IN THE MATTER OF

THE SAFETY AND CONSUMER STATUTES ADMINISTRATION ACT 1996

and

THE TECHNICAL STANDARDS AND SAFETY ACT 2000

TAKE NOTICE THAT:

In accordance with the provisions of the *Technical Standards and Safety Act, 2000,* the attached document entitled, "The Elevating Devices Code Adoption Document" has been issued by the Technical Standards and Safety Authority and is intended to be adopted by the Elevating Devices Regulation.

June 1st, 2001

ORIGINAL SIGNED

Bill Wilkinson
Director,
Elevating Devices Act

ELEVATING DEVICES

CODE ADOPTION DOCUMENT

June 1, 2001

ELEVATING DEVICES CODE ADOPTION DOCUMENT

Issued by: ELEVATING AND AMUSEMENT DEVICES SAFETY DIVISION
TECHNICAL STANDARDS AND SAFETY AUTHORITY

FORWARD

The Elevating Devices Regulation made under the *Technical Standards and Safety Act* adopts this Code Adoption Document for the Province of Ontario.

Definitions in the Code Adoption Document have the same meaning as the Elevating Devices Regulation made under the *Technical Standards and Safety Act*.

This Code Adoption Document establishes essential requirements and minimum standards for the design; construction; installation; erection, maintenance, alteration to elevating devices.

In the event of conflict between a provision of this Document and adopted codes and standards, this Document shall prevail.

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Code Adoption Document
Referenced in the Elevating Devices proposed Regulation

PART I
GENERAL

1. Definitions

1.(1) The terms in this Code Adoption Document (Document) have the same meaning as in the Act and the Elevating Devices Regulation, unless otherwise specified herein.

1.(2) In this Document,

Regulation means Elevating Devices Regulation under the Technical Standards and Safety Act.

CSA means Canadian Standards Association.

CAN means a standard recognised as the National Standard of Canada.

ANSI means American National Standards Institute.

freight elevator-P means a freight elevator upon which passengers are permitted to ride;

follow-up inspection means an inspection by an inspector that is made following an inspection that reveals that the elevating device does not conform to the requirements of this Regulation;

temporary licence means a licence issued with respect to an elevating device to be used under specific conditions and times as set out in the licence and the elevating device may not meet all the requirements of this Regulation;

2.(1) Except where otherwise indicated, this Document applies to all elevating devices and parts thereof.

2.(2) Despite subsection (1) and unless otherwise specified in the Regulation, in this Document or by the director, the codes and standards referred to in this Document do not apply to existing elevating devices except for those sections respecting alterations, the inspection, testing, maintenance, operation and use of the elevating device, including signage and instructions relating to the use of the elevating device.

2.(3) Where a provision of a code or standard adopted in this Document is inconsistent with the requirements of the Document, the provision of this Document shall prevail.

PART II
GENERAL TECHNICAL REQUIREMENTS

3.(1) The welding of a steel structure on an elevating device shall conform to the requirements of CSA Standard W59-1989, Welded Steel Construction (Metal Arc Welding).

3.(2) The welding of a steel structure on an elevating device shall be undertaken by a fabricator or contractor qualified to the requirements of CSA Standard W47.1-1992, Certification of Companies for Fusion Welding of Steel Structures.

3.(3) The field welding of piping and fittings on an elevating device shall conform to the requirements of CSA Standard B51-1997, Code for the Construction and Inspection of Boilers.

3.(4) Despite subsections (1), (2) and (3), an equivalent welding standard may be used if it is acceptable to the director.

4. Electrical equipment shall conform to the requirements of,

(a) Ontario Electrical Safety Code 22nd Edition/1998; and

(b) CAN/CSA Standard B44.1/ASME A17.5-1996, Elevator and Escalator Electrical Equipment.

5. Where clips are permitted to fasten metal rope in an elevating device,

(a) the minimum number of clips to be used on each rope ends shall be,

(i) two clips for rope under nine millimetres in diameter,
(ii) three clips for rope nine millimetres in diameter and over but under sixteen millimetres in diameter,
(iii) four clips for rope sixteen millimetres in diameter and over but under nineteen millimetres in diameter;

(b) the rope end shall be bent over a heart-shaped thimble that has a groove of a radius equal to that of the rope or shall be provided with protection that a director considers equivalent;

(c) the clips shall be spaced at a distance apart equal to six times the rope diameter from the short end of the rope;

(d) U-type clips shall be placed so that the U bolts bear on the short or dead end of the rope and the bases bear on the load part of the rope; and

(e) The nuts on the clips shall not be fully tightened until after the rope has been under load and all nuts shall be fully tightened while the rope is still loaded.

5.1(1) Where an elevating device is relocated it shall meet the requirements of the applicable code or standard adopted in this Document, unless otherwise specified in this Document or by the director.

5.1(2) Where an alteration is made to an elevating device the altered components and functions and those components and functions that are affected by the alterations shall conform to the requirements of codes or standards adopted in this Document.

5.1(3) Unless otherwise specified in this Document or by the director, and without limiting generality of the Regulation, the following alteration to an elevating device shall constitute a major alteration:

(a) An increase by more than 10 per cent in,

(i) the rated speed of the load-carrying unit,
(ii) the maximum capacity, or
(iii) the dead-weight of the machine, load-carrying unit or counter-weight;

(b) except for construction hoists, an increase or decrease in the distance of the travel of the load-carrying unit;

5.1(3) (c) a change in,

(i) the method or type of operation,
(ii) the method or type of motion control,
(iii) the type or size of guide rails or other guiding means for the load-carrying unit or counter-weight,
(iv) the type of safety device or other safety stopping device for the load-carrying unit or counter-weight,
(v) the power supply to the machine,
(vi) the type of driving machine or brake,
(vii) the location of the elevating device, machine, load-carrying unit or counter-weight, or
(viii) the working pressure of a hydraulic system by more than 10 per cent;

(d) changes that would result in a reclassification of the elevating device; and

(e) the addition of an entrance to the elevating device.

5.1(4) Unless otherwise specified in this Document or by the director, and without limiting the generality of the Regulation, any action or work performed on an elevating device that is not specified in subsection (3) and that results in a change to the original design or the operational characteristics of the elevating device or affects the inherent safety level of the elevating device, shall constitute a minor alteration.

PART III
ELEVATORS, DUMBWAITERS, ESCALATORS, MOVING WALKS, MATERIAL LIFTS AND FREIGHT PLATFORM LIFTS

6.(1) Every elevator, dumbwaiter, escalator, moving walk, material lift, and freight platform lift shall conform to the requirements of CSA B44-94; Safety Code for Elevators, as amended by Supplements B44S1-97 and B44S2-98.

6.(2) For the purpose of this Document and subsection 33.(3) of the Regulation, rated load in the code adopted in subsection (1), means maximum capacity .

6.(3) Notwithstanding section 5.1, alterations of an elevator, dumbwaiter, escalator, moving walk, and freight platform lift shall conform to the requirements of the code adopted in subsection (1) and as specified by the director.

7. Rope clip fastenings shall not be used when suspension ropes are changed on an existing elevator.

8. Every elevator shall have a safe and convenient access to its machine room and machinery space, and such access shall not lead through any part of the hoistway.

9.(1) Notwithstanding section 5 of the Regulation, every existing passenger and freight elevator that was installed before the 1st day of May, 1981 and which does not have car safeties, speed governor, braking system and hoistway-door interlocks or hoistway-door locks and contacts conforming to the requirements of CSA B44, Safety Code for Elevators — edition 1975 as amended in 1977 and 1980, or any subsequent edition shall conform to the requirements of clauses 3.7, 3.8, 3.10.8 and 2.12.2 or 2.12.3, as applicable, of the code adopted in subsection 6(1) of this Document.

9.(2) Freight elevators installed before the 1st day of May, 1981 that did not meet the requirements of clause 2.12.2 or 2.12.3 of the code adopted in subsection 6.(1) of this Document at the time of installation shall meet the requirements of either clause.

10.(1) Every passenger elevator installed before the 1st day of May, 1981 and currently operated in an apartment building, condominium apartment building or educational institution and every passenger elevator installed after that date in any building, shall be provided at the entrance side with a smooth apron made of metal not less than 1.5 millimetres thick, or made of material of equivalent strength and stiffness, reinforced and braced to the car platform such that,

(a) it does not extend less than the full width of the widest hoistway door opening;

(b) it has a straight vertical face, extending below the floor surface of the car-platform, of not less than 1,200 millimetres, except that for an existing elevator this may be reduced where the hoistway pit is not deep enough to accommodate a larger vertical face;

(c) its lower portion is bent back at an angle not less than 60 degrees and not more than 75 degrees from the horizontal; and

(d) it is securely braced and fastened in place to withstand a constant force of 500 newtons applied at right angles to and,
   (i) at 450 millimetres from the top without deflecting more than six millimetres, or
   (ii) at 1,150 millimetres from the top without deflecting more than 50 millimetres, and without permanent deformation.

10.(2) Every passenger elevator referred to in subsection (1) shall have a pit deep enough to accommodate the apron required in subsection (1), and to provide a minimum twenty-five millimetres clearance between the bottom edge of the apron and the pit floor when the car is on fully compressed buffers.

11.(1) No elevator shall be operated where it is located adjacent to a hoistway of another elevating device in which installation or alteration work is being performed and where the operation of the elevator may be hazardous to the persons performing the work, unless the hoistways are separated from the bottom to a level a minimum of 2,000 millimetres above the point where the work is being performed by a separating structure so supported and braced that when subjected to a force of 450 newtons applied horizontally at any point the deflection does not exceed twenty-five millimetres.

11.(2) Where the separating structure referred to in subsection (1) is made of perforated material, it shall reject a ball 50 millimetres in diameter.

12. Every elevator shall have its installation number engraved or painted on the car crosshead or other conspicuous location on the top of the car, visible from the point of access.

13. Where an elevator is controlled from one location only, an attendant shall be stationed at the controls while the elevator is available for operation.

14.(1) Except for a freight elevator-P, no person other than an attendant(s) or freight handler(s) shall ride or be permitted to ride in a freight elevator.

14.(2) No person other than an attendant(s) or a designated freight handler(s) shall ride or be permitted to ride in a freight platform lift-Type B.

14.(3) No person shall ride or be permitted to ride on a freight platform lift-Type A.

15.(1) Every escalator shall be fitted with a caution sign that meets the requirements of clause 8.10 of the code adopted in subsection 6.(1) of this Document.

15.(2) Despite subsection 5.1(1) of this Document repositioning of an escalator within the same building or premises shall not constitute a new installation.

PART IV
MANLIFTS

16. Every manlift shall conform to the requirements of CSA Standard B311 — M1979, Safety Code for Manlifts and Supplement No. 1-1984 to the said code.

17.(1) Every power type manlift shall be provided with,

(a) a top-of-car operating device; and

(b) a protective guard railing on the top of the car.

17.(2) The inspection and testing of a safety brake on an endless belt type manlift required in subsection 35.(2) of the Regulation shall ensure compliance with clause 5.2.2.3 of the standard adopted in section 16 of this Document.

17.(3) The inspection and testing of a safety device and overspeed governor on a counter-balanced or power type manlift required in subsection 35.(3) of the Regulation shall ensure compliance with clause 6.11.8 or 7.6.8.2, as the case may be, of the standard adopted in section 16 of this Document.

18. No person shall use a manlift except those persons designated by the owner of the manlift as being properly trained in its operation and use.

PART V
PASSENGER ROPEWAYS

19. Every passenger ropeway shall conform to the requirements of the National Standard of Canada CAN/CSA-Z98-96, Passenger Ropeways, as amended by the General Instruction No. 2 — April 1997.

20.(1) Every existing passenger ropeway:

(a) shall be so constructed and installed that the failure of any single, magnetically operated switch, contactor containing metal-to-metal contacts or relay to release does not prevent the passenger ropeway from stopping in response to an emergency stopping device nor permit the passenger ropeway to start or run if any emergency stopping device is activated; or

(b) shall comply with subsections (2) through to (5).

20.(2) Every new passenger ropeway shall be so constructed and installed that none of the following events prevents the passenger ropeway from stopping in response to an emergency device nor permits the passenger ropeway to start or run if any emergency stopping device is activated:

(a) the occurrence of a single ground;

(b) the failure of a single magnetically operated switch, contactor or relay;

(c) the failure of a single solid-state device; or

(d) a software system failure.

20.(3) The devices used to satisfy the requirements in subsection (2) shall be checked prior to each start of the passenger ropeway.

20.(4) Where a single ground occurs as set out in clause (2)(a) or an event referred to in clauses (2)(b) to (d) occurs, the passenger ropeway shall not restart.

20.(5) Implementation of redundancy in a passenger ropeway by a software system is permitted provided that the removal of power from the driving-machine motor and brake of the passenger ropeway are not solely dependent on software controlled means.

21.(1) In addition to data specified in section 36 of the Regulation, the log book of a passenger ropeway shall contain,

(a) all data required in the code adopted in section 19;

(b) all data on any increases or decreases to the mass of the carriers;

(c) a record of all pre-season inspections carried out in accordance with section 23;

(d) a record of all major and minor alterations; and

(e) a record of all five-year periodic tests referred to in section 22.

21.(2) Despite subsection 36.(2) of the Regulation, the log book data containing,

(a) non-destructive testing (NDT) records shall be kept for at least 10 years; and

(b) major and minor alteration records shall be kept until the ropeway is dismantled.

22. The results of five-year periodic tests, performed in accordance with the standard adopted in section 19 of this Document, shall be recorded in a form acceptable to the director.

23.(1) The holder of a licence for a passenger ropeway shall perform a preseason inspection prior to the start of each ski season to ensure that the lift is in compliance with the applicable standard as set out in section 5 of the Regulation.

23.(2) The results of the inspection shall be recorded in a form acceptable to the director.

24. Every above surface passenger ropeway shall be subjected periodically to a complete engineering review and assessment to ensure its continued operational safety in accordance with guidelines set by the director.

25. Not used.

26.(1) Despite subsection 5.1(3) of this Document, one or more of the following actions on a passenger ropeway shall constitute a major alteration:

(a) an increase or decrease in,
  (i) the rated speed of the carriers,
  (ii) the maximum capacity of the ropeway;

(b) an increase or decrease by more than ten per cent, or an accumulated increase or decrease by more than ten per cent, of the dead weight of the carriers or counter-weight system;

(c) an increase or decrease in the length or rise of the travel of the passenger ropeway;

26.(1) (d) a change,

(i) in the method or type of operation,
(ii) in the method or type of motion control,
(iii) in the carrier design or manufacturer,
(iv) in the line sheaves and sheave assemblies design,
(v) in the type of power supply to the machine,
(vi) in the type of driving machine,
(vii) in the location of a machine or tensioning system,
(viii) in the type of tensioning system,
(ix) that would result in a reclassification of the passenger ropeway,
(x) in tower length or an addition of a new tower.

26.(2) Any action or work performed on a passenger ropeway that results in a change to the original design or the operational characteristics of the passenger ropeway or affects the inherent safety of the passenger ropeway and not listed in subsection (1) shall constitute a minor alteration.

27.(1) Every bar lift and rope tow shall,

(a) comply with the standard adopted in section 19 of this Document; or

(b) be equipped with an anti-rollback device located on the drive or return bull wheel;

(c) be so designed and maintained that a skier can be transported to the extreme limits of travel without losing contact with the ground or snow surface, including the distance between the safety gate and the point where an unloaded rope stops following activation of the safety gate;

(d) be so constructed that when an emergency stop control is activated, the hauling rope does not coast more than 75 per cent of the minimum spacing of passengers on the tow or lift; and

(e) be so constructed that, where a brake is used in order to obtain conformance with the requirement of subsection (1)(c) and the code referred to in section 19 of this Document, the brake shall,

(i) be electrically released,
(ii) be applied automatically when the power source is removed, and
(iii) not be connected across the armature or field of a direct current driving motor.

27.(2) A return fibre rope of a rope tow may be carried on sheaves over the uphill ski track provided the rope is prevented from jumping out of the sheaves by guards and is kept out of the skier s reach.

28.(1) Every chair lift or gondola lift shall,

(a) have a service brake that is located so that there is no clutch, V-belt or chain drive or similar device between the brake and the driving bullwheel;

(b) be so equipped that the auxiliary internal combustion engine that drives the circulating rope is rendered inoperative should a tower or any other safety stop switch or safety gate be actuated; and

(c) be equipped with a readily available service and inspection platform carrier and that is equipped with a two-way radiophone or an alternative equivalent system acceptable to the director; or

(d) comply with the standard adopted in Section 19 of this Document.

28.(2) Where a platform carrier referred to in subsection (1)(c) is affixed to a lift line by means of rope grips that use friction as a gripping method, clamping devices shall be installed in front and behind the grip of the platform carrier.

28.(3) A clamping device referred to in subsection (2) shall be so designed so as not to cause any damage to the hauling rope sheave, bullwheel or the liners of the sheave or bullwheel.

29. Each chair of a chair lift shall be equipped with a safety-restraining bar that will not release without a positive action by a passenger when the safety-restraining bar is closed.

30. On each chair lift, the support, hold-down, combination hold-down and support sheaves, and sheave assemblies shall meet the following requirements:

(a) a means shall be provided to restrict movement of the haul rope to the inside of each sheave and sheave assembly should the rope leave the groove;

(b) a means shall be provided to retain the haul rope in the event that the rope leaves its normal running position to the outside of each sheave and sheave assembly and each such means shall be located not more than _ the sheave diameter vertically from the normal running position; and

(c) the design of the sheave assembly and the means provided to comply with paragraphs (a) and (b) shall allow free passage of the haul rope and carriers while the rope is in or out of the normal position.

PART VI
CONSTRUCTION HOISTS

31.(1) Every construction hoist shall conform to the following:

(a) workers rail guided construction hoists shall conform to CAN/CSA Standard Z185-M87, Safety Code for Personnel Hoists;

(b) workers rope-guided construction hoist shall conform to, American National Standard ANSI A 10.22 — 1990(R1998) Safety Requirements for Rope-guided and Non-guided Workers Hoist; and

(c) material construction hoist, CSA Standard Z 256-M87, Safety Code for Material Hoists.

31.(2) For the purpose of this Document and subsection 33(3) of the Regulation, rated load or rated loading in the codes referred to in subsection (1) means maximum capacity .

32.(1) Every construction hoist shall be so designed that the car movement in both the up and down direction is continuously controlled by power.

32.(2) A material construction hoist that is equipped with a broken rope type safety shall not be registered unless a type test indicates that the safety is capable of stopping the car when it is free falling with its rated load.

32.(3) Subsection (1) does not apply to a hoist that is equipped with a load-carrying unit in the form of a bucket.

33.(1) Where the load-carrying unit of a workers' rope-guided construction hoist passes through a restricted area at a platform or floor, a control device that positively and automatically lowers the speed of the load-carrying unit to that specified in the related design submission while the load-carrying unit passes through the restricted area shall be installed on the hoist, except where the design submission indicates that no speed limitation is required.

33.(2) In lieu of the control device referred to in subsection (1), an operator utilising a system of signals may be used to manually control the speed of the hoist.

34.(1) Every workers' rail-guided construction hoist, shall while in operation, be attended by an attendant who shall be stationed in the load-carrying unit, and who shall operate the construction hoist and also supervise the loading, passage and unloading of persons and freight.

34.(2) Every material construction hoist shall while in operation be,

(a) attended by one or more attendants stationed at each location where freight is being loaded or unloaded; and

(b) operated by,

(i) an attendant stationed at the location of the operating devices, provided that the operating devices can be automatically rendered inoperative should an unsafe condition for operation of the construction hoist exist, or

(ii) an operator stationed at the driving unit where the driving unit and its operating devices cannot automatically be rendered inoperative should an unsafe condition for operation of the construction hoist exist.

34.(3) Subsections (1) and (2) apply with necessary modifications to the providing of attendants and operators for workers' rope-guided construction hoists.

35. Every workman s construction hoist that is equipped with a counterweight having a mass greater than the mass of the empty car shall be provided with a means for protecting against uncontrolled car speed in the up direction and such means shall conform to the following:

(a) It shall detect any uncontrolled movement of the car prior to or at least when the car reaches a predetermined overspeed and shall cause the car to stop prior to the time when the counterweight strikes its buffers, or at least reduce car speed to the speed for which the buffers are designed.

(b) It shall be capable of performing as required in paragraph (a) without assistance from any hoist component which solely without built in redundancy, controls the speed, or deceleration, or stops the car during normal operation.

(c) It shall not develop an average retardation of the car in excess of 9.81 m/sec^2 during the stopping phase.

(d) It shall prevent uncontrolled movement of the car through control of the speed of, and acting upon the,

(i) car;
(ii) counterweight;
(iii) suspension or compensating rope system; and
(iv) drive sheave, provided that the traction between the suspension ropes and the drive sheave are continuously monitored and the construction hoist is automatically removed from service when the rope slippage exceeds a predetermined amount.

35. (e) When it is activated or during the stopping phase, it or another hoist component shall cause the power supply of the driving machine to be interrupted.

(f) It shall be capable of performing at least ten operations without any adjustments.

(g) All components that require periodic examination and maintenance for the purpose of maintaining their operational reliability, shall be readily accessible.

(h) Its performance shall be checked during the initial and periodic inspections unless its performance reliability is substantiated otherwise.

(i) It shall be provided with a making plate indicating maximum capacity for which it may be used and the speed at which it is set to operate.

PART VII
ELEVATING DEVICES FOR PERSONS WITH PHYSICAL DISABILITIES

36. Every elevating device for persons with physical disabilities shall conform to the requirements of with CSA Standard B355-00, Lifts for Persons with Physical Disabilities. ***(effective August 1, 2001)***

37.(1) Every owner of an unenclosed vertical platform lift and every owner of an unenclosed stair platform lift or stairchair lift shall ensure that the public does not have access to the area where the lift is installed while the lift is in operation.

37.(2) Subsection (1) does not apply in the case of an unenclosed stair platform lift or stairchair lift where,

(a) the owner of the lift is able to control and identify persons who will be using the lift or the area where the lift is installed and the owner familiarises those persons in advance of using the area or lift with the safety rules and procedures concerning the use of the area and the lift; and

(b) the lift meets the requirements of subsection (3).

37.(3) Where an unenclosed stair platform lift or stairchair lift is being operated at the same time that other persons are using the area in which the lift is installed,

(a) audio-visual signals shall be emitted that warn persons using the lift and persons in the area where the lift is installed at all times when the platform is unfolded and until the lift is parked in a safe position at ~~a~~ the lower terminal; and

(b) every leading edge or surface of that portion of the lift and its carriage that carries the passengers in both directions of travel shall be equipped with sensitive devices that meet the requirements of clause 7.2.4. and 8.5.4. of the standard adopted in section 36 of this Document and that are operational whenever the carriage is in motion.

38. The owner of a lift for persons with physical disabilities shall ensure that,

(a) the device is used primarily for the transportation of persons with physical disabilities;

(b) detailed operating instructions are posted at every operating station;

(c) the operation of the device is restricted to attendants designated by the owner or those persons who in the opinion of the owner are able to use the device without an attendant; and

(d) the persons using the device receive instruction and training that emphasises the hazards associated with improper use of the device.

39.(1) The operation of a lift for persons with physical disabilities shall be restricted by means of a key-control for the operating device as set out in subsection (2) and (3) or by a method acceptable to the director that provides the same degree of safety.

39.(2) A key-control for an operating device may be by means of an on/off lockable switch located near and controlling one or more operating devices or each operating device may be directly key-controlled.

39.(3) The key for a key-control for an operating device shall be removable only when the switch is in an "off" position.

40.(1) Folding down of a platform on a stair platform lift shall be restricted to persons authorised to use the lift, by the following means:

(a) in the case of a platform that is folded down by power — by means of a key-controlled switch or by a method acceptable to the director; and

(b) in the case of a platform that is folded down manually — by means of a keyed lock or by a method acceptable to the director.

40.(2) Lowering of a barrier arm, if provided, shall be restricted to persons authorised to use the lift by means of a keyed switch or lock or by a method acceptable to the director.

41. Every owner of an elevating device for persons with physical disabilities shall,

(a) ensure that the instructions for the device are posted at the location of each operating device that will inform a person with physical disabilities of the established procedure to gain access to and to use the device and that such instructions include, but are not limited to, cautioning the user to observe the lift runway for possible obstructions;

(b) ensure that an attendant is available to operate the device when a person with physical disabilities requires assistance;

(c) where an attendant is required and is not permanently stationed at the location of the operating device ensure that a notice is posted at the entrance to the elevating device that indicates the procedure to be followed to obtain assistance; and

(d) ensure that an unoccupied platform of an unenclosed stair platform lift cannot be called or sent from a landing station unless it is in the raised and folded position.

42.(1) A person shall only operate an unenclosed vertical platform lift, an unenclosed stair platform lift or a stairchair lift, if the person is satisfied that only persons using the lift have access to the area where the lift is installed.

42.(2) Subsection (1) does not apply to a person operating an unenclosed stair platform lift or a stairchair lift while other persons are using the area in which the lift is installed where,

(a) the conditions set out in subsection 37.(2) of this Document exist;

(b) the person operating the lift is an attendant and has, while operating the lift in the folded down position, a clear view of the lift runway in the direction of its movement by walking along with the carriage while it is in motion or has by being stationed at a point, a clear view of the runway;

42.(2) (c) the person using the lift has, while using the lift, a clear view of the lift runway in the direction of travel; and

(d) the audio-visual signals required under subsection 37.(3)(a) of this Document are operational.

43. A notice that the use of a lift for persons with physical disabilities is restricted to persons with physical disabilities shall be posted at each location of a device, at landing or runway entrances of the device and at the load-carrying unit of the device.

44.(1) In addition to those requirements set out in sections 16 and 17 of the Regulation, the design submission for a lift for persons with physical disabilities shall include a detailed report, completed on a form provided by the director, from the owner of the elevating device, in which the proposed methods of compliance with sections 37 to 41 of this Document shall be described.

44.(2) In addition to the requirements of section 30 of the Regulation, where there is change in the ownership of a lift for persons with physical disabilities or a substantive change in the type of occupancy of a building in which a lift for persons with physical disabilities is installed, the new owner of the lift shall submit to the director, a detailed report on a form provided by the director in which the proposed methods of compliance with sections 37 to 41 of this Document shall be described.