* Maintenance visit shall not extend beyond 3 months. (CAD 8.6.1.2.1 (f)(1))
* Oil loss monitoring shall not extend beyond 3 months. (CAD 8.6.1.2.1 (f)(2))
* The contractor should review the requirements of the Oil Loss Monitoring in CAD Section 2.9 and ensure they develop their program and train their employees.
* Call Backs (Trouble Calls) records shall be maintained for a minimum of one year. (CAD 8.6.1.4.2 (c))
* Periodic Test anniversary dates are based on the Month and Year of an acceptance test. Subsequent Category tests shall not exceed the number of months of a given category test interval. (CAD 8.6.1.7(d)(2))
* Staggered CAT test dates for a group of devices (caused by staggered acceptance test dates) may be consolidated provided they do not exceed the date of the device with the shortest retest date. (CAD 8.6.1.7(d)(3))
* Acceptance testing following a qualifying major alteration may be used to reset an applicable anniversary date of a subsequent Category test. (CAD 8.6.1.7(d)(4))
* Changes to Anniversary dates shall be noted in the logbook with rationale. Typically, this information can be added to the Repair and Replacement Records section. (CAD 8.6.1.7(d)(5))
* Category tests performed late shall not reset anniversary dates. (DO 288/20) (CAD 8.6.1.7(d)(6))
* Note: where provided, TSSA requires all owners to perform annual Dedicated Functioning Fire Alarm (DFFA) testing. (CAD 3.3.4(f)(3))

**See Additional TSSA Requirements Below**

| **Code Ref.** | **CAT 1 Test Requirements** | **Device Type** | **A17.2 Item** | **Date Last Completed** | **Date** | **Completed by****(Sign or Initial)** | **Deficiencies** | **Corrective Action** |
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| **8.6.4.19.11(b)** | Ascending Car Overspeed Protection CAD Amendment 261-13 & A17.1 (2.19.2) | E | 2.43.2 |  |  |  |  |  |
| **8.6.4.19.25** | Driving Machine Brakes A17.1 (2.24.8.3 & 2.24.8.5) | E, D | 2.17.2 |  |  |  |  |  |

**See Additional TSSA Requirements Below**

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| **Code Ref.** | **CAT 5 Test Requirements**  | **Device Type** | **A17.2 Item** | **Date Last Completed** | **Date** | **Completed by****(Sign or Initial)** | **Deficiencies** | **Corrective Action** |
| **8.6.4.20.1(c)** | Car and Counterweight Safeties (wooden rails) CAD Amendment 250-11 | E, D | 2.29.2 |  |  |  |  |  |

**Procedure**: 8.6.4.20.1(c) Car and Counterweight Safeties Governor - operated **wood guide-rail safeties** shall be tested by tripping the governor by hand with the car at rest and moving the car in the down direction until it is brought to rest by the safety and the hoisting ropes slip on traction sheaves or become slack on winding drum sheaves (Item 2.29.2.). (Note: Aligns with 4.2.2.1 of B44.2-10) [CAD Amendment 250-11]

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| **Code Ref.** | **Alternative Testing** **Record ADDITIONAL INFO as required by 8.6.11.10.4.****Keep Report with the Maintenance Control Program** |
| **8.6.4.20.11(c)** | Emergency Brake | E, D |  |  |  |  |  |  |

**Procedure:** 8.6.4.20.11(c) Alternative Test Method for Emergency Brakes. The alternative test methods shall comply with 8.6.11.10 and the following:

(1) Any method for verifying conformity of the emergency brake with the applicable Code requirements (see 2.19.3.2) shall be permitted, including the testing method of the emergency brakes with or without any load in the car, provided that when applied the method verifies that the emergency brake performs or is capable of performing in compliance with 8.6.4.20.11(a) and 8.6.4.20.11(b).

(2) A test tag as required in 8.6.1.7.2 shall be provided. [CAD Amendment 295/22]

**8.6.5.7 Record of Oil Usage is not used if there is unexposed piping or feedline.** When a device has buried piping or feedline, follow the oil loss monitoring requirements of section 2.9 of the Code Adoption Document. [CAD Amendment 295-22] and should use the TSSA specific logs below in their logbooks. Note: There have been no changes from the 2010 CAD for Ontario.

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| **Oil Loss Monitoring Record****Where all or part of a cylinder and/or piping is not exposed for visible examination, a written record shall be kept per 8.6.5.7 of the quantity of hydraulic fluid added to the system and emptied from the leakage collection container and pan. Check that the oil level is at the established reference point when the device is level with the lowest landing and the pit drum emptied into the tank during each scheduled maintenance visit;****When the quantity of hydraulic fluid loss cannot be accounted for, perform the test specified in: 8.6.5.14.1. Relief valve setting and system pressure category (1); 8.6.5.14.2. Hydraulic cylinder and pressure piping category (1).** **If the observed oil loss cannot be explained, additional oil should not be added; the unit shall be removed from service until the cause is determined and corrective action taken.**  |
| **Oil level reference point: from the top of the tank with the car level at the bottom landing; gauge; dip stick; marking on tank; other method: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_****Base Line fixed reference measurement: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_** |
| **Date Checked** | **Oil Level in Tank** | **Amount of Oil Added (+) or Removed (-)** | **Reason Oil Added or Removed** | **Mechanics Licence No. (if applicable)** | **Printed Name /** **Signature** |
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