

PROPOSED CHANGE

NBC05-DivB-03.01.13.11.-add-FP_v5_ed.doc

MODIFICATION PROPOSÉE

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Document	NBC 2005	Document
Provision	3.1.13.11.-add 2010	Exigence
Committee	Fire Protection	Comité
Minutes	CCR 124, 2.8.1.14. , 3.8.2.1, 4.7.2. and 5.7.2.7. Standing Committee on FP	Procès-verbaux

EXISTING PROVISION

None.

PROPOSED CHANGE

Add new Article 3.1.13.11. as follows:

Other Code Provisions Affected: 3.1.13.7.(1)

3.1.13.11. Elevator Cars

- 1) The wall and ceiling surfaces of elevator cars shall have a *flame-spread rating not more than 75.***
- 2) The wall, ceiling and floor surfaces of elevator cars shall have a *smoke developed classification not more than 450.***

RATIONALE

Problem

The elevator safety codes in the U.S. and Canada have been harmonized, and in early 2007, a Joint Bi-national Code entitled ASME A17.1/CSA-B44, "Safety Code for Elevators," was published. This code contains harmonized elevator safety requirements, except for a few issues where reference to the NBC is necessary, i.e. Building Codes, Electrical Codes, etc.

To complete the harmonization of fire-safety-related requirements, the flame-spread ratings and smoke developed classifications for elevator cars need to be harmonized.

Justification - Explanation

Differing requirements in Canada and the U.S. for flame-spread requirements and smoke developed classifications have prevented complete harmonization of the American and Canadian elevator codes, ASME A17.1 and CSA-B44. This harmonization is supported and desired by the elevator industry, manufacturers and suppliers, regulatory authorities, the elevator code publishing organizations and other interested parties. The lack of harmonization creates confusion in the highly integrated North American industry.

In addition, requiring a maximum flame-spread rating of 75 on all elevators will provide additional safety by providing a more stringent requirement compared to the current maximum flame-spread rating of 150 for non-high-rise buildings. The maximum flame-spread rating of 25 currently required by the NBC for elevators in high buildings has not been shown to provide justified additional safety compared to a maximum flame-spread rating of 75.

Cost implications

There will be no added costs to manufacturers, suppliers, regulatory authorities or building owners. With the harmonization of requirements throughout North America, rationalization of supplier's inventories, reduction of administration and elimination of errors, a savings to the industry and therefore to elevator purchasers should be provided.

The elevator industry in Canada represents less than 1% of the global elevator industry. Unique Canadian requirements are not feasible in a global industry, particularly when alternative safe requirements are available.

Enforcement implications

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The existing regulatory authorities using existing practices will be able to enforce the harmonized requirements. Uniformity of requirements throughout North America will eliminate the possibility of materials meeting U.S. requirements but not Canadian requirements being mistakenly installed in elevators in Canada. Checking for this source of error on elevator installations will streamline inspection practices.

Who is affected

Regulators, installers, designers.

OBJECTIVE-BASED ANALYSIS OF NEW OR CHANGED PROVISION

Provision: 3.1.13.11.(1)

Analysis:

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OBJECTIVE-BASED ANALYSIS OF NEW OR CHANGED PROVISION

Provision: 3.1.13.11.(1)

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OBJECTIVE-BASED ANALYSIS OF NEW OR CHANGED PROVISION

Provision: 3.1.13.11.(2)

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OBJECTIVE-BASED ANALYSIS OF NEW OR CHANGED PROVISION

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