(g) The temporary operating station shall be mounted on the side of the car sling, away from the entrance and the counterweights. The operating station shall have a means for locking it out of service or disconnecting it to prevent unauthorized use.
(h) Buffers shall be in place before using a running platform.
(i) Running platform for hydraulic elevators shall never be hoisted with a chain fall or winch.

11.2 Temporary Cars

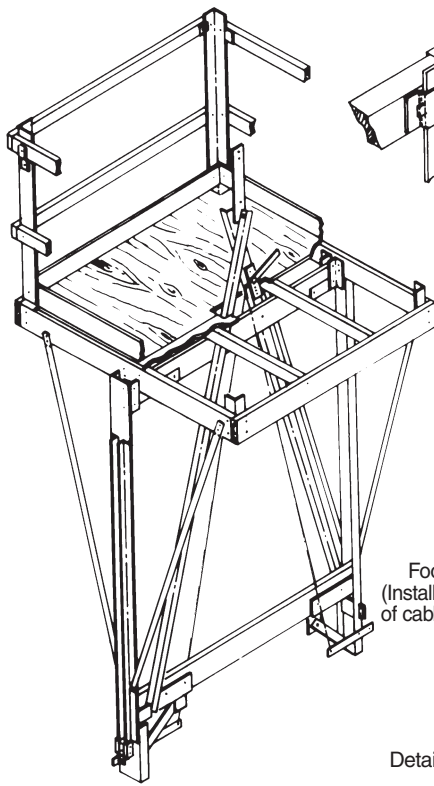
(a) When an elevator is to be turned over to the building owner or general contractor for temporary use during construction, it shall meet all the requirements of Section 5.10 of the *ASME A17.1 Safety Code for Elevators and Escalators* and/or applicable local code. Post proper signs showing capacity in pounds (kilograms) and number of people.
(b) The signed Temporary Acceptance Form shall show allowable capacity in pounds (kilograms) and number of passengers. If counterweight, setting of governor, or area of car platform have been altered, coordinate with your office to provide proper documentation for operation of the temporary elevator.

11.3 False Cars And Other Devices Used In The Hoistway

(a) There are a variety of false cars and similar devices used in the hoistway to stack rails, set brackets, set hoistway entrances, run hoistway wiring, etc. Remember the following very important points at all times:
    (1) In the event that work done by another trade must be done from a false car, it shall be done only with the permission of your Superintendent/Manager.
    (2) Any movement of a false car shall be by Elevator Company Personnel only.

Figure 11a

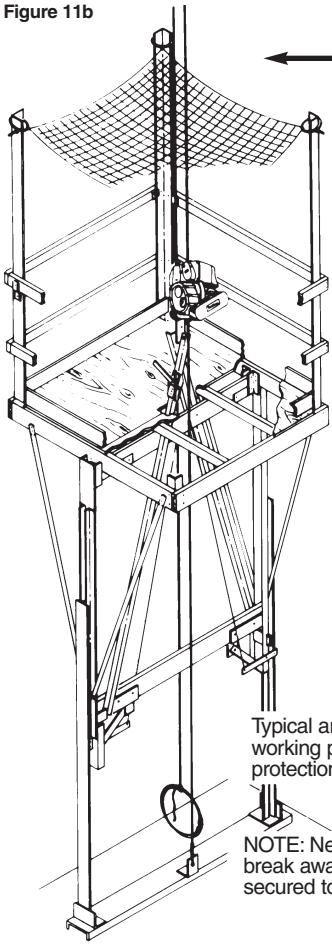
FALSE CAR



Foot Safety Release
(Install opposite motor-side
of cable climbing device.)

Detail

Figure 11b



see 11.3(f)

FALSE CAR WITH OPTIONAL DEBRIS NET

Typical arrangement of safety equipped working platform with optional overhead protection, hoist and wire rope safety.

NOTE: Net to be attached so it will break away in a fall. Hanging but not secured to the uprights.

(b) This equipment is designed to move Company workers, equipment and supplies **"only"**. The maximum load on a false car shall not exceed the manufacturer's rated load. The manufacturer's rated load shall be posted on the equipment.

(c) The assembly and disassembly of a false car shall be done using body harnesses, shock-absorbing lanyards and lifelines anytime there is more than a 6 ft (1.8 m) fall exposure. (See Section 3.6.)

(d) When a false car is first placed in use on a job or moved from one hoistway to another, a safety test as detailed by Company Policy shall be performed to ensure the safeties hold the load. This test shall be documented and a file maintained as long as the false car is in use in that hoistway. A daily test shall be done on a static basis before using the car each day. The overhead supports and rigging shall be checked on a daily basis also. The safety test shall be performed at – or as close as possible to the lowest landing. It is equally important that the false car safeties be properly adjusted for the size rails on which they are being used. Never disable the safeties by tying back the safety cables.

(e) The two sides and rear of the false car shall be provided with a guard rail system 42 in. ±3 in. (1067 mm ±76 mm) high with a midrail 21 in. (533 mm) high and toe board 3-1/2 in. (90 mm) high, conforming to OSHA requirements. Warning chains shall be installed across the front of the false car. Where working conditions are such that overhead protection is required on the car, the use of a debris net with 1/4 in. (6.4 mm) openings is recommended.

(f) An alternative to the optional safety net is a plywood structure mounted overhead on an angle slanting to the back of the hoistway. If required, this protective structure should be hinged with a heavy grade hinge and hardware. In the case of front and rear openings the overhead protection shall be slanted to the side of any non-opposing equipment.

(g) There are two recommended methods of moving a false car in the hoistway. The first is a cable-climbing-type device. These are available under a variety of names, such as Power Climber, Sky Climber, and Cable Climbers, etc. Each unit has some minor differences, but basically, they operate in the same manner. They climb a wire rope that has been located in the hoistway and securely fastened to the overhead support structure. The excess wire rope is normally coiled up and hung in the pit to prevent damage to it.

(h) There shall be a safety line (block stop) or other secondary safety device installed to hold the unit in case of failure of the main hoist rope. This safety line can either be installed in the motor of the climber or it can run through the cable-climbing device itself.

(i) In the event a false car is operated in the upper part of a high-rise hoistway without enough wire rope to travel the distance, sufficient safeguards shall be taken to prevent the false car from traveling beyond the length of the wire rope.

(j) The cable-climbing device is attached to the false car by bolting it to the lifting angle attached to the false-car safety plank. Always use case-hardened bolts with lock nuts for attachments. Some important things to watch out for are:
    (1) Fist grips shall be used on the wire ropes of the climber. U-bolt-type clips shall not be used .
    (2) Adequate padding shall be placed around the entire support members; and
    (3) All bolts shall be tightened and checked on a daily basis.

(k) Another method of positioning a false car is to use a drum hoist outside of the hoistway. No personnel shall ride the platform as it is being positioned. The drum hoist is rigged with overhead sheaves at the top of the hoistway to

properly guide the hoist rope from the hoisting machine to the false car. The hoisting machine shall be equipped with a slack rope switch. There shall be an operator at the hoist, and there shall be a positive two-way communication between the hoist operator and the workers on the false car. This is required any time a hoisting machine is being used from a remote location. A proper guardrail system shall be provided at the landing where the hoist is located.

(l) Shafters and other similar-type pieces of equipment are operated in the same manner as false cars and require periodic safety tests and inspections according to the manufacturer's specifications. Shafters also have an independent safety line (block stop) to arrest the fall of the unit in the event the hoist rope fails, and shall be installed on all jobs where shafters are used.