Masterbuild Consulting
Florida PE 95945 · Miami · masterbuildconsulting.com

Where Class I liquids or LP-gas can reach a basement or a pit, put the exhaust inlet in that hole. A CO sensor on the parking floor does not ventilate the pit.

Original Masterbuild PE packet from Daily Code Talk on 2024 IMC 502.13–502.15. Confirm the adopted edition. Distinct from 404 enclosed-garage ventilation (the floor above) and 502.14 tailpipe capture. This is not a pit design and not a cfm. Daily Code Talk does not publish a pit rate here — so this packet does not either.

- ☐ **502.13–502.15 public garages: exhaust continuously, or the 404 + 403 path.**
  “We have a CO sensor” is not, by itself, the 502.13 sentence.
- ☐ **Basements and pits that Class I liquids or LP-gas can reach: exhaust to prevent flammable-vapor buildup.**
  Gravity puts the spill in the pit. The drawings have to put the inlet there too.
- ☐ **Do not call the parking-floor 404 system “the pit exhaust.”**
  If engines also idle on the floor above, that is still 502.14. Two different rows.

The fail we see first

An oil-change pit with no exhaust in the pit. Or a basement stall under a repair shop, with the only fan on the floor above.

What to send: that there is a pit, basement, or oil-change hole; whether Class I liquids or LP-gas can reach it; and a section showing an exhaust inlet in that volume.

Send the comments. Not the County guideline.

Folio (does it start with 30?), process or UP number, and the comments PDF. Masterbuild will say which row is actually open.

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Masterbuild provides engineering services under a written scope. Not a pit design. Confirm adopted 502.13–502.15. This is not legal advice.