



EXHIBIT 620.5 The emergency stop button installed at the escalator location is not considered to be the required disconnecting means.

(D) Identification and Signs.

(1) Available Fault Current Field Marking. The disconnecting means shall be legibly marked in the field with the available fault current at its line terminals. The field marking(s) shall include the date the available fault current calculation was performed and be of sufficient durability to withstand the environment involved.

When modifications to the electrical installation occur that affect the available fault current at the disconnecting means, the available fault current shall be verified or recalculated as necessary to ensure the elevator equipment's short-circuit current rating is sufficient for the available fault current at the line terminals of the equipment. The required field marking(s) shall be adjusted to reflect the new level of available fault current.

(E) Surge Protection. Where any of the disconnecting means in 620.51 has been designated as supplying an emergency system load, a legally required system load, or a critical operation power system load, a listed SPD shall be installed.

620.52 Power from More Than One Source.

(A) Single-Car and Multicar Installations. On single-car and multicar installations, equipment receiving electrical power from more than one source shall be provided with a disconnecting means for each source of electrical power. The disconnecting means shall be within sight of the equipment served.

(B) Warning Sign for Multiple Disconnecting Means. Where multiple disconnecting means are used and parts of the controllers remain energized from a source other than the one disconnected, a warning sign shall be mounted on or next to the disconnecting means. The sign shall be clearly legible and shall read as follows:

WARNING
PARTS OF THE CONTROLLER ARE NOT
DE-ENERGIZED BY THIS SWITCH.

The warning sign(s) or label(s) shall comply with 110.21(B).

(C) Interconnection Multicar Controllers. Where interconnections between controllers are necessary for the operation of the system on multicar installations that remain energized from a source other than the one disconnected, a warning sign in accordance with 620.52(B) shall be mounted on or next to the disconnecting means.

620.53 Car Light, Receptacle(s), and Ventilation Disconnecting Means. Elevators shall have a single means for disconnecting all ungrounded car light, receptacle(s), and ventilation power-supply conductors for that elevator car.

The disconnecting means shall be an enclosed, externally operable, fused motor-circuit switch or circuit breaker that is lockable open in accordance with 110.25 and shall be located in the machine room or control room for that elevator car. Where there is no machine room or control room outside the hoistway, the disconnecting means shall be located outside the hoistway and accessible to qualified persons only.

Disconnecting means shall be numbered to correspond to the identifying number of the elevator car whose light source they control.

The disconnecting means shall be provided with a sign to identify the location of the supply side overcurrent protective device.

Exception: Where a separate branch circuit supplies car lighting, a receptacle(s), and a ventilation motor not exceeding 2 hp, the disconnecting means required by 620.53 shall be permitted to comply with 430.109(C). This disconnecting means shall be listed and shall be lockable open in accordance with 110.25.

Section 430.109(C) permits the use of general-use snap switches and listed manual motor controllers as disconnecting means for motors rated 2 horsepower or less and 300 volts or less. General-use snap switches used as a disconnecting means for these motors are not required to have a horsepower rating, but their ampere rating cannot be less than twice the full-load current rating of the motor. All the methods permitted by this section are required to be capable of being locked in the open position.

620.54 Heating and Air-Conditioning Disconnecting Means. Elevators shall have a single means for disconnecting all ungrounded car heating and air-conditioning power-supply conductors for that elevator car.

The disconnecting means shall be an enclosed, externally operable, fused motor-circuit switch or circuit breaker that is lockable open in accordance with 110.25 and shall be located in the machine room or control room for that elevator car. Where there is no machine room or control room outside the hoistway, the disconnecting means shall be located outside the hoistway and accessible to qualified persons only.

Where there is equipment for more than one elevator car in the machine room, the disconnecting means shall be numbered