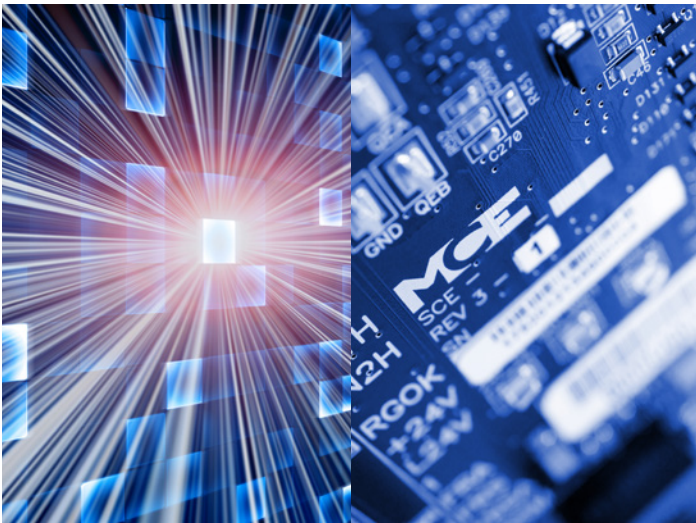


New York City - Code Requirement

All Existing Installations must have Door Position Monitoring by January 1, 2020



The 2014 Construction Codes for New York City, which include the NYC Building Code, went into effect on December 31, 2014. Chapter 30 of the NYC Building Code states, in part, that the design, construction, installation, alteration, repair and maintenance of elevators and their components shall conform to ASME A17.1 as modified by Appendix K, including Chapters K1 – K4. Appendix K, Chapter K3 addresses the NYC modifications to the Safety Code for Existing Elevators and Escalators (ASME A17.3-2002), codifying the retroactive requirements for existing elevators and escalators originally established by 1 RCNY 3610-01.

A significant addition to this chapter is Section 3.10.12, which includes the retroactive requirement to provide a system to monitor and prevent automatic operation of passenger and freight elevators with faulty door contact circuits. All applicable passenger and freight elevators must comply with this section by January 1, 2020. Specifically, the types of elevators affected by this change are elevators with power-operated car doors that are either:

- a) mechanically coupled with the landing doors; or
- b) opposite manually-operated, swing-type landing doors.

The monitoring system must accomplish the following:

- 1) Except during leveling, hoistway access operation, or inspection operation with open door circuits, this system must prevent operation of the car if the car door is not closed, regardless of whether or not the car door electric contact and/or landing door interlock or, in the case of swing-type landing doors, locking (secondary) contact, are bypassed.
- 2) Prevent power closing of the doors on automatic operation if the car door is fully open and any of the following conditions exist:
 - a. the car door contact is closed or bypassed;
 - b. the hoistway door interlock of the landing door that is coupled to the open car door, or the locking (secondary) contact of the associated swing-type landing door, is closed or bypassed, except during Fire Phase II operation; or
 - c. the car door contact and the interlock or, in the case of swing-type landing doors, locking (secondary) contact of the associated landing door are closed or bypassed.

The design and/or controller modifications required to implement this change must either be approved by the **controller manufacturer** or a registered design professional, and the work required to comply with this section may not be performed without a permit from the Department of Buildings of the City of New York.

Due to the complex and critical nature of this code requirement, MCE does not recommend or approve a 3rd party solution, but we do offer a code-compliant door position monitoring solution, customized to be compatible with your controller's unique configuration.

Please contact the MCE Modifications department (mods@nidec-mce.com or 800-444-7442) to request a review to determine whether or not a modification is required.

- Do your client's MCE controlled elevators meet the "door position monitoring" requirements for compliance with the 2014 Construction Codes for New York City?
- Every MCE controller is custom engineered for a specific job and installation. A one-size-fits-all solution for "door position monitoring" may not meet all of the code requirements.
- Let us help you ensure that your NYC client's MCE elevator controls comply with the new "door position monitoring" requirements.
- Call or send us a list of your client's MCE job numbers and we will let you know which controls already comply and just what is required to bring the others into compliance.
- Most solutions will involve some software modification and/or a minimum, additional hardware and wiring.
- Our solution will include exactly what is required, and nothing more. No need to spend more than is necessary to comply.
- As the designer and manufacturer of your client's MCE controls, MCE is authorized to approve the modifications required for compliance.
- All modifications will be fully documented and engineering drawings updated as required.
- Instructions for installing and testing for compliance are supplied.