



**Elevator Safety Program**  
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Acceptance Inspection Checklist

# Rack & Pinion Elevators

Code References

ASME A17.1, 2004 – Effective 4/1/2005

Oregon Structural Specialty Code 2003 – Effective 10/1/2004

Oregon Electrical Specialty Code 2005 – Effective 4/1/2005

***Note: Potential code violations are not necessarily restricted to this checklist.***

The comments used in this checklist give direction only and are not intended to circumvent actual code language. Please refer to the appropriate standard as necessary to clarify any code issues that may arise during this inspection.

The codes referenced in this checklist are applicable to the elevator installation as of the effective date of April 1, 2005. If the structural or electrical permit was issued prior to April 1, 2005, the previous edition of the elevator code may be used to resolve code conflicts providing a the issue date for the electrical or structure permit can be verified by the elevator inspector.

While the Elevator Safety Program does not directly regulate the building code, it is permissible to question code issues and request clarification or validation from the local building department. The elevator inspector cannot require any corrections unless supported by the local building department in such cases.

Site Name:			Code Date: ____/____/____
Contractor:			Permit On-site: <input type="checkbox"/>
Licensed Technician (Electrical):			License #:
Licensed Technician (Mechanical):			License #:
Elevator ID: <b>RP-</b> _____			
1 <sup>st</sup> Inspection Date	2 <sup>nd</sup> Inspection Date	3 <sup>rd</sup> Inspection Date	4 <sup>th</sup> Inspection Date
____/____/____	____/____/____	____/____/____	____/____/____

Description	Rule	Requirement	Passed
Hoistways, Hoistway Enclosures, and Related Construction	4.1.1	1) Hoistways, hoistway enclosures, and related construction shall conform to Part 2, except 2.7 (see 4.1.2) and 2.8 (see 4.1.3).	<input type="checkbox"/>
Machinery Rooms & Machinery Spaces	4.1.2.1	1) Motors, electrical control equipment, and other equipment used in conjunction with the elevator shall be permitted to be located within the hoistway and/or on the car. If it is in a separate machine room and/or machinery space, it shall conform to 2.7.	<input type="checkbox"/>
	4.1.2.2	2) The controller shall be permitted to be located..... a) on the exterior of the hoistway wall; or b) other approved location apart from the hoistway, c) elevator machine room or elevator machinery space. d) A controller so located shall be available to:..... i) Inspectors; ii) maintenance personnel; and iii) repair personnel.	..... <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> ..... <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> ...N/A <input type="checkbox"/>
	4.1.2.3	3) A rack and pinion machine and its controls, if located on the car..... a) shall be protected by a noncombustible enclosure to prevent accidental contact. b) Openwork noncombustible enclosure material shall be permitted to be used for rack and pinion machines located on top of the car, provided the openwork material will reject a ball 50 mm (2 in.) in diameter.	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	4.1.2.4	4) Access shall be provided to the rack and pinion machine for maintenance..... a) Access panels to rack and pinion control equipment located in the car shall be provided with an electric contact and lock. b) The access panel shall be kept closed and locked. c) The electric contact shall be designed to prevent operation of the rack and pinion machine when the access panel is open. d) The lock shall not be operable by a key that will operate locks or devices for other purposes in the building.	..... <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	4.1.3	e) The key shall be available to and used only by inspectors, maintenance personnel, and repair personnel (see 8.1). 5) Equipment in Hoistways or Machine Rooms:..... a) Electrical equipment, wiring, pipes, and ducts in the hoistway shall conform to 2.8, except that the main feeder of a rack and pinion machine located on the car shall be permitted to be installed in the hoistway.	..... <input type="checkbox"/>
	Emergency Doors	4.1.5	1) Emergency doors meeting the requirements of 2.11.1 shall be installed in the blind portion of the hoistway, except in elevators having a manually operated device that permits lowering the car at an automatically controlled speed to the nearest landing.
Supports & Foundations	4.1.4	1) The supports and foundations shall be designed to support all loads imposed by the elevator (including impact loading in the event of a safety application, stop by speed limiting device, or drive nut failure) in accordance with the building code. Allowable stresses for machinery and sheave beams or floors and their supports shall be in accordance with 2.9.4.	<input type="checkbox"/>
Guide Rails, Guide Rail Supports, and Fastenings	4.1.12 2.23.3	Guide rails, guide-rail supports, and their fastenings shall conform to 2.23. 1) Guide rails shall be either a) T-section, conforming to the nominal weights and dimensions shown in Fig. 2.23.3 and Table 2.23.3; or b) other shapes, subject to the following requirements:..... i) They shall have a section modulus and moment of inertia equal to or greater than that of the section shown in Fig. 2.23.3 for a given loading condition. ii) They shall have a sectional area sufficient to withstand the compressive forces resulting from the application of the car or counterweight safety	<input type="checkbox"/> ...N/A <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

		device, if used.	
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Description	Rule	Requirement	Passed
Car & Counterweight Buffers	4.1.11 2.22.1.1  2.22.1.1.1 2.22.1.1.2 2.22.1.1.3  2.22.1.2  2.22.2	1) Buffers shall conform to 2.22. a) Type of Buffers. i) spring ii) oil; or iii) equivalent type shall be installed under b) the cars and counterweights of passenger and freight elevators subject to the requirements of 2.22.1.1.1 through 2.22.1.1.3. i) Spring buffers or their equivalent shall be permitted to be used where the rated speed is not in excess of 1 m/s (200 ft/min). ii) Oil buffers or their equivalent shall be used where the rated speed is in excess of 1 m/s (200 ft/min). c) Where Type C safeties are used (see 2.17.8.2), car buffers are not required if solid bumpers are installed. d) Location..... i) Buffers or bumpers shall be located so as to retard the car and counterweight without exceeding allowable design stresses in the car frame and counterweight frame. e) Solid Bumpers..... i) Solid bumpers, where permitted, shall be made of wood or other suitably resilient material of sufficient strength to withstand without failure the impact of the car with rated load, or the counterweight, descending at governor tripping speed. The material used shall be of a type that will resist deterioration or be so treated as to resist deterioration.	   <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> N/A <input type="checkbox"/> <input type="checkbox"/> N/A <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> ..... <input type="checkbox"/> ..... <input type="checkbox"/>
Counterweights	4.1.10 2.21.1 2.21.1.1  2.21.1.2  2.21.1.3	1) Counterweights, where provided, shall conform to 2.21. 2) General Requirements a) Frames. i) Weight sections of a counterweight shall be mounted in structural or formed metal frames so designed as to retain them securely in place (see 2.21.2.6). b) Retention of Weight Sections..... i) Means shall be provided to retain weight sections in place in the event of buffer engagement or safety application or if they become broken. ii) Where tie rods are used, a minimum of two shall be provided which shall pass through all weight sections. Tie rods shall be provided with a lock nut and cotter pin at each end. c) Guiding Members..... i) Counterweight frames shall be guided on each guide rail by upper and lower guiding members attached to the frame. ii) Retention means shall be provided to prevent the counterweight from being displaced by more than 13 mm (0.5 in.) from its normal running position should any part of the guiding means fail, excluding the guiding member base and its attachment to the frame. The retention means may be integral with the base.	   <input type="checkbox"/> ..... <input type="checkbox"/> <input type="checkbox"/> ..... <input type="checkbox"/> <input type="checkbox"/>

<p>Emergency Exits</p>	<p>4.1.6 2.14.1.5  2.14.1.5.1</p>	<p>The car enclosure, car doors and gates, and car illumination shall conform to 2.14.</p> <p>1) Top emergency exits shall conform to the following requirements:.....</p> <p>a) The top emergency exit opening shall have an area of not less than 0.26 m2 (400 in.2); and</p> <p>b) shall measure not less than 400 mm (16 in.) on any side.</p> <p>c) The top emergency exit and suspended ceiling opening, if any, shall be so located as to provide a clear passageway, unobstructed by fixed equipment located in or on top of the car.</p> <p>d) Equipment is permitted directly above the exit opening, provided that.....</p> <p>i) it is not less than 1 070 mm (42 in.) above the top of the car; or</p> <p>ii) the exit is located to allow unobstructed passage of a parallel piped volume measuring 300 mm by 500 mm by 1 500 mm (12 in. by 20 in. by 59 in.) at an angle not less than 60 deg from the horizontal (see Appendix C).</p> <p>e) The top emergency exit cover shall open outward.</p> <p>f) It shall be hinged or securely attached with a chain when in both the open and closed positions.</p> <p>g) If a chain is used, it shall be not more than 300 mm (12 in.) in length and have a factor of safety of not less than 5.</p> <p>h) The exit cover shall only be openable from the top of the car, where it shall be openable without the use of special tools.</p>	<p><input type="checkbox"/></p>
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Description	Rule	Requirement	Passed
Emergency Exits (cont.)	2.14.1.5.2	2) Suspended ceilings (where provided) <ul style="list-style-type: none"> <li>a) The movable portion (exit panel) of the suspended ceiling that is below the top exit opening shall be restrained from falling.</li> <li>b) It shall be permitted to be hinged upward or downward, provided that the exit will permit a clear opening with the top exit opening.</li> <li>c) A minimum clear headroom of 2 030 mm (80 in.) above the car floor shall be maintained when downward-swinging suspended ceiling exit panels are used.</li> <li>d) Upward-opening suspended ceiling exit panels shall be restrained from closing when in use and shall not diminish the clear opening area of the corresponding top exit opening.</li> <li>e) The movable portion and the fixed portion of a suspended ceiling shall not contain lamps that could be shattered by the rescue operation using the top emergency exit.</li> <li>f) The movable portion of the suspended ceiling shall be permitted to contain light fixtures connected to the stationary portion of the suspended ceiling wiring by means of a plug and socket or by flexible armored wiring.                             <ul style="list-style-type: none"> <li>i) Flexible wiring shall not be used to support or restrain the exit opening in the suspended ceiling in the open position.</li> </ul> </li> </ul> 3) Where elevators installed in enclosed hoistways are provided with special car top treatments such as domed or shrouded canopies, the exit shall be made accessible, including the car top refuge space as specified in 2.4.12.                     4) Immediately adjacent to the top emergency exit there shall be a space available for standing when the emergency exit cover is open. <ul style="list-style-type: none"> <li>a) This space shall be permitted to include a portion of the refuge area (see 2.4.12).</li> <li>b) All exit covers shall be provided with a car top emergency exit electrical device (see 2.26.2.18) that will prevent operation of the elevator car if the exit cover is open more than 50 mm (2 in.); and</li> <li>c) the device shall be so designed that                             <ul style="list-style-type: none"> <li>i) is positively opened;</li> <li>ii) cannot be closed accidentally when the cover is removed;</li> <li>iii) must be manually reset from the top of the car and only after the cover is within 50 mm (2 in.) of the fully closed position; and</li> <li>iv) shall be protected against mechanical damage.</li> </ul> </li> </ul> 5) Partially enclosed hoistways..... <ul style="list-style-type: none"> <li>a) means shall be provided to facilitate emergency evacuation of passengers. Such means shall not require a top emergency exit.</li> <li>b) A top emergency exit shall be permitted.</li> </ul>	N/A <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> N/A <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> ..... <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> N/A <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
Car Frames and Platforms	4.1.7	1) The car frame and platform shall conform to the design and performance requirements of 2.15.	<input type="checkbox"/>
Car Safeties and Speed Governor	4.1.9	1) The car shall be provided with a safety identified in 2.17.5 or a rack and pinion safety. <ul style="list-style-type: none"> <li>a) The safety shall be attached to the car frame or supporting structure.</li> <li>b) All car safeties shall be mounted on a single car frame; and</li> <li>c) Shall operate on one pair of guide members or on one vertical rack.</li> </ul> 2) The safety shall be located as required by 2.17.1, or if it is a rack and pinion safety, it may also be located above or in the car, provided that the members to which they are fixed are part of the car frame and are designed to withstand the forces imposed. <p><i>[Observe condition of the car after testing safeties]</i></p> <p><i>Note: Rack and pinion safeties are safeties in which a freely rotating safety pinion, a governor, and a safety device may form an integral unit mounted in the car. The freely rotating pinion travels on a stationary rack mounted vertically on the hoist structure. The rotating pinion drives the governor. When the speed of the car reaches the</i></p>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

		<i>tripping value, the rotating governor actuates the safety device which, in turn, brings the car to a gradual stop.</i>	
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Description	Rule	Requirement	Passed
Stopping Distances	4.1.9.1	1) Stopping distances for rack and pinion safeties and the travel of the car measured from the governor-tripping time to the full stop time shall not exceed the values based on rated speed given in Table 4.1.9.1.	<input type="checkbox"/>

**TABLE 4.1.9.1  
MAXIMUM AND MINIMUM STOPPING DISTANCES FOR  
RACK AND PINION TYPE SAFETIES WITH RATED LOAD**

SI Units					Imperial Units			
Mark Actual	Rated Speed (m/s)	Maximum Governor Trip Speed (m/s)	Stopping Distance (mm)		Rated Speed (ft/min)	Maximum Governor Trip Speed (ft/min)	Stopping Distance (in.)	
			Min.	Max.			Min.	Max.
<input type="checkbox"/>	0.63	0.88	80.5	1 639.3	125	175	3.17	64.54
<input type="checkbox"/>	0.76	1.06	116.0	1 703.5	150	210	4.57	67.07
<input type="checkbox"/>	0.89	1.37	164.3	1 791.2	175	250	6.47	70.52
<input type="checkbox"/>	1.01	1.42	206.2	1 866.9	200	280	8.12	73.50
<input type="checkbox"/>	1.14	1.56	249.4	1 945.3	225	308	9.82	76.59
<input type="checkbox"/>	1.27	1.71	298.7	2 034.2	250	337	11.76	80.09
<input type="checkbox"/>	1.52	2.00	410.7	2 236.4	300	395	16.15	88.05
<input type="checkbox"/>	1.77	2.29	537.2	2 466.5	350	452	21.15	97.11
<input type="checkbox"/>	2.03	2.59	684.0	2 731.0	400	510	26.03	107.52
<input type="checkbox"/>	2.28	2.86	848.3	3 029.9	450	568	33.40	119.29
<input type="checkbox"/>	2.54	3.17	1 027.1	3 098.8	500	625	40.44	122.00
<input type="checkbox"/>	3.04	3.75	1 439.9	4 101.5	600	740	56.69	161.48
<input type="checkbox"/>	3.55	4.34	1 922.3	4 975.0	700	855	75.68	195.87
<input type="checkbox"/>	4.06	4.92	2 473.9	5 974.5	800	970	97.40	235.22
<input type="checkbox"/>	4.57	5.51	3 095.4	7 100.0	900	1,085	121.87	279.53
<input type="checkbox"/>	5.06	6.09	3 786.3	8 305.8	1,000	1,200	149.07	327.00
<input type="checkbox"/>	5.58	6.70	4 581.4	9 791.7	1,100	1,320	180.37	385.50
<input type="checkbox"/>	6.09	7.31	5 452.3	11 379.2	1,200	1,440	214.66	448.00
<input type="checkbox"/>	6.60	7.92	6 400.8	13 083.5	1,300	1,560	252.00	515.10
<input type="checkbox"/>	7.11	8.53	7 421.1	14 935.2	1,400	1,680	292.17	588.00
<input type="checkbox"/>	7.62	9.14	8 068.3	16 924.0	1,500	1,800	333.40	666.30
<input type="checkbox"/>	8.12	9.75	9 642.8	19 050.0	1,600	1,920	381.61	750.00
<input type="checkbox"/>	8.63	10.36	10 942.3	21 313.1	1,700	2,040	430.80	839.10
<input type="checkbox"/>	9.14	10.97	12 266.4	23 713.4	1,800	2,160	482.98	933.60
<input type="checkbox"/>	9.65	11.58	13 668.7	26 750.9	1,900	2,280	538.14	1,053.50
<input type="checkbox"/>	10.16	12.19	15 145.2	28 925.5	2,000	2,400	596.27	1,138.80



Description	Rule	Requirement	Passed	
Rack and Pinion Driving Machine	4.1.13	1) Rack and pinion type drives shall conform to 2.24 (except 2.24.1), and 4.1.13.1 through 4.1.13.6.		
	4.1.13.1	2) The rack and pinion drive shall consist of one or more power-driven rotating pinions mounted on the car; and a) arranged to travel on a stationary rack mounted on the supporting structure. b) The drive shall have at least: i) one pinion; ii) one rack; and iii) two backup rollers, iv) They shall act on the same section of rack as the drive pinion. c) Driving machines utilizing a two-sided rack, where two drive pinions are located so that they are opposite each other and act as backup rollers, shall be deemed to have met this requirement.	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
	4.1.13.2	3) The pinions and racks shall be of a) Steel; or b) Material having equivalent mechanical properties or better c) Minimum factor of safety of 8 based on ultimate stress for the pinion and the rack. d) They shall be designed to conform to AGMA 218.01, including surface hardening and an assumption of a minimum of 200 000 life cycles. e) All moving parts of the driving machine shall be properly protected with solid or perforated metal that will reject a ball of 13 mm (0.5 in.) diameter and shall be securely fastened.	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
	4.1.13.3	4) The rack and pinion shall be so designed that the separation of the pinion from the rack in all directions in excess of 25% of the tooth depth of 6 mm (0.25 in.), whichever is the lesser, cannot occur. a) A guard shall be provided to prevent foreign material from lodging between the teeth; and b) clearance between the moving parts and the guard shall not exceed 5 mm (0.1875 in.).	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
	4.1.13.4	5) Rack sections shall be fastened to the supporting structure with a factor of safety of 5 based on ultimate stress, and with dowels at each joint.	<input type="checkbox"/>	
	4.1.13.5	6) The manufacturer shall provide the measurement for checking tooth wear on pinion and rack.	<input type="checkbox"/>	
	4.1.13.6	7) The measuring instruction shall be indicated on a metal plate securely fastened and conspicuously displayed on top of the car with letters not less than 3 mm (0.125 in.) high.	<input type="checkbox"/>	
	Terminal Stopping Devices	4.1.14.1	1) Normal and Final Terminal Stopping Devices. a) Normal and final terminal stopping devices shall be provided conforming to 2.25.1, 2.25.2, and 2.25.3, except 2.25.3.3. b) Normal and final terminal stopping devices may be located on the car and operated by cams attached to the hoistway structure.	<input type="checkbox"/> <input type="checkbox"/>
		4.1.14.2	2) Emergency Terminal Speed Limiting Devices. a) Emergency terminal speed limiting devices shall conform to 2.25.4.	<input type="checkbox"/>



Description	Rule	Requirement	Passed
Emergency Operation and Signal Devices	4.1.16	1) Emergency operation and signal service shall conform to 2.27.	<input type="checkbox"/>
2.27.1 Car Emergency Signaling Devices	2.27.1.1 2.27.1.1.1  2.27.1.1.2  2.27.1.1.3 2.27.1.1.3(a) 2.27.1.1.3(b)  2.27.1.1.3(c) 2.27.1.1.3(d)  2.27.1.1.3(e)  2.27.1.1.3(f)  2.27.1.1.3(g) 2.27.1.1.3(h) 2.27.1.1.3(i)  2.27.1.1.3(j)	1) Emergency Communications a) A two-way communications means between the car and a location in the building, that is readily accessible to authorized and emergency personnel shall be provided. b) When the two-way communications location in the building is not staffed 24 h a day, by authorized personnel who can take appropriate action, the means of two-way communications shall automatically be directed within 30 s to an additional on- or off-site location, staffed by authorized personnel, where an appropriate response can be taken. c) The two-way communication means within the car shall comply with the following requirements:..... i) ICC/ANSI A117.1. (ADA requirements) ii) A push button to actuate the two-way communication means shall be provided in or adjacent to a car operating panel. (1) The push button shall be visible and permanently identified as "HELP." (2) The identification shall be on or adjacent to the "HELP" button. (3) When the push button is actuated, the emergency two-way communication means shall initiate a call for help and establish two-way communications. iii) A visual indication on the same panel as the "HELP" push button shall be provided, iv) which is activated by authorized personnel, to acknowledge that two-way communications link has been established. T v) he visual indication shall be extinguished when the two-way communication link is terminated. vi) The two-way communication means shall provide on demand to authorized personnel, information that identifies the building location and elevator number and that assistance is required. vii) After the call acknowledgement signals are sent [2.27.1.1.3(c)], the two-way voice communications shall be available between the car and authorized personnel. viii) The two-way communications, once established, shall be disconnected only when authorized personnel outside the car terminate the call. ix) The two-way communication means shall not use a handset in the car. x) The two-way communications shall not be transmitted to an automated answering system. The call for help shall be answered by authorized personnel. xi) Operating instructions shall be incorporated with or adjacent to the "HELP" button.	<input type="checkbox"/>          ..... <input type="checkbox"/> <input type="checkbox"/>  <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>  <input type="checkbox"/> <input type="checkbox"/>  <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>  <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

Description	Rule	Requirement	Passed
<p>Fire Service <u>Phase I</u> Recall Fire alarm initiating devices (front/rear):</p> <p>Smoke detectors shall be tested at each landing. In buildings exceeding 10 landings it may only be necessary to check incoming fire alarm initiating device signal without putting elevators on recall once correct elevator operation has been established.</p> <p>Use data sheet for fire alarm initiating device tests.</p> <p><b>2.27.3.2.1</b> Detectors are to be located at each elevator lobby (optional at unenclosed landings) machine room and at the top of the hoistway if the top of the hoistway is sprinklered or the detector is used to activate a smoke control system. Refer to NFPA 72 for additional details.</p>	2.27.3.1	1) Req. 2.27.3 does not apply if: a) Hoistway is not required to be fire rated: <i>and</i> b) Travel does not exceed 2000 mm (80"); <i>and</i> c) Does not penetrate a floor Keys are designated Security Group 3	N/A <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
	2.27.3.1.1>	1) Phase-I 3-position keyed switch in lobby (RESET-OFF-ON). Key removable in OFF-ON position only.	<input type="checkbox"/>
	2.27.3.1.2>	a) "FIRE RECALL" letters to be 5 mm (1/4") high in red or color contrasting with a red background.	<input type="checkbox"/>
	2.27.3.1.3>	2) Optional secondary 2-position keyed switch (if any) (OFF-ON) {FIRE RECALL shall not restore elevator operation if this switch is ON}	<input type="checkbox"/>
	2.27.3.1.3>	3) Keys rotate clockwise from Reset-Off-On; keys removable in ON & OFF positions only.	<input type="checkbox"/>
	2.27.3.1.4>	4) Only fire recall switches and lobby, M/R or H/W detectors allowed to put elevator(s) on recall.	<input type="checkbox"/>
	2.27.3.1.5>	5) Illuminated signal required with Phase I switches to indicate Phase I activation.	<input type="checkbox"/>
	2.27.3.1.6>	6) Check Phase I operation:.....	..... <input type="checkbox"/>
	2.27.3.1.6(i)	a) Car(s) traveling toward recall level;	<input type="checkbox"/>
	2.27.3.1.6(c)	b) Car(s) traveling away from recall level;	<input type="checkbox"/>
	2.27.3.1.6(e)	c) Car(s) stopped at landings. i) Ensure RUN-STOP-OVERRIDE is functional upon car leaving the landing.	<input type="checkbox"/> <input type="checkbox"/>
	ref. 2.13.5.1	7) Door reopening devices susceptible to smoke or flame shall be disabled.	<input type="checkbox"/>
2.27.3.1.6(f)	a) Must close under reduced speed: max. 3.5J (2.5 ft-lbf kinetic energy)	<input type="checkbox"/>	
2.27.3.1.6(h)	8) Ensure all hall and car calls are canceled; hall/car lanterns are disabled	<input type="checkbox"/>	
2.27.3.1.6(h)	9) Illuminated and audible recall signal required (refer to Fig. 2.27.3.1.6(h); Fireman's helmet).	<input type="checkbox"/>	
2.27.3.1.6(j)	a) Signal may only extinguish at designated level.	<input type="checkbox"/>	
2.27.3.1.6(j)	10) Additional Fire Recall switch:.....	..... <input type="checkbox"/>	
2.27.3.1.6(j)	a) Both Fire recall switches must be in the on position to recall elevator to main egress level if called to alternate landing first.	<input type="checkbox"/>	
2.27.3.1.6(k)	11) Removing elevator from Phase I Recall:	<input type="checkbox"/>	
2.27.3.1.6(k)	a) Primary switch turned to Reset, then Off;	<input type="checkbox"/>	
2.27.3.1.6(k)	b) Second switch is in the Off position; and	<input type="checkbox"/>	
2.27.3.1.6(l)	c) Fire alarm devices are reset.	<input type="checkbox"/>	
2.27.3.1.6(l)	12) Means to remove elevators from service cannot interfere with Phase I recall unless specified in code.	<input type="checkbox"/>	
2.27.3.1.6(m)	a) Load weighing cannot override Fire Recall.	<input type="checkbox"/>	
2.27.3.1.6(m)		<input type="checkbox"/>	





