

## SECTION 14 31 00

### ESCALATORS

#### PART 1 - GENERAL

##### 1.01 SECTION INCLUDES

- A. Trusses
- B. Drip Pans
- C. Step Drive Units
- D. Tracks
- E. Driving Machine and Motor
- F. Controller and Wiring
- G. Safety Device and Switches
- H. Brakes
- I. Overspeed Governor
- J. Steps
- K. Step Chains
- L. Comb Teeth
- M. Step Demarcation Lights
- N. Handrails and Handrail Drive Systems
- O. Landing Plates
- P. Balustrades
- Q. Skirt Panels
- R. Deck Covers and Moldings
- S. Signs
- T. Safety Brushes

**1.02 MEASUREMENT AND PAYMENT**

A. Measurement

1. Escalators will be measured for payment on a lump sum basis for all escalators.
2. All spare parts will be measured for payment on a lump sum for escalators spare parts.
3. Maintenance will be measured for payment on a per escalator per month basis. Maintenance shall include required updates of Operation and Maintenance Manuals.
4. Chargeable Repairs shall be based on approved maintenance reports and shall be paid under the Allowance for Chargeable repairs.
5. All other items of the Work of specified in this section will not be measured separately for payment, but will be considered incidental to the Work.

B. Payment

1. Escalators, spare parts and Maintenance will be paid for at the contract unit and lump sum prices for quantities as determined by the measurement methods specified above.

**1.03 REFERENCES** (Prevailing versions in effect at the time of contract signing)

A. American National Standards Institute (ANSI):

1. ANSI A17.5 Elevator and Escalator Electrical Equipment

B. American Society of Mechanical Engineers (ASME):

1. ASME A17.1 Safety Code for Elevators and Escalators
2. ASME A17.2 Inspectors Manual for Elevators and Escalators
3. ASME A17.3 Safety Code for Existing Elevators and Escalators includes Requirements for Electric and Hydraulic Elevators and Escalators

C. American Society for Testing and Materials (ASTM):

1. A90/A90M Method for Weight [Mass] of Coating on Iron and Steel Articles with Zinc or Zinc-Alloy Coatings
2. A123/A123M Specification for Zinc (Hot-Dip Galvanized) Coatings on Iron and Steel Products
3. A153/A153M Specification for Zinc Coating (Hot-Dip) on Iron and Steel Hardware
4. ASTM A167 Specification for Stainless and Heat-Resisting Chromium-Nickel Steel Plate, Sheet, and Strip

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5. ASTM A385 Standard Practice for Providing High-Quality Zinc Coatings (Hot-Dip)
6. A653/A653M Specification for Steel Sheet, Zinc-Coated (Galvanized) or Zinc-Iron Alloy-Coated (Galvannealed) by the Hot-Dip Process
7. ASTM A780 Standard Practice for Repair of Damaged and Uncoated Areas of Hot-Dip Galvanized Coatings
8. ASTM A1008/A1008M Specification for Steel, Sheet, Cold-Rolled, Carbon, Structural, High-Strength Low-Alloy and High-Strength Low-Alloy with Improved Formability
9. ASTM B209 Specification for Aluminum and Aluminum-Alloy Sheet and Plate
10. ASTM B211 Specification for Aluminum and Aluminum-Alloy Bar, Rod, and Wire
11. ASTM B308/B308M Specification for Aluminum-Alloy 6061-T6 Standard Structural Profiles
12. ASTM E18 Standard Test Methods for Rockwell Hardness of Metallic Materials
13. ASTM E84 Test Method for Surface Burning Characteristics of Building Materials
14. ASTM E136 Test Method for Behavior of Materials in a Vertical Tube Furnace at 750°C
15. ASTM E384 Standard Test Methods for Knoop and Vickers Hardness of Materials

D. American Welding Society (AWS):

1. AWS D1.1 Structural Welding Code - Steel

E. Anti-Friction Bearing Manufacturers Association (AFBMA):

1. AFBMA No. 9 Ball Bearing Loading Ratings
2. AFBMA No. 11 Roller Bearing Loading Ratings

F. Military Specifications (MIL)

1. MIL-P-21035 Paint High Zinc Dust Content, Galvanizing Repair (Metric)

G. National Association of Architectural Metal Manufacturers (NAAMM):

1. AMP 503 Finishes for Stainless Steel

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- H. National Electrical Manufacturers Association (NEMA):
  - 1. NEMA AB 1 Molded Case Circuit Breakers and Molded Case Switches
  - 2. NEMA PB 1 Panelboards
- I. National Fire Protection Association
  - 1. NFPA 70 National Electrical Code
  - 2. NFPA 101 Life Safety Code
  - 3. NFPA 130 Standard for Fixed Guideway Transit and Passenger Rail Systems
- J. Steel Structures Painting Council (SSPC)
  - 1. SSPC-SP 3 Power Tool Cleaning
- K. American Public Transit Association (APTA)
  - 1. APTA RT-RP-FS-007-02

**1.04 REGULATORY REQUIREMENTS**

- A. In addition to the foregoing referenced standards, the regulatory requirements which govern escalator work of these Specifications include the following codes and regulations:
- B. California Code of Regulations (CCR):
  - 1. CCR Title 8, Industrial Relations.
  - 2. CCR Title 24, Part 2, California Building Code (CBC)
  - 3. CCR Title 24, Part 3, California Electrical Code
- C. California Occupational Safety and Health Act (CAL/OSHA)
- D. In the event of a conflict between codes, regulations, these specifications or standards, the most stringent requirement as determined by the Engineer shall take precedence unless specifically addressed herein.
- E. The requirement for CSA approval of electrical equipment as set forth in ANSI 17.5 will be waived by the District for any custom electrical equipment designed and manufactured specifically for this Contract.

**1.05 DEFINITIONS**

- A. Heavy-duty escalator: An escalator designed specifically for transit system usage, which is substantially different from commercial units in the design of truss, machine, step, step chain, step chain tensioning device, steps, brake, handrail drive and other components/equipment.
- B. Flat steps: The number of flat steps shall be measured from the edge of the comb teeth in the horizontal direction, to first exposure of a riser, at upper and lower landings.
- C. Working points: Points of intersection of step nosing lining and the horizontal of the top and bottom landing plates at finish elevation.
- D. Special tools: Tools designed specifically for tasks associated with escalator inspections, maintenance, and repair, or those which are required for these tasks and are not readily available through normal purchasing channels.
- E. Escalator support: These are the upper, lower and intermediate supports needed to support the total loads of the escalator.
- F. Slip joints: A slip joint is a sliding joint required to support escalators in a transit system and high rise applications. Location shall be at bottom support areas or as indicated on the Contract Drawings.
- G. Structural Rated Load: For the purpose of structural design, the rated load shall be considered to be not less than the weight of the escalator system plus the product of 674 pounds on each exposed step times the number of exposed steps.
- H. Machinery Rated Load: For the purpose of driving machine, power transmission and braking calculations, the rated load shall be considered to be not less than:  
  

$$\text{Machinery rated load (pounds)} = 7.0(W + 8)B$$

Where:            W = width of the step tread (inches), to the next whole inch.

$$B = \sqrt{3} \times \text{Total Escalator Rise (feet)}$$

**1.06 QUALIFICATIONS**

- A. Manufacturer's Qualifications: The escalator manufacturer shall have been a builder of heavy duty transit type escalators regularly engaged in escalator building activity for at least the past five years. The design, engineering and manufacture of major escalator components such as truss, drive machine, steps, controllers, and safety devices shall be of the same manufacturer, except where otherwise specified.

**1.07 DESIGN AND CONSTRUCTION REQUIREMENTS**

- A. All escalators provided under this each Contract shall be the product of a single manufacturer. Design and construction requirements for the escalators shall meet at a minimum the requirements of the ASME A17.1 version in effect in California at time of contract signing except as specified herein and as shown on the Contract Drawings.

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- B. Escalators shall be heavy-duty type, designed specifically for the operating, loading and environmental conditions encountered in extensively used, heavy-rail transit systems and shall have a minimum design life of 30 years.
- C. Escalators shall be designed and installed for outdoor use. Escalators shall be designed to operate while exposed to sunlight, rain, airborne dust and debris. Provisions shall be incorporated in the design to accommodate the drainage of rainwater.
- D. Escalators shall be designed to provide three flat steps at both the upper and lower ends.
- E. The drive mechanism shall be located within the truss.
- F. Escalators shall be designed with provisions for thermal expansion and contraction of complete escalator assemblies due to changing ambient conditions.
- G. No wood products shall be permitted in the escalator system.
- H. Each escalator shall be of 48-inch nominal width measured at centerline of handrails and be designed for an incline of 30 degrees from horizontal plane.
- I. The drive mechanism, step drive unit assembly, steps, step linkage, comb plates, handrails, handrail drive units, and any parts subjected to wear or frequent removal shall be readily and easily removable and replaceable without requiring any modification or alteration of escalator structure, station structure, or equipment.
- J. On parts of equipment subject to wear and requiring periodic replacement, provide key and seat, nut, screws, or other removable and replaceable type mechanical fasteners. Such replacements shall not diminish original structural integrity. Use of rivets or similar type fasteners requiring physical deformation during field positioning will not be permitted.
- K. All gaps and running openings within structural design tolerances where the escalator structure meets the surface of the finished openings shall be properly closed by the use of polyurethane sealant as specified or other approved means installed in accordance with the manufacturers' instructions.
- L. The equipment shall be quiet and smooth running and be capable of withstanding the operating conditions described herein.
- M. Surface irregularities, sharp edges, or protrusions in public and maintenance areas will shall not be permitted.
- N. Performance Requirements
  - 1. Hours of escalator operation shall be considered as 20 hours per day, seven days per week.
  - 2. Direction of travel shall be both Bi-directionals, up or down and reversible.
  - 3. Speed: 100 feet per minute plus or minus 4 feet per minute maximum speed variation under varying load conditions in either direction.

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4. Vibration: Vibration level shall not exceed 0.4 inches per second as tested using a Bruel and Kjaer Model 2516 integrating vibration meter or equal. Readings will be taken throughout the travel of the exposed steps.
- O. Seismic Design Criteria: The escalators shall be designed to meet at a minimum of the California Building Code with essential facility importance factor with the escalator loaded at the Structural Rated Load.seismic requirements for escalators in ASME A 17.1 and Section 3137 (ad) of the California Code of Regulations in effect in California, at the time of contract signing.
- P. Airborne Noise Criteria: Maximum airborne noise shall not exceed 65 dBA measured at distance of 60 inches above any moving step throughout the length of escalator travel and the immediate surrounding public areas.
- Q. Fire Protection:
1. Contractor shall provide escalators constructed of non-combustible materials throughout as defined in ASTM E136, with the exception of handrails, handrail rollers, chain step wheels, and electrical equipment. Handrails shall have a flame spread rating of 76 to 200, when tested in accordance with ASTM E84.
  2. Fire protection shall comply with requirements as defined in ASME A17.1 and NFPA 130. Coordinate with fire protection systems specified in Divisions 20 and 21.
  3. Wellways shall be continuous concrete construction or a continuous minimum 8 gage galvanized steel, with an oil water drip pan with side walls at least 3 feet high installed within a minimum 2-hour rated construction on all sides.
- R. Modifications to Existing Wellways: If wellways are indicated as existing on the Contract Drawings, the dimensions and working points of the existing wellways indicated are the best available information on the existing conditions. Contractor shall field verify all dimensions and fabricate escalators to best-fit existing conditions. The Contractor may keep existing working point locations or shift them to minimize modification to existing facilities. All proposed modifications shall be designed and stamped by a currently licensed California registered civil or structural engineer and shall be submitted to the Engineer for approval. All proposed modifications shall be designed and constructed to withstand all applicable loads including seismic load. No wellway modification work shall begin until the Engineer has approved the design. The architectural features of the station shall be maintained and any modification shall match the existing finish or shall be in accordance to details indicated in the Contract Drawings. There will be no extension of Contract time to perform this work. Prior to any modification, the Contractor shall submit drawings to the Engineer for approval. Such submittal shall include pit location, structural details and a copy of a fully executed City permit. Existing prestressed concrete structural members shall not be modified in any manner.
- S. Clearances:
1. Bottom escalator pits: There shall be a minimum working space of 36 inches between the step or step guard and the end of the escalator truss or any component along the pit wall, whichever is less.

2. Upper escalator pits: For escalators with the controller located in the machine room, there shall be a minimum working space of 36 inches between the step guard and the end of the escalator truss or any electrical component along the head pit wall, whichever is less.

**1.08 SUBMITTALS**

- A. General: Refer to Technical Specification Section 01 33 00 - Submittal Procedures and Section 01 33 23 - Shop Drawings, Product Data, and Samples for submittal requirements and procedures. All documentation shall have 8 point or larger font, in English only.
- B. Shop Drawings: Submit shop drawings and data including the following for Engineer's approval.
  1. Fully dimensioned, U.S. standard, (i.e. feet and inches) layout in plan and elevation views indicating component locations, structural supports, access spaces, and points of entry.
  2. Loads on supporting members, reaction points and loads, and deflections under varying loads. Loads imposed on the structure by the escalator system shall not exceed the safety limit of the structure. The Contractor shall be responsible for verifying that these requirements are met, and shall provide supporting calculations for record file stamped by a Registered Professional Engineer, currently licensed in the state of California.
  3. Submit manufacturing details of balustrades, deck, and skirt panels showing reinforcing jointing, anchorage, size, shape, and materials of each component, method of assembly, finishes including push button fixtures, key switches, and required signage. Indicate direction of stainless steel directional grain.
  4. Submit drawings for the track system and supports, including drive chains and gear train; step chain or step links including chain pitch, step, and trailer wheels; reinforcing, jointing and anchorage; and size, shape, and materials of each component.
  5. Drawings and technical data of the drive system, step drive system, handrail drive system, brake system, controller, and safety devices and switches.
  6. Layout of electrical system including motor; control panel; disconnect switches; directional start and stop key switches; emergency stop switches and covers; light fixtures; receptacles, and control devices. Schematic diagrams including single line power diagram of the escalator system, control wiring diagram and sequence of operation, indicating interface connections with BART signal and control system. Contact count matrix to be included.
  7. Provide complete schematics of all internal components and circuit boards, and wiring for external devices. Provide logic diagrams and application programming source code of controller. Show complete wiring diagrams with raceway types, sizes and conductor identification. Show nomenclature, full identification, and function of each contacts. Documentation of software shall include programmer's notes and comments. Identify any and all functions and components.

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8. Step chain details for material, configuration, arrangement, and lubrication requirements.
9. Step nosing radii at upper and lower ends; step assembly including axle, step tread, rollers, frame and riser; and safety brush material, mounting method and profile.

C. Product Data:

1. Manufacturer's design data and material specifications for all replacement parts and equipment. Specifications shall include test methods required to verify compliance with specifications.
2. Lubricants, sealers, paints and any other potentially hazardous substances shall be submitted for Engineer's review. The Contractor shall submit the necessary Material Safety Data Sheets.

D. Operation and Maintenance Manuals: Submit Operation and Maintenance manuals in accordance with Section 01 78 23 - Operation and Maintenance Data.

1. Drawings, installation and maintenance instructions, and other data pertinent to the components used in the escalator systems, including detailed repair data for all components, including disassembly, inspection/gauging/torque requirements, inspection and testing schedules, reassembly, testing methods and other related information. Manuals shall cover all mechanical and electrical components, operating panels, controls and indicators. Exploded view drawings shall be included to facilitate repair and maintenance functions.
2. Indented Bill of Materials. For each escalator, submit an Indented Bill of Materials. The Indented Bill of Materials shall be a list of all assemblies, subassemblies, components and individual parts of the escalator. Each assembly shall be broken into subassemblies, which shall be in turn broken into components, subcomponents, or individual parts. At each level or indentation of the bill of material, there shall be a full definition of the item to a degree sufficient to allow a mechanic to place an order for a replacement part, i.e. description of the item, manufacturer part number, District stock number and quantity required. Individual assemblies, subassemblies, components, subcomponents, or individual parts, common to one or more escalator shall have the same identification throughout the system. The Indented Bill of Materials shall be prepared using a commonly available database or worksheet program, to permit sort on any field: for example, it shall be possible with simple searches of the database to identify all escalators where a selected subassembly is used, to identify all subassemblies in which a selected part is used, or to obtain a total count of a selected component.
3. Provide maintenance tool manuals and supporting software documentation.
4. The Contractor shall submit the final version in hard copies and an editable electronic version on C-ROM formatted for IBM compatible PC.
5. The Maintenance period shall be extended at the Contractor's expense until the Operation and Maintenance manual is accepted and delivered and the training is complete.

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- E. Reliability and Maintainability Demonstration: Five copies of a reliability and maintainability demonstration report. Demonstrate and document compliance with reliability and maintainability requirements specified herein by means of (1) verifiable engineering analysis, (2) by static and dynamic testing, and (3) by analysis of field operational data. Submit the report 90 calendar days after the completion of the escalator. All reliability and maintainability documentation is subject to approval by the Engineer.
- F. Failure Mode and Effects Analysis: Provide five copies of a Failure Mode and Effects Analysis for all escalator safety circuits and components, including but not limited to steps, brakes and step and axle rollers and any other components which could affect rider safety.
- G. Seismic Design: Submit structural details and calculations signed by a currently licensed California Registered Civil or Structural Engineer.
- H. Samples: Provide one sample of each of the following:
1. Handrail (two foot section).
  2. Step assembly including wheels, tread plate, and step demarcation.
  3. Skirt panel: 12 inch x 12 inch minimum, including fasteners and trim.
  4. Balustrade Panel: 12 x 12 inch minimum, including fasteners.
  5. Comb plate and comb segment.
  6. Demarcation light fixture.
  7. Pit lighting fixture.
  8. Safety switches.
  9. Key switches.
  10. Emergency Stop Button assembly with cover and alarm switch.
  11. Two sets of 6 links including pin of the following chains:
    - a. Main drive chain.
    - b. Handrail drive chain.
    - c. Step chain with rollers.
  12. Anti-slide device.
  13. Landing plate, full width.
  14. Safety brush, 12" long.
- I. Certification: For each lot or load of all chains and handrails delivered to the jobsite, furnish manufacturer's affidavits or test reports of compliance or similar certification ac-

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ceptable to the Engineer, certifying that the material complies with the escalator manufacturer's specification requirements.

- J. Submit a Training Development Plan for approval.
- K. Submit a Test Program for approval with a test schedule and test procedure formats for every representative type of test that is to be scheduled. Refer to Field Quality Control specified herein for testing requirements.
- L. Other drawing requirements and samples are specified in appropriate articles of this specification section.
- M. Electrical Calculations: For each escalator, submit for approval:
  - 1. Power system calculations signed by a currently licensed California Registered Professional Engineer for the main feeder circuit for operation at the Machinery Rated Load and for the escalator starting condition.
  - 2. Electrical/Mechanical calculations for the sizing of driving machine, motor and brake.
- N. Brake Calculations: For each escalator, submit detailed calculations for the brake, including calculations of braking distance and deceleration rate per prevailing ASME A17.1 and APTA for all loads from no load to the Machinery Rated Load, and for up and down directions.
- O. Submit heat release calculations for machine room and controller enclosures.
- P. Welders Certificates: Per AWS D.1.1.

**1.09 SPARE PARTS**

- A. General: Spare Parts shall be provided in accordance with Section 01 78 44 - Spare Parts and Maintenance Materials, as augmented by the following provisions.
- B. Spare parts shall become the District's property and shall not be used by the Contractor for maintenance.
- C. A "set" is the number of parts required for one fully operable escalator.
- D. Recommended Spare Parts List: Submit for approval a List of recommended spare parts necessary to support maintenance for a period of two years. The Engineer will review the List, assign a District Stock Number to each item and return the List to the Contractor. The Contractor shall incorporate the District's Stock Number and resubmit the List, together with two additional sets of bar code labels to the District, prior to the acceptance of the escalator.
- E. Required Spare Parts. The Contractor shall supply as a minimum the following spare parts, and any additional parts identified by the manufacture's Spare Part list.
  - 1. Comb plate and demarcation strips: 20 pieces each, plus 5 left, 5 center and 5 right, if different.

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2. Step assemblies, complete including rollers, side plates, demarcation and tread plates: 10 units.
3. One complete set of step chain
4. Handrail drive: One set for each particular assembly (left and right) including gears/chains and ,sprockets and wheels.
5. Chain rollers, complete complement (Two per axle).
6. Step rollers: Complete complement (Two per step).
7. Brake Components: One complete brake assembly for each size, including actuator, drum and bearings, or a minimum total of four complete assemblies; plus two sets of each size brake shoe/banks or a minimum total of 10 sets.
8. Demarcation fixture and ballast: Two complete units. Demarcation lamps: 12 each.
9. Switches (micro/safety) & sensors: One of each unique type.
10. Fuses: Two of each size.
11. Printed circuit board (Plug-in or hardwire); One for each type used.
12. Start switch/stop button assembly: One set.

F. Delivery: Notify the Engineer in writing 72 hours prior to any delivery. The notification shall identify the specific parts to be delivered. All spare parts shall be delivered no later than 30 days prior to the final acceptance of the escalator.

### **1.10 PERMITS**

A. Refer to General Conditions Article 7.4, Permits and Licenses, for the Contractor's responsibility to obtain and pay for any and all necessary permits including and not limited to permit to complete and operating permits. The Contractor shall arrange and pay for inspections by governing authorities and obtain operating permits required until final completion of the contract. Contractor shall submit required drawings and design calculations to the State and a copy to the Engineer.

### **1.11 SPECIAL TOOLS**

- A. Deliver special wrenches, tools, and keys to the Engineer at the completion of each escalator; obtain receipt.
- B. Include three complete sets of keys to operate each different type of key operated switch and lock.
- C. Label each special wrench, tool and key with an approved plastic or metal label tag. Labels shall be engraved to identify tool. For keys, provide each key and its tag on a small ring.
- D. T-Handles used for the removal of landing plates, four each, shall be submitted.

### **1.12 MAINTENANCE**

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- A. Maintenance Program: Within 60 days after the Notice To Proceed, and prior to installation, Contractor shall submit a detailed Maintenance Program, showing functions to be performed and their schedule. The Maintenance Program shall also include trouble call service and emergency repair service.
- B. Maintenance Period: Contractor shall perform maintenance on the escalator for a period of twelve months after Substantial Completion and the unit is open for public use. Contractor will not be relieved of maintenance until final acceptance of the escalator is issued. At any time, the District reserves the right to terminate the Maintenance Period upon giving 30 days notice to the Contractor. District shall receive credit for unused portion of maintenance period. During the Maintenance Period, provide complete continuing maintenance on entire escalator equipment. Maintenance shall include all work and materials needed to keep the equipment in perfect operating condition. Contractor shall coordinate and perform maintenance in a manner to result in minimum inconvenience to the public. Term of maintenance period shall be extended to such time required to clear all punch list items as approved by the Engineer.
- C. Escalator Access: The Contractor shall inform the District's Power and Way office each time an escalator is barricaded and removed from service and again when the escalator is returned to service.
- D. Work Hours for Maintenance:
  - 1. Routine maintenance, non-urgent repairs, and warranty work shall be performed on no more than one escalator at a time at a station. Routine maintenance shall not be performed during revenue peak hours. Routine maintenance may also be performed during non-revenue hours. Refer to the Contract Specifications for a definition of revenue peak hours for the station.
  - 2. Repairs (urgent repairs) required to return equipment to service shall be accomplished as soon as possible during revenue and non-revenue hours.
  - 3. The Contractor shall notify the Engineer 48 hours in advance to request access to the equipment for routine or non-urgent work.
- E. Inspection during Maintenance Period: Systematic inspection every two weeks; adjustment and lubrication of escalator equipment when required as recommended by the manufacturer. Replace defective parts with new parts of same manufacture as required.
- F. Follow-Up Tests: Test all safety devices at three month intervals and submit written report on each test. Tests shall be performed during periods defined in Article 1.12D.
- G. Performance Standards:
  - 1. Maintain the performance standard specified herein and maintain correct operation of all safety devices and circuits.
  - 2. Maintain uniform starting, stopping and uniform riding qualities at all times.
- H. Escalator Shutdowns:

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1. Should an escalator become inoperative, the Contractor shall attend to the escalator within 4 hours of notification of such incident. If the incident occurs after 8:00 PM, the service representative shall be on-site no later than 7:30 AM the following day. The escalator shall be returned to service as quickly as possible.
  2. Should there be a failure to comply with above, the District may order the work to be done by others at the Contractor's expense. Such action by the District will not affect the Contractor's responsibility to warrant the work.
- I. Final Service and Inspection: Two weeks before expiration of the Maintenance Period, the equipment shall be lubricated, fully serviced, adjusted to the standards designated herein and safety devices shall be checked; Contractor shall re-lamp escalator demarcation light fixture and pit light fixtures. A complete inspection will be made by the Engineer or District representative. A comb impact test and a no-load brake tests in accordance with Article 3.03, Field Quality Control, herein shall be performed by the Contractor. If these tests demonstrate any non-compliance with the specifications, the Contractor shall perform the full battery of brake tests until the escalator is in full compliance. Each test shall be approved by the Engineer.
- J. Contractor will not be responsible for cleaning and repair of balustrades, cladding, or decking, except if repair is due to defective materials or improper installation. Service personnel shall be responsible for cleaning of oil and grease residue from maintenance or repair.
- K. Keep a work log on each escalator for any and all visits, shut downs, and/or repairs with the following information: Worker's name, date, time arrived, total time spent, parts inspected, adjustments and work done, and parts replaced. The work logs shall be submitted to the Engineer at one-month intervals.
- L. Contractor shall maintain local stock of parts for maintenance throughout the Warranty Period and the Maintenance Period.
- M. Chargeable Repairs: Contractor will not be responsible for trouble calls that are due to misuse, or accidents, or are otherwise not caused by the Contractor. Calls which result in adjustment of safety devices not accessible to the public will not be reimbursed. Contractor shall submit all documentation necessary to prove that a particular trouble call should be a Chargeable Repair. Contractor shall also submit all documentation necessary to justify the direct costs incurred.

**1.13 RELIABILITY:**

- A. Definitions:
1. Break-in Period: The initial period of operation of the escalator. There shall be only one break-in period for the escalator, regardless of maintenance, unless a modification or other major work done has been performed on the escalator, during, or after the break-in period.
  2. Failure: An incident which is corrected by replacing a part, resetting the unit, or making an adjustment. Exceptions to failure are conditions of misuse, vandalism, accidents or negligence not caused by the Contractor.

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3. Incident: An incident is any escalator stoppage, regardless of cause.
4. Pattern Failures: The occurrence of multiple independent failures of the same primary replaceable item or adjustment in identical or equivalent applications.
5. Reliability Demonstration Test (RDT): A test to determine a reliability-associated parameter, such as available operating time, within defined statistical risks or with a specific statistical confidence.

B. Requirements:

1. The break-in period shall begin after the installer has satisfactorily completed the escalator installation, obtained State operating permits and the Engineer has performed and approved substantial inspection of the escalator. The escalator shall be barricaded and operated continuously under no load condition for a minimum of 48 hours. Upon satisfactory operation without incident, the barricades may be removed and the escalator may be put into service to the public.
2. After the break-in period, the Reliability Demonstration Test (RDT) shall begin. The escalator shall operate up to full load under normal modes of operation in either direction and be able to provide 95 percent reliability as determined by the following formula:

$$\% \text{ Reliability} = T/A$$

T = Actual aggregate operation time for the escalator. Downtime for scheduled preventive maintenance and incidents, which are not failures, shall not be deducted from the aggregate operation time.

A = Aggregate revenue operating time of Station, nominally 20 hours per day.

3. Contractor shall take corrective action to eliminate pattern failures, regardless of total operating time accumulated. The Contractor shall notify the District's Power and Way office or designated representative that a unit has been returned to service after corrective actions or maintenance has been performed. The tracking of down time is determined by reports from the District Power and Way. Failure by the Contractor to report "returned to service" will result in lower reliability performance and will remain the responsibility of the Contractor.

C. The Contractor shall:

1. Collect the data and document the results of the RDT, perform all calculations, and issue the results.
2. Review all failure incident reports to ensure that only pertinent failures are included in the test results.
3. Review the data with District at interim stages of the RDT and at the final stage, prior to issuing the results.

- D. If the District determines that the RDT has failed below the 95 percent goal for any consecutive 30 day period, the Maintenance fee due to the Contractor for the that 30 day period shall be reduced by the following formula:

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$A = MF * \% \text{Reliability}$

A = Amount due to Contractor

MF = Monthly Maintenance Fee for one escalator.

%Reliability = As calculated above.

**PART 2 - PRODUCTS**

**2.01 GENERAL**

- A. Each escalator shall be a self-contained, heavy duty transit unit consisting of truss, tracks, step drive units, steps, step chains, comb plates, handrails, driving machine, controller, safety devices, balustrades, cladding and all other parts required to provide a complete operating installation. The design and method of installation of each escalator shall be such that each will operate within the tolerances specified herein. Installation shall allow items in machine space to be removed with portable hoist or other approved means for replacement or repair. Minimum design life shall be 30 years in use for 20 hours per day, seven days per week.
- B. Each escalator assembly shall meet the minimum prevailing requirements of CCR Title 8, CCR Title 24, Part 2, ASME A17.1, A17.2, and A17.3, ANSI A17.5 and NFPA 70 and 101.
- C. Each escalator shall be of the cleat step, reversible type with full semicircular extended newels and handrails. Each escalator shall be capable of operating and stopping under full load condition in either direction for ascending or descending transportation service.
- D. Methods of sound isolation shall be employed to assure that the complete installation shall be free of noise and vibration.
- E. Weatherproofing: All metal surfaces shall be hot-dipped galvanized or spray on zinc coating as approved by the Engineer except non-ferrous metals and stainless steel. Machined and operational areas shall be protected from corrosion by applying a rust preventative compound, plastic foils, oil or grease. Electrical enclosures shall be NEMA 4 or 4X, stainless steel enclosures and penetrations, raceways and wiring shall be waterproof. Wiring shall be in galvanized rigid minimum  $\frac{3}{4}$ " steel conduit except where otherwise noted. Any and all shop and field installed hardware, except truss structure bolts which may be the manufacturer's standard, shall be stainless steel. Exposed-to-view hardware shall be stainless steel to match adjacent finish. Decking, balustrades, and cladding shall have smooth and tight fitting seams to prevent rainwater from entering the escalator truss.
- F. Lubrication System Requirements
  - 1. All parts, other than sealed bearings, requiring lubrication shall be designed for an automatic or remote lubricating system. The lubrication system shall operate only when the escalator is running and the amount of lubrication shall be fully adjustable. A reservoir shall be provided with a low oil signal to the controller, and a minimum capacity sufficient for one month operation without refill.

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2. The lubrication system shall be positive acting and located in the escalator pit to allow for easy access. System shall have a removable drain plug to allow flushing of lubricants.
  3. Reservoir level indications shall be provided and visible where lubricants are contained within housings, supply tanks, and large filler cups.
  4. Contractor shall furnish and mount near the lubricating system in the escalator pit, a framed lubrication chart for each escalator. The chart shall show the location of each lubrication point, type of lubricant to be used, and the frequency of lubrication.
  5. All tubing shall be supported to truss structural members using clamps or other approved support method.
- G. Bearings
1. All bearings shall be ball or roller bearings rated for severe, heavy-duty service, and shall be of the best quality available.
  2. Sealed bearings shall be used where accessibility or manual lubrication is impractical in escalator design.
- H. Oil collector chutes and collection trays shall be fabricated of galvanized or stainless steel, shall be watertight and shall be free of obstructions for ease of cleaning.
- I. All chain sprocket tooth profiles shall conform to ANSI/AGMA 1012-G05.

## 2.02 MATERIALS

- A. Sheet Steel: ASTM A1008/A1008M, uncoated, pickled.
- B. Sound Deadener: Vibradamp Corporation's No. 111, 3M's Coating ED-1000, Presstite's No. 105A, or equal; asphaltic based compound for spray application; black.
- C. Stainless Steel: ASTM A167; Type 316, unless Type 316 does not exist for a particular item or shape, then Type 304, NAAMM AMP 503 No. 4 finish where exposed.
- D. Structural Steel: Shall conform to Section 05 12 00 - Structural Steel Framing.
- E. Fasteners: Contractor shall provide nuts, bolts, washers, screws, lock washers, and other fastenings necessary for proper erection and assembly of work. Any and all shop and field installed fasteners, except truss structure bolts which may be the manufacturer's standard, shall be stainless steel. Tinnerman style nuts are not acceptable.
- F. Except for stainless steel, ferrous metal components shall be hot-dipped galvanized as specified herein and in Section 05 50 00 - Metal Fabrications.
- G. Aluminum: ASTM B211, B221 and B308/B308M. 6061 or alloy and temper best suited for anodizing finish specified.
- H. Aluminum Sheet or Plate: ASTM B209, 6061 alloy, T651 temper.

**2.03 FINISHES**

- A. Exposed-to-View Surfaces:
  - 1. Sheet Steel:
    - a. Shop Prime: Clean of foreign substances and apply one coat of zinc chromatic or similar primer compatible with finish paint specified.
    - b. Finish Paint: Three coats enamel in accordance with paint schedule; sand each coat smooth; color as selected by the Engineer.
  - 2. Stainless Steel: Plain: Satin directional grain, NAAMM AMP No. 4 finish, #180 grit or finer, unless otherwise specified. Sanding medium shall not deposit particles in the grain that are capable of rusting.
- B. Galvanizing
  - 1. Sheet Steel: ASTM A653, as applicable. Coating designation G185.
  - 2. Other galvanizing: ASTM A123, ASTM A153, or ASTM A385, as applicable.
- C. Galvanizing Touch-up: Zinc coating: MIL-P-21035.
- D. Paint and Corrosion Protection: The escalator shall have the following minimum corrosion protection:
  - 1. All ferrous metal parts of the escalator, including cast metal parts such as gear housings, chain sprockets and return station sprockets, which are not stainless steel or galvanized shall be prepared in accordance with SSPC SP-6 and shall be primed with a rust-inhibitive primer and painted or otherwise protected as approved by the Engineer. Paint finish coats shall be as follows:
    - a. Two heavy duty gloss enamel, minimum 2 mil (dry film thickness) each coat.
  - 2. After welding, the truss shall be hot-dipped galvanized with a coating in accordance with ASTM A90, or coated with 100% zinc thermal spray complying with AWS C 2.23M/C2.23, NACE No. 12, SSPC-CS, 23.00 and applied in accordance with ANSI/AWS National Standard for application of thermal coatings.

**2.04 TRUSSES**

- A. General
  - 1. The trusses shall span the distance between the support points as indicated. The working points as indicated shall not be moved except as approved by the Engineer.
  - 2. Trusses shall be sufficient width to accommodate the width of the finished escalator.
  - 3. Trusses shall be designed to rest on the available truss supports, and/or existing supports in each facility.

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4. Trusses shall be of ample strength to maintain alignment of tracks and moving parts, and so designed that they shall safely retain steps and running gear, and in case of failure of track systems, retain step mechanism within guides and envelope of the truss.
5. The truss shall be designed to applicable AISC standards referenced in Section 05 12 00 - Structural Steel Framing, and to support the dead weight of the escalator system and the Structural Rated Load.
6. The vertical deflection of the loaded trusses shall not exceed one one-thousandths (1/1000) of the free supporting distance of not less than 50 feet. Deflection shall be measured at the midpoint between the support points from the position of the unloaded truss to the position of the truss with the fully installed escalator loaded at the Structural Rated Load.
7. Truss material and fabrication shall conform to Section 05 12 00 - Structural Steel Framing, and Section 05 05 22 - Metal Welding.
8. Holes for attaching components shall be drilled or punched prior to galvanizing truss.

**B. Field Modifications and Connections**

1. Field splices shall be rigid, non-deforming, and shall maintain alignment.
2. Field modification by burning shall not be permitted.

**2.05 DRIP PANS**

- A. Provide for each escalator, a drip pan of sufficient size to collect oil and grease from step linkage, rainwater, and all forms of loose debris that may be deposited into the escalator truss. The drip pan sidewalls shall have a minimum height of 3 inches at the top pit and incline section and a minimum height of 4 inches at the bottom pit. At the upper section of the truss, the drip pan shall be sloped so that all liquids collected drain towards the lower section of the truss. At the lower section of the truss, the drip pan shall be constructed so that the liquids collected drain from anywhere in the truss towards a floor drain in the drip pan. The floor drain shall be flow into a catch basin under the truss that is connected to the industrial waste line of the station or as indicated on the Contract Drawings.
- B. Drip pan shall be of watertight, minimum 8 gage, galvanized sheet steel construction over the entire length and width of the truss and under the machine and pit spaces. All joints between the sheets making up the drip pan shall be sealed with a continuous seal weld over the entire length of the joint. Pan shall be hot-dipped galvanized after all welding, drilling, and tapping have been completed. 100% zinc thermal coating per AWS C 2.23 M/C 2.23, NACE No. 12, SSPC-CS 23.00 is also acceptable as approved by the Engineer. The drip pan shall be capable of supporting 150 pounds per square feet and 500 pounds concentrated load. Drip pan shall have a removable drain plug located at the lowest end. Drip pan shall be mounted within the truss members and shall be free of obstructions to permit flow of liquids and small debris and to facilitate clean up. Brackets or other obstructions shall not be fastened to the inside of the drip pan.
- C. An access hatch, 18 inches in diameter, shall be located in the drip pan at the lower landing, directly above the escalator pit drain for the purpose of cleaning the drain catch basin.

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Hatch shall be of same material and shall be designed to support 150 pounds per square foot.

- D. Protective side covers shall be provided on both sides of the main drive sprockets to prevent the splatter of chain or gear oil beyond the escalator truss and drip pan. Side covers shall be galvanized sheet metal and shall be removable from inside of the truss.
- E. At the top and bottom of the escalator, the perimeter of the truss under the floor plates shall have a gutter to collect the water at the finish floor to drain into the truss drip pan instead of the wellway.

**2.06 STEP DRIVE UNITS**

- A. The step drive unit shall be designed for heavy duty transit escalator service and be supported within the truss envelope.
- B. Escalator Drive Equipment shall be readily accessible for inspection, servicing, and replacing of equipment. A removable galvanized drip shield shall cover the drive motor and brakes shall be provided for in step drives. Removal of a few steps shall leave an open, unobstructed space in the center of the escalator structure; the drive unit shall be accessible in that location after step removal.
- C. Carriage Requirements: Carriage for tensioning step chain shall move on tracks. Such movement shall be accomplished by use of precision ground rollers or slides and horizontal guides to prevent skewing while adjusting carriage.

**2.07 TRACKS**

- A. Design and fabrication of tracks shall retain steps and running gear safely under load requirements and at the highest design speeds specified.
- B. Contractor shall assemble and secure sections of track together for easy removal and replacement of defective sections. The system shall be adjustable, and welding of the tracks is not acceptable.
- C. Design of the mechanical components shall provide for easy installation and removal without the dismantling of parts of the structure.
- D. Tracks shall be properly supported on trusses to provide correct alignment and smooth transition to return stations. The rolling surface of the track shall be a minimum thickness of 0.12 inch.
- E. The track system shall be smooth for continuous support of the chain wheels from sprocket to sprocket. The transition between incline and upper landing level shall be accomplished by a curved track system with a minimum of 86 1/2 inches radius; the transition between incline and lower landing level shall have a minimum of 71 inches radius.
- F. The guiding system for the step chains and step wheels shall be of hot-dipped galvanized steel profiles with smooth and even running surfaces, and with the joints cut diagonally to the running direction. The profiles shall not be welded together at the joints.

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- G. A second, continuous guiding profile shall be provided above the step chain rollers so that the step chains are positively guided in the area of the escalator open to passengers.
- H. The step guides shall be designed to ensure that the gap between the step tread and the skirt panel does not exceed more than 5 mm or 0.2 inch when 25lbf (1 2.5 lbf) is laterally applied from the step to the adjacent skirt panel. The load shall be distributed over an area no less than 3 square inches and no more than 6 square inches.

### 2.08 DRIVING MACHINE AND MOTOR

- A. Machine shall be readily accessible without use of special tools. The motor shall be flange mounted directly to the driving mechanism. Worm or helical gears may be employed.
- B. Motor shall be TEFC (totally enclosed fan cooled) type with a service factor of 1.15 and have insulation group B. Motor shall be an AC induction motor and shall operate at 480 Volts, 3 phase, 60 Hertz power. Motor shall be rated for minimum 120 starts per hour, and be designed and built specifically for escalator applications.
- C. V-belt and tooth belt drives are not acceptable. If chain drives are used, they shall be protected against dirt and water by sealed housings, and shall have an automatic lubricating device and an adjustable means of taking up any slack in the chain.
- D. Driving motors and motor switchgear shall be designed in such a way so as to provide smooth soft start (Wye-Delta or electronic equivalent) that shall prevent possible passenger accidents as well as undue strain on drive components.
- E. The driving machine shall be designed to operate continuously for the Machinery Rated Load.
- F. All motor encoders and speed sensors shall be equipped with jumpers or terminals for bypassing or disabling, and for forced underspeed, overspeed, and reversal. Any encoder, speed sensor etc. shall be of the extra heavy-duty type, shall be covered as approved by the Engineer.

### 2.09 CONTROLLER AND WIRING

- A. Controllers shall be housed in a 14-gage stainless steel, NEMA 4X enclosure located in the machine room under the escalator. Enclosure shall utilize continuous stainless steel hinge and two-point fastening mechanism. Controllers shall include a circuit breaker, local disconnect, motor starter, control relays, fault indicator, and all other functions required for escalator control. A reset button shall be integral with the controller. Motor starter shall be three phase controller current, solid state starter. Contactors may be used for reversing. Solid state motor starter shall control and limit the starting current of the motor to 250 percent of full load rating. Starter shall protect the motor against overload, single phasing and input power phase loss reversals. Overload protection shall be provided in each motor leg. Controller shall utilize variable speed (current limiting) soft start for running and inspection speed. Inspection speed shall be set to nominal 30 to 50 feet per minute maximum adjustable. Provisions shall be made to ensure escalator will not overspeed when operating at inspection speed. A non-reset, minimum 5 digit, run time meter shall be provided with the controller to measure whole hours escalator is in operation.

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- B. Screw type or spring clamp type compression terminal block rated for 20 amperes minimum shall be used for all control, power, and indicating conductors entering and leaving controller. Wiring shall be minimum No. 18 AWG stranded, color coded and permanently identified with embossed tubing sleeves to match controller schematics at all terminations. A maximum of three wires shall be terminated at any screw type terminal. Wiring jumpers, taps and multiple wire connections shall be located on a terminal; tee taps, wire nuts or mid conductor splices are not permitted. All controls shall operate at 120 Volts or lower, AC or DC. Control power shall be obtained from integral dry type control transformers. Primary and secondary fuses shall be provided with load side indicating neon lamps.
- C. The controller shall provide for an emergency stop that disconnects the power supply to the driving machine motor and applies the brake to stop the escalator at a rate no greater than three feet per second squared under all load conditions, per ASME A17.1 version prevailing at time of contract signing.
- D. Main drive controls may be relay logic. If solid state or printed circuit boards are provided for main drive controls, diagnostic schematics and equipment shall be supplied.
- E. Escalator controller shall utilize TTL transistor logic (discrete components), relay ladder logic, or programmable logic control.
- F. Raceways in truss between components shall use rigid galvanized steel conduit with threaded or compression fittings. Flexible raceways shall utilize liquid-tight flexible metal conduit and compression type fittings. Flexible raceways shall not exceed three feet in length. Boxes shall be NEMA 4X stainless steel. Water tight, gasketed hubs shall be used for all raceway, entries to cabinets, boxes and controller.
  - 1. Wiring external to controller including switches and control wires shall utilize at least No. 18 AWG copper stranded machine tool type, moisture, heat and oil resistant thermoplastic insulated conductors. Terminations at devices and terminals shall utilize insulated type crimp connectors. For all crimped connections, crimper used shall be Panduit CT-550 or equal. Anti corrosion protection shall be provided for all connectors using Thomas and Betts "KOPR-Shield" CP-16 or equal. Terminals shall be identified with wire numbers that correspond to wiring diagrams. Wiring shall be laced and tied at terminal blocks. Conductors shall be identified with embossed tubing sleeves at each terminal. Terminations shall be made within boxes at terminal strips.
  - 2. All wiring shall be tested by means of 500 Volt megger prior to connection to safety and control devices.
  - 3. Control wiring shall be color coded by function to assist in troubleshooting and maintenance.
- G. Main power feed to controller shall be 480 Volt, 3 phase circuit. If escalator is being installed in an existing facility and existing circuit breaker(s) are insufficient for new escalator, then the Contractor shall furnish and install new, appropriately sized circuit breaker(s). Contractor shall provide the necessary cabling and any conduit modifications from the switchgear cabinet to the new escalator controller at no additional cost to the District. New conduit shall be concealed within structure except as otherwise indicated on

the Contract Drawings. For all crimped connections, crimper used shall be Panduit CT-550 or equal.

H. Remote Control Inspection Station:

1. Provide a Remote Control Inspection Station consisting of a portable switch box, extension cord, and plug-in cap for each escalator to allow operation of the escalator by remote control during periods of inspection and service.
2. The Remote Control Inspection Station shall include an emergency stop switch (maintained-contact selector switch), and "up" direction push button (momentary contact only when button is held down) and a "down" direction push button (momentary contact) housed in a stainless steel enclosure and connected to a 10 foot "Tyrex" cord (number of conductors as required) with multi-conductor screw cap and matching receptacle, suitable for use in corrosive area.
3. Two receptacles with tethered weatherproof caps, one at each end of the escalator, shall be provided in the pit area for the attachment of the Remote Control Inspection Control Station. These receptacles shall be designed such that the escalator will not initiate normal operation unless caps are in place. The receptacles and mating connectors shall match the District designated Aphenol connectors. Male side, housing assy. Amphenol no. 97-3106A-22-23P, connected at the remote operator cord. Female side, housing assy. Amphenol no. 97-3100A-22-235 V, where remote cord plugs into the escalator junction box. Cable Clamp: Amphenol no. 97-3057-1012-1, see BART Drawing 108624.
4. When the Remote Control Inspection Station is plugged into either receptacle all normal operating devices, including all regular and automatic control switches, shall become inoperative and full control of the escalator shall be transferred to the Remote Control Inspection Station. The operating speed of the escalator shall automatically be reduced to the maintenance mode speed. Control shall be returned to the normal operating devices when the Remote Control Inspection Station is removed from the receptacle and the receptacle cap is in-place. All safety devices including emergency stop buttons, except missing step devices, and handrail speed sensors and speed encoders shall remain effective during the maintenance mode.

I. Fault Indicating Device:

1. Provide a fault indicating device in the front panel of the controller which shall visually indicate and identify the actuation of each and every safety device causing escalator shutdown and shall cause the indication to remain until the fault is cleared by maintenance personnel or automatic reset.
2. Provide an identical display and reset button in the upper right newel of the escalator, or at a location to be determined by the Engineer. The local display shall be concealed behind a lockable door. The type of key will be assigned by the Engineer.
3. The fault indication device shall provide diagnostic capabilities including the following information:
  - a. Historical data storage in ASCII text of at least 100 events that records escalator identification, date, time and cause of any and all escalator stoppages

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- and faults. Historical data shall be printable by downloading to laptop computers.
- b. Drive motor over temperature.
  - c. Braking distance with date and time stamp for each stoppage, manual or automatic. Measurements shall be expressed in inches and accurate to 0.1 inch.
  - d. Operating status of escalator (ready to run, running, reset required, or maintenance mode).
  - e. Operating direction of escalator.
4. Event data shall be retained if the power to the controller should fail.
5. The Contractor shall provide one notebook style computer and the necessary software to assist in the setup and troubleshooting of the escalator controller. The computer software shall be Microsoft Windows application able to extract, view, store, and print the event reports from the controller and provide access to any other available trouble shooting information the controller may provide. The computer shall have the latest Intel processor and Windows operating system, 256MB RAM, 40 GB Hard Drive or larger, CD-ROM drive, and a 3 1/2 inch floppy drive. compatible with escalator controller and with shall have the ability to update all software.
- J. Foreign Voltage Relay: Provide one multi-pole, 600 Volt Class for isolation of all foreign voltage conductors entering the controller to safely isolate all electrical sources. Examples of foreign voltages are the fire alarm shutdown, external directional signs, seismic switch, rolling grille, and malfunction alarm to station agent's booth. Coil of relay shall be de-energized when main disconnect is open. Relay shall be located in separate NEMA 4X stainless steel box and shall be labeled "Foreign Voltage Relay" with an engraved nameplate.
- K. The escalator controller shall interface with the station fire alarm system. In the event of station fire alarm signal, the escalator emergency stop alarm shall be activated for at least 15 but not more than 20 seconds, at which time the power to the driving machine motor shall be interrupted and the brake applied. Per prevailing version of ASME A17.1 at time of contract signing.
- L. The escalator controller shall interface with the station seismic sensor or seismic switch in machine room. In the event of seismic event, the power to the driving machine motor shall be interrupted and the brake applied immediately and the escalator emergency stop alarm shall be activated for at least 3 but not more than 10 seconds and immediately and operate for at least 15 seconds., at which time the power to the driving machine motor shall be interrupted and the brake applied. Per prevailing version of ASME A17.1 at time of contract signing.
- M. The controller shall provide the necessary relay contacts to control the station ceiling directional signs, including during fire alarm activation.
- N. 1. The escalator controller shall provide the signal to report any failures or out of service conditions to the existing District's Escalator/Elevator Remote Monitoring System. The existing EERMS was developed and is owned by the District. The

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EERMS communicates with the escalator controller through DeviceNet protocol with DeviceNet modules located in each Local RMS Interface Cabinet.. KOYO PLC DL205

2. The Contractor shall provide the Local RMS Interface Cabinet located in the escalator control room. It shall be a separate NEMA stainless steel enclosure housing the DeviceNet modules KOYO PLC DL205 and appropriate terminal strips. The contractor shall provide the cable and connect the KOYO PLC DL205 DeviceNet Devices to the appropriate escalator controls and indications using proper insulation of necessary. The EERMS shall be installed and wired according to the Contract Drawings. A communication cable in a dedicated conduit shall be provided from the local EERMS Interface Cabinet to the Train Control Room or Auxiliary Communication Room in the Station as indicated on the Contract Drawings.
3. The communication protocol shall be DeviceNet from the local RMS cabinet in the escalator machine room to Cabinet 25b in the Station's Train Control Room. Furnish and install cabling and conduit.
4. The local RMS cabinet in the escalator machine room shall be equipped with Designated Matching Product, Allen Bradley DeviceNet module, model 1791D-16BO and expansion module model 1791D-16BOX and cable. Appropriate power shall be supplied for all modules
- 3 Contractor shall provide a separate NEMA 4X stainless steel enclosure housing a programmable logic controller and minimum 36 relay that shall be an interface to the escalator controller and District's existing remote monitoring system located in Operations Central Control in Oakland...
4. Communication protocol shall be RS485 or Ethernet from the local RMS cabinet in the escalator machine room to Cabinet 25E in the Station's Train Control Room. Furnish and install cabling and conduit.
5. The programmable logic controller (PLC) shall be KOYO PLC Direct DL250 complete with power supply, CPU, two each 16 channel I/O boards in a four bay chassis. The PLC software will be provided by the District.
6. The relays shall be 4 pole at either 24Vac or 12Vdc coil voltages.
7. A separate Ethernet communications path will be provided from the train control room BARTnet interface cabinet to each local escalator controller to provide the ability to time synchronize the controller with BART Network Time. An Ethernet connection on the escalator controller will be provided. Software to drive this connection will be BART's responsibility. A separate Ethernet communications path will be provided from the train control room BARTnet interface cabinet to each local escalator controller to provide the ability to time synchronize the controller with BART Network Time service (Network Time Protocol – NTP). An Ethernet connection on the escalator controller will be provided. The NTP server service to drive this connection will be BART's responsibility. The escalator controller will provide a NTP software client compatible with NTP Version 3 Specification (RFC 1305) and be capable of operating in NTP broadcast-client mode.
8. The escalator controller shall provide discrete normally open contacts to each of the safety devices within the escalator to interface with the remote monitoring system.

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Other safety devices not listed shall be combined with other faults as determined by the Engineer.

- a. Emergency Stop - Top.
  - b. Emergency Stop – BottemBottom.
  - c. Handrail Inlet – Top (left and right).
  - d. Handrail Inlet – Bottom (left and right).
  - e. Skirt Switches – Top (left and right).
  - f. Skhirt Switches – Bottom (left and right).
  - g. Comb impact – Top (left and right).
  - h. Comb impact – Bottom (left and right).
  - i. Missing Step – Top.
  - j. Missing Step – Bottom.
  - k. Step Sag Switch - Top.
  - l. Step Sag Switch – Bottom.
  - m. Step Upthrust – Left and Right.
  - n. Starting Fault – (reverse phasing, anti-reversal switch).
  - o. Brake watchdog (brake pick and brake wear).
  - p. Communication fault.
  - q. Miscellaneous – Pit Switches, broken drive chain switch, overload, governor.
  - r. Carriage tension switch – left and right.
  - s. Handrail speed – left and right.
  - t. External Safeties – Fire alarm shutdown.
  - u. “Mechanic On-Site” switch. This switch is activated by opening Newel display swing door, or the controller door, or when controller is on “Manual”. When activated, the event is automatically entered into controller history log, and into BART remote monitoering system (RMS).
- O. All controller devices shall be labeled corresponding with identification shown on wiring diagrams. Labeling medium shall be either indelible stamped ink or engraved labels.
- P. All switches and indications mounted on the controller enclosure's exterior shall be labeled with laminated engraved white on black 5/16" character permanently mounted nameplates.

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- Q. Section 20 70 26 - Common Materials and Methods for Electrical Systems, shall govern all electrical materials and methods not covered in this Section.
- R. Controller shall have circuitry terminals to disable any and all speed and detector sensors for testing and trouble shooting.

**2.10 SAFETY DEVICES AND SWITCHES**

A. Key Switches:

- 1. Escalators shall have key operated switches, accessible at both upper and lower landings, located on the exterior deck above the newel base. Alternate locations may be used subject to approval by the Engineer.
- 2. Each keyed switch shall be clearly and permanently labeled on engraved metal plates, including starting and direction selection.
- 3. The change of direction shall only be possible after the escalator is stopped.
- 4. Keys and cylinders shall be Designated Matching Product "Allen Bradley" cylinders keyed to D018 Allen Bradley key with keyways. The up/down key switch shall be model #800T-J631A and the off/on key switch shall be Model #800T-H33B. The Engineer will furnish Type Tumbler information upon request.
  - a. Display panel swinging door lock shall be:
    - 1) Best \_\_\_\_\_ IC7M1-626A A1 core.
    - 2) Best 1A1M1 – KS473-KS800 core key.
    - 3. Best 1A1M1 – KS473-KS800 cylinder key.
    - 43. Best 1E7D4 – C228-RP3-626 cylinder key A1 core.

B. Safety Devices:

- 1. Provide ASA minimum safety devices required by ASME A17.1 on each escalator.
- 2. Safety devices, depending upon interruption of electric circuit for their operation, shall be interlocked to remove the electric power supply to the motor and shall apply the brakes to bring the escalator to a smooth, safe stop in the original direction of travel.
- 3. Provide an interlock to prevent operation of the escalator until a safety hazard or malfunction has been corrected if the escalator stops because of malfunction or actuation of one or more of the safety devices. The escalator can be restarted by use of keyed switches only after clearance of hazards or malfunction.
- 4. Safety devices shall be mounted in locations accessible for maintenance within escalators, and these devices shall be designed for ease of adjustment or reset. Devices shall be so located that their operation will not be affected by moisture or debris.

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5. If escalators are equipped with a braking system dependent upon activation of springs, then the springs shall be of a guidance compression type. The use of weights or self-excitation of the brake release shall not be allowed.
6. Disconnect switches capable of being locked in the "off" position shall be provided at the upper and lower pit of each escalator to prevent the starting of the escalator from any other location.
7. At each escalator, Contractor shall provide the following minimum additional safety devices that shall interrupt electric power within escalator, and automatically apply brakes and bring escalator to a smooth stop per Article 2.10B.1 in the original direction of travel:
  - a. A device to stop the escalator should the escalator have a misalignment of steps, or linkages. This device, one at top, one at bottom, shall monitor the steps before entry into comb as well as on return side and shall be manually reset at the control panel.
  - b. Device or devices incorporating single operation to stop escalator should one or both step linkages have significant amount of wear, experience breakage, change in length, change in strain, or should adjustable carriage move more than predetermined distance in any direction.
  - c. A device to stop the escalator should an object become wedged between step tread of one step and riser of another step during the formation of a landing.
  - d. A device to stop the escalator should a foreign object such as a passenger's hand or object accidentally be carried into the handrail entrance of the newel.
  - e. Devices to stop the escalator should the handrail, 1) break, 2) lose motion, or 3) stretch beyond a preset amount.
  - f. Devices installed behind the skirt panels at the upper and lower landings and at both sides of the escalator to stop escalator should the skirt panels be forced away from the steps or if any object should become wedged between the step and skirt panel.
  - g. Devices at both the upper and lower comb plates to stop the escalator should a horizontal force not greater than 400 lbf in the direction of travel is applied at either side or not greater than 800 lbf at the center of the front edge of the comb plate, or a resultant vertical force in upward direction is applied exceeding 150 lbf at the center of the front of the comb plate.
  - h. Devices at both the top and bottom of the escalator to stop escalator upon detection of a missing step prior to the vacant step being exposed at the either comb plate. The sensing device shall be a non-mechanical proximity type sensor. Terminals shall be provided to by-pass circuit for testing, etc.
  - i. Step sag monitors shall actuate should step position be more than 1/8 inch lower than normal. The devices shall be located at both the top and bottom approaches to the comb areas.

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- j. A minimum of two safety devices shall be installed at each end of the escalator where the steps begin leveling off and before they pass under the comb plate. Devices shall be of the self-resetting type with electrical contacts and when actuated shall stop the escalator. One device shall stop the unit when an article becomes wedged between the steps or a step roller is prevented from following the normal curvature of track. The switches shall be manually reset.
- 8. Protection shall be provided to prevent accidental or sudden reversal of escalator direction from designated direction of travel. This device shall stop escalator, remove power from drive machine, and require manual re-set.
- 9. A disconnect switch shall be provided which, when used, will stop the escalator or prevent starting.
- 10. Emergency Stop Button:
  - a. One emergency stop button shall be located at each landing accessible on the exterior deck cover. Location shall be in the upper quadrant, 45 degrees above horizontal of newels complying with ASME 17.1.
  - b. Stop buttons shall be watertight, momentary contact push buttons, red in color, shall bear the label of a national recognized testing laboratory, and be constructed in accordance with UL Standards.
  - c. Stop buttons shall be housed under clear, high-impact resistant plastic cover, which shall be self-closing by means of spring-loaded hinge at upper edge. Cover shall have clearly printed upon it, the words "EMERGENCY STOP", "LIFT COVER" and "PUSH BUTTON" in 1/2 inch high letters. When the cover is lifted, an audible alarm shall sound at, or near, the top and bottom button locations until cover is returned to the closed position. The alarm shall have a sound intensity of 80dBA minimum at the button location.
  - d. The momentary pressure of any emergency stop button shall interrupt the power supply to the motor and automatically apply the brakes and bring the escalator to a smooth stop.

### 2.11 BRAKES

- A. Each escalator at a minimum shall be provided with the following brakes for stopping and locking of movable drive components:
  - 1. Motor brake shall be located on the motor shaft. Brake shall safely stop escalator upon activation of normal stop control, local or remote emergency stop buttons, activation of any safety device, or upon loss of power.
  - 2. Service brake shall be located on the main drive shaft. Brake shall mechanically lock linkages to truss when repair work is being performed within truss.
- B. Operational Sequence
  - 1. Motor Brake

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- a. Brake shall be mechanically applied (fail safe) and electrically released. Brake shall be capable of stopping and holding an escalator at the Machinery Rated Load.
  - b. The brake shall be designed so that the minimum stopping distance for an up or down traveling escalator under any load shall be no less than 5 1/2 inches per prevailing version of ASME A17.1 at time of contract signing. Stopping distance shall be adjustable and set to distance approved by the Engineer. Stops shall be gradual and not abrupt.
  - c. Deceleration shall be smooth, gradual, and with no sudden stop, at a rate not to exceed three feet per second squared.
  - d. There shall be no time delay designed into the application of the brake.
  - e. Design of brake shall provide ease of access to brake equipment for inspection maintenance, and replacement.
  - f. The brake operating temperature shall not exceed 195 degrees Fahrenheit above ambient. Temperature and wear monitors shall be provided, and if brake lining becomes insufficient for safe usage, restart of escalator shall be prevented and reported as a brake wear fault. When energized and released, a contact closure indication shall be provided to the controller.
  - g. Brake assembly shall be protected from falling water and debris by a removable cover. Cover shall not be higher than 6 inches above brake assembly.
  - h. The brake shall have a nameplate that indicates the allowable range of brake torques (ft lb), method of measuring (breakaway on dynamic), and measured procedures.
2. Service Brake
- a. Brake shall be manually applied and mechanically engaged to prevent movement of the stepband, while escalator is disconnected from its power supply.
  - b. An electrical interlock shall be provided that shall prevent escalator drive motors from starting while service brake is engaged.

### 2.12 OVERSPEED GOVERNOR

- A. The overspeed governor shall be designed to cut off the power supply to the motor and bring the escalator to rest when the speed varies plus or minus 20 percent of rated speed.
- B. The overspeed governor shall be mechanically driven from the driving machine or an electrical sensing type. The overspeed governor shall be fail-safe.
- C. See page 2021, Article 2.08F.

**2.13 STEPS**

- A. Steps shall be of the horizontal tread formation. The vertical rise between steps shall not exceed 8-1/2 inches, the horizontal distance between the noses of the steps shall be not less than 15-3/4 inches. Provide three flat steps at upper and lower ends within 1/16" of each other.
- B. The steps shall be one-piece die cast aluminum designed to carry a load of 674 lbs per step under eccentric loading conditions with a maximum distortion of 5/32 of an inch.
- C. The step roller wheels shall be designed for quiet operation and shall be a type that will assure rotation and prevent flat spots. They shall be mounted to prevent tilting and the rocking of the steps in excess of 1/16 inch maximum at the step's extremity. They shall be provided with sealed bearings. Step roller wheels shall be tired with synthetic composition materials. Bearings shall be AFBMA median life (L50) 200,000 hours calculated in accordance with AFBMA Standard 9 or 11. Step roller outer diameter shall be minimum four inches or larger.
- D. The design of the steps and their various attachments shall permit the steps being removed removal without disturbing the balustrades or dismantling any part of the chains. Lock washers shall be provided on all tap bolts, and lock washers and lock nuts or an approved equal shall be on all through bolts.
- E. The design of the escalator shall permit running the chain without the steps for convenience in cleaning and inspection.
- F. All exposed gearing, sprockets, and chains shall be covered with guards. Side panels of guards shall be in sections of convenient size and removable for purposes of inspection and maintenance.
- G. The clearance (loaded gap) between the step tread and the adjacent skirt panel shall be not more than 5 mm or 0.2 inches when 25 lbf (+/- 2.5lbf) is laterally applied from the step to the adjacent skirt panel. Without load, the gap shall not exceed 3/32 inch at any point between the step safety side plates and the skirt panels.
- H. The step treads shall be cleat type designed to assure a secure foothold and comfortable tread surface.
- I. The treads shall have all square edges. Cleats shall be so spaced that the ends are flush with the step risers and those on the sides located for minimum clearance with the adjustable skirts.
- J. Yellow visual demarcation (strips), 2 inches wide, shall be provided on the front and rear edges of each tread. The demarcation shall be either be integral to the step or shall be powder coated.
- K. Step risers shall be of the cleated type with vertical cleats arranged to engage with corresponding cleats in the back end of the step tread so as to form an interlocking unit.

**2.14 STEP CHAINS**

- A. The step chains shall be of the endless type, one located on each side of the steps. Step chains shall be precision roller-fishplate chains of high grade, heat treated steel, and specifically designed for escalator applications. The pins, bushings, and rollers shall be hardened and ground. No split bushings shall be allowed. Pins shall have peened ends to secure side plates except at connecting/master links only. Master Llinks shall be retained with full-circle snap rings requiring special pliers for removal, per BART Engineering Specifications.
- B. The chains shall be designed to give:
  - 1. A link pin pressure of less than 160 kg/sq. cm at 20 feet vertical rise based on a contract load of 290 kg/sq. m.
  - 2. The breaking factor of safety of a step chain defined as a ratio of chain breaking load to chain traction force, assuming the maximum of 674 lbs. per step must be at least five.
- C. Pins shall comply with the following requirements:
  - 1. Pin material: 23CR MO B33.
  - 2. Case hard - 62 HRC.
  - 3. Tensile strength: 1200 n/mm<sup>2</sup>.
  - 4. Diameter: 3/4 inch minimum.
  - 5. Pin center to pin center length shall not exceed 3.5”.
- D. Provide minimum 4 inch diameter synthetic composition rollers, to meet BART Engineering Specifications, with sealed ball bearing at each step to support the chain and leading edge of the step.
- E. Provide one extra link per each escalator step chain assembly or step chain section to permit the selection of a link by the Engineer for testing. The Engineer may randomly select a link from anywhere along the length of the step chain. Contractor is responsible for testing by independent lab subject to approval by the Engineer specified under Article 3.03, Field Quality Control, herein.

**2.15 COMB TEETH**

- A. The comb teeth shall be epoxy powder coated safety yellow aluminum, with comb teeth so arranged that the cleats of the step treads will pass between them. The comb teeth shall be made in sections so that any damaged or worn section can be replaced without disturbing the balance of comb. The comb teeth shall be formed to correspond to the form of the treads and maintain a uniform side clearance. Comb plate fasteners shall have securing threads of same material as the fasteners to prevent bonding. Inserts are permitted if necessary. All fastners shall utilize an Allen wrench to remove /replace.

**2.16 STEP DEMARCATION LIGHTS**

- A. Step demarcation lights shall be provided at the top and bottom of each escalator. Lights shall consist of two light fixtures that shall be installed directly below the track system and slightly ahead of the point where the steps enter or leave the comb plate. Each fixture shall be provided with two green tinted fluorescent lamps lighting up the full width of the step separation. The lighting shall be connected to the controller of each escalator in such manner that the lights will be illuminated only when the escalator is in operation. Fixtures shall be suitable for corrosive outdoor, wet locations. Each fixture shall provide a minimum of 500 lumens.

**2.17 HANDRAILS AND HANDRAIL DRIVE SYSTEMS**

- A. Traction drive handrail system shall maximize the contact around the drive wheel, and provide a minimum positive drive contact of 48 inches. Handrails shall be firmly engaged by the drive and shall not have any slippage during start-up or running in either direction.
- B. Handrails shall receive their motion from main escalator drive through direct gearing and drive shaft and/or drive chains minimum ANSI no. 80 up to 18' rise, minimum ANSI no. 100 for >18' rise, so that handrail and steps operate at the same speed in each direction of travel. Minimum ANSI no 80 up to 18' rise, minimum ANSI no 100 for >18' rise. Driving and guiding wheels shall have a groove to accept the wedge on the underside of the handrail.
- C. Handrail drive system shall be designed to permit installation of replacement handrails without field splicing.
- D. Provide convenient way of adjusting handrail tension and drive chain tension.
- E. Newels meeting the following requirements shall be provided:
  - 1. Surface of newel bases, adjacent to where handrail enters or leaves, shall be at an angle of 90 degrees with surface handrail.
  - 2. Newels shall be designed and constructed so that handrail shall return into newel end at a point inconspicuous and difficult for passengers to reach.
  - 3. Newel wheels shall be provided at upper and lower newels. Newel wheels shall have minimum 2" shaft with extra heavy-duty hubs and bearings, min 4" O.D. tapered roller 1 1/2" thick-sealed bearings.
  - 4. Handrails, handrail drive system, and guides shall be so designed and installed that handrail cannot be thrown off or disengaged while running, and special design attention shall be given to area where handrail passes from drive system to guides. Stationary guides at the newel return shall not be considered acceptable. A method of guiding the handrail and reducing friction by a large diameter newel wheel shall be provided.
  - 5. Newel wheels shall have sealed bearings that have provision for retention of lubricant to ensure satisfactory lubrication and operation. Additional lubrication shall not be required.

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6. Friction drive wheels and idlers shall be designed and positioned so that lubricant cannot reach surface of handrail. Marking and spotting of handrail by drive equipment shall not be permitted.
- F. Handrail color shall be black and shall be constructed of laminated, steel, wire mesh, or steel cable reinforced, flexible elastomer material vulcanized into an integral, non-separating, seamless, smooth handrail resistant to environmental conditions. A "V" shaped underside design shall be used, providing a more positive drive. No cotton fabric shall be used.
- G. Handrail guides shall be continuous on exposed portion of handrails, constructed of material which shall not corrode or pit and shall have a polished, permanent smooth finish to minimize frictional wear to any surface of handrail. On the unexposed portion, guiding shall be by adjustable rollers having sealed bearings, and set in a way so as not to cause wear on the handrail. Gaps between guide sections shall be 1/8 inch or less and shall be level.

### 2.18 LANDING PLATES

- A. Provide aluminum landing plates designed to be supported on truss heads and covering the entire area of the landing within the outline of the truss. Landing plates of adjacent stairs or escalators that jointly cover the same pit area shall match the landing plates of the new escalator.
- B. Landing plates shall be extruded from die cast aluminum in a ribbed pattern transverse to the escalator axis. Ribs shall be designed to provide maximum traction, and shall be finished in the same manner as the comb plates. They shall have exposed portions constructed of material and finish to harmonize with steps and comb plates.
- C. Landing plates shall be reinforced, as necessary, to be rigid and able to withstand a live load of 250 pounds per square foot, with a maximum deflection (in inches) equal to  $L/360$ , where L is equal to the largest span (in inches) between two support members of the landing plates."
- D. Landing plates shall be pivoted to swing upward to a vertical position, or plates may be made in removable sections to provide access to the pit. Plates shall be removed either by removable T-handle lifts or other approved methods. Plates shall not exceed 40 pounds each.
- E. Means shall be provided to secure the landing plates in the closed position. All locking means such as bolts or screws shall be captive.

### 2.19 BALUSTRADES

- A. Balustrade panels shall be a minimum of 14 gage stainless steel. Backing panels, where used, shall be noncombustible and subject to Engineer's approval. Stiffeners, brackets, attachment angles and other concealed ferrous metal framework shall be galvanized or constructed of equivalent, corrosion-resistant materials.
- B. Balustrade panels shall be attached by means that allow easy assembly and disassembly without the removal of trim, safety brushes, or other flashing.

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- C. Panels shall be constructed, when practical, in equal lengths for interchangeability.
- D. Panels shall have edges sealed against moisture.
- E. Panels shall be sized so that no more than one person shall be required to remove a panel. Panels shall be designed to be removed without the aid of special handling equipment other than suction cups. No Panel shall exceed 35 pounds in weight.
- F. Panel fasteners requirements: Panels shall be fastened to their respective supports or mating portions with tamper proof, flathead machine screws.
- G. When framework to which panels are fastened is less than 1/4 inch thick, steel backup plates with a minimum 1/4 of an inch thickness shall be added which have tapped holes or clearance holes where necessary. Panels shall be attached so as to not effect affect adjacent panels.

### 2.20 SKIRT PANELS

- A. Skirt panels shall be stainless steel, solid construction, minimum 11 gage thickness, and shall conform to ASME A17.1. Skirt panels shall be protected with a black epoxy powder coating.
- B. The height of the skirt panel above the tread nose line shall be at least 1 1/2 inches measured vertically. The height of the skirt panel below the intersection of the two steps along the incline shall be at least 1 inch measured vertically.
- C. Skirt panels shall deflect not more than 1/16 inch under a force of 150 lbf.
- D. Skirt panels shall have rounded smooth joints and seams.
- E. Stiffeners, brackets, attachment angles and other concealed ferrous metal framework shall be galvanized or constructed of equivalent, corrosion-resistant materials.
- F. Skirt Panel Fastening Requirements: Panels shall be fastened to their respective supports or mating portions with no exposed fasteners from the side adjacent to the steps.
- G. When framework to which panels are fastened is less than 1/4 inch thick, steel backup plates with a minimum 1/4 of an inch thickness shall be added which have tapped holes or clearance holes where necessary.

### 2.21 DECK COVERS AND MOLDINGS

- A. Deck covers and molding shall be stainless steel, identical in finish to balustrade, with minimum of 14 gage thick.
- B. Surface joints in the deck covers shall be metal-to-metal with gasketed joints below the surface to provide a waterproof seal. Where concealed fastenings cannot be used, exposed fastenings shall be countersunk flush, tamper-proof, and finished to match the adjacent materials.
- C. Decking of the escalators shall be designed to support a live load of 175 pounds per square foot, without surface deflection.

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- D. Paneling, decking, and other enclosures shall be supported on steel framework. Deck covers shall be attached to the truss framework without the use of exposed screws. Decking shall be sloped to prevent ponding of water anywhere..
- E. Baggage stops shall be provided on any decking surface exceeding four inches in width. Each stop shall be at least 1.875 inches in diameter, 2 inches high, made of stainless steel and fastened securely using two fasteners to prevent turning and loosening. The distance between stops shall be no less than seven feet. Top and bottom terminal baggage stops shall have a 3/8 inch diameter horizontal hole to permit locking of maintenance barricades.

### 2.22 SIGNS

- A. Furnish and install "Hold Handrail" caution signs as specified in ASME 17.1 at each right hand newel.
- B. Provide on a stainless steel panel an engraved and black-filled escalator number located at the upper and lower newels at the emergency stop button and key operated switch. Escalator number information will be supplied by the Engineer.

### 2.23 SAFETY BRUSHES

- A. Provide nylon brush deflector device fastened to the skirt/balustrade trim on each side of the escalator. The brush deflector device shall have replaceable dual nylon brushes in an extruded aluminum channel or integral one-piece molded rubber channel as approved by the Engineer. The safety brushes shall be secured to the skirt panels in accordance with ASME A17.1, article 802.3f and manufacturer's instructions. Joints of safety brushes shall coincide with skirt panel joints.

### 2.24 MISCELLANEOUS

- A. Contractor shall provide at least one folding step inside the top and bottom escalator pits to assist the mechanics entering and exiting the escalator pits. The steps shall be painted bright yellow and labeled with black lettering reading "STEP".
- B. Duplex receptacles with GFI circuits shall be provided in the upper and lower pits and in the escalator machine room. Receptacles shall be industrial grade 120V, 20A receptacles housed in stainless boxes and covers with watertight snap covers.
- C. Pit lights shall be installed in upper and lower pits. Fixtures shall be equipped with polycarbonate clear globe, protective metal grille and 120 Volt, 5000 lumen lamps.

### 2.25 REMOTE MONITORING SYSTEM

- A. The Contractor shall provide the signals to report any failures or out of service conditions to the existing District's Escalator/Elevator Remote Monitoring System. The existing EERMS was developed and is owned by the District. The EERMS communicates with the escalator elevator controller through DeviceNet protocol with DeviceNet modules located in the the Communications Interface Cabinet.
- B. The Communications Interface Cabinet shall be equipped with Designated Matching Product, Allen Bradley DeviceNet module, Model 1791D-16BO and 25 post terminal strip. A 25 conductor cable shall be provided between the controller and Interface cabinet for the

sole use of the EERMS. The EERMS shall be installed and wired according to the Contract Drawings. A communication cable in a dedicated conduit shall be provided from the Communications Interface Cabinet to the Train Control Room or Auxiliary Communication Room in the Station as indicated on the Contract Drawings.

- C. Fault and Event List: The controller shall provide the following signals to the DeviceNet KOYO modules. These signals shall be reported instantaneously as the controller responds to the initial signal within the elevator system. In the event a monitored condition cannot be determined directly from the controller, the Contractor shall provide the necessary sensor device. The following safety circuits and conditions (“Events List”) shall be established for reporting.
1. Door Lock
  2. Loss of Power
  3. Safety Circuit
  4. Emergency Stop Button
  5. Emergency Service (Fire Alarm or Earthquake)
  6. Car at Top Landing
  7. Car at Middle Landing (If applicable)
  8. Car at Bottom Landing
  9. In Service (ISV and ISRT signals in parallel)
  10. Spare
  11. Spare
  12. Car Shutdown by Agent
  13. Car Occupied
  14. Mechanic On-Site (door switch and ISV signal)

## **PART 3 - EXECUTION**

### **3.01 PREPARATION**

- A. Field verify dimensions in the field before proceeding with the work. Verify the following to be acceptable for installation of escalators:
1. Wellways size, location and ancillary installations.
  2. Truss supports
  3. Electrical conduits and wiring

- B. Correct unsatisfactory conditions prior to proceeding with the work. Where escalator is being installed in an existing wellway, notify the Engineer immediately if unsatisfactory conditions exist, and do not begin installation until non-compliant conditions have been corrected.

### 3.02 INSTALLATION

- A. General: Install in accordance with the requirements of the manufacturer and regulatory agencies and as specified herein. Lubricate all equipment per manufacturer's instructions. Adjust brakes, controllers, switches, handrail tension and safety devices to achieve required performance.
- B. Adjust skirt panels plumb with a maximum running clearance gap of not more than 1/16 inch at any point between steps and skirt panels.
- C. Galvanized surfaces which have become damaged from welding, handling, or installation shall be repaired immediately after installation with galvanizing repair material in accordance with ASTM A780.
- D. Truss field splices shall be rigid, non-deforming, and shall maintain the truss alignment and structural integrity.

### 3.03 FIELD QUALITY CONTROL

- A. General
  - 1. Contractor shall notify the Engineer 7 days prior to each scheduled test. Contractor shall perform testing in the presence of the Engineer and appropriate State and other jurisdictional authorities.
  - 2. Contractor shall notify Engineer, and the appropriate authorities having jurisdiction a minimum of 7 days in advance of final acceptance tests.
  - 3. Regulatory Agencies Inspection: Upon completion of escalators, the Contractor shall provide instruments, weights and personnel to conduct tests required by regulatory agencies and the Contract Documents. The Contractor shall submit a complete report describing the results of the tests, to the Engineer for approval.
- B. Step Chain Testing: Step Chain Testing: Step chain links shall be tested by an independent laboratory approved by the District, paid by Contractor, to demonstrate compliance with the Contract Specifications and the escalator manufacturer's step chain specifications. Links to be tested will be selected by the Engineer. Up to 25 links shall be tested. If links fail to comply with the specifications, step chains will be rejected and additional test shall be required on the replacement step chains at no additional cost to the District. All tests shall be witnessed by the District and documented by the Contractor. Test records shall be submitted to the District for approval.
- C. Acceptance Testing Requirement
  - 1. Testing shall be performed after installation and before substantial acceptance of the escalator and the escalator is placed in service. All tests shall be witnessed by the

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District and documented by the Contractor. Test records shall be submitted to the District for approval.

2. Contractor shall perform the following tests on each escalator without load:
  - a. All safety devices and switches shall be operated to verify proper shutdown of escalator in both directions.
  - b. All safety devices reported by the remote monitoring system shall be tested to verify proper reporting to the local fault indicators and Central Monitoring systemStation.
  - c. A comb plate impact test shall be performed at each landing to verify both vertical and horizontal force activation.
  - d. A skirt deflection and test friction shall be performed to verify compliance with ASME A17.1, paragraph 802.f and 1204.
  - e. Contractor shall demonstrate the escalator is operating at the proper speed in both the normal and maintenance modes of operation.
  - f. Push buttons, starting switches, starters, relays, interlocks, and controls required in connection with work: Inspect and test to prove that complete escalator functions properly under all conditions of operations within limits specified.
  - g. Conductors for power and control wiring before connected: Test for functionality, continuity, isolation and grounding.
  - h. Escalator shall produce no noise louder than sixty-five (65) dBA measured five feet above the floor or stair level at the entrance combs at both ends with the escalator operating normally, either free-running or under load. Ambient noise level shall not exceed 55 dBA while performing the test.
3. A full load test shall be performed for each escalator prior to acceptance, to demonstrate braking operation as described herein.
  - a. Escalator shall be loaded with test weights, as required to meet the Machinery Rated Load. Weights shall be distributed along the escalator as necessary to provide a sufficient number of empty steps to permit the escalator to stop without any test weight hitting the comb plates. Detail of loading to be approved by the Engineer. Load weights shall be supplied by the Contractor.
  - b. Both static and dynamic tests shall be performed.
  - c. Braking performance shall be observed and recorded for 0 percent, 25 percent, 50 percent, 75 percent and 100 percent of the Machinery Rated Load by operating escalators in the down direction, and for 0 percent, 25 percent and 50 percent of the Machinery rated Load by operating the escalator in the up direction.
  - d. Motor current readings shall be taken and recorded during each at no load, full load, and all other intermediate conditions. Deceleration and stopping distance

of the escalator shall be measured and recorded for each test. Deceleration shall be measured using a calibrated accelerometer or other means approved by the Engineer. A report with complete documentation and records for each test shall be submitted to the Engineer for approval

d.e. within 7 days of the completion of the tests.

- D. Correction: Make corrections to defects or discrepancies at no cost to the District. Should discrepancies be such that re-examination and retesting is required, all costs, including those of the District's representative, shall be paid for by the Contractor.

### 3.04 TRAINING

- A. Training Program: The Contractor shall provide a program to train the District's operations, maintenance and training personnel in details of the escalator system as required to enable the District to operate, service and maintain this system such that this system will perform and continue to perform in accordance with the requirements of this Contract. In regard to work of this Section, these provisions supersede Section 01 79 00 - Demonstration and Training.

1. The Training Program shall include formal and informal instruction, as appropriate, and any models, mockups, documentation, and aids to carry out the program.
2. Materials used in the Training Program shall be of durable construction and shall become the property of the District.
3. Assumptions:
  - a. The Contractor shall assume that the personnel to be trained have only the basic skills pertinent to their craft as outlined in the District's job descriptions for the involved personnel.
  - b. The Contractor shall assume that the District personnel to be trained by the training program have no knowledge of features of the equipment or systems to be taught.
4. Training Program Plan: The Training Program Plan shall be submitted within 90 days of the Notice to Proceed and shall contain, as a minimum, the following data:
  - a. A flow diagram indicating the logical progression of training to be conducted;
  - b. A description of each course, including the number, description and duration for each lesson in the course.
  - c. Resumes showing the qualifications of the proposed instructors;
  - d. A list of all subcontractors or other equipment manufacturers to be used in the training program and a description of their responsibilities;

- B. General: The training shall be provided to the District personnel with the operating procedures necessary to operate the systems provided as an integrated entity. The courses shall include the following training:

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- a. Classroom training shall give course participants an understanding of the overall system operation.
  - b. Hands-on training shall give course participants actual maintenance experience.
- C. Courses: Training shall consist of two courses: the Escalator Operations Course and the Escalator System Maintenance Course.
1. Escalator Operations Course:
    - a. The Escalator Operations Course shall train the District's Station Agents and Station Agents Trainers in the operation of the escalators.
    - b. The course shall teach how to start, stop, and change the direction of the escalators. The course shall provide a description of the Diagnostic Panel and explain:
      - 1) How to clear simple fault of temporary nature,
      - 2) The conditions under which the station agent may restart the escalator, and
      - 3) The conditions under which the station agent may not restart the escalator and should request service from maintenance workers.
    - c. The course duration shall be at least one half hour.
    - d. The class size will be up to 6 participants per session.
    - e. The course shall be presented 4 times, 2 times during day shift and 2 times during swing shift.
    - f. Each session shall include specific characteristics of each escalator in the group, if any.
    - g. Training shall be conducted within 30 days prior to anticipated date of escalator in service.
  2. Escalator System Maintenance Course:
    - a. The Escalator System Maintenance Course shall provide the District's maintenance workers and trainers with detail knowledge of and hands-on experience with the system functional capabilities and overall operation in order to properly troubleshoot and maintain escalators. The course shall provide participants with a working knowledge of the system equipment and its operation, interfaces, and use of test equipment for diagnosing troubles.
    - b. The course shall provide theoretical background and hands-on experience in troubleshooting and repair procedures to permit participants to locate and repair system faults in a timely manner. Course shall include emergency provisions, including emergency access and procedures to be followed at time of failure in operation and other building emergencies. Train personnel in the

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procedures to be followed in checking the source of operation failure or malfunction. Operation of diagnostic equipment shall be explained.

- c. The course shall utilize the complete Operation and Maintenance Manual.
  - d. The course shall utilize actual hardware and photographs taken during the manufacturing process wherever possible. Actual hardware used for training must pass re-inspection and acceptance testing prior to being placed in service.
  - e. The course shall consist of a minimum of 16 hours of classroom training and 24 hours of hands-on in the field training. The training shall not exceed 8 hours per day.
  - f. The classroom course shall be presented a total of two times and the field training course shall be presented a total of four times. The Contractor shall present the sessions within 30 days prior to the end of the Maintenance Period.
  - g. The class size will be up to 20 participants per classroom session and up to 10 participants in the field sessions.
- D. Training Location and Classrooms: All training courses shall be conducted in facilities provided by the District. The facilities will be equipped with tables, chairs, and one cabinet with lock hasp. The Contractor shall provide video players and projectors as required.
- E. Instructors: Contractor shall provide qualified instructors. The instructors shall have previous formal classroom instruction training and relevant experience with the provided systems equipment in an operating environment.
- 1. Classes and instructions shall be presented in person by the instructor.
  - 2. When prerecorded lectures are part of a training course, the instructor shall supplement the recorded material.
  - 3. Instructors shall demonstrate a complete and thorough technical knowledge of the material being covered in the course. These instructors shall be thoroughly familiar with handbooks, guides, tools, test equipment, and other aids used in troubleshooting and repairing the equipment.
- F. Training Reports: A grading system shall be established by the Contractor and approved by the Engineer to report the progress of each trainee during a course. Grading shall be kept strictly confidential and furnished only to personnel in the District that are designated by the Engineer. The grading system shall identify any requirements for further training for each participant.
- G. Training Manuals and Equipment: The Contractor shall prepare training manuals to supplement the Operation and Maintenance Manuals and submit them to the Engineer for review and approval at least 90 days prior to the start of classroom instruction. The training manuals shall be prepared specifically for use as training aids. The Operation and Maintenance Manuals shall be the primary text.

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1. Each course participant shall receive copies of the Operation and Maintenance Manual, Training Manuals, and other pertinent material prior to the commencement of all courses.
2. The Contractor shall provide the master and two additional copies of all Training Manuals and materials as reference documentation.
3. Upon completion of each course, Instructor's Guides, Operation and Maintenance Manuals, Training Manuals, and Training Aids shall become the property of the District. Throughout the Contract and warranty periods, it shall be the responsibility of the Contractor to supply the District with all changes and revisions to the Training Manuals and other documentation.
4. The District reserves the right to copy all training materials and aids for use in the District conducted training courses.
5. The Contractor shall provide all special tools, equipment, training aids, and any other materials required to train course participants. The number of special tools and other training equipment shall be adequate for the number of participants attending the course.
6. The District will provide the Contractor written comments on the Training, Training Manuals and equipment based upon the first sessions. The Contractor shall incorporate the comments and resubmit the documents 60 days prior to the last training sessions.

H. Videotaping:

1. Provide video training tape(s) covering complete troubleshooting of escalator drive/brake/fault finder system.
2. In addition, the Contractor may utilize prerecorded lectures as supplementary training material. These shall not serve as a replacement for a classroom instructor or as the primary training vehicle.
3. The Contractor shall provide such videotapes to the District for retention and playback by the District's Instructors as reference documentation.
4. The District shall have the right to videotape training courses presented by the Contractor. The District shall also have the right to use these videotapes to train personnel in the future.

I. Final Deliverables. The final deliverables consist of:

1. Updated and corrected Instructor Guides, Training Manuals and attachments as specified.
2. Sets of participant's materials, 30 days prior to commencement of training. Quantity of materials per class size specified herein.
3. Any models, mockups, simulations, or other material which are not supplied elsewhere in this Contract and which are needed to stage the training program.

**3.05 CLEANUP DURING CONSTRUCTION**

- A. The Contractor shall keep escalator area and the space allocated to the Contractor's work in a neat and orderly condition. The tracks shall be kept clean of debris and metal shavings.
- B. The Contractor shall keep any adjacent stairways or escalators clear from debris and provide a safe condition for the public.

**3.06 FINAL CLEANING OF FACILITIES**

- A. Refer to Section 01 74 14 - Cleaning. Prior to final inspection by the Engineer, and after each escalator's work is essentially complete, thoroughly clean facilities utilizing professional building cleaners where appropriate.

**END OF SECTION 14 31 00**