* Ontario Contractors should review the [TSSA Directors Order 295/22r1 Elevating Devices Code Adoption Document Amendment](https://www.tssa.org/sites/default/files/2024-05/ED-295-22-r1%20%28CAD%29%20ED%20CAD%20Amendment%20%28final%2020240307%29.pdf).
* Maintenance visits 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**

Added June 2024 (amended 8.6.4.19.11(b); 8.6.4.19.25; 8.6.4.20.1 (c); 8.6.4.20.11 (c))

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| **Code Ref.** | **Maintenance Requirements** | **Device Type** | **Frequency****(Months)** | **A17.2 Item** | **Date** | **Completed by****(Sign or Initial)** | **Deficiencies** | **Corrective Action** |
| **A** | **I** |
| **8.6.4.1.1** | Suspension and Compensation MeansCAD Amendment 295/22r1 3.3.4(f)(1) | E, H, D | 12M |  |  |  |  |  |  |
| **8.6.4.6.2** | BrakesCAD Amendment 295/22r1 3.3.4(f)(2) | E, D | 12M |  |  |  |  |  |  |
| **8.6.4.13** | Door SystemsCAD Amendment 295/22r1 3.3.4(f)(3) | E, H, D | 6M |  |  |  |  |  |  |
| **8.6.4.15** | Car Emergency SystemCAD Amendment 295/22r1 3.3.4(f)(4) | E, H, D | 12M |  |  |  |  |  |  |
| **8.6.5.7** | Record of Oil UsageCAD Amendment 295/22r1 3.3.4(g)(1) | H, D | See chart |  |  |  |  |  |  |
| **Code Ref.** | **CAT 1 Test Requirements** | **Device Type** | **Frequency****(Months)** | **A17.2 Item** | **Date** | **Completed by****(Sign or Initial)** | **Deficiencies** | **Corrective Action** |
| **A** | **I** |
| **8.6.4.19.11(b)** | Ascending Car Overspeed Protection CAD Amendment 295/22r1 3.3.4(f)(5) | E | 12M |  | 2.43.2 |  |  |  |  |
| **8.6.4.19.25** | Driving Machine BrakesCAD Amendment 295/22r1 3.3.4(f)(6) | E, D | 12M |  | CAD 295/22 |  |  |  |  |
| **8.6.5.14.3(h)** | Additional Tests(h) Terminal Speed-Reducing Device | H, D | 12M |  |  |  |  |  |  |
| **Code Ref.** | **CAT 5 Test Requirements** | **Device Type** | **Frequency****(Months)** | **A17.2 Item** | **Date** | **Completed by****(Sign or Initial)** | **Deficiencies** | **Corrective Action** |
| **A** | **I** |
| **8.6.4.20** | Periodic Test Requirements — Category 5CAD Amendment 295/22r1 3.3.4(f)(7) | E | 60M |  |  |  |  |  |  |
| **8.6.4.20.1(c)** | Car and Counterweight SafetiesCAD Amendment 295/22r1 3.3.4(f)(8) | E | 60M |  |  |  |  |  |  |
| **8.6.4.20.6** | Emergency Terminal Stopping and Speed-Limiting DevicesCAD Amendment 295/22r1 3.3.4(f)(9) | E | 60M |  |  |  |  |  |  |
| **8.6.4.20.11(c)** | Emergency BrakeCAD Amendment 295/22r1 3.3.4(f)(8) | E | 60M |  |  |  |  |  |  |

**TSSA Directors Order 295/22r1 Elevating Devices Code Adoption Document Amendment**

**Section 3.3.4(f)**

* 1. **8.6.4 Maintenance and Testing of Electric Elevators Amendments**

**8.6.4.19.11 Ascending Car Overspeed Protection and Unintended Car Movement Devices, and Emergency Brake**

(c) Tests. Unintended car movement shall be subjected to tests with no load in the car at the slowest operating (inspection) speed in the up direc-tion. Testing shall confirm compliance with 2.19.2 due to an elevator rollaway caused by a brake and releveling failure. [CAD Amendment 261-13]

**8.6.4.19.25 Driving Machine Brakes**

The driving machine brake shall be tested annually to verify compliance with 2.24.8.3 and ensure they are adjusted properly per the Brake Information Plate (see **2.24.8.5** in the CAD).

[CAD Amendment 250-11] [CAD Amendment 295/22r1]

**8.6.4.20 Periodic Test Requirements — Category 5**

NOTE: For test frequency, see 8.11.1.3.

Where category 5 tests require the use of load for testing purposes, alternative no load methods shall be permitted where the alternative method is acceptable to the director.

**8.6.4.20.1 Car and Counterweight Safeties**

(c) 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]

**8.6.4.20.6 Emergency Terminal Stopping and Speed-Limiting Devices.**

Note: During Category testing it is not the expectation that this test be performed at rated load. No load testing is permissible. [CAD Amendment 295/22r1]

**8.6.4.20.11 Emergency Brake.**

(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 295/22r1]

**8.6.5.7 Record of Oil Usage.**

The record of oil usage shall follow the oil loss monitoring requirements of section 2.9 of this Code Adoption Document.

[CAD Amendment 250-11]

**8.6.5.14.3 Additional Tests. The following tests shall also be performed:**

(h) Terminal Speed-Reducing Device (3.25.2) (Item 3.6.2.2)

(i) Low oil protection operation (3.26.9) (Item 2.39.2)

(j) Auxiliary Power Lowering Device. The auxiliary power lowering device, where provided, shall be tested with no load in the car for conformance with applicable requirements (3.26.10) (Item 2.44).

(k) Requirement 2.26.10 does not apply.

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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: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_** |
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