

**FLORIDA DEPARTMENT OF BUSINESS AND  
PROFESSIONAL REGULATION**

**MEETING OF THE**

**ELEVATOR SAFETY TECHNICAL ADVISORY COUNCIL**

**Wednesday, February 2, 2022**

**COMMENCING AT 9:00 AM**

**HELD AT:**

**VIA TELECONFERENCE**

**REPORTED BY:**

**Peggy L. Ward, FOR THE RECORD REPORTING, INC**

## **CALL TO ORDER**

**The Elevator Safety Technical Advisory Council meeting was called to order on February 2, 2022 at approximately: 9:02 a.m. by Tim Newton, Chair.**

### **Members Present**

Tim Newton, Chair

William Snyder, Vice Chair

Jerry Wooldridge

James Yohn

David Alekna

Stephen LaRocca

### **Members Not Present**

John Antona

John Barnott

### **Others Present**

Josh Phillips, Chief, Bureau of Elevator Safety

Steven von Bodungen, Director, Division of Hotels and Restaurants

Marc Drexler, Division of Hotels and Restaurants Legal Counsel

Kela Bishop, Senior Management Analyst II, Bureau of Elevator Safety

Ryan Pace, Government Operations Consultant, Bureau of Elevator Safety

Robyn Patrick, Administrative Assistant I, Bureau of Elevator Safety

Alan Hutto, State Inspector, Bureau of Elevator Safety

John Hofbauer, State Inspector, Bureau of Elevator Safety

Vincent Jimenez, State Inspector, Bureau of Elevator Safety

Nick Ortiz, Miami-Dade County

Joey Gan, City of Miami Beach

Priscilla McGee, National Elevator Industry, Inc

THE MEETING WAS OPENED WITH A ROLL CALL AND A QUORUM WAS ESTABLISHED.

Mr. Newton acknowledged guests in attendance and called for acceptance of minutes for the November 4, 2021 meeting.

MOTION: Mr. Snyder made a motion to accept the minutes.

SECOND: Mr. Yohn seconded the motion and it passed unanimously.

**Statement of Purpose- Kela Bishop, Sr. Management Analyst II, Bureau of Elevator Safety**

Mrs. Bishop read the standard purpose and role of the ESTAC as specified in Florida Statute.

**Bureau of Elevator Safety Report- Josh Phillips, Bureau Chief**

Chief Phillips reported on the Bureau of Elevator Safety is fully staffed. Chief Phillips stated that the reading of the Statement of Purpose is to remind Council members and listeners of the Council's purpose for existence.

**Administrative Update:**

Chief Phillips reported on the current fiscal year 2021-2022, the bureau has 62,000 plus conveyances licensed, with 91.8 percent having a current license as of February 1<sup>st</sup>. Chief Phillips further stated that, at least 98 percent of the state's Certified Elevator Inspectors have received at least one oversight monitoring for the year.

**Rule Report:**

Chief Phillips stated the division has the sump pump and alarm systems. Chief Phillips stated the bureau will seek to restrict installation of alarm and other related non-elevator equipment in designated elevator spaces for new installation. He further stated that the rule has undergone some language modifications that require it to be reposted into Rule Development. Chief Phillips stated ESTAC members are notified of rule activity when initiated and are encouraged to comment and add suggestions as specified during the rule commenting period.

**Legislative Session:**

Chief Phillips gave a legislative update, stating the Bureau has no legislative updates.

## **Industry Update**

**Building Design Professional:** Represented by Jerry Wooldridge. Mr. Wooldridge stated that he read an article in Wired Magazine that he found really interesting and it may be old news but it was somewhat new to him and it is that ThyssenKrupp's multi- elevator has actually been installed into a tower in Germany and they are going through the process of finalizing the safety certification. Mr. Wooldridge stated the elevator goes up, down, sideway, slant-ways, diagonally, and every direction that you can imagine and it is being used using magnetic levitation to achieve some of these directional changes. Mr. Wooldridge stated he had nothing else to discuss.

**Labor:** Represented by James Yohn. Mr. Yohn stated that the construction industry is going crazy all around the country, including the state of Florida, and along with the construction safety issues need to be kept in mind. We want all employees and anyone on the site to go home safely every night. Mr. Yohn further stated there was a death since the last conference call and asked Nic Ortiz if he would give an update on that. Mr. Ortiz stated there was a technician that entered the pit and turned the stop switch off, didn't take an extra step to check you know, close the door and make sure the elevator doesn't move after that, got on the pit ladder. Elevator came down. Pit switch on the controller was jumped out and as far as we could see, it seemed like the jumper had been there for, it's hard to even call it a jumper. It seemed like it was wired that way for some time. Mr. Ortiz further stated as far as who put that there, we don't have any information on that. Mr. Ortiz stated the elevator remains shut down, OSHA has completed their portion of the investigation and there's some repairs that need to be done and then we're going to be doing full inspection testing before its allowed to run again.

**Local Government:** Represented by John Barnott. Not present.

**Manufacturing:** Represented by Tim Newton. Nothing to discuss.

**Private Inspections:** Represented by William Snyder. Mr. Snyder stated he has taught quite a few classes over the years and NAESA continues to teach in all their classes the safe way to

access an elevator pit. Mr. Snyder further stated that on the inspection side, every inspection class will continue to hound on safety. Mr. Snyder states he has not had a lot of complaints from inspectors around the state, which he usually starts to hear stuff when there's issues.

**Public:** Represented by John Antona. Not present.

**Elevator Service Companies:** Represented by David Alekna. Mr. Alekna stated that he has had several elevator owners asking about proposals that have received for door monitoring. He further stated that several are being told that their entire elevator system needs to be replaced. Mr. Alekna stated when he looked into some of them, they were modified in the timeframe of 2000 and more current, which was pointed out that 1996 it became a requirement and in the modernization requirements for 2000 on. Mr. Alekna stated the issue is misinformation on the requirement and it's being used as a state required mandate for people to upgrade their elevators when in fact, in some cases their elevators meet the standard already. Mr. Alekna stated he thinks it's a little disingenuous of the industry.

**Building Owners and Managers:** Represented by Stephen LaRocca. Mr. LaRocca stated he received some complaints from South Florida pertaining to elevator companies sending proposals for testing the equipment for a fee to see if they had door lock monitoring. Mr. LaRocca asked Mr. Snyder about the annual testing requirements. Mr. Snyder asked Mr. LaRocca if he was asking is this testing going to be a part of the Category 1 test requirements that is in code today. Mr. LaRocca replied, yes. Mr. Snyder stated door system is in there already. There was further discussion about blanket proposal being sent and the codes.

### **Old Business**

### **Workgroup Status Update and Discussion**

Chief Phillips stated that good information was received from the key boxes white paper and the bureau would like to know if ESTAC is in favor of the bureau moving forward with requiring key boxes. Chief Phillips asked in anyone opposed to moving forward with requiring key boxes.

There was no response. Chief Phillips stated the workgroup working on MCP document location has not had quite as much movement as the key boxes but a decision need to be made. Chief Phillips stated that the bureau is hoping the members of ESTAC could give some top locations that can be recommended to the industry and elevator owners to place the MCP documents, especially for MRL units. Mr. Newton stated since the documentation, the MCP should not be in the hands of other people, he likes the steel box on the car top and the second place he would recommend is wherever the disconnect is located outside of the hoistway. It would be in a locked box as well because the disconnects are in an electrical closet. Mr. Newton further inquired about what would be the signage needed and where would it be needed to direct the inspector.

Mr. Snyder stated he would like to echo what Mr. Newton said, but would say also that if you have a control room or MRL you can put that documentation in the box in the control room. Mr. Snyder further stated if there is no room to put that box the alternate location should then be in the electrical room, because they should be in a locked room for limited access. Mr. Snyder stated that would be the best two places. Mr. Newton stated that the biggest issue is where we don't have a designated space outside of the hoistway where all the equipment is literally in the hoistway and that is where we are having the confusion.

Mr. Hutto stated he agreed with the statement made by Mr. Newton and Mr. Snyder, but there is one consideration we are not really making. Mr. Hutto stated that if everything was in hard copy then everything just said would work perfectly, but when you consider that there are some electronic formats it presents a little more of a challenge and that is what we need to think about and discuss. Mr. Newton stated that he agrees with Mr. Hutto. There was further discussion about the MCP location, formats and accessing the documents. Mr. Newton asked if there was any other input from any other members. There was no response.

Mr. Newton moved on to the next agenda item residential elevator oversight and prompted Chief Phillips to discuss the matter. Chief Phillips stated that he had not seen any recent

information from any of the workgroups on this and would circle back and send out what information he has on it. Chief Phillips stated that a legislative change would have to push through and wanted to get the council members' opinions on if that is something that should be looked at moving forward with doing any kind of oversight on residential elevators.

Mr. Snyder stated this has been an open topic for years and we never seem to get any traction on it. There was further discussion about the legislative actions and local government requirements for residential elevator inspections.

Mr. Newton moved on to the next agenda item alternative testing and stated that he does not know of any companies that are actually moving to this because when TKE did a presentation in Orlando it was a nightmare. Chief Phillips stated he was not around at the time when the presentation was done. Chief Phillips states that there had not been a whole lot from the workgroups that were assigned to come up with some white paper and ideas on the subject.

Mr. Hutto asked that ESTAC to consider asking the current members to take up this task as a workgroup. Mr. Snyder stated that Mr. Newton's comment that none of the major companies are doing this is not quite true. Mr. Snyder stated that at least one or two of them are trying to move into this direction. Mr. Snyder stated that he would take the lead on this. Mr. Snyder stated Kevin Heling from Wurtec would be a good source for getting information.

Mr. Heling stated he was around at the demonstration and there were quite a few companies there including the one who led it and the one who led it is doing this extensively across Canada and he is currently working in several other jurisdictions in the U. S. where people are starting. There was further discussion about training requirements and certification. Mr. Snyder stated that he and Kevin put something together and bring it back to the council members for review and then forward to the bureau to potentially implement. There was further discussion about license modifiers, continuing education and other requirements and phases of the testing.

### **Pit Access**

Mr. Alekna stated he wanted to bring it to the attention of the committee how tragic the outcome of pit access can be, and that the industry has been relying on a procedural control to keep elevator personnel safe when accessing the pit and obviously those controls are not working.

Mr. Alekna stated that he is working on an effort to start pressing the code committee to hopefully put in place some engineering controls. Mr. Alekna further discussed other safety measures and mechanisms that can be implemented.

### **Locations for Main Line MRL Disconnecting Means**

Chief Phillips stated that the bureau tried to put some pictures together for the group. Chief Phillips stated the basic principle is there is no specific location or instructions given to the industry and it seems they want to start putting them wherever they can find the space. Chief Phillips turned the topic over to Alan Hutto for more technical expertise.

Mr. Hutto stated we are asking ESTAC to consider how to deal with this and maybe get RECs to do like we used to do, which is give some specifics about what is required.. Or it may be a building code issue that has got to come from National Electric Code. Mr. Hutto stated putting them by ice machines and things like that is completely unacceptable and that's what has taken place the past couple of years and, it's getting out of hand. Mr. Hutto stated these are only the ones that the state inspectors have come across and seen. There was further discussion about the pictures that were included with the agenda, the installation requirements for disconnects and notifying the industry of the requirements.

### **New Business**

#### **Fire Department Deeming Elevator Hoistway as Critical Component**

Mr. Newton stated he has an issue with the fire department saying that the elevator hoistway is a critical component and they need to make sure that they have radio coverage within these concrete shafts and want to put an antenna wire in the shaft. Mr. Newton stated that he sees these variance letters from various companies and they all look the same. He further stated he



does not get why a variance is needed every time the fire department decides they want to put something in the elevator shaft. Its elevator related and it's an antenna. Why is a variance needed?

Chief Philips stated that when we first started running across these, there was a variety of different installation methods and additional non-related equipment; bug junction boxes, some of them 16 inches in diameter, 4 inches deep being installed in the hoistway. So the variance is the bureau's way until code addresses it to try to control the installation method and other equipment associated with the antennas going into the elevator hoistway.

Mr. Hutto stated that there were kind of like these disconnects we were talking about and they were putting them in any way they could, so we had to find a way to try to control it. Mr. Hutto stated the idea is to keep non-elevator personnel out of the hoistways and we are trying to get this in rule so we can do away with variances. Mr. Hutto further stated until that happens, the equipment, while somewhat related to the elevator, it's not directly related to it and it's really for individuals that are inside the elevator and doesn't have anything to do with the two-way communication. There was further discussion about antenna and other equipment being installed in the elevator hoistway, the fire department requirement for a two way communication signal, code interpretation and the variance requirement for antenna installation in the elevator hoistway.

### **Upcoming Meetings**

The next meeting was tentatively scheduled without a specific proposed date in July 2022, via teleconference.

**ADJOURNMENT:** There being no further business to come before the Committee, the meeting was adjourned at 10:40a.m.