DEPARTMENT OF LABOR AND INDUSTRIES

STATE OF WASHINGTON

ELEVATOR TECHNICAL ADVISORY COMMITTEE MEETING

TRANSCRIPT OF PROCEEDINGS

February 8, 2022

Day 1

Taken Before:

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of

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BE IT REMEMBERED that Day 1 of an Elevator Technical Advisory Committee Meeting was held via Microsoft Teams videoconferencing at 8:30 a.m. on Tuesday, February 8, 2022, before Mary Jo Fratella, Washington State Certified Court Reporter.

The Technical Advisory Committee facilitators were Melissa Eriksen and Paoakalani Naipo.

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P R O C E E D I N G S

MR. NAIPO: All-righty. So, with that, we'll get started. So, I just want to thank everyone for their time and willingness to partake in this work that we're going to be doing over the next three days. Hopefully it will not take the whole three days, but it's going to be a lot of work and it's all dependent on the effort that you guys put in and how quickly we're able to come to a consensus on these things. What we're going to do real quickly is, first and

foremost, I'm going to swap our agenda around a little bit. I'm going to go over this stuff first and then we'll go to the safety tip and introductions.

Meeting Purpose

So, the purpose for today's meeting is, like it says it says right up here, start review of all WAC changes and garner a vote for the stakeholder group you represent by either voting yea, nay, or abstain. One of the -- One of the biggest things I want people to understand, and I sort of alluded to it in e-mails that I'd sent out, is this TAC Committee is not here to really discuss or find out how our program is going to do this. The how comes after we define the why, okay. And then there's going to be the what, so that's what we're doing, is what is being proposed something that is going to positively effect either the safety of those that are riding conveyances, working on them, or you as the stakeholder, as a building owner, general contractor, so on so forth.

So, I don't mean to cut off anybody when people start asking, you know, "How is the program going to do that?" or I see that the conversation is going that way. Those are conversations that will be had. It's just right now, without knowing whether or not we're going to do this or not, we don't really need to discuss the how, and a lot of people want to figure how you're going to do that, "This isn't place for this", "Well, this isn't the place for that." Those conversations will be had at the ESAC level, as well as when the program finally gets the list from the TAC from the recommendations you guys put forward and ESAC signs off on them, and our program knows, hey, our stakeholders want this, so how do we make this happen, and that's when we define the how.

We will be reaching out to stakeholders and let them know, "Hey, this is what's going -- You guys submitted this stuff. This is our plan to get this implemented", whether it's a time frame, whether it's a budget change that we're going to have to make. Those conversation will be had. It's just this is not the place for that.

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Agenda

As far as our agenda goes, how it breaks down is so we're starting with our meeting purpose, going over the agenda, rules of engagement, and what this is is, hey, these are the rules of our conversation today, how it's going to go. Yes, this is not set in stone, things can change. Just understand that, as well as understanding the roles and responsibilities of the people who are here.

As you can see, we have quite a few people in attendance. A lot of people are here just to observe what's going on, which is totally fine and great because we want them to understand the process that we're going through or that you guys are going through as the Technical Advisory Committee and the conversations you have and whether we're going to move forward on these things or not. I'll give you guys the opportunity to ask any questions and clarifications on things regarding the rules of engagement or the whole meeting purpose. Then we will go over the safety tip that Melissa will be giving you hopefully here in the next few minutes. And then

we'll take about 15 minutes to go over the introductions, and the introductions I don't know if we want do just the voting members of the TAC or everyone in attendance, I'm not quite sure, so just the TAC, I'm assuming. Okay, so just the voting TAC members. Melissa will be going over the introductions for it.

We will be having breaks. Right now I have breaks scheduled for 9:30, 11:00, 1:30, and 3:00. We can take more, okay. Because this is a virtual environment, I want to make sure everyone stays engaged. If I see you guys start falling off and fading out, hey, if we need to take a break we'll take a break. If a discussion starts getting a little heated, we will take a break, you know, come back and reconvene, and let people take a breath, and, you know, relax a little bit, and we'll come back. So, there will be multiple breaks allotted for everyone. We'll take lunch at about 12 o'clock, depending on where the conversation is. Again, if we end a big conversation maybe prior to 12:00 we may take it a little early or, if there's a conversation going on, it may be pushing past noon, but at least you understand, hey, around noon-ish we'll be having a half hour lunch.

We hope to begin everything, the WAC review at about 9:30 -- oh, I skipped over that, sorry -- and then lunch at 12:00. We'll come back at 12:30, continue that, hoping to close and review all the stuff that we got done and close by about 4:50, and then adjourn at five o'clock. And, then, we'll start back up at 8:30 tomorrow morning, and tomorrow morning we're going to just jump right in where we left off today and hit the ground running with what I'm hoping -- In a perfect world I'm hoping that we can get through all the WAC changes today and get a consensus on your stakeholder vote on whether you're voting, yea, nay, or abstaining from it, so that way tomorrow we can start with what I believe is a heavy load of codifying both 17.1 and the changes in 18.1.

All right. With that being the plan for today and the agenda, does anybody have questions about this? Does anybody -- Does everybody understand, hey, this is the framework that we're going to try to work under, these are some of the roles that we're going to be doing, anybody have questions for that? Nothing? Can I get a thumbs up from people who, "Hey, I got this. I understand where we're going." All right, cool. I appreciate it. Thank you, everyone.

Yes, Jan?

MS. GOULD: Sorry, just raised my hand instead of waving. Sorry.

MR. NAIPO: No worries, no worries. All right.

Rules of Engagement

Roles and Responsibilities - Voting Members and Non-Voting Members/Observing Participants

MR. NAIPO: Rules of Engagement. I know that terms sounds a little quite military-ish and militant, but it's not. It's just the rules that we're going to try to get this work done. The main thing is, if you can, we're here for eight hours for three days, okay, please try not to work on work items and try not to answer any phone calls, e-mails. Please leave your cell phone away from your purview as much as possible because we want you guys to be -- we want you to participate as much as possible, okay, and

if we have those other distractions, unfortunately it can take us away from you possibly hearing something or something that you can address maybe for another stakeholder as far as a question they have, you may the have answer; so, please, out of respect for everyone, if you could, we're all here, we're all staring at each others' mugs from the chest up, let's just get through this stuff as quick as we can. But at the same time I need people to understand the value of the vote that you have, okay.

We are giving you guys the opportunity to vote yes, no, or if you want to abstain from voting, okay. Yes means, hey, you understand that this is a positive thing, whether it be for safety or whether it's positive for your stakeholder group, great, move forward with it. If you don't believe it's covering anything that really is going to help your stakeholders out, but you can see the value in it, it doesn't mean you have to vote nay. If you can step outside your box and the people that you represent, and you can look at, hey, this doesn't affect us, but it possibly can affect those guys possibly over there, you can feel free to vote yea for that as well. Just because it doesn't affect you directly doesn't mean you have to vote nay or abstain from anything, okay.

Nay means, hey, exactly that, I don't think this is a positive thing for my stakeholder group, which is totally fine, and you can vote no for that.

Abstain. I don't know if we'll get a lot of abstaining on this, but if you totally feel like, hey, I -- I don't feel educated enough on this, I don't understand the impact to it, I really don't believe it impacts us in a positive or negative way, and you can remove yourself from that vote by abstaining from it.

Once we get to vote tallies, depending how some thing -- some things weigh out, we may have to re-vote, that's fine, but we'll try to make, again, the voting process as quick as possible.

Microsoft Teams How-To

Turn on Camera

Please make sure your camera is on, again just out of respect for everyone. I know not everyone can see everyone, but once someone starts talking they're going to pop in to how ever many tiles you have on

your -- on your screen. So, just because you can't see someone doesn't mean we can't -- they don't have their camera on.

Raise Hands

MR. NAIPO: Sergey's got a question. Yes?

MR. DOLGIKH: Yes, Paoa. You're speaking of voting mechanism, but how do we physically vote to reflect what we're voting on, like is there a specific checkmark somewhere that everybody sees or a hand up for a yea and we do thumbs down for nay? I mean what's -- what do we do?

MR. NAIPO: So, what I'm thinking is that when -- Yes, Melissa?

MS. ERIKSEN: What Paoa would like you to do is when he says, "If you vote yea," if you're voting yea, raise your hand. When he asks if you're voting nay, raise your hand, is anybody abstaining, raise your hand. That's how we're going to count.

MS. DOLGIKH: That's fabulous. Thank you.

MR. NAIPO: But since we can't see

everybody, because right now I don't have 25 tiles on my screen, should they raise their hand physically or should they raise their hand like they're going to ask a question?

MS. ERIKSEN: So, I need everybody to raise your hand like you're going to have a -- like you have a question, and the reason why that works is because I have the participation list up and I can count everybody.

MR. NAIPO: Okay. So, if everyone doesn't know, up in the top right hand corner you're going to see a little smiley face with a little hand on it. If you click on that, it'll drop down different icons that's presented to you, the one on the far right, or if you also hit Control, Shift, and K that will also raise your hand letting people know, hey, this is how you're voting. And, then, when you hear that, "Hey, the votes have been counted for yea", go ahead and remove your hand so that way we can go on to the people who are voting nay, all right.

So, please make sure your camera is on.

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Mute

MR. NAIPO: Please make sure when you're not speaking to mute your mic. Unfortunately in a virtual real-- virtual reality -- in a virtual setting if multiple people are having a conversation someone is going to cut off because this does not capture stuff in stereo and broadcast it out in stereo. It's really just one channel. So, if three or four people are talking, someone's not -- we're not going to be able to hear one of the people saying stuff; so, please, out of respect for everyone, try to stay muted, and when you need to -- you have something to interject, raise your hand, raise your hand and we'll call on you, or you can just unmute yourself and when the opportunity arises you can start to speak.

Housekeeping

MR. NAIPO: Yes, Dylan, did you have a question?

MR. LATHE: Yes. How soon after you vote do

you lower your hand because that's going to be important.

MR. NAIPO: Once Melissa gives you the okay that she's counted all of the yeas, the nays, and so forth, at that point then you'll be able to lower your hand.

MR. LATHE: Thanks.

MR. NAIPO: I figure it might take us a couple rounds to get used to this; so, it's okay. Feel free to ask clarifying questions, okay. Like I said, each vote counts, okay. Just because it doesn't maybe impact your stakeholders, they still are going to impact someone else that's represented here. So, if you can think outside the box and, hey, I can see where this would be a positive for them, please feel free to do that because I don't want people to feel like they're voting emotionally or anything like that. I want you guys to feel like you're making an educated vote, and if you don't feel, like I said, that you got it, you can abstain from it or ask more clarifying questions to see if you can get to that point to where you feel confident in making a recommendation of yea, nay, or an abstain.

Yes, Carl?

MR. CARY: Do we need to introduce ourselves

before we speak or anything like that, or do we need -- because I know there's a court reporter, so do we need to say, "Carl Cary", blah, blah, blah, or something like that?

MR. NAIPO: Yes, yeah, as best as possible. So, yes, when you raise your hand or you ask a question and you start to speak, like you said, "Hey, Carl, this is Carl Cary", and then state your question and everything like that, and, then, whoever is going to answer that, do the same thing, so...

So, as far those TAC members in attendance, you are able to speak and conversate on these changes and the like. ESAC members or anyone else that's observing, unless you're called upon, please make sure you stay muted, all right. I know in an in-person type setting, you know, it's a lot easier to just have conversation and call upon people, but in this -- the intent of this is really to have the people who volunteered for this, the TAC members, to be able to have the conversations on their feelings for these WAC changes, okay.

Once we start going over the WAC rule changes, as well as the code changes, questions and clarifications are going to be open, so what's going to happen is I'm going to tell you guys the proposal

number, the WAC rule that's being amended or changed, and then we will go over the rationale and then the change for it. I want you guys to understand that rationale and intent is, I believe, one of the most important things in writing law because once people lose sight of the rationale that this law was put in place, it then becomes someone's opinion on what it is, and we've just gone through something like that because someone had a differing opinion that's been -- this is the opinion of previous people because they understood the intent of it, well, then, this new person had read it and didn't understand the intent, and, therefore, they made a totally different judgment on something because of how they believed it was read. So, we want to look at the rationale and the intent first and foremost, and, hey, do we understand that, is that good, all right, cool, does this change to the WAC create that and do what this person was trying to have done.

So, we're going to give you guys the opportunity to ask questions. Once questions are posed, anybody who is giving an answer you will have two minutes, okay, to give that answer and to reply. We will then have to take on additional questions, and, again, anyone who replies to that question you will have two

minutes to give that reply to the question. Again, this was just in time to help us get the amount of volume of work that we have.

Does anybody have questions about that? Once questions are done, then we'll take time to vote. But does anybody have questions about how this process is going to work when we go from each line item, anybody?

All right. The main thing is please have respect for those who are -- who may have differing opinions than you, okay. The job of this TAC is not to change people's minds. It's just to educate them and let them make an educated decision on whether this change to them is going to impact their stakeholders in a positive or negative way. That's it. We're not here to change people's minds, just really educating them and then letting them make that educated decision, all right.

Questions/Clarifications

MR. NAIPO: So, outside of that, does anybody have any questions about the agenda, rules of engagement, or anything like that that we've gone over

so far? Any questions, going once, going twice. All right. Well, thank you guys very much again. Looking forward to --

MS. ERIKSEN: Hold on.

MR. NAIPO: Did someone have their hand raised? I'm sorry, I missed it.

MR. BARNHART: This is Paul Barnhart from UL, and I apologize, I don't recall who is a TAC member and who is not. I think I am, but I wanted to verify that before voting started.

MR. NAIPO: You are. You are a voting, member, Paul.

MR. BARNHART: Okay. And I've got my associate, Tim Evans, with me and, obviously, I think we should just have one vote; is that correct?

MR. NAIPO: Yeah. We have you both down as a voting member for -- Melissa, how would that be handled when each of their -- Is it safe to say that you both represent the same thing and that if one votes yea the other one is going to vote yea, as well?

MR. BARNHART: Oh, yeah, I'm certain of --

MR. NAIPO: Okay. The reason Tim got involved was because I wasn't sure I was going to make anything; so, we're both here.

MR. NAIPO: Got it.

MR. BARNHART: We'll have one vote. I'll do the voting unless I assign it to Tim, thank you.

MR. NAIPO: All right. Anybody else have any questions? All right, moving on. Safety tip and then introductions.

MS. ERIKSEN: Candace, you had a question?

MS. LAU: Yeah, just a quick question. I know in the past we had friendly amendments to some of these things. Are we doing that this year or is that something that we're not able to do?

MR. NAIPO: So, I think it is unfair for us to think that people who submitted these changes know how to write laws, and rules, and so forth, so the main thing is, time permitting, we will do as much editing to this as we can so that we can hand out the best product to the ESAC as possible, but, if we don't have time to make those edits, which we were going to do on the very last day if we have time, then that will be part of the work that the ESAC has to do, unfortunately, is to get this verbiage correct. But, yes, we will be tracking which ones you, as the TAC, feel need, hey, a little tweaked. We're trying to get together as much notes as we can, but I don't want to make this an editing session because editing becomes people's opinions and it can draw this process out a

little bit longer than the tight time frame that we have, so... But, yes, will be allowing edits to be done.

Safety Tip

MS. ERIKSEN: All right. Cool. Hi, I'm Melissa. Let's talk safety. So, for those of you who have never attended an L & I function, this is a fun thing we like to do. So, I'm sitting there this morning going, "Crap, I still have no idea what I'm going to talk to you guys about", and then I pulled out my straight hair. Thankfully I did not burn myself this time, however I have in the recent past. So, I'm like, "getting burned", yes, let's talk that. So, that's what we're doing.

There are for types of burns. There's first, second, third, and fourth degree burns. Fourth is something that was new to me. And what are your symptoms. Symptoms of burns: Your first degree is red, and it's painful, and your skin is there's no blistering. Second is red and painful skin. There is blistering and there's swelling. Third degree burns

to skin can be white, black, deep red, or charred unfortunately, and it could be painful, and it could be numb. Fourth degree is there is zero feeling and that's because it's pretty horrific.

What are causes? So, we all know the sun burn I'm probably the most pale person you'll ever meet in your life and I can burn thinking about the sun. So, there's that. That's obvious. Cooking, we all get burned during cooking. There's thermal burning, radiation, friction. If we all have ever had a rug burn or a wood burn, not fun. Electricity, chemicals and cold.

So, how do you treat this? First degree everybody goes to aloe. So, aloe is a great topical treatment for a burn. Grab your grandma's cold cream, if there are those of us who are old enough to remember what that is sitting on the bathroom counter, it's always a great go-to. There's neosporin, there's burn cream, you have your acetaminophen and your Ibuprofen for pain and swelling. Second degree, same, neosporin, and burn cream, acetaminophen, and Ibuprofen. Third and fourth degree you need to see a doctor.

So, what can you do if someone gets burned? And I think we need to remember that sometimes everybody

will get burned differently because we all -- our skin and what have you is different. So, it can be, you know, like I said, sunburn, it can be you're cooking and you spill water on you, or you touch the element or a hot pan. For those of us who are parents or grandparents or who have been around children at all, there is multi-tasking involved and a lot of times you'll have a baby in one arm and you'll be cooking in another and the heat coming from what you're cooking it can hurt that baby's skin because it's a lot thinner than ours. There's that. There's seatbelts. Seatbelts and the interior of your car on a hot summer day, we all know that this is hot. Metal slides and going to the park.

One of the newest trends is -- in the beauty world is freezing your fat off; so, that's really, really cold, and the cold can burn you just as much. Just being cognizant of your surroundings and what you're doing so that you can be careful.

What can you do? If you're not the one burned and you're with somebody get them away from whatever that cause is. If it's an electrical burn make sure that the electricity is turned off before you're going near them or around them. In some cases remove anything that might be rubbing or constricting; so,

this is for like your first and second degree burns, which is what we're all basically going to be dealing with, for the most part. Make sure that nothing is rubbing. Cover the burned area with a clean cool washcloth or a slightly wet, not dripping, slightly wet bandage. That will help protect the burn area. Don't put large serious burns in water, and there's two reasons for that, actually. Your skin is super duper hot and you dunk that area in cold and it can actually lead to hypothermia, which is a whole different thing that you don't want to deal with. Just like when you get hurt, if you can keep the burned area above the heart as much as possible. And, then, depending on the type of burn and again who that person is because we all react differently, watching for signs of shock; so, that looks like fainting, dizziness, pale skin, shallow breathing. If you notice any of these things, try raising the -- putting the feet and legs, elevating them, and if somebody is going to get sick, which is a natural reaction, if they're laying down roll them over.

So, what do you not do? This first one kind of surprised me because the first thing I was ever taught about getting burned when cooking is, oh, you burned yourself, put it under water, and where, yes, that's a

good go-to, it's not always the best go-to. Using really cold water, using ice, it actually damages the burn and your skin a lot more, and we don't want to do that. Another thing you don't want to do is, if it's a burn that breaks the skin, you don't want to put it under water or have water introduced to it because it introduces bacteria and you're dealing with a whole different type of infection there.

Like I said, I can burn thinking about the sun, which means I have probably had every, you know, remedy used on me known to man and then some. My favorite was when we lived in Louisiana. The first thing they grabbed for was the butter. I'm not a steak; please don't cook me. It doesn't -- It smells good, it smells way better than the vinegar, but it's bad, and if there's any chance that your burn is going to get worse or if it's open, it's layered in butter, lard, vasoline, that's all stuff that has to be removed by a doctor; so, just save the person some trouble. Even if that's you, don't do that.

If something is not -- I told you earlier if something is going to rub against the burn, remove it; however, if that thing you're trying to remove is not removing immediately, do not remove it. I'm not even going to get into why, but just don't. And, then,

depending upon how intense the burn is, do not give that person anything by mouth, no water, no food, and, as much as we might want to comfort them, don't put a pillow or something underneath their head because what that's going to need for -- because what we're most likely looking at there is a serious burn needing a doctor's help. It can impair their airway.

So, in conclusion, be careful. If -- Just be aware of your surroundings and hopefully you'll never have to use any of those tips I gave you. Thank you.

MR. NAIPO: Do you want to do the introductions? You're muted. You're muted.

Introductions

MS. ERIKSEN: Hi, I'm Melissa, and I talk while being muted. Oh, wrong group. This is not that support group. Sorry. So, introductions. I'm going to call on people so that you can -- not everybody is talking at once, and if you would please say your first and last name and where you're from that would be helpful. So that people do not feel left out, I am

going to call on active TAC participants. For those of you, like I said earlier, who are observers, we really appreciate that you're here and thank you for joining us, but I'm not going to call on you. So, just know that in advance.

Let's start -- Let's start with Russ. And don't be like me and talk while muted. Russ Larson, are you there?

MR. NAIPO: You're muted.

MS. ERIKSEN: All right.

MR. NAIPO: Oh, there he is.

MR. LARSON: Can you hear me now?

MS. ERIKSEN: Uh-hmm.

MR. LARSON: All right. Perfect. Good morning, everyone. My name is Russ Larson and I am in Connecticut right now where it is 12:03 p.m. So, glad to be part of the group. Thank you for having me.

MS. ERIKSEN: Thank you. James Alexander.

MR. ALEXANDER: James Alexander, Elevator Inspector 1 with Labor and Industries. Happy to be here today.

MS. ERIKSEN: Thank you. Paul.

MR. BARNHART: Paul Barnhart with Underwriters Laboratories.

MS. ERIKSEN: Thank you. Bob, Bob Oury.

MR. OURY: Oops, sorry, I hit the wrong button. Bob Oury, Pace Material Handling, electrical contractor.

MS. ERIKSEN: Thank you. Gerald.

MR. NAIPO: He said he just stepped away.

MR. BROWN: Oh, I'm back. Hi, I'm Gerald Brown, the Chief Elevator Inspector for Washington State, and, once again, thanks everybody for being here.

MS. ERIKSEN: Thank you. Elena.

MS. CAMPBELL: Good morning. I'm Elena Campbell. I'm one of the chief elevator inspectors for the city of Seattle.

MS. ERIKSEN: Thank you. John Carini.

MR. CARINI: Good morning. My name is John Carini. I'm with Sound Transit and I'll be representing the building owners and property managers.

MS. ERIKSEN: Thank you. Carl.

MR. CARY: Carl Cary with Lerch Bates, elevator consulting, and I will also be representing building owners.

MS. ERIKSEN: Sergey.

MR. DOLGIKH: Sergey Dolgikh, Elevator Inspector II, L & I, in Olympia area. Glad to be

here.

MS. ERIKSEN: Thank you. Dylan Montgomery.

MR. MONTGOMERY: Dylan Montgomery. I am with the State Fire Marshall's Office.

MS. ERIKSEN: Thank you. Dylan Turner.

MR. TURNER: Dylan Turner, Greenbusch Engineering representative.

MS. ERIKSEN: Thank you. Eric.

MR. MILLS: Which one?

MS. ERIKSEN: You.

MR. MILLS: Eric Mills, field mechanic, Local 19.

MS. ERIKSEN: Thank you.

MS. ERIKSEN: Tim Evans. Okay, maybe he stepped away. We'll come back to him. Jan.

MS. GOULD: Greetings. Jan Gould, City of Seattle, strategic code advisor. Welcome all.

MS. ERIKSEN: Thank you. James Cline.

MR. CLINE: Hi, good morning. James Cline, Pace Material Handling representing Category 5.

MS. ERIKSEN: Thank you. Jonathan Quiett.

MR. QUIETT: Good morning. Jon Quiett at Port Orchard, Washington. Well, I guess -- I think it's technically I'm representing the company now, but it should have been field mechanic. Dylan's spot.

MS. ERIKSEN: Thank you. Jonathan Madison.

MR. MADISON: Jon Madison, field mechanic, basically of Washington area.

MS. ERIKSEN: Thank you. Kevin.

MR. BRINKMAN: Good morning. I'm Kevin Brinkman. I live in central Illinois. The list, I'm a representing ASME panel member. I just need to make it clear because I don't officially represent ASME. I'm -- Basically my experience is based on my 25+ years working with the ASME committees and serving on various committees and stuff. So, I can't officially speak for them, but I'm speaking in my personal experience.

MS. ERIKSEN: Thank you so much. Dylan Lathe.

MR. LATHE: Dylan Lathe, L & I. I represent elevator inspectors.

MS. ERIKSEN: Thank you. Candace.

MS. LAU: Candace Lau, elevator technical specialist for the Department of Labor and Industries.

MS. ERIKSEN: Thank you. Duane.

MR. LEOPARD: I'm Duane Leopard, elevator inspector extraordinaire for the wonderful city of Spokane.

MS. ERIKSEN: Thank you. Perry.

MR. MCKENZIE: Perry McKenzie, Region 2, elevator inspector supervisor for Labor and Industries.

MS. ERIKSEN: Thank you. Mike Wilson.

MR. WILSON: Mike Wilson. I'm representing elevator mechanics.

MS. ERIKSEN: Thank you, Mike. Patrick.

MR. STRAFER: Good morning, everybody, Patrick Strafer, IUEC, representing labor. I am not happy to be here. I'd much rather be in person, but adapt or die, I guess; so, here we are. Thanks for being here.

MS. ERIKSEN: We are right there with you, Patrick. Scott Rudder.

MR. RUDDER: Scott Ruddder, elevator tech specialist, Labor and Industries.

MS. ERIKSEN: Scott Cleary.

MR. NAIPO: You're muted. Scott, you're muted.

MR. CLEARY: You told me I couldn't talk; so, I took it serious. Scott Cleary, Mobility Concepts. I'm the Chair of the ESAC and I'm a non-voting member.

MS. ERIKSEN: Thank you. Tom Hawks.

MR. HAWKS: I'm Tom Hawks. I'm in southeast

Washington. I represent the grain industry and work for Northwest Grain Growers.

MS. ERIKSEN: Thank you, Tom. Wade.

MR. FRIESEN: Wade Friesen, Vertical Options, elevator contractor.

MS. ERIKSEN: Thank you. Is Tim back, Tim Evans?

UNIDENTIFIED SPEAKER: He unmuted and now I'm not sure he's here yet or not.

UNIDENTIFIED SPEAKER: He's popped up. There he is.

MR. EVANS: Tim Evans representing UL, and technically illiterate this morning. It's a pleasure to be here.

MS. ERIKSEN: Thank you so much. You're in good company. We all are. Some of us just make it better. All right. So, Paoa, do you want to officially introduce yourself?

MR. NAIPO: So, yeah, my name is Paoakalani Naipo. I am a program specialist with the elevator program and here to herd all you cats in getting this work done, so... No, you're not cats. Maybe some of you are dogs. I don't know. My brain is mush right now. So, we're just going to keep going. So, I appreciate you guys and thank you guys for all the

work you guys are about to do.

MS. ERIKSEN: Thank you. So, I'll finish it off. I'm Melissa. I'm with the elevator program. I have talked with all of you, and, like I said, if you have anything specific you need to reach out to, I'm your girl, reach out.

MR. NAIPO: All-righty. So, with that, our first scheduled break is at 9:30 and what we'll do is we will just work through these first couple and then around 9:30 take that break. So, here's where the work starts, guys and ladies.

WAC Rule Review

MR. NAIPO: We're going to start with proposal 2022.0022. It's regarding WAC 296.96.00650 and it's about removing the guide for inspection of elevators, escalators, and moving walks, ASME A17.2 2017. The justification is, "This is intended to be a guide for the inspection process by inspectors, not as a reference code per the section two and the introduction under application. The second sentence

states, 'It is not intended to serve as a basis for government regulations.' This guide can be referenced elsewhere in our WAC, but because of where it is housed now it is confusing as it gives the perception we are to be using it as a reference for issues that may arise in different -- differing inspections. Which is not the intent of this guide.

Any questions regarding that rationale? Any clarifications needed? Are there any comments regarding that? Okay. Then, with no one asking questions and no one asking for any type of clarifications, I feel like we'll take the first vote.

So, for those voting yea on having the A17.2 guide removed from our list of adopted codes that our program enforces, those voting members voting yea please raise your hand. I'll call again. Those voting for yea, please make sure that your hand is raised.

Are you good?

MS. ERIKSEN: Thank you.

MR. NAIPO: Okay. So, those who voted yea can put your hands down. Those voting nay please raise your hand. All right. Again, if anybody else is wanting to vote nay please raise your hand. All right. So, it looks like we have a vote cast for

that.

And if anybody would like to abstain, please raise your hand at this point, at this time. All right. Thank you. And moving on.

675(10) is being asked to strike out the "and to allow alternative test methodologies". Right now it's stated in paren ten: "The Department will not allow the 8.6.11.10 'Category 5 tests without load via alternative test methodologies' portion of the ASME A17.1 to be followed in Washington. Standard testing as outlined in ASME A17.1 shall be followed."

"Alternative testing should be allowed. Alternative testing was added in the 2013 edition of A17.1 after passing the rigorous consensus process. The code recognizes that certain technology allows safety tests to be performed without the need for elevator personnel to move heavy weights, thereby reducing the likelihood of injury to elevator personnel. Strains and sprains, which are often the direct result of moving the thousands of pounds of weights required for these tests, account for over half of all injuries to elevator personnel. Additionally, the Department retains the ability to authorize any alternative testing before it is implemented in the jurisdiction."

And I apologize. That is regarding proposal 2022.0045. Any questions for clarifications needed on this? Kevin?

MR. BRINKMAN: Yeah, Kevin Brinkman. I think proposal 0001 is basically the same; so, there's some additional comments there and rationale, and it might be wise to handle these two together. But I'd just like to say that, you know, alternate testing, you know, has been in the code for a while, and I think it's something that really can help improve safety and should be considered very seriously here, that obviously maintaining the control by the jurisdiction so that any tests that -- test methods that are proposed throughout the testing should be approved by the jurisdiction. They should have the final say. But I think it's an important addition that was put in A17 and I think it should be allowed here. Thank you.

MR. NAIPO: All right. And he is correct. So, what I'll do is I'll read the rationale on 0001. Let's see, where's that at? There it is. Okay. Submitted rationale for striking, again, the alternative test methodologies, that's been amended. The rationale on 2022.0001 is: "There is no rationale to prevent using alternative testing. The

alternative -- alternate test methods are not mandatory, but simply permitted by code. It has been demonstrated that these alternative testing methods, if performed properly, will yield accurate test results without the use of weights. Persons using such test equipment must, of course, be properly trained in its use in order to obtain useable results. Concerns over inaccuracies by untrained persons performing such tests with alternative test equipment are no different than concerns over untrained persons performing conventional tests. I recommend this portion of the above rule be repealed."

So, there are two regarding striking paren ten and allowing for alternative test methodologies to be used in the State.

We have a couple questions. It looks like Wade. Wade, if you'd like to ask your question.

MR. FRIESEN: Wade Friesen, Vertical Options. It's not so much a question as it is a comment. In 2022.0080 there is some contradictory language where it says that weights are going to be required under all testing, which seems to contradict this allowance of the alternate test methods. I think we should address that in conjunction with these other sections.

MR. NAIPO: Duane, you had a question, as well?

MR. LEOPARD: No, it's more or less a comment about these alternative methods. I was able to witness a bunch of them like on the 15 elevators. The equipment used comes out with so much more information that's hard to obtain in an actual load test. It gives out the slide distance, if the brake needs adjusting, or if it failed the test. This is something the State really needs to allow, that's all.

MR. NAIPO: Okay. Thank you. Eric.

MR. MILLS: I'd like to speak out against this.

THE COURT REPORTER: I'm sorry, this is the court reporter, can you please identify your name?

MR. MILLS: I'm sorry. Eric Mills, field mechanic. I'd like to speak out against it. As a person that used to do a lot of testing I've had multiple pieces fail from sheared linkage, broken safeties, I've had cars not even stop, and without the weights we don't know if it would have been caught. The weights are what saved people and stopped the public from being hurt. I personally have never been hurt by rolling weights around and I've rolled tens of thousands, if not hundreds of thousands, of pounds of

weight both as an apprentice and as a journeyman. Testing is to save the public and to find pieces of equipment that have stresses that break, that will fail when needed. So, I, for one, think we should say nay on this.

MR. NAIPO: Jonathan Quiett.

MR. QUIETT: Jonathan Quiett. I have to agree with Eric Mills on this. I've personally been involved with many tests where we have actually had safety devices break under load with weights that had been previously tested without weights at speed and have shown no signs of not functioning properly. I would have my reservation to know, you know, kind of what this said and that this -- we're getting the training and testing to do it properly for existing equipment. So, I also am speaking to vote nay against this.

MR. NAIPO: Thank you. Sergey.

MR. DOLGIKH: So, I raised my hand recently and then I took it down just to hear a difference of opinions, but I will second and third what Eric and Jonathan spoke to. I'm physically -- I'm -- I'm physically experienced with what happens when a brake is not properly adjusted when you're rolling weight into the elevator because it took off from underneath

me and I was walking with that weight in the elevator. By shear luck I didn't get hurt. But at the same token, if the weights were not going to be present we would never find out how the malfunction of the brake or, like they said, linkages break and such like that, there is a mechanical failure. So, you can do all the alternative testing you want from software, but mechanical failure is going to be mechanical failure. So, I would -- I would definitely vote yea -- nay on that one.

MR. NAIPO: Okay. Jan.

MS. GOULD: I'm with the three previous. The last two code cycles the City of Seattle has scratched the allowance of no weights for similar concerns. That's it.

MR. NAIPO: Before we -- Patrick, before we get to you, I wanted to -- Melissa had her hand up. Yes, Melissa.

MS. ERIKSEN: This is Melissa. I have to remind you guys that when -- even though when we're calling on you and saying it's your turn, "so-and-so it's your turn", we do need you to say your name before you say your comment, please.

MR. NAIPO: Patrick.

MR. STRAFER: Okay. Good morning. Patrick

Strafer, IUEC, representing labor. Like that, Melissa? I did good? I'm going to piggyback off the other ones and I would be a nay, as well. These tests are not like a bolt stream test where you're -- where you're wrenching on it in order to see when it breaks. If it doesn't break, then it's doing its job. If it breaks with a load in there that's what's saving the public. So, I've moved many weights, as well, not recently, in the last six years in this position, but it's there for it to be written that there is concerns of people getting hurt. Is there a lot of L & I claims for Workman's Comp from pushing test weights, because this was addressed years ago and it got shot down and now we're just trying to bring it in to other language. I would be a nay on this, absolutely.

MR. NAIPO: Thank you, Patrick. Jonathan.

MR. MADISON: Jonathan Madison. The same on the (inaudible/indiscernible) testing. I've done that for multiple codes, maybe it's the last 16 or 18 years. With the newer equipment we're seeing the lighter duty, if you will, we're seeing multiple failures that the factory is not following, and this is for more than one manufacturer. There have been recalls out on safeties that they know are failing, so they switch to other types while these units are still

being installed. And the valves, I've -- I've had failures with Jan in Seattle with full load testing on circuits. The reason we're putting weights in is to go to that at a straight level to see if that equipment can handle the stress of the riding public. With the newer equipment that's being put out now I think this is absolutely the wrong direction and I would speak nay against it.

MR. NAIPO: Thank you. Candace.

MS. LAU: Hi. Candace Law. I want to make a comment that I agree this should be a nay in that we don't have witnessing of tests in this state; so, so many things can happen that we're not even witnessing the alternative testing. So, it's really important that we use full load and do the testing that way as before.

And, then, the second thing I think we need to clarify exactly, I know we're saying nay and yea, but we need to clarify that currently the code is written that we are not allowing alternative testing and this vote is to get rid of "not allowing". So, we have to be really clear on what we're voting for. I know what we're saying, but we need to be clear on how we vote this because currently in the code, am I correct, I'm not sure if I'm correct, but currently in the code to

not allow alternative testing and these proposals are to get rid of the not allowing, which will allow it. So, that's just a comment.

MR. NAIPO: Thank you for that clarification, Candace, and I will definitely make sure to address that before we vote. Thank you. Thank you, though. Carl.

MR. CARY: Yes, Carl Cary, and I rise in support of removing this section which will allow alternate testing. Alternate testing has been allowable in the code since 2013, as stated in the notes. There was a robust process and a large discussion that allowed that alternative testing. If removal of that will save billionaires, who I represent, costs, certainly allow that testing to be completed in a safe manner that will actually provide additional information that you don't necessarily get with standard weight testing. Thank you.

MR. NAIPO: Wade.

MR. FRIESEN: Wade Friesen, Vertical options. I wanted to discuss a couple of things here. The one -- One is the notion that perhaps during new turnover, if this were to be allowed, that the full load weight testing be required for initial turnover on new equipment. You know, addressing Candace's

concern about verification of the -- of the test, I think the -- Some of this technology, I am -- I am quite familiar with the machinery that is used to do this testing, would allow for reports to be printed and sent to the State for analysis of the data, which is not currently being done with full load testing.

The other thought that I have regarding this stuff is that I know there's some manufacturers out there that are currently using safeties that are, quote/unquote, disposable. After four or five sets of the safeties they must be replaced. This would also allow for those safeties to have a longer life span.

MR. NAIPO: Thank you. Russ Larson.

MR. LARSON: Good morning. I just want to reiterate some of those comments. I guess a couple points. One of them is that alternate testing is currently allowed by 17.1, as my colleague pointed out, that in fact the premise of 17.1 allows the flexibility to consider new technology for technology such as this. I feel it's an overreach to disallow it all together, with the caveat that's in the proposal that the AHJ has the ability to review and approve specific alternative means. Thank you.

MR. NAIPO: Sergey.

MR. DOLGIKH: Sergey Dolgikh, Elevator

Inspector to Olympia L & I. To the latest point that was brought up with Wade and Russ, yes, granted we could get the reports, and granted the reports are present on the job sometimes of five year testing being done, and the parameters are being listed on there, however with the weights, even with the full load testing, a lot of times what happens the county puts the data on the sheets, but it fails the actual test, and so what happens is I'm looking at a one inch slide on a 300 foot per minute car and I'm going, "How did that happen?" And then -- and then you're looking at that data and it's -- technically it's a fail. So, there is no specific information whether those safeties had been adjusted during the test. So, if we already have this type of shortcomings as it stands to verify the test, and we are short-handed as it stands to witness every single five year safety test, we at least have to give the ability to the mechanics to physically do an actual physical test because, granted, you can do it on the new inspection, that's great, but then this elevator runs under certain conditions in throughout five years and, as we know, it -- since it governs depending on weather conditions, or type of use, or type of equipment, and so on and so forth, it has specific intervals for

maintenance and such. So, I think five year safety tests with full load on are imperative to actually bring out those particular items that may fail physically as a mechanical device. So, I just wanted to make that comment because, yeah, we can focus on the data that can be provided through alternative testing, but even with today's testing procedures that data doesn't necessarily pass the test and we don't know if that test failure item was actually adjusted to do the test, to pass the test, so, and it was re-tested. So, that's just my version of comment, but I just wanted to kind of throw that in there.

MR. NAIPO: All right. So, we've got two more comments and then I'd like to take a consensus on whether we're ready to vote. Remember that these conversations you can state a point, but it's not to sit there and have rebuttal conversations back and forth to try to skew someone, you know. We're all trying to give each other the opportunity to, you know, ask a question, clarify anything that may be stated. Opinions can happen, as well, that's fine, but we're not here to try to sway someone one way or the other; so, I want to make sure people understand that. But we have now three more comments and then hopefully we'll take a consensus on whether we're

ready to vote or not.

Kevin, go ahead.

MR. BRINKMAN: Yeah. Kevin Brinkman. Just wanted to respond to a question that Wade raised about acceptance testing. All of the alternate testing methods that I'm aware of would require a full load test and acceptance that helps establish the baseline that's used for later testing. So, to his point about the caveat to have the full load test initially, it's -- it wouldn't be required to make this work. Thank you.

MR. NAIPO: Thank you, Kevin. Jonathan Quiett.

MR. QUIETT: Yeah, Jonathan Quiett. My concern with this, to kind to add to what I did earlier, I personally have gone and done the first Category 5 test on equipment after its been installed and have ran into multiple situations, both slide distance on safeties have been egregiously short and overly long, and, while understanding how the alternative testing method works, there are times where there's been recalls that have not been completed on pieces of equipment and you may not find that unless you're actually stressing the system the way it's designed to be stressed with weights on it.

With that being said also, we start talking about with hydraulic elevators there's sometimes you physically cannot produce enough back pressure to properly set overspeed valves without using weights.

MR. NAIPO: Dylan Turner.

MR. TURNER: Dylan Turner, Greenbusch. I guess this is a question for folks on both sides of the fence. Have any of you witnessed both the alternative and the full load test on the same elevator side by side and are basing this off of an apples to apples comparison, just curious.

MR. NAIPO: So, before we move on to Wade, unless Wade has a direct reply to that addressing Dylan's comment, does anybody -- has anybody witnessed the test where it sounds like a full load safety test is being done on maybe one in a bank on one side and an alternative was being done on the other; is that correct, Dylan?

MR. TURNER: Yes.

MR. NAIPO: Is that what you're asking? Okay. Has anybody witnessed anything like that or be able to give comments toward that?

MR. LEOPARD: I was trying to raise my hand, but, yeah, I'll chime in here. I have witnessed side by side testing. One of the elevators I mentioned of

the 15 did fail. They may have failed emergency stopping distance. We put weights on it and it slid 20 feet, something like that, before it even came to a stop, and it's only a 300 foot elevator. So, yeah, I've seen them both and they both basically give us the same results.

MR. NAIPO: Okay. Thank you. Wade.

MR. FRIESEN: Wade with Vertical Options. A couple of things. One thing I don't think that we're necessarily talking about is whether or not repeated tests are causing damage to the equipment. There's been multiple comments made that, you know, that testing done after the initial acceptance test has found failures, and I'm not arguing that fact at all, I'm sure that's the case, but, you know, it brings a question to mind whether or not, you know, the test every five years with a full load is causing damage and over a period of time the equipment fails because of the testing. And the last point that I'd like to make is that the ASME committee reviewed this quite thoroughly and I'm pretty darn sure that if they hadn't shook this all out that this wouldn't even be in the code; so, you know, I think that should be considered, as well, that there's been a lot of analysis done to this testing equipment.

MR. NAIPO: Thank you. Okay. So, what I'd like to do now since no one else has their hand raised, is there anybody who is not ready to cast a vote on this and, if so, please raise your hand. All right. And what I propose is that we are going to be voting on removing the current WAC that states, "We do not in the State of Washington allow alternative testing." So, if you are voting yea for this that means that you are okay with alternative testing being done in some form or fashion in the state. If you vote nay, you are voting that, no, this needs to stay in the WAC rule the way it is now and that's your vote on that. If you don't understand it or you don't -- feel like, hey, it sounds like this is a pretty serious thing and you don't quite -- you're on the fence and you don't know where to go either left or right, then you can feel free to abstain from this. But for right now, again, we'll be casting a vote on vote proposal 2022.0001, let me put this one and I'll highlight that, and 2022.0045, which are both for removing alternative testing.

For those voting yea for removing alternative testing, please cast your vote now by raising your hand.

MS. ERIKSEN: This is Melissa. I need to

confirm what we're voting on. You're voting on keeping allowing it or not allowing it.

MR. NAIPO: We're voting now to remove WAC 296-96-00675(10) that does not allow alternative testing. So, if someone is voting yes for this, they are voting to remove that we allow it, that we allow alternative testing to be done.

So, again, I ask if anyone is wanting to vote yea, please cast your vote now. All right. Thank you. Please put your hands down.

And those who are ready to vote -- those who are ready to vote nay, please raise your hands now, and you are voting to keep paren ten, which states: The State of Washington does not allow alternative testing at this time. All-righty. And, if you can, please lower your hands.

And for those who feel they need to abstain from this vote, please raise your hands now. All right. Thank you very much.

So, votes have been cast for 2022.0045 and 2022.0001.

All right. It is 9:40; so, at this time we're going to take our first five minute break. Melissa, do you have that five minute timer?

MS. ERIKSEN: Scott has had his hand up.

MR. NAIPO: Oh. Yes, Scott. Sorry.

MR. CLEARY: Just a point of clarification. All the proposals that aren't passed the ESAC will or will not see those? Are we only going to see the ones that are approved coming to the ESAC?

MR. NAIPO: It's my understanding that all you guys were going to vote on was the ones that passed. I don't know how it was done in the -- previously, but that is something that we can confer on offline.

MR. CLEARY: Okay.

MR. NAIPO: You, Ricky, Gerald, Melissa, and I, we can talk about that.

MR. CLEARY: Okay. Thank you.

MR. NAIPO: All right. So, with that, go ahead and toss up, Melissa, the five minute timer and we will see you guys back in five minutes and we'll be starting abruptly as soon as it starts. So, you guys have that timer going.

(Recess taken)

MR. NAIPO: And we are back. So, does anybody have any questions so far, concerns about how the first couple have gone, anything, comments? Oh, I need to get another job. It's okay, I'm a big dude, I've got thick skin, I can take it. Have you got any

suggestions on how you want this to change? All right. Then we'll hit the ground running. Oh, Sergey, sorry. You've got your hand up. What's up, man?

MR. DOLGIKH: So, I just wanted to make sure I understand. When you put green on it does it mean we voted on it or does it means that it passed?

MR. NAIPO: It's just for me to reference that we're done with that one and we're moving on.

MR. DOLGIKH: I gotcha. That's what I wanted to make sure. It was kind of confusing. Green means usually pass and red not pass, but, anyway, I don't know what the scheme is.

MR. NAIPO: Well, it's just because I know that there's some, like sort of Wade alluded to earlier, you know, that this change here may be affected by another change that's down below. I want to make sure I try to capture that as much as possible, so... But, yeah, the green is just a reference for me, like, hey, this one's done and I don't need to come back to it, so...

So, at this time what I'd like to do is have Melissa read the vote tallies for proposal 2022.0022. Melissa.

MS. ERIKSEN: Thank you. This is Melissa.

So, the vote tallies for 2022.0022, there were 26 yeas, 1 nay, and 0 abstains.

MR. NAIPO: And now the voting results, and this is regarding two proposals since they were regarding the same change, regarding proposal 2022.0045 and proposal 2022.0001, can you please read the vote tallies for both of those.

MS. ERIKSEN: Thank you. For those two proposals there were 7 yeas, 19 nays, and 1 abstention.

MR. NAIPO: All right. Thank you. So, moving on to the next one, we have proposal number 2022.0047. It's regarding an amendment to a code that's being adopted. The person would like to add that ASME A18.1 requirement 11.1.12(c) is amended to change weekly operational checks to monthly operational checks.

The rationale: "The operational checks impose an undue burden on lift owners to conduct and document weekly operational checks of their lift equipment without adding increased safety for the riding public. Weekly checks are not considered necessary for higher priority conveyances such as elevators. Many of these accessibility lifts are only present for code compliance and never get used by anyone other than

lift mechanics or state inspectors. Additionally, many of these lifts are in facilities that are only occupied for a few hours a week such as churches, event centers, etc.

Jan?

MS. GOULD: Jan Gould. Again, I'd like to get clarification of which edition of the A18 we're talking about.

MR. NAIPO: That's a very good question. Let me see if I can pull it for you, unless someone knows exactly. I'll call on -- Oh, Lyall.

MR. WOHLSCHLAGER: Both the current edition of the A18.1 requires it, as well as the proposed newly adopted A18.1. So, both editions currently have a weekly requirement.

MR. NAIPO: Thank you. Dylan, I saw you had your hand up.

MR. MONTGOMERY: I'm Dylan (inaudible/indiscernible) with the State Fire Marshall's Office. So, I am actually pretty against this.

THE COURT REPORTER: I'm sorry, before you continue, I know your first name is Dylan. Can you give me your last name, please?

MR. MONTGOMERY: Sorry. Montgomery.

THE COURT REPORTER: Thank you.

MR. MONTGOMERY: Yeah. So, like I was saying, I'm pretty against this because I don't think the reasoning to be against it is in the rationale for it because this -- where it states that, "Weekly checks are not considered necessary for higher priority conveyances such as elevators", that's because they get used all the time, whereas with these lifts that are only used a few hours a week and these aren't occupied they want weekly because they're not being run as consistently as elevators. So, I would think you'd want to maintain the weekly checks.

MR. NAIPO: Thank you. Kevin.

MR. BRINKMAN: Kevin Brinkman. Yeah, I just would echo what Dylan Montgomery just said in that the reason that it was put into A18 was concern that these lifts do sit for long periods of time without being used, so it was helpful to have a weekly check, just and it takes, you know, a couple minutes for somebody to run it up and run it down just to make sure that everything is still operational so that if somebody does come in that needs the lift it's available to them. That was the intent.

MR. NAIPO: Thank you, Kevin. Jan.

MS. GOULD: Yes. Again, the question is:

Are we talking about the 2017 A18.1 and then the 2020 A18.1 was the question, which edition are discussing?

MR. NAIPO: Lyall -- Lyall addressed that, stating that it's written that way in both of the -- both of those editions of the code. But if -- You're saying that it needs to be amended to show what, like what reference?

MS. GOULD: No. I was just clarifying.

MR. NAIPO: Oh, okay.

MS. GOULD: Because it didn't say edition. It says current. Anyway, so I got my question answered.

MR. NAIPO: All right. Thank you. Any other questions or clarifications needed before we cast a vote? Okay. We're going to cast a vote on proposal 2022.0047 as far as amending ASME A18.1, 11.1.2(c) to change from weekly to monthly operational checks.

Those in favor of it vote yea now and raise your hand. Again, if would like to cast your vote for yea, please do that now and raise your hand. All right. Thank you. Go ahead and lower your hand.

Those who would like to vote nay, please raise your hand now. Anyone who would like to vote nay please raise your hand now. All right. Thank you. Go

ahead and lower your hands.

And then anyone who would like to abstain please raise your hand now. There was no one wanting to abstain.

Votes have been cast, and, Melissa, will you please read the results of proposal 2022.0047?

MS. ERIKSEN: Thank you. This is Melissa. There were 12 yeas, 14 nays, and 0 abstentions.

MR. NAIPO: All right. Thank you very much. Moving on to the next one, proposal 2022.0048, again an amendment to WAC 296-960-00675, they would like to add that "ASME A18.1 requirements 11.3(c) requiring that instructions for performing examinations and tests be kept on site as part of on-site documentation is not adopted."

"The requirement to have instructions for performing examinations and tests as a part of a written maintenance plan is a valid requirement, but the need to keep it, quote/quote, 'on-site', other than while performing the examinations and tests, should not be mandated as many of these instructions could be considered elevator company proprietary procedures."

Is there any clarifying questions that or comments that people would like to pose? All right.

So, it looks like we've got two starting. So, Jan, go ahead.

MS. GOULD: Per ASME, this is owned by the owner, not the elevator company.

MR. NAIPO: Okay. Wade.

MR. FRIESEN: Wade Friesen, Vertical Options. That's precisely what I was going to mention, as well, is that if this -- if the information is proprietary in some nature and that's the rationale for not leaving it, you know, for the building owner or building maintenance people to get their hands on, it should be available from the owner. It's ultimately the -- the owner's elevator.

MR. NAIPO: Thank you. Carl.

MR. CARY: Yeah, Carl Cary. I rise to urge the committee members to also vote no on this for the reasons stated that the instructions for this are the property of the owner.

MR. NAIPO: Thank you. Lyall.

MR. WOHLSCHLAGER: So, currently do -- when you have a high rise elevator, all the procedures for how to perform the tests and how to perform the exams, are they currently left on site for the owner's use, as well?

MR. NAIPO: Carl.

MR. CARY: I was going to say, yes, they are.

MR. NAIPO: Sergey.

MR. DOLGIKH: I mostly just have a confusion a little bit and need some clarification on what are we voting on. And the other part of this whole thing is that we are talking about 18.1 here. So, my understanding is the elevators are not part of that. I mean this is accessibility systems we're talking about, right? So... And the other part of that question would be so by voting, by getting this amendment to a (inaudible/indiscernible) standard, we're basically saying that we should not require documentation to be kept on site, is that my understanding?

MR. NAIPO: For A18.1 equipment, yes, that doesn't need to be kept on-site.

MR. DOLGIKH: Right. And so -- And so prior we spoke about alternative testing for full load tests and things like that. So, if the documentation is not -- Obviously, we're -- we're putting it out there that we are voting nay on the -- And, I'm sorry, this is Sergey Dolgikh, Elevator Inspector, Olympia, so on and so forth. But so the question is: If we are so much relying on alternative testing, and some people

voiced their opinions here on that, but we are not going to leave anything behind for A18.1 specialized equipment testing procedures and the whole thing, that is kind of -- kind of contradictory to what we wanted or a few people here wanted to say about alternative testing, and now saying that, well, we shouldn't leave any documentation that expresses the alternative or, you know, information useful for alternative testing. So, this is where my confusion comes from. That's why I'm kind of bringing up that question. As for -- So, question number one, this particular item, if we vote yea, we're basically saying we need to not adopt the on-site documentation. If we were voting nay that means we are for the on-site documentation to be present for A18.1 equipment; so, no elevators there. That's -- that's kind of where my confusion came from.

MR. NAIPO: So, the way that this reads remember people are saying on-site documentation, that's a lot of documents, and what we're really talking about here is what's addressed in 18.1, 11.3(c), which is requiring that instructions for performing examinations and tests be kept on-site. What they're asking is that doesn't have to be part of the code, that they don't have to keep the instructions for the performing of examinations and

tests to be kept on site. Other on-site documentation that's covered in 11.3 or wherever documentation stuff is housed, that's not being affected by this and we're just mainly talking about the instructions for performing examinations and tests.

Outside of that, Lyall, is there anything else that you would like to add regarding that?

MR. WOHLSCHLAGER: Yes. I think that might be some -- This is Lyall Wohlschlager. Yeah, I think that might be some of the confusion here. This proposal appears to be only looking to exempt the requirements for the procedures on how to perform an exam or how to perform a test. It does not exempt the necessity to have maintenance logs, or tests and examination results, or exam forms. It is just that particular company's procedures necessary to perform those tests. So, similar to an elevator when you have to have your own written procedures in your MCP, a lot of the times those MCPs are kept with the mechanic and not left on site, although all the logs are required to be left on site. So, this was an attempt to get rid of the requirement that all the company-specific procedures on how they want to perform the tests how to get that excluded from being left on site.

MR. NAIPO: Thank you. Kevin.

MR. BRINKMAN: Yeah, Kevin Brinkman. There was a question that or a comment made about alternative testing and tying into this. A18 does not include alternative testing; so, this has nothing to do with alternative testing. But this would be more your traditional test and whether or not the procedures should be kept on-site.

MR. NAIPO: Thank you, Kevin. Mr. Quiett.

MR. QUIETT: Jonathan Quiett. Yeah, with having done testing on different pieces of A18.1 equipment when there has not been specific procedures, wiring diagrams, anything like that on-site, I think with having -- with removing this it would put another undue burden on the ownership group to be able to provide whomever, the servicing personnel, on the proper documentation to safely and effectively perform the testing on the equipment. So, my suggestion would be to vote nay on it.

MR. NAIPO: Thank you. Carl.

MR. CARY: Yeah, point of clarification. I believe this is referencing the wrong code requirement. It seems it's specifically wanting to remove the instructions for performing examinations and tests. That is 11.3.1(b), not (c) in the two thousand -- in the 2020 and 2019 version of 18.1.

(b) says instruction manual containing procedures for performing required examination and tests. (c) is only the operational instructions that include the operation of the manually lowering device, if provided.

MR. NAIPO: So, while I believe someone is probably looking at it real quick, Carl, if you don't mind, we will come back to that when I get notification that someone has an answer for that.

Dylan, what's your question?

MR. LATHE: Yes, Dylan Lathe representing elevator inspector, I think it's very important to leave this documentation on-site for the reason that the company performing the maintenance might not necessarily be the company that installed the lift. That company could potentially go out of business or not have the contract anymore and then the next elevator company that comes to service these lifts has no documentation on how to properly test this equipment. So, I would -- I would recommend to vote nay on this. Thank you.

MR. NAIPO: Sergey.

MR. DOLGIKH: Yes, I re-raised my hand real quick and then basically Jon Quiett -- This is Sergey Dolgikh -- Jon Quiett spoke my mind. It's absolutely

true that a lot of times when the providers have changed for a specific piece of accessibility equipment they're unable to specifically test that equipment if there is a specific procedure of that testing and basically chasing their tail trying to figure that out, and I don't think those tests will represent the accuracy of what needs to be tested. So, I kind of wanted to just throw that comment in there that, yes, I agree with Jon Quiett and with Dylan Lathe.

MR. NAIPO: Okay. Mr. Brinkman.

MR. BRINKMAN: Yeah, Kevin Brinkman. I can confirm that it should be 11.3(b) as in baker, if they're looking for the test procedures.

MR. NAIPO: Mike Wilson.

MR. WILSON: Yeah, Mike Wilson here. This is -- The thing with this is that the State of Washington requires you to be a licensed technician to work on this equipment, it's on for elevators, as well, and you have licensing categories specifically for different parts of equipment is what you're -- what this is saying is that we are to supply the owners with the procedures to do all this work and they are not licensed, and some of this equipment is not necessarily put into a commercial atmosphere, it's

put into a residential atmosphere, and for that reason it should not be part of a person that is not qualified or licensed to work on the equipment. Thank you.

MR. NAIPO: All-righty. With that, so I made a note here, so a possible change should be, you know, changing the code reference from 11.3 to eleven point-- or 11.3(c) to 11.3(b). I'm assuming everyone's good with that, is that correct? Oh, got a couple people. All right. Mike, did you just raise your hand again? Nope. Okay. Bob.

MR. OURY: Yeah, I just wanted to agree with Mike on this point that, you know, you're talking about equipment that is put into residential environments and if you leave that kind of information -- I mean homeowners try and do a lot of things on their own and this is just giving them information that could get themselves in trouble, and I think it's better left in the hands of the professionals so that the homeowner has to go to a professional that is licensed to get this accomplished.

MR. NAIPO: Candace.

MS. LAU: Candace Lau. I just want to mention that I put in the chat what the 2020 A18.1

code says. And the other thing is that it's not just 11.3, it's 11.3.1 Baker that we are talking about or (c) Charlie; so, whichever one we're talking about we're just -- we're still missing a number. So, it's not just 11.3, it's 11.3.1 and then (b) or (c), whichever one we determine it to be, and this is out of the 2020 A18.1 code. I have it on the chat.

MR. NAIPO: So, if no one has access to the chat, I'll read it out real quick. 2021 A18.1, 11.3, is regarding on-site documentation. 11.3.1, the on-site documentation shall include, but is not limited to the following: (a) wiring diagram; (b) instruction manual containing procedures for performing required examination and tests; (c) manufacturers' operational instructions that include the operation of the manual lowering device, if provided; (d) the log as required by 11.2.1.

So, since -- It sounds like to me that since A18.1 covers both commercial and residential conveyances that can be used, is the intent of this you guys feel more to effect residential homeowners then who have the capability -- you know, we're trying to stop them from being able to do things that they really shouldn't do or are we trying to again ask for this across all 18.1 equipment? Again, this is just

a question for clarification. Is this, do you guys feel, aimed more towards residential or both commercial and residential A18.1 equipment?

So, Sergey.

MR. DOLGIKH: I think that you just brought up a really good question. I think those two shall be separated by intent. The other part of this conversation is that as an authority of having jurisdiction we are not regulating residential annual inspections in residential, you know, consequent inspections unless we're being requested by the owner to conduct those inspections. So, it's really if the concern here is for the residential owner not to take matters into their own hands and to play a mechanic and conduct those type of tests so that they -- but there is no one to check them. There's no one to go back and to check those things. So, we can't be policing it in that sort of way. So, in -- in the residential section if this particular rule can be omitted and taken out, that would be fine. As far as commercial, I think that we should be able to, as authority of having jurisdiction, have the ability to access those types of documentations and procedures as there might be such that are very unique and specific to that specific equipment. And, you know, it's part

of the code; so, I don't think we should strike it out. So, my suggestion would be to look at it from two different angles, residential versus commercial, based on the uniqueness of both authority of having jurisdiction in the State of Washington and what we regulate and what we don't on the annual basis. Thank you. This is Sergey Dolgikh. I'm sorry.

MR. NAIPO: Thank you. Duane.

MR. LEOPARD: Duane Leopard, city of Spokane. Sergey asked a question on it being considered commercial or residential. I think this just basically applies to commercial only. Even with the residential stair climbers and lifts they have to keep in mind that once they're in the residence the residents can have anybody look at them and it's kind of like having an owner's manual, per se. And that's all I can say is that, you know, this only applies to residential or, um, commercial.

MR. NAIPO: All right. Thank you. Paul. Paul, did you not have a question? Oh, he must have put his hand down. All right. Candace.

MR. BARNHART: I'm sorry, I was on mute. I apologize.

MR. NAIPO: Oh, no worries.

MR. BARNHART: Paul Barnhart from UL. I am

opposed to the motion to take this out. I don't care if it's commercial or residential. I believe the instructions for tests need to be there. If it's a residential, I believe the instructions for tests need to be there. If it's residential and the customer decides to use those instructions, that's one thing, but, if he doesn't use them, so what. The issue is anybody who comes in there and is going to do the test needs to know how to do the test. If it's commercial the building owner that's got the lift in his possession needs to have that there so whoever he contracts with can do the test properly. If it's residential, the same thing applies. Having the instructions for test does not say, "Mr. Residential Person, do these tests", it says, "Here's how these tests are supposed to be done, and when you hire someone to do the test he needs to be licensed and qualified and do the test according to the instructions." If it's not the person that put the lift in, he's got to have access to it somehow. Thank you.

MR. NAIPO: Thank you, Paul. Candace.

MS. LAU: Paul, I haven't verified that, but I don't believe section 11 is for commercial only. I'm looking -- I'm trying to look that up right now.

And 11, I think, applies to both commercial and residential, and if we are saying that we want to only apply this for commercial we need to say it in code. I don't believe it says that. That's just a comment.

MR. NAIPO: All right. Thank you. Wade.

MR. FRIESEN: Wade Friesen, Vertical Options. We've worked on a lot of A18.1 equipment and some of the equipment that we run across is old and one can even say obsolete, the company's out of business or something of that nature, and I think if the documentation is unobtainable, if it's not left with the homeowner or the business owner, it puts the mechanic in a -- in a tough spot. You know, the situation is can the mechanic perform the test right not having the company's special procedures or special equipment, if there is any in this. So, if we have that documentation at our disposal, I think it allows the mechanics to do their job, do their job well, and not -- I don't know, for lack of a better term, fake it because they don't have the proper documentation at their disposal. Thank you.

MS. ERIKSEN: Thank you. Sergey. Or, Kevin, I apologize, Kevin Brinkman.

MR. BRINKMAN: Kevin Brinkman. Somebody made a comment regarding whether or not 11 -- part of

11 of the A18 code applies to residential or not. In the preamble to that section it does say that our -- actually 11.1 it does say that the weekly operational checks do not apply to parts five through seven, which are the residential sections, but the rest pretty much applies. And, then, in 11.2 for the logs it does exclude a couple items, but eleven point -- I'm sorry, that's 11.2. It's probably a typo there. I think it should have said 11.3. But, basically, it does not exclude this provision. So, the answer to the question is, as written today, A18 would require this documentation be left on-site.

MS. ERIKSEN: Thank you. Sergey.

MR. DOLGIKH: I just want to make a quick clarification.

MS. ERIKSEN: Please announce yourself.

MR. DOLGIKH: I'm sorry. I'm sorry I'm forgetting it. Sergey Dolgikh, Elevator Inspector 2, Olympia L & I. So, I just want to make that we're on the same page. Chapter 11 only applies for 2017 and onward equipment, okay, and now I'm sure everybody knows that, and the chapter twenty-- A18.1 2017 was adopted in the State of Washington on October 1st of 2018, to my knowledge. So, any gear and equipment prior to that this doesn't apply for, any equipment

that was installed prior. Chapter 11 doesn't exist for that equipment. That's the way I see it and I think that's the way a lot of people see it, but I just wanted to make that clarifying note. Thank you.

MR. NAIPO: Is there any other questions or clarifications needed before we're ready to cast the vote? All-righty. So, we're casting a vote on proposal 2022.0049 WAC 296-96-00675, oh, excuse me, sorry, 2022.0048. I put the green mark there before we cast the vote, I'm sorry. Voting on proposal 2022.0048 --

MS. ERIKSEN: Carl has his hand up.

MR. NAIPO: Oh, Carl, yes?

MR. CARY: I just wanted to quickly clarify so before we vote are we going to amend that to say (b) instead of (c), which is the appropriate place, or we're going to leave it that way?

MR. NAIPO: I have it noted to --

MR. CARY: Sorry, Carl Cary. I should have said that before I started talking.

MR. NAIPO: So, regarding the instructions for performing examinations and test be kept on site as part of on-site documentation to not be adopted, we're going to cast our votes on that.

So, if you are voting for that, please vote yea

now by raising your hand. If you're voting yea for that, please raise your hand now. All right. There's -- Please -- Thank you for casting your yea vote. If you can, please lower your hand.

And those voting nay please raise your hand at this point. All right. Thank you. Please lower your hands. And if anybody's needing -- Oh, I'm sorry. I'm sorry, please keep your hand up.

MS. ERIKSEN: I got it.

MR. NAIPO: All right. Sorry about that. If anybody is abstaining from the vote, please raise your hand now.

All right, can you please read the vote results.

MS. ERIKSEN: Yeah. This is Melissa. So, for 2022.0048 the votes were 5 yeas, 22 nays, and 0 abstentions.

MR. NAIPO: Moving on to proposal 2022.0049, Amendment to Adopted Standards, about adding, "Amending A18.1 requirement 11.2.1 to include paragraph (g) as follows: Paragraph (g) records of one year and five year periodic tests", the rationale being, "Licensed elevator mechanics are currently perform annual and five year tests, but there is no requirement for the records to be part of the logs to be maintained on-site. This adds that requirement."

Are there any questions or clarifications or any comments that would like to be made? All-righty. Oh, yes, Dylan.

MR. LATHE: Dylan Lathe, L & I. So, this adding the five year records is going to be addressed in WAC 23701. I think it would be more effective to have it addressed in that WAC instead of in the 06 -- 00675 section because it's already a WAC code.

MR. NAIPO: Okay. Thank you. Wade.

MR. FRIESEN: Wade Friesen, Vertical Options. So, am I to understand that the test tags are not being left on the equipment, but -- or they are and there's no record to be -- to go along with it in the MCP? I just wanted some clarification.

MR. NAIPO: Kevin, are you making a comment or possibly making a comment and answering Wade's question?

MR. BRINKMAN: Kevin Brinkman. I was going to answer -- Well, I had a different comment; so, I'll wait.

MR. NAIPO: Okay. Wade, can you pose your question again real quick and see if we can have anybody who may have an answer for that?

MR. FRIESEN: Wade Friesen, Vertical Options. My question was are test tags being left on

this equipment, annual and five year test tags, with no notes in the MCP that the work was actually done? I'm just trying to understand kind of where this is coming from. It seems inappropriate that we're not logging this information if we're tagging the annual and five years as being completed on the equipment.

MR. NAIPO: Jonathan Quiett.

MR. QUIETT: Yeah, Jonathan Quiett. I can only speak for the company that I work for, but we -- we are still currently applying metal test tags to the equipment for Category 1 and Category 5 testing, and we also do have a testing page as part of our MCP in service for this equipment that is getting filled out.

MR. NAIPO: So, we'll start it back up at the top. Kevin. Mr. Brinkman.

MR. BRINKMAN: Sorry, I had a little trouble getting unmuted. Kevin Brinkman. My only comment is that the proposal suggests adding this as item (g) as in Geronimo. There is already an item (g) in the 2020 edition; so, I would recommend, if we do want to vote on this or approve this, we should move it to item (i) as in igloo.

MR. NAIPO: Mike, Mike Wilson.

MR. WILSON: Mike Wilson here. This is to add the test records in to become part of the written

maintenance program. It is currently not in there. It does not have to do with test tagging. Tags have always been there. It's just a matter of adding the documentation to the written maintenance program.

MR. NAIPO: All right. Lyall.

MR. WOHLSCHLAGER: Yeah, I'm Lyall Wohlschlager. Earlier I think James Alexander had suggested this also could be handled in a WAC, in 23701, I believe. That's probably the more appropriate place to deal with this and actually remove it from section 00675. As opposed to amending an ASME code, we should just be adding it as a WAC code, if we choose to do this.

MR. NAIPO: So, it sounds like I hear a proposal that because of another WAC submission that we have and the impacts of this, and that one pretty much getting the same result, that we remove this one from the proposal list and address it with the WAC change that has been -- that we'll get to later on this afternoon hopefully; is that correct? Is everyone okay with that? So, if you're okay with that, please raise your hand and vote yea. All right, yeah, that is definitely more than -- So, all right. With that majority vote, we are going to hold off on adopting or even voting on this and moving on to the

next one because it is felt by the TAC Committee that what's being asked to be changed here is already going to be referenced in another WAC rule change that we'll be getting hopefully later on this afternoon. So, with that, we are moving proposal 2022.0049 because it is felt that would be addressed later on.

Moving on to proposal 2022.0-- Yes?

MS. ERIKSEN: Paoa, this is Melissa. So, which one are we addressing later with this, 2022 what?

MR. NAIPO: Dylan, you had -- I think you had made that original comment on --

MR. LATHE: Yes. Dylan Lathe, L & I. So, the -- the WAC I was referring to was 23701. As far as the proposal for that, I'm not sure what the proposal number is for that. I can find it, but...

MS. ERIKSEN: That's fine. Thank you.

MR. NAIPO: 23701. It looks like we've got a few of them in here, so... Okay, Dylan Turner.

MR. TURNER: Dylan Turner, Greenbusch. I guess I'm just wondering. I'm looking at 23701 and doesn't part three of that already address this? It states documentation of tests, examinations, and all maintenance shall be readily accessible on-site.

MR. NAIPO: Yeah, I think that's what they

were talking about, yeah.

MR. TURNER: And I guess my point was is there anything -- I mean it's already there. It's not an amendment to be made to it. It seems to me that what was being proposed already exists.

MR. NAIPO: So, it looks like we have 23701. Lyall, what is your thought on that, on his statement?

MR. WOHLSCHLAGER: This is Lyall Wohlschlager. If it's already there, I'm trying to read it here, it looks like it's there. So, it doesn't differentiate between category one or category five test results; so, it -- I believe item three in that 23701 already covers it. I don't think there's a need to amend it because I see it being there, as well.

MR. NAIPO: Okay. All right. Thank you. And just so everyone else understands, I really want to -- I want to appreciate you guys doing that stuff because that's -- that's really what this TAC is is that people can have conversations, and other people have done their job and, you know, reviewed the rest of these things, and they can see, hey, this connects sort of to that after the conversations are had. So, thank you very, very, very much for that work because that honestly takes a lot of work off of what the

Program does because one of the things that I and the technical -- technical specialists, and as well as Gerald, is going to do is that we're going to have to make sure that all of this stuff coincides, that this change here that we make isn't affected by something else in another WAC rule. So, I really appreciate that preliminary work you guys are doing and bringing these things forward to us; so, thank you.

So, with that, again, moving on to 2022.0069, exempting 5.2.1.4.2.2 states, "Where machinery space or control space is located in the pit, 2.7.5.2 applies."

"Elevator driving machines and controller shall be located in a room or space. This is for worker safety and avoids confined space protocol.

Any questions or clarifications on removing and exempting this piece of code? Wade?

MR. FRIESEN: Wade Friesen, Vertical Options. So, this is -- To my understanding, this is addressing LULAs and I guess my question is: Is this -- The folks that proposed this, I'm not aware of any LULA that has a complete MRL package where the -- where the machine is located in the pit, but, if it was, why would this differentiate from the commercial code where it is permitted with commercial? Thanks.

MR. NAIPO: Is anybody able to address Wade's comment or question? Oh, Duane, yes. Duane, I think you're muted.

MR. LEOPARD: Can you hear me now? All right. This is Duane Leopard. Thinking about this, if this applies to LULAs we probably need go ahead and incorporate it that they can't have any equipment in the pit. You know, as far as the safety factor goes, that's one thing, but Spokane occasionally gets lots of water from the melting snow, and I've had now lots of elevators with lots of water in the pit, and it'll do damage to anything that's controls, or hydro tanks, or anything.

MR. NAIPO: Thank you, Duane. Sergey.

MR. DOLGIKH. Sergey Dolgikh, Elevator Inspector with L & I. So, I just have a question regarding MRLs, and, granted, to what Wade mentioned, there's not very many MRL LULAs that we can think of, but there's also a very strong desire to bring in hydro MRLs in this state and I don't know if this may in some way, shape, or form trickle into (inaudible/indiscernible) world at some point, and so I think we should give that consideration also when we are adopting or when we are voting for this particular exemption. Thank you.

MR. NAIPO: Thank you. Kevin.

MR. BRINKMAN: Yeah, I guess I was just trying to look up a little bit more what the rest of that paragraph said on the LULA code, but my concern would be if we delete this we then might have no rules at all for equipment put into the hoistway and I'd prefer to have the same rules that we have for -- in 27 for a passenger elevator rather than having nothing. So, I guess my leaning at this point would be to say this would not be a good change. It might reduce safety because we'd have no rules.

MR. NAIPO: Paul.

MR. BARNHART: Yes. I was sitting here trying to figure this out and the more I looked at it, the more I ended up in Kevin's position. You strike that clause as it's shown here in the proposal you basically eliminated any requirement on control on -- on equipment that's in the pit. So, striking -- doing this doesn't work. If the goal is to make sure that there's no equipment in the pit, you need to state that. Just striking this sentence does not say it doesn't have equipment in the pit. It just says there's no requirements, like Kevin said. Thank you.

MR. NAIPO: Thank you very for that. Okay. So, this is part of the -- I knew we were going to get

to it at some point. So, it sounds like, to me, that some of you guys understand the rationale, but you don't feel like the verbiage that is presented is going to complete that rationale. If you guys are okay with the rationale, you just think the verbiage needs to be changed, that is something else that this TAC can do. We're not just going to throw this whole thing out because if you guys feel there's merit to where this change is coming from then we need to address that. That's what we will build the verbiage off of. But I don't know if we were going to -- I don't -- I don't want to do that exercise now, but we will work on that, okay. Paul, yes?

MR. BARNHART: Yeah. I just wanted to clarify. I don't necessarily agree with the rationale as written.

MR. NAIPO: Okay.

MR. BARNHART: What I -- What I was suggesting is if the group believes that equipment should not be located in the pit we need to write a rule for that. I don't agree with the -- necessarily with the rationale that just says avoid confined space protocol because you can have equipment in the pit if it's done correctly and prevent somebody from getting hurt while they're in the pit working on that

equipment. That's already covered in the elevator code. So, I just want to clarify that I don't necessarily agree completely with the rationale. I just -- I know what's being written is not what's intended, I think. So, thank you. And I forgot to introduce myself. It's Paul Barnhart.

MR. NAIPO: You're doing great, Paul, thank you. Candace.

MS. LAU: Candace Lau. I agree that -- that if we struck it that there would be no code, but this is what I was asking about earlier whether we can do friendly amendments because we see -- Now, I'm not saying I'm agreeing with this rationale or disagreeing with the rationale, but I'm looking at the rationale and to me I believe whoever wrote this probably had wanted to not have equipment in the pit, and that's what I was asking about earlier is this a good time where we can have a friendly amendment to this and say, hey, instead of just striking it, I think this person meant to say strike it and say that equipment in the pit is not -- is prohibited, or something like that. That's kind of what I was alluding to earlier about friendly amendments.

MR. NAIPO: So, what I suggest we do is we take a vote on the rationale, as well as, hey, just

amending what it says because you feel like -- you feel like, hey, so I see what they're trying to do here, and whether or not you agree with it, if you don't agree with it, then vote nay, if you agree for it, then, you know, vote for it, and then from there we can go on to definitely editing and making sure that it's casting the right light and saying the correct thing that we need to. Like everyone has alluded to so far, you don't want to strike a whole piece of code, it's mainly amend it how we need to, and we could do that in this TAC committee.

So, Wade, do you have a question?

MR. FRIESEN: Wade Friesen, Vertical Options. So, I guess my confusion is this is considered to be a commercial piece of equipment, and, while I am not an advocate of putting machines in the pit, I just want to make that clear, I don't -- I don't think that's where they belong for worker safety or ease of service, but, regardless of that opinion, why are we regulating these differently than we are a commercial MRL hydro? I don't -- I don't understand why this would be regulated any different. I was hoping somebody might be able to speak to that.

MR. NAIPO: Any comments on that? Yes, Duane.

MR. LEOPARD: Duane Leopard. I have to agree with Wade. I think somebody was looking to exempt 5.2.1.4.2.2, and I think we should probably just leave 5.2.1.4.2.2 as not adopted and that way it wouldn't be in line with the rationale and also coincide with other equipment in the pit and other sections of the code.

MR. NAIPO: Okay.

MR. DOLGIKH: Sergey Dolgikh, Elevator Inspector L & I. I -- I agree with Wade also. We are -- I don't even understand what we are voting on really because what we were pretty much looking at is, hey, let's exempt the LULA from the requirement of 2.7.5.2. That's what we're basically looking -- I mean that's how I'm reading what's being proposed. It seems like the majority of people that I heard agree that LULAs are part of the commercial -- commercial designation of the conveyance, and so why are we pulling it out of the 17.1 overall commercial code requirement, and -- and regardless whether we can do a friendly amendment or not, we need to figure out why do we have it here, why are we talking about this, because we -- we're specifically isolating a very specific portion of the code and putting it here and saying, no, that's not -- that's not applicable. Yes,

it is applicable as part of the whole code, so... And that's my personal view, my personal opinion, but what I'm trying to figure out is what's the reasons for it, and I agree with many people that spoke here, too, as to rationale as to why we should exempt this. But, anyway, it's really hazy why do we need it, why do we even need to bring it in. But that's just my personal comment on that one. Thank you.

MR. NAIPO: So, Kevin, before I call on you real quick, so, again, this is one of those times to where if you don't feel like the rationale is written well enough, the change you guys don't feel makes sense, we can vote on it all being nay. I mean there's nothing wrong with that, as well. You know, we don't have to vote on just one piece or another, and then amending it, and doing all this work. If you really feel like you guys don't understand, hey, this rationale doesn't really make sense with this code reference, the rationale doesn't make sense overall, we don't have to accept it. You guys have to realize that I didn't go and edit any of these. I just cut and pasted exactly what this person wanted onto the spreadsheet. I cut and pasted exactly their rationale onto this document for you, and I tried to understand it as best I could, and, but from the questions you

guys and the comments you guys are making, it sounds like, hey, there's a lot of ambiguity to this and we're not quite sure about it, and that's okay, as well.

Kevin, go ahead.

MR. BRINKMAN: Yeah, Kevin Brinkman. I think you covered pretty well what I was thinking, just -- but a couple quick points. One, saying it's not adopted to me is no different than exempting it. We still have -- We just eliminated the code requirements, which is worse than what we have. I don't believe the rationale justifies why LULAs should be different, don't really have a -- don't understand why it should change, and I don't think we should take what the proponent is looking for and try to amend this. I think we're -- we're getting beyond what we should be doing here and I'd recommend we just vote this down because I don't think as written it's really going to help safety. Thank you.

MR. NAIPO: Jonathan Quiett.

MR. QUIETT: Yeah, Jonathan Quiett. I'm in the same boat. We're -- We don't need to make stuff less safe. And also with this only addressing the 5.2.1.4.2.2 it's only addressing electric LULAs. It doesn't do anything for hydraulic LULAs.

MR. NAIPO: Okay. Thank you. Jan.

MS. GOULD: Yeah, Jan Gould, City of Seattle. It could be, I haven't read all the proposals, that there is sections that affect part two or three where they want to retain, shall we say, machine or control room. So, maybe put this on hold or vote it down. That's it.

MR. NAIPO: All right. Thank you for that. So, what I suggest we do is we cast our votes and we're casting it as written. As it's written, if you don't feel it's written correctly or makes sense even overall, this is your opportunity to vote this down as nay. If you feel like, hey, you know, there is some validity to this, whether it's, hey, I believe in the rationale, I understand that, hey, there's some editing that needs to be done, but I do believe in that, please vote yeah and we'll work on this accordingly if we have enough at the end of this process on day three.

So, we are going to be casting our vote on proposal 2022.0069, exempting 5.2.1.4.2.2. So, for those in favor of striking that out and, you know, you're okay with the rationale, please vote yea now by raising your hand. Please vote yea now if you are for this change. All-righty. Thank you for those who

have cast your vote for yea.

Please at this time those who oppose of this change, please vote nay by raising your hand now. Please vote nay now. All right. Good. All right, so please lower your hand all those who voted nay.

And at this time if you would like to abstain from this please raise your hand now. Please raise your hand now if you would like to abstain.

All right. And thank you. And, with that, we will move on to the next.

MS. ERIKSEN: So this is Melissa. Just to --

MR. NAIPO: Oh, I'm sorry.

MS. ERIKSEN: -- put the button on this one.

MR. NAIPO: Sorry.

MS. ERIKSEN: For 2022.0069, the official vote were 2 yeses, 22 nos, and 1 abstention.

MR. NAIPO: Sorry about that. Thank you.

MS. ERIKSEN: You're good. Team work.

MR. NAIPO: Nice team work, right. All right. Moving on to proposal 2022.0070, WAC 296-96-00675, amending 5.2.1.13, Power Operation of Hoistway Doors and Car Doors. "Power operation of hoistway doors and car doors shall conform to section 2.13." They want to strike, "except that vertically

sliding doors shall not be permitted", and adding "(a) 2.13.5.3" -- point 5.3, excuse me, "Detection of approaching objects does not apply. (b) Vertically sliding doors shall not be permitted."

The rationale is, "Safety is of the utmost concern for the user(s). It should also be applied in the same manner. A typical commercial elevator will see tens, if not hundreds, of uses a day; whereas, a LULA may see one or two a week. LULAs are a rarity due to their limitations of use and application. Speed is limited to 30 feet per minute, rise is limited to 25 feet, and car size is limited to 18 square feet/1,400 pounds. Having such restrictive use limitations, some commercial requirements like this one can go too far", or, excuse me, "some commercial requirements like this one go too far. The proposal only eliminates the requirement to have 'Approach detecting means'. Detection of objects in the door path will be required per 2.13.5.4."

Any questions, or clarification, or comments on this one? Okay, Paul, go ahead.

MR. BARNHART: Paul Barnhart from UL. I find it interesting that the very first sentence of the rationale is "Safety is of the utmost concern for the user...", and then he's proposing to remove a

safety requirement. Just because it's limited use doesn't mean that the hazard doesn't still exist. So, I speak in opposition of the proposal. I think we leave it as it is. And vertical sliding doors are not permitted, but you still need to have detection of approaching objects. Thank you.

MR. NAIPO: Thank you. Sergey.

MR. DOLGIKH: Sergey Dolgikh, Elevator Inspector at L & I. Frankly, I'm looking at this requirement to be amended and the rationale behind it, and I agree, I don't know at which end to approach it. I don't even understand what specifically it tells me not to do. In one sent-- On one sentence it says, "except vertical sliding doors shall not be permitted" and strike it out, but then it's suggesting that vertical shall -- sliding doors shall not be permitted; so, kind of contradictory in my view or ambiguous at least. But I'm not trying to critically acclaim the writing style; I'm just saying the way it's written and I'm just reading it. And, yes, to a previous point, to speak to a previous point, a person who is safety and then we're basically taking away the safety. Vertical sliding doors are very dangerous and should be always considered as a danger, and there should be means of detecting an object in -- in -- in

view. So, anyway, I am against that also.

MR. NAIPO: Candace.

MS. LAU: Yeah, Candace Lau. I agree with the last two speakers. Vertical sliding doors are extremely dangerous and dumb. Passenger elevators, LULAs, should not -- we should keep the way it's written in ASME that it shall not be permitted.

MR. NAIPO: So, I just want to make sure people understand it's not that they're wanting -- that they don't agree with the vertically sliding. What they're doing is they were adding (a) to it and just broke off the, "Vertical sliding doors shall not be permitted" to (b). So, all they were adding was 2.13.5.3 detection of approaching objects does not apply. That's really the only change that they're really making to this, other than the formating of what it looks like. So, I just wanted to put that in there. Mr. Brinkman.

MR. BRINKMAN: This is Kevin Brinkman. That was the point I was going to make. They're really not changing the vertically sliding doors part. It just -- It's a simple change to eliminate the approaching object detection. And I guess I -- I have a tendency to lean towards stick with the ASME standard as written, unless there's a valid reason for

not; so, I think I will support or will vote nay on this only because I think we should -- you know, if it needs to be changed, we should change it there. I agree there may not be as much usage and maybe it's not as important for that reason, but I think sticking to the standard makes more sense.

MR. NAIPO: Thank you. Candace. Oh, okay. Mr. Quiett.

MR. QUIETT: Yeah, really all this -- This is Jon Quiett. All this seems to me is what we're really trying to gain from this is not having to put some sort of a 3D door detector on a LULA, which inherently is going to make it less safe.

MR. NAIPO: All right. So, thank you. Does anyone else have any additional questions or comments? Sergey.

MR. DOLGIKH: Yeah, Sergey Dolgikh, Elevator Inspector L & I. And Jon made the perfect point here is we -- we -- The WAC should not necessarily diminish the standard of safety. We, in fact, have to bring it up. If anything, we make it more stringent within authority of having jurisdiction because 17.1 provides the minimum safety standards for the industry that we are looking at as the authority having jurisdiction saying here in our state we do

this and we consider this because of the type of gear, the type of environment, so on and so forth. So, we do not want to diminish the safety. And I agree with Jon Quiett on this one. And that's just the additional comment I wanted to throw in there. Thank you for listening.

MR. NAIPO: Carl.

MR. CARY: Yeah, hi, Carl Cary, Lerch Bates. I rise to encourage members of the TAC to vote against this amendment as someone who has a LULA in my place of worship and that is always used by someone who is not nearly as mobile or able. The 3D door protection edge certainly allows a modicum of safety and I think that that should be continued. Thank you.

MR. NAIPO: All right. So, with that, we will be casting our votes, casting our votes on proposal 2022.0070, pretty much just adding that LULA equipment doesn't have to have detection of approaching objects, that they're trying to strike that and so it doesn't apply to those conveyances.

For those in favor of that, please, at this time, vote yea. If you are for this, please raise your hand and vote yea. All right. Thank you for those.

If you are voting nay on this, please raise your

hand now. Did you get those, Melissa?

MS. ERIKSEN: Thank you.

MR. NAIPO: And for -- Go ahead and lower your hands. Thank you very much for your vote.

And if there is anyone who feels they need to abstain from this vote, please raise your hand at this time. If you are abstaining from this vote, please raise your hand at this time.

All-righty. And with that, Melissa, will you read the vote tally for proposal 2022.0070.

MS. ERIKSEN: Yes. Thank you. So, the vote came out 0 yea, 26 nay, and 0 abstentions.

MR. NAIPO: All-righty. It is eleven o'clock. With that, we're going to take a quick five minute break. So, thank you everyone for your participation and see you guys back in five minutes.

(Recess taken)

MR. NAIPO: All-righty. And with that, we will jump right back in to proposal 2022.0071, "Amend 2.5.1.27, Emergency Operations and Signaling Devices. Emergency operation and signaling devices shall conform to section 2.27", and instead of there -- yes, they're striking that through, but all they're doing is dropping that requirement down and creating two parts to this one statement. So, (a), meaning

2.27.3.3., Phase II, emergency in car operations shall not be provided", which is stated above, but as well as adding "(b) 2.27.1.1.3(c)-(e) and (k) do not apply."

Rationale being, "Video and messaging - Safety is of the utmost concern for the user(s). It should also be applied in the same manner. A typical commercial elevator will see tens, if not..."

Okay, that looks like it's the same exact thing from above. "A typical commercial..." -- "LULAs are a rarity due to their limitations of use and application. Speed is limited to 30 feet per minute, rise is limited to 25 feet, and car size is limited to 18 square feet/1,400 pounds. Having such restrictive use is limit -- the "use limitations, some commercial requirements, like this one, go too far. This proposal only eliminates the requirement to have video/messaging capabilities within the car and on the phone."

Any clarifying comments or questions? I'm looking at the gallery. Nothing. All-righty. So, is everybody ready to vote on this? Paul.

MR. BARNHART: Thanks. This is Paul Barnhart. I question why removing the video and messaging capabilities is appropriate just because

it's limited limit use. Limited use or not, if somebody is trapped inside, they need to have those capabilities. So, I speak in opposition to this amendment.

MR. NAIPO: Thank you. Mr. Brinkman.

MR. BRINKMAN: Kevin Brinkman. Just a little background on this. The requirement for enhanced communication was actually incorporated into the IBC in 2018, and I'll have to admit I didn't research to see what edition the current Washington State Building Code is based on, but 2018 and later editions do have a requirement for this video communication. Eliminating it here would not eliminate it in the building code; so, the reality is the requirement would still exist if you're on at least a 2018 or later edition of IBC. So, I'm not sure there's any -- I think this might just create a conflict with the building code if this one is removed. Thank you.

MR. NAIPO: Wade.

MR. FRIESEN: Wade Friesen, Vertical Options. I agree with Paul's point that I don't really understand why this would be signaled out -- singled out specifically for LULAs. With that being said, it's my understanding that there are some

technological challenges to getting this equipment to function properly and not to mention monitoring companies that may or may not possess the necessary equipment to enact this. So, you know, personally I'm opposed to this. I think that voice communication at this point is tried and true and is an acceptable means. Thank you.

MR. NAIPO: Any other questions or clarifying comments that anyone has? All right. With that, we will be that casting a vote on 2022.0071 regarding Phase II emergency in car operation shall not be provided, which is already part of the code, as well as 2.27.1.1.3(c)-(e) and (k), stating it does not apply.

For those that are in favor of 2.27.1.1.3(c)-(e) and (k) not applying in this state please vote yea now. Please vote yea if you are for this change of omitting the requirements 2.27.1.1.3(c)-(e) and (k). All right. Thank you for those that have cast your vote for yea.

And at this time if you are against that change please vote nay now.

MS. ERIKSEN: Sorry, real quick. You can't vote for both.

MR. NAIPO: If you have voted for yea

already, please remove -- please lower your hand. Sorry I didn't say that, my fault. Are the numbers not adding up?

MS. ERIKSEN: Sorry to call you out, Mike Wilson, you have voted for both. Which one do you want me to put you down for?

MR. WILSON: Sorry, I forgot to take it down.

MS. ERIKSEN: Thank you.

MR. WILSON: No worries

MS. ERIKSEN: I'm good.

MR. NAIPO: Okay. With that, everyone who has voted nay please lower your hands. And if anyone needs to abstain from this vote, do so at this time by raising your hand. All right. Thank you very much.

And, so, Melissa, will you read the results of 2022.0071.

MS. ERIKSEN: Thank you. So, the results are 3 yeas, 22 nays, and 0 abstentions.

MR. NAIPO: Okay. Thank you. So, there is a note in the chat from Mr. Wilson, the next proposal is the same, but applied to a hydraulic LULA. So, if anybody has any clarifying questions or comments that are needed for this one, it's the exact same requirement as above, but this is regarding hydraulic

LULAs, at this time if there's any questions, comments, please raise your hand. Another couple seconds. All-righty. Then we will move on to voting.

If you are voting for this change, which was addressed before, as well, just regarding hydraulic LULAs for proposal 2022.0072, please vote yea now. All right.

MS. ERIKSEN: Go ahead.

MR. NAIPO: All right. Thank you. Go ahead and lower your hands. And those voting nay, please raise your hands now.

MS. ERIKSEN: Thank you.

MR. NAIPO: All right. And please lower your hands for those who voted nay. And if anybody needs to abstain from this vote please raise your hand now. Dylan, are you voting to abstain from this? Okay. Thank you. All right. With that, Melissa will you read the votes for 2022.0072.

MS. ERIKSEN: Yes. Thank you. So, for this one we have 3 yeas, 23 nays and 0 abstentions.

MR. NAIPO: Okay. Moving on to proposal 2022.0075, again this is an amendment to an adopted standard. Regarding, "8.4.10.1, Operation of Elevators Under Earthquake Emergency Operations. (a) 8.4.10.1.1(e)(1), A group..." -- They're --

they're submitting that they remove group three security and amend it to group one "Security, spring-loaded key switch labeled 'Earthquake Hoistway...'"

(b) 8.4.10.1.3(d)(2), removing the verbiage for emergency personnel and amending it to say elevator personnel shall reset the seismic detection device;

(c) 8.4.10.1.3(d)(3) again removing the emergency personnel and replacing it with elevator personnel shall make sure the car is empty;

(d) 8.4.10.1.3(d)(5), the car traveled from terminal to terminal and back to the starting floor top terminal landing at speed of .75 meters per second, (150 feet per minute) maximum and open its door;

(e) 8.4.10.1.3, I don't know how to say that, minus (-a), if the emergency personnel, and replace that with elevator personnel, actuates the "Earthquake Hoistway Scan" key switch again;

(4) [sic], as well, 8.4.10.1.3 (-b), If the emergency personnel, remove emergency and replace it with elevator personnel, does not actuate the "Earthquake Hoistway Scan" key switch within.

The rationale being, "Earthquake Hoistway Scan and Earthquake Slow Speed operations should be

prohibited. If not prohibited, this operation should be only initiated by elevator personnel. There are too many unknown conditions that occur in an elevator hoistway during an earthquake. Many of these unknown conditions could lead to a catastroph-- could lead to catastrophe if the scan mode is used. Only elevator personnel are qualified to enter and inspect a hoistway for potential hazards affecting the elevator operation after an earthquake. Allowing emergency personnel or the possibility of authorized personnel to initiate the scan mode lead to equipment suffering further damage. This would involve extensive repairs and length in the time it takes to return the elevator to service. Emergency personnel are not qualified to perform work inside an elevator controller."

Any clarifying questions or comments? And it sounds like we'll start with Carl.

MR. CARY: Yes. Carl Cary, Lerch Bates. I rise to strongly encourage the TAC committee to vote against this amendment. As someone who has worked in a number of buildings with vertical tsunami evacuation points, we have a number of communities in western Washington that don't have adequate tsunami evacuation routes. So, there are many buildings under design right now that will vertically evacuate those people

in the event of a tsunami. If you think about the process of a tsunami, an earthquake could potentially trigger this system. The earthquake hoistway scan allows them to be able to return the elevator to use. It's obviously not feasible that the elevator, in a situation where a tsunami is impending and seconds count, it's obviously not realistic to think that they can wait for an elevator personnel to come on site and be able to do the appropriate checks. There is a very detailed sequence of operation where the car takes off on itself by itself empty, does a scan of the hoistway up and down, and allows people to continue to use it at a reduced speed. If we vote yes on this, we have essentially removed the ability to have the vertical evacuation route in Washington State. Thank you.

MR. NAIPO: Thank you. Duane.

MR. LEOPARD: Well, I read this one earlier and I've got to say let's not pass this one. I looked carefully at this when I was on the RAC Committee and we spent many, many hours to get this through. There is -- if -- Like in a tsunami or even if an earthquake happens you don't have enough elevator personnel to go to all the hospitals, and high rise retirements homes, or high-rise apartments. You know, a building engineer can be trained to do these things, to do the

hoistway scan and at least, you know, they would have vertical movement to get in and out and carry on with their -- with what they've got going on. In a hospital this is really critical to at least be able to move people.

You know, I was involved in an earthquake in Portland many, many years ago. There were a lot of elevators that shut down basically because the ring and string tripped. This way scanning the hoistway it's going to go through and it checks the ring and string to see if it still -- you know, if the counter-weights were to get displaced, and it's also going to check your ropes and see if there's any slippage and things like that. If any of that reoccurs, the elevator is shut down. So, I think we -- I can't advocate passing this amendment.

MR. NAIPO: Thank you, Duane. Wade.

MR. FRIESEN: Wade Friesen, Vertical Options. I was going to comment not just to what Duane had to say with this, but from a safety perspective it's my understanding that this operation is prohibited. It will not do a hoistway scan and run if the ring and string is active. So, if we have an event that was significant enough to displace and leave the counterweight displaced this operation is

not going to occur. So, this is designed, from what I understand, for a minor seismic event where there is no particular substantial damage to the equipment and will allow personnel to -- to get around and use the elevator until elevator personnel can get there and reset it. So, I'm for rejecting this, as well. Thank you.

MR. NAIPO: Thank you. Kevin.

MR. BRINKMAN: Yeah, Kevin Brinkman. The two previous speakers, you know, highlighted most of what I was going to say because, you know, this was included in the A17 code for the very reason that in an emergency you have so many elevators down it's not possible for mechanics to get to all of them at once, and obviously hospitals and other buildings need to remain in service, if possible, and the safety precautions were put into place to make sure that, you know, if there was an issue with the seismic sensors or something else it would not allow the car to run. I think -- and the only other comment I have is the last statement of the rationale says, "Emergency personnel are not qualified to perform work inside an elevator controller." We're -- we're not asking any emergency personnel to do that. This code requirement doesn't. They're only required to turn on a key

switch and -- and run the elevator in scan mode. It's not getting into the controller at all. They're not working on the controller. Thank you.

MR. NAIPO: Duane, did you have an additional question? I saw your hand was still raised.

MR. LEOPARD: No. I thought I put it down, but I can add to his comment, if I can.

MR. NAIPO: All right. Sergey. Oh, wait, wait, I'm sorry. Duane, did you say you wanted to add something to Kevin's comment?

MR. LEOPARD: Yeah. This is Duane Leopard. Kevin is right. The key switches are inside the car. So, when you actually activate the hoistway scan and all that, it's done by somebody in the car. They're not in the controller or anything else. And it's typically done by trained personnel of some type.

MR. NAIPO: Thank you. Sergey.

MR. DOLGIKH: I would just like to contribute a word of caution to the previous speakers because I was in the middle of Nisqually earthquake in the middle of downtown Seattle, and I was the guy who was cabling the Space Center, and I was in the place where the earthquake struck, and we had tons of equipment down and set on safeties on both cars, and

the counterweights and things, and then I was the guy who was on the Starbucks Tower in SODO district when OTIS had the crumbled hoistway on the other side of it, and checking escalators in the old Sears Building for integrity and everything else. I understand the concept and the caution behind saying we don't have -- in times of emergency we don't have that many people to quickly respond and to assess the damages right away and -- and put those conveyances back in service. But I also want to caution from my personal experience that there are so many variables that could be more problems than not and could create more damages to gear and to people that I think the elevator personnel is essential to be doing the first response and assessment of any kind of post-earthquake/tsunami type of thing. In fact, if there is a tsunami evacuation and there's a basement traction machine how are you going to -- how are you going to quick check it? It's going to flood the basement.

So, there are -- there are a different variety of questions that need to be answered before, you know, going across the board and saying, "Well, they're going to let emergency personnel, they've been trained to deal with this." But have they been trained? I mean we -- we have to train people to have

a wealth of knowledge that was accumulated by elevator mechanics who were so many years on so many jobs in the hoistway that assesses the damages. I don't know. I'm on the -- on the fence on this one. I'm sorry.

MR. NAIPO: All right. Dylan.

MR. MONTGOMERY: Dylan Montgomery. So, I am -- I can understand where this one is coming from. I can understand where this one is coming from and what they want, but learning from and going -- being an emergency responder, it's like different property every single time, and if it's -- and the way this reads, at least the way I'm interpreting it, is the reason why they don't want emergency personnel is because it'll cause more damage to the elevator, and at that point like if the elevator -- like if (audio distortion) the elevator will work safely enough, then I'm going to use it. I could care less if it's going (audio distortion), as long as it functions the way it's supposed to function. Now, that's how I interpret it, but I understand where Sergey was coming from where it's like how can it really justify, you know, the damages of it to -- in order to use it safely. So, I'm kind of on the other side of it, but I'm also kind of in line. It's like I'm kind of hit or miss on this one.

MR. NAIPO: Jonathan Madison.

MR. MADISON: Yeah, Jonathan Madison. The first question, somebody had said that this key switch is inside the elevator, and, so, if this key switch is inside the elevator, the person turning this key, unless I misheard that, would be riding in it when they found out that it didn't work. So, I'm assuming that's a misspoke. But I was also here with the Nisqually quake, and, you know, from Seattle to Bellevue, Tacoma, basically all of the -- all of the majors have protocols in line and everyone heads to those emergency facilities such as the hospitals, and old folks homes, and you name it.

What we did find, though, when we started looking at this is we had cars that were still running and some that had earthquake systems where in the middle of a hoistway there were walls hanging into the hoistway that a car was passing and rubbing on, and inevitably if that's brick or any other structural piece we don't know what that's going to do after you have people like the fire fighters and everyone else get in that elevator, travel up the hoistway, and then get hung up in that building and now we've opened another emergency call. So, I think going with this, I see what the idea is -- behind it is to get somebody

in there to see it first before we cut the public loose, and even first responders. I mean we're literally taking people we're going to be short on and we're putting them back in harm's way.

I'm -- I'm for it, if it's somebody who realizes what the system needs and requires for safe use has had a chance to look at it before we just cut loose a building person.

And during the Nisqually quake we had hundreds of people, building maintenance people, you name it, trying to climb into cars to help people out that had no business on our equipment, and then potentially, you know, they were putting their own life at risk with no training or no knowledge of what they were dealing with. That's all I have. Thank you.

MR. NAIPO: Thank you, Jon. Dylan Turner.

MR. TURNER: Dylan Turner, Greenbusch. I was just going to second what Duane had said. The elevator is not going to operate if either the seismic switch or the displacement switch are still tripped, and this hoistway scan switch doesn't reset safeties; so, if the elevator is already locked out, it's not going to start operating. Also, when an elevator is located in a FEMA flood zone, there are ASCII requirements that require flood switches and various

wet rated requirements. So, I think we're kind of missing the point of the hoistway scan itself. I'm just throwing that out there.

MR. NAIPO: Thank you, Dylan. Jonathan Quiett.

MR. QUIETT: Yeah, Jonathan Quiett. Also I was in the area with the Nisqually quake. From what I understand for the earthquake mode, the way it does the hoistway scan, everything else is running at slow speed. If the ring and string is not currently tripped and the string is currently intact it will ignore the seismic switch after a delay time expires to allow the hoistway scan to take place. After being in the Nisqually quake and the damage that was done, we had many buildings that actually had structural damage around the elevator entrance frames, which now made it so that the doors could not properly open or close. So, we're put in a situation where we're counting on the elevator to be able to go back into service. We are trying to evacuate people from a building. If we have the inability to correctly open a door we have now stuck people in an elevator in an emergency situation to be able to remove them from a building.

As far as the elevator personnel to emergency

personnel, I personally feel we should keep the emergency person there for the evacuation of people trapped inside of the elevator and not make them responsible for making sure the elevator is safe to evacuate people further from the building using the elevator system.

MR. NAIPO: Thank you. Mr. Brinkman.

MR. BRINKMAN: Yeah, Kevin Brinkman. There was a question about whether the switch would be located inside the car. The code would not allow that. The switch shall be located outside the hoistway in the inspection or test panel in the controller enclosure, in a machine room, etc.; so, it could not be in the car.

MR. NAIPO: Thank you. Mr. Mills.

MR. MILLS: Eric Mills, field mechanic. I, too, was in the earthquake back '01. The hoistways themselves were damaged, like Jon Madison said, Jon Quiett. There was structural damage and we had cars that still ran. We had cars with counterweights inside the car. We had all types of issues. And at least having a trained personnel, the elevator man or person, come out and look at it before we turn it over puts eyes on that we know we can -- We notice that stuff right off the bat because we've been in the

hoistways. We see that. We have the experience. So, taking this and putting it on a fire fighter who is already overwhelmed just like the elevator maintenance people and repair people, we get overwhelmed, too.

I remember when L.A. happened. They had gang boxes with stuff set up all over the machine rooms across L.A. with beds, and water, and food because it's non-stop 24/7. You know, you run, you take a cat nap, and you go back to work. We're considered emergency at that point, but it's state elevator personnel, and I'm -- I am for this.

MR. NAIPO: All right. Thank you for that. Duane.

MR. LEOPARD: Yeah, I'll back up and say I might be mistaken that the key switch is in the car. Since I've never seen it, I'm not 100% familiar with the code. Thanks for correcting me, gents.

MR. NAIPO: All right. Duane and Jon, you both have your hands up. Do you guys still have an additional question or a comment? Okay. So, it sounds like people are applying different parts of this code, and, again, I'm -- I'm just facilitating this. I'm not an elevator mechanic or have any elevator experience, you know, in the field or anything lying that. So, it seems to me that from the

changes that this person is submitting, because this is just during operation of elevators under earthquake emergency operations, they are stating that this stuff listed that they tested to should be done by an elevator personnel. Does any of these codes pertain to turning the elevator back over to the public? I don't see that, but I don't know if that is housed within the rest of this code or if any of these changes would affect that. But, it just seems to me that in that -- in that earthquake scenario, or something that would trip these type of things, should this work be still okay to be done by emergency personnel or should this be done by an elevator personnel? And that's what the change is is that this person is saying, "Hey, this stuff shouldn't be done by emergency personnel. The re-setting of the seismic detection device, the making sure the car is empty, actuating the hoistway scan key, all of that stuff shouldn't be done by emergency personnel, but should be done by the elevator personnel." Again, that's just a question of clarification just to maybe help people because it seems like they're -- I heard some statements about turning this back on for the public and I didn't feel like that was part of what this change is. So, with that, I'll step back.

MR. NAIPO: Sergey.

MR. DOLGIKH: Yes, Paoa. Thank you. This is Sergey Dolgikh, Elevator Inspector L & I. So, I just want to make it very clear, my stand on this as far as what we are calling out here. Riding public is human being, emergency personnel is a human being, an elevator personnel is a human being. We all get hurt the same frickin' way. We just have more marginal safety and training experience that brings us out to the next level of understanding how the systems work and how they are interconnected so that when we get into a situation when those could be in a very bad damaged condition we can assess it much quicker. And once again, like Eric Mills said, we also get overwhelmed, and by we I mean elevator inspectors. We are -- we are doing tremendously stressful work and the same applies to elevator service personnel.

So, what I was saying is this: Every life matters, and I think that in this case what we're looking at is we're making it more stringent. Once again, we are making it more rigid in the ways that we protect the safety of people that may not be trained and qualified as much as maybe elevator personnel is, and I think for that matter I would put my yes on this one. Thank you.

MR. NAIPO: Mr. Rudder.

MR. RUDDER: (Muffled audio)

MR. NAIPO: Wait, Scott, hold on. Scott, I think your mic is really muffled, so...

MR. RUDDER: (Muffled audio)

MR. NAIPO: I just want to make sure that the court reporter can hear you.

THE COURT REPORTER: Yeah, I was having a little bit of trouble. It did sound muffled to me.

MR. NAIPO: Yeah.

MR. RUDDER: (Muffled audio) -- hear that?

THE COURT REPORTER: Not really.

MR. RUDDER: Don't worry about it then.

MR. NAIPO: If it's something that you can possibly toss in the chat and we could -- we'll read from that, there's a couple other people that have comments. If you're willing to do that, Scott, I appreciate it. Kevin.

MR. BRINKMAN: Yeah, Kevin Brinkman again. Thank you, Ricky, for putting that in the chat. Correction: There's two switches. One switch is to reset the seismic detection temporarily, and that is outside the hoistway. The switch to activate the scan is actually in the car. It's in 11-- 8.4.10.1.1(e). Thank you.

MR. NAIPO: Mr. Quiett.

MR. QUIETT: Yeah, I was going to piggyback with that a little bit. The seismic detection switch and looking at the flow chart, the seismic detection switch must be reset. Then the earthquake hoistway scan must be actuated. If it passes that, then it is allowed to -- after EQ, the earthquake mode reset, to return to automatic operation. So, we -- We have to be careful with who we are allowing to have the elevator return back to operation. For some of the -- some of the reasons that people have stated, simply letting the elevator run a scan of the hoistway is not a full understanding of the damage that could be done to the system and we could be inherently allowing a system to go back into service and putting the public at a greater amount of harm than by leaving it out of service and having these other egress means out of a structure.

MR. NAIPO: All right. Jonathan Madison.

MR. MADISON: Yeah, Jonathan Madison. That's exactly where we're going with it. Thank you, Ricky, for clarifying that. The key switch inside the car I see an inherent problem with that right off. But back to the point of we've got damage to entries, if we've got debris in the hoistway, it's not going to

show on that initial reset. It's going to show when there's someone in the car doing the scan. So, that may be an argument for another day. But, again, you're not going to have anybody, an emergency personnel, a fire fighter, or EMTs are not going to see the situation that they're about to enter with this car running through a hoistway with the debris in it. So, I -- I think it should be elevator personnel no matter what. But thank you.

MR. NAIPO: Thank you. Jan.

MS. GOULD: The language emergency personnel, I believe the vast majority of fireman have no idea how use to Phase I and Phase II, let -- let alone know that there's a switch in the machine room that they could run the car with. That's it. And it's fairly new to the code, the key switch is.

MR. NAIPO: Thank you, Jan. Oh, Melissa, you had your hand raised?

MS. ERIKSEN: This is Melissa. So a few people have referenced what Ricky said. To put it into the record, Ricky put in the chat some code language that just starts with (e) Where earthquake mode slows speed to automatic operation as provided, see 8.4.10.1.3(d) as in delta. The following shall be provided in the elevator car operating panel: One, a

group three security spring-loaded key switch labeled "Earthquake Hoistway Scan" with positions marked initiate and off, lettering shall be a minimum five millimeters or a quarter of an inch in height. And, two, a visual indicator labeled or displaying earthquake slow speed.

MR. NAIPO: Thank you for that, Melissa. And, with that, is there any additional questions that need to be had before we cast our vote? All-righty. And with that we are going to be casting our vote on proposal 2022.0075 regarding operation of elevators under earthquake emergency operations and the edits we have discussed pretty much relinquishing the emergency personnel from being able to operate the elevator with these amendments and making it just the elevator personnel.

For those that are voting for this change of striking emergency personnel and replacing it with elevator, please vote yea by raising your hand now. For those in favor of this change removing emergency personnel and replacing it with elevator personnel, please raise your hand now if you are for that change. Thank you very much for those votes. Thank you very much for those votes. Go ahead and put your hands down.

And those who are against it please raise your hand now. You'll be voting nay. It looks like some people are jumping for joy. All right. If you need to vote no or nay please raise your hand now. I'll be waiting for a confirmation from my co-worker. But she's got it. All right, we're good. All right, so go ahead and please lower your hands if you have voted nay.

And if anyone needs to abstain from this vote please raise your hand now. If you are voting to abstain from this vote please raise your hand now.

All-righty. And, with that, voting has concluded on proposal 2022.0075. Melissa, will you please read the tallies?

MS. ERIKSEN: Yes. Thank you. So, there were 6 yeas, 17 nays, and 3 abstentions.

MR. NAIPO: All-righty. Um, this is a pretty big one. We've got 15 minutes until lunch. So, I'm going to pose it to you guys. Do you guys want to take a little bit of a break, reset, and then we can come back to hear and tackle the rest of these at that time, or would you guys like to push through, do this one, and then take lunch once we're done? So, those in favor of taking lunch now, go ahead and raise your hand now, if you want to take your lunch now and

come back and do 77. Raise your hand if you want to take lunch now for a half hour. Two, three, four, five. All right.

And those against it and we're just going to push through until we get this one done and then take lunch after that please raise your hand now.

All-righty. It looks like we're going to push through on this one and, then, once we're done with this one, we will then take our lunch, okay.

So, we are going over proposal 2022.0077. Patrick, do you -- Oh, all right. We're going over proposal 2022.0077 as follows, Amend 17.1 section 2.7 as follows: 2.7.6.3.2, The motor controller shall be located in a, striking machine room space, keeping machine, striking control space or control room, they kept the "or control room", but adding electrical clearance requirements shall comply with NFPA 70, NFPA 70E, 29 CFR 1926 or 29 CFR 1910, whichever is applicable (see Part 9). In the event two or more code requirement(s) conflict, the core requirements or requirement providing a higher degree of safety shall be used. And the rest of that verbiage, "A motor controller shall be permitted to be located outside the specified spaces, provided it is enclosed in a locked cabinet. The locked cabinet shall be..." (a)

through (f) has all been stricken.

The reason for this, "Statement of Problem and Justification. Hazardous equipment should not be in a public place. MRLs already in public spaces conflict with and violate codes and standards the State of Washington must comply with. Stop putting hazards in public spaces. If the hazards exist, protection must be provided through engineering or higher methods. A working space in proximity to a motor controller in or exposed to a public area at any time that presents hazards to trained and untrained personnel. Access and working space have to be provided and maintained about all electrical equipment to permit ready and safe operation and maintenance of such equipment. Additionally, affected persons in a public area have to be protected. In this area several standards have been found to be in conflict that may result in a reduction to life, limb, and the welfare of affected persons."

So, the person was available for comment. Unfortunately, when I contacted them they weren't available at this time. So, if there's any questions, unfortunately they won't be able to be answered.

"If the hazard exists, protection must be provided through engineering or higher methods."

Again, so any questions or clarifications needed from what you guys can see reading this? Mr. Barnhart.

MR. BARNHART: Thank you, sir. I'm in opposition to this change. The main thing he's talking about is it's more hazard because it's in a public space, but it's still behind the locked door, just like everything in a machine room is behind a looked door, and the fact that the locked door doesn't say it's a machine room doesn't make it any less safe or any more safe. If the public can get to the machine room door, they can get to the controller door, the same thing applies, they can -- they can violate the lock and get in there and cause a problem. So, this doesn't add any level of safety by what he's trying to do. Thank you.

MR. NAIPO: So, I have question. Is a machinery space, machine room, control space, and a control room all locked environments, is that the -- is that true? Is that a true statement?

UNIDENTIFIED SPEAKER: Yes.

MR. NAIPO: Paul?

MR. BARNHART: Yeah, that is true.

MR. NAIPO: Okay.

MR. BARNHART: It goes on (a) through

whatever. I mean the whole proposal that's in the -- or the -- the sections 2.7 and A17.1 takes care of all that.

MR. NAIPO: Okay.

MR. BARNHART: All that's -- all that's locked.

MR. NAIPO: All right. Thank you. Any other questions or clarifications needed before we cast our vote? And comments? Mr. Brinkman.

MR. BRINKMAN: Yeah, there's questions or comments in the rationale about this being, you know, unique or something different, but we've been working on escalators in public spaces for years. Every time I go through the airport there's an escalator that's got barricades set up and people are working around that. Saying this control panel is any different, it has to be in a locked room as opposed to cabinet with a lock, I don't see the difference, you know. And there's a part of the change would be to reference NFPA 70. Well, NFPA 70 requirements are already referenced in A17.1. This -- this would be a duplication. Everything that's in the electrical control system of an elevator has to comply with A17.1, excuse me, with NFPA 70 and ASME A17.5. So, I think there's some duplication here that's not needed.

I think we're trying to remove something that's imbedded in the ASME code without justification because it's similar to other applications. Thank you.

MS. ERIKSEN: Thank you. Eric, you're next.

MR. MILLS: Well, in reference to escalators, I was a stairway manager for many years and I have kicked more kids, more people off my escalators when it's barricaded and surrounded with big, huge in multiple languages "Do Not Enter" lettering than I ever should have. So, in public safety sometimes we have to protect the public from themselves because they think they no better than what the sign says.

So, a space is different than a room. A room is an area that's surrounded on all sides, four -- so, four walls, a ceiling, and a floor. A space doesn't mean that. So, taking and putting it out in the open doesn't protect the public. It's all about public safety, and my safety, quite frankly. It's -- You know, I have to watch other people in doing things where they could put me in harm's way. So, being from the field, and, I'm sorry, my name is Eric Mills, field mechanic, I forgot, but that's -- that's the key. It's protecting the public from themselves and

protecting us that are working on the equipment. You know, there's -- And kids are the worst because they're interested, they're curious naturally, and if they have access to it they're going to try to get to it. So, I think that I'm in favor of this.

MS. ERIKSEN: Thank you. Duane.

UNIDENTIFIED SPEAKER: Yeah, I have to kind of agree with this one, too.

MS. ERIKSEN: I'm sorry, real quick --

MR. LEOPARD: Duane Leopard. I'm sorry, I'm the guilty one. You know, I have a hunch the person whoever wrote this is talking about controllers being in the jambs, which I've seen a few of those in my travels across the state, you know, they're up there on the third floor for the mechanic in order to work on them and access them, do whatever he needs to do, he's got to be there basically in the public eye, so here comes the barricade, and I've had people move barricades out of the way for me just to get by to get into the escalators, too. You know, I have to -- I don't know about striking out machine space, though, or control space, but I think that's probably our best direction to go on some of this.

MS. ERIKSEN: Thank you.

MR. NAIPO: Jan.

MS. GOULD: Jan Gould, City of Seattle. We still have language in our Chapter 30 requiring machine room or control rooms and I'm glad of it. It doesn't mean it won't eventually go away, but I want to fight for it as long as possible. We've fought long and hard to get dedicated machine and control rooms, and this is basically for those repair servicemen, service women, that are working on this equipment that they have their electrical working clearances, and I just want to keep dedicated machine and control rooms as long as possible.

MR. NAIPO: Thank you. Mr. Quiett.

MR. QUIETT: Yeah, with this -- For me, this is more -- Oh, Jonathan Quiett, sorry. This is more for protecting the individuals working on the equipment than it is for anything else. As it sits right now, let's use a school as an example, I go into a machine room as I'm troubleshooting a problem in a school, I have a locked door. Passing period happens. Everything is happening outside of this room. I don't have teachers, students, faculty bothering me while I'm trying to focus and be focused on the work that I'm doing. I'm not putting myself or anybody else in harm's way because I am in a secured environment. By allowing this here, our best protection we're saying

to use is use barricades, which we all know can be ran into, bumped into, and now it's the curiosity aspect of it, anybody in the public, "What are you doing? What are you working on? Why is the elevator broke?" It's taking our focus off of our own personal safety, the safety of the equipment that we were working on, and, frankly, the safety of the people around us by having this where it's in a publicly accessible place.

MR. NAIPO: Thank you, Jon. Carl.

MR. CARY: Yes. I rise, thank you, to state that we should reject this change. Just to speak briefly about the conditions that were talked about, working around the public with barricades in an elevator, or something that was already done in the description that was just provided at a school, the mechanic needs to access the pit of the car top, they would have to pull barricades out, they would have to open the car door, and they would have to deal with that scenario. There are many other jurisdictions that allow control cabinets and control-- jamb mounted controllers successfully without issue. This is going to save owners money by allowing them to dedicate valuable workplace inside the building to something other than a control room and it can be done safely. Thank you.

MR. NAIPO: All-righty. And with that, it doesn't look like anybody else has any other questions, but once again I'll provide the opportunity for anybody else who has any clarifying comments or questions to please provide them now. Sergey.

MR. DOLGIKH: You knew that I was going to raise my hand, right? No, I'm just kidding. So, I'm looking at this entire -- entire body of code that was struck out and one thing just kind of struck me, so this one says provided with cabinet doors or panels that are not self-closing that are self-locking, and this goes in direct contradiction with machine room door requirements that has to be self-closing, self-latching, or self locking. So, if it's not required to be self-closing, then how does it pose a safety for the riding public if it's out in the open public? So, I'm -- I'm -- Just for that matter I'm going to vote yes for this. But that -- that's something that struck me as odd that they wouldn't put the requirements of it being self-closing. Perhaps it's just because if it's part of doorjamb or something like that are --- that are mitigating some difficulties in dealing with the space that is limited to maintenance and such for the mechanic or service provider. So, definitely that kind of -- Yeah, thank

you.

MR. NAIPO: Dylan.

MR. LATHE: Dylan Lathe, L & I. My opinion the reason why it wouldn't be self-closing is because they would be standing there working on it and it would be closing on them the entire time as opposed to being inside of a machine room. Thank you.

MR. NAIPO: Mr. Barnhart.

MR. BARNHART: Thank you. Paul Barnhart. The comment I was going to ask has already been addressed. It's not self-closing because you are working on the panel and you can't have the door close on you while you're working on the panel. Yes, that's why that's in there.

MR. NAIPO: Thank you. Candace.

MS. LAU: Candace Lau. Yeah, I was going to respond the same thing, that this is a cabinet that we're talking about and not a machine room or a door. But I also want to comment that what I'm seeing is that, you know, we really need to pay attention to what the mechanics are doing, are saying, and what the people that are actually doing the work are saying because those are the people that are really most affected. It is mostly about their safety and how they work on their equipment with all the stuff going

around. Escalators, there was a comment on escalators. There's really no choice on escalators because of where it's located, but there is a choice here. There's a choice here to put these things in a machine room as opposed to in a space with barricades around it, and it's just my comment on that.

MR. NAIPO: Thank you. Mr. Quiett.

MR. QUIETT: Yeah, Jonathan Quiett. I appreciate what Candace was saying. This is kind of a direct response to what Carl was saying. We absolutely have a choice when we access a pit and when we access the car top. If we have a busy public environment, we can choose at what point we are accessing that pit or car top and the means that we have. If we are actively troubleshooting an elevator and have exposed electrical devices to be able to correctly troubleshoot that piece of equipment, we don't have a choice. We are dealing with whatever the public environment at that time throws at us. So, by saying we don't have -- we can mitigate with barricades, I agree with that to an extent, but I also say we don't have a choice of how we can protect ourselves and the rest of the public while we are doing the work.

MR. NAIPO: Thank you. Sergey, I'm sorry, I

didn't see that you re-raised your hand.

MR. DOLGIKH: Sergey Dolgikh, L & I. So, I just wanted to briefly clarify, I get it why it's not self-closing that the person has to perform the work. My point was that the reason why the machine room door has to be self-closing, self-latching, there is a reason for it, and if we're taking that reason out of this by saying, oh, it doesn't have to be now, but the reason was there for a purpose, the purpose is that it has to be isolated away from the public, away from, like Jonathan was saying, you know, having to make a choice in that snapshot of time. And when you troubleshoot, I've troubleshot before, it's crazy time. You have a pressure as it is, and now you have a pressure of public constantly moving in and out and around. So, I just wanted to clarify, though, I understand why the self-closing was taken out. That's precisely why I brought up that point. Machine room door shall be self-closing, self-latching, that is there for a reason, and there has to be a machine room. Thank you.

MR. NAIPO: All-righty. So, are there any other questions or comments needed to clarify before we're ready to cast a vote? All-righty. So, we will be casting a vote on proposal 2022.0077 regarding the

changes of striking machinery space, control space, as well as (a) through (f) on 2.7.6.3.2.

If you are for this change we ask that you vote yea now by raising your hand. So, if you are in favor of this change, please raise your hand now. If you are for this change, please raise your hand now. Okay, go ahead and lower your hands. Thank you for your vote.

If you are opposed to this change, please raise your hand now. If you are opposed to this change, please raise your hand now. Thank you. Go ahead and lower your hands.

And if you would like to abstain from this, that is your vote, please raise your hand now.

James, you voted nay, correct? James Cline?

MR. CLINE: Yes, I did. Sorry. There it goes.

MR. NAIPO: Thanks. All right. So, one for abstain. All right. Go ahead and lower your hands. Thank you for that. Thank you for your vote. And, so, Melissa, will you please read the votes that were cast for proposal 2022.0077.

MS. ERIKSEN: Yes. Thank you. There were 10 yeas, there were 14 nays, and 1 abstention.

MR. NAIPO: All-righty. Thank you.

All-righty. With that, that concludes our first part of the day. You guys are doing a great job. I know it seems like we're not making headway at all, but this was the big -- this was going to be a big topic of discussion is the things that were submitted for amending or excluding from our WAC, and so I know that this was going to be a little lengthy of a time. Granted, I wish we were a little bit further into it than before, but I'm -- I'm okay with the discussions that have been going on, the questions. I feel like people are voting educatedly, not emotionally, I'm just going to throw yea or nay, whatever. You guys feel like you're voting with validity behind it. So, I appreciate that. And, with that, we're going to take a 30 minute lunch. Melissa is going to throw up a 30 minute timer; so, when that is done counting down, hopefully you guys will be, you know, fed, rested, hydrated, and ready to go the rest of this day. Thank you guys very much. See you guys in about 30 minutes. Appreciate it.

(Lunch recess taken at 12:07 p.m.)

MR. NAIPO: So, thank you, everyone, for coming back promptly. I really appreciate it. We'll dive back into this work again. I know, hey, we've only got to 12 so far. That's okay because 675

there's a lot of stuff that people were asking to be amended and I knew that this was going to be a lot; so, it's okay. We've still got time. We're good.

So, with that, we're going to start with proposal 2022.0079, Amendments to Adopted Standards. They're looking to add, "Amend A17.1 as follows: Adding 3.24.5 Location of Tanks. Hydraulic machines being installed in the line of movement of an elevator car or wherein an affected person is required to work in the line of movement of an elevator car shall be prohibited."

In, "April of 2018 an affected person was killed by an engineered hazard which never was compliant with published standards. Due to this fatality, increased local enforcement to prevent further fatalities is warranted. If the hazards exist, protection must be provided through engineering or higher methods. Please understand that the comment is extremely troubling and I author this with great respect to human life and those that are charged with protecting it. Of all my comments, this comment is paramount as based on current practices it is required based on imminent danger to affected persons. Please consider reporting this comment and the associated scenario to your state OSHA office for their awareness also.

Despite the language, governing pits and pit equipment as it relates to the remind-- remainder of the hydraulic installation jurisdictions across the United States are allowing installing unsafe and lethal equipment."

Any clarifying questions or comments? Mr. Leopard.

MR. LEOPARD: I'll keep it short. I like this amendment.

] MR. NAIPO: Thank you. Anybody else needing clarification? Questions? Mr. Brinkman.

MR. BRINKMAN: Yeah, just a couple comments. You know, certainly what happened in April of 2018 was very tragic, but we have elevator mechanics working in pits every day for a variety of reasons and a variety of components of the elevator. Hydraulic tanks are one component that's allowed to be there currently by the A17 code. I'm not sure why that's being singled out because we have to work in pits in order to maintain elevators and maintain their safety. So, I just -- you know, I understand that it's a dangerous location, but if proper protection is taken by controlling the car both electrically and mechanically the car shouldn't come down on anybody, and I -- you know, I think that we need to make sure we keep that

in mind because we are going to be in pits regardless of whether we change this proposal or not. Thank you. And that was Kevin Brinkman. I'm not sure I said it this time.

UNIDENTIFIED SPEAKER: You're muted. You're talking, but you're muted.

MS. ERIKSEN: I don't know who we're talking to. So, Paul, did you have a comment?

MR. BARNHART: I'm sorry, you're right, I was muted. Paul. Paul Barnhart with UL. I want to echo Kevin's comments. Any fatality is a tragedy, but I believe that A17 has the requirements in it to provide protection when you're working in the pit. Hydraulics is not the only time you have to be in the pit. And the commenter said that the fatality rate was because of an engineered hazard that was never compliant with published standards. Well, if you're not compliant with the public standards, you definitely are going to put yourself at risk; but, if you're compliant with the published standards, and the rules for access to pits, and protecting yourself when you're in the pits, you're not subject to that hazard. So, I kind of speak in opposition to this. I understand the -- the emotions involved with this, but, like Kevin said, it's not just hydraulic tanks,

it would be the same problem. So, the only -- the only way to eliminate the hazard of being in the pit is to say that absolutely nothing can ever be in the pit and I'm not sure we're prepared to go that far. Thank you.

MR. NAIPO: Thank you. Mr. Mills.

MR. MILLS: I speak for this. Sorry, Eric Mills, field Mechanic. I speak for this. Limiting any time in the pit is a good thing. Most companies are constantly or I should say most employers are constantly updating their safety policies to mitigate hazards in the pit because of the inherent dangers; so, why add something else that we have to do to work on in the pit if everybody knows it's such a bad place to work. So, why add more equipment? Why put the main control system for the hydraulic elevator in the pit? That's a valve. If something happens to that valve when you're under there, there is a chance you're going to die. And I don't know all what happened in 2018, but my understanding was it was a wiring issue that came from the factory, and I might be wrong, but that's what I remember reading. I don't have the paperwork in front of me. So, we're trusting that the manufacturer is going to give us a piece of equipment that's met code compliant and everything.

We don't wire everything in the field. So, if something was mistakenly done, which, unfortunately, caused the fatality, why -- why would we want to even take another chance at this. There's enough injuries and, you know, stuff in the pit area, why add more equipment there.

MR. NAIPO: Thank you. Sergey.

MR. DOLGIKH: Sergey Dolgikh, Elevator Inspector L & I. I want to piggyback off what Eric Mills was saying. There's -- there's several considerations, but one of them is if you're posting a major piece of equipment that controls the hydraulic elevator in a pit somewhere, right, then you're limiting the person who's working on it to be in that spot, and we all know that there is a wreckage space specifically allocated for the hydraulic pits that are not necessary all that deep sometimes to -- for the wreckage space, right? So, if you really need to troubleshoot something from within the pit and you're manipulating the elevator, that's another thing, troubleshooting it. But so with -- for that reason alone, I would be voting for this. But the other reason is also, as we know, in the State of Washington we -- we don't enter pits. So, like Eric said, we're adding an additional crucial piece of equipment inside

the pit where we as an authority of having jurisdiction cannot enter unless we follow very specific procedures, and that -- that also puts into perspective of how long the inspection is going to take, so on and so forth. So, I'm looking at it from two different perspectives. One is the service personnel that services the equipment, and two is the people, authority having jurisdiction, that has to inspect the equipment, and for that matter, and since this is isolated to those people that are actually permitted to be there under certain circumstances, I'd say the less we put in the pit, the better it is. That's my own.

MR. NAIPO: Thank you. Is there anybody else who has any additional clarifying questions or comments before I move on to voting? Mr. Madison.

MR. MADISON: Yeah, Jon Madison. One question with this because as we keep going back over safety and everything, you know, and whether or not the maintenance personnel, be it whatever division they're from, who's working in here with the reducers to find refuge if something does go wrong, and we understand that there's supposed to be mechanical and electrical safety circumstances that are going to be set in when you're working on it, what about when this

fails when we have passengers in the elevator? So, if something happens to the valve or whether or not it's going to have a pump motor in it and that burns up and locks the car up three feet above it or, you know, a story above it and we have to get to that car that's got trapped passengers in it, do we have any provisions to safeguard them from what happens below and whether it's fumes or an actual fire? And I'm sure that was all engineered. But that's one of the questions I had is adding more things, especially flammable things, into the pit, it just don't seem like a very good idea to the riding public or to the personnel working on it. Thank you.

MR. NAIPO: Before we move on, Jon, I just want to make sure, was there -- was that a question that you were posing or was it just something for people to think about and then a statement at the end?

MR. MADISON: Mine was more something to think about because I don't want anything in there such as tanks and whatnot. But with the safety and regards to it, what happens when we have a failure? I mean I just want people to think about that idea.

MR. NAIPO: Thank you. Mr. Brinkman.

MR. BRINKMAN: Yeah, Kevin Brinkman. Just in response to the last comment, you know, we

obviously already have hydraulic fluid in the pit because of cylinders that are aligned, etc. Yes, we're introducing more. I -- I concur with that. However, we're also required to have sprinklers in the hoistway in the pit to prevent any fire hazard, and I'm not aware of any hoistway fires resulting from hydraulic fluid. Maybe I'm wrong, maybe there's some out there that I haven't seen, but I'm not aware of any. Thank you.

MR. NAIPO: Mr. Larson.

MR. LARSON: Thank you. Just in response to some of the comments about the, you know, access to pits, etc., I think some of the rationale can be found in 3.7.18 which says, among other things, that in this configuration the means necessary for tests and inspections can be outward -- outside the (audio disruption) and the means are also permitted to be used by elevator personnel for passenger rescue. I'll -- I'll put the specific language in the chat. This is Russ Larson, by the way. Thank you.

MR. NAIPO: Thank you for that, Russ. Jan.

MS. GOULD: Jan Gould, City of Seattle. There's an emergency proposal to the Washington State building code to remove sprinklers associated with hydraulic elevators because they don't have the flash

point that they used to, not all of them. So, I just wanted to make that comment. You don't always have sprinkler protection.

MR. NAIPO: Mr. Quiett.

MR. QUIETT: Yes, this is Jonathan Quiett. Something that we have to think about, as well, is you know these systems do have snorkels, and charcoal filters, and everything else. With the -- the hydraulic -- the high degree of hydraulic fluid that's being used even with all these in place, it's also providing an environment that doesn't smell very well for -- for the riding public. There are issues that can arise from a failure of a pump motor shorting and actually catching fire to the tank. Anybody that has worked on hydraulic elevators has had that happen when we have a short in the motor that will catch fire in the tank. You have smoke that comes out of the tank and, you know, without knowing what those fumes actually give off, you know, we can also be inducing other issues into an elevator hoistway that we don't need to.

MR. NAIPO: Thank you. Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. He just spoke to the point that I was going to make, but I wanted to piggyback off that. You

know, if you've been around hydraulic elevators long enough, you've probably seen a couple of tanks smoke here and there. You know, it used to be from contactors getting stuff or something like that that would overheat the oil and cause smoke to roll off of these things. And I do understand that these units that are mounted in the pit are ventilated, but we've seen some pretty extreme situations where I mean smoke billowing out of machine rooms from these things, and I think there's a hazard to us fixating to the public that could be stuck in an elevator where there is a failure. To add to that, we've seen this on two modern, very modern, you know, two or three year old elevators that had software issues that caused this to happen on modern equipment. So, it's the new, you know, logic controlled equipment is not immune to this either. So, that's a consideration to take into account here. Thank you.

MR. NAIPO: Thank you. Paul, I'll get to you right real quick. I'm just going to read what Russ Larson put in the chat. 3.7.18 and 2.7.6.4 replaced the wording with the following: Where a hydraulic machine or an elevator machine motion controller or motor controller is located in the hoistway or pit, means necessary for tests that

require movement of the car shall be provided and arranged so that they can be operated from outside the hoistway and shall conform to 2.7.6.4.1 and 2.7.6.4.2. These means are also permitted to be used by elevator personnel for passenger rescue.

That was just to piggyback of off Russ's comment prior. And so Mr. Barnhart.

MR. BARNHART: Thank you. Paul Barnhart from UL. The questions I have, a lot of this discussion has revolved around AOE tanks, and certainly 3.24.5 starts out by saying location of tanks, but then the clause that's written here says hydraulic machines being installed. So, to me that would be any part of the hydraulics that lifts the elevator can't be installed under the elevator. So, how do you build a hydraulic lift? You know, if -- if the proposal is to keep the tanks out of the pit, okay, write it that way, but that's not how it's written. So, I'm just a little confused by the way it's written. Thank you.

MR. NAIPO: Thank you. Candace.

MS. LAU: Candace Lau. I kind of missed that point, but there's a WAC code, right, currently that has some -- some parameters surrounding this; so, I can't remember if this was going to be changed later

on, but would this -- would this be a moot point if it's already covered in the WAC, is what I'm saying. WAC 02552 is the one where it has some limitations and some parameters around surrounding having motors and stuff in the pit. So, I'm just wondering if this amendment would be a moot point if we've already addressed it in the WAC 02552. That's just my comment.

MR. NAIPO: What I can do real quick is I will bring up that WAC in just a second, 02552, location of equipment in a hoistway. So, let me do this. So, elevator equipment shall be permitted to be located within the hoistway subject to the requirements in A17.1 and the following: Where an elevator cannot be prevented from movement electrically or mechanically prior to entering the pit area, motor controllers, motion controllers, drives, hydraulic control valves, hydraulic reservoirs (tank,) hydraulic pump motors, and driving machines shall not be located in the pit. Where a means is used to secure the elevator electronically [sic] and mechanically prior to entering the pit, the means shall be designed such that an activation can be performed without full bodily entry into the pit.

So, is that verbiage, again because I'm just

facilitating, is that verbiage the same as what's being proposed by this WAC change? Sergey?

MR. DOLGIKH: Yeah, Sergey Dolgikh, Elevator Inspector L & I. I think those are two different items just by the 02552 basically seems like it mitigates removal of electrical and mechanical hazards prior to entering the pit, and basically stating that, hey, if you can't provide those, then any of those mechanisms shall not be in the pit, which kind of paraphrases a little bit of the code, but we're looking at this, I mean at least I look at this as an intent of removing mechanical and electrical hazard out of circulation, basically, before -- before a pit is being entered for whatever purpose.

When I'm looking at the requirement that we're looking at here and it speaks of actual tanks, I just wanted to make a comment here on the previous suggestion. Well, the hydraulic machines, obviously it'd be a submersible, right, because if this is a hydraulic -- if the submersible motor sits in a tank we're done. If it's -- if it's an external machine, it could be probably out and pumping. But, once again, this is more specific to me. This is more specific to actually location of a flammable, hazardous, fuming item that creates hazards,

additional hazards in the pit along the side with troubleshooting and servicing the equipment.

The WAC that Candace mentioned here, the way I read it at least, is -- is, hey, before we do this, we need to mitigate electrical mechanical hazards and, if we can't, then we need to remove those pieces of equipment outside the pit so they can be servicing. So, to me, it's apples and oranges at this point. Thank you.

MR. NAIPO: Mr. Quiett.

MR. QUIETT: Yeah, Jonathan Quiett. Just real quick. Somebody said something earlier about a hydraulic machine and their issue with it. It's actually -- It's spelled out in the A17.1 the definition of hydraulic machine. It's a unit consisting of a pump, motor valves, and associated internal piping that converts electrical energy and supplies it as liquid under pressure. So, that's a hydraulic power unit. That's what we're talking about with hydraulic machines. So, let's not be confusing piping in the pit, because we have to have the piping in the pit, with turning this into wanting to put the hydraulic machine in the pit. They're two completely different things. Thank you.

MR. NAIPO: So, with that, are there any

additional clarifying statements or questions that need to be had before we cast a vote on this? All right. So, we'll be casting a vote on proposal 2022.0079 that amends 17.1 3.24.5, Location of Tanks. Hydraulic machines being installed in the line of movement of an elevator car or wherein an affected person is required to work in the line of movement of an elevator car shall be prohibited.

It strictly prohibits it. So, it removes it from the WAC. It's saying electronic or electrically or mechanically, it just says it can't be done. No matter what, you cannot do this.

So, if you are for that change -- Oh, I'm sorry, Dylan. I missed that while I was reading. I apologize.

MR. TURNER: No problem. Dylan Turner, Greenbusch. You kind of just answered what I was going to bring up. But I was just going to say if we vote in favor of this, then that WAC section needs to be removed because you can't vote yes to this and then leave the part that allows the hydraulic equipment if it's electrically and mechanically locked out. They're opposing requirements. Thank you for that.

MR. NAIPO: So, if you are voting yea for this proposal 2022.0079, please raise your hand. Or,

Candace, I'm sorry, did you have a question or statement?

MS. LAU: Yeah. Candace Lau. But, see, that's what I'm saying is we're only voting this. We're not voting to get rid of that WAC. And -- and the other thing is, I kind of see what Sergey was saying. It's two separate things and I tend to agree now. So, even if you can have those provisions, what I'm understanding, this is how I'm understanding it, even if that WAC is met and you have those provisions to prevent it from movement prior to entering the pit, you can still have this in place, that it's -- that -- This is still an additional requirement. So, even if you have those things in place, you may not use it, but you have it in place, and this will say you can't have it in line of sight either. It's an addition to that WAC code. So, it's not like removing the WAC code. I think that's what you were saying, Dylan. I'm not positive. But I think it's adding this and keeping the other one.

MR. NAIPO: Dylan.

MR. TURNER: Dylan Turner, Greenbusch. I mean the way I read the WAC as it is now, it's providing a limitation of when you can put the hydraulic equipment in the pit. So, if this is saying

you cannot put the equipment in the pit, then there's no point in having limitations of when it can be in there. It just can't be in there. And for the record, I don't think the equipment should be in the pit, period. But my point is I don't think we can have one portion of the WAC that says you shall not put equipment in the pit and then another portion that says under these conditions you can have equipment in the pit.

MR. NAIPO: And you are -- you are completely correct, and that is -- that was unfortunately additional work that we as the Program have to do and that's why I appreciate when you guys who work within our WAC and you guys are reading things because, again, I'm just facilitating this. I don't know where to look. I don't know where to go to see if there's something that's contradictory. I know that's what our technical specialists are here for and they're here in a different capacity than trying to discern this stuff, but she brought it up that, "Hey, this is -- this is addressed here. Does this say the same thing?" So, whether or not we have to amend or do anything to 2552, that still has to be determined.

What we're voting for now is strictly on this proposal right here. If there are additions that need

to be made, additional changes that need to be made within the WAC, that's what we will cover. It's our job as the Program to make sure that anything we put forth into the WAC doesn't contradict itself somewhere else. Just like when we adopt a code, we need to make sure that, hey, the adopted code that we have doesn't -- you know, isn't contradictory to something that we have already adopted in our WAC, WAC rule. So, thank you for that. But right now we're just voting on this. I've got a couple questions. It looks like Sergey will go first and then Candace.

MR. DOLGIKH: Sergey Dolgikh, elevator section L & I. So, just to answer Dylan's -- Well, not to answer it, but to comment on it, when you read the 2552 WAC, it's a provisional WAC. It says "where". It's waiting on a provision, where an elevator cannot be prevented from moving electrically and mechanically, is then you need to get it out of the hoistway. "Where a means is used to secure the elevator electrically and mechanically prior to entering the pit, the means shall be designed in such a way...", it's more like a variance sort of in a way, I'm throwing that -- that terminology there, whereas when you're speaking about -- when you're speaking about the subject of what we're talking about, it

actually is very exclusive to the letter that says it shall not be there, period. And, so, this particular item actually narrows it down, and, as we spoke before, the code is only moving upward in safety, not the downward. You don't diminishing safety, you're actually improving safety by certain things. And I don't believe that adding an additional piece of equipment, and I'm not going to beat this horse to death, but it's already dead, but, so, anyway, so that was kind of why I was trying to clear my standpoint on that one. But thank you.

MR. NAIPO: Candace.

MS. LAU: Candace Lau. Yeah, I don't want to beat this to death either, but I just wanted to make the point that you can have -- What this amendment is saying is that it does not want the hydraulic machine to be installed in the line of movement. They're not saying you can't put it in the pit. They're just saying you can't put it in the pit in the line of movement of the elevator car or where a person can work. Let's say you put it in the back of the hoistway where it's not in the line of movement in the car, it's beyond that point, I'm just making this up, beyond that point, then this amendment is saying, hey, if it's beyond that point you can't, whereas the

WAC is saying if you don't have those things to prevent it from movement you can't even install it in the pit. So, they're two very separate and different things. Now that Sergey pointed it out to me, I can see that they are two very separate and different things. That's just a comment.

MR. NAIPO: All right. So, any other questions or comments before we cast our vote on this? I want to make sure I put this out there is should this be like the other thing that we did before where, hey, we voted, you know, this really doesn't need to be here because of another WAC that already addresses it?

If there are hands that feel like, hey, the WAC that's in place, 2552, addresses what this is already doing or the intent of this, can you please raise your hand now? If you feel like the WAC 2552 addresses this proposal 79, please raise your hand now.

All right. Then this will be something that we -- then I'm hearing that the consensus is that 2552 doesn't have anything to do with this. So, that is what we're going to be voting on what is what this says and whether this needs to be put in the amendment to our adopted standard 675.

So, if you are for this change, please raise

your hand and vote yea now. If you are for this change, please raise your hand now. All right. Thank you. Go ahead and lower your hands. Thank you for those votes.

Those who are in opposition of this change, please raise your hand and vote nay now. If you're in opposition of this change, please raise your hand and vote nay now. All-righty. Thank you for that. Please lower your hands.

If you are abstaining from this vote, please raise your hand now. If you are abstaining from this vote, please raise your hand now. All-righty. Thank you.

Melissa, will you please read the tallies for proposal 2022.0079.

MS. ERIKSEN: Sure. There were 16 yeas, 7 nays, and 2 abstentions.

MR. NAIPO: All right. Before we move on just so that everyone understands and knows, too, that as I'm listening to you guys and I hear points of reference, or comments, or something like that that I feel needs to be discussed further, especially if this passes, that's what I'm sort of making over here. So, I feel like 2552 does need to be just codified against this just to make sure that, hey, we really

are -- these are two totally separate things, and we'll go from there. Yes, Mr. Quiett.

MR. QUIETT: Jonathan Quiett. I think 2552 can also be relevant, though, for traction equipment. We're in the hoistway. We have to access it and work on it. When you have -- Traction machines are in the hoistway, it's part of the structure that you're working on, and you have to do work on those types of equipment, as well. So, we can't -- we can't get pigeon-holed thinking about hydraulics because we're talking about hydraulics because 2552 can also be for other pieces of equipment, as well. Thank you.

MR. NAIPO: All-righty. And, with that, we are moving on to amendment 2022.0080, Amend 17.1 as follows: Testing of conveyances covered by 17.1, 1.1.1 shall utilize rated load including, but not limited to...

Okay, we are going to skip this one because this was something submitted by someone regarding not allowing alternative testing, which we have already, or, yeah, to not allow alternative testing, which we have already voted for that we are going to keep the current paren ten of 675 saying that the State does not allow alternative testing at this time. So, if everyone is okay with that, we're going to move past

this one.

Going on to 2022.0081. Okay, there we go. 1.2.1 Purpose. The purpose of this code is to provide for the safety of life and limb, and to promote the public welfare. Compliance with this code shall be achieved by conforming with the requirements in ASME A17.1, and striking conformance with some of the requirements in ASME A17.1, and for systems, subsystems, components or functions of that that do not conform with requirements in ASME A17.7.

(c) Conformance with the requirements in A17.7.

The 17 -- A17.7 safety standard does not establish equivalent safety requirements as compared to prescriptive standards.

Any questions or clarifying statements? Mr. Barnhart.

MR. BARNHART: I take issue with this proposal. The rationale that states A17.7 does not establish equivalent safety requirements is just flat out false. When properly applied by -- at AECO, an accredited elevator company, their certification organization or whatever that means, A17.7 does establish equivalent safety and in many cases it establishes a higher level of safety because a complete hazard analysis is conducted and those

hazards have to be addressed. As an AECO member, we have seen cases where the prescriptive code didn't go far enough in actually doing the hazard analysis, and mitigating those hazards actually resulted in a safer application rather than a less safe. So, the rationale for this change is just flat wrong. Sorry. Thank you.

MR. NAIPO: Mr. Brinkman.

MR. BRINKMAN: Yeah, Kevin Brinkman. I certainly agree with what Mr. Barnhart said. You know, A17.7 has been around for about 15 years now and, you know, its been used in a lot of cases to bring new technologies to the marketplace and bring it there safely. The way to do that without A17.7 is through a variance process and then you're relying on the people at the State Depart-- the State Elevator Division to make a decision on whether or not the alternate technology should be allowed. In the case of A17.7 you're allowing a third party, an independent third party, to make that -- to make an evaluation, determine the safety, and then in the end the local authority still has the option to accept or deny that request for the A17.7 conformance. It's still left up to the jurisdiction. So, by leaving A17.7 in there, you get the best of both worlds. You get the

independent third party to do the testing work for you, no cost to the Department, and then you can make a decision on that based on the data that's provided.

MR. NAIPO: All right. Thank you. Carl. Carl.

MR. CARY: Yeah, Carl Cary, Lerch Bates. A point of clarification. The language that they're looking to strike doesn't align with the way WAC 00675 reads. They're striking language that says conformance with some of the requirements in ASME A17. That's not what the WAC says. The WAC says conformance with a combination of requirements in ASME 17.1 and 17.7 with the following, and then there is no (c).

MR. NAIPO: Oh, no, no, no. So, he is -- I'm sorry. So, what they are proposing a change to is where verbiage 1.2.1, which is I believe in ASME A17.1, I'm assuming, I don't have my book in front of me, I apologize, but I believe the paren (a) (b) and (c) that they're referencing that they need changed from the ASME code. And if anyone can answer that question more clearly for Carl than me, please raise your hand. If not, I'll move on to Sergey. Thank you.

UNIDENTIFIED SPEAKER: Yeah, that's correct.

MR. NAIPO: All right. Thank you.

UNIDENTIFIED SPEAKER: Ditto.

MR. DOLGIKH: Is it my turn now?

MR. NAIPO: Yes.

MR. DOLGIKH: Okay. Thank you. Sergey Dolgikh, L & I. I have only one question here to ask and Paoa kind of brought it up in review, we're not looking about -- we're looking about 1.2.1, the purpose of, as in adjusting the language from 17.1, but that's where I'm having a question to ask. 17.1 kind of refers us nonchalantly into 17.7, and 17.7, to my knowledge, has never been adopted in the State of Washington as a -- as a valid code. So, does it mean that if we are adopting 17.1 we're kind of making a blanketed statement about 17.7 and we don't even know what it -- what it basically states inside 17.7. I mean it's just kind of like I'm trying to figure out if every time we say something is good for us as a reference to this, or this, or that, we have to have somehow adopted it because, like 17.2, we adopted it for use, right? So, but here what I'm seeing is this language is referring us somewhere else where its never been adopted. So, that's just a question. But thank you for listening.

MR. NAIPO: So, to clarify his statement or

to clarify or answer your question, just because a reference standard that we have adopted refers us to another code that we may not have adopted doesn't mean we adopt that code. It just means that it references and points us to that direction because somewhere in that code there is something that we have to reference. We don't have to reference the whole code. We don't have to -- Because we reference parts of NFPA 70 we don't adopt the whole NFPA 70 book. We're adopting it, parts of it, via the code that we have adopted and the references, and that points us to those other books.

MR. DOLGIKH: I get it. I agree with you. But then we need to bring in view what portions of 17.7 we're referring to in this particular statement and if we don't have those references we don't know what the heck we're looking at. It just says blanketed right there. It says conformance with the requirements of 17.7. I don't know what it is. So, if we are specific to what we want to bring in view by telling somebody, hey, in order for this we're going to conform or we're going to strike it out, we're talking about 17.1. We're not talking about 17.7. But then we're striking 17.7 without knowing what that 17.7 brings in view. That's all I'm asking. It's

confusing.

MR. NAIPO: Jan.

MS. GOULD: Just a point of clarification. Part 9 is all those codes that ASME references, and it's by reference. You don't directly adopt them, but they're by reference. Part 9.

MR. NAIPO: Thank you. Duane.

MR. LEOPARD: I just want to clarify, so I mean does everybody know what A17.7 is, understand what it is? I know we don't refer to it very much.

MR. NAIPO: Please.

UNIDENTIFIED SPEAKER: A17.7 it says the performance standards has been developed and built, you know, for elevators. Like was stated earlier, it's -- safety standards probably covers a little bit more than what A17.1 does, just for note.

MR. NAIPO: All right. Thank you. Mr. Larson.

MR. LARSON: Thank you. Russ Larson. Yeah, I think that that was the kind of the point I wanted to make is that A17.7 is the AECO process, right. It is the process of third party certifying bodies looking at global essential safety requirements and making, you know, a -- a report. So, adopting 17.7 or allowing 17.7 simply allows that process to happen.

The AHJ still has the authority to accept or reject any specific AECO certificate. So, to Kevin's point earlier, I don't think there's any harm in allowing 17.7 to go forward. The AHJ still has the ability to evaluate every AECO certificate, every individual instance of this, on its own merits. Thank you.

MR. NAIPO: Jan.

MS. GOULD: Jan Gould. Yes, A17.1, Duane, is a prescriptive code and A17.7 is maybe they can't get that prescriptive, but the engineering firm creates an AECO and the jurisdictions have the right to accept it or not.

MR. NAIPO: Thank you. Russ, did you have another question? Did you not have a chance to put your hand down? Duane, the same thing for you. Have you guys had your questions answered? Okay. Thank you. Candace.

MS. LAU: Candace Lau. Right now in the WAC amendment already to -- it already says that the Department has the final authority regarding acceptance of any item in A17.7, blah, blah, blah. The Department may remove approval if a design has changed or not or unforeseen or undisclosed information is obtained. So, it's kind of already covered in our WAC codes right now under the

amendments that we have the final authority. So, I don't see why we need to strike it really. Just a comment.

MR. NAIPO: Sure. What I'm going to do is I'm going to bring up -- I'll show that to you guys. We're going to share -- Can everyone see that?

UNIDENTIFIED SPEAKER: Yes.

MR. NAIPO: Yes, okay. So, this is the portion that -- And it was brought up in the chat, as well, from Ricky Henderson, feeling that paren two of 675 sort of addresses what this is already doing. So, with that, if you can, quickly review this and then I'll take a minute or so just to review paren two all the way down to three, and then what I'll do is I'll go back to the submittal and then we'll decide on whether, hey, this is -- this is roughly saying the same thing, which I think I'm leaning towards, like I agree with Candace and what Ricky sort of put forth, but you guys are the voting members, so...

Does anyone need any extra time? All right. Does anyone need additional time? If you could just raise your hand for me real quick. If not, twice, going three times. All right. So, with that information, does that sort of say the same thing as 675(2)? Yes, Mr. Barnhart?

MR. BARNHART: Yeah, Paul Barnhart from UL. My understanding from what I've seen is the proposal is to amend 675 to eliminate any possibility of using A17.7. I'm not sure it's -- it's reflected very well in the spreadsheet, but what we just saw was already a WAC, right, and this is trying to adjust that and basically saying the only way you can do this now is to comply with A17.1, period, and if that's the case I'm voting against this because 17.7 is a legitimate approach. Thank you.

MR. NAIPO: All right. So, does anyone have any additional questions, or clarifications, or statements? All right. With that, we'll be casting a vote on proposal 2022.0081, and, just pretty much like Mr. Barnhart said, striking the ability from 1.2.1 of the ASME code and any reference to ASME A17.7, striking all of that from there.

If you are for that, what I ask that you do is please raise your hand now. You're voting yea. If you are for that change of striking 17.7 from this part of the ASME A17.1 code, please raise your hand now. If you are -- Okay. Thank you. No one has voted for that. All right.

If you are against this, please raise your hand for nay. If you are against this change, please raise

your hand now voting nay. Are you good? All right. So, everyone that has voted nay, please put your hand down.

And now at this time if you are abstaining from this vote or voting to abstain, please raise your hand now. If you are voting to abstain from this vote, please raise your hand now.

All-right. And, with that, Melissa, will you read the tallies for the vote for proposal 2022.0081.

MS. ERIKSEN: Yes. Thank you. There were 0 yeas, 25 nays, and 0 abstentions.

MR. NAIPO: All right. Thank you.

MR. BARNHART: That was a lot of discussion for a unanimous vote.

MR. NAIPO: It happens at times that way sometimes. All right. Moving on to proposal 2022.0082, Amendments to Adopted Standards. Section 2.12 Hoistway door locking devices and electronic [sic] contacts, and hoistway access switches in requirements 2.12.7.2.1. They are asking to strike (c), which is on the sight guard, and 2.12.7.2.2 where the switch is located on the sight guard, the sight guard shall accommodate and support the load of the switch and its wiring.

As the distance between -- The rationale is:

"As the distance between a human body and the hazard decreases, the risk increases. This inverse relationship is a foundation of safety and is compounded by this requirement wherein the distance from the human body is to elevator equipment of substantive size and mass. If the hazards exist, protection must be provided through engineering or higher methods. If the 2.12.7.2.1(c) requirement is deleted, then this has no further...", "...concerns of engineering an electrical component onto a hoistway door assembly that is, for the most part, electronically [sic] isolated may result in the assembly becoming energized, posing a hazard to the riding public."

Any clarifying questions or comments? So, if there are none -- Mr. Leopard.

MR. LEOPARD: I'm sorry, I was a little slow on the hand. Well, I kind of like this thing. We don't need these switches in the sight guards. I've seen those before. They're -- They just -- Nobody seems to make them trustworthy and loyal, and they fall apart, and I've seen sight guards broken off because a wire got tangled up, and a whole bunch of other stuff.

MR. NAIPO: All right. Thank you. Mr.

Quiett.

MR. QUIETT: Yeah, Jonathan Quiett. I'm for this, as well. We don't need to have an added component that has moving wiring on a door when we're using it to safely access the tops or anything elevator also causing issues of NEC now requiring this (audio indiscernible) more likely than not because it'll be a lower voltage, so we're not going to be having any way to dissipate any static charge correctly or anything like that when we go to use the equipment.

MR. NAIPO: So, I'll ask again, if there aren't any additional questions or clarifications -- Oh, Mr. Brinkman.

MR. BRINKMAN: Yeah, I'm going to speak against this. The only -- You know, I think it was thoroughly vetted through the A17 code committee when they looked at this, you know, for quite thoroughly, and there was concern about electrifying the panel. I mean these switches, just like anything else, has to meet the same requirements for safety within the A17.5 if the -- you know, to avoid electrical shock hazards, etc. So, I don't see where you're electrocuting the panel. They've been done now for several years this way and I am not aware of any issues with them. So,

I'm going to say I'm voting against this. Thank you. And that was Kevin Brinkman.

MR. NAIPO: Candace.

MS. LAU: Candace Lau. I just want to say that maybe that's true what Kevin just said, but there's also a lot of alterations that are done this way and we don't even know if they're engineered. They're just slapping it on. And I've seen pictures of -- I haven't been out there recently; so, I haven't seen them in person, but I have seen pictures of how they are being installed, and it just -- it -- it doesn't even seem like there's engineering involved in some of these alterations. That's just my comment.

MR. NAIPO: Mr. Brinkman, did you have another question or statement to follow up? All-righty. If there's -- Oh, Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. You know, I agree with the point that was made earlier. This is likely low voltage stuff that may or may not electrify the panel, but I think the -- the bigger hazard that exists with this is that the operator is put closer to the moving car when they're -- when they're using this switch. Even the jamb is fairly close. But having this thing in the sight guard you are very close to the moving car,

which increases the probability for getting hurt. So, I don't think this is a good plan to keep these things. Thank you.

MR. NAIPO: Thank you. Any additional comments or questions, clarifications before we move on to voting? All-righty.

With that, we'll be voting on proposal 2022.0082, removing (c) from 2.12.7.2.1 regarding "on the sight guard", and requirement 2.12.7.2.2 "Where the switch is located on the sight guard, the sight guard shall accommodate and support the load of the switch and its wiring."

All those in favor for this change, please raise your hand now and vote yea. If you are for this change, please raise your hand now and vote yea. All right. Thank you. For those who voted yea, go ahead and lower your hands.

Those who would like to cast a vote of nay regarding this change, please raise your hands now. If you are in opposition and want to vote nay for this change, please raise your hand now. All right. Please lower your hands for those who voted nay.

And if there's anyone who needs to abstain from this vote or vote to abstain, please raise your hand now.

If you have already voted nay, please make sure you lower your hand. Paul, are you voting to abstain from this, too?

MR. BARNHART: I'm abstaining, yes.

MR. NAIPO: Okay.

MS. ERIKSEN: Real quick. I'm sorry, this is Melissa. I don't know if people who voted for this put their hand down when they voted -- when the votes were for no, as well, because we have a lot more votes than we have had for the entire thing. Could we please re-do this?

MS. GOULD: My hand was a mistake. Jan Gould. I apologize.

MR. NAIPO: Okay.

MS. ERIKSEN: Your hand is never a mistake, Jan.

MR. NAIPO: All right. So, for everyone who is voting yea for this change, please raise your hand now to be counted. Again, these are for the votes for this change. Please raise your hands now so we can recount it.

MS. ERIKSEN: Thank you.

MR. NAIPO: We're good? All right. So, those who voted yea, please go ahead and lower your hands. All right.

And if you are voting nay, please raise your hand now. If you are voting nay, so you're in opposition of this, please raise your hand now. Okay.

MS. ERIKSEN: Russ. Russ, is yours a no?

MR. LARSON: I'm a nay.

MS. ERIKSEN: Okay. Cool. Thank you.

MR. NAIPO: Thank you. All right. So, everyone who has voted nay, please lower your hand.

And if there's anyone who is abstaining, please raise your hand now. If you're abstaining, please raise your hand now. All right. Thank you.

Melissa, will you please read the tally for a vote of proposal 2022.0082.

MS. ERIKSEN: Thank you. There were 20 yeses, 3 nos, and 1 abstention.

MR. NAIPO: All right. Thank you. Okay, with that, we're going to take a quick five minute break and then we'll -- Oh, Patrick, did you have something? Oh, no. All right. He bounced off. All right. So, go ahead and start that five minute timer. See you guys back in five minutes.

(Recess taken)

MR. NAIPO: All-righty. Welcome back, everyone. So, what I'm going to do is I'm just going to sort of share where we're at right now. We have

gone through and only got to 16. Actually, to 16? Actually, 15. We've only got to 15 proposals so far and the majority of all of them have been in 675. With that, I am going to make the executive decision today to ask to have guys do a little bit of homework, okay, and for those who may already have, great and thank you, but this is what I'm asking, so there are another -- so, if we're at -- if we're at 17 and there's still another 27, I believe -- no, there's another 26 regarding 675, what I would ask is that tonight, if you can, early tomorrow, get as much information or as close to your vote as you can, and what I propose is tomorrow, I know I've allowed people to make comments and it has spurred on our conversations and made them a little bit longer, and I don't want to -- I don't want to diminish the validity of it, but we only have so much time, and I understand -- I want to give the people an opportunity who are on the fence or who don't understand what this change is really going to do, I want to give them the opportunity to get educated. There are many of you already who have been speaking multiple times who are very educated on this change and the like. What I would like to propose is that, hey, we hold back those comments from people who know about this change and

give the people who need clarification on what this change really means to have that afforded to them. With that, I would ask that you guys think about that a little bit and tonight, early tomorrow, whatever, if you can at your leisure and try to come back with your initial vote, and if you're on the fence, have a question or questions that would help you get to either a yea or nay.

What I'm proposing now is that we're going to skip the rest of these 675s and we're going to jump straight to 700 because I feel a lot of these other changes we'll be able to get through a little bit quicker because a lot of these have to do with very code intense conversations that are going on and I feel it's just going to draw out the day and we've spent a lot of time already on those type of those things and I want to get a little bit of a wind to make us feel like, hey, we've chipped away at more than just 15 so far. So, I just want to propose that to you guys and see what you guys thought.

Bob, you have your hand up?

UNIDENTIFIED SPEAKER: Yeah. Sorry, Paul. Yeah, you know, there are a lot of us that don't work in and around elevators and all of the conversation really helps a guy like me understand some of the

intricacies on both sides of these issues and without that conversation for me to read through this again, which I've already done once, and read through it again on my own and think I'm going to make decisions that are going to be well thought out is, in my opinion, probably not a very good idea. I hate to say it, and I was just telling somebody on the last break that these kinds of meetings kill me, but I don't know any other way around it, you know. I don't know how you do this. I think -- I think we have to have this process.

MR. NAIPO: All right. I appreciate that.

THE COURT REPORTER: And this is the court reporter and who was just speaking?

MR. OURY: I'm sorry, my name was Bob Oury, I should have told you, O-u-r-y.

THE COURT REPORTER: Thank you.

MR. NAIPO: Melissa, you have your hand up?

MS. ERIKSEN: So, this is Melissa. I appreciate what Bob said and I know that you really just hang in there with us in these meetings and I appreciate you for that because sometimes I'm right there with you. With that being said, to maybe bridge what you need, and others who did not speak up and say the same thing you did, and what Paoa was saying,

where the conversation is helpful to you and if you have something to say in the conversation that was not said previously then offer that conversation. We've had several instances on almost every proposal we've gone through where somebody just spoke up to say, yep, I agree with what they said. I'm really glad. I'm really glad that there is agreement in what's being said. Unless there is something further to add, then maybe hold off on that and that would be a good way to bridge what Paoa was saying, and what you and others need.

MR. NAIPO: So, I will leave it up to you guys right now. If we do continue with 675, and you know where we're at, what number were we on, continuing on with 17 and going on down, we might sort of, alluding to what, you know, Melissa was saying, is that, you know, if you're for it, that's great, but, again, the intent of these conversations is to help those who don't understand really what the ramification is to your specific stakeholder group and you're going to be able to garner those questions so that you're making an educated decision as much as possible.

If you guys feel like we can -- Again, I don't want to diminish it, but, again, it's the time frame

that we have to get all of this work done. If you can just make an educated thing like, "Hey, is this going to help someone else or am I putting forth something to put forth why this is a good thing for me?", I'm not saying that that's not needed, but it may -- you know, it may be a little more than we need at the time. So, Mr. Mills, go ahead.

MR. MILLS: Why don't we put a cap on, you've got 30 seconds to speak out for it or against it, and you get to speak once for each one, and just be done, and that makes it quick, easy. We don't have to beat a dead horse, we don't have to keep reiterating, going back and forth between us, you get one chance, 30 seconds, and move on.

MR. NAIPO: We can try that, definitely. All right. So, it sounds like some -- from what people are sort of alluding to, and just I can see some of the faces on there, we're just going to hammer through the 675. Okay, we're just going to keep going, and what I would ask is that you, again, hey, we're going to try to cut down your responses just a little bit so we can try to get through these a little bit quicker, but at the same time I know I tend to be long-winded at things because I really want someone to understand where I'm coming from, and the how, and the

why. That's why I'm not doing this. That's why I'm not in your shoes.

So, starting with that, we will start off with this next 675, which is proposal 2022.0083, Amendments to Adopted Standards. We're striking all of 8.7.2.14.5.2 (a) through (i). "This requirement introduces a hazard by modifying an engineering control that may result in reduced vertical clearances that will result in an OSHA defined focus four fatality of struck by or caught between. Additionally, it will result in an OSHA defined focus four fatality of a fall. An employer in the United States to include its territories would be legally in violation of imminent danger violations of 29 CFR 1910, Subpart D and I, and 29 CFR 1926 Subpart M. In essence, a building owner would have purchased an elevator no one could safely and legally access the car top of. If the hazard exists, protection must be provided through engineering or higher methods."

Is there any clarifying questions that are had by those who don't understand this change? Okay, Mr. Brinkman.

MR. BRINKMAN: Kevin Brinkman. And this time I do have a question instead of a comment. I'm not sure how illuminating this makes it safer. This

would allow using a stowable design for a car top railing in cases where an existing conditions of a building prevent a full size one from being on there all the time because it would strike the overhead. So, how does illuminating an alternate design that would be -- be able to be deployed while the mechanic is working on top of the car improve safety? Thank you. Kevin Brinkman.

MR. NAIPO: Any other clarifying questions needed before we cast a vote? Lyall.

MR. WOHLSCHLAGER: Maybe Kevin can -- This is Lyall Wohlschlager. Maybe Kevin can comment on this, but I've got to believe that at the ASME code committee meetings they address these OSHA related standards, as well, when they're making their decisions. Is that not a true statement, Kevin?

MR. NAIPO: Mr. Brinkman, yes.

MR. BRINKMAN: Kevin Brinkman. I am sure it's considered in the discussions. We don't directly reference OSHA because A17.1 is a design standard, but I'm sure in the discussions about items such as this it does come up.

MR. NAIPO: Any additional questions before we cast our vote? With that we will be casting a vote on -- Oh, Mr. Quiett.

MR. QUIETT: Jonathan Quiett. There is already provisions within the WAC for car top railings, and definition of heights that it can be put at, and how it can be installed. We're having two separate things now. You can either follow these WACs existing with installing a permanent handrail that might not be to the height and use the provisions that are in there, or we're saying with this, if we do not strike this, then -- or it'll be or a collapsible handrail, and I think just for this ease we need to stay with one system or the other, not be confusing the two.

MR. NAIPO: So, Mr. Quiett has brought forth that, hey, this is already a WAC standard, yes, they don't -- we don't allow collapsibles, is what I'm understanding in the WAC that that's presented, but it's an alternate design with a restricted height and stuff for hazards. Candace.

MS. LAU: Oh, I just wanted to -- a point of clarity. This is in the 8.7 and so this is for alterations, right? So, it's not like a -- Just for those that maybe did not, you know understand, this exact code is for alterations. So, you have existing conditions and you got to make something work. That's just a comment.

MR. NAIPO: Thank you. The question then is: Does the WAC code that Jonathan referenced is that for new installs, or is that for new installs and alterations, or just alterations, the car top railing?

MS. LAU: This is Candace Lau. Yeah, so -- so, he's correct. We do have a retroactive code in the WAC that addresses this, but not under alterations, so it was just like an existing code that is required for all existing installations, 23.1.1.7, I believe.

MR. NAIPO: So, asking, do you -- is your educated opinion regarding the WAC and this one one and the same or are we talking about two totally separate instances where this may be applied differently than what's in our WAC?

MS. LAU: This is Candace again. Like I said, the WAC code is a retroactive code. It's for all existing. Just any elevator out there currently it is -- has to go with that 23.1.1.7, but the 8.7 is when you do an alteration it's saying -- because it's under 8.7, if you're adding car top handrails it's telling you -- they -- they're in conjunction with each other, I guess. And Jon is correct, they could contradict each other, as well. I don't think they contra-- Well, yeah, I haven't looked at it that

closely. To be honest, I haven't compared them, but there may be some conflicts there. This is -- I think this is just allowing for that, this other system. Does that answer your question?

MR. NAIPO: So, I guess the question I'm answering, is this one of those things where, hey, it's sort of already addressed, and I'm asking you as the stakeholders, "We, the stakeholders, feel like, hey, the requirement that's in the WAC is okay. We don't need to strike this because of this. We already have this in place." And if you would like to, I can bring up that WAC so that you guys can see it in conjunction with this. If anyone wants to see that WAC, please just raise your hand and I'll get that up here as soon as I can. If not, I will ask first, do you feel like this is the same as that or we're fine with what the WAC currently says regarding car top handrails?

So, those in favor of what the WAC currently says for car top handrails, will you please raise your hand.

MS. GOULD: What? Are we voting on the amendment? Jan Gould. Are you --

MR. NAIPO: What I'm asking is if people believe that the 23 here, let me just bring it up.

MS. GOULD: No, I know what it --

MR. NAIPO: Yeah. No, what I'm saying, what I'm asking is: Is this one of those things to where, hey, we are already have a WAC that sort of addresses that, so do we really need to cast a vote on it, or I'm sort of asking people's opinions about this. Yes, Candace.

MS. LAU: Well, they are different in that, one, the amendment that is being proposed right now is saying that they want to amend 8.7, which means if you want to do an alteration on a car top handrail they want to get rid of all of this, which is not -- Like I said, I haven't really gone line item by line item to figure out what the -- what all the -- all the things are. They -- We -- What I'm saying, I guess, is we can't just say we're going to get rid of 23.1.1.7 if we go to this. So, there are two separate things. They're two separate things. It's not like we vote for this or we vote for that. I don't know how else to explain that, I guess. But they could contradict each other is what I'm saying. But I haven't really looked at the two to see where they would contradict.

MR. NAIPO: All right. Jan.

MS. GOULD: Jan Gould. To give you some past history, when there was a large Part D in the WAC

rule, the State Inspectors all of a sudden saw the pit stops, which had to be a certain height, so they wrote it up on thousands of elevators in the state of Washington. So, you would need to clarify this, but Part D is retroactive, and an alteration is an alteration. So, to me, if you strike this requirement, then the WAC rule would prevail, and I -- I liked that you have an option for a low overhead to have a handrail and have it in ASME's language for alterations.

MR. NAIPO: Thank you. Duane.

MR. LEOPARD: I just took a quick look at the WAC to 23.1.1.7. It looks like it makes provisions for a, what did you say, a non-collapsible handrail. This allows for provisions for a collapsible handrail. And, you know, if you try to make a handrail at 24 inches, it's more of a tripping hazard for a mechanic, but if you get one that's safer that's on the car top, it stands up, collapses, stands up with a safety switch, that's more safety for mechanics. I agree with -- I don't agree with the strike-out.

MR. NAIPO: All right. So, what I suggest is we take a vote on this, and, again, regarding knowing that, hey, when it comes to an alteration,

this person is proposing that they remove the requirements that are stated here for the railing and the possibilities of a different type of railing; so, that's what you're going to be voting on is, again, in the sense of an alteration being done this is what the code says and they are wanting to strike that regarding this car top handrail.

So, we're going to cast a vote on 2022.0083 regarding what I just spoke of just here briefly. So, if you are for striking regarding an alteration and striking all of this verbiage regarding a car top railing, please vote yea now by raising your hand. If you are for this change of striking those requirements, please raise your hand now. All right.

If you are against this, please vote nay now by raising your hand. All right.

Please lower your hands if you voted yea already. I thought that was nay.

Those who are in opposition or who are for this change -- No. No, no, no, no. Good lord.

Those who are voting nay --

MR. DOLGIKH: Yes. Thank you.

MR. NAIPO: Those who are voting nay, please raise your hand now.

MS. ERIKSEN: This is Melissa. That was.

So, we're at abstentions.

MR. NAIPO: Oh. I need a longer break, apparently. Those for abstaining, please vote now. Those who are abstaining, please raise your hand by voting now.

All-righty. Melissa, will you please read the tally total for proposal 2022.0083.

MS. ERIKSEN: Yes. Thank you. So, there were 0 yeas, there were 25 nays, and there were 0 abstentions.

MR. NAIPO: So, going on to 84, proposal 2022.0084, Amendment to 17.1 section 6.1 as follows, and it's regarding 6.1.6.3.6 Escalator Skirt Obstruction Device. 6 point -- Okay, I'll have to read the whole thing. "Means shall be provided to cause initiation of dynamic braking (6.1.5.3.4) or the electric power to be removed from the escalator driving-machine motor and brake if an object becomes caught between the step and the skirt as the step approaches the upper or lower combplate. The device shall be located at a point at which the step assumes a flat step position (see 6.1.3.6.5). The escalator shall stop before that object reaches the combplate with any load up to a full brake rated load with the escalator running [see 6.1.3.9.3(a)(2) and

6.1.3.9.3(b)(2)]. The device shall be the manual reset type."

What they are asking is to strike, "or it shall be permitted to automatically reset not more than one time within 24 hours of operation and therefore require a manual reset before the next re-start. Interruption of power during operation should not cause the device to lose the status of the timer nor the count of events."

Justification: "Permitting an escalator skirt obstruction device to automatically reset one time within 24 hours of operation lowers the minimum safety standard. The ability for an electromechanical machine to effectively rule out a hazardous condition being present as opposed to elevator personnel ruling out the presence of a hazard has not been proven to insure safety to the riding public. If the hazards exist, protection must be provided through engineering or higher methods that are effective. Automatic resent without elevator personnel investigating is unacceptable."

Any questions of clarifications to help garner a vote of yea, nay, or abstain? Any questions? Wade.

MR. FRIESEN: Wade Friesen, Vertical Options. So, I have seen a lot of skirt switches that

have been adjusted so far out because of nuisance tripping that they have set the switch to the point it requires an excessive amount of force or it can't be tripped at all. So, while I'm not an advocate of removing a safety standard by any means, what I could see this doing is allowing more of these switches to be adjusted properly and shut the elevator down. Not knowing much about this particular automatic reset device, I'm assuming that the unit would not reset if the switch was actively depressed, but, you know, I just -- Just an understanding that these things are commonly bypassed or rigged in such a way that they won't trip because of nuisance situations. Automatic reset may provide an extra option which would actually increase safety because the switches would be used. Thanks.

MR. NAIPO: Mr. Mills.

MR. MILLS: As an escalator guy, there's a reason why its been in the code forever, manual reset, and so we get out there and we look at it. Auto resets, even if it is once every 24 hours, I just -- I don't agree with it. We go out there and look at it, and there is a lot of nuisance, without a doubt. Unfortunately, that's lack of educating the public on how to properly ride an escalator. And anybody that

adjusts a skirt switch out of code should lose their license because now they've taken code compliance out of it. We never -- I've never adjusted one out of code. It's not right, just to make your life easier, no. We have a commitment to the public to not do stuff like that.

MR. NAIPO: Thank you. Any other questions for clarification needed, anyone? Carl.

MR. CARY: Sorry. Carl Cary, Lerch Bates. The striking part, I -- the 6.1.3.9.3 I don't think is the correct reference. Thank you.

MR. NAIPO: No. It's regarding 6.1.6.3.6. Further down -- I think he's stating further down, that verbiage, the last sentence or so is what he's -- or the last sentence or two is what he's wanting amended.

UNIDENTIFIED SPEAKER: Got it. Thank you.

MR. NAIPO: Kevin.

MR. BRINKMAN: Just for maybe to help some of the folks out who are looking at this, I pulled up the rationale from this change when it was originally done and I believe the self-resetting was added at a similar time as the manual resets. The concern was that, you know, sometimes is that typically what the experience said was was that the -- if there's a

problem with the switch or an issue with the adjustment that they're usually going to have multiple shutdowns in a short time; so, therefore, one reset per hour, per 24 hours was felt to be probably just something that was a nuisance trip and they felt -- thought it could be reset safely. And the other concern was that if it's -- you know, keep -- it houses the manual reset that the escalator may be down for long periods of time while you have a mechanic come back out and reset it. So, they thought with the one reset it would allow for it to take into account the nuisance trips. So, that really applies to this one, as well as there's a couple more changes that are very similar to this. That rationale would apply to all those. Thank you.

MR. NAIPO: Thank you. Mr. Leopard.

MR. LEOPARD: I think we need to double-check something because proposal -- oh, I'm sorry, Duane Leopard, city of Spokane -- 0084 that refers to escalator skirt obstruction device. Then we're talking about as the step approaches the upper and lower combplate within the text. That's what I was looking at. But the next one, 0085, step upthrust device and such.... Just looking at it, I'm not sure that that's proper, but I'm looking at A17.1. I like

the strike-out. Thank you.

MR. NAIPO: Mr. Madison.

MR. MADISON: Yeah, following -- Sorry, Jon Madison. Following with what everyone has been talking about, this upthrust switch, as I see, it when these -- when these go off you've usually got a missing wheel or something. When we're talking about the skirt, there was something about that. Anyway, the point being, if there's any damage to it and they re-- they just restart the unit, I mean are we going to say that the security guy, or the maintenance guy, or the escalator cleaning crew has enough experience just to fire a unit back off, let the people jump back on it, and then we'll find out if it's got a broken cast step or a missing wheel once we have the public back on it? That's just my concern because anything that is a manual reset and we start adding automatic reset switches in there, you know, whether there's a 24 hour time frame or not, just seems like a pretty -- a pretty poor idea as far as the safety of the public. Thank you.

MR. NAIPO: Duane, did you have another question? No. Oh, okay. Your hand is still up, Duane, that's all I am saying. Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical

Options. I just wanted to clarify that we are talking about the skirt obstruction device here and not the upthrust, that's in the next section that we're discussing here. But, you know, again, having not seen one of these with an automatic reset device, I have to believe that this thing is shutting the unit down if it's tripped, and it has to be manually started by some sort of personnel in the building. Somebody is going to look at this thing. It's not -- it's not like it's going to reset itself and restart itself. So, you know, just to play devil's advocate, I could see how this would be beneficial to reduce nuisance shutdowns. Thanks.

MR. NAIPO: If I could, before I move on to -- or, actually, Mr. Quiett, if you feel like you can answer that question, as well, that would be great, of Wade's, or if you were going to make a comment and then see if someone else might be able to answer Wade's question.

MR. QUIETT: Jonathan Quiett. Yeah, I was actually going to make a comment, but the -- If you have a skirt device that goes off, if there is actually something between the step and the skirt, by the time the unit stops whatever happens to be in there is going to be fairly close to the turnaround of

the escalator at that point and it may not necessarily keep the skirt switch trip. So, if you have untrained personnel that are now having the ability to go restart the unit you could be causing further more significant damage to the unit if whatever happens to be in there impacts the combplate, impacts and gets into the turnaround, you know, does damage within the unit itself. So, I'm -- I'm in firm agreement this needs to be struck. It needs to be inspected before the unit is turned back on.

MR. NAIPO: Candace.

MS. LAU: Candace Lau. I just want to kind of sort -- I don't know if that's what Wade is asking, but when we say -- when the code asks for manual reset it's not asking for somebody to just walk over to the key switch and turn the key switch to turn it back on. That's not considered manual reset. Manual reset for escalators you actually have to have an elevator person come and reset it. So, if I can just re-do the definition of manual reset for escalator moving walks, it says a means not accessible to the general public or authorized personnel requiring on-site intervention by elevator personnel prior to restarting the escalator moving walks. So, that's very, very different than just restarting the escalator. That's

not a manual reset. Just -- Just wanted to clarify that.

MR. NAIPO: So, I still think -- I -- I don't know if Wade's question has been answered regarding the functionality of the automatic reset. Mr. Mills, do you know anything about that as far as the automatic reset and how the functionality of that actually works? Is it something where within 24 hours the system is going to shut off on the conveyance and come back on by itself or do you have any comments towards --

MR. MILLS: Because we don't have those yet in this state, I haven't seen one. We did -- Schindler used to make one that had a reset button, and just (audio indiscernible) references the crews there at the movie theaters in downtown Seattle would lift up, push the reset button, and walk away, and what happened was the handrail was destroyed. They went in there on overtime and had to pull all these pieces out because the handrail was being eat up and it was re-- it was tripping the handrail speed sensor, and because of their lack of knowledge, they knew how to push a reset button, but it was destroyed, and the whole thing was illegal. They should have never touched the escalator, but they knew enough to get

themselves in trouble and destroy the equipment.

MR. NAIPO: So, with this change, again this change it sounds like all they're doing is they're wanting to remove the possibility of an automatic reset, the type that resets itself within 24 hours. Mr. Oury.

MR. OURY: Hold on. Here we go. Sorry about that. Bob Oury. So, is it my understanding that this strike in red is currently in the code, but there have none been installed in the state of Washington currently yet? So, this was put into the code and now they want to strike it before any units actually get installed in the state of Washington, is that what I understand?

MR. NAIPO: So, it sounds like --- So, Gerald put in the chat that this verbiage for the next three proposals is the same in both WAC, or, excuse me, WAC, ASME A17.1 2016 and 2019 that we're looking at. So, yes, it is something that is currently in the code. It just sounds like none of the mechanics that are represented have had to deal with these type of conveyances. So, it mainly is just are we -- Oh, doo-doo-doo-doo-doo, sorry. Duane.

MR. LEOPARD: (Garbled audio)

MR. NAIPO: I'm sorry, Duane, what was that?

MR. LEOPARD: Go ahead and finish what you were saying.

MR. NAIPO: Oh, no, no. It just -- I lost my train of thought right when I saw your name. I'm sorry. I saw it pop up and I'm like, wait, oh, okay, got to get to that; so, I'm sorry.

MR. LEOPARD: Duane Leopard, city of Spokane. You know, I said earlier I didn't like the strike-out, but this -- I read it wrong. For skirt obstruction devices, the way it's set up, if the switch is broke, it stays broke, and it's not going to restart. But there are probably one of those -- the top false alarms, false stops, and if you maintain if the -- if the switch remains broken, then it's not going to restart. So, I'm going to switch and I'm going to vote in favor of this, against this strike-out on this unit.

MR. NAIPO: Mr. Brinkman.

MR. BRINKMAN: Yeah, Kevin Brinkman. I believe this was put into the A17 code in either 2010 or 2013. Its been part of it for a while. And I think the key is, you know, there's been talk about the guy at the movie theater going back and resetting this button, stuff like that. This is an automatic reset, not a manual that anybody in the general public

can touch. So, it's something where the system, if everything comes back, it has a nuisance trip, it goes to all clear, and it can -- it can reset one time within 24 hours, but, as somebody mentioned, if there's a broken switch or something else it's going to activate immediately again, and then you're going to have to go in and do the inspection and a full manual reset. So, it's only allowing one time. In this case it was a nuisance. If it happens more than once, that's an indication there's something wrong and it should be corrected. Thank you.

MR. NAIPO: Thank you. Melissa, did you have your hand raised?

MS. ERIKSEN: Yes. This is Melissa. So, I believe Bob is the one, Bob Oury is the one who said, you know, if somebody previously said that there aren't any in Washington state, but this is being struck out, if it's being struck out of the code, the code book is for more than just our state. So, if it's being struck out, it's maybe because we don't have anything here, if that's the case.

MR. NAIPO: So, any additional comments or questions needed to help anybody clarify their vote, please raise your hand. All right. So, what I'd like to do is since this terminology is being struck from

the next two... Now, granted, this one is just for escalator skirt obstruction device. They are asking to remove the automatic reset once within 24 hours, that's what they're asking about. That's what you're voting on in this one. The next one we will cover is the same change, but for a different function of the escalator. So, I just wanted to -- Hopefully, the next we'll be able to get through real quickly.

So, this is regarding we're going to cast a vote on proposal 2022.0084 regarding removing the automatic reset switch within one time within 24 hours of an escalator skirt obstruction device. For everyone that is for that change of omitting the automatic reset, please vote yea now. If you are for that change to remove the automatic reset function of the escalator on the escalator skirt obstruction device, please vote yeah now. All-righty. If everyone has cast their vote for yeah... Melissa, are you good? All right. Yes, please put down your hands. Thank you.

For those who want to vote nay for this change as you want to keep that verbiage within the code, please vote nay now. All right. Thank you. You can put your hands down. And if there's anyone left who needs to -- Is someone saying something? All

right. If there's anybody who would like to abstain, please raise your hand now. Thank you.

Melissa, will you please read the results of the vote for 2022.0084.

MS. ERIKSEN: Thank you. We had 9 yeas, 13 nays, and 4 abstentions.

MR. NAIPO: Thank you for that. And with that same verbiage and knowledge, if there are any -- if there is any information that is different regarding the step upthrust device and the fact that they are wanting to remove the one -- the automatic reset one time within a 24 hour operation that then requires a manual reset, if there is any additional comments or anything that needs to be had on this, please raise your hand now. Eric.

MR. MILLS: Just a point of information for everyone. The upthrust is inside the unit. It's typically an internal problem. It's -- The skirt switch is visible. Normally you can see the area where it could be impacted. This is actually an internal device that checks your steps as they go through the area; so, you can't visually see it without opening the unit up. This should be a yea.

MR. NAIPO: Thank you. Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical

Options. Just to piggyback off of what Eric said, a step upthrust device, I've never heard of one of these being tripped as a nuisance situation. If this device is tripped there's a serious issue. And I also do not agree that this should be an automatic reset means. I think this should be struck. Thank you.

MR. NAIPO: Mr. Quiett.

MR. QUIETT: Jonathan Quiett. This is for everybody that doesn't know where this is. So, this switch is located at the bottom of the escalator. So, if the escalator moving in a down direction has a step that's coming in too high, it stops the unit before that step is too high, gets to the bottom of the unit and cause -- can cause major damage to the unit, and I think it's irresponsible to let it be automatically reset, and then restart the unit and further -- cause further damage or damage to begin with.

MR. NAIPO: Any additional questions for clarification or statements? Yes, Candace.

MS. LAU: Candace Lau. Yeah, I want to add to what he just said. It's not even just about the equipment; it's about stacking up the steps and really causing injuries, and it's just a really important issue here.

MR. NAIPO: All right. Thank you. I'll

give one more opportunity for anybody else who needs any additional questions answered or comments. All-righty. And with that, we'll be casting a vote on proposal 2022.0085 regarding the step upthrust device and removing the automatic reset of not more than one time within 24 hours of operation and therefore requiring manual reset verbiage from the code.

If you are for that change, please vote yeah now. If you are for that change, please vote yea now. All right. Please put your hands down. Thank you very much for voting. I'm waiting until everybody removes their hand.

All right. If you are not for this change of removing the automatic reset, please vote nay now. If you are not for that change, please vote nay now. All right. Please go ahead and lower your hands. Thank you very much.

And if there is anyone who needs to abstain, if you are voting to abstain from this vote, please raise your hand now. If you are voting to abstain from this, please raise your hand now. All-righty. Thank you very much.

Melissa, will you read the vote tallies for proposal 2022.0085.

MS. ERIKSEN: Yes. Thank you. There were

19 yeas, 5 nays, and 2 abstentions.

MR. NAIPO: All right. Thank you. So, again, with that same verbiage going to apply to the handrail entry device about removing an automatic reset within 24 hours, at least allowing one, and therefore requiring a manual reset after that, again the conversation of the last two, if there is anything that you feel is different regarding the handrail entry device, please make those statements or pose your questions now so we can get clear clarification. Thank you. Anybody? All right. Mr. Mills, man of the hour.

MR. MILLS: Eric Mills. The thing with the handrail entry device is whatever has set it off now has to travel the length of the unit to the other one before it'll reset it. So, whatever the damage is, whether it's a broken handrail, a finger, whatever, it now travels the entire length of the unit whether it's underneath or on top and get to the other one. So, depending on the length of the unit, it could be whatever it is that's causing the obstruction could be 100, 600 feet long, whatever, before it hits it again. So, you have that whole distance because the escalator doesn't stop like instantaneous. It drifts. There's a small drift to them. So, it's going to be past that

point of impact. So, it's going to, then, travel the distance, depending on the direction of the unit and what handrailing that was tripped. So, I vote yea on it also.

MR. NAIPO: Any other questions or comments to clarify your vote?

MR. WOHLSCHLAGER: Does anybody have any examples of nuisance trips with these handrails?

MR. NAIPO: Thank you. Duane, I saw you physically raise your hand. There you go. Mr. Leopard.

MR. LEOPARD: Thank you. Escalator guy, yeah, I've seen it lots of times, a stupid piece of bubble gum won't go through those things, trip them once. There's a whole bunch of things that trips these and they become nuisances.

MR. NAIPO: Any other questions or clarifications needed? Wade.

MR. FRIESEN: Wade Friesen, Vertical Options. I haven't seen as many nuisance trips with these. I did see a misadjusted handrail one time where the customer got something stuck in a step and then reversed the device and had it tripped. But I think with the handrail entry device where it's possible that you can get somebody's hand sucked into

this thing, this is one of those types of devices that really needs to have a mechanic's eyes on it to make sure that there is nothing that's -- that's seriously wrong before this unit is fired back up again. I'm -- I'm -- I'm not for making that thing automatic reset on this one. Thanks.

MR. NAIPO: Thank you. So, last time, anybody has got any questions or clarifications to help educate anyone? All-righty. And, with that, we'll be casting a vote on proposal 2022.0086 regarding removing the not more than one time or automatically reset not more than one time within the 24 hour operation, and, therefore, would need a manual reset regarding the handrail entry device on an escalator.

Those who are for that to be omitted from the code, so, therefore, we will not allow those, please vote yeah now. Please vote yea for not allowing in this state the automatic reset within 24 hours. All right. Go ahead and lower your hands. Thank you very much for your votes. Eric and Dylan, yeah. Go ahead and lower hands if you've voted yea already. All right. Thank you.

And those who are in opposition of this, so they are for that 24 hour -- they are for the automatic

reset within 24 hours of operation and, therefore, a manual reset if it's done more than once, please vote nay for this change. Please vote nay for this change if you are for those types of operations. All right. Thank you. Go ahead and lower your hands.

And, finally, those who wish to abstain please raise your hands now. Thank you.

Melissa, will you please read the vote tally for 2022.0086.

MS. ERIKSEN: Absolutely. There were 18 yeas, 6 nays, and 2 abstentions.

MR. NAIPO: All-righty. Thank you. So, on to proposal 2022.0087, Amend 17.1 section 6.1 as follows: 6.1.6.4 Handrail Speed Monitoring Device. A handrail speed monitoring device shall be provided that will cause the activation of the alarm required by 6.1.6.3.1(b) without any intentional delay, whenever the speed of either handrail device -- or, excuse me, speed of either handrail deviates from the step speed by 15% or more. The device shall also cause initiation of dynamic braking (6.1.5.3.4) or electric power be removed from the driving-machine motor and brake when the speed deviation of 15% or more is continuous within a two second to six second range. The device shall be the manual reset type.

And it is striking, "or shall be permitted to automatically reset not more than one time within a 24 hour operation and thereafter require a manual reset before the next restart. Interruption of power during operation should not cause the device to lose the status of the timer nor the count of events.

"Permitting an escalator handrail speed monitoring device to automatically reset one time within 24 hours of operation lowers the minimum safety standard. The ability for an electromechanical machine to effectively rule out a hazardous condition being present as opposed to elevator personnel ruling out the presence of a hazard has not been proven to ensure safety to the riding public. If the hazard exists, protection must be provided through engineering or higher methods that are effective. Automatic reset without elevator personnel investigating is unacceptable."

So, again, this is just something else with the same exact type of verbiage, but this is regarding the handrail speed monitoring device. Any comments or points of reference to help people make an educated vote on this regarding removing the code reference of permitting an automatic reset one time per 24 hours on a handrail speed monitoring device? Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. I kind of feel like this is a lot along the lines of the -- of the skirt switch. You know, if there's a real issue and this isn't some kid playing on the thing or grabbing the handrail and slowing it down or a nuisance type of situation, it's going to happen twice right away and the unit is going to be shut down. So, I think that it's appropriate to retain this language. Thanks.

MR. NAIPO: Thank you. Mr. Barnhart.

MR. BARNHART: Just to clarify, what's in blue is existing text?

MR. NAIPO: Yes, and --

UNIDENTIFIED SPEAKER: If it's color red it's underlined.

MR. NAIPO: Yeah. I apologize about that. Any additional questions or -- Oh, Mr. Leopard, I'm sorry, I was busy doing that and I didn't see you.

MR. LEOPARD: Duane Leopard, city of Spokane. Hey, I did it this time. I agree with Wade.

MR. NAIPO: All right. Any other questions or clarifications needed before we cast a vote on this one? Duane, you've still got your hand up, just so you know. All-right.

So, we'll be casting our vote on 2022.0087

regarding the handrail speed monitoring device and not allowing automatic resets here in the state of Washington. Sort of the same verbiage that we've covered in the last three. So, again, you're voting on the handrail speed monitoring device.

If you are for that change of not allowing these type of automatic resets to be had in the state of Washington please vote yea now. Please vote yea now if you are for the change of on the handrail speed monitoring device not allowing the automatic reset. All-righty. Patrick -- Add one to whatever you had. Patrick added it right when you looked away after you shook your head.

MS. ERIKSEN: So, there were seven.

MR. NAIPO: All right. We'll do that one more time, then. Can everybody please vote yea again. I apologize.

MS. ERIKSEN: Okay. Thank you.

MR. NAIPO: All right. Seven, okay. All right. Thank you. Go ahead and lower your hands.

And those who are in opposition of this change go ahead and please raise your hand now and you are voting nay that you are in opposition of this change. All right. Thank you very much. Please lower your hands.

And if you are voting to abstain from this -- Please everyone who voted nay please lower your hands so that we can count the abstaining votes. Carl, are you abstaining? All right. So, those who are abstaining from the vote please raise your hand now. All righty. Thank you very much.

Melissa, will you please read the vote tally for proposal 2022.0087.

MS. ERIKSEN: Yes. Thank you. There were 7 yeas, 16 nays, and 3 abstentions.

MR. NAIPO: Thank you. All-righty. Moving now to the next one, proposal 2022.0088. Amend 17.1 add 6.2.3.x, I'm not quite sure what that means, Uses Not Permitted. Equipment used for moving and handling material designed and/or used that manually connects, couples, attaches, or mates to the treadway of a moving walk with the use of fasteners or by friction is prohibited.

"In accordance with the scope of ASME A17.1, Part 6, this proposal is intended to proactively provide detailed enforceable language prohibiting a moving walk from being utilized for anything but the transportation of passengers. This issue is being reported in multiple areas of the United States and appears to be creating hazards. This proactive

approach is requested to attempt to protect life and limb through the mitigation and or elimination of the hazards associated with pinches, falls, lacerations, as well as to limit or eliminate damage to equipment which would promote the public welfare."

So, this is regarding escalators. Mr. Montgomery.

MR. MONTGOMERY: Oh, sorry, I forgot to put my hand down.

MR. NAIPO: No worries, no worries. Does anybody have any questions of clarification to help them come to a vote, any statements of understanding? All right. Mr. Mills.

MR. MILLS: Eric Mills, field mechanic. Basically what this is is taking -- eliminating the moving walk as being a material mover. They have certain areas, especially huge amusement parks use it to move produce, freight back and forth throughout buildings, and this is just whatever it says that they added and reworded preventive to stop it from happening in this state, that's what it's written up as.

MR. NAIPO: Thank you. Any other questions, need an answer for clarifications from tech members? Mr. Wilson.

MR. WILSON: I was just looking at the scope of escalators in Part 6 and in the scope it says Part 6 applies to escalator and moving walks used to transport passengers. Thank you.

MR. NAIPO: Thank you. Mr. Larson.

MR. LARSON: Yes. Thank you. This is Russ Larson. I've seen some examples of this recently specifically with moving walks. Moving walks by the code are allowed to be as steep as 12 degrees, which is an unusually steep configuration. In those cases, shopping carts, carts, you know, can have runaway conditions and there's been some bad accidents with respect to that. So, I -- I agree with the consent here that this is a dangerous situation and we should vote to adopt this. Thank you.

MR. NAIPO: Thank you. Mike, did you have an additional question? Your hand is still up. I'll give one more opportunity for any questions of clarification or comments before we move to vote. Mr. Quiett.

MR. QUIETT: Jonathan Quiett. The only thing that I would be concerned with is the actual wording of it because if we -- The way I'm understanding it, if we leave it like this then it's going to preclude people from having luggage with them

on a moving walk in an airport, for an example, because it's not just moving passengers at that point.

MR. NAIPO: So, I just put in there a note of reference for us to make sure that we come back and talk about that or at last review it, if we are able to do it in this TAC. If this does pass, then we want to make sure that, hey, what about luggage on a moving walk as in an elevator luggage is used, make sure verbiage doesn't preclude from those type of things being used. So, with that, is there -- Oh, Mr. Brinkman.

MR. BRINKMAN: Yeah, Kevin Brinkman. I would agree with that last concern except that it says connects, couples, attaches, or mates. I don't think that would impact luggage, but I may be wrong. So, it's probably worth looking at again, but I'm -- I'm not sure that's the issue, with the way I read it, at least.

MR. NAIPO: All right. Thank you. All righty. So, with that, we'll be casting our votes for proposal 2022.0088, Uses Not Permitted. For escalators and moving walks, "Equipment used for moving and handling material designed and/or used that mechanically connects, couples, attaches, or mates to the treadway of a moving walk with the use of

fasteners or by friction is prohibited."

If you are for that change, I ask that you please vote yea by raising your hand now. Please vote yea if you are for this change. Please raise your hand now. All right. Please go ahead and lower your hands. Thank you for your votes.

All right. So, anybody -- Eric, do you want to lower -- Thank you. Anybody in opposition of this change please vote nay by raising your hand now. Please vote nay if you are in opposition of this change. Please raise your hand now. Thank you. Go ahead and lower your hands.

And, then, anyone who would like to abstain, please raise your hand now. If you're abstaining, please raise your hand now. Thank you.

All right. Thank you. Melissa, will you please read the vote tally for proposal 2022.0088.

MS. ERIKSEN: Yes. Thank you. We had 23 yeas, 1 nay, and 2 abstentions.

MR. NAIPO: All right. Moving on to amend -- It looks like something else regarding an escalator. This is regarding handheld -- Wait, is this the same thing?

UNIDENTIFIED SPEAKER: Yeah, I thought we just did this one.

UNIDENTIFIED SPEAKER: This is on moving walks.

UNIDENTIFIED SPEAKER: Yes, yes.

MR. NAIPO: What's that? I'm sorry, Eric, what was that? You're muted. I can't hear you if you're talking.

UNIDENTIFIED SPEAKER: He's saying it's for moving walks.

MR. NAIPO: It's for moving walks, all right. Thank you.

UNIDENTIFIED SPEAKER: It's for moving walks, but we've already gone over this with escalators. Why don't we, if it's all right with everybody for time, just adopt what we did with escalators. I think handrail inlet was a yea and the handrail speed sensor was a nay. I'm down with that. I hate to lose, but we've already gone through it and beat it, so why don't we just move on, if people are down with that.

MR. NAIPO: Okay. So, what is being proposed is -- So, these -- these amendments that we are about ready to go through are regarding moving walks, but we just voted on the same things for escalators. What Eric is proposing is that we take those votes that were used for escalators and is everyone okay with

using those same votes for moving walks? If you are okay with that, applying the vote that you had before and the results from the votes for the escalators and moving them to moving walks, if you're okay with that, please raise your hand now by raising your hand and saying, yes, we're okay with applying those changes. Please vote now. All right. Then we will do that. Yes?

MS. ERIKSEN: Which amendment numbers, which proposal numbers am I grabbing from?

MR. NAIPO: Okay. So, the results for 2022.0089 are the results from 2022.0086.

MS. ERIKSEN: Thank you.

MR. NAIPO: And what I'm going to do is once we transition all of these votes I'll have you read them to the court reporter so she has those for these ones, as well. Okay, number 90 is speed monitoring.

MS. ERIKSEN: Is that is 0087?

MR. NAIPO: Yeah, 0087, yes.

MS. ERIKSEN: Cool. Thank you.

MR. NAIPO: And, yep, okay. All right, so for 20-- or proposal 20222 -- Actually, no. I want you to read the voting for those other two. Can you, please, Melissa, provide the voting results for 2022.0089 because we are transitioning the votes from

the previous one to this one, as well.

MS. ERIKSEN: Absolutely. So, the votes come out as 18 yeas, 6 nays, and 2 abstentions for the proposal ending in 89. The proposal ending in 90 comes out 7 yeas, 16 nays and, 3 abstentions.

MR. NAIPO: Thank you. So, moving on to 2022.0092...

MS. ERIKSEN: We have three hands up.

MR. NAIPO: Oh, I'm sorry. Candace. Oh, Bob. Oh, he had his hand up, too.

MR. OURY: Sorry about that.

MR. NAIPO: Go ahead. You're fine. Mr. Shafer. That was probably their votes or voting hand that's still up. Patrick. I'll take no response as a -- Oh, did you mean to put your hand down? Okay. All right. Cool. Thank you. All right.

So, on to amend 17.1, um, um, um, um, section 2.2, Means to unlock the access door from inside the pit shall be provided. "This means shall be located", and they're looking at amending measurements in (c) with the door in a closed position, in a plane not more than lowering from 1,000 millimeters to 635 millimeters, which is going from 39 inches to 25 inches, horizontally from a rung, cleat, or step of the pit ladder.

So, this is, "When no pit ladder is provided, not more than 1,825 millimeter (72 inches) vertically above the pit floor, or when a ladder is provided not more than 72 inches vertically above a rung, cleat, or step. The minimum distance from the top rung, cleat, or step on the top of the pit ladder or handlehold shall not be less than 1,200 millimeters (48 inches). (See 2.2.4.2.1 and non--

THE COURT REPORTER: I'm sorry, this is the court reporter. Can you slow down just a little bit. Can you repeat that last number? You said 2--

MR. NAIPO: Got it. (See 2.2.4.2.1 and non-mandatory appendix J, figure J-1), and (c) With the door in the closed position, in a plane not more than 25 inches horizontally from a rung, cleat, or step of the pit ladder.

39 inches is approximately 14 inches longer than the average arm making the assembly to unlock the doors is out of reach creating a hazard. This doesn't completely eliminate the hazard or solve the problem as there's still an angular distance that results in a reach angle -- a reach range at an angle which is still greater than 25, 25 inches, making it not a safe reach.

Any questions of clarification needed? Mr.

Mills.

MR. MILLS: Eric Mills. So, what this is saying is making it so you have access to open the door from the pit from the ladder because right now if it's a center opening door you sometimes have to reach over three feet to grab it. I'm six foot four. I sometimes have to seriously stretch to make that grab, and this is just making it so it's easier for us to egress the pit, enter and egress the pit easier.

MR. NAIPO: All right. Thank you. Mr. Quiett.

MR. QUIETT: Jonathan Quiett. Yeah, this also provides better protection for the public, as well, because the common practice now is to set barricades up and keep the doors open to some extent so you can safely egress out of the pit in that situation. And like Eric Mills was saying, if you have a wide door opening and you're on a pit ladder it's a very long reach in order to do that. So, this is just an added safety, not just the people in the pit, but the public, as well.

MR. NAIPO: Thank you. Any other questions of clarification or anyone? Wade.

MR. FRIESEN: Wade Friesen, Vertical Options. One -- one clarification, part of the reason

we leave the door open when we're doing pit work is to have a secondary safety mechanism with the door lock open. But aside from that, I want to make sure that I understand this correctly: Are we suggesting here that some sort of cable device or something be added to the back side of the door so that it could be actuated from closer to the pit ladder, or what do you -- what means to mitigate this are being suggested? I'm not seeing any sort of device to be able to unlock the door. If anybody had any detail, it would be appreciated. Thank you.

MR. NAIPO: Mr. Quiett.

MR. QUIETT: Yeah, Jonathan Quiett. There are some of the manufacturers that because their doors unlock at the very top they've been installing these for years to be able to get access to the pit either with a cable system or a linkage system to bring that point down closer to bottom of the door. This just kind of takes it one step further with also having a horizontal requirement so you can access it safely from the pit ladder.

MR. NAIPO: So, is it safe to say that this change is -- Is this regarding the ladder itself or no matter what the ladder is that they make sure that when that door is in the closed position the amount of

reach that you have to get to the door to open it, in whatever fashion it is, is only this far instead of this other distance that's in the code; is that correct? Is that the right assumption, I guess, I have for this? Mr. Mills.

MR. MILLS: I have the same assumption. It's just to make unlocking the door easier.

MR. NAIPO: Okay. So, it's not saying that they have to do this. It's just that no matter how you do it, you've just got to close this reaching distance for the working mechanic. Okay.

MR. MILLS: Yes.

MR. NAIPO: Or whomever. All right. Thank you. All right. Any other questions or clarifications needed before we cast a vote on this one? All right. Mr. Friesen, did you have an additional question?

MR. FRIESEN: Wade Friesen, Vertical Options. The only concern I see with this is how is this being measured? Is it being measured strictly on a -- in a horizontal plane across the door? Is it being measured at an angle to the pit ladder? How is it being measured? I'm just concerned about enforcement of this and how -- how this measurement is being taken. Thanks.

MR. NAIPO: Thank you. Carl.

MR. CARY: Yeah. He kind of took my question because the intent of the 39 inches is measured from the outside edge of horizontal from the pit ladder. So, I guess I just wanted to be clear on what we're voting on here. Is that 25 inches from the outside edge of the pit ladder?

MR. NAIPO: Mr. Quiett.

MR. QUIETT: Jonathan Quiett. In the non-mandatory Appendix J it does give a diagram that shows the horizontal measurement from the closest point of the pit ladder to the unlocking device and vertically from the top most rung of the pit ladder. So, that's -- that's the two dimensions it gives you. I hope that answers everybody's question.

MR. NAIPO: Thank you. With that, we'll be taking -- Or, Carl, did you have an additional question? I'm sorry. Oh, no. Okay. All right.

So, with that, we'll be taking our votes for proposal 2022.0092, Amending the distance with the door in the closed position, in a plane not more than three -- 635 millimeters (25 inches) horizontally from a rung, cleat, or step of the pit ladder, so closing that distance if someone has to reach to open the doors.

If you are for that change, please raise your hand now. Oh, Melissa, I'm sorry.

MS. ERIKSEN: Both Ricky and Gerald raced each other to put a picture in the chat if anybody still has questions. Ricky won. So, if that clears up any questions, then go ahead and call for the vote.

MR. NAIPO: All right. Thank you. Again, so -- Oh, James, I'm just asking real quick were you -- is that you're casting your vote, is that what you guys were doing, if you are --

UNIDENTIFIED SPEAKER: Yeah.

MR. NAIPO: -- for that change? Okay. All right. So, if we are for that change, please go ahead and raise your hand now, if you're casting a yea for this change of minimizing that distance between the rung and the hoistway door entry, yeah. All right. Thank you. And those -- Thank you for voting yea. Go ahead and put your hands down.

Those in opposition of this change to keep the measurement requirement still at 1,000 millimeters and 39 inches, please vote nay now. If you are in opposition of this change, please vote nay now. All right. Thank you very much for your vote. Lower your hands.

And if there is anyone who needs to abstain from

this vote, please raise your hand now. If you wish to abstain, please race your hand now. Thank you.

Melissa, will you please read the vote tally for 2022.0092.

MS. ERIKSEN: Yes. Thank you. We had 19 yeas, 4 nays, and 3 abstentions.

MR. NAIPO: All-righty. Thank you very much. All-righty. And with that we're going to take our last five minute break, unless all hell breaks loose between the next hour and a half, two hours that we're together and we have to take an additional one, but this will be the last one, last five minute break. Thank you guys very much for everything you guys are doing. See you guys back here in five minutes.

(Recess taken)

MR. NAIPO: So, I just want to, again, thank you guys for all your guys's work you guys are doing. Thank you for the conversations you guys are having. Thank you for some of the adjustments you guys have made since lunch. We've been able to get through nine. Now, granted, we had some duplicates in there, but, hey, we're not trying to minimize it. We've gotten some work done; so, I really want to tell you how much I appreciate that. I have a little less anxiety than I did at lunch; so, thank you. But let's

just keep pressing on and keeping doing this good work and hopefully get done so we can get out of here.

All right. Going on to proposal 2022.0093. Okay. Amend 17.1 section 2.7 as follows: "2.7.5.1 Working Areas in the Car or on the Car Top. The requirements of 2.7.5.1.1 through 2.7.5.1.4 shall be compiled [sic] with" adding, "on all electric machine-room-less installations", and striking, "if maintenance or inspection of the elevator driving machine brake, emergency brake, elevator machine controller, or motor controller are to be carried out from inside the car or from the car top." 2.7.5.1.1 striking, "If maintenance or inspection of the elevator driving machine brake, or emergency brake, or of elevator motion controls or motor controls from inside the car or from the car top could result in unexpected vertical movement, a, and amending it to now read, "The means to prevent movement shall be provided to support the elevator equipment symmetrically with respect to the center of gravity of the load."

Rationale: "The hazard of unexpected movement of machinery in this scenario always exists for MRLs. The moving of a majority of equipment normally found in legacy installation's machine rooms to the hoistway

warrant this change. Permissive and subjective language should be revised to mitigate/eliminate the potential for, but not limited to OSHA Focus Four hazards of struck by, caught between, falls, and electrocution due to unexpected vertical movement. If the hazard exists, protection must be provided through engineering or higher methods. Currently manufacturers provide equipment that is not confirmed as supporting the load (symmetric or asymmetric) with respect to center of gravity in accordance with rigging best practices. There are several MRL configurations currently being installed that either experience or have been classified with traction loss risks."

Clarifying questions? Any clarifying statements? Carl.

MR. CARY: Yeah, I'd like to speak against this amendment. There are -- Striking of this section isn't going to change the reality that there's thousands of MRLs installed in the state that are going to require maintenance from the car top. The code requires that there's a mechanical means to lock the elevator car top elevator out while they're working via the car top. So, striking this language could essentially leave us with no language on how to

safely do that. That's all. Oh, Carl Cary, Lerch Bates. I forgot to say that.

MR. NAIPO: Thank you. Mr. Brinkman.

MR. BRINKMAN: Kevin Brinkman. Yeah, I'm -- I'm opposed to this change, as well. This will basically require lock and block in all scenarios. The code language was written to say, you know, if you're doing an adjustment on the emergency brake, or the brake, or something else where unattended car movement could happen, yes, we want this protection. It's very important. But if I'm on the car for other reasons, it's no different than working on an elevator with an overhead traction machine if I'm looking at, you know, working on the door operator or something else, and so why would the lock and block apply only to machine-room-less elevators in those cases, but not an overhead machine room elevator? That's what this would imply if we did this change. So, I don't think it's really justified. You know, it's certainly necessary when you're doing an inspection or testing it could make the elevator move, and that's what -- why it's there the way it's written today, and I think we should leave it the way it is in the A17 code. Thank you.

MR. NAIPO: Thank you. Any other questions

for clarification at all? Mr. Mills.

MR. MILLS: Eric Mills, field mechanic. I believe the intent of this is how I read it is typically when we hoist a car we hoist from both rails. With this it's saying that it's supported one way or the other. I don't know, some MRLs I've seen only have one pin on one side that locks it in place. I believe they're asking for two pins so that it would be -- or a way to lock it in place symmetrically so it's not -- what's the -- respect the center of gravity. So, with two locking points you're held up in two different sides of the car is what I'm guessing it is. And, also, when you're working on an MRL you have the machine, the brake, everything right there. When you're working on a traditional machine room elevator you don't have access to that stuff. What you have access to is the deflector shiv, which is a mechanical piece of equipment that has no safety devices, has no electrical devices. You might be able to access a switch, but you're not going to access the machine, the brake, the governor, typically. So, that's the difference between the two.

MR. NAIPO: Thank you. Mr. Quiett.

MR. QUIETT: Jonathan Quiett. Some of the issues that we've ran into with MRL installations is

there are certain designs where you actually have to drop the machine to replace the brake components and things of that nature where the overhead structure is designed to be the self-supporting structure where the elevator is supported from. We have to disassemble that structure. There has to be other means in place as a backup system since you can't use your primary hoisting system. There are some newer installations out there that are solely dependent upon a beam installed in the overhead by a contractor that doesn't go through a verification process to see if it's even rated to hoist the required load off of. So, we do need other means to be able safely work on our elevators. When we have an elevator and machine room, if we're doing work on the brake or the driving machine, we're not exposed to the hazard of being on the car top. So, if the elevator actually happens to move while we are working on that in the machine room, we are not in direct hazard with that. Thank you.

MR. NAIPO: Thank you. Mr. Madison.

MR. MADISON: Yeah, Jon Madison. Jon Quiett touched on that. When we're -- When we work on the brakes in a conventional elevator, not an MRL, the car would be landed so all the stored energy would be out of the system. When you're working on an MRL from the

car top and the motor is next to you we want means to prevent the car from actually coming up and crushing the person working on it. The locking pins provide that means. Having the car strapped off to the overhead structure does not prevent the car from coming up into that structure, and most of the times when we're doing this maintenance we do not have the car fully loaded with weights to make it go the other direction. It would be the unbalanced load would want to move the car up into the overhead. So, thank you.

MR. NAIPO: Thank you. Mr. Larson.

MR. LARSON: Yes, thank you. This is Russ Larson. I just want to point out to the team that this requirement specifically addresses maintenance and inspections. It does not address repairs, or machine rebuilds, or change-outs, in which case, of course, you would need alternate means or some means to hoist or rig the car. So, from that perspective, the hazards in a machine-room-less application are, to Mr. Brinkman's point, no different than the hazards in a machine room version application here. Thank you.

MR. NAIPO: All right. So, I'll give a final opportunity for people to ask any clarifying questions that they may need before we cast our vote. This is for clarifying questions. All right.

With that, we will move to casting a vote on proposal 2022.0093 on all MRLs moving to implement a provided support to support the elevator equipment symmetrically with respect to the center of gravity of the load.

If you are for this change, I ask that you please raise your hand now and vote yea. If you are for this change, please raise your hand and vote yea for this. All right. Thank you for those who have voted. Please lower your hands.

If you are opposed to this change I ask that you please raise your hand now and vote nay. If you are opposed to this change, please raise your hand and vote nay. Good? All right. Please lower your hands. Thank you for your votes.

For those who wish to vote to abstain, I'd ask that you please raise your hand now. If you voted nay, please lower your hands. Thank you. If you are voting to abstain, please raise your hand now. All-righty. Thank you everyone.

If you could, Melissa, please read the results and vote tally for proposal 2022.0093.

MS. ERIKSEN: Of course, of course. There were 6 yeas, 16 nays, and 4 abstentions.

MR. NAIPO: All-righty. Thank you. Okay,

moving on to proposal 2022.0094, Amendment of section 2.7 as follows: 2.7.6.3.2, The motor controller shall be located in a machine room or control room removing machinery space and control space, and -- Wait a second, it sounds like something we already addressed on another one.

MR. DOLGIKH: It looks like a duplicate.

MR. NAIPO: Is it a duplicate or is the same type of change, but a different piece of equipment is what I'm wondering.

MR. LEOPARD: This is Duane. I can answer that.

MR. NAIPO: Yes, sir.

MR. LEOPARD: It's a duplicate from LULAs. This is -- It looks like it's applying to electric elevators.

MR. NAIPO: All-righty. So, this is the same change that we had before, it's again regarding electrical or electric elevators, is that what you were saying?

MR. LEOPARD: Yes.

MR. NAIPO: Okay. Jan, I see you have your hand up.

MS. GOULD: Yes. I was just going to suggest in the interest of time -- Jan Gould, sorry --

that you just use the last four numbers and we all know we're in 2022. That would help you out also.

MR. NAIPO: All right. Thank you. Mr. Brinkman.

MR. BRINKMAN: Yeah, Kevin Brinkman. This is the same as 0077. It's the same section and everything else. So, it must be either two different people put it in or it was a duplicate by accident, and that one has been voted on already.

MR. NAIPO: Okay. So, I'm going to bypass this one. I'm going to do some double-checking just to make sure, and I'm going to compare the submittals for these two submissions and then I'll report back on that tomorrow, if that's okay with everyone, and we'll just move on.

So, moving on to 2022.0095, Amendment to Adopted Standards. Amend A17.1, section 6.1 as follows: Remote machine room. Permanent electric lighting, and it looks like they're wanting to adjust the foot candles from -- I do not know what lx stands for -- lumens maybe. Someone want to --

UNIDENTIFIED SPEAKER: Locks.

MR. NAIPO: I don't understand what that means, but thank you for that. I do know foot candles. So, changing it from 100 lx to 10 foot or 10

foot candles to 200 locks, I think is what you guys said, 19 foot candles at the floor level, as well as on 6.1.7.2, truss interior. "The illumination shall not be less than 200 locks, 19 foot candles at floor level. The light and lighting control switch shall be provided under the access plates (see 6.1.7.3) at the top and bottom landings, and in any machine areas located in the incline. The lighting control switch shall be located within easy reach of the access of such spaces and so located that it can be operated without passing over or reaching over any part of the machinery."

"Section 6.1 does not provide adequate minimum requirements for lighting in these hazardous spaces."

Any clarifying questions needed from the TAC? Mr. Leopard.

MR. LEOPARD: This is Duane, city of Spokane. Don't we already have a WAC code that specifies this? Does anybody know right off?

MS. GOULD: Not for an escalator.

MS. LAU: Yeah, this is Candace. This is for escalators, not for elevators.

MR. NAIPO: Thank you, Candace. Did you have an additional statement or question? Oh, okay. All right. Any other questions? So, this is, as we

found out, regarding escalators and a specific type of lighting. Any other questions or clarifications needed? All-righty. We'll move on to vote.

Voting on 0095, adjusting the foot candles in reference to escalators and a certain requirement, if you are for this change of increasing that lighting requirement, please make sure to vote yea and raise your hand now. If you are for that change, please raise your hand and vote yea now for increasing the lighting requirement. All right. Thank you. Go ahead and lower your hands. Thank you for your votes.

If you are not for this change, please vote nay. If you are not for this change, please vote nay. Thank you. And lower your hands. Thank you for your vote.

And for those who would need to abstain, please raise your hand now and vote. If you wish to abstain, please raise your hand now. Thank you.

All-righty. Melissa, will you please read the results of voting for 0095.

MS. ERIKSEN: Yes. Thank you. It is 21 yeas, 1 nay, and 4 abstentions.

MR. NAIPO: Thank you. Jan, did you have a question? Oh, all right.

So, moving on to 0096, "Amendments to adopted

standards. Amend 17.1 section 8.6. 8.6.1.2.1, "A written Maintenance Control Program (MCP) shall be in place to maintain the equipment in compliance with requirements of 8.6." And we'll just jump down to (a) "A Mmaintenance Control Program for each unit (see 8.6.1.1.1) shall be provided by the person(s) and/or firm maintaining equipment, and shall be on site", striking out viewable, "within the physical building or structure the conveyance is permanently installed, viewable by elevator personnel at all times", and striking, "from time of acceptance inspection and test or from the time of equipment installation or alteration (see 8.10.1.5)", as well as adding, "Once on site within the physical building or structure the conveyance is permanently installed, the Maintenance Control Program and any associated documentation shall be provided and remain in place for perpetuity until the equipment is decommissioned and no longer a conveyance subject to the enforced codes and standards."

"Elevator personnel and building owners suffer from persons making MCPs and records hard to see. Compliance cannot be accomplished or verified. There is no legal provision that easily ensures a private entity..." -- "that ensures a private entity provides

freedom of information, thus the above proposal should make it clear that the necessary documentation is required to be there where the affected people are and needing to see it. The proposed also solves the problem wherein a company is the maintenance provider and then after not being that entity takes the required safety documents off the job site, making it unsafe for any future company to ensure compliance. The code and your jurisdiction's enforcement should not favor a company's so-called secrets at the expense of safety."

So, any clarifying questions from the TAC regarding this change on where and how the MCP is on site? Sergey.

MR. DOLGIKH: I've been wanting -- This is Sergey Dolgikh, Elevator Inspector L & I. I've been wanting to pose this question for a long time and there has been a confusion it seems like, I don't know, from the people I spoke to, who does the MCP belong to? Who is -- Who is the owner of MCPs, is it the elevator contractor or is it the owner? And a lot of times I have conflicting answers to that question. In my view, the MCP belongs with the conveyance and record of the service that was done to the conveyance, and since we were debating on, excuse me, we were

debating on on-site documentation and such, who does it go to and whether they should be left to the owners or not. I think this is an essential part of decision making or not decision making, but clarifying is MCP part of elevator provider or is MCP part of the owner, and in my view it is part of the owner. Therefore, it shall be on site. It has no bearing on which elevator company does what. When the elevator company drops off the service they should be leaving the MCP behind to the owner as part of their documentation.

There was a lot of arguments in the past about the proprietary steps that are being taken in the servicing of the equipment and it's a big secret, but, you know, and there have been examples of that in the industry where specific proprietary tool doesn't allow the next mechanic from different provider to efficiently align, and adjust, and do the testing of that particular equipment.

So, I guess -- I guess it's not random on my part. I'm just trying to gain some clarity as to who does MCP belong to and from that we will derive whether this is appropriate or not. Thank you.

MR. NAIPO: Mr. Larson.

MR. LARSON: Thank you. This is Russ Larson. Great questions and this is a widely

misunderstood topic in our -- in our industry. So, a couple things just to help everybody understand it and paint the picture, there's three ideas here, three entities, three code required pieces of documentation which people get mixed up a lot. The MCP is the Maintenance Control Program, which is what the maintenance company is going to do and at what frequency. It's the plan. The second aspect that's often confused is records. Records is the service company's report card and it demonstrates compliance to the MCP. So, the MCP is different than records, and records are different than the MCP. The third category is on-site documentation, which is things like wiring diagrams, and oil logs, and fire fighter service logs, and unique procedures, and check-out procedures, all those sorts of things, and those are three different entities with three different requirements.

The MCP is the -- is the responsibility of the maintenance company. That's very clear in the code. But this proposal, this language is specifically talking about records, right? It's not talking about MCPs. It's not talking about on-site documentation.

A couple thoughts about records, but, first of all, I can't say all, but I've got to say most service

companies' electronic records are fundamentally the basis of what they do. I -- I'm not sure I can say all because there may be a service company out there that has paper records, but mechanics are primarily scheduled electronically and they're tracked electronically; so, electronic records are the fundamental basis of what maintenance companies do.

The code requires us -- requires service companies to provide records for maintenance, for category tests, for repairs, and for call backs, but a couple challenges with paper copies is we've all been in situations like this is potentially they get damaged, they get soaked with oil, they get ripped, and if and when that happened reproducing those to comply with the requirements becomes a challenge. So, the fact that electronic records are the fundamental basis of most service companies' records and they can easily be reproduced if they're damaged, oil soaked, ripped, it makes them, I think, an advantage.

You know, another thing that comes up from no fault of anyone's is, you know, imagine a situation where a service mechanic is responding to an overt call back, and it may be no fault of his or her own, and is more interested in getting home or getting to the next call back, then potentially finding where the

records of this particular job site which he or she may not be familiar with are located, you can imagine situations like that where -- for, again, for no fault of anyone's own, the records of what's happening on a unit they tend to drift away from what's actually happening.

So, I think for those reasons the code writers have put this language about records in the code, which requires them to be viewable on-site, and for those reasons I think that is a valid requirement. So, I -- I -- I don't support this change. Thank you.

MR. NAIPO: All right. Duane.

MR. LEOPARD: Duane Leopard, city of Spokane. Oh, I like what the previous speaker had to say about the definition of records and everything, but I think in this case we were looking at the MCPs, the Maintenance Control Program itself. It's referring to the instructions on how things will be done. I have to support this because I've been witnessing exams off and on and I find that mechanics, when I ask them where their MCP is, they hand me the records. I ask them for their procedures to do the test and they can't find it either electronically or I even followed one guy to his van and he had to throw all of his pieces, parts, and all that all over the

place until he finally found the binder out of his van and I can tell that it's not referred to very much. So, you know, and I've been fighting to get this -- to have these instructions on site, and, you know, electronically available or viewable just does not work. There's about 300 different means to view in the actual MCPs. So, I really like this change.

MR. NAIPO: Thank you, Duane. Mr. Hawks.

MR. HAWKS: Yes. I'm Thomas Hawks with Northwest Grain Growers, and I don't think we need to, in our case at least, keep the mechanic's book, I call it, with the procedures, and our maintenance schedules, and so forth on-site. We tend to have mice in the elevator eat paperwork. But the other things about it are we may have 30, 40 conveyances, and so we have them strung out all over the place in different warehouses and different counties. To have a mechanic's book at each site with those records, it's a living document, if some little thing changes and we have to make a change in that book a little bit we'd have to run around to all those different sites and keep upgrading all those books continuously. So, the mechanics they work as a team at least and they travel from place to place when they do things to these conveyances and they generally go around with the

inspectors when they come out, so they have it with them and it's right there with them, so I don't see why they'd have to have one at every site to try and maintain. Thank you.

MR. NAIPO: Thank you. Jan.

MS. GOULD: Jan Gould. The city of Seattle amends this where we require all three pieces to be on site because I've asked the big four a few times how many of us and how soon can I get access to your records if you're keeping them electronically, and never got a clear answer. And if you're inspecting an elevator today you want to write that correction letter today and if it's a month out it does no good. So, I support all on-site records. And in the state of Washington record retention is a minimum of five years and ASME even speaks for maintenance records shall be retained for five years.

MR. NAIPO: Thank you. Wade.

MR. FRIESEN: Wade Friesen, Vertical Options. As a company policy we do both. We keep electronic records and we keep physical records on site; so, I -- I really don't see the issue with that. It saves -- It saves our mechanics, you know, to the point that somebody mentioned of sending a different mechanic to a job they're not familiar with and it

saves them the time of trying to figure out what the last guy did if the records are on site. But I'm -- I'm -- I'm not really sure why we're striking out this, "from time of acceptance inspection" or from the time the equipment was installed or altered. You know, if we're taking a piece of equipment and doing a mod on them, modernization on it, I don't see why the record from the time prior to that should be retained. It would be confusing, if anything, because most of the time, if we're talking a substantial alteration, the equipment is substantially altered and it is no longer applicable. But that's it. Thanks.

MR. NAIPO: Thank you. Mr. Cleary.

MR. CLEARY: I know I'm not supposed to say a whole lot, but I just want to make it very clear the grain industry is quite unique. They've got grain silos in the middle of no where that are stand-alone facilities, I think there's 440 of them, and so it's really difficult for them to have them in separate locations because a lot don't even have offices. So, the grain industry is quite unique when it comes to the MCPs, and they're a specialty because they're under the 270 statue, the exemption from licensure, which makes it, you know, they're not -- they're not elevator companies. They're working under a different

statute. So, to require them to keep everything at each one of those locations it's just really difficult because they're just not the same as a regular facility. So, I just wanted to state that to help Tom a little bit.

MR. NAIPO: Thank you. Candace.

MS. LAU: Candace Lau. Yeah, I -- I agree that we should have on-site documentation, but I'm a little bit confused because in 8.6.1.2.2 it spells out exactly what needs to be on-site. So, when you're talking about the test and all that stuff, maintenance, all that stuff has to be on site already. So, this portion of it is just talking in general about the Maintenance Control Program, but if you go to 8.6.1.2.2 it talks about on-site documentation and there's certain things that have to be there such as testing. I just want to make it clear to everybody that is another section on this for -- for what is required to be on site.

MR. NAIPO: All right. Thank you. Thank you, Candace. So, with Candace's clarification, she just wanted to make sure that everyone understands this change is just regarding the Maintenance Control Program. Further down in the code it talks about a lot of other things that people have alluded to, the

maintenance, or the maintenance records, the maintenance logs, test logs, test sheets, and all that type of stuff, but this is mainly regarding the Maintenance Control Program whether it needs to be physically on site or keeping it just as viewable on site, how ever that may be acquired.

So, what I'd like to do is pose that we cast our votes on -- What number is this? What are we on? We are on 0096. If you are for this change of, again, just the Maintenance Control Program being physically on site at a building or structure, if you are for that change, please vote yea now. If you are for that change of the MCP being physically on site, please vote yea now. Are we good? Okay. Go ahead and lower your hands. Thank you for your votes.

Those in opposition of this -- Please, if you've voted yea, please make sure to lower your hands. If you are in opposition of this change regarding the Maintenance Control Program, please raise your hands now and vote nay. If you are in opposition of this change, please vote nay now.

MS. ERIKSEN: Sorry. This is Melissa. Jon, did you vote yes? Thank you.

MR. NAIPO: All-righty. Thank you for those who have voted. Please go ahead and lower your hands.

And if you need to vote to abstain, please raise your hand now. If you are abstaining, please raise your hand now. Thank you.

So, Melissa, will you please read the tally for proposal 0096.

MS. ERIKSEN: Yes. There were 16 yeas, 8 nays, and 2 abstentions.

MR. NAIPO: Thank you. All right. Moving on to 97, Amend A17.1 Section 3.1.5 as follows: 3.19.5 Piping Buried in the Ground. They want to strike all of that. And that, "Piping buried in the ground shall be prohibited."

"Piping in the ground has been problematic since the code's inception. Electrolysis, Dig Safe issues, and a myriad of environmental factors should prohibit this practice. New installations should be afforded engineering that ensures the components and assemblies are installed in more protected locations suitable for maintenance, inspection, and testing." And this is regarding, "Piping buried in the ground shall be prohibited."

Any questions for clarification needed? Any questions for clarification needed?. John.

MR. CARINI: Yes. John Carini, Sound Transit. Will this limit the use of in-ground

hydraulic elevators or the installation of new in-ground hydraulic elevators?

MR. NAIPO: Gerald. No? I hope you're shaking your head.

MR. BROWN: This is specifically -- This is specifically geared for piping. That's the way I read it. It's not so much for in-ground cylinders. It is just the piping. Typically they were using like gas line piping that had the tar and the yellow coating on it or they were using some other type of similarly protected material or they were piping pipe in a pipe instead of having it directly touching the soil. There's a lot of alternatives to in-ground piping now, so...

MR. NAIPO: All right. Thank you. Carl.

MR. CARY: Yeah, I would like to speak against this amendment. There are certainly some situations out there where running overhead piping is not feasible or realistic. I've got a Sound Transit project that I worked on where the machine room was on the opposite side of the bus terminal and there was no way to physically run overhead piping from point A to point B. I would ask that we leave this to owners. There's clear code requirement on the piping that's buried, what it has to have to ensure that there is no

intrusion or exposure of hydraulic fluid to the environment. And that's all I've got.

MR. NAIPO: All right. Thank you. So, with that, any additional questions for clarification needed? All-righty. With that, I move to vote on proposal 0097 and prohibiting the burial of piping in the ground.

If you are for that change, please raise your hand and vote yea. If you are for that change of prohibiting piping to be buried in the ground, please raise your hand now and vote yea. At this time please vote yea if you are for that change. All right. Thank you.

If you are against this change, please raise your hand now and vote nay. If you are against this change, please raise your hand and vote nay. All right. Thank you. Please lower your hands. For all of those that voted nay, thank you.

If you are abstaining from this vote... If you voted nay, please lower your hands. If you are abstaining from this vote, please raise your hands now. If you are abstaining from this vote, please raise your hand now.

Sorry, Candace, did you vote nay already? Oh, you did? All right. Thank you.

Melissa, did you get a good tally? All right. So, go ahead please provide the tally for proposal 0097.

MS. ERIKSEN: Thank you. There were 0 yeas, there were 24 nays, and 1 abstention.

MR. NAIPO: All-righty. Thank you. All-righty. Amendment to 8.6 regarding 8.6.4.19.11. This is proposal 106. I apologize, I jumped a little ahead of myself. Proposal 0106, Amending section 8.6, "Ascending car overspeed protection and unattended car movement devices and emergency brake. Where it says regarding (b) and Tests, "Ascending car overspeed protection shall be subjected to tests with no load in the car at the..." removing, "slowest operating (inspection) speed", and adding "at which ascending car overspeed is required to operate in up direction."

Justification: "The requirement is in conflict where it requires to demonstrate compliance, but then indicates to perform a test that would not do so. Understanding this is a Category 1 test at no load, the safe conclusion is to demonstrate no load up for ascending car overspeed protection, and no load up and down for unintended car movement protection. Doing so demonstrated functionality and also represents what may happen in a real world scenario."

So, this is regarding ascending car overspeed protection and unattended car movement devices and emergency brake, and the tests associated with it, and how you do that test.

Any clarifying questions? Clarifying comments? I ask again, any clarifying questions needed or comments to be had? All right. Oh, Mr. Brinkman.

MR. BRINKMAN: Yeah. I looked at the rationale on this one, as well, from the changes made, and the ASME committee basically said that they -- you know, they do test at full speed, testing at full speed is required at acceptance in Cat. 5. This is for the -- I believe the annual. And just saying that testing at the slower speed will let them know, let the person doing the test know if it's failing to engage, and they can adjust it and avoid damage to the equipment. So, that was the rationale for doing it initially this way and I think we should stick to the ASME requirement.

MR. NAIPO: Okay. Thank you. Mr. Madison.

MR. MADISON: Jon Madison. In testing this over the last 8 or 10 years, we have multiple manufacturers that, through either a prong change, or loss of memory, or a board change, their systems detect it, but then the system is initiated by a

governor overspeed switch. So, to actually unplug a socket on a board, because that is their test, and it shows that you get a fault, when you actually test the system you can find out if the brakes are bad or otherwise, and this goes into our non-destructive testing. In an ascending car, the car doesn't crash into anything, it sets the brake, and if done properly it does it in the middle of a hoistway. The only thing that suffers from it, it would be rope grippers. But you will find that in a full speed test you'll find problems. On the low speed test you're not confirming that the car even arrested speed. So, there's a little more to it than just a slow speed test. That's all. Thank you.

MR. NAIPO: Thank you. Mr. Quiett.

MR. QUIETT: Jonathan Quiett. With this testing there's an example that I can give you. One of the manufacturer's procedures for doing Category 1 ascending overspeed test does require you to overspeed the elevator in the up direction. We have had one of them that has failed that test. Now, the brake function, as it is designed to, it did not retard the motion of the elevator. There's very short rides and did significant damage to the elevator. We want to find that when it's in a controlled environment

without people in the elevator. So, by doing the testing at the condition of what this is, which would be an overspeed condition or whatever the device is at that activates the ascending overspeed device, by doing the test in a controlled manner we can figure out where the problem is, and this instance ended up being the emergency brake did not have the stopping force to be able to slow the elevator down to a correct speed before it got to the overhead of the building. That was the limit of what it was.

MR. NAIPO: So, just for clarification, Mr. Madison and Mr. Quiett, do you feel like -- I'm assuming that you're -- you're in favor of this because this would help alleviate some of the things that you guys are talking about; is that correct? All right. Thank you. Mr. Quiett.

MR. QUIETT: This is Jon Quiett. I was just trying to raise my hand to follow up. But, yeah, no, that's -- that's exactly what I was saying. We found -- we found a failure condition when -- in a controlled environment.

MR. NAIPO: All right. Thank you. And, again, that was just for my -- I apologize. It was more for my understanding. I just wanted to make sure what I was hearing was correct and assumed; so, thank

you. Any additional questions that need to be had so they can clarify anything? Any misunderstandings regarding this? Okay. Well, then I move that we vote to this.

We're going to pass a vote now on proposal 106 regarding the tests on ascending car overspeed protection, and unattended car movement devices, and emergency brake.

If you are for this change, I'd ask that you please raise your hand now and vote yea. If you are for this change, I'd ask that you please raise your hand and vote yea for this change. All-righty. Thank you for those who voted. Please go ahead and lower your hands. Thank you for that.

So now those who are in opposition of this change I ask that you please raise your hands and vote nay. If you are in opposition of this change, I ask that you please raise your hand and vote nay. Thank you. All-righty. Thank you for those who voted. You can lower your hands.

And those who vote to abstain -- If you voted nay, please lower your hands. And those who would vote to abstain please raise your hand now. If you vote to abstain, please raise your hand now.

All right. Thank you for everyone who voted.

Melissa, will you please read the vote tally for 106.

MS. ERIKSEN: Sure. It's a tie. We had 13 yeses and 13 nos, and no abstentions.

MR. NAIPO: All-righty. Cool. So, for those who don't know, in the event that that happens I guess because time permitting this will just be pushed on to the ESAC. So, again, I want you guys to understand, too, that for everything that passes here there's still two more things that it needs to go through, okay. So, everything that you guys submit that, hey, we are for this change we're going to put forth, that's going to go to the ESAC Committee. The ESAC Committee will then -- all of the members will then review all of these that have been put forth and they will decide whether, hey, this, then, needs to be pushed on to the Program. At that time the Program, i.e Gerald, will then review those and then make final determinations on those. I think it's pretty fair to say, though, since he's in attendance here and he's hearing all the conversations we're having, where things are going, where people are coming from, as well as he will be part of the ESAC, as well, he will have a very good understanding of why you as stakeholders were putting this forward; so, I don't expect anything that gets through the TAC and the ESAC

to possibly be shot down by Gerald, and, if it is, we will make sure that everyone knows exactly why we decided to remove that from this WAC rule change. So, you guys will get an explanation if, again, there is anything that doesn't go through with this rule making.

So, moving on to the next one since this was a tie, we're going on to proposal 0039 regarding Amendment to 8.7.1.1, which is regarding alterations, applicability of alteration requirements. When any alteration is performed, regardless of any other requirements of section 8.7, the installation, as a minimum, shall conform to the following applicable code requirements. It goes to, "(c) ASME A17.3 if adopted by the authority having jurisdiction", and they're asking to add, "for major alterations only, major alterations are considered to be, but not limited to, controller changes, changes in drive machines, or hydraulic pumps."

The rationale is, "An alteration may include a change in a door reopening device, but, as written, this would trigger a full application of 17.3 and considerably place the cost of the door opening..." -- "...reopening device out of reach. Therefore, by limiting the application of A17.3 to

only major modernizations, smaller alterations can still be performed without dealing with A17.3 in its entirety."

All-righty. Any questions for clarification needed? Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. I like this, and I think this is a -- this is a great idea, but I am very concerned that we do not have definitions of what is considered to be a major or modern modernization. I think that language needs to added as to exactly what is considered to be a major mod. So, for example, it could be added in here that we're doing controller change or something of that nature that initiates this because right now I think it's a little too vague. Thank you.

MR. NAIPO: So, I've just added a note here, reference if needed -- Oh, wait, no, no, no, no. Language added to maybe define major alteration if this passes. Any other -- Oh, Mr. Barnhart.

MR. BARNHART: Yeah, I have to agree with the previous comment. The way it's written right now I could change an ESD and that wouldn't -- that wouldn't be a problem. I could do that without any -- any consideration. So, I think it needs a lot more definition as to what a major alteration is and look

at it a little closer. Thank you.

MR. NAIPO: Mr. Larson.

MR. LARSON: Yes. This is Russ Larson. I agree with the previous two comments, the lack of definition of a major alteration makes this difficult to enforce and difficult to really put any teeth in, but there's more elegant ways in terms of how to adopt 17.3 to account for these. So, I disagree with this proposal. Thank you.

MR. NAIPO: Thank you. Candace.

MS. LAU: Candace Lau. Yeah, I -- Although I don't disagree that it needs some more definitions for when, but currently as the A17.1 is written it tells you right now if you're going to take out an alteration for anything, including door edges, you're going to have to come up with A.17.3. That's what it's saying now. So, this -- this is -- this is kind of modifying it a little bit to say, "Hey, if it's a door defect or edge, we're not going to make you come up to A17.3 the day you do the alteration on that detector edge." That's what it's saying. It's not saying -- It's not adding to the requirement. What it's doing is it's modifying the requirement because today, if we read this literally, we would have to -- when you take out an alteration for a detector edge

you're going to have to have the whole thing come up to the A17.3 standard before we can pass that alteration. That's what's going on today, okay. So, I just want to make sure that everybody understands that this is to try to eliminate these small alteration permits that you take out because currently the way it's written you would have to comply with A17.3 in order for that alteration to pass.

MR. NAIPO: Thank you. Sergey.

MR. DOLGIKH: Yeah, Sergey Dolgikh, L & I Elevator Inspector. I would like to make a suggestion. So, why not focus on -- Because in the WAC we have definitions and definitions are right around chapter 650, somewhere in that neighborhood. We have definitions for what things mean, okay. Why not address the definition of the alteration or of -- just bring the new language in, let's call it mod, modernization, major modernization, and from that definition we can trickle down an actual verbiage as to how that definition should be reading, whether it's -- whether it requires this portion of the A17.1 or we could -- we could expand it into treating it more as a new installation of sort. Just a suggestion, I'm throwing it out there, adjust

definition versus adjusting the verbiage. Thank you.

MR. NAIPO: Jan.

MS. GOULD: Yes. It seems quite unfair, and the State adopted the A17.3 in either October or September 1st of 2018, but is not enforcing it. So, making only alterations comply and not all retroactive makes no sense to me. I think it would discourage alterations until the State enforced A17.3 for all.

THE COURT REPORTER: And this is the court reporter. Who was that that was just speaking?

MS. GOULD: Oh, so sorry, Jan Gould.

THE COURT REPORTER: Thank you.

MR. NAIPO: Candace.

MS. LAU: Yeah, Candace Lau. I'm not sure what you're getting at on what you said previously, Jan, but the part that's written in black right now it's in the code already, right? So, basically what -- what the code is saying today is that any time you take out an alteration for anything you're going to have to comply with A17.3. That's not a WAC standard. That's what the -- That's what the A17.1 is saying, okay. The blue part that's written on there is the part that is the revision that the -- the -- that we're not going to require for you to come up to A17.3 when you take out an alteration for a phone,

let's say, okay. That's what the blue part is saying, right? Currently the A17.1 code is saying if you take out an alteration you have to comply with A17.3. I just want to make that clear. I don't know if we're understanding what we're looking at here. That's what -- That's what A17.1 is saying right now. We're not enforcing it as the Department. We have not been enforcing that. But that's what A17.1 is saying.

MR. NAIPO: Jan.

MS. GOULD: Yes. I understand that. What I'm saying is that its been adopted three years and not enforced, and it's only affected because you adopt A17.3, but not enforcing it. So, to just trigger alterations only to comply, to me, would discourage buildings from taking out major alterations, controllers and such.

MR. NAIPO: All-righty. Candace.

MS. LAU: Candace. I think we're saying the same thing, but I don't know if we're all understanding what we're saying. I don't agree that we need to -- We did adopt A17.3 and we -- you're right, you're correct, we have not been enforcing it as a -- as a department. I'm just telling you that A17.1 is re-- Because the State has adopted the A.17.3, A17.1 is saying if you do any alterations you

have to -- you have to now enforce the A17.3. It's saying that today. I just want to make that clear. The Department has not been enforcing this, but that's what the code is saying.

MR. NAIPO: All right. Thank you. Mr. Brinkman.

MR. BRINKMAN: Yeah, Kevin Brinkman here. You know, I'm just really trying to understand this myself because I understood that the current WAC 00675 already requires compliance with A17.3 and it's not tied to an alteration to trigger it. So, I'm not sure how this change is going to help because it's already required to -- you're already required to comply today with or without an alteration, at least that's the way I'm reading it, and maybe I'm -- if I'm wrong, please let me know. Thank you.

MR. NAIPO: Candace.

MS. LAU: Okay. So, if we read this today and without the revision what it's saying in 8.7.1.1 is when any alteration is performed. This is how A17.1 is written, when any alteration is performed, meaning if you take out a safety edge, you put in a detector edge, okay, it's saying, "When any alteration is performed, regardless of any other requirements of 8.7, the installation, at a minimum, shall conform to

the following applicable code requirements, and (a) the code at the time of installation; (b) the code requirements for the alteration at the time of alteration; and (c) A17.3 if adopted by the authority having jurisdiction." The Department, our department, has adopted the A17.3. So, what this code is saying, without any changes right now, is that when you take out an alteration permit to change a safety edge to a photo eye, I mean to a detector edge, this code is saying -- without any revisions, this code is saying you now have to come up with A17.3. We're not saying that. That's what A17.1 is saying. That's how I read it. And, so, therefore, any alteration permit that's taken out for a phone or a detector edge we can't pass that inspection, that alteration permit, unless all A17.3 is met. That's what A17.1 is saying. And we haven't been enforcing it, I'm just telling you we haven't been enforcing it, and that's why that person is trying -- that's what they're trying to do with that addition to the blue part of the revision.

MR. NAIPO: Thank you. Russ.

MR. LARSON: Thank you. This is Russ Larson. I think part of the confusion may be the difference between an alteration as defined in 17.1, which I've just put in the chat, and the requirements

for an alteration permit in the state of Washington, which sounds like they may be for repairs or replacements. So, I think we need to go back to the definition of an alteration in 17.1 to help us understand this a little better. Thank you.

MR. NAIPO: Thank you. Mr. Quiett, I believe, yeah.

MR. QUIETT: Jonathan Quiett. Yeah, this is kind of more of a clarification with -- within the new WAC, what is it, the 23,000 or whatever the A17.3 definition for time frames, have the inspectors been writing that up now on their annual inspection? I haven't seen it, but that doesn't mean it's not happening. I just need some clarification to kind of make a decision on the rest of this.

MR. NAIPO: So, to answer your question, unfortunately no. At the time that those compliance time frames were put in it wasn't actually vetted with the actual program that we had in place at the time to see whether that was actually a possibility. I'm the one who actually had to put forth that documentation and work with our developers to actually see if it was possible. It is something now that we can do. And it just came into production here last week; so, we just now have the ability to provide these time frames

without giving a customer their 90 day penalties that I'm sure some of you guys have heard about, if they don't fix their A.2 items in 90 days by the due date they can get a penalty, and then 180 days later blah, blah, blah, so on and so forth. So, the reason why we haven't been is because the system wasn't able to do that. It is now and so now we're moving forward with how are we going to do this, but I don't have a time frame on when that's going to be done. I just know that that's why it wasn't done before. The system wasn't able to do it, so...

MR. QUIETT: Okay, so I would like to throw in there, I think with that being said, then we need to have some means for owners and contractors to know the specific alterations that would trigger the A17.3 requirements because the first time they're seeing it is going to be when we're doing an alteration. It kind of puts everybody in a bad spot at that point and it's not something that -- that's being -- that's being written up, and, you know, they can look it up, see the time frames and everything else. So, that's -- Well, I agree with what Candace is saying that there's no provision in there right now and any alteration would trigger it. There -- We need to have some middle ground.

MR. NAIPO: Any other questions before we get read to cast a vote on this? Any other questions needed for clarification? All right. So, we are going to move forward with casting our vote on proposal 0039 regarding bolstering the time that A17.3 at the time of alteration is added, stating that, "for major alterations only", and there's been some discussions about, hey, we need to define what a major alteration is. I put that off in column E, as well, as something that, hey, this is something -- if it passes, this is something we need to do, as well. We need to define what this really looks like, whether it's the -- we're going to define exactly what that work is or just putting in a definition in 700 for major alterations. That's only if it passes. So, for those who are, hey, we need to do more work, I have that started over here already.

So, with that, if you are for this change of making it so that major alterations are the main trigger for 17.3 requirements for conveyances, if you are for that change, please raise your hand and vote yea. If you are for that change of major alterations being the key trigger for a conveyance to be compliant with 17.3 standards, please cast your vote for yea now. Thank you for those who have voted, cast your

vote. Please remove your -- lower hands, unclick your hands, whatever you want to call it.

And those who are in opposition of this change to keep the standard of at any time of alteration a conveyance needs to be compliant with 17.3 as the code is written now, please vote nay. So, if you are in opposition of this change, please vote nay now. Thank you. Please lower your hands.

And if there is any votes to abstain, I please ask that you raise your hand now. If you vote to abstain, please raise your hand now. Thank you.

Melissa, will you please read the vote tally for proposal 0039.

MS. ERIKSEN: Yes. There were 19 yeas, 3 nays, and 2 abstentions.

MR. NAIPO: All-righty. Thank you. All right. Oh, boy, this is -- All-righty. I'm sorry, I'm just making sure that I didn't -- that when I sorted this it sorted correctly. Okay.

This is regarding proposal change 0021. I'm just making sure this isn't part of this already. Append -- Okay, it is this one. So, he is -- or they are asking to amend or append -- Wait, no. Yes, amend (8) that we currently have in our 675. So, he is looking to amend currently what WAC 296.96.00675(8)

says, okay. Currently it says, "Append ASME A17.1-2016/B44-16 8.6.4.19.6 as follows: At least once every year the fire alarm initiating devices associated with elevator recall and shunt trip initiating devices shall be tested to ensure they are still properly interfaced with the elevator controller" or, "elevator control", adding "Deficiencies shall be corrected. A record of findings shall be available to elevator personnel and the authority having jurisdiction", in between the last sentence of, "This test applies to electric and hydraulic elevators." And they wish to add another piece because nine is already taken, "Append ASME A17.1-2016/B44-16 8.6.1.4.1(c) as follows: (5) A record of findings for fire alarm initiating device testing required by WAC 296-96-00675(8)", which is what this is.

"Currently there is no requirement for the fire alarm initiating device test findings to be recorded and available to the elevator personnel and AHJ. The added language provides clarity that the findings are to be recorded and are to be available to the elevator and AHJ personnel, and where the written records are located."

Any questions or clarification needed? Sergey.

MR. DOLGIKH: Sergey Dolgikh, Elevator Inspector L& I. There is inaccuracy in this definition here because if we're appending 8.6.4.19 that refers only to traction elevators. When you say at the end of the sentence and paragraph, "This test applies to electric and hydraulic elevators", there's a different ASME code that governs hydraulic elevator testing, which would be 8.6.5.14. So, we need to make it very clear if we're including hydraulic elevators we need to put a proper designation of the code that we're appending, and, so, that's kind of where I see a problem. Thank you.

MR. NAIPO: Jan.

MS. GOULD: Jan Gould. Just so you know, in the NFPA 72 all those records are retained and they're at the fire panel available.

MR. NAIPO: Any other clarifications or questions? Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. So, I'm curious as I need a little clarification, how does this differ from having the fire personnel signing the fire fighter's log in the MCP? Is there additional information here that's being required? Thank you.

MR. NAIPO: Anyone interested -- Oh,

Candace, yes.

MS. LAU: I'll try to answer this. Candace Lau. Currently there's no requirement to even log it. There's a requirement, if you read this what's written today, you have to test it. So, basically, if you read it, what's in the code today, it says at least once a year the fire alarm initiating devices associated with elevator recall and shunt trip initiating devices shall be tested. That's all it says. It doesn't say you have to log it, okay. So, I think this is written to say, hey, you've got to it, and, then, if you find something wrong you've got to put it down. I think that's what this is saying because nowhere else does it tell you that you need to log anything because this is strictly a state mandate that these -- or nowhere in the A17.1 does it tell you that you have to log smoke detector testing and shunt trip testing. So, when -- when it was written into the code that you have to at least once a year test the smoke detector, once a year do the shunt trip, there's just no code that says, oh, and you have to log it. I think that that's what this is about, okay.

MR. NAIPO: All right. Thank you. Thank you, Candace. Mr. Quiett.

MR. QUIETT: Jonathan Quiett. Another part

of it that is I -- I see it regularly, but where the fire alarm system is not working properly. So, where the line in here says deficiencies shall be corrected, simply testing it and marking it off doesn't mean that the system is functioning properly. There's definitely something that -- that needs to be done to kind of bridge that gap. I know the company that I work for when we were using our own fire service logs they had more details as for what device was supposed to do what function and you had a better idea. Now, with what's required, they don't know. It's like, yep, the elevator recalled or the smoke detector went off. They don't care if the elevator recalled or not. We've run into a lot of situations lately where we've had to deal with having fire alarm companies come back in and re-program their systems, or fix the quality device, or whatever the case may be all because this stuff is not being, number one, tested properly, and, number two, documented so we have access to it.

MR. NAIPO: Thank you. Mr. Larson.

MR. LARSON: Thank you. This is Russ Larson. In answer to the previous gentleman's question, there is a code requirement for monthly fire fighter service testing. It's -- The code reference is 8.6.11.1. That's generally a building

responsibility and that does not require a fire alarm initiating device activation. That's only a test of -- of Phase I recall and then a one floor run on Phase 2. Thank you.

MR. NAIPO: Thank you. Candace.

MS. LAU: Candace Lau. Yeah, exactly, Russ. There is an A17.1 requirement to log the key switch test. Again, there is no A17.1 requirement to log any fire alarm initiating device test and none for the shunt trip test. It's strictly in our WAC that we wrote in there that we want it tested. But, again, if somebody says, "Hey, I don't need to log it. I tested it, but I didn't log it. You can't write me up for logging it because there's no code that says I have to log anything."... So, this is just to finish the thought process, I guess, from the last WAC where we adopted this code that it needs to be tested, but there's nothing in any of the codes that require you to log it. This is just to finish the thought of testing and logging. I think that that's what this is about.

MR. NAIPO: Thank you. Sergey.

MR. DOLGIKH: Yeah, Sergey Dolgikh, Elevator Inspector L & I. There is a lot of times -- there are times when I do my own inspections and I do check

obviously the records of those tests being done, and there are times when I get those things that are pretty much marked down as tested and passed similar to the five year safety test, for instance, and then all I'm getting is an elevator service provider calling me and telling me an instance of it actually happened, in actuality it happened just recently, calling me and telling me, "Hey, I was called here to run a car to -- to do this thing, and my -- my (garbled audio) wasn't even connected in a controller. It wasn't even wired in on the terminal strip." And what I'm asking myself at that point is how the heck all these years the things were tested and they passed the test by a smoke alarm company or the electrician with the shunt trip type things and all that. But we're talking about specifically smokes and fire alarm initiating devices at this point, and so my question is how the heck those things were tested and all passed and then the mechanic comes back and says, "Well, it hasn't been connected inside the controller", okay. So, I think it's imperative that -- And those key switch tests they don't necessarily reflect that. It is imperative that we have those records because it's a life safety. I've had instances before when I would do a duplex elevator

recall the Phase I and one elevator comes down and opens the doors and the other one keeps the doors shut, and that indicates to me that somebody is going to get burned in there. So, bottom line is it's a life safety, in my opinion. Those records should be available to us, and those records should be -- and the tests should be performed in conjunction with functionality of the elevator, elevator controls. Thank you.

MR. NAIPO: All right. Carl, I will call on you real quick. I just wanted to read Paul Barnhart's comment he put in the chat. The phrase, "to ensure they are still properly interfaced with the elevator control" implicitly requires deficiencies to be corrected. I agree with the logging part, though. Thank you very much for that, Mr. Barnhart.

Carl, you had your hand raised.

MR. CARY: Yeah. Carl Cary, Lerch Bates. I took my hand down because I didn't want to repeat the point, but I was just going to, for a point of clarification to Sergey's earlier point about language saying this test applies to electric and hydraulic elevators, that's already existing language in the WAC.

MR. NAIPO: Okay. Thank you. All-right.

Any additional questions needed to clarify? All-righty. With that, we will move on to voting on this change, and the gist of the change for proposal 0021 is just to add that the record of findings for fire alarm initiating devices are kept and -- or they're just kept, that they're there, for not that it's done in the log, but that was the result of it, as well.

So, if you are for that change and adding these requirements to those to make sure that we have those logs, I ask that you vote yea now. If you are for that change, I ask that you vote yea. If you are for that change in the fire alarm initiating device testing to be on site and required. All-righty. Thank you for those who have cast your vote. I ask that you please lower your hands. Thank you again for your vote.

If you are opposed -- If you voted yea, please make sure you lower your hands. If you are opposed to this change, I ask that you please vote nay and raise your hand now. If you are opposed to this change, please raise your hand now. All right. Thank you.

And for those that vote to abstain, please raise your hands now. If you vote to abstain, please raise your hand now. All right. Thank you.

Melissa, will you please read the results of voting for proposal 21.

MS. ERIKSEN: Yes. There were 22 yeas, 2 nays, and 0 abstentions.

MR. NAIPO: Thank you. All right. Okay, this is a big one. I'm going to skip this one because we only have 28 minutes left and I feel like this is going to take 28 minutes for me to read all this stuff. So, we're going to skip this one. We'll see how you guys feel tomorrow morning and whether you guys want to start with this big one or maybe chip away at some easier ones and them come back to this, but I'm skipping this one. I'm skipping this one for now; so, we're going to the next one, not that one. It's continued like three times, four actually. There we go. So, we are going to go to -- Oh, do I want to do that one? No, we're not going to do that one. We're going to do this one. We're going to skip those other ones. We're going to move forward to 0041. We will come back to those tomorrow morning.

So, we are going to skip to proposal 0041. He is or they are one -- I'm saying he because that is the majority of the people who submitted, they were male. I'm sorry because I know there are some women who submitted stuff and I apologize. They submitted

this. We already have WAC 296-96-0675(5). So, they are keep-- wanting to add or keep that and add at the very bottom "(a) Regarding escalator cleaning shall be performed at least once annually. It can be performed concurrently with the required Cat 1 testing (ASME A17.1 8.6.8.13 Cleaning)".

Rationale: "ASME A17.1 8.6.8.13 Cleaning. The interiors of escalators and their components shall be cleaned to prevent an accumulation of oil, grease, lint, dirt, and refuse. The frequency of the cleaning will depend on service and conditions, but an examination to determine if cleaning is necessary shall be required at least once a year." The last sentence leaves the cleaning of the escalator to arbitrary assessment rather than objective necessity. Escalator equipment is high risk due to its configuration, function, and design. It is a continuously operating machinery that gets a heavy use by riding public in malls, airports, and other high traffic areas. It is crucial that the necessary cleaning and maintenance be mandated by this code."

What they are doing again with this one is, just to the gist, is to, "Escalator cleaning shall be performed at least once annually", and suggesting that it be performed in line with our Cat 1 testing.

Sergey, you jumped in raising your hand. Am I surprised, no.

MR. DOLGIKH: Oh, no, you're not. This is Sergey Dolgikh, Elevator Instructor. Guess what, I'm going to own this one because I'm the one who put it in, all right, and I've done some escalator clean-downs and they are just total you know what, but it's a mess, but they are very important, and extremely important, and they are very dangerous, too, if you don't do it properly to clean down the escalator because I was the guy who was crawling in between the axles, and you can believe my size, I fit in some places that nobody would want to be, so... But what I'm trying to say is this: Cat 1 is that's when you're testing a whole bunch of stuff on the escalator, okay, I've done those, too, and that's the good time for the clean-down to be addressed because that's when the -- Escalators is the number one pretty much of people damaging equipment and such like that. I'm not even going to mention about pets and animals that are being dragged on escalators in airports and things like that. That is a very bad juju. But what I'm saying is during the clean-downs, especially the external escalators, there's a lot of maintenance issues that can be caught and captured through the

clean-down and assessed whether that escalator is safe or not to be put back in service. And, granted, they are getting heavy use and for that matter they absolutely need to be done, clean-downs need to be coinciding with Cat 1 testing. It's the best timing for it. There's just -- there's no other way around it. So, that's my appeal to the audience why I put this one in. Thank you.

MR. NAIPO: Thank you. Any other questions or clarification needed before we move to vote? Any clarifying comments from anybody? Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. So, I've kind of seen this both ways. We had some escalators on service for a while that do not necessarily require annual clean-down because of their particular use and they didn't get as dirty. On the flip side, I have seen some that at, you know, less than a year had a layer of fuzz that was a fire hazard, amongst other issues. But I think in this day and age with companies trying to cut corners and trying to reduce service time as much as possible, in my opinion this is needed to ensure the safety of the riding public. Thanks.

MR. NAIPO: Thank you. I think cut corners is maybe the wrong phrase we want to use. Mitigate

cost. All right. Candace.

MS. LAU: Candace Lau. Hey, I just wanted to add that this used to be a WAC code. Its been in there for years, and years, and years, and I believe it's still in the city of Seattle codes, and there was no reason why -- in my mind there was no reason why it should have went away, but it did, and this is to just bring it back because it's the right thing to do. That's my opinion.

MR. NAIPO: All right. Thank you. Does anybody -- Oh, Jan, yes.

MS. GOULD: Let me unmute. Yeah, 8.6.8.13 last sentence, "The frequency of cleaning shall depend on service and conditions, but an examination to determine if cleaning is necessary should be required at least once a year." That's in ASME. That's it. Thank you.

MR. NAIPO: All-righty. Any additional questions or clarifications needed? All-righty. With that, I ask that we put this to a vote on proposal 0041. This is for adding back the escalator cleaning requirement that used to be in the WAC per Candace's statement to where it needed to be done once annually, and also that it could be done in conjunction with the Category 1 testing.

If you are for that, so for us to be able to add escalator cleaning performed at least annually, if you're for that please raise your hand and vote yea at this time for that change. Vote yea for that change. All-righty. Thank you for those who have voted. You can go ahead and lower your hands. Thank you again very much. If you voted yea, please lower your hands.

Those who are in opposition of this to keep the current requirement as it stands, please vote nay and raise your hands now. Please vote nay if you are in opposition of this change. Please raise your hand now if you're voting nay. All-righty. Thank you for those votes.

Lastly, if you vote to abstain from this, please raise your hand and vote to abstain, please raise your hand now. If you vote to abstain, please raise your hand now.

All-righty. Melissa, will you please read the vote tally for proposal 41.

MS. ERIKSEN: Yes. There were 22 yeas, 2 nays, and 0 abstentions.

MR. NAIPO: Thank you.

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Adjourn

MR. NAIPO: All-righty. So, that is going to conclude today. So, that got us through roughly a third of all of the WAC changes that we needed to do. That was 34 WAC changes that we were able to address today. I still feel confident that once we get done with all of these 675s because I feel like this is where a lot of conversations are going to be had because this is amendment to adopted standards, so people take that very, very seriously, and I'm okay with that. What I ask is, if you have time -- I'm going to try to get you guys out of here five, ten minutes early, okay. What I ask is that you -- if there are any questions or comments that you have on how today was ran, please feel free to e-mail me or Melissa. Be as blunt as possible. I can take it, all right. This is -- I'm going to be honest with you, this is my first time facilitating a virtual thing with now really it's just 25 people, but, still, this is the first time I've ever had to do this. Usually I'm doing this in-person and it's a lot easier for me. I'm a lot more comfortable with that. I've had to do

a lot of extra steps here that I feel I wouldn't have to do in-person. So, if there are things, because I know some of you have gone through this process before, if you have anything that you feel could help move this along a little bit quicker over the next couple days, please feel free to e-mail me. If you're like, Paoa, I don't like that car behind you. I think it needs to be a puppy dog or one of your grandkids, hey, that's fine, tell me. I'll do that, okay. But I thank you guys very much for your time. I know it was a hard day. I know the next two days aren't going to be any easier, but, really, thank you everyone for everything that you guys are doing. I really appreciate it. I feel like the votes that have been cast haven't been arbitrary or just sort of thrown out there just, yeah, I'll vote yea for this and no. You guys, I feel like, are really vested and you have a vested interest in the vote that you're casting, and I really appreciate that.

Like I said, we got through thirty-some -- 37. But, anyways, is there any questions that anybody has about tomorrow, or what you know is coming down the pipeline, or anything like that? Anybody have any questions? All right.

MR. DOLGIKH: Paoa, you did a fantastic job.

Melissa, thank you very much. It was amazing for me, too, because this is my first time on TAC and I don't know how it was conducted in-person, but just to put my 10 cents or 2 cents in actually, which feel I should, you guys did fantastic. So, I appreciate how it all has been handled, and it was a very homey and friendly atmosphere, and it was fantastic. Thank you.

UNIDENTIFIED SPEAKER: Is this where we vote Sergey off the island?

UNIDENTIFIED SPEAKER: Put it to a vote when --

MR. DOLGIKH: As long as I don't have to wear a loin cloth, I'd be okay.

MS. ERIKSEN: Paoa.

MR. NAIPO: So, with that, since there isn't any other questions or anything like that, like I said, again, there's a free line of communication between all of us, to be honest with you, but me in particular or Melissa will be taking this to heart on anything we can do to improve this process for you because we know how daunting it is for you, and if you have any suggestions please put them forth.

With that, if there's no other questions, I move to adjourn this and close this today. Get a good night's rest, get some dinner, get ready to hit the

ground running tomorrow at eight o'clock, guys. I really appreciate it. Thank you guys so much.

MS. ERIKSEN: Thank you, everyone.

(Adjourned at 4:50 p.m.)

C E R T I F I C A T E

I, Mary Jo Fratella, a Certified Court Reporter in and for the State of Washington, do hereby certify:

That the foregoing proceedings occurred before me at the time and place stated therein and that the proceedings were by me stenographically reported and later transcribed by means of computer-aided transcription;

That the foregoing transcript is complete and accurate insofar as the proceedings were audible, clear, and intelligible;

I do further certify that I am in no way related to any party in the matter, nor do I have a financial interest in this matter or the outcome thereof;

IN WITNESS WHEREOF, I have hereunto set my hand this 22nd day of February, 2022.

Mary Jo Fratella, CCR, RPR
Certified Court Reporter, CCR No. 2083

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DEPARTMENT OF LABOR AND INDUSTRIES

STATE OF WASHINGTON

ELEVATOR TECHNICAL ADVISORY COMMITTEE MEETING

TRANSCRIPT OF PROCEEDINGS

February 9, 2022

Day 2

Taken Before:

Mary Jo Fratella, RPR, CCR #2083

of

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A G E N D A

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BE IT REMEMBERED that Day 2 of an Elevator Technical Advisory Committee Meeting was held via Microsoft Teams videoconferencing at 8:30 a.m. on Wednesday, February 9, 2022, before Mary Jo Fratella, Washington State Certified Court Reporter.

The Technical Advisory Committee facilitators were Melissa Eriksen and Paoakalani Naipo.

* * * *

P R O C E E D I N G S

WAC Rule Review

MR. NAIPO: So, with that, we are going to start our review of proposal 0036 and this is regarding adding a new section to 675. ASME A17.1 section 8.1 is amended as follows, 8.1.6 Network Safety. Access to any conveyance in this code as

described in 1.1.1 using remote control to change software, firmware, operate any device, component, assembly or entity installed in or connected to the equipment inclusive of adding, deleting, or changing the value of any variable parameter, value, or timer from any entity located beyond the physical building or structure where the conveyance is installed shall not be allowed. A remote connection to any equipment connected to any conveyance in this code as described in 1.1.1 that establishes any remote control connection indirectly shall also be considered in violation of this requirement.

(b) Remote monitoring from any entity shall:

(1) not be capable of remotely uploading or downloading any software of firmware to or from the connected device -- or conveyance.

(2) Only be capable of receiving information of the status of the connected equipment, including the functions necessary to exchange standardized signals between devices and a computer network regulating the transfer of the monitored data.

(3) Not be capable of operating any device, component, assembly, or entity installed in or connected to the equipment.

(4) Not be capable of adding, deleting, or

changing the value of any variable, parameter, value, or timer.

(5) Produce reporting of all exchanges transmitted and received. The reporting shall:

(a) Indicate the date each exchange took place. The format should provide a day, month, and year each event took place configured as day, month, and year.

(b) Indicate the time each exchange took place. The format should provide the hour, minute, and seconds each event occurred configured as hours, minutes, and seconds.

(c) Indicate the title of the exchange. A glossary of the titles and the description shall be provided and kept on site for the life of the conveyance.

Be distributed monthly -- or (d) Be distributed monthly to the owner of the conveyance.

(e) Be available and accessible on site by elevator personnel and the owner of the conveyance or their representative at any time without the use of any tool or device having to be provided by the person acquiring the reporting."

Da, da, da, da, da. A17.1 is amended adding the following, 8.6.1.7.6 Network Connected Conveyances and Associated Equipment. Any conveyance described in

1.1.1 connected to a network shall be equipped with a network disconnect switch to physically disconnect a conveyance connected to a network by disconnecting the network connection. This network disconnect switch is provided to provide persons the ability to protect affected persons and buildings through isolation as they determine necessary. Network connected equipment shall comply with:

(a) The network disconnect switch contact shall be physically and positively opened and closed manually, terminate all transmitting and receiving of signals once opened, terminate all power over ethernet connection once opened. No portion of a part, assembly, device, and/or it's required and connected circuit and/or parts used for this switching is and/or has any parallel provision may reside in part or completely as a solid state entity. Software enabling and disabling is prohibited. Bypassing the network disconnect switch is prohibited.

(b) The network disconnect switch shall be located inside of a room accessed with keys for that room and not used to open any other lock in the building or structure. Keys to the room containing the network disconnect switch shall be kept on the premises in a location readily accessible to qualified

persons only. A log showing access to the room containing the network disconnect switch shall be maintained with the building owner. The log shall contain date, time, access, name of person, name of company or organization, and purpose for access.

(c) The network disconnect shall be permanently marked" in bold or in all caps NETWORK DISCONNECT SWITCH [insert equipment identification here]. The marking shall be on the Network Disconnect Switch assembly and shall be readily visible. Letters used shall be block type and at least 13 millimeters to half inch in height.

The Network Disconnect Switch shall be provided with markings to indicate the open or closed position.

(e) The Network Disconnect Switch shall be capable of being locked in the open position. The provisions for locking shall remain in place with or without the lock installed.

(f) The Network Disconnect Switch shall be permitted to open automatically to isolate the equipment from a network.

(g) The Network Disconnect Device -- or (g) The Network Disconnect Switch shall not be closed by a control circuit type device.

(h) The installation of a network disconnect

switch shall be required on new and existing equipment connected to a network.

(i) The Network Disconnect Switch shall be installed on all network connection configurations, including wireless connections.

(j) Peripherals attached temporarily such as service tools, laptops, etc., are considered an external entity and would be subject to the Network Disconnect Switch. Exception: Elevator personnel employed to interact with the equipment while at the equipment shall be permitted to access the equipment even while the Network Disconnect Switch is off. The connection elevator personnel use will be connected on the equipment side of the Network Disconnect Switch.

ASME A17.1 requirement 8.6.1.1.3 is amended as follows, 8.6.1.1.3 it is not the intent of section 8.6 to require changes to the equipment to meet the design, equipment name plates, or performance standards other than those specified in 8.6.1.1.2 unless specifically stated in section 8.6 (see 8.6.1.7.6, 8.6.3.2, 8.6.5.8, 8.6.8.3, and 8.6.8.4.3).

Justification for this regarding the network: "A network being understood and perhaps defined in an industry currently used in a microprocessor where two or more computers that are linked in order to share

resources, exchange files, or allow electronic communications comprise a network. A network can be intranet or internet. The computers on a network may be linked through discreet (wired), wireless communication, or wireless signals derived from any signal on the electromagnetic spectrum. For years equipment manufacturers have created equipment that can be and are connected to networks for use to sell their products and services, but no provision has been made to provide the protection to an affected person and/or building from the hazards associated with an entity affecting a conveyance connected to a network. This concern is increased with the increased practices of utilizing networks to monitor and/or interact with conveyances. The hazards of network connections include, but are not limited to, struck by, caught between, falls, electrocution, improper operation due to changes made to a system incorrectly via a network, as well as privacy and contract abuse concerns. Public welfare in the form of financial loss to building owners is happening and will continue to occur if left unaddressed as it currently is. Hazards and dangers exist to a building and its personnel.

Questions for clarifications on this.

UNIDENTIFIED SPEAKER: Paoa, you were muted.

Can you repeat all that again?

UNIDENTIFIED SPEAKER: I know, right.

MR. NAIPO: If that was the case... So, questions. It looks like Sergey.

MR. DOLGIKH: Yes, sir. So -- Pardon me. So, the last paragraph you read it says add new, and it's 3.36.4 under 00675 WAC, this entire paragraph is taken from code directly and being put in here as add new. Why do we need that? It's already in the code. Why do we add something that's already in the code into WAC? I mean literally it's just a word and word copy.

MR. NAIPO: This right here?

MR. DOLGIKH: Yeah, the 36.4, yeah, that one, yes.

MR. NAIPO: I am not sure if that's --

MR. DOLGIKH: So -- Yeah. So, if you would go into 8.6.1.1.3 it says exact the same thing, but it says that it shall be amended as follows. So, if we're amending something, we're adding something different. But if we are adding the same thing that's in the code, it doesn't make any sense. Just a question.

MR. NAIPO: Okay.

MR. DOLGIKH: Thank you.

MR. NAIPO: Thank you. Eric, Mr. Mills.

MR. MILLS: Eric Mills, field mechanic. I believe the intention of this is -- There's actually websites out there now that tell you how to hack an elevator, that tell you how to build a board where you can use your phone to give it calls and open up a hall station and put stuff in there, and they've been around for -- the one I saw was dated 2017; so, it's nothing new. But with remote monitoring and everything else that's happening, and I know some of it's not legal in this state yet, but elevators are getting more modern, and if computers can be hacked elevators will be able to be hacked if they're connected to a network. I'm pretty sure that major manufacturers aren't putting firewalls up that are Pentagon grade or anything like that. If they can get in the Pentagon, who's to say they can't hack a TK, or an Otis, or an MCE, or any type of controller and then make these things do things that they're not. There's even a book out that came out last year about this, and it's fiction, but theoretically it's becoming possible as they get more advanced, and so with the hacking ability is why, you know, when you're working on it, it would give you an opportunity to disconnect it from the internet or whatever, how ever

it's monitored, where hopefully it would stop that from happening. It's not going to stop somebody putting in a push button bluetooth connector, but it's out there. It's all over the internet, if you want to look for it. It's actually pretty scary.

MR. NAIPO: Thank you. Mr. Larson.

MR. LARSON: Good morning. This is Russ Larson. A couple comments about this proposal. You know, the A17.1 code committee is addressing cyber. There's proposals ongoing now. They're also doing the same with RIO, which is Remote Interaction Operation. Again, the code committee as a whole is considering lots of proposals and lots of ideas with respect to that. In addition, many of the voice video tech systems which are -- which are starting to be installed in Washington now will use networks. So, the notion of having a disconnect switch which will disable emergency elevator communications, you know, seems to be contrary to the intent of the code.

In addition to that I think some of the specific reporting requirements that are in this proposal really aren't feasible when you get into the voice, video, text systems. You know, for example, you know, how -- how would that be implemented with reporting a video feed, you know, from an elevator.

So, for those reasons, I don't support this proposal. But thank you.

MR. NAIPO: Thank you. So, I'll ask again, are there any -- is there anyone who has any additional questions to help with clarification? Mr. Brinkman.

MR. BRINKMAN: Yes. Thank you. Kevin Brinkman. Not a question, but I wanted to follow up a little bit on what Russ just commented on. This has been going -- you know, work has been going on in ASME for three or four years probably trying to develop proposals and language to address these concerns, and I don't think jumping to a -- you know, something that hasn't been vetted by a larger number of people makes sense at this point. This proposal I'm not sure where it came from, or how it was developed, or how many people were involved, but I do know that the ASME process involved many people with different backgrounds and was very thorough, thoroughly vetted, as well. It's also based on using some international or existing standards that are out there, specifically IEC 62443 which deals with cyber security for general industry. You know, piggybacking off of that, it involved a hazard analysis to look at what concerns we have for elevators. It was a very detailed study and

search, and it's, you know, proposed and pending for the 2022 edition; so, I think jumping to something that hasn't been vetted by a larger group by people that are experts in this field is kind of putting the cart before the horse.

You know, in addition we have to keep in mind that there are other elevator safeties out there that we have to -- that are part of this, as well. I mean we have all our EPDs, etc., that are not connected directly to the network, and these things have to function as per A17.1 already, so trying to say that, you know, this is going to change how elevators operate in a big way I think is incorrect. Remote monitoring has been out there for several decades now and I'm not aware of any, you know, really any situations where elevators have been taken over and done things. I mean I've heard some issues with maybe hacking of the telephone, but it's not a life threatening or life safety issue at that point. So, thank you.

MR. NAIPO: Jan.

MS. GOULD: Just one quick comment. For those that don't currently like remote monitoring, the ASME A17.1, for those who aren't on ASME committees, the A117 2022 is out for public comment and there's

proposed language in there to allow the elevator to perform their tests themselves. Have a look at that. Sorry, Jan Gould, if I didn't say it.

MR. NAIPO: Good job, Jan. Mr. Leopard.

MR. LEOPARD: I'm just looking at the number -- Duane Leopard, city of Spokane. I was just looking at the numbering. What's the intent with 8.1, 8.1.6. Network Safety there at the top? Are they talking about adding that to the code because right now there is no 8.1.6 entitled Network Safety in the code.

MR. NAIPO: I am not sure, to be honest with you. Like I stated before, all I did was -- I didn't vet anybody's submissions, just cut and paste, because I figured that that's what we do here. So, if the number is incorrect, if 8.6 isn't where network safety is, I'm not sure exactly where that would go, but it sounds to me like there is two things that this person is wanting to address. It's regarding being connected to the network and the capabilities that someone would have to be able to change parameters of the elevator, but at the same time to remove that by putting in a disconnect. So, we're looking at two things with this. Do we want to go forth with, hey, removing the capabilities of being connected to the

network and doing what is stated here, as well as do we feel that, hey, putting in something that disconnects it from the network so therefore it doesn't have any capability outside of someone who is working on it being able to plug into it and then being able to change the parameters that they need to on-site instead of being able to do it remotely. It sounds like those are the two thing that we are trying to address with this.

Jan, did you have an additional question or statement?

MS. GOULD: No.

MR. NAIPO: All right. So, with -- Oh, Mr. Wilson.

MR. WILSON: Yeah, Mike Wilson here. The question is have we heard of or are we aware of anybody, any company of having uploading or changing the software on an elevator remotely?

MR. NAIPO: Is there anybody that can address that question directly? All right. Maybe Wade or Jon will be able to. Wade, Wade Friesen.

MR. FRIESEN: Wade Friesen, Vertical options. I don't -- I don't have any direct information to answer that question as to whether or not software can be uploaded or downloaded remotely.

I have heard through the grapevine, though, that there are some companies that have the ability to modify parameters remotely. I don't know that that has been done, but I think that that is more the intent if we read section A of what this is trying to do. It is trying to help safety by making sure that nobody can make any changes to the motion control, or doors, or anything without somebody physically on site to see what those changes are doing because that's where we're endangering the riding the public. Thanks.

MR. NAIPO: Thank you. Mr. Quiett.

MR. QUIETT: Jonathan Quiett. Good morning. This kind of problem stems from a few years ago with Otis's remedy where you had to actually call in to the Otis line and have them remotely reset certain functionality of the elevator before it would run again. I know I worked for TK and I know they do have a version of their max unit that is remote monitoring they use in Europe that does have the ability to function as a controller as far as resetting false -- you know, putting the elevator back in service remotely. From what I'm told and what I can see through looking at the software level of it, it's not doing that with units here in Washington state specifically, but that's -- you know, we need to have

the means to be able to disable that if necessary. And the adding the disconnect, I do understand why that language is here. If we have a centralized point where we disconnect it from a network, that keeps the rest of the elevator functionality working. Many elevators are connected to one another via -- via ethernet. They use, you know, internet switches and things like of that nature; so, it controls group functionality, plus intergroup emergency power, connection to log-in panels, things of that nature that the customer uses. So, if we have a means to disconnect only the outside connection while leaving the internal inter-- the internal intranet connection functional, that gives us the ability to keep the building functioning at a high rate.

MR. NAIPO: Thank you. Is there anybody who is possibly able to answer Mr. Wilson's question about any companies out there possibly doing remote parameter changes currently in the state of Washington? Yes, Mr. Leopard.

MR. LEOPARD: Duane Leopard, city of Spokane. I can come close to answering it. I've heard a few companies are trying it, want to use it, want to put it out there, but I don't know if they've implemented it yet. Also, you know, being on the RAC

Committee, I know that it's under review by -- you know, the possibility of using it is under heavy review and scrutiny.

MR. NAIPO: Okay. Thank you. What I suggest is that -- Oh, Mr. Brinkman.

MR. BRINKMAN: Yeah, this is Kevin Brinkman. I do know that the proposal that's under consideration for the 2022 edition would only allow software to be changed if a mechanic was on site. It could be sent to the site remotely, but it would have to be uploaded to the equipment by the mechanic and then tested prior to being put into operation, the way it's worded today.

MR. NAIPO: And just so people understand, that isn't -- that that's still a proposal, is that in the 2022 edition that's being asked for comments right now?

MR. BRINKMAN: Yes. It's still a proposal until it's finished with the public review and the rest of ASME process. It's not official, so it can't be used at this point; however, it's something that is being worked on.

MR. NAIPO: Thank you. Thank you for that clarification. What I suggest is it seems like this is two totally separate -- not -- not two totally

separate, they are interconnected, but they are two drastically different things regarding networks. One is being able to adjust parameters of certain parts of an elevator via network connection. And, then, the other one is being able to remove that capability via a network disconnect switch. So, what I'd like to do is vote on these as two as two separate sort of entities, not as one big -- Also, it sounds like, hey, some people are "I can see the need for a network disconnect switch, but I'm not sure about the, you know, changing parameters" or vice versa. So, I suggest we vote on these two a little separately. So, what I've done is I've changed the first part regarding the actual things that you can change via the network and what we're wanting to -- what the person is trying to remove that capability for to 36(a). So, what I'd like to do is vote on that portion of this now.

If you are for this change, which is limiting or negating the capability for parameters in the elevator to be changed via a network connection, I ask that you please vote yea for that change. If you are for that change, please raise your hand and vote yea at this time. Again, this is removing the capability of network parameters or a network connection to change

the parameters of the elevator.

Are you good? All right. Thank you. Thank you for those votes.

Now, for those who are okay with the way the code is currently written allowing for the capabilities of network connection and a capability of change to be done remotely, please raise your hand and vote nay for this change. Vote nay now if you are okay with the way the verbiage and allowance of the code is now. All right. Thank you for those.

All-righty. And for those who vote to abstain, please raise your hand now. If you vote to abstain, please raise your hand now. Thank you.

So, before we read the results of 0036(a), I'd like to cast a vote on 0036(b), which is regarding the network disconnect switch to where you will remove the computer or the capability of the elevator to be connected to remotely via a network at all via this disconnect switch, this is proposal 36(b), please cast your vote now for yea if you are in favor of that network disconnect switch. Please vote yea now. All-righty. Thank you, everyone.

If you are against the proposal of adding a network disconnect switch to the capabilities of the elevator, please vote nay now. Please raise your hand

if you vote nay for this network disconnect switch.

Perry, if you voted yea on the network switch... Thank you. All-righty. Thank you, everyone. Please lower your hands.

At this time if there is anyone that wishes to abstain or vote to abstain we ask that you please raise your hand now. Thank you.

Melissa, will you please read the vote tallies both for 36(a) and 36(b) at this time.

MS. ERIKSEN: Yes. The vote tally for (a) there were 7 yeas, 16 nays, and 1 abstention. For (b) there were 8 yeas, 16 nays, and 1 abstention.

MR. NAIPO: Thank you. All-righty. And with that, we will move to -- Oh, Jan, did you have a question?

MS. GOULD: Yes. Jan Gould. I failed to mention we've had this in our code for two cycles. It's 3029.2 Remote Monitoring and Operation. Elevators and other conveyances found operating with a device that can directly affect a change in its controls from a remote location is prohibited unless it is operated under the direct on-site supervision of a person who is a licensed elevator mechanic in accordance with section 3003.2. Just that's it. Thank you.

MR. NAIPO: I'd like to pose to the TAC is this something -- Since this is what the city of Seattle already has in place where they're prohibiting a network change to parameters and that it has to be done on-site, as well from it sounds like Kevin Brinkman's information regarding that's sort of where ASME is going with the proposals that are in public comment right now, is that something that you feel the program, the elevator program, should adopt, as well? Just leaving that -- I just want to pose that out there. If you feel like the elevator program should sort of fall in line with how the city of Seattle sort of takes advantage of what this is really trying to say, as well as what the ASME Committee is coming out with, I ask that you please raise your hand. Yes, Jonathan.

MR. QUIETT: Yeah, Jonathan Quiett. I think for me and many of the people in the industry that I've talked to about this, we just want to make sure that there can't be somebody remotely unloading software, making changes without us having any knowledge of what's going on is the real end game goal we want. We have to have somebody on-site to vet it to make sure it is uploaded properly, to make sure the elevator still runs properly and all the safety

functions work properly after a software change.

MR. NAIPO: Thank you. And, Jan, I've asked to clarify that, is that the intent of what the city of Seattle has prohibited is sort of falling in line with what Mr. Quiett's statement was?

MS. GOULD: Jan Gould. Yes. And I'm wrong. Its been in there since the 2012 building code is that a mechanic be present when there's changes.

MR. NAIPO: All right. Thank you. Mr. Mills.

MR. MILLS: I just want to second what Jon said. I'm sorry, Eric Mills, field mechanic. The idea, even when I burned a new chip, because chips go bad, I'd have to retest the software and retest the unit and make sure everything is right. I try, if it's not corroded, I write down the parameters and whatever I'm burning and then I still burn the chip. I test everything to make sure it still works and is still code compliant. That's our job. It's the riding safety of the public. We've got to do that. So, I'm in total concurrence with what Seattle has. I think Washington should adopt the same.

MR NAIPO: Because we don't have that verbiage actually drafted out to vet, what I will say is that the Program will put forth this proposal in

time for the ESAC to review; so, all ESAC members who are part of his TAC expect to see that as an added piece. Even though this was voted down, what I will do is I will work with Jan to draft up what will be put into the Program's -- the Program's WAC and we'll go that route. Yes, Mr. Larson.

MR. LARSON: Good morning. This is Russ Larson. Just a point of clarification and that is that the 2019 edition of A17.1 has a requirement that they report to as USI, Unique Software Identifier, and the requirement in that section of the code is to keep it a log on -- as part of on-site documentation of any executable software changes that have been done. So, I just wanted to bring that to the group's attention that there are other provisions that are being incorporated in the code that provides some of these protections. Thank you.

MR. NAIPO: Jan.

MS. GOULD: Jan Gould. Yes, but that's limited. So, anyway, does anyone want to do a friendly amendment, is that possible, or how do people feel, just move on to the next rule or proposal?

MR. NAIPO: Yeah, that was -- I wanted to sort of put it to a vote, but that would be my intent is that, hey, we would draft this up, and, again,

permitting, if it is something that we could do maybe on the back end of tomorrow, we can address that then tomorrow if we want to move forward with this drafting of this language, but we'll put that to a vote real quick. Mr. Leopard.

MR. LEOPARD: You know, I kind of like the idea behind it, but I'll vote it no because I don't like the execution of it. You know, it's long-winded. And actually amending the actual A17.1 code, I'd say let's rewrite this to an actual WAC.

MR. NAIPO: All right. Thank you. So, in reference to what Duane was saying, if everyone is okay with that, that is what I'm proposing is that a new WAC will be written regarding network connections and the capabilities of it to sort of fall in line with the same verbiage that is prohibited in the city of Seattle. If you are for that, and time permitting, we will work on that draft language in this TAC Committee, if not, it will be done and presented at the ESAC level next month. Mr. Brinkman.

MR. BRINKMAN: Yeah, I feel a little uncomfortable voting on something I haven't really seen the language. If we could see it and maybe postpone that vote until tomorrow, I would feel more comfortable if we can get the language overnight and

have a chance to look at it.

MR. NAIPO: That's heard. I will get that to you. Jan, is that possible for us to be able send that out in an e-mail later on this afternoon to people so that they can review it?

MS. GOULD: Oh, yes, I'll get it for you. Jan Gould.

MR. NAIPO: Thank you. Thank you for that. So, thank you for that, Mr. Brinkman. So, we will convene this vote tomorrow after everyone gets the city of Seattle's exclusion of network capabilities and stuff like that. So, Mr. Turner.

MR. TURNER: Dylan Turner, Greenbusch. I posted in chat just so folks are aware.

MR. NAIPO: Okay. Thank you. Thank you very much. All-righty. I'll put a quick note in here. We will convene a vote on new verbiage being drafted either in this TAC committee, time permitting, or that will be drafted and presented at the ESAC level next month.

UNIDENTIFIED SPEAKER: (Audio difficulty)

UNIDENTIFIED SPEAKER: (Audio difficulty)

THE COURT REPORTER: I'm sorry, this is the court reporter, I didn't -- it sounded like a female was speaking and I didn't catch what she said.

MR. NAIPO: Yeah, I think someone's mic was unmuted and someone just stepped in, so...

THE COURT REPORTER: Oh, okay. Thank you.

MR. NAIPO: Okay, moving down to the next one, we are on to proposal 0035, Add New, Amend A17.1 8.6.4.20.11 as follows, 8.6.4.20.11 is regarding Emergency Brake.

(a) Emergency Brake and Ascending Car Overspeed Protection. For passenger elevators and all freight elevators the emergency brake shall be tested for compliance with 2.19.3.2. Verify the setting of the ascending car overspeed detection means.

(b) Emergency Brake and Unattended Car Movement Protection. Test the unintended car movement protection and the emergency brake in the down direction with 125% of rated load at the landing above the bottom landing. Test the unintended car movement protection and the emergency brake with empty car in the up direction. All tests are performed with the car and hoistway doors open in accordance with 2.19.2.2(1).

The math of unintended car movement protection is "if it is detected that unintended car movement in either direction away from the landing with the hoistway door not in the locked position and the car

door or gate not in the closed position, then complying with 2.19.2.2." Testing only in the down direction does not ensure compliance. Contractors have been performing tests by simulation, bypassing signals rather than ensuring doors are in the compliant position.

Question of clarifications or clarification? Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. I was unaware that any of the testing was going on besides the way it's currently described. Is this a change? I'm just unaware that this was being done any other way than the way it's currently written. I'm just not seeing the need for this. Thanks.

MR. NAIPO: Thank you. Any other questions or comments of clarification maybe to answer Mr. Friesen's question? Mr. Mills.

MR. MILLS: Some of the manufacturers recommend removing wires from the hall logs depending on the controller what numbers that she'd written, just pull this wire, pull this wire that simulates doors, pull, unplug a board which will simulate doors open, and what this is saying is to actually do the test with doors open because there might be something,

maybe the pipe's wrong in the middle of the hoistway and when the car moves up, and it's a piece of pipe, it's better to do that and should be done on initial turnover, but it's better to find out these things with an unoccupied car than with people in the car in an emergency situation. So, it's simulated door locks instead of actually having the door locks open, and I believe that's what it is. And also some of the testing says up to 125%. It doesn't clarify 125% and I think it's clean-up is what the intent was.

MR. NAIPO: Thank you. Any other questions or clarifying statements needed so people understand what this change is doing? Anyone?

MR. NAIPO: Mr. Quiett.

MR. QUIETT: Yeah, I could speak to the automated -- It's Jonathan Quiett. I can speak for the automated testing with the TK product line, and the newest version or the newer versions of software require you to do the test, perform the test one time with the doors open before it'll let you use the automated testing with the doors closed. But, again, that's strictly for TK. But I understand what is being said with this because the common way, the common practice to do this is prove your door locks work and then do something to make the controller

think your door lock is open when you're doing the test.

MR. NAIPO: Thank you. So, if there are no additional questions or comments, I propose we move this to a vote. We are going to be voting on proposal 0035 and it sounds like changing unintended or emergency brake, emergency brake and ascending car overspeed protection, and emergency brake and unintended car movement protection, just clarifying how they do that work instead of bypassing things, but actually doing it -- actually doing it instead of bypassing it and trying to trick the system that it is, you know, open or unlocked, or whatever. So, if you are for that change -- Oh, Mr. Brinkman.

MR. BRINKMAN: Yeah, Kevin Brinkman. Sorry to come in late, but I've been reading through this and I don't see anything here but unplugging wires or brakes, or I'm not sure how this proposal would address the concern that was raised by Mr. Quiett and Mr. Mills. To me it's talking about testing only in one direction and not testing in both directions. So, I'm -- If -- Am I looking at the wrong proposal or I don't see anything in the wording that would suggest you have to change the way you're testing the door lock and doors. So, I must be missing something. I'm

confused. Sorry.

MR. NAIPO: No, you're fine. Mr. Madison.

MR. MADISON: Yeah, Jon Madison. To address what Kevin said is at the lower end of that where it says all tests are performed with the car and hoistway doors open in accordance with 2.19.2.2(a), just an example of what Jon or Jon Quiett was stating, on TK products a lot of them have a door disconnect switch, which you would flip that on, which simulates a door open. The doors are actually closed. It isn't a bad safety precaution, especially when we get around to these MRLs where you can't see the elevator. But also with Kone's product part of their test is to disconnect a plug that the gates are wired to and to simulate that you trip the overspeed on the governor and that goes back to the ascending car overspeed test and the top, and you do that while also unplugging the hoistway door lock plug on the ACUM board right in the car, or in the controller, I'm sorry. So, those doors are closed during the test and this is stating where you're verifying that the doors are open while you're performing the unintended motion, and then they're asking that you verify the setting of the ascending car overspeed detection means. Like I said, those tests are done on inspection speeds on some cars.

They're done with the doors closed on other manufacturers. Otis is similar. They have you shut off power to the doors to simulate that they're open. So, I think they're asking that we follow the code by how it's written and that's verifying the settings for the ascending overspeed test and verifying that the car doors are open when you're doing the unintended motion. Thanks.

MR. NAIPO: Thank you. Candace.

MS. LAU: Candace Lau. Yeah, I -- To piggyback on what Jon just said, when this code first came out, this requirement first came out, everybody was doing these tests with the doors open, and then -- and then the companies came back and said, "Hey, this is unsafe. Testing with doors open is unsafe." And so they start writing procedures to eliminate -- to get around, I guess, testing with the doors open. So, that's what Jon is alluding to is that currently there is a lot of procedures where the doors are physically closed, but they're simulating it by how he just described it. They're simulating that the doors are open to do this test as opposed to really physically leaving that door open. That's the way when this code was first written that's how we all tested it and until the procedures came out, and then we were going

by the procedures that the companies wrote. So, I believe that this is written, as Jon was saying, to -- to actually do what the code is saying, do it with the doors open. I think that that's what it's trying to say.

MR. NAIPO: All right. So, there's some statements in the chat that I want to read real quick from Ricky Henderson, a 25 -- 125% is only for passenger cars.

Jan had made the comment that it is already a requirement in the code, no need for additional language.

Gerald actually posted, "The code for 2019 reads now 8.6.4.20.11 Emergency Brake (a) Emergency Brake and Ascending Car Overspeed Protection. For Passenger elevators and all freight elevators, the emergency brake shall be tested for compliance with 2.19.3.2. Verify the setting of the ascending car overspeed detection means. (b) Emergency Brake and Unintended Car Movement Protection. Test the unintended car movement protection and emergency brake in the down direction with 125% of rated load at the landing above the bottom landing. And then the added line. So, what's in 2019 is exactly what's here, but the person added two extra sentences there at the end of (b),

test the unintended car movement protection and emergency brake with empty car in the up direction. All tests are performed with the car and hoistway doors open in accordance with 2.19.2.2(a)."

So, there's that. So, the person is adding -- Let's go -- adding these lines right here. Jan.

MS. GOULD: Jan Gould. In 2019 and previous that language says the detection -- detect unintended car movement in either direction away from the landing with the hoistway door not in the locked position and the car doors or gate not in the closed position. Just a comment.

MR. NAIPO: All right. Thank you. Mr. Madison.

MR. MADISON: Yeah, Jon Madison. I think there's a few things. The 125% test would be done on the five year. The empty car would be done on the annuals. And, then, on this I think part of what's trying to be addressed is if the state, or the city, or the AHJ in general has accepted processes or procedures from a company that aren't following the code that may be what this individual is trying to address at that point. I'm not sure, but that's kind of what it looks like. Thank you.

MR. NAIPO: Thank you.

MR. DOLGIKH: Sergey Dolgikh, Elevator Inspector, L & I. So, just by looking at how it was worded and such, the only real change that happens to this body of code, right, is that the clarification as to how tests shall be performed and pinpointing that the door shall be open. So, why not just remove the body of code language out of this proposal and just keep that to it being within -- within this proposal, just that last sentence, the test -- "Test the unintended car movement protection and emergency brake with an empty car in the up direction. All tests are performed with the car and the hoistway doors open in accordance with 2.19.2.2(a)." So, that small sentence will clarify the intent of the code, and, you know, with -- if doors are -- if door locks not to be locked are -- or and hoistway doors are not to be in closed position, it doesn't necessarily specify that the doors shall be open for this test. It just says it doesn't latch the lock. So, anyway, just -- just a suggestion, just take out the rest of code for 20.19 that repeats the code and just put that additional sentence to clarify the intent of the code. Thank you.

MR. NAIPO: Jan, did you have another comment?

MS. GOULD: Oh, lazy listener here, sorry.

MR. NAIPO: All right. Mr. Quiett.

MR. QUIETT: Jonathan Quiett. Something else that we have to kind of think about with this, too, is I went and looked at the A17.2, right. We're still going to have that somewhere in the WAC as the guide for testing. It does say in there to simulate a door open condition. So, it's -- You know, we have to be mindful of how we go about this.

MR. NAIPO: All-righty. So, what I ask is that we put this to a vote, if everyone is ready, on proposal 0035 regarding adding in 675 regarding, "8.6.4.20.11 Emergency Brake, Test the unintended car movement protection and the emergency brake with empty car in the up direction. All tests are performed with the car and hoistway doors in accordance with 2.19.2.2(a)."

If you are for that change, I ask that you please raise your hand now. If you are for that change, please raise your hand now and vote yea. If you are for that change, please raise your hand and vote yea. Are you good? All right, thank you. Thank you for everyone who voted. Please lower your hands.

If you are not for that change, I ask that you please raise your hand and vote nay. If you are in

opposition of that change, I ask that you please raise your hand and vote nay. All-righty. Thank you everyone.

For those who wish to vote to abstain -- If you voted nay, please lower your hand. Thank you. If you are voting to abstain, please your hand now. If you're voting to abstain, please vote and raise your hand now.

MS. GOULD: Jan Gould, I think Dylan had his hand up for a nay. Am I wrong?

MR. NAIPO: I don't think so.

UNIDENTIFIED SPEAKER: Which Dylan?

UNIDENTIFIED SPEAKER: There's only one of us now.

MR. NAIPO: All right. Thank you for that. Melissa, will you please read the vote tally for proposal 0035.

MS. ERIKSEN: There were 11 yeas, 11 nays, and 2 abstentions.

MR. NAIPO: You said 11 yeas and 11 nays?

MS. ERIKSEN: Uh-hum.

MR. NAIPO: All right. Thank you.

UNIDENTIFIED SPEAKER: Does that mean the abstentions have it since the 11s cross each other out?

THE COURT REPORTER: And, I'm sorry, who was just speaking?

MS. ERIKSEN: Oh, Perry McKenzie, for the court reporter, Perry McKenzie.

MR. MCKENZIE: Oh, I'm sorry. Perry McKenzie. I'll keep my mouth shut. Thank you.

MR. NAIPO: All right. Here we go with proposal 91, Amend 17.1 section 8.6 as follows, 8.6.1.6.5 Fire Extinguishers. The code currently reads, "In jurisdictions not enforcing NBCC, class ABC fire extinguishers shall be provided in elevator electrical machine rooms, control rooms, and control spaces outside the hoistway intended for full bodily entry and walk-in machinery, and control rooms for escalators and moving walks, and they shall be located convenient to the access door." Adding verbiage, "For machine-room-less (MRL) installations, class 'ABC' fire extinguishers shall be conspicuously located where they are readily accessible outside of an elevator hoistway within 24 feet (6.4m) of the center line of each elevator entrance assembly at each landing and in line of sight. In the event of side or rear elevator entrance assemblies, a class 'ABC' fire extinguishers shall be conspicuously located in accordance with this requirement for every entrance

assembly."

Justification: As code making bodies developed MRL language and manufacturers began selling MRLs, which in many cases have not met established standards, fire extinguisher placement for the protection of affected persons and mitigation of fire in a building or structure is of concern. Four persons have died in a fire in a hoistway, thus fire is a real threat. I did not propose putting it in a hoistway. Currently the elevator industry predominantly manufactures and installs elevator configurations known as machine-room-less type elevators. The advent of this configuration eliminates what legacy equipment utilized, known as a machine room. Despite these machine-room-less type elevators by design having an electromechanical equipment now installed in a building hallway where employees and members of the public may be present in normal and emergency scenarios, no provision has been made to address the hazards associated with this equipment in a public place. The electrical equipment is subject to NFPA 70, 620.5 Working Clearances, which require a 36" deep by 30" wide minimum clearance in the hallway in front of the equipment. This essentially consumes a 36" by 30" by 6-1/2' minimum

volume of hallway, etc. NFPA 70E also establishes clearances that would encroach this public area.

Lastly, with the machine room no longer existent, the area of various service activities related to a machine-room-less type elevator are now performed in this public area. This, in turn, may become a hazard in some scenarios wherein it encroaches a means of egress route as regulated in 29 CFR 1910. These routes must be 28" minimum and minimize damage to or danger to employees and the public. Additionally, model codes such as the International Fire Code have minimum corridor widths which vary, but may be encroached.

Questions of clarification? Any questions for clarification? Any comments for clarification on this change, any comments? Mr. Quiett.

MR. QUIETT: Jonathan Quiett. It looks like you've got more to read because there's a c1.

MR. NAIPO: Oh.

MR. QUIETT: It goes down further.

MR. NAIPO: Oh, my gosh. Thank you. Yes, this is one of those that has a huge explanation and only one block. Okay. "Additionally, model codes such as the International Fire Code have minimum corridor widths which vary, but may be encroached due

to the clearances set forth by NFPA 70 29 CFR 1910 and NFPA 70E, 21 feet was chosen to be consistent with NFPA 72 establishing the elevator lobby in the form of where fire alarm initiating devices is restricted to. This starts to outline what an elevator lobby might be dimensionally. This distance is liberal as compared to the average size of an elevator machine room no longer in popular use due to cost rather than safety. Line of sight was chosen due to the removal of the machine room. These MRL environments are designed inconsistently and therefore the line of sight affords protection. The proposal understands this may result in a jurisdiction not only requiring an extinguisher in this proximity to address electrical equipment previously in a machine room now being in this public area, but may also result in one being required simply due to elevator hall buttons, signals, and key switches that are electrical. Due to additional hazards in the elevator hoistway not described in this proposal and no safe means identified as of yet to propose a portable fire extinguisher in an elevator hoistway, having an extinguisher at each landing in this proximity may be the mitigation to address this. Due to these hazards associated with machine-room-less type elevators being now present in public areas

exposing employees and the public to unmitigated risk, this proposal attempts to provide some mitigation in the form of more ready access to a portable fire extinguisher to establish minimum requirements consistent with nationally recognized good practice for providing a reasonable level of life safety and property protection from the hazards of fire explosion or dangerous conditions in new and existing buildings, structures, and premises, and to provide a reasonable level of safety to persons affected by elevator equipment in a public space and at time of egress. Routes and emergency for persons -- Four persons have died in a fire in a hoistway, thus fire is a real threat.

Thank you, Mr. Quiett, for that. Mr. Larson.

MR. LARSON: Good morning. Russ Larson. The -- This proposal identifies, you know, fire extinguishers and MRL configurations versus machine room configurations, and the hazard in the rationale refers to controllers or inspection and test panels; however, the proposal is not limited to the location of the controller or inspection test panel. Rather, what the proposal is for is every landing served by the elevator. Therefore, the proposal seems overly broad and the proposed solution doesn't seem to match

the hazard identified. Thank you.

MR. NAIPO: Thank you. Jan.

MS. GOULD: Jan Gould. I'm just saying I'm in support because it's the same distance that a smoke detector in a lobby can be from an entrance.

MR. NAIPO: Okay. Thank you. Any other questions needed? Any other questions needed for clarification? Any additional statements of clarification? All right. With that, I propose that we vote on this change to proposal 0091 regarding MRLs and the placement of fire extinguishers within -- at the hoistway landings and in certain configuration and distances regarding the distance from the doors and in line of sight.

If you are for this change, I ask that you please raise your hand and vote yea. If you are for this change, please raise your and vote yea. Thank you. For those who have voted, please lower your hands.

For those who are in opposition of this change, please raise your hand and vote nay now. If you are in opposition of this change, please raise your hand and vote nay now. All right. Thank you for those who voted. Please lower your hands.

And for those who vote to abstain, please raise

your hand now. For those who wish to abstain, please raise your hand and vote now. Thank you.

Melissa, will you please read the vote tally for proposal 0091.

MS. ERIKSEN: There were 11 yeas, 12 nays, and 2 abstentions.

MR. NAIPO: Thank you. And with that we're going to take our first break. We're going to take a five minute break; so, everyone get up, stretch, use the restroom real quick, grab some water, whatever you may need, and we'll see guys back in about five minutes when the timer goes off. Thank you guys very much.

(Recess taken)

MR. NAIPO: I hope everyone had a good break. We're out of 675. We're out of that. Hopefully the rest of today will go a lot quicker. We'll see. We'll see. Maybe that's just my wishful thinking, but, anyways, thank you guys for the work you guys just did on 675. I have a feeling some submissions that were had may have to go into 675, but we'll get to those when we get to them, but we're now on to our new section. We're on to section 700, which is definitions. I'll be honest with you, this was submitted -- this first chunk was submitted by the

program and these were things that we felt we needed to change and have updated for people for better clarity in our WAC. So, here we go.

First adding of definition is Authority Having Jurisdiction, AHJ: The organization, office, or individual responsible for enforcement of this code. Where compliance with this code has been mandated by legislation or regulation, the "Authority Having Jurisdiction" is the regulatory authority.

Conveyance work means the alteration, construction, dismantling, erection, installation, maintenance, relocation, and wiring of a conveyance from demarcation point of load side mainline power conductors (wires) ran to the first piece of designated elevator controller equipment by elevator contractor. All work after that demarcation point will be considered elevator conveyance work.

Construction Personnel Hoist (CHP) Oh, my gosh, I am not sharing my screen. Sorry about that. Thank you. Thank you very much, Perry and Carl. I apologize about that. There we go. Hopefully that's better. I'm sorry about that. I assumed I already was. I forgot that the timer was up there. So, all right. Construction Personnel Hoist, this is where we're at right now. Construction Personnel Hoist

(CPH) are installed inside or outside buildings or structures during construction, alteration, demolition operations, and are used to raise and lower workers and other personnel connected with or related to the structure. These personnel hoists are exclusively covered in ANSI, American National Standard, A10.4 safety requirements for personnel hoists and employee elevators for construction and demolition operations.

Controller, meaning shall include, but not be limited to:

(i) Controller: A device or group of devices that serves to control in a predetermined manner the apparatus to which it is connected.

(ii) Controller, motion: An operative unit comprising a device or a group of devices for actuating the moving member.

(iii) Controller motor: The operative units of a motion control system comprising the started devices and/or power conversions -- power conversion equipment required to drive an electric motor.

(iv) Controller operation: An operative unit comprising a device or group of devices for actuating the motion control.

"Machine Room Less - MRL means that there isn't a machine room that contains the actual controls and

lifting machine for electric traction elevators or the actual controls and pumping machine/tank for hydraulic elevators. These are located inside the hoistway or pit.

Machine Room (i) Machine room and control room, remote, elevator, dumb waiter, material lift: A machine room, or a control room that is not attached to the outside perimeter or surface of the walls, ceiling, or floor of the -- Of course this ran out. I apologize.

MS. ERIKSEN: This is Melissa. So, it's -- the rest of it is like two down.

MR. NAIPO: Oh, is it?

MS. ERIKSEN: Yeah.

MR. NAIPO: Oh, right there. There it is. Why did it do that? Okay, I apologize about that. Let me go back up here. So I'll read the last sentence again. Machine room and control room, remote, elevator, dumb waiter, material lift: A machine room, or control room that is not attached to the outside perimeter or surface of the walls, ceiling, or floor of the hoistway.

Vertical Reciprocating Conveyors, better known as VRCs, which are designed to raise and lower materials from one elevation to another. They are

primarily hydraulically or electromechanically activated and powered. VRCs are mounted in a stationary position. The equipment may perform a stand-alone function. These adhere to the reference standards for maintenance and installation referred to in WAC 296-96-05000.

Rationale: Needed clarification for equipment descriptions and updated new definitions that has shown to be required in WAC. These additions stem from recent different interpretations/opinions on verbiage used, as well to assist stakeholders in identifying these clarifications.

Any clarifying questions needing answered? Mr. Oury. Bob. You're muted, if you're talking, Bob.

MR. OURY: Bob Oury. The last paragraph referring to vertical reciprocating conveyors should not be part of this of definitions as the State has never acknowledged vertical reciprocating conveyors or VRCs. When -- When they were invented back in the early eighties the state of Washington chose to write their own code for material lifts because the code for VRCs is written in ANSI B20.1, which the State does not recognize because it's a code for conveyors, not for conveyances, and it doesn't have the safety standards that the WAC has. To enter VRCs into

definitions now is only going to add confusion and they would probably have to adopt B20.1 to even be able to regulate them. And the code, the ANSI standard for VRCs is so minimal that it's -- it's going to allow a lot of people, especially from out of state, to think that they can sell and install VRCs in the state of Washington, which they can't do. The State has always felt that VRCs are a conveyor, and if the VRC, in order for the state to acknowledge it and not permit it, it should have a roller conveyor on the carriage itself and automated in-feeded exit and be a conveyor. So, I think adding it at, you know, 35 years later or 40 years later is only going to add confusion to the material lift code in WAC in part (c) minimum standards, and I would be totally against it.

MR. NAIPO: Thank you. There is a comment in the chat: We currently deal with them as material lifts covered under WAC 296-96-00-- I think you mean 05000, but never wrote it down anywhere. That's from the Chief. Next question or comment. Sergey.

MR. DOLGIKH: Sergey Dolgikh, Elevator Inspector L & I. I -- I wanted to make a suggestion for this one, but after hearing Mr. Oury speak I strongly agree with him. I used to, in my past life, design conveyors for other systems and I believe that

this would bring a lot of confusion on top of confusion we already have considering that we allocated them as stand-alone material lifts and back in the day they were controlled by a WAC just like it was mentioned. So, this particular definition, if we can do a friendly amendment, I suggest we do.

My second portion, as initial portion and why I raised my hand, was yesterday we discussed a lot about alteration, major alterations, and the definition that could be put in WAC of a mod, modernization, or a major alteration. What it consists of, to clarify it, I think -- I suggest that maybe we could do a friendly amendment and for the future for ESAC or something like that, and then imbed that definition in here in 700 for major alteration or a mod. Thank you.

MR. NAIPO: Thank you. Mr. Brinkman.

MR. BRINKMAN: Thank you. Kevin Brinkman. I want to comment on the definitions for controller. A17.1 2019 already has definitions for controller, controller motion, control motor, and operation; so, if anything, I would think these would have to be either amendments to that or why not just use the ones in A17, which would be my preference because I don't think they're -- looking at them quickly, I didn't see much difference. And similar to I think the -- And

then the other comment I had was relative to machine room. I believe I heard you say remote, and I may be mistaken, but the description seems to be more for remote machine room, which is also defined in A17.1. So, I guess I'm curious why we need these here or what's different about them, if somebody can point me in the right direction why we need some changes here. Thank you.

MR. NAIPO: So, this is one of the times I'm going to allow the chief to speak on this one, Gerald, if you could.

MR. BROWN: Hi. Thank you. I found it necessary -- I'm the one that wrote this. I found it necessary to author the definitions of controller conveyance for the defining points of VRCs, and I'll take those kind of one at a time. We lost a legal challenge on what is conveyance work, and where that work begins and ends fairly recently dealing with a transformer issue that the State has been plagued with for almost two years that's still kind of ongoing in part, and the Assistant Attorney General kept pointing out because we didn't have a clear definition of what conveyance work was or what controllers were. That's why I ran to the A17.1. Even though it's an adopted code, it didn't pass legal muster because the

electrical program talked about control cabinets and things like this that trumped us because we did not have a definition in the WAC. And so I thought it was awful stupid because, hey, it's in the adopted code, but it just wasn't good enough from the legal perspective. So, we added it in here to protect our work and to keep conveyance work that way.

Running back over to material lifts, if you look at 296-96-5010, and I had it wrong in the comments and I apologize, it addresses talking about conveyances that lack a platform, use rollers, belts, track, power conveyors, or carry similar load surfaces that are found in B21, how we do not consider those to be conveyances. We do consider the standard stand-alone VRCs similar to brand names like P-Flow, Autoquip, etc., that's basically under rated freight elevator, we bring it up to a higher level of expectation or require them that when they want to install VRCs in our state that we classify them as material lifts, but we never it wrote it down anywhere that that's why we may install this stuff like they did out at Amazon and other locations in our state that we consider them to be material lifts, not passenger elevators, that we consider them to be material lifts, and we make them add the extra safety equipment on them dealing with

entrances, gates, and other things, that we make them add that on there, and recently Otis came back and said, "Hey, we filed for a permit for a VRC and now you're telling us it's a material lift. Where does it say that in the code, or the WAC, or the RCW?" And now it does. This is a reasonable expectation if you want to do work in our state and install this unit instead of a freight elevator that you understand that you have to add these additional safety items on there to make that happen, and so that's why the clearances on entrances and all that other stuff, everything that we have in our -- in our material lift code that was designed to protect that. You know, currently we have a denial of the permit because they don't meet the material lift code and so the customer comes back and says, "Where does it say that?" Well, now it does, and that was the whole purpose of telling what VRCs are and what section that they're covered under. And so it only seemed fair that if you're going to come to the State and put in this product that you understand that we are expecting you to jump through these hoops.

Was that the only questions on definitions?

MR. NAIPO: As it stands now, Gerald. If there are additional questions that are had by the TAC Committee I'll make sure to call upon you. Thank you.

MR. BROWN: Thank you.

MR. NAIPO: Carl.

MR. CARY: Yeah. I'm confused by the definitions of machine-room-less MRL elevator. It says that there isn't a -- The definition says that, "There isn't a machine room that contains the actual controls and lifting machine for electric traction elevators or actual controls and pumping machine/tank or hydraulic elevators. These are located inside the hoistway or pit." So, that last sentence I have a concern with because an MRL is still an MRL if it has a control room, right, be it remote or adjacent. The controls don't -- This definition appears to say it is only an MRL if it's located -- the equipment is located inside the hoistway or pit, and so I disagree with that definition. I couldn't find it anywhere in A17, that specific definition.

And then I do see the definition of machine room there in A17. I guess I'm struggling with that definition because it can still -- you can still -- It says a machine room or a control room that it is not attached to the outside perimeter surface of the walls, ceilings, or floor. You can still have a control room that is adjacent on the top landing. You can have it -- which means it is attached to the

outside perimeter or surface of the walls. You could have it adjacent to the lowest landing or another floor. I guess I don't necessarily agree with that definition either.

MR. NAIPO: Thank you for that, Carl. And just to make sure I copied this correctly, the machine room portion of it and where it says to put the controls for the control room stuff adjacent, outside perimeter, that's what you have the issue with, correct, that middle part of this last line right here?

MR. CARY: Yeah. Carl Cary, Lerch Bates. Sorry, I should have said that first. Yeah, it's that part of it.

MR. NAIPO: Thank you.

MR. CARY: Not attached to the outside perimeter or surfaces and walls, yeah, there it is.

MR. NAIPO: Bob.

MR. OURY: Bob Oury. So, to respond to Gerald's comments on why he added the definition of vertical reciprocating conveyor to the definitions, I've been selling material lifts in the state of Washington since 1989 and the State has never accepted a permit application for a VRC because they don't acknowledge VRCs and they don't mandate or govern to

B20.1. If another elevator company wants to sell a VRC in the state of Washington they have to go to that manufacturer like I do. And I sell Flow, I sell Autoquip, I sell Custom Industrial. All of those are manufacturers that make VRCs and put them in nationally, but in the state of Washington we do not call them VRCs, and when I get a quote from P-Flow or anyone else I have to go to the WAC and make sure that they are giving me all of the safety standards that we provide on a material lift, not a VRC. A VRC, as defined in B20.1 is about three paragraphs and we don't govern to that. We're far beyond that. And Otis has put many lifts into Amazon and they should know this, and if they're applying for their permits as VRCs the state of Washington should not accept it, and Otis should do their homework and they should know this. So, I think to allow manufactures or anyone else in the elevator industry or the material handling industry to think that they can put a VRC in the state of Washington is asking for trouble because the people reviewing the permit applications understand WAC and understand material lifts. They do not acknowledge vertical reciprocating conveyors and this is a slippery slope. Once you start accepting that, I'm not sure what the next step is, but it's going in the

wrong direction for safety because our standards are far higher, and Autoquip understands, and P-Flow understands it, and Custom Industrial understands it, and you need to be knowledgeable if you're going to be selling this type of product in the state of Washington. So, I don't think that should be part of our definitions unless we are going to adopt B20.1.

MR. NAIPO: Thank you, Bob.

MR. OURY: Thanks.

MR. NAIPO: Candace.

MS. LAU: Candace Lau. I'm going to piggy back on what Bob Oury just says -- said. What he said is absolutely true. We -- We receive permits that I've been explain-- trying to explain to the industry that we don't inspect VRCs. We have no classifications for VRCs. What we inspect in this state are today called standard application material lifts. It used to just be material lifts. In 2018 we adopted the A17.1 codes for type A and type B material lifts. So, now in this state we have type A material lift and type B material lifts that we have adopted codes for out of the A17.1, and they have their own codes, and then the State changed our definition of material lifts to standard -- they changed the definition to standard application material lifts.

So, there's been a lot of confusion since we adopted those A17.1 codes as to what we're doing.

There needs to be more education on what we're doing exactly because when we adopted those codes it's just out there and everybody is confused. So, when we receive permits for material lifts, in general the plans don't show you a whole lot, and so we try to look for stuff that is a requirement out of WAC part 5000, but we don't always see everything, but what we always get is when Frank Coucher (phonetic spelling) receives the permit applications for VRCs they have no idea what these are, and then they'll -- there's all this confusion. They send e-mails out. They don't know what this is. So, I think this definition is an attempt to define that, and I think later on there is going to be -- somewhere in here there may be some other codes that are asked to be revised, I don't know, I don't remember, but dealing with this because there's all this confusion.

Now, adding this definition to it -- you know, the way it's worded I don't know if that's going to -- It's like what Bob was saying, it may add more confusion to it because I don't think it's the intent of the Department to say that we're going to add this definition on there and we're going to approve VRCs.

I done think that's the intent of the Department. I think the intent is that we are -- It's just a definition so that there is something there that we can talk about, I guess, because these have to be, like you said, Bob, they have to comply with part 5000 of the WAC code. I don't know if that makes sense.

MR. NAIPO: Thank you, Candace. Mr. Turner.

MR. TURNER: Dylan Turner, Greenbusch. I just wanted to point out there is also a proposal, it's 2022.0025, that adds additional language to WAC 05000 basically stating that if a VRC were to be installed it must meet the requirements of an A or B material lift. So, just even discussing this definition I think it's important that people are aware that there also is a proposal out there that clarifies that if a VRC is installed it needs to meet those requirements. Thanks.

MR. NAIPO: Thank you, Dylan. Mr. Oury.

MR. OURY: Thank you. Bob Oury. The last comment, I don't like to criticize something without coming up with a recommendation and my recommendation would be referring to the previous speaker's comment on the other proposal that's in here is that to eliminate confusion we change the name of standard application material lifts to something that

everybody, inspectors, permit application reviewers, homeowners, or not homeowners, end users, contractors, and architects will understand and let's call them WAC material lifts, and then you would -- that would differentiate them from the type A -- or type -- type A and type B material lifts as defined in ASME, but refer everybody to something that we have understood for the past 40 years and that is that material lifts have a code in the WAC and that's where they're defined. So, I would change part c1 minimum standards for standard application material lifts to say minimum standards for WAC material lifts and then everybody is going to know because its been what we've been doing historically for the past 35 or 40 years. Thank you.

MR. NAIPO: Thank you. There was a question in the chat from Jan. Duane, I'll call on you in just a second. Gerald, the State does not inspect VRCs, right? Gerald, if you -- That is correct. That is correct, we do not. Carl had proposed in response to a -- I think it was Gerald was responding to a comment that Cary had made when he was speaking trying to define the remote application requirements. Carl's response was it should say then remote control room, in my opinion. And Gerald said -- you know, it sounded like he was for that remote machine and

control rooms, rooms that do not share a common wall, floor, or ceiling with the hoistway. And Jan just posted, "Why have a definition for something that the State does not inspect?"

So, first off, Gerald, are you asking that this be a change to the way that one of these definitions is written with your remote machine and control rooms, rooms that do not share a common wall, floor, or ceiling with the hoistway be edited, too?

MR. BROWN: Yeah, the definition that I used was right out of the ASME. But if you go back and you look at remote machine and control rooms, this is the definition that the ASME gives. So, it includes both remote machine and control rooms because it requires different conditions inside the hoistway, like you had to put a disconnect switch up there if it's a remote machine room or control room. If you don't have -- basically share a common wall with wherever the disconnect is located, you had to put an auxiliary disconnect at the top of the hoistway, a very expensive proposition. But there are people that choose to put control rooms or control spaces away from the hoistway and they need to understand that because they made that decision they have to put a disconnect up at the top of the hoistway so it's

within sight of the machine and controls. So, if you've got a doorjamb controller, let's say, that's built into the jamb, a lot of manufacturers will put disconnects on the back of those to satisfy that code or some manufacturers will actually have electricians install a safety switch at the top of the hoistway. It looks like a fuse disconnect, but it's basically, and I've used disconnect cord in 6-20-51c, so... But I was just trying to define the remote aspect because the contractor or building owner can be subject to additional cost associated with the remote machine/control room, so...

And thinking about the definition for something the State does not inspect, it was just to make a clear definition when people mark or write VRC on the permit applications that people understand what they are and what -- what inspection code they would be subject to. That was why I put the definition in there.

MR. NAIPO: Just so I can take and sort of input this change that you're making to remote machine and control rooms, rooms that do not a share a common wall, floor, or ceiling with the hoistway, I'm assuming it's this last part here, correct, of the definition that needs to change?

MR. BROWN: Correct. Well, it's machine or control room that is not attached -- Oh, that did not share a common wall, okay. All right. Well, like I said, if -- Both of those are right out of the ASME. It's just one phrased it one way and another one phrased it the other way that they took exception to, and perhaps we need to add this information to try to harmonize it. How's that? I'm okay for that, that's great.

MR. NAIPO: All right. I'm just going to put this over in the notes because we still -- I think we need to vote a couple different ways on these definitions, so...

MR. BROWN: It's a shame I have to put them in there at all. We already have it in the adopted code, but the legal department didn't agree, so...

MR. NAIPO: Duane.

MR. LEOPARD: Yeah, scroll up to -- Oh, Duane, city of Spokane. Can you scroll up so we can see VRC a little better?

MR. NAIPO: Oh, sure.

MR. LEOPARD: You know, in recent years, you know what Gerald says definition in the law, it's getting to the point (audio distortion) don't recognize their code as law. It's kind of weird,

but... Looking at this, if we take vertical reciprocating conveyors and specify that they are built to whatever their standard is -- how do I want to say this, it -- at that point if we say that that, you know, is built to these standards, which is -- What is the standard? I can't think of it right now -- and get rid of the WAC definition, it's take and define where the vertical reciprocating conveyor is, and then another portion of the WAC saying, "We don't recognize those and we don't install them. They're not allowed in this state. Refer to WAC 296-96-5000 for authorized units", and I think that would clear up a lot of what is or isn't, you know, a VRC versus the hydraulic material lift in the state. If actually defines the actual piece of equipment that is accepted and it defines the piece of equipment that's not accepted. As far as the rest of these definitions, yeah, I think we need something in there just for legal matters. I think it would cause -- it would cover the state and, of course, the cities, too, that are involved with it. Just the one approach. Even if it is cut and paste from A17.1, we've got to cover ourselves and I think is the best way to do it. Thank you.

MR. NAIPO: I'm making a quick note in here

regarding amending VRCs to better clarify whether they're allowed and, if so, what standard, as the current standard governing VRCs is not adopted in the state. Candace.

MS. LAU: Candace Lau. I'm going to try to explain this again. I don't -- I'm going to try to explain this again, and Bob might be able to explain it a little bit better, but I'm trying to address Jan's question that she's still confused, the State is not inspecting -- I think she meant to say VRCs. Again, there's no manufacturer out there that make -- that -- that manufactures WAC material lifts. There's no such thing, okay. So, they are not going to -- there's not a manufacturer out there that's just building stuff for our codes. What's there -- What's happening out there is there's a whole VRC industry. They build these vertical reciprocating conveyors and -- but in this state for as long as Bob has been around and maybe even before him, the State has always considered these VRCs. When they're installed in the application, they're installed, they have to meet the WAC code part 5000. So, there are lots of VRCs out there. Some of them are part of a conveyor system. We don't do those. What we're saying is in this state, if you put it under -- put it -- put these VRCs

in, they have to meet our WAC part 5000, but because there's all this confusion all the time because people are taking out permits for VRCs, they're not taking out permits for VRCs, they're trying to take out permits to install these WAC material lifts. And, as Bob mentioned earlier, you have to do certain things to these VRCs in order for these VRCs to meet our WAC codes for standard application material lifts. So, yes, we are inspecting these VRCs, but we don't call them VRCs in this state, we call them material lifts.

That's -- I don't know if that clears up anything or if that adds more confusion, but I'm just trying to clear up why Gerald comes in and he's reading all these codes, and he goes, "Where does it say this, that, and the other stuff?" And as I -- I re-- I've been here a long time; so, I've always just assumed it's in the code. Well, when he starts asking, "Where does it say that?", I go, "Yeah, I guess it doesn't say that," you know, because it's everything that I've always known it to be, and so this is just trying to clear up and write into code, into the WAC, everything that's not really spelled out in words. We're not just -- We're not trying to change the way we do business, we're just trying to make it clearer, and apparently it's adding more

confusion.

So, I just wanted to address Jan's question. We are inspecting VRCs, but in this state they are not VRCs, they're WAC material -- they're -- There are WAC material lifts. There's standard application material lifts.

MR. NAIPO: Thank you. Mr. Oury.

MR. OURY: Bob Oury. I'd like to piggyback on Candace's comments and maybe clarify a couple of things. All of these manufacturers that manufacture VRCs do not manufacture a standard product. They're all custom designed to fit the application that they're designed for. The only difference is these manufacturers build to the standard in B20.1 for vertical reciprocating conveyors. In the state of Washington we do not install, nor do our manufactures make, vertical reciprocating conveyors.

When I contact a manufacturer to provide a product to a client of mine in the state of Washington it is a material lift. I am driving that with the codes of Washington and when it ships out here it's not a modified vertical reciprocating conveyor, it is a material lift that I designed based on the codes here and the application that I'm doing it with, and that's what it is. It's not a modified vertical

reciprocating conveyor.

If you tell manufacturers or elevator companies that they can sell and install material lifts in the state of Washington as long as they, quote, "modify them" that is incorrect information. They have to manufacture that product to the WAC code for WAC material lifts, which is very different and much more involved than -- than what manufacturers are building VRCs to. If you're going to accept that they can build and modify a VRC, I think you have to accept -- you have to adopt the B20.1 code to start with to even acknowledge that that product exists, and we do not acknowledge that that product exists. And we don't manufacture to VRCs, we manufacture to WAC material lifts.

And I think that it was an attempt on Gerald's part to help explain this with the definition, but I think a better way to do it would be to not accept VRCs or define VRCs, but to change the name of standard application material lift to a WAC material lift, just capital A, capital W capital A Capital C material lift, and that says it all because that's historically what we have been installing in the state of Washington are WAC defined material lifts. Thank you.

MR. NAIPO: Thank you. So, we've had some pretty extensive conversations on two of the submitted definitions. So, its been suggested that, by Jan, that we remove the definition of VRCs and vote. Gerald replied or put in the chat, as well, this is why the last lines reads, "These adhere to the referenced standards for maintenance and installation referred to in WAC 296-96-5000."

So, what I propose is that we vote a couple different ways. We're going to vote on the definitions -- God, I hate this. Sorry. There we go. We're going to vote a couple different ways. We're going to vote three different ways. Oh, Mr. Brinkman, yes.

MR. BRINKMAN: Kevin Brinkman. I suggest if we're going to separate them out we separate out machine-room-less, as well, because I think Mr. Cary had a great point about that one not being quite what we need yet and it needs a little wordsmithing. Thank you.

MR. NAIPO: Thank you. And, then, that was going to be the vote. So, what we're going to do is we're going to vote three different ways. We're going to vote on machine-room-less or, I'm sorry, not machine room, but -- not MRL, but machine room and

control room, that paren (i), we're going to vote on (i) and whether we're going to accept it or -- Yes, Mr. Brinkman?

MR. BRINKMAN: I intended machine-room-less is the one I wanted to trigger, pull out. Mr. -- Chief Brown explained it very well that the controller and machine room remote were directly from ASME. I'm okay with that. I have concern with machine-room-less and the last line, as Mr. Cary pointed out.

MR. NAIPO: Got it. Is there editing because there were submitted edits to this (i) portion, as well, regarding the machine room and control room remote elevator? That was a submission that Gerald had put through. Is there a consensus from people that that needs to be edited, as well? Gerald said let's strike that last line. Are you speaking of the last line in the MRL? Okay, so Gerald is asking that it be okay to strike this last line regarding this, and let's just put this in here, as well as we vote separately on the VRCs. So, I suggest we go with VRCs since that was the last conversation that was had. So, the vote for this one is if you are for this you're for it being edited. Yes, Mr. Carl.

MR. CARY: Sorry, Paoa, I know you're trying to wrap up here. I still have some concerns about the

definition of the MRL. I still think it needs some wordsmithing. You know, I don't want to throw the baby out with the bath water, but I -- I still have some concerns with that one.

MR. NAIPO: Okay. No, I appreciate that. So, are you asking that we run some edits right now and try to see if we can come to a consensus on what we're okay with?

MR. CARY: Yeah, I'm comfortable with whatever, I guess, we can do. I mean I don't know in the confines of what we're doing if we can't do that, you know, the friendly amendments and stuff like that, but, if we can do it, then sure.

MR. NAIPO: We can do it. I was trying to hold off friendly amendments until the last day as much as possible just to help us get us through this bulk of the work, as well as starting 18.1 and 17.1 or maybe before start reviewing the 17.1 and 18.1 we can do the friendly amendments then. The main vote I want to have right now is whether people are okay with it or if they feel it needs to be amended regarding the machine rooms and regarding the MRLs, and then we'll move forward after that, as well as with the VRCs are they okay with it or does it need to be edited, and that's sort of what I felt, if that's okay with

everyone.

MR. CARY: Carl Cary, Lerch Bates. It looks like Gerald is okay striking the whole MRL in the chat.

MR. NAIPO: Okay. So, removing that portion right now?

UNIDENTIFIED SPEAKER: It looks like Gerald says let's strike the whole MRL as okay.

MR. BROWN: Yeah, strike the whole MRL. It's not really a definition. I was just trying to put it in there so if people started marking plans, or drawings, or permits as MRLs our staff would understand what the heck an MRL was.

MR. CARY: Carl Cary, Lerch Bates. Gerald, I'm certainly happy to write one or work with you. I mean I think we're close and we vote on it at the ESAC, like I said, I don't want to throw the baby out with the bath water.

MR. BROWN: Well, let's strike it for now, Carl. I'm okay with that. Let's just get this vote done. Just strike the MRL and strike the VRC, and we'll address it at a later time, and then we can just vote on the remaining definitions and move on.

MR. NAIPO: Okay. So, what I'm going to do is I'm going to propose that to everyone here if

they're okay with the proposal of removing VRCs and MRLs from these definitions as it states now. So, if you are for us removing at this time MRLs and VRCs, I ask that you please vote yea now, if you are for us removing those definitions from this proposal as it stands now. If you are for removing those from this proposal, I ask that you please vote yea now.

Melissa, I don't have you up on my screen there. Very good.

MS. ERIKSEN: Yes.

MR. NAIPO: All right. Thank you. All-righty. And it looks like we had a majority vote on that; so, we're going to remove those two from this next voting. So, now we will be voting on the definitions that are left and as they stand for adding these to the definitions of section 700, proposal 20, removing machine-room-less and VRCs from the definitions.

If you are for the definitions as they stand now, please vote yea. If you are for the definitions as they stand now, please vote yea.

Let me know when you're ready.

MS. ERIKSEN: Yes.

MR. NAIPO: Thank you. Please lower your hands. If you are against these definitions that are

stated in this proposal, I ask that you please raise your hand now and vote nay. If you are against these proposals and how they stand now, I ask that you please vote nay. Thank you.

For those who will vote to abstain, I ask that you please vote now. If you vote to abstain, please vote now. Thank you.

MS. ERIKSEN: Carl voted twice.

MR. NAIPO: Carl, did you vote to abstain or were you saying nay or want a question?

MR. CARY: I said -- Well, point of clarification. You keep saying "as it stands now" in the chat related to machine room. Gerald said that he was okay with remote machine room. That's not in there as we -- as it stands right now; so, I was wanting to know clarity on what exactly we were voting on. So, I voted nay because I kept hearing you say, "As it stands right now".

MR. NAIPO: I apologize. I did not carry down the highlights. So, the point of clarification that he was talking about I did not highlight this (i) portion of the definitions, as that is part of MRLs, and that was my mistake and I apologize.

MR. BROWN: That was just the definition of a machine room in the ASME A17.1. That's just what

the ASME called a machine room and how they were defining what a remote was, but we can strike that, if you want. It's just, like I said, it was just out of the book. There wasn't any free-wording in there, so...

MR. CARY: Carl Cary, Lerch Bates. There's been a vote. I remember in the live groups there's been a vote. I will adhere to the vote. I mean it can be -- I don't want to complicate this; so, I'm willing to go with the will of the group.

MR. NAIPO: Okay.

MS. ERIKSEN: So, what -- are you voting yes, no, or abstain, Carl?

MR. CARY: I voted nay on as it stands right now.

MR. NAIPO: Okay. I apologize. So, we were getting rid of MRLs and I accidentally highlighted machine room because I thought that this was part of the MRL portion of the definition. The machine room is its own definition, okay, and that is supposed to stay; is that correct? All right. So, yes, we were just voting on removing machine-room-less and that whole definition and VRCs. Yes. Okay. And that's what we voted on. And, then, keeping the rest -- as it states, keeping the rest of from "Authority Having

Jurisdiction" through "Machine Room", and all of those, that's what you voted on, that you are okay with those definition changes.

Melissa, will you please read the proposal 20 vote tallies.

MS. ERIKSEN: Yes. So there were 23 yeas, 1 nay, and 1 abstention.

MR. NAIPO: All right. Thank you. Okay. We're now going to move on to another definition adding for proposal 68, 0068, adding a definition for Non-Occupiable/Non-Habitable Space -- Habitable space, is that right? Primary circulation area (hallways, lobbies) and building support areas (bathrooms, mechanical closets). Habitable/Accessible Space: A space designed for eating, living, sleeping, or cooking.

These words are used in various code books and are never defined. This has been left up to individuals and there is rarely any consistency. It is time to provide a definition as -- I'm not quite sure what that means -- as worm lives matter, but not when there is slab on ground and an owner is being required to have counterweight safeties for the occupiable space under the slab.

Any questions for clarification on this change?

Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. The way I'm seeing it is if we're -- if we're defining habitable/accessible space, it seems to be confined to just what is on the list here. It doesn't cover such as office space or anything else. It looks -- it looks like we need more defined lists of what these spaces are going to be if we're going to adopt this. Thank you.

MR. NAIPO: Other questions. Mr. Brinkman.

MR. BRINKMAN: Kevin Brinkman. Just a comment. I think the way he's -- this person has defined it, they would eliminate hallways and lobbies as non-occupiable spaces. I would disagree with that. Certainly a lobby can have people in a waiting area. There may be a receptionist there. To me that's occupiable space. So, I think this actually creates an issue by the way it's defined or the way the language is written. Thank you.

MR. NAIPO: Candace.

MS. LAU: Candace Lau. I completely agree with Kevin just now. So, this has to be -- has to deal with counterweight safety. So, currently -- I don't know the exact verbiage, but currently if you have occupiable space below the hoistway, you have to

have counterweight safeties. But if we take this definition as it stands about not-occupiable space, if the space is a lobby, or a storage area, or a bathroom that people can be in, you won't have counterweight safeties. That's kind of what this is saying to me, unless I'm wrong, and this would not be a good thing. It would be not for safety.

MR. NAIPO: Thank you. Sergey.

MR. DOLGIKH: Sergey Dolgikh, Elevator Inspector, L & I. I think putting this definition in we are asking for trouble because not only -- not only this occupiable/don't occupiable space we're defining what can be safe for having counterweight safeties or not, as a previous speaker spoke, but also there are other aspects to this story. And sometimes being residential installations the question was posted once what can be considered as occupiable space if there's a crawl space under the house and the counterweight is above that space is it occupiable space or is it -- what is it? And, so, we're kind of asking for a lot of confusion in that by placing this. I believe this is part of IBC/RBC codes and what's -- what's considered occupiable and non-occupiable, and I don't think we should stepping on the toes of those people. They have pretty clear definition what it means. So,

I'm against it for that reason. Thank you.

MS. ERIKSEN: Thank you. Candace and Sergey, if you want to put your hands down. Carl.

MR. CARY: Yeah, I have just one additional. We were defining what is considered non-occupiable/non-habitable and then habitable, but non-occupiable we're now calling accessible, and that difference in definition I think leaves a lot of devil in the details and specifically doesn't say "or else" or "or..." anything. It clearly says what I'm assuming accessible means now occupiable, only those four things. So, for that I'm voting against it.

MR. NAIPO: Thank you. Are there any other comments or questions needing before we cast a vote on this? Any other questions? All-righty. I propose that we vote on proposal 0068 regarding the adding the definitions of non-occupiable/non-habitable space and habitable/accessible space to the definitions.

If you are for this change, please raise your hand and vote yea. If you are for adding these chapter definitions, please raise your hand and vote yea.

If you are opposed to this change, I'd ask that you please raise your hand and vote nay. If you are opposed to this, I ask that you please raise your hand

and vote nay to these chapter definitions being added. Thank you. Please lower your hands. Please lower your hands if you voted nay.

If you are voting to abstain, I ask that you please raise your hand now. If you're voting to abstain, please raise your hand now. Thank you.

MR. CARY: Carl Cary, Lerch Bates. I'm a nay. I'm sorry, I thought my hand was up and it wasn't.

MR. NAIPO: Thank you. Melissa, will you please read the vote tally for proposal 0068.

MS. ERIKSEN: Yes. There were 0 yeas, 23 nays, and 2 abstentions.

MR. NAIPO: Thank you. All-righty. Moving on to a new section of the WAC. This is proposal 00--

MS. ERIKSEN: Um --

MR. NAIPO: Oh, yes.

MS. ERIKSEN: Can we go ahead and take our break now before we have another lengthy conversation?

MR. NAIPO: Yes. So, an executive decision has been made by Melissa to take a five minute break now, eight minutes, seven minutes early, which I'm totally okay with; so, we'll see you guys back in five minutes and then we'll get to the requirement for primary points of contact. Thank you guys very much.

See you in a few.

(Recess taken)

MR. NAIPO: All right, everyone, so now we're moving on to proposal 0028 that says, Adding a new section to 905, Requirements for Primary Point of Contact, part (1) Once the applicant has passed the test, they will be responsible for:

(a) Will enroll in a distribution e-mail system with the Elevator Program via website.

(b) Ensure that your contact information is updated and correct so you may be able to be reached during work hours.

(i) Actions of the company and/or mechanics.

(ii) Company licensing renewal.

(iii) Unpaid invoices prior to re-licensing.

(c) Stay informed and up to date on all RCWs, WACs, codes, policies, and technical clarifications adopted and used by the State.

(d) Responsible for educating and enforcing the pricing for permits and understanding how to calculate correctly for installation and/or alteration permits.

(e) Attend all Elevator Safety Advisory Committee meetings held once a quarter.

(i) If the primary point is not able to attend, they must assign a proctor in your place and they must

adhere to the same communication standards in (f).

(ii) If the primary point of contact is not present at more than two of any four sequential Elevator Safety Advisory Committee meetings the contractor will have 90 days to apply for a new primary point of contact.

(f) Disseminating information to impacted employees of contractor, and customers received from:

(i) Elevator Safety Advisory Committee meetings.

(ii) Any communication received via Elevator Program e-mail service.

(2) If the Elevator Program finds one or more of these requirements are not being fulfilled, the Program may ask the contractor to start the process for a new primary point of contact.

The rationale is to help understand what is the rationale of the primary point of contact license, and there are more things needed outside of needing for the contractor, and create rules of accountability.

Any clarifying questions? Any comments? Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. I am the primary point of contact for our company and I am responsible for making sure that

everything is up to date and that we are, you know, aware of changes, licensing, and all this. I think (i) under section -- I'm sorry?

MR. NAIPO: I think there was an echo somewhere, someone --

MR. FRIESEN: I think that (i) under section (b) takes this too far. It says, "Actions of the company and/or mechanics." That means that I am solely responsible for all the actions of my mechanics, and while I certainly am involved and make sure that they do things to the best of my ability, I cannot control their every action, and, if I am going to be responsible for my mechanics, then what is the purpose of licensing by the Department of Labor and Industries and the enforcement of that licensing? I may as well have licensed my own mechanics if I'm the one that's 100% responsible for them. So, I don't agree with this section. This, to me, feels burdensome and feels like overreach. Thank you.

MR. NAIPO: All right. Thank you. Mr. Wohlschlager.

MR. WOHLSCHLAGER: Lyall Wohlschlager. A couple of comments. One is on the first subparagraph one it indicates, "Once the applicant has passed the test they shall be responsible for:", they don't have

to necessarily pass a test. There is a grandfathering if you've got five years experience, is there not? Page section 904.

MR. NAIPO: The way that that is, the intent for that is that has sunsetted by now because when the licensing first came into place for contractors they allowed for people who did have five years to be able be grandfathered in, but that is not the process as it is now. It is strictly someone who comes under the or applies for the primary point of contract they do have to sit for the test, and everybody that is new has to sit for the test. There's --

MR. WOHLSCHLAGER: Okay. So, it's no longer currently in 904. Okay, okay. And, then, secondly, there's a requirement to attend meetings, but nowhere in here does it allow the use of virtual meetings as being an acceptable way to attend a meeting. That's my only comments.

MR. NAIPO: Mr. Turner.

MR. TURNER: Dylan Turner, Greenbusch. I guess the way I read part B is it's just saying your contact information needs to be up to date so that you could be reached about actions of your mechanics. It's not saying you're solely responsible. At least that's my interpretation.

The reason I raised my hand was not necessarily commentary on any of the requirements in here, just a couple friendly suggestions. If this passes there's just some tenses and pronouns that are a little odd in the way it's currently written. I think probably it's important to vote on whether this passes or not, but I would -- I would like to suggest a couple simple grammatical changes should this pass. Thanks.

MR. NAIPO: Thank you. Mr. Leopard.

MR. LEOPARD: I have to agree with Mr. -- Oh, Duane Leopard, city of Spokane. I have to agree with Wade Friesen that (i) is -- You know, asking Wade or any responsible point of contact to take on the actions and be responsible for the actions of the company, that just doesn't work for me. If I was a POC, I'd say, "No, I'm not going do that" because there's a lot of people out there that just thumb noses at the boss and then other people's in charge instantly. They can't control that. But I would be in favor of striking (i) Actions of the Company and/or Mechanics.

MR. NAIPO: Thank you. Carl.

MR. CARY: Yeah, I -- Carl Cary, Lerch Bates. I -- I really struggle with I guess that would be (e) to -- You know, I struggle with, you know, I

guess what I take as, you know, threats with no -- with no action or no really ability to, you know, enact what's being stated in regards of if they miss two of any four sequential meetings the contractor will have 90 days to apply for a new primary point of contact. Well, what if they don't? What if they're like, "Yeah, I'm not doing that"? And it's already challenging in this state to operate, and from a business standpoint I guess I just -- you know, I -- I know the intent of what we're trying to do, but there's a lot of, in my opinion, threatening language that I think could be wordsmithed and things removed to maybe make the intent of this come across better, in my opinion.

MR. NAIPO: Candace.

MS. LAU: Candace Lau. Yeah, I agree with Dylan in his assessment of what this code is actually saying in rebuttal to what Wade Friesen had said. If you read it, (b) says that it's to ensure that your contact information is updated and correct so you may be able to be reached during work hours, (i) Action of the company and/or mechanics, and maybe it's not written really well, as Dylan had said, but I think that's the intent here is that you can be reached for questions regarding what your company is doing or your

mechanics are doing, not that you're responsible for all the actions of your mechanic. I -- I -- I think Dylan is right on in his assessment, but that's my opinion.

MR. NAIPO: Thank you. Duane. I'm sorry, Duane, did you have another question? Mr. Leopard? Duane, you still have your hand raised. Did you have an additional question? Oh, all right. Thank you. So, it looks like we had some conversations regarding this. Some things were brought up, feels they were responsible, and burdensome, and overreach for that first (b)(i). And I'll just be honest with you, I'm the one who wrote this, and, I'll be honest with you, I'm not the best at writing, I'll be honest, and so if tenses are wrong, things need to be changed a little bit, I am totally for that. But, yes, the intent of that (b) and that first part one is just to be able so that we have a contact information if something arises and we need to contact someone, when our inspector is on a job site and they need to contact someone they know who they can follow that information to. It is not you being held responsible for the actions of the company or the mechanics, but you are the central point of contact for that contractor. We have small little mom and pop contractors and then we have some

that are nationwide and worldwide, as well, and we still need one focal person that we can be able to direct our commentary to, like, "Hey, this is an issue that has come up", just so that you aware of it.

If it does pass, I do agree that it needs to be edited. I do agree, as well, that there may be some what can be perceived as threatening language and needs to be edited further if it does pass. Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. I think the one thing that is clear to me during this discussion is that there's -- that you're right, the language is confusing and this isn't a place where there needs to be any ambiguity or interpretation. I mean it needs to be very concise. Everybody needs to understand it and we can't be having a discussion with it after it's applied in a WAC code. So, I think if this is to be adopted, it definitely needs to be reworded a little bit. Thank you.

MR. NAIPO: Thank you. Mr. Turner.

MR. TURNER: Dylan Turner, Greenbusch. Maybe I could just share my screen and show my edits. This doesn't address Carl's issue or -- and maybe that needs to be amended, as well, but at least for the

portions I was thinking of that might at least help clarify what I was thinking.

MR. NAIPO: Okay.

MR. TURNER: So, the red is the text that I edited; so, the -- I think what clarifies on section (b) is essentially so that you can be contacted regarding these items. I mean I think that makes it pretty clear that it's not holding you specifically responsible for someone else's actions, but as the point of contact you need to be reachable.

MR. NAIPO: Thank you. So, if you could -- if you could keep that and if we're able to -- if this does pass and we do do the edits that we use this as the template for those edits and for any additional edits that may need to be done, as well, if it passes.

Okay. All right. I'll pull that back up for the spreadsheet. So, are there any additional comments or questions? I see that there's some stuff in the chat. I'll get to that in just a second. I'm waiting for my thing to share, my spreadsheet. All right. "Any idea what the turnover is in elevator offices? A lot." That was put forth by Jan.

Candace, you know, confirmed she'd like the work regarding... And I'm believing that's in reference to some of what Dylan -- Dylan's edits; is that correct?

Okay. Thank you.

So, if there are -- I'd like to pose one more time if there are any other questions or clarifications people have before we put this to a vote. And, again, if this does pass, we will move with editing some of these sections to better clarify so that people understand, like Wade had pointed to and Dylan had addressed, the verbiage to make it really clear cut and defined exactly what this means. Yes, Melissa?

MS. ERIKSEN: Add Carl to your list of clarifications that need to be made virtually with the way that things are going. You know, absolutely it can be an option.

MR. NAIPO: Yeah, I do have that in my thing, are virtual meetings acceptable, and putting that sort of verbiage in there regarding the ESAC Committee meetings and not having to be in-person, but what I mean in-person when I was reading that was attending, you know, either virtually or how ever this is done. So, Carl put forth that -- and he very respectfully, and I appreciate that, "I struggle with being asked to vote on something that I cannot see and confirm I am agreeable with." So, what I am proposing is that the intent -- again, I think this boils back

down to the conversation that I posed at the beginning, as well as, you know, what I've e-mailed you guys about the rationale being -- does the rationale make sense on why we're trying to do this. We can always edit the text if the rationale makes sense, knowing that if it passes, hey, we will edit it. I'm not asking you to pass it if we don't have those edits, but if you were passing this you can see the validity of what this change is trying to do. If this does pass and we are able to make those edits and make it so that, hey, the TAC does agree with these edits and it gets put forth to the ESAC, that is great. It's only if time permitting. If this does pass, this will go to the ESAC with the caveat that, hey, it was brought up. We will have the transcription, I'm assuming, by then, as well, that we can review, hey, these were concerns that were brought up by the TAC Committee. These edits need to be addressed before we pass the ESAC. And, then, again, it will also have to be okayed by Gerald, who is our chief of our program. Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. I feel like it's unreasonable to be asked to vote on something that's going to have substantial language change. I feel like this needs to be moved

to a discussion after tomorrow, if at all possible, so that we have consensus on what that language change is. Thank you.

MR. NAIPO: Okay. So, it sounds like you want to hold off on voting on this until tomorrow to where if we have time we can actually do some edits to it; is that correct? Is that what you're -- Okay.

Gerald just put in that available virtual options will be part of the attending portion in the end product. I do agree with that that does need to be defined, as well. So, I'm okay with that. I'm okay with putting this forward so hopefully we can have time to edit it. I would like -- I don't know for sure if we'll have time to do this, that's the thing. And, if it doesn't pass here, what will we do? So, I just want to put that out there. If we can, we will have to make time for this one, if we can, as well as the others.

So, we will skip proposal and voting on that 28 for now, and we will put that off until either later on this afternoon and possibly work on some of those edits, maybe we can do it at the end of the day, or we will work on edits sometime tomorrow afternoon. Thank you very much for that. And we will move on to proposal 108.

Proposal 108 is regarding adding a new paragraph 11 to WAC 296-96-00910 regarding elevator mechanic license categories. We're adding, "The AHJ may provide the ability for category licenses to apply for an endorsement. This endorsement will give the recipient the ability to do additional work outside of their category license they already possess. There may be an additional fee and additional education requirements for this endorsement."

Rationale: With the limited scope of some of the licenses, it can limit the ability for a work horse -- work force to be licensed to perform the installs, alterations, and maintenance on these conveyances. These endorsements or the possibility of them will give the stakeholders the ability to hire someone possibly outside their category and give additional education and work experience to be able to perform the work.

This was something that I wrote again. This comes from our education subcommittee. There are some category licenses that that work force is dwindling. It doesn't limit the importance of that work that they're trying to complete; it's just they don't have a work force educated and experienced enough to do that work and to get a license. So, what they would

like to do is the program to be able to offer endorsements to current license holders to be able to do this additional work so we can help bolster their work force. And, so, that's what the intent of this change you're adding to the elevator mechanic license categories is for.

Any questions for clarification at all? Yes, Mr. Wohlschlager.

MR. WOHLSCHLAGER: Lyall Wohlschlager. Can I safely assume, then, that they're going to have to apply for that endorsement and show education and experience related to the type of work they are hoping to do under that endorsement?

MR. NAIPO: That is the intent. The how it's going to be done, currently our system, our quick cards, which is our licensing system, does have the capability to do endorsements for other licenses that L & I provides. So, the IT side of it, it is capable. We do have that system in place, but we don't currently have any business rules developed yet for this. That's why they say, you know, there may be -- there may be an additional fee, there may be additional educational requirements for this endorsement, and those will have to be defined at a later date if this passes, if this passes the TAC as

far as being allowed to offer endorsements because that will be something that has to come down the pipeline.

MR. WOHLSCHLAGER: Okay. Thank you.

MR. NAIPO: Any other questions or clarifications? Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. I guess my question is this: It seems like this -- this WAC would give permission to the Department to enact this, but the rules around it do they need it to be written in the WAC, too, or how does that work? I mean at what point -- How is -- How do we make sure that we're following the rules to this move forward or is that going to be added in a further WAC once the educational committee has looked at this? I'm just trying to kind of get my head wrapped around how it's going to work. Thank you.

MR. NAIPO: No, I understand that. Again, I try to limit the how because a lot of times we don't really know how this is going to work. We're just trying to define the what. But the premise is that, yes, either it will be added to the WAC, which I'm sort of against. I feel like it should be added to our education policy because our education policy we can change that on a more fluid basis, whereas if

we -- it it's in the WAC we have to open up rule-making. Then it has to go through TAC, ESAC. We have to file all those different paperwork. So, it's a little bit of a longer process. It doesn't mean that it can't be added to our education policy or to the WAC. So, again, how it gets done that would have to be defined by our AG and what she feels is, you know, able for us to do back when -- wherever it's a place, whether it's in policy, or whether it's in our WAC. Mr. Quiett.

MR. QUIETT: Jonathan Quiett. I have a little personal heartburn with this. We -- I've been experiencing a bunch of issues with interior companies using the, "Well, we don't have the level of license to actually do the work properly." They install an interior and they re-skin doors. They don't re-counterweight elevators, they don't re-set-up load weighers, they don't readjust hydraulic control valves after they do this work, they don't get -- reapply the door operator tag for the changed doorways, things like that that we've been running into, and I have a problem with leaving -- saying let's create a -- let's create a way for these companies to get people with a different level license when they're still not doing the work that needs to be done, and the elevator

contractor ends up having to go in and clean the mess up after that type of work gets done anyway.

MR. NAIPO: Mr. Quiett, so I can address that. So, where this is housed in the WAC you have to -- it goes through -- you have to be a licensed elevator mechanic. It goes through the different categories and it just gives this is the premise that, hey, you have to get this, you have to be one of these categories to be able to get this. It's not, hey, this is open to anybody. You have to be a licensed elevator mechanic. And if that's verbiage that needs to be added to this, I can whole-heartedly see that so people understand the premise of this that you have to be a licensed elevator mechanic, and if you want to be able to do additional work that's outside that category then you can apply for an endorsement. But, yes, the intent is you initially have to have an elevator mechanic's license before you can even apply to get an endorsement of any kind.

MR. QUIETT: And I can understand and respect that. I just have had too many of the interior companies hide behind, "Well, we don't have a license that covers that, so that's why we don't do the work."

MR. NAIPO: All right. Thank you. Mr.

Leopard.

MR. LEOPARD: You know, I'm aware of the background and everything that this comes from. I like the intent. I'll probably throw a yes on it. The only thing I'd like to see changed is the word AHJ. The way AHJ is defined you can -- anybody can come to Spokane or Seattle for the endorsement, and they probably should put that in as Department. Thank you.

MR. NAIPO: Thank you. Mr. Cleary.

MR. CLEARY: I'd like a little bit of background. Where this came out of is our subcommittee on curriculum and licensing, and this really came out of for CPHs in Category 3 which gives Category 4 the ability to do work which would also include special purpose elevators and some other things which they're not licensed for. So, allowing Category 4 to do Category 3 work would only include the endorsement for doing CPHs. So, it needs to be worked on and refined, and we already had to shut down our subcommittee, which I'm chairing for for Curriculum and Licensing. Endorsements will allow category -- license category. You've got to be licensed. But the categories need to have the specificity to work in some things that the WAC

already allows them to do in the rules. So, we just want to use this so it makes sense like for CPHs bringing them back in, but it's not to give them carte blanche to work on anything. They have to be licensed and have to be in the appropriate categories, and these endorsements will allow them to work in some of these categories which they're already allowed to do, but not allow them to work in other parts of it which they're not properly trained to do.

MR. NAIPO: Thank you. Mr. Leopard, did you have another question?

MR. LEOPARD: No. I just forgot to lower my hand.

MR. NAIPO: No worries, no worries. You're good. There's something in the chat real quick. So, there was a couple comments in the chat. Gerald mentioned they will have to show competencies in the endorsement application. Jan also put forth, "I agree with John on 0040." I'm not quite sure what you mean by that. Jan, could you expound on that?

MS. GOULD: Jan Gould. I had the wrong number.

MR. NAIPO: Oh.

MS. GOULD: I'm looking and reviewing it right now, excuse me.

MR. NAIPO: Thank you. Oh, I thought I saw a hand up. Nope. All right. So, I'll ask one more time, is there anybody else who has questions or clarifications needed before we cast our vote? All-righty.

So, we will be voting on proposal 0108 regarding adding the ability for currently licensed elevator mechanics to have the ability to get an endorsement. Its been put forth that they feel we should change the AHJ to the Department, and it was also brought up the possibility or it was felt that, you know, it may give the ability to other people to still use the, "Hey, we're not licensed for that, so we can't do that work."

So, with that, I ask that if you are for this change of adding endorsements to the elevator mechanic license categories I ask that you please vote yea now and raise your hand. If you are for adding endorsements to licensed elevator mechanics, I ask that you please raise your hand now. Okay. All right. Thank you for those that voted yea. Please lower your hands.

If you're in opposition of this change, I ask that you please vote nay now. If you are in opposition of this change, I ask that you please vote

nay now. If you are in opposition of this, please vote nay. Thank you. Please lower your hand if you voted nay. Thank you.

If you vote to abstain, I ask that you please raise your hand and vote now. If you vote to abstain, I ask that you please raise your hand and vote now. Thank you.

Melissa, will you please read the results that were cast on proposal 108 -- 0108. Thank you.

MS. ERIKSEN: Yes. There were 12 yeas, 8 nays, and 6 abstentions.

MR. NAIPO: All-right. Moving on to proposal 0040, this is regarding WAC 296-96-01030 Plan Approval. In the plan approval there is an exception. It reads currently, "Residential incline chairlifts will not require plan review. Equipment shall be listed and labeled by a product testing laboratory which is accredited by the Department, and plans supplied by the manufacturer shall be on-site. If the equipment is not listed and labeled as per WAC 19-28-010, it shall be field evaluated or replaced with equipment that is listed and labeled by a product testing laboratory which is accredited by the Department. The Department may request additional information as deemed necessary to determine if lifts

comply with current codes and testing standards."

They are asking to remove what it currently says, "Governor overspeed safety testing shall be verified by a manufacturer's documentation (See A18.1 requirement 9.9.3). The test results certified by a nationally recognized testing laboratory (NRTL) certification shall be provided at time of application." So, that whole piece was stricken, and adding, "If applicable, 9.9.3/9.9.2 certificate may be requested by the department. If 9.9.3/9.9.2 is not applicable, chair safeties shall be tested with rated load in accordance with ASME A18.1."

Justification: The justification for striking governor overspeed safety testing shall be verified by manufacturer's documentation (see A18.1 requirement 9.9.3). This sentence indicates that 9.9.3 documentation is required. Testing of 9.9.3 is optional in A18.1. If companies choose not to put their chair through the testing of 9.9.3, the overspeed shall be tested with rated load. The justification for striking governor overspeed testing shall be verified by manufacturer's documentation (see A18.1 requirement...)"

Okay, I accidentally must have duplicated that. I apologize.

The justification for striking the test results certified by a nationally recognized testing laboratory (NRTL). This requirement exists in A18.1. Restating this is unneeded. The justification for striking certification shall be provided at time of application. This requires contractors to submit hundreds of documents over time to the Department. The justification for adding, "If applicable, 9.9.3/9.9.2 certificate may be requested by the Department." This sentence shows that the documentation is optional. Adding 9.9.2 is for the reason that in ASME A18.1 2020 this test falls under 9.9.2. By stating that the certificate may be requested by the Department eliminates unneeded documents being submitted by contractors to the Department while also allowing the Department to request needed documentation. The justification for adding, "If 9.9.3/9.9.2 is not applicable, chair safeties shall be tested with rated load in accordance with ASME A18.1." This sentence clarifies that contractors who choose to install chairs with no 9.9.3/9.9.2 overspeed documentation must test their safeties with rated load in accordance with A18.1. Furthermore, it shows how 9.9.3/9.9.2 can be applicable or not applicable. The justification for

striking governor overspeed safety testing shall be verified by manufacturer's documentation (see A18.1 requirement 9.9.3).

Did I -- I apologize, I think I accidentally copied and pasted twice. "...load in accordance furthermore shows how that can be applicable or not applicable."

UNIDENTIFIED SPEAKER: But you read it very well.

MR. NAIPO: Man, that was my fault. I must have hit Control V one too many times. I apologize about that. I will open it up to questions for clarification on this, amending the exception in plan approval, again 1030. Any questions? Any comments for clarification? Mr. Wohlschlager.

MR. WOHLSCHLAGER: I would recommend that in the verbiage where it talks about 9.9.3 and 9.9.2 that you clearly differentiate that 9.9.3 is 2017 code and prior, and 9.9.2 is the 2020 code, otherwise somebody could interpret this as they need to follow 9.9.3 in the 2020 code, if we do adopt it. So, just adding that clarification that one is old code and one is new code, if adopted.

MR. NAIPO: Thank you, Lyall. Any other questions or comments? Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. I think this is intended to kind of streamline the process a little bit and reduce the paperwork burden on the Department during the application process and I don't feel like this is a deviation from the way that things are currently being done. We're required to provide documentation for the safeties to the inspector and/or test the chair with full rated load as it is; so, this seems like a good move that's going to streamline the process. Thank you.

MR. NAIPO: Thank you. I'll give the opportunity for anymore questions or comments before we put this to a vote. All-righty. And with that I ask that we please vote on proposal 0-- Oh, no, no, no, proposal 0040 regarding the change to plan approval exception located in WAC 296-96-01030.

If you are for this change and amendment, I'd ask that you please vote yea now. If you for this change, I ask that you please vote yea now. If you are for this change, please vote yea now. All-righty. Thank you for everyone who has voted. Please go ahead and lower your hands. Thank you very much.

If you are against this change and this amendment to this WAC, I ask that you please vote nay.

If you are against this change, I ask that you please raise your hand and vote nay. Thank you. Lower your hands if you voted nay.

If you are voting to abstain, I ask that you please raise your hand now. If you're voting to abstain, please raise your hand now. Thank you.

All right, Melissa, will you read the vote tallies for proposal 0040?

MS. ERIKSEN: There were 24 yeas and 1 nay.

MR. NAIPO: Thank you. Okay, moving on to propose 0031 regarding WAC 296-96-01055, Technical Services and Consultations. As the section currently reads, "A person, firm, corporation, or governmental agency may request elevator field technical services from the Department by paying a fee of $84.30 per hour or any portion thereof, including travel time, plus the standard per diem and mileage allowance granted to Department inspectors. These field technical services may include code evaluation, code consultation, plan examination, code interpretation, and clarification of technical data relating to the application of the Department's conveyance rules." Remove, "Field technical services do not include inspections", but add, "State inspectors may perform other required inspections on this conveyance and other conveyances

at this location, but the required time and expense involved for those other inspections won't be included in the fees for the technical inspection, but may be invoiced separately."

Rationale: This is to better clarify the technical inspections can be performed at the same time as other inspections and those inspections costs will be invoiced if permitted separately.

Any questions for clarification on this change? Any questions for clarification on this change? Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. I do have a question. I'm unclear about this. It sounds to me like we're talking about a voluntary consult. We call and ask the inspector to come out and look at a building, and then it's saying that they may perform other inspections then while they're there and then bill the contractor and/or the customer for it, and I'm not -- I don't think that's the intention, but that's kind of the way this reads to me and I would like some more information, please. Thank you.

MR. NAIPO: So, the intent behind this, because as it was stated before, it's that when field technical services were done no other inspections were

going to be done at that time, and that wasn't the case because if you're on a -- if our inspectors go to let's say a big construction site and they're working on, you know, certain things, there are inspections that are maybe being done over here, but this one needs a technical inspection done at the same time that, hey, we're going to do a technical inspection, yes, but we can also do these other inspections, and if those other inspections incur some cost that is relegated, you know, already by the WAC codes or RCW that's in force, that we can invoice those separately if it is, you know, something that we can invoice you for. That's all it is is you're clearing it up that, hey, when you have a technical inspection we're there to do the technical inspection, yes, but if there are other inspections that we need to do on that job site and they may incur a cost that's a reinspection of something or something like that that we can invoice for those at that time, as well, just to clear the verbiage up, but, yes. Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. This, to me, kind of muddies the waters. So, let's for argument sake say there are other inspections going on and let's say it's out of the area, were the other inspections, the ones billed for

the travel time, was the technical consult billed for the travel, who pays that? This just seems problematic to me because it's not clear enough. Thank you.

MR. NAIPO: Thank you. Any other questions? All right. Anybody else have any other questions for clarification on this change? All right. Mr. Leopard.

MR. LEOPARD: I kind of like the definition that's down there where it says -- oh, sorry, Duane, city of Spokane -- where it says, "but may be invoiced separately", I'd like to see the "may" change to "will be invoiced separately". That might help Wade's concerns about it.

MR. NAIPO: Thank you. Dylan.

MR. LATHE: Dylan Lathe, L & I. Yeah, I was just wondering if they're doing another inspection on a separate conveyance it wouldn't have anything to do with this; so, would it need to be stated?

MR. NAIPO: I'm sorry, what was that again?

MR. LATHE: If the inspector shows up to do this technical inspection and then they decide to do an annual or another inspection on a separate conveyance, would that need to be stated since it has nothing to do with that technical inspection?

MR. NAIPO: Let's see what that --

MR. LATHE: Thank you.

MR. NAIPO: Duane, did you have another question?

MR. LEOPARD: No. I just keep hitting the button, but my hand doesn't lower. Sorry.

MR. NAIPO: No worries. Mr. Oury.

MR. OURY: Bob Oury. Yeah, so I'm a little -- I'd like a little more clarification. You know, it's my understanding if you call OSHA to come look at something they come out and they can then do a complete inspection on your entire facility and find other issues. Is this just for if there are other inspections, whether it's an annual or another test inspection on a construction site where there's a second conveyance or something, that if it's just giving the inspector the ability to be efficient so that he can take care of those other issues when they needed to be taken care of anyway or is this allowing him to, you know, look around and see if there's anything else that, you know, he might want to inspect that wasn't a planned inspection? Can someone explain that a little better maybe? Thanks.

MR. NAIPO: Yes. The intent of that was to -- the intent of this was to -- when an inspector

is on site doing this particular type of inspection if they have to do an annual or an alteration inspection that they can because the way that it was -- it sounded to other stakeholders regarding this is that, hey, when we perform a technical inspection and that's what we're there for, we do that, but, if we do these other inspections, that field technical services do not include inspections. Well, they can if we're there and we can perform that inspection. You know, we're there not just to do this one thing and possibly these other things, and if it's something that we need to be invoiced for we can't invoice for it. So, it was just better to, like you said, yes, to help them be more efficient if it is a planned inspection to be on site. Gerald.

MR. BROWN: Yeah, I just wanted to clarify, we've been trying to encourage people like if you're doing -- let's saying you're doing a mod, and in this machine room they've got this new steam pipe going to the room, or what am I going to do with this big obstruction that's, you know -- you know, they have questions about future work on that. We encourage people to call up and ask for a tech inspection. The code provides, you know, provisions for it's a separate charge to come out and do the technical

inspection, and so we can come out and review what's there, take some pictures, give you a report back of how to handle that situation, technical inspection done. While we're there those two cars also need their annuals done and we're going to go ahead and take care of those annuals while we're there for the building owner, but we're not going to charge you time and mileage to this effect so you think we're doing the annual inspection on your nickel because you called as a contractor to have us come out and settle these issues or look at these, you know, things that are going to come up, but we just didn't want you to think that you were also paying -- you know, you were being billed for the time it took to do the annuals. That would be unfair. And, so, basically, this was just a clarification of saying while I've got the guy out there and he's doing this tech inspection I really want him to knock out the rest of the elevators on their annual so I don't have to send him back to this same location, you know, a week later, or a month later, or two months later, whatever.

I'm just trying to make sure that you, as the customer that called for the tech inspection, don't feel like you're paying for the time my guy took to do the annuals. They're going to break that out, you

know, "Hey, I finished my tech inspection, you know, at noon or whatever, and I was there for, you know, three or four more hours doing the other units in the building."

I just wanted to make real sure by encouraging people to do technical inspections that you don't feel like we're double dipping and you're paying for us to do the annual, too, and the building owner is going to pay a regular annual fee as if we didn't have a tech inspection.

MR. NAIPO: Thank you for that. Sergey.

MR. DOLGIKH: Yes, Sergey Dolgikh, Elevator Inspector, L & I. I want to throw a suggestion into this. It seems like this creates a lot of -- Well, not a lot, but some kind of confusion as to what's going to be charged and what's not going to be charged. Why don't we just keep it isolated from the code and make it our interdepartmental policy or our -- you know, within our operational needs to address this subject and say, "Hey, if you're going on a technical inspection", just like we do with alterations, "if you're going on a technical inspection, go ahead and inspect annual what's in the area or in that building." So, this way we are not making this particular rule. We're just keeping it

specific to technical services and consultations as it stands and is written, and just keep it interdepartmental policy or operational step that we would be able -- if we were to go on technical inspection, let's do an annual as a benefit to that driving, distance, and time. Thank you.

MR. NAIPO: Mr. Carini.

MR. CARINI: Yes, John Carini, Sound Transit. Just to clarify, does L & I already practice this currently? So, currently when they go on a technical inspection are they already trying to do annual inspections at that location currently?

MR. NAIPO: Any -- any type of inspection or like I know a big thing is when an inspector goes out and does an alteration inspection part of their job that they're directed to do is if there are multiple conveyances in that building if those conveyances are needing an annual inspection that, hey, when you're out there and you schedule the time for that alteration that you go and tackle these annuals, as well, so that you're not going back out there at another time. And so is it during a technical inspection? I'll be honest with you, we don't do many technical inspections. We do a very, very low number of them. It's just in the event that we do that they

are able to do these other things and to let the person know who is being invoiced that you're not being invoiced for these other things with this technical inspection, that if there are fees because of these other inspections that are going to be done those are invoiced separately.

UNIDENTIFIED SPEAKER: So, just to clarify that, so if you were out there for an alteration inspection, you will look at other pieces of equipment that may need an annual, that's the current practice right now, correct?

MR. NAIPO: Yes.

THE COURT REPORTER: And who just made that comment?

MR. NAIPO: That was John Carini.

THE COURT REPORTER: Thank you.

MR. NAIPO: Mr. Oury.

MR. OURY: I guess my comment is, now that I think I understand this better, is it seems strange that you have to write a code just to be smart with your business and be efficient. I don't understand why anyone would have to create a document for it, just be smart, and if anyone asks you about it say, "Yeah, I'm not going to bill you for this. This is extra stuff." I mean that's the way most businesses

run. Thanks.

MR. NAIPO: Thank you. I love how you assume that state government is run like a business. I'll say that and it's on record now, but, oh, well. So, if there are -- Oh, Mr. Leopard, yes.

MR. LEOPARD: I've got to respond to that last comment. You know, the better and the more that we put in the WAC makes it easier and better to understand for a lot of people and it's kind of setting stuff in stone. You know, I do a lot of technical visits and right now since I'm so far behind an elevator that needs an inspection down the hall I'm going to do the annual inspection for it and I'm not going to bill anybody. But I think, you know, we just need to go ahead and clarify this at this point. Thank you.

MR. NAIPO: Thank you. Any other questions for clarifications, anybody? So, as a point of reference just so that people know, these comments that I'm making over in column E these are for reference that when we go back and we look at all of the things that have passed that these were comments of concern for those things, and like if they weren't addressed in the conversation that we had like we did with definitions and how we removed two of the

definitions and so forth, there were portions of, hey, we need to make sure that we review these things more, and if we had time that's what we're going to tackle at the end of this. So, we're going to -- at the end of the day I will or the end of this whole TAC process you will know what has passed, and if we have time we'll be able to address or, you know, talk about, hey, these are concerns that were brought up, so just to let you know what this process is that I'm sort of doing as you guys are speaking. I hope you guys feel like you're being heard for these concerns before we put to it to a vote.

So, again, I'm going to ask one more time if there's any other questions or clarification statements that need to be made before we cast a vote, cast a vote on this, anybody? All-righty.

So, I propose that we take a vote on proposal 0031 regarding WAC 296-96-01055 and where we're adding and just trying to better clarify that state inspectors when doing a technical services or consultation may perform other inspections while on site, but if those other inspections that are being done outside of the technical services and consultation inspection is being done that those other inspections, if a fee is assessed for that, it will be

invoiced separately and not on the technical services invoice.

So, if you are for that change, I ask that you please vote yea now. If you are for that change of amending the WAC regarding technical services and consultations I ask that you please vote yea now. If you are for this change, please vote yea now by raising your hand. Thank you. All-righty, thank you. For those who have voted, please lower your hands.

For those who want to vote in opposition -- Perry and James, if you could, please lower your hands. If you are voting in opposition of this, I ask that you please raise your hand now. If you are voting in opposition of this, please raise your hand now. If you are voting in opposition of this, I ask that you please raise your hand now. Thank you.

If you're voting to abstain, I ask that you please raise your hand now. If you are voting to abstain, please raise your hand now. Thank you. Thank you for those.

Melissa, with that, will you please read the results of voting on proposal 0031.

MS. ERIKSEN: There were 21 yeas, 1 nay, and 4 abstentions.

MR. NAIPO: Thank you. So, I know we've got

three minutes until lunch. I think this one will be a pretty easy one to go over real quick; so, I ask that we just push through on this last one, discussion, vote, and then we'll take our half hour lunch.

We're going to be going over proposal 0074 Accident Investigations. Currently it reads, "The Department shall investigate an injury related accident reported by the owner or owner's duly authorized agent. The Department may charge at a rate of $84.30 per hour or portion thereof, including travel time, plus the standard per diem and mileage allowance granted to Department inspectors.", adding this new verbiage, "Any conveyance involved in a injury or accident shall be removed from service immediately and shall remain out of service until the cause of the injury or accident is investigated by an inspector from the Department. The conveyance shall remain out of service until written permission is granted from the Department releasing the conveyance for normal operation."

Rationale: There's currently nothing in the RCWs or WACs that prevents an owner or their owner's duly authorized agent from placing a conveyance back in normal operation after an injury or accident unless they believe the equipment has failed, has destruction

of any part of the construction or the operating mechanism of a conveyance. Without mandating that the equipment is to be removed from service upon any injury or accident, someone with no knowledge of the equipment and has no idea what to look for can just turn it back on. This has the potential to injure or kill everyone -- anyone else that comes into contact with the equipment.

And I open it up for any questions of clarification? Mr. Carini.

MR. CARINI: John Carini, Sound Transit. So, I -- I'm in favor of this particular change. The only thing I disagree with is the wording in regards to that the unit will stay out of service until written permission is granted because this just extends the time period from when the inspector approves the conveyance to go back into service to when we're able to actually turn it back on.

MR. NAIPO: Mr. Barnhart.

MR. BARNHART: Paul Barnhart from UL and I just have a really dumb question. How do we define injury or accident? If I step in to an elevator and I slip and fall that's an injury or accident. Certainly I don't need to take the elevator out of service just because I'm clumsy. But if it's a problem with the

elevator, then, yeah, I understand it. So, I'm just curious if this could be misread.

MR. NAIPO: So, as it's sort of stated now, we don't go out on an accident investigation until a person seeks medical -- medical attention, whether or not it's their fault. If they are -- they slip and they hurt themselves in the elevator and it is their fault, the elevator is shut off because they're seeking medical attention, the elevator needs to be shut off. So, the -- the crux is seeking medical, medical attention, yes, unless they require medical attention or need to be transported. There we go. Thank you, Mr. Carini. Mr. Madison.

MR. MADISON: Yeah, Jon Madison. Over the years working in a place like Seatac and a lot of the major malls in the area, what ends up happening to the owner is if this person falls, doesn't report it, seeks medial attention, and then turns around and sues the owner. This -- this inspection and written authorization to return the unit to service is to protect the owner and the service company. The unit is removed from service so that a lawyer can't say, well, you know what, it was broken, and then later these other things happened and they may or may not be related to the accident. So, this seems to an

elevator constructor and a licensed mechanic in the state of Washington just a very obvious addition to the code, but if someone thinks otherwise, I would love to hear the reasoning behind it. If it's just returning the unit to service quickly, I would caution that over, you know, possible lawsuits from injuries, that's all.

MR. NAIPO: Thank you, Mr. Madison. Sergey.

MR. DOLGIKH: Yeah, Sergey Dolgikh, Elevator Inspector, L & I. There is a couple of things that -- that I'm seeing here in addition to this, to accident investigation, and, I don't know, maybe it's the wording, but what I'm going to -- I'm going to allude to is when we go to the accident investigation and the conveyance actually either being in some ways turned on or the evidence that we collect for properly identifying the cause, a root cause analysis of the accident or incident, for that matter, which we treat as an accident on those stages, a lot of times all those details may be removed just by simply, you know, people not knowing what they're doing or the owner's hurrying up. In my -- in my -- in personal experience I've had people reporting an accident five days after it happened, and in duration of those five days I have no idea what took place, and -- and -- and for me to

come in and assess and investigate properly and accurately to an actual event that took place. So, I think we need to make something in the verbiage something very specific that none of the items shall be removed from the scene, or I don't know what kind of verbiage to use, but we need to pinpoint that specifically for the owners to know that this shall not be done, and so on and so forth.

So, anyway, I hope it make sense, but for us it's easier to establish the root cause analysis of the accident by having all the detail present at the time that we are investigating it and we are being called; so, there shall be some kind of restrictive phrase that says, "Don't do this, don't turn it on" or, you know, "Don't remove anything off of the scene of the accident" and things like that. Sometimes it's just the security video, video clips that we investigate just by looking and observing it, and things like that.

So, anyway, I know it's kind of a cumbersome comment, but I would like for that sentence to be a little bit more specific to non-removal of the evidence of what took place. Thank you.

MR. NAIPO: Mr. Brinkman.

MR. BRINKMAN: Yeah, Kevin Brinkman. I

think Jan may have just answered my question in the chat. I was wondering if there was a definition anywhere of what the requirements were and it looks like she put that in the chat. So, thank you.

MR. NAIPO: I'll look at the chat and let's see what she put in there. Okay. So, what Jan put in there is RCW 70.87.190, "...A person requiring the service of a physician or resulting in a disability exceeding one day..."

MS. GOULD: Jan Gould. And I misspelled. It says, "...and any parts [sic], changes, or alterations have been made..." -- "...have been..." -- "...have been approved by the department." So, I misspelled.

MR. NAIPO: Candace.

MS. LAU: Candace Lau. This came up recently, and in our WAC, current WAC 01070, it's under Operating a Conveyance Without an Operating Permit, and it's just about all the fines, the fees, and things like that. In that section it does have some verbiage that says, "Failure to notify the Department of each accident to a person requiring the services of a physician or resulting in disability exceeding one day may result in a $500.00 penalty per day. The conveyance shall be removed from service

until the Department authorizes the operation of the conveyance. This may require an inspection and the applicable fees will be applied. Failure to remove the conveyance from service may result in an additional $500.00 penalty per day."

So, it's in there as a penalty, but it is not in there as a code, which this person is addressing that issue, I guess, is that they looked all over for it in the code, couldn't find it in the code, and they added it to it, which I think is good because it shouldn't just be in the penalty portion or the -- of the -- of the code. So, that's what I think this person is trying to address is to add it in the body of the code what the requirement is so that when we do the penalties it's -- it's, you know, in concert with each other. That's my comment.

MR. NAIPO: Thank you. Mr. Carini.

MR. CARINI: Just one final comment from me. John Carini, Sound Transit. I agree with Jonathan Madison's comment regarding the written permission is necessary from a legal standpoint, but I think that should be something that the inspectors should be providing anyway. My only crux with this is nothing can get done or turned back to service so that the -- the use already approved from the inspector, it's

safe, deemed safe, it's the time in between that approval to actually getting that written response, which could be whenever they get back to their desk or whenever that is, the next day, or how ever it is, is where my issue with the written permission specifically is.

MR. NAIPO: Thank you for that. Mr. Quiett.

MR. QUIETT: Jonathan Quiett. When we have any permits, any alterations, anything that's being done where there's -- it's specified that you have to get written permission, written permission can be a text message, an e-mail, something that is a copy that you are allowed to put a unit back in service. I don't see why this would need to be any different than that. If an inspection, an injury inspection is being done by an inspector, a simple message back and forth showing that that was completed and the unit is safe to return to service should suffice for written permission since that's what we seem to be allowing for other things.

MR. NAIPO: Thank you. Mr. Leopard.

MR. LEOPARD: Duane, city of Spokane. I don't know which way we're leaning of the vote, but I -- I gotta say we need this here. Short scenario, an accident under a local airport, supposedly a kid

got his finger cut off in the combplate of an escalator. I ordered it shut down until they got there. The good news is it was just cut a little bit and it was just a bandaid, yeah. After the investigation and I turned it back over I was met by the airport's attorney and the director of the airport asking me what authority I had to order this shut down. They had kind of a point. I had a discussion with (audio garbled) about this issue. I know it's their policy, but without a WAC code at least to say shut it down, you know, we've got the penalties like was mentioned earlier, but there is nothing that says leave it shut down, for us, for the inspectors. I really think this is needed. We can work the verbiage and everything else, but I'm glad to see this came about when I was reviewing this stuff later on. This is really needed to give us some meat to grab a hold of and say, no, it says here you will leave it shut down, period. Thank you.

MR. NAIPO: Thank you, Duane. So, with that, I'll give one more opportunity for anyone who has any additional questions or comments before we move on to voting. Mr. Wilson.

MR. WILSON: Yeah, Mike Wilson here. In this WAC rule why don't they put the reference into

RCW 70.87.190? Just a question.

MR. NAIPO: The question being because that takes an act of legislation and unfortunately program driven legislation is really frowned upon right now in the last two legislation cycles. So, if this was a change that wanted to be had and put into an RCW, most of that has to come from stakeholder driven changes to our RCW. So, that's why --

UNIDENTIFIED SPEAKER: Not meaning to change to the RCW, I'm meaning putting the RCW reference into this WAC rule because -- and in regards to Duane's question, they have a law and the law is the RCW and that gave them the authority to do what they wanted to do. But by having it in reference in the WAC, at least now you have a place for a driver to get you into the RCW without it, if you're not familiar with the RCW. That is just a point.

MR. NAIPO: So, there's a couple things that were put into the chat and so I'm going to read them real quick. 70.87.190, Accident Reports and Investigations, cessation of use, removal of damaged part, so this is the whole 70.87. What Jan had provided before was just a little snippet of it, but this is the whole 70.87.190 and what it states, "The ower or the owner's duly authorized agent shall

promptly notify the Department of each accident to a person requiring the service of a physician or resulting in a disability exceeding one day, and shall afford the Department every facility for investigating and inspecting the accident. The Department shall without delay, after being notified, make an inspection and shall place on file a full and complete report of the accident. The report shall give in detail all material facts and information available and the cause or causes, so far as they can be determined. The report shall be open to public inspection at all reasonable hours. When an accident involves the failure or destruction of any part or the construction or the operating mechanism of a conveyance, the use of the conveyance is forbidden until it has been made safe; it has been inspect -- reinspected, and any repairs, changes, or alterations have been approved by the department; and a permit has been issued by the Department. The removal of any part of the damaged construction or operating mechanism from the premises is forbidden until the Department grants permission to do so."

With that, I ask for a comment from Duane or Jonathan, does this verbiage give you the teeth you feel to be able to take care of that, what you were

talking about, and, if it doesn't, do you still feel like the WAC change is a better avenue? And, so, I'll take Duane's comment.

MR. LEOPARD: To answer your question, no. It you look at that carefully, there's the process that, one, you have to report the accident. Number two, it goes and there's broken parts and everything else, obviously it's going to be shut down, but what if its not got broken parts. Three, you can investigate an accident without shutting down the equipment. There's nothing in that WAC or the RCW, to me, that says the equipment will be shut down until it's investigated. And this is the key issue with it. It's got all the steps around it, but it doesn't say the equipment will be shut down. And, yeah, I've looked through that, that portion of it really carefully.

MR. NAIPO: All right. Thank you. Thank you, Duane. So, if there aren't any additional comments or questions, I ask that we please put this to a vote. So, if there are no more comments or questions, we will vote on proposal 0074 WAC 296-96-01057 regarding accident investigations, and just better clarifying what the owner is responsible for doing as far as removing that elevator or

conveyance from service until written permission is granted from the Department releasing the conveyance for normal operation.

If you are for that change, I'd ask that you please raise your hand now and vote yea. If you are for that change I ask that you please raise your hand and vote yea now.

Melissa, I can't see you, but when you're good let me know.

If you're voting yea, please raise your hand now.

MS. ERIKSEN: I'm good.

MR. NAIPO: All right. Thank you. Thank you for those who have voted. You can go ahead and lower your hands. Thank you very much.

For those who are in opposition of this change, I ask that you please raise your hand and vote nay now. If you're in opposition of this, I ask that you please raise your hand and vote nay now. If you're in opposition, please vote nay now. Thank you.

For those wish to vote to abstain, I ask that you please raise your hand now. If you vote to abstain, I ask that you please raise your hand now. Thank you very much.

Melissa, if you will please read the vote tally

for proposal 0074.

MS. ERIKSEN: 25 yeas, 0 nays, and 1 abstention.

MR. NAIPO: Thank you very much. All-righty. Okay, I apologize, that got a lot deeper than I thought it would, I apologize, but I really appreciate the conversations that were had. Duane and Mr. Madison, I really thank you guys for your comments regarding this, period. As well, I want to make sure that we further define it so that people understand what written permission means, and it seems to be that's a little bit of a contention; so, I want to make sure that if we have time permitting we're able to edit that so that people are comfortable with what it is, but for right now this sounds like it's going to pass. And, with that, we're going take our lunch; so, we will see you guys back in 30 minutes.

(Lunch recess taken at 12:19 p.m.)

MR. NAIPO: All-righty, so we'll pick back up with proposal 0024. Thank you guys for all the lunch updates. I appreciate it. This is regarding WAC 296-96-01065, which is the list of all of our fees, and we're asking to strike each auto parking elevator and the fee of one hundred dollars and seven-- or $117.00, the rationale being, "The ASME

code that was originally referenced for these have sunsetted, as well there are no current conveyances of this type registered in the state of Washington. There are some in the city of Seattle jurisdiction, but they, as well, do not inspect these either.

(Inaudible conversation)

UNIDENTIFIED SPEAKER: But you read it so nicely.

MR. NAIPO: I need a little checklist before I start talking on these type of things when we come back from breaks, my apologies. So, here we are. So, we're asking to strike auto parking elevators and the fee associated with this, as this WAC is where all of our fees are housed for conveyances, and the reason being again, "The ASME code that was originally referenced for these have sunsetted, as well there are no current conveyances of this type registered in the state of Washington", in our database. "There are some in the city of Seattle jurisdiction, but they as well do not inspect these either."

So, I'll open it up for comments, questions, concerns. Mr. Leopard.

MR. LEOPARD: I think we should just go ahead and vote.

MR. NAIPO: If there are -- Mr. Carl Cary

was also like, "Let's vote"; so, I will take that as a consensus that people are ready to vote. So, if you are voting for us to remove at least this fee for right now, I ask that you please raise your hand and vote yea. Please vote yea if you are voting to remove this fee from our list, please raise your hand. All-righty. Thank you everyone who has voted for that.

Oops. It was 24. That was the last one before I started talking.

MS. ERIKSEN: Well, it was 24 when Scott put his hand up.

MR. NAIPO: Okay.

MS. ERIKSEN: So, Scott Rudder, did you -- were you voting yes?

MR. RUDDER: Yeah, I just thought it was a vote, but it wasn't.

MR. NAIPO: All right. Thank you. So, go ahead, those who have voted yea, please go ahead and lower your hands.

If you are voting in opposition of us removing this fee, just for those who understand as well this is going to be addressed, the actual auto parking part of the WAC will be addressed later on, but right now we're doing the fee. If you are against us removing this flea -- this fee, please raise your hand and vote

nay. If you are against us removing this fee, please your hand and vote nay. Thank you for that.

If you are voting to abstain, I ask that you please raise your hand now. If you are voting to abstain, please raise your hand now. All right. Thank you with that.

And, with that, Melissa will you please read the vote tally for proposal 0024.

MS. ERIKSEN: 24 yeas, 0 nays, 0 abstentions.

MR. NAIPO: Okay. So, these next few regarding 01075 I believe are things that maybe should be put in 675; so, I'm going to save these for us to review a little bit later. So, we're going to skip these 01075s and we will go on to those that are after it. Oops, there we go.

Okay, so we will start our next review of 0029, proposal 0029 regarding WAC 296-96-02400 -- 75 -- 0029 -- 163. All-righty. So, this is regarding WAC number -- WAC 296-96-02400, Request for Acceptance Inspections, this is adding to part one. Part one reads, "The person or firm installing, relocating, or altering a conveyance shall notify the department in writing at least seven days before requesting any inspection of the work and shall subject the new,

moved, or altered portions of the conveyance to the acceptance tests." We are asking to add part (a), "If the scheduled acceptance inspection is not ready, the contractor must cancel the inspection in writing within 24 hours with the scheduled inspector or a reinspection fee may be charged."

The rationale for this: Within the permit application fee is calculated the inspection time for the new installation or alteration. This inspection time is calculated for a one-time inspection fee, and that if the inspection fails, or conveyance is not ready you for the inspection, the next inspection that is done will be charged reinspection fees. We have had contractors take advantage of both residential and commercial conveyances for both new installs and alterations, and we need this put into our WAC to make sure everyone understands this process.

So, I will open it up for questions for clarification. Any questions for clarification on this change for acceptance inspections? And just so everyone knows, acceptance inspections are both for new turn-ons and alterations. Yes, Mr. Wohlschlager.

MR. WOHLSCHLAGER: Lyall Wohlschlager. In your proposed addition there you said within 24 hours with the scheduled inspector. Should that -- Is the

intent to have a full 24 hours and not something short of 24 hours?

MR. NAIPO: You are correct, yes. It is to be --

MR. WOHLSCHLAGER: Okay. We might want to change the word within to say at least 24 hours prior to. And is there any --- is there any thought that possibly just saying cancellation the day prior to scheduled inspection might be acceptable so you can cancel at, you know, three o'clock in the afternoon for a 9:00 a.m. inspection the next day? Does that still give you the same ability to not send an inspector on a wild goose chase?

MR. NAIPO: That's a fair question. If there are any inspectors who would like to speak to that that are on the call? Carl, do you not have a question any further?

MR. CARY: I changed my mind because I feel like -- Carl, Lerch Bates -- I feel like I'm not going to say anything wildly different from what the person before said; so, I'm trying to move the conversation along. But I just want to say, since you got me talking, I agree with Lyall. I -- I -- I would love to see that change, the day prior, 24 hours having such a static thing is challenging to do, it could be

challenging to do, and I think that is reasonable.

MR. NAIPO: Candace.

MS. LAU: Candace Lau. I haven't been out in the field in a while, so I don't know the challenges today; however, I do know when I was out in the field that the day before could mean -- I agree it needs to be cleaned up a little bit because the day before does not mean five o'clock in the afternoon, even three o'clock in the afternoon is it -- it could be problematic because we have to reschedule our whole day and sometimes that could be a challenge. So, we have marching orders, as well, and when you don't give us enough time to reschedule our -- reschedule things, it could be become problematic. But I'm not -- I haven't been an inspector out in the field in a while, but that's just my thought that that should be taken into consideration because sometimes it's very difficult to reschedule things even with two hours notice. If you gave us -- If the inspection was at eight o'clock the next morning and you cancel at three o'clock, that gives me a small window of time between 3:00 and whatever time I get off, some people get off at 3:30, some people at 4:00, some people at 5:00, so that gives you a small window of time to reschedule something in there. But that's -- that's just my

experience in the past with my marching orders when I was out there, but its been five or six years. I don't know what the marching orders are today for the inspectors out there and how to handle that.

MR. NAIPO: Thank you, Candace. Sergey. Sergey?

MR. DOLGIKH: Okay, my microphone -- my mouse was stuck. So, I want to make a couple of comments on this. One, is I agree that within 24 hours is a really broad range of scheduling, you know, to -- or for scheduling changes. So, we -- we should give a minimum 24 hours cancellation, that type of verbiage, but also we don't specify here minimum 24 hours from which point, okay. We're just saying with the scheduled inspector, but from which point, the 24 hours will be calculated from. Is it from the point that the inspection was scheduled on that day on that time, so 24 hours prior to that scheduled inspection or is it within 24 hours from a beginning of business day? We don't -- So, kind of there's no specificity to this and I think that's important, that way we get enough time to reschedule things if we have to, we must.

The second portion to that -- to that comment would be that within the constraints of IVIPs and we

already have that, working as basically a unique unit of -- of applying it to stair chairs and such with a residential area, because of liquidity of the -- the installation protocols and things like that, those types of inspections sometimes are changing within a very quick time, so like within 15, 20 minute time spans in my experience. So, what I'm looking at is the second paragraph that says the Department may grant exception to this notice or requirement. Now, that -- that second sentence does it -- is it something we could use for those IVIP inspections for stair chairs or interactive visual process inspections, or do we need to write in a specific sentence for that particular type of inspections that we do?

So, those two comments, I don't know if they are confusing, but that's my input. Thank you.

MR. NAIPO: Elena.

MS. CAMPBELL: Hi. I think this is the first time I'm speaking.

MR. NAIPO: Welcome.

MS. CAMPBELL: I help -- Elena Campbell, sorry. I help schedule the city inspectors with their inspections and I see what they go through when a cancellation comes in at the last minute because

sometimes they have to -- they move around their jobs to accommodate the customer, and so when you get a cancellation at the last minute now you have a gap in your schedule or, you know, so on and so forth. And I do realize that in the city of Seattle our inspectors don't travel as far as the state inspectors, but I don't -- honestly, I don't think 24 hour is unreasonable to ask. Okay, I'm done. Thanks.

MR. NAIPO: Thank you. Mr. McKenzie.

MR. MCKENZIE: I'm just going to say that I -- Perry McKenzie, elevator inspector supervisor, region two, L & I. I tell my guys to -- the inspectors that I have under my jurisdiction to schedule these things out at least a week in advance, try to have two weeks worth of work scheduled out, but a minimum of seven days. If you're calling for an inspection, it's going to be seven days from now because we've got so many things that we're supposed to be getting done, and guys can try to fill in some annuals wherever possible, but if we're going to be calling the customer to make sure it's okay to come to their building, blah, blah, blah, blah, blah, it takes them some time to do it, so a courtesy call well in advance would be nice. If you're going out the day before to do your pre-checks because all elevator

companies pre-check their elevators before they call us, if you're doing it and you run across a problem, it's a little late, you know, hey, we ran across problem here or there, and this stuff does happen, but when it becomes a norm versus, you know, an occasional thing, that's a little different. So, guys are scrambling and I know some of my guys still will kind of fill guys in in a couple days. I don't like that. I tell them not to do it. But I want people, companies, to give in the habit of calling ahead. If you're work on a last second schedule every day, you don't know where you're going to send your guys. A little more organization is going to have to happen because, like I said, things happen where you have to make adjustments, but that's the rare occasion. It should not be the rule that that's how you fly and do it because we have to schedule things out, and they're suppose to have them scheduled out at least 7 to 14 days. So, I think -- I don't think 24 hours is too much to ask, and the guys will try to accommodate, but... And if you call and cancel three different times on the same job, we're going to start saying, "Don't bother calling until you're absolutely sure you've got everything done." We get out to the jobs, they don't have their contractor checklist filled out,

they don't have this, they don't have that, and we're going, "You know what is expected of you. Why are you wasting our time?" Some of that has to do -- falls back on the inspector because we get pretty lax sometimes and we let things go. That's why certain things perpetuate because we don't step on it right at the very beginning. So, I would say 24 hours is not necessarily unreasonable. We'd love to have a little bit more time, but, you know, that's fine, 24 is fine.

MR. NAIPO: Thank you, Perry. Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. I think is a great discussion and I'm glad we're having it because there are some -- there are some points speaking to this from the contractor's side, it is excessively difficult for us to balance what the customer wants, the pressure that we're getting from the customers to get their equipment inspected and turned over and what the Department needs. What I'm -- what I'm seeing here I don't consider to be unreasonable. I think if something happens that 24 hours is a reasonable notification. If we don't know at least 24 hours ahead that we're having problems, then I think it's reasonable that we do get to charge for an inspection. And I like the modifier down below, it says the department may grant

exceptions to this; so, that gives the Department the freedom to say, hey, you know, you didn't cancel this inspection until, you know, one o'clock in the afternoon and it was scheduled for nine o'clock the next morning, but, hey, we've got something that we can do in lieu of it and we're not going to charge you for it. So, that gives them the option to do that. However, to Sergey's point, I do feel like there needs to be a full separate rule written in here for the virtual inspections. It is a different environment and we're dealing with very quick changes to that type of equipment, the equipment that those folks inspect in the IVIP, our virtual inspections for residential chairs and residential VPLs, and we need to get those inspected as soon as possible; so, it puts us under an extreme amount of pressure and trying to get these things done within a 24 hour cancellation window is much tougher to do, so maybe we could come up with a more reasonable rule for those that are IVIP inspections, that might be helpful. Thank you.

MR. NAIPO: Thank you. Dylan Lathe.

MR. LATHE: Dylan Lathe, L & I. I'd like to address what Wade just asked, and I actually read this one and I'm comfortable with it for the reason that in the highlighted blue it says,"within 24 hours with the

scheduled inspector, or a reinspection fee may be charged." So, even -- even in the -- even in the now print, not even going down to number two, it says, "may be charged." Me, as an IVIP inspector, I'm not going to charge for an inspection being canceled like that. It's just -- it's not realistic because these stair chairs and these VPLs are in a different situation and we're doing them virtually, and if someone can't get it installed in time, can't finish it by the three o'clock scheduled time, and they call up and say, "This one's not going to happen today", we don't -- we don't charge them for it. We just say, "Okay, schedule it when you do it or, you know, whenever you can get it in", and then we just cancel it, and we never apply every inspection fee. So, I figure that "may" gives us -- gives us the option right there. Thank you.

MR. NAIPO: Thank you. Does anybody else have questions? All right. So, just to clarify a couple things with what Dylan said, and what Sergey brought, too, and Wade alluded to, as well, that was why I put in there "may", "may be charged" because it is definitely a discretionary thing. Our inspectors are given a lot of discretionary things when they're out in the field. And this is also something, hey,

like you said, if this is something in a case to where this hasn't been done, you know, this isn't their M.O., they don't do this all the time and it was just an accident, maybe someone didn't call, that the inspector can make the decision, "Hey, we're not going to charge you for that. I'll just reschedule it", and so on and so forth. But if you decide to see that, hey, this is a repeating thing that's happening with this contractor or this mechanic that's going on, they may charge for that reinspection fee. So, yes, it is not something that the Program shall do, will do. It's the inspector may do that, and this gives them the authority to do that.

I do understand that there's a lot of conversation on the time frame, the hours, the beginning and the ending. We can definitely, if this passes, go over something like that, and further feel like if we need to develop IVIP, an IVIP process for this, from the contractor's side it sounds like, you know, they feel it would be nice to have something in there for them, but from the -- one of the IVIP inspectors we do have stating that, hey, they understand, they do know that this is the -- this type of working and the time frame that they have, they don't do that, that's not part of their process

because they understand the intent of this is more for field inspections, not really virtual inspections, so... Sergey.

MR. DOLGIKH: Yeah, Sergey Dolgikh, Elevator Inspection. Well, since the inception of -- Excuse me, pardon me. I was at the beginning of inception of IVIP and I was participating as a participant of development of IVIP and training the inspectors that are currently working in IVIP; so, I have a -- I have a -- kind of a broader platform view at which I'm suggesting what I'm suggesting, and the issue is not necessarily that the IVIP inspection can be scheduled on a whim or changed on a whim as it's needed by the customer or the installer, the problem arises not from them. The problem arises when the IVIPs are solely based on the network and on the wifi capabilities at the time of -- at the -- at the location of that IVIP and all of a sudden becomes prominent that this particular inspections cannot be done via remote location; therefore, it falls either on the shoulders of the inspector to go physically to the location of that inspection and get that scheduled or, in instance of eastern Washington, we have the existing intent, and currently on this side of the water we -- the IVIP inspectors do perform that type

of inspections and accommodate for that. However, on the eastern side of the mountains this sort latitude is not available at this time moment to my knowledge, and so that will put a strain on the inspector who would be called in on a whim and say, "Hey, this IVIP is not available today via wifi. I need to be inspected right away." And so that's where -- that's where we need to kind of put the -- sort of a gradient on this and identify that specific item that poses a problem. I must talk to different inspectors there that would say, "Hey, somebody just called me. They want an inspection within an hour, or within three hours, or next day, and they are already scheduled out. And the distances on the eastern side of mountains they are very long, I mean just for driving time. So, anyway, this is the reason why I brought it in, but that's my 10 cents into this.

MR. NAIPO: James.

MR. ALEXANDER: Yeah, just to go off what (audio distortion) was saying, I appreciate him bringing that up, but I feel that as IVIPs we work pretty fluid with all of our installers and the amount of installations that can't be completed via IVIPs due to wifi or connectivity issues is so minimal, so small. We've done a really good job either taking

care of it ourselves or our elevator two guys being able to handle it. I just don't think we need to, like I said, make this a big deal with IVIPs. We're very, very -- Oh, sorry, James Alexander, IVIPs Elevator, L & I. I just don't feel we need to convolute it anymore with IVIPs. Like I said, we work pretty fluid with all of our installers. And, yeah, that's about all I've got.

MR. NAIPO: Thank you, James. Yeah, so, please make sure that when you begin to speak, please state your name, and, you know, Melissa put in the chat, "Just because I call on you, that doesn't count." Candace just put in the chat, "Can we change it to 'if the scheduled on-site inspection, acceptance inspection'?"; so, she's adding -- wanting to add the verbiage for on-site. All right. So, again, these are edits that we can have made. If time permitting, we will tackle these edits at the end of this process. But as it stands now, so the things I've been putting in the -- that I've noted down is that instead of within 24 hours change to maybe 24 -- changed to day prior; could be a challenge to do within 24 hours of scheduled inspection; minimum 24 hours from which time frame, beginning of the day or scheduled inspection time, i.e. inspection to be done at 3:00 p.m. needs to

be cancelled the prior day at 3:00 p.m. The IVIP inspector said, you know, the IVIP process does cover that, as well. The comment was made, "excessively hard as a contractor to balance expectations of owner and the state, i.e. the Program", 24 hours, though, they felt is a reasonable expectation. There was also additional comments, feel new verbiage for IVIPS needs drafted. And the last comment being, if the scheduled on-site inspection -- acceptance and inspection is an edit to this. So, those are things, if this passes, that we will go through, and vet, and change those if we have time permitting. But right now if there are no additional questions, so I'm asking if you have additional questions for clarification or any comments for clarification, I ask that you please raise your hand now and state those questions or comments. And with there not be any hand raised, I ask that we put this proposal to a vote. So, we will be voting on proposal 0029, adding the verbiage of putting a 24 hour scheduled acceptance inspection time frame in there. Jan, do you have a question.

MS. GOULD: Jan Gould. No, just ready to vote.

MR. NAIPO: So, yes, if are for this change, I ask that you please raise your hand and vote yea.

Please raise your hand and vote yea if you are for this change. All right. Thank you. Thank you for those who have voted. Please lower your hands if you voted yea.

If you are in opposition of this vote or voting for this change, I'd ask that you please vote nay now. Mr. Hawks, if you could, please lower your hand if you already voted for yea. If you are wanting to vote nay on this change, please raise our hand. If you're vote nay please raise your hand. Thank you.

If you are voting to abstain please raise your hand now. If you are voting to abstain please raise your hand now. Thank you.

Melissa, will you please read the vote tally for proposal 0029.

MS. ERIKSEN: 25 yeas, 0 nays, and 1 abstention.

MR. NAIPO: Thank you. Moving on to proposal 0034 regarding alterations. It looks like we are amending one part of it and adding another section seven. So, this is regarding alterations. We are editing what is currently in part three. It currently reads, "Where a new jack assembly or hydraulic pump unit is installed, a seismic overspeed valve shall be installed according to ASME A17.1 section 8.4.11.

We're asking that to be changed to, "Where a new jack assembly is installed, all new hydraulic piping must be provided. When a new hydraulic pump unit is installed, new oil must be provided and a seismic overspeed valve shall be installed according to ASME A17.1. Also adding part seven, "Upon discovery its been determined that the building NFPA fire code standards NFPA 13, 'Installation of sprinkler systems', and NFPA 72 'National fire alarm and signaling code' fire alarm panel have been altered. Requirements 8.7.2.8 and 8.7.3.8 shall comply, and if the conveyance is not provided with fire fighters' emergency operation, it shall be updated to the code year of the time the building was altered at a minimum."

The rationale for the new piping, if a jack is replaced it is due to the fact these pipes have been exposed to the same pressures, corrosion that has debris in the system, jack wall flaking, electrolysis that have affected the jack so it is required replacement. The rationale on why we replace the oil on a pumping unit replacement is similar to the nature -- in nature to piping replacement. Typically the fines that wore down the impellers, the fins -- typically the fins that wore down the impellers on the

pumping unit, debris in the tank and lines are suspended in the oil. All can be introduced into the closed hydraulic system and ruin the new pumping union and valve.

The rationale for paragraph seven dealing with the fire code rating of the building to be different from its rating at time of construction. When provisions for fire ratings such as the presence of sprinklers or an enhanced fire alarm panel that would prevent an elevator from running during a fire, this changes the life safety rating for the passengers. The elevator program should enforce the new fire rating as it concerns elevator operation.

So, I will open this up to questions for clarification. Carl.

MR. CARY: Yeah, Carl Cary, Lerch Bates. I would ask that we vote no on this amendment. I don't disagree that in theory that if you're replacing a hydraulic cylinder that you should certainly replace the hydraulic piping, but this is -- there are sometimes it's just not feasible to be able to do that. I personally have seen hydraulic jack replacements cost $30,000.00 and I've seen hydraulic jack replacements cost $300,000.00 based on how difficult it was to pull that jack, and in the

interest of safety it's in everyone's best interest to replace single bottom jacks as quickly as possible by requiring replacing the piping, too. We're getting to a point where it's just not financially feasible for someone and they may opt to not, to just roll the dice and continue going or install something that's less safe like a jack ripper or something along those lines. Let's leave the determination up to the owner on if they -- if it is feasible to replace that piping as part of that jack replacement. Thank you.

MR. NAIPO: Sergey.

MR. DOLGIKH: Yeah, Sergey Dolgikh, Elevator Inspector, L & I. So, I would tend to disagree with the previous speaker on this and the reason being is I have seen an immense amount of rouge rusted piping, that this doesn't -- I mean it's just unsafe to even look at it, as far as you can write it up all you want, but, that being considered, kind of put it on the back burner. And I actually yesterday was walking my boy, meaning a dog, and so I -- I walked by a house that there was an Otis van and I actually asked the guy, "Hey, are you working for Otis?" and it turns out he does, and it turns out he's the guy who would be placing or putting suggestions for replacing those single bottom jacks, and -- and --

and I know this is not to this conversation, but I'm speaking to the point of rusting and to the point of damages that take place, and he goes, "You know, you can go look at the jack and it could be the surface just fine, but you can spoke the screwdriver through it and it blows the hole right into it. So, what I'm saying is this is the crucial part, a new piping shall and should be replaced. And I also see a lot of times with the new oil must be provided, I've had instances when bad oil was put in a tank and it was ruining the system also. So, I agree with this -- with this 0074 for those reasons. Thank you.

MR. NAIPO: Mr. Quiett.

MR. QUIETT: Jonathan Quiett. First, I think we need to address two separate issues because one of them has to do with hydraulic installation and one of them has to do with three separate NFPA standards and how they're applied. So, I -- Specifically what I'm talking about, the piping, while I agree that the piping can be damaged and have issues, there's also instances where you have non-compromised buried underground feed lines to remote machine rooms that can make re-piping extremely difficult. I personally have been involved in this in a hospital where an underground feed line ruptured and

we had to end up going overhead through the existing areas both of the clean print sterile supply area of the building. The short version of it is we had a feed line that ended up having 2390s and 445s in it to get around, and it was a very, very expensive feed line to go do, and that's -- we replaced it because it ruptured. So, if we're installing a new jack and we're putting in proper OSV on it, if we have an underground feed line and it fails or a feed line in general that fails later, then if the OSV is correctly adjusted and doing it's job we shouldn't have a situation of uncontrolled car movement at that point.

Just to speak on the -- to speak on the -- what our practice is, our company practice is if we're doing a new jack or a power unit and we run into schedule 40 piping that has cut metallic grooves in it, we replace that. That's what we specifically do with our company. It's not something that we're necessarily putting on to the customer; it's just we're doing it because it's the right thing to do.

MR. NAIPO: Thank you. Any additional comments or questions? Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. Yeah, I agree with a lot of the comments being said here, and as a company practice if we're

replacing a power unit we are putting oil in it, new oil in it. That's -- that's my company procedure, but it's also my belief that it should be my company's decision on what I want to do with that, whether I want to put old oil in it or new oil in it. I think it's beyond the Department's purview to require that new oil be installed. Furthermore, with section seven down here with the NFPA rules, it says upon discovery, upon discovery by whom? If we go and do a repair of this nature with a customer and we call for an inspection, they feel like they have encompassed all of their expenses that they're going to be experiencing to get this repair done and the inspector shows up and says, "Oh, by the way, you're going to have to add fire service to this", the customer is going to be in a really tough spot. So, I don't -- I don't agree with this at all. I think the entire section seven needs to be struck. Thank you.

MR. NAIPO: Thank you. Mr. Leopard.

MR. LEOPARD: Hi, Duane Leopard, city of Spokane. I agree with Wade on line seven, strike it, get rid of it, but also we're changing the intent and language of number three where the jack assembly is installed, hydraulic fluid is provided, stop, and then when a new hydraulic pump unit is installed the oil

must be provided in a seismic overspeed valve. The original code's intent, you know, by striking the "or" it took away the seismic valve requirement for the new jack assembly. The original one wanted a jack assembly and the hydraulic pump unit. If either one was changed, the seismic overreed -- overspeed valve would be required.

MR. NAIPO: Thank you for that, Duane. Mr. Brinkman.

MR. BRINKMAN: Thank you. Kevin Brinkman. I also believe that the language in part seven has some issues. You know, it says shall be updated to the code year at the time the building was altered; so, are we now tying elevator change to building alterations? I think that's a concern. Also, when you get into some older control systems and stuff on elevators it's very difficult to add the fire service. I do think adding fire service is a good thing, but it's not always feasible if you're -- Just because you updated the fire panel, you may not be altering the rest of the controller and it may not be realistic to do that. Thank you.

MR. NAIPO: Thank you. Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. One other thing, it says that when a new

jack assembly is installed that all new hydraulic piping must be provided, and, while that may be, you know, a debatable good idea for underground buried piping, why would we do that on non-buried piping? It's just it's too vague, in my opinion. It would require us to put all new piping in when there may be nothing wrong with the existing piping that's there if it's all above ground. Thanks.

MR. NAIPO: Thank you. So, with that, are there any additional questions or comments from the committee? All-righty. Well, I move that we vote on this as a whole because it sounds like -- I don't think it needs to be done in two parts. I think it's -- it's a pretty good understanding on people's views on these items, so, even though it's in one proposal. So, we'll pose this vote. Yes, Candace.

MS. LAU: Sorry, last -- last minute. Candace Lau. I think they should be treated separate, but, you know, because the hydraulic piping is one thing, the oil is another thing, and then this other number seven is talking about these are all different things, and what I was going to ask about in number seven is it is written unclear, but I don't think it should thrown out just because it's unclear in that there's some good stuff in here. So, what I'm reading

on number seven is that if sprinklers -- basically if we show -- if the inspector shows up on an annual inspection and somebody installed sprinklers in the machine room or the hoistway, that's kind of what this is addressing that -- that you're going to have to supply shunt trip, but, if you supply shunt trip, you have to also supply the fire recall stuff, which may not be present on some controllers. It's a safety issue. There's safety issues involved in this, that's all I'm saying; so, that's one thing. And, then, but the way it's worded it basically says "and the fire alarm panel has been altered." That actually should say "or" I think. They're separate issues here. If we find sprinklers, then something needs to be done. If we find fire alarm panels have been altered something else has to be done. I don't think it should have -- It should have been an "and". I don't know if it was meant to be an "and" because they're separate issues. All of these -- these four issues are four separate issues in my mind, and but there's some good information here. There's some good intent here. I just-- I agree that maybe it's not written exactly the way we want it to be written, but something has to be something -- something has to be addressed because we do, we find these things every

day, all day every day. I find fire alarm panels that are not hooked up that are -- People call me about this all the time. There's a lot of fire alarm panels being replaced and they're not hooked up to the elevator. That is a serious hazard. It needs to be addressed, and -- and throwing that part of it out because it's linked in with that sprinkler and linked in the piping and linked in with the oil is not the right way to do to it.

MR. NAIPO: Thank you. Mr. Montgomery.

MR. MONTGOMERY: Dylan Montgomery, State Fire Marshall's Office, I wanted to kind of chime in on this one because I almost 100% agree with what Candace just said and I think it's really important to have this in here, but it's worded just poorly and so it gets very, very confusing on what exactly is being asked of it because the way I interpret it is that, "if upon discovery it's determined that the building fire code standard...", yada, yada, yada, yada, if that gets changed -- You know, most things are, if you change it, it has to brought up to code, plain and simple. It just has to be brought up to code. If there's a significant change, it has to be brought up to the current standard. But the way I read this is that if something happens with the fire alarm panel

and/or -- and, like Candace said, and the sprinkler system, then the elevator has to be brought up to the current standards also, which doesn't really jive with -- I mean I'm all for it because I like things being up to the current standard, but just doesn't seem feasible for that type of thing. But I think it's important to have that in there, but it needs to be reworded at the end of it all.

MR. NAIPO: All right. Thank you, Dylan, for your comment, you, as well, Candace. And with that I concede, yes, we should address these as two separate things that we will vote on; so, that's what we will do. We will vote on first the hydraulic piping and new oil as it's own separate change and then we will vote on the portion number seven with people's notes about this, just, you know, they like it, but it just needs to be edited.

So, all right, so we will cast our vote on, first, proposal 0034, part one, which is regarding where a new jack assembly is installed all new hydraulic piping must be provided; when a new hydraulic pump unit is installed, new oil must be provided and the seismic overspeed valve shall be installed according to ASME A17.1, section 8.4.11.

If you are for that change, I'd ask that you

please raise your hand now. When someone -- Okay. All right. I ask that you please raise your hand now and vote yea if you are for that change. If you are for that change, please raise your hand and vote yea.

Dylan, if you were for that change, I just want to make sure -- Okay, thank you.

If you are for that change, please your hand and vote yea. Thank you for those.

All right, if you are in opposition of the change to this part three, I ask that you please raise your hand and vote nay now. If you are in opposition of this new verbiage regarding new hydraulic piping and new oil, please vote nay now. All right. Thank you for those who voted. Please make sure to put your hands down if you have voted nay.

And I ask for anyone who wishes to abstain, if you vote to abstain, I'd ask that you please raise your hand now. Thank you.

Okay, after we vote for the second part of part seven that's when we'll read the tally for both of these two things that we're voting on.

If you are for the changes and the intent of what number seven is trying to attain with the edits and addressing some of the current concerns that have been talked of before, and edits that can be applied

to this, if you are for the intent of this change regarding the fire code, installation of sprinkler systems, and the like, I'd ask that you please vote yea. If you are for this change, and if it passes we will address the concerns that have been posed already. If you are for this change, I'd ask that you please vote yea. Thank you. Thank you for those who voted. Please put your hands down.

And if you are voting in opposition of this paragraph seven and the changes it want to implement, we ask that you please vote nay. Please raise your hand and vote nay if you are against this change. If you are against this change, please raise your hand and vote nay. Thank you. Thank you for those who voted. Please lower your hands.

For those who wish to vote to abstain, please raise your hand now. If you are voting to abstain, please raise your hand now. Thank you.

Melissa, you please read the vote tallies for proposal 0034 broken up into the two parts that we had discussed and were voted on.

MS. ERIKSEN: Yeah. So, the first part there were -- there was 1 yeah, 21 nays, and 3 abstentions. For number seven there were 9 yeas, 15 nays -- I'm sorry, 9 yeas, 15 nays, and 2 abstentions.

MR. NAIPO: Thank you. All-righty. With that, we're moving on to proposal 0042 WAC 296-96-02452, Access to machines, overhead sheaves, shackles, and hitch supports. When a machine space is provided inside the hoistway, maintainable items on the machine, overhead sheaves, shackle, and hitch supports shall not be located more than 78 inches from the horizontal plane of the car top. It is proposed to add this new verbiage. The measurement shall be taken in the hoistway when the elevator is traveling in the up direction past the upper most landing sill and stopping at the normal directional limit switch preventing the elevator to move in the up direction while operating a car top inspection station.

Rationale: To add detailed instruction on locating a reference point in the hoistway for the measurement to be taken from.

Any questions of clarification from the TAC? Questions for clarification. Mr. Brinkman.

MR. BRINKMAN: Kevin Brinkman. I don't-- I'm not opposed to having some language to clarify where it has to be taken, but how do you take a measurement while you're traveling in the up direction and also stopping while stopping at the normal directional limit. So, the language is really broken,

you know, so I can't support this the way it's written. Thank you.

MR. NAIPO: Sergey.

MR. DOLGIKH: Yeah, Sergey Dolgikh, Elevator Inspector. To Mr. Brinkman's point, I'm the one who wrote that definition and I tried to the best of -- I'm sorry, I tried the best of ways to describe the location in the hoistway from which to take the -- measure -- the measurement needs to be taken from and if this something that can be wordsmithed into a more concise and clearer definition, I'm open to suggestions. I -- I definitely think that's important when it's which point it's going to be measured from and that distance is important. How are we going to put it in place, I'm not particularly set in or against this particular way the sentence describes it, but like I did -- I did my best to put it in logical sequence of elevator operation and how to get to that point, which is from the car top station. So, putting those two together, that felt like a feasible way of putting it together. But it's open for discussion. Wordsmithing is fine, as long as it's being addressed. Thank you.

MR. NAIPO: Mr. Brinkman, did you have another question? Candace.

MS. LAU: Hi. Candace Lau. So, in the previous WAC it had similar verbiage so that everybody new where you're taking that measurement from, from the last WAC revision, that that part of the verbiage was taken out of the code and without that everybody -- it's just up for interpretation where you take that measurement, and so people have been arguing that they should be able to take that measurement after you've buffered out the counterweight, and you've run it past the final limits, and all this stuff just to get it to that machine for maintenance and inspection. And these are typically you're dealing with the machines at the top of the hoistway and that was not really the intent of this code.

This code is to allow for examination of the -- of the machine, and the brakes, and whatever else is up there that you need to get to, that you are at the location when you're on the car top to be able to see the equipment, and so that 78 inches was supposed to be -- in the beginning when this whole thing was created it was supposed to be for when you're on the car top and you -- just like Sergey had explained, when you're on the car top and you run it, run it on inspection using the inspection station, and you're the mechanic and you can run it all the way up to

where the directional limit stops and that's where you take your six foot six, the 78 inches. But since that part of it was taken out, it has been argued that we can take that measurement after we've buffered out the counterweight and run past all this stuff, so, which is not even -- it's something that no mechanic is going to do. When they are out there doing it by themselves, going up there, they're not going to do that. So, this is an opportunity to bring that measure-- where to measure this, where to begin to measure, take that measurement in the hoistway. Where are you at the top when you're standing at the top of the hoistway when you're taking that measurement is what this is attempting to do.

MR. NAIPO: Thank you. Mr. Quiett.

MR. QUIETT: Jonathan Quiett. The -- From what I understand from this, I mean, yeah, we can -- we can wordsmith it up and fix it. As somebody who has to do repairs, maintenance on this type of equipment, the -- working in the hoistway, to Candace's point, you're not going to go do this by yourself. You're not going to go jump circuitry out to be able to access a machine in the overhead and safely work from it. So, what happens is when we don't have a defined distance that we are using and a

way to, you know, measure it from a certain point at a certain location, it does leave it up to interpretation. So, what will end up happening and has happened is people are -- are standing on the crosshead in a car top handrail trying to access the brake on a machine to make adjustments to it, and that just creates an absolutely unsafe condition that we shouldn't be having to do.

MR. NAIPO: Thank you. Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. So, the only -- My understanding is that this is to access any equipment that's in the overhead, particularly in the - in the case of MRLs, so shouldn't -- shouldn't the MRL be sitting on its logging blocks at this point where this thing is being taken because that's when you're supposed to be working on a car and working on the car safely to access the equipment from the top, and would that point be different than where the car has stopped on the -- on the normal.

MR. NAIPO: Yes, Candace?

MS. LAU: Candace Lau. I guess I can -- I can talk about it a little bit. The blocking bar that you're referring to is something completely different. It is a requirement for certain applications. It's

typically at where -- if you had a -- if we had full blown MRLs where the controllers are in the hoistway, the blocking bars are required to be there and so forth. So, that's an example. I'm not going to go into all the details of where that blocking bar is, but this is a completely different scenario. This is for if you had -- if you're trying to get to the brake to examine it or even look at it, or maybe have a shiv up there where you have to grease the shiv, or look at it, or whatever the case may be, okay. You're not going to -- It's not something that you're using the blocking bar for. It's to just to get up there, and -- and where -- where can you place that machine in the hoistway where you can safely access it without standing on the car top handrails or without standing on the crosshead because this is what's happening out there. People are stand on crossheads and they're standing on car top handrails just to get to where they need to get to to do their work, and that's not right, and that's what this is an attempt to prevent from happening.

MR. NAIPO: Mr. Madison.

MR. MADISON: Jon Madison. In the writing of this, and a couple of questions of how it was worded -- Sergey, I understand where you're trying to

go with this -- could we just make a friendly amendment, if you will, "The measurement shall be taken in the hoistway from the car top with the car in contact with the normal stopping limit" or "normal directional limit"? Something that simple would eliminate in motion and everything else.

UNIDENTIFIED SPEAKER: I'll go with that, John.

MR. NAIPO: John, can you please repeat that one more time? I was trying to get it, started typing, and it was the wrong --

MR. MADISON: John Madison, "The measurement shall be taken in the hoistway", comma, "from the car top," comma, "while the car is in contact with the normal direction limit."

THE COURT REPORTER: And this is the court reporter. After you had read that, someone said, "I'll go with that", but he didn't identify himself, so I'm not sure who --

MR. DOLGIKH: I'm sorry, I just clicked my microphone to do that. I didn't want to talk over Jonathan there. This is Sergey Dolgikh, Elevator Inspector.

THE COURT REPORTER: Thank you.

MR. DOLGIKH: And to Jonathan's point, now

you understand I went through about 5,000 different ways to put it together and it's just like, yeah, okay. Thank you.

MR. NAIPO: Thank you everyone. Is there any additional questions or comments before we put this to a vote? Any additional -- So, hold on. So, there was a couple -- a couple different comments in the chat, "Stopping on the limit..." this is from Gerald, "Stopping on the limit and not on the compressed counterweight buffer by jumping limits out." Ricky, Jon added, "Top to the direction limit, so it would be normal or top normal direction limit."

MS. LAU: This is Candace. Yeah, I think that's what Ricky is trying to say.

MR. NAIPO: All right

MS. LAU: The top directional limit is what Ricky is trying to say.

MR. NAIPO: Oh, top directional or top direction?

MS. LAU: Directional limit.

MR. NAIPO: Directional limit.

MS. LAU: The top directional limit. What -- What -- When Jon said directional, I don't remember what John said, but I think he -- he -- There's two -- There's a top directional limit and a

bottom directional limit and this referring to the top.

MR. NAIPO: Okay. It's good how it is right now? All right. Okay. So, again, I didn't put that edit in there, the reason being is we have it noted off to the right. We know that this is something that we're going to come back to once we vote on, hey, these are thing we're going to address if this passes; so, I just wanted to put that out there.

All right. So, if there is no one else with any additional comments or questions, I propose we put this to a vote, but not before we talk to Mr. Quiett.

MR. QUIETT: Jonathan Quiett. Just so it matches with code, should we really call it the top normal terminal stopping device?

MR. NAIPO: Top -- What was that, one more time, Mr. Quiett?

UNIDENTIFIED SPEAKER: Sergey's loving this.

MR. NAIPO: Mr. Quiett, what was that one more time, top normal...

MR. QUIETT: Top normal terminal stopping device.

MR. NAIPO: And that would get rid of directional limit; is that correct?

MR. QUIETT: Yes, it would.

MR. NAIPO: Okay. Thank you for that. There again, I hope this is a good comment you're placing to help us get to a better understanding of whether this -- we should vote yea or nay on this. I'm just putting out there right now. Sergey.

MR. DOLGIKH: Sergey Dolgikh, Elevator Inspector L & I. I really appreciate the minds and professional experience behind this, and I'm being humbled and I'm learning a lot, and I'm -- just because I'm talking doesn't mean I'm not listening, but I really appreciate you guys, and this a wealth of experience and knowledge, and I'm just being humbled. So, thank you. And now you understand how and why I went through this pain of writing this. But anyway, thanks.

MR. NAIPO: How did you guys work him? We love him. But, yeah, we got it now. All right. Thank you for that, guys. All right. So, we'll be moving on to a vote for 0042. If it does pass, we will address the amendments to this, as was stated before, but, with that, if you are for this change with the edited stuff we will make or will be passed on to the ESAC to make, time permitting we will address them, if you are for this change I ask that you please raise your hand and vote yea. If you are

for this change, I'd ask that you please raise your hand and vote yea. What you are voting for is a more defined way to measure what is stated here. If you're for that, please raise your hand and vote yea.

Are we good, Melissa? All right. Thank you everyone. Please go ahead and feel free to lower your hands. Thank you again for voting.

With that, if you are in opposition of this change -- Mr. Mills, your hand is still raised. If you are in opposition of this change, I ask that you please raise your hand and vote nay on this. If you are in opposition of this change, please raise your hand and vote nay. Thank you very much.

If you are wishing to vote to abstain, I ask that you please raise your hand now and vote to abstain. If you are wishing to abstain, please raise your hand now. Thank you.

Melissa, will you please read the results of voting on 0042.

MS. ERIKSEN: 4 yeas, 0 nays and 2 abstentions. And now it's break time.

MR. NAIPO: Thank you for that. All right. A five minute break, guys. We'll see you guys back here in five minutes. Thank you very much. Take care.

(Recess taken)

MR. NAIPO: What's going on everybody. Thank you for coming back from break. I'm sorry if you're looking at a dumbfounded face of mine. Yeah (audio difficulty) conversation possibly on this next one, but I won't stir any pot until it possibly comes up. So, this is regarding proposal 0023. It's regarding a change to WAC code 296-96-02460. What is weird about that, though, if you don't mind me saying, is we've got two 2460s in our WAC. Let me show you real quick. So, we have right here WAC 296-96-02460 in section four for machines placed in hoistways, but we also have one here for main line disconnects and shunt trip breakers. I done know how or why. So, we'll just go over the changes and if it becomes an issue we will address them at that time. So, I apologize. It sort of just threw me off a little bit and I'm not quite sure what to make of that.

So, this first 2460 regarding Location is there's an edit in part one, four, and the note 1(b) in note four. Part one, The mainline disconnect shall be located per NFPA 70, Article 620.51(c); and (a) Inside the machine room on the strike side of the machine room, or control room, or control room door; (b) not more than 24 inches from the door to the

operating handle (as allowed...) and this is the new verbiage (as allowed by size of disconnect or close proximity, see note 1b); and (c) Be at a height not less than 36 inches nor more than 66 inches above the finish floor as measured center line to the disconnect handle."

I'll just read two and three, as well. For -- (2) For multicar machine rooms, the switches shall be grouped together as close as possible to that location. (3) For machine rooms with double swinging doors, the doors shall swing out and the switch -- switches shall be located on the wall adjacent to the hinge side of the active door panel. (4) Shunt trip breakers, where provided shall be located in the elevator machine room or control room. What they did is they removed "or control room" and added "or alternate location dictated by elevator manufacturer conveyance design, i.e. control space, hallway entrance doorjamb, etc., See note four.

So, skipping down to Note 1b and Note 4, but before that I want to make sure that everyone understands that this -- that there is an exception in this, which reads, "Special purpose, residential elevators, and residential incline elevators are exempt from this section." So, that means this does

not pertain to special purpose elevators, residential elevators, or residential incline elevators. "For LULAs, the main disconnect and car light disconnect shall be located adjacent to the controller when not located in a dedicated machine room when a machine room is provided, which shall comply with this section."

So, the added Note 1b: 208 disconnects can be quite large as lower voltage requires additional cubic inches inside the disconnect. Electrical disconnects made for the elevator industry can be 36 inches wide. Note 4, this is a note, I apologize, it's in red. It was just to show the contrast between the two.

Note 4: The new machine roomless MRL elevators have access doors in the door jamb that contain the 110 lighting disconnect and the high voltage three phase disconnect breakers that may or may not be of the -- may not be of the shunt trip style.

The Rationale is: To allow for different configurations within machine room/control space pertaining to size of disconnect as this falls more in line with manufacturers equipment provided.

And I'll open it up to comments or questions for clarification and/or comments on these changes. Any questions? Any comments to clarify? Sergey.

MR. DOLGIKH: Yes. Hi. Sergey Dolgikh, Elevator Inspector L & I. Just by listening to you read and how it basically methodically went, "For LULAs, the main disconnect and car light disconnect...", blah, blah, blah, and then it goes, "When a machine room is provided, it shall comply with this section." It kind of like rolled right into it. But the way that it -- the way I'm looking at it, it almost kind of bundles it up. So, if we are providing an exceptions, right, as such, just an exception, for special purpose, residential elevators, and residential incline elevators are exempt on this section, that has to be a separate exception, okay, in my view once again. So, that way it signifies, hey, those types are out of here because the way that one may read this and interpret this within that paragraph it's a little skewed, in my view. Now, as far as you can continue the language and not just have an exception. You don't have to have it as part of exception. So, let's say if you go with paragraph five and go, "Where shunt trip breakers are also being used as a main line disconnect, they shall comply with subsections one through three, okay. Then you go, "For LULAs, the main line disconnect, the main disconnect and car light disconnect shall be located

adjacent to controller when it's not located. When it is located, they shall comply with this section. And, then, at the end, you put exception, special purpose, residential are out of here, and that will make it separate. So, that would be my suggestion. Thank you very much.

MR. NAIPO: Thank you for your suggestion. That exception is actually something that's written in the code as it stands now. That wasn't put forth as change. That would be another submittal that we put forth; so, that's something that needs to come from the Program that can be, you know, reviewed at the ESAC. We could possibly do that. But this is more in line with just, hey, the other things that are in underlined blue and, you know, struck through in red, that's what we want to make sure that we're trying to concentrate on. But thank you for that. Candace.

MS. LAU: Candace Lau. So, I think that this thing was written to attempt to taking -- take into account MRLs, at least number four is, and but it's really not clear, and so I think it needs -- it can be a little bit clearer. I think it's trying to take into account MRLs; so, if that's the case, it should really say that for that, for MRLs you can do these other configurations. But a typical -- you

know, in general, a typical machine room it has to be in the room. It has to be in the elevator room. It needs to be clear that it says that because right now as I read it I don't know if I'm really clear on that. That's the first thing. And, then, the second thing is on number one where it says as allowed by size of disconnects, I think it already says that somewhere else, I don't know if it's here that -- yeah, for multi machine rooms they need to be grouped together as close as possible. So, I think that, again, this is an attempt to make it so that if you have huge disconnects that you just group them as close to that 24 inches as possible, but I don't know if it's necessary, but that's my opinion.

MR. NAIPO: Mr. Turner.

MR. TURNER: Dylan Turner, Greenbusch. I think the point one is not just addressing multi-banks. I think, you know, if you have a 36 inch wide disconnect with a center handle getting that 24 inches to the center line of the handle is going to be pretty hard because it's already 18 inches on center. So, unless you have it perfectly up against the jamb of the door you're not going to meet that 24 inches. So, I think that's what it's allowing an allowance for.

MR. NAIPO: Thank you. Any additional questions for clarification or comments? Mr. Quiett.

MR. QUIETT: Jonathan Quiett. The reasoning behind putting a disconnect there is so in an emergency situation you don't have to enter the room and expose yourself to the danger and still be able to get to the disconnect. With what Dylan was just saying, some of these disconnects now that have the shunt trip power self-derived from inside the disconnect are extremely wide and they could have a rotary handle that's on the opposite side as is easily accessible from the door. So, I kind of am following with what he says of where, you know, why you could have a wire disconnect and it would cause an issue with getting it to that 24 inches. As someone who works on it, I would much rather have access to the light switch and not have to hunt for the light switch because I'm trying to feel around a disconnect that's mounted right up against the doorjamb and then have the disconnect right next to it.

MR. NAIPO: Thank you. Any additional comments or questions? So, a couple notes I have on this so far is: Not really clear on whether this is just for -- for just MRLs or can be applied to other conveyance types; intent to just group bigger

disconnects as close to the required -- uh, required measurement. Is there any other comments, if this passes, that feels needs to be stated to help make this verbiage a little more clear?

All-righty. With that, I will take that as no and we will vote on proposal 0023 regarding the allowance for bigger disconnects, and the measurements, and the like.

If you are for this change, I ask that you please raise your hand and vote yea if you are for this change for allowing of the bigger disconnect and a little more leeway to get that to fit properly in these machine or control rooms. If you are for that change, please raise your hand now and vote yea. Yay. Go ahead and lower your hands. Thank you for your votes. I appreciate that. Just go ahead and lower your hands. Thank you again.

If you are against this change I ask that you please raise your hand and vote nay. If you are against this change, please raise your hand and vote nay. Mr. Larson, I just wanted to make sure, are you voting nay for this? All right. If you are -- If there's any votes for nay, please raise your hand now. Thank you.

If you are voting to abstain, I ask that you

please raise your hand now. If you are voting to abstain, please raise your hand now. Thank you.

Melissa, will you please read the tally for votes on proposal 0023.

MS. ERIKSEN: 22 yeas, 0 nays, 3 abstentions.

MR. NAIPO: Thank you. Proposal 0004 for WAC 296-96-02460, this is regarding inclined commercial stairway chair lifts, and, actually, the inspector who submitted this sent us, "This is the incorrect WAC code. It should be 2640." So, this is regarding 2640. Dylan Lathe, is that correct on this one? Is this that one that we were talking about or you referenced that needed to be changed. Dylan Lathe.

MR. LATHE: Dylan Lathe. Yeah, I -- I noticed this when I was reading that this one is the incorrect WAC code, but I'm not the submittal. I didn't submit this one.

MR. NAIPO: All right. Okay. Thank you. All right. Okay, so we will address this one and then move on to the additional 2460 that we have below. So, again, this is regarding proposal 0004 and this is regarding an edit to that WAC number change. It is WAC 296-96-02640. It is 2640. And this is regarding

inclined commercial stairway chair lifts. Governor r overspeed safety testing shall be verified by manufacturer submitted documentation at time of permit (See A18 2017 and earlier editions...), that's what it's asking to be added, (...Requirement 9.9.3, as well as adding; See A18.1-2020 and later editions, Requirement 9.9.9.2). Safeties shall be manually tripped at rated speed with no load on the chair (See A18. 1 section 10. 4).

The Rationale is: To update the reference to 9.9.3 which was renumbered in the 2020 edition to 9.9.2.

I will just quickly one time ask if there are any questions for clarifications to quickly raise your hand or statements. We'll do this once because it seems like this is a pretty easy change. Mr. Lathe.

MR. LATHE: Dylan Lathe, L & I. This one there -- there's going to be another submittal for the same WAC code that we should probably review also. In addition to that, this one I'm going note nay on it because it says A18.1 section 10.4, that four is not in the 2020 18.1; so it updates the 9.9.2 for the 2020, but then it leaves the 10.4, which is non-existent in 2020. So, this one would need work. Thank you.

MR. NAIPO: So, with that, thank you for that. And we are going to stick with that 2640. All-righty, here they are. So, it looks like we have three different ones regarding these changes; so, we will address all three of them, okay. The first one being this one.

There was another one submitted to remove inclined commercial stairway chair lifts, the whole 2640 verbiage, governor overspeed testing shall be verified by manufacturer submitted documentation at time of permit, see A18.1 requirement 9.9.3, safeties shall be manually tripped at rated speed with no load on the chair, see section A18.1 section 10.4. That is proposal 51.

Proposal 46 is Inclined Commercial Stairway Chair Lifts. It is asked to remove, "Governor overspeed safety testing shall be verified by manufacturer's submitted documentation at time of permit. Safeties shall be manually tripped at rated speed with no load on the chair (see A18.1 section 10.4)" But adding verbiage, "If applicable, governor overspeed documentation (see A18.1 9.9.3/9.9.2) shall be provided on site at time of acceptance inspection. If 9.9.3/9.9.2 is not applicable or provided at time of inspection, chair safeties shall be tested with

rated load in accordance with ASME A18.1. The justification is: Justification for striking over -- "governor overspeed safety testing shall be verified by manufacturer's submitted documentation at time of permit (see A18.1 requirement 9.9.3)" This sentence indicates that stairway chairlifts must have 9.9.3 overspeed documentation. A18.1, 9.9.3, is an optional test. Furthermore, it requires documentation to be submitted to the department at time of permit. Providing overspeed documentation on-site at time of install would be an effective way to show the inspector what type of overspeed test to witness. The justification for striking, "safeties shall be manually tripped at a rated speed with no load on the chair (see A18.1 section 10.4)", this sentence indicates that no load safety test is the only test for chairs. If 9.9.3 is applicable to the chair, then a no load overspeed test will be completed. If 9.9.3 is not applicable to the chair, a rated load overspeed test will be completed.

Regarding proposal 51 and that justification, "Delete requirement here as is proposed to include this content in WAC 296-96-02605 as revised under another proposal."

So, with this, I ask that we start with this

first one, 0004. Are there any questions for clarifications? Sergey.

MR. DOLGIKH: Yeah. Sergey Dolgikh, Elevator Inspector, L & I. There are a couple of -- a couple of points I would like to make. We are fighting over which to put 9.9.3 versus 9.9.2 versus this code versus that code. Why don't we just completely remove it. I was the one who suggested -- who was proposing to remove it entirely. This is the only paragraph that would have current WAC, okay, that's definitely is governed in 18. 1. Why are we duplicating things in a WAC to say, well, we got to do this. It's already stated in 18.1-2017 WAC 9.9.3. It will be stated in 2020 in 9.9.2. So, every time we put those designations in the WAC we have to go back and we have to revise it somehow because it's happened -- it happened with chapter 11 that was listed in WAC for 18.1 equipment, and then all of a sudden -- oops, I'm sorry, that was my phone just went off -- but all of a sudden, you know, inspectors are applying chapter 11 to equipment that wasn't even installed under that, that code. So, we need to be -- And on a word of caution, we need to be very careful how we're going to -- how we're going to put a codified language already in a different code and then

try to enforce it in a WAC under those nomenclatures. Well, three years from now nomenclatures are going to change and now we're looking at another, you know, clarification or -- Why not just let -- just completely remove it. It doesn't state anything specific that we already don't know from 18.1 for commercial stair chairs, period. That's -- That's just my suggestion. Thank you.

MR. NAIPO: Mr. Wilson.

MR. WILSON: Yeah, Mike Wilson here. Thanks. I just want to make a couple points. One is we did a vote on a proposal 0040 which talked about the Department may request the certificate and these proposals are requiring at time of permitting. There's a little bit of conflict there. And another thing I want to make is that inclined stairway or commercial stair chairs and residential stair chairs no longer have a difference when it comes down to the overspeed governor as they're both -- they're required on all installations now. And Lyall had -- Lyall Wohlschlager had made a point on some of the referencing for the 9.9.3 and 9.9.2 being 2019 and earlier, and then the 2020 or 2017 and 2020 codes. That's all I had. Thanks.

MR. NAIPO: Thank you. Mr. Brinkman.

MR. BRINKMAN: Kevin Brinkman. I think it was Dylan made a comment about section 10.4 not being included in A18 2020. I just wanted to let everyone know that if we go through with this change in 004 we probably should update that, as well, because in section -- in 2020 it's section 10.3; so, we might have to do the same split we have in the blue in that one for section 10, as well, if we want to -- if we decide to go through with that change. Thank you.

MR. NAIPO: Thank you. So, I think we should tackle this group of three in two different votes. Mike, do you have another question? Your hand raised. All right. Mr. Lathe.

MR. LATHE: Dylan Lathe, L & I. Mike, to answer your question, the submittal from earlier it was talking about documentation may be requested by the Department. That was for residential. The reason -- I wrote this one, as well. The reason why -- I wrote 0046 and the reason why I did so is because I wanted to make it extremely easy for the inspector on site to make sure to understand what test they're witnessing because if it's virtual we can have it on file on our computers, but when the inspector is out in the field this just makes it easier for the inspector on site to know if they're doing a full load

test or if they're not doing a full load test. And the second point you made about Lyall requesting for the 9.9.3 to say ASME 2017 after it and 9.9.2 to say ASME 2020, I'm okay with that also in both of those codes or rules as submitted. Thank you.

MR. NAIPO: Mr. Cleary.

MR. CLEARY: I just want to make it very clear so everybody understands, 9.9.3 in '17 and 9.9.2 in '20 are type testing which allows the manufacturer to do 12 different types of tests so it doesn't have to be done in the field. You don't have to have that at the time of permitting or at the time of installation. That just means that you have to do a full load, full weight test in the field to prove that you don't do damage to anything. So, I don't want to -- I want to make sure that we understand that 9.9.3 and 9.9.2 in the newer version isn't part of section 10. It's if you don't have that certificate then you just need to prove it in the field.

MR. NAIPO: Thank you. Any additional questions or clarifications needed for these? Mr. Wohlschlager.

MR. WOHLSCHLAGER: Lyall Wohlschlager. On this particular proposal it's still listed as inclined commercial stairway chairlifts. This is applicable to

both residential and commercial; so, should we not also remove the word commercial from the title?

MR. NAIPO: All-righty. Any additional comments or questions before we break these down into the votes? All right. So, what we have are three different submissions. 51 is submitted as a complete strike-through. And there are two other -- And that is crazy when I hear an echo of myself. And then there are two other submissions, 46 and 004, which amend those two and not a delete.

So, what we will do is we will take a vote on the striking of the whole part of WAC 296-96-02460, which is proposal 0051. If you are for striking that verbiage from the WAC code, I ask that you please vote yea now. The rationale for this is because there is a proposed change on 2605, as well. If you are for this change, please vote yea now. All right. Thank you for those votes. Please lower your hands.

If you are in opposition of this change to strike 2640 from the WAC code, I ask that you please raise your hand and vote nay. If you are in opposition of the changes submitted to 2640 I ask that you please raise your hand and vote nay now. Thank you.

If you wish to vote to abstain, I ask that you

please raise your hand and vote now. If you vote to abstain, please raise your hand and vote now. Thank you.

Melissa, will you please read the vote tallies for 51.

MS. ERIKSEN: There were 22 yeas, 0 nays, and 3 abstentions.

MR. NAIPO: So, since that passed with a huge majority, I will pose it to you on the TAC on whether we really need to vote on 46 and 004, okay. If you feel we need to continue since we just voted and we struck 2640, if you feel we do not need to vote on 004 and 0046, please raise your hand now. If you feel we do not need to vote on 0046 and 004, please raise your hand and vote, yes, we do not have to vote on those because of the majority vote from proposal 0051. If you are for not reviewing and voting on 0046 and 0004, I ask that you please raise your hand now. All-righty. And with, that is a majority vote that I can see and so thank you for your votes and we will bypass these two submissions.

And with that, I'm going to move that we go to 0073, proposal 0073, which is WAC 296-96-02650. This is in reference to the proposal and rationale for why we voted to strike the verbiage that was proposed in

0051. Candace, do you have a question? Oh, nope, okay. So, that proposal is Additional Required On-site Documentation, 4(a)(i) platform, removing lifts, and put in (chair), on (K) control valves, remove the "and" and add (M) Numbering of equipment, (N) Disconnecting Means; and (O) Controller.

Rational is to, "Edit to incorporate a couple of items that should have been on the list and to clean up a couple of errors."

Any questions of clarification on these changes? Mr. Wohlschlager.

MR. WOHLSCHLAGER: Which proposal number are we working on?

MR. NAIPO: 0073, this is regarding proposal 0073. Just so everyone knows, we will address 0054. It was just too long to actually type in here; so, I have -- I will actually bring up that actual proposal so you can see the correct indenting and how it will look. But for right now we're looking over 73 and the edits to that. Mr. Brinkman.

MR. BRINKMAN: Thank you. Kevin Brinkman. Numbering of equipment is already covered under (E), is it not, of 2650?

MR. NAIPO: So, yeah, I'm -- I'm going to just -- I'm going to show that right now. Okay. Give

me just a second. We're going to go like this. 2650. So, as you guys can see, all this is is a big long list. There's no indenting to help determine where certain pieces need to go and how it's supposed to be actually formatted. It's just a long laundry list and unless someone knows that, hey, under (4) they have a subparagraph (a) stair chair lifts, and then a part (i) for platform lifts, and then everything under the platform lifts are the operating control devices and blah, blah, blah. So, what I'm going to do is I'm going to show you what the proposed change was. That number, I apologize, 0054. Nope, not this, sorry. So, this is what it's fixing, it's fixing all of the indenting. So, we start with wiring diagrams, a log identifying applicable tests, manufacturer's operational instructions that include..., and then indenting all of those different things so people understand where these letters, this information for the machine this is what you need; for the runway this is what you need; inclined platform lifts, the platform, this is all the information you need regarding the platform; the machine. I hope that makes it a little pit more sense. I apologize, I wasn't able to actually input this into the spreadsheet. It would have been a long -- It would

have been a little too long. So, this is how it should look in the WAC rule.

If anyone wants to, before we go back and actually vote on this one in particular I can send you a copy of this so that way you guys can review it and then we can come back tomorrow and vote on that at that time. If you are okay with how it stands now, then we can forward. But hopefully, Kevin, that answers your question. Thank you.

Any additional questions regarding adding this additional information? Anybody? All-righty. So, without any other question or clarifications, I'd ask that we please pass a vote on 0073, unless someone has a question. Dylan.

MR. LATHER: Dylan Lathe. Sorry to come in late. I'm still confused on what this is replacing because it says (4)(a)(i) Platform, and lifts is being struck, and chair is put in place of it.

MR. NAIPO: Oh, let's see.

MR. LATHE: I'm not understanding how this is written.

MR. NAIPO: So, let's go to (4)(a)(i). So, they are asking to change this from lifts to chair, control valves, and I'm assuming they're adding it under control valves, the numbering of equipment,

disconnecting means, and controller under machine of a vertical platform lift because I'm not finding another (K) that has control valves on it and no other (M), (N), (O). So, it looks like they're adding after control valves, striking this "and", and then after this (L) for hydraulic cylinders and supply piping they each provide I think this is documentation for the numbering of equipment, disconnecting means, and controller.

Any other questions or clarifications on that? Mr. Friesen.

MR. FRIESEN: Yeah, clarification. Is this -- Is this for commercial only or is this for commercial and residential? I'm just unclear on that.

MR. NAIPO: 2650. 2650 falls under new installation of accessability equipment.

MR. FRIESEN: So, I'm seeing that listed there as private residence elevators. I can see a fair amount of objections from private residence customers for us spray painting giant numbers on their equipment to identify their equipment when it is likely the only number of equipment in the building. The chance of having multiple pieces of mobility equipment in somebody's home seems very unusual to me, yet this is -- this is requiring us to number the

equipment. This -- this proposal was saying we need to add numbering of the equipment.

MR. NAIPO: So, what this is is so 2650 is additional required on-site documentation. So, this is just requiring the documentation of wiring diagrams, a log identifying applicable tests, manufacturer's operational instructions that include the operation of the manual lowering device. Maintenance logs shall include the following tasks, and then underneath that, if you have a stair chair and it's -- you need to provide the information for the platform lift, the machine, the runway. So, it's just on-site documentation is all it is.

MR. FRIESEN: But it appears that on the proposal we're looking to add numbering of the equipment; is that correct?

MR. NAIPO: I think you're right, yes. Mr. Lathe.

MR. LATHE: Dylan Lathe. I was just going to say it wouldn't be -- you might go back to that spreadsheet you just had of the actual list. This is kind of minuscule, but would it be stair chair lifts the correct terminology would be stairway chairlifts, stairway one word, chairlifts one word. Thank you.

MR. NAIPO: All right. Thank you. Candace.

MS. LAU: Candace Lau. So, is that option still on the table for us to review this and go back to it tomorrow because there's a lot of stuff that's -- there's a lot of stuff here that's not quite making sense to me. So, I guess that's the question because I think we're mixing commercial with residential and then there's stuff here on platform lifts, and, you know, all equipment, but it's kind of written a little bit confusing to me.

MR. NAIPO: So, remember that all this is is indenting what 2650 says now. 2650 now is just this laundry list, strict laundry list with no indents, so it's hard to understand what part of the machine you're supplying what documentation to. So, in the indenting portion of this, which is on this document that I'm showing you guys, this is what's been in there for at least since this last WAC rule change that we just submitted or just went into effect. This is what it is. We're just cleaning up the indenting. So, all of these things are things that have been in place before and have been asked for, if that make sense. Whether or not the information is connect that would be something I think that would need to be an additional proposal outside of just indenting. So, Mr. Wilson.

MR. WILSON: Mike Wilson here. So, to answer a couple of questions, is 18.1 maintenance requirements does not differentiate between residential and commercial; so, this would be required on both. And as far as what Mr. Fresinger [sic] with Vertical Options said, the numbering of equipment, the RCW already requires that the conveyance number be painted on the -- on the controller. That's what the numbering of equipment would be related to. I think that's all I had. Thanks.

MR. NAIPO: Thank you. Mike, don't forget to please put your hand down if you're already done with your statement and question. Thank you. Sergey.

MR. DOLGIKH: Yes. Hi. Sergey Dolgikh again, Elevator Inspector. You know, Paoa, I'm looking at this and there are several different thoughts come to mind. If we're indenting certain things in the existing additional required on-site documentation, I think we should make sure that whatever we are indenting actually makes logical sense because in (4)(a)(i) it crosses over lifts, but it puts in chairs; so, now we're talking about platform chairs. I've written technical manuals before in my previous life and I know that it has to be consistent with the language and nomenclatures being used. So,

it's kind of a little bit confusing just like a couple of speakers said here prior to me.

The other part of this story is that here we are we're debating back at the beginning of the day yesterday whether we should be giving out to the owners proprietary documentation versus the documentation of how tests must be performed versus this versus that, but here we're putting in -- we're putting in indenting in WAC, you know, information about stair chair lifts and such like that that is required to be now on-site. So, this seems to be a little contradictory because we're starting to mix the residential and the commercial, and in this particular indent I don't think there is a distinction between the two. It just kind of bundles it up together and, I get it, it was in a previous WAC, but I guess this is the purpose of us being together here today to actually go through it and make sure that there is no discrepancies like that. This would my 10 cents, and thank you.

MS. ERIKSEN: Thank you. I just want to state for the record -- This is Melissa. I just want to state for the record that indenting as Paoa showed it was correct. That's how you would indent this, so, and it's all existing language. So, that's really

all we're talking about, are you guys okay with the indenting. Dylan.

MR. LATHE: Dylan Lathe. I'm wondering if this entire WAC code of vote 2650 is necessary or if we could just strike the whole thing because we have 23701 which seems to cover most of this, most of this laundry list, but it's a lot more simple because it just points you to chapter 11 of 18.1 and then it says documentation of tests, examinations, and maintenance shall be readily accessible on-site. So, I'm wondering -- Yeah, go ahead.

MR. NAIPO: So, the reason for that, this is regarding new installations. 23, is it twenty-three hundred, is for existing conveyances, and so that's for anything that's passed final inspection you need to make sure that this stuff is done, but at time of acceptance these documents need to be on-site per 2650. That's what the difference is between the two. But thank you. I hope that answers your question.

So, back to proposal 0073 and adding -- you know, changing platform list to platform chair, removing the "and" from part (K) of control valves, and adding numbering of equipment, disconnecting means, and controller, are there any additional questions regarding that proposal? And I'll take that

as a no. So, what I suggest we do is we take a vote on those changes, and strictly those changes, and if you are okay with them and you accept them that you please raise your hand and vote yea now. If you are for those changes, changing platform lifts to chair, removing the "and" on part (K) after control valves, and adding numbering of equipment, disconnecting means, and controller to it, that you please raise your hand and vote yea if you for that change. All right. Thank you for those that voted yea on that. Put your hands down. Thank you again for your votes.

If you are in opposition of that change, I ask that you please raise your hand and vote nay at this time. Please vote nay if you're in opposition to that change. If you are not in favor of that change, please raise your hand and vote nay at this time. Thank you.

If you wish to vote and abstain, please raise your hand now. If you vote to abstain, please raise your hand and vote now. Thank you. Thank you.

Melissa, will you please read the tally for voting on proposal 0073.

MS. ERIKSEN: There were 18 yeas, 1 nay, and 5 abstentions.

MR. NAIPO: All-righty. Thank you. And

with that, I ask that we just move to a quick vote on the indenting, again just indenting this as it should have been done when it was initially written. If you are for this change to add this indenting to the WAC rule, I'd ask that you please vote yea now, if you are for this change. If you are for this change, I ask that you please vote yea now. All right. Thank you everyone. Go ahead and put your hands down. Thank you.

If you are in opposition of this change -- Please make sure to lower your hands if you have already voted yea. If you are in opposition of this vote, I'd ask that you please raise your hand and vote nay. Please raise your hand and vote nay if you are in opposition of this indenting. If you need to wish to vote to abstain, I ask that you please raise your hand and vote -- raise your hand and vote now. If you are wishing to abstain, please raise your hand and vote now. Thank you.

Melissa, will you please read the vote tally for proposal 0054.

MS. ERIKSEN: There are 23 yeas, 0 nays, and 2 abstentions.

MR. NAIPO: Thank you. All right. So, we are on to proposal 0010, proposal 0010. This is

regarding WAC 296-96-02460 (b) and (c). I'm going to do this real quickly, make this a little easier to read. And I (audio distortion), if anybody works in Excel spreadsheets and you need to know how to paragraph something, Alt Enter is your friend. I'm sorry, I just found this out when I was working on this. I didn't know that. So, I figured I'd share the knowledge. All right. So, 2460, the change on this (1) The mainline disconnect shall be located per NFPA 70 Article 620.51(c) and: (a) inside the machine room door on the strike side of the machine or control room door; (b) not more than 24 millimeters, (24 inches) from the door to the operating handle; and (c) be at a height not less than 900 millimeters (35 inches) nor more than a hundred and sixty -- or 1675 millimeters (66 inches) above the finish floor as measured center line to the disconnect handle.

This is to update dimensions to include metric dimensions and to identify with the format used in A17.1/B44.

I will ask once if there is any questions or clarifications. If there are not, after a few seconds we will move to a vote. All this is doing is it's updating the dimensions and falling in line with A17.1. Mr. Quiett.

MR. QUIETT: Jonathan Quiett. Yeah, the metric distance is wrong. 2400 millimeters is not 24 inches.

MR. NAIPO: Thank you for that. Does anybody know what the correct distance should be and what those millimeters should be?

UNIDENTIFIED SPEAKER: Yeah. It should be right around 600 millimeters.

UNIDENTIFIED SPEAKER: 600, roughly.

UNIDENTIFIED SPEAKER: 610, by the way. Oh, Carl Cary, Lerch Bates.

MR. NAIPO: All right. So, with that possible edit adding to it, changing it from 2400 millimeters to 610 millimeters, are there any other questions -- Oh, Mr. Friesen, sorry.

MR. FRIESEN: Wade Friesen, Vertical Options. Aside from fact checking the dimensions here, I move that we vote on all of these that are just dimensional change all at once. Thank you.

MR. NAIPO: All right. Thank you. Dylan.

MR. TURNER: Dylan Turner, Greenbusch. I agree with Wade. The only other comment, with the 24 inches this probably just needs to be harmonized with the other code change that allowed for as close to 24 inches as possible to the handle because if we're

stating it must be twenty-- no more than 24 in one location and as close as possible to 24 in another, I just -- I think those need to be harmonized.

MR. NAIPO: So, it looks like it was sort of brought up on this one that the lighting -- I want to make sure that, Gerald, I'm approaching this correctly, do you mean to talk about what Dylan is talking about is covered under 0002.

MR. BROWN: No, I just looked down at the next one you were going to vote on and 24 inches turned out to be 1200 millimeters instead of 2400 millimeters; so, apparently we're 24 inch challenged on our -- on our millimeters. So, just looking ahead.

MR. NAIPO: Got it. Thank you. And I'm putting up -- I'm picking up what you're putting down, appreciate it. I agree with that, that the dimensions and the formatting we can vote for all of those at once, if there is a way that I can do that. Let me see if I can pull all those together real quick. Give me just a second. All-righty. So, fact checking will be done on all of these to make sure that the dimensions are correct, but there are currently one, two, three -- one, two, three, four, five, six, seven, eight, nine, ten, ten different submissions

regarding updating the dimensions to include metric dimensions and to identify with the format used in A17.1. Its been proposed that we put this to a total vote. Before we do that, Mr. Wohlschlager.

MR. WOHLSCHLAGER: Lyall Wohlschlager. Also on the proposal it says 35 inches and that conflicts with the proposal we just briefly talked about, 36 inches; so, we should correct that, as well, and get the correct millimeter conversion in there. That was proposal 23 that showed 36 inches and 66 inches.

MR. NAIPO: What was that proposal number again?

MR. WOHLSCHLAGER: Yeah, it was 23. So, is it 35 or is it 36, and one of the two is wrong or inconsistent.

MR. NAIPO: Thank you.

MR. WOHLSCHLAGER: And additionally, yes, fact check all those meter conversions because just in that quick glance I saw several other ones that were wrong in those other proposals.

MR. NAIPO: I want to make sure that people understand I did not edit or review these. I just cut and pasted what was submitted and that is why you guys are the subject matter experts and I'm just here to guide this conversation. So, thank you very much.

Mr. Brinkman.

MR. BRINKMAN: Thank you. Could you just read out the ten proposal numbers. I can't see them all on the screen because only part of them show up at once; so, I just couldn't keep a record what we're voting on.

MR. NAIPO: So, this is regarding -- if everyone is okay, we are going to pass a vote on all of these dimension changes to fall in line with ASME nomenclature. This will be a vote cast on proposal 0010, 0002, 0013, I'm shading these so I know they're done, 0014, 0015, 0009, 0008, 0007, 0006, and 005. So, now we will pass a vote on all of those to update the changes. Mr. Friesen, did you have another question or comment?

MR. FRIESEN: Yes. Wade Friesen, Vertical Options. To Mr. Turner's point, I feel like it would be helpful to at least add a note section for the ESAC committee about the consistency with the 24 inches within the strike side of the door. The ESAC committee can look at that see whether or not they would like to alter that language.

MR. NAIPO: I'm sorry, can you state that one more time, make sure that ESAC --

MR FRIESEN: Make sure that they review the

language that says as close to 24 inches as possible to the strike side of the door or something to that effect.

MR. NAIPO: Thank you. Mr. Brinkman, did you have another question? No worries, no worries. I just want to make sure we don't skip you. I don't want to assume anything. So, with that, we will be casting a vote on all of these proposals and updating the dimensions to fall in line with the A17.1/B44. If you are for this change, I ask that you please raise your hand and vote yea. I ask that you please raise your hand and vote yea if you are for the updating of these nomenclatures. All-righty. And it looks like we have a total of all voting members voted yea on this at 26. So, thank you very much for that, and there will be no need for us to vote nay or abstain. So, thank you very much for all of your votes on this. And, with that, I suggest we take our last five minute break just so I can get this spreadsheet sort of cleared up and exactly where we need to be so when we reconvene we'll be able to move forward a little bit more clearly and concise, and I'm not sitting here trying to fumble with this too much. Mr. Leopard has a comment or question.

MR. LEOPARD: I had change my audio on the

mic. Can you hear me okay?

MR. NAIPO: Yeah. I can hear you great.

MR. LEOPARD: Score. Thanks.

MR. NAIPO: You're good. All right. So, everybody, we'll see you back here in five minutes. Thank you again very much.

(Recess taken)

MR. NAIPO: So, here we go, last push, you guys. Just to give a quick update of where we're at, we have roughly about 44 to 45 WAC submissions that we still need to review and vote on, depending on where we end at today. I don't ever want to skip any WAC submittal because those are things that are proposed by you guys to change. What may be put on the back burner and not be able to be completed by this TAC Committee is the adoption of or the codifying of 17.1 and the changes associated with that, and 18.1. I'm going to speak to Alicia Curry, who is our rule making and legislation person, to see when her take is on this. I don't want to ask you guys to sit for another day by any means because that again pushes out the time line for us to be able to adopt these if have to add more time for you guys to review things, but at the same time I don't want to negate your guys' opinion on some of these change that are happening

between ASME A17 2016 to 2019, as well as ASME A18.1 2017 to 2020. I understand there are a lot of you who may not be affected by the changes in 18.1, which is totally okay, but at the same time just because of the market size or people affected by that represented in this TAC Committee doesn't negate the importance of people reviewing that. Now, whether or not, like I said again, I don't want to ask you guys to review those things and we're not going to get it done, I don't believe, by the end of tomorrow. So, hopefully, by tomorrow I will have a little bit more of an understanding of actions that we can take, one of those suggestions being that we provide you a list of your ESAC stakeholder representatives and with concerns that you may have vetted yourself. You provide those to your stakeholder member that is on the ESAC Committee and, therefore, they can address those at the ESAC level. But, again, and in all honesty, I don't know if we're going to able to get through 40+ of these, and then the changes in 17.1 and 18.1. So, I just wanted to let you guys know where we're at and what we have left still to do.

So, with that, Mr. Carl.

MR. CARY: Yeah, Carl Cary, Lerch Bates. Boy, is it possible that we could like whatever we

don't get done WAC-wise we can vote on it on a spreadsheet just ourselves? At least that way the vote of each member here is known and then those can be tallied how ever they're tallied, but at least that way we get a voice in that, and that way we can hit tomorrow running on that other A17 stuff and A18 stuff. Just my thought. Maybe everyone's not into it, but, you know, I came here to do a job and I'm going to do it fully.

MR. NAIPO: No, I understand that. But at the same time, I want to make sure that -- I know there's a lot of good information, not to mean that's changed anybody's perspective or changed their vote, but I know a lot of these conversations are really good, and in-person a lot of these conversations I know are had at side-board conversations during the break, during lunch, and so when we come back and convene we can hit the ground running, but in this avenue unfortunately it's hard to do this work. So, if that's a possibility, anything is possible, anything is possible, but expect an e-mail later on this afternoon after we convene. I don't think that I'll be able to give you that answer before we convene, but we will have something for you, okay. Thank you very much for that.

Are there any other concerns from any other TAC members with the status of where we're at and with the load that we still have to do? Does anybody have any concerns or -- No? Anybody? All right. Well, with that, we'll continue to press through. And like I said again, be on the lookout for an e-mail later on this afternoon, hopefully after we convene, sooner rather than later, to just give sort of an idea of what we can do between tonight and tomorrow morning when we reconvene on the last day. So, thank you very much for that, Carl. Appreciate that.

Okay. So, with that, we are going to go to proposal 998 or 0098, proposal 0098, WAC 296-96-01075. Oh, wait, no, we're skipping these. That's right, I was skipping these ones for now because this is stuff that I think is 675 and so we will move past those. Here we go.

Okay. So, now, I'm sorry, we are on proposal 0055, proposal 0055 regarding WAC 296-96-02550. This is Guard Between Adjacent Pits. They are asking to add that guards shall be provided between adjacent pits. The guards shall be of non-combustible material. The guard, if of open work material, shall reject a ball of 25 millimeters (1 inch) in diameter and made from material equal to or stronger than -- I

believe he means 1.110 millimeters or (0.0437 inches) diameter wire. The guard shall be supported such that when subjected to a force of 450 Newton or (100 pounds of force) applied over an area of 100 millimeters by 100 millimeters or (4 inch by 4 inch) at any location, the deflection shall not reduce the clearance between the guard and the adjacent pit below 25 millimeters or (1 inch). Guards shall extend not less than 2000 millimeters or (79 inches) above the level of a higher pit floor. Where a ladder is installed adjacent to a guard, the guard shall extend not less than 2000 millimeters (79 inches) above the top rung or rungs use hand grips. A single horizontal structural element at the top of a pit ladder used to stabilize the vertical side rails is not considered a rung or handgrip.

(2) Where access to pits of elevators in a multiple hoistway is by means of a separate pit access door (see 2.2.4.5) and not by a pit access ladder, adjacent pits shall:

(a) be guarded as required by 2.2.3.1;

(b) the guards may be omitted if the clearance between the bottom of the car (including any equipment attached thereto) while resting on a fully compressed buffer and the bottom of the pit is not less than

two -- 2130 millimeters (84 inches).

Rationale: To provide elevator personnel equal protection from adjacent elevators similar to that of an adjacent counterweight as required by ASME A17.1, 2.3.2.3. To provide protection from adjacent elevators whether access is by means of the lowest hoistway door or by means of a separate pit access door. This proposal, when implemented, has been proven to provide protection of life and limb.

I just want people to know where this is being asked to be placed. It's regarding new installations. This is not regarding -- This is not being placed in part D; so, this will not be enforce on existing elevators, unless someone wants to bring that up and have that be part of the vote that, hey, this needs to be added to part D, as well. So, again, this would be just for new installations after this goes into effect.

And now let's see if we can address anybody's questions of concern. Are there any questions? Mr. Brinkman.

MR. BRINKMAN: Yes, thank you. Kevin Brinkman. There is a proposal currently being looked at by the A17 Hoistway Committee that is similar to this. In fact, this may have been an earlier version

that somebody decided to pick up and submit. There's been some changes since then as this has gone through the balloting process and vetting process. There's some things in here that, you know, might create a problem or are not necessarily necessary, I guess, and some things here that we moved out of the proposal to be considered. So, while I'm not opposed to pit guarding, in fact I think it's a good idea, I think this proposal has got some things that need to be corrected and I don't know if we can wait. You know, unfortunately, we'd have to wait until another cycle to get to the requirements of A17.1, but some of the things I see here are I don't understand the need for a one inch diameter ball as far as rejecting. It seems pretty extreme when you're just trying to prevent somebody from walking from one pit to the other. Some of the stuff about sump pit access doors we identified, there's some issues with that; so, we had removed some of that language. I think there was almost deflection. Rather than one inch, we just said it can't reduce the clearances below what's allowed. So, there's just a few things that will come out differently when it comes out in A17, I anticipate, and maybe this is a little premature is all I can say. Thank you.

MR. NAIPO: Mr. Brinkman, thank you very much for that, that comment. I do want to say that the person who submitted this actually e-mailed me I think it was yesterday or the day before stating exactly what you had just said, that, hey, there is an amendment to this. And I'll be honest with you, I didn't feel comfortable trying to submit that into this or change that because this was, hey, the TAC had closed already. So, if -- if you want to put this on the back burner, so 0055 be put on the back burner, I can provide you -- or, Mr. Brinkman, if you feel it would be okay to provide what has been or was being looked at by the ASME Committee to maybe use that as an edit for this or we can go through and try to edit it as much as possible because, you know, from your statement, you do agree that there has to be something or you feel that, you know, there should be something that's in there, just how it's done still needs to be identified, I'd like to pose that. Do you know whether that would be okay moving forward?

MR. BRINKMAN: Normally, you know, from an ASME policy standpoint, they don't like to put language out there until it's finalized. However, if somebody else has submitted a proposal that may have identified some of the things I suggested, I'll

certainly leave that up to you whether or not you put that out there. I just don't want to be the person putting out ASME stuff before it's --

MR. NAIPO: I understand.

MR. BRINKMAN: -- time. Thank you.

(Talking at the same time)

MR. NAIPO: What I will do is I will go back through my e-mail and find -- I didn't really look at it. I just saw their e-mail and it was like, hey, there has been some changes. I don't know if there was an attachment to that. So, what I will ask is, Melissa, if you can maybe put this on hold and we'll address this possibly tomorrow. Jan.

MS. GOULD: The latest A17.1 is out for public comment now, right? That's what -- Yeah, 2022, so...

MR. NAIPO: Mr. Brinkman.

MR. BRINKMAN: Yeah, this is Kevin Brinkman. You're correct, it is. Unfortunately, this change did not make that edition. It's still being developed. So, it would not be out until the next edition, which is 2025.

MR. NAIPO: Thank you for that clarification.

MS. GOULD: Jan Gould. Thank you.

MR. NAIPO: Mr. Cary.

MR. CARY: Yes. So, a lot of this language mirrors the general requirements in the state of California, but even more so. For example, in California it requires a rejection of a two inch ball. This language is referring it to a one inch. So, it's -- it's -- it's even more oppressive than what they are requiring currently in California, just as some background.

MR. NAIPO: So, what I suggest is that we put this one on hold. Jan, did you have an additional question or comment?

MS. GOULD: No. Sorry.

MR. NAIPO: It's all right. So, what I propose is that we put this on hold and allow me to go and see if there is an attachment with that, and I can provide that to you guys tomorrow as an amendment to what's been submitted and that's what we can vet tomorrow. If everyone is okay with that, if you will please raise your hand and vote yea, and we'll move on from this one. If you guys want to tackle this one, then we will. But if you're okay with putting this off until tomorrow, I ask that you please raise your hand and vote yea. All-righty. It look like we got a majority vote. Thank you for that. And so what we

will do is we will put this on hold until tomorrow. Give me a second. Sorry about that. So, 0055 will be put on hold. I will forward you any information, if there's anything in the attached e-mail from the person who submitted this originally, and you will have that with a copy of the agenda for tomorrow, as well.

So, with that, we will move on to proposal 0019, Location of equipment in hoistway. It's regarding WAC 296-96-2552. Elevator equipment shall be permitted to be location within the hoistway subject to the requirements in ASEM A17.1/CSA B44 and the following: Where an elevator -- (1) Where an elevator cannot be prevented from movement electrically and mechanically prior to entering the pit area motor controllers, motion controllers, drives, hydraulic control valves, hydraulic reservoirs (tank), hydraulic pump motors and driving machines shall not be located in the pit.

(2) Where a means is used to secure the elevator electrically and mechanically entering the pit, the means shall be designed such that the activation can be performed without full body -- full bodily entry into the pit.

We're looking to add:

(3) Washington State requires states that there

is a sump pump in the hoistway per conveyance.

(a) rated at 50 gallons per minute per conveyance

(b) Cord and plug by design for easy removal only.

(c) shall be attached to a single non-GFCI outlet.

(d) no control boxes, junction boxes, or alarms may be mounted in the pit hoistway or machine room, i.e. high water alarm.

(e) shall have a steel grated lid, flush with the floor and secured.

(f) shall not be directly connect to the sewer system, as per plumbing code.

(g) piping shall be steel, cooper, or cast iron and start with a union adjacent to the sump lid, with a check valve and a shut off valve.

The rationale is to help clarify the 2018 requirement to add sump pumps to elevator pits.

Additional notes that were given was ASME A17.1 2019 2.2.2.5., and elevators provided with fire fighters and emergency operation, a drain or sump pump shall be provided. The sump pump/drain be required to remove a minimum of 11.4 -- I don't know what M3/H stands for, but it equates to 3,000 gallons per hour

per removing single hoistway or multiple hoistway elevator. So, this would be per elevator. This is for a reference to exempt during code review because of WAC changes above.

So, with that, are there any clarifying questions that are needed? Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. To me, this requirement for the sump information to me it feels like it should be its own WAC. It's kind of clunky where it's getting put at. It makes it kind of hard to fine within the code. So, I'm just throwing out there that I have no issue with putting the requirements in there, I think that's great information, but it seems to like it should be its own entity. Thank you.

MR. NAIPO: Thank you. Mr. Turner.

MR. TURNER: Dylan Turner, Greenbusch. First, I agree with that. I feel like the WAC that's being referenced, location of equipment is referring to elevator equipment, not non-elevator equipment. I guess just stating my objection to the change here of 50 gpm per conveyance. The 2019 version of A17.1 was specifically edited to be per hoistway because its been determined that 50 gpm per conveyance is excess. So, I don't know why we would change it back to that

when we're look to adopt the 2019 version, which has identified this an excessive requirement.

MR. NAIPO: Thank you, Mr. Turner. Mr. Brinkman.

MR. BRINKMAN: This is Kevin Brinkman. He said what I was going to say, that the 2019 code has changed that. Thank you.

MR. NAIPO: All right. Thank you. Candace.

MS. LAU: Hi. Candace Lau. My -- I'm not a -- I'm not saying one way or the other. I'm just saying that if this were proposed to be changed, I believe that the part that talks about the per hoistway it should be on the -- in 00675 as an amendment to the A17.1 2.2.2.5 instead of in this -- It needs to be amended in the 00675, if this is the route we're going. That's my only point.

MR. NAIPO: Mr. Wohlschlager.

MR. WOHLSCHLAGER: Lyall Wohlschlager. Does WAC 02552 exempt this requirement from residential elevators? I don't see it in the verbiage here.

MR. NAIPO: 02552, 02552, 02552, there is no exemption for this, not -- not -- not in 2552, no, there is not an exemption for that. Mr. Brinkman. Yeah, Kevin Brinkman, just two things. I want to -- I

don't think there's a need to change the per conveyance to per hoistway in 0675 because the 2019 made that change. I think that was the point that I believe it was Dylan made. So, I think if we had -- we leave that at per hoistway we don't have to change that.

To the question about private residence elevators, the way requirement 2.2.2.5 is written in A17.1 it's only -- you're only required to have a sump pump if you have fire fighters emergency operation phase two, you know, and the idea behind this is to be able to remove water from the pit that may come in from stray sprinklers, or hoses, or something so that the fire fighters can continue to use equipment for phase two. So, I don't -- If we follow A17.1, it wouldn't apply to residence elevators or LULA elevators because they're not (audio garbled) phase two.

MR. NAIPO: Thank you. Candace.

MS. LAU: I want to clarify what I just said. What I was trying to -- My point is that if we voted to pass this number three on the revised, what is being proposed is that it's not going to be per hoistway, it's going to be per conveyance is what this proposal is asking for. So, my point is that if this

if this passes, it should be put into 00675 instead of this -- in addition to this or -- or instead of this because the correct place to put amendments would be in 00675. That's my only point. I'm not saying let's do it. I'm saying if this passes, it needs to be done in 00675.

MR. NAIPO: Thank you. Any additional questions or comments on this one? Mr. Turner.

MR. TURNER: Dylan Turner, Greenbusch. I guess my suggestion would be a friendly amendment and not including the per conveyance, but leaving it per hoistway. I can't vote on yes this because I disagree with that one part, but I don't take exception to the rest of it.

MR. NAIPO: Thank you. Mr. Wohlschlager.

MR. WOHLSCHLAGER: Lyall Wohlschlager. So, unless -- I can't support this unless some place in 02552 it exempts residential elevators because we don't reference any of the ASME standards in this proposed amendment that limits it to those with fire emergency operations. So, as it's written right now, I don't see how I could exclude it with residential elevators.

MR. NAIPO: So, it looks like there's a couple questions or clarifications. I think the other

one was regarding the last thing we were talking about. But Gerald just put in sump pumps are a fire fighting water removal pump. Fire hoses are rated at over 150 gallons per minute. 50 gallons per minute per car is too small.

A comment from Carl is it also is not clear if it will apply to major alterations or modernizations where it currently is placed in the WAC numerically. This is regarding just new installs, as well. Mr. Wohlschlager. No? Okay, you're good? All right. Mr. Quiett, I'm sorry.

MR. QUIETT: Jonathan Quiett. So, what is proposed here, we're talking about making a friendly amendment to it. The very first line, "Washington State requires..." -- "Washington State requires states that there is a sump pump in the hoistway per conveyance", can we add something on new installations with phase two fire service? And, then, for the issue that some of the people have with the 50 gallons per minute per conveyance, line out the per conveyance and put in per hoistway?

MR. NAIPO: Mr. Quiett, one more time, can you give me that. I apologize. I wasn't in the right spot ready to take down your comments real quick. I apologize about that.

MR. QUIETT: Yeah. Jonathan Quiett. So, the first line where it says, "Washington state requires states there is a sump pump in the hoistway per conveyance", if we can change that to per conveyance with phase two fire service operation.

MR. NAIPO: All right.

MR. QUIETT: And then the (a) where it says rated at 50 gpm per conveyance, change that to per hoistway.

MR. NAIPO: Thank you. Carl.

MR. CARY: Paoa, hi. I don't know if I've ever done this before or will again, but I respectfully disagree to your statement that this being in part (c) will only apply to new elevators. It says part (c) regulations for new and altered elevators and lifting devices.

MR. NAIPO: Oh, my gosh, I am sorry. So, don't ever be sorry for calling me out on something that I'm wrong for because that's -- I should have -- I should have checked before I spoke, and I apologize about that.

MR. CARY: So, if we're discussing -- Carl, Lerch Bates. So, if we're discussing friendly amendments, I would like your verification that this is just for -- the addition of this is just for new

elevators.

MR. NAIPO: So, it looks like this needs a lot of editorial work. It doesn't seem like there's a lot of opposition to it, but it just needs to be wordsmithed a little. Mr. Leopard.

MR. LEOPARD: Duane Leopard, city of Spokane. This is, to me, a redundant of A17.1, looking at everything, or building code, or plumbing code. My question is: Why are we repeating it here in WAC? The code is already set and if we adopt them as they read, then we don't need this.

MR. NAIPO: Thank you. Mr. Turner.

MR. TURNER: Dylan Turner, Greenbusch. I think the part that isn't explicitly codified in A17.1 is the no control boxes, conjunction boxes. I know that's how it's enforced in Washington, but in other states, you know, it's not exactly done that way and you might see the alarm located in the machine room. I think that's the intent of what was submitted here. I can't read the mind of who submitted it, but that's my guess.

MR. NAIPO: Thank you. Candace.

MS. LAU: Candace Lau. There were other things in this such as the piping having to be steel, copper, or cast iron. That's a huge difference

because right now that's not what it's in. There -- there's some different language in here, that's all I'm saying. And as far as alterations go, alterations have their own separate requirement; so, depending on what you do,it triggers certain things. So, it's just not that simple to say on alterations you're not required to do this. You just have to follow the eight seven on that.

MR. NAIPO: Thank you. Mr. Wohlschlager.

MR. WOHLSCHLAGER: Lyall Wohlschlager. I didn't catch it whether or not you added a note over in the friendly amendments to make sure that residential elevators are excluded.

MR. NAIPO: Uh, yes, that was actually one of the first things I wrote in here.

MR. WOHLSCHLAGER: I appreciate that.

MR. NAIPO: Please tell me I put it in here. Oh, there it is, okay. Currently there is no exemption for residential elevators. So, yeah, I do have that in there. I apologize. Candace, did you have another question or statement?

MS. LAU: I did, yeah. This is Candace. So, Lyall, with the -- with respect to the new part that's being added that would not be something that is currently enforced for residentials because there's

no -- it's not provided with fire service, and that's kind of -- I was trying to look at the 2019 code to see if it changed the wording, but with 2016 code the sump pump requirement is based on the elevator being provided with fire service, if that helps.

MR. NAIPO: Thank you. Jan.

MS. GOULD: It still is, but it does say per hoistway or multiple hoistway.

MR. NAIPO: Thank you. Lyall.

MS. GOULD: Jan Gould. I'm so sorry.

MR. NAIPO: Lyall, did you not have an additional question or comment?

MR. WOHLSCHLAGER: No. I -- I understand that 17.1 won't kick us into having a need for a sump pump, but if one reads this WAC, it doesn't tell us to go to 17.1, it just says you have to have a sum pump in every hoistway. That was my concern. So, even though I don't have to do it under 17.1, under this WAC the way it's written I would still have to do the sump pump under 2552. That was my concern.

MR. NAIPO: Thank you. There's a couple of comments in the chat, one from Gerald: Interpretations already exempt alterations. PVC isn't fire rated for pits. Mr. Brinkman put in: The 2019 requirement and shown in column E minus the

strike-out.

So, are there any additional questions outside or statements outside of if this passes the amendments that will need to be looked at? Mr. Brinkman.

MR. BRINKMAN: A simple amendment might be, if the ESAC is looking at this, just to say -- Kevin Brinkman, sorry. A simple amendment might be to say that sump pumps shall be provided per ASME A17.1 2019 requirement 2.2.2.5, except -- with in addition to the things noted below, and then you can add the stuff about, you know, the alarm and stuff like that, if you wanted to. It would be another way of doing it. So, just another thought to consider.

MR. NAIPO: I'll give a final ask for any additional questions or clarifications before we put this to a vote? And, again, remember that you're voting not just for how it stands now, but the consideration, time permitting, if we have the ability to, we will try to go through and review this verbiage. If not, this is stuff that would be passed on with the transcription so that people understand exactly when we're talking about these or what these edits mean if my meager notes aren't enough for them.

So, I ask, since there are no questions or statement clarifications, or clarification statements,

I ask that we please put to a vote proposal 0019.

If you are for this change and the sump pump verbiage with the editorials that we have discussed, if you are for that change we ask that you please raise your hand and vote yea. If you for these changes again with editorial changes that we have made note of, I ask that you please raise your hand and vote yea. Thank you.

I ask for those that are in opposition of this change to please raise your hand and vote nay. If you are in opposition of this change, I ask that you please raise your hand and vote nay.

Melissa, I can't see you; so, when you're ready, can you give me a thumbs up or a yes.

MS. ERIKSEN: I'm just making sure that the numbers are going to stop.

MR. NAIPO: I appreciate that. I understand.

MS. ERIKSEN Yeah, we're good.

MR. NAIPO: All right. Thank you. Go ahead and lower your hand if you voted nay. And we will now go to vote for allow those who wish to vote to abstain please raise your hand. If you are voting to abstain, please raise your hand now. All right. Thank you.

Melissa, will you please read the vote tally for

proposal 0019.

MS. ERIKSEN: There was 1 yea, 21 nays, and 3 abstentions.

MR. NAIPO: Thank you. Moving on to proposal 0003 regarding WAC 296-96-02605, it looks like on number two of this, governor overspeed testing shall be verified by manufacturer's documentation (see ASME...) or (See A18.1 2017 and earlier editions), 2017 and earlier editions is what's been added, requirement 9.9.3, and adds A18.1-2020 and later editions, requirement 9.9.2. Safeties shall be manually tripped at rated speed with no load on the chair (see A18.1 section 10. 4) New added verbiage of a free passage of not less than 430 millimeters (17 inches) shall be provided between the chair lift and the opposite side of the stairway. This measurement shall be taken when the chair is folded against the wall.

Rationale: To update the reference to 9.9.3, which was renumbered in the 2020 edition to 9.9.2, also to reinstate the distance between the chair and opposite side of the stairway. There is no requirement -- no such requirement in the IRC for residential installations, nor is there one in A18.1. An installation could be installed that blocks the

entire width of the stairway and the inspector would not be able to remedy this situation with a code violation.

And there was a note this one. This is only relevant if we adopt the ASME A18.1-2020 edition.

There is another change to 2605 that I believe -- Well, there's actually -- 2605 has quite a few different changes. All-righty.

So, if we go through this, since there are four pretty substantial changes and all of the changes are really different, what I suggest we do is if you have already made a preliminary decision on each of these separately, what I ask is that we take that vote and from there the ones that have passed. If two of these have passed, then we will look at condensing those into one big change. But it looks like proposal 0003, 0044, 0050, and 0057 all have to do with roughly the same WAC, and changes within them are -- some of them are the same, not the same, but some of them are reflecting the same spots that need to be edited, others are totally different. So, again, what I would suggest is that if you already have these, a vote for those ones placed or thought of, I ask that we please vote for all of these four separately, and any that have passed we look to merge them together into one,

one proposal. Is there any opposition to that? Sergey.

MR. DOLGIKH: Yeah, Sergey Dolgikh, Elevator Inspector. So, there is one thing to bring up in light of the recent developments and everybody voting to strike out 2640, right? So, because we removed commercial out per the votes that passed and for the fact that the language in the other suggested to private residence only, and we kind of talked about that there is no distinct difference between private residence and commercial anymore in concurrent code and further forward, I suggest that we look into this a little bit differently and not just bundle them up I guess is what I'm saying because bundling it up is kind of opening up another confusion. This 2605 was confusing code to begin with. There are very important points to be made. And those separate -- separate proposals they contain pieces, bits and pieces for, you know, for specific items that should be looked at. So, I am against bundling it up and I think we should look at them as they stand. Thank you.

MR. NAIPO: Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. Sergey said exactly what I was thinking. I

think these need to be all looked at individually because there do seem to be little nuances that need to be discussed separately. Thank you.

MR. NAIPO: All right. Thank you. Mr. Wohlschlager.

MR. WOHLSCHLAGER: Lyall Wohlschlager. Yeah, I've been actively involved and looked at all four of these, and, in the benefit of time, I would be willing to synopsize these for tomorrow morning so that we don't have to go through each one, and just, you know, lay out what's -- what's different among the four, if that would be helpful; otherwise, we can go through them now.

MR. NAIPO: So, it's been put for that, Lyall, it sounds like you're wanting to take the lead on this and that you will sort of condense these four into one big proposal on everything that's been submitted; is that correct?

MR. WOHLSCHLAGER: Yeah, or at least tell people what's the difference between number 3, number 44, number 50 so that they don't have to decipher it. There's really only four different points, I think, being presented among these four different proposals, but it's hard to decipher when they're so lengthy.

MR. NAIPO: Okay. I will put that -- Mr.

Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. You know, in just -- just reviewing this, I am opposed to that idea because that condenses everything down to where you're voting or putting one vote in for several different changes here. You know, just looking at the way that I preliminarily voted on these, I've got some that are yeses and some that are no, depending on the specific verbiage that's used in each one of these sections. I don't feel like them being together is appropriate. Thank you.

MR. NAIPO: All right. Thank you. I will put that task and that vote to the TAC Committee. So, its been proposed that Lyall has volunteered to put these four together and try to help disseminate the information out, the differences between all four, and present that to us tomorrow. It has also been presented to us that, you know, they would feel more comfortable -- two committee members have said that, you know, we feel like we should go through these one at a time. So, I'm going to place that vote to the TAC Committee now. If you vote yea, you are voting for we'll bypass these four right now and present Lyall with the opportunity to give us this information in a little bit more of a concise format tomorrow to

be voted on as one big singular change. If you vote nay, then that means that you would rather go through each of these and their nuances and vote accordingly, which is okay, as well.

So, again, I pose this vote to you. If you vote yea, I ask that you please raise your hand now, and, if you are voting yea, you are voting for us to be able to review a concise compilation of all four of these tomorrow morning. So, if you are for that change or for us doing that tomorrow, I ask that you please raise your hand and vote yea. If you are for us reviewing all four of these tomorrow in one concise compiled proposal, please raise your hand and vote yea. Thank you.

If you are opposed to that and you would rather vote on or, excuse me, review each of these singularly as they stand, and then after that vote we will -- what's left over we can compile into one, I ask that you please raise your hand and vote nay, and this will determine that, hey, we are going to look at each one of these individually and vote accordingly.

So, the nays have it. Thank you very much for that. So, we will review each of these individually and whatever passes. So, like I'm saying, we're review each of these as it stands alone and anything

that passes of these four it will be passed on to the ESAC or, time permitting us as the TAC, we will go through and merge those into one big proposal and anything that does pass as we vote on them singularly.

All right. So, with that, proposal 003. I think I already reviewed this stuff. So, regarding proposal 003, are there any questions for clarification on this or any statements of clarification on this one in particular, 003? Mr. Wilson.

MR. WILSON: Mike Wilson here. I just have a question. It's why is there a free passage requirement for a private residence when it's not -- there is no free passage requirement in 18.1?

MR. NAIPO: All right. Thank you for that. Hopefully someone will be able to answer that I do have it marked on here. So, if it's not, I will pose that question again and hope that someone will be able to answer that for you. Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. I'm not going to address that. I think that Sergey or Kevin are probably better apt to answer that question. But I am in opposition to it. If we put a minimum passage requirement in this in a private residence, it is going to limit where we can put this

equipment and there are safety concerns where folks are trying to get up a set of stairs that maybe an older home where the minimum is under 17 inches and I feel like we were putting those folks at risk by saying, no, you can't have a chair in your home because it's under the 17 inch requirement when it might be safer for them to have it so that they don't fall down their stairs and get hurt. So, I am in opposition to this minimum requirement. Thank you.

MR. NAIPO: Thank you. Sergey.

MR. DOLGIKH: Yeah, Sergey Dolgikh, Elevator Inspector, L & I. So, this is exactly why I wrote 0044 without the requirement for passage because, for one, if you're strike-- if we're striking 2460 out, fully out of WAC, no pun intended, it is basically we are saying commercial residential all the same. So, if we're going to be keeping this passage requirement, commercial installations have entirely different passage requirements, entirely different ICC code requirements for the unobstructed space approach and such like that. So, this is exactly the rationale behind the proposition 44. It says with this potential change we need to strike WAC 296-96-02640, and at the bottom of that it says if accepted we need to strike WAC 296-96-02460, which we did today it

sounds like by majority of the vote. So, this is why this particular proposition is very specific to not putting the dimensional requirement for free passage as part of this 2605 WAC, as paragraph two was indicating. So, you are absolutely correct, the requirement of passage was taken out of 18.1 a while ago, to my knowledge, and the reason why this passage requirement was brought in was in as an historical adjustment to -- and -- and, frankly, I don't understand the 17 inches really because it's just in the number that's been taken away, you know, taken from thin air and put as 17 inches.

So, anyway, this is rationale for what I proposed in 44, proposal 44, and this is why the requirement is not there because we're taking out private residence elevators out of the equation and they're just inclined stairway chairlifts, that's it, with the new code, okay. So, that's my rationale behind it and I hope that explained the question.

MS. ERIKSEN: Thank you. Kevin.

MR. BRINKMAN: Yeah, thank you. Kevin Brinkman. To answer Mike's question of the reason there is not a free passage distance in A17, or, excuse me, A18.1 is because that's really a building code issue. You know, we're dealing with building

egress, fire egress. While having clear passage is important, it was not really in the realm of A17.1, A18.1, which is more of a design standard, so it really belongs in the building code. That's why it was removed or why it's not there.

MS. ERIKSEN: Jan.

MS. GOULD: Jan Gould. A two part. Because when we were getting ready to adopt our latest ASME back in 3/15/2021, the WAC rule had the 17 inch rule for private residence. It now resides in chapter three. But if it goes away, I'm amenable to removing it in the next code cycle. And, then, regarding free passage for commercial buildings, there is a submittal to WABO by the Seattle Fire Department to have clear access, and I can't remember the distance, and I will try to find that for tomorrow for commercial buildings.

MS. ERIKSEN: Thank you. Dylan.

MR. LATHE: Dylan Lathe. Yes, I'd like to agree with Sergey and Wade. I don't think that the 17 inches is a necessary rule, and I do see hundreds of these a year, and I agree with Wade when he said that it's actually safer for these customers to have their chair even if the passageway is a bit tight because they are more than likely going to fall down those

stairs if they don't have that chair. So, I don't think the 17 inch rule is a good idea. Thank you.

MS. ERIKSEN: Thank you. Mike.

MR. WILSON: Yeah, Mike Wilson here. Yeah, with that all that being said, I think with this proposal it should be a no vote.

MS. ERIKSEN: Thank you. Wade. Oh, I'm sorry.

MR. NAIPO: No, you're fine.

MR. FRIESEN: Wade Friesen, Vertical Options. Just one quick edition. I just want to admit that the current permitting rules say that if we're going to install a commercial chair we have to have that passed off by the local jurisdiction. So, the local jurisdiction can say, you know, based on their interpretation of the building code that applies to them, what it is that they want for commercial application. I think this is more of a discussion for residential. Thank you.

MR. NAIPO: Mr. Wilson, did you have an additional question? All right. Thank you. If there are no additional questions or clarifications needed, I'll give everybody a couple seconds to see if there are, I ask that we put this to a vote on proposal 0003. If you are for this change, the main intent of

this is to have not less than 17 inches of free passage. If you are for this change, I ask that you please vote yea now. If you are for this change, please vote yea now. Raise your hand. If you for adding this free passage, please raise your hand now and vote yea. Thank you.

If you are voting to not have this requirement added to the WAC, I ask that you please vote nay now by raising your hand. If you are against this free passage requirement, I ask that you please raise your hand now. All right. Thank you. Thank you for those votes. If you can, please place your hands down.

If you wish to abstain wish to abstain -- Mr. Strafer, if you could, please lower your hand. If you wish to abstain, thank you, I ask that you please raise your hand now. Thank you.

Melissa, will you please read the vote tally for proposal 0003.

MS. ERIKSEN: Yeah, as soon as I find it. There were 0 yeas, 21 nays, and 4 abstentions.

MR. NAIPO: Thank you. With that, we'll move on to proposal 0044, 0044. It was stated that with this potential change we will need to strike WAC 296-96-02640, which I believe did pass with a vote earlier today, and with that they asked to strike

private residence and change it to inclined stairway chairlifts. (1) Battery operated, remove private residence, inclined stairway chairlifts are not required to be permanently wired or installed on an individual branch circuit as required by NFPA 70 620.51(A) Exception 2. These conveyances shall be permitted to use a cord and plug. Adding verbiage: The cord and plug shall be plugged directly into source of power, i.e. receptacle. Removing, that will act as the equipment disconnecting means, remove that verbiage. The circuit which is used for the equipment shall have overcurrent protection that will protect the circuit and the equipment. The circuit shall have sufficient capacity to support the additional load of the stairway chairlift. Units that are operated by line voltage shall comply with NEC 620.51(A) and remove Exception 2. Adding, the disconnecting means shall be an enclosed externally operable fused motor circuit switch or circuit breaker that is lockable open in accordance with 110.25. The disconnecting means shall be a listed device. Remove (2} which states, Governor overspeed safety testing shall be verified by manufacturer's documentation (see A18.1 requirement 9.9.3) Safeties shall be manually tripped at rated speed with no load on the car (see A18.1

section 10.4).

The rationale: 1. Redundant language originated from NFPA 70 NEC 620.51 and 620.51(A) is creating ambiguity, which in turn creates confusion and multiple interpretations of the code's intent. 2. There will be no need in WAC 296-96-02640 redundant language originated in ASME A18.1.

Now, I'll open it to the TAC for any clarification, clarifying questions needed. Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. I'm afraid that some of the ambiguity kind of is in the change. So, I'm a little confused to this. It says the cord and plug shall not be or shall be plugged directly in the source of power that will not act as the equipment disconnecting means, and I think that's appropriate in the respect of battery powered equipment that you are just unplugging the charger, you're not actually disconnecting the power. So, that -- I think that was the intent there.

Now, the other section I guess, I'm not sure who submitted this, but this is the part that confuses me, it says the disconnecting means shall be an enclosed externally operated fused motor circuit control switch or circuit breaker. Is that intended strictly to be

for line voltage operated lifts because that does make sense to me? If it is intended for all lifts, including battery powered ones, that does not make any sense to me. So, I would really appreciate some clarification. Thank you.

MR. NAIPO: Sergey, are you raising your hand twice to state that you have an answer to that question? I'm assuming yes.

MR. DOLGIKH: Sergey Dolgikh, Elevator Inspector, and, yes, I am. Wade, I was the one who put this one together, as I already admittedly said that. So, there is a couple of caveats to the whole thing. If we read 620.51(A), it is simply stated. Now, mind you, we are not only applying this to residentials now. According to this, we're applying this to all stairway chair lifts, commercial included. So, what it basically states is this: If, in fact, the cord and plug are not -- are not equipment disconnecting means based on the previous statement, then there shall be a disconnecting means in case of battery operated, like you said, battery operated stair chair or stairway chairlifts. There shall be a disconnecting means to remove power from the motor based on the criteria that 620.51 states in 620.51. So, with that said, not all chairlifts come with a

rocker switch, to my knowledge, and I don't know, correct me if I'm wrong, the ones that I've seen so far through my career do, but there are new chairs coming in all the time, and to my knowledge this question was dated back in the day in times of previous chief and times of previous technical specialists. In certain companies when they brought in first stair chairs they didn't have a rocker switch on it. Due to that communication, the Department enforced them to install those rocker switches. And, then, when speak of rocker switches, it's the one that removes power from the battery operate, okay, battery operated. Now, if we're excluding the battery -- and -- and plus in addition to this, Exception 2 was written to AC motors back in the day, to my knowledge, okay. That's when -- that's when the disconnect happened because, here we are, we are moving forward to battery operated stair chair lifts; however, the Exception 2 in 620.51(A) was written -- technically was written to clarify, hey, if you have AC motors then you are doing this, but, if you don't, then you're doing that.

So, with all of this kind of hodge-podged together, if you look up in 110.25, it actually specifies that the disconnecting means shall be

lockable open. And this is actually a quotation from the actual body of code. That particular sentence came from NEC.

So, what I'm trying to do is I'm trying to do this: Number one, I'm trying to eliminate two different stair chair entities because -- in the WAC specifically because the rest of it is governed in 18.1. What I'm trying to do with this is say, hey, there is no distinct difference anymore between the residential and the way we test on acceptance inspections residential and commercial, okay. So, with that change specific to cord and plug, the receptacle with the battery operated stair chairs is not disconnecting means. It does not remove. It removes the charging power from the motor from the battery, but it does not remove power in a conventional way from the motor in order to maintain their service. That's the whole concept behind it, right? You should be able to remove power from the motor to service, and maintain, and repair, and that per the 620.51 shall be a lockable item. Per 110.25 it shall be lockable item, right? So, that's why this sentence is there. I don't know if this made more confusion than explanation, but that was my rationale behind it. Thank you.

MS. ERIKSEN: Duane.

MR. LEOPARD: This is Duane, city of Spokane. I think the previous speaker said a lot of what I think. Thanks.

MS. ERIKSEN: Dylan.

MR. LATHE: Dylan Lathe, L & I. I have a few things to say. So, I think we're going to run into a problem if we say that the -- so, the -- these battery operated chairs, the cord and plug is still a disconnecting means because it's disconnecting the power from the building to the chair, but in NFPA 70 under 620.52 power from more than one source (a) single car and multi car installations. On single car and multi car installations, equipment receiving electrical power from more than one source shall be provided with a disconnecting means for each source of electrical power, period. The disconnecting means shall be within sight of the equipment served. So, your cord and plug still has to have a disconnecting means. That still is -- unplugging it is still the disconnecting means. In addition to that, you're still required -- since you have two sources of power, you're still required to have an additional -- sorry, an additional disconnect. So, that's one. And, then, two, if we say that the disconnecting means shall be

in an enclosed externally operable fused motor circuit switch -- Okay, I'm sorry, I'm going to back up on that one. I didn't read that one clear enough. But I hope I made myself clear; if not, please ask a question. Thanks.

MS. ERIKSEN: Sergey.

MR. DOLGIKH: Yeah, Sergey Dolgikh, Elevator Inspector, L & I. Dylan, to answer you or to kind of put my point of view into this, there are times when cord and plug are plugged in not in direct sight view of the motor. It could be plugged in, and, you know, that they plug it around the wall, they plug in, sometimes there are -- there are hinges that are automated hinges and they put those around in an adjacent closet, things like that. So, if you're approaching this by definition of disconnecting means, then those installations are illegal because it has to be within line of sight of the motor, okay, and it's not. So, the thing of it is, is disconnecting means as defined in NEC, which that sentence says at the bottom in blue, the disconnecting means shall be blah, blah, blah, those are clearly defined what they shall be in NEC and that chapter 110.25, and so by description then, by definition, disconnecting means remove power from the motor, whereas if you are using

cord and plug and you are unplugging it, you're not removing power from the motor, you're removing power from the battery, and battery internally feeds the motor, but that's -- that's where kind of the confusion is a little bit sometimes, in my opinion. But even if following the logic that you're presenting, then the disconnecting means that if you consider cord and plug as disconnecting means and it's not within the line of sight then half of these chairs should be failed. That's all I have to say. Thank you.

MR. NAIPO: Mr. Wohlschlager.

MR. WOHLSCHLAGER: Lyall Wohlschlager. I think one of the important things to recognize in the proposal here is that they want disconnecting means for externally operable fused circuit switch or circuit breaker if it's being operated on line voltage. Well, the NEC 620.51 clearly and unequivocally under Exception 2 allows stair lifts, whether they're battery operated or line voltage operated to be cord and plug connected, period. There's no discussion if that's ambiguous or not. So, Exception 2 in the NEC clearly allows a cord and plugged battery operated or AC operated stair lift commercial or residential to exist, and that's why I

oppose this requirement to require a fused motor disconnect.

MR. NAIPO: Mr. Barnhart.

MR. BARNHART: Yeah, I'm extremely confused by the intent of this proposal. As was just stated, the NEC is quite clear, a cord and plug connected device plugs into a single circuit, and the cord and plug is considered the disconnect. Now it appears that we're requiring an additional disconnect, even if it's cord and plug connected, which makes no sense to me. Furthermore, it doesn't make a lot of sense to have a cord and plug device in a -- plugged into a disconnect. You'd have to have a disconnect to a receptacle, then a cord and plug device, and the way -- and that's the way I see this because it is powered -- it's operated by line voltage or it's connected to line voltage and the code is going to require you to have either a disconnect or the cord and plug. And Exception 2 is perfect. We don't need any of this. Exception 2 of 620.51(A) takes care of all this. Thank you.

MR. NAIPO: Thank you. Candace.

MS. LAU: Candace Lau. I just want to say that 620.51 is in different sections. 620.51 first tells you that you have to have a single means of

disconnecting all power, basically I'm paraphrasing, all power to the motor so that you can't run it. If you unplug the cord and plug, you can still run it. That exception is under the type, okay. So, first, it tells you what you need to have, then it tells you what type you can have. And (a) under the type tells you, yes, you can have the cord and plug, but if you have a cord and plug for a line voltage, yes, it does the trick, you unplug it, it doesn't work anymore, okay. If you have a battery and you unplug it, it still works. So, it does not meet the very premise of a disconnecting means because it doesn't disconnect power to the motor. So, that's the first thing I want to say.

The second thing I want to say is that the intent of 2605 as it was written in the code before this proposal was to allow residential stair chairs because the exception says that where an individual branch circuit supplies a stairway chair lift then it can be permitted to be cord and plug. And what that 2605 meant to do previously is to allow for residentials to not be on an individual branch circuit because when you have a house and it's a battery (audio distortion) plugged into there it was determined or decided that you should be able to plug

in more than one thing into that outlet. You can have a vacuum cleaner, you can have whatever, a lamp, it didn't have to be an individual branch circuit, and that's why -- that's the attempt. 2605 was to attempt to allow homeowners to have more things plugged into their outlet besides that cord and plug. That's the attempt. But the way it was written it suggested that you can just unplug it, the battery charger, and that's okay, we're going to use that as the disconnecting means, and that is wrong because it does not disconnect power to the motor. So, I think that this proposal was written to try to rectify what was said previously, and the whole intent of this whole code to begin with is to allow for the homeowner, I'm going to say it again, for the homeowner to plug in more than just the battery charger to the outlet. That's the whole intent of this whole code, and because of that we've ran into all kinds of issues with just have -- they're allowed to just unplug it and not have an actual disconnect that disconnects it from the motor. So, if we got rid of this in its entirety, this whole 2605, and just went with the NEC that would probably be a better way to go because then we're going with exactly what the NEC says, which is you have to have a disconnecting means to disconnect

from the motor, and you're allowed to have a cord and plug if it does all that stuff. So, that's my background on this 2605.

MR. NAIPO: Thank you. Mr. Leopard.

MR. LEOPARD: You know, I think by striking out part of the residence and adding this other stuff, this could lead to the requirement of an externally operable fused motor circuit for a battery powered stair chair. And the way we're doing it right now I think is fine and this kind of adds some ambiguity to everything. I just want to -- And on a commercial lift, you know, I'd want the switch there, but on a residential this is going to add a lot of money to them. I'm going to vote this down because I'm not in favor of adding more costs to some poor guy that or gal that needs to use their stair climbers or stair lift. I don't know, I just -- I just like the way the original setup, the WAC code, the 20-- the 2605 was written and let's just leave it that way.

MR. NAIPO: Thank you. Mr. Wohlschlager.

MR. WOHLSCHLAGER: Lyall Wohlschlager. To address Candace's point, yes, the 2605 did allow plug-in cords for residentials in a branch circuit that was not an individual branch circuit, and that's an important point that I believe should be retained.

And the subtle difference is that if it's an AC operated unit and you're using a plug-in cord you would have to plug it in to an individual branch circuit so that that lift is not being shut off by other loads on the circuit. So, I think proposal 50, the next one we're going to look at, addresses that exact thing where it calls for an individual branch circuit for line voltage if you're using plug and cord, and still allows the non-individual branch circuit to be used or residential applications using a battery charger.

MR. NAIPO: Thank you, Lyall. Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. I also wanted to speak to Candace's point a little bit. We install a lot of different equipment of this type and the most -- the highest draw of any of the chargers that we use is 1.1 amps, which means I can plug 15 stair lifts into one outlet if I can somehow figure out how to do it without overloading the circuit. So, I think that having an individual branch circuit is silly when it has such a low -- a low power draw. And, you know, to speak to the other point about disconnecting means, I have yet to see a lift, and I'm not saying they're not out there, but I have yet to see one that does not have an on/off

switch, whether keyed or a rocker switch of some sort to disconnect the batteries on them. So, I kind of feel like we're beating a dead horse. Thank you.

MR. NAIPO: Thank you. So, I'll ask for -- one last time if there are any additional questions for clarification or any comments for clarification before we put this to a vote? All-righty. With that, I ask that we please vote on proposal 0044, the discussions that have been made, if you feel like you are for this change, I ask that you please vote yea at this time by raising your hand. If you are for these changes proposed in 0044, I ask that you please raise your hand and vote yea now. Thank you.

If you are in opposition of these changes proposed in proposal 0044, I ask that you please raise your hand in opposition and vote nay. If you are in opposition of these changes, I ask that you please raise your hand and vote nay at this time. Are we good? All right. Thank you for that. Please lower your hands.

If you would wish to vote to abstain, I ask that you please raise your hand now. If you vote to abstain, please raise your hand now. Thank you for that. Go ahead and lower your hands.

Melissa, will you please read the vote tally for

proposal 0044.

MS. ERIKSEN: Yeah. There were 0 yeas, 15 nays, and 10 abstentions.

MR. NAIPO: All-righty. Thank you. So, there are still two more proposals regarding 2605. Eric, did you have an additional question? Your hand is up, that's why I'm asking. Mr. Mills? Jan, did you have an additional question or statement? Your hand is up, as well.

MS. GOULD: No. Sorry. Jan.

MR. NAIPO: No, that's okay. That's all right. So, with that, it is 4:40. There are two more proposals regarding 2605. What I suggest is that tonight, if you could, just please come back tomorrow with any additional questions for clarification that you feel you may need to make an educated vote on both of these two and we'll hit the ground running with these two. As well, later on this evening, not this evening, but later on this afternoon when you receive the new agenda, Alicia Curry is in this meeting with me now and I will be meeting with her directly after this to go over some of the options that we may have and put forth what those are or what that plan may be in that e-mail to you guys tonight.

///

Adjourn

MR. NAIPO: With that, are there any additional questions, comments, or anything at all, or any statements that anyone wants to make about the work that we've done so far or that we still have on the table to do tomorrow? Anybody at all? All right.

With that, I will say that we will convene this meeting at 4:43 on Day 2. I appreciate your guys' time and commitment to getting into this work, and thank you very much. I want to also make sure that you guys know if there are any -- is there anything that you feel would help in this process to please e-mail both me and Melissa so that we can make sure that this is implemented, whether we can do that tomorrow or in the future, it would be greatly appreciated. So, thank you very much. Everyone have a safe and restful night, and we'll see you guys tomorrow morning at 8:30. Thank you very much. Take care.

(Adjourned at 4:43 p.m.)

C E R T I F I C A T E

I, Mary Jo Fratella, a Certified Court Reporter in and for the State of Washington, do hereby certify:

That the foregoing proceedings occurred before me at the time and place stated therein and that the proceedings were by me stenographically reported and later transcribed by means of computer-aided transcription;

That the foregoing transcript is complete and accurate insofar as the proceedings were audible, clear, and intelligible;

I do further certify that I am in no way related to any party in the matter, nor do I have a financial interest in this matter or the outcome thereof;

IN WITNESS WHEREOF, I have hereunto set my hand this 28th day of February, 2022.

Mary Jo Fratella, CCR, RPR
Certified Court Reporter, CCR No. 2083

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DEPARTMENT OF LABOR AND INDUSTRIES

STATE OF WASHINGTON

ELEVATOR TECHNICAL ADVISORY COMMITTEE MEETING

TRANSCRIPT OF PROCEEDINGS

February 10, 2022

Day 3

Taken Before:

Mary Jo Fratella, RPR, CCR #2083

of

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BE IT REMEMBERED that Day 3 of an Elevator Technical Advisory Committee Meeting was held via Microsoft Teams videoconferencing at 8:30 a.m. on Thursday, February 10, 2022, before Mary Jo Fratella, Washington State Certified Court Reporter.

The Technical Advisory Committee facilitators were Melissa Eriksen and Paoakalani Naipo.

* * * *

P R O C E E D I N G S

Meeting Purpose/Agenda

MR. NAIPO: So, right now we're just going to go over our agenda real quick. Yeah, the meeting purpose today is to just keep pushing through and getting as much of these WAC changes reviewed, and

vetted, and a vote cast on them. We will be visiting a couple of things that we have already covered, one of them being the primary points of contact. Dylan Turner shared the edits with that; so, I have updated -- we will be reviewing the updated verbiage so that everyone can look at that and see if we can pass a vote on that, as well. Time permitting, the guard in the pits, I apologize, I wasn't able to get that out to you guys earlier; so, we'll be going over that.

I want to make sure that we understand where we're at right now and the plan moving forward. I want to give you guys the opportunity to ask any questions. We forgot about our safety tip yesterday and I apologize about that. I am surprised I'm not getting written up by, you know, Gerald, for that because this is an L & I event and we should be going over safety tips.

So, we'll be taking our breaks at 9:30, 11:00, 1:30, and 3:00, and, again permitting, if we need to, we'll take additional breaks. So, hopefully at about 8:45 in about 15 minutes Mr. Madison will be here and we'll be able to continue the work on our rule review. We'll take lunch at 12:00, be back at 12:30-ish, if not, you know, if it goes over or we take lunch

earlier, that's fine, but we'll have a half hour for lunch, and then at 4:40 I'm going to do a hard stop because I want to make sure everyone understands the path moving forward. We'll do a recap of the things that, you know, have passed, people understand -- so that people understand the edits that will be had, if we weren't able to address them. Those will be addressed at the ESAC. And hopefully we'll be out before five o'clock.

And, again, I can't thank you guys enough for your dedicated time. I know three days is a lot, especially virtually. That was one of the biggest contentions we had as far as moving it to this -- this way, I guess, instead of being in-person. Hopefully you guys feel like, you know, its gone as smoothly as it can in this type environment, but, again, I just want to -- I want to thank you guys very much for being here, being connected, putting forth your thoughts on all of these things that we've covered so far. I know its taken a lot and I really hope you know that we appreciate it here at the program.

Any questions on our agenda and path moving forward? Any questions? Mr. Strafer.

MR. STRAFER: Ah, you see my hand. All right. I was just about to put it up. Hey, I just --

just so everybody knows, at 4:10 today is the latest I can go. I have to get out of here. My wife is a medical care worker and got called in for a shift last minute and she's got to work. They're a little overloaded in the hospitals these days, so, and I've got some stuff to do with my kids; so, I've got some coverage until 4:10, but I definitely can't go past that. So, if I gotta get off, you know why.

MR. NAIPO: All right. Thank you. Thanks for that update, appreciate it. Mr. Larson.

MR. LARSON: Yes, thank you. I had a similar comment. Unfortunately today in the afternoon I have an unavoidable conflict; so, after lunch today I'll be ducking out. I won't be able to join you for the afternoon session.

MR. NAIPO: Okay.

MR. LARSON: One -- one more thing, after we adjourned last night I was thinking about there was a group of 10 proposals that we went through that were primarily metric versus imperial, you know, measurements. Just one comment to the team which we may want to consider going forward and that is these measurements, like most code measurements, are primarily metric with a conversion to imperial. So, I just ask that committee going forward make sure they

keep that in mind. Yesterday we were talking about, for instance, what's the conversion from 24 inches into metric. We ought to look at it the other way around. I think metric is the primary measure. So, thank you.

MR. NAIPO: Thank you, Mr. Larson. As we're getting closer to lunch time and, you know, knowing that we're going to come back, if there's anything left on the table that you feel is, you know, imperative that -- that discussions are had on or your points of view on anything that's left over, if you could pass those concerns on to maybe me or Melissa that would be great, not that we're -- you know, we're going to understand the context of where it's coming from, but we'll at least try to -- if there is anything left that you feel you need to address, anything for you, Mr. Strafer, if there's anything left like what can be talked about in that last half hour from your point of view or any concerns that you may have from Labor's side, please let us know and we'll make sure that -- we'll at least bring those things up. Again, we won't understand probably the context behind it, but at least we'll try to tell your side of the story as much as we can, if there is anything. All right. Thank you. Candace.

MS. LAU: Candace Law. I don't know if we're officially on or not, but I just wanted to make sure that, to Russ's point, that twenty-- I know for sure that 24 inch rule in the WAC is also a Washington amendment to the electrical code. They put it in their electrical code because of what we did, and, so, if we changed it to metric, somebody needs to notify them that -- that they need to change their's, as well. Just a comment.

MR. NAIPO: Thank you for that. So, I want to -- I want to go over the e-mail that I sent out yesterday, sort of the path moving forward. I'll be honest, though, the three weeks leading up to this I've had a lot of anxiety as far as the volume of work that we were going to have to do in this type of environment. The last week, though, I really thought we'd be able -- we'd be a lot further along than we have been or where we're at now, but I don't want to minimize the time that its taken, and the conversations, and the understanding that I think people have gotten from the conversations that have gone on in this avenue. With that, me and Melissa met with Gerald and Alicia Curry, who is our legislation and rule making person within our division, as well as Annette Taylor, and sort of went over some different

options. Some options that were posed from suggestions from here within the TAC, as well as some things that we have -- you know, me and Melissa tried to brainstorm on before we had that meeting, and they want us to continue with the WAC and the conversations that are had because from what they have seen, because they have been coming in, you know, Gerald has been here the whole time, but Annette has been popping in and out every now and then, as well as Alicia, and they've seen the value in the conversations that are being had and they don't want to minimize those because they feel like everyone, again, is making an educated decision, not something based on what they think, but hopefully what they learn and what to be the true intent of whatever it is we're talking about. So, with that, they would like us to continue with the WAC reviews as much as possible, get as much work as we can done, and then the path moving forward is at the end of the day we will provide you with the ESAC contact for the person that represents your stakeholder group and what we ask is that, if there is anything left that is of concern, we ask that you please get a hold of your representative that is on the committee and contact them, schedule some time and go over those last -- those few last items, anything

that is of concern within the A17.1 comparison that was e-mailed out or the 18.1 comparison, if you do that work, you talk to them and let them know your concerns so that they can bring that forward in the meeting that we will have here honestly next month, the 8th through the 10th with that ESAC committee.

For those who are in attendance on the TAC that don't have representation on the ESAC, Scott Cleary volunteered for you to be able to contact him as the chair person. He sort of volunteered Ricky Henderson, as well, since he is the vice chair, and I would rather wait for Ricky to be able to give his okay on accepting those things. But, again, if you are not represented on the TAC for the stakeholder group that you represent here or if you are not represented in the ESAC or the TAC stakeholder group that you are representing here like the fire marshalls, UL, ASME committee, if there's anything of concern please e-mail and contact Scott, and hopefully by lunch I will have the okay from Ricky, as well, that you can contact them and so that they may carry those concerns to the ESAC review next month.

With this being said, are there any questions regarding that part of moving forward and what happens next? Okay. Mr. Leopard.

MR. LEOPARD: I have a question. I'm over here on the east side of the state and I typically represent Spokane, but, you know, if somebody is over here that doesn't have a particular point of contact, I'll open it up and let them contact me. I'd be more than happy to hear what you say and move it on to the ESAC committee.

MR. NAIPO: Thank you for that. I appreciate that, Mr. Leopard. So, again, those who, you know, are on the east side of the mountains I think may be able to contact Duane and pass your concerns on to him so he may bring that to the ESAC. Thank you very much for that, Mr. Leopard. All right. Any other questions moving forward or anything like that at all? All right. So, with that, we will go over the safety topic. Melissa.

Safety Tip

MS. ERIKSEN: I changed my mind, we're not going to have one. Just kidding. So, wow, that fell flat. Planning Ahead is what we are going to be

talking about and how -- oh, gosh darn it -- and how the lack of planning ahead affects our ability to work safely. There are things that you can do in the planning stage of things, and before I say what this is just think of who you are and your environment. This is applicable to work life, this is applicable to home life, this is applicable to if you're going to take a vacation, if you plan on building something, it's just something that we always need to do that I think we either do or do not do and take it for granted.

So, that being said, know what your task is, what are you setting out to do, what are you trying to accomplish, and what is the end goal because sometimes it's easier to know where you need to end up and then work backwards. Make sure you have the right tools, the right materials, the right clothes, and the right people for the job. Unless you're my sister, nobody likes to go out in the snow in a t-shirt and shorts barefoot, it doesn't happen, or if you're going to go out on a job, you know, make sure that you're wearing the right foot gear or have what you need to do to do the job. Make sure that you have your pencil, or make sure that you have your flashlight so you're not having to leave what you're doing and go out to the

car and then come back. Make sure you have the steps and/or outline of what you're trying to accomplish and to know what you need; so, this is -- this is having some forethought. Is there training or education, is there personnel, some subject matter experts, or talking with the people who actually do the work that is needing to be done, the right equipment or tools, permits, checklists, paperwork, time, and ability, I'm going to get back to that one in a second, and then flexibility, a contingency and/or a plan B.

Time and ability. So, there are 24 hours in a day. That is not arguable. Nobody is available to you fully 24 hours a day. In workplace where we all are kind of together for eight hours, we can't even give you a full eight hours, like uninterrupted full eight hours of our life. It's just -- it's not possible. And, then, also remember especially in the age, and time, and land that we're in now, if you're working with people's calendars, or if you're working with people at all, or even remembering for yourself because we need to remember that we need to look out for us too. Just because you don't have anything scheduled in a moment does not mean that you're not busy. It doesn't mean that that time is not occupied, and even if it's time to take a breath, lean back and

close your eyes or what have you, that's just as important, too.

So, having the ability to adjust and flex. There are things that are going to happen. There's equipment breakdowns, there's employee absences, there's weather, wardrobe malfunctions, whether, you know, you ripped your jeans, or your shoelace breaks, your frickin' shoe breaks, I mean whatever it is, there's always unexpected things that come up. Be prepared for that as much as possible and have those backup plans. Build in that extra time and the extra money for when and if something goes wrong.

Different ways you can help make sure that you are planning correctly or thinking of everything that you need is to think about planning differently. So, what I did is I looked up what the synonyms, some of the synonyms and antonyms of planning are, and for those whose school was a long time ago, a synonym is another word for, and antonym is opposite. So, if you're thinking of -- you think you've got everything, but you just don't know, then think of it differently. Maybe think of preparation, maybe think of provisions, design, organization, schedule, arrange, outline, plotting, even if it's to take over the world, and arrange. When you think of those words, different

thoughts of what you might need to do, take care of, include will come to mind, so it'll help you make sure that you are fully prepared.

Antonyms, the opposite words: Chancy, improvise, chaos, disarray, accident, confusion, dismissal, ignore, and messy. Where the sight of a messy burger means flavor, and the best, when you're trying to accomplish a job and make it be absolutely amazing, messy is not exactly what you want to see happen. So, hopefully, those things and different ways of thinking will help.

You need to think of what's at risk, you know, what's at risk for you not planning ahead. There could be physical problems. There could be mental problems. People, stress is real. And there could be emotional or trust problems if things are not done right, accident or not. So, those are all things that we need to consider and hopefully mitigate by making sure that we are taking care of things in advance.

And just as someone who is a project manager, the planning stage should take the longest. It is not about execution, people. The planning stage takes the longest; so, make sure you're prepared, do the work, have the information, know what's needed, and don't rush. And then all along the way I just want to

encourage you to be brave, ask the questions, and speak up. I was very proud of Bob Oury and then several other people that I spoke to after the fact because Bob said, "Well, maybe we do need the conversation because maybe that does help us", and because Bob was brave in this meeting and he took the time to say something he empowered other people and other people were brave enough to say, "Okay, but what about this?" or what have you. And being brave is hard sometimes, but it's so important and it really solidifies that you have everything together.

So, that is your safety topic. Thank you for listening. Carry on.

MR. NAIPO: Thank you very much for that, Melissa.

MS. ERIKSEN: You are welcome very much.

MR. NAIPO: I'd just like to make a comment about some of the stuff that she said and I really want to commend everyone here. So, from what I got out of it, of what she just said, it was about, you know, we've got to define the what, what are we really going to do, what is our -- what's our goal, what is our end goal, and, then, like she said, work back.

I'll be honest, that was one of the biggest

things that I was worried about is that people were going to carry on these conversations on how this is going to be done and then trying to make a decision on whether this should pass based on the how. If we can just define the what, what this change is going to be, what we want it to look like, then it's our job as the program if it passes through all those things to figure out, hey, what is it really going to take, this is what our stakeholders want, this is the people who are going to be affected by this change, what do they really want, this is what they want, okay, then it's our job to figure out how we get this done, how do we make this become a fruition for our stakeholders.

And, again, I really want to commend -- I haven't had to try to stop someone from trying to -- you know, trying to go down the how-is-this-going-to-be-done road. I can't thank you guys enough. So, a lot of that has made this job a lot easier, and I really appreciate that, and I want to commend you guys for that.

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WAC Rule Review

MR. NAIPO: Someone had asked earlier about where we were starting and I gave him, hey, I think the last one we did last night was 0044, but I feel like I'd like to address this 0028 because I know this one had a bit of contention because they felt like, hey, it was a little -- it was written a little poorly and I apologize about that, and there was some ambiguity in terms of that, so Mr. Turner had shared last night his edits on the screen, and what I've done is I've taken those edits and placed them in the proposal for 0028. This is regarding requirements for primary points of contact. And what I'd like to do is just go over those changes and see it it's -- if this helps people with some of the issues that they had with the original draft.

So, starting with just (1) Once the applicant -- Oh, Mr. Quiett.

MR. QUIETT: Yeah, good morning. Jonathan Quiett. Is it possible for you to send it to me because I'm having the same issue with your sharing that I did yesterday. It's only your stuff, because when Melissa shares the timer or whatever it's fine,

but I can't even read it on my screen.

MR. NAIPO: Yes. Here. What's your e-mail?

MR. QUIETT: j-o-n, Jon, q-u-i-e-t-t@tkelevator.com

MR. NAIPO: Gotcha right there, thank you. Is anybody else having this issue of not being able to see the Excel spreadsheet that needs a copy of it? All right. Thank you very much. All right, it's on its way, Mr. Quiett.

All-righty. So, one didn't change.

(1) Once the applicant has passed the test they will be responsible for:

(a) Enrolling in distribution e-mail system with Elevator Program via website.

(b) Ensuring that contact information is updated and correct so they may be able to be reached during work hours regarding.

(i) Actions of the company and/or mechanics.

(ii) Company licensing renewal.

(iii) Unpaid invoices prior to relicensing.

(c) Staying informed and up to date on all RCWs, WACs, codes, policies, and technical clarifications adopted and used by the state.

(d) Educating and enforcing the pricing for permits and understanding how to calculate correctly

for installation and/or alteration permits.

This was added by Melissa this morning:

(e) Attending virtually or in-person all Elevator Safety Advisory Committee meetings held once a quarter.

(i) If the primary point of contact -- if the primary point is not able to attend they must assign a proctor in their place and they must adhere to the same communication standards in (f).

(ii) If the primary point of contact is not present at more than two of any four sequential Elevator Safety Advisory Committee meeting, the contractor will have 90 days to apply for a new primary point of contact.

(f) Disseminating information to impacted employees of contractor, and customers received from:

(i) Elevator Safety Advisory Committee meetings.

(ii) Any communication received via Elevator Program e-mail service.

(2) If the Elevator Program finds one or more of these requirements are not being fulfilled, the program may ask the contractor to start the process for a new primary point of contact.

With these edits, are there any additional questions or concerns that you feel need to be

addressed? Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. I got to thinking about this a little bit last night. In regards to the ESAC requirement, it's unclear in this whether or not attendees, now that we are required to attend this via this change, are going to have ESAC voting rights. It seems appropriate if we're being mandated to attend these meetings that we would have voting right, and, if that is the case, my concern is that the committee size may bog down the process and make this less effective. Thank you.

MR. NAIPO: Melissa.

MS. ERIKSEN: I just want to clarify that. Thank you for your concern, Wade. The primary points of contact at ESAC will not have voting rights. The importance to your being in attendance at the ESAC is because that is where decisions are made and that is where updates are made publicly. That is where a lot of information is provided. And it's those things that as a primary point of contact it is important for you to disseminate to your company so that everybody knows what's going on. So, hopefully, that clears things up.

MR. NAIPO: Carl.

MR. CARY: Carl Cary, Lerch Bates. Good

morning, everybody. I still have concerns with paren (e)(ii), and I certainly don't want to go down the how road, but related to, "the contractor will have 90 days to apply for a new primary point of contact" or what, like what -- what is -- you know, what's the threat there? My understanding is it's just kind of an idle threat, right? I mean they don't -- there is no arm to enact or to punish otherwise, so why even have it there? Why not say, rather than threatening language, why not say, "the contractor will be asked...", you know, "if you miss two of four meetings, the contractor will be asked to provide a new primary point of contact", or something along those lines.

MR. NAIPO: Melissa.

MS. ERIKSEN: To clarify, in the WAC prior the -- I think it ends in four -- I don't know, I can't see the number, where it talks about the primary point for a company, this is -- what this is talking about is what primary points do, right? There's -- There's not been a lot of clarification in the past. It says that every company has to have a primary point, and these are the stipulations of what that looks like, and this language comes from the rules for a company having a primary point. So, it was carried

over.

MR. NAIPO: Another point is that to be a licensed elevator contractor in the state of Washington you have to have a valid primary point of contact listed under you, and so it's one of those things, though, like Melissa alluded to, there really isn't -- there hasn't been in the past any set guidelines for, hey, when you are a primary point of contact this is what you are responsible for doing. This is what, you know the intent is behind you being appointed as a primary point of contact. It's not just a title that's given to someone to be arbitrarily, okay, you're the primary point of contact. No, there are things that really need to happen.

Where this also is stemming from is where things have been decided at the ESAC level or been sent out, like technical clarifications sent out to anybody who is on our mailing list, and you would not believe how many phone calls we get from people saying, "Oh, I never got that. Oh, I didn't know that was going on." Oh, well, this is being talked about at the ESAC. This was sent out through our e-mail service. So, this is just a way for people to understand this is what the intent is behind that primary point of

contact license. Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. Thank you, Melissa, for your clarifications in regards to all of this. I -- I still have a concern with the ESAC requirement. It seems that the primary purpose of this is really (f), which is disseminating the information. So, if that is the primary purpose, why can't the department send out to the point of contact a summation of the meeting, notes, a cliff note version, if you will, and then we're able to disseminate rather than requiring attendance of the actual (audio distortion) that takes many hours and has an impact on all of our businesses. Thank you.

MR. NAIPO: Mr. Quiett.

MR. QUIETT: Jonathan Quiett. This is stuff that was brought up yesterday and I still see that it's in here. It's paren (1) bravo (i) Actions of the company and/or mechanics. I'm still confused why that's even in there. I mean we can't be held responsible for that as the singular member for not only the actions of the company, but of the other mechanics, and when you get a larger company like the one that I work for now that can be looped into, well, it's still the same company even though it's different

branches that we're having to be responsible for, and that's just -- just with so many people, I mean if we have -- if we have no voting rights, we're there basically to listen, it sounds like, and then disseminate information, why don't we just get a synopsis of what the changes are and then we can disseminate it from there.

MR. NAIPO: Is that the minutes from the ESAC could be sent out?

MS. ERIKSEN: What?

MR. NAIPO: The minutes from the ESAC meeting, is that something that we could send out?

MS. ERIKSEN: Yes.

MR. NAIPO: Yes. So, the synopsis would be pretty much the minutes. We don't -- we don't compile anything like that. It's just decisions that are made, conversations that are had, people who are in attendance, take notes, send that stuff out. The only other synopsis I feel like we would have at this point is to send out the transcript from the actual TAC meeting and they would review that that way. But I'm just putting this in here. Again, if you guys are okay with what this is trying to say, with if it pass then the ESAC is going to be responsible for making these changes to address these things accordingly.

So, again, if -- just to sort of address what you were saying, Mr. Quiett, if there is any editing that you feel could be done to (b) to make it seem like -- because, again, the intent of (b) is just so that you are able to be contacted. You are not the one being held responsible for the actions. It's just we need to be able to get a hold of someone if something is going on that we need a centralized person to get a hold of, and that's what really what this primary point of contact is is the centralized person for us to be able to contact in the event that something is happening with that company. If we are having issues that is who we contact. We're not going to contact the alterations supervisor, or the new install supervisor, or anything like that, no. We go directly to our primary point of contact and it is their job to then take that issue to whomever they need to and have it addressed. But if there are edits that you feel can be done so that it's a little bit better to be understood, we're open for that, as well, and I would like to take those -- make sure we have those notes in here. Jan.

MS. GOULD: Yes. Ricky points out in the chat the primary points of contact are required to sign temp mechanic paperwork, and so for these

companies with three or four offices that's burdensome. That's it. Oh, Jan Gould. Sorry.

MR. NAIPO: Thank you very much for that, Jan. Mr. Quiett again.

MR. QUIETT: Jonathan Quiett. There's been a couple of different issues brought up with this, so I don't want to be the only one speaking on it for editing this, but my feeling is even if you read it as the way it is, "Once the applicant has passed the test, they'll be responsible for...", and if you immediately skip to "(b) ensuring your contact information is updated and correct so that you may be able or they may be able to be reached during working hours regarding actions of the company and/or mechanics", so still we are the ones that are having to -- if there's a problem with the company or the mechanics, why are we choosing the point of contact? I mean if a mechanic is doing something that's incorrect shouldn't they be the ones who are being got a hold of, you know, if they're doing something that's outside the scope of what they're supposed to, and if there is an issue with the work that they're doing shouldn't that be the person that's contacted directly?

MR. NAIPO: Thank you for that. Mr. Oury.

MR. OURY: Bob Oury. Yeah, I wanted to respond to a few of the comments, but I want to first say I really like this and I don't see that this is making the point of contact responsible for any actions of the mechanic. But as a merit shop, I can't speak as a larger union company, but as a merit shop I would want to be the person contacted if there was something with regard to one of my mechanics that needed to be addressed. I think it should start with the primary point of contact. I would imagine in the smaller companies that is the owner.

To Wade's point about the minutes, I think the minutes are available, and he makes a good point that if you can -- if you can get the minutes and make -- I don't know how the state makes sure that you're actually, you know, being responsible with the minutes, but that is an avenue, or having somebody else sit in for you on the meetings that you can't make, but I don't think having -- I think it's pretty easy to -- it happens that you miss one. It's pretty -- it's not as difficult to miss two. I mean you can -- you can usually be there for one of them. But one of the frustrations I have in my little sliver of the world with regard to the conveyances is that I never see any of the other companies that do some

material lifts and I find it interesting when I sometimes hear through the rumor mill that they're asking, geez, I didn't know about this or I didn't know about that when they could stay up to date on this stuff and it's kind of the responsible thing to do, but I don't think this is really over-bearing, and I kind of like it. So, that's my comment.

MR. NAIPO: Thank you, Mr. Oury. Melissa, do you have your hand up?

MS. ERIKSEN: Yeah. So, I just wanted to clarify a couple things. There is some conversation in the chat about Jan had concerns for those that live a long way when virtual meetings go away to be in attendance and that is a fantastic point. A lot of things changed with Covid, and pre-Covid we tried the virtual thing and it was a mess. Thanks to the pandemic, we have the virtual thing down. So, one of the things that's always been a point of conversation is that our ESAC meetings are public meetings, so how are we making sure that the people who want to be in attendance or need to be in attendance are in attendance, and that's why we were trying virtual aspect before. I want to assure -- And I said it in the chat, but I want to assure everybody that even when our ESAC meetings, and they are only four a year,

when our ESAC meetings go back to being in-person meetings that is not going to stop the virtual aspect of your ability to join. There will still be a link. It is open to anybody. We appreciate your participation. So, that's what I wanted to say about that, about the minutes, because our ESAC meeting is a public meeting the minutes are available to everyone. There is a spot for them on our website. I am actively working -- that's one of the last things I need to do is update what minutes are on the website, but that's where they go and that way they are open to everybody for their viewing of what's gone on in the meeting if you were not able to attend or even if you were and you want to see, you know, what happened, our minutes are available to you. I can also send them out over gov delivery, if that's helpful. But the minutes are a possibility. So, hopefully that cleared things up for people.

MR. NAIPO: Mr. Turner.

MR. TURNER: Dylan Turner, Greenbusch. I guess from at least looking at this from my view point, if you're signing up to be primary point of contact, the whole point of being in that position is you can be contacted as a representative of your company. With my company if some junior engineer is

doing something weird, I would expect to be contacted about that. I wouldn't expect that to be dealt with at the junior engineer level. I don't see this being ultimately different. I don't see it being the agency's responsibility to track down every single individual within Thyssenkrupp, for example. I think the whole point of this is that there's one person that can say, "Hey, we have this issue. Please disseminate it to the responsible parties", and then it would be dealt with by Thyssenkrupp as a company, at least that's the way I read this.

MR. NAIPO: Thank you, Mr. Turner. Mr. Madison.

MR. MADISON: Jon Madison, Elevator Mechanic. This has brought up a lot of good points, and, Bob, you brought some up, along with that Melissa. What ends up happening is this information isn't getting disseminated down to the end user, whether that be customers, whether that be elevator mechanics, or even the inspectors asking us during inspections, "Who is the supervisor?", "Who is my point of contact?" I think there may be some language to make people feel better about it, but I think having a single point of contact is going to ease a lot of -- it's going to save a lot of time and it's

going to be better for the inspectors and L & I in general just to be able to reach somebody, get the information out, and then trust that it's being handed out from there instead of especially secondhand. So, I would be for this and maybe with just some language changes. Thank you.

MR. NAIPO: Thank you. Mr. Cleary.

MR. CLEARY: Yeah. Like you said, I think some of the language can be cleaned up a little bit, but the main -- the main gist for this and the reason it's going -- we need this to go forward is there's been a lot of cases where we talk a lot and go through some of the decisions that have been made in between each one of our ESAC meetings. But some of the good -- some good examples are the demarcation agreement on inspections between electrical and elevators. We still see that it's not getting out to the mechanics and not getting out to the right people. You know, getting -- you know, having path codes and then companies not understanding that, well, they're in effect now. A good example is the three and five rule that changed to three-quarter and four for residential. That went into effect back in October of '18. This is also that person has -- can disseminate it. There can be multiple points of contact from

multiple offices, but the gist is to make sure that there's one person or a couple people within that organization that understands what's happening from the ESAC level so they can disseminate it down. So, it's really important. I think people are blowing this out of proportion. It's just the responsibility for a couple times a year, four times a year to make sure that you know what's going on at the ESAC level, and then that you get it to your mechanics, you can get it to ownership, you can get it to management. It's one of those things where we all have a responsibility. You know, we're license holders. We're elevator companies. It's just getting the information out so we're not surprised on inspections because a lot of time if you disseminate it you're not going to get caught by inspectors with a gotcha. We talked about this. So, this is to help the companies, too. It's not to be punitive, it is to be informative, and that's what I think is getting lost here.

MR. NAIPO: Thank you for that, Mr. Cleary. If there are any additional suggestions for edits outside of what I have already placed for concerns for today, I would ask that you please put those forward now, and, if there aren't any, then we'll move on to a

vote. And, again, the vote, if it does pass with what I've taken over here in Column E as far as notes and concerns from you, the TAC committee, those will be addressed at the ESAC level or if we have time we will get to it today, if we complete all the other work that we have.

So, any additional edits or suggestion for edits from the committee? All right. With that, I ask that we put proposal 0028 to a vote. If you are for this change for implementing requirements for a primary point of contact and those licensed as such, if you are for these changes that we are submitting, I ask that you please raise your hand and vote yea. If you are for these changes and implementing primary points of contact and a requirement for them, I ask that you please raise your hand and vote yea. All right. Thank you for that. Lower your hands. Thank you again for your vote.

For those that oppose this change and these requirements for a primary point of contact, I ask that you please raise your hand and vote nay. Mr. Montgomery, I think you already voted yea for this. If you are in opposition of these changes, I ask that you please raise your hand and vote nay. Thank you.

For those who would like to vote to abstain, I

ask that you please raise your hand now. If you wish to vote to abstain, I wish that you please raise your hand now. Thank you.

Melissa, will you please read the vote tally for proposal 0028?

MS. ERIKSEN: Thank you. There were 23 yeas, 0 nays, and 2 abstentions.

MR. NAIPO: Thank you. All-righty. So picking up where we left off yesterday with proposal 0050, this is the third of four proposals submitted for WAC 296-96-02605. They are asking to replace the title for this part of the section from private residence inclined to inclined stairway chair lifts.

(1) Battery operated private residence inclined stairway chairlifts are not required to be permanently wired or installed on an individual branch circuit as required by NEC 620.51(A) Exception 2. These conveyances shall be permitted to use a cord and plug that will act as the equipment disconnecting means. The circuit, which is used for this equipment, shall have overcurrent protection that will protect the current and the equipment. The circuit shall have sufficient capacity to support the additional load of the new stairway chairlift. Units that are operated by line voltage, adding this verbiage, and utilizing a

plug and cord, stop with adding and goes to, shall comply with NEC 620.51(A) Exception 2, adding this verbiage, by using an individual branch circuit to supply the equipment.

They are asking to strike the current (2) Governor overspeed safety testing shall be verified by manufacturer's documentation (see A18.1 requirement 9.9.3) Safeties shall be manually tripped at rated speed with no load on the chair (see A18.1 section 10.4).

And adding that part two edited to and added this verbiage:

(2) Battery operated incline stairway chairlifts installed at locations other than private residences shall be permitted to use a cord and plug connection similar to (1) above, however it shall be connected to a receptacle fed by an individual branch circuit, and the charger and receptacle shall be placed inside a larger protective electrical box with a cover to keep the public from unplugging the cord to the charger.

(3) Chairlift safeties testing shall be verified by one of the following when type A non-adjustable safeties are utilized:

(a) If compliance with A18.1 section 9.9.2 is verified by manufacturer's documentation, then the

safeties may be tested with no load in the down direction at rated speed by manually tripping the overspeed governor by hand.

(b) Where compliance with A18.1 section 9.9.2 cannot be verified, then the safeties must be tested with full load at rated speed in the down direction by manually tripping the governor by hand per A18.1 section 10.3.1.1 and the tripping speed of the governor measured per A18.1 section 10.3.1.2.

(c) When a governor is not utilized, testing shall be per A18.1 section 10.3.3.

Rationale: Removes any misunderstanding that 620.51(A) Exception 2 clearly allows an AC operated lift to be plug and cord connected as long as it is fed from an individual branch circuit. Adds clarification that commercial units can also use a receptacle for the charger as long as the receptacle is fed by an individual branch circuit. Clarifies safeties testing on chairlifts by using 9.9.2 documentation.

Now I open it for questions from the TAC for clarification. Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. This whole thing seems unnecessary to me, particularly the addition of section two. I don't see

any rationale for adding a dedicated circuit for a battery operated lift that's drawing one amp or less from the circuit. There's just no rationale. And it seems to be that part of the intent here is to keep people from unplugging the unit. I also don't understand the need for that. I'm not aware of any modern products, and this does apply to new installation, and I'm not aware of any modern products that don't activate an alarm if they are off their charging means. So, if the thing was to get unplugged, it will sit there and beep, notifying people that it is unplugged and the thing can be simply plugged back in. I just don't see a need for any of this. Thank you.

MR. NAIPO: Anything additional questions or comments for clarification? Mr. Wohlschlager.

MR. WOHLSCHLAGER: Lyall Wohlschlager. To answer Wade's question, item two addresses only commercial stair lifts, and that was one of the things that Labor and Industries in the past that's why they required a hard wired disconnect for stair lifts and commercial applications because they were always concerned with the public coming by and unplugging, you know, battery chargers and then rendering that lift unusable for the next user. So, the intent of

two was only in commercial applications would you need to protect that battery charger from being unplugged from the public. So, that was the purpose of it. Thank you.

MR. NAIPO: Mr. Barnhart.

MR. BARNHART: Yeah, to address the other question about the individual branch circuit, it's not an individual branch circuit so that it doesn't overload the circuit, it's an individual branch circuit so the only thing on that circuit is the lift so that nothing else attached to that circuit causes the lift to be non-functional. The purpose is you have a dedicated circuit so something else getting plugged into that circuit doesn't cause the circuit to be tripped and cause the lift to be non-functional. Thank you.

MR. NAIPO: Mr. Turner.

MR. TURNER: Dylan Turner, Greenbusch. Not so much a technical comment, just it seems like these are two kind of unrelated items. Maybe they should be voted on separately. Just a suggestion.

MR. NAIPO: Candace.

MS. LAU: Candace Lau. With the exception, maybe I'm missing something, but with the exception of the electrical box cover to keep the public from

unplugging, with the exception of that, the rest of it is already in code, I thought. So, I am not understanding what the difference between what is being said here than what is being allowed by the NEC currently. So, with the exception of the -- I'm talking about number two now and three, so two and three. One, I really don't have a problem with one, except for it's not crossed off, but the part that says that will act as the equipment disconnecting means is misleading there, as I said yesterday, that these cord and plug residential stair chairs still need a disconnecting means to disconnect power from the motor, and when the verbiage says that they may use a cord and plug that will act as a disconnecting means is misleading because it does not disconnect power from the motor, and I hope that the ESAC -- Even if this pass -- even if this does not pass or it passes, the statement that that will act as the equipment disconnecting means does not do anybody any favors and it's not in the -- it's not safe.

MR. NAIPO: Dylan.

MR. LATHE: Dylan Lathe. I'd like to propose something to the TAC to see if they would be willing to review this. I have a proposal that I've entered -- that I've submitted and I was wondering if

I could show a revised proposal instead? Would anybody be willing to view what I have?

MR. NAIPO: Is it regarding this WAC 2605?

MR. LATHE: Yes.

MR. NAIPO: I will put that vote to the TAC. If you are willing to see the edits for something from Mr. Lathe, I ask that you please raise your hand now. All-righty. Thank you for that. That is more than half; so, that's a majority. All right, Mr. Lathe, go ahead and -- go ahead and share your screen. Thank you.

MR. LATHE: Thank you. Dylan Lathe, by the way I'll go ahead and read it whenever anybody can see it.

MR. NAIPO: Yeah, we can -- I can see it.

MR. LATHE: Okay. So, changing the title to Incline Stairway Chairlifts instead of private residence, that way it encompasses both commercial and residential.

(1) Private residence battery operated incline stairway chairlifts are not required to be supplied by an individual branch circuit in order to comply with NFPA 70 620.51(A) Exception 2. These conveyances shall also comply with NFPA 70 620.52. The rest of it remains the same.

The circuit which is used for the equipment shall have overcurrent protection that will protect the circuit and the equipment. The circuit shall have sufficient capacity to support the additional load of the stairway chairlift. Units that are operated by line voltage shall comply with NEC 620.51(A) Exception 2.

Number two is added:

(2) Commercial battery operated incline stairway chairlifts installed in compliance with NFPA 70 620.51(A) Exception 2 shall also comply with NFPA 70 620.52 if there is more than one source of power provided.

I also changed the wording of the overspeed governor.

(3) If applicable, governor overspeed safety testing shall be verified by manufacturer's documentation (see ASME A18.1 2017 9.9.3/ASME A18.1 2020 9.9.2.) If provided, safeties shall be manually tripped at rated speed with no load in the chair (see ASME 18.1.) If ASME A18.1 2017 9.9.3/ASME 18.1 2020 9.9.2 documentation is not applicable, safeties shall be tested with rated load (see 18.1).

My rationale: Statement of problem and justification. The design of incline stairway

chairlifts at times involves cord and plug to supply power to a battery charger, and then the battery supplies power to the incline stairway chairlift. If the cord and plug is removed from the outlet, the only control of hazardous energy is the ungrounded main power supply conductors to the charger. A hazard to an affected person remains from ungrounded main power supply conductors from batteries to the incline chairlifts. As incline stairway chairlifts is under the scope of NFPA 70, Article 620.1 and thus Article 620.52 is applicable and adequately addresses the hazards precipitating from power and from more than one source. Additionally, although not within our enforcement scope, this provides compliance with the State of Washington Occupational Safety and Health regulation 29 CFR 1910.147.

So, if anybody has any questions what this --- This addresses that there's two disconnects required by code currently in NFPA 70 and that is the -- that is the 620.52. I'll stop presenting.

MR. NAIPO: Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. I just want to comment that this seems like a cleaner version or alteration to the WAC that I am for and I think it addresses Candace's concern about

this disconnecting means, and I just think this is a much better way to go with this, personally. Thank you.

MR. NAIPO: Thank you, Mr. Friesen. Mr. Barnhart.

MR. BARNHART: Paul Barnhart from UL. While I understand what was intended here, I think the biggest problem I see is forcing compliance of the NEC onto a piece of utilization equipment. The NEC disconnect is required for the AC connection to the product. The NEC has no jurisdiction over a switch inside a product that's plugged into the distribution system. So, I think we have a problem here in saying you got to comply with, I forget what it is, dot 52 because that doesn't apply. Just like a battery charger for any other product, the battery charger may have a switch in it to act as the disconnect of the battery, but it's not dedicated or it's not required by the National Electric Code. So, there's a problem in doing it this way. Thank you.

MR. NAIPO: Thank you. Mr. Wohlschlager.

MR. WOHLSCHLAGER: Lyall Wohlschlager. I agree with the simplicity of Dylan's proposal. I am also for it to address this issue. I think it leaves -- A lot of it that was put in the original

verbiage is now -- it's there in the code, we just have to enforce it. Historically, though, there's been a real problem with inspectors not interpreting the code the same and so there was always this question of what do we do on a commercial stair lift, you know, do we need to have it hard wired or not, and so originally it was put in the proposed language so that it would get rid of that ambiguity. But I think Dylan's proposal clarifies that. And I wholeheartedly agree with the last comment regarding NEC has no coverage of the disconnect on the chair.

MR. NAIPO: Okay. Thank you. Candace.

MS. LAU: Candace Lau. Yeah, I agree that this is a much better version and it simplifies things. It does cover our concerns, but to address Paul's issue, currently we've already addressed it. So, there's a code right now that -- that -- that does have requirements even though your concern is that we have no business going -- require-- making requirements for D/C voltage, I'm paraphrasing, currently it's in the code already. So, this is a much better version of what the code actually says today. So, I'm all for this change.

MR. NAIPO: Mr. Cleary.

MR. CLEARY: Yeah. Like I said, this has

always been a long running concern because stair chairs started out a long time ago they were all AC; so, it was pretty clear. My concern has always been is, if you make me hard wire a charger, you're making me to lose the UL rating because I've got to cut the end of that cord to get that power wired into a disconnect or anything else. So, not allowing me to do a plug and play with other sorts of protection means is making me lose my one -- my warranty, and then I -- by cutting the wire, that unit, that charger is no longer UL approved. So, that's always been a concern. So, I agree that what Dylan put together is a cleaner way of doing it. It looks pretty good. I would just add if you don't have that 9.9.3 or the 9.9.2 certificate, then you must do it at rated load and rated speed. You just didn't have rated speed on that, so... And that is in A. But I'm okay with it. I just don't like cutting pieces of electrical equipment and then I lose -- the UL rating goes away.

MR. NAIPO: Thank you. Mr. Lathe, I saw you had your hand raised and then put it back down. Are you good? Okay. Thank you. Mr. McKenzie. If you're talking, we can't hear you.

MR. MCKENZIE: Nothing wrong with that.

UNIDENTIFIED SPEAKER: Hey, hey.

UNIDENTIFIED SPEAKER: Peanut gallery.

MR. MCKENZIE: Perry McKenzie, Elevator Supervisor, Inspector Supervisor. These documents that you're talking about to leave on-site, are they to verify that the governor that's on that particular unit has been tested or a governor of similar nature has been tested in the factory? I know years ago they had to come with a tag that said this particular governor itself with a number on it was tested in the factory, blah, blah, blah, blah. So, is that what those documents say, because I don't know.

MR. NAIPO: Dylan Lathe.

MR. LATHE: Dylan Lathe. So, the 9.9.3 or the 9.9.2 documentation is a document that shows that a stair chair manufacturer has sent their stair chair through a series of tests that are certified. So, that particular chair was not sent to that testing, but that model has been tested and it's 12 tests; so, what that does is it gives them the exemption to test the safeties with no load in the field versus a load. If they don't have a 9.9.3 or a 9.9.2, either one, then in field tests are full load safety tests. Thank you.

MR. NAIPO: Thank you. Perry, you still have up. Did you have an additional question or

statement?

MR. MCKENZIE: Well, I would just say I don't agree with that. I mean there are a lot of cars out there and just because one passed in the factory it doesn't mean that the car that I'm driving is a safe car just because you tested one car of similar nature. If you tested the governor that I've got on that job and you've got documentation, that's fine, but I've got to know that's the one, otherwise I have no idea, and you don't have no idea, whether that governor is going to work properly if it's not tested. So, that's my concern.

MR. NAIPO: Thank you. Mr. Cleary.

MR. CLEARY: Scott Cleary. It's under type testing. So, Dylan's correct that 9.9.3, I'm obviously saying 9.9.3 or 9.9.2, as that 9.9.3 changes in the '20 version of 18.1. So, basically, like he said, there's 12 different really in-depth tests that have to be done at different angles, different weights, different speeds. So, that's the type testing, and that's pretty common in the industry on how that's done. So, in that -- and one of the main things that everybody needs to know is that testing must be done without any damage to any other components, including the rail, track, or OSG. So, to

do it in the field at a rated load, rated speed, I think is not a good thing to do. It never has been. That's why ASME allows type testing to be done with the manufacturer. So, as long as you have that from the manufacturer and you're still setting that OSG, you're just not setting it at rated load.

MR. NAIPO: Thank you. Mr. Leopard.

MR. LEOPARD: If it helps, I just did a chairlift inspection a week ago. The paperwork, if I remember right, had the actual serial number on the unit that it was tested and complied. I can't remember what brand out there, but, yeah, it would be something to look at whenever you're looking at the paperwork if it applies to that unit or not. I think there's another company that is specifically testing to the units by serial number, if that helps.

MR. NAIPO: Thank you. Dylan, Dylan Lathe.

MR. LATHE: Dylan Lathe. I just wanted to clarify a question that Mr. McKenzie had and that Mr. Cleary also answered, and that the 9.9.3 or 9.9.2 does not exclude them from testing the OSG in the field. No matter what, that OSG on that chair gets tested in front of the inspector. It's only is it with weights or is it not with weights. Thank you.

MR. NAIPO: Thank you. Mr. Leopard, did you

have an additional comment or question? I see that your hand is still raised. Thank you. Mr. Sergey.

MR. DOLGIKH: Yeah. Sergey Dolgikh, Elevator Inspector. I just wanted to congratulate Dylan on better verbiage. I hope that our conversation yesterday after TAC somehow inspired him a little bit to re-word the initial proposal, and both in tandem I think we understood each other that this would be really nice language to put in. But I appreciate it, Dylan, thank you.

MR. NAIPO: Way to toot yours and his horn, Sergey, good job. All right. Are there any additional questions or concerns before we put this to a vote? And this vote will be on a new proposal that will have a new proposal number I will send. You guys at the end of this will receive a recap of all the proposals that passed, and, if this one does, you will see this one will be a number that you don't currently have on your spreadsheet and this will be number, Let me share this with you, 109. And once I get that actual verbiage from Mr. Lathe, I will make sure that this gets put into this Column C. Are there any additional comments or questions? Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. My only question is as procedural, wow,

what do we do with the existing one sitting on the table that we are going to vote on the revised version? Thank you.

MR. NAIPO: If we vote on this revised one, what we'll do is we will hand a vote of understanding that, you know, if you still need to review this, then we'll review it, we'll vote yea if you feel you need to review it still, nay if you feel like it's good and we can get rid of it, and then we'll do that process with the next one, as well, because we do have one additional 2605 that needed to be reviewed at this time, so...

So, without any additional other questions being posed or clarifications needed, I'd ask that we please vote on proposal 109. Right now it's Dylan version, Dylan Lathe's version of 02605, WAC 296-96-02605. If you are for the proposed changes that were shared by Mr. Lathe I ask that you please raise your hand in favor of and vote yea. If you are for the changes proposed by Mr. Lathe, I ask that you please raise your hand and vote yea at this time.

Melissa, are we good?

MS. ERIKSEN: We are good.

MR. NAIPO: Thank you. Thank you for those that voted. You can go ahead and lower your hands.

Thank you again for those voted yea. Please lower your hands.

Those in opposition of Mr. Lathe's edits that were shared earlier, I ask that you please raise your hand and vote nay in opposition of those. I ask that you please raise your hand and vote nay in opposition of those changes by Mr. Lathe. Thank you for your votes. Please lower your hands. Thank you.

Those who would like to vote to abstain, I ask that you please raise your hand at this time. If you wish to abstain, please raise your hand at this time. Thank you very much.

Melissa, will you please read the vote tally for proposal 0109.

MS. ERIKSEN: Yes. There were 22 yeas, 1 nay, and 3 abstentions.

MR. NAIPO: Thank you. So, now what we will do is we will place a vote on whether we still need to review proposal 0050 in its entirety. If you feel like there is discussion to still be had on this, I feel that -- I please ask that you raise your hand and vote yea. I ask that you please raise your hand and vote yea if you still think there's a discussion that needs to be had on proposal 0050. Thank you.

If you feel no further discussion on proposal

0050 needs to be had, I ask that you please raise your hand now. Please raise your hand if you feel there's no further discussion needed on proposal 0050, please raise your hand now. All right. Thank you.

So, with that majority vote, we will move on from proposal 0050. We will do a quick reading of proposal 0057, which has to do with the same WAC 296-96-02605.

MS. ERIKSEN: Paoa.

MR. NAIPO: Yes.

MS. ERIKSEN: It's break time, honey.

MR. NAIPO: Oh, I'm sorry. Thank you very much, everyone. I appreciate the conversations and everything. We'll take a quick five minute break. Thank you. See you guys.

(Recess taken)

MR. NAIPO: All-righty. It is 9:55, a little bit more than a five minute break, but that's okay. Thank you, everyone, for coming back. Before we get started, Mr. Cline, was this a comment you wanted to have on the record, or was this just something you wanted to say, or did you not put your hand down after voting? That's probably what happened. All right. Dylan Lathe, did you have a question or statement?

MR. LATHE: Yes. Dylan Lathe. This next one, is this 0057, correct?

MR. NAIPO: Yeah, we will get -- we'll get right to that.

MR. LATHE: What I was going to say is this one is not necessary to read. This is one that I submitted. The one that I just now read to everybody has this lower portion included already. That was what I already read to you. In addition was the upper section that I modified. Just putting that out there. Thank you.

MR. NAIPO: Okay. All right. So, now that we're starting back up, and with that information from Mr. Lathe, Mr. Lathe, are you saying that you would like to withdraw proposal 0057 since you were the one who originally submitted it?

MR. LATHE: Dylan Lathe. Correct, I would like to withdraw 0057 because it's already in the submittal that I just read to everybody. The only thing I changed was I added the actual years specifying the 9.9.3 and the 9.9.2, which was recommended yesterday by Lyall. Thank you.

MR. NAIPO: Thank you. So, with that I just made a quick note on this one regarding proposal 0057. It was asked to be removed via the person submitting,

Dylan -- by the person submitted, Dylan Lathe, as the additional edited proposal was allowed by the TAC to be reviewed and voted on, which is proposal 109.

With that, on to proposal 0053, WAC 296-96-2610. This is regarding adding a new WAC rule. The edits are as follows. To add this new section, it will be titled Private Residence Platform Lifts.

(1) Battery operated private residence platform lifts are not required to be permanently wired or installed on an individual branch circuit as required by NEC 620.41(A) Exception 1. These conveyances shall be permitted to use a cord and plug that will act as the equipment disconnecting means if the following conditions are met:

(a) The lift's main power source must be from a battery system that is receiving its charge from a cord and a plug connected to AC battery charger connected to a branch circuit.

(b) The circuit supplying the battery charger must be protected by a ground fault circuit protector (GFCI breaker).

(c) The receptacle used to connect to the battery charger must have a cover meeting the requirements of NEC 406.8(B).

(d) The cord must be:

(i) Hard service rated.

(ii) Listed by an electrical testing laboratory approved by the Department of Labor & Industries electrical program.

(iii) In compliance with the requirements of NEC 400.

(iv) Properly secured at least every 24 inches, not present a tripping hazard, and be limited to 12 feet in length from the battery charger.

(e) A sign must be posted at both the AC and DC source of power disconnecting means that states, "Warning - Parts of the control panel are not de-energized by this switch."

(f) At the DC source of power a disconnect must be located on the exterior of the lift and within sight of the lift. The disconnect must be lockable, identify the available voltage, and be identified according to NEC 110.22.

Rationale: Incorporates into WAC the former department policy for battery operated vertical platform lifts, reworded to be inclusive of inclined battery operated platform lifts also. This has been a standing department policy that needs to be included in the WAC.

I open it up for questions for clarification

from the TAC. Melissa.

MS. ERIKSEN: Okay. This is Melissa. So, I'm sorry, I am not voting on anything. One editorial change is that because this is official language, officially when the Department of Labor and Industries is referred to the "and" needs to be an ampersand. So, I just need to include that.

MR. NAIPO: Mr. Quiett.

MR. QUIETT: Jonathan Quiett. This is more for clarification. In some of our other discussions we were talking about not modifying cords for NEC. Now I personally have not installed one of these. This is more of a clarification. So, a question to the people who do install these, is it normal to have a 12 foot long cord on these units when they are sent out, considering we have language here that says we're limited to 12 feet from the charging unit?

MR. NAIPO: Thank you. Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. To answer Jon's question, I don't know necessarily about a 12 foot cord. I've never gone out and measured one. But before the rule changes that prohibited the plug and play we did install some that had some pretty substantial cords on them and that did allow some flexibility. I wanted to go on and

discuss sections (b) and (c). I'm not understanding why we need a GFCI breaker on this circuit. This battery charger circuit is, in essence, no different and in some -- with some companies it's exactly identical to their chairlift chargers. And the receptacle with (c), the receptacle used to connect the battery charger must have a cover, I wanted to discuss why a cover would be necessary, particularly in a private residence application, and also point out that 406.8(B) in NEC is non-existent. There is no section B under 406.8.

MR. NAIPO: Thank you. Candace.

MS. LAU: Candace Lau. This policy was in place at some time a few chiefs ago, and I don't know when it actually was taken off as a policy, but there's a lot of things that have changed since this policy was written, and it's like I haven't looked at what Wade was referring to, the 406.8(B), but I know for sure that 12 feet in length, I'm not sure that's even accurate because I'm under the impression that it needs to be six feet, no further than six feet from the plug to the charger, and then no more from six feet from the charger to the -- to the rail. So, if we were to do this, it would need some additional information on there or it needs to be changed up a

little is my opinion.

MR. NAIPO: Jan.

MS. GOULD: Jan Gould. Just to let you know, by comparison the sump pump single grounded outlet that was required in pits is now under the 2020 required to be GFCI, and it never had been in the past, and it's not typically designed for personnel to use.

MR. NAIPO: Thank you. Mr. Wohlschlager.

MR. WOHLSCHLAGER: Lyall Wohlschlager. Yeah, this was just a direct dump of the original policy into this proposal; so, yes, it probably does need to be -- some of the references need to be checked against the current electrical code. But it was just a direct dump, other than adding incline platform lifts. And to answer Wade's question about the GFCI, or, excuse me, about the cover, a lot of these lifts are installed outdoors, they're porch lifts typically, and that was the original reason for having a cover was because of the outdoor nature. But certainly indoors I would agree that it's probably not necessary. So, it probably should be wordsmithed to get rid of the requirement for indoor lifts.

MR. NAIPO: Mr. Lathe.

MR. LATHE: Dylan Lathe. I would just like

to say that I like the idea of being able to plug in a residential VPL. I like this idea, but I think that this entire thing would have to be re-written. But I do support the initial idea. Thank you.

MR. NAIPO: Mr. Barnhart.

MR. BARNHART: Yes. Paul Barnhart from UL. The correct reference for the cover would be 406.9(B), but like the previous commenter stated, that only applies if it's outdoor use. So, it would need some tweaking there.

MR. NAIPO: Thank you. Are there any additional questions for clarification or comments before we look at putting this to a vote? Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options Just one quick comment. I'm with Dylan on this. I think the intent of this is solid. I'm in support of the idea. If the notion here, as you've referenced several times, is to support the idea and get this on to the ESAC committee for further editing, I think that's appropriate. Thank you.

MR. NAIPO: Thank you. So, yes, that is the intent if these things pass, and I appreciate you guys looking at, hey, we understand the idea behind this. We support the idea, but, yes, it definitely needs

wordsmithing. And, again, if time permitting, we would definitely be tackling that, but if we did that with each of these that we've done we would not be as far through it as we are right now. So, again, I appreciate you guys making a judgment call, putting faith on if this does pass that it will be codified to what you guys or at least amended by the conversations had that will be driven by the notes that we're taking now, both Melissa and I, regarding these. So, thank you for that, Mr. Friesen.

So, if there are not any other additional questions for clarifications, if you do have any, I'd ask that you please raise your hand now before we cast proposal 0053 to a vote. If anyone has any additional comments or questions, please raise your hand now. All-righty. And with that, we will -- Oh, Candace.

MS. LAU: Yeah. Candace Lau. So, are we voting on the intent of this like Wade and Dylan were saying? It's kind of hard for us to vote if we don't -- if we're not clear on what we're voting for. So, are we voting on the intent of this code and not really all of this or are we voting on this and hoping that something is going to change after we vote it in?

MR. NAIPO: So, no. So, what I've taken in Column E, and I'm sorry you guys can't see that, it's

up here where I'm editing, but just for reference these are the notes that will be passed on to the ESAC: It was brought forth the Department of Labor & Industries needs to be Labor (ampersand) & Industries; why (b) and (c) states needs a GFCI circuit, why a cover necessary, well cover was necessary for -- was for outdoor use, may need to be wordsmithed to differentiate; it was stated that, hey, there's no NEC 406.8(B), only (A), and thank you to Mr. Barnhart's clarification that there is a 406.9(B) is the correct reference; it is not more than six feet, that was another comment that was brought forth; that this was a direct dump of old policy, that it needs to be codified and rewritten definitely to make sure that the code references are correct; that people support the idea behind this, but it definitely needs to be rewritten. And, so, that is what is going to be taken to the ESAC for review and editing is those comments that you guys have made that I've taken so far. And I know Melissa has been taking notes, too; so, there may be additional things that I have missed that we will collaborate these two and make sure the ESAC has these. Yes, Mr. Cleary.

MR. CLEARY: Scott Cleary. I just -- I just want to support what Paoa says, that we don't want to

throw everything out. If the premise is good, but it needs to be wordsmithed, that's what we want to do at the ESAC and get it fixed and voted on, and get the right language in it. And I've never been able to get any answer from the State, maybe some of the state representatives can help me here, but none of us know why that policy sunsetted, when it sunsetted, and by whom. So, that would be really helpful because it really helped out and worked really well during the interim, and it was place since I think 2010, so it's got a good track record of safety and really help out residential homeowners, so, and without any danger, so, and most of those chargers, especially on VPLs, are anywhere from five amp to three amp. They're pretty de minimus on a load. So, none of them are at one amp that I know of, and most of them are three to five. So, it's still a de minimus load. And if the gentleman from UL could ring in and help make sure that I'm correct that we do lose our UL rating once we cut a cord, correct?

MR. NAIPO: Mr. Barnhart, I believe that's a question to you.

MR. BARNHART: Paul Barnhart from UL. The UL mark means the product when it left the factory met the requirements. If you've modified the product once

it left the factory, the UL mark does not cover the modified product. So, cutting the cord on a product would essentially make the product modified and it may or may not meet the requirements. In this case, it probably doesn't. But I have to be careful what I say because it doesn't void the mark because the mark only meant when it left the factory it complied. So, legally, I can't say it voids the mark, but in reality it turns it into a product that can't meet the UL listing requirements. I hope that answers your question.

MR. NAIPO: Thank you very much for that clarification, Mr. Barnhart. I really appreciate it. Thank you. Mr. Lathe.

MR. LATHE: Dylan Lathe. Yes, I'd like to piggyback on what was just talked about. Right there on (i), and Gerald put it in the chat, right there on (i) it says the cord must be hard service rated. So, whatever cord comes on that platform lift it's going to have to be the cord that's used. If you're -- if you're cutting that cord off, then putting something that the WAC requires, well that's not going to be UL labeled anymore. In addition to that, like I stated, I support this idea, but the entire thing would have to be rewritten, including we're running into the

exact problem where it's going to be misleading as this lift, just like the stair chair, would have to have two means for -- it has two different power sources, but you still have to have all of that language written in that I just addressed on my last proposal. Thank you.

MR. NAIPO: Thank you. Mr. Barnhart.

MR. BARNHART: Paul Barnhart from UL. To address the issue, if the lift is a UL listed lift it will have a hard service or a junior hard service rated cord as part of the lift. So, that should not be a problem.

MR. NAIPO: Thank you. Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. You know, just as a note for the potential rewriting of this, you know we're asking to have an external source -- let's see, where was this -- it said we needed to have a means on the outside of this thing to turn it off, whereas -- I'm not seeing it at the moment. I just wanted to discuss that or have that discussed in the ESAC meeting because if the -- if the product is a UL listed product, it does not -- if it has the 24 volt disconnecting means on the chair, or, I'm sorry, on the lift platform, for example, then we would be having to modify the

manufacturer's product to comply with that section of code and I'm not so sure how prudent that is. Thank you.

MR. NAIPO: Are your comments about the (f) the last part, "At the DC source of power a disconnect must be located on the exterior of the lift and within sight of the lift?

MR. FRIESEN: Yes, yes. Thank you.

MR. NAIPO: Okay. And, I'm sorry, what was your comments regarding that? I wanted to take the notes, but I wanted to make sure I was referencing the right thing.

MR. FRIESEN: Wade Friesen, Vertical Options. My comment was that if a manufacturer has a UL listed item that does not have a disconnect located on the outside of the lift, as this states, then in order to install that equipment and comply with it, it would have to be modified and then would no longer meet the UL requirements.

MR. NAIPO: Thank you. Mr. Barnhart.

MR. BARNHART: Yeah. Paul Barnhart from UL. With respect to item (f), at this point I can't tell you if every UL listed lift has an externally operable disconnect for the DC power or not. I'm guessing they may not, but I'm not sure. I haven't looked at every

one that's certified. So, the point that was raised is interesting. I would think that if there's a disconnect for the DC, it should be externally operable and it should be part of the certification of a lift, but I don't know that the requirements are there because the lifts are certified to A18 and I'm not sure that requirement is in A18. Thank you.

MR. NAIPO: Thank you, sir. Candace.

MS. LAU: Candace Lau. That's accurate. The A18.1 does not cover this kind of -- these kinds of codes. The NEC doesn't -- is silent on it and that's kind of why it's really important when we change and allow things that we -- that we've thought this whole thing through. (f) is talking again about the disconnect that disconnects power from the motor. Any time you have a battery operated system you should -- by code you have to have something to disconnect power from the motor. I can't -- I don't recall if there are any out there that are -- that don't have it, but this is to ensure that in case a unit comes out and it does not have it then we can require -- we can require it. And I know this in the past for a lot of the AC units, line voltage ones, in the beginning when all this stuff was happening they did not come out with a -- they didn't have this

disconnect. I know that for sure because I remember that all they had was a key switch, and the key switch turned it on and off, but the key switch didn't disconnect power. So, we wouldn't want to repeat that for these battery operated ones, and so it's really important that something like that is put in there when we're using these battery operated units.

MR. NAIPO: Thank you. Mr. Lathe.

MR. LATHE: Dylan Lathe. Yes, I have a question. So, 18.1 adopts NFPA 70 by reference. NFPA 70 Article 620.1 Scope says, "This article covers the installation of electrical equipment and wiring used in connection with elevators, dumb waiters, escalators, moving walks, and platform lifts, and stairway chairlifts, okay. So, platforms are included in this. So, it's the same as I spoke about earlier, 620.52 Power from more than one source, this applies. So, I don't know how you would have a battery operated VPL that doesn't have a disconnect on the VPL because whether it's hard wired or whether it's cord and plug, if you flip -- let's say it's hard wired in, if you flip that main line disconnect that's still just the power from the building to the batteries. You still have power from batteries to the motor. So, it says right there power from more than one source on 620.52.

You still have to have a second means of disconnect. So, you would still have to have a lockable disconnect on the VPL the same as the chair. Thank you.

MR. NAIPO: All right. Mr. Cleary. Oh, no. All right. Mr. Cleary.

MR. CLEARY: Scott Cleary. Most of -- Some of these new requirements come out. That's been in there for a long time. But, you know, we went back to our manufacturers and they did add an externally lockable one on the outside. So, most of the manufacturers understand that something is required. Like it goes back to Bob Oury and material lifts, you know, they had to do a lot of work with their manufacturers to make sure that they're Washington State compliant. All of our manufacturers kind of wrinkle their forehead and put on a grin when we say, you know, we need to do this in Washington. So, they have their own little make list of the special modifications or the requirements for the state of Washington. So, we find it, you know, once we go back and discuss it with our manufacturers they'll add whatever we need to add to make sure that they're compliant.

MR. NAIPO: Thank you. Mr. Barnhart.

MR. BARNHART: Paul Barnhart from UL. Well,

I don't dispute the desirability of a disconnect for the DC source of power. I have to argue that 620.52 does not apply. The Article 620 applies to the wiring to the lift. The wiring to the lift, if the battery charger and the battery are internal to the lift, the wiring to the lift stops at the point at which the lift is plugged in. The code does not require a second disconnect. Now, I'm not saying it shouldn't be there, but it's going to be part of the equipment, not part of the wiring to the lift. So, 620.52 doesn't apply, although there's no problem with the State of Washington saying, "We want a DC disconnect as part of the lift." That's not a problem. I think expecting it to be provided at the installation and not be part of the lift creates those other problems where now I've got to go in and modify the lift, take some wiring out of the lift to a disconnect that's mounted on the wall somewhere, and that's not appropriate. I don't have a problem with (f) as it's written because that disconnect can be inside the lift. I think the problem is it says the disconnect must be located on the exterior of the lift. I think that should say the disconnect must be operable from the exterior of the lift, right, because it's part of the lift. It's not part of the wiring to the lift.

Thank you.

MR. NAIPO: Thank you, Mr. Barnhart. Mr. Madison.

MR. MADISON: Jon Madison, Elevator Mechanic. I think we're going back and forth just following everybody. We can -- we can follow the code. We can dispute in detail what it is and that's part of what this meeting is for, but I think we'll all agree that safety-wise if there's a charge system we would all working on it want to have a disconnect. So, if it becomes Washington has to mandate it, and, then, like Scott said, you have to tell your manufacturer, "include this with it", then that's where it is. But I think for safety this is -- this is what we're all trying to achieve is to keep not only the public but the maintenance personnel safe on it. A disconnect seems like it's strongly needed. So, I don't know if we should keep arguing whether the code says it or not and just decide if we're going to say yes about it.

MR. NAIPO: Thank you for those comments, Mr. Madison. Candace.

MS. LAU: Candace Lau. Yes, that's correct. I'm totally in agreement with the last three speakers. Cleary is correct. In the past -- It's just how I

explained it earlier. In the past the equipment came out without these disconnects and you had to work -- the companies had to work with the manufacturers to provide that, and we are talking about the -- the disconnect on the lift, we're not talking about an external separate disconnect, it is on the lift, the manufacturers came out with that, because in this -- we just did not agree that you can just have a cord and plug and that's it, so... And Jon Madison is absolutely correct, this is in the -- it's for safety and it needs to be said because a lot of these stair chairs are not -- a lot of states do not -- most states don't adopt the A18.1. So, these stair chairs are made for -- you know, they make them, and then when they come in to the state and we're now inspecting them a lot of them aren't even being inspected. So, now that it comes into our state and we see issues with them, we need to address these issues and that's why we're trying to develop codes to address these types of issues.

MR. NAIPO: Thank you. Sergey.

MR. DOLGIKH: Yeah. Sergey Dolgikh, Elevator Inspector, L & I. So, to Candace's point that she just brought up, I have a question with that, and so with having -- the platform lift having a

switch already on it for the removal of the power from the motor, does it mean that -- and I'm not going to say vetting, I'm going to say a different word -- let's say for -- for state of Washington to allow new products in, and let's say if the platform lift comes without one, that switch that removes power from the motor, does it mean that that particular product is not going to be allowed within the State of Washington based on the criteria that we're looking at right now? So, that kind of is my question with that -- with that limit only the product that does comply with WAC if we adopt it the way it's written here or the way it's getting wordsmithed. That's -- that's the question I have. Thank you.

MR. NAIPO: Candace.

MS. LAU: Candace Lau. I don't know if that question was directed to me, but I think I can answer that. All new equipment when we look at them today or when I look at them today, all the ones that I've been involved in I've always asked the manufacturer because when we're vetting new equipment sometimes we forget to look in the NEC. A lot of these equipment they don't -- they don't cover the disconnecting means. So, we can look at a -- even the residential elevator it's not going to talk about the disconnect. It just

kind of refers you to the NEC. So, that's something that I personally ask the manufacturers to -- how their disconnecting means are, where their disconnecting means are, especially battery powered ones, and I have asked several manufacturers and they've all said -- have indicated to me that they can come either way. They can come with a disconnect or just depending on the jurisdiction, and I always tell them that in this jurisdiction we are requiring a disconnect that disconnects the power to the motor and not just a plug in, and so -- and they've always -- the ones that I've been dealing with they've always been accommodated. They have never said, "Oh, there's no way. We can't do that." So, I don't know what's happened in the past. I don't know how the vetting was done prior to that. And I don't know what's been in the past, but nothing -- no one -- This has not been an issue for a while because we've addressed it in the years past with the requirement of the disconnects. So, moving forward, I've been asking for all this information from the manufacturers and none of them are telling me that it just does not exist. So, I hope that answers your question, Sergey.

MR. DOLGIKH: Yes. Thank you.

MR. NAIPO: Melissa, did you have a

statement or question?

MS. ERIKSEN: No. I just -- there's conversation about this happening in the chat. So, Gerald kicked it off by saying that he likes the battery disconnect in (f) or a lockable kill switch for them to safely get access under the lift for debris, cell phones, etc, unplugging it or turning off the battery charger power, doesn't make it safe. Jon Madison agreed with that, and then Paul Barnhart said, "I have no problem with the proposed item (f) being a requirement in the WAC. The only issue I have is that it says the disconnect must be located on the exterior. It should say the disconnect must be operable from the exterior of the lift.

MR. NAIPO: Thank you, Mr. Barnhart. That was one of the things I definitely heard you say and I made that as a note, the disconnect should be operable from the exterior of the lift as an edited piece that will be reviewed at the ESAC.

So, with that, I think we've had some pretty long conversations on this, and like sort of Mr. Madison has alluded to, it sounds like we're going around and around and around. I think we're at the point where I think we can make an educated vote or that people, you know, you as the TAC can make an

educated vote on whether you feel like with edits you're okay with this being passed to the ESAC to really rewrite this the way it should be done or if you feel like, you know what, I can't see this being a positive for us, then go ahead and feel free to vote nay.

So, like with all of them, we're going to pass this on to vote. Proposal 0053, if you are for the changes, and the discussions, and the questions and clarifications that you guys have all brought up to be addressed by the ESAC in editing this, I ask that you please vote yea now. So, if you are for this change with the edits that will be discussed at the ESAC level, I ask that you please vote yea for this and raise your hand now. All right. Thank you for those who have voted. Please go ahead an lower your hands. Thank you again very much for your votes.

For those who are in opposition of this, I ask that you please raise your hand and vote nay. If you are in opposition of these changes that were proposed, I ask that you please raise your hand and vote nay. Thank you. Go ahead and lower your hands.

If you vote to abstain, I ask that you please raise your hand now at this time. If you vote to abstain, please raise your hand at this time. Thank

you.

Melissa, will you please read the vote tally for proposal 0053?

MS. ERIKSEN: Absolutely. There were 21 yeas, 1 nay, and 1 abstention.

MR. NAIPO: Thank you. So, we are moving on to proposal 0037 regarding WAC 296-96-02700. This is adding to that title Residential, it's already stated that it's Machine Room, adding slash Machinery Space, and when is already there is requirements.

(1) Main line disconnects and car light disconnects shall be located adjacent to the controller when not located in a dedicated machine room. When located in a dedicated room, removing commercial machine room requirements shall be followed, keeping verbiage main line disconnects shall comply with WAC 296-96-02460.

Access to the motor -- or (2) Access to the motor brake in the hoistway shall have:

(a) A lockable door that is a minimum of 6 x 6 or 36 square inches.

(b) A stop switch shall be located within reach of the access door.

(c) A light switch and GFCI receptacle shall be located within reach of the access door.

This is to better -- The rationale is to better clarify the machine room/space within a residence, and requirement for disconnect in certain scenarios.

With this there are one, two, three, there's three -- Actually, it looks like that third one has to do with a little bit further down in the hoistway access opening doors, but I would say that there are two regarding proposal 0037 and 0059 regarding WAC 296-96-02700 and pretty much everything that is at the begin of it. So, we have a couple questions. What I'm proposing is that we pass a vote on whether we discuss each of these, proposal 0037 or if you feel like, you know what, 0059 because of the notes and the things that you've taken you want to discuss 0059, if you feel like discussions need to be had on both and they need to be merged, then we can do that as well.

I see we have a couple comments and questions coming out. Sergey.

MR. DOLGIKH: Yeah. Sergey Dolgikh, Elevator Inspector. So, and I don't know if I missed it, but I guess when we discussed 296-96-02460 WAC previously wasn't residential called exempt from the rules? And now we're saying the rules for main line disconnects shall comply with 296-96-02460. Is it kind of circular dependency we're having here? Just a

question. I'm trying to clarify it for me.

MR. NAIPO: Hey, sorry, what was that WAC reference you were talking about?

MR. DOLGIKH: The WAC reference is WAC 296-96-02460 where it specifically states that residential elevator machine rooms are exempt from -- Okay, and now what we're saying it shall comply with the exempt rule. So, it's a little contradictory as far as I can see. It creates a circular dependency, what we call it in mechanical design. Thank you.

MR. NAIPO: Thank you. Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. I really like the fact that we're striking commercial machine room requirements out of this. I think that's extremely appropriate for residential to have a residential machine room with HVAC and other requirements for commercial applications doesn't seem appropriate. But just speaking to this, 0037 and 0060 are addressing similar issues. I like the fact that 0060 is a stand-alone section. That makes it easier to find in WAC and read and understand, but it seems to me that section (2)(a), (b) and (c) in 0037 should be struck out since it is in it's own section under 0060 and they'd be two separate items. Thank you.

MR. NAIPO: Given me that reference where

you believe that section two is addressed in another WAC. What was that other WAC number? I apologize.

UNIDENTIFIED SPEAKER: The other one is right on your screen, 0060.

MR. NAIPO: Oh, oh, oh, in --

UNIDENTIFIED SPEAKER: Yes.

(Talking at the same time)

MR. NAIPO: Thank you for that. Candace.

MS. LAU: Candace Lau. So, I haven't had a chance to look at all the rest of the proposals, but this particular one was added to the WAC. I don't even remember when this 02700 was. It was since -- Since the last -- Since 2018 somehow this got added on there, and when -- I get a lot of questions from people and the main question that I get from people is, "What does that mean, commercial machine room requirements shall be followed? What does that mean? Does that mean we have to shunt trip? Does that mean we have to put, you know, all this other stuff in the -- A/C, air conditioning units, in the machine rooms?" And I say, "Well, yeah, that is really unclear." I don't think that was the intent, okay. And, so, first of all, this -- this -- this whole section is kind of -- it's written a little bit -- That's why I added the residential machine room in

there instead of just saying machine room because if you're just reading the code itself you can't even tell you're talking about the residential, that these are for residentials. The only way you can tell is when you go to the -- the table of contents. When you go to the table of contents it'll have a heading residential. I believe the heading says private residence elevators. And, then, if you go to this 2700, it doesn't say residential. So, that's kind of why I added the word residential in there to clean up verbiage. And then the second thing is I added the machinery space because that's how you can get to the number two where it talks about access to the motor brake because without that machinery space there you're still in the machine room and there's no -- it doesn't make any sense.

So, I just wanted to do this to clean up the fact that we're talking about machinery space. And the number two is already there for accessing the hoistway. We can put it somewhere else, but that was my easiest fix is to just maybe add the word machinery space and then cross the other part out. The rest of it I don't have any problems with, but if somebody wants to put it somewhere else that's not problem. It's just that the way it's written right now it's

really not clear.

And to answer Sergey's point is, yes, 2460 does say that residential elevators don't have to comply with 2460, but this is basically saying that if you have a machine room then you have to put the disconnect basically within 24 inches of the strike side of the jamb. If you don't have a machine room, then the other part, the 2460, doesn't comply. I think that's what this is trying to say. And, again, this is just clean-up language what I saw was lacking in the new rule.

MR. NAIPO: All right. Thank you, Candace. Mr. Wohlschlager.

MR. WOHLSCHLAGER: Lyall Wohlschlager. Yeah, I think proposal number 37 does create a circular loop by referencing 2460 and sends us back there for requirements, and then the very last line of 2460 says, well, we're exempt from all the above requirements. So, I think this adds confusion to the whole understanding of what do we need to do with main line disconnects.

The second thing I disagree with here is when controllers are located in a dedicated room that they need to have special treatment. I don't see any purpose in that and I would advocate that, you know,

the language that is in proposal 59 is more appropriate for disconnects that they should be just located next to our equipment regardless of whether they're in a dedicated room or not. And then I also advocate that paragraph two here regarding access to the motor brake also be in a separate sections as proposed in proposal number 60.

MR. NAIPO: Sergey.

MR. DOLGIKH: Yeah. This is Sergey Dolgikh, Elevator Inspector, L & I. So, just with that comment that was made prior by Candace, may I suggest a friendly edit to alleviate the confusion that referencing 2460 generates in this particular paragraph. Maybe we can do a friendly edit to that and just remove it all together with clarifying requirements that are already in there in this particular proposal. That would be my take on it. Thank you.

MR. NAIPO: So, the friendly edit that I'm hearing is removing pretty much this whole last sentence here, "When located in a dedicated room, main line disconnects shall comply with WAC 296-96-2460"; is that correct?

MR. DOLGIKH: Just the reference to WAC 296-96-02460. It just -- it could add additional

verbiage saying like, oh, what is that specific requirement. You know, you could add that in there. But that whole confusion that comes from it is sending you back, and then the person goes back and has more questions and saying, "Well, you just exempt me from this", and so that is the portion. That's all. That's all that is.

MR. NAIPO: Okay.

MR. DOLGIKH: Thank you.

MR. NAIPO: Thank you. Candace. Yeah, Candace Lau. Again, I just want to be really clear here that I'm not -- This is not proposing -- This proposal is to just clean up what's already there. So, if you're concerned that we're having these requirements, it's already there. So, the concern is that you -- if you want it to cross it off, that's a separate issue. But if you do not vote to pass this through, it's already there is all I'm saying. This is to clean up the fact that we're not going to say you need to come up with commercial, the commercial code. The stuff in black is already there is all I'm saying and this is just to clean up what's already there. I'm not advocating for what's there. I'm just saying if we leave what's there, there's issues.

MR. NAIPO: Thank you. Jan.

MS. GOULD: Jan Gould. In chapter 30 of the Seattle Building Code we have 3020.6, which is location of main line disconnects, which has a W next to it because it was a -- it's a WAC rule, but we exempt special purpose residential elevators and residential incline elevators from this requirement because typically up until the 2018 building code we always had dedicated machine rooms, but typically they were a closet where you open the door and that's where you got your electrical clearances. So, I think the 24 inches from the door is excessive. But that's it.

MR. NAIPO: Thank you. Any additional comments or questions before we move to vote on this? Any additional questions? Jan, did you have an additional question or comment that you'd like to make? Your hand is still rates.

MS. GOULD: Yes. Sorry. Jan Gould. And finally in 2018 we added the access door for private residence elevators, but we have no requirement for a light switch, or a stop switch, or an outlet up there.

MR. NAIPO: Thank you. Mr. Wohlschlager.

MR. WOHLSCHLAGER: Lyall Wohlschlager. The light switch and receptacle are they not required by the NEC, Jan? So, they're already a requirement, even

if they're not specified?

MS. GOULD: What's your code reference by NEC?

MR. WOHLSCHLAGER: Oh, it would be in the 620, I think 23 or 24 section, regarding machine spaces and control spacing is needing lights and outlets.

MS. GOULD: I'll have to check. Thanks. Jan Gould.

MR. NAIPO: Thank you. Candace.

MS. LAU: Candace Lau. Yeah, I just wanted to clarify something Jan just said, but those closets that you're referring to those are machinery spaces as far as I understood the code. Machine rooms are ones that you actually can step into. Full bodily entry is what a machine room is. So, this is in regards to machine rooms, I believe, when located in a dedicated room. So, these are not talking about the closets. These are talking about rooms that are dedicated for the elevator, and in residentials we rarely have that. Most of the time it's in a closet. Most of the time it's sitting in the garage somewhere. This is talking about a room dedicated for the -- the elevator itself. So, I think the attempt is to say that if you had -- if you it in a closet or in a garage, then the main

line disconnects and car lights shall be located adjacent to the controller when not located in a dedicated machine room. When located in a dedicated room, then the main line disconnect shall comply. I think what's it's trying to say is it needs to be within 24 inches of that room. So, that's the attempt. I didn't write this. This is already in code. So, that's the difference between control space and control rooms, that's my understanding.

MR. NAIPO: Thank you, Candace. Mr. Wohlschlager.

MR. WOHLSCHLAGER: Lyall wohlschlager. Sorry, I failed to put my hand down.

MR. NAIPO: Oh, okay. Jan.

MS. GOULD: Jan Gould. Up and through 2015 we had dedicated machine rooms since quite a while ago, three, four code cycles ago, and so it is dedicated machine or a control room. The only thing we changed, there's nothing else in the room but elevator equipment, is that we allowed by opening the door to have your electrical clearances provided with the door open, and now under 2018 building code that machine equipment can be located in a room with other things for the house like a boiler, a washing machine, just as long as you have clearance.

MR. NAIPO: Thank you. Mr. Barnhart.

MR. BARNHART: Yes, Paul Barnhart from UL. I just wanted to clarify that 620.23 of the NEC talks about branch circuits for machine rooms, control rooms, machinery spaces, or control spaces requires the lighting in the duplex. So, the comment that was made earlier that this only applies to control rooms with full bodily entry is not correct. A control space does not require full bodily entry; so, these areas would be considered -- in the code be considered as a control space and would be required to have the duplex receptacle and the lighting switch, in my opinion. Thank you.

MR. NAIPO: Thank you. Candace.

MS. LAU: Candace Lau. I hope I wasn't that person that said that because that's not what my intent was. My intent was to -- just to clear up the difference between a control space and a control room, and my -- I was just trying to clear up what the difference between a control space and a control room is. When you have a door on a closet that's a control space. When you have full bodily entry that's a control room or a machine room. So, that's the difference. So, when you -- We can't apply a control space, a closet as Jan described, we can't say that

the main line disconnect has to be within 24 inches of that control space. What this code is saying is when it's in a dedicated room then you have to have the 24 inches within -- the disconnect within 24 inches of the door. So, that's the whole premise behind this. We're not talking about a control space. Control spaces, it would be the first part, main line disconnects and car light disconnects shall be located adjacent to the controller because it's not located in a dedicate room. Again, this proposal, we're not -- I'm not talking about the rest of what is already in there. This proposal is to just clean up what's already there.

MR. NAIPO: Thank you. And with that final comment, I ask that we place a vote on 0037. If you are for this change with these notes that I've taken down here for conversation to be had by the ESAC, there's a lot of it, and I'm sure there are more that Melissa took, as well, if you are for this change to be reviewed a little bit more by the ESAC, but, again, you understand the premise of what the person was trying to submit this for, I ask that you please raise your hand and vote yea now on proposal 0037. If you are for this change, I ask that you please raise your hand and vote yea on this proposal. Thank you for

those who voted. Please go ahead and feel free to lower your hands. Thank you again. If you voted yea, please feel free to lower your hands.

If you are in opposition of the changes that were submitted for this proposal 0037, I ask that you please raise your hand and vote nay. If you are in opposition of proposal 0037, I ask that you please raise your hand and vote nay. Thank you.

If you would like to vote to abstain, I ask that you please raise your hand and vote now. If vote to abstain, please raise your hand and vote now. Thank you.

Melissa, will you please read the vote tally for 0037.

MS. ERIKSEN: Yes. There were 22 yeas, 1 nay, and 2 abstentions.

MR. NAIPO: Thank you. So now with that, those changes, if anything else regarding 2700 is passed, they will need to be merged by the ESAC. If these things passed, there will be something that will need to be done to merge these things together.

So, with that, we will continue or start a new discussion on proposal 0059 regarding WAC 296-96-02700. They're asking to remove machine room and add the new title Machinery Spaces, Machine Rooms,

Control Spaces, and Control Rooms, adding section one.

(1) The room or space outside of the hoistway that contains elevator equipment shall not be considered a machine room. This barrier shall comply with:

(a) 5.3.1.6.1 (a) and (b).

(b) 5.3.1.6.2 Motor and operational controllers.

(c) 5.3.6.3 Guarding of sheaves and sprockets.

(d) 5.3.1.6.4 Maintenance path and clearances.

(e) 5.3.1.6.5 Temperature and humidity.

Recategorizing section one in the original text to two.

(2) Main line disconnects and car light disconnects shall be, adding this verbiage, grouped together with, and removing located adjacent to, the controller. So, it would read: Main line disconnects and car light disconnects shall be grouped together with the controller. Removing text, "When not in a located dedicated machine room. When located in a dedicated room, commercial machine room requirements shall be followed. Main line disconnects shall comply with WAC 296-96-02460.

Remove section (2) Access to the motor brake shall have:

Remove (a) A lockable door that is a minimum of

6" x 6" or 36 square inches.

Remove (b) A stop switch shall be located within reach of the access.

Remove (c) A light switch and GFCI receptacle shall be located within reach of the access door.

Adding section (3) The working space about electrical equipment in NEC Article 110 shall apply.

Rationale: The rooms that contain elevator equipment also contain a variety of everything like luggage, clothing, household goods, vehicles, etc. Generally, at the time of the acceptance inspection, the owners have not moved in or might be at the beginning stages and inspectors have a tendency to refer to these rooms as elevator equipment rooms or machine rooms, but in reality they are not. Once the AHJ has signed off on the elevator, these rooms 99.9% of the time are turned into storage. It is in the best interests of all to ensure the equipment is safely protected and guarded. This is a separate A17.1 requirement for the access door required for the motor and brake and should be struck from the existing WAC language. This is addressed in another proposal.

Clarifying questions? Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. Just a quick question. Are all of these

five three code references out of the 2019 code? I'm just not seeing them in 2016 and just want to be clear on that. Thank you.

MR. NAIPO: Thank you. Mr. Brinkman.

MR. BRINKMAN. Thank you. Kevin Brinkman. Yes, from what I can see, they are in the 2019 code. So, I'm actually not sure -- Well, I don't feel this code change is needed, proposal is needed. I think it's adequately addressed. Machinery space, machine rooms, etc. is adequately addressed in the 2019 code. So, I think we should not include these changes. Thank you.

MR. NAIPO: Thank you. Any additional questions or comments? Any additional clarifications or comments? Okay. With that I ask that we please put proposal 0059 to a vote. If you are for these changes, I ask that you please vote yea. If you for these changes proposed in proposal 0059, I ask that you please raise your hand and vote yea now. If you are for these changes I ask that you please raise your hand and vote yea now. Thank you for those that have voted. Go ahead and lower your hands.

If you are in opposition of these changes I ask that you please raise your hand and vote nay. If you are in opposition of these changes submitted on

proposal 0059 I ask that you please raise your hand and vote nay. All right. Thank you for your votes. Go ahead and lower your hands. Thank you again for your votes. Go ahead and lower your hands.

If you vote to abstain, I ask that you please raise your hand now. If you vote to abstain, please raise your hand now. All right. Thank you for that. Go ahead and lower your hands. Thank you for your votes.

Melissa, will you please read the vote tally for proposal 0059.

MS. ERIKSEN: Absolutely. There were 6 yeas, 15 nays, and 5 abstentions.

MR. NAIPO: Thank you. All-righty. To get back on track with breaks, what I suggest we do is we take our eleven o'clock break now and my co-worker will throw up her handy dandy little five minute timer for us because I know I need it, too, I do, to be honest with you. So, thank you guys very much. We'll see you guys in five minutes. Appreciate it.

(Recess taken)

MR. NAIPO: Welcome, everybody. It's good have you guys back. I hope you guys had a great, wonderful, refreshing five minute break. I need more, but anyways... All-righty. Moving on to 0060,

proposal 0060. This is regarding WAC 296-96-02700, but this is regarding -- yes, it's housed in that same section, but this regarding hoistway access opening doors okay.

MS. GOULD: Paoa.

MR. NAIPO: Yes.

MS. GOULD: Could you show the document? Thank you.

MR. NAIPO: Thank you. Again, I need help myself, so... Oops, here we go. There we go. Thank you for that. All right. Here we go. Number 60, so they are asking on Hoistway Access Opening Doors to remove part (d) Hoistway access doors or panels shall be provided with an electrical switch that shall cause the power to be removed from the driving machine, motor and brake when opened, changing it to, hoistway access doors shall have:

(a) A lockable door that is a minimum of 6" x 6" or 36 square inches.

(b) A stop switch shall be located within reach of the access door that shall cause the power to be removed from the driving machine motor and brake when opened.

(c) A light switch and GFCI receptacle shall be located within reach of the access door.

Rationale: This language is currently found in WAC 296-96-02700 and is better suited as a stand-alone rule since this is how it is in this national standard.

So, with that comment set aside, they are stating that, hey, this should be its own section. Whether we create a 2705 or something like that, that is beyond what I will ask this TAC committee to do. But in reviewing this, does this possibly contradict anything that we've already passed within the other parts of 2700, just to address any of the current concerns that were part of conversations that you felt needed to be had on the one that passed prior? And now I will open it for questions for clarification. Jan.

MS. GOULD: Jan Gould. Is this for private residence elevators?

MR. NAIPO: Yes.

MS. GOULD: Thank you.

MR. NAIPO: With the intent of the changes that were made to the original proposal of 2700, yes, this would incase residential hoistway access opening doors. Mr. Brinkman.

MR. BRINKMAN: Yeah, Kevin Brinkman. I question the need for this. The 2019 edition has

extensive language in 5.3.1.6.6 for access doors and openings. The only thing that's not covered by that section of the code is the light and outlet; so, if maybe that -- if that's something that the WAC feels is necessary, maybe that could stay, but the rest is really covered by that standard. It doesn't actually specify 6" x 6" minimum either, but the reality is it provides detailed instructions for access doors and openings, including that it has to be kept closed and locked, has to have a switch to remove power from the motor and brake, and a few other thing, but... So, I guess I'm questioning the need for most of what's in there, so... Thank you.

MR. NAIPO: Thank you, Mr. Brinkman. Before I move on to the next question, I just want to make sure that the comment you made regarding the extensive language is already covered, I want to make sure I have the correct code reference. I apologize if I wrote this down incorrectly, but I got 5.3.1.6. Is there an edit that I need to make to that code so if this passes it goes to the right code reference?

MR. BROWN: Yeah. It's 5.3.1.6.6.

MR. NAIPO: Six six. Thank you, sir.

MR. BROWN: Sure.

MR. NAIPO: Candace.

MS. LAU: Hi. Candace Lau. I'm having a hard time finding 02700(d). I don't -- Maybe I have the wrong version, but when I look in 2700 there's no -- maybe there is. Maybe I have a different -- Yeah, I don't even see a (d). So, I don't -- I'm not understanding. Can you pull up the 2700, 027000 right now? This kind of says that we're crossing out something and I don't even see it there.

MR. NAIPO: Here is it as it currently stands, and she is correct, there is no (d) referenced here. So, whether or not that needs to be removed or their reference needs to be amended at all...

MS. LAU: Yeah. I'm not understanding what we're amending if it's not there.

MR. NAIPO: Sorry. I'm bouncing in between like four different screens. I apologize about this. Okay, so with that, are there -- Mr. Brinkman, did you have another question or comment? So, with that, as it stands now, are there any additional questions or clarifications had? So, it looks like we're just -- regarding the removal of part (d) or that section (d) regarding the hoistway access doors, I didn't even see that verbiage on the 2700 that was in there. Is there any other questions or concerns over the things that are in blue and underlined? Jan.

MS. GOULD: Jan Gould. We need the heading Private Residential Elevators so it's clear.

MR. NAIPO: Well, this was one of the things that they were talking about in the rationale is that it's better suited as a stand-alone rule since this is how it is in the national standard. So, taking that into account, as well, that wasn't something that when you were writing proposals we were asking you to do was, hey, create a brand new WAC number because there are ones that were used before that I don't know if we can recycle or something like that, but if they were asking that if this does pass that this should be in its own section. So, it would be moved from 2700 to probably 2705 just for reference and it would be regarding, yes, residential hoistway access opening doors because that's what the title has changed to on the last pass for --

MS. GOULD: Thank you. Jan Gould.

MR. NAIPO: -- 2700. Thank you.

MR. NAIPO: Candace. Yeah, Candace Lau. That's exactly what I was going to say is that that's -- the previous proposal that we just passed that's what it was, we added the word residential on there; so, that was already addressed.

MR. NAIPO: Okay. So, with that and the

changes that are made as far as adding the text on proposal 0060 -- Jan, did you have another question or statement?

MS. GOULD: No. Jan Gould. I'll raise my -- I'll lower my hand. Thank you.

MR. NAIPO: It's all right. Hoistway access doors, so we're voting on adding this verbiage and creating a new section within 2700 of Hoistway Access Doors shall have:

(a) A lockable door that is a minimum of 6" x 6" or 36 square inches.

(b) A stop switch shall be located within reach of the access door that shall cause the power to be removed from the driving machine motor and brake when opened.

(c) A light switch and GFCI receptacle shall be located within reach of the access door.

It was brought forth the comment that the question -- that questions the need for this. 2019 has extensive language in 5.3.1.6.6. The only thing not covered is light and outlet. If we feel that a WAC should address that, provide extensive requirements, the code already provides extensive requirements for door and stop switch.

So, with that, are there any additional

questions or clarifications needed before we cast a vote on 0060? With that, we will be casting a vote on 0060. If you agree with these changes of adding a new section regarding hoistway access opening doors under the residential heading that was passed earlier, if you are for these changes that are listed on this proposal, I ask that you please raise your hand and vote yea. If you are for these changes, I ask that you please raise your hand and vote yea. If you are for these, I ask that you please vote yea. Thank you.

If you are opposed to these changes in proposal 0060, I request that you please raise your hand and vote nay. If you are against these changes, opposed to these changes in 0060 I ask that you please vote nay now. All right. Thank you. Go ahead and lower your hands. Thank you very much for your participation. Mr. Leopard, you still have your hand up.

If you are voting to abstain, I ask that you please raise your hand and vote now. If you are voting to abstain, please raise your hand and vote now. Thank you.

Melissa, will you please read the vote tally for proposal 00060.

MS. ERIKSEN: Yes. There were 4 yeas, 17

nays, and 5 abstentions.

MR. NAIPO: Thank you. Moving on to proposal 0052, 0052. So, this is to add a new WAC rule to incorporate technical clarification 18-02, Private Residence Elevator Landing Doors. All of this is new text.

(1) To meet ASME A17.1 2016 sections 5.3.1.7.2 and 5.3.1.8.3 clearance requirements at landing doors, add on door fillers, or baffle systems shall not be utilized to obtain the required clearances for landing doors and new installations. Doors and frames shall be constructed to ensure the door clearance requirements are met with use of the door and frame only. No addition of fillers or baffles allowed.

(2) It is permissible to use fillers, baffles on existing residential landing doors in order to reduce the clearances to the safer more current standard. This applies to existing elevators that were properly permitted and had met the door clearance standards in effect at the time of the permitted installation prior to the adoption of 2016 ASME A17.1. We'll have to change that if this passes.

(3) Residence elevator hoistway doors. This is a new part three. Residence elevator hoistway doors may be constructed, furnished, and installed as part

of the hoistway construction and the work performed by a general contractor or homeowner. Construction of the doors, frames, and hardware will require special preparation to ensure compliance with the clearance requirements of ASME A17.1 section 5.3.1.7.2 and 5.3.1.8.3. Installation of any component to the doors or frames that interface with the elevator controller such as the interlocks or hall call stations shall be installed by licensed elevator contractors only. When any of the following occurs, the elevator hoistway doors and/or frames shall be installed by a licensed elevator contractor:

(a) When door and frame assemblies are ordered from the elevator manufacturer or third party supplier and include a pre-assembled integral door interlock or hall call on either the door or frame components.

(b) Horizontal sliding doors at landings.

Rationale: Incorporates Technical Clarification 18-02 with modifications. It is not customary for residential elevator hoistway doors to be furnished and installed by elevator contractors. Swinging landing doors have been for decades furnished and installed by general contractors and homeowners as part of H/W construction. Elevator contractors will continue to add the door interlocks to general

contractor -- or interlocks to GC installed doors/frames as the interlock is the only A17.5/A17.1 labeled component for the hoistway door system (typical swing door).

I'll open this up for questions for clarification. Jan.

MS. GOULD: Just one comment. Jan Gould. Number one should be to meet 2019 because that's what the state is proposing to adopt. Thank you.

MR. NAIPO: Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. I don't see the need to have any of this adopted whatsoever. ASME outlines the rules pretty clearly on what needs to be done and what needs to be met. If the doors are not installed properly and don't meet the proper clearances, inspector are not going to pass the inspection or pass the conveyance. And, you know, just to address part of the rationale says it's not customary for residential elevator hoistways to be -- or hoistway doors to be furnished and install by elevator contractors, I think that that has changed substantially. We, as a company, mandatorily supply the doors for all of our customers in order to alleviate these difficulties in meeting these -- these tight clearance requirements. I'm sure

we're not alone. I'm sure we're not the only company out there that's kind of switched their policy for that. So, I just don't see the need for this. I think that if the conveyance is installed to meet ASMe requirements as they're written I think that's sufficient. Thank you.

MR. NAIPO: Mr. Quiett.

MR. QUIETT: Jonathan Quiett. Yeah, I also feel that this is fairly redundant. It seems to be spelled out pretty good in the A17.1 2019 edition. If the plan is for adoption of that, it seems redundant.

MR. NAIPO: Thank you. Mr. Brinkman.

MR. BRINKMAN: Kevin Brinkman. Yeah, I have the same concern. You know, A17.1 and A17.3 define the requirements for new and existing residential elevators based on the new requirements and they tell you what you need to do. This is really getting to how you should do it and I don't think we need to be doing that.

MR. NAIPO: Thank you. Mr. Wohlschlager.

MR. WOHLSCHLAGER: Lyall Wohlschlager. This was just to incorporate the technical clarification that the state had issued and I take exception with the requirement that only an elevator contractor can install these doors, and that was the primary reason

for trying to incorporate the policy in the WAC, but then take an exception to the requirement that only a licensed elevator contractor.

When we're installing a residential elevator in a five million dollar home and we are limited to four or five different door types and frames from an elevator manufacturer that have no bearing, or match, anything that's going on in a largely expensive home, door suppliers can build these doors and frames much nicer, much better than we're seeing elevator manufacturers, and so I think it's not prudent for us to hold them hostage to whatever is available by the elevator manufacturer to furnish the doors. A lot of these elevators are future. So, having, then, the ability to put doors on a future elevator at the time of construction of the home also gives them some flexibility so they don't have to swap those doors out at a later date.

So, I don't have a problem with eliminating all of this and going back to the ASME standard as long as the policy also goes away that dictates that only elevator contractors can install these swing doors.

MR. NAIPO: For clarification, do you mean the technical clarification 18-02 goes away if this whole thing is removed?

MR. WOHLSCHLAGER: Lyall Wohlschlager. Yes, that's what I meant. I'm sorry.

MR. NAIPO: All right. Thank you. Candace.

MS. LAU: Candace Lau. If it's in the 02710 section of the code it would be for new installation and so part of this is talking about existing stuff, which should be in part (d) of the WAC code. So, just taking the TC and just throwing it in a place in a WAC is probably not the best thing to do. That's my comment on that.

But second of all, I don't know where this is really coming from, but my -- The push here I think right now is from the Feds. I haven't read -- I haven't gone to all these sections exactly and whether we're talking about 2019 or 2016, but there's a lot of older elevators out there that has the three five rule instead of the three quarter four; so, I'm not sure if this is saying that some of these elevators that were built with the three five rule needs to comply now with the three quarter four rule is what the Fed is trying to push. So, there's a lot of stuff that's -- you know, I just take caution on taking a TC and just throwing it in a code.

MR. NAIPO: Thank you. Mr. Wohlschlager.

MR. WOHLSCHLAGER: And maybe Mr. Brink--

It's Lyall Wohlschlager. Maybe Mr. Brinkman can elaborate a little bit on the -- does the code address existing elevators and how to obtain compliance with the three quarter four rule voluntarily and what kind of product is allowed to do that. I know there's been some discussion about half high baffles, are they acceptable for meeting the three quarter four rule, are they not. Clearly it's the case with new construction or new installations that it's not, but there is some question as to whether or not it's acceptable for a retrofit.

MR. NAIPO: Mr. Brinkman.

MR. BRINKMAN: Yeah, A17 -- Kevin Brinkman. A17.3 does have requirements for existing residential elevators. It would require compliance with the three and five rule, which was in place before, not the three quarter four. That can be done with baffles, and I'll have to admit I don't recall whether it was a -- it required a full height or half height baffle. If it's half height I know it would have to have a sloped top to prevent anybody from standing on it. New construction of the A17.1 would not allow baffles to be used. The door has to be constructed so that the requirements are met without use of baffles or other things that might be removed later on.

MR NAIPO: Thank you. Mr. Cleary.

MR. CLEARY: Scott Cleary. Yeah, I'll agree with Kevin. The 17.3 we adopted is the 2015 version. Part 10 addresses existing residential elevators. He is correct that at that point it says that all must meet the three and five, and they do not give you the requirements that it has to be a full height. The 2020 A17.3, which we have not codified, does address the three quarter four, but it says you must have a full height baffle. So, since we've not addressed or codified it in this section, the 17.3 '20 version, that we need to have some sort of language somewhere that talks about existing because we have no language in part (d) of the WAC that references existing elevators in the 17.3 part ten. It is not adequate to meet what the Feds and the recall are requiring.

MR. NAIPO: Thank you. So, with that I will ask are there any additional -- Scott, you still have your hand raised. Did you have any additional -- Okay. What I propose is that if there are any additional questions or clarifications -- Melissa?

MS. ERIKSEN: Paoa, in the chat Gerald is saying we could strike the code year so that it doesn't have to change with each code adoption, and that we need to fix it with adopting the 2020 section

on that issue to point to three quarter four.

MR. NAIPO: It's a possibility. It's not something that we have to do. We can do it and putting it in part (d) as well. So, Mr. Cleary.

MR. CLEARY: Scott Cleary. That makes sense, but then we'd have to modify it because the agreement with the feds are to use half height baffles and that's what all the manufacturers that are part of that recall are doing and obviously they have the angle at the top that meets the 70 degree requirement. So, if we do that, that's going to have to have some modifications or changes to it, too.

MR. NAIPO: Thank you. So, with that, if there are no additional questions or clarifications, so if anyone doesn't have any questions, comments, I move that we pass vote on 0052. So, we will be passing a vote on proposal 0052 WAC 296-96-02710. If you are for these submitted changes, I ask that you please raise your hand and vote yea. If you are for these changes, I ask that you please put your hand -- raise your hand and vote yea if you are for these changes. Thank you.

If you are against these changes proposed in 0052 -- Perry, your hand is still up. If you are against these changes, I ask that you please raise

your hand and vote nay now. If you are against these changes, I ask that you please raise your hand and vote nay now. All right. Thank you for those. Go ahead and lower your hands.

If you are voting and abstaining, I ask that you please raise your hand and vote now. If you would like to abstain, please raise your hand and vote now. Thank you.

And with that, Melissa, will you please read the vote tally for proposal 0052.

MS. ERIKSEN: Yes. There were 7 yeas, 10 nays, and 9 abstentions.

MR. NAIPO: Thank you. Moving on to proposal 0058, so this is again -- And whenever you see an xx like that, that means we're trying to figure out a new place to put this within the 2700 block of the WAC. So, there currently wasn't anything in there, but this is what they would like to address.

So, regarding proposal 0058 WAC 296-96-027-- 027 and the rest of the number to be developed, this is regarding Construction of Hoistway and Hoistway enclosures. The hoistway shall be solidly enclosed throughout its height without grill work or openings other than for landing or access doors. Removing verbiage, except that any exterior windows within the

hoistway shall be protected by metal grill work. Grill work shall reject a ball 76 millimeters (3 in) in diameter and shall be securely fastened from the inside of the hoistway. Adding this new verbiage: Glass, plastic, or acrylic enclosures shall be permitted provided it conforms to ANSI Z97.1, 16 CFR Part 1201 or CAN/CGSB-12.1, whichever is applicable (see Part 9) Markings as specified in the applicable standard shall on each separate piece of glass, plastic, or acrylic and shall remain visible after installation.

Verbiage that is already still there: Enclosures shall be sufficient strength to support in true alignment the hoistway doors and gates and their locking equipment. The fire resistance rating shall be in accordance with the requirements of the building code. Non-fire resistant enclosures shall be permitted to be glass complying with 2.1.1.2.2(e).

Rationale: Residential elevators are becoming more esthetically enhancing additions to a home, requiring prison-like bars inside/outside a home is rather absurd. All homeowners that we have dealt with when having a hoistway made of a transparent enclosure have all been granted variances.

So, with that I ask that we open it up for

questions for clarifications. Mr. Turner.

MR. TURNER: Apologies. I forgot to put my hand down.

MR. NAIPO: Oh, no worries, man, no worries, you're good. So, any additional questions? Mr. Brinkman.

MR. BRINKMAN: This is Kevin Brinkman. Not a question, but a comment. I wasn't part of that committee when this language was put in. Its been there a long time. But from talking to someone who was in the past, my understanding is this requirement was put in because of fire fighters. The concern was that if you have a second story or third story window that's in part of the elevator hoistway you could have a fire fighter attempting to enter the house to fight the fire or rescue somebody, not realizing it was an elevator hoistway thinking he was going to the second or third floor and potentially fall into the hoistway. So, that was why the requirement was put into place.

While I understand the desire to eliminate that bar or grill work, I think there's a safety reason it's there. Thank you.

MR. NAIPO: Candace.

MS. LAU: Candace Lau. I just wanted to make sure that maybe at the very beginning again it

should say residential construction, construction of residential hoistways, if that's what we're talking about. You know, the only reason why I know that that's what it's about -- well, not the only reason, if you were not to read the other part, the explanation, and read it as a stand-alone code, unless you know that 02700 or 27 wherever you're putting it, unless you looked at the table of contents, you're not going to even know you're talking about prior residence. I get phone calls about these things a lot. People get confused.

MR. NAIPO: Mr. Leopard.

MR. LEOPARD: Duane Leopard, city of Spokane. I'm assuming that ANSI Z97.1 covers the, what is it, the shatterproof glass or tempered glass, am I correct in saying that? I'm not real familiar with that number. I just wanted to be sure this is what it was eventually leading to. Does anybody know?

MR. NAIPO: Mr. Brinkman.

MR. BRINKMAN: Yeah, this is Kevin Brinkman. Yes, Z97 does cover glass and other glazing materials and their structural or their integrity, you know, requirements.

MR. NAIPO: Candace.

MS. LAU: I'm not positive on this, but and

I don't know if it's changed, but in the past since this is for residential elevators when I've looked it up in the past there was no code requirement for glass hoistways, and maybe its changed, I don't know, with the 2019 I'm really not clear on that, and I think that maybe that's why this is put on here because there is -- there was none. I don't know if there is today, but there was no code for a requirement for glass in the hoistway. Maybe that's changed. Somebody else can tell me. I don't recall.

MR. NAIPO: Is there anyone who has ability to answer Candace's question? Mr. Wilson.

MR. WILSON: Sorry. Mike Wilson here. I may not be able to Candace's question, but I do have a comment. People need to understand that these elevators are in multi-million dollar homes, and I know we have a fire marshall on the committee and maybe he can chime in, but I think in some of the instances in the past that I've dealt with is that the fire department that we've gone to on some of these homes have said they don't want -- they don't care if -- they're not worried about the bars because they're not to going in through the hoistway. So, I've just got some -- it's just some esthetics things and some questions that people need to consider when

you start talking about your own private home or a multi-million dollar home, and then you start adding bars and stuff to this equipment, to the windows. That all I had.

MR. NAIPO: Thank you. Mr. Brinkman.

MR. BRINKMAN: Yeah, Kevin Brinkman. To answer Candace's question, you are correct, the A17.1 2019 does not include glass requirements for private residence elevator enclosures.

MR. NAIPO: Thank you. Mr. Wilson, do still have additional questions or a statement? Jan.

MS. GOULD: Yes, 2019 part 53 had substantial changes, but I don't believe esthetics trumps safety.

MR. NAIPO: Thank you. Mr. Leopard.

MR. LEOPARD: I kind of like this idea, but I won't -- Sorry. Duane, city of Spokane. The last line where it says building code, I would suggest changing that to residential code since that's the current codes that actually apply to residences and the actual building code does not. Just food for thought.

MR. NAIPO: Candace.

MS. LAU: Candace Lau. I'm just kind of confused on this 027xx. Since this is a new section,

why isn't everything on here underlined? So, I'm confused. Is this whole section new?

And then the second thing is I think it's really important to have that glass requirement since the code, the A17.1 code is silent on hoistway, glass hoistways for residential elevator, it's really important to have that one piece that's highlighted or I mean that's underlined in there, but I don't know where the rest of it is coming from because it's not underlined. So, I think that piece of it is very, very important and that we need to add that to the code.

MR. NAIPO: Before I move on to Mr. Leopard's question, I need to make sure and clarify that people understand exactly what this process was and so I'm going to take a couple minutes and speak to this. I know I've addressed this multiple times in these last two days, but I feel like I need to say it again. Everyone needs to understand the process for this. If you were on the previous TAC, a lot of proposals were thrown out because of how they were written or how they were maybe not written correctly or in the correct format. They were just summarily dismissed. They weren't even reviewed. And I felt that did a huge disservice to the stakeholders who put

forth the effort to say, hey, we feel like this change would be -- would help us out.

With that being said, I did not want that to be -- I did not want that to happen, nor did our program. We understood that, hey, people are people. You guys are subject matter experts in the stakeholder field that you represent. You are not government officials trying to write code, and neither am I, to be honest with you; so, even on the things that I submitted there were a lot of edits that still need to be done since it did pass, so I'm okay with that. But at the same time, we can't sit here and nitpick the little things because, yeah, there isn't a section for this. So, how the person sent this to me it's not of no fault of their own. Maybe this is a whole new section. Maybe there are bits and pieces that were housed in 2700 that they want done. I don't know.

The main thing I want us to make sure that we're trying to really focus on is what does this person -- what is driving this change, the rationale, does that make sense. Then, does the rationale and what they're trying to do in the edits does this complete that rationale. If it does, great, let's get it to pass so we can get it to the ESAC. If you're like, you know what, I can see where they're coming from, but this

needs some edits, which is some of the -- a lot of the stuff that we have passed, that's what we're here for, too, is that we understand the rationale. Yes, there are possibly some edits to make sure that we understand further on when it finally gets put in the WAC, if it does, because it's still got to go through the ESAC, it still has to go through the program, and with a lot of these there's going to be something that's called a cost benefit analysis to see if whether we really can put these into WAC, and, if so, you guys will understand, hey, this is really what we've quantified that it's going to cost the stakeholders.

So, I want to make sure that we're not getting stuck on some of the nit-picky stuff because, again, yes, I could have gone through -- yes, I could have tried to make sure these references are right, but I feel like that would do a disservice to the person who actually sent this thing in because they sent it in believing this and here I am trying to change this, well, it should be here, it should do this, it should be labeled as this. That is not my job. My job is to sit here and gather that information, present it to you, and then you, as the TAC, get to make the decision on trying to discern whether what this person

submitted -- is what they submitted, you know, a good rationale, hey, I agree with that. You know, what the verbiage is, eh, maybe it's a little bit where there are some edits that need to be done, and that's really what we're here for. So, if we can, I understand, yeah, there's only a small couple lines in 2700. That's why I put 2700xx because it sounds like they want this to go away regarding private residential elevators and the like, which is on 2700, so it's going to fall in there somewhere. We're going to have create a part for it.

So, I just wanted to set that out there. Mr. Brinkman.

MR. BRINKMAN: Thank you. Kevin Brinkman. I think the answer to the question, the reality is this wording came from A17.1 and I do agree the intent of this person was probably to add the whole thing here, minus what's in red. I guess the only other comment I'll make is I don't have -- As I mentioned earlier, I don't have a problem adding requirements for glass or permitting glass with the proper endorsements of (audio distortion) on 17.1 or etc, maybe this could be divided into two segments for voting. One would be whether or not to take out the exterior windows, which I can't support because of the

rationale for why it was put in initially, but I think the glass permitted otherwise is okay, you know, like on the inside of the hoistway or something else, provided it's structurally supported. So, just thoughts. Thank you.

MR. NAIPO: Thank you. Are there any additional questions or clarifications? Melissa.

MS. ERIKSEN: Dylan Lathe added that it's coming from 5.3.1.1, I guess supporting what Kevin was saying. And Paul said, "I agree with adding the requirements for glass and plastic. I don't agree with removing the grill work on exterior windows, agree there is no need for grill work on interior windows."

MR. NAIPO: Can you read that again? "...don't agree with the..."

MS. ERIKSEN: Paul does not agree with removing the grill work on exterior windows, but does agree that there is no need for grill work on interior windows.

MR. NAIPO: Thank you. Are there any additional questions or clarifications before we pass a vote on 0058? With that again, I want to preface before we take this vote, that if this does pass, the notes that I have taken regarding some of the

conversations that have been had will be reviewed by the ESAC and made editorially throughout this. Yes, Dylan?

MR. LATHE: Dylan Lathe. I just wanted to point out that in the bottom -- in the bottom of 5.3.1.1 out of the ASME 17.1 2019 it says, "Non-fire-resistive enclosures shall be permitted to be glass, complying with 2.1.1.2.2(e)". So, if it's -- if it's -- That part is important because it gives you an exception. It has to be, "Non-fire-resistive enclosures shall be permitted to be glass." You can't just put glass in it; it has to follow that code. Thank you.

MR. NAIPO: Thank you. Mr. Wilson.

MR. WILSON: Yeah, Mike Wilson here. I just wonder if we could get the fire marshall to chime in on some of this --

MR. NAIPO: Oh, thank you.

MR. WILSON: -- in regarding the glasswork and bars on private residences. Thanks.

MR. MONTGOMERY: So, Dylan Montgomery, State Fire Marshall's Office. One reason why I didn't have it on this one is because we don't regulate residentials and so it would come more from local jurisdictions, and so I didn't want to put something

in that would like sway it in any sort of way that we don't really have jurisdiction over.

MR. NAIPO: Thank you for that.

MR. MONTGOMERY: It's the one reason why I hadn't chimed in yet.

MR. NAIPO: Thank you, Mr. Montgomery. So, with that, we will be passing a vote on 0058. Candace.

MS. LAU: Hi. Candace Lau. I saw that in the 2016 and I'm still trying to find it in the 2019, but in the 2016 it refers you to 2.1.1.2.2(e), but if you go to two -- there is no 2.1.1.2.2(e) in the 2016. So, I'm still looking to see if there's a 2.1.1 for the 2019. I'm just wondering if they changed it in 2019, that's all, so, because, if it's covered under A17.1, then it's not necessary to add it, is my comment, but I've got to check.

MR. NAIPO: All right. Thank you. Mr. Quiett.

MR. QUIETT: Jonathan Quiett. Just so I'm clear on this, we are -- we are only talking about exterior windows in a hoistway. If we have a complete glass hoistway, then this is a moot point to be talking about, is what I'm gathering by listening to the discussions, reading what's there, kind of sifting

through it. So, if we have windows in a hoistway of a residential elevator, that's when we have to have the other stipulations that are being crossed off. I just want to make sure I'm understanding correctly.

MR. NAIPO: Mr. Brinkman.

MR. BRINKMAN: Kevin Brinkman. First of all, thank you, Dylan. I missed that. I was looking for a section on glass and I didn't see that last sentence. And the -- That does refer to 2.1.1.2.2(e), which has basically the wording that they are proposing to add, "...enclosures shall be permitted to be glass provided it's laminated glass conforming to ANSI Z97.1 16 CFR Part 1201, or CAN/CGSB 12.1, whichever is applicable. Markings as specified in the applicable standard shall be on each separate piece of glass and shall remain visible after installation." So, I'm going to say now I don't think any changes are necessary to this section. And to answer Mr. Quiett's question, yes, that crossed out language would apply only to an exterior window that, you know, they built a hoistway after the fact and there's a window in the hoistway that's accessible to the outside would require the grill work.

MR. NAIPO: Any additional questions or clarifications? Dylan? Mr. Lathe.

MR. LATHE: Dylan Lathe. One more thing I'd just like to point out, I agree this is a safety issue because of what I can picture is a large window that would go from the upper story all the way down to the bottom story, and if a fire fighter is running in there at night time they could smash that and see inside of there with their flashlight and notice that there's a space in there and enter there not knowing that there's an elevator above them which could come down and crush them. So, it's not just a fall hazard, but it's also a crushing hazard or an entrapment hazard. So, I think this is a dangerous issue. Thank you.

MR. NAIPO: Thank you. All-righty. With that, I will ask that we put this to a vote on proposal 0058. If you are for the changes that have been presented, as well as the discussions and notes that have been taken regarding possible edits to this, I ask that you please vote yea. If you are for this change to WAC 296-96-027, I ask that you please vote yea now. Thank you. And please lower your hands.

If you are against this change, I ask that you please raise your hand and vote nay. If you are against this change, I ask that you please raise your hand and vote nay. Thank you. Go ahead and lower

your hands. Thank you very much. Sergey, can you please put your hand down, if you've already voted. Thank you.

If you are voting to abstain, I ask that you please raise your hand now. If you are voting to abstain, please raise your hand now. Thank you.

And with that, Melissa, will you please read the vote tally for proposal 0058.

MS. ERIKSEN: Yes. It is 5 yeas, 18 nays, and 1 abstention.

MR. NAIPO: Thank you. I'm going to hope that we can get through this one quickly. All right. All-righty. Then, after that, we will take our lunch. So, this is regarding proposal 0061. I'm believing that this is adding a section to WAC 296-96-027. This is regarding Machine and/or Controller Mounted on the Car, adding verbiage: Machines and controllers shall not be located on the car when the elevator is located within an enclosure.

Rationale: There are some elevators that only serve two floors, but do not travel within a hoistway. This puts the elevator mechanic in a hazardous situation as they may have to work on operational machinery. This will also eliminate further safety needs for working in a confined space.

Again, because of the change to the title on 2700, this is regarding residential machines and/or controller mounted on the car. So, this is regarding residential. Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. The rationale for this is, in my opinion, fundamentally flawed. First off, the first line of the rationale says that for elevators that don't travel in a hoistway, yet we're talking about one in an enclosure. As it sits currently, whether the controller is mounted on the car or not, in Washington State we are required to put a disconnect switch that kills the power to the unit outside of the enclosure, outside of the hoistway. So, I'm not seeing how this puts the elevator mechanic in a hazardous situation.

Furthermore, if the elevator controller is mounted on a car in such a way that you'd have to work on it by accessing the car, this doesn't seem to me to be any different than working on a commercial elevator and accessing the COP or a control board that most modern elevators have in COP. So, I mean if it gets classified that way, it seems to me that working on the COP in any conveyance whatsoever might be considered confined space. So, I'm opposed to this. Thank you.

MR. NAIPO: Thank you, sir. Mr. Madison.

MR. MADISON: Jon Madison, Elevator Mechanic. I've been in this situation multiple times on residentials where you're working through a swing gate door, leaning over to work on the car top because there's, you know, literally a 24 x 36 or 36 x 36 cab. I agree that this should be (audio distortion) because it gets -- it gets the people into a spot, and you talked about COPs, Wade, I agree, you're actually standing in front of the COP, not trying to stand, or kneel, or lay down on a car top to try to look at the control circuits. That's all.

MR. NAIPO: Thank you. Mr. Brinkman.

MR. BRINKMAN: Yes. Thank you. Kevin Brinkman. Just a couple comments from a standpoint of the code. The code does have allowances for equipment, controls mounted on the car top. To do that, they either have to be accessible from inside the car, you know, typically through some kind of lock panel, or if they're located on top of the car then additional overhead clearance conforming with 2.4.7 is required, and 2.4.7 is the requirements for what I would call commercial elevators. So, if you have to work on it, if it's on the car top and you have to work on it from inside the hoistway, then those

additional clearances are required, so there is not an any crushing hazard.

MR. NAIPO: Thank you. Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. I think what we're talking about here is new installation. And just to address Mr. Madison's concern, I believe that any time we're talking with controls that are on top of the car a stop switch is required. So, I don't -- I don't see where we're in any situation where this is any more dangerous than working on like a commercial piece of equipment. There are safeguards in place to ensure safety of workers. Thank you.

MR. NAIPO: Thank you. Are there any additional questions or comments of clarification? All right. So, with that, since there are no additional questions or clarifications -- Who are you pointing at? You, Gerald? What?

MR. BROWN: This would probably create some problems with our CPHs that have the machines and controllers by design according to the code that are located on the top of cars; so, you need to have an exception on this and write down residential on this or whatever. But you can't arbitrarily say that machines and controllers shall not be located on the

car when the elevator is, you know, located -- they're not located in enclosures, but, still, I just wanted to make sure that clarification is there, that this is talking about something other than construction personnel --

MR. NAIPO: I appreciate this, boss, but, like I stated before we started this, that is prefaced by the changes we've already passed regarding 2700 and that that title for this is regarding residential elevators so that this is regarding just residential elevators, regarding the machine and/or controller mounted or the car top. But thank you for that.

Are there any additional -- I thought someone else had their hand up, but, okay, I guess not. All-righty.

So with that, if there are no additional comments or questions for clarification, I ask that we please move this to a vote on proposal 0061 regard WAC 296-96-027 Machine and/or Controller Mounted on the Car, and the verbiage being, "Machines and controllers shall not be located on the car when the elevator is located within in an enclosure."

If you are for this change to the WAC, I ask that you please raise your hand and vote yea. If you are for this change, I ask that you please raise your

hand and vote yea on this change. All right. Thank you for those that have voted. You can go ahead and lower your hands. Thank you very much.

If you are opposed to he change in this verbiage or the addition of this verbiage, I ask that you please raise your hand and vote nay. If you are in opposition of this change, I ask that you please raise your hand and vote nay at this time. All right. Thank you for those that have voted. Mr. Leopard, if you could, please lower your hand.

If you are voting to abstain, I ask that you please raise your hand and vote now. If you are voting to abstain, please raise your hand and vote now. All-righty. Thank you very much for everyone who has voted.

Melissa, will you please read the vote tally for proposal 0061.

MS. ERIKSEN: Yes. There were 9 yeas, 10 nays, and 7 abstentions.

MR. NAIPO: Thank you. So, with that, we will take our 30 minute lunch. Melissa will throw the 30 minute timer up. And we will see you guys back in 30 minutes. Thank you very much.

(Lunch recess taken at 12:06 p.m.)

MR. NAIPO: So, all right, the extra minute

is up. So, I want to thank you, everyone, for, again, all the work you guys have done so far. And I just want to add another comment to -- I didn't mean to go on a diatribe earlier, but I really hope that you guys can see the value in us going over all of these submissions from our stakeholders. Yes, it is a lot of work. Yes, there are a lot of discussions. Yes, there are a lot of assumptions that we're having to have as we're trying to read these things and read into the rationale that was written and trying to make a justification on whether, "Hey, I'm okay with this moving forward as it stands", or "I'm okay with this moving forward, but, man, I do not like how this was written, but you know, they say they've taken some comments."

Again, that process wasn't had before; so, I'm open to your comments and recommendations after this TAC is convened. Please feel free to e-mail, like I said, me or Melissa on any recommendations you have, like, "You know what, Paoa, I thought we -- you know, things took a little too long." I know that there are some people who felt that I heard some of those comments. The only reason why is because, again, I'm not a subject matter expert and what I'm trying to listen for is things getting off in the weeds

regarding like -- Like there was one point yesterday when we were talking about one specific thing, but it seemed like the conversation was having it grow into a bigger problem. Well, no, this is just regarding this one focal thing, and I think Mr. Madison was someone that pointed that out and helped us refocus on, hey, this isn't regarding all these other things that we're having discussions about, it's regarding this one thing that this person wrote in their proposal. So, again, we're open to your conversations. I'm going to state that again at the end of this and we'll pick back up. I really appreciate it.

So, we're going to be looking at proposal 0062. Oh, Mr. Bob Oury has a hand raised. Mr. Oury, how can we help you?

MR. OURY: Paoa, I just wanted to say now instead of waiting until the end of the day that I really appreciate what you guys are doing, you and Melissa. This is -- You had a lot of patience, there's a ton of work here, and I think it's going -- it's going really well the way you guys are handling it. So, I just wanted to make that comment before the end of the day.

MR. NAIPO: Thank you, Mr. Oury. I really appreciate that.

UNIDENTIFIED SPEAKER: Bob, that was very brave of you.

MS. ERIKSEN: Brevity is a beautiful thing.

MS. GOULD: And, Paoa, don't be shy about putting us in our place.

MS. ERIKSEN: That's what he's got me for. I get to be the bitchy one.

MR. NAIPO: All right. So, we're picking up with proposal 0062. This is -- Again, it's going to be housed in WAC 296-96-2700. Again, this is prefaced with this is regarding residential elevators because that was what was passed prior; so, that is what we want to feel the context of this verbiage is going to be addressing is residential.

MS. GOULD: Please show your doc.

MR. NAIPO: Thank you. Thank you, Jan. There we go. So, 0062. Now, again, I want to also preface that, hey, 2700 prior to that change was regarding, do-do-do-do. Oh, it is pretty much private residence elevators. So, it's section 13 is where 2700 starts. So, anything that references 27027xx or whatever is after it, this is all regarding private residence elevators, that is it.

So, with that, we'll go on to, like I was stating, proposal 0062. This is regarding Light in

Car, okay. The car shall be provided with an electric light. The light shall be controlled by a switch located in the car near the car entrance or by automatic means in conformance with 2.14.7.2.2. The minimum illumination at the car threshold with the car door -- with the door closed shall be not less than 50 -- I can't remember what you guys said -- lx (5fc).

This is adding new verbiage: If the normal car lighting power source fails, it shall be permissible to automatically transfer to a source of power capable of maintaining car lighting for at least four hours.

Rationale: Residential elevators do not have a requirement addressing emergency or backup lighting, and inspectors are always requiring a test to show that the lights will remain on once power is removed. All residential elevators are provided with a Universal Power Supply or UPS generally of 550 watts or more as a battery backup for emergency lowering/rescue. This power source provides power for the entire elevator opening -- or operating system including the cab lights. This will remove be ambiguity of what is and is not required. To put this into perspective, most of these elevators operate on a 24 vdc or a 28vac control circuit and this includes the cab lighting, and it is for this reason that UPS

is used as a central power supply in the event off power loss.

And with that, I will ask for any questions for clarification regarding this light in car in residential elevators? Any comments? Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. I have not reviewed 2019 code as of yet; so, if this is in the code, then perhaps I'm mistaken, but I believe that the rationale is not correct. I do not believe that every residential elevator comes with a Universal Power Supply, unless it's required by the new code. I know of two manufacturers that we work with where it is an optional thing to include the battery backup. That being said, I am certainly not opposed to having a battery backup for the lighting circuit and I think that's appropriate. Thank you.

MR. NAIPO: Thank you, sir. Jan.

MS. GOULD: Jan Gould. There's no change between the '19.

MR. NAIPO: Thank you for that clarification. Any other comments or questions regarding this change? Mr. Wohlschlager.

MR. WOHLSCHLAGER: Lyall Wohlschlager. Yeah, I don't think there's any change in the code. This appears to be an elevator inspector training

problem where they're asking for something to occur when, in fact, the code doesn't require it. So, it appears that maybe they're just trying to say, you know, it's permissible to have automatic lighting in the event of an emergency, but nowhere in the code is it mandated and I think that's the issue here.

MR. NAIPO: Jan, do you have an additional question or comment? Your hand is still raised.

MS. GOULD: No. So sorry.

MR. NAIPO: No, you're good, you're good. All right. Any additional questions or comments? Okay, with that, I ask that we please put the verbiage change in proposal 0062 to a vote. It's regarding WAC 296-96-027, which is regarding private residential elevators and regarding the light in car, the change being if the normal car lighting power source fails, it shall be permissible to automatically transfer to a source of power capable of maintaining car lighting for at least four hours. If you are for this change to the WAC, I ask that you please raise your hand and vote yea.

MS. ERIKSEN: Paoa.

MR. NAIPO: Oh, yes?

MS. ERIKSEN: You totally just read the wording addition for the next one, not the one were

on, right, or am I off?

MR. NAIPO: We're proposal 0062, Light in Car.

MS. ERIKSEN: My bad. I'm sorry.

MR. NAIPO: Okay. I'm sorry. Lyall, are you asking a question or are we -- Okay. So, putting this to a vote again for proposal 0062, if you are for this change, I ask that you please raise your hand and vote yea. If you are for this change, please raise your hand and vote yea. Are you good, Melissa?

MS. ERIKSEN: Yeah.

MR. NAIPO: All right. Thank you. Thank you for those who have voted. Please lower your hands. Thank you again for your votes.

If you are in opposition of this change, I ask that you please raise your hand and vote nay. If you are in opposition of this change, I please ask that you raise your hand and vote nay. If you are in opposition to these changes to our WAC, I ask that you please raise your hand and vote nay. Thank you.

For those who vote to wish to abstain, I ask that you please raise your hand now. If our abstaining, please raise your hand and vote now. Thank you.

And with that, Melissa, will you please read the

vote tally for proposal 0062.

MS. ERIKSEN: Yes. There were 18 yeas, 2 nays, and 4 abstentions.

MR. NAIPO: Thank you. With that, moving on to proposal 0063, again this is housed with WAC 296-96-027 regarding private residential elevators. It's regarding the location of speed governor. 5.3.1.12.5 states where a speed governor is used it shall be located where it is readily accessible from outside the hoistway, they're wanting to add verbiage, inside the car or on top of the car, and it cannot be -- end of the new verbiage continuing on, and it cannot be struck by any moving object in normal operation or under conditions of over-travel and where there is sufficient space for full movement of the governor parts.

Rationale: Residential elevator speed governors are not of the same size as found on a commercial elevator. Some are as small as in 3 inch in diameter. For instance, one manufacturer has the governor access through the COP. Informational Note: Manufacturers are looking into adding the governor for added safety, not because it's required.

And with that, I will ask for questions for clarification. Any statement of clarification needed

on this change? If there's no discussion to be had, I ask that we please place -- Oh, Mr. Wohlschlager.

MR. WOHLSCHLAGER: Lyall Wohlschlager. I think the only item of discussion here is the fact the requirement for residential governors to be accessible from outside the hoistway is not something that any of the manufacturers are able of achieving. That's a requirement that's even greater than those for commercial elevators which are allowed our governors from inside the hoistway. So, it's my understanding that even the ASME code might be addressing this particular paragraph in the ASME and getting rid of the requirement possibly, that it only be accessible from outside. So, this is just allowing he governors to be accessible from inside the car or on top of the car and still be used.

MR. NAIPO: Thank you. Mr. Cleary.

MR. CLEARY: Scott Cleary. Yeah, you'rE correct, and I think Kevin will help add to the discussion, too. ASME is looking at getting rid of the section that requires only residential elevators OSGs to be accessed from outside. Most of them are put into their encoders and it adds another level of safeties when you got Type A safeties that only actuate with slack cables or chains. This will also

add another level of safety because if it overspeeds these will set. So, ASME is addressing this, and hopefully Kevin can add a little bit more to that.

MR. NAIPO: Thank you. Mr. Brinkman.

MR. BRINKMAN: Thank you. Kevin Brinkman. Yeah, I can confirm that the ASME private residence elevator working group is looking at a proposal to change this and eliminate the requirement to be accessible from outside the hoistway. Obviously, its not passed yet. It's not part of the existing public review document, but it is something they're looking at.

MR. NAIPO: Mr. Cleary, do you have another comment or question? Okay. Thank you. Are there any additional -- Listen here, man. If there are any additional questions for clarification or comments for clarification, please raise your hand, if you have any. All right. Mr. Barnhart.

MR. BARNHART: No, I spoke too soon.

MR. NAIPO: No worries. Okay. So, with that, we will be placing to vote proposal 0063, WAC 296-96-027, residential elevators regarding location of speed governors and allowing it to be inside the car or on top of the car. If you for that change -- Jan, did you have a question?

MS. GOULD: Jan Gould, voting.

MR. NAIPO: Okay. If you are voting for that change, I ask that you please raise your hand and vote yea. If you are for this change, I ask that you please raise your hand and vote yea if you are for this change of allowing residential elevators to have their speed governor located inside the car or on top of the car. All right. Thank you for those who voted. Go ahead and please and lower your hands. Thank you again for your votes. Mr. Cline, your hand is still raised.

If you are in opposition of this change, I ask that you please raise your hand and vote nay. If you are in opposition of this change, I ask that you please raise your hand and vote nay. If you are in opposition of this, I ask that you please raise your happen and vote nay. Thank you.

If you vote to abstain, I ask that you please raise your hand and vote now. If you vote to abstain, I ask that you please raise your hand and vote now.

All-righty. And with that, Melissa, will you please read the vote tally for proposal 0063.

MS. ERIKSEN: There were 19 yeas, 1 nay, and 5 abstentions.

MR. NAIPO: Thank you. Moving on to

proposal 0064, again regarding WAC 296-96-027 regarding residential elevators, Governor Ropes. This is regarding code reference 53 -- 5.3.1.12.8, The governor ropes, where used, shall be iron, steel -- I don't know how to pronounce that. Can someone please help me out with that one? m-o-n-e-l metal or phosphor bronze not less than 6 millimeters (.25 in) in diameter, and adding verbiage, and belts or other approved means, ending the adding of this verbiage, and it still reads on, Tiller rope construction shall not be used.

Rationale: Residential elevators are limited in speed, 30 feet per minute to 40 feet per minute, and traveling at such low speeds makes it possible to use other than wire rope like belts to operate encoders. Some of the encoders that are being supplied have the capabilities of functioning as an encoder and overspeed governor. It is for this reason consideration of allowing belts.

So, with that, this change, it sounds like they just wanted the ability for residential elevators on the governor ropes to be of a belt of other approved means. So, now I will open it up for any questions for clarification. Mr. Barnhart.

MR. BARNHART: Basically, the way the text

is written is strange because it shall be iron and belts, which doesn't make sense. It should be or belts. But then the question I have is: If you say or belts or other approved means, that basically means you can use anything you want, right, leather belt, cotton belt, aramid fiber belt, what kind of belt. Thank you.

MR. NAIPO: Mr. Lathe.

MR. LATHE: Dylan Late. Yes, I have a problem with the words belts because I don't know if they're talking about non-circular elastomer coated steel suspension members or what type of belts they're referring to, but I think it's way too vague to be put in a WAC code like this. Thank you.

MR. NAIPO: Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. Having some familiarity with this particular drive system that they're talking about, it may just be as simple as adding cog belts because that is the type of belt that's used, much like a timing belt on a car, it's got teeth on it, and that would simplify things and make it clear as to what that belt is and how it needs to be designed. Thank you.

MR. NAIPO: Mr. Friesen, if I can ask for clarification, was that cog, c-o-g, belt, cog belt?

MR. FRIESEN: That is correct.

MR. NAIPO: Thank you,sir. Jan.

MS. GOULD: Jan Gould. Yeah, 5.3.1.13.1 lines out several types of suspension means and none of them are belted, but if the committee was to consider belted, it should be added that it must be FT-1 rated.

MR. NAIPO: Candace.

MS. LAU: Yeah, Candace Lau. This particular code is talking about residential governor ropes and I've just -- I've never even seen a commercial governor rope that's a belt of any type. So, I don't know if the code is changing. I'm not positive about a governor rope that's a belt.

MR. NAIPO: Jan, did you have an additional question or statement? Sergey.

MR. DOLGIKH: Sergey Dolgikh, Elevator Inspector. Isn't FT-1 rating required only on commercial installations and specific to traction belts rather than a governor rope? Just a question. I just want some clarity on that. Thank you.

MR. NAIPO: Mr. Cleary.

MR. CLEARY: Scott Cleary. To those that aren't familiar with how the residentials are set up, this belt runs a little three inch encoder. That is

the one that gives the position for the elevator and its embedded that if it overspeeds it kicks out little arms and then that actuates the Type A safeties. So, it's just another level. It's not required. But it's just another level of safety in case you have an output shaft. You remember, these are cantilevered pieces of equipment. If you break an output shaft and don't slacken your cables or chains in overspeeds then the Type A safeties aren't going to set. This just gives another level. It's common practice for these OSGs and for these encoders, that they've been in practice now for years. They are cogged or tooth belts. They are three eighths inch wide and they meet all the standards that meet the requirements for 17.1, 5.3 compliance.

MR. NAIPO: Thank you. Jan.

MS. GOULD: Jan Gould. A question for you, Scott. Are those FT-1 rated? Because you don't want it in the hoistway if it's not fire rated. Just like our traveling cables are FT-1 rated. That's why Otis used to have sprinklers in the hoistways when they weren't FT-1 rated.

MR. CLEARY: I will check and get back to you on that. That's a good question.

MS. GOULD: Jan Gould. It'll be right on

the belt if it's FT-1 rated.

MR. NAIPO: Mr. Brinkman.

MR. BRINKMAN: Thank you. Kevin Brinkman. Just a couple comments in response to some of the things I've heard. I'm not aware of any changes currently in A17.1 that are being considered for commercial elevator governor ropes to be made of belts. I do concur this is a -- you know, that residential elevators are certainly a different situation. So, I haven't really worked with these systems they're talking about, but, again, it's a different situation.

So, the other comment about FT-1, yes, that's a requirement for belted suspension means on commercial elevators, but most residential elevators are not installed in a fire rated hoistway. So, whether or not the belt -- the belt for the governor is FT-1 rated is probably not a factor, in my opinion.

MR. NAIPO: Mr. Leopard.

MR. LEOPARD: Duane Leopard, city of Spokane. I have another question for Scott. Where are these governors mounted at? I haven't -- I don't know if I've ever seen one as of late. Of course, I don't do a lot of home elevator inspections. But do they mount at the top or on the car at the bottom,

what?

MR. CLEARY: Scott Cleary. They're behind the COP. If you swing open the COP, they're right -- accessible right there, and they're a part -- like I said, they're imbedded into the encoder that runs on that belt. These run at such low speeds that friction isn't a problem with the belts. They run from 30 to 40 feet per minute. And it's just another level of safety. None of this -- It's not required to have an OSG, but I heard manufacturers think it's really a good idea and I do, too, another level of safety for overspeeds or for setting safeties if you have a catastrophic motor failure, which has happened. So, in other parts of the country there's been one where an output shaft had a flaw in it, it snapped, and the Type A safeties didn't set, and so the manufacturers went in there, but the manufacturer said let's put another level of safety in. So, that's why they did that.

MR. NAIPO: Thank you. Mr. Wilson.

MR. WILSON: Yeah, Mike Wilson here. I believe that the intent on what's being asked here is that we do (audio distortion) on the residential side that the governor rope be made of iron or steel. It's just to allow another process to be used. And by

adding in the verbiage of other approved means, I would suspect that that would have to be all ran through the Department. If that's not true, I don't know, maybe Candace or Gerald could speak on that part. Thanks.

MR. NAIPO: Candace or Gerald, do you have a comment to reply to Mr. Wilson's. Mr. Quiett, if you don't mind, I'm going to take Candace's comment real quick. Hopefully it's in reply to Mr. Wilson's. Candace.

MS. LAU: Yeah, Candace Lau. Pretty much anything new you're going to have to run through the Department for approval, but the current -- I understand the intent of this, but my issue with this is that if you had a -- And I know what you guys are saying now. You guys are talking about a different type of governor than what we're -- elevator people are used to seeing, so... But if -- if -- if this were put in place the way it's written, I don't want it to -- you know, if you have a traditional governor rope or a governor and a governor rope for a residential setting, I don't want it to be -- this to imply that this belts are okay. So, maybe some wording on here needs to be changed a little bit and exactly what it is that you're talking about, what

type, what governor ropes are you referring to, what type of governors are you referring to, because the traditional governors that elevator people are used to looking at is -- we paint a picture of something completely different than you just described.

MR. NAIPO: Thank you. Mr. Quiett.

MR. QUIETT: Jonathan Quiett. Yeah, just by definition of what's going -- what is -- the way it's presented here, a belt is not a rope. So, we're kind of -- I mean there needs to be other wording, not just talking about a different kind of rope being a belt. So, we've got two different things going on there.

MR. NAIPO: Thank you. Mr. Wilson.

MR. WILSON: Yeah, Mike Wilson here. So, what I'm -- I guess what we're -- I guess it is confusing between what the governors are. When we're talking about a residential elevator, the governor is imbedded with the encoder, and on a commercial elevator you can visualize that an encoder is basically about three inches in diameter. So, all this is all part of one piece, one component. And I'm speaking of one particular manufacturer, this is how their's is designed: So, their encoder is driven off of a belt, which would be the same as their governor being driven from that same belt, and it somehow is

trying to get this worded correctly to allow something of that nature to happen. And, Scott, you may want to speak in on this. You've probably got more information on it than I have. Thanks.

MR. NAIPO: Mr. Cleary.

MR. CLEARY: Scott Cleary. Yeah, that's the whole thing is most traditional centrifugal coating or Hollister Whitney's know they've got a bale that sets down on the wire. This is just a belt that is attached at the top of the rails and at the bottom that the encoder runs on. So, it's just an entirely different design than the normal ones that are on commercial elevators. It's not meant to meet commercial requirements. And, so, it really is a quite nice little set up. It sets at 75 feet per minute. And so it's just another level. Like I said, it already runs the encoder that talks and you can program it and that's what sets floors and everything else and speed. So, it's different than what everybody is, and I agree that we need to do some wordsmithing on this one here, but I think it enhances safety and right now with Type A safeties you don't have to have a governor. Our manufacturers are putting them in there for another level of safety. To me there's no downside to this whatsoever. Now, I

agree we need to -- New technologies, we need to come up with some better verbiage and make sure the nomenclature is correct. But just remember, it's an extra level that we don't have to do. So, limiting it I think would be short-sighted.

MR. NAIPO: Thank you. Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. Just to piggyback off of what Scott was saying, I don't think in a lot of ways we're even talking about a governor rope. What we're talking about is a position encoder tape, if you will, that runs the position encoder, and the encoder just so happens to also have an overspeed governor feature built into it. So, I'm not even sure this is even relevant. Thank you.

MR. NAIPO: With that, I'll open it up for any other additional comments or questions for clarification before we move to vote on this. Candace.

MS. LAU: Yeah, Candace Lau. I tend to agree with Wade on this. This is -- I think that if we're going to take vote we need to know exactly what we're voting for because I don't think the intent here is to have a traditional governor be belted. And what they're describing is not a traditional governor and

what they're describing is more of what Wade just said. I think -- I don't know how we're going to vote on this, but I think that we're a little bit -- It's difficult to vote yes on something like this when the wording is not right. So, I just -- I think we need to be really clear what we're voting on. And to just vote yes and just have somebody else take over and try to figure it out later, I just don't think it's the right thing either.

MR. NAIPO: Okay, I'm going to take liberty with this. I understand your concern for this, but that is -- again, that's not the working of the TAC. Again, we're trying to look at what it is -- In the minutia of what that says, there's no long conversation as far as what needs to addressed. That is what will be brought to the ESAC is the ideas and the like. Now, granted, one of the things unfortunately, and this is no knock, Mary Jo, please, it's not a knock on you, but unfortunately we're not going to get our transcript until probably the week prior to the ESAC meeting. That is going to be our reference to help go back and research the conversation that is had on those items that have passed and so that we can look at the conversation that is had, and the questions that have been posed,

and the concerns of these people, and that is what the ESAC is going to address. It is, yes, I will try to give what notes me and Melissa have both taken because the ESAC is going to get this hopefully as soon as possible with our notes of concerns of the conversations that have been had. You have every right to vote nay if you don't feel comfortable with the way it stands and the conversations that's been had, and trusting that the people who represent you on the ESAC will be able to put this forth and make this editing to where you believe it should be. If you don't feel that, that is why we vote nay. If you feel like you want to vote yea because you understand the rationale, you understand, hey, this does need to change, I can hear all of the different things that are being brought up, those are what going to be addressed at the next level. I'm never asking you to sit here and blindly vote yea on something that you -- I can sort of see the thing from this, no, you need to trust that the process that the ESAC is going to do is going to be able to cover these concerns that you have, and, if you don't feel that way because there hasn't been enough clarification or questions raised to address these concerns, then please vote nay. That is what we're voting on. We're voting on the intent

for this, the verbiage, as well as the conversations that are being had because we're not going to spend time sitting here trying to edit this to get it to a point to where you feel good and it'll pass. That is not the -- that is not the work that we are doing her at the TAC. I apologize, but we just do not have time for that.

And with that, I will go to Mr. Cleary.

MR. CLEARY: Scott Cleary. I'm extremely passionate about this one because it adds that extra level of safety that now does not exist. How we word it, wordsmith it, and how we tweak it a little bit, that's -- that's what we need to do. But a governor is a governor. This is an overspeed centrifugal that trips, you know, our safeties. So, I want people to keep an open mind. I agree that we need to go in and put the right nomenclature and make sure it's really understandable. But we already approved or you guys already approved 0063, which says it can be behind the controller, and, with any other type of means to actuate it, it can't be done with the traditional quarter inch wire rope. And, so, this is new technology that adds a very good level of safety, that it doesn't have, nor is it required by code to have. I just want to make sure that we can have a good

discussion and at ESAC be able to present what this looks like, and how it works, and the extra level. I think -- You know, we can work out the details, but I think we really need to understand this is an extra level of safety and I never want to walk away from that. Thank you.

MR. NAIPO: Thank you. And again that process that I spoke to earlier, that is what the process will be for everything that has been voted yea, even those things that you were really not sure on, these notes and conversation that me and Melissa both have taken, as well as what will be reviewed against the actual transcript when we get that, that will be reviewed at the ESAC level so people understand exactly the context of the conversations that are had regarding these different changes.

So, with that, if there are no additional questions, I ask that we please put this to vote on 0064. Are there any additional questions or clarifications needed? All-righty. And with that, I ask that we please vote on 0064 regarding the concept and rationale of adding belts or other approved means, and some severe editing at the ESAC level, if you are for that change, and understanding that this will be reworded and redrafted again, I ask that you please

vote yea for 0064. If you are for that change and the conversation that will need to be had at the ESAC level regarding what has been spoken about here and concerns, I ask that you please vote yea now. Thank you for that, everyone. Thank you.

If you are in opposition of these changes, I ask that you please raise your hand and vote nay. Mr. McKenzie, you still have you hand up. If you are in opposition of this change, I ask that you please raise your hand and vote nay. If you are in opposition of this verbiage, please raise your hand and vote nay. Thank you.

If you wish to vote and abstain, I ask that you please raise your hand and vote now. If you are voting to abstain, I ask that you please raise your hand and vote now. Thank you.

Melissa, will you please read the vote tally for proposal 0064.

MS. ERIKSEN: Yes. There were 17 yeas, 1 nay, and 6 abstentions.

MR. NAIPO: Thank you. All right. Moving on to proposal 0065, again this is regarding residential elevators. This is regarding Driving Machines: General Requirements.

(j) Car top mounted machine or controller,

adding.

(1) Machines and controller shall not be located on the car when the elevator is located within an enclosure.

Driving machines and controllers shall be located in a room or space, not in or on the car. This creates a hazardous work space for elevator mechanics and requires confined space protocol.

I'll open this up for questions of clarification. Any comments for clarification on this? Carl, did you have a question?

MR. CARY: No. Sorry.

MR. NAIPO: You're good. Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. This just seems to be just an extension of what we already covered with having the controller located on the car, just adding the machine section. I don't see any other change to this. This seems pretty cut and dry. Thank you.

MR. NAIPO: If that is the feeling of the TAC that this is an extension of what was already added, I ask that you please raise your hand and vote yea, if you feel that this is an extension.

MR. WOHLSCHLAGER: Are we voting to -- whether it's the same or are we voting to say -- just

approve this change. I guess I'm confused.

MR. NAIPO: I'm sorry, what we're doing is we're voting to -- if you feel like this change has already been addressed in our previous -- the previous proposal that's already been done, is that correct, Mr. Friesen, is that what you were saying is that this has been addressed already and all we're doing is adding the word machine to it?

MR. FRIESEN: I am saying that, yes. I'm not necessarily saying that we need to vote on that. That was my note, yes. Thank you.

MR. NAIPO: No, I appreciate that.

MR. NAIPO: Okay. So, if you could, just raise your hand if you feel like, yes, this is the same as what was produced before, I ask that you please raise your hand yes. And, then, what we will do is if we have a majority vote on, yes, you guys feel this is the same, we will pass a vote on the added verbiage that is within this. Okay, that is a majority vote. Thank you very much for that.

So, with that, I ask that we take a vote on proposal 0065 in conjunction with a previous proposal already done. But this, from the comment that was made, looks like it adds the word machines and controllers, instead of just controllers. Mr.

Brinkman, yes?

MR. BRINKMAN: Kevin Brinkman. I believe the other proposal was not passed. So, it's not adding something to something that was passed. It's e similar to something that was not passed, I believe.

MR. NAIPO: Let's see if we can't find that. Was it this one, 0061, machine and/or controller mounted on the car?

UNIDENTIFIED SPEAKER: That's the one.

UNIDENTIFIED SPEAKER: Yes, that is the one.

MR. NAIPO: And that failed? Okay.

UNIDENTIFIED SPEAKER: Yeah, it appears to be virtually identical.

MR. NAIPO: All right. With that, I ask if you are okay with passing the vote that was had before on to this, as well, if you are okay passing that fail vote from before on to this, I ask that you please raise your hand and vote yea for that. Again, we are voting on carrying over the vote from a previous proposal to this one as the verbiage seems to be roughly the exact same. All right. And with that majority vote, we will move on from this one, as it has failed previously, and it pretty much was regarding the same exact verbiage. Thank you very much for that. And thank you very much for that

finding, Mr. Friesen. Thank you.

So, now on to proposal 0066. Oh, sorry, it looks like there's a couple questions. Mr. Quiett. Oh, no? I'm sorry, I saw your hand raised. Mr. Cleary.

MR. CLEARY: Scott Cleary. Just to let everybody know that there's discussion now, and, Kevin, maybe you can help me out with a little bit of this, but moving hoist-less-way -- hoistless elevators out of 17.1 and putting them into 18.1 because they're constant pressure and basically they're a VPL with a structural cap in the door. So, that's being worked on as we speak. Kevin, you got anything else on that? That was the last one about -- I just want to make it clear, there is a push to get them out of 17.1.

MR. NAIPO: And I just want to clarify, is this regarding proposal 0066?

MR. CLEARY: Yes.

MR. NAIPO: Okay. Thank you. Mr. Brinkman, did you have --

MR. BRINKMAN: Yeah. This is Kevin Brinkman. I'll have to admit I was not aware of that, but I will try to find out more, if I can.

MR. NAIPO: So, with that, here's the proposal for 0066. This will be housed in again WAC

296-96-027 regarding residential elevators. It's regarding Disconnecting Means (5.3.1.19.5), adding verbiage for hoistwayless elevators, and the verbiage for 5.3.1.19.5 currently reads, "Where the controller is located on the car, the disconnecting means shall be located adjacent to the controller. Auxiliary disconnect means shall be provided at the main landing where the main power supply disconnecting means is mounted adjacent to the controller on the car."

Rationale: This clarifies and allows for hoistwayless elevators.

Any questions for clarification? Mr. Wilson.

MR. WILSON: Yeah, Mike Wilson here. This is regarding -- I don't know if people have ever heard of a telecab. I know it's kind of a quaint term from Savaria. With these elevators, they have no hoistway. They actually have the floor on top of the -- The second floor above is you can walk across it. That whole floor plate will lift up when the elevator passes up to that floor, and that's what this is addressing, and it probably should have been better clarified for that. And this is going along with what Scott had mentioned about these being possibly being moved into 18.1 because these types of lifts are constant pressure only. Thanks.

MR. NAIPO: Thank you. Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. I am really for this adding a disconnect at the main landing. I think for safety reasons that's a must. If for some reason your car was to get stuck between floors, quote/unquote, you know, in the middle of its travel and you needed to ladder up to the car to work on it and you were unable to shut that thing off, it does pose a hazard for personnel trying to get to it. I think it's as simple and as cut and dry as that, and I think this needs to go through. Thank you.

MR. NAIPO: Thank you. Mr. Wilson, your hand is still up. Do you have an additional question or comment you would like to make? Thank you. Mr. Leopard.

MR. LEOPARD: Duane Leopard, city of Spokane. I just wanted to reiterate that this is in discussion. I'm on the RAC committee. It is being discussed to move it into A18.1.

MR. NAIPO: Thank you for that clarification. Mr. Brinkman.

MR. BRINKMAN: This is Kevin Brinkman. Just a question. Was the intent that this is all new language because only the title is underlined. I

don't -- I'm assuming because of the xx it's new language; is that correct?

MR. NAIPO: Yes, sir. This would be a brand new part of 2700 and the residential elevators underneath it. Thank you. Sergey.

MR. DOLGIKH: Yeah, Sergey Dolgikh, Elevator Inspector, L & I. I want to test this, the importance of this particular addition. I think it was the first or second one in the state that I was physically inspecting on installation and observing how this elevator functions. I think that extra feature of safety should be added on there. Thank you.

MR. NAIPO: Mr. Wohlschlager.

MR. WOHLSCHLAGER: Lyall Wohlschlager. I would just recommend a friendly amendment regarding better defining what main landing is. I can see that being something open to interpretation with inspectors.

MR. NAIPO: Candace.

MS. LAU: Yeah, Candace Lau. So, I guess I have a question for those that keep saying that it's going to be moved to a different code. So, is the objective here -- Because this exact code is in the 2019 5.3, just like what it says in 5.3(b) -- I don't see any difference between what's written in

5.3.1.19.5 in the 2019 edition and what is written here. So, is it because there's a move to move this code 5.3.1.19.5 out of the A17.1 and into A18.1, is that why we want to ad it in the WAC because currently it's in A17.1.

MR. NAIPO: Mr. Cleary.

MR. CLEARY: Scott Cleary. I just wanted to bring that up. I think we need to address it. I think -- I like Lyall's suggestion that we make sure we define what the name is because we don't want it to be the state of Maine, but the bottom line here is that I think this is a -- it makes sense. I just wanted to give a little bit of heads-up that, you know, we'll have to address this maybe in three years in a different code book. So, that's it. No, I agree with this. I just brought it up. I probably shouldn't have.

MR. NAIPO: Thank you. Mr. Wilson.

MR. WILSON: Yeah, Mike Wilson here. I guess it was to ensure -- I know it's in 17.1, but this is to bring it into WAC to put it directly in proportion to regarding a hoistwayless elevator. That's all. Thank you.

MR. NAIPO: Thank you. Lyall, your hand is still raised or did you have an additional comment or

question? Okay. Thank you. Mr. Leopard.

MR. LEOPARD: Duane Leopard, City of Spokane. Just to clarify when we're talking about hoistwayless elevator, these are kind of like a chairlift with a full cab and that's about it. It goes from one landing to the next and then back down to the bottom landing. They just have a full cab on them. To me, that's about the only difference. A little safer, more convenient, but I'm not sure it's really allowable to call them a residential elevator. I think it's misnaming them, that's my opinion. But it's the type of equipment. It's not the codes that's being discussed changing or moving, it's the type of equipment, but where they'll be placed in the codes. I do agree with this shut off switch, but just I'm trying to let everybody know -- reiterate what somebody else said that A17.1 committees are looking at moving this equipment, the type, to A18.1 because it is more or less accessibility equipment. I hope that clears things up. Thank you.

MR. NAIPO: Sergey.

MR. DOLGIKH: Yeah, Sergey Dolgikh, Elevator Inspector. I can see how the definition could be argued one way or another. Just because something doesn't have a hoistway, it doesn't

necessarily put it in a conjunction with platform -- a glorified platform lift, same way as the platform lift with fully enclosed hoistways don't become an elevator. So, my understanding of this -- not my understanding, but my experience with this and observance of the test and actually seeing it in different modalities is that even though it doesn't have a hoistway it has a lot of possibilities and potentials for pinch points, and it's a moving portion of the floors that goes up with this car top. There is a lot of micro switches and things like that. So, to prevent a possibility of a failure, I think there should be a redundancy in how the power can be removed from -- from -- our disconnecting means should be addressed, very focused on that specific for that specific type of residential elevator, and that's why I emphasize it's the type residential elevator because it has a cab, it has everything, every features other than not having convention rails and hoistway, but it's a counter-lever production. So, either way you want to point it, I think this consideration should be isolated on its own right. Thank you.

MR. NAIPO: Any other additional comments or questions before we put this to a vote? Any other questions? All right. With that, we will be casting

a vote on proposal 0066, adding hoistwayless elevators to the code reference of 5.3.1.19.5, Hoistwayless Elevators, "Where the controller is located on the car, the disconnecting means shall be located adjacent to the controller."

If you are for that verbiage change, I ask that please vote yea. If you are for this change, I ask that you please vote yea now. Thank you for that. Thank you for your votes. Go ahead and lower your hands. Thank you again.

If you are in opposition of these changes or of this change in the WAC, I ask that you please raise your hand and vote nay. If you've already voted yea, I ask that you please lower your hand. Thank you. If you are in opposition of this, I ask that you please raise your hand and vote nay. Thank you. If you can, please lower your hand if you voted nay. Mr. Friesen, your hand is still raised.

If you are voting to abstain, I ask that you please raise your hand and vote to abstain. If you are wanting to abstain, I ask that you please raise your hand and vote to abstain now. All right. Thank you very much.

Melissa, will you please read the vote tally for proposal 0066.

MS. ERIKSEN: There are 21 yeas, 1 nay, and 3 abstentions.

MR. NAIPO: Thank you.

MR. FRIESEN: Wade Friesen. Just to clarify, I was voting yea on that one, if I didn't get my hand down. Sorry.

MR. NAIPO: Thank you. Thank you for that, Mr. Friesen. All right. It looks like there is just one more and then we will be out of this residential section. Yes.

MS. ERIKSEN: Hold on. Sorry, I must have muted too quickly. That changes the vote. So, there were 21 yeas, 0 nays, and 3 abstentions.

MR. NAIPO: Thank you. All-righty. And with that, we're moving on to 0067. This is, again, this is the last require or last code reference regarding WAC 296-96-027 regarding residential elevators. This is regarding Two-Way Communication Means, code reference (5.3.1.20.1). They are asking to strike in that code, A two-way communication means permanently installed in the car shall be provided to summon personnel who can take the appropriate action 24 hours each day. The two-way communications means shall not be transmitted to an automated answering service. But adding, A telephone connected car to

either a cellular network, VOIP, or central telephone exchange shall be installed in the car. The code currently reads, If the normal power source for the communication means fail, the communications means shall automatically transfer to a source of, striking standby or emergency, keeping power capable of providing service for at least four hours.

Rationale: The state or city inspects residential conveyances once, at time of acceptance. During follow-up maintenance visits, we often find that the phones no longer work because the homeowner doesn't want to pay for a landline phone. This code requires that the phone be monitored 24 hours a day by someone other than an answering machine/voicemail, and is just short of requiring an ADA phone. There will be a lot of pushback from general contractors and homeowners to require them to have an answering service to monitor the elevator phone. We want people to be safe and to believe their elevator is safe, by giving options on how the phone needs to be connected, will result in less phones be rendered inoperative. As for the phone power, these elevators are all provided with a UPS for battery backup control power. Once the house power is lost to the main disconnect, the UPS provides power for rescue.

And with that, I'll open it up for questions of clarification. Any questions? Any statements for clarification, raise your hand. Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. I like what this -- what the intent of this code is. It sounds like the intent is to give some leeway in other more modern methods of phone connection. I think the troublesome part that I'm having with this is that I'm not sure the industry has caught up to this. When dealing particularly with residential elevator manufacturers, I'm not aware of any of these guys putting forth a phone that is ran off of UPS power or anything else that would be VOIP. So, you know, if a customer is using a VOIP phone, it's their VOIP system that would have to have a four hour battery backup on it. How is the Department going to enforce that because that would be on their computer, or their router, or whatever. So, I'm not sure how to implement this. I think it's a great idea. I'm just not sure that we have any phones currently, unless it's going to be clearly defined and is a cellular phone running on a battery backup system, how this is accomplished.

MR. NAIPO: Thank you. Mr. Madison.

MR. MADISON: Jon Madison, Elevator

Mechanic. Touching off of what Wade just said, I do like the what, and the how is going to be up to the committees going forward. That's all.

MR. NAIPO: Thank you. Mr. Brinkman.

MR. BRINKMAN: Kevin Brinkman. Just a couple comments. One, the ASME committee did change the wording either in '16 or '19 to what was crossed out. That was -- The old wording just said it had to be connected to a central telephone exchange, would apply only to a hard line. So, they did change it with the intent of allowing cellular, or VOIP, or other things. So, I'm fine with that part of the change. My concern is they got rid of the part about it being permanently installed and it gets rid of the part about having it go to a service. But I know that's a concern, but it was there for safety reasons. And, then, finally, crossing out standby emergency, I'm not sure of the value of that. If it's not -- I mean in A17 it defines standby emergency power, and whether it's a UPS, or a battery, or whatever it is, it would meet one of those definitions. So, I don't see the need to cross that out. Thank you.

MR. NAIPO: Jan.

MS. GOULD: Jan Gould. Just a comment. There was no change between the '16 and the '19.

MR. NAIPO: Thank you. Candace.

MS. LAU: Yeah, Candace Lau. I agree that the intent here is good because it allows homeowners a little bit more leeway. Perhaps instead of saying that the communication means shall be automatically transferred, it could say something like the communication system because if we're talking about a network voice over IP and all that stuff, voice over IP especially, when people call me and ask me I always tell them they need to have back-up on that, and most of the time we're talking about commercial jobs at this point. But there's really no requirement in A17.1. The only thing I have to hang my hat on is that, hey, the code says the phone has to be -- has to work, and, so, if you're on voice over IP and you don't have battery back-up, when the power goes out the phone doesn't work. It's not -- Even though the phone can be backed up, the voice over IP, if it's not backed up, it's not going to work. So, I struggle with that myself answering these questions and telling people they need it, they need the back up for the voice over IP, but I think I -- I can extrapolate from what the code what the intention of the code is, and that's what I tell people, but there's really nothing in the code with those exact words. And so if we're

going to put it in here, maybe the ESAC can come up with a different verbiage for communication systems rather than just the communication means.

MR. NAIPO: Thank you. Mr. Wohlschlager.

MR. WOHLSCHLAGER: Lyall Wohlschlager. Can somebody clarify if they believe that this particular proposal is going to allow cell phones. I can't even tell if this is supposed to be permanently installed or temporarily installed. So, I'm wondering if we're trying to allow the use of cell phones in a residential elevator under this proposal.

MR. NAIPO: Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. I'll leave this to somebody else to answer for sure because I'm not sure who wrote this, but I would suspect that they're not necessarily talking about just allowing a cell phone in the elevator, but rather a cellular gateway that the phone is connected to, so more of a hard line type set-up. I just wanted to get a word of caution out with this. I think this is great, I really do. I'm just -- If we decide that this needs to move forward now and say, okay, in the name of safety we need to approve this, and get it in, and it needs to be on a four hour back-up power supply, I'm just concerned that this is going to get

written into code and then we're not going to have any equipment available to us from the manufacturers or any other sources to meet the code, and that's my concern. I -- I just feel like this needs a lot more discussion before we implement it. Thank you.

MR. NAIPO: Lyall, do you have an additional question? Your hand is still raised. Thank you. I feel like a little bit of a procedure of how this works from here on out. So, we've talked about, hey, you know, we're putting trust into the ESAC to be able to review not only our comments, but what was actually written, transcribed, and be able to take those needs within the context that those conversations were had and create new verbiage on these things that have passed and that you guys feel need new verbiage or tweaked a little bit.

What's going to happen after that is that will get passed to Gerald. Gerald will then go and review those, and, you know, it's from the understanding that, you know, hey, he's part of this TAC committee here, listened to the conversations, and he knows what the concerns are of your stakeholders. He's going to take that into, hey, do we push this forward and adopt these changes.

At some point public comment is going to be

given to those people who want to make public comment on these changes. You will receive -- If you are part of our e-mail system, you will receive, hey, public comment is being opened, here's the document that shows all of the changes, and I know it's going to be additional work, but that is the time that you're going to be able to look at the things that have been submitted that were edited by the ESAC. I'm not saying that you won't have other opportunities to work with your stakeholder chairperson and they'll be able to possibly share those things with you, I don't know, but that's at the point that you will see, hey, this is what the program then has decided to put forth. That's the time that you are going to be able to actually review that and say, hey, does this cover the concerns that I brought up regarding this specific WAC change, and, if it doesn't, you are then given the opportunity to come and make public comment on that and when you can bring up, "Wait, I've got to be honest, I really like the fact of what you just stated", that, "Hey, you know, I don't think the industry is there yet. I appreciate what this was trying to say, but the industry is not there." Those are conversations that we need to be had so that we, as the program, can look at it from your perspective

like, hey, this guy's in contact with the manufacturers, he agrees with this change, but even he's found out, you know what, they don't even have this capability yet; so, therefore, you can bring that forward at public comment. Anybody can come and make comments on any of the changes that we are submitting once it gets to that point.

So, I want to make sure that once you get done with this and you're sort of okay, well, let's see what the program does, there are going to be opportunities for you to review what the ESAC has put forward, as well as if there's anything that Gerald edits to make sure it falls in line with what your vision was for that edit and the things that you were -- you know, where are those things that you were worried about are addressed.

I hope that puts it a little bit at ease for you people and that you're sitting here like putting trust in this process. So, I just wanted to put that forward to you guys and let you guys know, hey, that's what's going to happen. So, hopefully, that works, and it hopefully eases maybe a little bit of tension or anxiety maybe people have on voting yea on these things and are just sort of feeling like they're blindly voting on something that they hope gets

changed and their concerns are addressed.

And with that, Sergey, did you have a statement or question?

MR. DOLGIKH: Sergey Dolgikh, Elevator Inspector. Yes, sir, I do. So, and there was a mention in the chat Gerald brought up that voice over IP router may be powered by other than phone. Voice over IP, to my understanding, and I'm not an IT guru, but I have some remote understanding of a little bit of that, and voice over IP shall have some kind of internet connection, in the way that I see it, and it has to have either wifi capabilities, or direct modem, or what-have-you, and, so, when the power goes down, those things disappear. They just go away. And, so, but they're not part of elevator systems, and so that then we would have to impose on the owner to say, well, now you have to have extra back-up battery for your router to run, which to them it could behoove of them to have, but we can't put that in the code because, like Wade said, the industry is not ready for it, and specifically for voice over IP. I don't disregard other things and other means to communicate, it's a great concept and great intent, but voice over IP encumbers a little more than just an ability to call out from the elevator. That's my comment to

this. Thank you.

MR. NAIPO: Mr. Leopard.

MR. LEOPARD: Duane Leopard, city of Spokane. You know, I was happy with the code the way it was written before. As long as it's permanently wired or install in the car and it dials out, it has ae 24 hour monitor, I don't care how it gets there, whether it was cellular, or VOIP, central telephone exchange, or tin cans on a string as long as somebody is on the other side to answer it. This, to me, I think we're just trying to re-write the code to try to solve some other problems that are happening. I'll be voting no on this because, you know, I don't think we should really go in and re-write the code anyway. It was brought up many years ago that that's what we were doing in the past and it was suggested that we don't do that anymore, and I think this is going to be one of those circumstances. Thank you.

MR. NAIPO: Thank you. Are there any additional questions or comments before we pass this to a vote, any additional questions or comments? All right So, with that, I ask that we please take a vote on proposal 0067 regarding two-way communication means and allowing a telephone connected to either a cellular network, voice over IP, or central telephone

exchange shall be installed in a car while removing the capabilities for permanently being installed in a car, removing 24 hour day monitoring, and the two-way communication means shall not be transmitted to an automated answering machine, and that removing the requirement for standby or emergency power. If you are for that change, I ask that you please raise your hand and vote yea. If you are for that change, I ask that you please raise your hand and vote yea now. All-righty. Thank you for those that voted.

If you are in opposition, if you are in opposition of these changes, I ask that you please raise your hand and vote nay now. If you are in opposition of these changes, I ask that you please raise your hand and vote nay now. Thank you.

If you vote to abstain, I'd ask that you please raise your hand and vote now. If you wish to abstain, I ask that you raise your hand and vote now. Thank you very much.

And with that, Melissa, will you please read the vote tally for proposal 0067.

MS. ERIKSEN: Yes. There are 10 yeas, 6 nays, and 8 abstentions. Before we move on, I need to address something. So, this is Melissa. For those of who are voting members, I appreciate your

participation. I appreciate your voting. I appreciate your conversation. For the observers, I appreciate that you have done just that, just watched. You haven't injected yourselves. For the non-voting members that are on here, that includes the Chief, that includes Scott and Ricky from the ESAC, and that includes me and Paoa. There are times where clarifications, comments, additions need to be made, and it is okay for that to happen. What cannot happen is we cannot pose a vote. So, none of us, none of the five of us I've named have voted, and the contributions that were made have been kept to a minimum and I thank you guys for that. So, in case there was any confusion, I wanted to clarify that, and I thank everybody for their good continued work.

MR. NAIPO: Thank you. And with that, I say that we take our five minute break, and everyone get up and stretch and take a quick walk around. I'm going to see my grandson before he gets picked up here before our next break; so, I'll be right back. Thank you very much, everyone.

(Recess taken)

MS. ERIKSEN: Everybody is back on time. Thank you.

MR. NAIPO: Yes, thank you, everyone. And

one more thing, just one more comment to add regarding what I was stating earlier regarding that you'll have the opportunity to make a public comment on these changes, and if you want to direct anything specifically to a change we, as the program, anything that comes through public comment we have to respond to. You know who gets to do that, me and then that gets to go to Gerald to be reviewed, and then reviewed by our AG, as well. So, if there is anything that you, like I said, feel strongly about that, hey, these edits aren't right, that is going to be your opportunity to put forth those concerns, and we'll have to address those in writing back to you, as well. So, I just wanted to let you guys know that's part of the process, as well.

So, with that, moving on to -- And, ah, I will share my screen before I start going into this. The last couple of times I've forgotten. There we go. Okay. We'll be going over -- We're finally in a new section of review. This is regarding proposal 0025 regarding WAC 296-96-05000, and this is the overall scope. This is probably going to have a lot of conversations. This is requiring -- The requirements in this part are intended to cover those stand-alone standard application material lifts, adding verbiage,

and VRCs better known as vertical reciprocating conveyors. The writing as it stands now is, Where Type A or Type B material lifts are installed that they shall comply with ASME A17.1/CSA B44 Part 7. Adding verbiage:

(1) Standard application material lifts, commonly called VRCs designed under ASME/ANSI B20.1 (not excluded by WAC 296-96-05010(2)) shall include the additional safety standard requirements contained in this chapter, "Part C1 - Minimum standards for new and altered standard application material lifts."

For these ASME -- or (2) For these ASME/ANSI B20.1 lifts to be permitted, installed, inspected initially at time of acceptance, and inspected annually in Washington state they must comply with all the provisions of the reference standard and this section.

Rationale: Lack of clarification for stakeholders that wish to install VRCs in the state, they need to adhere to both the 5000 section of WAC, but also the ANSI B20.1 reference, as well.

Before we dive into this, I know that there was -- when we were on the definitions when we were going over WAC 296-96-00700 and the definitions of VRCs were brought up, there was a lot of additional

conversations that we felt needed to be had specifically about VRCs. If this is something we feel we need to cover or not, I'm going to pose this to the TAC because you guys are the ones who voted down removing vertical reciprocating lifts from our definitions; so, I'm asking for your opinions now. Instead of directing us just to vote, I really would like your opinions on this one specifically. Mr. Oury.

MR. OURY: Yeah, I appreciate you making that comment or throwing that question out there. I think if you voted -- I think basically how ever you voted on the last vote regarding inclusion of VRCs, vertical reciprocating conveyors ANSI B20.1, and everything in that conversation, this is all pretty much the same stuff and I would imagine how ever you voted the last time you would vote similarly on this, as well. So, maybe we don't have to have the big conversation.

The only thing I would like to add is I really think the title that comes right before the scope of Part C1 Minimum Standards, that title, if clarification is needed, I would be more than happy to submit a proposal to change the title from Part C1 Minimum Standards for New and Altered Standard

Application Material Lifts to WAC material lifts and remove the word standard application. There is absolutely nothing standard about each material lift that is installed in the state of Washington, and I think that's where, when we added that a couple of years ago, that's probably where confusion started. We were fine until that happened and that's kind of a separate issue. So, thats's really all I have to say. If somebody wants me to add or put in a proposal, I'd be more than happy to do that for the ESAC to make a decision on. And I'll wait to hear others.

MR. NAIPO: Just so everybody understands, when we were talking about the VRCs and the terminology, that was in our definition section and it was proposed and passed that we just strike that. So, that definition as it currently stands will not be added to our definitions and so because we will not be referencing VRCs in any way per our definitions.

So, with that, I'd like to put it to a vote on whether you feel we need to talk about this, we need to have a conversation, if you feel that needs to be had regarding this just as it stands now, just the scope, what Mr. Oury, you know, put forth, I think that that is a good idea because I know that is something that has been brought up a lot regarding the

title and changing it from standard application material lifts because of, like what he stated, there's nothing standard about them. They are built and manufactured to the code referenced in WAC 296-96-5000.

So, with that, what is submitted here, if you feel a conversation needs to be had, I ask that you please vote yea now. If you feel a conversation needs to be had on this submitted stuff, I ask that you please raise your hand and vote yea now. I think we have one vote for yea. Okay. Two votes, one vote for yea. All right.

If you don't believe because of the determination we have already done with definitions and VRCs being removed, if you feel this conversation does not need to be had, I ask that you please raise your hand and vote nay now. If you do not feel a conversation regarding this change needs to be had because of prior conversations we have already had regarding our definitions, I ask that you please vote nay now. All right. Thank you with that.

So, with that, it has passed that we will not have a conversation on this. The nays have it. And, again, this s because of our conversation we had regarding the definitions of VRCs being stricken from

that. So, thank you. Mr. McKenzie, do you have a question? Okay. Thank you.

I believe that there is nothing wrong with -- If anyone has any issue with Mr. Oury submitting a proposal to change the title from Minimum Standards for New and Altered Standard Application Material Lifts and changing it to WAC, I ask that you please raise that concern now. If you have any concern or issue with Mr. Oury being given the opportunity to submit a change for that, I ask that you please raise your hand and vote now. Since there is no opposition to that, Mr. Oury, you can -- we'll give you an opportunity to submit a proposal for this, which will be reviewed at the ESAC level in a month from now, if that is okay. So, I'm going to ask that you please get that to me boy no later than -- no later than February 25th. So, it gives you a little over two weeks to get that to me just so that we can get that submitted into the spreadsheet and things that they will need to review. Thank you.

MR. OURY: Thank you, Paoa.

MR. NAIPO: Okay. And with that, we will move on to proposal 0011, Definition and Use -- And wait a second. This is to update and include the metric values. Okay, so from what I searched last

time regarding the metric values and changing and carrying on that standard from the ASME, we had passed that, hey, these conversions they need to be vetted nd made sure they're correct. Is everybody okay with us, because we voted that, yes, we were going to pass all those that we passed, it looks like one, two -- yeah, it looks like we had two, and just because I searched for dimensions in it the last time, so it brought up everything that had dimensions in it, and, unfortunately, there was something else that says to update measurements to include the metric values. So, if you are okay with us just carrying that vote over that, hey, we're good with these being converted, I ask that you please raise your hand and vote yea now if you are for us to just carry over that vote from the previous to update dimensions to include metric dimensions and to identify with the format used in the A17 -- or A17.1/B44. All right. Thank you very much for that. With that, we will carry over the yea votes for the dimensions, including metric dimensions and to identify with the format used in A17.1 that passed earlier to -- Please put your hand down, Mr. Dolgikh. I see you waving it. Thank you. And we will carry these over with the pass from the previous vote. Thank you. Mr. Dolgikh.

MR. DOLGIKH: Yes, sir. This is Sergey Dolgikh, Elevator Inspector. I actually raised a hand when you were asking about some questions and then went straight into the vote, so and that's why I had my hand up so that I'd be noticed. But the only suggestion I was going to bring up is, since Mr. Oury is going to work on the standard application material lift definitions and things, this particular rule refers to a definition of standard -- this will define the standard application material lift. So, it kind of references standard application material lift, and I, granted, understand that we were in bulk approving the metric -- the metric designations for dimensions, but as we just discussed just a second ago, I don't know if this should be considered also as part of -- because it refers to standard material lift -- standard application material lift, that's all I'm saying.

MR. NAIPO: So, what will happen is at the time that we review all the changes that come from the ESAC, it is our job as the program to go through and make sure that those changes don't contradict something else that is already in the WAC. So, thank you for that.

MR. DOLGIKH: Thank you.

MR. NAIPO: So, now moving on to proposal 0032, WAC 296-96-18080, Boat Launching Elevators. It was proposed that we strike this whole section from WAC 296-96-18010 through 18080. The elevator program feels it's over-regulating a conveyance that is a minimally used, let alone for the riding public. I want to make sure that people understand, too, because I want to make sure everyone understands the context of this change before you vote on it is that we currently have four active conveyances of this type in Washington, three at Point Defiance Boat House, one at Narrows Marina Mill Building. I feel it would be premature and irresponsible for our department to just throw these conveyances to the wind without talking to the owners of these conveyances as this WAC has been in effect for some time, and they've been inspected and maintained to this created standard. Unless there's another standard that directly addresses these types of conveyances that we are looking at adopting, these are not like auto garage elevators for which we have no records for within the state.

So, with that, I open this up to conversation. Any clarifications on this? Any questions needing before we pass this to a vote. Okay. No questions. With that, we will be passing a vote on proposal 0032

and striking boat launching elevators from the WAC. If you are for this change, I ask that you please raise your hand and vote yea. If you are for this change, I ask that you please raise your hand and vote yea now. All right. Thank you for those.

If you are in opposition of this change, I ask that you please raise your hand and vote nay now. If you are in opposition of this change, I ask that you please raise your hand and vote nay now. Thank you.

If you are voting to abstain, I ask that you please raise your hand and vote now. If you are voting to abstain, I ask that you please raise your hand and vote now. Thank you. Melissa, will you please read the vote tally for proposal 0032.

MS. ERIKSEN: There were 19 yeas, 2 nays, and 3 abstentions.

MR. NAIPO: Thank you. Moving on to proposal 0018, proposal 0018, this was previously voted on regarding mechanized parking garages. We have already voted on to remove that fee from the list of fees. With that, I ask that we vote to take just a quick vote on passing that vote forward from the fact that we removed the fees to now we are striking WAC 296-96-20010 regard the minimum maintenance requirements for mechanized parking garages. If you

are for that carrying over that past vote from removing the fees, I ask that you please vote yea now, and this will remove mechanized parking garages from the WAC. If you are for that change, I ask that you please raise your hand and vote yea now. All-righty. So, it looks like that is going to carry over from the fact that it passed when we removed the fees. Thank you very much for that. 0018is passing because of the fact that we remove the fees, I believe, on day one. So, thank you for that.

Moving on to proposal 0026, this is regarding WAC 296-96-2300 and in all actuality it's the Part D title. Part D - Regulations for Existing Elevator Standard Application Material Lifts, Dumbwaiters, removing and, keeping Escalators, and adding and Accessability Lifts.

Rationale is: Rationale for striking "and" is to make room to add one more conveyance type to the list. The rationale for adding a comma "and accessibility lifts" is to show in the title that Part D covers commercial accessibility lifts.

Any questions for clarification on this? Questions for clarification on updating the Part D title to add "and accessibility lifts"? Any comments on this change? Any comments on this change? With

that, we will pose it to a vote. For proposal 0026 -- Candace. Oh, no? Okay. I'm sorry. All right. So, voting on proposal 0026, if you are for this change and removing the "and" and adding "and accessibility lifts" at the end of Part D's title, I ask that you please raise your hand and vote yea now. If you are for this change, I ask that you please raise your hand and vote yea now. All right. Thank you for that. Go ahead and lower your hands. Thank you very much.

If you are in opposition of this change, I ask that you please raise your hand and vote nay now. If you're in opposition of this change, I ask that you please raise your hand and vote nay now. Thank you.

If you vote to abstain, I ask that you please raise your hand and vote to abstain, and raise your hand now. If you wish to abstain, please raise your hand and vote now. Thank you.

Melissa, will you please read the vote tally for proposal 0026.

MS. ERIKSEN: There were 22 yeas, 1 nay, and 2 abstentions.

MR. NAIPO: Thank you. Moving on to proposal 0033 regarding WAC 296-96-2300-(4)(b).

(b) Where Firefighters Emergency Operation is required by ASME A17.3, requirement 3.11.3 (Note ASME

A17.3 requirement, strike verbiage 3.11.3 only pertains to elevators where fire fighter emergency operation does not comply with the 1987 or later editions of ASME A17.1 or ASME A17.1/CSA B44. There is no requirement to add Fire Fighters Emergency Operation (FEO) under ASME A17.3 if the elevator was not provided with FEO during the initial installation), adding verbiage shall mean that ASME/ANSI A17.1 - 1987 rules 211.3 - 211.8 apply unless at time it was installed or if there is an alteration it shall meet the code year at time of alteration.

(c) Upon discovery at time of annual inspection it has been determined that the building NFPA fire code standard NFPA 13 "Installation of Sprinkler Systems" and NFPA 72 "National Fire Alarm and Signaling Code" fire alarm panel have been altered, the conveyance Firefighters Emergency Operations shall be updated to the code year at the time the building was altered.

Rationale: This creates a life safety hazard when it is not installed at that time -- at that time and present time.

Any questions for clarification on this one? Any questions for clarification on this at all? Mr.

Brinkman.

MR. BRINKMAN: Yeah, this is Kevin Brinkman. The last portion there, Part C, we actually voted on that as a number seven under change proposal 34, I believe it was, and we voted that. So, we've already voted on that language and it failed 9 to 15 to 2; so, I don't know that we need to vote on it again. The first part is different language; so, we should probably discuss that.

MR. NAIPO: So, what Mr. Brinkman has proposed is that because he feels that number C, or, excuse me, not number C, letter C was already addressed and voted on prior on proposal 0034 and that it failed, that that can be stricken and not be part of this conversation because it was already addressed in a prior proposal. If you are in favor of skipping this conversation on Part C, again because it was already voted on and shot down on proposal 0034, I ask that you please raise your hand and vote yea now. If you are for us bypassing this because of a previous vote on proposal 0034 and the fact that it had failed covering the same verbiage, I ask that you please raise your hand and vote now. All right. So, we have a majority vote and so we will be bypassing the conversation on this and this will be stricken from

our conversation, so we will strike that through. And so the vote for proposition or proposal 0033 will just be on the edits of removing, "3.11.3 only pertains to elevators where Firefighters and Emergency Operations does not comply with the 1987 or later editions of ASME A17.1 or ASME A17.1/CSA B44. There is no requirement to add Firefighters Emergency Operation (FEO) under ASME A17.3 if the elevator was not provided with FEO during the initial installation" adding "shall mean that ASME/ANSI A17.1 - 1987 rules 211.3 - 211.8 apply, unless at time it was installed or there is an alteration it shall meet the code at year -- at code year at time of alteration."

And I will open it up for questions of clarification. Mr. Leopard. Mr. Leopard, did you have a question? Oh, there you are.

MR. LEOPARD: I'm sorry, I forgot to lower my hand.

MR. NAIPO: Nope, no, you're good. Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. I wonder if Kevin or somebody could speak to what rule 2.1.1.3 and 2.1.1.8 are from the 1987 code. Thank you.

MS. GOULD: Jan Gould. It's a very basic

phase one and phase two. That was before we harmonized Canada; so, it was in the 200 code, buttered section. Jan Gould. Sorry.

MR. NAIPO: Thank you. Any additional comments or questions? Any additional questions of clarification or comments to clarify this change? And with that -- Candace.

MS. LAU: Oh, okay. Candace Lau. I don't know if everybody understands what's going on here. I think what happened was on the last go around because of the verbiage that is now crossed out it doesn't meet A17.3 code. The A17.3 code pretty much has that same language. A17.3, 3.11.3 basically says, I'm paraphrasing, that all elevators have to -- all passenger elevators, something like that, has to meet the 1987 fire service codes, and there's a lot of things in the 1987 fire service codes. That does not mean every elevator has to have fire service. In 1987, for example, it will say elevators greater than 25 feet of rise have to have fire service. So, just because you're allowed -- I mean you're required to have the 1987 fire service, it does not mean every single elevator still has to have fire service. However, what was written into the code is that if you were never provided with fire service, you don't need

to do anything at all, which is not what the intent of A17.3 was.

So, I think this is an attempt to get it back to what A17.3 meant to convey, and what the Department -- and this is -- this is just something that I think this change is -- is -- the intent of it is to follow A17.3. That's my understanding of what this is.

MR. NAIPO: Sorry. For some reason, I'm muting myself. I'm sorry. Carl, did you have any questions or comments? I apologize. I called on you a couple times and I was like why can't he hear me? Because I'm muted, that's why. My bad.

MR. CARY: So, the language in here sounds -- is completely funky to me and maybe that's why I'm scratching my head. So, it's stating, "shall mean that ASME 1987 rules 211.3..." I'm sorry, Carl Cary, Lerch Bates. "Shall mean that ASME/ANSI A17.1 1987 rules 211.3 - 211.8 apply, unless at time it was installed or if there was an alteration". I think it's missing a period or -- I (audio distortion) on what they're saying is -- I assume they are saying that it doesn't apply unless it was (audio distortion) at the time of installment. If there is an alteration, it shall meet the code year at the time of alteration. Am I the only one that is struggling with

that sentence?

MR. NAIPO: Mr. Leopard.

MR. LEOPARD: Duane Leopard, city of Spokane. I agree with the previous speaker. There's some language in this that seems to be contradictory to the purpose of A17.3. To me, it's kind of confusing. I can't really put my finger on it either. And I'm sitting here reading A17.3 and comparing the two. But I agree with him, it's kind of muddled.

MR. NAIPO: Are there any other questions or clarifications? Candace.

MS. LAU: Candace Lau. I'm just wondering if we can just strike this whole 2300(4)(b) altogether and just go with the A17.3, if that's the intent. I don't know what the intent is. I don't know who wrote this, but it almost seems to copy and paste some of the requirements from A17.3 on here. So, I'm unclear, but leaving it the way it is will not be beneficial because if you leave it like this the way it's written today in our codes, it does not meet the intent of what A17.3 is asking.

MR. NAIPO: Thank you, Candace. Mr. Leopard, did you have an additional question or comment? Okay. Mr. Brinkman.

MR. BRINKMAN: Thank you. Kevin Brinkman.

Yeah, I agree with Candace. I'm confused by this a little bit. I think the intent was to say you either need to meet 211.3 - 211.8, which is basically A7.3, unless the elevator was installed or altered after that point, in which case you need to meet the newer code, which is what A17.3 says. So, I don't know that there's much value in this language being here.

MR. NAIPO: So, I'll raise any additional questions or comments for clarification either? Candace.

MS. LAU: So, I do have a comment that if we don't vote this through we won't even have a chance to -- we won't even have a chance to go with what A17.3 is saying because currently the code is saying we're not going with A17.3. So, unless we vote this through and rely on the ESAC to change the wording, we're going have what we have today, which is we're not going to require fire service, even if they are required by A17.3. Just to let everybody know, I support not this verbiage, but I support the intent of this. It is to try to be more in line with the A17.3 is much better than just saying, hey, we're not -- you don't have to comply with A17.3. I think that the -- We need to -- I vote for this to pass on to the ESAC to do some wordsmithing.

MR. NAIPO: All-righty. Mr. Leopard.

MR. LEOPARD: I have to agree with Candace. This is so contradictory. I think the ESAC committee or any other committees involved really need to take a closer look at it because it's saying if you never had fire service before, you don't have to put it in now. Well, A17.3 says if you're over 25 feet of rise you got to have fire service and that -- that's what Spokane did a long time ago, but under a different regulation. If it was over 25 feet of rise, you had to install fire service and make it compliant. We had a lot of those that didn't have fire service at the time. And the bottom line is if it would -- if it didn't meet the standards of the 1987 or later codes then we required you upgrade at that point, too, because there's some others that did have some kind of fire service on them, but they were no where close to being compliant with 1987.

MR. NAIPO: Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. I guess I'm confused about this whole thing and I think I want to address what Candace mentioned. She mentioned that it was good idea to get this into WAC because, from what I understand, the Department is not enforcing A17.3, yet they've adopted A17.3. So,

we're writing a law on top of a law that already exists. This just doesn't make sense. Thank you.

MR. NAIPO: Thank you. Gerald.

MR. BROWN: Yeah. I wanted to address a couple of parts. The Department fully recognizes the fact that we have A17.3 on the books, and we do indeed enforce A17.3 as it comes up in alterations, and we enforce A.17.3 as a code citation for finding equipment prior to 1963 when the Department was created, if we see infractions we -- and then we have to cite a code, and can cite the A17.3 things for that, number one. Number two, the blanket enforcement of A17.3 where we're going to go out and survey every job and present a list to the building owner to go shopping for all of the A17.3 improvements and things was supposed to take place the first of this year, but with our staffing the way it is and the burden on the business owners and building owners because of the encumbrance of all the Covid-19 impacts that it had on businesses throughout the state, it was a really bad time to bring something up. That's -- It's not a fair assessment or application of our adopted code. We still intend on doing that, we just put it back a year and let the businesses recover so they can handle these high dollar ticket items. Number one is the

A17.3 issue.

The issue that we're seeing is our inspectors go out and we find existing buildings that have conveyances that will allow water to be sprayed on elevator controls with people inside because of one of two things. They've installed sprinklers into the building and when they get their sprinkler permits there was no notation of, "Please contact your, you know, elevator company and address the issue that the car should really park before the sprinklers are activated, which is where we talk about, you know, phase one, you know, making the cars auto recall before you throw water on them. And, then, the other part is if they update the fire panel in the building, these are the code years of the building that have been altered since the building was installed. The fire code year when that building was built, if they added sprinklers to it, has been updated to the date of the application and installation of sprinklers for that building that's changed the status of fire rating and the fire code that that building is operated under.

The same thing on the panels. When they install a new panel, we walked in the machine room and here's the fire service module because the fire alarm guys

are right on the money installing the right equipment. Here we see, you know, main call, alternate recall, shunt trip, and we have flashing hat, we have all those modules installed; it's just not hooked up to the equipment because that car ran during the fire, even though it's got a new fire panel hooked up, and it should have been addressed at the time of the alteration. When that -- when that building fire code was updated and that equipment became available, there should have been a notation on that permit to allow the new panel, that they needed to contact and address the needs to have that elevator now respond under the enhanced fire code year that's been imposed on that building. Now it has sprinklers or now it has a new fire panel that offers this equipment, if it's installed, just not hooked up. We're tired of seeing unsafe situations upon discovery of the annual inspection that these conditions are allowed to exist. This is the bad part about not -- you know, one hand not --

MR. NAIPO: Boss, I'm sorry, we were trying to give people an allowance of two minutes regarding the comments that they made. If there's anything else that you can say to hopefully, you know, wrap this up as soon as possible, that would be great so that we

can move on. I appreciate the additional information, but I'm sorry you had to be the first one that I had to mute. Sorry about that. So, if you could, try to wrap it up as quick as you can in 30 seconds so we can get to a two part of what this vote may be. Thank you very much. Feel free to unmute yourself and continue on as quickly as possible, please.

MR. BROWN: I was basically done. We just needed to address the issue of an unsafe situation of the elevators. Thank you.

MR. NAIPO: Thank you. Mr. Quiett.

MR. QUIETT: Jonathan Quiett. I just want to make sure that I'm understanding what we're actually doing. By lining out what's there, were saying two parts with a short part that was added. Any elevator that doesn't have fire service is going to have to be brought up to at least the 1987 fire code, and if that building was altered to something later than the 1987 fire code, that is going to be what the elevator would have to be brought up to, and we're writing this -- we want to put this in the WAC because we're delaying enforcement of the A17.3. It seems like a cumbersome thing to do to write something that we're putting in the WAC and then we're going to have to take out of the WAC to then start enforcing

A17.3.

MR. NAIPO: Thank you for that. Mr. Friesen.

MR. FRIESEN: One quick comment just to piggyback off of what Jonathan just said, it sounds to me like what we've got going on is an enforcement issue and it seems inappropriate to write a law on top of an existing law because of an enforcement issue. Thank you.

MR. NAIPO: Thank you. Carl.

MR. CARY: Yeah. Just listening to the chief's -- Carl Cary, Lerch Bates -- the chief's statements, it sounds like the issue or at least what I'm understanding is is that the building owner does a fire sprinkler upgrade and doesn't do the applicable upgrade to the elevator; so, I guess seconding the comment, I mean isn't this more of an enforcement issue where some checks need to be made with the permits when you're doing that because the elevator -- the issue is not necessarily generated from the elevator.

MR. NAIPO: Thank you. Candace.

MS. LAU: Yeah, Candace Lau. I'm going to try to explain this again. I'm trying to let everyone know that Gerald was trying to talk about two separate

things, but if you just talk about (b) itself, currently the stuff that's crossed off in red is in the WAC code; so, therefore, if we don't vote this through, the red stuff stays, which is not in -- it's not what A17.3 is requiring. It's completely not what A17.3 is requiring. So, when we strike this stuff out, we're going back to what A17.3 is saying. So, that's what I'm getting out of (b). You know, the verbiage after that gets a little -- it's -- it needs some wordsmithing, but, please, if we want to be in regulating the A17.3 as it's written we need to pass this through so that we can have them wordsmith it so that we can move forward because right now we're not doing anybody any good by having less safety on these elevators because it's written on there that we're not going to require fire service if you've never had fire service. I don't even know where that came from, but that is not the intent of A17.3.

MR. NAIPO: Sergey.

MR. DOLGIKH: Sergey Dolgikh, Elevator Inspector, Olympia. I just want to chime in a little bit real quick, and, I'm sorry, I probably talk too much as it is, but to what Candace just spoke, as an example of that, I have two or three buildings in the city of Olympia that had installed sprinkler systems

and shunt trip on the old Otis installation that had no fire service to begin with, but they do have a shunt trip and it does say right there, you know, the heat detector and such like that. So, to my knowledge, if an elevator doesn't have a fire recall phase one, and phase two, for that matter, but phase one specifically, the shunt trip is going to draw the main line disconnect and guess what happens, people get trapped in the elevator in time of fire, and that's not a good thing. So, but -- but my hands are bind -- binded by-- bound by the fact that I can't really write out fire service on that installation or in that conveyance because at the time of installation the fire service wasn't required. And so -- and so I've addressed it with building officials, and fire marshalls, and stuff, and, guess what, for the last six months nobody getting back to me on how they're going to remedy this -- this instance, and there are a lot of buildings out there in this condition. So, this is important topic that shouldn't be omitted out of discussion and out of presentation, how we're going to wordsmith it, whether it's going to be under 17.3 or anything else, it doesn't mater. What matters is that it's a life safety situation and it needs to be addressed. That's my hopefully compelling argument,

but I appreciate your attention. Thank you.

MR. NAIPO: With that, are there any additional comments or questions of clarification before we pass this to a vote? Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. I do have a question. It seems like we're talking about two different things here. If someone has done a modification to the building where they've added fire sprinklers to it, I fail to understand why they can't hook up a shunt trip to the existing elevator and that is a completely separate thing from requiring a fire recall. So, maybe somebody could address that as a separate thing from what this verbiage says. Thank you.

MR. NAIPO: Mr. Leopard.

MR. LEOPARD: I'll answer both of those real quick. If the building adds sprinklers to the building, I've been in old elevator, there's no fire service recall. Put a shunt trip in like it was mentioned earlier, and if you've got a fire and people are still riding up and down the elevators, and they do do it, I've had it happen in this town, drop the power and somebody is going to be trapped in an elevator, not a good situation.

For Sergey and the chief, I've got kind of a

remedy that Spokane did with it. If you want to get with me later, I'd be happy to tell you what it's all about, but it's beyond the topic of this. I suggest we go ahead and vote on this one right now. Thank you.

MR. NAIPO: Mr. Quiett.

MR. QUIETT: Yeah, Jonathan Quiett. I was going to talk about the point, but it got squared away as far as why we have to have fire recall if we're going to put a shunt trip on something. With following with what is in the WAC right now, it references to A17.3, and, then, if you follow A17.3 with the amount of rise of an elevator, it requires the minimums for fire recall to be the 1987 code. So, I guess I'm still failing to see what's -- why we can't enforce what's already in place right now.

MR. NAIPO: Candace.

MS. LAU: Candace Lau. A17.3 has the requirements. What the WAC code currently says is that it references A17.3, 3.11.3, but it says it only pertains to elevators where firefighters and emergency operation does not comply with the 1987 blah, blah, blah, and then it says, "There is no requirement to fire service, firefighters emergency operation, under A17.3 if the elevator was not provided with FEO during

the initial installation. So, there could be something built in 1950 that is a 10 stop elevator, but it never had fire service; so, what this is saying is that it doesn't have to have fire service. You don't have to come to up to the 1987 code if it never had it, so, which is not what A17.3 is saying.

What A17.3 is saying is that all the elevators, all elevator have to meet the 1987 A17.1 code, which basically says that if you're more than 25 feet of rise, there are certain parameters. It doesn't exclude elevators that don't already -- that are not already provided with fire service. I hope that that kind of gives you an idea.

Let's just not get away from what A17.3 is saying. Let's just go with what A17.3 is saying. What the WAC code is currently saying is just it's -- it's bringing into parameters for A17.3 and what I'm saying is, if we don't vote this through, we're going to be stuck with what we have, which is 10 stop, 12 story buildings without fire service that are not required to have it is my point. I don't know if that addresses your answer -- I mean your questions.

MR. NAIPO: Mr. Quiett.

MR. QUIETT: Jonathan Quiett. Yeah, I mean it kind of does, I mean if it's -- it's the wording in

that last sentence in the WAC and let's strike that out because the way -- I'm following through the A17.3 through the non-mandatory appendix (c) of the A17.3. I'm not seeing how this can't be applied to existing elevators that are older than that, other than the last sentence of (4)(b) in the WAC.

MR. NAIPO: So, since there aren't any additional questions or comments for clarification after Mr. Quiett's last comment and a couple of suggestions I've heard, what I ask is that we put to a vote the verbiage as it stands now here. If you are okay with it, with some wordsmithing, as it is initially proposed, we got rid of (c), which is initially how it was proposed, and wordsmithing it, are you okay with it? If you are okay with it and it being wordsmithed, I'd ask that you please raise your hand and vote yea now. If you are okay with it, how it stands here on the screen, and it just needs wordsmithing, vote yea. All right. So, that is a majority. Thank you. Thank you, everyone.

With that, one of the things that -- suggestions that were made that I heard from both Mr. Quiett and I think Candace alluded to, as well, is if we just keep the verbiage as it stands now, which it states here, "Where Firefighters' Emergency Operation services

required by ASME A17.3 requirement 3.11.3 (note: ASME A17.3 requirement 3.11.3 only pertains to elevators where Firefighters' Emergency Operation does not comply with the 1987 or later editions of ASME A17.1 or ASME A17.1/CSA B44). Stop. And we get rid of this last sentence, as Mr. Quiett alluded to, and I saw some other nods of head that, you know, hey, this is, I think, more along the lines of the intent of where we're trying to get to, if you are okay with that, I'd ask that you please vote yea now. If you are okay with just omitting this last sentence in the current way that WAC 296-96-23000(4)(b) is written now and we just omit that last sentence, I'd ask that you please vote yea now. Okay. Thank you we have a majority vote.

So, now we are going to pass a vote on proposal 0033. Please listen carefully. If you are voting yea, you are voting for us to carry this over to the ESAC as it states now with some definite verbiage change that needs to be had. If you vote nay, when you vote nay, you are voting to keep WAC 296-96-23000(4)(b) as it currently is written and omitting the last sentence. I'm going to say that again.

If you are voting yea on proposal 0033, you are

passing how it states now on with the conversation and it will be edited at the ESAC. If you are voting nay, you are voting for how the verbiage is currently housed in the WAC and omitting the last sentence.

Before we pass that vote, Mr. Wohlschlager, it sounds like or it looks like you had a question or a statement. No? Okay.

So, does everybody understand how we're going to vote. If you vote yea, we're passing this on to them. If you vote nay, you want to keep 23000(4)(b) and just omit the last sentence. Can I get a thumbs up from people so I can see. Are you okay with that? Do you guys understand that? Are we good? All right, Mr. Barnhart, thank you. Thank you everyone. Okay, so with that, we will be passing a vote on proposal 0033. With that, if you are voting yea, you will pass on the current proposal as it us, with the understanding that the ESAC will come up with new verbiage to get the intent correct. If you are voting nay, you are asking that 23000(4)(b) is going to have the last sentence as it currently reads just omitted. And with that, I ask that we please cast your votes. If you are voting yea, please raise your hand and vote yea. Please raise your hand and vote yea if you are for passing on current proposal 0033.

MS. LAU: Paoa.

MR. NAIPO: Yes.

MS. LAU: This is Candace. I got confused because what you said was if you vote nay we're omitting that last sentence in the WAC; is that what you said?

MR. NAIPO: Yes.

MS. LAU: But that's -- I don't think that that's the -- I thought if we voted yea, we would omit just that last sentence in the WAC, not on this -- I'm confused on what we're voting.

MR. NAIPO: Okay. So, what we had done before is we had voted on, hey, were you okay with this and carrying it on forward. There was 20 votes for that. But then I also proposed if you are okay with just keeping the current WAC as it stands now, 23000(4)(b), and just omitting that last sentence, if you are okay with that being a proposal, that came back with a majority that, yeah, hey, we were good with that, as well. So, now what I'm asking is for a vote for one or the other. If you are voting yea, you are voting for as it is currently written and standing on my screen that's being shown to you, that is what is going to be passed on to the ESAC for consideration and editorial review. If you vote nay, then you are

carrying on that, hey, I don't like how this is written. I don't want ESAC to mess with this. I want them to know that all I want is 23000(4)(b) the last sentence to be stricken, which is, "There is no requirement to add Firefighters' Emergency Operation (FEO) under ASME A17.3 if the elevator was not provided with FEO during the initial installation." So, yea is for this moving on. Nay is nor, hey, I don't want them to look at that, but I want them to remove part (b), or not part (b), but the last sentence of ()(b). Gerald.

MR. BROWN: I have a quick question. Paoa, was this my proposal or not?

MR. NAIPO: I honestly don't know off the top of my head.

MR. BROWN: It sounds mine, and, if it was mine, I would say we'll strike everything in blue and do just like you said, just have the last sentence stricken and vote on that yea or nay. I'm just asking if it was; if not, I'm just clouding the issue and I apologize.

MR. NAIPO: I think we should just move forward with how I was sort of setting it up because, again, there may be -- It sounds like there were some comments regarding this that they were for this and

that that definitely needed to be wordsmithed and there were things that needed to be addressed. But then there was also conversation that I heard that, hey, we'd be good with just removing that last sentence on (4)(b). So, that's what I'm proposing we vote for. On proposal 0033, if you vote yea, you are pushing this forward as it is now. If you vote nay, you are asking that, hey, you're good with the last sentence of (4)(b) being stricken. Do we understand that? Any questions? Are there any questions for clarifications on this? Please feel free to ask anything you have right now before we pass this vote because it's pretty serious. No? Okay.

So, if you are for this change for proposal 0033 and it being moved on to the ESAC for editorial review and revision, I ask that you please raise your hand and vote yea now. If you are for the current proposal as it is written and passed on to the ESAC for review and editorial review, I ask that you please raise your hand and vote yea now. Thank you for your vote.

If you are now voting nay, what you are saying with your nay vote is that. "I am okay with WAC 296-96-23000(4)(b) as it is written now, as long as we strike the last sentence of (4)(b). Please raise your hand and vote nay for that. If you are okay with the

way 23000 WAC 296-96-23000(4)(b) is written currently and we are asking to strike the last sentence of (4)(b). Are we good? All right. Thank you for those votes. Okay. If there is anyone who wishes to vote to abstain -- If you have voted nay, I ask that you please lower your hand. If you are voting to abstain, I ask that you please raise your hand and vote now if you are voting to abstain. Thank you.

So, with this, I am going to remove all of this.

MS. ERIKSEN: While he's doing that, for the record the vote was yea 0, nays 25, and 0 abstentions.

MR. NAIPO: Thank you. So people understand what that is, this was -- This note I put in here was just for our own clarification to understand what we passed forward is that this passed with the understanding that WAC 296-96-23000(4)(b) and we are omitting the last sentence. That is what we voted on on proposal 0033. And with that, I suggest we take our last five minute break. Thank you guys very much and I will see you guys back here in five minutes. Thank you.

(Recess taken)

MR. NAIPO: Again, I just want to preface before we get started again, I can't thank you guys enough for conversations that we've had. I know some

of this stuff can feel like we're going around and around, and people are having to repeat themselves, but it's all with the intent of I want to make sure that people understand exactly what they're voting on. So, thank you for that. I know there's a lot of frustration sometimes with these conversations as they go on, but I do want to -- I want to make sure that you understand that, hey, you guys have all been very professional in how you've spoken with other. Nothing has really gone off the rails. No one is really taking anything personally that I can see, you know, and so in my understanding of how other TACs have operated sometimes, some discussions can get a little heated sometimes and maybe that's because we're in-person and it's just easier. But in this avenue I want to say thank you very much for everybody's professionalism as we're going about this.

So, just a few more until we're at the end of the list. I know there's some other things that we didn't even address yet. Time permitting, we'll get to that stuff. But we're going to try to hammer away this last roughly about a little over an hour and a half and see what we can't get done. We've been moving at a pretty good clip so far today; so, let's see if we can keep that going, outside of these last

couple conversations we've had to have.

So, thank you with that. And we'll get started on proposal 0043 regarding WAC 296-96-23605, and what this is just so people understand the context of it -- Let me to do something else real quick. I'm still sharing my screen, but I'm going to go like this. So, this is regarding 23605, and what I'm going to do is I'm going to share the actual page that has 23605 so you guys understand the intent on where this is actually housed at in the WAC so people have a context.

Like I stated again, 23605 has to do with absence of safety bulkhead, subpart four Alterations, Repair, Maintenance, and Testing. 23605 is the Examination of Standard Application Material Lifts. Yes, we understand that a proposal is going to be sent through to actually change that. If it goes through, we will make sure that all of these references to the Standard Application Material Lifts are updated in the new WAC. With that being said, this has to do with, as it stands now, examination of standard application material lifts, special purpose elevators, electric manlifts, and hand-powered manlifts. And with that, the changes submitted to add a part three:

(3) All new, existing, and altered standard

application material lifts shall be provided with code data plates on them in accordance with ASME A17.1 Section 8.9 Code Data Plate that will reflect the code year of the conveyance that was in effect at the time of that installation or alteration.

Rationale: It is needed to identify the code year of the standard application material lifts for the purpose of accurate application of the code requirements. Prior to the adoption of WAC 296-96 on October 1st of 2018 there was no terminology of Standard Application Material Lifts in the WAC. They were all considered to be material lifts. WAC was the only code that was governing those types of conveyances. Because of the adoption in 2018 and because of certain sections of ASME A17.1 apply to certain types of Standard Application Material Lifts with adoption of the current WAC 296-96 we need to distinguish the difference when conducting annual inspections. Code data plate gives the AHJ appropriate tools to assess what code citations need to be met for that year of install.

And with that, I ask for questions of clarification need from the TAC? Any questions? Mr. Oury.

MR. OURY: Yeah, this is good, but just to

piggyback on a comment that was made earlier, if our proposal gets accepted with changing the name from Standard Application Material Lifts, this obviously has to be changed, too. You probably already had that idea. Thanks. Oh, and Bob Oury.

MR. NAIPO: Thank you. Jan.

MS. GOULD: Jan Gould. I suggest we put it in Part C1 where the rules arise for material lifts.

MR. NAIPO: Sergey.

MR. DOLGIKH: Yeah, Sergey Dolgikh, Elevator Inspector, Olympia. I was the one who put it in and I didn't know at the time that we were going to be discussing this at length and adjusting the definition. So, Mr. Oury cab do whatever you want with it. It was just the intent of having a code data plate on it so it can identify the time of the year of installation. Thank you for that.

MR. NAIPO: So, with that, are there any additional questions or comments on this change, the change being with the intent of, like was stated by Sergey, the previous -- or the elevator inspector saying we just wanted a way to track the code year and this was a way for us to do it. Now, where it is placed in the WAC, that can be defined later on, but as it states now are there any additional questions or

clarifications needed before we pass this pass on for a vote? All-righty.

With no questions or clarifications needing done or no one raising their hand, I ask that we please pass proposal 0043 on to a vote and adding a part three or some sort of semblance of this verbiage to be added within our WAC regarding all new, existing, and altered Standard Application Material Lifts shall be provided with code date plates on them in accordance with ASME A17.1 Section 8.9 Code Data Plate. If you are for this change, I ask that you please raise your hand and vote yea now. If you are for this change, I ask that you please raise your hand and vote yea now. All right. Thank you for that. If you voted, please go ahead and feel free to lower your hand. Thank you again for those votes.

If you are in opposition of this change, I ask that you please raise your hand and vote nay. If you are in opposition of this change, I ask that you please raise your hand and vote nay. Thank you.

If you would like to vote to abstain, I ask that you please raise your hand and vote now to abstain. If you are voting to abstain, please raise your hand and vote now. Thank you.

And with that, Melissa, will you please read the

vote tally for proposal 0043?

MS. ERIKSEN: There were 21 yeas, 0 nays, and 3 abstentions.

MR. NAIPO: Thank you. With that, we're moving on to proposal 107 regarding WAC 296-96-23606. This is regarding installations placed in voluntary red tag status, and what is being proposed is that the term voluntary be stricken from the title, part one and part three, so that it will read as such, Installations placed in red tag status:

(1) Maintenance, examinations, and safety tests shall not be required when an installation is placed in red tag status. All code required maintenance, examinations, and safety tests shall be up to date prior to removal of the red tag.

(3) Annual operating certificate, maintenance, examinations, inspections, and tests shall not be required when an installation is placed in red tag status.

The Rationale is: To better clarify these requirements are to be followed regardless of either voluntary or program directed red tag.

And with that, I'll open this up for questions of clarification? Any comments? One more time, I'll ask if there's any questions of clarification or

comments for clarification needed on this change? And with that, we'll put it to a vote because there are none. Regarding proposal 107, removing voluntary from the terminology in WAC 296-96-23606, if you are for this change, I ask that you please raise your hand and vote yea. If you are for this change, I ask that you please raise your hand and vote yea. Thank you. Thank you for all of your votes. Please feel free to lower your hands if you voted yea already.

If you are in opposition of this change of removing that terminology from 23606, I ask that you please raise your hand and vote nay. Mr. Wohlschlager, if you already voted yea, can you please lower your hand. If you are in opposition of this change, I ask that you please raise your hand and vote nay now. Thank you.

For those who wish to abstain, I ask that you please raise your hand and vote now. If you wish to abstain, I ask that you please raise your hand and vote now. Thank you.

Melissa, will you please read the vote tally for proposal 107.

MS. ERIKSEN: Yeah. There were 22 yeas, 0 nays, and no abstentions.

MR. STRAFER: Let the minutes reflect 3:17

on Thursday no comments and unanimous vote. Moving on.

MR. NAIPO: Way to go, Mr. Strafer. Thank you. This is regarding twenty-- okay, so the reason why I highlighted these together is because they're all regarding 23701. This will be regarding -- So, we'll sort of do the same thing. We're just going to cursory review proposal 16, 27, and 56, and, yeah, just discuss them and see how they go. All right. So, this is regarding proposal first 0016. Sergey, you have a question?

MR. DOLGIKH: Sergey Dolgikh, Elevator Inspector. As you can probably can guess, I'm passionate about accessibility equipment. But, no, the question I have here is this: There is one just maybe we are putting section 10 and 11, shouldn't it be plural sections, but that's not a big deal, and meaning sections rather than section. So, it was before, it was section 11. Now we're saying section 10 and 11; so, sections 10 and 11 means plural, right? But, then, what the biggest problem I'm seeing here is Chapter 11 we need to put something in there because what we're saying basically is the owner should be routinely examining, maintaining, and testing in accordance with ASME 18.1 sections 10 and 11, and with

this sub-part, okay. So, section 11 only was applicable at the time of adoption and installation that we adopted in October 1st of 2018. Should there be any kind of mention of the fact that earlier installations prior to that code? Chapter 11 or section 11 doesn't apply for that matter. I mean we kind of across the board telling everybody you can enforce section 11 and that's being done when inspectors go out and say, hey, you need to have WMP, or you need to have maintenance per section 11, but the installation was prior to that code that they are citing it with on annual inspection and I don't think that's accurate. So, we need to put some kind of wording in there that reflects that. Does that make sense?

MR. NAIPO: I will pose that question. I thank you for those comments. I thought it might have been before I was reading it, but I just want to make sure that everyone understands the reason why I have read to what's in column C is so that it's on record so that people understand the conversation is had after it, after I read the proposal number, the WAC, and then the actual changes so that everyone knows that all the conversation that is had is regarding what was covered before. So, it was my

fault for calling on you, Sergey, before I actually finished that thing, but I thought you might have had something to say prior to that. So, I apologize. That doesn't discount what he said, but, if you could, please hold your comments until after I'm done reading the body of column C.

So, in the changes submitted 0016 is to keep part one as it stands which states:

(1) One and five year inspection test tags in accordance with ASME A18.1 Section 10.3 shall be attached and visible. A full load safety test shall be performed with weights on all commercial accessibility equipment.

() The owner shall ensure that the accessibility lifts are routinely examined, maintained, and tested in accordance with ASME A18.1, section adding 10 and 11, and with this subpart.

(3) Documentation of tests, examinations, and maintenance shall be readily accessible on site.

And the rationale for this was: To update correct code references.

And with that, in addition to what Sergey has already stated, are there any additional comments or questions regarding this change at all? Wow. Oh, Mr. Lathe.

MR. LATHE: Dylan Lathe. I don't see the necessity of putting section 10 in there, as section 10 in 18.1 is applicable to existing installations. So, I don't think that's necessary. And to answer Sergey's question, in my opinion, it's stating chapter 11. Yes, that's only applicable to new installations, but it's not anymore because this is under part (b) which is existing. So, this supersedes that. So, it's now saying that chapter 11 does apply to existing. That's how I read it.

MR. NAIPO: Thank you. Any additional questions or clarification needed before that? Mr. Wohlschlager.

MR. WOHLSCHLAGER: Lyall Wohlschlager. Section 10 is not only acceptance tests, but it also cover the periodic inspections and tests. So, I think section 10 does need to be in there for existing equipment so the periodic tests are conducted. And I would concur with Sergey in that I don't think the intent by having section 11 cited here, I don't think it was ever the intent to have a written maintenance program for existing equipment. The intent was that existing equipment would have to be maintained and the logs left on site. But I don't think there was a requirement that they have -- I don't think it was the

intent to have them have a written maintenance plan. That would currently be required if we left section 11 in there, as it's currently stated.

MR. NAIPO: Any additional questions or clarifications on this change? All-righty. I know it's getting late in the day, guys. We're almost done, a little over an hour left. So, with that, I ask that we please put this to a vote for proposal 0016 regarding removing or just mainly adding that an examined, maintained, and test in accordance with ASME A18.1 Section 10 and 11. If you are for this change in the WAC, I ask that you please raise your hand and vote yea. If you are for this change, please raise your hand and vote yea.

You're the one who's counting these. I just want to make sure that you're okay with --

MS. ERIKSEN: No, no, no, I'm good. I just -- I love that you think you're done and, nope, there's one more, and then one goes away. I'm making sure we've got the right number.

MR. NAIPO: All right. The last number that I saw before we started talking was 20 and that's when I saw people start to -- dropping off, so...

MS. ERIKSEN: I got 20, as well.

MR. NAIPO: And I got 20 on the record.

So, with that, thank you for your votes for yea. If you are in opposition of this change -- Again, if you already voted yea, please put down your hand. If you are in opposition of this change, please raise your hand and vote nay. If you are in opposition of this change, please raise your hand and vote nay. Thank you. If you wish to abstain, please raise your hand and vote to abstain by raising your hand. If you are voting to abstain, please raise your hand and vote now. Thank you.

With that, Melissa, will you please read the vote tally for proposal 0016.

MS. ERIKSEN: There were 20 yeas, 1 nay, and 3 abstentions.

MR. NAIPO: Thank you. So, carrying you on to proposal 0027, this is removing in that same section in part one, Maintenance and Tests On Commercial Accessibility Lifts.

(1) one and five year inspection test tags in accordance with ASME A18.1 section 10.3 shall be attached and visible. Remove: A full load safety test shall be performed with weights on all commercial accessibility equipment. Keeping part two and part three. As it currently stands, part two would be adjusted a little bit from what had passed in proposal

0016, but we won't reference that as this just regarding part one.

So, the rationale for striking full load safety tests on all commercial accessibility equipment, this requirement excludes two exceptions for full load safety tests that is written in ASME A18.1 section 10.3. A full load safety test is not required for those operating on wood guide rails or for inclined platform lifts and inclined stairway chairlifts with Type A non-adjustable safeties complying with para 9.9.3.

With that, I will pass it on to the TAC for any questions of clarification needed. Any questions? Any comments for clarification on this? Mr. Wohlschlager.

MR. WOHLSCHLAGER: Lyall Wohlschlager. The subtle difference here is that trying to eliminate the need for five year full load testing on all commercial accessibility lifts, the ASME 18.1 code does not require full load testing on all equipment, but it does cover those pieces of equipment that it does need it. So, I'm not sure why Washington State would want to impose a five year test on all the equipment. So, we're just trying to be in compliance with the way 18.1 is written by striking this.

MR. NAIPO: Thank you. Any additional questions or comment before we place this to a vote? All-righty. And with nothing being needed, we will pass this on to a vote for proposal 0027 and the removal in part one under maintenance and tests on commercial accessibility lifts, removing verbiage of a full load safety test shall be performed with weights on all commercial accessibility equipment and that will be stricken from the WAC.

If you are for that change, I ask that you please raise your hand and vote yea. If you are for that change, I ask that you please raise your hand and vote yea. All right. Thank you for those votes. Go ahead and please lower your hands. Thank you again for your participation. Mr. Rudder, please feel free to lower your hands or your hand.

If you are in opposition of this change, I ask that you please raise your land and vote nay. If you are in opposition of this, I ask that you please raise your hand and vote nay at this time. If you are in opposition of this change to the WAC, I ask that you please raise your hand and vote nay. Thank you.

If you would like to wish to abstain from this vote, I ask that you please raise your hand and vote to abstain. Please raise your hand at this time and

vote to abstain. Thank you.

And with that, Melissa, will you please read the vote tally for proposal 0027.

MS. ERIKSEN: There were 22 yeas, 0 nays, and 3 abstentions.

MR. NAIPO: Thank you. Moving on to proposal 0056 regarding the same WAC 296-96-23701, The Maintenance and Tests on Commercial Accessibility Lifts, all that is being changed is verbiage within part one. The changes are as such:

(1) One and five year inspection is being stricken, replaced with periodic test tags, remove in accordance with, replaced with for tests required by A18.1 sections adding 10.2 and, as it's stated now, 10.3 shall be attached and visible. A full load safety test shall be performed with weights on all commercial accessibility equipment, adding during each five year periodic test.

Rationale: A18.1 doesn't clearly require full load safety tests at the every five year periodic test, but it should be clearly mandated for rider safety. Test tag requirements were dropped from A18.1, but we feel they should continue to be used to provide a more permanent record of periodic testing.

And with that, I will open it up for questions

for clarification. Any comments for clarification? Oh, questions. Mr. Brinkman.

MR. BRINKMAN: Yeah, Kevin Brinkman. We just took action to strike that second sentence about full load safety tests, so -- so, we to need modify this proposal to get rid of that statement, as well, if we're going to make decide we want to make the other changes.

MR. NAIPO: So, what was proposed is, as far as showing what is already passed, is that this has been stricken, if that will help with people understanding what the changes are here, and I thank you for that, Mr. Brinkman. Mr. Turner.

MR. TURNER: Dylan Turner. I was just going to say the same comment.

MR. NAIPO: All right. Thank you. So, with that, are there any additional comments or clarifications needed on 0056? As the verbiage will read now with that commentary from Mr. Brinkman and Mr. Turner, it will read, Maintenance and tests on commercial accessibility lifts:

(1) One and five year, strike inspection, put in periodic test tags, strike in accordance with, put in verbiage for tests required by A18.1, the verbiage as it stands now, sections add 10.2 and, verbiage as

it stands now, 10.3 shall be attached and visible.

Any questions or clarifications needed on that? Any comments? And with that, I will put this to a vote for proposal 0056. If you are for this change, I ask that you please raise your hand and vote yea. If you are for this change, I ask that you please raise your hand and vote yea. If you for this change, please raise your hand and vote yea. Thank you for your votes. Go ahead and lower your hands. Thank you again. Please go ahead and feel free to lower your hands if you've already voted yeah. From Mr. Friesen, your hand is still up. If you are in opposition of this change, I ask that you please raise your hand and vote nay. If you are in opposition of this change, I ask that you please raise your hand and vote nay now. Thank you for that.

If there are any votes to abstain, I ask that you please raise your hand and vote now. If you are voting to abstain, I ask that you please raise your hand and vote now.

With that, Melissa, will you please read the vote tally for proposal 0056.

MS. ERIKSEN: There were 20 yeses, 0 nays, and 5 abstentions.

MR. NAIPO: Thank you. Oh, boy, this is

going to be a fun one. All right. This is for proposal 0078 regarding WAC 296-96. It will be placed in the 2300 section. This is regarding adding a whole new part regarding Roof Access Through Horizontal Hatch-type Covers, and this is all new verbiage, Roof Access Through Horizontal Hatch-type Covers:

(a) Fixed wooden ladders are prohibited.

(b) Where such ladders exist, they shall be replaced with one of the following:

1. Non-combustible conventional stairway with a slope of not more than 60 degrees from horizontal.

2. Non-combustible collapsible (retractable) stair.

3. Non-combustible fixed vertical ladders complying with ANSI A14.3, standard for ladders, fixed and safety requirements.

4. Horizontal hatch-type covers.

a. While facing the ladder, covers shall be hinged and shall be located so as to open to the left or right side of the opening

b. The cover shall be provided with a mechanical-assist means to open (e.g. springs, hydraulic, counterweights, etc.)

c. The cover shall be constructed of non-combustible material where required to be replaced

d. Where a fixed ladder is provided

i. handrails shall be located on the roof on both sides of the opening in line with the access ladder. They shall extend not less than 36 inches (900 mm) in height above the roof level. They shall be located as to provide easy reach from the top of the ladder.

ii. Means shall be provided to hoist tools and materials to the roof level once the hatch cover is open.

Rationale: Provide for safer access to roof doors leading to elevator machine rooms. Some access to roof areas are currently provided with wooden ladders which do not comply with ANSI A14.3. The access is not through a conventional vertical door, but through a horizontal hatch cover. In some cases personnel are expected to grasp the ladder with one hand while unlocking and opening the hatch cover with the other. This creates a potential fall hazard. There may be instances where a stair is not technically feasible due to existing building constraints (i.e. structural elements). Providing a fixed ladder may be the only option. The proposed language makes allowances where a stair or a collapsible stair is not feasible.

And I will pose or open it up for any questions of clarification needed on this change. Mr. Barnhart.

MR. BARNHART: Thank you. Paul Barnhart from UL. I have a couple of issues with the numbering here. We start out with (a) and (b), and (b) says where such ladders exist, they shall be replaced with one of the following, one, two, three, four, and four is horizontal hatch-type covers. I don't think you replace a ladder with a cover. So, the numbering needs to be changed here somewhat. And down in d. Where a fixed ladder is provided, you've got handrails. What about when you use a non-combustible collapsible stair? Do you need a handrail there? Right now it only says you need it if you've got a fixed ladder. So, those are just a couple issues. Other than that, I'm good. Thank you.

MR. NAIPO: Jan.

MS. GOULD: Jan Gould. Seattle has a lot of wooden stairs and ladders going up to the roof in certain neighborhoods, and my concern would be, if they had to remove the metal and put a new ladder in, those hatches are very narrow. Would people be able to fit into those areas if you have to have a certain maintenance by installing that new ladder from the ladder to the wall. But it's a good idea.

MR. NAIPO: Mr. Leopard.

MR. LEOPARD: I love this idea. I've needed this code of some sort to really bite into it because I've got a whole bunch of wooden ladders around and a lot of them are getting pretty rickety. I just kind of, at this point, write them up as a safety hazard if they might feel, you know, like they're going to fall apart. But this way I can walk in and tell somebody, "Put in a non-combustible ladder way before it's time." Thanks.

MR. NAIPO: Thank you. Mr. Mills.

MR. MILLS: Sorry, I realized I never put my camera back on. Eric Mills, field mechanic. Most of the major employers require the mechanics and apprentices to use -- not use wooden ladders. So, when these are in place, the maintenance can't -- technically can't be done because we're this safety violating safety policy by using those ladders. Some will not go there and do the maintenance in the machine room or get up on the roof because of that, some will. I think this will fix that. It will make it a -- make it code compliant and give everyone teeth to write them up to get them replaced. Because I'm a big guy, I won't use them because I don't know who built that, I don't know how old it is, and I don't

want to fall, it's going to hurt. So, I'm all for this.

MR. NAIPO: Thank you. Mr. Leopard, did you have an additional comment or question?

MR. LEOPARD: No. I forgot to put my hand down. Sorry.

MR. NAIPO: No worries. You're good. Are there any additional questions or -- Oh, Jan.

MS. GOULD: Just take a peek in the chat. Gerald shared a ladder that is awful. Jan Gould.

MR. NAIPO: I looked at the chat. I'll put this up real quick. Yeah, that is -- that is no bueno.

MS. GOULD: Jan Gould. Gerald, is this in Washington state?

MR. BROWN: Oh, yeah. I just put in the chat, that brown door you see at the bottom here, that's the door to come in to the men's room where the ladder is located. So, if you're on the ladder or coming down, you've got to be able to pop open the door, and then that little door at the side there has a padlock on it. So, you have to get off of the ladder. You're standing on the ladder, and you're leaning over, and you're trying to unlock the padlock so you can go out the side door to get out on the

roof, and so it just got worse and worse.

This is from one of our inspectors that sent this in. I've got some other pictures of wooden ladders where you can see the wood is actually rotting. Where they put their feet, the dry rot comes off underneath their feet and piles up on the floor at the bottom of the wooden ladder. But ladders like this, yes, that's a really good metal ladder, but you have reasonable access out on the roof. It's been that way for years.

And the one in the hallway at the top of the stairway, the pole is showing there, that's another case where if you go up that ladder and you've got to reach up and undo a padlock and lift off or open up the roof ladder and they don't even have -- you know, they make a device called a stiff bar that goes down behind the ladder that you can deploy and it locks in place and it's good for about 150 pounds, so when you go out on the roof you at least have something to hold on to while you're getting on the ladder to come through the roof. But I've dealt with OSHA and NIOSH and they said, "Oh, I'm sorry, we can't back you up if you require those because it hasn't come up before." It's a horrible reason. But anyway, ladders, very important to keep them safe. We live on these things,

we die on these things.

MR. NAIPO: Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. I just wanted to throw out a suggestion or perhaps an addition to this that if we are dealing with a vertical ladder that a lad-safe system be installed in addition to that so that you can tie off to that when climbing a vertical ladder. Thanks.

MR. NAIPO: Mr. Friesen, was that a latch safe system that you referenced?

MR. FRIESEN: The system is called a Lad Saf system and it's a cable that is secured in front of the ladder that you can attach or wear a fall arrest system and attach a rope grab to the table while you're climbing the ladder.

MR. NAIPO: Thank you. Are there any additional questions or comments regarding proposal 0078? Okay. Well, with that, I ask that we please take a vote on proposal 0078 adding a new requirement within WAC 296-96-2300, somewhere within there regarding roof access through horizontal hatch-type covers. If you are for this change and updating the WAC, I ask that you please vote yea for this. If you are for this change regarding roof access through horizontal hatch-type covers and creating a standard

for ladders that are allowed in the state of Washington, I ask that you please raise your hand and vote yea now. All-righty. And with that, thank you very much. Thank you for those who voted. Go ahead and please feel free to lower your hands if you voted yea already.

If you are in opposition of this, I ask that you please raise your hand and vote nay now. If you are in opposition of this, I ask that you please raise your hand and vote nay now. Thank you.

If you wish to vote to abstain, I ask that you please raise your hand and vote now. If you would like to vote to abstain, please raise your hand and vote now. Melissa, will you please read the vote tally for proposal 0078.

MS. ERIKSEN: There were 21 yeas, 0 nays, and 1 abstention.

MR. NAIPO: Thank you. I honestly thought there was going to be a lot more conversation on this one, but I'm glad we got through it quickly. Proposal 0017 regarding WAC 296-96-24301, Applicable Regulations. All material hoist installations, maintenance, repair, and tests shall comply with the edition of ANSI/ASSE A10.5 safety requirements for Material Hoists under the edition to which they were

installed, and striking the exception, lifts and hoists for materials that are erected temporarily for use during construction work only and are designed in one of the following ways:

(1) Powered platforms used for, and temporarily constructed in, conjunction with exterior work on buildings, facades, or to erect scaffolding, not intended to move material from one landing to another.

(2) Portable lifts for material only.

The Rationale: As we are to reconvening our permitting and inspection of construction personnel and material hoists, which this WAC exempt per an interpretation implemented in 2018. This exception needs removed as it precludes us and contradicts what we are currently trying to accomplish to reinstate permitting and inspections of these conveyances.

Now I will open it up for questions and clarification from anyone? Any comments? Once again I'll ask, are there any questions for comments for clarification needed? Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. I'm just plain not familiar with these. I'm wondering if somebody could enlighten us a little bit as to what these mechanisms. Thank you.

MR. NAIPO: Gerald, if you want, do you

want me to speak on this, on CPHs?

MR. BROWN: It wasn't my proposal, but reading through here, this is indicative of some of the illegal stuff that was brought in that didn't meet the A10.5 code, or 10.4 code for, you know, people movers, and A10.5 for the material lifts or vice versa. This is just indicative of non-code compliant lifts, and why there was an exception on them I'm not real sure, but we definitely want to strike these. But that's, of course, I'm trying to sway you, but I'm just saying that's what it was in reference to. And so we don't want illegal lifts here, no matter if they're temporarily used like this indicates. Thank you.

MR. NAIPO: Jan.

MS. GOULD: Jan Gould. Is the acronym ASSE correct?

MR. BROWN: Yes, it is. I thought it was ANSI, but it's ASSE.

MS. GOULD: Thank you. Jan Gould.

MR. NAIPO: Mr. Wilson.

MR. WILSON: Yeah, Mike Wilson here. This is strictly regarding construction personnel hoists, is that true?

MR. NAIPO: Yes.

MR. WILSON: Okay. Thank you.

MR. BROWN: There's two different codes that we recognize, construction personnel hoists and construction material hoists, and this is more along the material hoist, but it's still an issue and it's still a safety problem.

MR. NAIPO: Any additional questions or clarifications needed before we move to a vote? All-righty. With that, I will propose that we vote on proposal 0017 regarding removing the exemption for material hoists and WAC 296-96-24301. If you are for that, of removing the exception, I ask that you please raise your hand and vote yea now. If you are for that change, I ask that please raise your hand and vote yea now. If you are for that change, I ask that you please raise your hand and vote yea now. If you are for us removing this exception, I ask that you please raise your hand and vote yea now. All-right. Thank you very much for your votes. Go ahead and please lower your hands. Thank you very much.

If you would like to vote in opposition of this, I ask that you please raise your hand now and vote nay. If you are in opposition of this change and removing this exception, I ask that you please raise your hand and vote nay now. Thank you very much.

If you would like to wish to vote to abstain, I ask that you please raise your hand and vote now. If you wish to abstain, I ask that you please raise your hand and vote now. Thank you.

With that, Melissa, please read the vote tally for 0057.

MS. ERIKSEN: There were 22 yeas, 0 nays, and 2 abstentions.

MR. NAIPO: Thank you. All right. This is for removing -- oh, excuse me, now we'll be reviewing proposal 0030. This is regarding WAC 296-96-24700. This is subpart 13 regarding casket lifts. It is proposed that we strike this whole section from WAC 296-96-24700 through 24780.

Rationale: It is seen as over-regulating of a conveyance that poses no threat to riding public.

I just want it to be known that we have three conveyances in our conveyance management system, one which is active, one inactive, and one red tagged. And if you would like to read any further, please feel free in column E. But with that, are there any questions regarding striking casket lifts from our WAC? Any questions, clarifications? Mr. McKenzie.

MR. MCKENZIE: This is a joke; so, don't take it seriously, but are we trying to get rid of the

dead weight? Okay. Sorry.

MR. NAIPO: I'm fine. At 3:55 on the very last day, three days of this, I'm surprised you haven't made a joke sooner. But thank you very much for that, Perry, appreciate it. Mr. Friesen.

MR. FRIESEN: Wade Friesen, Vertical Options. Well, I don't anticipate running across any of these things, should it happen is the notion that we not have to permit or inspect an installation, if it were to come up since this section is being struck? Thank you.

MR. NAIPO: I want to make sure people understand, though, in our conveyance management system we only have three conveyances that are under that conveyance type. But if you search by funeral homes or anything regarding that type of facility, they have conveyances in their morgues that are material lifts or they are labeled as different lifts. So, all this is removing from the WAC and from our system are those that are categorized as casket lifts. I just want to make sure people understand that. So, if you go to a funeral home and they have something they're using as a casket lift, but we have it in our system as a material lift that it needs to fall in line with the code that, you know, is enforced with

that piece of equipment at that time. So, I just want to make sure that's clarified for everyone. This is regarding those that are right now in our system listed as casket lifts.

So, with that, are there any additional questions or clarifications needed before we pass this on to a vote? All-righty.

And with that I ask that we please pass a vote on proposal 0030 regarding removing subpart 13, Casket Lifts. If you are for that, I ask that you please raise your hand and vote yea now. If you are for that change and removing subpart 13 regarding casket lifts and removing them from the WAC, please raise your hand and vote yea now. Thank you for that. So, please go ahead and lower your hands.

Before I go through the process of asking nay and abstaining, is 24 all of the voting members that we have now, since I know Mr. Strafer had to leave and there may have been someone else leave? Is 24 all the voting members that we have now; so, it would have been a total majority vote? Oh, you are still here. Mr. Strafer, my bad. I thought you were leaving. Okay.

So, with that, we will continue on with the vote. If you are voting nay for that -- Mr. Rudder,

please lower your hand already, as I believe you have voted yea. If you are voting in opposition of removing casket lifts from the WAC, please raise your hand and vote nay now. If you are in opposition of removing casket lifts from the WAC, I ask that you please raise your hand and vote now. Thank you.

If you would wish to vote to abstain, I ask that you please raise your hand and vote now.

I think 24 is what we have. All right. Thank you very much. Melissa, will you please read the vote tally for proposal 0030?

MS. ERIKSEN: 24 yeas, 0 nays, 0 abstentions.

MR. NAIPO: So, I know everybody is probably like, oh, my gosh, we're at the end. Unfortunately, no. What I am going to do is go back --

MR. STRAFER: And this is when I leave you guys and girls. Thanks, everybody. It's good to see you.

MR. NAIPO: Mr. Strafer, its been a pleasure. Thank you very much, sir.

MR. STRAFER: I'll see most of you at the ESAC meeting, but take care.

MR. NAIPO: Thank you, sir. So, what I would suggest is that we take a quick five minute

break. What I'd like to do during that five minute break, Melissa, is, if you could, help me tally up with the votes so I can adjust this because I would like to at the end sort of close with showing them, hey, this is what's passed, this is what's going on, so that ESAC has a reference of numbers that are going to them, and then we will come back from our five minute break and start on 76. So, please feel free to take a break and we'll see you guys back at 4:06.

(Recess taken)

MR. NAIPO: All right, guys and ladies, guys, gals, men and women, 30 more minutes. Here we go. I don't expect us to get through the rest of these. I really believe the intent of what this person submitted these under was a little bit incorrect, but, again, I didn't know for sure; so, I will leave that to you. I feel like these should be put in 675, but as we go through this one and sort of, if we get to the second and third one, if that's what the consensus you guys feel is, then, if they pass, that's what we will make sure happens with these.

So, with that, we are going over proposal 0076, 0076. The person submitting this felt like it should be under WAC 296-96-0175, and this is to amend A17.1, section 8.6 as follows, to revise 8.6.11.15, to remove

presence of elevator personnel, to keep when motor controllers, remove are, locate in public spaces, adding verbiage, motor controllers shall not be installed in public spaces, remove verbiage elevator personnel are to maintain a closed and locked motor controller door when they are not present at the controller cabinet.

So, what I will do is I will read the amended code 8.6.11.15 as best I can with these edits and how the person proposed it to be read. When motor controllers located in public spaces. Motor controllers shall not be installed in public spaces, and at the end it says (see 2.7.6.3.2).

The rationale: "Manufacturers decided to move equipment out of the machine room, which provided or which provides engineering controls on the hierarchy to protect persons and then authored this requirement which places administrative controls in lieu of engineering or higher safeguards. The requirement now places all the liability on the elevator personnel, putting both the effected worker and your inspectors in liability. This proposal works in conjunction with proposal I submitted regarding 2.7.6.3.2."

Are there any questions for clarification on this? Any comments? Mr. Brinkman.

MR. BRINKMAN: Yes, Kevin Brinkman. He references a proposal in 2.7.6.3.2, which happens to, I think, be the very next proposal in the original list which is number 77. That was basically to remove the controller in public spaces which was voted down. So, if we vote, we would -- We need to vote this one down to be consistent with our action in proposal number 77.

MR. NAIPO: Thank you for that. Mr. Brinkman, did we vote on that today or was that yesterday?

MR. FRIESEN: It was either yesterday or the first day, I can't remember.

MR. NAIPO: Okay.

MR. CARY: Carl Cary, Lerch Bates. It was the first day.

MR. NAIPO: It was the first day? Okay. Would anybody like to review that right now or do you guys feel like, hey, you know what, you guys do remember that and you feel like, you know, what was voted on before should be carried over on this one because this one sort of falls in line with the proposal that was before. Jan.

MS. GOULD: Jan Gould. Was the other proposal for motion controllers and now this is motor

controllers?

MR. NAIPO: Let me see. There it is, right here. So, it was the motor controller shall be located in a machine room or control room. Electrical clearance requirements shall comply with the NFPA, NFPA70E. So, this was all here. I don't see anything for motion controllers in here in what was referenced. This is regarding just the motor controller. So, and we did vote this one down, as was state by Mr. Brinkman. So, if everyone is of agreement that since we struck this down, we need to strike down this other one that was in sort of referenced by it, as well. I say that we put that to a vote.

So, is there any opposition with us carrying over the vote from proposal 77 to this one, as they are -- one is congruent on -- or one is dependent on the other. Is there any opposition? Okay. Since there was no opposition, I show that we are not going to vote on this as it was struck down before. So, we will not be voting on 76.

Moving on to 98, proposal 0098, Amend A17.1 section 2.8 as follows: 2.8.2.1 Installation of Electrical equipment and wiring shall conform to NFPA 70 or CSA C22.1, whichever is applicable (see Part 9) and to add all of this verbiage, Except that outlet

device junction or pull boxes located in public areas shall be enclosed to protect against accidental contact using tamper proof fasteners used for the purpose of attaching covers or other equipment to the box. Fasteners shall be either machine screws matching the thread gauge or size that is integral to the box or shall be in accordance with the manufacturer's instruction. Covers and other equipment fastened to an outlet, device, junction or pull box located in public areas shall only be removable with tools to remove and install tamper proof fasteners.

Any electrical -- Rationale: Any electrical enclosure in a public space must protect all persons regardless of voltage, material, or purpose. They physical security of an electrical enclosure, if breached, can precipitate multiple hazards ranging from, but not limited to, shock, electrocution, equipment failure, equipment failure with passenger trapped, loss of revenue to multiple parties due to equipment being unavailable. NFPA 70 currently has an error or omission that does not protect against this hazard." Are there any questions for clarification on this? Any comments for clarification on this? Mr. Barnhart.

MR. BARNHART: My only comment is I think this is extremely extreme. We don't require tamper-proof protection on all kinds of things. Why do we need it in this particular case? So, I would say, no, we don't need this.

MR. NAIPO: Mr. Brinkman.

MR. BRINKMAN: Yeah, Kevin Brinkman. Basically the same thing as Mr. Barnhart. I mean we have -- This says outlet boxes. I mean this could apply to outlet boxes; so, every outlet box in the building, not just related to the elevator, is supposed to have tamper-proof screws on it? I think it's well-covered by the National Electric Code and we shouldn't be messing it.

MR. NAIPO: Any additional questions or comments for clarification? Since no other questions or comments are being proposed, I'd ask that we please take proposal 0098 to a vote. If you are for this change and this verbiage to be updated in our WAC wherever it may be, we will make sure we find that correct place, but if you feel like this is something you are for, I ask that you please raise your hand and vote yea now. If you are for this change, I ask that you please raise your hand and vote yea now.

If you are against -- Thank you. Go ahead and

lower your hands. If you are against this change, I ask that you please raise your hand and vote nay now. If you are against this change, I ask that you please raise your hand and vote nay now. Thank you. Please lower your hands.

If you would like to wish to vote to abstain, I ask that you please raise your hand now. If you wish to abstain, please raise your hand now.

Melissa?

MS. ERIKSEN: Can I just confirm that everybody who currently has their hand up has put it up to abstain? Thank you.

MR. NAIPO: Thank you. Melissa, will you please read the vote tally for proposal 0098?

MS. ERIKSEN: Yes. There was 1 yea, 18 nays, and 4 abstentions.

MR. NAIPO: Thank you. Moving on to proposal 0099, Amend A17.1 Section 8.6, as follows:

8.6.1.2.1(d) Remove this verbiage: Where the MCP is maintained remotely from the machine room, machinery space, control room, or control space (see 8.11.1.8) instructions for on-site locating or viewing the MCP in either hard copy or an electronic format shall be posted on the controller or at the means necessary for test (see 2.7.6.4). The instructions

shall be permanently legible with characters a minimum of three millimeters (0.125 in.) in height. Adding this verbiage now, The use of remote maintenance control programs is prohibited. Maintenance Control Programs shall be maintained within the physical building or structure the conveyance is permanent installed.

Rationale: Elevator personnel and building owners suffer from persons making MCPs and records hard to see. Compliance cannot be accomplished or verified. There is no legal provision that easily ensures a private entity provides freedom of information, thus the above proposal should make it clear that the necessary documentation is required to be there where the affected people are and needing to see it. The proposed also solves the problem wherein a company is the maintenance provider, and, then, after not being that entity, takes the required safety documents off the job site making it unsafe for any future company to ensure compliance. The code and your justifications enforcement should not favor a company's so-called secrets at the expense of safety.

Now, I'll open it up for questions and clarification, opening it up to questions and clarification. Any comments? Any comments for

clarification? Carl.

MR. CARY: This is an area I don't have a tremendous amount of experience in related to grain elevators. And one of the discussions I thought I heard earlier was this presented a significant hardship for them where they had, you know, 15 houses in the middle of nowhere maintaining the books for each one was presenting a challenge. Is that the still the case?

MR. NAIPO: Mr. Hawks.

MR. HAWKS: (Audio difficulty)

THE COURT REPORTER: I'm sorry, this is the court reporter, I cannot hear Mr. Hawks.

MR. NAIPO: Yeah, you're unmuted. It's just I think it's cause you're a little bit far away from the mic, Mr. Hawks and we can't hear you. Can

MR. HAWKS: (Audio difficulty)

MR. NAIPO: If I can, I think I can remember this conversation, Mr. Hawks. Yeah, what he was stating is they have a lot of conveyances that are spread miles and miles and miles apart, and there isn't a place to house those records on-site in the conveyance because all it is is the conveyance on-site, and because of these type of conveyances they don't have an actual room that these an be housed

in, as well, because of, you know, they're outside, they're in the elements, susceptible to mice, you know, in there because these are grain elevators. It is an issue about being documents on-site, and so they would like something to dress that when this gets to the ESAC. Whether or not this would affect them, I believe, as it's written it sort of does. So, if it does pass, I think this is another part of a conversation that needs to be had at the ESAC or do people feel like this is the same thing that was already stated, and it did pass regarding maintenance records being held on-site, as well as the MCP. So, I'll just put that out there as possibility. Mr. Brinkman.

MR. BRINKMAN: Yeah, I was just going to ask because I knew we'd -- I think it was proposal 0096 and I was going to ask what the vote count was because I somehow missed to write that down. But this is similar language to that; so, I'm not sure we need both of them, but I'd be curious what the vote count was on that one if Melissa could let us know. Thank you.

MR. NAIPO: Do you have that readily available, by any chance, Melissa?

MS. ERIKSEN: I'm looking. I have to find

it. So, on proposal 2022.0096, it did pass, 16 nays, 8 nays, 2 abstentions. The one thing that I'll say is that in this specific proposal it is talking about them being -- the MCP being on site, whereas the one that we are currently on, which I have to find where I was, it's saying that it needs to be there, but it's -- I feel like it's more about using an MCP instead of having an electronic MCP.

MR. NAIPO: Mr. Quiett.

MR. QUIETT: Jonathan Quiett. We discussed multiple times about the MRL elevators. I can speak for TK Elevator. They have been shipping out a hardened plastic folder for all of the MCP and the required on-site documentation for their jobs for a couple years now. We don't currently use them in this state, but I know they're shipped with every job; so, it's definitely there are other options out there and it's something we're all going to have to combat here very shortly with the introduction of MRL -- full MRL traction and hydraulic equipment.

MR. NAIPO: Thank you. Jan.

MS. GOULD: Jan Gould. City of Seattle amends the same and strikes (d) and states, "The MCP shall be posted in a machine room, machinery space, or control room", and we do that throughout all the

records. They can keep it electronically. We just require it to be on-site. Thank you.

MR. NAIPO: Thank you. Mr. Wohlschlager.

MR. WOHLSCHLAGER: Lyall Wohlschlager. Yeah, I would just like to, on behalf of the grain industry, also recommend that they be exempted from this requirement or there be some wordsmithing done at the ESAC to give them some leeway on where those records are kept.

MR. NAIPO: Mr. Brinkman, can you remind me what that previous proposal was, just the number that you had referenced before? It was see 96, is that what --

MR. BRINKMAN: Kevin Brinkman. It was 96.

MR. NAIPO: Thank you, sir, very much. All right. Mr. McKenzie.

MR. MCKENZIE: I'm just curious on the grain elevators, do they fill the MCP out while they're there and then take it back somewhere at one central location, wherever it is, where they keep all their MCPs, is that what they do, or how do they fill out the MCP while they're there, while they're doing all their testing and everything? Do they write it on a separate piece of paper and go back and fill out the MCP? Because you don't keep the MCP there, how do you

keep track of what you're doing and what you're testing, and all that stuff?

MR. NAIPO: Lyall.

MR. WOHLSCHLAGER: Lyall Wohlschlager. Since we can't hear from Mr. Hawks, I'll fill it in for you. Yes, they're normally kept in a central location, and when their mechanics go in the field they take those MCP books and logs with them and complete those while they're doing their annuals or their exams. Some locations have the ability to have the logs left on-site, but there's a good majority that can't. So, they are kept in a central location with the mechanics in the main office. And when an inspector comes out there, they are normally escorted by those same mechanics and so those logs are available to the inspector as he's let into each of those facilities. Thank you.

MR. NAIPO: Thank you. Perry, did you have any additional questions? Your hand is still raised. Thank you. Are there any additional questions or clarifications needed before we put this to a vote? All-righty. With that, I ask that we please pass a vote on proposal 0099 regarding adding verbiage of the use of remote maintenance control programs is prohibited. Maintenance Control Programs shall be

maintained within the physical building or structure the conveyance is permanent installed. If you are for that change, I ask that you please raise your hand and vote yea. Again, the notes and comments that have been made have been tracked as best as they can in conjunction with what Melissa did. So, these will be, if it does pass, taken to the ESAC for further consideration and edits.

So, if you are for these changes, please raise your hand and vote yea. Thank you. Thank you to those who have voted.

If you are in opposition of this, I ask that you please raise your hand and vote nay. If you are in opposition of this, I ask that you please raise your hand and vote nay. Thank you.

If you wish to vote to abstain, please raise your hand and vote to abstain. If you would like to vote to abstain, please raise your hand and vote accordingly.

Thank you. And with that, Melissa, will you please read the vote tally for proposal 0099?

MS. ERIKSEN: Yes. There were 19 yeas, 2 nays, and 2 abstentions.

MR. NAIPO: Thank you.

MS. ERIKSEN: You're welcome.

MR. NAIPO: So, we'll see if we can get through this one real quick, the last one for today. This is proposal .0100 and this going to Amend A17.1 Section 8.6 as follows:

Code reference 8.6.1.4.1(b) Repair and Replacement Records, keeping all of the verbiage of this code requirement and striking the very last sentence, "These records may be kept remotely from the site."

Rationale: Elevator personnel and building owners suffer from persons making MCPs and records hard to see. Compliance cannot be accomplished or verified. There is no legal provision that easily ensures a private entity provides freedom of information, thus the above proposal should make it clear that the necessary documentation is required to be there where the affected people are and needing to see it. The proposed also solves the problem wherein a company is the maintenance provider, and, then, after not being that entity, it takes the required safety documents off the job site making it unsafe for any future company to ensure compliance. The code and your jurisdiction's enforcement should not favor a company's so-called secrets at the expense of safety.

Before I open this up to questions, because I

feel like it's going to come up when I go to comments, is that -- Everyone has to understand, too, that we just voted for MCPs to not be kept electronically off site or anything. It has to be a physical copy on-site. So, this regarding repair and replacement records. So, what I'd ask is that if there is no discussion to be had, I will ask one time if there are points of clarification that are needed or questions. I will offer that once and then we will move forward because we just passed that, hey, MCPs can't be held electronically on-site; so, therefore, this is repair and replacement. But, again, because these are specifically a different type of record, I do want to give people the opportunity to ask a question or clarify their point of view before we cast this vote, but I will only give you this opportunity once. So, if you have any points questions or clarifications, I ask that you please raise your hand now. Mr. Wohlschlager.

MR. WOHLSCHLAGER: Lyall Wohlschlager. I would just ask for the same wordsmithing for some sort of leniency with the grain industry on this one.

MR. NAIPO: I don't see anybody else's hand for clarifications or questions. So, with that, I ask that we please pass a vote on proposal 0100 and

removing -- regarding Repair and Replacement Records, removing the capability for these records to be kept remotely from site. If you are for that change, I ask that you please raise your hand and vote yea now. If you are for that change, I ask that you please raise your hand and vote yea now. Thank you. Go ahead and lower year hands. Thank you for everyone who voted.

If you are in opposition of this change, I ask that you please raise your hand and vote nay now. If you are in opposition, I ask that you please raise your hand and vote nay now. Elena, did you --

MS. CAMPBELL: Elena.

MR. NAIPO: Elena, I'm sorry. Elena, did you vote yea already? Thank you. If you are in opposition of this, I ask that you please raise your hand and vote nay. If you are in opposition of this, please raise your hand and vote nay. Thank you.

If you would like to vote to abstain, I ask that you please raise your hand and vote now. If you wish to abstain, I ask that you please raise your hand and vote now. Thank you.

Melissa, will you please read the vote tally for proposal 100.

MS. ERIKSEN: Yes. The vote came out 19 yeas, 2 nays, 2 abstentions.

Recap

MR. NAIPO: All-righty. It is three minutes early from when I said that we would end our day and recap everything. I'm not going to force you guys to go through anything. I don't see anything that's going to be a quick, easy conversation to have. So, with that, I would like to close the TAC at this time. And with that, I just want to say thank you guys very much for everything, your patience, your due diligence, and for you guys to stay engaged and have conversations, ask questions, especially this last half of the day. Mr. Carl, Carl Cary.

MR. CARY: Yeah, Carl Cary, Lerch Bates. I guess Gerald said he want us to talk about something before we conclude and I just want to make sure we do that.

MR. BROWN: Yeah, that was -- It's about a controversial 2019 thing. We don't have time for it. I'm going to pass and we'll hash through it during the ESAC. Thank you.

MR. NAIPO: All right. Thank you. Mr. McKenzie.

MR. MCKENZIE: Perry McKenzie, Elevator Inspector, Supervisor, blah, blah, blah. Paoa, fantastic job, fantastic job. Melissa, thanks for supporting him and all he did. I think you did a great job. I would not want to do what you do. I will not do what you do, and I thank you for not making me do what you do, but you did a great job; so, thank you very much.

MR. NAIPO: Thank.

MS. GOULD: Here, here, thank you so much.

UNIDENTIFIED SPEAKER: Right on, that was perfect.

MS. GOULD: Grueling.

MR. NAIPO: I'm not going to say it's grueling because, to be honest with you, its been a pleasure working with all of you. I did have some preconceived notions of how this might go and I thought it was going to go a lot -- it was going to be a lot harder. Now, granted, we didn't get through the volume of work that I wanted to, but it was a pleasant surprise to see the conversations going on; so, thank you for lowering that anxiety within myself and proving me way wrong, and I over-estimated how hard this really would have been. So, thank you for that. Thank you for the comments that are coming in on the

chat. I've only seen a couple come through. Thank you very much.

Just for a quick re-cap, I just want people to know so of the 108 proposals, there are going to be one, two, three, four, five, six, seven, eight, nine, about nine that didn't really get reviewed. There are some that I have a yellow line by it, but there's stuff that needs to be reviewed against it, but of those seven that we didn't get to, five we've already sort of talked about, so there is already some conversation had in the record that we can go back against. But with that, we got through 103, or excuse me, not 103, we got through almost 100; so, I appreciate that. No, we didn't get to the code part of it, but, like I stated before at the beginning of this meeting, Melissa and I will forward you an e-mail and point you to the direction of your ESAC contact and representative. What I ask that you do is, if there was anything left on the docket that we didn't to go and review, and there are concerns that you had regarding that change, I ask that you please get a hold of your ESAC representative so that they can carry your -- so that they can carry your concern on to the ESAC and hopefully address it like you would, even though we didn't have the opportunity to do it

here, and that is for all of the WAC changes, as well as the comparison between 17.1 '16 to '19, as well as 18.1 2017 to 2020. If there are any concerns you have as a stakeholder for those changes, please, please, put those forth to the people that -- like I said again, we will give you the contact person for each of you in our closing e-mail today. I'll also try to -- I don't think I'll have time to actually give you guys a full synopsis of, hey, this is what passed, this is what didn't, and the like, but I think, if you do need that information, please feel free to reach out to us next week and I feel like we'll be able to provide that to you, or, if you want, I can just send that out to you next week, sort of what the ESAC is going to have to be reviewing.

MS. ERIKSEN: We'll send it out this week.

MR. NAIPO: Okay, we'll send -- Thank you. Thank you for making that executive decision for me.

MS. ERIKSEN: It's what I do.

MR. NAIPO: Are there any questions or clarifications, any suggestions? Now, again, for those were in the TAC prior, if you felt there are things that worked better then that you feel we should implement now, you don't have to speak now, you can send an e-mail to Melissa or I and we can put that

into this. This is something new for us. And, again, the main intent was to make sure that people's opinions were heard. And that they weren't summarily dismissed because of formating. I really had an issue with that because, again, I know how important and valuable your time is, and if you submitted something and because there was a common here, or it wasn't formatted correctly like some of these that we've already found, like, hey, it was a wrong WAC reference, or, hey, that's something new, why isn't that underlined blue, and all that, I appreciate your guys's willingness to look at these things and try to help and wrap your head around what was this person really trying to get done, and if that was really something you felt was of value to your stakeholder group that you represent. And with that, I will open it up to any comments, suggestions, if there is anyone.

MS. ERIKSEN: Quit sharing your screen, please.

MR. NAIPO: What's that?

MS. ERIKSEN: Quit sharing your screen, please.

MR. NAIPO: All right.

MS. ERIKSEN: Thank you. See, you all

aren't the only ones; I'm bossy, too.

MR. NAIPO: Anybody, any compliments, any -- not compliments, any questions or anything like that at all? Oh, Melissa.

MS. ERIKSEN: I want to say thank you to everybody. Paoa, you did a fantastic job. I'm very proud of you. It is super fun working with you. Thank you to everyone who said something really nice or said thank you at all, but this was a team effort and it's because everybody decided to say, "I want to be a part of this" and stepped out, and we came together, and despite any differences, despite any anything, we worked together as an amazing team, and I appreciate each and every one of you for that. Mary Jo, you are a rock star. Mary Jo is our court reporter for this meeting and I just specifically want to call you out. Wow, I can do a lot of things, and there are a lot of things I cannot do, and your job specifically I'm so thankful for you; so, you have a lot of work to go through, please take out any bad words I said. I tried to be really good. But in all seriousness, thank you very much. And all of you guys are rock stars.

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Adjourn

MR. NAIPO: So, if there isn't any other comments, questions, or anything like that, thank you guys very much for all of your time, all of your effort, all your concentration, trying to staying engaged as much as possible because I know when we're not talking about things that you are impacted by it can be a little easy to sort of drift off, but I know there were a lot of people who chimed in on things that maybe they don't readily work on all the time, but they did have some context to give to those people, and to those things, and regarding those subjects, and I want to thank you very much for that, and it did not fall on deaf ears, and I really appreciate everybody's willingness to be open and conversate about these things. And with that, 2022 TAC, I say we should convene, but Mr. Gerald would like to say something.

MR. BROWN: Yeah. I just want to once again thank everybody for being here and your contribution. I've learned a lot, got to share a lot. We appreciate you helping, help this important part of conducting business for the state. Please read the

e-mail from yesterday about how were going to look at the 2019 version of A17.1 in 2018. Please review those handouts that you got, and be sure to submit questions, concerns to ESAC on that. So, we still have that work that needs to be done, but signing up for another week of this is probably not going to work. So, thank you, again, and thank you for making Washington State great. I just made that up. I liked it.

MR. NAIPO: Thank you, everyone. Have a great rest of your week. Take care and be safe everyone. Thank you.

(Concluded at 4:49 p.m.)

C E R T I F I C A T E

I, Mary Jo Fratella, a Certified Court Reporter in and for the State of Washington, residing at Covington, authorized to administer oaths and affirmations pursuant to RCW 5.28.010, do hereby certify:

That the foregoing proceedings occurred before me at the time and place stated therein and that the proceedings were by me stenographically reported and later transcribed by means of computer-aided transcription;

That the foregoing transcript is complete and accurate insofar as the proceedings were audible, clear, and intelligible;

I do further certify that I am in no way related to any party in the matter, nor do I have a financial interest in this matter or the outcome thereof;

IN WITNESS WHEREOF, I have hereunto set my hand this 3rd day of March, 2022.

Mary Jo Fratella, CCR, RPR
Certified Court Reporter, CCR No. 2083

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