

ELEVATOR SAFETY REVIEW BOARD MEETING

Thursday June 11, 2026

9:30 am

5860 W 111th St, Chicago Ridge, IL 60415

AGENDA

1. Call to order.
2. Pledge of Allegiance.
3. Board to review and vote whether to approve minutes from prior Board Meeting. (Final action anticipated)
4. Old Business:
 - A. Elevator progress report – OSFM Elevator Safety Division
5. New Business:
 - A. Discussion of Code Updates. Presentation by Administrator.
 - Presentation by Administrator on A17.1-2022 compared to A17.1-2025. (See Appendix A)
 - A17.7-2025
 - B. Public comment on Item A.
 - C. Board to review and act upon Item A. (Final action anticipated)
 - D. Door Monitoring Systems/Door Lock Monitoring – retroactive requirement presentation by Administrator and discussion. (See Appendix B)
 - E. Public comment on Item D.
 - F. Board to review and act upon Item D. (Final action anticipated)
 - G. Door Monitoring Systems/Door Lock Monitoring – retroactive requirement compliance method and timeline presentation by Administrator and discussion. Contingent on Board determination on Item F. (See Appendix C)
 - H. Public comment on Item G.
 - I. Board to review and act upon Item G. (Final action anticipated)
 - J. Status and presentation by Administrator of Robotic Usage.

- K. Public comment on Item J.
 - L. Board to review and act upon Item J. (Final action anticipated)
 - M. Variance Appeal. CIT Trucking, 8300 Springlake Dr., Mokena, IL 60448. (Final action anticipated.)
- 6. Public Comment.
 - 7. Adjournment.

Meeting Guidelines

ADA Accommodations: The Elevator Safety Review Board meeting listed on this agenda will be accessible to persons with disabilities. People who need special accommodation should contact the Elevator Safety Board Administrator's office at 312-814-8734, by June 9, 2026, no later than 2:00 p.m.

Public Comment Guidelines: Public comment sessions are provided as opportunities for members of the public to address the Board. Commenters shall sign in to provide notice of their intention to speak. Commenters will be given a reasonable amount of time to speak as determined by the Board Chairperson. Participation and sharing of viewpoints are encouraged; however, public comment sessions are not intended to be conversations with the Board. No commenter shall engage in personal attacks and/or act in an uncivil manner. Such disruptive activity is prohibited, and the commenter may be barred from future opportunities to publicly address Elevator Safety Review Board meetings.

Appendix A: NOTABLE CHANGES IN RECENT ASME A17.1 CODE EDITIONS

Please note that this list is not exhaustive and only highlights a grouping of changes that have been identified by the Administrator as possibly having a more noticeable impact.

ASME A17.1 2022			
CODE ADDITION / CHANGE	REQUIREMENT	A17.1 CODE CITATION	RETRO-ACTIVE REQUIREMENT
Voice / Video / Text	Add prescriptive text size requirement.	2.27.1.1.3(k)	No
Hoistway Illumination	Required during Fire Service & Hoist way Access	2.1.7	No
Emergency Responder Communication	Allowed in hoistways and cartops	2.8.7 & 2.27.12	No
Pit Ladder Detection	Detect person on pit ladder and prevent car movement .	2.2.4.2.7	No
Door Lock Monitoring	Add retroactive requirement and testing procedures.	8.6.4.24 & 8.6.5.19 = Retro-active rule requiring Electric & Hydraulic elevators to have DLM. 8.6.1.2.2 (e) (5) = On site documentation for test procedure. 8.6.4.19.21 & 8.6.5.14.12 = Testing requirement to test & written test procedure for Electric & Hydraulic elevators.	Yes
RIO	Definition, restrictions and cyber-security	2.26.13 , 3.26.12 , 8.14	No
CAT 1 Test	Add elevator communication test for hydraulic elevators.	2.26.13 , 3.26.12 , 8.14	No
Flood Operation	New requirement	2.2.9 , 2.27.13 , 3.27.5	No
ASME A17.1 2025			
CODE ADDITION / CHANGE	REQUIREMENT	A17.1 CODE CITATION	RETRO-ACTIVE REQUIREMENT
Aprons (Toe Guards)	Add retractable language. Remove reference to UCM. 48" required for hydros and traction cars.	2.15.9	No
Pit Screening	Guarding required for adjacent hoistways.	2.2.3.1.	No
Seismic Zones	Seismic Zone Map eliminated.	8.4	No
Hoistway Illumination	Required for hydraulic Elevators. Requirement for electric elevators added in 2022	3.1	No
Top of Car Inspection	While moving up, automatically stop the car when approaching counterweight or overhead.	2.26.1.4.2	No
Retractable Toe Guard CAT 1 Test	Add CAT 1 Test for retractable toe guard	8.6.4.19.23 (traction) 8.6.5.14.13 (hydro)	No
Flood Detection CAT 1 Test	Add CAT 1 Test for Flood detection where provided.	8.6.4.19.22 (traction) 8.6.5.15.15 (hydro)	No

Appendix B: OVERVIEW OF DOOR LOCK MONITORING RETROACTIVE REQUIREMENTS AND FURTHER INFORMATION RESPONSIVE TO QUESTIONS POSED BY JCAR DURING PREVIOUS RULEMAKING

Trigger Warning: This Appendix contains information which includes descriptions related to the loss of human life from elevator incidents which may be considered graphic and disturbing.

1. Introduction

As the Board begins again to consider the adoption of a newer edition of A17.1 and consequently to retroactively require door monitoring systems in elevators without them in Illinois, the Administrator has prepared some additional information for the Board's consideration. This will help address questions posed by JCAR committee members during previous rulemaking efforts that concluded with withdrawal of that rulemaking (Refer to Appendices A and B in the [Elevator Safety Review Board Agenda - 04-09-2026](#)).

What is door lock monitoring?

Door lock monitoring (or door monitoring system) refers to a system that prevents an elevator from moving unless its doors are fully closed and locked. A door monitoring system is designed to monitor the position of an elevator's doors and prevent automatic operation if any door issues are detected, such as with door wiring, door locks, door contacts, or a door system bypass. Door lock monitoring is intended to ensure that an elevator cannot operate in such circumstances, which would prevent the elevator doors from opening automatically and any passenger falling into the hoistway, being crushed during unexpected movement of the elevator, or otherwise being exposed to danger of injury or death. Elevator codes began including requirements for door lock monitoring after past serious accidents and fatalities.

What is the relevance of door lock monitoring to the adoption of A17.1?

Under current Illinois Elevator Safety Rules, elevators permitted for installation or alteration are required to have door lock monitoring compliant with ASME A17.1 (2019) at the time of installation or alteration. Existing elevators without a door monitoring system are not currently required to have door lock monitoring.

Both the ASME A17.1 (2022) and ASME A17.1 (2025), which was recently published, would require door lock monitoring (door monitoring systems) for both new and existing elevators. With the adoption of either newer code edition, existing elevators with mechanically coupled doors without a door monitoring system meeting would be required to add a door monitoring while existing elevators which have a door monitoring system installed under the current or previous code editions (1996 edition and forward) would

continue to comply with the door monitoring system requirements of the ASME A17.1 edition under which they were installed.

2. Questions posed by JCAR related to Door Lock Monitoring (DLM)

a. *What is the magnitude of the safety implications presented by a lack of DLM?*

A primary purpose of the Illinois Elevator Safety and Regulation Act (“the Act”) is to promote public safety¹ for the elevator-riding public. Requiring door monitoring systems (also known as door lock monitoring (DLM)) is consistent with the public safety mandate of the Act, as DLM prevents elevator doors from opening automatically if door issues are detected, protecting passengers.

Indicative of the importance placed on DLM, the American Society of Mechanical Engineers (“ASME”) designated DLM as a *retroactive* requirement for the 2022 and 2025 editions of the ASME A17.1 *Safety Code for Elevators and Escalators*². Retroactive requirements in the A17.1 are rare.

Several states and large jurisdictions have enacted the retroactive DLM requirement using varying compliance deadlines and following adoption of either the A17.1 (2022) or the ASME A17.3 *Safety Code for Existing Elevators* (editions since 2015). A selection includes:

Minnesota	A17.3 (2015)
Nevada	A17.3 (2017)
Oklahoma	A17.1 (2022)
Oregon	A17.3 (2020)
Florida	A17.3 (2020)
Georgia	A17.3 (2020)
New York City	A17.3 (2015)
Phoenix, AZ	A17.3 (2023)
Maine	A17.1 (2022)/A17.3 (2023) (Rulemaking Pending)

Like other public safety investments, costs avoided (e.g., injury and death, reputational, litigation) are largely invisible, making return on safety investments hard to measure. But

¹ Section 5 of the Act provides, in part, as follows: “...The purpose of this Act is to provide for the public safety of life and limb and to promote public safety awareness. The use of unsafe and defective lifting devices imposes a substantial probability of serious and preventable injury to employees and the public exposed to unsafe conditions. The prevention of these injuries and protection of employees and the public from unsafe conditions is in the best interest of the people of this State.” 225 ILCS 312/5

² The DLM retroactive requirement is found in A17.1, Section 2.26.5, and is titled, “System to Monitor and Prevent Automatic Operation of Passenger and freight Elevators with Faulty Door Contact Circuits.”

the retroactive nature of the DLM requirement is telling; ASME, a not-for-profit, deemed DLM of such importance to public safety that it felt the costs associated with compliance for new and existing passenger and freight elevators were nevertheless necessary.

In terms of safety statistics:

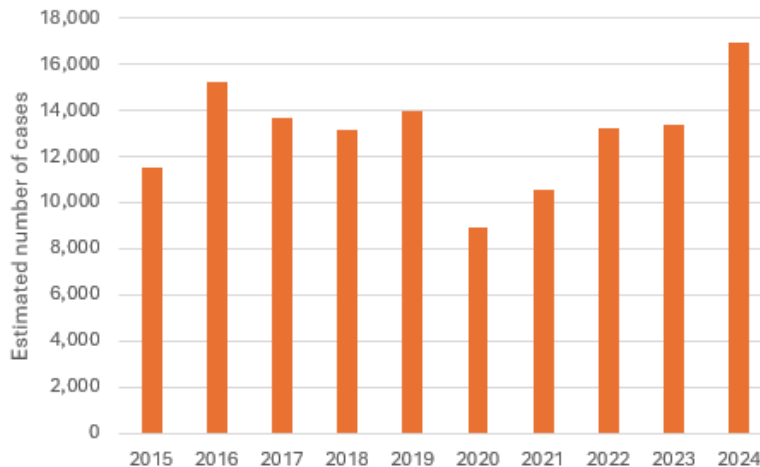
DEATHS:

- A report from the Center for Construction Research and Training (CPWR) reported on deaths among elevator passengers while at work³, between 1992 and 2009.
- According to the CWPR report, during the 1990s and 2000s, there were an average of 10 public member deaths from elevators per year (approximately 200 total), categorized as work-related or non-work-related and as Falls or Caught/Struck. Caught/Struck deaths mostly involved people getting caught in the elevator door or between the elevator and door or shaft while falls were mostly into the elevator shaft. The report does not offer details on the cause of the incident, so while they are not specifically attributed to the lack of door monitoring systems, passengers being caught, dragged, and crushed, as well as falls into the shaft, may have been prevented with door lock monitoring systems. For example, there were 62 Caught/Struck deaths and it is possible some of these deaths could have been prevented by having a door lock monitoring system. This is because if there were faulty door circuits, a door lock monitoring system would have detected a fault and not allowed the car to move.
- The Administrator has also been able to access some more recent data of deaths and injuries reported to the Bureau of Labor Statistics (BLS). While it is similarly not possible to say definitively for most incidents whether a door monitoring system fault is the direct cause of injury or death, on review of data for the period 2011 to 2024, the Administrator identified 22 (of approximately 100) reported deaths which could possibly have been prevented by having a door lock monitoring system. The Administrator acknowledges that there is a typical level of subjectivity in the judgement of this data. The methodology used by the Administrator in assessing the number of deaths was to identify and include deaths for which descriptions described crushing, trapping, and pinning, as these are some of the results that come from unexpected car movement. These incidents were described by phrases such as:
 - “DECEDENT FELL BETWEEN THE ELEVATOR AND THE WALL.
CAUSE OF DEATH: CRUSHING TRAUMA OF THE TORSO.”
 - “DECEDENT WAS STRUCK BY AN ELEVATOR KNOCKING HIM
DOWN AGAINST AN ELEVATOR WALL CRUCHING [sic] HIM.
CAUSE OF DEATH: CRUSHING”
 - “FOUND WITH ENTRAPPED HEAD BETWEEN ELEVATOR &
FLOOR”

³ The CWPR report indicates these are public member deaths only and do not include the deaths of industry members during construction or maintenance of elevators.

- “DECEDENT PINNED BETWEEN OPENED ELEVATOR AND THIRD FLOOR”
 - “PINNED BETWEEN ELEVATOR DOORS”
 - “TRAPPED BETWEEN ELEVATOR AND CEILING”
- INJURIES: Data from the National Electronic Injury Surveillance System (NEISS) collected by the U.S. Consumer Product Safety Commission (CPSC) shows that from 2015 to 2024 there were an estimated 130,519 injuries that involved elevators, with an estimated annual average of 13,052 cases (Figure 1). Of these, an estimated 21,492 were admitted to a hospital for care.

Figure 1. NEISS injuries involving an elevator, 2015-2024



b. What are the cost burdens associated with the DLM requirements?

The cost range has been estimated at \$10,000.00 to \$25,000.00 per elevator, depending on the age, type, and condition of each conveyance. Depending on each elevator owner’s circumstances, consideration should be given to a full modernization in lieu of a DLM upgrade.

There may be conveyances which are unable to be retrofitted and will require a modernization in order to meet the DLM retrofit requirement.

c. How many elevators across the State would need to meet the retroactive DLM requirement?

There are approximately 30,500 registered elevators in the State. Of this number, approximately 13,800 are listed as installed prior to January 1, 1996 and consequently, lacking in DLM. This is approximately 45% of existing elevators. However, registration

data alone does not reflect how many conveyances have been permitted for alteration resulting in a modernization since registration which would have met requirement.

In order to better determine that number, the Administrator has been reviewing permits and has requested that all municipalities (182) operating under a Local Program Agreement identify conveyances that have been permitted for an alteration which results in a modernization over the last two years and over the last ten years. As of May 28, 2026, OSFM has identified approximately 950 elevators that have been permitted for an alteration which results in a modernization, while municipalities have identified approximately 1,250 elevators that have been permitted for an alteration which results in a modernization. It is anticipated that numbers for the last 10 years will be available by mid-summer.

State Owned or Leased Conveyances:

The Administrator identified approximately 1,500 active elevators that are believed to be State-owned or State-managed. Of this number, approximately 720 are listed as installed prior to January 1, 1996 and consequently, lacking in DLM. As of May 28, 2026, approximately 160 have been permitted for an alteration which results in modernization, leaving approximately 560 that would require a DLM upgrade or a modernization.

d. Would the Board consider additional flexibility, phasing in, etc. regarding the DLM requirement?

The Board will first need to decide whether to include the retroactive door lock monitoring requirement in this upcoming rulemaking. If the Board again decides to include the retroactive door lock monitoring requirement, the method and timeline will also need to be determined.

Included in previously withdrawn rulemaking was a deadline of 3 years from adoption of the new edition of A17.1. Some stakeholders have previously suggested that the Board require installation of door monitoring systems on existing elevators only when the elevator is already undertaking alteration which results in a modernization. Other stakeholders suggested extending the compliance date (e.g. 5 years or more). During the April 2026 meeting, the Board discussed consideration for owners of large groups of elevators.

The Administrator intends to provide additional information during the meeting related to options for specific method and timeline for compliance, contingent on the Board's decision regarding whether to include the retroactive door lock monitoring requirement.

Appendix C: DRAFT RULES FOR DISCUSSION

Please note this language is provided for context in discussion and reflects previous rulemaking with clarification and items pending discussion and decisions of the Board.

Section 1000.30 Definitions

For the purposes of this Part, the definitions of terms in Section 15 of the Act and in this Section shall apply.

"Acceptance Inspection" means an inspection performed at the completion of the initial installation or alteration of equipment in accordance with applicable standards.

"Act" means the Elevator Safety and Regulation Act [225 ILCS 312].

"Alteration" means any change to equipment, including its parts, components or subsystems, other than maintenance, repair or replacement of the equipment or its parts, components or subsystems. [225 ILCS 312/15] For the purpose of this Part and the Act, this definition will take precedence over similar definitions used in safety codes incorporated by reference in Section 1000.60.

"Authority Having Jurisdiction", as used in the editions of the Safety Code for Elevators and Escalators (ASME A17.1/CSA B44), and Performance-Based Safety Code for Elevators and Escalators (ASME A17.7/CSA B44.7) currently adopted under Section 1000.60, means the Board.

"Board" means the Elevator Safety Review Board created by Section 25 of the Act [225 ILCS 312/15].

"Certificate of Conformance" means a certificate issued by a nationally accredited independent conveyance certification organization designated by ANSI, ASME or SCC (Standards Council of Canada) to operate a certification program that conforms to the Performance-Based Safety Code for Elevators and Escalators (ASME A17.7/CSA B44.7) and that evaluates new technology applicable to a conveyance for conformance with ASME A17.7/CSA B44.7. The Certificate of Conformance provides proof that the conveyance complies with ASME A17.7/CSA B44.7 and any other applicable codes required under the Act. The Certificate shall be part of the basis for approval by the Board.

"Certificate of Operation" means a certificate issued by OSFM or the Local Administrator that indicates that the conveyance:

has passed the required safety inspection and tests;

has been registered; and

fees have been paid. [225 ILCS 312/15]

"Code" or "State Code" means the standards and recommendations incorporated by reference in Section 1000.60.

"Contractor License Designee" means an individual designated by a licensed elevator contractor or licensed limited elevator contractor who holds a current elevator mechanic's license or limited elevator mechanic's license and has the responsibility to ensure that work performed by the contractor is done so in conformance with the Act.

"Elevator Contractor" means any person, firm, or corporation who possesses an elevator contractor license in accordance with the provisions of Sections 40 and 55 of the Act and who is engaged in the business of erecting, constructing, installing, altering, servicing, repairing, or maintaining and is entitled to perform electrical work on elevators or related conveyances covered by the Act within any building or structure, except exempt private residences. [225 ILCS 312/15]

"Elevator Industry Apprentice" means an individual who is enrolled in an apprenticeship program approved by the Bureau of Apprenticeship and Training of the U.S. Department of Labor and who is registered by OSFM and works under the general direction of a licensed elevator mechanic or licensed limited elevator mechanic. Licensure is not required for an elevator industry apprentice. [225 ILCS 312/15]

"Elevator Inspector" means any inspector, as that term is defined in ASME QEI, who possesses an elevator inspector license in accordance with the provisions of the Act. [225 ILCS 312/15]

"Elevator Mechanic" means any person who possesses an elevator mechanic license in accordance with the provisions of Section 45 of the Act and who is engaged in erecting, constructing, installing, altering, servicing, repairing, or maintaining elevators or related conveyances covered by the Act. [225 ILCS 312/15]

"Emergency Elevator Mechanic License" means a license issued by OSFM, under Section 45(d) of the Act and Section 1000.80(d) of this Part and based upon the certification of a licensed elevator contractor or licensed limited elevator contractor, whenever OSFM determines that *an emergency exists in the State due to disaster or work stoppage and the number of persons in the State holding mechanic licenses is insufficient to*

cope with the emergency. [225 ILCS 312/45(d)]

"Hearing Officer" means the presiding officer or officers at the initial hearing before the Board and each continuation of that hearing. A hearing officer must be an attorney-at-law licensed to practice in Illinois.

"Inspector's License" or "Inspection Company License" means *a license issued to an ASME QEI certified elevator inspector or inspection company that has proven the inspector's or the company's qualifications and ability, and has been authorized by the OSFM to possess this type of license* under the provisions of this Part. [225 ILCS 312/15]

"Inspection Company License Designee" means an individual designated by a licensed elevator inspection company who holds an elevator inspector license.

"Limited Elevator Contractor License" means a license issued by OSFM, under Section 1000.80(g), that limits the licensee's business to a specific type of conveyance described in ASME A18.1.

"Limited Elevator Mechanic License" means a license issued by OSFM, under Section 1000.80(a), that *authorizes the licensee to carry on a business of erecting, constructing, installing, altering, servicing, repairing or maintaining a specific type of conveyance* described in ASME A18.1 *within any building or structure.* [225 ILCS 312/15]

"Local Administrator" means *the municipality or county that entered into a local elevator agreement with OSFM to operate its own elevator safety program in accordance with the Act and this Part.*

"Material Alteration" means an "alteration", defined in ASME A17.1 as, any change to equipment, including its parts, components, and/or subsystems, other than maintenance, repair, or replacement.

"New Technology" means an elevator system, component or subsystem that has not been addressed in the edition of the Safety Code for Elevators and Escalators (ASME A17.1/CSA B44) currently adopted under Section 1000.60, but meets the requirements of a certificate of conformance under the Performance-Based Safety Code for Elevators and Escalators (ASME A17.7/CSA B44.7) currently adopted under Section 1000.60.

"OSFM" means the Office of the State Fire Marshal, which is designated by the Act to be the administrator of the Illinois Elevator Safety and Regulation Program.

"Owner" means the owner of the conveyance, which could be an individual, a group of individuals or an association, trust, partnership, corporation or person doing business under an assumed name. The owner may delegate his, her or its authority to manage the day-to-day operations of the conveyance to another party, but may not delegate his, her or its responsibilities and duties under the Act and this Part. [225 ILCS 312/15]

"Private Residence" means a separate dwelling or a separate apartment or condominium unit in a multiple-family dwelling that is occupied by members of a single-family unit. [225 ILCS 312/15] Private residence excludes a unit used on a time-share basis by more than one family over a period of time.

"Repair", as defined in ASME A17.1, means reconditioning or renewal of parts, components, and/or subsystems necessary to keep equipment in compliance with applicable code requirements. Repair includes only such work as is necessary to maintain present equipment in a safe and serviceable condition and to adjust or replace defective, broken, or worn parts with parts made of equivalent material, strength, and design, if the replacing part performs the same function as the replaced part.

"Temporary Elevator Mechanic License" means a temporary license issued by OSFM, under Section 45(e) of the Act and Section 1000.80(c) of this Part, *when OSFM agrees that there are no licensed personnel available to perform elevator work, and upon the request and certification of a licensed elevator contractor or licensed limited elevator contractor.* The individual receiving the temporary elevator mechanic license shall have *an acceptable combination of documented experience and education to perform elevator work without direct and immediate supervision.* [225 ILCS 312/45(e)]

"Temporary Limited Authority" means a temporary license to perform work on a specific type of conveyance described in ASME A18.1 issued, under Section 45(g) of the Act and Section 1000.80(a)(3) of this Part. A temporary license will be issued when OSFM agrees that there are no licensed personnel available to perform elevator work. The license will be issued by OSFM to an individual that OSFM agrees is qualified to perform the work.

(Source: Amended at 50 Ill. Reg. _____, effective _____)

Section 1000.60 Adoption of Nationally Recognized Safety Codes

- a) All conveyances shall be designed, constructed, installed, operated, inspected, tested, maintained, altered and repaired in accordance with the following standards and safety codes:

- 1) American Society of Mechanical Engineers (ASME)
Three Park Avenue
New York NY 10016-5990

- A) Safety Code for Elevators and Escalators (ASME A17.1-2022 or 2025/CSA B44-2022 or 2025) and Performance-Based Safety Code for Elevators and Escalators (ASME A17.7-2025/CSA B44.7:25).

Modification and Exclusion to the Safety Code for Elevators and Escalators (ASME A17.1-2022 or 2025/CSA B44-2022 or 2025) adopted by the Illinois Elevator Safety Review Board:

- i) Modification: Witnessing of Initiating Devices for Fireman's Emergency Operation.

All initiating devices for all elevators shall be tested every 5 years. The test shall be witnessed by an elevator inspector. Documentation of the results of the testing of initiating devices must be kept on site in the maintenance records. All hydraulic elevators shall have this documentation completed no later than December 31, 2024. All traction elevators shall have this documentation completed at the time of their first Category 5 test after January 1, 2024. After the initial test, subsequent tests of the elevator's initiating devices shall be conducted no later than 5 years after the date of the last test.

- ii) Exclusion: Specifically Excluded from Adoption is Section 8.6.4.20.1(b) Alternative Test Method for Car Safeties;

Please note this language is provided for context in discussion and reflects previous rulemaking with clarification and items pending discussion and decisions of the Board.

- iii) Modification: Door Lock Monitoring - System to Monitor and Prevent Automatic Operation of an Elevator with Faulty Door Contact Circuits.
 - Automatic passenger and freight elevators installed or permitted for installation prior to the effective date of the adoption of ASME

A17.1 (2022) under an ASME A17.1 edition which does not require a door monitoring system shall comply with Section 2.26.5 of ASME A17.1 (2022) by January 1, 2029.

- Automatic passenger and freight elevators installed or permitted for installation prior to the effective date of the adoption of ASME A17.1 (2022) under an ASME A17.1 edition which does require a door monitoring system shall comply with the door monitoring system requirements of the ASME A17.1 edition under which they were installed.
- Automatic passenger and freight elevators permitted for installation on or after the effective date of the adoption of ASME A17.1 (2022) shall comply with Section 2.26.5.
- Nothing in this modification shall be interpreted to affect the requirements for alteration of a conveyance regulated by this Part.

B) Safety Code for Existing Elevators and Escalators (ASME A17.3-2005), but only as required under Section 35(h) and (i) of the Act and subsection (d);

C) Safety Standard for Platform Lifts and Stairway Chairlifts (ASME A18.1-2023);

D) Standard for the Qualification of Elevator Inspectors (ASME QEI-1-2024).

2) American Society of Civil Engineers (ASCE)
1801 Alexander Bell Drive
Reston VA 20191-4400

Automated People Mover Standards (ANSI/ASCE/T&DI 21-21).

- b) All the materials incorporated by reference in this Section are incorporated as of the date specified and include no later editions or amendments.

- c) *The Board shall adopt, or amend and adopt, the latest editions of the standards referenced in this Section within 12 months after the effective date of the standards. [225 ILCS 312/35(a)]*
- d) Upgrade Requirements for Existing Conveyances
 - 1) *Notwithstanding anything else in this Part, the following upgrade requirements of the 2007 edition of the Safety Code for Elevators and Escalators (ASME A17.1) and the 2005 edition of the Safety Code for Existing Elevators (ASME A17.3) must be completed by January 1, 2015, but OSFM or the Local Administrator may not require their completion prior to January 1, 2013:*
 - A) *Restricted opening of hoistway doors or car doors on passenger elevators in accordance with ASME A17.3-2005;*
 - B) *Car illumination in accordance with ASME A17.3-2005;*
 - C) *Emergency operation and signaling devices in accordance with ASME A17.3-2005;*
 - D) *Phase reversal and failure protection in accordance with ASME A17.3-2005;*
 - E) *Reopening device for power operated doors or gates in accordance with ASME A17.3-2005;*
 - F) *Stop switch in pits in accordance with ASME A17.3-2005; and*
 - G) *Pit ladder installation in accordance with Section 2.2.4.2 of ASME A17.1-2007. [225 ILCS 312/35(h)]*
 - 2) *In the event that a conveyance regulated by this Part is altered, the alteration shall comply with the edition of ASME A17.1/CSA B44 currently adopted under Section 1000.60.*
 - 3) *Notwithstanding anything else in this Section, the firefighter's emergency operation and the hydraulic elevator cylinder or cylinders, including the associated safety devices outlined in Section 4.3.3(b) of ASME A17.3-2005, are not required to be upgraded unless:*
 - A) *There is an alteration of the controller affecting operation control, motion control, or combination of the 2 types of control, (1.1) the operation control, motion control, or*

*combination of the 2 types of control are replaced, (1.2)
there is an alteration to the hydraulic cylinder;*

- B) *The equipment fails; or*
 - C) *Failing to replace the equipment jeopardizes the public safety and welfare as determined by the Local Administrator or the Board. [225 ILCS 312/35(i)]*
- e) Non-Mandatory Guidelines. It is recommended that all conveyances be inspected and tested in accordance with the following recommended practices. The following list should not be interpreted as excluding other practices recommended by equipment manufacturers.

American Society of Mechanical Engineers (ASME)
Three Park Avenue
New York NY 10016-5990

Guide for Inspection of Elevators, Escalators, and Moving Walks
(ASME A17.2-2023)

(Source: Amended at 50 Ill. Reg. _____, effective _____)