



**APPLICATION FOR VARIANCE**  
 State Form 44400 (R2 / 12-05)  
 Approved by State Board of Accounts, 2007

INDIANA DEPARTMENT OF HOMELAND SECURITY  
 CODE SERVICES SECTION  
 302 West Washington Street, Room W248  
 Indianapolis, IN 46204-2739  
[http://www.in.gov/dhs/fire/tp\\_bs\\_comm\\_code/](http://www.in.gov/dhs/fire/tp_bs_comm_code/)

**INSTRUCTION:** Please refer to the attached four (4) page instructions.  
 Attach additional pages as needed to complete this application.

Variance number (Assigned by department)  
 18-03-07(a)

1. APPLICANT INFORMATION (Person who would be in violation if variance is not granted; usually this is the owner)		
Name of the applicant Wendell Carter	Title Vice-President General Manager	
Name of organization ArcelorMittal USA Indiana Harbor Plant	Telephone number (219) 399-1200	
Address (number and street, city, state, and ZIP code) 3210 Watling East Chicago, IN 48312		
2. PERSON SUBMITTING APPLICATION ON BEHALF OF THE APPLICANT (If not submitted by the applicant)		
Name of person on behalf of the applicant Brett Erickson	Title Modernization Superintendent	
Name of organization KONE Inc.	Telephone number (630) 629-3100	
Address (number and street, city, state, and ZIP code) 1080 Parkview Boulevard - Lombard, IL 60148		
3. DESIGN PROFESSIONAL OF RECORD (If applicable)		
Name of design professional	License number	
Name of organization	Telephone number	
Address (number and street, city, state, and ZIP code)		
4. PROJECT IDENTIFICATION		
Name of project #3 Steel Producing BOF Freight	State project number 38298	County Lake
Site address (number and street, city, state, and ZIP code) 3001 Dickey Rd East Chicago, IN 46312		
Type of project: <input type="checkbox"/> New <input type="checkbox"/> Addition <input checked="" type="checkbox"/> Alteration <input type="checkbox"/> Change of occupancy <input type="checkbox"/> Existing		
5. REQUIRED/ADDITIONAL INFORMATION		
The following required information has been included with this application (check as applicable):		
<input type="checkbox"/> A check made payable to the Indiana Department of Homeland Security for the appropriate amount. (see instructions)		
<input type="checkbox"/> One (1) set of plans or drawings and supporting data that describe the area affected by the requested variance and any proposed alternatives.		
<input type="checkbox"/> Written documentation showing that the local fire official has received a copy of the variance application.		
<input type="checkbox"/> Written documentation showing that the local building official has received a copy of the variance application.		
6. VIOLATION INFORMATION		
Has the Plan Review Section of the Division of Fire & Building Safety issued a Correction Order? <input type="checkbox"/> Yes (if yes, attach a copy of the Correction Order) <input checked="" type="checkbox"/> No		
Has a violation been issued? <input type="checkbox"/> Yes (if yes, attach a copy of the Violation and answer the following) <input checked="" type="checkbox"/> No		
Violation issued by: <input type="checkbox"/> Local Building Department <input type="checkbox"/> State Fire and Building Code Enforcement Section <input type="checkbox"/> Local Fire Department		

**7. DESCRIPTION OF REQUESTED VARIANCE**

Name of code or standard and edition involved <b>2011 675 IAC (ASME A17.1-2007)</b>	Specific code section <b>2.27.3.2.1</b>
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Nature of non-compliance (include a description of spaces, equipment, etc. involved as necessary)  
 Due to the by-products of producing steel such as heat, smoke, and dust, smoke detectors are not functional. As stated at the November 3, 2009 Indiana Fire Prevention and Building Safety Commission Meeting, by Commissioner Howard Cundiff "to have smoke detectors in the middle of an operator steel mill was not practical" (Minutes attached).

**B. DEMONSTRATION THAT PUBLIC HEALTH, SAFETY, AND WELFARE WILL BE PROTECTED**

Select one of the following statements:  
 Non-compliance with the rule will not be adverse to the public health, safety or welfare; or  
 Applicant will undertake alternative actions in lieu of compliance with the rule to ensure that granting of the variance will not be adverse to public health, safety, or welfare. Explain why alternative actions would be adequate (be specific).

Facts demonstrating that the above selected statement is true:  
 ArcelorMittal has strict security procedures that do not allow public access. Being a steel mill with heat and smoke created from molten steel the use of smoke and fire alarms are not practical. The plant has strict safety guidelines for all employees and train regularly on these policies.

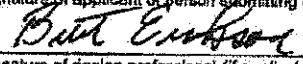
**9. DEMONSTRATION OF UNDUE HARDSHIP OR HISTORICALLY SIGNIFICANT STRUCTURE**

Select at least one of the following statements:  
 Imposition of the rule would result in an undue hardship (unusual difficulty) because of physical limitations of the construction site or its utility services.  
 Imposition of the rule would result in an undue hardship (unusual difficulty) because of major operational problems in the use of the building or structure.  
 Imposition of the rule would result in an undue hardship (unusual difficulty) because of excessive costs of additional or altered construction elements.  
 Imposition of the rule would prevent the preservation of an architecturally or a historically significant part of the building or structure.

Facts demonstrating that the above selected statement is true:  
 This unit is located in a steel mill, the production of steel produces heat and smoke that creates an environment that makes smoke detectors unusable. Please see previous state approvals from November 2009, and August 2013 attached addressing similar variance request.

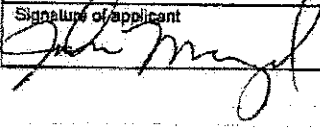
**10. STATEMENT OF ACCURACY**

I hereby certify under penalty of perjury that the information contained in this application is accurate.

Signature of applicant or person submitting application 	Please print name <b>BRETT ERICKSON</b>	Date of signature (month, day, year) <b>1-11-18</b>
Signature of design professional (if applicable)	Please print name	Date of signature (month, day, year)

**11. STATEMENT OF AWARENESS (If the application is submitted on the applicant's behalf, the applicant must sign the following statement)**

I hereby certify under penalty of perjury that I am aware of this request for variance and that this application is being submitted on my behalf.

Signature of applicant 	Please print name <b>JOHN MENGEL</b>	Date of signature (month, day, year) <b>1-25-18</b>
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Name of code or standard and edition involved 2011 675 IAC (ASME A17.1-2007)	Specific code section 2.27.3.2.1	
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Facts demonstrating that the above selected statement is true:		
9. DEMONSTRATION OF UNDUE HARDSHIP OR HISTORICALLY SIGNIFICANT STRUCTURE		
Select at least one of the following statements: <input type="checkbox"/> Imposition of the rule would result in an undue hardship (unusual difficulty) because of physical limitations of the construction site or its utility services. <input checked="" type="checkbox"/> Imposition of the rule would result in an undue hardship (unusual difficulty) because of major operational problems in the use of the building or structure. <input type="checkbox"/> Imposition of the rule would result in an undue hardship (unusual difficulty) because of excessive costs of additional or altered construction elements. <input type="checkbox"/> Imposition of the rule would prevent the preservation of an architecturally or a historically significant part of the building or structure.		
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Signature of applicant <i>Wendell Carter</i>	Please print name WENDELL CARTER	Date of signature (month, day, year) 1-16-2018

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Approved by State Board of Accounts, 2007INDIANA DEPARTMENT OF HOMELAND SECURITY  
CODE SERVICES SECTION  
302 West Washington Street, Room W246  
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[http://www.in.gov/dhs/lira/rfp\\_be\\_comm\\_code/](http://www.in.gov/dhs/lira/rfp_be_comm_code/)**INSTRUCTION:** Please refer to the attached four (4) page instructions.  
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18-03-07(b)

<b>1. APPLICANT INFORMATION</b> (Person who would be in violation if variance is not granted; usually this is the owner)		
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Name of organization ArcelorMittal USA Indiana Harbor Plant	Telephone number (219) 399-1200	
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<b>5. REQUIRED ADDITIONAL INFORMATION</b>		
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7. DESCRIPTION OF REQUESTED VARIANCE		
Name of code or standard and edition involved 2011 675 IAC (ASME A17.1-2007)	Specific code section 2.19	
Nature of non-compliance (include a description of spaces, equipment, etc. involved as necessary) This is a 25,000 pound freight with suspension means configured in three to one. Due to the high capacity and the configuration of the suspension means there is no emergency braking system available to retrofit the retained machine. It would be an undue hardship to replace the machine due to the capacity, and availability of a replacement machine this size.		
8. DEMONSTRATION THAT PUBLIC HEALTH, SAFETY AND WELFARE WILL BE PROTECTED		
Select one of the following statements: <input checked="" type="checkbox"/> Non-compliance with the rule will not be adverse to the public health, safety or welfare; or <input type="checkbox"/> Applicant will undertake alternative actions in lieu of compliance with the rule to ensure that granting of the variance will not be adverse to public health, safety, or welfare. Explain why alternative actions would be adequate (be specific).		
Facts demonstrating that the above selected statement is true:  The ArcelorMittal plant has strict security guidelines and does not allow access to the general public for this elevator. This is a production elevator, used by trained personnel, mostly as a material freight elevator.		
9. DEMONSTRATION OF UNDUH HARDSHIP OR HISTORICALLY SIGNIFICANT STRUCTURE		
Select at least one of the following statements: <input checked="" type="checkbox"/> Imposition of the rule would result in an undue hardship (unusual difficulty) because of physical limitations of the construction site or its utility services. <input checked="" type="checkbox"/> Imposition of the rule would result in an undue hardship (unusual difficulty) because of major operational problems in the use of the building or structure. <input checked="" type="checkbox"/> Imposition of the rule would result in an undue hardship (unusual difficulty) because of excessive costs of additional or altered construction elements. <input type="checkbox"/> Imposition of the rule would prevent the preservation of an architecturally or a historically significant part of the building or structure.		
Facts demonstrating that the above selected statement is true: The availability of a machine for a freight elevator this size and capacity is not available through conventional means. If a machine were available it would be difficult to install due to the rail traffic on both sides of the building moving molten steel in and out. There is no available emergency brake that will work with the distance across the suspension means, the cables are configured in 3 to 1, are 3/4 inch diameter, and quantity 8. The distance from cable 1 to 8 does not allow for a retrofitted rope gripper to fit based on the dimensions provided by our suppliers, and the rated capacity is also beyond our suppliers available stopping capacity (supplier brochure attached).		
10. STATEMENT OF ACCURACY		
I hereby certify under penalty of perjury that the information contained in this application is accurate.		
Signature of applicant or person submitting application <i>Brett Erickson</i>	Please print name BRETT ERICKSON	Date of signature (month, day, year) 1-11-18
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Signature of applicant <i>Wendell Carter</i>	Please print name <b>WENDELL CARTER</b>	Date of signature (month, day, year) <b>1-16-2018</b>
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**COMMISSION MEETING MINUTES**

**Indiana Fire Prevention and  
Building Safety Commission  
Government Center South  
402 West Washington Street  
Indianapolis, Indiana 46204  
Conference Room B**

November 3, 2009

1. Pursuant to IC 22-12-2-6, the Indiana Fire Prevention and Building Safety Commission's regular monthly meeting was opened by Chairman David Hannum at 9:05 a.m. on November 3, 2009.

- (a) Commissioners present at the Commission meeting:

Diana M. El Brenner, delayed arrival  
Michael Christoffersen  
Howard W. Cundiff, Vice-Chairman, representing the Commissioner, Department of Health  
David Hannum, Chairman  
John Hawkins  
M. Burke Jones  
Ted Ogle

- (b) Commissioners not present at the Commission meeting:

Michael Corey  
Kevin Goeden, representing the Commissioner, Department of Labor

- (c) The following departmental and support staff were present during the meeting:

Legal and Code Services  
John Haines, Code Specialist  
Denise Fitzpatrick, Code Specialist  
Beth Sutor, Secretary

- (d) Deputy Attorney General James Schmidt was present.

State Fire Marshal Jim Greeson introduced Scott Peroz, the new Building Law Compliance Officer, to the members of the Commission. The new Administrative Law Judge, Gary Bippus, also was introduced. The gentlemen gave a short synopsis of their respective backgrounds and were welcomed by all present.

2. Old Business.

Chairman Hannum called for any corrections or a motion to approve the minutes of the October 6, 2009 meeting as distributed. A motion to approve the minutes as distributed was made by Commissioner Jones and seconded by Commissioner Christoffersen. It was voted upon and carried.

3. Third Party Inspection Renewals.

RADCO  
3220 E. 59<sup>th</sup> Street  
Long Beach, CA 90805

PFS Corporation  
1507 Matt Pass  
Cottage Grove, WI 53527

Lonnie Lagle, Fire and Building Code Enforcement, introduced the third party inspection requests. He noted both were in good standing and recommended approval for one year. Commissioner Jones moved to approve both for a period of one year. Commissioner Christoffersen made the second. It was voted upon and carried.

4. Variances.

Tabled Variances.

Variance 09-10-6 Marquette Manor, Indianapolis, was represented by David Behrens, project superintendent for CS&M Mechanical Contractors. The request was to allow piping belonging to the bathroom in the apartment above an electrical room to run in a corner of the room. They would use a double-containment piping system in the electrical room only, switching back to single wall outside the room. A drip pan would be installed to protect equipment from the piping with a monitoring system to alert maintenance to problems. Domestic hot water piping has been diverted from the electrical room. On the condition that the drip pan not be constructed from sheet metal, Commissioner Cundiff moved to approve with the second by Commissioner Hawkins. It was voted upon and carried. Variance 09-10-33 City Lofts Interior Build-Out and Addition, Lafayette, was represented by Ed Rensink, RTM Consultants. The variance had been in a "B" category last month, but had been incomplete and ineligible for action. The missing information had been submitted. Commissioner Ogle moved to approve with the second by Commissioner Christoffersen. It was voted upon and carried.

Regular Variances.

Chairman Hannum called for any variances to be pulled from the block vote for individual consideration. There being none, Commissioner Jones made the motion to approve the following variances with an "A" or "B" review rating by staff with the second being made by Commissioner Ogle. It was voted upon and carried. Commissioner Christoffersen abstained from variance 09-11-19.

The following variances were approved as submitted:

- (1) 09-11-1 EHA Buckner Towers Renovations, Evansville
- (2) 09-11-2(a)(b)(c)(d)(e)(f) Northlane Condominiums, Bloomington
- (3) 09-11-3 Palmer Leasing Group Fleet Fueling, Ft. Wayne
- (4) 09-11-4 Bangersville Fire Station No. 3, Bangersville
- (5) 09-11-7(a)(b)(c) Pfizer Buildings Sprinklers, Terre Haute
- (6) 09-11-12(a)(b)(c) JW Marriott Hotel Complex, Indianapolis
- (7) 09-11-16 Parkview LaGrange Hospital Buggy Barn, LaGrange
- (8) 09-11-17 EHA Kennedy Towers Renovation, Evansville
- (9) 09-11-18(a)(b) Delta Chi Fraternity New Facility, Angola
- (10) 09-11-21 NAMPAC Addition, Indianapolis
- (11) 09-11-22 Ball State University North Residence Hall, Muncie
- (12) 09-11-24 Carmel Regional Performing Arts Center, Carmel
- (13) 09-11-25 Avon Middle School South, Avon
- (14) 09-11-27 Penthouse Renovation, Indianapolis
- (15) 09-11-31(a) IU/Cinema Theatre and Drama, Bloomington



The following variances were heard separately:

(16) 09-11-5 Dollar General, Evansville

The application was still incomplete and ineligible for action. Commissioner Christoffersen moved to table for thirty days. Commissioner Ogle made the second. It was voted upon and carried.

(17) 09-11-6

This number appeared as "Void" on the agenda.

(18) 09-11-8 Kosiarz Garage Addition, Griffith

Bill White, contractor for the project, appeared as proponent. The request was to allow an addition to a garage using a matching slab-on-grade foundation and not the full foundation required by code. A local ordinance allows only one outbuilding, so a separate building would not be possible. The local building official had submitted a letter opposing the variance. After discussion, Commissioner Christoffersen moved to deny with the second by Commissioner Cundiff. It was voted upon and carried.

(19) 09-11-9 Ben and Ari's Tent, Fishers

John DeLuca, a partner in the operation, appeared as proponent. For the past six years, the family entertainment business had erected a tent in their parking lot during the summer months for events held mainly by not-for-profit groups and for family parties. The tent was regularly inspected by the Fishers Fire Department and complied with their safety regulations. The local fire department realized they had not been enforcing the thirty day limit for tents properly, and advised Ben and Ari's to apply for a variance. The request was to allow a tent in the parking lot for more than the thirty days allowed by code. The local fire department was in support of the variance. Commissioner Ogle moved to approve for 180 days with the second by Commissioner Jones. It was voted upon and carried with 2 nay votes.

(20) 09-11-10 Recreation Unlimited, Noblesville

Lori Anderson, Peterson Architecture, spoke as proponent. The business sells play equipment to schools, etc., and has a large display area. They had noticed parent bringing their children in to play on the equipment while they talked to salespeople, not really intending to purchase any equipment. The owners decided to sell passes for supervised playtime and to provide party rooms for birthdays and such. Inspectors decided this was a change of use of the building. The request is to allow additional exit doors to decrease travel distance in lieu of installing a fire wall in the existing building. Lonnie Lagle, Fire and Building Code Enforcement, also requested that the staff is to be trained in emergency procedures and evacuations with bi-monthly trainings. Commissioner Hawkins made the motion to approve with the condition of panic hardware on the egress doors and the requested training for staff. Commissioner Cundiff made the second. It was voted upon and carried with one nay vote.

(21) 09-11-11 Marina Ltd. Dock Construction Building, Fortville

Steve Roudebush, Supervisor, spoke as proponent. The request was to allow an additional mezzanine to be constructed above an existing mezzanine to which an addition had been constructed. During discussion, it was determined that the construction had been done by non-professionals. Bonnie Robison, Director, Plan Review, also advised the Commission that she could not find where the project had been filed with the State. The project had, however, been filed with, and permits obtained from, Fishers.

Commissioner Hawkins moved to table to allow the proponent time to work with Plan Review to determine what needed to be filed and to submit paperwork. Commissioner Ogle made the second. It was voted upon and carried.

- (22) 09-11-12(d) J W Marriott Hotel Complex, Indianapolis

Ralph Gerdes, Ralph Gerdes Consultants, spoke as proponent. The request was to omit venting in two elevator hoistways. The building is sprinklered throughout, with the ballroom sprinkler system upgraded to Ordinary Hazard Group I and a mechanical smoke removal system provided. After discussion of the interpretation by the Elevator Division regarding venting hoistways provided by the proponent, Commissioner Cundiff moved no variance was required. The second was made by Commissioner Ogle. It was voted upon and carried.

- (23) 09-11-13(a)(b)(c) Community Hospital South Expansion, Indianapolis

Neal Locasto, RTM Consultants, spoke as the proponent. The boiler equipment is located on the roof of the building. The request in variance (a) was to omit the stairs and ramp at elevation changes from the building to the mechanical room. The walkway is a required second means of egress for the area which will have card-controlled access. Variance (b) was to omit the handrails required by code for this second means of egress. The walking surface is 14 feet from the edge of the building at its closest point and will be illuminated per code. Variance (c) was a request to remove the landing on the interior corridor side of the second means of egress doorway. After discussion, Commissioner Cundiff moved to approve all three variances with the second by Commissioner Christoffersen. It was voted upon and carried.

- (24) 09-11-14 Aberdeen at Heartland Crossing Phase III, Camby

Ed Ronsink, RTM Consultants, and Dan Turcic, project general manager, spoke as proponents. The request was to omit sprinklers in the seven one-story buildings which will complete the project. In lieu of sprinklers, the buildings will have two-hour fire walls separating every two units with a one-hour fire barrier separating each unit not separated by a fire wall. Fire access roads are provided. Commissioner Cundiff moved to approve with the second by Commissioner Christoffersen. It was voted upon and carried with one nay vote.

- (25) 09-11-15(a)(b) The Maples at Spring Mill Phase II, Building Type 33, Westfield

Ed Ronsink, RTM Consultants, proponent, asked that the variances be tabled. Commissioner Christoffersen moved to table with the second by Commissioner Ogle. It was voted upon and carried.

- (26) 09-11-19(a)(b)(c)(d)(e)(f)(g) Warsaw Retirement Community, Warsaw

Timothy Callas, J & T Consulting, asked that the variances be tabled. Commissioner Ogle moved to table with the second by Commissioner Jones. It was voted upon and carried.

- (27) 09-11-20 Carmel Arts District Lofts, Carmel

Ralph Gerdes, Ralph Gerdes Consultants, spoke as proponent. The request was to allow the proponent to consider the four floors above the three-hour fire-rated separation between the mercantile first level as a separate building so that he may use a 13R sprinkler system. After discussion, Commissioner Cundiff moved to approve with the second by Commissioner Ogle. It was voted upon and carried.

- (28) 09-11-23 Hamilton Heights Elementary School, Arcadia  
This variance had been withdrawn by the proponent.
- (29) 09-11-26 Peabody Public Library Interior Renovation, Columbia City  
Ed Rensink, RTM Consultants, spoke as proponent. The building had originally been built in 1997, and they now wish to add a meeting room in the basement level without installing the required sprinkler system. Three exits will be provided from the new space directly to the exterior and a 1-hour corridor will be created. After discussion, Commissioner Cundiff moved to approve with the second by Commissioner Ogle. It was voted upon and carried.
- (30) 09-11-28 Arcelor Mittal Steel, Burns Harbor  
Larry Spurr, Long Elevator, spoke as proponent. The request was to omit smoke detectors in existing elevators which were having upgraded controls and apparatus installed. Commissioner Cundiff moved to approve with the second by Commissioner Hawkins. It was voted upon and carried. Commissioner Cundiff stated that to have smoke detectors in the middle of an operating steel mill was not practical and the code should be revised.
- (31) 09-11-29 1302 N. Meridian Street Renovation, Indianapolis  
Ralph Gerdes, Ralph Gerdes Consultants, spoke as proponent. The request was to allow openings in an office building wall which is less than three feet from a property line. The building will be sprinklered, and the windows will be further protected by close spaced sprinklers. After discussion, Commissioner Christoffersen moved to approve with the second by Commissioner Cundiff. It was voted upon and carried.
- (32) 09-11-30 Wolf Creek Condominiums, Evansville  
Roger Lehman, R. Lehman Consulting, spoke as proponent. Also attending was Tom Haas, owner. The request was to omit sprinklers in the last five one-story 4-plex condominium buildings which are to be built in this project. A two-hour fire wall will be created between every two units and a one-hour fire barrier will be installed between each unit not separated by a fire wall. After discussion, Commissioner Cundiff moved to approve with the second by Commissioner Hawkins. It was voted upon and carried with one nay. Mr. Lehman, the former LBO for Evansville, then introduced Ben Miller, the new LBO for Evansville, stating he had wanted to show him how things were done at the Commission meetings so he would be familiar with the process.
- (33) 09-11-31(b)(c) IU / Cinema Theatre and Drama, Bloomington  
Ralph Gerdes, Ralph Gerdes Consultants, spoke as proponent. The request for variance (b) was a request to omit the shunt trip on the platform lift. The lift will have a GFCL-protected electrical system. After discussion, Commissioner Cundiff moved to approve with the second by Commissioner Ogle. It was voted upon and carried. Variance (c) was to allow a machine-roomless elevator. Specialized tools to be used for inspections and the training for State inspectors in their use will be provided. Commissioner Cundiff moved to approve with the second by Commissioner Christoffersen. It was voted upon and carried.

- (34) 09-11-32 Rodgers Finishing Tools, Lebanon

Danny Mitchell, Executive Vice-President of North Salem State Bank, spoke as proponent. The request was to allow the discontinuation of the sprinkler system of a building which has gone into foreclosure, is unoccupied, had all equipment removed and the heat turned off. Commissioner Christoffersen moved to approve with the second by Commissioner Jones. It was voted upon and carried.

- (35) 09-11-33 Washington Street Garage Pedestrian Connector, Indianapolis

Ralph Gerdes, Ralph Gerdes Consultants, spoke as proponent. The request was to allow a pedestrian bridge from the Convention Center to the parking garage to have sprinkler protection only at the Convention Center end of the bridge. The doors into the fully sprinklered Convention Center will have a wall with sprinklers six feet on center. The open garage, which is not sprinklered, will have only glass doors. After discussion, Commissioner Christoffersen moved to approve with the second by Commissioner Cundiff. It was voted upon and carried.

Commissioner Brenner joined the meeting.

- (36) 09-11-34 Marian Friary of Our Lady Coredeptrix, Bloomington

Robert Dorsey, architect, spoke as proponent. The request in variance (a) was to omit the fire alarm system. The request in variance (b) was to omit the sprinklers. The building has ICF concrete walls, concrete floors and a concrete separation between the first and second floors. There are two wooden decks to the rear of the building and wood framing. The lifestyle of the Franciscan order is one of a low fire risk, and most of the building will not be open to the public as they are cloistered. There are eight exits from the building with a fifty foot travel distance and ninety feet of travel from the four 7-person sleeping rooms to an exit. The building is served by a well. While the Van Buren Water District has a 6" main in their area, it would be unable to provide enough pressure to support sprinklers. Discussion centered on the fire area and need for a fire wall, and the need for type x gypsum on the interior of the ICF walls and l-beams.

5. Breaking and reconvening. Chairman Hannum recessed the Commission at 10:43 a.m. He then reconvened the meeting, calling it back to order at 10:55 a.m.

09-11-34 continued

Robert Dorsey explained to the Commission that they were prepared to install fire walls wherever Plan Review requested they be placed to reduce the fire area. Commissioner Hawkins then moved to approve (b) with the condition they work with Plan Review on items discussed on separations, and that 5/8" type x gypsum board be installed on the interior walls and used to encase the l-beams. Commissioner Christoffersen made the second. It was voted upon and carried with one nay. Commissioner Christoffersen then moved to deny (a) with the second by Commissioner Cundiff. It was voted upon and carried.

- (37) 09-11-35(a)(b)(c)(d)(e) The Residences at Merrillville Lakes, Merrillville  
09-11-36(a)(b)(c)(d)(e) The Residences at Merrillville Lakes, Merrillville

Howard Wolnor, architect, spoke as proponent. The project had originally been zoned in 2004 with the first buildings filed in 2007. Delays involving federal agencies and IDEM re-approving the wetlands in their area caused the next buildings to be filed under the 2008 IBC and new accessibility requirements. All units in the complex are adaptable. Variance (a) was a request to provide a five-foot turning radius in

front of the fixtures which included the lavatory overhang. Variance (b) was a request to allow 30"x48" clear floor space perpendicular to the lavatory. Following a lengthy discussion of requirements and exemptions, Commissioner Hawkins moved no variance required for both (a) and (b) with the second by Commissioner Christoffersen. It was voted upon and carried. Variance (c) was a request to provide a 5'6" x 36" parallel space for washer and dryer access. Variance (e) was a request to omit standpipes in the stairwell. The local fire official has said he would not use them, preferring to use his aerial truck and equipment. Commissioner Cundiff moved to approve with the second by Commissioner Ogle. It was voted upon and carried. Variance (d) was a request to omit Type A units. All units in the complex are adaptable and to design Type A units would require a complete redesign of the buildings. Commissioner Cundiff moved to approve with the second by commissioner Christoffersen. It was voted upon and carried. Commissioner Hawkins moved to deny variance (c) with the second by Commissioner Brenner. It was voted upon and carried.

(38) 09-11-37 Sweeties, Indianapolis

Tim Callas, J & T Consulting, spoke as proponent. The new bakery is in an existing tenant space of 2,500 square feet. The request was to omit the second exit which was required by the occupant load calculated at an Indianapolis Fire Department inspection. To comply would involve exiting through the kitchen and relocation of water heaters, coolers and plumbing. A revised seating plan was presented to the Commission allowing seating of 49 patrons. Commissioner Hawkins moved to approve with the condition that seating would not exceed 49 persons. Commissioner Cundiff made the second. It was voted upon and carried with one nay vote.

6. Approval of variance granted by the City of Indianapolis per IC 22-13-2-7(b)

The variance to the Marion County Fire Prevention Code granted by the Indianapolis Fire Department was presented for approval by the Commission pursuant to IC 22-13-2-7. This variance had been granted by the City of Indianapolis for the 1302 N. Meridian Street Renovation project. Commissioner Cundiff moved to approve with the second by Commissioner Brenner. It was voted upon and carried.

7. New Business - General.

Discussion and Commission Action On Petitions For Review (All are timely filed unless otherwise noted.)

Evansville Scottish Rite Cathedral  
Order - Elevator Safety and Amusement Device Section

Evansville Scottish Rite Cathedral - Zeller Elevator Company  
Order - Elevator Safety and Amusement Device Section

New Hope Day Services  
Order - Pike Township Fire Department

Gentry Park Senior Living  
Condition - Project 341983 Design Release

Commissioner Jones moved to approve all timely filed petitions for review. Commissioner Cundiff made the second. It was voted upon and carried.

7. Approval of LSA Document #09-147 as adopted by the Regulated Amusement Device Safety Board

After a brief discussion, Commissioner Jones moved to approve the rule as adopted by the Regulated Amusement Device Safety Board. Commissioner Cundiff made the second. It was voted upon and carried unanimously.

8. C.C.E. Inc. - Commission discussion and decision on Nonfinal Order and Objections.

Chairman Hannum stated he felt they had not had sufficient time to study the information distributed that morning to make an informed decision, and suggested the item be tabled for thirty days. Commissioner Jones moved to table for thirty days with the second by Commissioner Ogle. It was voted upon and carried.

9. Adjournment.

Chairman Hannum called for further business, and upon hearing none, he adjourned the meeting at 11:35 a.m.

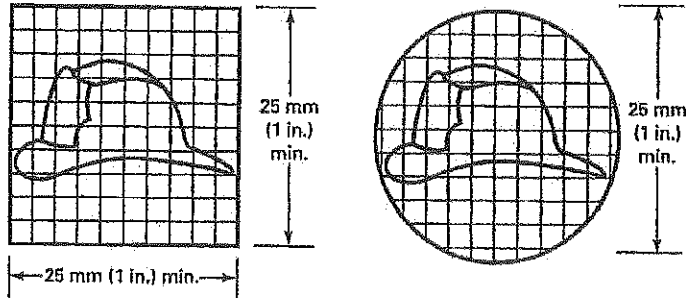
APPROVED

David Hannum, Chairman

**FIRE RECALL**  
2.27.3.2

(07)

Fig. 2.27.3.1.6(h) Visual Signal



- (n) If the normal power supply, emergency power supply, and standby power supply are not available and the elevator is equipped with an alternate source of power that is insufficient to move the car to the recall level, the following requirements shall apply:
- (1) The visual signal [2.27.3.1.6(h)] shall extinguish.
  - (2) A car that is not at a landing shall move to the closest landing it is capable of reaching.
  - (3) A car that has automatic power-operated horizontally sliding doors or power-operated vertically sliding doors provided with automatic closing operation and is stopped at a landing, shall open the doors, and then within 15 s, initiate reclosing.
  - (4) A car that is stopped at a landing shall have its door open button operative.
  - (5) A car stopped at a landing shall not move until normal power, emergency power, or standby power becomes available.

**2.27.3.2 Phase I Emergency Recall Operation by Fire Alarm Initiating Devices**

- (07) **2.27.3.2.1** In jurisdictions not enforcing the NBCC, fire alarm initiating devices used to initiate Phase I Emergency Recall Operation shall be installed in conformance with the requirements of NFPA 72, and shall be located
- (a) at each floor served by the elevator
  - (b) in the associated elevator machine room, control space, or control room
  - (c) in the elevator hoistway, when sprinklers are located in those hoistways
- (07) **2.27.3.2.2** In jurisdictions enforcing the NBCC, smoke detectors, or, if applicable, the building fire alarm system (fire alarm initiating devices), used to initiate Phase I Emergency Recall Operation, shall be installed in conformance with the requirements of the NBCC, and shall be located in
- (a) each elevator lobby
  - (b) the machine room

NOTE (2.27.3.2.2): Fire alarm initiating devices are referred to as fire detectors in the NBCC.

**2.27.3.2.3 Phase I Emergency Recall Operation to the Designated Level** shall conform to the following:

- (a) The activation of a fire alarm initiating device specified in 2.27.3.2.1 or 2.27.3.2.2(a) at any floor, other than at the designated level, shall cause all elevators that serve that floor, and any associated elevator of a group automatic operation, to be returned nonstop to the designated level.
- (b) The activation of a fire alarm initiating device specified in 2.27.3.2.1(b) or 2.27.3.2.2(b) shall cause all elevators having any equipment located in that machine room, and any associated elevators of a group automatic operation, to be returned nonstop to the designated level. If the machine room is located at the designated level, the elevator(s) shall be returned nonstop to the alternate level. (07)
- (c) In jurisdictions not enforcing NBCC, the activation of a fire alarm initiating device specified in 2.27.3.2.1(c) or in jurisdictions enforcing NBCC, the initiation of a fire detector in the hoistway shall cause all elevators having any equipment in that hoistway, and any associated elevators of a group automatic operation, to be returned nonstop to the designated level, except that initiating device(s) installed at or below the lowest landing of recall shall cause the car to be sent to the upper recall level. (07)
- (d) The Phase I Emergency Recall Operation to the designated level shall conform to 2.27.3.1.6(a) through (n). (ED)

**2.27.3.2.4 Phase I Emergency Recall Operation to an Alternate Level** (see 1.3) shall conform to the following:

- (a) the activation of a fire alarm initiating device specified in 2.27.3.2.1(a) or 2.27.3.2.2(b) that is located at the designated level, shall cause all elevators serving that level to be recalled to an alternate level, unless Phase I Emergency Recall is in effect
- (b) the requirements of 2.27.3.1.6(f), (j), (m), and (n) (ED)
- (c) the requirements of 2.27.3.1.6(a), (b), (c), (d), (e), (g), (h), (i), (k), and (l), except that all references to the

"designated level" shall be replaced with "alternate level"

**2.27.3.2.5** The recall level shall be determined by the first activated fire alarm initiating device for that group (see 2.27.3.2.1 or 2.27.3.2.2).

If the car(s) is recalled to the designated level by the "FIRE RECALL" switch(es) [see also 2.27.3.1.6(j)], the recall level shall remain the designated level.

(055) **2.27.3.2.6** When a fire alarm initiating device in the machine room, control space, control room, or hoistway initiates Phase I Emergency Recall Operation, as required by 2.27.3.2.3 or 2.27.3.2.4, the visual signal [see 2.27.3.1.6(h) and Fig. 2.27.3.1.6(h)] shall illuminate intermittently only in a car(s) with equipment in that machine room, control space, control room, or hoistway. When activated, a heat detector [2.27.3.2.1(d)] in the machine room, control space, or control room shall cause the visual signal [see 2.27.3.1.6(h) and Fig. 2.27.3.1.6(h)] to illuminate intermittently only in a car(s) with equipment in that machine room, control space, or control room.

(07) **2.27.3.3 Phase II Emergency In-Car Operation.** A three-position ("OFF," "HOLD," and "ON," in that order) key-operated switch that will not change position without a deliberate action by the user, shall be labeled "FIRE OPERATION"; provided in an operating panel in each car; and shall be readily accessible. The label "FIRE OPERATION" lettering shall be a minimum of 5 mm (0.25 in.) high in red or a color contrasting with a red background. It shall become effective only when Phase I Emergency Recall Operation is in effect and the car has been returned to the recall level. The switch shall be rotated clockwise to go from "OFF" to "HOLD" to "ON."

The key shall only be removable in the "OFF" and "HOLD" position. For elevators with power-operated doors, the "OFF," "HOLD," and "ON" positions shall not change the mode of operation within Phase II Emergency In-Car Operation until the car is at a landing with the doors in the normal open position, except as required by 2.27.3.3.4 and 2.27.3.4. The three modes of operation within Phase II In-Car Operation ("OFF," "HOLD," and "ON") are specified by 2.27.3.3.1 through 2.27.3.3.4.

For elevators with manual doors, after the car and hoistway doors have been opened at least once at the recall level, the "OFF," "HOLD," and "ON" positions shall then change the mode of operation in accordance with 2.27.3.3.1 through 2.27.3.3.4.

**2.27.3.3.1** When the "FIRE OPERATION" switch is in the "ON" position, the elevator shall be on Phase II Emergency In-Car Operation, for use by emergency personnel only, and the elevator shall operate as follows:

(a) The elevator shall be operable only by a person in the car.

(b) The car shall not respond to landing calls. Directional lanterns, where provided, shall remain inoperative. Car position indicators, where provided, shall remain operative. Landing position indicators, where provided, shall remain inoperative, except at the designated level and the building fire control station, where they shall remain operative.

(c) Door open and close buttons shall be provided (07) for power-operated doors and located as required by 2.27.3.3.7. Buttons shall be a minimum of 19 mm (0.75 in.) in the smallest dimension. The door open and door close buttons shall be labeled "OPEN" and "CLOSE." The door open and close buttons shall be operative when the elevator is stopped within an unlocking zone.

(d) The opening of power-operated doors shall be controlled only by a continuous-pressure door open button. If the button is released prior to the doors reaching the normal open position, the doors shall automatically reclose. Requirements 2.13.3.3, 2.13.3.4, 2.13.4.2.1(b)(2), and 2.13.4.2.1(c) do not apply.

On cars with multiple entrances, if more than one entrance can be opened at the same landing, separate door open buttons shall be provided for each entrance.

(e) Open power-operated doors shall be closed only by continuous pressure on the door close button. If the button is released prior to the doors reaching the fully closed position, horizontally sliding doors shall automatically reopen, and vertically sliding doors shall automatically stop or stop and reopen.

On cars with multiple entrances, if more than one entrance can be opened at the same landing, a separate door close button shall be provided for each entrance.

(f) Opening and closing of power-operated car doors or gates that are opposite manual swing or manual slide hoistway doors shall conform to 2.27.3.3.1(d) and (e).

(g) All door reopening devices, except the door open button, shall be rendered inoperative. Full-speed closing shall be permitted.

Landing door opening and closing buttons, where provided, shall be rendered inoperative.

(h) Every car shall be provided with a button labeled (07) "CALL CANCEL," located as required in 2.27.3.3.7, that shall be effective during Phase II Emergency In-Car Operation. When activated, all registered calls shall be canceled and a traveling car shall stop at or before the next available landing. The button shall be a minimum of 19 mm (0.75 in.) in the smallest dimension.

(i) Floor selection means shall be provided in the car (07) to permit travel to all landings served by the car, and shall be operative at all times, except as in 2.27.3.3.2 and 8.12.1. Means to prevent the operation of the floor selection means or door-operating buttons shall be rendered inoperative. The floor selection means shall be operable without the use of keys, cards, tools, or special knowledge. The floor selection means shall be permitted to be located behind the locked cover specified in





MICHAEL R. PENCE, Governor  
STATE OF INDIANA

DEPARTMENT OF HOMELAND SECURITY

JOHN H. HILL, EXECUTIVE DIRECTOR

Indiana Department of Homeland Security  
Indiana Government Center South  
302 West Washington Street  
Indianapolis, IN 46204  
317-232-3980

TRAVIS LANGDON  
ARCELORMITTAL  
3210 WATLING ST  
EAST CHICAGO, IN 46312

July 5, 2013

Dear TRAVIS LANGDON,

This letter provides notice below of the action taken by the Fire Prevention and Building Safety Commission on your application(s) for a variance(s) from the Commission's rules under IC 22-13-2-11 and 675 IAC 12-5. The Commission considered the application with all alternatives offered, as a part of its published agenda, at its regular meeting on July 2, 2013.

Project Number	Project Name	Variance Number
	ARCELORMITTAL STOCKHOUSE #7	13-07-33

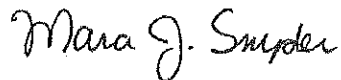
Commission Conditions

Edition	Code	Code Section	Commission Action & Date
2011	ELV (675 IAC 21-3)	A17 1-2.27.3.2.1	Approved as submitted 07/02/2013

You are advised that if you desire an administrative review of this action, you must file a written petition for review at the above address with the Fire Prevention and Building Safety Commission. Your petition must fully identify the matter for which you seek review no later than eighteen (18) calendar days from the above stated date of this letter, unless such date is a Saturday, Sunday, legal holiday under state statute, or day that the Department of Homeland Security's offices are closed during regular business hours; in which case the deadline would be the first day thereafter that is not a Saturday, Sunday, legal holiday under state statute, or day that the Department of Homeland Security's offices are closed during regular business hours. If you do so, your petition for review will be granted and an administrative proceeding will be conducted by an administrative law judge appointed by the Fire Prevention and Building Safety Commission. If you do not file a petition for review, this action will be final.

Please be further advised that you may request an opportunity to informally discuss this matter prior to filing a petition for review. Such informal discussion, or request therefore, does not extend the deadline for filing a petition for review and, therefore, any request for an informal discussion should be made promptly, preferably by telephone or e-mail, upon receipt of this letter.

Sincerely,

A handwritten signature in cursive script that reads "Mara J. Snyder".

Mara J. Snyder  
Legal & Code Services,  
Department of Homeland Security

(e) statement "DO NOT LUBRICATE GOVERNOR ROPE"

**SECTION 2.19  
ASCENDING CAR OVERSPEED AND UNINTENDED  
CAR MOVEMENT PROTECTION**

**2.19.1 Ascending Car Overspeed Protection**

**2.19.1.1 Purpose.** Ascending car overspeed protection shall be provided to prevent the car from striking the hoistway overhead structure as a result of a failure in

- (a) the electric driving-machine motor, brake, coupling, shaft, or gearing
- (b) the control system
- (c) any other component upon which the speed of the car depends, except the suspension ropes and the drive sheave of the traction machine

**2.19.1.2 Where Required and Function.** All electric traction elevators, except those whose empty car weight exceeds the total weight of the suspension ropes and counterweight, shall be provided with a device to prevent an ascending elevator from striking the hoistway overhead structure. This device (see 2.26.2.29) shall

(a) detect an ascending car overspeed condition at a speed not greater than 10% higher than the speed at which the car governor is set to trip (see 2.18.2.1).

(1) If the overspeed detection means requires electrical power for its functioning

(a) a loss of electrical power to the ascending car overspeed detection and control means shall cause the immediate activation of the emergency brake as required in 2.19.1.2(b)

(b) the occurrence of a single ground, or the failure of any mechanically operated switch that does not meet the requirements of 2.26.4.3.1, any single magnetically operated switch, contactor, or relay, or any single solid-state device, or a failure of a software system not conforming to 2.26.4.3.2, shall not render the detection means inoperative

(2) The failure of any single mechanically operated switch that does not meet the requirements of 2.26.4.3 shall not render the detection means inoperative.

(3) When a fault specified in 2.19.1.2(a)(1)(b) or 2.19.1.2(a)(2) is detected, the car shall stop at or before the next landing for which a demand was registered, and shall not be permitted to restart.

(4) Once actuated by overspeed, the overspeed detection means shall remain actuated until manually reset, and the car shall not start or run unless the detection means is reset.

(b) decelerate the car when loaded with any load up to its rated load [see 2.16.8(h)] by applying an emergency brake conforming to 2.19.3. The car shall not start or run unless the emergency brake is reset.

**2.19.2 Protection Against Unintended Car Movement**

**2.19.2.1 Purpose.** Protection shall be provided with a device to prevent unintended car movement away from the landing with the hoistway door not in the locked position and the car door not in the closed position, as a result of failure in

- (a) the electric driving-machine motor, brake, coupling, shaft, or gearing
- (b) the control system
- (c) any other component upon which the speed of the car depends, except the suspension ropes and the drive sheave of the traction machine

**2.19.2.2 Where Required and Function.** All electric traction elevators shall be provided with a device (see 2.26.2.30) that shall

(a) detect unintended car movement away from the landing with the hoistway door not in the locked position and the car door not in the closed position.

NOTE: Freight elevators provided with combination mechanical locks and contacts on the hoistway door shall detect the closed position of the hoistway door and the closed position of the car door.

(1) If the detection means requires electrical power for its functioning

(a) a loss of electrical power to the unintended movement detection and control means shall cause the immediate activation of the emergency brake as required in 2.19.2.2(b)

(b) the occurrence of a single ground, or the failure of any mechanically operated switch that does not meet the requirements of 2.26.4.3.1, any single magnetically operated switch, contactor, or relay, or any single solid-state device, or a failure of a software system not conforming to 2.26.4.3.2, shall not render the detection means inoperative

(2) The failure of any single mechanically operated switch that does not meet the requirements of 2.26.4.3, shall not render the detection means inoperative.

(3) When a fault specified in 2.19.2.2(a)(1)(b) or 2.19.2.2(a)(2) is detected, the car shall stop at or before the next landing for which a demand was registered, and shall not be permitted to restart.

(4) Once actuated by unintended movement, the detection means shall remain actuated until manually reset, and the car shall not start or run unless the detection means is reset.

(b) upon detection of unintended car movement, stop and hold the car, with any load up to rated load [see also 2.16.8(h)], by applying an emergency brake conforming to 2.19.3, with the car movement limited in both directions, to a maximum of 1 220 mm (48 in.). The car shall not start or run unless the emergency brake provided for the unintended movement protection is reset.

### 2.19.3 Emergency Brake (See Nonmandatory Appendix F)

#### 2.19.3.1 Where Required

2.19.3.1.1 When required by 2.19.1 for protection against ascending car overspeed, an emergency brake (see 1.3) conforming to 2.19.3.2 shall be provided.

2.19.3.1.2 When required by 2.19.2 for protection against unintended car movement, an emergency brake (see 1.3) conforming to 2.19.3.2 shall be provided.

2.19.3.1.3 A single device shall be permitted to meet the requirements of both 2.19.3.1.1 and 2.19.3.1.2, or separate devices shall be provided.

2.19.3.2 Requirements. The emergency brake is permitted to consist of one or more devices and shall

(a) function to decelerate the car by acting on one or more of the following (see also 2.19.4):

(1) counterweight [e.g., counterweight safety (see 2.17.4 and 2.17.7)]

(2) car

(3) suspension or compensation rope system

(4) drive sheave of a traction machine

(5) brake drum or braking surface of the driving-machine brake, provided that the driving-machine brake surface is integral (cast or welded) with or directly attached to the driving-machine sheave. Attachments, where used, shall conform to 2.24.3 and 2.24.4.1. Welding, where used, shall conform to 8.8.

(b) be independent of the driving-machine brake

(c) not be used to provide, or assist in providing, the normal stopping of the car. When the emergency brake is activated during normal elevator stops, it shall only be applied to and released from a stationary braking surface.

(d) not require the application of electrical power for its activation, nor be rendered inoperative by the failure of any power supply

(e) not on its own cause the car average retardation to exceed  $9.8 \text{ m/s}^2$  ( $32.2 \text{ ft/s}^2$ ) during the stopping or slowdown phase during ascending car overspeed

(f) be designed so that the factors of safety based on the maximum stresses developed in the parts subject to load during the operation of the emergency brake shall comply with the following:

(1) Where an emergency brake is activated only when protecting against either an ascending car overspeed condition or unintended car movement with the car and hoistway doors open, the minimum factors of safety, when applied during the retardation phase of emergency braking, shall be not less than those specified in 2.17.12.1.

(2) Where an emergency brake is activated during normal stops of the elevator, the minimum factors of safety, when applied during the retardation phase of

emergency braking, shall be not less than those specified in 2.24.3.1 and 2.24.3.2.

(3) Where an emergency brake acts on the suspension or compensation rope system

(a) the factor of safety with respect to the breaking strength of the ropes shall be not less than 5 at any time during the retardation phase

(b) it shall be designed to prevent appreciable damage or deformation to the ropes resulting from its activation

(g) be arranged to be tested in accordance with the requirements specified in 8.10.2

(h) if the design of the emergency brake is such that field adjustment or servicing is required and the emergency brake acts on the brake drum or braking surface of the driving-machine brake, it shall be provided with a sign stating "EMERGENCY BRAKE." The sign shall be located on the emergency brake at a location visible from the area likely to require service. The sign shall be of such material and construction that the letters shall remain permanently and readily legible. The height of the letters shall be not less than 6 mm (0.25 in.). (955)

2.19.3.3 Marking Plate Requirements. The emergency brake shall be provided with a marking plate indicating the range of total masses (car with attachments and its load) for which it is permitted to be used, the range of speeds at which it is set to operate, and the criteria such as rail lubrication requirements that are critical to the performance.

#### 2.19.4 Emergency Brake Supports

All components and structural members, including their fastenings, subjected to forces due to the application of the emergency brake shall be designed to withstand the maximum forces developed during the retardation phase of the emergency braking so that the resulting stresses shall not exceed those permitted for the applicable type of equipment as follows:

(a) machinery and sheave beams (see 2.9.6)

(b) guide rails and their supports (see 2.23.5.3)

(c) counterweight frames (see 2.21.2.3.3)

(d) car frames (see 2.15.10.2)

(e) machines, sheaves, and bedplates (see 2.24.3.2)

## SECTION 2.20

### SUSPENSION ROPES AND THEIR CONNECTIONS

#### 2.20.1 Suspension Means

Elevator cars shall be suspended by steel wire ropes attached to the car frame or passing around sheaves attached to the car frame specified in 2.15.1. Ropes that have previously been installed and used on another installation shall not be reused.

Only iron (low-carbon steel) or steel wire ropes, having the commercial classification "Elevator Wire Rope,"

# HOLLISTER-WHITNEY® THE ROPE GRIPPER®

In recent years, there has been a great deal of discussion about the need for protection against injuries caused by elevator cars leaving the floor with the doors open and overspeeding in the up direction. That's why Hollister-Whitney introduced the Rope Gripper®, a remarkable device used to grab elevator suspension ropes to stop the elevator in the event of a mechanical or electrical failure. It is imperative that if an elevator overspeeds in the up direction and/or if the elevator leaves the floor with the doors open.

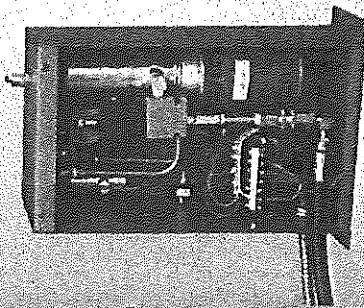
The Rope Gripper® has many unique features, such as a gently applied but powerful "grip" which doesn't damage the rope or cause any undue stress to the machine or traction sheave. Protection is assured even when slipping traction occurs. The Rope Gripper® provides easy alignment with adequate clearances between the rope and self-grooving "grip" linings and provides power compensation with a constant but powerful force to the rope even as the linings wear. Only four wires are required to the elevator controls and installation is simple. The Rope Gripper® is mechanically activated and hydraulically reset.

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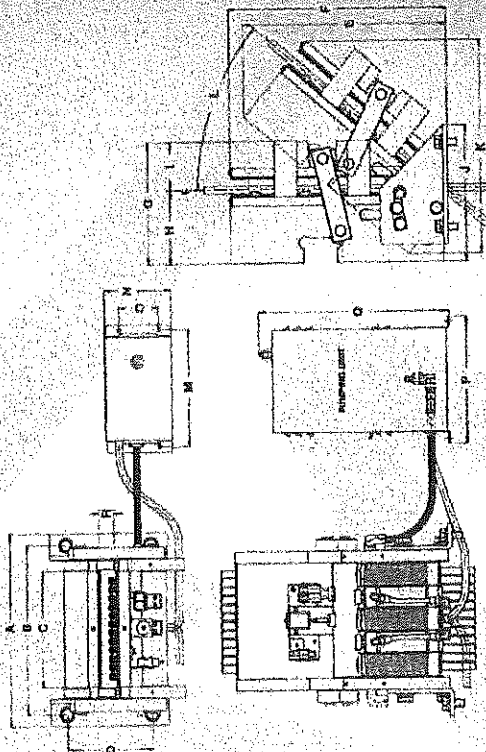


Conforms To:  
CSA B44.1  
ASME-A17.5 - 2000  
ASME-A17.5  
NPTL/C  
EN81-1

Manufactured by Hollister-Whitney  
UL Product # 2397-5400

## Notes for Models 624, 625 & 626

- Models 624 & 625 Rope Gripper® have one less spring and cylinder than Model 626 show below
- Pumping units can be mounted on either side of the Rope Gripper®
- (4) 5/8" bolts are required to mount Rope Gripper® and (4) 1/4" - 20 N.C. bolts to mount pumping unit
- C dimension indicates lining width and maximum outside to outside of hoist ropes
- L dimension is adjustable from 0" to 40"



"ROPE GRIPPER® ELEVATOR BRAKE" DIMENSIONS

MODEL	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
624	16 1/4" (417)	14 1/2" (368)	10" (254)	7 1/4" (185)	17 1/8" (438)	19" (483)	10 3/4" (271)	6 3/8" (163)	4 1/4" (111)	4 1/4" (111)	12" (305)	4 1/4" (111)	10 1/4" (265)	5 7/8" (148)	3 1/2" (89)	11 1/4" (289)	11 1/4" (289)	16 1/4" (417)
625	18" (457)	16" (406)	11 1/2" (293)	7 1/4" (185)	17 1/8" (438)	19" (483)	10 3/4" (271)	6 3/8" (163)	4 1/4" (111)	4 1/4" (111)	12" (305)	4 1/4" (111)	10 1/4" (265)	5 7/8" (148)	3 1/2" (89)	11 1/4" (289)	11 1/4" (289)	16 1/4" (417)
626	16 1/4" (417)	14 1/2" (368)	10" (254)	7 1/4" (185)	17 1/8" (438)	19" (483)	10 3/4" (271)	6 3/8" (163)	4 1/4" (111)	4 1/4" (111)	12" (305)	4 1/4" (111)	10 1/4" (265)	5 7/8" (148)	3 1/2" (89)	11 1/4" (289)	11 1/4" (289)	16 1/4" (417)

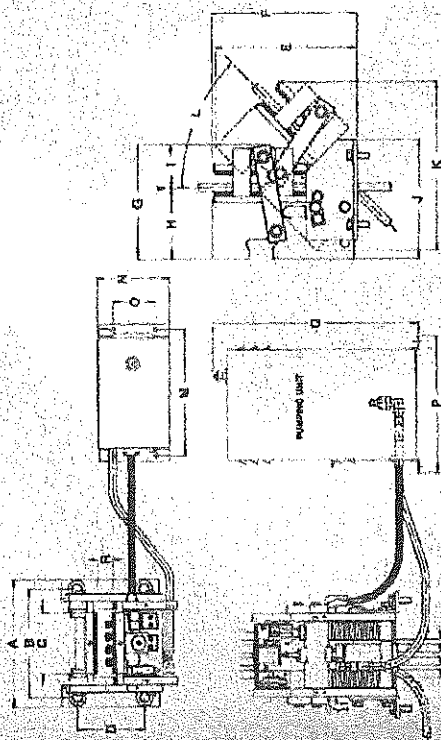
**When Ordering Rope Gripper® Elevator Brake, Specify the Following:**

- Capacity | Car Speed | Empty Car Weight | Counterweight Weight |
- Rope Weight | Compensation Weight | Number and Size of Cables |
- Center Line to Center Line of the Cables | 1:1 or 2:1 Roping |
- Single or Double Wrap | Length of Hydraulic Hose (27" Standard, up to 96" optional)

		ROPE GRIPPER® ELEVATOR BRAKE - MODEL			
		#618	#622	#625	#626
MAX. OUT TO OUT OF CABLES		3 3/8" (86 mm)	4 7/8" (124 mm)	4" (102 mm)	4 1/2" (114 mm)
POWER SUPPLY		6A, 120V ac, 1 PH, 60 Hz			
CONTACT RATINGS		6A, 250V ac, 0.15A, 250V dc			
RATED SPEED:		250 fpm (1.27 m/s)	400 fpm (3.05 m/s)	1,200 fpm (6.10 m/s)	1,200 fpm (6.10 m/s)
"NON-CARRIER" TRIPPING SPEED:		303 fpm (1.54 m/s)	492 fpm (2.31 m/s)	690 fpm (3.31 m/s)	1,200 fpm (6.10 m/s)
CARRIAGE LOAD:		1,800 lbs (816 kg)	2,400 lbs (1,134 kg)	5,000 lbs (2,268 kg)	10,000 lbs (4,536 kg)
CAR, CAR LOAD, COUNTERWEIGHT, HOIST AND COMPENSATION ROPE MASS:		11,000 lbs (4,970 kg)	11,500 lbs (5,216 kg)	18,000 lbs (8,137 kg)	39,000 lbs (17,720 kg)
DOOR ZONE:		±10 inches (254 mm)			
CAR RATED LOAD:		400 lbs (182 kg)	600 lbs (272 kg)	1,600 lbs (727 kg)	2,500 lbs (1,134 kg)
CAR & COUNTERWEIGHT MASS:		2,280 lbs (1,034 kg)	2,400 lbs (1,094 kg)	4,000 lbs (1,818 kg)	8,000 lbs (3,632 kg)
RATED SPEED:		175 fpm (0.86 m/s)	250 fpm (1.27 m/s)	400 fpm (3.05 m/s)	600 fpm (4.04 m/s)
"NON-CARRIER" TRIPPING SPEED:		220 fpm (1.14 m/s)	303 fpm (1.54 m/s)	492 fpm (2.31 m/s)	721 fpm (4.01 m/s)
CAR RATED LOAD:		3,600 lbs (1,633 kg)	5,000 lbs (2,268 kg)	10,000 lbs (4,536 kg)	20,000 lbs (9,072 kg)
CAR, CAR LOAD, COUNTERWEIGHT, HOIST AND COMPENSATION ROPE MASS:		22,000 lbs (9,979 kg)	23,000 lbs (10,432 kg)	38,000 lbs (17,234 kg)	76,000 lbs (34,472 kg)
DOOR ZONE:		10 inches (254 mm) t			
CAR RATED LOAD:		1,200 lbs (544 kg)	1,500 lbs (680 kg)	2,500 lbs (1,134 kg)	6,000 lbs (2,722 kg)
CAR & COUNTERWEIGHT MASS:		4,800 lbs (2,180 kg)	6,000 lbs (2,722 kg)	8,000 lbs (3,632 kg)	16,000 lbs (7,266 kg)
SHIPPING WEIGHT:		90 lbs (41 kg)	180 lbs (82 kg)	300 lbs (136 kg)	335 lbs (152 kg)

**Notes for Models 618, 620 & 622**

- Model 618 Rope Gripper® (for European use) is designed to be manually pumped and does not include a pumping unit; in the event of a power failure, a battery back-up is necessary.
- Pumping units, for 620 & 622, can be mounted on either side of Rope Gripper®
- (4) 1/2" bolts are required to mount Rope Gripper® and (4) 1/4" - 20 N.C. bolts to mount pumping unit
- C dimension indicates lining width and maximum outside to outside of hoist ropes
- L dimension is adjustable from 0° to 45°



**"ROPE GRIPPER® ELEVATOR BRAKE" DIMENSIONS**

MODEL	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
618	7 in (178 mm)	4 in (102 mm)	3 1/4 in (86 mm)	5 in (127 mm)	9 in (229 mm)	8 in (203 mm)	5 1/4 in (137 mm)	3 1/4 in (86 mm)	3 1/4 in (86 mm)	6 1/4 in (163 mm)	12 in (305 mm)	40°	10 1/2 in (267 mm)	8 in (203 mm)	3 1/2 in (89 mm)	3 1/2 in (89 mm)	1 1/2 in (38 mm)	1 1/2 in (38 mm)
620	10 in (254 mm)	8 in (203 mm)	4 7/8 in (124 mm)	6 in (152 mm)	11 in (279 mm)	12 in (305 mm)	9 1/4 in (238 mm)	5 3/4 in (146 mm)	5 3/4 in (146 mm)	9 1/4 in (238 mm)	13 in (330 mm)	45°	10 1/2 in (267 mm)	10 1/2 in (267 mm)	3 1/2 in (89 mm)	3 1/2 in (89 mm)	1 1/2 in (38 mm)	1 1/2 in (38 mm)
622	11 1/2 in (292 mm)	10 in (254 mm)	6 in (152 mm)	6 in (152 mm)	14 1/4 in (363 mm)	16 1/4 in (416 mm)	9 in (229 mm)	5 3/4 in (146 mm)	5 3/4 in (146 mm)	9 1/4 in (238 mm)	18 1/2 in (468 mm)	45°	10 1/2 in (267 mm)	10 1/2 in (267 mm)	3 1/2 in (89 mm)	3 1/2 in (89 mm)	1 1/2 in (38 mm)	1 1/2 in (38 mm)

# HOLLISTER-WHITNEY ROPE GRIPPER® MODELS 620G & 622G

## SAFETY FIRST WITH THE ROPE GRIPPER® ELEVATOR BRAKE

Protects against ascending car overspeed and unintended car movement

- Protects against car falling up or down
- Protects against car leaving the floor with the door open
- Protects against slipping tractions
- Powerful, steady pressure on ropes
- Won't damage ropes
- Won't put excessive stress on machine or sheave
- Easily replaceable, non asbestos, non metallic linings
- Brake engages ropes gently, but provides a quick, powerful grip

Compact - one piece design

- No separate Hydraulic or Air Unit
- Adjusts for almost every application
- Easy installation

Mechanically Set

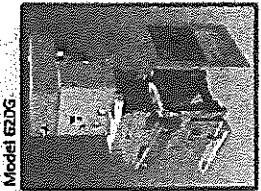
- Triggers instantly on removal of power
- Designed to protect gears from potential damage
- Quiet, dependable operation

Electrically Set

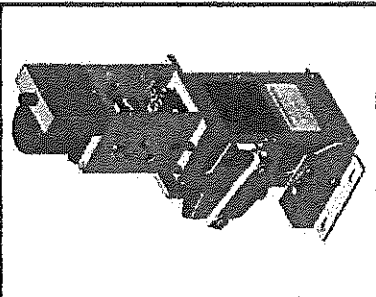
- Automatic reset when power restores
- Manual reset required if fault is detected

110 VAC or 230 VAC - 50/60 Cycle - 3 Amp

New Patents Pending  
Patent Workfile  
US Patent 5,238,540



Model 620G

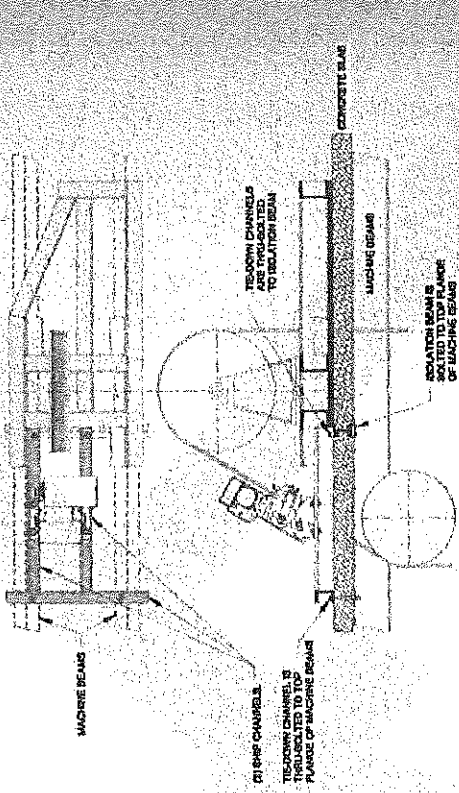


Model 622G



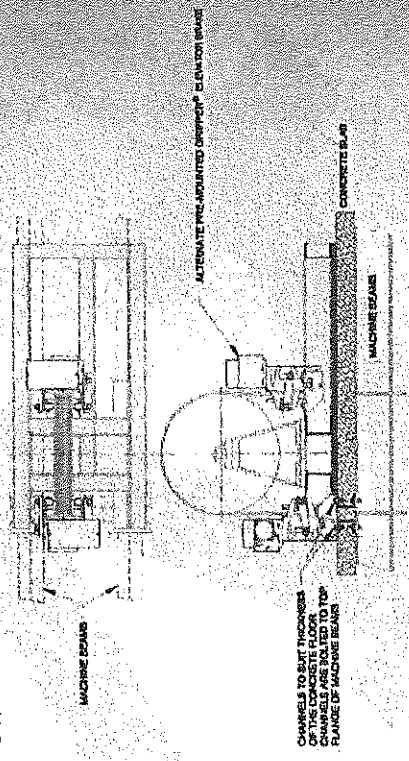
Pending

## Typical Mounting Arrangements



Shown with deflector sheave

Shown without deflector sheave and with alternate pre-mounted gripper® elevator brake



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**1:1 Roping**

	Rope Gripper® Model 620G	Rope Gripper® Model 622G	Rope Gripper® Model 620G	Rope Gripper® Model 622G
Rated Speed	350 fpm (1.78 m/s)	600 fpm (3.05 m/s)	750 fpm (1.27 m/s)	600 fpm (2.03 m/s)
*Rope Gripper® Elevator Brake® Tripping Speed	402 fpm (2.04 m/s)	690 fpm (3.51 m/s)	303 fpm (1.54 m/s)	459 fpm (2.33 m/s)
Car Rated Load (with 40% to 50% Counterweight)	2,500 lbs (1,134 kg)	5,000 lbs (2,268 kg)	5,000 lbs (2,268 kg)	10,000 lbs (4,536 kg)
Car, Car Load, Counterweight, Hoist and Compensation Rope Mass	11,500 lbs (5,215 kg)	18,600 lbs (8,437 kg)	23,000 lbs (10,423 kg)	30,000 lbs (17,234 kg)
Door Zone	± 10 in. (254 mm)	± 10 in. (254 mm)	± 10 in. (254 mm)	± 10 in. (254 mm)
Maximum Out to Dir. of Cables	4 7/8 in. (124 mm)	5 in. (112 mm)	4 7/8 in. (124 mm)	6 in. (152 mm)
Car Rated Load	600 lbs (272 kg)	1,500 lbs (680 kg)	1,500 lbs (680 kg)	2,500 lbs (1,134 kg)
Car & Counterweight Mass	2,280 lbs (1,034 kg)	5,000 lbs (2,272 kg)	6,000 lbs (2,722 kg)	8,000 lbs (3,632 kg)

