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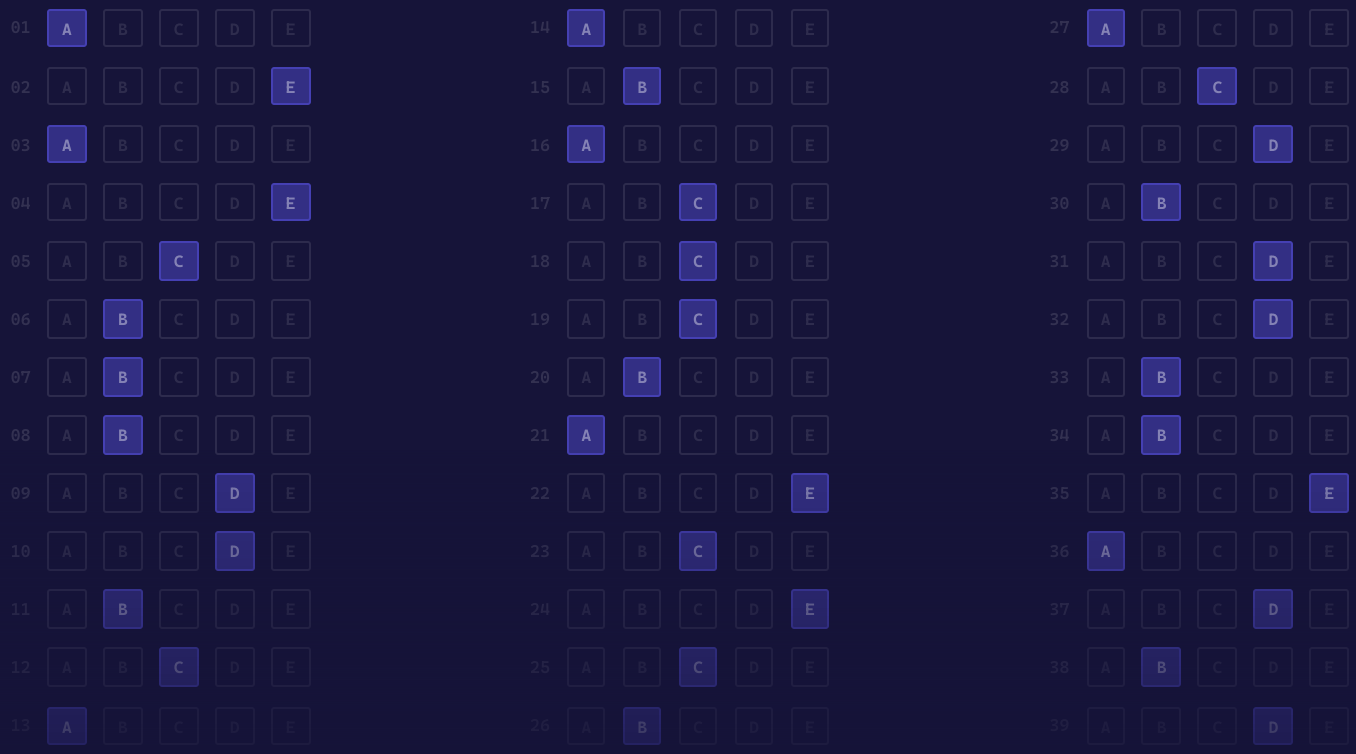

PRACTICE QUESTIONS

Technical Standards and Safety Authority (TSSA)

EDM-F

Elevating Device Mechanic Class F

EDITION	QUESTIONS	ISSUED
Demo	9	September 3, 2026

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Before you begin

What this is

9 practice questions for Technical Standards and Safety Authority (TSSA) `EDM-F`, each with its answer key and an explanation. Answer a question before you read its key — the explanation is worth more once you have committed.

If something looks wrong

Send us three things and we will check it:

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QUESTION 1 SINGLE CHOICE

Under Ontario's Elevating Devices Regulation (O. Reg. 209/01), a Class F elevating device mechanic is authorized to work on which category of equipment?

A Passenger elevators in high-rise residential buildings

B Hydraulic freight elevators used in industrial facilities

C Escalators and moving walks in transit stations

D Manlifts, construction hoists, and similar platforms covered under the Class F scope

ANSWER D

WHY The Class F mechanic scope under O. Reg. 209/01 covers manlifts and related personnel/material lifting platforms (such as construction hoists and similar Class F equipment). Passenger and freight elevators fall under different mechanic classifications, and escalators/moving walks are covered by a separate classification. The correct answer reflects the limited scope defined for the Class F certificate of qualification.

QUESTION 2 SINGLE CHOICE

Before performing maintenance on a manlift, which of the following pre-work actions is required as part of standard safe work practice?

A Notify the building owner in writing only after the work is complete

B Lock out and tag out the drive power, post warnings, and verify the platform cannot move

C Increase the rated speed temporarily to test response

D Bypass the upper and lower limit devices for diagnostic access

ANSWER B

WHY Safe work practice on any elevating device requires isolating the energy source (lock out/tag out), posting appropriate warnings at access points, and verifying that the device cannot be moved by other means before a mechanic enters the danger zone. The other options either describe unsafe actions (bypassing safety devices, increasing speed) or do not meet the pre-work requirements of the applicable regulation and adopted standards.

QUESTION 3 SINGLE CHOICE

Which safety device is required to prevent a manlift platform from being over-traveled at the upper end of its travel?

A Slack rope device

B Upper final limit switch (final terminal stopping device)

C Counterweight buffer

D Door interlock

ANSWER B

WHY An upper final limit switch (final terminal stopping device) is required to arrest travel before the platform reaches the upper extremity of its travel. A slack rope device protects against rope conditions, a counterweight buffer absorbs impact energy at the bottom, and a door interlock prevents movement with doors open—none of these performs the upper over-travel function.

QUESTION 4 SINGLE CHOICE

During a periodic inspection of a manlift, the mechanic notes that the upper final limit switch failed to operate when tested. What is the correct action?

A Log the finding and continue, since limit switches are advisory only

B Adjust the switch to a higher trip point and re-test later

C Remove the device from service, tag it out, and repair or replace the switch before returning it to service

D Disconnect the switch and install a jumper until parts arrive

ANSWER C

WHY A non-functional final limit switch is a critical safety deficiency. The mechanic must take the device out of service, apply lockout/tagout controls so it cannot be operated, and restore the safety function before returning the equipment to service. Adjusting the trip point upward, deferring the repair, or bypassing the device with a jumper are all prohibited practices that leave the platform and its occupants exposed to over-travel.

QUESTION 5 SINGLE CHOICE

After completing maintenance on a Class F elevating device, the mechanic must record the work in which document?

A The contractor's internal job ticket only

B The device logbook (and any required inspection/test record) as required by the adopted code and O. Reg. 209/01

C A letter to the Authority Having Jurisdiction with no requirement to update the logbook

D The manufacturer's warranty card

ANSWER B

WHY Ontario's Elevating Devices Regulation and the adopted codes require that work performed on an elevating device be recorded in the device logbook and on any required inspection or test record. Internal job tickets, warranty cards, and direct correspondence alone do not satisfy the regulatory recordkeeping requirement. The logbook provides the inspection and maintenance history relied upon by subsequent mechanics, owners, and inspectors.

QUESTION 6 SINGLE CHOICE

Under O. Reg. 209/01, who is responsible for ensuring that an elevating device is maintained in safe operating condition between inspections?

A TSSA solely

B The mechanic who last serviced the device

C The owner of the device

D The provincial ministry of labour

ANSWER C

WHY The owner of the elevating device is the party responsible, under O. Reg. 209/01, for ensuring that the device is maintained in safe operating condition and is not operated in a hazardous condition between required inspections. TSSA oversees regulatory compliance and enforcement, the mechanic performs the work, and the ministry does not have direct responsibility for individual device condition.

QUESTION 7 SINGLE CHOICE

While working on a manlift, a second worker attempts to operate the drive from the landing. What must the mechanic do first?

A Signal the worker to operate briefly so the mechanic can observe

B **Establish positive control of the disconnect (lockout) so the drive cannot be energized until the mechanic is clear**

C Trust the worker and continue working as before

D Step out of the mast and let the worker complete the move

ANSWER B

WHY The mechanic must have exclusive, positive control of the energy source before entering the hazard zone. Lockout of the main disconnect prevents a second worker from inadvertently energizing the drive while the mechanic is exposed. Signaling for movement, trusting the other worker, or simply stepping out does not satisfy the requirement for positive isolation of energy.

QUESTION 8 SINGLE CHOICE

Which device on a manlift is intended to stop and hold the platform if the supporting means fail or become slack?

A Normal operating brake

B **Slack-rope (broken-rope) safety device**

C Directional arrow

D Floor selector

ANSWER B

WHY A slack-rope or broken-rope safety device is designed to engage when the supporting means fail or go slack, stopping and supporting the platform. The normal operating brake is intended to control motion during normal running, not to catch a platform after a rope failure. Directional arrows and floor selectors are not safety arresting devices.

QUESTION 9 MULTIPLE CHOICE

During a periodic inspection of a Class F manlift, which of the following items must the mechanic verify? (Choose two.)

A **Operation of the upper and lower final limit switches**

B **Condition and operation of the platform gate interlocks**

C The colour of the manufacturer's logo on the nameplate

D Condition of the supporting means and their terminations

ANSWER **A** · **B**

WHY Periodic inspection of a manlift requires verifying that safety circuits actually function, including the upper and lower final limit switches (A) and the platform gate interlocks (B), since these prevent hazardous motion. The condition and terminations of the supporting means (D) are also routinely inspected, but only two answers may be selected here. The colour of the manufacturer's logo (C) has no bearing on safe operation and is not an inspection criterion.

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