

ELEVATOR SAFETY REVIEW BOARD MEETING

Thursday September 10, 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) (See Appendix A)
4. Old Business:
 - A. Elevator progress report – OSFM Elevator Safety Division
 - B. Variance - CIT Trucking, 8300 Springlake Dr., Mokena, IL 60448.
5. New Business:
 - A. Discussion of Code Updates. Presentation by Administrator.
 - i. A17.7-2025
 - ii. A17.2 update
 - B. Discussion of Code Updates (A17.1-2025) – Additional consideration of compliance timeframe for Door Monitoring Systems/Door Lock Monitoring. Presentation by Administrator. (See Appendix B)
 - C. Public comment on Items A and B.
 - D. Board to review and act upon Item A. (Final action anticipated)
 - E. Board to review and act upon Item B. (Final action anticipated)
 - F. Discussion of the Administrator's (OSFM's) proposed language to amend the Elevator Safety Rules; changes having been approved at the Board's June 2026 meeting. Presentation by Administrator. (See Appendix C).
 - G. Public comment on Item F.
 - H. Board to review and act upon Item F. (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 September 8, 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: ADMINISTRATOR SUMMARY OF MINUTES OF ELEVATOR
SAFETY REVIEW BOARD JUNE 11, 2026 MEETING**

1. The meeting was called to order.
2. Board reviewed corrections and voted to approve previous meeting minutes.
 - A. Member Allgaier requested a summary of minutes for convenience of attendees and Board members to more quickly and easily review the actions taken. The Administrator will implement this going forward.
3. Code Updates.
 - A. Presentation by Administrator on A17.1-2022 compared to A17.1-2025.
 - i. Administrator presented on notable changes in recent ASME A17.1-2022 and A17.1-2025. Administrator also recommended that the Board adopt ASME A17.1 2025.
 - ii. Consultant Koshak provided information on Remote Interaction Operation (RIO) or Test Enable Operation (TEO) provisions.
 - iii. Consultant Koshak provided information on Alternative Testing methods.
 - B. A17.7-2025
 - i. Administrator noted that the A17.7-2025 is available. Further discussion to occur at the next meeting.
4. Door Monitoring Systems/Door Lock Monitoring – retroactive requirement presentation by Administrator and discussion.
 - A. Presentation by Administrator on safety rationale for door monitoring systems retroactive requirement of A17.1.
5. Door Monitoring Systems/Door Lock Monitoring – retroactive requirement compliance method and timeline presentation by Administrator and discussion.
 - A. Presentation by Administrator on considerations for door monitoring systems retroactive requirement implementation timeline.
6. Decision on the above items.
 - A. The Board discussed and voted to accept for adoption the A17.1-2025 with the following modifications:
 - i. Require door-lock monitoring retroactively on all elevators that do not currently have door-lock monitoring that otherwise would be required to have

door lock monitoring by code within three years of the effective date of the rules.

- ii. Exclude from adoption Remote Interaction Operation (Section 2.26.13) and Test Enable Operation (Section 2.26.24).
- iii. Alternative testing methods, which was excluded in the adoption of ASME A17.1-2019, will be included in the adoption of A17.1-2025.

7. Robotic Usage.

- A. Administrator presented information. Board discussed and voted to modify the previously approved motion such that “Robot interaction with conveyances is recommended to comply with ASME A17.1-2025 Section 8.14 Cybersecurity”.

8. Variance Appeal. CIT Trucking, 8300 Springlake Dr., Mokena, IL 60448.

- A. The Administrator presented information on the appeal. The appellant provided information. The Board discussed and voted to table the variance to allow informal conversations and additional documentation to be provided to the Administrator.

9. The meeting was adjourned.

Note: These are notes provided in summary fashion as an aid to the Elevator Safety Review Board members. This summary is not intended to substitute for or reflect the details of the entire record. Refer to the minutes, available on the website, for additional details.

Appendix B: ADDITIONAL CONSIDERATION OF COMPLIANCE TIMEFRAME FOR DOOR MONITORING SYSTEMS/DOOR LOCK MONITORING

The Board will soon vote on proposed rule language. Based on the information described below, the Administrator respectfully requests that the Board revisit its previous determination of a 3-year implementation timeframe for retroactive door monitoring systems and, instead, adopt a longer implementation timeframe. The Administrator has serious concerns that, like the previously withdrawn rulemaking, the 3-year window will be rejected by the Joint Committee on Administrative Rules (JCAR). A rejection by JCAR could lead to the permanent prohibition of the retroactive door monitoring system requirement (i.e., The State would not be able to mandate this safety upgrade until a modernization occurs). In balancing the considerations and interests, the Administrator recommends a 7-year timeline for retroactive door monitoring system compliance.

Over the last two meetings, the Board has considered the adoption of a newer edition of A17.1, whether to retain provisions of the code to retroactively require door monitoring systems in elevators without a door monitoring system, and a timeline for implementation. Among other decisions, the Board determined at the June 2026 meeting to utilize the ASME A17.1 (2025), to retain the portions of the code which retroactively require door lock monitoring (DLM) in elevators in Illinois, and to provide a 3-year implementation timeframe. In preparation for the coming rulemaking, the Administrator asks the Board to make additional consideration of comments provided by various entities during the previous rulemaking regarding the timeline for implementation of the retroactive door monitoring system requirement and of the additional information provided by the Administrator at this meeting.

This additional consideration 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](#)) as well as the safety concerns that have led to the door monitoring system requirements being retroactive (Refer to Appendix B in the [Elevator Safety Review Board Agenda - 06-11-2026](#)).

During the previous rulemaking, the rules were withdrawn, in part, because JCAR was concerned that the Board had not sufficiently considered “the economic and budgetary effects of the proposed rulemaking,” such as the overall cost of implementation across the State, which is a requirement of rulemaking, and concern that second notice comments had not been considered by the Board.

To ensure that the Board has fully considered this topic in a method sufficient to meet the requirements of rulemaking, below are additional considerations:

1. The proposed language of the previous rulemaking included a delayed compliance date of 3 years for existing elevators to have door monitoring systems and there were concerns raised by both commenters and JCAR members about the cost and speed of implementation.
2. Door lock monitoring system upgrades can be accomplished through an upgrade or modernization. Depending on each elevator owner's circumstances, consideration should be given to a full modernization in lieu of an upgrade. There will be elevators which are unable to be retrofitted and will require a modernization to meet the DLM retrofit requirement.
3. With further responses received from Local Administrators since the June meeting regarding elevators that have already undergone alteration, the Administrator estimates there are approximately 11,000 elevators in the State anticipated to need upgrade or modernization. This represents approximately one third of the elevators in the State. At a cost of \$10,000 to \$25,000 per elevator for upgrade and a higher cost for modernization, that is an estimated \$118 million - \$275 million or greater cost to owners in this State.
4. The Administrator identified approximately 560 active elevators that are believed to be State-owned or State-managed which would require a door monitoring system upgrade or a modernization. Using the same estimated costs for upgrade, that would result in an estimated \$5.6 million - \$6.16 million or greater cost to the State.
5. During the previously withdrawn rulemaking, some stakeholders 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 and other stakeholders suggested extending the compliance date.
 - a. A commenter representing the University of Illinois system suggested an extended or phased compliance timeline to account for the number of elevators in their facilities, and noted concerns that the proposed 3-year period would strain resources and risk noncompliance despite good-faith efforts, as the work was not already accounted for in existing multi-year capital planning.
 - b. Public universities can be particularly affected by such requirements as they receive funding from the State. While the number of conveyances affected is likely less than the number initially estimated at that time, the concern about preparatory planning and an overall concern of State-supported facilities remains. There may be similar concerns from other facilities that have large numbers of elevators, like hospitals.

- c. While ‘large number’ owners could be impacted by the difficulties of planning the upgrade of tens or hundreds of elevators, owners of a small number of elevators, such as individual building owners or condo owners, may experience a parallel difficulty for capital planning. This is especially true if owners modernize the entire conveyance, rather than only upgrading the elevator for a door monitoring system. Modernization requires significantly greater cost and time to effect, but it also creates additional long-term benefits of modernized elevators. For example, accessibility items and communication components that are not currently required in older elevators could become more commonplace if more owners make the long-term investment in modernization.
- 6. The Administrator supports safety and vigorous efforts of owners to implement features that protect all users of elevators, but recognizes that compared to previously completed adoptions, the inclusion of a potentially high-cost retroactive requirement is not typical and will likely require more time for the Administrator to provide notification to all owners and allow for planning and completion of projects.

The Administrator supports the Board’s stance that this safety system should be present in all elevators. The Administrator also acknowledges comments received and JCAR’s questions about cost and timeline, especially at the scale of statewide implementation, indicate that there would be more support (or at least less forceful opposition) for this change with an extended timeframe.

The Administrator also wishes to make the Board aware that, while JCAR and the legislators that make up its membership are supportive of safety, they explicitly questioned whether it would be possible to use an alternate implementation method or timeline. JCAR has concerns about both individual and cumulative impacts and costs of implementing these safety systems in all elevators within 3 years of adoption. This is especially the case where the potential danger was previously known. In summary, JCAR plays a significant role in determining the fate of DLM. If JCAR finds the proposed rulemaking lacks consideration of necessary elements, as it did during the previous rulemaking, or that the rulemaking is counter to the public interest, such as by being too costly (for the timeframe allotted), it can object to or even outright prohibit portions of a rule. The practical effect of such a measure by JCAR would be to negate the desired safety aspect permanently. The previous 3-year window was not well received by JCAR. To withstand future JCAR scrutiny, the Administrator strongly supports a longer implementation period.

We all share the broader goals of strengthening public safety for the elevator-riding public. We all agree that a retroactive DLM requirement is necessary and will further this important goal. But the method to achieve this laudable goal is the subject of serious debate. Mindful

of the above considerations, and mindful of JCAR's concerns, the Administrator respectfully requests that the Board extend the timeline to provide more time for implementation.

At the June meeting, the Administrator suggested 7 years for compliance. Part of the rationale for this longer timeframe is to account for 5 years as an expected timeframe for upgrades, plus an additional 2 years for modernizations. The single longer timeframe of 7 years promotes clarity in communication and avoids complications from failure to meet an intermediary deadline. The Administrator expects to share information about the Board's decision widely to increase awareness of the upcoming changes.

Appendix C: PROPOSED RULES FOR DISCUSSION/APPROVAL

ESRB 41 ILLINOIS ADMINISTRATIVE CODE 1000

**TITLE 41: FIRE PROTECTION
CHAPTER II: ELEVATOR SAFETY REVIEW BOARD**

**PART 1000
ILLINOIS ELEVATOR SAFETY RULES**

Section	
1000.10	Purpose of this Part
1000.20	Applicability
1000.30	Definitions
1000.40	Local Regulation
1000.50	Elevator Safety Review Board
1000.60	Adoption of Nationally Recognized Safety Codes
1000.70	Variance and Appeal
1000.75	New Technology
1000.80	Licensure and Registration Requirements
1000.90	Application for License or Registration
1000.100	License and Registration Fees
1000.110	Renewal of License
1000.120	Registration of Conveyances
1000.130	Permits
1000.140	Conveyance Inspection
1000.145	Request for Investigation
1000.150	Certificate of Operation
1000.160	Administrative Hearing
1000.170	Administrative Procedures
1000.180	Service or Inspection of Non-Compliant Conveyances
1000.190	Conveyance Maintenance, Repair, and Upgrade History

AUTHORITY: Implementing and authorized by Section 35 of the Elevator Safety and Regulation Act [225 ILCS 312/35].

SOURCE: Adopted by emergency rule at 30 Ill. Reg. 13186, effective July 21, 2006, for a maximum of 150 days; emergency expired December 17, 2006; adopted at 31 Ill. Reg. 7043, effective April 24, 2007; amended at 32 Ill. Reg. 8377, effective May 27, 2008; amended at 33 Ill. Reg. 5750, effective April 2, 2009; amended at 36 Ill. Reg. 13131, effective October 1, 2012; amended at 39 Ill. Reg. 3417, effective February 19, 2015; amended at 45 Ill. Reg. 7120, effective May 25, 2021; amended at 48 Ill. Reg. 825, effective December 28, 2023; amended at 50 Ill. Reg. _____, effective _____.

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 \(ASME A17.1-~~2010~~/CSA B44\)-10](#), and Performance-Based Safety Code for Elevators and Escalators (ASME A17.7-~~2007~~/CSA B44.7-~~07~~) [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 \(ASME A17.1-2010/CSA B44-10\)](#) [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 A17.7-2007/CSA B44.7-07) [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-~~2025~~2019/CSA B44-~~2025~~2019) and Performance-Based Safety Code for Elevators and Escalators (ASME A17.7-~~2025~~2007-reaffirmed 2017/CSA B44.7-07-reaffirmed 2017).

Modification and Exclusion to the Safety Code for Elevators and Escalators (ASME A17.1-~~2025~~2019/CSA B44-~~2025~~2019) 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 are Section 2.26.13 Remote Interaction Operation and Section 2.26.24 Test Enable Operation; ~~Exclusion: Specifically Excluded from Adoption is Section 8.6.4.20.1(b) Alternative Test Method for Car Safeties;~~

- 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 (2025) 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 (2025) by January 1, 2030.

- [Automatic passenger and freight elevators installed or permitted for installation prior to the effective date of the adoption of ASME A17.1 \(2025\) 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 \(2025\) 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-~~2017~~[2023](#));
- D) Standard for the Qualification of Elevator Inspectors (ASME QEI-1-~~2018~~[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~~[21.13](#)).

- 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-~~2019~~/CSA B44-~~2019~~ [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-~~2017~~[2023](#))

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