SUPPLEMENT TO

STATE OF COLORADO

DEPARTMENT OF REGULATORY AGENCIES
COLORADO PASSENGER TRAMWAY SAFETY BOARD
2012 RULES AND REGULATIONS

Effective Date: September 1, 2012

In the CPTSB Rules, add the following rule to Section 3:

3.1.1.11.2 Acceptance tests.

Before an aerial lift that is new or relocated or that has not been operated for routine maintenance within the previous 2 years is opened to the public, it shall be given thorough tests by qualified personnel to verify compliance with the plans and specifications of the designer. The designer or manufacturer shall propose and submit an acceptance test procedure.

Thorough load and operating tests shall be performed under full loading and any partial loadings that may provide the most adverse operating conditions. Test load per carrier shall be 110% of the design live load. The functioning of all push-button stops, stop cords, automatic stops, limit switches, deropement switches, and communications shall be checked. Acceleration and deceleration rates shall be confirmed under all loadings (see 3.1.2.4, 3.1.2.5). Motive power and all braking and rollback devices (see 3.1.2.6) shall be proved adequate under the most adverse loadings.

On systems operating at 600 feet per minute (3 meters per second) or greater, a plot of rope speed versus time shall be recorded for stops that the manufacturer or Qualified Engineer has designated in the acceptance test procedure. As a minimum, the plot shall show the rope speed every 0.2 seconds from the initiation of the stop to when the rope is stopped. The final brake system settings and brake test values shall be documented in the acceptance test results.

Any changes to software logic that would affect a Protection or Operation Circuit after the start of initial testing shall result in a restart of testing to ensure software logic changes have not affected those systems already tested. Retesting for changes in software parameters shall be at the discretion of the Authorities Having Jurisdiction (AHJ).