

STATE OF NEW JERSEY
DEPARTMENT OF LABOR

~~Harry C. Harper, Commissioner~~

Percy A. Miller, Jr.

DIVISION OF ENGINEERING & SAFETY
C. GEORGE KRUEGER, Director and
Deputy Commissioner

STRUCTURAL
ELEVATORS
APPROVALS

New Jersey State Library

GENERAL NOTICE
ELEVATOR REGULATIONS

SUBJECT: Elevator Approvals - Plans, Specifications and Installations.

Plans and specifications are to be submitted in triplicate, accompanied by application and examining fee of \$2.00 per thousand of approved valuation for each elevator and hoistway, to the Bureau of General Inspection, Department of Labor, Trenton, New Jersey for approval before work is begun, in the following classes of elevator work:

1. New installations of elevators and dumbwaiters.
2. Alterations to or relocations of elevators and dumbwaiters.
3. New hoistways and appurtenances such as doors, gates, machine rooms, pent houses, etc.
4. Alterations to existing hoistways.

Plans and specifications for work involved under:

- a. (1) and (2) must be prepared under the direction of and signed and sealed by a New Jersey licensed professional engineer.
- b. (3) and (4) must be prepared under the direction of either a New Jersey licensed professional engineer or New Jersey registered architect and sealed accordingly.

Approval of such plans and specifications will constitute authority to proceed with the work.

The Department of Labor is to be notified when work is completed, following which arrangements for inspection and testing will be made.

Equipment shall not be placed in regular service until written approval of the installation has been received from the Commissioner of Labor. When previous arrangements are made with the Commissioner of Labor, the factory inspector may give verbal approval which will be confirmed.

No application or fee will be required for ordinary repairs or replacements.

Effective immediately.

APPROVED: C. GEORGE KRUEGER
DEPUTY COMMISSIONER OF LABOR

BY ORDER OF: ~~HARRY C. HARPER~~
COMMISSIONER OF LABOR

Percy A. Miller, Jr.

TRENTON, NEW JERSEY
APRIL 1, 1948

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DIVISION OF ENGINEERING & SAFETY
C. GEORGE KRUEGER, Director and
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STRUCTURAL
ELEVATORS
DEFINITIONS

GENERAL NOTICE
ELEVATOR REGULATIONS

SUBJECT: Definitions

1. The terms defined in the *American Standard Safety Code for Elevators, Dumbwaiters and Escalators, Fourth Edition, 1937*, shall have the meaning given in that code.
2. An alteration in an elevator, dumbwaiter, or escalator is:
 - (a) A change in use, classification, operation, control, motor, brake, character of power supply, capacity, dead weight of car or counterweights, car travel, speed, size or number of hoist or counterweight ropes, guide rails, car or counterweight safety devices, or safety governors.
 - (b) The addition of interlocks, rope equalizers and door operating devices to existing elevators.
3. An existing installation of an elevator, dumbwaiter, escalator, or special device is an installation which has been constructed or the application for which was filed with the Commissioner of Labor prior to February 15, 1939.
4. A new installation of an elevator, dumbwaiter, escalator, or special device is a complete elevator, dumbwaiter, escalator, or special device installation, the application for which is filed with the Commissioner of Labor after February 15, 1939.
5. Ordinary repairs or replacements normally necessary for maintenance may be made on existing installations with parts equivalent in material, strength and design to those replaced.

APPROVED:

C. GEORGE KRUEGER
DEPUTY COMMISSIONER OF LABOR

TRENTON, NEW JERSEY
APRIL 1, 1948

STATE OF NEW JERSEY
DEPARTMENT OF LABOR

~~Harry C. Harper, Commissioner~~

Percy A. Miller, Jr.

DIVISION OF ENGINEERING & SAFETY
C. GEORGE KRUEGER, Director and
Deputy Commissioner

April 1, 1948

TENTATIVE ELEVATOR AND HOISTWAY REGULATIONS

1. For existing hand rope operated elevators, where, in the opinion of the Commissioner, a hazardous, unsafe condition may exist, all hoistway doors or gates shall be arranged to prevent:

- (a) The movement of the elevator car unless all such doors or gates are in the closed position;
- (b) The opening of the doors or gates unless the car is within the landing zone;
- (c) The operation of the car from the landing side.

(Explanation for Item 1) A number of elevator installations that have been operating for a number of years under former regulations are controlled with a hand rope. Gates are frequently of the full or semi-automatic types. Automatic fire doors with fusible links protect the hoistway opening. In some instances, an elevator operator who is solely responsible for the operation of the car is provided. A hazardous condition for the above described installations will exist where:

- (1) Any hoistway opening is unprotected because:
 - (a) Gates are rendered inoperative by tampering with the automatic closing devices;
 - (b) Doors are not securely latched.
- (2) The hand rope control is operated from the landing side by either:
 - (a) Reaching over the gate;
 - (b) Reaching through defective or broken gate.
- (3) No regular operator is provided for multiple tenanted buildings
- (4) The building is classified as:
 - (a) High hazard occupancy;
 - (b) Medium hazard occupancy where a potential fire hazard exists.

NOTE: Fireproof shafts are required for installations of (a) and (b) above.

2. Hand rope operations for electric elevators will not be permitted on new installations.

Exception - In hazardous locations when approved electrical equipment is not available.

3. Car gates and car gate electric contacts shall be provided on elevators as follows:

- (a) Where the distance between the car platform threshold and the wall of the shaft between hoistway openings exceeds five inches;
- (b) Where the distance between the car platform threshold and the face of the hoistway door or gate exceeds five inches;
- (c) At all openings where there is more than one opening to the car, except at the opening towards which the operator normally faces.

Exception - For installations requiring passtype, vertical, sliding doors an increase above five inches may be permitted subject to approval

4. New installations of automatic operation and continuous pressure operation elevator and all passenger elevators, irrespective of type of operation, shall meet the following requirements:

- (a) Hoistway doors with interlocks shall be provided on all landing openings;
- (b) Car gates or doors and car gate or door electric contacts shall be installed at all car openings.

5. Existing installations may be changed to automatic or continuous pressure operation provided they meet the following requirements:

- (a) Hoistway gates if used on freight elevators shall extend to a height of not less than 5'6" from the landing sill and shall be of substantial design and construction which will reject a ball 2" in diameter;
- (b) Hoistway doors shall be used at all landing openings of passenger elevators;
- (c) All hoistway doors of passenger elevators shall be provided with interlocks;
- (d) Hoistway doors or gates of freight elevators shall be provided with interlocks or mechanical locks and electric contacts as follows:
 - 1. For contract speeds not in excess of 150 FPM mechanical locks and contacts may be used if vertical sliding landing gates or bi-parting vertical sliding landing doors are used.
 - 2. For contract speeds above 150 FPM interlocks shall be used.
 - 3. Where horizontally sliding or swinging or combination sliding and swinging landing doors are used interlocks shall be provided, irrespective of the contract speed.
- (e) Car gates or doors and car gate or door electric contacts shall be installed at all car openings.

When any other changes or alterations are involved they shall meet the approval of the Commissioner.

6. Elevators must not be used for passenger service at any time unless approved for such use by the Department of Labor. Passenger elevators and hoistways must conform to the *American Standards Safety Code for Elevators, Dumbwaiters and Escalators, Fourth Edition, 1937*, except where herein modified.

7. The enclosure for hoistways shall extend from floor to ceiling on all sides not used for entrance and exit. On these latter sides the hoistway shall be enclosed from top of door to ceiling. Conforming alterations to existing installations may be required at the discretion of the Commissioner.

8. For elevators having a travel not exceeding two stories in buildings of low hazard occupancy, hoistways may be enclosed with wire grille work (2" mesh), or expanded metal (#13 U.S. Gauge).

9. Hoistways for elevators having a travel not exceeding two stories may have the top enclosed with material of fireproof construction with a plain glass window in the side of the shaft at its uppermost extremity to permit venting to outer air.

Exceptions - For buildings of high hazard occupancies and certain classes of medium hazard occupancies, the hoistway must be of fireproof construction, project through the roof with parapet walls where the elevator serves the top landing of the building and be properly vented with plain glass sky-lights and/or windows; venting area to equal 75% of the cross-sectional area of hoistway.

Sky-lights shall be protected by a substantial wire screen placed over and under the glazed portion of the sky-light. Such screens shall extend beyond the glazing on all sides for a distance not less than the distance between screen and glazing, which shall be not less than 4" nor more than 10".

10. Elevators serving buildings more than two stories in height require hoistways of fireproof construction.

The hoistway walls must project through the roof with parapet walls and the hoistway is to be properly vented with plain glass sky-lights and/or windows; venting area shall equal 75% of the cross-sectional area of the hoistway.

At the discretion of the commissioner, fire-resistive construction may be permitted for low hazard occupancies.

Sky-lights shall be protected by a substantial wire screen placed over and under the glazed portion of the sky-light. Such screens shall extend beyond the glazing on all sides for a distance not less than the distance between screen and glazing which shall be not less than 4" nor more than 10".

*Inspectors must furnish detailed report
when submitting recommendations for fire-
proofing and venting existing hoistways.*

C. GEORGE KRUEGER,
DEPUTY COMMISSIONER OF LABOR