

ELEVATORS AND CONVEYING SYSTEMS

Application: Passenger elevators installed in conjunction with new building projects or building renovation projects should be designed and specified to incorporate the requirements contained in this Guideline. Elevator installation shall conform to the ANSI Standard A17.1 for Elevators and State of North Dakota Elevator Inspector requirements.

Freight elevators require that both the car doors and the hoistway doors shall be automatic. The emergency door release box shall be standardized EMS.

Many of the below items are code requirements and if not adhered to will prevent the elevator from passing the final acceptance inspection performed by a state elevator inspector.

AE Process for Elevator Specification and Drawing Development:

In addition to the Division 14 technical standards, The AE shall refer to:

- A. Equipment Rooms, Mechanical general guideline
- B. Elevator Consultants should be hired by the AE firm whenever there is elevator work associated with any project. Elevator work includes new elevator installations, elevator modernizations / alterations, or significant alterations to elevator, elevator equipment, machine rooms or hoistways.

Compliance: The design and construction of all conveying systems shall be in complete compliance with the current required Edition of the Elevator Safety Code (ASME A17.1) as per the North Dakota Conveyance Safety Code. This code is to be viewed as the “final authority” for establishing minimum requirements. The requirements of the University of North Dakota Guidelines often exceed the minimum requirements of these applicable codes. The more stringent standard is applicable.

Wheelchair Lifts: The use of wheelchair lifts on campus shall be minimized. They shall be installed to serve existing facilities only in cases where it is highly impractical to install a code compliant ramp or elevator. They shall never be installed to meet accessibility requirements in new facilities.

Elevators: The appropriate number, capacity and size of elevators shall be installed to serve each building as determined by calculations that represent the industry standard.

Speed: Hydraulic elevators with less than 30 feet of travel shall operate at 100 to 125 feet per min (fpm); and from 30 feet to 45 feet of travel shall operate at a minimum of 125fpm to a max of 150 fpm. Traction Elevators less than 50 feet of travel shall operate at 200 fpm and more than 50 feet of travel shall operate at 350 fpm.

Appropriate Size: The capacity, car size, door opening size, and platform area for a given elevator shall be adequate to serve the equipment transportation needs of the building’s design life span. Larger buildings with larger mechanical and electrical equipment located within the building (typically within basement and penthouse equipment rooms) require elevators of larger capacity and size to transport the equipment located in these areas for purposes of repair or replacement. Buildings that house large pieces of departmental equipment (typically research/laboratory buildings) also require elevators of larger capacity and size. Elevators that may be exposed to this type of heavy point loading require a C3 loading classification. Consideration shall also be given to the potential future use of a building when sizing elevators.

Security Issues: If an elevator provides direct access to a penthouse or basement mechanical area without intervening corridors and doorways, then a means shall be provided to prevent non authorized persons from having access to these mechanical spaces. This may be accomplished by means of a mechanical key switch (see the Keying Systems & Lockset Functions general guideline for key requirements for mechanical spaces) or electronic card reader.

TYPES OF ELEVATORS

Appropriate Application: The following types of elevators are permitted on campus: Overhead Traction Elevator, In Ground Hydraulic Elevator, and Hole-less Hydraulic Elevator. In some instances, Cable Assisted Hydraulic Elevators may be used with concurrence of the Elevator shop.

Traction Elevators: may be geared or gearless. Traction elevators (generally) are capable of faster speeds and smoother operation. All new installations shall have the elevator machine located directly over the hoist way. Offset machines located adjacent to the top of the hoist way are not to be used except when replacing existing offset machines. Because of their high initial cost and higher maintenance cost, basement set traction elevators are not permitted.

“In-ground” Hydraulic Elevators: shall be limited to applications of 45 ft. of travel or less. This distance is the maximum travel from the lowest landing level to the uppermost landing level. For two to four-stop applications, hydraulic elevators are normally most practical. A hydraulic elevator should not be used to replace an existing traction elevator.

High Use, Low Rise Hydraulic Elevators: For shorter total travel requirements, hydraulic elevators will normally suffice. If the anticipated use of the elevator is high, it is necessary to design the hydraulic elevator with the high usage in mind. High hydraulic oil heat and high motor usage is a problem with frequently used hydraulic elevators. Extra-large hydraulic oil reservoirs to help dissipate heat build-up, and motors located outside of the oil (dry pumping units) with motors rated at 120 starts per hour shall be minimum requirements for high use hydraulic elevators. Hydraulic elevators are inherently slower than traction elevators. A high use elevator with 40 feet of travel should be provided with a traction elevator for reasons of better speed, reliability, and longevity.

“Hole-less” Hydraulic elevators: shall be limited to applications of 15 ft. of travel or less.

Cable-assisted Hydraulic Elevators: and any form of telescoping hydraulic jack elevator are not allowed.

CLASS and CAPACITY REQUIREMENTS

Considerations for sizing an elevator—inside cab area and capacity characteristics. See ASME A17.1 for the definitions of the different loading design requirements for elevators.

Capacity: All UND elevators must be a minimum of 2500-pound capacity. In buildings with more than one elevator, at least one elevator shall be a class C3 elevator. In buildings with only one elevator, (existing) that elevator shall be able to carry a single piece load of 1500-pound minimum.

Size: Size of elevator should be determined by what the building will need to carry on the elevator. Clear ceiling height (underneath the drop ceiling) and clear wall-to-wall dimensions (handrails protrude from walls 2 inches usually) need to be determined. Once the inside area of the elevator has been determined the elevator hoist way may be sized (Usually with the assistance of an elevator contractor). Consideration must be given to the intended use of the elevator. Will it be used for passengers, freight, or both? What will be the largest single piece of equipment or furniture that the elevator will need to carry? Will it have to transport: pallets of paper – 4’X8’ sheets of building materials – computers (tall) – copy machines – large pieces of lab equipment or other large pieces of equipment- concentrated loads – motors or building system components?.

If the elevator is to be placed in a building that is four or more stories in height as defined by the International Building Code, the cab dimensions of at least one elevator must be large enough to accommodate a 24-inch by 76-inch ambulance stretcher in the horizontal, open position. This elevator must be designated with the international symbol for emergency medical services (star of life).

“Class A” Passengers Only: Is the lightest weight and flimsiest elevator design there is. If the elevator is to be used ONLY for passenger transport the elevator may be designed for a “Class A” “general freight loading” and defined as such in the bid documents. This loading design is only capable of carrying a single piece load equal to one fourth of the elevator capacity. The platform is subject to extreme loading stresses and a Class A should not be specified if heavier loads are EVER to be carried on the elevator. The load (pieces / passengers) of a Class A elevator must be evenly distributed on the floor area of the elevator. Larger single piece concentrated loads will damage the elevator.

“Class C3” Freight/Passenger Elevators: UND Freight elevators shall be designed with Class C3 design

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requirements as defined by the elevator code unless industrial truck loading is required, in which case C1 will be needed. C3 loading design allows single piece loads exceeding 25% of the rated capacity but not exceeding the rated capacity of the elevator (including the weight of the loading equipment) to be loaded onto the elevator in single pieces. The elevator platform and components are designed to handle concentrated loads to be placed anywhere inside the elevator cab.

Extra Sill Loading Requirements: Threshold sills on the car and in the hallway for all Class C3 designed elevators must be made of a material harder than aluminum (cast iron, bronze, stainless steel or nickel). Stronger hoist way sill supporting angles, normally installed by the general contractor, along with grouting of the hall sills is usually required for Class C3 elevators.

Load Weighing Device: All elevators with capacities and load carrying requirements greater than Class A general freight loading shall be provided with a load weighing device which prevents overloading of the elevator.

Passenger elevators that need to carry large single piece loads: A passenger elevator may carry large single piece loads (like a freight elevator) if it is designed to do so. Typically the elevator is designed with "Class C3" loading design requirements as defined by the code and the cab and doorframes, etc. are designed for that of a passenger elevator. The elevator may be able to be custom designed as well, such as a 2500-pound capacity elevator that will need to carry 1800-pound single piece loads. This should be clearly defined in the specifications if there is such a need.

Determine Expected Occupancy of the Building: There are elevator programs or consultants that can assist with determining these factors. Once this information has been determined the type of elevator, traction or hydraulic, can be specified as well as the recommended speed of the elevator.

Appropriate Operation: All elevators shall be of the selective collective type of operation, and duplex or group operation where more than one elevator is installed next to or across from another as is applicable as per elevator consultant and the Owner.

Access to All Areas: The highest and lowest interior areas in each building (typically mechanical and/or electrical equipment rooms or large attic areas) shall be accessible by elevator. Hoistways: Hoistways shall incorporate the following features:

- A. Hoist ways must be sized so that all elevator manufacturers' equipment will fit within the UND hoistways for project bidding purposes and in the event future upgrading is desired.
- B. A minimum clearance of five ft. (from the top of the elevator crosshead to the lowest ceiling obstruction) when the elevator is at its highest point of travel.
- C. A grating type floor is frequently required at the top of hoistways when the machine room serving a traction elevator is not located directly above the hoistway. A floor to ceiling height of 72" is preferred, although a height of only 54" is required by code. This is a costly and troublesome project requirement and is another reason offset traction elevators should be avoided whenever possible.
- D. Masonry construction: Elevator shaft and machine room walls shall be masonry or concrete construction. Gypsum board assemblies are to only be permitted upon approval by the UND PM. When an elevator has been designed for C3 or other heavy loading, the hall sills shall be fully grouted with a Pre-mixed compound consisting of non-metallic aggregate, cement, water reducing and plasticizing additives, capable of developing minimum compressive strength of 4000 psi at 28 days. [Note to AE: Provide written requirement in masonry section of construction documents. This work is normally provided by the masonry contractor.]

Grouting Elevator Door Frames: Entrance frames installed in masonry and concrete walls shall be fully grouted in place. Spreaders shall be used to prevent elevator doorframes from bowing. [Note to AE: Provide written requirement in masonry section of construction documents.]

- A. No Pipes, Ducts, or Any Other Equipment in Hoistway: [Note to AE: This is a frequently missed item.] Only equipment that serves or is associated with the elevator may be installed in any elevator hoist way. This includes electrical piping, plumbing, drain lines, telecom equipment, ductwork, etc. ASME-A17.1 Section 2.8

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- B. Ledges in Hoistways: Elevator hoist ways are required by code to be substantially flush. Any ledge projecting into the elevator hoist way over 4 inches is required to have a 75 degree bevel on the top of it. This includes steel I beams, concrete floor ledges, etc. A17.1 Section 2.1.6.2
- C. Overhead clearance minimum requirements are governed by the elevator code and need to be taken into consideration with every elevator installation.
- D. Hoisting Beam in Overhead: Hoisting beams adequately sized to safely support the weight of the car and piston shall be installed at the tops of hydraulic elevator hoist ways. Overhead clearance requirements to the overhead beam shall still be met as required by code.
- E. Fire Rating: Hoist way shall have all holes and penetrations fire caulked to meet fire rating of hoist way, including the top of the hoist way, where the ceiling meets the walls. In sprinkled buildings, a sprinkler head should be located within two feet of the bottom of the hoistway.
- F. Ventilation of the Hoistway: "Hoistways of elevators shall be provided with means to prevent the accumulation of smoke and hot gases in case of fire as required by the current version of the International Building Code. An exception is possible as per code to delete this venting, See code.
- G. Sprayed-On Fiber Insulation: Sprayed-on fiber insulation shall not be applied to any surface of the hoist way walls to achieve the required fire rating of the hoist way.
- H. Lighting: Locate light switch and other devices in coordination with elevator installer. Provide a 4' fluorescent light fixture with electronic ballast, wire cage and two T-8 lamps at top of hoistway. Provide the same light fixture at every level of hoistway and at the pit. Include switching to control all lights at every level. Provide a switch at every landing in the hoistway that controls all lights in the hoistway. Lighting shall provide the minimum light levels required by code.
- I. Signage: Require elevator installer to provide all signage related to elevator use. Signage shall be of stainless steel or other approved durable material.

CONTROL AND SIGNAL FEATURES

- A. Require LED-type lamps for all signal equipment including hall and car call buttons and hall and car lanterns.
- B. Require door protective edges to be infrared array type. Janus 3-D edge or equivalent.
- C. Require battery back-up emergency lowering option on hydraulic elevators.
- D. Fire service key identification shall be FEO-K1.
- E. Spare wiring required from elevator equipment room to elevator cab for security and CCTV use. Wiring shall consist of: 2 ea. RG 59 coax, and 3 ea. six conductor shielded twisted pair (18 ga.).
- F. Provide cut-out control for lighting and cab ventilation, to allow systems to shut down when elevator is not in use.

EMERGENCY COMMUNICATION:

- A. UND will provide "ring-down" telephone line to elevator controller in elevator equipment room.
- B. Require that an ADA-compliant hand-free emergency communication device be installed in each cab. Device should be manufactured by Rath Microtech and shall be flush-mounted in the car operating panel.

NON-PROPRIETARY EQUIPMENT

The elevator control equipment proposed for the project identified shall be Non-Proprietary. The following provisions comprise a warranty representing compliance with established standards for Universal Serviceability and Maintainability:

- A. Equipment Purchase Unrestricted - Any elevator company shall be allowed to purchase and install this equipment. Permitted controllers are limited to:
 - 1. MCE Motion Control Engineering
 - 2. EC Elevator Control Corp.
 - 3. Vertitron
- B. Spare Parts – Spare parts shall be available for sale for replacement or stock to be maintained at the building site, or the offices of any elevator contractor designated by the building owner to maintain their equipment.
 - 1. No exchange-only provisions shall limit any parts purchase.

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2. No building owner approval shall be required to processing any parts order.
 3. A published price list shall establish reasonable list pricing for parts.
- C. Diagnostics – The control system shall be provided together with all available diagnostic tool functions, either onboard or in a separate device.
1. Such maintenance, adjustment and troubleshooting device or system shall provide unrestricted access to all parameters, levels of adjustment, and flags necessary for maintenance of equipment. b. No expiring software, degrading operation, or key shall be accepted. Any lost or damaged tool shall promptly be replaced or repaired at reasonable cost.
- D. Training – Factory and/or on-site training shall be available from the original equipment manufacturer for enrollment by anyone who wishes to learn about installation, adjustment, maintenance and troubleshooting the equipment. Training fees shall be reasonable and appropriate.
- E. Technical Support Hotline – A technical support hotline shall be provided by the original equipment manufacturer whereby anyone designated by the building owner shall be able to obtain assistance for installation, adjustment, maintenance or troubleshooting.
- F. Engineering Support – The original equipment manufacturer shall provide engineering support to any maintaining contractor so designated by the building owner.
- G. Documentation – Manuals, engineering drawings, circuit diagrams and prints shall be provided with the equipment at time of delivery. All documentation shall be available for replacement purchase, at reasonable cost, by any installing or maintaining elevator contractor or persons so designated by the building owner.

ELEVATOR PIT REQUIREMENTS

Elevator Pit Requirements: Elevator pits shall be constructed in accordance with and ASMEA17.1, Section 2.2.

Hydraulic Jacks: When possible, coordinate location of geo-technical test bore with elevator jack location to identify potential sub-grade obstructions or unusually high water tables which may be encountered during boring for the hydraulic jack.

Pitt Ladder: Pit ladders are required in any elevator pit deeper than 35 inches. The ladder shall extend at least 48 inches above the access doorsill level, be within reach of the access door, and meet the other requirements of ASME A17.1 2.2.4.2 [Note to AE: Provide written requirements and details in the construction documents.]

BASEMENT SET ELECTRIC TRACTION ELEVATORS:

In the event that a variance is granted for the use of a basement set traction elevator, or if cable type elevators that do not have the machine room located directly over the top of the hoist way are provided, access to overhead equipment must still be provided. If full body entry is not required into this space (as defined by the elevator code), only an access door to inspect the governor is required. If full body entry is required into these spaces, light switch and lighting, electrical receptacles, metal floor grating, standard railings, access ladder to access door, and additional overhead clearances are all required. Special attention needs to be given these types of installations, and the A/E must provide details and specifications in the construction documents. Access door for overhead machinery spaces: (When required) Access doors shall be provided for the inspection of equipment in elevator hoist way “machinery spaces” as required. The access doors shall be a minimum of 24” x 24” when full body entry is not required and 29.5” x 29.5” minimum when full body entry is necessary. Doors shall be self-closing and locking and be keyed the same as the elevator machine room.

Full Body Entrance: (When applicable)

Full body entrance is usually decided by the location of the governor. If the elevator governor is located immediately adjacent to a wall where a 24” x 24” door may be installed, full body entrance is not normally required. Architects should consult with elevator manufacturers about the location of the governor and provide appropriate detailing for either an access door or full body access.

Access Door Access Ladder: A code compliant access ladder located to the side of the access door with a standard railing and platform below the overhead access door shall be provided.

Machine Room-less Elevators (MRL): Minimum MRL Requirements:

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- A. MRL Overhead Access: Overhead access shall be provided to all MRL overhead machinery spaces by means of a self-closing, self-locking access door as per for full body entry as defined by code and as per UND Design Guidelines to access such doors, for overhead machinery space access.
- B. Lighting and stop switches: lighting and stop switches, GFI outlets, etc., shall be provided in the overhead machinery space as per code for full body entry spaces.
- C. Roping: 2:1 roping is the maximum roping that shall be allowed on any MRL unit.
- D. T Rails: Only standard T main and counterweight rails shall be used for MRL units.
- E. Car Frame: Only structural shaped steel members may comprise the construction of the car frame components.
- F. Hoist way Sizing: MRL hoist way sizing shall be adequate to install Hollister Whitney, Global Tardiff, ThyssenKrupp, and Motion Control Engineering models of MRL units. This is to allow multiple MRL units to be bid.
- G. Controllers installed out of sight: Controllers installed out of sight of the drive machine shall be provided with a 15" flat panel minimum monitor screen connected to a CCTV so as to be able to view "real time" movement of the driving machine from the controller.
- H. Overhead Hoisting: Means shall be provided in the hoist way overhead to accommodate the picking of the fully loaded car from the overhead for maintenance and repair of the hoist way equipment.