. I need safer access"?
6 You -- as an owner, you can go through DOSH, you can go
7 through ASME codes, you can go through any access or any
8 resource you want to safely build some access. We need
9 good access.

10 If we need to, on our MCP's, identify a procedure for
11 repairs that is going to involve cutting out some floor
12 area and replacing the floor area, then I get that. I
13 don't have a problem with that. I think our inspectors
14 should be allowed to go there with these safety areas,
15 access areas. Something has to be done. We're inside a
16 concrete wall, we've got concrete ceilings and we're right
17 up next to them, but there still has to be some procedure.
18 And whether it involves laying out a procedure or bringing
19 in some equipment to create access at that point in time,
20 then so be it.

21 MR. WATSON: Well, I know in other parts of the
22 elevator industry, we have something we call the
23 performance-based code. And that's when -- you take that
24 into consideration when you can't meet the prescriptive
25 requirements of a code where, like a ladder, it has to be

1 four and a half inches off the wall or extended so many
2 feet above the platform, or a guardrail has to have
3 certain standards or be made and installed to certain
4 standards. So if you can't meet those standards in some
5 way, in some cases -- not all cases, but in a lot of cases
6 you can meet them in a performance manner instead of a
7 prescriptive manner, you know. Like you may have, I don't
8 know, lanyards and safety belts on-site or something like
9 that. And there's a procedure for wearing different
10 things or doing something in a different way that makes it
11 a safe access.

12 MR. DAY: And that's typically what happens is you
13 come up with a written procedure.

14 MR. WATSON: Yeah. There is something in place that
15 you could use to do that, I think.

16 MR. BECKER: And if we need to change a code, I would
17 like, you know, to work through that process. And even if
18 it comes to a point where that inspector or that mechanic
19 has to put on that harness and attach a lanyard to secure
20 safety, some situations, we need to have a process to
21 identify those particular areas of concern and come to an
22 agreement as to the best way of --

23 MR. CLEARY: Now, you have other protocols in place
24 for dust abatement for explosion, for different types of
25 other things too that integrates into all this too,

1 correct?

2 MR. BECKER: Uh-huh. Right. We have a
3 grain-handling standard that we have to comply with, and
4 that is in and around all of our grain handling equipment
5 that dust is explosive. And we can blow the top right off
6 one of those concrete elevators. So we have a lot of
7 procedures to --

8 MR. CLEARY: A lot of safe procedures in place.

9 MR. BECKER: And right now we don't enter any
10 confined spaces without harnesses of any kind, whether
11 it's a pit or -- I mean, there's harnesses and radios and
12 -- you know, and we've got all of that as a part of our
13 procedure.

14 MR. CLEARY: And I haven't been through this. So
15 your inspectors, they harness up too?

16 MR. BECKER: No, they're not. They are not. We are
17 not sending -- so far we have not sent them into confined
18 spaces, but some of our pit areas are confined spaces.

19 MR. DAY: Well, there's been several things, you
20 know. I've been involved in a couple things where a
21 ladder just won't work, and we've worked with some owners
22 to come up with some written procedures as what's written
23 procedures for access.

24 A lot of people probably don't know, but some of
25 these grain elevators are in -- they're not fully

1 enclosed, the elevator isn't. And they don't have a door
2 on them for the express purpose of if it does stop, that
3 there's a ladder, that three-point hitch to basically get
4 off. Most of these are the wooden construction ones where
5 you have swelling of wood and things that happen, and then
6 it's a handful, or some other device and it gets stuck
7 because of wood swell. And then you've got to have a way
8 for people to get out.

9 So this is really a heavily involved thing. It's not
10 just an easy this won't work, put a ship's ladder with a
11 platform to get out onto the roof to access the machine
12 room. These are, like I said -- Keith said, there's
13 confined space issues, there's limited overhead issues.
14 It is unique. It is unique.

15 And one of the problems he's also talking about is we
16 have a lift that's installed, the controller is up on top
17 of the tower. And this is in Eastern Washington. And it
18 has a lid, you unbolt the lid -- undo the clip to work on
19 the elevator, the controls. And all the equipment is
20 located in this box on top of this tower in Eastern
21 Washington. And the criteria for a machine room or a
22 space to safely access this in November, December, January
23 and February are -- you know, you're going to be the
24 mechanic in 50 mile an hour winds trying to hold onto this
25 panel that you just unclipped and then work on the

1 equipment in the weather. You know, it's a problem.

2 There's a problem there.

3 And this is another thing, like we're talking about
4 access in the space. But we get back to the original
5 MRL's right here, you know.

6 MR. CLEARY: Some issues you have are new design
7 which can be designed, fixed. Some of them are old and
8 existing where you can still do some design fix. Some of
9 them are designed such where it's practically really,
10 really tough to design something in. So you've got all
11 kinds of different evolution of different products.

12 MR. DAY: And the brand-new one -- we just had a
13 discussion this morning. The brand-new one that happens
14 to be installed, they seem to be -- there was obviously a
15 set of codes when it was designed and built. It looks --
16 and it comes out of the box stating that it adheres to all
17 the codes. Well, not to -- you know, it's not. Probably
18 the day it was designed, it did. And this particular
19 conveyance that we're having -- this new installation is
20 sitting 50 feet from an exact duplicate that is 30 years
21 old. Exact duplicate. I mean, it's just almost exactly
22 the same access, all the access points. And one we have
23 escape ladders, we have access to the bottoms through the
24 pit areas, we have acceptable machine room access. And
25 the other one we don't have -- there is no escape ladder,

1 the doors are locked, the machine -- the equipment room on
2 top is not acceptable, and the pit access is not
3 acceptable. And according to the codes, it's not.
4 According to even the 2012 code.

5 MR. CLEARY: For the next meeting, what would you
6 like to see answered? What direction would you like to
7 see this go?

8 MR. BECKER: I guess my -- I guess my concern is, is
9 it going to be acceptable to follow our WISHA/DOSH
10 regulations for safe access or general safety clause and
11 to determine these access points to these old facilities?
12 And how do we -- what will the inspectors -- you know,
13 will they write a correction notice? And how are we going
14 to address that correction notice? Do we need a WAC
15 change? We just need some clarification.

16 MR. DAY: So I'm kind of more in line with what Fred
17 was saying. We already have -- you know, there's already
18 a code out there. I'll just reference it in WAC.

19 MR. BECKER: I have no problem. We have no
20 problem --

21 MR. DAY: I would like to have a chance for me and
22 others to review that before we willy-nilly toss it into
23 WAC 296-96. But by the next meeting, let's get a small
24 workgroup to review those and see if they'll fit. I think
25 it's going to obviously involve building owners,

1 definitely. If it needs to be changed, it's an architect.
2 They're going to have to get involved in some way, shape
3 or form with an owner, maybe, or an engineer. And a few
4 of the other industry concern folks, you know, will this
5 work and will it work for all these cases? But I don't
6 want to go too far since there's already another WAC, you
7 know. Why create more print?

8 MR. BECKER: And I agree. Just a clarification on
9 how we're going to handle those situations.

10 MR. CLEARY: You'll take the lead on --

11 MR. DAY: So let's you and I -- and anybody else want
12 to be a part? Inspectors, any of you want to jump in and
13 review that code with us?

14 UNIDENTIFIED: Sure. I wrote it down. I'll do that.

15

16 Future Business

17

18 MR. CLEARY: We've got ten minutes.

19 Future business, we're looking at -- the State is
20 looking at reformatting the WAC, but right now there's a
21 moratorium. Will that go away after election, do you
22 think?

23 MR. DAY: I don't know which person to ask, what do
24 they think. I don't know.

25 MR. CLEARY: So that would be something to kind of

1 look at in November.

2 MR. DAY: After probably November. Probably more
3 like January. If nobody renewed it, then it's over.

4 MR. CLEARY: Because a lot of things we're doing with
5 the code is going to have to be done. At times, I find
6 the WAC to be a not easy document to work with.

7 MR. DAY: That's because you don't read it enough.

8 MR. CLEARY: The more I read it, the more I don't
9 understand it.

10 So we know we need -- the State needs to do a little
11 tweaking with that, but we're going to have to put it on
12 the back burners and figure out -- we're going to need to
13 integrate because some of the things we're going to be
14 adopting, you know, with new codes will affect the WAC.

15 MR. DAY: They will. What Scott's talking about is
16 after we get through with the rule and those things that
17 go along with the adoption in 2010 is we'd like to do some
18 WAC cleanup and make it a little easier to comprehend, to
19 find things, and to have things more or less located
20 together, and we don't have to use the question and answer
21 any longer. But I can't change that format until the
22 moratorium is over.

23 So the objective would be for next year to start in a
24 process of doing some cleanup and fixing the question and
25 answer portions of the WAC. Obviously, that's going to

1 take a while, but we would like to clean that up. And
2 that's what he's referring to.

3 MR. CLEARY: Yes.

4 MR. DAY: Again, we can't do it until the moratorium
5 -- I'm not authorized to do that level of work in WAC
6 until the moratorium is over.

7 MR. CLEARY: Please, anybody that's got -- wants
8 agenda items, please get them to any of us to get on if
9 there are things that you feel are important. We're going
10 to have a stakeholders meeting after this. There's some
11 things, I know, on the accessibility side we need to talk
12 about. But we appreciate everybody coming out.

13 Any questions? Any comments? Bill?

14 MR. WATSON: Yeah. Just to expand on what you were
15 saying, if you have -- anybody has any items they would
16 like to bring up at this meeting, that's the way to get
17 them on the agenda for new business is to let somebody
18 know what the issue is and to get it on the agenda ahead
19 of time. That agenda does go out to all the stakeholders
20 at least -- whatever. 15 days or something.

21 MR. CLEARY: Yeah. There's a two-week requirement
22 that they have to be out to everybody for public meetings,
23 so we need them early on. Don't wait. Try to get them as
24 early to us as possible. It's quite critical and it
25 helps.

1 I'm trying really hard to get through these meetings
2 in a time-efficient manner, clear up old business. If you
3 remember the old days, we used to have -- our old business
4 used to be pages and we never got through it. So we're
5 trying really hard. So we want to be selective what we
6 put on the agenda, but we also want to work through very
7 diligently the business we have, get outcomes to them so
8 we're just not doing something to do something. We're
9 actually having some tangible conversations and results.
10 And I think we've got kind of a lot of things done this
11 year. So we need to keep moving on that, but we need
12 everybody's feedback and support.

13 Any questions? I motion we adjourn. Second?

14 MR. WATSON: Second.

15 MR. CLEARY: All in favor?

16 ALL: Aye.

17 (Whereupon, proceedings
18 adjourned at 10:55 a.m.)
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25

Advisory Committee Meeting

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