



Lift Dilapidation Report
Euston tower delap report B8910

Euston Tower
August 2021

t +44 (0)121 4550868 / e info@svma.co.uk / w www.svma.co.uk

SVM Associates, 3 Greenfield Crescent, Edgbaston, Birmingham, B15 3BE
Directors: John Newbold, Mark Carter and Tony Harper

SVM Associates is the trading name of NCW Associates Ltd. Registered Office: 3 Greenfield Crescent, Birmingham, B15 8BE. Registered No. 5118389

Report Reference: I:\07\B8910\Dilapidation report 21Aug.docx

Revision	Date	Scope of Revision	Prepared by	Approved by	Issued On
	11/08/21	Issue	PS	ED	13/08/21
a					
b					
c					

If the document is marked "draft" it is deemed to be uncontrolled and is issued for comment and further development only.

CONTENTS

1	INTRODUCTION	4
2	HIGH RISE	5
2.1	Lift Schedules	5
2.2	Routines	5
3	LOW RISE	8
3.1	Lift Schedules	8
3.2	Routines	8
4	GOODS LIFTS	11
4.1	Lift Schedules	11
4.2	Routines	11
5	SITE SPARES	14
6	RECOMMENDATIONS FOR LIFTS ENTERING BBU	16
7	DELAPIDATION	16
8	CONCLUSION	17

1 INTRODUCTION

SVM Associates were instructed by Malcom Webb to inspect and comment on the overall condition of the 12 lifts at Euston tower and carry out a dilapidation report. As the lifts are going to enter an extended period of Builders Beneficial Use, we will offer recommendations as to their use during this period and works that we recommend be undertaken prior to them being handed over to the builder.

A series of photographs have been taken and will be issued to the client showing the current general condition, these cover the car interiors, the landing doors, pits, and car tops, along with the motor room. They are filed under the individual lifts, additionally for the high- and low-rise lifts there is a file covering common areas.

Within this report there is a table for each lift, detailing any defects or service items that we recommend are addressed. Within this report there is a section covering critical spares that were purchased for the main passenger lifts, this includes a full list of parts available, however the area in which they were stored has been disturbed and we recommend a full inventory is carried out as there appears to be several omissions.

Surveys were carried out by Peter Sherrin on the 9th, 10th and 11th of August 2021.

2 HIGH RISE

2.1 Lift Schedules

Rated Load:	23 persons/1590kg
Rated Speed:	5 m/s
Floors Served:	G, 20 - 35
Duty:	Passenger
Maker:	Otis
Controller Type:	411 Otis
Drive Type:	DC invertor
Firefighting/evacuation:	No

2.2 Routines

Maintenance visits per annum:	12 visits per annum
Maintenance visits completed:	May and June missed
Adherence to PPM regime:	No

Lift Specific Issues High rise	Lift A	Lift B	Lift C	Lift D	Lift E	Comments	Signature and Date
Lift Machine Room							
Noisy selector tape, repair				<input type="checkbox"/>			
Lift Car interior							
Car return is loose and catching on car doors, rectify					<input type="checkbox"/>		
Car emergency light to be checked and confirmed in log card	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Worn car door shoes, replace			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Hall and Lobby Floors							
Inoperative landing call acceptance lights	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Down 22,29 Up Ground	
Lift Car Top							
Selector tape fixing damaged, repair		<input type="checkbox"/>					
Rope gatherer tether missing, replace		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Rope Gatherer missing, replace	<input type="checkbox"/>						
Lift Shaft Floors							
Kicking rollers adjustment required to landing doors		29	18,19	27,28	22,23, 26,30		
Adjust door speed and air-cords to stop doors slamming	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Vertima units locked out, repair		<input type="checkbox"/>			<input type="checkbox"/>		
Shaft screening missing at front of shaft level 18 – replace		<input type="checkbox"/>	<input type="checkbox"/>				
Lift Pit							

Lift Specific Issues High rise	Lift A	Lift B	Lift C	Lift D	Lift E	Comments	Signature and Date
Lights not working (pit), incorrectly wired, not to each set of shaft lights, repair.	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>		
Escutcheon missing on landing doors, replace		G		G	G		
Counterweight screen requires extending	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Guard missing off selector tape pulley, replace	<input type="checkbox"/>						
Fit debris guard to weighted wheel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Shaft screen missing lower pit, replace	<input type="checkbox"/>	<input type="checkbox"/>					
Counterweight screen damaged (as it was caught on counterweight), repair					<input type="checkbox"/>		
Lower pit light not working, repair	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>			
Poorly wired pit light has been removed, replace					<input type="checkbox"/>		
No two-way switching on shaft lights, repair	<input type="checkbox"/>						
Outstanding Statutory Inspection Items							
Not issued							

3 LOW RISE

3.1 Lift Schedules

Rated Load: 19 Persons/1425kg
Rated Speed: 3.5m/s
Floors Served: G - 19
Duty: Passenger
Maker: Otis
Controller Type: 411 Otis
Drive Type: DC
Firefighting/evacuation: No

3.2 Routines

Maintenance visits per annum: 12 visits per annum
Maintenance visits completed: May and June missed
Adherence to PPM regime: No

Lift Specific Issues	Lift A	Lift B	Lift C	Lift D	Lift E	Comments	Signature and Date
Lift Machine Room							
Confirm greasing dates for machines. Recorded in log card	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Fit chain across machine hatch access	<input type="checkbox"/>						
Controller fan inoperative, repair				2	2		
No access to brake release due to selector tape run and machine guarding		<input type="checkbox"/>	<input type="checkbox"/>				
Windcrest batteries out of date, test and replace if necessary. Record test/replacement date in log card	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Lift Car interior							
Landing door to car door offset causing landing doors to slam, rectify	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Worn car door shoes, replace	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Hall and Lobby Floors							
Inoperative call acceptance lights, repair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Down 10,14,18	
Missing/worn/loose door shoes		G	G	G	G		
Lift Car Top							
Noisy divertor/selector tape, investigate and undertake any required remedial works			<input type="checkbox"/>				
Worn tape guides, replace	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Damaged selector tape fixing, rectify				<input type="checkbox"/>			
Vertima at the top of the shaft is out of adjustment, rectify			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Lift Specific Issues	Lift A	Lift B	Lift C	Lift D	Lift E	Comments	Signature and Date
Lift Shaft							
Floors							
Adjust landing door kicking roller	1		1				
Loose door shoe, rectify				14			
Debris guard loose on counterweight, secure					<input type="checkbox"/>		
Rope jumps are loose on counterweight, rectify					<input type="checkbox"/>		
Rope rubbing on the counterweight guard when lift at ground floor, adjust		B					
Loose lock nuts on compensation, tighten			<input type="checkbox"/>				
Forced door gap stops lift, rectify		7					
Shaft lights inoperative, repair			<input type="checkbox"/>				
Lift Pit							
Paint pit upstands and tripping hazards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Counterweight screen too low, adjust		<input type="checkbox"/>					
Pit lights inoperative, incorrectly wired. Repair		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>		
Debris guard missing on weighted wheel, replace					<input type="checkbox"/>		
Weighted wheel guard removed, replace			<input type="checkbox"/>				
Outstanding Statutory Inspection Items							
None issued							

4 GOODS LIFTS

4.1 Lift Schedules

Rated Load:	20 person/1360kg
Rated Speed:	2.5m/s
Floors Served:	B, G, - 34
Duty:	Goods/Pass
Maker:	Otis
Controller Type:	Kollmorgen Microprocessor
Drive Type:	Gearless
Firefighting/evacuation:	Yes

4.2 Routines

Maintenance visits per annum:	12 visits per annum
Maintenance visits completed:	May and June missed
Adherence to PPM regime:	No

Lift Specific Issues	East	West	Comments	Signature and Date
Lift Machine Room				
Hand-winding unit not operating correctly (loses position), rectify	<input type="checkbox"/>			
Controller fan not working, repair	<input type="checkbox"/>			
Remove redundant UPS units	<input type="checkbox"/>	<input type="checkbox"/>		
Motor room divertor bearing over greased seal possibly damaged, investigate	<input type="checkbox"/>			
Water leak from motor room ceiling, Salisbury to investigate		<input type="checkbox"/>		
Lift Car interior				
Fixing missing from handrail, replace	<input type="checkbox"/>			
Emergency lights not working	<input type="checkbox"/>	<input type="checkbox"/>		
Car lights becoming detached from ceiling, rectify		<input type="checkbox"/>		
Car preference switch broken	<input type="checkbox"/>			
Hall and Lobby				
Floors				
Damaged door panels, rectify	3, 4, 34, B	17, 18, 22, 24, 28		
Braille plate missing, reinstate		1		
Basement aircord damaged, replace		<input type="checkbox"/>		
Lift Car Top				
Main hoisting ropes are unevenly tensioned, re-tension ropes	<input type="checkbox"/>	<input type="checkbox"/>		
Door panels rusting on door shoe fixing, clean and treat	1	1,3		
Note: Unable to maintain car top divertors, due to fixed guarding		<input type="checkbox"/>		
Fixing missing from divertor guard, reinstate	<input type="checkbox"/>			

Lift Specific Issues	East	West	Comments	Signature and Date
Lift Shaft				
Floors				
Encoder tape bracket poorly fitted, rectify	<input type="checkbox"/>			
Worn car guide roller (top left-hand side), replace		<input type="checkbox"/>		
Counterweight divertor noisy, investigate		<input type="checkbox"/>		
Facias poorly fixed, noisy in travel	<input type="checkbox"/>			
Lock cover missing, reinstate		B		
Basement closer inoperative, repair	<input type="checkbox"/>			
Lift Pit				
Pit ladder damaged, repair	<input type="checkbox"/>			
Lower counterweight screen missing, reinstate	<input type="checkbox"/>			
Note: Trailing flex used as compensation		<input type="checkbox"/>		
Shorten governor rope	<input type="checkbox"/>	<input type="checkbox"/>		
Pit begrimed, clean	<input type="checkbox"/>	<input type="checkbox"/>		
Outstanding Statutory Inspection Items				
None issued				

5 SITE SPARES

Provision was made for the supply of critical spares that were to be held on site and managed by the lift contractor, the full list of spares and the number that was available is listed below, the spares however have been accessed by third parties and it is unclear if all are still available and what their condition is. It is recommended that an inventory is undertaken by the contractor, any omissions replaced, and any additional items required sourced.

Description of Required Inventory	Part No	Number
Ring Car Board II	GHA21270A30	1
RS4 remote stations (x 2)	GAA26800NV100	2
RSEB Remote Station Extender boards (x 2)	B9693AE1	2
DISS front door control board	C9693MB2-B	1
ADISS rear door control board (used to interface load weighing system)	ABA26800KK4	1
LWD board (interface for LVDT and ADISS)	ABA26800KKY	1
LVDT load weighing differential transformer unit (mounted under the lift car)	AAA26800LM1/B	1
MCSS board	ABA26800ABA002	1
MCSS I/O board	ACA26800ABB001	1
DBSS drive and brake sub-system control board	LA46S02691-0041	1
12SCR thyristor control firing board	LA46S2690-0023	1
Gate firing board (low rise board is different to the high rise, one of each required)	LA46S02686-2020 (low rise)	1
	LA46S02686-2030 (high rise)	1
Relay interface board interfacing the external section of the drive	LA46S728-0041	1
Switch over module	GEA26800AL10	1
Complete Drive	LA46S02965-0021	1
DBSS control board	46S02691-0040	1
Controller mounted relays. One of each type except for 1M and 2M. 1M and 2M main contactors including auxiliary contact block (x 2)	199DBX-3	1
	3RH1362-2BC40	1
	LC1D18F7	1
	LADN11 AUX	1
	3RH2911-1GA31 AUX	1
	3RH2911-1GA22	1
	1M 2M main contactors	1
	GAA177KC1	2

Description of Required Inventory	Part No	Number
1M and 2M main contactors armature plate (x 2)	Armature plate	2
All types of drive and controller fuses	Various	2
Machine encoder (x 1)	A663D1	1
Machine encoder coupling (x 1)	388-9301	1
Smart Primary Position Transducer complete assembly	ABA21430AAA005	1
Tape head assembly	ACA25500AAC001(selector box)	1
One length to accommodate a high rise and one length to accommodate a low-rise lift	ABA22439AAC001 (head)	1
	Low rise tape	1
	High rise tape	1
Landing Door beak assembly complete (L09940A) (x 2)	B6940C1	2
Landing Door Lock assembly complete (L09940A) (x 2)	6940A	2
Landing Door (slave door) lock and bridging assembly	AZ14-1 KD	2
Landing Door Shoe assembly (x 4)	REF 20942	4
Landing Door Header Track Rollers (x 10)	REF20239	10
Landing Door Header Track up-thrust Rollers (x 10)	FO2215Z466	10
Air-cord pulleys (x 4)	Not present	4
Air-cord. 50m Drum	Not present	50m
Car Door lock and bridging assembly (x 2)	AZ14-1 KD	2
Car Door (slave door) lock and bridging assembly (x 2)	AZ14-1 KD	2
Car Door Shoe assembly (x 4)	FOB316LBG1	4
Car Door Header Track Rollers (x 10)	FO470AA1	10
Car Door Header Track up-thrust Roller (x 10)	RL0762JK1-5153	10
Air-cord pulleys (x 4)	FO2215Z466	4
Landing and car buttons – Four of each type	Not present	4
Landing indicator/direction arrow	7069AF14	4
car indicators/direction arrow unit. Two of each variant	9693H1	2

6 RECOMMENDATIONS FOR LIFTS ENTERING BBU

It is understood that the lifts are to be handed over to the Builders for an extended period whilst the building is a construction site. Prior to these works it is recommended that several tasks are undertaken to ensure safe, reliable service during this period.

1. There is a likelihood that during this period the site telephone lines will be interrupted, we recommend that GSM telephone lines are installed to ensure there is no interruption in the connection of the auto-diallers.
2. Ensure a LOLER inspection is carried out on all lifts and a schedule introduced to ensure these are carried out at 6-month intervals.
3. Line out the lift cars to protect the finishes, including a draw bridge to protect the bottom tracks that is of a design to prevent the doors closing whilst deployed.
4. Re-calibrate the car-load weighers to consider the additional weight of the car protection.
5. Place lifts on priority service and assign a lift driver to always operate the lift.

7 DELAPIDATION

All 12 lifts were inspected, and a record of the general condition was noted. The photographs that were taken will be issued alongside this report.

Particular attention was paid to car interiors, the landing doors, car tops and pits, along with the machine spaces recording damage, cleanliness, and overall condition, allowing a comparison to be made once the lifts are returned to the building owner.

8 CONCLUSION

The main passenger lifts at Euston tower were originally installed in 1969 and retain their original motors along with the general structure, including guides, sling, car, counterweight, and landing doors. The controllers were replaced along with most switching and signalisation in 1990, followed by stabilisation work in 2017, covering door operators, health and safety items and service items.

Generally, the lifts are in a good serviceable condition, although the equipment does not embrace the latest technology it is of good design and of robust construction. With a strong maintenance regime, careful management and with the availability of the critical spares the lifts should deliver reliable service during the BBU period.

The two goods lifts were replaced in 2000 in their entirety, these lifts are of a modern design and although there is no critical spare availability most components are still available with reasonably short lead times. It would be advisable to have service items available such as air-cords, rollers, and door shoes to limit potential down times should there be a failure but as with the passenger lifts reasonable reliability should be expected assuming the recommendations above are considered.