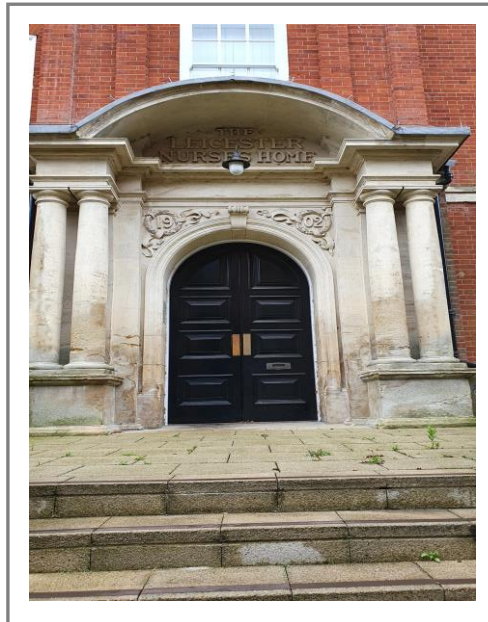

LIFT CONDITION SURVEY REPORT



Site: Leicester House
Thomas Wyatt Close
Norwich
NR2 2TN

Client: Leicester House RTM Co Ltd
c/o Norwich Residential Management Ltd
Wherry Road
Norwich
NR1 1WS

Date of Survey: 8th July 2020

ILECS Ref: CM200382

Prepared by: Andrew Bell

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The following summary and recommendations should be read in conjunction with the fully detailed report, which contains the main findings of this visual site survey.

1. Executive Summary

We were able to gain access to both lifts at Leicester House, enabling a visual inspection of all exposed components of the lifts. No parts were dismantled; therefore, no internal inspections of sealed components were undertaken.

Documentation held at site was examined and the details are recorded in this report. Site records were by no means orderly or comprehensive for the history of the lifts, and fragmented reports have been left by the service and repair contractors engaged since installation.

Since installation there have been no significant alterations to the lifts, which retain many of their original components. Some minor upgrades have been made to ancillary components, through repair rather than modernisation programmes. Despite including some health and safety upgrades, the equipment and their environment still have areas of risk that could be reduced. The wells are constructed from concrete with guides fixed via bolts. The wells are in reasonably good condition and appear structurally sound.

The lifts are traditional in layout for MRL (machine room less) type designs, locating the major components at the top floor landings and the top of the lift wells.

The lifts run at approximately 1 m/s, which is adequate for the number of floors served.

Where the lifts do not comply with current Health and Safety recommendations, improvements should be made with lighting and working environment to provide a safer place of work for engineers and inspectors. Details of the necessary works are included in more detail, under section 5 of this report.

Due to the age, design and condition of the equipment, replacement parts may be difficult to procure, resulting in long down times and the loss of service in the event of failure. A full modernisation project should be considered to ensure a reliable lift service is achieved in the medium term.

The following budget costs are given based on today's prices and economic climate and do not include builders work, VAT, statutory or professional fees:

Minimum Requirement Option:

To undertake all Health and Safety items: Budget Cost: £17,000.00 plus VAT per lift

Modernisation Requirement Option:

Inclusive of Health and Safety items Budget Cost: £55,000.00 plus VAT per lift

2. Foreword

This report is completed on the instruction of Leicester House RTM Co Ltd c/o Norwich Residential Management Ltd, to examine the existing condition of the lifts located at Leicester House, Norwich.

In conducting the surveys on 8th July 2020, we have visually examined the lifts without dismantling any components, investigating maintenance contracts, certification and documented information not found at site. Findings are detailed in this report.

The building is a residential development situated in Norwich. The lifts are used by residents, staff and visitors with delivery of light goods, as required.

The lifts were operational at the time of survey, which enabled a full and comprehensive survey of the equipment to be made, in operation and at rest.

3. General

Lift SW5

According to the lift log card placed within the controller, servicing was last completed by Genesis Lifts on 6th July 2020, with 4 service visits being completed since they took the contract on in January 2020.

The log card indicated that there have been no recorded breakdowns since January, which shows a good level of reliability for the unit.

Lift SW4

According to the lift log card placed within the controller, servicing was last completed by Genesis Lifts on 6th July 2020, with 4 service visits being completed since they took the contract on in January 2020.

The log card indicated that there have been 9 recorded breakdowns since January, which shows a poor level of reliability for the unit. The majority of calls point to the lift getting lost, parking at a floor, and shutting down. Guy Hudson confirmed that Genesis carried out investigations of these issues including specialist Schindler contractor which narrowed issue down the wiring loom and intermittent door safety edges. Once these were replaced lifts reliability has improved.

4. Existing Installation

4.1 Existing Lift Details

LIFT DETAILS		DOCUMENTATION	
Manufacturer/Installer	<i>Schindler UK</i>	Year Installed	<i>2010</i>
Number & Type	<i>2 x MRL</i>	O & M Manual	<i>Not seen</i>
Drive	<i>VVVF</i>	Log Card	<i>Present</i>
Contract Load	<i>6 person / 450kg</i>	Drawings	<i>Present</i>
Control System	<i>Collective</i>	Emergency Release Notice	<i>Present</i>
Speed	<i>1m/s</i>	Electric Shock Notice	<i>Present</i>
Floors Served L/H	<i>G, 1, 2, 3, 4</i>	Last LOLER Examination	<i>19/2/20</i>
Stops/Openings Served	<i>5/5</i>	Service Provider	<i>Genesis Lifts</i>
Car Doors	<i>2 panel side opening</i>	Service Contract Type	<i>Comprehensive</i>
Landing Doors	<i>2 panel side opening</i>	Rope Certificates	<i>Not seen</i>

4.2 Lift Controllers

	DETAIL/COMMENT	CONDITION/COMPLIANCE
Lift Controller Location	<i>Top floor</i>	
Access Route	<i>Main stairwell</i>	<i>Satisfactory</i>
Locking & Notices	<i>Lockable outer door and controller door</i>	<i>Satisfactory</i>
Lighting & Emergency	<i>Domestic hallway with emergency</i>	<i>Satisfactory</i>
Cleanliness	<i>Adequate</i>	

Further information on lift machinery access and condition:

- 4.2.1 Access to the controllers is via the main stairwells.
- 4.2.2 Warning signage should be installed to the controller doors.

4.3 Drive Motors and Brakes

	DETAIL/COMMENT	CONDITION/COMPLIANCE
Drive Motor		
Manufacturer/Type	<i>Schindler UK</i>	<i>Worn; serviceable</i>
Brake & Drum		
Manufacturer	<i>Schindler UK</i>	<i>Worn; serviceable</i>
Shoes	<i>Worn; serviceable</i>	
Main Hoisting Ropes		
Rope Hitch	<i>Wedges</i>	<i>Satisfactory</i>

Further information on the drive motors and brakes:

- 4.3.1 The hoisting machines are manufactured by Schindler and are as originally installed. Both machines operated in a satisfactory manner with no undue noise or vibration observed. Should refurbishment works be undertaken, we would recommend the units are internally inspected to ensure they are suitable for continued use.



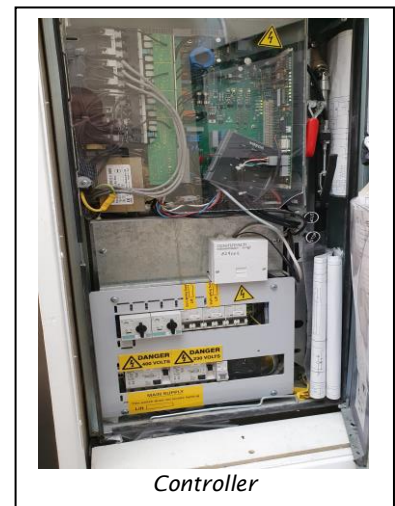
Hoisting machine

4.4 Equipment

	DETAIL/COMMENT	CONDITION/COMPLIANCE
Controller		
Manufacturer	<i>Schindler UK</i>	<i>Worn</i>
Drive System	<i>VVVF</i>	
Mains Switch	<i>Commando socket in lift well</i>	<i>Satisfactory</i>
Power Supply	<i>3 phase 415V</i>	<i>Satisfactory</i>
Auxiliary Supplies	<i>No</i>	

Further information on the lift equipment:

- 4.4.1 The controllers are showing signs of wear but remain operational. Due to the age and design of the controllers, replacement parts may be difficult to procure in the event of failure, leading to long down times. We would recommend that the controllers are replaced with VVVF drive units and associated controllers, to improve the performance and reliability of the lifts.



Controller

4.5 Lift Wells – Construction and Condition

	DETAIL/COMMENT	CONDITION/COMPLIANCE
Construction	<i>Concrete</i>	<i>Satisfactory</i>
Cleanliness	<i>Adequate</i>	
Counterweight	<i>Framed</i>	<i>Paint warning yellow</i>
Guides – Car/Counterweight	<i>'Tee' section</i>	<i>Satisfactory</i>
Well Lighting/Switching	<i>Fluorescent fittings</i>	<i>Satisfactory</i>
Trailing Cables	<i>Flat form</i>	<i>Satisfactory</i>

Further information on the lift wells:

4.5.1 The car safety gears are operated via overspeed governors located at the top of the lift wells. There is no unintended movement protection or ascending overspeed protection provided for the lifts. We would recommend that the overspeed governors and safety gears are replaced, to provide unintended movement protection and ascending overspeed protection.

4.5.2 The car top controls do not comply with current standards, as they do not incorporate common buttons, enabling them to be inadvertently operated. The car top controls should be replaced with compliant units.

4.5.3 The car and counterweight oil pots should be replenished at next service.

4.5.4 RCD protected sockets should be installed to the car tops.

4.5.5 A safe refuge area should be marked on the car tops.



Car top

4.5.6 There is a scraping noise when the SW5 lift pulls into the 4th floor; the reason should be investigated and rectified.

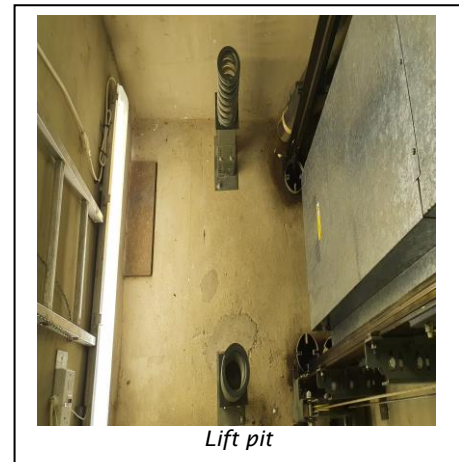
4.5.7 There are various health and safety issues/recommendations within the lift well, which are listed at the rear of this report.

4.6 Lift Pits

	DETAIL/COMMENT	CONDITION/COMPLIANCE
Access	<i>Via lowest landing level</i>	<i>Satisfactory</i>
Cleanliness	<i>Adequate</i>	<i>Satisfactory</i>
Ladder / Handholds	<i>Provided</i>	<i>Satisfactory</i>
Buffers/Switched	<i>Spring</i>	<i>Satisfactory</i>
Tension Weight	<i>Present</i>	<i>Satisfactory</i>
Pit Stop Switch	<i>Present</i>	<i>Satisfactory</i>
Counterweight Screen	<i>Imperforate</i>	<i>Satisfactory</i>

Further information on the lift pits:

- 4.6.1 The lift pits were found to be clean and tidy, with a removable pit access ladder in Lift SW5, pinned to the lift well wall for safe access and egress. The access ladder for Lift SW4 is located in the cleaner's cupboard.
- 4.6.2 Safe refuge areas should be marked within the pits.

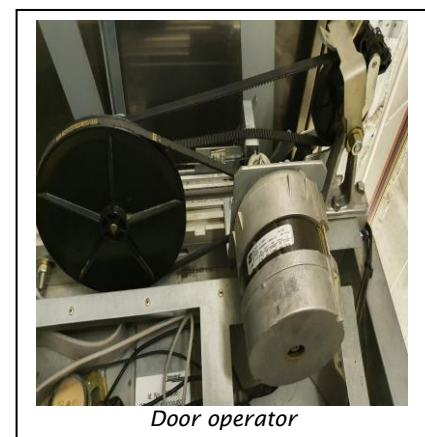


4.7 Landing Entrances and Controls

	DETAIL/COMMENT	CONDITION/COMPLIANCE
Configuration	<i>2 panel side opening</i>	<i>Satisfactory</i>
Manufacturer	<i>Schindler UK</i>	<i>Satisfactory</i>
Finish	<i>Brushed stainless steel</i>	<i>Satisfactory</i>
Emergency Release	<i>Euro key</i>	<i>Satisfactory</i>
Landing Buttons	<i>Single button at every floor</i>	<i>Satisfactory</i>
Landing Position & Direction Indicators	<i>All floors</i>	<i>SW5 indicators inoperative</i>

Further information on landing entrances and controls:

- 4.7.1 The landing entrances are lightweight by design and value engineered throughout; however, the doors were found to be in a serviceable condition.
- 4.7.2 Consideration should be given to upgrading the landing signalisation and to comply where possible with the Equality Act 2010.



4.8 Lift Cars and Entrance Doors - Construction, Appearance and Functionality

	DETAIL/COMMENT	CONDITION/COMPLIANCE
Car Frame	<i>Sling</i>	<i>Satisfactory</i>
Car Construction	<i>Steel</i>	<i>Satisfactory</i>
Guide Shoes	<i>Sliding shoes</i>	<i>Worn; satisfactory</i>
Door Operator	<i>Schindler UK</i>	<i>Worn; satisfactory</i>
Door Protection	<i>Full height light curtain</i>	<i>Satisfactory</i>
Lift Car Finishes		
Wall Finishes	<i>Mirrors/stainless steel</i>	<i>Satisfactory</i>
Flooring Finish	<i>Rubber</i>	<i>Satisfactory</i>
Lift Car & Emergency Lighting	<i>Poorly illuminated</i>	<i>Improve</i>
Car Position Indicator	<i>Present</i>	<i>Worn</i>
Emergency Intercom	<i>Windcrest</i>	<i>Satisfactory</i>
Car Safety Gear	<i>Progressive</i>	<i>Visual inspection only</i>
Operation	<i>Overspeed governor</i>	<i>Visual inspection only</i>
Car Top Guarding	<i>Provided</i>	<i>Satisfactory</i>
Car Top Control	<i>Schindler</i>	<i>Not compliant</i>
Car Top Lighting	<i>Not provided</i>	<i>Improve</i>
Car Top Power	<i>3 pin socket; not RCD</i>	<i>Improve</i>

Further information on lift car or entrance doors:

- 4.8.1 The car lights are worn and provide inadequate illumination. We would recommend the lights are upgraded, to improve lighting levels and emergency lighting levels.
- 4.8.2 The car door operators are lightweight by design and were showing signs of wear but remain operational. The closing door operator switch for the SW5 lift should be replaced, as the doors slam shut, which will cause premature damage if left as they are.
- 4.8.3 The car door operators are lightweight by design and prone to belt and drive wheel faults. Due to the design of the door operators, we would recommend that they are replaced with robust VVVF door operators, coupled with the complete refurbishment of all car and landing door equipment, to improve the operation of the doors and overall performance of the lifts.
- 4.8.4 Consideration should be given to upgrading the lift car signalisation and to comply where possible with the Equality Act 2010.

5. Recommendations and Budget Costs

5.1 Minimum Requirement Option

- 5.1.1 When undertaking works on lifts, the current standards should be applied 'as far as reasonably practicable', such that the lift can be brought into line with those standards. Certain areas of the lift equipment should be upgraded to meet current legislation and directives.

Lift Controllers and Landings:

- a) Install warning signage to the controller doors
- b) Reinstate the SW5 lift's position indicators on the landings

Lift Wells and Pits:

- c) Mark the safe refuge areas in the lift pits and car tops
- d) Install power sockets with an RCD device to the car tops
- e) Paint the counterweights warning yellow
- f) Provide unintended movement protection
- g) Provide ascending overspeed protection
- h) Replace the car top controls

Lift Cars:

- i) Improve car lighting

Budget Cost: £17,000.00 plus VAT per lift

5.2 Modernisation Requirement Option

- 5.2.1 Refurbish the lifts, incorporating all work as outlined above, replacing the controllers with new VVVF drive units with associated controllers to include full well rewires; install robust car door operators and refurbish all car and landing door equipment, upgrade car and landing signalisation to include compliance where possible with the Equality Act 2010. Thorough Examinations of retained equipment would be undertaken to confirm their condition and suitability for continued use.

Budget Cost: £55,000.00 plus VAT per lift
(inclusive of Health and Safety works)

All budget costs are given based on today's prices and economic climate and do not include builders work, VAT, statutory or professional fees. They are also subject to any findings from the Thorough Inspections.