



## Gerald Honey Partnership

Lift • Escalator • Cradle Access System Consultants

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Our Ref: MS/ms/X10892

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by e-mail

Claire Williams  
Kensington & Chelsea TMO  
The Network Hub  
292a Kensal Road  
London W10 5BE

Dear Claire,

### GRENFELL TOWER – LIFT WORKS

I write, following my site visit today, to advise that the installation of the new landing entrances on the two passenger lifts in Grenfell Tower by Apex Lifts has been completed satisfactorily albeit there were a number of snagging items which I identified viz:

#### Lift H90

- The voice announcements within the lift car are unclear and require further investigation to rectify situation.
- 3<sup>rd</sup> Floor – Besa box lid behind fascia panel is missing.
- 3<sup>rd</sup> Floor – 3 entrance sill fixing bolt nuts are missing.
- 3<sup>rd</sup> Floor – Adjust door lock rollers to ensure correct door operation.
- Pin new door lock roller base plates once position is finalised.

#### Lift H91

- 3<sup>rd</sup> Floor – Besa box lid behind fascia panel missing.
- 3<sup>rd</sup> Floor – Resecure Adapta flex to coupling.
- 4<sup>th</sup> floor – Relocate bottom of fascia panel behind header section on 3<sup>rd</sup> floor entrance to prevent car door clutch from scraping on it as the lift passes by.
- 1<sup>st</sup> Floor – Besa box lid behind fascia panel missing.
- Pin new door lock roller base plates once position is finalised.
- The car push buttons for floors 22 & 23, on the vertical car operating panel, are a different colour (red) to the remainder of the floor push buttons (blue).
- 3<sup>rd</sup> Floor - The car to landing threshold level when stopping on the downward journey is approximately 5mm high and requires adjusting.

Apex Lift engineers were advised of my findings and they agreed that they would attend to the majority if not all of these items before leaving site. The items which they say may not be completed are the defective speech in Lift H90 (may need new software) and the colour change of the push buttons in Lift H91 (new push buttons?).

I am not sure if you are aware of what the introduction of the new floor numbering system on the lifts has had on the landing indicator displays? At the moment the correct floor numbers are being displayed on the landing indicators, however, the direction arrow and associated 'gong' is 3 floors out of step. Consequently when a lift stops on say floor 20 the arrow and gong sounds on floor 23 although the lift is not at that floor.



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Discussing this problem with the lift engineers it appears that this situation can be easily resolved by reconfiguring each landing indicator in turn. This, I was told, had not been included in the cost of the works?

Also, the existing landing push button faceplates are engraved with the floor number. With the change in floor numbering all existing upper floor landing push button faceplates are now incorrect and I noted that the floor numbers had been covered over with gaffer tape to stop confusion. In order to correct this the existing landing push button faceplates will either need to be moved to their appropriate floor or new numbered plates fixed over the top of the existing floor numbers.

Whilst checking each lift I made reference to the defects noted in the recent report produced by Calfordseadon. The majority of the items identified as requiring attention in their report have been completed, however, there are some items that still need to be attended to:

**Lift H90**

- The lift appears to be stopping on its upper limit at the top floor.
- 15<sup>th</sup> Floor – rear landing door lock roller requires adjusting.

**Lift H91**

- The top right hand rear car guide roller has been damaged and requires immediate attention.
- 6<sup>th</sup> Floor – Landing door pick up rollers require replacing.

In addition I noted on **Lift H91** that the car door clutch was not engaging with the landing door rollers correctly which was giving rise to poor door operation. The problem lays with the lack of penetration of the rear landing door lock roller into the clutch and the alignment of the clutch to the front landing door rollers. As agreed with your current maintenance company, The Express Lift Alliance, their engineers will make all necessary adjustments to the door rollers once Apex Lift engineers have completed their work. I should advise that due to the poor alignment of the rear landing door rollers, the outer edge of the rollers on the upper floors 16-23 have been worn away. Not significantly to warrant immediate renewal, particularly if they are correctly aligned to the car door clutch, but they should be replaced as a matter of course during routine service visits.

The certification which Apex Lifts produced should be held on file for future reference, indeed the original Health & Safety File which would have been produced at the time of the major lift refurbishment in 2005 should be updated to include the new documentation.

I trust this information assists in determining the completion of the lift works if, however, you require any further information or advice please do not hesitate to contact me.

Yours sincerely,

*Mike Sapsford*

Mike Sapsford  
The Gerald Honey Partnership