

June 24, 2005

Ms. Sharon Lobo
LZA Technology
641 Avenue of the Americas
New York, NY 10011

Re: 555 Main Street, Roosevelt Island NY - Elevators - VDA No. 8213

Dear Ms. Lobo:

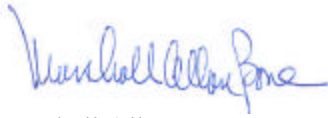
In accordance with our agreement, VDA prepared an Initial Elevator Evaluation of the referenced project. We are emailing you a draft and will be forwarding one (1) bound and one (1) reproducible copy of the final evaluation. Our report includes detailed cost estimates, a current equipment evaluation and our recommendations for modernization. Details of the prevailing equipment conditions and net-useful life expectancy are outlined in the report. Our field observations support a comprehensive modernization of the elevator system within the next seven years in order to provide efficient and reliable service for the future.

Be advised that a preliminary violation search of the New York City Department of Buildings web-site records indicates there are outstanding violations at this property. We recommend you review the attached "Property Profile Overview" and obtain copies of all citations through your licensed expeditor or elevator service company.

Our report includes a notice regarding a proposed requirement for Hoistway Door Bottom Guide Safety Retainers that has been included in the 1996/1997 ASME A17.1 Code. This version of the code has been accepted for new elevators under New York City's RS-18, effective in 2003. The implementation compliance method and/or date have yet to be determined for existing elevators. We will notify you when this regulation becomes mandatory. Keep in mind that all costs related to this work will be under the Owner's responsibility.

If you should require any additional information, please feel free to contact our office at your earliest convenience.

Very truly yours,



Marshall Allan Bone
Senior Project Manager

MAB:ki
Enclosure

f:/8213-pre

cc: Rob Cuzzi, VDA

Vertical
Transportation
Systems
Consultants



973 - 994 - 9220

Fax: 973 - 994 - 2539

E-mail: contact@vdassoc.com

VDA LLC - 5 Regent Street, Suite 524, Livingston, NJ 07039-1617



INITIAL ELEVATOR EVALUATION

FOR

555 MAIN STREET

ROOSEVELT ISLAND, NEW YORK

Prepared for:

LZA Technology
641 Avenue of the Americas
New York, NY 10011

Date: June 24, 2005

VDA No. 8213/MB

SCOPE OF WORK

VDA (Van Deusen & Associates) surveyed the two (2) passenger elevators at the 555 Main St and two (2) passenger elevators at 575 Main St., Roosevelt Island, NY on May 11, 2005. The purpose of the audit and systems analysis is to identify the primary equipment, determine the maintained condition of major components, and evaluate the vertical transportation based on applicable industry and code standards.

Our report is arranged in sections as follows:

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

Our survey was conducted in accordance with our scope of work to include an evaluation of the prevailing conditions of the four (4) existing passenger elevators and to make recommendations for improved operation and modernization.

Serge Elevator Company manufactured and installed four automatic passenger elevators approximately thirty (30) years ago during the building's construction. In 1992, Armor Elevator Company performed a limited upgrade of the elevators, which included new controllers and possible hall fixture upgrades.

Most of the present elevator equipment is at least 30 years old and is approaching the end of its net-useful life expectancy. For long term planning, continued reliability and safety in the future, a comprehensive modernization should be considered within the next five to seven years. This would include replacement of motor drives, controllers, and car and hoistway door operating equipment and fixtures. Equipment such as the hoist machines, car slings/platforms, guide rails and hoistway doorframes and panels could be retained and overhauled. Although the cabs are in satisfactory structural condition, some refurbishment for aesthetic purpose should be considered.

A budget estimate for modernization of between \$130,000 and \$150,000 per elevator should be considered.

SECTION I

EQUIPMENT EVALUATION

CURRENT EQUIPMENT STATUS

The original elevator system was manufactured and installed by Serge Elevator Company during the construction of the buildings, circa 1975. The elevators have been upgraded in 1992 with micro-processor controllers.

The basic equipment for the elevators is as follows:

A. Machine Rooms:

The elevator hoist machines, motor-generators and control equipment are located in two similar overhead machine rooms. The North Elevator Machine Room is located at 575 Main St and houses the equipment for Elevators No. 1 (NYC ID No. 36838) and No. 2 (NYC ID No. 36818). The South Elevator Machine Room is located at 555 Main St and houses the equipment for Elevators No. 1 (NYC ID No. 36837) and No. 2 (NYC ID No. 36817).

Each machine room is located in a roof top penthouse, which is dedicated to the elevator equipment. The machine rooms are accessed from the top of the enclosed stairway through a self-closing and self-locking door. The following observations apply to both machine rooms:

- Proper signage is provided for the machine room access doors.
- Disconnect switches are mounted on self-supporting Kindorff located along the mid-section of the machine room and near the entranceway.
- Smoke holes are provided in the floor for hoistway ventilation.
- A combination motorized damper and fan provide for the machine room ventilation.
- A through the wall type air conditioning unit is provided for climate control. The capability of this unit for new control and motor drive equipment cannot be determined and should be evaluated by a mechanical engineer.
- Trap door is located in the machine room floor for the movement of equipment.
- An adequate level of lighting is furnished by overhead florescent lighting fixture.
- An Aiphone communications station is located in the machine room, which presumably communicates with the elevator cars. At the time of our observation, it was not possible to correctly test the unit.
- An overhead water pipe was observed in the South Machine Room.

1. Hoisting Machinery, Sheaves and Bearings:

The original Imperial gearless traction hoist machines, as installed by Serge Elevator are in operation. In general, the hoist machines are in satisfactory condition and with overhauling and proper maintenance the life expectancy could be increased, allowing their retainage and reuse, should a modernization be undertaken.

The pivot pin for the brake assembly of South Elevator No. 2 is displaced and requires adjustment. This condition should be corrected **immediately**. The No. 2 hoist rope (counted from the armature) for South Elevator No. 2 appears to be low in the traction sheave, indicating wear to the traction sheave. In general, the hoist ropes and traction sheaves should be inspected for wear by the elevator maintenance provided.

2. Drive Motor:

The hoist motors are an integral part of the hoist machine and appear to be in satisfactory condition.

3. Motor Drives:

The original Imperial motor-generator, as installed by Serge Elevator are in operation. In general, the motor-generators appear to be in satisfactory condition. However, unlike the gearless traction machines, the motor-generators are subjected to more use and are less robust. It is recommended that the existing motor-generators be replaced with new SCR motor-drives, as part of the proposed modernization.

4. Signal Controls (Selectors):

The existing selector for utilizes a stationary metallic tape mounted in the hoistway. The tape is furnished with magnets to interact with a car-mounted encoder that reads or counts the magnets. This interaction determines floor recognition, door zone and leveling operations. These encoder inputs provide the controller with the exact location of the elevator as it travels throughout the hoistway. Although functional, a new selector system, which is compatible to the proposed controller system, should be furnished.

5. Motion Controls:

The existing "MicroFlite" controllers, which employ microprocessors were installed by Armor Elevator in 1992. The controllers represent an early development of computerized technology for elevator industry and are now approximately three quarters through their useful life expectancy. With the sale of O. Thompson, the manufacturer, the "MicroFlite" product line has been discontinued making replacement parts and technical support scarce. Should an upgrade of the motor drive system be undertaken, new controllers will then be required to operate the proposed SCR drives.

B. Hoistway and Pit:

1. Wire Ropes (Hoist and Governor)

The hoist ropes appear to be in fair condition, but display signs of crown wear and accumulated deposits of dried lubricant. The hoist ropes should be periodically monitored by the present elevator contractor for any appreciable signs of wear.

The governor ropes are in satisfactory condition but some crown wear and buildup of dirt were noted and should be monitored by the present elevator contractor.

2. Guide Rails:

The existing steel T rails were originally installed by Serge Elevator Company during the building's construction. The cars are provided with 15-pound rails and the counterweights with 8-pound rails. The guide rail system is in satisfactory condition and should be retained subject to cleaning and re-alignment.

3. Mechanical Safety Equipment and Counterweight:

The existing flexible guide clamp safeties for the elevators appear to be in satisfactory physical condition.

The existing governors are in satisfactory condition.

The counterweights, which consist of frames and sub-weights, are in satisfactory condition.

4. Hoistway Doors and Operating Equipment:

The existing center opening hoistway door panels and frames appear to be in satisfactory physical condition. Hoistway door operating equipment, such as tracks and rollers appear to resemble GAL equipment but may have been manufactured by Serge Elevator. The interlocks are manufactured by GAL. The vertical pick up rollers occasionally represent a potential problem resulting with the car door failing to open. As part of the proposed modernization, new GAL hoistway door operating equipment with horizontal pick up rollers should be provided.

C. Car Equipment:

1. Car Door Equipment:

The elevator cars are furnished with power-operated doors. The door operators and associated mechanisms are type MOM, as manufactured by GAL. Although functional, it is recommended that new door operators and related mechanisms be provided in conjunction with new hoistway door operating equipment.

2. Car Frame:

The existing car frames and platforms are in satisfactory condition and could be retained.

3. Car Safety:

The elevators are furnished with flexible guide clamp safeties, which should be retained, overhauled and tested.

4. Car Enclosure:

The existing cab interiors consist of plastic laminate panels with stainless steel trim. Although structurally sound, the cabs have expended their aesthetic life expectancy. Replacement or refurbishment of the cabs could be considered as an architectural enhancement.

D. Operating/Signal Equipment:

1. Fixtures:

The car operating fixtures are in satisfactory condition. The car operating panels are not located in accordance with ADA requirements. New car fixtures are recommended as part of the proposed modernization.

The hall push buttons for the North Elevators are furnished with cover plates, which are flush with the wall surface. The South Elevators are provided with "Incline" fixtures which are surfaced mounted. Most of the fixtures are not at the correct ADA height. We recommend new handicapped compliant fixtures be provided, as part of the modernization.

The elevators are provided with two-way communications from the elevator cars to the security desk. Although operational, a new ADA compliant intercommunication system should be provided.

E. Pits

The elevator pits are accessed from the Basement Level hoistway entrance. Stop switches, pit lighting and pit ladders are provided.

1. Compensation Ropes

The compensation chains appear to be in fair physical condition. However, areas of rust were noted. Periodic inspection by the elevator maintenance contractor is recommended.

2. Buffers

The original oil buffers for the cars and counterweights are provided and are in satisfactory condition.

3. Governor Tension Sheave

The existing governor tension sheaves are in satisfactory condition.

LIFE CYCLE ANALYSIS

All Passenger Elevators

Date: May 11, 2005

Component/System	Projected Design Life (Years)	Present Age (Years)	Remaining Useful Life (Years)	Condition Comments	Recommended Action
MACHINE ROOM					
1. Gearless Hoist Machine, Sheaves and Bearing	35	30	Undetermined	Good	Retain and Overhaul
2. Motor-Generators	25	30	0	Fair	Replace With SCR Drives
3. Signal Controls (Selectors)	20	13	7	Good	Replace With Microprocessor Controls
4. Motion Controls	20	13	7	Good	Replace With Microprocessor Controls
HOISTWAY AND PIT					
1. Wire Ropes (Hoist and Governor)	15-20	Unknown	Unknown	Fair	Monitor, Replace As Part Of Modernization
2. Guide Rails	Indefinite	30	Indefinite	Good	Retain, Realign and Overhaul
3. Mechanical Safety Equipment and Counterweight	50-75	30	Unknown	Good	Retain
4. Hoistway Door Equipment	20	30	0	Fair	Replace
CAR EQUIPMENT					
1. Car Door Equipment	20	20	0	Fair	Replace
2. Cab Enclosure	20	30	0	Fair	Retain (Architectural Refurbishment)
3. Car Frame	50-75	30	Indefinite	Good	Retain
4. Car Safety	50-75	30	Indefinite	Good	Retain
OPERATING/SIGNAL EQUIPMENT					
1. Fixtures	20	30 and 13	0	Good	Replace with ADA Compliant

CODES AND STANDARDS REVIEW

The elevators received a controller and possible fixture upgrade in 1992. The present components are a mixture of old (machine, motor, car, counterweight, pit equipment) and new (controller) components. The systems do not meet the latest code regulations in the following areas:

- Handicap
- Height and design of all control buttons in hall and car.
- Firefighters' Service
- Phase II three (3) position key switch.

Note: You will not be required to meet these latest code regulations until a major modernization takes place.

THE AMERICANS WITH DISABILITIES ACT (ADA)

The "ADA" is a Civil Rights act passed by the United States Congress and is enforced by the Department of Justice. It prohibits discrimination against the disabled in employment, state and local government services, public transportation, public accommodations and telecommunications.

ADA is a federal "compliance" law whereby an individual may file a lawsuit if he/she believes grounds for discrimination exist or are about to occur as a result of a lack of action. The ADA is not a local or state building code. Enforcement is currently triggered by inspection following a civil action filed by an offended party rather than a local or sub-code official's inspection of conditions in a building.

The intent of this survey/evaluation is to provide technical assistance in the area of vertical transportation systems requirements for existing, altered and new buildings subject to the guideline applicability (ADAAG).

The ADA and its implementing regulations place numerous obligations on property owners, employers, local and state governments, retail establishments, places of public accommodation and commercial facilities. Determining the scope of these obligations is a legal judgment that must be made by individuals responsible in consultation with their qualified legal advisers. Our audit is limited to observed conditions, operations and signaling as compared to the ADAAG Part 4 published standards.

The following survey information and associated data should not be construed as a recommendation of VDA or any of its employees. The decision to implement all, some or none of the technical changes applicable remains with our clients and/or the responsible entities they represent. The purpose of the audit is to provide a yardstick for others to measure the impact that compliance may have on existing systems.

**THE AMERICANS WITH DISABILITIES ACT
ELEVATOR SYSTEMS ADA COMPLIANCE SURVEY**

ALLPASSENGER ELEVATORS

DATE: May 11, 2005

"S" DENOTES SATISFACTORY

"U" DENOTES UNSATISFACTORY

COMPLIANCE ITEM/CATEGORY	S	U	CONDITION COMMENTS
ASME A17.1 Safety Code	X		IN COMPLIANCE WITH CODES IN EFFECT AT THE TIME OF INITIAL INSTALLATION.
Cab Enclosure (layout, door size, illumination and flooring)	X		DOOR SIZE
Car Operating Panel(s) (design, location and function)		X	NON-COMPLIANT HEIGHT OF TOP OPERATING BUTTON FOR CAR OPERATING PANEL.
Car Signals and Communications (indicators and communications)		X	COMMUNICATIONS FIXTURE OPERATION AND LOCATION
Car and Corridor Entrances (size, signage and Re-opening device)	X		
Corridor Fixtures (operation, signals and location)		X	NON-COMPLIANT HEIGHT OF HALL CALL BUTTON.
Operational Functions (automatic leveling and door timing)	X		
Additional Notes and Evaluation Clarifications			
None.			

SECTION II

MAINTAINED CONDITION EVALUATION

MAINTENANCE AND PERFORMANCE EVALUATION

Maintenance Evaluation

In general, the overall maintenance procedures provided are satisfactory for the type and age of equipment, but the general housekeeping requires enhancement.

Component age and normal wear are factors that must be considered in evaluating an Elevator Contractor's service performance and the general condition of the equipment. A number of itemized deficiencies, as further specified, are typically corrected by the Elevator Contractor during routine service visits.

A majority of the maintenance deficiencies noted herein are normally covered under the terms of the standard full maintenance agreements. Corrective action for the covered items should be completed within thirty (30) days by the current Elevator Contractor at no additional cost.

Work not covered under the present maintenance agreement should be proposed on an itemized basis for further evaluation.

Performance Evaluation

Our review of the individual elevator operating performance levels found the system generally acceptable to standards for this design and vintage equipment. Some adjustment is warranted to improve the door operation and floor-to-floor performance.

ITEMIZED DEFICIENCIES

All Elevators

1. Firefighters' Service - Phase II key switches for cars has not been provided with three positions. The Elevator Contractor should verify if the key is removable in the "On" position, which would be Code compliant.
2. Light is leaking through light barricades for the car position indicators.
3. South Elevators: Basement hall fixture is not secured.
4. Inspect condition of all wire rope.

North Passenger Elevator No. 1 – City No. 36838

1. Motor-generator has commutator chatter.
2. Brake cover removed.

North Passenger Elevator No. 2 – City No. 36818

1. Motor-generator has commutator chatter.
2. Hoist ropes have deposits of dried lubricant

South Passenger Elevator No. 1 – City No. 36837

1. Motor-generator has commutator chatter.

South Passenger Elevator No. 2 – City No. 36817

1. Hoist motor commutator is dirty.
2. Hoist rope is low in groove of traction sheave. Verify condition of traction sheave and hoist rope equalization.
3. Brake pivot pin is displaced and requires immediate attention.
4. Car door rollers appear to be worn.

RECORDED OPERATING PERFORMANCE

VDA No. 8213	ELEV. NO. 2 North	ELEV. NO. 1 South	ACCEPTABLE STANDARDS FOR THIS EQUIPMENT
A. SPEED - UP DIRECTION (FPM)	456	495	500
B. SPEED - DOWN DIRECTION (FPM)	450	501	500
C. DOOR OPENING TIME (SEC)	3.0	2.8	2.5 to 3.0
D. DOOR CLOSING TIME (SEC)	3.5	3.5	3.0 to 3.5
E. DOOR OPEN DURATION - CAR CALL (SEC)	3.0	3.0	3.0 min.
F. DOOR OPEN DURATION - HALL CALL (SEC)	4.0*	5.0	5.0 min.
G. DOOR OPEN DURATION - AFTER PROTECTIVE SHIELD IS RE- ESTABLISHED (SEC)	1.5	1.0	.5 to 1.50
H. FLOOR TO FLOOR PERFORMANCE TIME (SEC)	11	10.5	10.5 to 11.5
I. STOPPING ACCURACY (INCHES)	± ½	± ½	± ½
J. CAR DOOR CLOSING PRESSURE (LBS)	26	28	30 max.

* DENOTES UNACCEPTABLE CONDITION BASED ON STANDARDS SPECIFIED.

North Elevator No. 1 and South Elevator No. 2 were not in operation.

DEFINITIONS AND MEASUREMENTS
OF ITEMS LISTED IN
RECORDED OPERATING PERFORMANCE

- A & B. **Speed** is the rate at which the measured unit travels. The speed has been measured during a complete run of the unit and was taken as the highest sustained value recorded using a hand held tachometer.
- C. **Door Opening Time** is defined as the start of car doors opening until they are fully opened. The time was measured in seconds from the moment the car doors start to open until the car doors are fully open (i.e., motion stops).
- D. **Door Closing Time** is defined as the start of the car doors closing until fully closed. The time was measured in seconds from the moment the car doors start to close until the car doors are fully closed (i.e., motion stops).
- E. **Door Open Duration for a Car Call** is defined as the length of time the car doors remain fully open in response to a car call without anyone passing through the protective shield. This time was measured in seconds from the stop in the open motion of the car doors until the start of the closing motion of the car door.
- F. **Door Open Duration for a Hall Call** is defined as the length of time the car doors remain fully open in response to a lobby call without anyone passing through the protective shield. This time was measured in seconds from the stop in the open motion of the car doors until the start of the closing motion of the car doors.
- G. **Door Open Duration After Protective Shield is Re-Established** is defined as the length of time the car doors remain open after an object has passed through the protective shield until the car doors begin to close. This time was measured in seconds from the stop in the motion of the car doors until the re-start of the closing motion of the car doors.
- H. **Floor to Floor Performance Time** is defined as the time required for the movement of a car between two (2) floors, including the door closing and effective door opening for passenger transfer. The time was measured in seconds from the start of door closing at one floor until the car was stopped (within stopping accuracy) at the next floor with the doors fully opened.
- I. **Stopping Accuracy** is the distance between the car and hoistway sills when the car is stopped at a floor and was measured as the vertical distance (in inches) between the horizontal planes of the car and hoistway sills when the car is stopped at a floor.
- J. **Car Door Closing Pressure** is the amount of force required to hold a door from closing after stalling the door, by external means, at about 1/3 of the closing distance. The door pressure was measured in pounds and was recorded upon removal of the physical block.

SECTION III

CONCLUSIONS AND RECOMMENDATIONS

EVALUATION FINDINGS

It is our understanding that due to the current Local No. 1 union strike, Schindler is providing only minimal service. This aside, our survey indicates that the elevators have received maintenance commensurate with the age and type of equipment. However, the condition of the brake pivot pin for South Elevator No. 2 is of concern. This condition should be addressed promptly. At the time of our observation, South Elevator No. 1 was shutdown and locked out. North Elevator No. 2 was out of service due to the replacement of the cab flooring by in-house staff.

The current elevator system includes the original equipment, installed by Serge Elevator during the building's construction, which has now reached the limit of its useful life expectancy and the upgraded controllers installed by Armor Elevator during the 1992 modernizations. The upgraded equipment has approximately seven years of useful life remaining.

The controllers represent an early development of computerized technology for elevator industry and now have approximately seven years remaining in their useful life expectancy. With limited replacement parts available and a scarcity of technical support, the future reliability of the system is questionable.

The motor-generators and door operating equipment represent the weakest link in the chain of elevator components. Motor-generator technology is obsolete within the elevator industry. The door operating equipment is subject to the most use and abuse resulting in an abbreviated live expectancy.

RECOMMENDATIONS

The existing equipment outlined below is either design obsolete or approaching the end of its net-useful life expectancy. The modernization of the elevator system is recommended and should be performed within the next seven (7) years. The modernization will provide a new life expectancy of 20 to 25 years. The proposed scope of work would include the replacement or overhaul of following:

1. Controllers/Selectors
2. Motor Drives
3. Wiring and Traveling Cables
4. Hoistway Door Operating Equipment
5. Car Door Operators & Equipment
6. Car and Hall Fixtures
7. Cab (Refurbishment)
8. Hoist Machine (Overhaul)
9. Guide Rails (Overhaul)
10. Counterweight (Overhaul)
11. Door Frames/Panels (Overhaul)

Certain non-mechanical components could be retained, such as the guide rails and counterweight frames, which are in good condition and have an indeterminable life expectancy. The hoistway door frames and panels are in retainable condition.

BUDGET COST ESTIMATES

The following budget estimate for modernizing the elevators does not include any costs for associated work such as electrical, mechanical and general contracting:

Passenger Elevator – Upgrading

Controllers/Selectors.....	\$ 25,000
Motor Drives.....	\$24,000
Wiring and Traveling Cables.....	\$10,000
Hoistway Door Operating Equipment.....	\$30,000
Car Door Operators & Equipment.....	\$6,000
Car and Hall Fixtures.....	\$12,000
Cab Refurbishment.....	\$20,000
Hoist Machine (Overhaul)	\$1,000
Guide Rails (Overhaul)	\$500
Counterweight (Overhaul)	\$500
Door Frames/Panels (Overhaul)	\$1,000

Base Upgrade Cost for One Elevator\$130,000

APPENDIX A

SYSTEMS PROFILE

VERTICAL TRANSPORTATION

SYSTEMS PROFILE

Location: 555 and 575 Main Street, Roosevelt Island, NY VDA No. 8213

Unit I.D.: 555 Main St. (South) Passenger Elevator No. 1 (NYC ID # 36837)
Passenger Elevator No. 2 (NYC ID # 36817)

575 Main St. (North) Passenger Elevator No. 1 (NYC ID # 36838)
Passenger Elevator No. 2 (NYC ID # 36818)

Type of System(s): Passenger

A. General Information:

Capacity (lbs.)/Loading: 2,500 lbs. / Passenger

Rated Speed (fpm): 500

Floors Served: Floors B, 1-19 (No 13)

Machine Type/Location: Overhead Gearless Traction

Control Type: Micro-Flite (O. Thompson)

Sequence of Operation: Automatic

Door Configuration/Size: Single Speed Center Opening / 42" wide x 81" high

Power Supply/Drive: 480 VAC, 60 Cycle, 3 Phase

O.E.M. /Date of Installation: Serge / During Building's Construction 1975 circa

Modernization Date: Armor Elevator/ 1992

Date / Type of Last Testing: Five Year/ July 2004

APPENDIX B

MODERNIZATION/UPGRADING OUTLINE

MODERNIZATION/UPGRADING OUTLINE

All Passenger Elevators

Date: 05/11/05

The following itemized breakdown of elevator system components indicates the recommended long term action under an improvement plan for the immediate future.

Coding: N -New (upgrade) NR -New (direct replacement) R -Retain (preventive maintenance service) M -Modify (refurbish to suit) A -Alternative (upgrade) N/A -Not Applicable N/E -No Evaluation Made	RECOMMEND	COMMENTS
A. Machine Room/Secondary/Overhead:		
Hoisting Machine	R	RETAIN AND OVERHAUL
Drive Motor	R	RETAIN AND OVERHAUL
Brake	R	RETAIN AND OVERHAUL
Deflector Sheave	R	RETAIN AND OVERHAUL
Motor Generator	N	REPLACE WITH SCR DRIVE
Signal Control	N	REPLACE WITH NEW MICROPROCESSOR CONTROLLER
Floor Selector	N	REPLACE WITH NEW SOLID-STATE SELECTOR
Overspeed Governor	R	MODIFY IF NECESSARY
Power Supply	N/E	
Emergency Power	N/A	
Fire Controls	NR	UPGRADE ACCORDING TO LATEST CODE REQUIREMENTS
Sequence of Operation	NR	SIMPLEX
Illumination	N/A	
Access	N/A	
Ventilation (HVAC)	N/A	
Space Conditions (General)	N/A	

	RECOMMEND	COMMENTS
B. Hoistway and Pit:		
Guide Rails – Car	R	RETAIN AND OVERHAUL.
Guide Rails – Counterweight	R	RETAIN AND OVERHAUL.
Hoisting Cables	R	RETAIN, CLEAN AND MONITOR CONDITION
Governor Cables	R	RETAIN
Counterweight (s)	R	CLEAN AND BALANCE .
Car Guides	R	RETAIN
Counterweight Guides	R	RETAIN
Slow Downs/Limits	NR	PROVIDE NEW LIMITS
Landing/Leveling Devices	NR	PROVIDE NEW SELECTOR AND ASSOCIATED UNITS
Encoding Devices	NR	PROVIDE NEW ENCODER
Auxiliary Safety Switches	N/A	
Buffers/Car/Counterweight	R	RETAIN
Compensation – Chain (s)	R	
Compensation – Cables	R	
Compensator	R	
Governor Cable Tension Sheave	R	
Auxiliary Sheaves	N/A	
Conduit /Wiring	N	PROVIDE NEW CONDUIT AND WIRING
Electrical Traveling Cables	NR	PROVIDE NEW TRAVELER
Overhead Clearance	R	EXISTING
Shaft Clearance	R	EXISTING
Shaft Condition (Windows, Ledges, etc.)	N/A	
Pit Switch	NR	PROVIDE NEW STOP SWITCHED IN THE PIT
Pit Access	NA	
Pit Depth	M	RETAIN EXISTING.
Lighting	N/A	

	RECOMMEND	COMMENTS
C. Hoistway Door Equipment:		
Entrance Frames	R	RETAIN AND CLEAN
Entrance Sills	R	RETAIN AND CLEAN
Entrance Doors	R	RETAIN AND CLEAN
Entrance Top Track	NR	REPLACE WITH NEW GAL
Entrance Interlocks	NR	REPLACE WITH NEW GAL
Entrance Closers	NR	REPLACE WITH NEW SPIRATOR
D. Car Equipment:		
Door Operator	NR	REPLACE WITH NEW GAL OPERATOR
Clutch Engaging Device	NR	REPLACE WITH NEW GAL EQUIPMENT
Safe-Edge	N	PROVIDE NEW DOOR DETECTOR
Photo Eyes	NA	
Door Panels	R	
Door Panel Top Track	NR	
Door Panel Bottom Sill	R	
Car Enclosure	M	REFURBISH
Car Ventilation	M	
Car Lighting (Interior)	M	
Car Lighting (Top and Bottom)	R	
Car Top Inspection Station	NR	
Car Frame	R	
Car Platform	R	
Car Safety	R	

	RECOMMEND	COMMENTS
E. Operating Signal Fixtures:		
Car Operating Station	NR	NEW ADA COMPLIANT
Car Position Indicator	NR	NEW INCORPORATE IN NEW COP
Car Riding Lantern	N	
Floor Position Indicator	N	REPLACE WITH NEW
Corridor Push Buttons	NR	NEW ADA COMPLIANT
Corridor Direction Lanterns	NA	
Emergency Lighting	NR	PROVIDE IN NEW COP
Communication	NR	
Lobby Station	N/A	
Auxiliary Lobby Equipment	N/A	
Handicap Provisions	N	
RECOMMENDATION SUMMARY		
None.		

APPENDIX C

**PROPOSED NEW YORK CITY SAFETY CODE CHANGE
"ELEVATOR DOOR RETAINERS"**

NOTICE

PROPOSED NEW YORK CITY SAFETY CODE CHANGE "ELEVATOR DOOR RETAINERS"

The City of New York Department of Buildings has issued a draft proposal to the City Council to amend the administrative code relative to elevator horizontally sliding corridor doors.

In 1994, a record number of accidents involving sliding type elevator hoistway doors allegedly swinging into the shaftway when pushed, leaned upon or hit triggered a design review and recommended local legislative action. The New York City Department of Buildings in conjunction with the NYC-EIC developed a bottom guide reinforcement supplement known as a "Z" bracket support and sill mounted door heel block retainer stop. The additional safety devices were to be retrofit on a retroactive mandated basis for all elevators located in buildings classified in Occupancy Group J-2 and schools classified in Occupancy Group "E". However, the proposed local law was never enacted.

Since 1996, the ASME A17.1 National Standard has been modified under Section 110 - Protection of Hoistway - Landing Openings, to include "HOISTWAY DOOR SAFETY RETAINERS". Requirements for retainers at the top and bottom of horizontally sliding doors are mandated to ensure that failure of the primary guiding means will prohibit displacement of the door panel. Retainers must prevent displacement of the panel by more than 3/4 inch with an applied force of 1125 lbf at right angles over a 12 inch x 12 inch area, approximately located in the center of the panel. Also, the retainers must withstand 225 lbf upward vertical force with an additional 250 lb. force applied at right angles to the door without detachment under the National Standard.

The 1996/1997 ASME A17.1 Standard for new elevators/escalators referenced above was accepted into law in December 2002 under NYC RS-18 regulatory standards, for compliance enforcement beginning on April 17, 2003. These requirements are scheduled to be supplemented under local law mandating all new and existing elevators with new sliding door panels be equipped with the REINFORCEMENT "Z" brackets indicated above.

The current proposal to amend Section 27-987 of the administrative code by adding a new subdivision (j) requires retainers be installed in accordance with ASME A17.1a-1997, Rule 110.11f and Rule 110.11h by amending Section 27-992 of the administrative code relative to alterations. As proposed, any alteration or repair procedure that requires filing and sign-off approval of the application will trigger compliance.

While the proposal is not being submitted as an independent retroactive local law, it remains a contingency requirement applicable to all building classifications; and will require compliance regardless of the type of work performed to obtain New York City Department of Buildings approval.

It appears some form of local law relative to existing elevators is forthcoming. The exact technical requirements and compliance application remain ambiguous and unsettled. As a matter of safety and professional responsibility, VDA recommends installation of these supplemental bottom guide door safety retainers for all existing elevators with horizontally side sliding corridor doors.

APPENDIX D
PHOTOGRAPH PRESENTATION

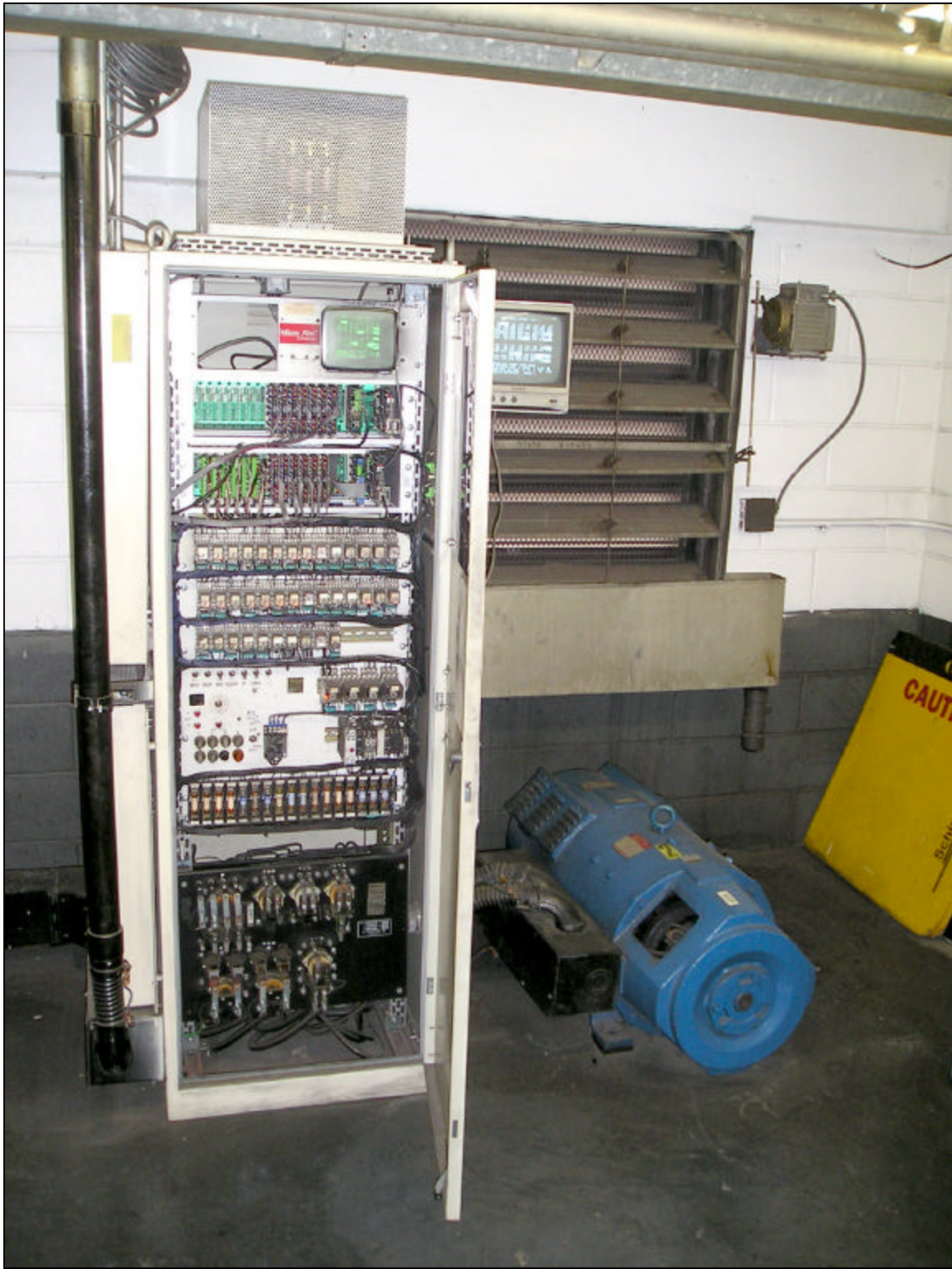


Photo No. 1
May 11, 2005

South Elevator No. 2, Controller and Motor-generator
555 Main Street, Roosevelt Island

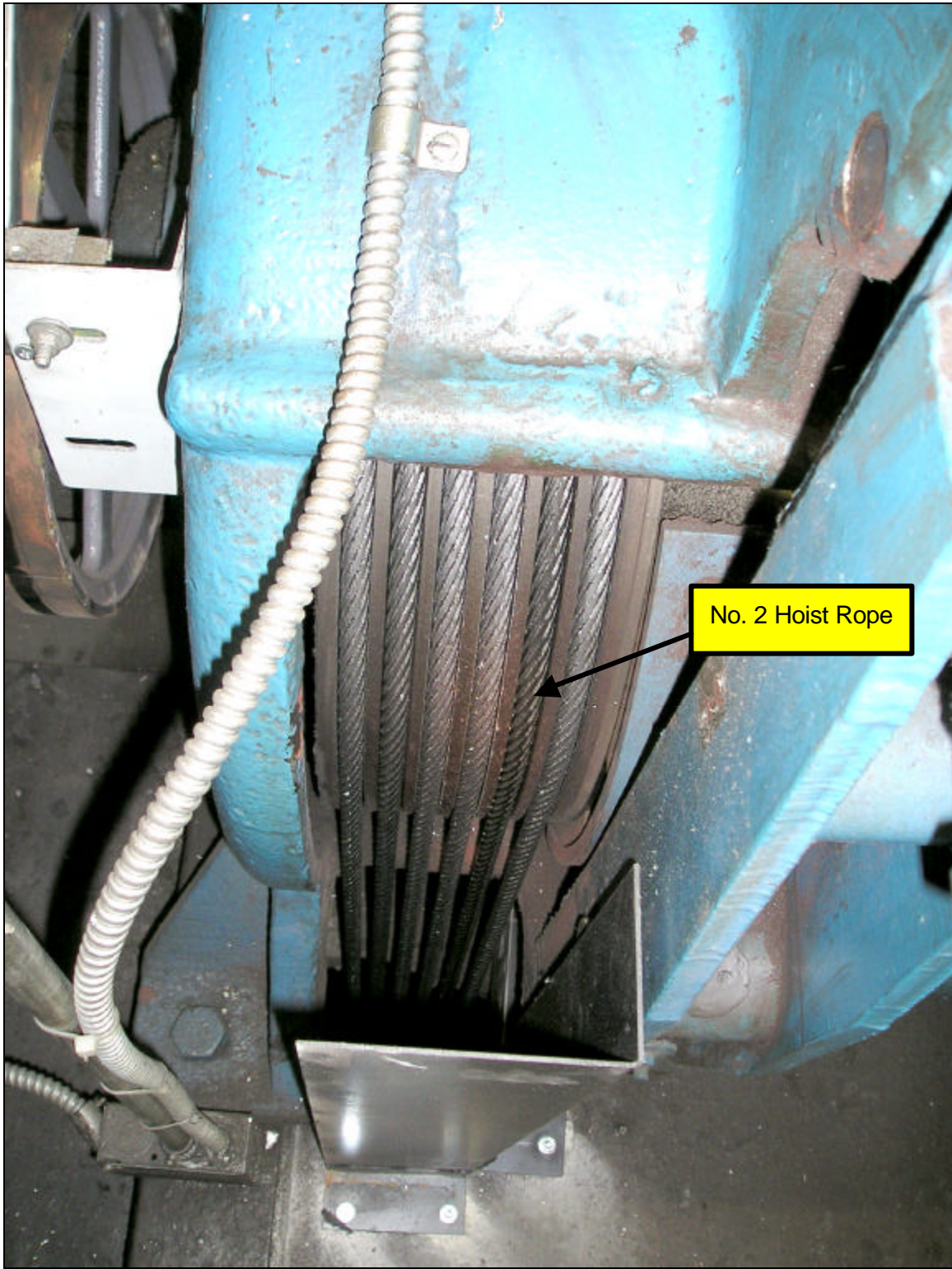


Photo No. 2

South Elevator No. 1, Low Hoist rope in Traction Sheave

May 11, 2005

555 Main Street, Roosevelt Island

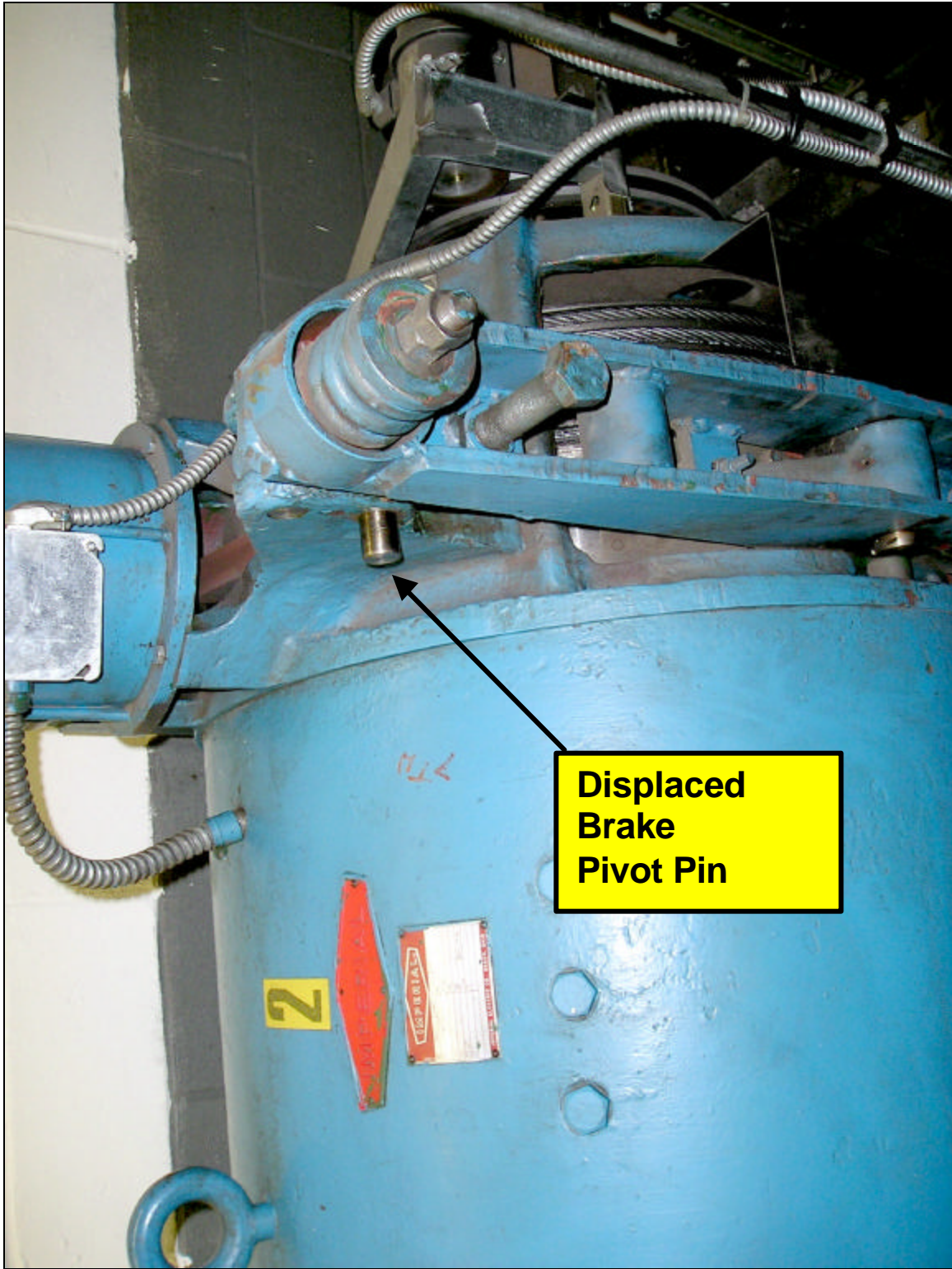


Photo No. 3
May 11, 2005

South Elevator No. 2, Displaced Brake Pivot Pin
555 Main Street, Roosevelt Island



Photo No. 4

South Elevator Machine Room, Hoist Machines

May 11, 2005

555 Main Street, Roosevelt Island



"Incline" Hall Call Fixture

Photo No. 5
May 11, 2005

South Elevator No. 2, at 19th Floor
555 Main Street, Roosevelt Island



Photo No. 6

South Elevator No. 2, Top of Elevator Car

May 11, 2005

555 Main Street, Roosevelt Island

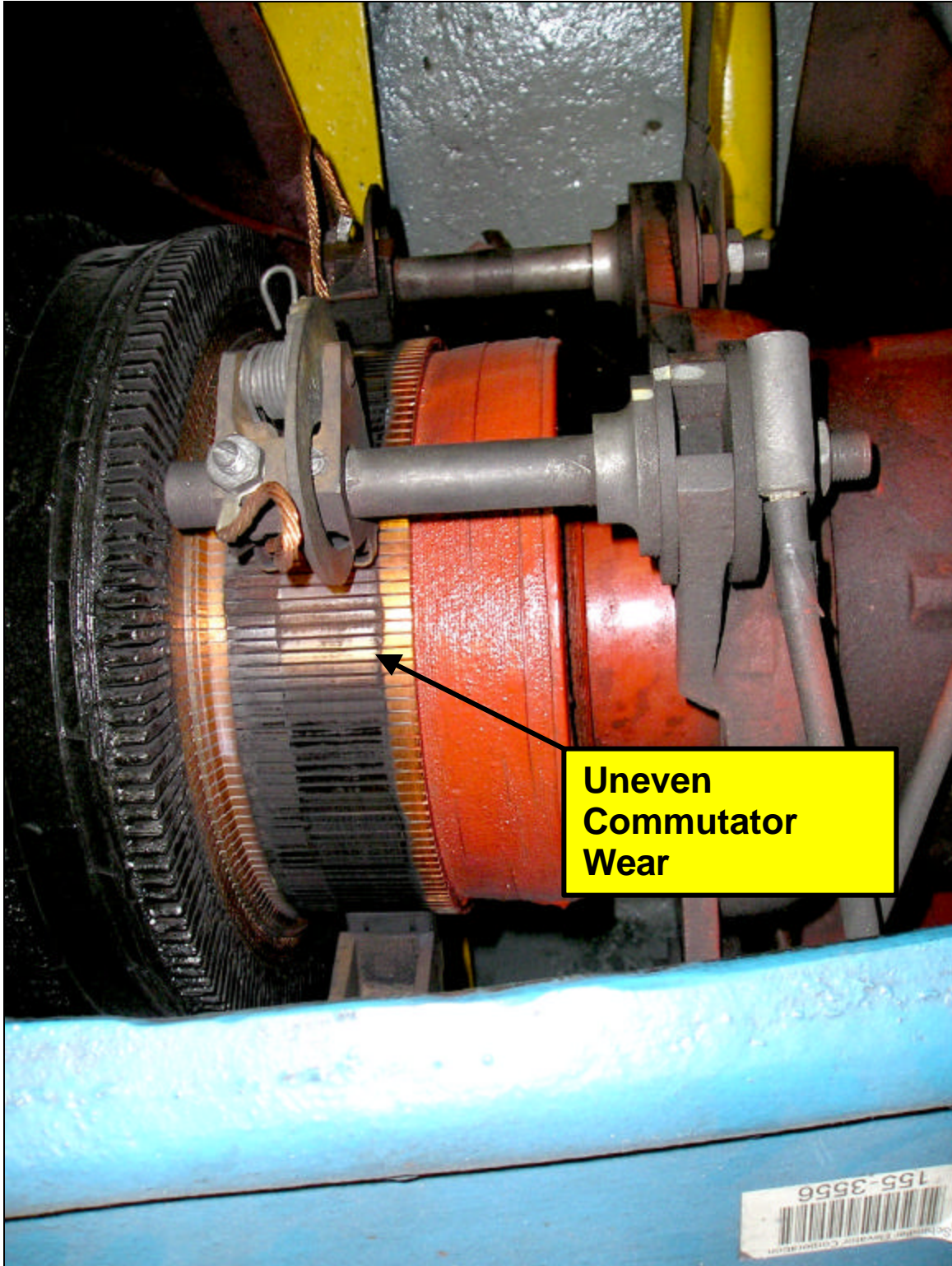


Photo No. 7

North Elevator No. 2, Hoist Machine Commutator

May 11, 2005

575 Main Street, Roosevelt Island

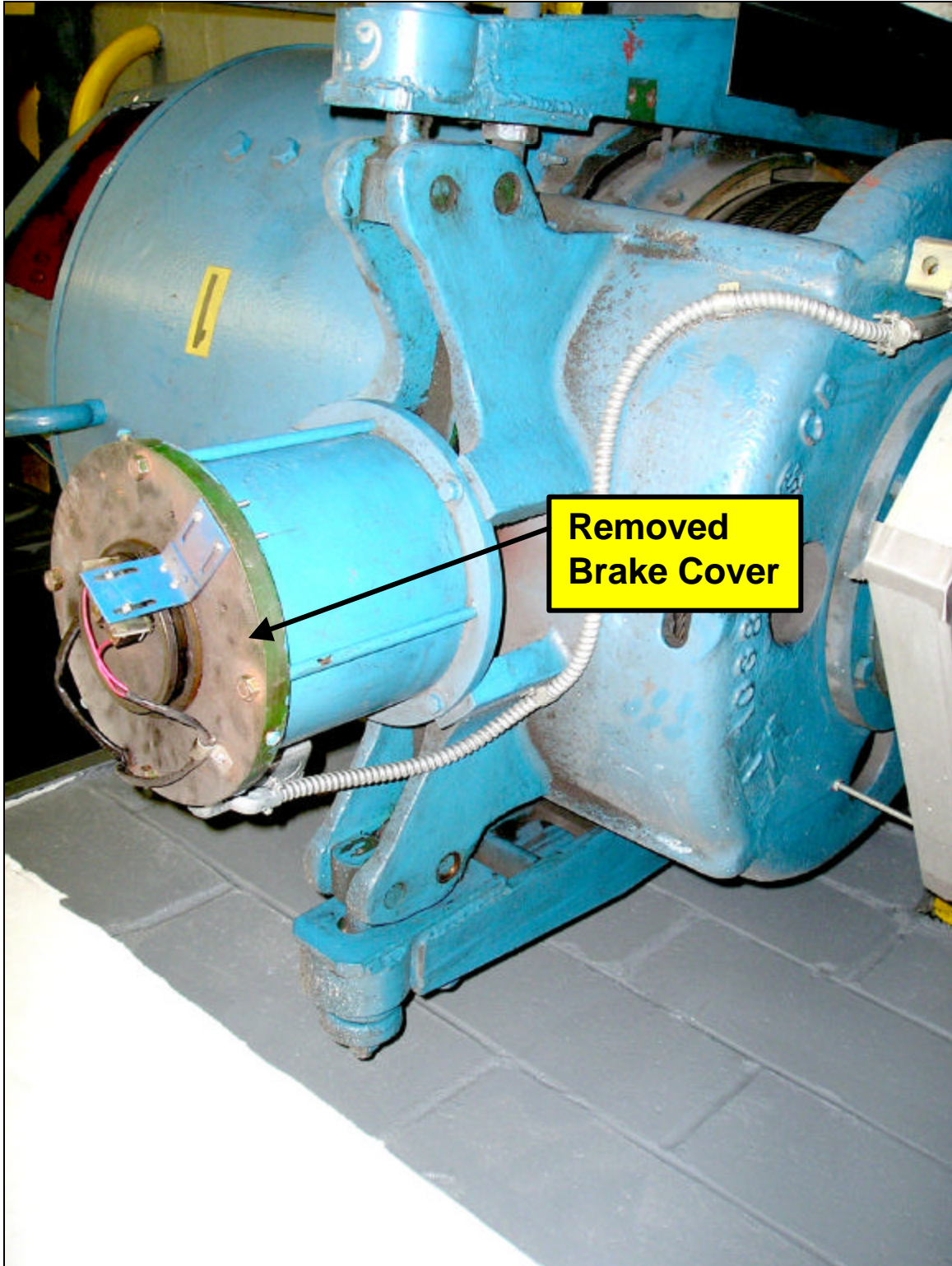


Photo No. 8

North Elevator No. 1, Brake Cover Removed

May 11, 2005

575 Main Street, Roosevelt Island



Photo No. 9

South Elevator No. 2, Car Operating Panel

May 11, 2005

555 Main Street, Roosevelt Island