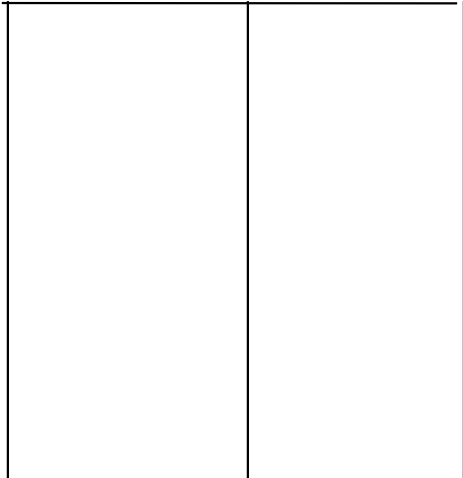


RIVERSIDE TERRACE CONDO.
Elevator Survey & Report
April 17, 2025



Prepared by
Carey & Associates, Inc.

Carey & Associates, Inc.
Elevator/Escalator Consultants & Inspectors
West Palm Beach, FL / Atlanta GA
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Riverside Terrace Condominium
Elevator Survey & Report
April 17, 2024

Prepared for:
Riverside Terrace Condominium Association, Inc.
615 N. Riverside Drive
Pompano Beach, FL 33062

PREPARED BY:
Carey & Associates, Inc
Daniel Carey
President

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SECTION I
SUMMARY

SUMMARY

A. SCOPE

This report was requested by the **Riverside Terrace Condominium Association** to determine the quality of maintenance being performed by the elevator maintenance contractor. It will also verify if the responsibility of the contractor and owner are being met under the terms and conditions of the maintenance agreement.

B. TEST PERFORMED

The elevator was tested. The machine room equipment, the hoistway and hoistway equipment, car top, and pit equipment were all surveyed. A performance chart was made on the elevators operation to aid in the overall review of the system.

C. MAINTENANCE PERFORMANCE

The one (1) elevator evaluated is presently being serviced by **ThyssenKrupp**. The evaluation of maintenance performed is based on the following:

There are four areas that indicate good elevator maintenance procedures:

1. Housekeeping (cleaning)
2. Lubrication
3. Parts Replacement (including availability)
4. Adjustments/Operation

The following three categories are based on the four maintenance procedures listed above.

POOR: 1-3 indicates a lack of maintenance being performed and is not acceptable under the terms of the contract.

FAIR: 4-6 indicates that little maintenance is being performed, but improvement is necessary to fulfill the terms of the contract.

GOOD: 7-10 indicates that a concentrated effort is being made to maintain the elevators at a high level of reliability and efficiency, and complies with the terms of the contract.

D. EVALUATION OF MAINTENANCE

Finding: After a complete evaluation of the elevator maintenance being performed at Riverside Terrace Condominium, (housekeeping, lubrication, parts replacement and adjustment - according to contract), the maintenance can be rated at a “**3-Poor**”. Much improvement is necessary to bring the maintenance up to a level of “Good” that complies with all terms of the contract.

The following performance readings and deficiencies recorded will explain the “**3-Poor**” rating given for the maintenance being performed.

SECTION II
ELEVATOR ANALYSIS

ELEVATOR ANALYSIS

A. PURPOSE

This analysis was created to measure the existing elevator system against the industry standards, which have been set by national codes, or engineering practice and are used in the elevator industry.

The functions of your elevators that were tested are those most directly related to the reliability of your elevator. Some items such as car speed; door open and close times are related to how efficient your elevator operation is.

B. DEFINITIONS

1. Elevator Speed: The speed of the elevators were measured with a tachometer while the elevators were making high speed runs through the building top to bottom with no load on the car. The rated speed should be + five (5%) in the up or down direction.
2. Door Opening Time: Measured from the time the doors begin to open until the doors are fully open.
3. Door Close Time: Measured from the time the doors begin to close until the doors are fully closed.
4. Hall Call Door Open Time: Measured from the time the doors are fully open (When stopping for a hall call) until the doors begin to close.
5. Car Call Door Open Time: Measured from the time the doors are fully open (When making a car call) until the doors begin to close.
6. Door Torque: Measured by stalling the doors when closing approximately six (6) inches into closing mode. This pressure not to exceed 30 lbs. per ASME / ANSI A17.1 Code.
7. Performance Time (Floor to Floor): Measured from the time the doors begin to close on one floor, until the doors are approximately 3/4 open at the next floor, up or down.
8. Acceleration, Slowdown Transition, Stopping and Floor Level: Acceleration and slowdown transition should be smooth with no apparent steps that can be felt. Stopping should be smooth with no bumps. The car should stop at each landing approximately + 3/8 inches from floor level.

C. ELEVATOR PERFORMANCES

ELEVATOR PERFORMANCE

Building: Riverside Terrace Condo.

<u>Elevator No:</u> #1	<u>Capacity:</u> 2000	<u>Stops:</u> 9
<u>Manufacturer:</u> Otis/MCE	<u>Speed:</u> 200 FPM	<u>Opening:</u> 10
<u>Entrances:</u> SSS Side	<u>Size:</u> 36"x 84"	<u>Typical Floor Hts:</u> 8'-8"

Function	Existing	Standard	Adj. Required	Remarks
Car Speed Up	200	200 fpm	No	
Car Speed Dn	200	200 fpm	No	
Stop	Ok		No	
Performance Up	-			
Performance Dn	-			
Stop Accuracy	Ok	+3/8"	No	
Deceleration	Ok		No	
Acceleration	Ok		No	
Ride	Ok		No	
Door Open	4.3	3.0 sec	Yes	
Door Close	3.1	3.0 sec	No	
Closing Torque	Ok	30 lbs	No	Code max. 30 lbs.
Door Edge	Ok		No	
Door Operation	Ok		No	
Door Lock Monitor (DLM)	Ok		No	
Nudging	NA			
Car/Door Open Time	7.5	3 – 5 sec	Yes	Adjust to ADA standards
Hall/Door Open Time	7.5	4 – 7 sec	Yes	Adjust to ADA standards
Lobby Door Time	7.5	6 – 10 sec	No	
Car Emergency Light	Check			Did not check
Car Telephone	Ok		No	
Alarm	Ok		No	
Door open button	Ok		No	

SECTION III
EQUIPMENT REVIEW

CAREY & ASSOCIATES, INC.

Job Name: Riverside Towers Condo.	Serial: #07455	Test Date: Cat. 1, 3/26/24
Job Address: 615 N. Riverside Drive, Pompano Beach, FL 33062		Test Date: Cat. 5, 12/22
No. of elevators: 1	Capacity: 2000	Speed: 200 fpm
Stops: 9	Openings front: 9	Openings Rear: 1
Floor Markings: G,L,2-7,PH	Front: G,L,2-7,PH	Rear: L
Entrance Size: 36" x 84"	Entrance Type: SSS	Rear: SSS

Original Install Date: 1969

Alteration Date: 5/9/2005

Machine:	Mfg.: H.W.	Model: Geared	Hoist Cables: 4 -1/2"
-----------------	------------	---------------	-----------------------

Hoist DC Motor:	Mfg.: Imperial	Frame: 2841	
	Volts: 208	Amp: 40/32.7	
	RPM: 1164	HP : 12.5	

Generator:	Type:		
NA	Volts:	Amps:	Ph: Cy:
	RPM:	HP:	KW:

Governor:	Mfg.: Hollister	Type: 207	Cable Size: 1/2"
	Trip Speed: 280	Sw. Trip Speed: 252	

Pumping Unit:	NA	Mfg.	Type -		
		Frame	H.P.	RPM	
		Volts	Amp	Ph	Cy

Valve:	NA	Mfg.	Model
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Controller:	Mfg.: MCE	Type: VFMC	Volts: 220 VAC
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Door Equipment:	Mfg.: GAL
------------------------	-----------

Notes:

1. The machine room is very messy. Needs cleaning.
2. The controller was replaced in 2005.
3. The Controller already had Door Lock Monitoring from the 2005 manufacture.

MOTOR ROOM EQUIPMENT
Controller: Clean controller to remove dirt and dust.
Machine: Clean and paint the machine.
Drive Sheave: Appears to have uneven groove wear at this time. Cables need maintenance
Hoist Motor: Appears to be in fair condition at this time
Brake: Ok
Brake Switch: Ok
Hoist Cables: Have some rusting that needs attention. Also, the tensioning needs to be equalized.
Governor: Is in need of cleaning and lubrication.
Governor Cables: Ok
Generator: NA
Main Fuse Disconnect: Appears Ok, needs source location info.
Cab Light Disconnect: Appears Ok, needs source location info.
GFI Electric Outlet: Ok
Smoke Detector: Ok
Machine Room Lighting: Ok
Machine Room Door & Signage: Ok
Machine Room Access: Ok
Machine Room Air Conditioning: New
Hoistway Smoke Hole: None
Notes: 1. Required documents/logs are not properly utilized. Missing entries...
2. There are no entries in the fire service log.
3. The cab evacuation procedure is not in place.

HOISTWAY EQUIPMENT
Deflector Sheaves: NA
Rails: Appear ok at this time.
Landing System: Ok - Has new stainless steel tape.
Doors Panels: Ok
Frames and Sills: Ok
Sight Guards: Ok
Entrance Jamb Braille: Ok
Fascias: Ok
Door Hanger & Rollers: Ok
Door Tracks: 1. Bottom of all tracks are rusting where exposed to salt air. (Felt Oilers need replacing) 2. It is recommended that the tracks be replaced with new galvanized tracks.
Eccentrics: All eccentrics should be checked for proper clearances.
Door Bumpers: Ok
Door Interlocks: Ok
Dust Covers: None
Door Pick-Up: Ok
Door Closers: Ok
Door Gibs: Gib/Retainer brackets are extremely rusty.
Door Unlocking Device: Ok - Clean and lubricate.
4" Floor Numbers: Ok
Terminal Slow Down Limits: Ok at this time. Corrosion build up is evident.
Final Limit: Ok at this time.
Ventilation: The vent at the top of the hoistway is open, allowing salt air to blow throughout the hoistway. The vent should be replaced with a auto dampening system.
Counter Weights: Counter weights are dirty and need to be cleaned up.
CWT. Guides: Roller noise evident. Replace rollers as necessary.
Compensation Chains: NA
Traveling Cable: Appears ok at this time. No splits or worn spots evident. Tape Kellum grip.
Hoistway Ledges or Projections: NA

CAR EQUIPMENT

Car Top Maintenance: The car top is very dirty. Remove old parts, clean and paint.

Door Operators: Front - Newer MOVFR - Clean up and lubricate.

Rear - Old MOV - Needs cleaning and lubricating.

Car Top Fan: In place. Has some rusting. Electrical box is missing cover.

Car Top Inspection Station: 1. Ok at this time.

Light and GFI outlet: Ok

Alarm Bell: Ok

Battery: Ok

Car Door Panels: Clean up.

Car Door Sill: Clean behind fronts.

Door Gibs: Gibs are rusty.

Handrails: Ok

Door Hangers & Rollers: Ok - Clean and lubricate.

Car Door Eccentrics: Ok

Door Tracks: Clean and lubricate.

Car Door Clutch: Front - Replace missing nylon cam retracting roller. (A tape repair is unacceptable)

Door Zone Restrictor: Front - Ok, Rear - Not working. Make necessary repairs per code requirement.

Car Door Gate Switch: Ok

Car Door Edge Detectors: Ok

Car Guides: Excessive rusting evident. Clean and lubricate.

Safeties: Ok - Clean and lubricate.

Escape Hatch: In place. Ok at this time.

Cab Enclosure: Wood Cab has evidence of termites. However, it appears to be limited to the transom area.
If properly treated the cab in its present state may last a few more years.

Platform/sling and Apron: Ok

SIGNAL FIXTURES

Car Operating Panel (C.O.P.): Ok

Auxiliary C.O.P.: 1. NA

Car Fire PH II Station: In place.

Car Position Indicator: Ok

Lobby Position Indicators: Ok

Hall Push Button Stations: Ok

Hall Fire PH I-II Station: Lobby phase I instruction signage in place.

Car Lanterns with Gongs: Ok

Telephone Communication: Ok

Passing Gongs: Not working. Make repairs.

Fire Warning Signs: Ok

PIT EQUIPMENT

Stop Switch: Ok

Lighting and Switch: Ok

Outlet w/ GFI.: Ok

Ladder: Ok

Sump Pump: In place.

Car Buffers: Appears ok at this time.

CWT Buffer: Ok

CWT Guards: Ok

Governor Tail Sheave: Rusting developing. Needs cleaning and painting.

Notes: 1. The pit steel equipment needs to be cleaned and painted.

SECTION IV
EXECUTIVE SUMMARY
RECOMMENDATION/DISCUSSION

Executive Summary

This elevator must have consistent preventative maintenance if reliable elevator operation is to be achieved. At this time, the elevator appears to be lacking in maintenance. TK-Elevator must provide and utilize a schedule of maintenance visits as well as all documents required by the Florida Elevator Safety code. This must include, five years of test records and back log maintenance records, repair records, callback records and fire recall testing records which must be kept in the machine room, available for the inspectors and other service technicians. At this time, the entire elevator system is in need of proper maintenance. As per the outline in "Section III", of this report, most of the deficiencies are related to rust/dirt issues. The industry standard maintenance time allotted for this traction car should be around two (2) hours a month of pure maintenance. The code required Maintenance Control Program (MCP) should also have the task required for this equipment to be in the machine room. We did observe the actual (MCP) in the machine room, however it does not appear to be utilized. The contract required maintenance tasks procedures manual (The Beep manual) does not appear to be on the job. Also, the contract does not indicate how many hours of maintenance time is going to be provided. The missing maintenance time from the contract does not meet the Florida Condominium 718.30 statute requirement. TK-Elevator should provide the maintenance hours to reflect the industry standards hours. We recommend the "Riverside Terrace Condominium" management request a dedicated time from TK-Elevator to perform the monthly maintenance. These are all legitimate issues that are covered under the maintenance contract and should have been addressed. Building management must be proactive with the elevator issues if reliable elevator operation is going to be achieved. Everything go back to maintenance!

See additional comments below:

1. The machine room equipment is dirty and needs to be thoroughly cleaned. (In the contract)
2. The machine sheave has uneven grooves that need to be addressed. (TKE to correct)
3. The hoist ropes are rusty and dry. Needs maintenance per rope manufacture.
4. The disconnects must have the "Source Location" on the cover. (Building issue)
5. The Fire Service log has no entries. This is a code requirement that must be done every month.
6. The code requires an passenger evacuation procedure to be located on the premises. There was no evacuation procedure found. Thyssenkrupp can provide this.
7. Many of the hoistway door tracks are rusting and need replacing.
8. The car door clutch on the front door needs repair. TKE to remove tape and replace retracting roller or replace the clutch assembly, ASAP! (A tape repair is unacceptable)

9. The cab header does appear to have termite damage. This condition needs to be addressed.
10. The rear door zone restrictor is not working. This is a code violation. Repair ASAP!
11. The hoistway is very dirty and needs to be cleaned down to remove dirt and dust. All rusting components need to be painted with a rust preventative material.
12. The hoistway overhead vent is open allowing salt air, heat and humidity to flow through the hoistway. We recommend installing an auto dampening system which will close off the vent. It will only open during a smoke event which will help protect the elevator equipment from rusting. (Reducing the over all size to 3 square feet will help)

Maintenance Contract Review:

The maintenance is currently being provided by *Thyssenkrupp Elevator Company* under a full-service preventive maintenance contract. The contract format is a “Platinum Premier Service Agreement” with 24hour callbacks included.

Points of interest in the contract are as follows:

- This is a full preventive maintenance contract with 8 hour straight time (8:00am-4:30pm) callbacks included. Callbacks outside the 8 hour day time (8:00am-4:30pm) are not chargeable. See page 3, “Overtime Service Request”. TKE to absorb the straight time and overtime premium expenses. Riverside Terrace should not be charged for any overtime calls. Only if vandalism, power loss, act of god or if improperly used.
- According to Addendum B, this is now a (5 year) contract which commenced in April-05-2021. It appears at this time the contract term is in affect through midnight April 04, 2026. Because the contract has an automatic rollover clause, if the contract is not cancelled at the appropriate time it will roll over for another (5) years on every 5 year term date. The contract must be cancelled 90 days but no more than 120 days prior to the expiration date sent by certified mail, return receipt requested.
- **Monthly Maintenance:** To meet Florida 718.30 requirements for service contracts, TK elevator is supposed to have the amount of maintenance visits the technician will make. The contract does not mention how many visits or how much time is allocated per visit. According to industry standards, TK Elevator should spend 2 hours per month, per elevator. Two (2) hours of dedicated maintenance a month. 24 hours of maintenance is required annually to meet proper industry standard maintenance. Building management should ask for all recent records of maintenance work tickets with recorded hours of maintenance. (This contract may not be legitimate. Confirm with your attorney)

- **Safety-** On page 6, Thyssenkrupp requires the owner or building representative to instruct or warn the passengers of the proper use of the elevators as well as other tasks. These clause requirements divert much of the elevator liability back on the owners. In all reality the building owners do not have the expertise to provide such information.
- **Other Conditions** On page 7, “Obsolescence”- In the event any component becomes obsolete or outmoded, or cannot be safely repaired at TKE sole opinion or no longer manufactured by the original manufacture, it shall be your obligation to replace that part at your expense. This means many of the parts/components in your elevator system are no longer covered by Thyssenkrupp’s own definition.
- **Items Not Covered** - On page 7, car & hoistway sills, fire service reports, communication devices, batteries for emergency lighting and ventilation fans are items that should be covered by the contract because they are directly related to the elevator equipment and can only be serviced or tested by professional elevator personnel. All these items are an additional cost to the building when needing to be addressed.
- **Quality Assurance** - On page 2, it mentions “To assure quality standards are being maintained, we may conduct periodic field audits”. Has this ever been conducted?
- * **Other** - On Page 6, to clarify, the TK Elevator contract does not allow other companies to work on the elevator. Other elevator companies working on the same system leads to the question, who is now responsible? If an issue develops after another company works on the elevator, which company will be held responsible when both companies have been working on the system? This can escalate into a legal battle if a problem arises in the area of work that was repaired by the other company or if a passenger is injured from a failure in the system.

New Proposals Submitted:

1. Nouveau proposal #25675 - This contract proposal is vague when it come to describing the elevator cab interior work. The vague description will allow them to charge for any design you decide on after you sign. You must have a finished design in place so you can have an accurate price without worrying about a change order. This contract also does not indicate which door operator or if both door operators are being replaced. It also does not indicate if the operator is the water resistant type which you now have. It also only mentions one car door clutch it doesn’t indicate two car door clutches nor does it mention two, 3D door detector systems, it mentions only one. The tracks, hangers and interlocks mentioned do not appear to be the zinc coated/galvanized type. The price submitted for this work at \$181,142.00 in my opinion is extremely high.

2. Nouveau proposal #25492 - Replacing the car and counterweight roller guides will not do much for the reliability of the elevator. The existing roller guide assemblies can be cleaned and lubricated and new rollers installed for no additional expense. This repair is considered maintenance and is covered under the terms of the existing TKE contract.
3. Axis Lift Proposal - Replacing the cab shell with new interior wall design as well as the platform subfloor, finished floor and sill, new cab stainless steel doors, door tracks, hangers, rollers, gibs, fire tabs, door restrictor, gate switch, interlocks, pick up assemblies and door closers for a price of \$89,680.00 is more in line. Keep in mind this contract does not include replacing the door operators. It also does not mention if the tracks, hangers and interlocks are zinc/galvanized. In my opinion, this is a fair price for the described work being provided.
4. TK Elevator Proposal - Replacing the cab shell with new interior wall design as well as the subfloor and finished flooring. When comparing all the cab replacement proposals this is obviously the least expensive. However, TKE is not providing anything close to what the two other vendors are including. In my opinion, the price of \$84,103.99 for this work is high.

When designing a new cab interior, there are an extreme amount of variables that can be used when trying to price the cab interior materials. These prices appear high because there are no designs for the elevator company to price from. Therefore they increase the cost to cover any costly materials you might choose.

Future recommendations for upgrades to be considered:

After surveying the elevator equipment the following are recommended upgrades to enhance reliability and prolong the equipment.

1. The cab appears to be comprised from termite damage. Replace the cab with a new galvanized steel shell and new subfloor. Design a new cab interior and price accordingly.
2. Replace all door rollers, eccentrics, felt oilers and gibs with new GAL.
3. Replace car and all hoistway door tracks with new galvanized/zinc coated tracks.
4. Clean and paint all headers and fascias.
5. Replace all interlocks with new galvanized/zinc coated.
6. Install Braille where missing on door jambs.
7. Replace the existing old rear MOV door operator with new water resistant GAL - MOVFR.

Carey & Associates could not provide accurate pricing for the above upgrades because of the inconsistencies within the industry. Each company has their own formula for pricing. We recommend sending the above list of upgrades out to elevator companies for accurate pricing.

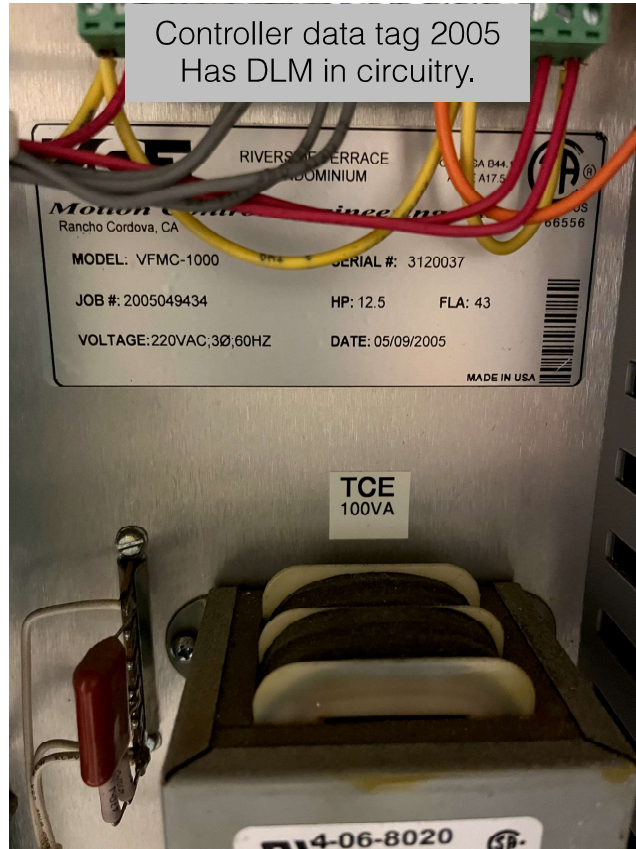
Invoice Discrepancy:

1. When reviewing invoice #5002402503, it list “Labor Callback Daytime” so why is this a chargeable call? Also, no where in the contract does it indicate a “Trip Charge” as part of the callback charges. Every time TKE responds to a call they charge \$95.00 extra. When a company formulates their cost for providing service, the truck cost are always included. This does not appear to be a valid charge.
2. Invoice #5002408506 and invoice #5002409182 appear to be for the same service. All indications on the invoice, Time, Date, Amount are all the same. These appear to be double billed.

As far as the “Trip Charge” added to the invoices goes, Riverside Terrace management should go back and revisit all the past invoices and check for the extra “Trip Charge” of \$95.00 per callback. You should also check to make sure it wasn’t added to the maintenance charges.

SECTION V
PHOTOGRAPHS





Test info - missing annual testing.

Traction Category 1 and 5 Test Records Log

Category One (1) Tests
NOTE: 8.3 Section Numbers are ASME A17.1-2013.

Test No. or Code	Date	Technician Initials	Verified By	Inspection Authority	Inspection Company	ASME - QIP Certified
8.8.4.18.1 - Oil Buffers (Item 8.2.1)						Yes/No
8.8.4.18.2 - Governors (No Load/Full Speed)						Yes/No
8.8.4.18.3 - Counterweights (Item 2.15.2.1(a))						Yes/No
8.8.4.18.4 - Slack-Rope Devices and Stop Motion Switch on Winding Drum/Sheaves (Item 2.20)						Yes/No
8.8.4.18.5 - Safety and Hoop Contacting Slipping Devices (2.25) (Items 2.20, 2.21.1, 2.21.2, 2.21.3)						Yes/No
8.8.4.18.6 - Safeguards Emergency Operation						Yes/No
8.8.4.18.7 - Control or Emergency Stop Operation (Item 1.17.2.1)						Yes/No
8.8.4.18.8 - Over Operation of Door System (Item 1.8.1)						Yes/No
8.8.4.18.9 - Record Door Force (Kinetic Energy) (MBS)						Yes/No
8.8.4.18.10 - Green Rope (Age or Condition) (Item 2.28.2.8) (Item 2.26.1.1)						Yes/No
8.8.4.18.10 - Compressed Air or Fluid Devices						Yes/No
8.8.4.18.11 - Ascending Car Over-speed Protection and Unattended Car Movement						Yes/No
8.8.4.18.12 - Traction Loss Detection Means						Yes/No
8.8.4.18.13 - Broken Suspension Member and Reversal-Strength Detection Means						Yes/No
8.8.4.18.14 - Occupant Evacuation Operation						Yes/No
8.8.4.18.15 - Compensated Governor (Item 2.10)						Yes/No
8.8.4.18.16 - Means to Retain Hoop(s) or Car Door Opening (Item 2.10)						Yes/No
Additional Tests						Yes/No

Category Five (5) Tests
NOTE: 8.3 Section Numbers are ASME A17.1-2013.

Test No. or Code	Date	Technician Initials	Verified By	Inspection Authority	Inspection Company	ASME - QIP Certified
8.8.4.20.1 - Car and Counterweight Safeties						Yes/No
8.8.4.20.2 - Governors						Yes/No
8.8.4.20.3 - Oil Buffers						Yes/No
8.8.4.20.4 - Driving-Mechanism Brakes						Yes/No
8.8.4.20.5 - Hoop(s) for Guide Climb						Yes/No
8.8.4.20.6 - Emergency Terminal Stopping and Speed-Limiting Devices						Yes/No
8.8.4.20.7 - Power Opening of Doors						Yes/No
8.8.4.20.8 - Leveling and Levelling Speed						Yes/No
8.8.4.20.9 - Inner Landing Zone						Yes/No
8.8.4.20.10 - Braking System, Traction, and Traction Limits						Yes/No
8.8.4.20.11 - Emergency Stop						Yes/No
8.8.4.21 - Drive Sheave with Nonmetallic Groove Surface and Steel Wire Ropes						Yes/No
8.8.4.22 - Maintenance of Safety Devices						Yes/No

Other/Additional Testing

Test	Test No.	Date	Technician Initials	Verified By	Inspection Authority	Inspection Company	ASME - QIP Certified
							Yes/No
							Yes/No
							Yes/No

Maintenance check chart indicates only one service visit in 2023.

Traction Maintenance Tasks (A17.1-2013 8.6.4)

Start Month _____ For the Year 20 22

Task	Year												
	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	
1.3.1 Cable Data Plate													
1.3.3 Conductors and Wiring													
1.3.5 Trn Detachments													
4.1 Governor Means													
4.2 Governor Wire Ropes													
4.5 Brakes													
4.8 Machinery Spaces, Machine Rooms, Control Spaces, & Control Rooms													
4.12 Governors													
4.17 Ascending Car Over-speed & Unintended Car Movement Protection													
11.1 Firefighters' Emergency Operation Log													
11.2 Two-Way Communication Means													
11.3 Access Ways													
11.4 Clearing of a Car and Hoistway Transparent Enclosure													
11.5 Emergency Evacuation Procedures for Elevators													
11.7 Operating Instructions for Means Ejectors													
11.8 Egress and Reentry Procedure from Working Areas													
11.9 Operating Instructions for Retardable Brakes													
11.11 Examination After Shutdown Due to Traction Loss													
11.12 Examination After Safety Application**													
11.14 Examination After Shutdown Due to Broken-Suspension-Member Detection Means**													
4.1 Compensating Means													
4.3 Lubrication of Guide Rails													
4.4 Oil Buffers													
4.5 Safety Mechanisms													
4.7 Cleaning of Pits													
4.10 Reinspecting or Re-securing of Car-Holding Ropes on Winding Drum													
4.11 Runby													
4.18 Compensation Shafts & Switches													
4.7 Cleaning of Hoistways													
4.14 Hoistway Access Switches													
4.13.2 Kinetic Energy and Force Limitation for Hydraulic Closing, Horizontal Sliding Door and Hoistway Doors or Gates	Door Force _____ (Torque) < 1/3 HP Kinetic Energy _____ < 7 ft-lb Reduced Torque Kinetic Energy _____ < 2.5 ft-lb												
4.13 Car Emergency System													
4.16 Stopping Accuracy													
4.1 Suspension and Compensating Means**													
4.2 Governor Wire Ropes**													
4.5 Lubrication of Guide Rails													
4.9 Clearing of Top of Cars													
4.13.1 Car Traction Systems (a), (b), (c), (d), (e), (f), (g), (h), (i), (j), (k), (l), (m), (n), (o), (p), (q), (r), (s), (t), (u), (v), (w), (x), (y), (z)													
4.13.1 Hoistway Door Systems (a), (b), (c), (d), (e), (f), (g), (h), (i), (j), (k), (l), (m), (n), (o), (p), (q), (r), (s), (t), (u), (v), (w), (x), (y), (z)													
Maintenance completed on floors _____ through _____													
Maintenance completed on hoists _____ through _____													

Electric (Traction) Elevator Maintenance Tasks & Records (MTR)

Job Site Information

Building Name: Riverside Terrace Position Number: 704
 Building Address: 615 N Riverside Dr City/State/Zip: Pompano Bch
 Unit #/IS: 217842
 Building Manager/Sup: _____ Location: _____
 Phone Number: _____ Ext.: _____
 Building Engineer: _____ Location: _____
 Phone Number: _____ Ext.: _____

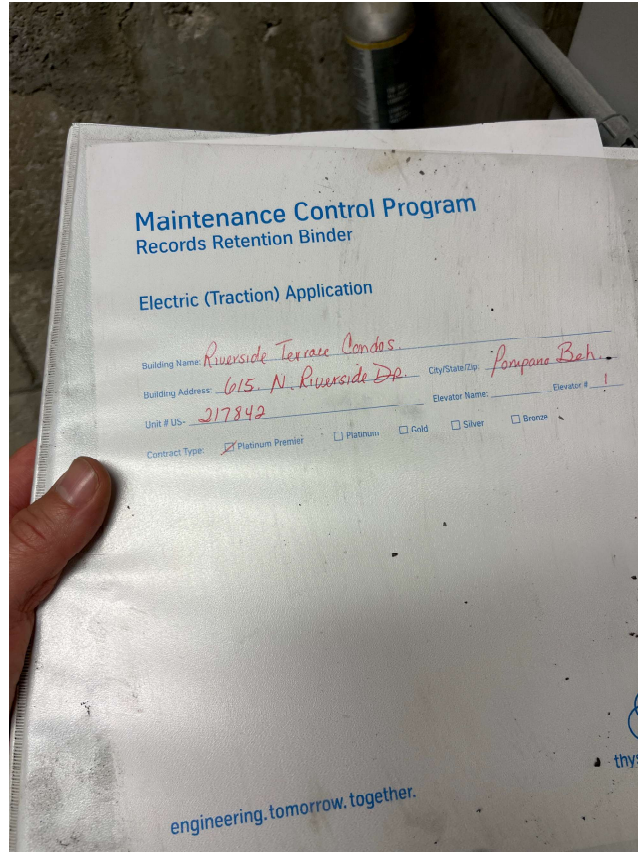
Equipment Data

Elevator # 1 Conveyance ID 7455 User Factory / Sales # 3120037
 Original Manufacturer _____ Controller Manufacturer NOVE
 Controller Name _____ Controller Model VFMC-1000
 Controller Type: Simplex Duplex Group Other _____
 Landings/Openings: 319 Geared Gearless Speed 200FPM
 Door Equipment Manufacturer OPC Model NOVEL
 Controller Supply Voltage _____
 Drive: MG SLM VVVF PWM Other _____
 Drive Manufacturer VASKANA Model APD 515105 HP _____ Voltage _____
 Hoist Motor Manufacturer Imported AC DC HP 125 Voltage _____

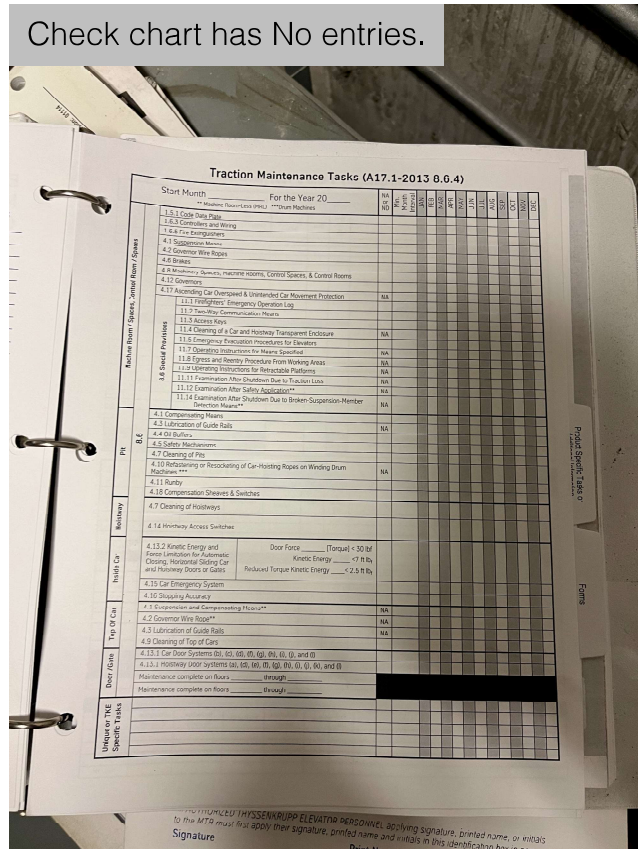
All AUTHORIZED THYSSENKRUPP ELEVATOR PERSONNEL applying signature, printed name, or initials to the MTR must first apply their signature, printed name and initials in this identification box in pen.

Signature	Print Name	Initials

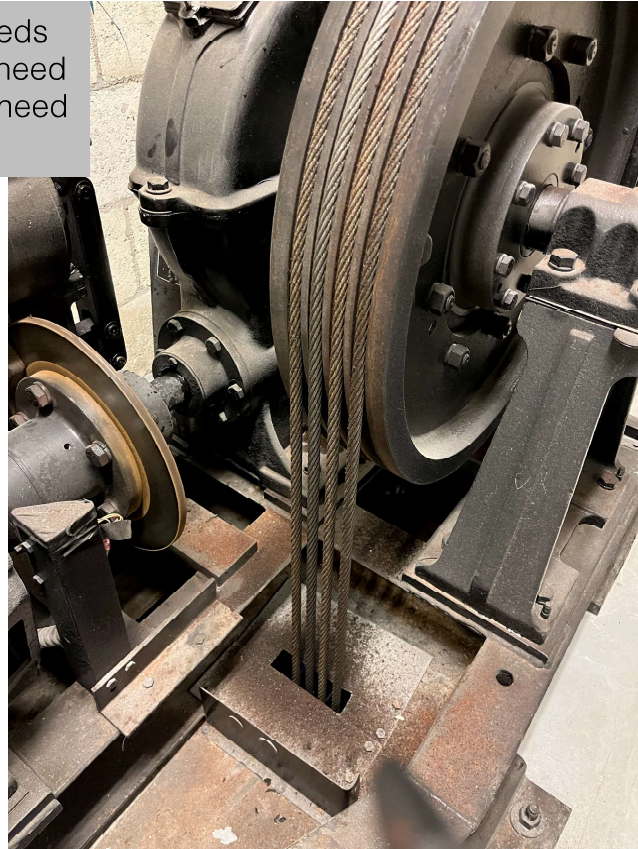
engineering. tomorrow. together thyssenkrupp



Check chart has No entries.



The elevator machine needs cleaning. The hoist ropes need cleaning and the grooves need to be cleaned up.



The Governor needs cleaning and lubrication.



Machine needs cleaning to remove dust build up.



Machine needs cleaning to remove dust build up.



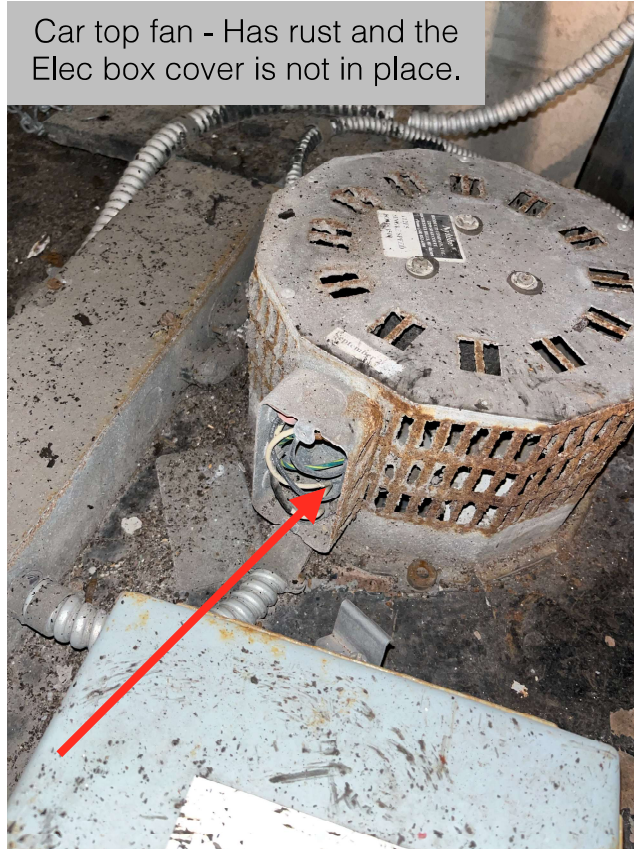
Car top roller guides need cleaning and lubrication.



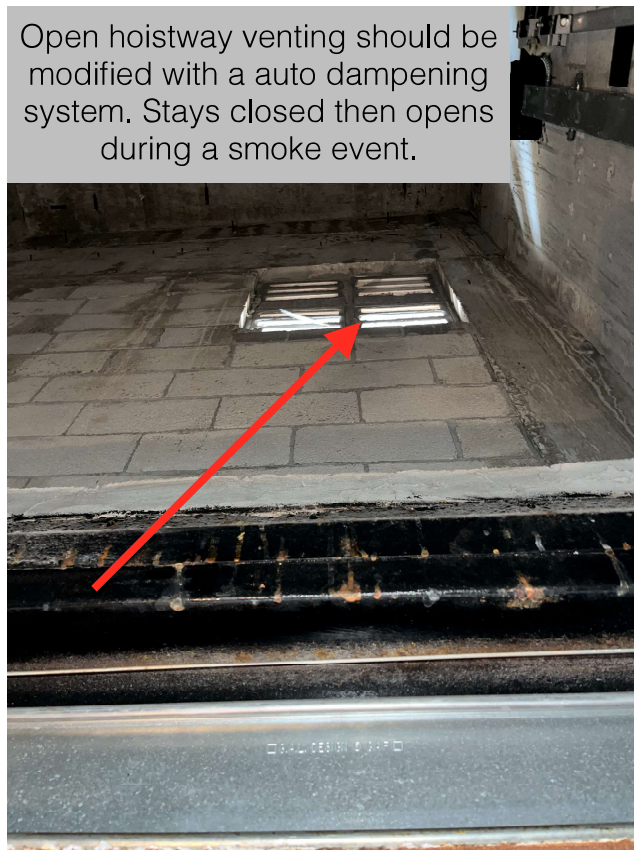
Selector tape is stainless steel and in good condition.



Car top fan - Has rust and the Elec box cover is not in place.



Open hoistway venting should be modified with a auto dampening system. Stays closed then opens during a smoke event.





This is a GAL water resistant door operator. It needs cleaning and lubrication.



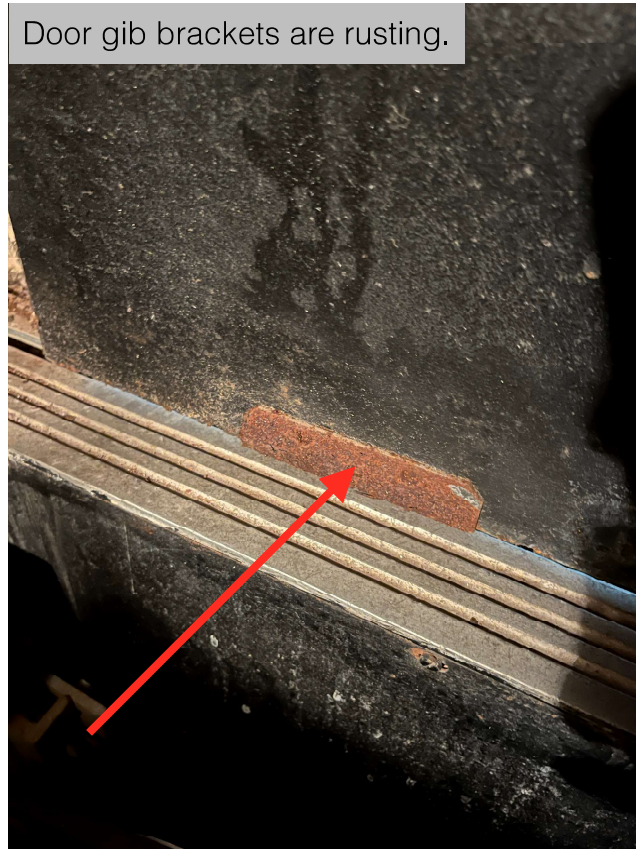
This is a GAL water resistant door operator. It needs cleaning and lubrication.



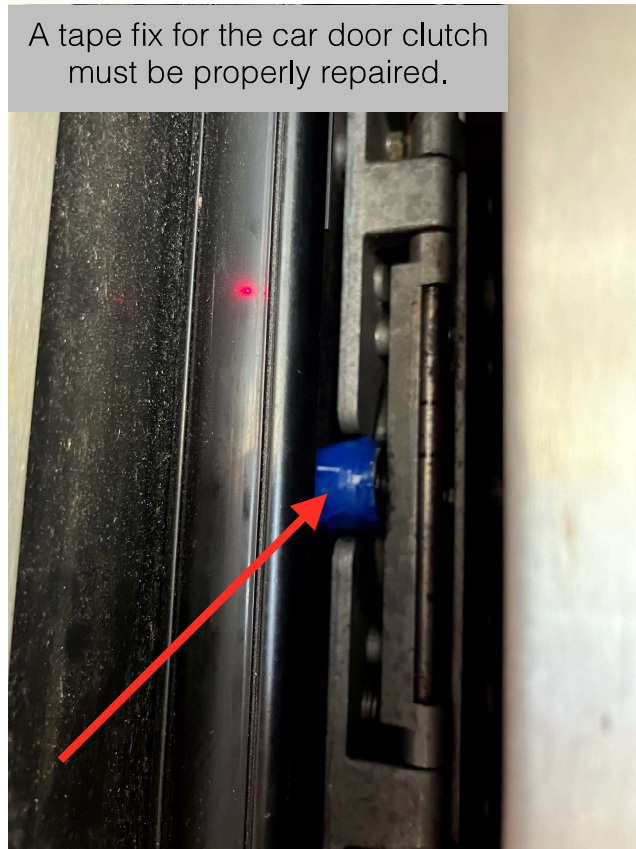
Hoistway door track and hardware needs cleaning and lubrication.



Door gib brackets are rusting.



A tape fix for the car door clutch must be properly repaired.

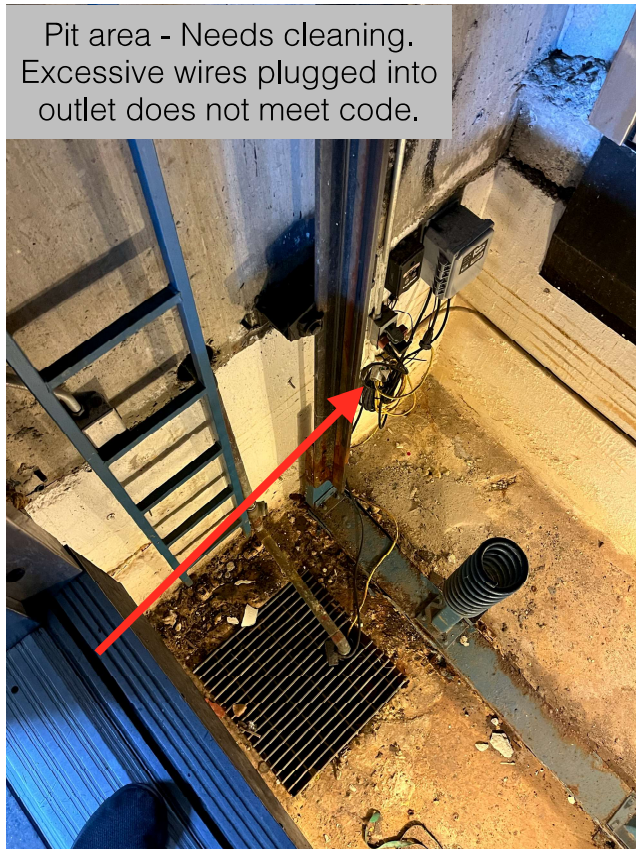




Rear Door at Lobby level.



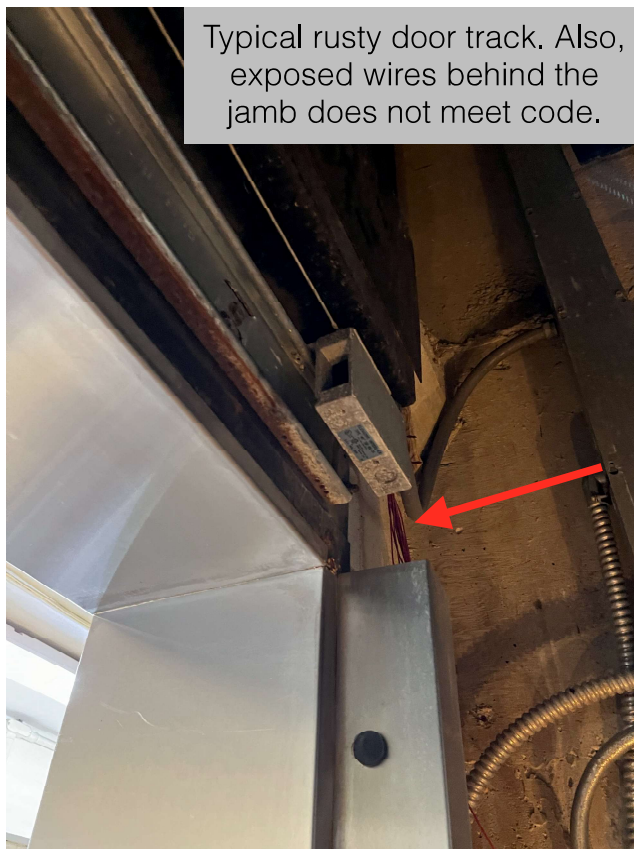
Pit area - Needs cleaning.
Excessive wires plugged into
outlet does not meet code.



Fascia appears to be missing.



Typical rusty door track. Also, exposed wires behind the jamb does not meet code.



Kellum grip needs tape around bottom per manufacture.



Car safeties appear to be in good condition.



END OF REPORT