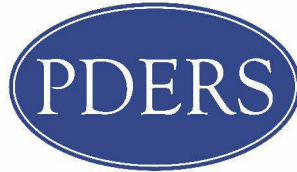


IN A MATTER CONCERNING THE GRENFELL TOWER INQUIRY

EXHIBIT MFT/2



Lifts for London

Express House, 100 Rolt Street, London SE8 5NN

Tel [REDACTED] Fax [REDACTED] www.pders-lifts.co.uk



TENDER SUBMISSION

TENDER FOR THE LIFT PREVENTATIVE PLANNED MAINTENANCE AND REPAIR CONTRACT.

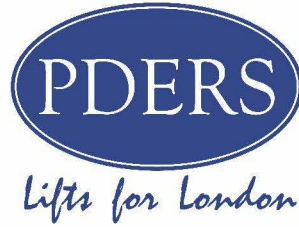
11th March 2013

David Petchey
Area Sales Consultant

david.petchey@elagroup.co.uk

T: [REDACTED]
F: [REDACTED]
M: [REDACTED]

A division of Otis Limited Registered in England No. 147366
Registered Office: Chiswick Park, Building 5 Ground Floor, 566 Chiswick High Road, London, W4 5YF



Express House, 100 Rolt Street, London SE8 5NN
Tel: [REDACTED] Fax: [REDACTED] www.pders-lifts.co.uk

The Company Secretary
Royal Borough of Kensington & Chelsea
Tenant Management Organisation Limited
346 Kensington High Street
London W14 8NS

11th March 2013

Dear Sir / Madam,

Tender Submission for the Lift Preventative Planned Maintenance and Repair Contract at Kensington and Chelsea Tenant Management Organisation sites.

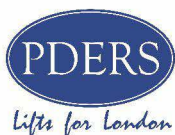
Further to the Invitation to Tender, for lift preventative planned maintenance and repair contract for Kensington & Chelsea Tenant Management Organisation, please find enclosed our tender submission in accordance with your instructions:

- Completed Tender Questions
- Completed Non-conclusive Tendering Certificate
- Completed Form of Tender
- Completed Lift Maintenance Pricing Schedule
- Completed Schedule of Rates Pricing

I trust this is to your satisfaction and look forward to hearing from you in due course. If in the meantime you have any further questions arising, please do not hesitate to contact me.

Yours sincerely,

David Petchey
Area Sales Consultant



Company Introduction

PDERS originally traded as Porn & Dunwoody Limited, having formed in 1927 as a company to manufacture, install and maintain lifts and was bought by Otis Limited in 1993. The acquisition was part of Otis's strategy to provide an independent service proposition to the market place and in particular provide specialist support to the social housing sector in London.

The company continues to operate as an autonomous trading division within the Otis group, with the success and reputation enjoyed as a family owned company being built on through the support of the world's largest lift company. This relationship has allowed PDERS to retain the ability to adapt its service delivery to meet the specific needs of its customers whilst providing a robust and successful framework to support the development of its back office processes such as safety and quality. This includes the use of sophisticated information technology that is associated with larger organisations.

With over 80 years industry experience, installing, repairing, modernising and maintaining lifts within the Greater London area, PDERS currently have approximately 4,500 lifts in our service portfolio. Of those lifts approximately 60% are owned or operated by local authorities, housing associations, government bodies or similar such organisations. Moreover, as a commercial organisation we are established to deliver a return to our external stakeholders and strive to do this by providing first class service delivery, value for money and continuous improvement to all our customers.

The day-to-day culture within PDERS is built around three key principles and the company places significant emphasis on establishing and maintaining these across the whole organisation. From first joining the company, these principles are at the forefront of our minds and support us in how we engage and work with our many customers. Details of these are shown below;

- **Safety** - We will be the recognised leader in EH&S excellence – not just in our industry, but all industries worldwide. We will not be satisfied until our workplace is free from hazards, our employees are injury free, our products and services set the standard for safety, and our commitment and record in protecting the natural environment are unmatched. This has been recognised through the consecutive Gold Awards from the Royal Society for the Prevention of Accidents in 2008 and 2009 respectively.
- **Social Responsibility** - We bring integrity to every aspect of our business, from the way we treat our customers to the way we each conduct ourselves in the workplace. We expect every employee to uphold our high standard, and we back those expectations up with a comprehensive programme of support.
- **Financial Control** - Financial control focuses on the regulatory procedures that we follow and the steps we take to ensure that company assets are safeguarded and financial risks are eliminated or mitigated. We use a robust framework of controls to ensure that our results are reported accurately and reflect the company's true financial performance.

Question 1 – Responsive / Flexible Service Delivery

The operational delivery of the business is driven by Adrian Rowlands, who has day-to-day responsibility for all aspects of our service operation including planned preventative maintenance, responsive breakdown calls and equipment repairs. The team comprises of both Service and Repair Managers all of whom are supported by field based team leaders.

The Service team has four managers, who are split equally between social housing and commercial contracts, and have full service delivery responsibility for their customers. They act as the main point of contact for their respective clients, coordinating PPM, responding to breakdown calls and working with customers to improve overall reliability.

The Repair division is split into two teams, with one specialising in heavy engineering tasks whilst the other concentrates on general repairs and the replacement of main components. Both teams are established on a flexible footing so that they are able to respond quickly to emergency situations and work in conjunction with the Service Managers to provide additional resources in the event of a lift shutdown.

Emergency Call Outs & 24/7 Cover

PDERS are available to respond to calls concerning equipment malfunction 24 hours a day, 365 days a year. All calls placed are handled by our dedicated in-house staff, in our Deptford office, and issued a unique reference number for tracking purposes. The calls can be placed either by phone, e-mail, customer portal or dedicated intranet site.

On receiving a breakdown call the details are loaded onto our central management system and automatically dispatched to the engineer that covers the area via the PDA device in 'real time'. The engineer is then able to review the call details, including the history of the previous five calls to that lift, before attending site and accepts the call by entering an Estimated Time of Arrival. This is relayed back to the call-centre and the information relayed to LB K&C.

In the event that we are unable to attend the call within the contractual response time the information is passed to the Team Leader / Service Manager who can review the resources available in the area and arrange for the call to be allocated to another engineer. The call is then manual despatched and the above process repeated.

The engineer's carry a broad range of consumable spare parts, which can be adapted to meet customers' specific requirements, in order to ensure the highest level of first-time fix rate; currently 94.3% across our portfolio.

When the engineer arrives on site he logs onto the call and that time acts as the start time for the work and is used to measure the response time. On completion the engineer enters the details and closes the call. This data is automatically transferred to the central database and an electronic work order e-mailed to the client's nominated contact within 20 minutes of completing the job.

In the event that follow-up action is required, a spare part is needed, this is detailed on the PDA and a revised ETA provided. We will also provide details of the nature of the problem so that this can be relayed to the residents.

The 'real time' data transfer enables the dispatcher to monitor the progress of the call and in the event the call takes over 2hrs to complete this is flagged on the main control screen and the dispatcher can pro-actively contact the engineer to establish if they are facing unexpected difficulties and if additional support is required.

To cover Out-of-Hours calls, PDERS operate a permanent night shift consisting of two, 2-man teams operating from 4.00pm to 2.00am with one of the teams remaining on-call to respond to emergency calls received prior to the regular day shift commencing. This is augmented with two further teams operating between 5.00pm and 8.00pm to minimise the impact of travel time during this period. On receipt of a call it would be despatched to the appropriate team via the PDA and processed as detailed above. All teams operating during any Out-of-Hours periods are supported by a Duty Manager who is contactable via our help desk in the event of an escalation. The details of any calls attended Out-of-Hours are consolidated on the next working day and a summary report issued to LB K&C.

Monthly Servicing

The goal of our PPM activities is to improve the general reliability and performance of all lifts in the portfolio in a controlled, cost-effective manner thus reducing the volume of emergency repairs and consequent disruption.

The visits would be carried out by the two dedicated teams and the schedule would be provided via the PDA. In addition to the PPM the engineer's complete any insurance items, SaFED examinations and shaft clean downs as required. The engineer's schedule can be downloaded into Excel format highlighting the planned date of attendance.

In addition to the standard items that are to be checked at fixed intervals we will provide a supporting task based maintenance schedule, detailing key areas of the lift and associated equipment, which will help target the engineer's activities across a rolling 12 month programme. This has been developed through our technical team and has proved to improve general reliability across small and large portfolios.

Furthermore, any minor component repairs will be undertaken at the time of performing programmed maintenance, with any major works to be planned in conjunction with LB K&C.

B) Lift Entrapment Evacuation Procedures (Examples)

PDERS understand that many people have a fear of getting trapped in a lift. While it rarely happens it can be a traumatic experience for the individual.

All our staff are well rehearsed and follow systematic procedures when a lift entrapment occurs; which extend to supporting the trapped passenger. Within our day-to-day operations we have

identified three scenarios where our staff have experienced and professionally handled trapped person situations, these are;

- PDERS helpdesk operative and the trapped person
- PDERS engineer and the trapped person
- PDERS helpdesk operative and the Concierge on-site

Communication

The entrapment procedures are managed through Sue Willis Office Manager through the Helpdesk team who are in direct contact with our engineer on the ground and the trapped person(s).

The following steps are followed by the Helpdesk staff and allow them to change the actual order to enable them to respond effectively to each scenario as it develops until the trapped person has been released safely;

- Assess and control the situation
- Calm and reassure the passenger – let them know they are safe
- Identify the situation – who and how many people (are there children or people with special requirements)
- Obtain a mobile number of the trapped person in the event that we lose contact
- Are there people that are ill or injured
- Establish if there is anyone we can contact either friends or family, to inform them of what has happened. We have contacted a child's school to inform them of what has happened and that they would be late
- Inform the trapped person or the on-site personnel of an ETA (accurate information is obtained using the GPRS facility of the engineers PDA)

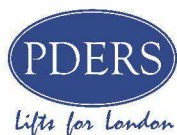
Assessment

We ensure that our customers and on-site personnel are aware of how to contact PDERS in the case of a trapped passenger situation. This is achieved through a single 24/7 telephone number which is handled by directly employed staff. Our personnel regularly participate in 'role play' exercises to maintain the high level of customer service skills to ensure we maintain a level of calmness when liaising with the trapped person(s).

During the mobilisation process, PDERS work with our Clients to develop a passenger release strategy which can be implemented when this scenario occurs. We have contacted the Local Authority Service Managers who then are able to arrange for the on-site personnel or Caretaker to arrive to the lift in the quickest possible time.

It is our policy to remain in contact with the trapped person, talking with them, until the engineer arrives on-site. Where the child in the lift has been the only person who could speak English, our operatives have had to speak to the child and help them reassure and calm their parent that we have the incident under control.

It has not always been the case that the trapped person has been able to identify their locations. We would try to resolve this by asking for a postcode or road name, in our contracts with Local



Authorities there would be a local identification number which we would can use to help identify the location. On the latest version of auto-diallers we are able to confirm location though the telephone number.

Engineer Actions

Our engineers are given customer service training to enable them to stay calm in high pressure situations as this can be transmitted to the people in the lift car. Once on-site they would assess and establish contact with the trapped passenger from the nearest landing.

Whilst one of the engineers would be trying to assess the quickest way to safely release the passengers, his assistant would be reassuring them that they are safe and will be released shortly.

Our engineers and office operatives understand that the tone of their voice is a powerful tool to bring a traumatic situation to a successful conclusion.

Question 2 – Continuous Improvement

Call-Back Reduction

PDERS have successfully developed a strategy to improve overall performance and to provide Value for Money through benchmarking similar client portfolios through our Call Back Reduction programme. This is used to reduce the number breakdowns to a minimum and maximise lift availability. This well proven methodology benefits all interested parties as highlighted below;

LB K&C:	Reduced disturbance through unplanned activities and corresponding level of complaints
Residents:	Lift availability greater than 98%
PDERS:	Cost effective delivery of key performance measures through reduced unplanned activity

At present the Call Back Rate (CBR) across one of our partnering contracts is 5.4 breakdowns per lift per year and is currently best-in-class across the various social housing portfolios we currently support.

Task Based Maintenance

Historically, maintenance activity has been based on checking a fixed list of items on a periodic basis and over time the scope of these lists has expanded to accommodate the next query. PDERS believe that this can restrict the time an engineer has to undertake pro-active maintenance tasks that would reduce the likelihood of an unscheduled call and improve the general reliability of the lift.

To correct this balance, PDERS have successfully introduced Task Based Maintenance (TBM) across a number of social housing portfolios and seen a corresponding improvement in reliability. Within a monthly TBM activity, in addition to the standard safety checks, the engineer would be required to undertake a detailed check / adjust a key function of the lift. Typical areas of attention would be landing doors, all locks car door / skate and a working 12 month example is shown at Appendix B.

Specific Maintenance Regimes

A standard maintenance regime typically calls for monthly visits with limited regard for the lift equipment and the environment that it operates in. PDERS has successfully worked with a number of social housing clients to review this area with a view to developing specific maintenance regimes for individual installations. The process is initiated by conducting a risk assessment of the all lifts within the portfolio to determine the most appropriate maintenance frequency for PPM visits which could range from monthly to quarterly. The key areas considered when conducting the assessment are;

- Type / age of equipment
- Number of stops / size of lift
- Physical and human environment

Any financial surplus generated through a reduction in the number of scheduled visits can either be used to enhance the overall performance of the portfolio via re-investment or shared with LB K&C through a premium reduction.

Extended Normal Working

To minimise the impact on journey times and to provide the best possible response to breakdown calls, PDERS are able to operate an alternative work pattern which would extend the working day, of the dedicated teams attached to the LB K&C contract, from the current 8.00am – 5.00pm to 7.00am – 7.00pm.

The extended working day would be achieved by placing the dedicated teams that would support this contract on a weekly rolling shift pattern. An example of this is shown in the table below;

07.00	08.00	09.00	10.00	11.00	12.00	13.00	14.00	15.00	16.00	17.00	18.00	19.00
Team 1 – Service Engineer & Assistant												
	Contract Team Leader / Supervisor											
		Team 2 – Service Engineer & Assistant										

This would help to ensure that we are able to respond to trapped passenger calls in the shortest possible time frame and to safely release passengers at the earliest opportunity. Moreover, the extended working day would provide dedicated cover over the peak usage periods as residents leave / return from work.

A small premium associated with operating this shift pattern of 6% of the annual contractual maintenance charge would apply. PDERS are confident that this proposal will complement our standard 24/7 emergency cover and enhance the service level offered to LB K&C and its residents.

Auto-Dialler Monitoring

At present we typically perform a manual check of the auto-dialler at each PPM visit which for LB K&C could mean that it could be a maximum of a month before this is detected.

In conjunction with the requirements of EN82 that requires all new lift installation to be able to support the regular testing of the phone connection and hardware of auto-dialler, PDERS are able to extend this service to existing clients. The system is maintained locally by our Helpdesk team in Deptford and is set-up to automatically contact the auto-dialler every other day on a

rolling programme. It initially checks the integrity of the phone connection and once confirmed runs a self-check of the actual hardware to ensure the microphone, speaker and alarm button are functioning correctly. The system then produces an exception report each morning which is reviewed by the Helpdesk team and where appropriate would raise a call for an engineer to attend site to investigate.

Internet Based Reporting

All of the data held in our system is available to LB K&C and can be easily accessed via our internet based e-Service platform at anytime. The system has been designed with contract managers in mind and makes getting equipment information both simple and intuitive.

After logging-in, users immediately see the e-Service Performance Dashboard page which can be customised to suit LB K&C's specific needs. This is supported by a number of standard reports, a summary of which is shown below;

Availability Report - the percentage of time for which each unit in a building is available to transport passengers on a 24 hr/365 day basis.

Service Call Report - the request from LB K&C for an unscheduled service visit to a customer building to investigate and/or correct a reported condition.

Mean Time Between Service Calls Report - this represents, in days, the average per-unit time between LB K&C generated unscheduled service requests.

Emergency Service Call Report - the number of times during the reporting period that there has been an emergency service request, such as a trapped passenger.

Response Time Report - the time interval between receipt of a non-emergency service request from LB K&C and the arrival of an engineer on site.

Preventative Maintenance Report - confirmation of when scheduled Planned Preventative Maintenance activities were completed along with any contractual data.

Within these reports, users can adjust the level of detail, whether unit, building or contract. In addition, the report date range can be configured, for any period over the previous 12 months, and data viewed in bar chart, line graph or table format. Moreover, should LB K&C require customer specific reporting, it is possible to download the data in Excel format for local manipulation and can register for e-mail updates.

An overview of the system and example reports are shown in Appendix C.

PDA Usage

The PDA is a 'real time' two-way communication tool to provide field based staff with emergency breakdown and planned preventative maintenance information along with additional supporting data.

On receiving an emergency breakdown call the details are loaded onto our central management system and automatically dispatched to the engineer that supports the area. The engineer is then able to review the details, including the history of the previous five calls for that lift before attending site. On completion, the call is closed on the device, which includes scope to capture a client signature, and the engineer enters the details of the call.

For engineers conducting PPM a live schedule of the next ten units to be attended is provided which must be followed in the order they are issued. The actual schedule is developed using specialist software to minimise downtime based on the units' geographical location and the specific maintenance regime. To support this, the Service Manager retains the ability to manipulate this at their discretion to take into consideration any local requirements.

In addition to the maintenance notification, the PDA also provides the engineer with details of any insurance items identified at the last inspection, and if any calendar events are due such as LG1 Examination or shaft clean down. Each activity has to be closed individually so that they can be tracked for completion.

On closing any job type the data is automatically transferred to a central database and an electronic work order is e-mailed to the client's nominated contact within 20 minutes of the job being completed.

If a PPM activity is due when attending a call, the PDA will highlight this to the engineer and if there are no other calls pending will complete this activity. If there is no PPM scheduled on the last lift attended and there are no other calls the device will recognise the engineer's location and provide details of PPM activities in that vicinity rather than loose time returning to his previous location.

All of the above are supported by our quality processes and procedures to ensure that they are fit for purpose and will achieve the benefits expected. Details of this are covered in Question 7.

Question 3 – Mobilisation and Staff Retention

If successful in securing this contract, it is PDERS's intention to follow our standard mobilisation process. This will provide us with an excellent opportunity to review all operational and administrative aspects for the delivery of the contract and to ensure that our various systems and processes are established to be up and running effectively from day one.

It will be equally important to take the opportunity to introduce the key personnel within both organisations that will be responsible for the day-to-day delivery of the contract to ensure that the communication channels are established for the various queries that may arise. This will extend to both the field and administration support teams as they are critical to the general service delivery and should ensure that they are clear on what is expected of them when working for the LB K&C.

A draft Agenda for the first mobilisation meeting is shown below and confident that this covers all aspects;

- Introductions
- Roles & Responsibilities
- Key Contact details
- Contract Highlights
- Portfolio Confirmation / Local Names
- Invoice Process / Billing Periods
- Non-Contract Call Process
- Establish KPIs / Review mechanism
- General Administration – Building access / parking
- Health and Safety matters
- Insurance Report process
- Audit programme / review
- Planned / project works process
- Regular Review Meetings
- Any Other Business

The meeting would be attended by all key personnel and led by the Service Director to ensure that any changes required to our standard processes to support this specific contract are fully identified and documented to enable them to be completed in time for the commencement date.

The same agenda would be used for any follow-up discussions and minutes / actions of all items covered would be noted.

As part of our standard mobilisation process, we would conduct a survey of all lifts and develop an Asset Register for the key equipment components. This will form the basis of any future works that would be recommended to reduce unscheduled calls and improve the general reliability of the lifts. In the short term it will assist in the management of understanding the lift equipment on your portfolio and the implications of our engineers maintaining this equipment.

The information collected will include any local names / lift identifications that are used. These can be loaded onto our database system to assist with the identification of buildings when handling calls and queries.

PDERS would also take the opportunity during the mobilisation period to review the philosophy and approach behind the creation of a partnership relationship to all dedicated and nominated staff. In particular, we would look at the behavioural aspects of the key individuals to support this approach as we believe this will maximise the opportunities for both parties and ensure the delivery of a value for money service programme for the residents of LB K&C.

For the contract to operate effectively from the commencement date it would be beneficial to establish the various KPIs to be used to support the review process along with the style and layout of reports to be used. In particular, the process for the collection and consolidation of the data can be confirmed during the mobilisation period.

During the first maintenance visit the engineer will conduct a site specific Risk Assessment which considers the hazards and risks for users, engineers and lift inspectors. A copy of this is shown at Appendix A. The regulations regarding the management of Health and Safety at Work require such risk assessments to be reviewed periodically, or where there has been a significant change to the equipment. The report and its recommendations will be issued to LB K&C and will assist in the management of any Health and Safety matters.

B) New Operatives and Managers to the Contract

In the unlikely event that either the manager / supervisor or any of the dedicated lead engineers were to leave the company they would be replaced with a member from within the existing PDERS team. This will ensure that the individual is familiar with our standard operating procedures and would then introduce him to the LB K&C contract in a controlled manner through an agreed induction process. If one of the trainees was to leave we would recruit a replacement from the local area. They would work alongside one of the existing lead engineers and would provide them with the opportunity to join the NVQ 3 programme and progress to a qualified engineer.

Any new personnel that join the company undergo a formal induction programme that provides them with a full introduction to the company and includes all standard procedures and processes. This includes the health and safety aspects of working on lift equipment and all staff are required to complete our Annual Safety Accreditation before working on site. In addition to our internal requirements and new members to the team would be introduced to the relevant key personnel that they would be working with on a day-to-day basis.

In the case of the more senior manager / supervisor positions we would endeavour to arrange for a hand-over to be conducted with the outgoing member of the team. This would cover all aspects of service delivery for this specific contract and provide him the opportunity to gain knowledge and experience of the contract delivery.

Furthermore, our existing Service Team structure for LB K&C contract is robust and is not reliant on one individual for the completion of the daily operational activities. The field engineers are supported by a Team Leader, who would have support from the local Technician and our Service Manager. Due to the size of the contract and the location within our portfolio, it is common practice to take advice and support from their colleagues within other Local Authority

Clients in CityWest Homes, London Borough of Ealing and the London Borough of Hammersmith & Fulham.

Our existing PDA device enables a new engineer to have instant access to the current asset database including any specific access requirements. With this backup information and the support of their colleagues on this contract and our Service Team will ensure that they will be integrated into the LB K&C contract without any interruption to the service delivery to the Client.

It would be our recruitment policy to identify an individual who had worked on similar lift equipment or had experience of working for a large local authority environment, if there were a case where there was a vacancy on the LB K&C contract.

C) Staff Retention

General staff retention can be very complex and is influenced by a broad range of internal and external factors.

If successful in being awarded this contract the existing team of field staff are subject to TUPE regulations and likely to transfer to PDERS as the new employer. As part of the mobilisation period we would liaise directly with the effected staff with the support of our specialist group HR Team to ensure the smooth transition of personnel. We appreciate this can be a disruptive and anxious time for those effected and are confident that through our experience of this process on previous contract awards we can allay these fears and retain all staff.

PDERS are the existing lift maintenance service provider for five other London boroughs and the experience gained from delivering these contracts has indicated that they operate most effectively when a stable team is in place. This enables us to work with the client and the team members to develop the service delivery and seek opportunities to continually improve the overall performance both in the field and back office. Accordingly we would always endeavour to retain the existing team within a contract at all times.

To support the general retention of staff the company is confident it provides an attractive employment package which includes structured salary levels, contributory pension scheme, 25 annual days leave and a broad range of benefits that you would expect from a large company. This is supported by a number of HR policies that ensure clear guidelines are in place for all staff.

Question 4 – Knowledge & Experience

Engineer Qualifications / Training

PDERS have more than 100 fully trained field based employees, who carry a minimum qualification of NVQ Level 3 or equivalent, operating within the M25 providing maintenance, repair and emergency response services to our broad client base. Moreover, this mix of clients and the extensive range of the lifts we look after in part helps to ensure that their experience and skills are maintained at the highest level which enables them to work on any lift with the utmost confidence.

The engineers are trained and assessed at pre-determined, regular intervals to ensure they are equipped to maintain and repair all lift types within our portfolio both safely and efficiently. This is supported by an individual competency matrix that is designed to ensure that all engineers have a minimum base level qualification and is completed for all new employees and updated annual as part of our appraisal process. It also provides an opportunity for engineers to develop and enhance their skills and for the company to ensure that the experience and skill level across the whole team is balanced against the portfolio.

To support their on-going personal development all staff are encouraged to take responsibility for their own further training and are able to take advantage of a broad range of training courses available both internally and externally.

A summary of the type of training provided during the course of a year is shown below;

- Annual accreditation
- Lift mechanics basic training matrix includes:
 - Brake adjustment and maintenance
 - Call back reduction
 - Fault finding
 - Service routines
 - Platform / access equipment training
 - Multi meter training
 - Reading and using straight line diagrams
 - Suspension systems
 - Service visit tool

To ensure that the company's field based team is sustainable; PDERS operate a Modern Apprenticeship scheme for people wishing to enter the industry and to apply their electrical and mechanical skills. Interested individuals are recruited locally, often within the immediate areas where PDERS are the incumbent service provider, and join the company as assistants to experienced engineers. After the successful completion of their probation period they are eligible to commence an NVQ programme in Lift Maintenance & Repair. This is a practical based course which is coordinated and validated through an external organisation. The minimum training period is two years, during which time the trainees will work in all disciplines of the business, and on successful completion will graduate as qualified engineers.

On completion of the NVQ 3, all newly qualified engineers are enrolled on a Post NVQ 3 Programme. This has been designed to run for 2 years and provides a mix of 16 technical and customer service modules. The technical modules are delivered through either the company's Technical Manager or the Otis Group Training Team. The customer service modules are delivered by the Otis Group Learning and Development Team. In addition to supporting the development of these junior engineers during their early years it provides a progression path fully effective engineer.

In addition to the immediate field staff the Company has 10 service technicians who are very highly skilled engineers with extensive experience. These work in a supporting role and are available to respond to call escalations in the event that the local team have been unable to identify the root cause of a fault. This resource is coordinated through Damien Cleary, Technical Manager to ensure that we are responding timely and against the correct priority.

Spare Part Availability

We have a dedicated purchasing professional, Steve Smith to support all business areas in the identification of preferred suppliers along with the expediting of goods. This has proved particularly advantageous when either endeavouring to obtain parts quickly when lifts are shutdown or sourcing unusual components.

In addition, our Engineer's carry a broad range of consumable spare parts in order to ensure the highest level of first-time fix rate and this can be adapted to meet customers' specific requirements; if successful, this activity would be undertaken during the mobilisation phase with local input for all personnel attached to the contract. Our current performance across the whole of our portfolio for first-time fix rates is 93.7%.

To support out of hours activities, all engineers supporting the rota are required to carry essential spare parts to cover many eventualities. In the event they did not have a spare part this would be escalated to the Duty Manager who would endeavour to source the item from within the organisation.

In conjunction with our existing service delivery processes we shall use the information provided to us regarding historical repairs and the housing stock type to ensure we continue to achieve our high level first time fix rate through correctly maintaining the correct stock levels.

To minimise the event of suppliers not available out of hours an agreed designated stock site will be located in the area to provide access to critical spare parts for our engineers. Again this activity would be developed during the mobilisation phase.

This is further enhanced through having direct access to over £3m of spare parts stock via Lift Components Limited who are a sister company within the group. In addition to being the commercial spare parts outlet to the industry for all Express and Otis components they hold a broad range of many other companies' products and can adjust their specific stock holding to reflect our individual customers lift portfolios.

Obsolete Parts

The Asset Register for the key equipment components, which is created as part of the mobilisation process, will form the basis of any future works and highlight any areas of the lift portfolio where we envisage obsolescence was a short, medium or long term problem; these results would be discussed in the initial contract meetings.

Our recommended course of action to ensure we maintain the lift in full operation would be to where possible repair the existing part on-site. If this was not practical then we would organize the part to be replaced or repaired on a like-for-like basis, the part would be taken to our specialist repairer and returned to site as quickly as possible to reduce any downtime of the lift.

If this is not a viable option we would investigate the feasibility of replacing the failed part by upgrading to the next level component i.e. door operator and / or controller which would be a medium / long term solution.

Our dedicated purchasing professional using his experience and his supplier database is able to identify and source foreign spares in the most cost effective and efficient manner to obtain parts as quickly as possible.

It is our policy that when a modernisation programme is being undertaken across our portfolio we would work with K&C to identify any suitable spare parts that could be retained for use on other such type lifts within the remaining portfolio.

Question 5 – IT / Systems

PDERS can confirm that we are able to supply all of the information detailed in the ITT document.

A) IT / Systems Support and Data Transfer

PDERS operate a single, very sophisticated bespoke data base system that has been developed over many years and supports all business functions in the execution of service agreements, as well as acting as an asset register for all lifts under contract. Furthermore any client specific data held in our data base system is available to LB K&C to support the management of the contract and the provision of Value-for-Money for the residents.

In particular the system supports the following key functions;

- Asset Register for key components and physical attributes of each lift
- Contractual information, including pricing, billing frequencies anniversary dates
- Register of dates for SaFed examinations
- Management of call-outs to lift repairs from receipt of call to closure
- Planning of all maintenance activities
- Preparation of repair quotes for out of scope works
- Management of repair works from receipt to completion
- All billing requirements in association with the above

All calls placed will be handled by our dedicated in-house call centre staff, who are based in our Deptford office, and be issued with a unique reference number for tracking purposes. The calls can be placed either by phone, e-mail or through a customer dedicated portal which we possess significant experience in managing these types of systems. Our Service Team update our Clients portals on a daily basis either by receiving / acknowledging callout requests, confirming completion of repair and callout activities and also by making applications for payment for works completed.

We have five dedicated systems (Northgate, Saffron, Academy Housing, Citrix, Data Station) with social housing groups which in each case are provided by the client. If a LB K&C operates a different system to the above, PDERS would be pleased to participate as required. Experience shows us that whilst all of these systems have differences, fundamentally the aims and procedures are very similar.

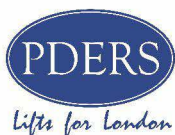
To support the day-to-day management of the contract and any respective Key Performance Indicators, PDERS are able to provide a wide range of standard reports and are able to support bespoke reporting. A summary of the standard reports generated are shown below;

Availability Report - the percentage of time for which each unit in a building is available to transport passengers on a 24 hr/365 day basis.

Service Call Report - the request from LB K&C for an unscheduled service visit to a customer building to investigate and/or correct a reported condition.

Mean Time Between Service Calls Report - this represents, in days, the average per-unit time between LB K&C generated unscheduled service requests.

Emergency Service Call Report - the number of times during the reporting period that there has been an emergency service request, such as a trapped passenger.



Response Time Report - the time interval between receipt of a non-emergency service request from LB K&C and the arrival of an engineer on site.

Preventative Maintenance Report - confirmation of when scheduled Planned Preventative Maintenance activities were completed along with any contractual data.

All reports are compiled electronically using standard Microsoft Office software and can either be distributed via e-mail or shared at regular review meetings.

In addition to our standard reports, PDERS recognise that clients may have their own specific reporting requirements and would welcome the opportunity to work with Kensington & Chelsea through the mobilisation period to establish these prior to the commencement of the contract.

Additionally, PDERS will provide reports of works in progress program schedules and progress updates for all works as well as daily call logs and a daily shutdown board highlighting which lifts on the contract are not in operation, giving a reason of failure and an estimated return to service date.

Internet Based Reporting

All of the data held in our system is available to LB K&C and can be easily accessed via our internet based e-Service platform at anytime. The system has been designed with building owners and managers in mind, the e-Service Web site makes getting equipment information both simple and intuitive. After logging-in, users immediately see the e-Service Performance Dashboard page.

From availability reports to service call and maintenance repair details, users can select from a variety of reports using a drop-down menu. Within these reports, users can adjust the level of detail, whether unit, building or contract. In addition, the report date range can be configured, for any period over the previous 12 months, and data viewed in bar chart, line graph or table format. Moreover, should LB K&C require customer specific reporting; it is possible to download the data in Excel format for local manipulation and can register for e-mail updates. Users simply select the performance and service reports and set the frequency from monthly to annually.

After registering on the system, users can stay up-to-date with the latest news, information and online planning tools from PDERS. Fully customisable, you can adjust the dashboard to best suit your needs. The default setting for the Performance Dashboard is Portfolio View; however this can be changed by selecting the different options available in the drop-down menus.

PDA Usage

The PDA is a 'real time' two-way communication tool to provide field based staff with emergency breakdown and planned preventative maintenance information along with additional supporting data.

B) Development of Electronic Infrastructure / IT Systems

PDERS currently have a wide Client portfolio whilst managing our own reporting systems and also our Clients own software and equipment. During the mobilisation process our own Information Technology Manager in conjunction with our Service Delivery Team would investigate opportunities on how our systems could work with Kensington & Chelsea's existing Information Technology infrastructure. Our intention would be within a partnering environment to continually review how the management and operation of the contract could be improved and cost-savings achieved for both parties.

It is our intention to upgrade the existing engineer's PDA device that our engineers use and expect this technology to be available for the whole team in Q4 in 2013. The new device will be a tablet style handheld device and is presently being trialled by a group of engineers in our organisation.

Using the most up-to-date technology available this enables our engineer's unprecedented access to efficiencies in their daily work. This includes the increase ability of the handheld device to upload and download data from our main office portal to the engineer's handheld device. This enables our engineers to gain access to technical manuals and drawings held on our central database, the ability to access the internet and the ability to take photos of parts required and transfer these to their Service Managers or our Dedicated Purchase Manager for identification purposes. This would improve the speed of being able to deliver a new part to site within the same day and to ensure the lift availability is maximised. There would also be the facility to email and communicate directly with the Client.

C) Introducing New Electronic Infrastructure / IT Systems

Our Information Technology systems our set up using a standard protocol. At present we manually input and update our systems and also many of our Clients standalone systems require similar information which requires again manual input from a dedicated member of our Service Team. This is an area currently under review with one of our Social Housing Clients which we have identified where savings regarding labour time could be achieved. We have started to investigate the possibility and the implications for both parties systems to transfer the data directly from our systems to our Clients standalone system.

We would like the opportunity in the future to review these hardware and software implications with Kensington & Chelsea as this would be an excellent efficiency saving in both labour time and cost which could be achieved for both organisations.

Question 6 – Key Performance Management Systems

PDERS would work with Kensington & Chelsea during the mobilisation period to develop Specific Measurable Achievable Realistic Time-sensitive Evaluate Re-evaluate (SMARTER) objectives which would be continuously reviewed at regular monthly core meetings and would be the mechanism used to develop the key performance indicators.

Proposed KPI Structure

The initial KPI structure which has been set out in the tender documents:

- Insurance items completed in agreed time.
Our Engineers carry handheld PDA devices which have the facility to provide the engineer with details of any insurance items identified at the last inspection, and if any calendar events are due such as LG1 Examination or shaft clean down. Each activity has to be closed individually so that they can be tracked for completion.
- Quality checks completed
An independent member of our Service Team would carry out these inspections and the data would be reviewed at the regular core meetings.
- Emergency calls completed in the response time
Our Engineers log on and off the PDA for each activity in 'real time' which enables both PDERS and Kensington & Chelsea to review actual start and completion times.
- Trappings during normal hours response time
Our Engineers log on and off the PDA for each activity in 'real time' which enables both PDERS and Kensington & Chelsea to review actual start and completion times.
- Non-emergency orders completed within response times.
We are able to produce a weekly works in progress report to the Service manager of Kensington & Chelsea to analyse the repair work activity at that time.

Commitment

PDERS strategy is to work in 'Partnership' with our customers and their residents to provide first class service delivery, value for money and continuous improvement. Of the various social housing contracts, PDERS and have been actively involved in developing new working methods, which have enhanced the overall service delivery, particular in terms of lift reliability through reduced breakdowns. This has achieved cost savings in operating the contract which have been shared by both parties with some of the funds being reinvested in capital programmes.

One such strategy PDERS have developed to improve overall performance and to provide Value for Money is to benchmark similar client portfolios through our Call Back Reduction programme. This is used to reduce the number breakdowns to a minimum and maximise lift availability. This well proven methodology has been successfully applied across a number of our social housing contracts and has benefited all interested parties as highlighted below;

LB K&C:	Reduced disturbance through unplanned activities and corresponding level of complaints
Residents:	Lift availability in excess of 98%
PDERS:	Cost effective delivery of key performance measures through

reduced unplanned activity

At present the Call Back Rate (CBR) across one of our partnering contracts is 5.4 breakdowns per lift per year and is currently best-in-class across the various social housing portfolios we currently support.

The format for developing these initiatives is through the regular monthly Core Meetings, which are supported by both Interim Operational Meetings / joint working parties and PDERS would welcome the opportunity to share this experience with Kensington & Chelsea.

Continuous Improvement

To support the day-to-day management of the contract and any respective Key Performance Indicators, PDERS are able to provide a wide range of standard reports and are able to support bespoke reporting.

Through our experience of working with other social housing contracts we are able to review a broad range of data including the following performance indicators;

- Lift availability
- Call back rate / mean time between calls
- Maintenance completion

This data is important to improve the critical service delivery and to enable our field staff to be engaged in understanding the importance and consequences of each maintenance and call-out activity.

B) Improvements in Service Delivery (Examples)

CityWest Homes

Key Performance Indicator – Lift Availability

Historically, maintenance activity has been based on checking a fixed list of items on a periodic basis and over time the scope of these lists has expanded to accommodate the next query. PDERS believe that this can restrict the time an engineer has to undertake pro-active maintenance tasks that would increase the likelihood of an unscheduled call and reduce the general reliability of the lift.

To correct this balance, PDERS have successfully introduced Task / Condition Based Maintenance (TBM) across a number of social housing portfolios and seen a corresponding improvement in reliability. Within a monthly TBM activity, in addition to the standard safety checks, the engineer would be required to undertake a detailed check / adjust of key functions of the lift. Typically areas of attention would be landing doors, all locks car door / skate and a working 12 month example is shown at Appendix B.

This key performance indicator could important for Kensington & Chelsea to help demonstrate to their residents that not only are they receiving value-for-money but also that the lift contract is performing above the required performance level.

Lewisham Homes

Key Performance Indicator – Response Times

During our monthly reviews with the Client, a broad range of key performance indicators are discussed. This enable both parties to work together to identify new opportunities to increase service delivery and performance.

We had identified that there was a higher demand on our engineers at both morning and evening peak hours due to the 'rush hour' traffic to achieve the contract response times.

Our solution was to introduce a staggered start and finish time for our engineers to enable them to be able to extend the local coverage to overcome peak congestion times. This has now been established in their local area at peak demand times which has enabled them to reduce the response time to emergency and trapping calls.

This key performance indicator is necessary to demonstrate that from an emergency callout has been identified or reported to our helpdesk, the arrival of our engineer and the completion of the activity to return the lift back into operation is continually being monitored and the levels required in the contract are achieved.

Question 7 – Management & Quality Control

Management Structure

The day to day activities are supported by the company's extended organisation through its management team who are based in Deptford, South East London. The company is led by Mitch Keene, Managing Director who takes an active role in ensuring the highest standards of service delivery are achieved across all our customers and in particular our key accounts, of which this would be one. This is in part achieved by establishing clear lines of responsibility and authority across the Company and for each specific contract. An organisational chart is shown at Appendix D.

The operational delivery of the business is driven by Adrian Rowlands, who has day-to-day responsibility for all aspects of our service operation including planned preventative maintenance, responsive breakdown calls and repairs. The team comprises of both Service and Repair Managers all of whom are supported by field based team leaders.

The Service team has four managers who are split equally between social housing and commercial contracts, with the Service Manager that supports the current contracts in West London taking line responsibility for this contract and dedicating half his time to its on-going management. Furthermore the Service Managers have full service delivery responsibility for their customers and act as the main point of contact for their respective clients, coordinating the various activities and requirements.

The Repair division is split into two teams, with one specialising in heavy engineering tasks such as re-ropeing and gearbox faults whilst the other concentrates on general repairs and the replacement of main components such as door operators and lift controllers. Both teams are established on a flexible footing so that they are able to respond quickly to emergency situations and work in conjunction with the Service Managers to provide additional resources in the event of a lift shutdown.

Both the Service and Repair teams are made up of a combination of engineers and assistants who possess a broad cross-section of skills and experience. The personnel are deployed across our various contracts to maximise their strengths and to ensure we are able to meet our customers' expectations. This level of engineering staff is supported by a dedicated team of technicians who are able to support the more complex activities and be available for any escalations. This knowledge can be further augmented as the technical team keep in regular contact with their contemporaries, across the larger group, to share information.

The major works activities are led by Devrim Tekeli, who has day-to-day responsibility for all new equipment and modernisation projects. The team covers all aspects of this key discipline from design and planning through to material scheduling and field delivery. With annual turnover in excess of £5m the team are currently delivering a number of major modernisation programmes including a £2.5m project for CityWest Homes to renew many of their oldest units. This particular project is being run as a three-way partnership between PDERS, CityWest Homes and ILE, the equipment supplier. To date a total of 12 units have been completed and we have received excellent feedback from the both CityWest Homes and their residents and lessees'.

Both operational areas are supported by our dedicated customer service team which is led by Sue Willis and based in our Deptford office. The team consist of 7 full-time customer service operatives who provide all administrative support including breakdown call handling and dispatch, development of customer specific maintenance schedules, management of customer bespoke IT systems and the preparation of customer specific reports. All staff have enrolled on an NVQ programme in Customer Service to enhance their skills and have attained various levels since the initiative was commenced 18 months ago, with Sue recently completing Level 3.

The overall business is supported by a dedicated finance team which is led by Robert Boner and consists of 2 financial administrative staff. They are responsible for supporting all financial functions including accounts payable / receivable and are very experienced in managing the various, often unique, systems and procedures that must be followed to support invoicing and payment within Local Authorities.

In addition to these core functions PDERS have dedicated purchasing professional, Steve Smith to support all business areas in the identification of preferred suppliers along with the expediting of goods. This has proved particularly advantageous when either endeavouring to obtain parts quickly when lifts are shutdown or sourcing unusual parts.

Quality Systems

PDERS have extensive quality systems and procedures in place that extend throughout the organisation and have been developed and introduced over many years through a systematic approach with the aim of providing a robust service delivery across all business areas. These foundations have been formerly recognised through the International Standards Organisation and PDERS currently hold the following certifications;

- BS EN ISO 9001:2008 Quality Management
- BS EN ISO 14001:2004 Environmental Management
- OHSAS 18001:2007 Safety Management

Copies of the above certificates are shown at Appendix E, F and G respectively.

PDERS takes great pride in the quality of work and workmanship provided against all works undertaken on behalf of our clients either within or outside of the contract. The particular method employed to assess this will vary depending on the type and nature of the works being undertaken.

To ensure that planned preventative maintenance works are compliant with the service agreement, of a high standard and correctly targeted to maximise lift availability, Steve Beazer the Service Manager will conduct regular random audits across the portfolio within two days of the activity taking place. A copy of the form used is shown at Appendix H and enables the auditor to make an overall assessment based on individual categories of the work carried out and allows the opportunity to provide feedback to the team that undertook the work. This closed loop system has proved very effective in the management and motivation of staff and achieving a stepped improvement in the general reliability of the lift.

A similar process is followed for the observance of works completed when attending a repair call with the auditor focusing on the diagnosis of the reported fault and the quality of the remedial works undertaken to return the lift to normal service.

The auditing of mechanical repair works is carried out by Jim Rooney and electrical repairs will be audited by Sam Mennear through regular reviews during the course of programmed works and a final sign off through the provision of a completion certificate.

Any of the above audits can be carried out in conjunction with a representative of Kensington & Chelsea and we would welcome their involvement in this key area.

Quality Control Team

Steve Beazer – Senior Service Manager

Mr Beazer has been in the lift Industry for 34 years, 19 years as an Engineer and Technician, 15 years as a Field Manager and 4 years as a Senior Field Manager.

He is E.I.T.B Lift Modules J5 – J25, City & Guilds Lift Technology, City & Guilds Principals of Testing and O.N.C. Electrical Engineering. He is also fully trained in Fatality Prevention, Manual Handling Assessment, Risk Assessment and Job Hazard Analysis and Hoisting and rigging.

Jim Rooney – Repair Team Manager

Mr Rooney has been in the lift Industry for 30 years, 24 years as an Engineer and 6 years as Field Manager.

He is E.I.T.B Lift Modules, Tool Making and Mechanical Fitting and O.N.C. Mechanical Engineering. He is also fully trained in Fatality Prevention, Manual Handling Assessment, Risk Assessment and Job Hazard Analysis and Hoisting and rigging.

Sam Mennear – Repair Team Manager

Mr Mennear has been in the lift Industry for 15 years, 14 years as an Engineer and 1 year as Field Manager.

He has Lift NVQ Level 3 modules in Service, Installation, Modernisation, Repairs and Safety.

He is also fully trained in Fatality Prevention, Manual Handling Assessment, Risk Assessment and Job Hazard Analysis and Hoisting and rigging.

Mark Ironmonger – Quality Auditor

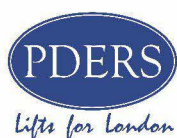
Mr Ironmonger has been in the lift Industry for 20 years, 15 years as an Engineer, Modernisation Field Manager 4 years and 1 year as a Service Field Manager.

He is E.I.T.B Lift Modules J5 – J25, and is also fully trained in Fatality Prevention, Manual Handling Assessment, Risk Assessment and Job Hazard Analysis and Hoisting and rigging.

Subcontractors

PDERS maintain a full list of accredited subcontractors who are used on certain specialist repair and major modernisation works, with all general service and maintenance works being undertaken by our own directly employed staff.

As such subcontractors are only used when the works to be undertaken require the use of specialist skills and equipment. Each occurrence is reviewed by the respective line manager and a suitable subcontractor identified. They would then need to quote for the works and issue site specific risk assessments and method statements. Once agreed a formal




instruction is issued and a start date / works duration agreed in conjunction with Kensington & Chelsea. For short duration jobs the dedicated team leader for the area would meet with the subcontractor on site and brief them on any specific site matters and ensure the job progressed against plan. Any jobs over two days in duration would be overseen by the line manager.

To close any works undertaken, subcontractors are required to complete the appropriate PDERS documentation which will be countersigned by either the team leader or line manager respectively.

List of Appendices

Appendix No.	Title
A	A site specific Risk Assessment
B	A task based maintenance programme
C	E-service user guide
D	PDERS organisational chart
E	BS EN ISO 9001:2008 Quality Management
F	BS EN ISO 14001:2004 Environmental Management
G	OHSAS 18001:2007 Safety Management
H	A Site Audit Form

Name & Address Site		Contract No.		No. of Floors		OFFICE USE ONLY LOGGED ON SMS		 LIFT SAFETY & RISK ASSESSMENT REPORT
		Unit No.		GeN2 <input type="checkbox"/> Y <input type="checkbox"/> N		Date		
Engineer's Name		Customer Lift No.		Field Manager's Number		Signed		

LIFT CAR

	Yes	No	N/A	H	M	L		Yes	No	N/A	H	M	L
1.1 IS THE CAR FLOOR COVERING SATISFACTORY?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	1.8 IS THE EMERGENCY LIGHTING UNIT WORKING?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1.2 IS A CAR LOAD PLATE DISPLAYED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	1.9 IS THERE A DOOR OPEN PUSH PROVIDED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1.3 IS THERE A TOE GUARD OR APRON FITTED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	1.10 DOES THE DOOR OPEN PUSH WORK?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1.4 DOES THE LEVELLING ACCURACY AVOID TRIPPING HAZARD?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	1.11 IS THERE A DOOR PROTECTION DEVICE FITTED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1.5 IS THERE AN ALARM, TELEPHONE OR REM FITTED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	1.12 DOES THE DOOR PROTECTION WORK?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1.6 IS THE ALARM, TELEPHONE OR REM WORKING?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	1.13 IS THE AREA FREE FROM SHARP EDGES?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1.7 IS THERE AN EMERGENCY LIGHTING UNIT FITTED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	1.14 IS THERE A 'NO SAFETY' GEAR SIGN FITTED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

MACHINE ROOM

2.1 IS THE ACCESS SAFE?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.29 A. IS A FIRE EXTINGUISHER AVAILABLE?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2.2 IS THE ACCESS ADEQUATELY ILLUMINATED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	B. IS IT SUITABLE FOR ELECTRICAL FIRES?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2.3 IS THE AREA SECURED AGAINST UNAUTHORISED ACCESS?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	C. IS IT WITHIN THE TEST DATE/FULLY CHARGED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2.4 IS SAFE ACCESS AVAILABLE TO REMOVE HEAVY EQUIP.?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.30 A. ARE CONTROLLER COVERS AND DOORS FITTED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2.5 DOES THE DOOR HAVE DANGER NOTICES?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	B. IS THERE ANY EXPOSED LIVE CONNECTIONS?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2.6 IS THE MACHINE ROOM DOOR LOCKABLE?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.31 DANGER NOTICES FITTED TO CONTROLLER DOORS?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2.7 WAS THE DOOR LOCKED ON YOUR ARRIVAL?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.32 A. ARE THERE OTHER SOURCES OF ELECTRICITY	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2.8 CAN THE DOOR BE OPENED FROM INSIDE WITHOUT A KEY?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	CONNECTED TO THE LIFT WHEN THE MAINS IS 'OFF'?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2.9 IS THE LIGHT SWITCH ADJACENT TO THE ACCESS DOOR?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	B. WARNING NOTICE 'INTERCONNECTIONS' DISPLAYED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2.10 IS THE LIGHTING ADEQUATE FOR THE MACHINE?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	C. ARE OTHER ELECTRICAL SOURCES LOCKABLE?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2.11 IS THE LIGHTING ADEQUATE FOR THE CONTROLLER?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.33 ARE CONTROLLER FUSES CORRECTLY RATED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2.12 IS EMERGENCY LIGHTING AVAILABLE?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.34 IS THERE A CLEAR SPACE OF 700MM AT THE	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2.13 A. IS THE MAINS SWITCH ADJACENT TO THE ACCESS POINT?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	FRONT & REAR OF THE CONTROLLER?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
B. IS IT SUITABLY MARKED 'MAINS SWITCH'?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.35 IS THERE AN ADEQUATE SIZED RUBBER MAT AT THE FRONT	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
C. CAN IT BE LOCKED IN THE 'OFF' POSITION?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	OF THE CONTROLLER AND AT THE REAR IF NECESSARY?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2.14 'ELECTRIC SHOCK' NOTICE ADJACENT TO MAINS SWITCH?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.36 REMOVE ANY FLAMMABLE MATERIALS FROM	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2.15 DOES THE MACHINE ROOM HOUSE MORE THAN ONE LIFT?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	THE TOP OF THE CONTROLLER?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2.16 A. IS THERE OTHER EQUIPMENT IN THE MACHINE ROOM?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.37 ARE WIRING DIAGRAMS AVAILABLE?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
B. IF YES - IS THE NON-LIFT EQUIPMENT SAFE?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.38 IS THERE AN 'ERO' FACILITY AVAILABLE?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
C. IS THE VENTILATION AND HEATING ADEQUATE?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.39 IS A HAND PUMP FITTED TO THE HYDRAULIC SYSTEM?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2.17 WHERE THE MACHINE ROOM IS SHARED WITH OTHER	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.40 IS THE OVERSPEED GOVERNOR GUARDED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
SERVICES IS THERE ADEQUATE SEGREGATION?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.41 ARE SAFETY GEAR PULLEYS / ROPES GUARDED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2.18 IS THERE A TRAPDOOR?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.42 IS HANDWINDING INSTRUCTIONS ADJACENT TO MACHINE?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2.19 IS THE TRAPDOOR STRONG ENOUGH TO STAND ON?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.43 IS A SPOKELESS HANDWINDING WHEEL AVAILABLE?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2.20 IS THE TRAPDOOR SUITABLY GUARDED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.44 IS THE HANDWHEEL / FLYWHEEL PAINTED 'YELLOW'?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2.21 TRAPDOOR SAFETY NOTICE DISPLAYED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.45 IS THERE A BRAKE LEVER AVAILABLE?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2.22 IS THE LIFTING BEAM MARKED WITH SWL?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.46 IS THERE A SAFE STANDING AREA FOR HANDWINDING?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2.23 ARE PLINTHS ABOVE 500MM. SUITABLY GUARDED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.47 IS THE MOTOR SHAFT END SHROUDED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2.24 IS THE EQUIPMENT CLEARLY MARKED & EASILY IDENTIFIED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.48 IS THE DRIVING SHEAVE GUARDED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2.25 IS THE MACHINE ROOM FREE FROM HEAD HAZARDS?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.49 IS THE DRIVING SHEAVE PAINTED 'YELLOW'?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2.26 IS THE FLOOR FREE FROM TRIPPING HAZARDS?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.50 'PUSH TO STOP' SWITCH ADJACENT TO THE MACHINE?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2.27 IS THE AREA FREE FROM SHARP EDGES?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	2.51 IS A DEVICE FITTED TO PREVENT UPWARDS MOVEMENT	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2.28 DOOR RELEASE KEYS LABELLED AND STORED SECURELY?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	IN THE EVENT OF CATASTROPHIC DRIVE FAILURE?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
							2.52 IS THE MECHANICAL FLOOR SELECTOR GUARDED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

TOP OF LIFT CAR

3.1 WILL THE CAR TOP SUPPORT PERSONNEL AND TOOLS?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	3.10 IS THE STOP SWITCH ACCESSIBLE FROM THE LANDING?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3.2 ARE THERE ANY GAPS GREATER THAN 300MM?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	3.11 IS THERE A CAR TOP CONTROL FITTED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3.3 ARE HANDRAILS FITTED TO THE CAR TOP?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	3.12 DOES THE CAR TOP CONTROL HAVE A COMMON BUTTON?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3.4 IS THERE A FIXED LIGHT ON TOP OF THE CAR?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	3.13 IS THE CAR TOP INSPECTION SWITCH SHROUDED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3.5 IS THE LAMP SUITABLY PROTECTED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	3.14 IS THERE CLEARANCE ABOVE THE CAR TOP OF 1.8 metres. MIN?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3.6 IS THE CAR TOP CLEAN AND WIRING PROTECTED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	3.15 IS A 'RESTRICTED HEADROOM' NOTICE REQUIRED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3.7 IS THERE AN 'UP TEST' LIMIT FITTED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	3.16 IS THE AREA FREE FROM SHARP EDGES?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3.8 IS THERE AN EMERGENCY 'PUSH TO STOP' SWITCH FITTED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	3.17 ARE SHEAVE GUARDS FITTED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3.9 IS THE EMERGENCY STOP SWITCH CLEARLY MARKED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	3.18 IS THERE A COMMUNICATION SYSTEM ON CAR TOP & PIT?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

LIFT SHAFT AND PIT

4.1 IS THE ACCESS SAFE AND ADEQUATELY ILLUMINATED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	4.13 IS THERE A LANDING SAFETY BARRIER AVAILABLE?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4.2 IS THERE ADEQUATE SHAFT LIGHTING FITTED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	4.14 IS THERE AN EMERGENCY 'PUSH TO STOP' SWITCH FITTED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4.3 IS THE SHAFT LIFTING BEAM MARKED WITH THE SWL?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	4.15 IS THE STOP SWITCH CLEARLY MARKED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4.4 ARE ALL LANDING LOCK COVERS FITTED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	4.16 IS THE STOP SWITCH ACCESSIBLE FROM THE LANDING?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4.5 IF MANUAL GATES OR DOORS, ARE THE LOCKS OF THE	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	4.17 DUE TO PIT DEPTH IS AN ADDITIONAL STOP SWITCH REQD.?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
PRE-LOCKING TYPE OPERATED BY A RETIRING CAM?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	4.18 IS THE PIT DRY & CLEAR OF WASTE MATERIALS?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4.6 ARE THE NON-DRIVEN CAR AND LANDING DOORS	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	4.19 IS A PIT LADDER AND HANDGRIPS FITTED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
FITTED WITH AN ELECTRIC CONTACT?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	4.20 IS THERE A COUNTERWEIGHT SCREEN FITTED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4.7 ARE DOOR CLOSERS FITTED TO THE LANDING DOORS?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	4.21 IS THERE A RCD PROTECTED SOCKET OUTLET IN THE PIT?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4.8 ARE FINGER TRAPS CREATED BY LATTICE	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	4.22 IS THERE AN INTERLOCKED PIT PROP AVAILABLE?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
GATES ON THE CAR OR LANDING?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	4.23 IS THE PIT PROP CLEARLY LABELLED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4.9 ARE ALL LANDING TOE GUARDS FITTED AS REQUIRED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	4.24 IS A 'REDUCED PIT DEPTH' NOTICE REQUIRED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4.10 ARE FULL HEIGHT SHAFT DIVISION SCREENS FITTED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	4.25 IS AN 'EXCESSIVE PIT DEPTH' NOTICE REQUIRED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4.11 ARE DIVISION SCREENS FITTED TO A HEIGHT	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	4.26 IS THE SYSTEM FITTED WITH A RUPTURE VALVE?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
OF 2.5M. ABOVE THE LOWEST LANDING SILL?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>							
4.12 IS THERE A UNIQUE IDENTIFIER AT TOP & BOTTOM FLOOR?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>							

GENERAL

5.1 ARE ALL 240v CIRCUITS IDENTIFIED, LABELLED & PROTECTED?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	5.4 ARE THERE ANY ACTIVITIES OR SUBSTANCES IN THE ENVIRONMENT THAT MAY	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5.2 DO ALL THE SAFETY SWITCHES AND STOP SWITCHES WORK?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	CREATE A HAZARD e.g. VANDALISM (ESPECIALLY AT CAR & LANDING ENTRANCES)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
5.3 IS THERE ANY SUSPECT MATERIAL IN SHAFT OR MOTOR ROOM?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	OR CORROSIVE SUBSTANCES?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

BS5655/EN81 Standards ▲ BS7255 Code of Practice ● Health & Safety at Work Act ★ Electricity at Work Regulations ▶

Maintenance Schedule

Month 1	Month 2	Month 3	Month 4	Month 5	Month 6
Standard Maintenance Visit	Standard Maintenance Visit	Standard Maintenance Visit	Standard Maintenance Visit	Standard Maintenance Visit	Standard Maintenance Visit
EM/LIGHTS H/W BUZZ DIFFUSERS	INSURANCE ITEMS	<u>LANDING DOORS</u>	LUBRICATE: PULLEYS DIVERTORS SHEAVES S/GEARS		<u>CAR DOORS</u>

Month 7	Month 8	Month 9	Month 10	Month 11	Month 12
Standard Maintenance Visit	Standard Maintenance Visit	Standard Maintenance Visit	Standard Maintenance Visit	Standard Maintenance Visit	Standard Maintenance Visit
M/ROOM & G/BOX	INSURANCE ITEMS	EM/LIGHTS H/W BUZZ DIFFUSERS	<u>LANDING DOORS</u>	RISK ASSESSMENT	M/ROOM & G/BOX INDICATORS

OTIS



eService

your elevator's performance and service history

User Guide

[Register for eService](#)

[Contact Otis](#)

Contents

Page 3 - Overview & Key Features

Page 4 - Steps to create an eService account

Page 5 - Steps to create an eService account

Page 6 - Steps to create an eService account

Page 7 - Performance Dashboard

Page 8 - eService Reports - Types

Page 9 - eService Reports - Views

Page 10 - Automated Email Reports - Scheduled Email Reports

Page 11 - Automated Email Reports - Service Data

Page 12 - Download Service Data & Define Preferences

Page 13 - Update Profile



Key Features

Easy-to-use, customisable eService Web site

Designed with building owners and managers in mind, the eService Web site makes getting equipment information both simple and intuitive. After logging in, users immediately see the eService Performance Dashboard - a customisable overview of performance and service data.

From availability reports to service call and maintenance repair details, users can select from a variety of reports using the drop-down reports menu. Within reports, users can adjust the level of detail they wish to see, whether unit, building or contract levels. In addition, they can configure the report date range as needed and view data in bar chart, line graph or table format.

Convenient access to equipment and service data

While users can access the eService site at any time to review key equipment information, they also have the opportunity to download this data and register for regular e-mail updates.

While logged into the eService site, users can customise service data and quickly download in their preferred format. The eService system also offers users the opportunity to receive automatic e-mail updates. Users simply select the performance and service reports they would like to receive and set the frequency from monthly to annually.

Overview

eService performance dashboard

A quick overview of performance and service data, easily customised to meet users' needs

Customisable reports

Performance, availability, maintenance history reports and more - all available in the user's preferred format

Download service data

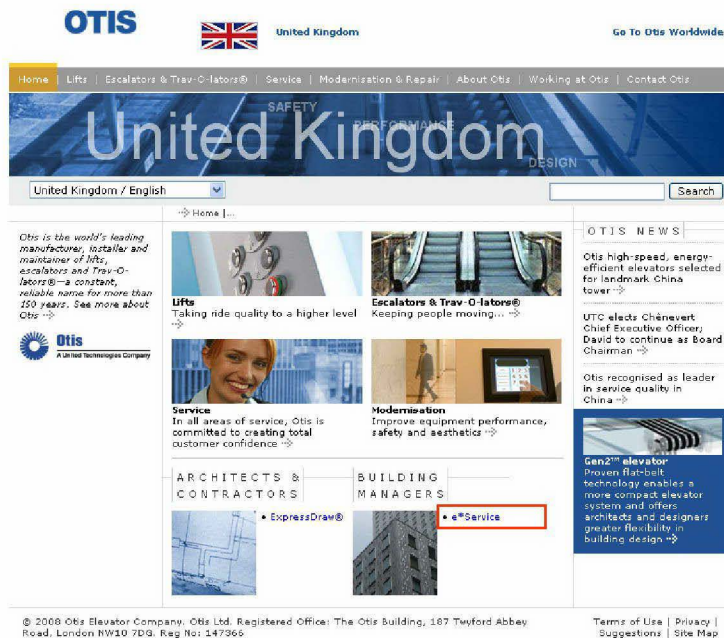
Quickly download critical service information for the date range and in the level of detail needed

Automatic updates

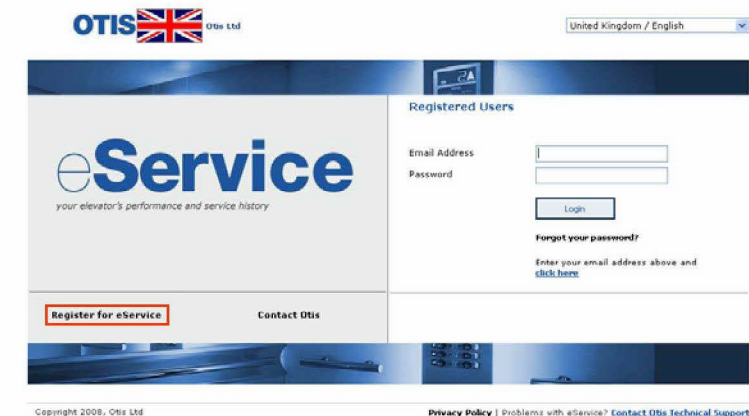
Select performance and service reports to receive regularly via e-mail

How to create an eService account

1. To create an eService account please visit www.otis.com and select the **United Kingdom/English** or **Ireland/English** site from the drop down box on the left hand side.



2. Click the **eService** hyperlink in the Building Managers section in the centre of the page.



3. Click the **Register for eService** hyperlink.

[Additional Application Access](#) Already registered user and need access to eBusiness application

[Update Profile](#) Already registered user and wants to update the profile

Welcome to Registration

By registering, users can stay up-to-date with the latest news, information and online planning tools from Otis Elevator Company. To ensure proper access to secured pages on Otis.com, please enter your e-mail address correctly.

4. Complete the registration form as appropriate, remembering to select the correct **Country/Language** and completing fields with an asterisk *.

Then click **Submit**.

Prefix:	Mr	Email Address:*	joe.bloggs@email.com
First Name:*	Joe	Last Name:*	Bloggs
Address 1:*	123 Park Lane	Address 3:	
Address 2:		County:*	London
City:*	London	User Language:*	English
Postal Code:*	L123456	Department:	
User Country:*	United Kingdom	Phone 2:	
Company:*	Reports Ltd		
Phone 1:*	01234 567891		
Fax:			
Password:*	*****	Password must be alphanumeric and 8 characters long.	
Confirm Password:*	*****	Reenter the same password.	
<input type="checkbox"/> Contact me from time to time about the latest on-line product promotions and e*Commerce tools from Otis Elevator			
Primary Interest:*	<div> <input checked="" type="radio"/> Architect <input type="radio"/> Building Employee </div> <div> <input type="radio"/> Building Managers <input type="radio"/> Building Owner </div> <div> <input type="radio"/> Building Tenant <input type="radio"/> Consultant </div> <div> <input type="radio"/> Contractor <input type="radio"/> Facility Manager </div> <div> <input type="radio"/> General Public <input type="radio"/> National Account Customer </div> <div> <input type="radio"/> Other <input type="radio"/> Student </div> <div> <input type="radio"/> Civil Servant </div>		

Submit

Reset

Close

* indicates a required field

5. Select **eService** from the applications available and click **Request Access**.

OTIS
Application Selection

Access

Description comes here



eService

Control, confidence, knowledge and flexibility Round-the-clock access to maintenance records. A snapshot of your system's performance history. Fast verification that work has been done. Swift, easy on-line placement of service calls and simple tracking of your call's progress. eService is only available for those with an existing service contract with OTIS.

Request Access

Close

eService Registration

Select Preferences

Select Country/Language United Kingdom / English

* Note - For eService application select appropriate Country/Language.

Add more building(s) to your eService account by providing us your contract numbers or building names.

☒ Contract

☐ Building

☐ Note

Add Contracts

Contract Number

Add >>

Request to add

M71839V

Remove

Your request has been submitted successfully. Request will be reviewed and you will be notified by email on approval.

Submit

Close

6. After you have registered your details and selected the eService application you will be directed to the screen pictured to the left.

Please enter in here your **Contract Number** given to you by Otis and click **Add**. If you have more than one contract number, continue to add the additional contract numbers.

If you do not know your contract number then you can enter your building name into the below section by selecting the **Building** button or you can click **Note** to leave a message if you are still having issues.

After you have completed adding Contract/Building/Note information click **Submit** to complete your registration.

Please select **Close** and you will be notified by email when your access has been approved.

eService

Performance Dashboard

After logging in, users immediately see the eService **Performance Dashboard** which is designed to provide a quick overview of performance and service data. Fully customisable, you can adjust the dashboard to best suit your needs.

By default the Performance Dashboard is set at Portfolio View however this can be changed by selecting the different options available in the drop-down menus and if required modifying the date range.

OTIS United Kingdom / English Hello, Customer

Log Out | Define Preferences | Automated Email Reports | Download Service Data

Performance Dashboard

View Mode: Portfolio Contract: All Contracts Building: All Buildings Unit: All Units

1 Contract
1 Building
36 Units

Performance Dashboard

01/10/07 - 30/09/08 Modify Date Range Generate Report

Click rows for more details

Performance		Service Calls	
Contract	Number of Units	Availability%	Customer-Initiated Calls
M71030V	36	99.9	102
Average Per Unit		99.9	5

1 - 1 Of 1

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Performance Dashboard

View Mode: Unit Contract: All Contracts Building: All Buildings Unit: All Units

1 Contract
1 Building
36 Units

Performance Dashboard

01/10/07 - 30/09/08 Modify Date Range Generate Report

Performance		Service Calls	
Unit ID	Unit Name	Availability%	Customer-Initiated Calls
T34091	LIFT 001 LOBBY LEFT	99.9	2
T01023	LIFT 002 LOBBY CENTRE	99.8	1
T55237	LIFT 003 LOBBY RIGHT	99.6	6
T22345	LIFT 004 CAR PARK LEVEL B	100.0	1
T11124	LIFT 005 CAR PARK LEVEL A	99.8	6
T22389	LIFT 006 HOTEL REAR	99.8	3
T45213	LIFT 007 RESTAURANT	100.0	0
T32154	LIFT 008 KITCHEN LIFT	99.0	13
T92135	LIFT 009 GYMNASIUM	100.0	0
S00012	LIFT 010 SERVICE LIFT	96.2	16
Average Per Unit		99.4	5

1 - 10 Of 36

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After selecting your preferences with regards to view and date range the **Generate Report** button will slowly flash blue. Click this button to activate the required view.

The above image shows the dashboard as **Portfolio View** containing one contract. The image to the left shows the same contract but under **Unit View**.

eService Reports Types

The new eService system offers the following reports, designed to meet users' needs for equipment performance and service history information. These can be selected from the drop-down menu in the top right hand corner of the screen and offer the following:

Availability Report

Availability is the percentage of time for which each unit in a building is available to transport passengers on a 24 hr/365 day-basis and is calculated as follows:

$$\% \text{ Availability} = (\text{Total Time} - \text{Total of Out-of-Service Intervals}) / \text{Total Time} * 100$$

An Out-of-Service Interval is the period between the initiation of a service call by a customer or REM® and the unit being returned to service by an Otis engineer.

Mean Time Between Service Calls Report

Mean Time Between Service Calls Report represents, in days, the average per-unit time between customer or REM® system generated service requests

Response Time Report

Represents the time interval between receipt of a non-emergency customer or REM® system generated service request and the arrival of an engineer on site.

Note: The time for deferred service requests are included in the calculation (i.e. service request placed at 6:00pm Friday and deferred until 8:00am Monday includes the 62 hours of deferred time).

The screenshot shows the eService web application interface. At the top right, it says 'Hello, Customer' next to the eService logo. Below this is a 'Download Service Data' button. A red box highlights the 'Reports' dropdown menu, which currently shows 'Availability Report'. Below the dropdown is a 'Unit' dropdown menu set to 'All Units'. At the bottom right, there are links for 'Report Definition' and 'Print Report'.

Emergency Service Call Report

Represents the number of times during the reporting period that there has been an emergency service request such as a trapped passenger as the final disposition.

If a service request was originally called in as a trapped passenger but Otisline® was later notified that the passenger was out but still required a service call, Otisline® would change the status to a regular service call and therefore would not appear in this report.

Service Call Report

A service call is a request from a customer or a request generated by REM® service for an unscheduled service visit to a customer building to investigate and/or correct a reported condition. The service call is closed once the work is reported as completed by the Otis engineer.

Preventative Maintenance & Procedures Report

Represents the time interval between receipt of a non-emergency customer or REM® system generated service request and the arrival of an engineer on site.

Note: The time for deferred service requests are included in the calculation (i.e. service request placed at 6:00pm Friday and deferred until 8:00am Monday includes the 62 hours of deferred time).

eService Reports Views

After you have selected the type of eService report you require there are 3 different view types which you can select between

Bar Chart view shows the total number of service calls received within the specified date range.

Line Graph view shows the total number of service calls received within the specified date range separated into the month the call was raised to show frequency.

Table Format view shows the details of the individual service calls within the specified date range.



Line Graph.



Bar Chart.



Table Format.

Caller	Placed	Unit ID/Unit Name	Service Call	Engineer	Dispatched	Arrived	Closed	Resolution
S.MALL NIGHT ENGINEER	12/10/2007 18:07:00	T34091 LIFT 001 LOBBY LEFT	UNIT OUT OF ORDER	MARTIN GREY	12/10/2007 00:04:00	12/10/2007 00:05:00	12/10/2007 02:01:00	CHECKED DOOR LOCK
S.MALL NIGHT ENGINEER	21/10/2007 17:30:00	T01023 LIFT 002 LOBBY CENTRE	FOLLOW UP	COLIN BARNISTER	21/10/2007 18:01:00	21/10/2007 19:30:00	21/10/2007 19:30:00	HALL FUTURE LIGHTS DAMAGED
JOHN MAINTENANCE MANAGER	28/10/2007 12:11:00	T32154 LIFT 009 KITCHEN LIFT	UNIT OUT OF ORDER	MICK SHAW	28/10/2007 16:13:00	28/10/2007 16:14:00	28/10/2007 18:01:00	RESET GOVERNOR
JOHN MAINTENANCE MANAGER	27/10/2007 07:05:00	T02135 LIFT 009 GYMNASIUM	UNIT OUT OF ORDER	MICK SHAW	27/10/2007 08:23:00	27/10/2007 08:30:00	27/10/2007 11:00:00	REPAIRED CONTROLLER

Automated Email Reports

Scheduled Email Reports

The screenshot shows the 'Automated Email Reports' configuration page in the OTIS eService system. The page is divided into several sections:

- Activate Automatic Email Reports:** Includes radio buttons for 'Don't send me any reports' (selected) and 'Send me reports'.
- Schedule Frequency:** A dropdown menu set to 'Monthly'.
- Select Reports:** A list of reports to be selected, including 'Availability Report', 'Service Call Report', 'Mean Time Between Service Call Report', 'Emergency Service Call Report', 'Response Time Report', and 'Preventive Maintenance & Procedure Report'.
- Select View:** A section with icons for 'Bar Chart' (selected), 'Trend Line', and 'Detail'.
- Report View:** A dropdown menu set to 'Building'.
- Reports should include:** A dropdown menu set to 'Contract'.
- Enter Building Id:** A text input field.
- Enter Building Name:** A text input field.
- Enter Unit Id:** A text input field.
- Enter Contract No:** A text input field with the value 'M71839V'.
- Enter Customer Id:** A text input field.
- Total records found: 1:** A message indicating the number of records found.
- Search And Add >>:** A button to search for and add reports.
- << Remove:** A button to remove selected reports.
- Select Report File Type:** A section with radio buttons for 'MS Word', 'PDF', and 'MS Word .DOCX' (selected).
- Save Preferences:** A button to save the configured settings.

As a default, the new eService system automatically sends each customer a Performance Dashboard Report via e-mail on a monthly basis. Users can add additional reports, change the frequency of reports or unsubscribe to this service by logging into the eService..

To change preferences for the e-mailed reports, the user needs to follow the following steps:

1. Login to eService.
2. Click on **Automated Email Reports** on the top menu.
3. Under **Scheduled Email Reports**, select the following details:

- **Select Reports** - which are required to be sent on selected frequency
- **Report View** - report should show building or unit view
- **Report should include** - Contract / Building / Unit and also select appropriate information. Make sure you select the correct view to the type of search you are going to make. For example select Contract from the drop-down menu if you are going to search for a Contract No.
- **Select Report File Type** - preferred file type

4. Save the changes by clicking on **Save Preferences** button

Automated Email Reports

Service Data

OTIS Otis Ltd
United Kingdom / English Hello, Customer eService

Log Out | Define Preferences | Automated Email Reports | Download Service Data

Performance Dashboard

Reports
Select Report

Service Data

Scheduled Email Reports | **Service Data**

Attach Service Data to Email
☒ Attach service data

Schedule Frequency
Monthly

Service Data Reporting Period
Previous 12 Months

Reports should include
Contract

Enter Building Id
Enter Building Name
Enter Unit Id
Enter Contract No. M71839V
Enter Customer Id

Selected
M71839V

Total records found: 1

Search And Add >> << Remove

Select File Type
☐ Tab Delimited Text File (.txt)
☒ Excel File

Save Preferences

If users prefer to use their own reporting format, the service data for their sites sent to them periodically. This data can be used to integrate into their own reports or databases.

To set the frequency for service data to be e-mailed, the user needs to follow the following steps:

1. Login to eService.
2. Click on **Automated Email Reports** on the top menu.
3. Under **Service Data**, select the following details:

- **Attach Service Data to Email** - Make sure the box is checked.
- **Schedule Frequency** - Select your frequency.
- **Service Data Reporting Period** - Select the date range which you require.
- **Reports should include** - Contract / Building / Unit and also select appropriate information. Again make sure you select the correct view to the type of search you are going to make.
- **Select File Type** - preferred file type.

4. Save the changes by clicking on **Save Preferences** button.

Download Service Data

OTIS Otis Ltd
United Kingdom / English Hello, Customer eService

Log Out | Define Preferences | Automated Email Reports | Download Service Data

Performance Dashboard Reports
Select Report

Download Service Data

Set Date Range
Start Date: 28/10/07 End Date: 28/10/08

Reports should include
Contract:
To be Selected: Selected: M71839V
Add >> << Remove

Select File Type ☐ Text File - Tab Delimited ☒ Excel File

Download

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Users also have the ability to download service data on an ad hoc basis.

To download service data, the user needs to follow the following steps:

1. Login to eService.
2. Click on **Download Service Data** on the top menu.
3. Complete the following details:

- **Set Date Range.**

- **Reports should include** - Contract / Building / Unit and also select appropriate information. Again make sure you select the correct view to the type of search you are going to make.

- **Select File Type** - preferred file type.

4. Click the **Download** button.

Define Preferences

OTIS Otis Ltd
United Kingdom / English Hello, Customer eService

Log Out | Define Preferences | Automated Email Reports | Download Service Data

Performance Dashboard Reports
Select Report

Define Preferences

Display Preferences

Select Default View Mode: Portfolio

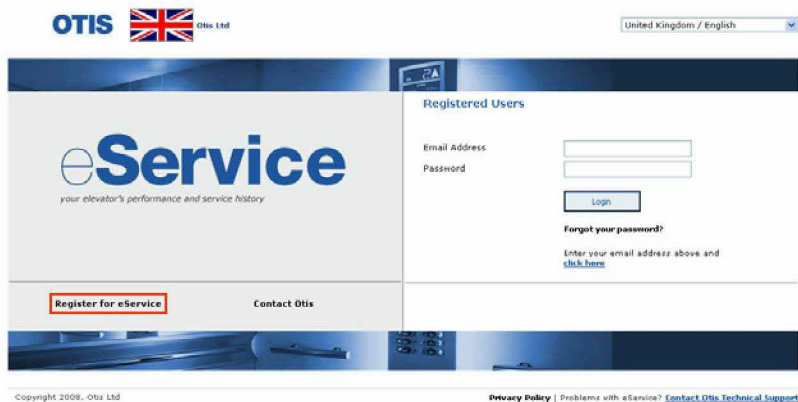
Update


By default when the user is viewing the Performance Dashboard or any other report, Portfolio View is used. This can be changed if the user prefers another view mode.

To define the default View Mode, the user needs to follow the following steps:

1. Login to eService.
2. Click on **Define Preferences** on the top menu.
3. **Select Default View Mode.**
4. Click the **Update** button

Update Profile



OTIS  Otis Ltd United Kingdom / English

eService
your elevator's performance and service history

Registered Users

Email Address:
Password:

Forgot your password?
Enter your email address above and [click here](#)

Register for eService [Contact Otis](#)

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OTIS

Select Language: United Kingdom/English

Additional Application Access Already registered user and need access to eBusiness application

Update Profile Already registered user and wants to update the profile

Welcome to Registration

By registering, users can stay up-to-date with the latest news, information and online planning tools from Otis Elevator Company. To ensure proper access to secured pages on Otis.com, please enter your e-mail address correctly.

Prefix:	<input type="text"/>	Email Address:*	<input type="text"/>
First Name:*	<input type="text"/>	Last Name:*	<input type="text"/>
Address 1:*	<input type="text"/>		
Address 2:	<input type="text"/>	Address 3:	<input type="text"/>
City:*	<input type="text"/>	County:*	<input type="text"/>

OTIS

User Verification

Email Address:*

Password:*

[Forgot Password?](#)

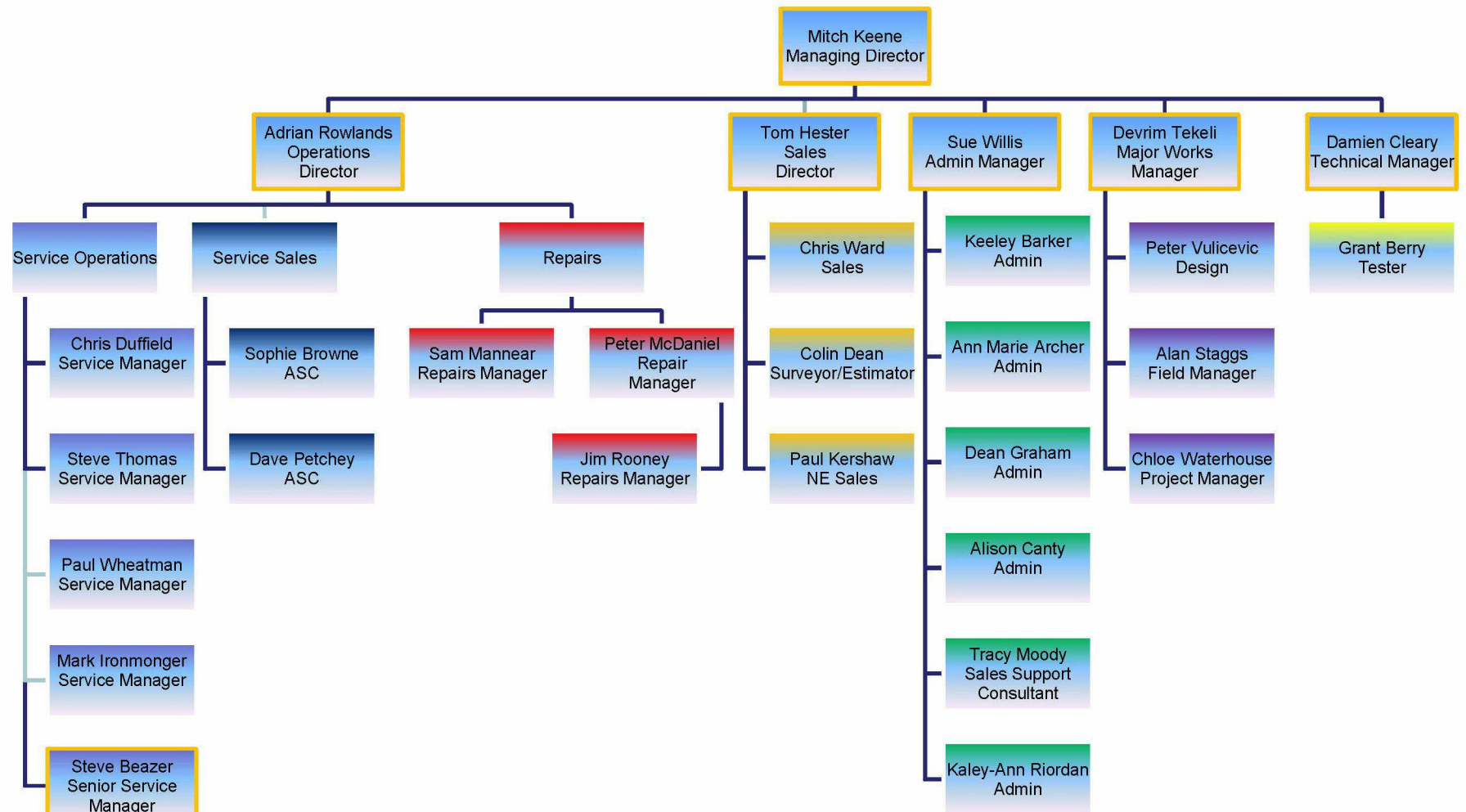
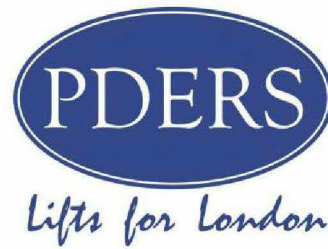
<input type="text"/>
<input type="password"/>
<input type="button" value="Login"/>

Users are able to modify the details which was initially used during registration. To complete this:

1. Click **Register to eService** on the welcome page.

2. Click **Update Profile** on the registration page.

3. Enter your **Email Address** and your **Password** and click the **Login** button. You will then be directed back to the registration page which will be filled out with your current details. Modify these as required then select **Submit** to save the information.



 = Management Team

BUREAU VERITAS
Certification



Certification Awarded to

PDERS
CHISWICK PARK BUILDING 5 GROUND FLOOR
566 CHISWICK HIGH ROAD
LONDON
W4 5YF

Bureau Veritas Certification certify that the management system of the above organisation has been assessed and found to be in accordance with the requirements of the standards detailed below.

STANDARD

BS EN ISO 9001:2008

SCOPE OF SUPPLY

DESIGN, PROCURE, INSTALLATION, TEST AND COMMISSIONING OF LIFTS. REPAIR, MAINTENANCE AND SERVICING OF LIFTS, ESCALATORS AND OTHER ASSOCIATED EQUIPMENT.

Original approval date: **01 APRIL 2003**

Subject to the continual satisfactory operation of the organisation's management system, this certificate is valid until:

01 APRIL 2015

To check this certificate validity please call 020 7661 0760

Further clarifications regarding the scope of this certificate and the applicability of the management system requirements may be obtained by consulting the organisation



008

For Bureau Veritas Certification UK Ltd
Brandon House
180 Borough High Street
London, SE1 1LB

Laurent Dahmani
Managing Director

Certificate number: **31739/D**
Date issued: **20/14/2012**

MANAGING OFFICE: Bureau Veritas Certification Brandon House, 180 Borough High Street, London, SE1 1LB
ISSUING OFFICE: Bureau Veritas Certification Brandon House, 180 Borough High Street, London, SE1 1LB



BUREAU VERITAS
Certification



PDERS LIFTS
EXPRESS HOUSE
100 ROLT STREET
LONDON
SE8 5NN

Bureau Veritas Certification certify that the Management System of the above organisation has been audited and found to be in accordance with the requirements of the management system standards detailed below

Standards

BS EN ISO 14001:2004

Scope of certification

DESIGN, PURCHASE, IMPORT, MANUFACTURE, INSTALL, COMMISSION, REFURBISHMENT, MODERNISE, MAINTAIN, REPAIR, DISMANTLE AND REMOVAL OF LIFTS, ESCALATORS, MOVING WALKWAYS AND CONVEYORS. SALE OF LIFT COMPONENTS.

Certification cycle start date: 09 JANUARY 2013

Subject to the continued satisfactory operation of the organisation's
Management System, this certificate expires on: 08 JANUARY 2016

Certificate No. UK004625

Version 1, Revision date: 09 JANUARY 2013

Ken Smith
Managing Director



008

Certification body address: Brandon House, 180 Borough High Street, London SE1 1LB, United Kingdom.
Local office: Brandon House, 180 Borough High Street, London SE1 1LB, United Kingdom.

Further clarifications regarding the scope of this certificate and the applicability of the management system requirements may be obtained by consulting the organisation.

To check this certificate validity please call: [REDACTED]

BUREAU VERITAS
Certification



PDERS LIFTS
EXPRESS HOUSE
100 ROLT STREET
LONDON
SE8 5NN

Bureau Veritas Certification certify that the Management System of the above organisation has been audited and found to be in accordance with the requirements of the management system standards detailed below

Standards

OHSAS 18001:2007

Scope of certification

DESIGN, PURCHASE, IMPORT, MANUFACTURE, INSTALL, COMISSION, REFURBISHMENT, MODERNISE, MAINTAIN, REPAIR, DISMANTLE AND REMOVAL OF LIFTS, ESCALATORS, MOVING WALKWAYS AND CONVEYORS. SALE OF LIFT COMPONENTS.

Certification cycle start date: 09 JANUARY 2013

Subject to the continued satisfactory operation of the organisation's Management System, this certificate expires on: 08 JANUARY 2016

Certificate No. UK004626

Version 1, Revision date: 09 JANUARY 2013

Ken Smith
Managing Director



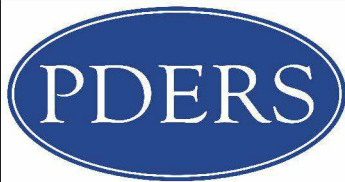
008

Certification body address: Brandon House, 180 Borough High Street, London SE1 1LB, United Kingdom.
Local office: Brandon House, 180 Borough High Street, London SE1 1LB, United Kingdom.

Further clarifications regarding the scope of this certificate and the applicability of the management system requirements may be obtained by consulting the organisation.

To check this certificate validity please call: [REDACTED]





Maintenance Quality Audit

Service Manager:

Date:

Engineer:

Cust Ident:

Unit No.:

Site Address:

Annual visit survey to be completed on recovered units

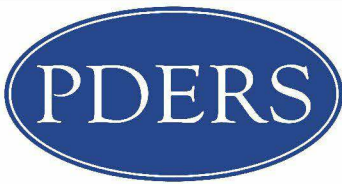
Enviroment
Harsh / Normal

Lubrication
Periods

Useage
High / Medium / Low

Observation	Poor (1)	Unsat (2)	Sat (3)	Good (4)	Excellent (5)
Machine Room					
Machine					
Controller					
Selector					
Generator					
Governor					
Car Top					
Car & Cwt. Guides					
Car Doors / Gates					
Door Protection					
Hoistway Equipment					
Counterweight					
Hoistway					
Door Operator					
Acceleration					
Deceleration					
Levelling / stopping					
Ride Quality					
Underside of Car					
Lift Car					

Landing Fixtures					
Overall Score	#DIV/0!				



Maintenance Quality Audit

Recommended Works (Contractual & Chargeable)

Unit No.:

Site Address:

Cust Ident:

Essential Repairs

Recommendations to comply with Safety Legislations & BS

Equipment improvements by Quoted Repair/Modernisation

Service Manager:

0

Date Carried Out:

0

**The Royal Borough of Kensington and Chelsea
Tenant Management Organisation Ltd**

NON-COLLUSIVE TENDERING CERTIFICATE

LIFT PREVENTATIVE PLANNED MAINTENANCE

AND

REPAIR CONTRACT

In recognition of the principle that the essence of selective tendering is that the Council shall receive bona fide competitive tenders from all those tendering.

WE CERTIFY THAT:

1. The tender submitted herewith is a bona fide tender intended to be competitive.
2. We have not fixed or adjusted the amount of the tender under or in accordance with any agreement or arrangement with any other person.
3. We have not done and we undertake that we will not do at any time any of the following acts:
 - 3.1 communicated to a person other than the person calling for this tender the amount or approximate amount of the proposed tender (except where the disclosure, in confidence, of the approximate amount of the tender was essential to obtain insurance premium quotations required for the preparation of the Tender);
 - 3.2 entered into any agreement with any other person that he shall refrain from tendering or as to the amount of any tender to be submitted; and
 - 3.3 offered or paid or given or agreed to give any sum of money or valuable consideration directly or indirectly to any person for doing or having done or causing or having caused to be done in relation to any other tender or proposed tender any act or thing of the sort described above.

In this certificate:-

- a) "Person" shall include any individual or any company or association corporate or incorporate.
- b) "Any agreement or arrangement" shall include any transaction of the sort described above, formal or informal and whether legally binding or not.

DATED 11th day of March 2018

SIGNED (as in tenders) 

**Duly authorised to sign
For and in behalf of PDERS**

**The Royal Borough of Kensington and Chelsea
Tenant Management Organisation Ltd**

FORM OF TENDER

LIFT PREVENTATIVE PLANNED MAINTENANCE

AND

REPAIR CONTRACT

FORM OF TENDER

We PDERS

having examined the Tender Documents offer to undertake to provide all the services set out in the same for the sums as stated below and in the completed Schedule of Rates.

1 DAYWORK RATES

If the Employer permits extra work to be undertaken on a daywork basis, the work shall be priced on the rates entered below by the Tenderer.

1. Labour at National Agreement plus (see hourly rates below) required for overheads and profit.
2. Materials as used and at current market prices plus 25% required for overheads and profit.
3. Specialist Sub-Contractors quoted price plus 25% required for overheads and profit.
4. Plant, if required, shall be at rates to be agreed.

2. REPAIRS

For repairs undertaken outside the Contractors Contract responsibilities the Contractors on cost shall be 25%.

3. LIFT FAILURES IN NORMAL DAYTIME HOURS

The Tenderers hourly rate for the attendance to lift failures shall be:

Fitter - £ 48.25 per hour.

Assistant - £ 42.65 per hour

4. OVERTIME PREMIUM

The Contractor shall be entitled to the reimbursement of overtime costs.
The Tenderer shall enter below the hourly rates paid directly to his employees concerned and the Contractor normal and overtime working hours deleting or amending as required, those overtime hours not applicable to the Contractors working condition.

Hourly Rates

- | | |
|--------------|------------------|
| 1. Fitter | £ 48.25 per hour |
| 2. Assistant | £ 42.65 per hour |

Hours

- | | |
|------------------------------|---------------------------|
| 1. Normal Working Hours | From 8:00 a.m to 6:00 p.m |
| 2. AT 125% Normal Work Hours | From n/a a.m to n/a p.m |
| 3. AT 150% Normal Work Hours | From 0:01a.m to 12:00 p.m |
| 4. Sat 150% Hours | From 0:01a.m to 12:00 p.m |
| 5. Sun 200% Hours | From 0:01a.m to 12:00 p.m |
| 6. Bank Hol 200% Hours | From 0:01a.m to 12:00 p.m |

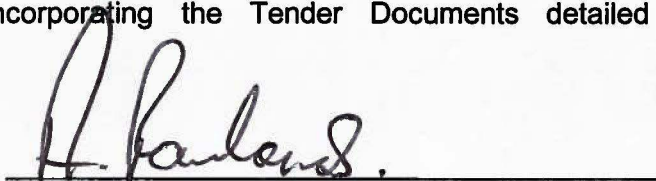
WE FURTHER AGREE that we will not adjust the amount of the proposed quotation in accordance with any agreement or arrangement with any person other than KCTMO.

WE FURTHER AGREE that we will not communicate, under any circumstances, to any person other than KCTMO the amount of our proposed Tender.

WE FURTHER AGREE to hold this quotation open for acceptance by the KCTMO for a period of twenty weeks from the date of submission.

WE DECLARE that this Tender is submitted on the basis of the information and terms and conditions contained in the Tender Documents and on the understanding that by submitting this Tender, the terms and conditions are accepted by us and no variation or amendment will be made to any part of the Tender Documents and WE UNDERTAKE to enter into a Contract with KCTMO incorporating the Tender Documents detailed in the ITT documentation.

Signed:



Position: Service Director

Date: 11th March 2013

KCTMO - Lift Preventative Planned Maintenance and Repair Contract Contractors' information event 11th January 2013

In attendance

Name	Organisation
Ricki Sams	KCTMO
John Parsons	KCTMO
Jenny Jackson	KCTMO
Margaret Pinder	Harlow Associates Limited
Richard Carre	Pellings LLP
Gerry Metcalf	Guideline
Leighton Shackleton	Pickerings Lifts
David Petchey	PDERS
Adrian Rowland	PDERS
Tony Wagstaff	I.L.S.
John Wilkinson	Lift & Engineering Solutions
David Harwood	Lift & Engineering Solutions

Jenny Jackson gave a presentation on KCTMO and the various elements of the ITT. John Parsons gave a presentation on KCTMO'S IT requirements for the works using KCTMO's Keystone system.

The following questions were asked/clarifications given:

1. **Question:** Do you have auto-diallers in every lift?
Ricki Sams – Yes
2. **Question:** How will the response time be measured if the emergency services are summoned before the contractor e.g. by mobile phone not the auto-dialler?
Jenny Jackson/Ricki Sams - Time will run from the point the contractor is notified of the incident.
3. **Question:** Is KCTMO insisting on the 30 minute/1 hour response times and is this to be priced into the tender?
Jenny Jackson – Yes, this is a requirement of the contract. It is appreciated that this will be challenging, how the contractors propose to manage their operational procedures to achieve these timescales is for them to determine.
4. **Question:** How is "out of hours" calculated?
Jenny Jackson – Normal Working Hours is defined in the Definition Section of the Tender Documents as "8am – 6pm Monday to Friday and 8am - 1pm on a Saturday". Any time outside this period is "out of hours".

5. **Question:** Who is responsible for monitoring and how are the response times to be calculated?
 Ricki Sams – This is a long term relationship and it is essential that the parties work together. It is anticipated that the Contractor will keep a record of the time that information is received / attendance on site. This arrangement for the notification of timescales is working well at the moment. It is appreciated that, if there is a passenger trapped in a lift, concepts of time may become distorted under pressure.

6. **Question:** The contract states it is for 60 months (5 year) however the Client has the right to terminate at 24 months. Is this fair?
 Jenny Jackson – This is the current requirement of KCTMO

7. **Question:** Will any staff transferred under the Transfer of Undertaking Protection of Employee Regulations to a new contractor be competent to perform duties under new contract/employer? Also, are the staff listed for TUPE in fact only those staff who fall within the TUPE requirements?
 Ricki Sams / Jenny Jackson – The original list of employees to be transferred has been closely checked and the accuracy and reasonableness of the list established. In view of the lapse of time Jenny has requested that the list is verified and any revisions will be notified to all contractors as soon as possible.

8. **Question:** What is the likelihood of the non-housing lifts being included in the contract?
 Ricki Sams – they are probably being moved into the tri-borough arrangements and are likely to be removed from the scope of work, but this is not definite.

9. **Question :** Given the delays that have occurred to date Will KCTMO be able to respond to any tender queries raised in a diligent and efficient manner?
 Jenny Jackson – KCTMO will endeavour to respond to all tender queries as soon as possible.

Tony Wagstaff/ILS handed over a list of tender queries which he will also provide electronically.

Lift No.	property ref no.	Address	Type	Manufacture Date	Load Person KG/LB	Floors Served	Remarks	Minimum Hours	maintenance costs
E001	S217000617701	St. Thomas More RC School, 43 Cadogan Street, SW3 5AB	Hydraulic	Otis 1994	8P 630KG	G.1.2.		1.0 Monthly	£1,295.00
E002	S217000617702	St. Joseph's RC School, 43 Cadogan Street, SW3 5AB	Traction. Electric 0.45 M/S	Enford Lifts 1992	100KG	G.1.	Kitchen lift.	1.0 Every 3 months	£595.00
E003	S217005017701	Bousfield Primary School, South Boltons Gardens, SW5 5AB	Hand Power	George Johnson. Install date unknown	1.5 CWT	G.1.	Kitchen lift	1.0 Every 3 months	£595.00
E004	S217010410001	St. Francis of Assisi RC School, Treadgold Street, W11 4BJ	Hydraulic. 0.3 M/S A.C	Stannah 1994	8P 630KG	G.1.	Hydraulic	1.5 Monthly	£1,495.00
E005	S217008457701	Colville Nursery Centre, 4/5 Colville Square, W11 2BD	Hand power	Enford Lifts 1992	56LBS	G.1.	Kitchen lift	1 Hour every 3 months	£595.00
E006	S217001530001	Marlborough School, Draycott Avenue, SW3 3AP		City Lifts 2000	8P 630KG	G.1.2.3	Hydraulic Pass/Goods	1.5Monthly	£1,495.00
E007	S217010410001	St. Francis of Assisi RC School, Treadgold Street, W11 4BJ	Hydraulic	Gartec 2002	5P 400KG	G.1		1.5 hours every 3 months	£595.00
H001	S217012740008	Greaves Tower, Worlds End Estate, SW10 0EA	Traction. 1.6 M/S VVVF	Thyssen 2005	10P 750KG	G.1.2.4.6.8.10.12.14.16.18.19	GAL & ACVF Vector MS6809	2.0 Monthly	£1,695.00
H002	S217012740008	Greaves Tower, Worlds End Estate, SW10 0EA	Traction. 1.6 M/S VVVF	Thyssen 2004	10P 750KG	G.1.2.3.4.5.7.9.11.13.15.17.19	GAL & ACVF Vector MS6809	2.0 Monthly	£1,695.00

Lift No.	property ref no.	Address	Type	Manufacture Date	Load Person KG/LB	Floors Served	Remarks	Minimum Hours	maintenance costs
H003	S217012740010	Whistler Tower, Worlds End Estate, SW10 0EA	Traction. 1.6 M/S VVVF	Thyssen 2004	10P 750KG	G.1.2.3.4.6.8.10. 12.14.16.17.	GAL& ACVFVector MS6809	2.0 Monthly	£1,695.00
H004	S217012740010	Whistler Tower, Worlds End Estate, SW10 0EA	Traction. 1.6 M/S VVVF	Thyssen 2004	10P 750KG	G.1.3.4.5.7.9.11. 13.15.17.	GAL& ACVFVector MS6809	2.0 Monthly	£1,695.00
H005	S217012740012	Ashburnham Tower, Worlds End Estate, SW10 0EE	Traction. 1.6 M/S VVVF	Thyssen 2005	10P 750KG	G.1.2.4.6.8.10. 12.14.16.	GAL& ACVFVector MS6809	2.0 Monthly	£1,695.00
H006	S217012740012	Ashburnham Tower, Worlds End Estate, SW10 0EE	Traction. 1.6 M/S VVVF	Thyssen 2004	10P 750KG	G.1.2.3.4.5.7.9. 11.13.15.16.11. 13.15.16.	GAL & ACVF Vector MS6809	2.0 Monthly	£1,695.00
H007	S217012740006	Dartrey Tower, Worlds End Estate, SW10 0EB	Traction. 1.6 M/S VVVF	Thyssen 2004	10P 750KG	G.1.2.4.6.8.10. 12.14.16.17.	GAL& ACVFVector MS6809	2.0 Monthly	£1,695.00
H008	S217012740006	Dartrey Tower, Worlds End Estate, SW10 0EB	Traction. 1.6 M/S VVVF	Thyssen 2004	10P 750KG	G.1.2.3.4.5.7.9. 11.13.15.17.	GAL& ACVFVector MS6809	2.0 Monthly	£1,695.00
H009	S217012740014	Blantyre Tower, Worlds End Estate, SW10 0EB	Traction. 1.6 M/S VVVF	Thyssen 2004	10P 750KG	G.1.2.4.6.8.10. 12.14.16.18.	GAL& ACVFVector MS6809	2.0 Monthly	£1,695.00
H010	S217012740014	Blantyre Tower, Worlds End Estate, SW10 0EB	Traction. 1.6 M/S VVVF	Thyssen 2005	10P 750KG	G.1.3.4.5.7.9.11. 13.15.17.18	GAL& ACVFVector MS6809	2.0 Monthly	£1,695.00
H011	S217012740016	Chelsea Reach Tower, Worlds End Estate, SW10 0EB	Traction. 1.6 M/S VVVF	Thyssen 2005	10P 750KG	G.1.2.4.6.8.10. 12.14.16.18.19	GAL& ACVFVector MS6809	2.0 Monthly	£1,695.00

Lift No.	property ref no.	Address	Type	Manufacture Date	Load Person KG/LB	Floors Served	Remarks	Minimum Hours	maintenance costs
H012	S217012740016	Chelsea Reach Tower, Worlds End Estate, SW10 0EB	Traction. 1.6 M/S VVVF	Thyssen 2005	10P 750KG	G.1.2.3.4.5.7.9 11.13.15.17.19	GAL& ACVFVector MS6809	2.0 Monthly	£1,695.00
H013	S217012740002	Berenger Tower, Worlds End Estate, SW10 0EB	Traction. 1.6 M/S VVVF	Thyssen 2004	10P 750KG	G.1.2.4.6.8.10. 12.14.16.17.	GAL& ACVFVector MS6809	2.0 Monthly	£1,695.00
H014	S217012740002	Berenger Tower, Worlds End Estate, SW10 0EB	Traction. 1.6 M/S VVVF	Thyssen 2004	10P 750KG	G.1.3.4.5.7.9.1 1.13.15.17.	GAL& ACVFVector MS6809	2.0 Monthly	£1,695.00
H015	S217012740015	Blantyre Walk, Worlds End Estate, SW10 0EB	Hydraulic. 1.6M?S	Thyssen 2004	2250KG 30Persons	G.1.2.3.4.	Goods lift Manual Doors Hylogic Microprocesso r	1.0 Monthly	£1,295.00
H016	S217012760006	Jean Darling House, Millmans St, Cremorne Estate, SW10 0BY	Hydraulic. 0.4 M/S	Leonards Lifts 1988	8P 630KG	G.1.2.	Hydraulic. Sheltered accomodation. TVL	1.0 Monthly	£1,295.00
H018	S217008550001	King Charles House, Wandon Rd, SW6 2JH	Traction. 0.75 M/S A.C	Bennie 1984	12P 900KG	G.1.2.3.4.5.6.7. 8.9.10.	Lift renewal due to commence Jan 2012	2.0 Monthly	£1,695.00
H019	S217008550001	King Charles House, Wandon Rd, SW6 2JH	Traction. 0.75 M/S A.C	Bennie 1984	12P 900KG	G.1.2.3.4.5.6.7. 8.9.10.	Lift renewal due to commence Jan 2012	2.0 Monthly	£1,695.00
H020	S217012760002	Lacland House, Flats 1/16, Cremorne Estate, Ann Lane, SW10 0BP	Traction. 0.63 M/S A.C	Apex 2010	3P 300KG	G.1.2.3.4.5.6.7 .	new lift installed 12.04.10	1.5 Monthly	£1,495.00
H021	S217012760002	Lacland House, Flats 17/32, Cremorne Estate, Ann Lane, SW10 0BP	Traction. 0.63 M/S A.C	Apex 2009	3P 300KG	G.1.2.3.4.5.6.7 .	New lift installed 15.12.09	1.5 Monthly	£1,495.00

Lift No.	property ref no.	Address	Type	Manufacture Date	Load Person KG/LB	Floors Served	Remarks	Minimum Hours	maintenance costs
H022	S217012760003	Riley House, Flats 1/16, Cremorne Estate, Ann Lane, SW10 0BS	Traction. 0.63M/S A.C	Apex 2009	3P 300KG	G.1.2.3.4.5.6.7.	new lift installed 15.12.09	1.5 Monthly	£1,495.00
H023	S217012760003	Riley House, Flats 17/32, Cremorne Estate, Ann Lane, SW10 0BS	Traction. 0.63 M/S A.C	Apex 2009	3P 300KG	G.1.2.3.4.5.6.7.	new lift installed 09.12.09	1.5 Monthly	£1,495.00
H024	S217012760004	Gilray House, Flats 1/16, Cremorne Estate, Anne Lane, SW10 0BS	Traction. 0.63M/S A.C	Apex 2010	3P 300KG	G.1.2.3.4.5.6.7.	new lift installed 19.04.10	1.5 Monthly	£1,495.00
H025	S217012760004	Gilray House, Flats 17/32, Cremorne Estate, Ann Lane, SW10 0BS	Traction. 0.63M/S A.C	Apex 2010	3P 300KG	G.1.2.3.4.5.6.7.	new lift installed 07.05.10	1.5 Monthly	£1,495.00
H026	S217012760005	Milman House, Flats 1/16, Cremorne Estate, Ann Lane, SW10 0BS	Traction. 0.63 M/S A.C	Apex 2009	3P 300KG	G.1.2.3.4.5.6.7.	new lift installed 15.12.09	1.5 Monthly	£1,495.00
H027	S217012760005	Milman House, Flats 17/32, Cremorne Estate, Ann Lane, SW10 0BS	Traction. 0.63 M/S A.C	Apex 2010	3P 300KG	G.1.2.3.4.5.6.7.	new lift installed 12.04.10	1.5 Monthly	£1,495.00
H028	S217000980001	Brunel House, Cheyne Walk, SW3 5HL	Traction. 1.0 M/S Omron VVVF	Key Elevators 2000	8P 600kg	G.1.2.3.	GAL/ILE Interflite	1.0 Monthly	£1,295.00
H030	S217009580001	Nursery Lane, Highlever Rd, W10 6PN	Hydraulic. 0.31 M/S	Apollo 1998	8P 630KG	G.1.	Hydraulic Tank room ground floor /Sheltered accom-	1.0 Monthly	£1,295.00
H031	S217000310006	Mulberry Close, Beaufort St, SW3 5AB	Traction. 0.63 M/S A.C	Liftec 2011	8P 630KG	G.1.2.3.4.	new lift into service 11/08/11 to be added to bulk	1.0 Monthly	£1,295.00

Lift No.	property ref no.	Address	Type	Manufacture Date	Load Person KG/LB	Floors Served	Remarks	Minimum Hours	maintenance costs
							contract 7th Sep 2012		
H032	S217011667701	Wiltshire Close, Flats 1/26, Draycott Avenue, SW3 2NT	Traction. 1.0 M/S	Axis 2010	8P 630KG	G.1.2.3.4.5	new lifts into service Nov 2010 to be added to bulk contract Nov 2011	1.0 Monthly	£1,295.00
H033	S217011667710	Wiltshire Close, Flats 35/60, Draycott Avenue, SW32NT	Traction. 1.0 M/S	Axis 2010	8P 630KG	G.1.2.3.4.5	new lifts into service Nov 2010 to be added to bulk contract Nov 2011	1.0 Monthly	£1,295.00
H034	S217011667705	Wiltshire Close, Flats 155/180, Draycott Avenue, SW32NT	Traction. 1.0 M/S	Axis 2010	8P 630KG	G.1.2.3.4.5	new lifts into service Nov 2010 to be added to bulk contract Nov 2011	1.0 Monthly	£1,295.00
H035	S217011667708	Wiltshire Close Flats 189/214, Draycott Avenue, SW3 2NT	Traction. 1.0 M/S	Axis 2010	8P 630KG	G.1.2.3.4.5	new lifts into service Nov 2010 to be added to bulk contract Nov 2011	1.0 Monthly	£1,295.00
H036	S217011667713	Wiltshire Close, Flats 69/146, Draycott Avenue, SW3 2NT	Traction. 1.0 M/S	Axis 2010	8P 630KG	G.1.2.3.4.5	new lifts into service Nov 2010 to be added to bulk contract Nov 2011	1.0 Monthly	£1,295.00

Lift No.	property ref no.	Address	Type	Manufacture Date	Load Person KG/LB	Floors Served	Remarks	Minimum Hours	maintenance costs
H037	S217011667713	Wiltshire Close, Flats 69/146, Draycott Avenue, SW3 2NT	Traction. 1.0 M/S	Bardeck 2008	8P 630KG	G.1.2.3.4.5.	new lift into service 28/01/2008	1.5 Monthly	£1,495.00
H038	S217003310001	Curran House, Lucan Place, SW3 3PG	Traction. 0.63 M/S A.C	Liftec 2011	3P 250KG	G.1.2.3.4.	new lift into service 24/05/11 to be added to bulk contract 7th Sep 2012	1.0 Monthly	£1,295.00
H039	S217002180001	Keppel House, Fulham Rd, SW3 6RA	Traction. 0.63M/S A.C	Liftec 2011	3P 250KG	G.1.2.3.4.5.	new lift into service 14/06/11 to be added to bulk contract 7th Sep 2012	1.0Monthly	£1,295.00
H040	S217002180002	Elm Park House, Fulham Rd, SW10 9QD	Traction. 1.0 M/S VAC	Express 1985	8P 600KG	G.1.2.3.4.5.6.7 . 8.9.10.		1.5 Monthly	£1,495.00
H041	S217002180002	Elm Park House, Fulham Rd, SW10 9QD	Traction. 1.0 M/S VAC	Express 1985	8P 600KG	G.1.2.3.4.5.6.7 . 8.9.10.		1.5 Monthly	£1,495.00
H042	S217001880035	Elm Park Gardens, Block 110, SW10 9QD	Traction. 0.5 M/S A.C	Otis 1978	4P 300KG	G.1.2.3.4.		1.5 Monthly	£1,495.00
H043	S217001880034	Elm Park Gardens, Block 104, SW10 9QD	Traction 100 FPM A.C	Express 1962	4P 300KG	G.1.2.3.4.		1.0 Monthly	£1,295.00
H044	S217001880033	Elm Park Gardens, Block 98, SW10 9QD	Traction. 100 FPM A.C	Express 1961	4P 300KG	G.1.2.3.4.		1.0 Monthly	£1,295.00

Lift No.	property ref no.	Address	Type	Manufacture Date	Load Person KG/LB	Floors Served	Remarks	Minimum Hours	maintenance costs
H045	S217001880008	Elm Park Gardens, Block 93, Flats 21/40, SW10 9QD	Traction. 100 FPM A.C	Express 1974	6P 900LB	G.1.2.3.4.5.6.		1.5 Monthly	£1,495.00
H046	S217001880008	Elm Park Gardens, Block 93, Flats 21/40, SW10 9QD	Traction. 100 FPM A.C	Express 1974	6P 900LB	G.1.2.3.4.5.6.		1.5 Monthly	£1,495.00
H047	S217001880032	Elm Park Gardens, Block 92, SW10 9QD	Traction. 100 FPM A.C	Express 1958	4P 300KG	G.1.2.3.4.		1.0 Monthly	£1,295.00
H048	S217001880031	Elm Park Gardens, Block 86, SW10 9QD	Traction. 100 FPM A.C	Express 1958	4P 300KG	G.1.2.3.4.		1.0 Monthly	£1,295.00
H050	S217001880029	Elm Park Gardens, Block 74, SW10 9QD	Traction. 100 FPM A.C	Express 1962	4P 300KG	G.1.2.3.4.		1.0 Monthly	£1,295.00
H051	S217001880007	Elm Park Gardens, Block 71, SW10 9QD	Traction. 0.5 M/S A.C	Otis 1978	4P 300KG	G.1.2.3.4.		1.0 Monthly	£1,295.00
H052	S217001880028	Elm Park Gardens, Block 68, SW10 9QD	Traction. 100 FPM A.C	Express 1965	4P 600KG	B.G 1.2.3.4.		1.5 Monthly	£1,495.00
H053	S217001880028	Elm Park Gardens, Block 68, SW10 9QD	Chain- Hydraulic	Aldous Campbell 1965	15CWT	B.G.	Dust bin hoist	1.5 Every 3 Months	£595.00
H054	S217001880006	Elm Park Gardens, Block 67, Flats 21/40, SW10 9QD	Traction. 100 FPM A.C	Express 1970	6P 900LB	G.1.2.3.4.5.6.		1.5 Monthly	£1,495.00

Lift No.	property ref no.	Address	Type	Manufacture Date	Load Person KG/LB	Floors Served	Remarks	Minimum Hours	maintenance costs
H055	S217001880006	Elm Park Gardens, Block 67, Flats 1/20, SW10 9QD	Traction. 100 FPM A.C	Express 1970	6P 900LB	G.1.2.3.4.5.6		1.5Monthly	£1,495.00
H056	S217001880024	Elm Park Gardens, Block 55, SW10 9QD	Traction. 0.5 M/S A.C	Bennie 1978	4P 300KG	B.G.1.2.3.4		1.0Monthly	£1,295.00
H057	S217001880017	Elm Park Gardens, Block 40, SW10 9QD	Traction. 0.5 M/S A.C	Bennie 1978	4P 300KG	G.1.2.3.4.		1.0 Monthly	£1,295.00
H058	S217001880004	Elm Park Gardens, Block 35, SW10 9QD	Traction. 100 FPM A.C	Express 1956	4P 600LB	G.1.2.3.4.		1.0 Monthly	£1,295.00
H059	S217001880016	Elm Park Gardens, Block 34, SW10 9QD	Traction. 0.5 M/S A.C	Otis 1978	4P 300KG	G.1.2.3.		1.0 Monthly	£1,295.00
H060	S217001880015	Elm Park Gardens, Block 28, SW10 9QD	Traction. 0.5 M/S A.C	Otis 1978	4P 300KG	G.1.2.3.		1.0 Monthly	£1,295.00
H061	S217001880014	Elm Park Gardens, Block 22, SW10 9QD	Traction. 100 FPM A.C	Express 1960	4P 300KG	G.1.2.3.		1.0 Monthly	£1,295.00
H062	S217001880013	Elm Park Gardens, Block 16, SW10 9QD	Traction. 100 FPM A.C	Express 1960	4P 300KG	G.1.2.3.		1.0 Monthly	£1,295.00
H063	S217001880012	Elm Park Gardens, Block 10, SW10 9QD	Traction. 0.5 M/S A.C	Otis 1978	4P 300KG	G.1.2.3.		1.0 Monthly	£1,295.00

Lift No.	property ref no.	Address	Type	Manufacture Date	Load Person KG/LB	Floors Served	Remarks	Minimum Hours	maintenance costs
H064	S217001880003	Elm Park Gardens, Block 7, Flats 1/20, SW10 9QD	Traction. 150 FPM A.C	Express 1967	6P 900 lb	G.1.2.3.4.5.6.		1.5 Monthly	£1,495.00
H065	S217001880003	Elm Park Gardens, Block 7, Flats 1/20, SW10 9QD	Traction. 150 FPM A.C	Express 1967	6P 900 lb	G.1.2.3.4.5.6.		1.5 Monthly	£1,495.00
H066	S217001880002	Elm Park Gardens, Block 5, Flats 21/40, SW10 9QD	Traction. 150 FPM A.C	Express 1967	6P 450KG	G.1.2.3.4.5.6.		1.5 Monthly	£1,495.00
H067	S217001880002	Elm Park Gardens, Block 5, Flats 21/40, SW10 9QD	Traction. 150 FPM A.C	Express 1967	6P 900LB	G.1.2.3.4.5.6.		1.5 Monthly	£1,495.00
H068	S217002180003	Fulham Rd, Block 361, SW10 9TW	Traction. 1.0 M/S VVVF	Bardeck 2002	8P 630KG	G.1.2.3.4.	GAL/ILE Interflite	1.0 Monthly	£1,295.00
H069	S217002180005	Fulham Rd, Block 437, SW10 9TW	Traction. 1.0 M/S VVVF	Bardeck 2002	8P 630KG	G.1.2.3.4.	GAL/ILE Interflite	1.0 Monthly	£1,295.00
H070	S217002090001	Cecil Court, Fawcett St, SW10 9HP	Traction. 1.0 M/S VF	Bardeck 2001	6P 450KG	G.1.2.3.4.		1.0 Monthly	£1,295.00
H071	S217011160001	Broadwood Terrace, Pembroke Rd, W8 6PL	Traction. 1.0 M/S VF	Guidelines 2002	16P	1. P.2.	GAL & TVL Onix	1.0 Monthly	£1,295.00
H072	S217011780001	Chesterton Square, Pembroke Rd, W8 6PH	Traction. 1.0 M/S VF	Guidelines 2001	16P 2500LB	1.2.	GAL & TVL Onix	1.0 Monthly	£1,295.00

Lift No.	property ref no.	Address	Type	Manufacture Date	Load Person KG/LB	Floors Served	Remarks	Minimum Hours	maintenance costs
H073	S217011780001	Chesterton Square. Pembroke Rd, W8 6PH	Traction. 1.0 M/S VF	Guidelines 2001	16P 2500LB	1.2.	GAL&TVL Onix	1.0 Monthly	£1,295.00
H074	S217002640001	Ingelow House, Flats 1/16, Holland Street, W8 4NE	Traction. 0.75 M/S A.C	Liftrac 1984	5P 400KG	B.G.1.2.3.	TVLM 6808	1.0 Monthly	£1,295.00
H075	S217002640001	Ingelow House, Flats 17/32, Holland Street, W8 4NE	Traction. 0.75 M/S A.C	Liftrac 1984	5P 400KG	B.G.1.2.3.	TVLM 6808	1.0 Monthly	£1,295.00
H076	S217007500002	Campden House, Block 1, Peel Street, W8 7PJ	Traction. 0.5 M/S A.C	Express 1983	8P 600KG	G.1.2.3.4.5.	Flats1-17	1.5 Monthly	£1,495.00
H077	S217007500003	Campden House, Block 2, Peel Street, W8 7PJ	Traction. 0.5 M/S A.C	Express 1983	8P 600KG	G.1.2.3.4.5.	Flats18-34	1.5 Monthly	£1,495.00
H078	S217007500004	Campden House, Block 3, Peel Street, W8 7PJ	Traction. 0.5 M/S A.C	Express 1984	8P 600KG	G.1.2.3.4.5.	Flats35-53	1.5 Monthly	£1,495.00
H079	S217007500005	Campden House, Block 4, Peel Street, W8 7PJ	Traction. 0.5 M/S A.C	Express 1984	8P 600KG	G.1.2.3.4.5.	Flats54-72	1.5 Monthly	£1,495.00
H080	S217007500006	Campden House, Block 5, Peel Street, W8 7PJ	Traction. 0.5 M/S A.C	Express 1984	8P 600KG	G.1.2.3.4.5.	Flats73-91	1.5 Monthly	£1,495.00
H081	S217007500007	Campden House, Block 6, Peel Street, W8 7PJ	Traction. 0.5 M/S A.C	Bennie 1987	8P 600Kg	G.1.2.3.4.5.	Flats 92-108	1.5 Monthly	£1,495.00

Lift No.	property ref no.	Address	Type	Manufacture Date	Load Person KG/LB	Floors Served	Remarks	Minimum Hours	maintenance costs
H082	S217007500008	Campden House, Block 7, Peel Street, W8 7PJ	Traction. 0.5 M/S A.C	Bennie 1987	8P 600KG	G.1.2.3.4.5.	Flats109-125	1.5 Monthly	£1,495.00
H083	S217008860002	Hesketh Place, Block 6, W11 4HN	Traction. 0.75 M/S A.C	Otis 1978	8P 600KG	G.1.2.		1.0 Monthly	£1,295.00
H084	S217009920002	Runcorn Place, Block 7, W11 4HR	Traction. 0.75 M/S A.C	Otis 1978	8P 600KG	G.1.2.		1.0 Monthly	£1,295.00
H085	S217010050007	Carton House, Henry Dickens Court, W11 4DH	Traction. 1.0 M/S VF	Pickerings 1998	8P 630KG	G.1.2.3.4.5.6.7 . 8.9.10.	GAL	1.5 Monthly	£1,495.00
H086	S217010050007	Carton House, Henry Dickens Court, W11 4DH	Traction. 1.0 M/S VF	Pickerings 1998	4P 300KG	G.1.2.3.4.5.6.7 . 8.9.10.	GAL	1.5 Monthly	£1,495.00
H087	S217010050008	Marley House, Henry Dickens Court, W11 4DJ	Traction. 1.0 M/S VF	Pickerings 1998	8P 630KG	G.1.2.3.4.5.6.7 . 8.9.10.	GAL	1.5 Monthly	£1,495.00
H088	S217010050008	Marley House, Henry Dickens Court, W11 4DJ	Traction. 1.0 MPS VF	Pickerings 1998	4P 300KG	G.1.2.3.4.5.6.7 . 8.9.10.	GAL	1.5 Monthly	£1,495.00
H089	S217008170001	Treadgold Hse, 25 Bomore Road, W11 4BL	Traction. 0.75 M/S A.C	Liftrac 1986	8P 630KG	G.1.2.3.4.	TVLM 6808	1.0 Monthly	£1,295.00
H090	S217008800001	Grenfell Tower, Lancaster West Estate, W11 1TG	Traction. 2.0 M/S VVVF	Apex 14.5.06	12P 900 KG	Street Walkway 1st through to 20	Concierge. Reception. GAL&TVL Onix	2.0 Monthly	£1,695.00

Lift No.	property ref no.	Address	Type	Manufacture Date	Load Person KG/LB	Floors Served	Remarks	Minimum Hours	maintenance costs
H091	S217008800001	Grenfell Tower, Lancaster West Estate, W11 1TG	Traction. 2.0 M/S VVVF	Apex 14.5.06	12P 900 KG	Street Walkway. 1st through to 20	Concierge. Reception. GAL&TVL Onix	2.0 Monthly	£1,695.00
H092	S217008800001	Grenfell Tower, Social Services Office, Lancaster West Estate, W11 1TG	Hydraulic. Direct Acting BucherHydraulic VVVF	Apex 2006	8P 630KG	Street Office	GALTVLOnix	1.0 Monthly	£1,295.00
H093	S217008560001	Dixon House, Silchester Estate, Darfield Way, W10 6TU	Traction. 1.6 M/S	Leonard Lifts 1994	16P 2500LB 1200KG	G.2.4.6.8.10.12.14.16.18.19	GAL & TVLM6808	2.0 Monthly	£1,695.00
H094	S217008560001	Dixon House, Silchester Estate, Darfield Way, W10 6TU	Traction. 1.6 M/S	Leonard Lifts 1994	16P 2500LB 1200KG	G.1.3.5.7.9.11.13.15.17.19.	GAL& TVLM6808	2.0 Monthly	£1,695.00
H095	S217008740001	Frinstead House, Silchester Estate, Darfield Way, W10 6TY	Traction. 1.6 M/S	Leonard Lifts 1994	16P 2500LB 1200KG	G.2.4.6.8.10.12.14.16.18.19.	GAL&TVLM 6808	2.0 Monthly	£1,695.00
H096	S217008740001	Frinstead House, Silchester Estate, Darfield Way, W10 6TY	Traction. 1.6 M/S	Leonard Lifts 1994	16P 2500LB 1200KG	G.1.3.5.7.9.11.13.15.17.19.	GAL&TVLM 6808	2.0 Monthly	£1,695.00
H097	S217008560002	Markland House, Silchester Estate, Darfield Way, W10 6UA	Traction. 1.6 M/S	Leonard Lifts 1994	16P 2500LB 1200KG	G.2.4.6.8.10.12.14.16.18.19.	GAL&TVLM 6808	2.0 Monthly	£1,695.00
H098	S217008560002	Markland House, Silchester Estate, Darfield Way, W10 6UA	Traction. 1.6 M/S	Leonard Lifts 1994	16P 2500LB 1200KG	G.1.3.5.7.9.11.13.15.17.19.	GAL&TVLM 6808	2.0 Monthly	£1,695.00
H099	S217009980001	Whitstable House, Silchester Estate, Silchester Road, W11 6SB	Traction. 1.6 M/S	Leonard Lifts 1994	16P 2500LB 1200KG	G.2.4.6.8.10.12.14.16.18.19	GAL&TVLM 6808	2.0 Monthly	£1,695.00

Lift No.	property ref no.	Address	Type	Manufacture Date	Load Person KG/LB	Floors Served	Remarks	Minimum Hours	maintenance costs
H100	S217009980001	Whitstable House, Silchester Estate, Silchester Road, W11 6SB	Traction. 1.6 M/S	Leonard Lifts 1994	16P 2500LB 1200KG	G.1.3.5.7.9.11. 13.15.17.19.	GAL&TVLM 6808	2.0 Monthly	£1,695.00
H101	S217009090002	Whitchurch House, Kingsdown Close, W11	Traction. 0.75 M/S A.C	Otis 1979	8P 600KG	G.1.2.	Sheltered accomodation.	1.0 Monthly	£1,295.00
H102	S217009100001	Talbot House, 10 Ladbroke Crescent, W11 6SL	Traction. 0.5 M/S A.C	Lifcran 1981	6P 450KG	G.1.2.3.4.		1.0 Monthly	£1,295.00
H103	S217010570003	Lowerwood Court, 351 Westbourne Park Road, W11 1EU	Traction. 1.0 MPS VF	Axis 1999	8P 630 KG	G.1.3.5.7.	ILE	1.0 Monthly	£1,295.00
H104	S217010570003	Lowerwood Court, 351 Westbourne Park Road, W11 1EU	Traction. 1.0 MPS VF	Axis 1999	8P 1200LB	G.2.4.6.8.	ILE	1.0 Monthly	£1,295.00
H105	S217010350001	Tavistock Road, Block 70, W11 1AD	Traction. 100 FPM A.C	Lifcran 1981	8P 600KG	G.1.2.3.	Sheltered accomodation. ILE SKYCOM	1.0 Monthly	£1,295.00
H106	S217010570001	Clydesdale House, 255 Westbourne Park Road, W11 1ED	Traction. 0.5 M/S A.C	Lifcran 1981	6P 450KG	G.2.4.		1.0 Monthly	£1,295.00
H107	S217012270005	Ledbury House, Portobello Court Estate, Lonsdale Road, W11 2DH	Traction. 100 FPM A.C	Express 1977	4P 600LB	G.1.2.3.4.		1.0 Monthly	£1,295.00
H108	S217012270006	Lonsdale House, Flats 1/16, Portobello Court Estate, Lonsdale Road, W11 2DG	Traction. 100 FPM A.C	Express 1977	4P 600LB	G.1.2.3.4.5.6.7 ,		1.5 Monthly	£1,495.00

Lift No.	property ref no.	Address	Type	Manufacture Date	Load Person KG/LB	Floors Served	Remarks	Minimum Hours	maintenance costs
H109	S217012270006	Lonsdale House, Flats 17/32, Portobello Court Estate, Lonsdale Road, W11 2DG	Traction. 100 FPM A.C	Express 1977	4P 600LB	G.1.2.3.4.5.6.7		1.5 Monthly	£1,495.00
H110	S217012270006	Lonsdale House, Flats 33/48, Portobello Court Estate, Lonsdale Road, W11 2DG	Traction. 100 FPM A.C	Express 1977	4P	G.1.2.3.4.5.6.7		1.5 Monthly	£1,495.00
H111	S217012270006	Lonsdale House, Flats 49/64, Portobello Court Estate, Lonsdale Road, W11 2DG	Traction. 100 FPM A.C	Express 1977	4P 600LB	G.1.2.3.4.5.6.7		1.5 Monthly	£1,495.00
H112	S217012270006	Lonsdale House, Flats 65/80, Portobello Court Estate, Lonsdale Road, W11 2DG	Traction. 100 FPM A.C	Express 1977	4P 600LB	G.1.2.3.4.5.6.7		1.5 Monthly	£1,495.00
H113	S217010560001	Longlands Court, Flats 1/12, Westbourne Grove, W11 2QE	Traction. 100 FPM A.C	Express 1978	3P 225KG	G.1.2.3.4.5.		1.5 Monthly	£1,495.00
H114	S217010560001	Longlands Court, Flats 13/24, Westbourne Grove, W11 2QE	Traction. 100 FPM A.C	Express 1979	3P 225KG	G.1.2.3.4.5.		1.5 Monthly	£1,495.00
H115	S217010560001	Longlands Court, Flats 25/36, Westbourne Grove, W11	Traction. 100 FPM A.C	Express 1978	3P 225KG	G.1.2.3.4.5.		1.5 Monthly	£1,495.00
H116	S217010560001	Longlands Court, Flats 37/48, Westbourne Grove, W11 2QE	Traction. 100 FPM A.C	Express 1979	3P 225KG	G.1.2.3.4.5.		1.5 Monthly	£1,495.00

Lift No.	property ref no.	Address	Type	Manufacture Date	Load Person KG/LB	Floors Served	Remarks	Minimum Hours	maintenance costs
H117	S217010560001	Longlands Court, Flats 49/81, Westbourne Grove, W11 2QE	Traction. 100 FPM A.C	Express 1980	3P 225KG	G.1.2.3.4.5.		1.5 Monthly	£1,495.00
H118	S217007857701	Acklam Road, Swinbrook Estate, W10 5YU	Traction. 0.5 M/S A.C	Bennie 1983	8P 600KG	G.1.2.		1.0 Monthly	£1,295.00
H119	S217007857701	Acklam Road, Swinbrook Estate, W10 5YU	Traction. 0.5 M/S A.C	Bennie 1983	8P 600KG	G.1.		1.0 Monthly	£1,295.00
H120	S217008650001	Edenham Way, Flats 15/50, Cheltenham Estate, W10 5NT	Traction. 1.0 M/S VVVF	Liftec 2005	8P 600KG	G.1.3.5.	GAL/TVL Onix	1.0 Monthly	£1,295.00
H121	S217008650001	Edenham Way, Flats 15/50, Cheltenham Estate, W10 5NT	Traction. 1.0 M/S VVVF	Liftec 2005	8P 600KG	G.2.4.5.	GAL/TVL Onix	1.0 Monthly	£1,295.00
H122	S217008650002	Edenham Way, Flats 51/80, Cheltenham Estate, W10 5NT	Traction. 1.0 M/S VVVF	Liftec 2005	8P 600KG	1.3.5.6.	GAL/TVL Onix	1.0 Monthly	£1,295.00
H123	S217008650002	Edenham Way, Flats 51/80, Cheltenham Estate, W10 5NT	Traction. 1.0 M/S VVVF	Liftec 2005	8P 600KG	1.2.4.6.	GAL/TVL Onix	1.0 Monthly	£1,295.00
H124	S217008770001	Trellick Tower, 5 Golborne Road, W10 5PA	Traction. 1.5 M/S VAC	ERS 1992	18P 1350KG	LG.G.2.3.6.9. 12.15.18. 21.24.27.30.	Lift renewal due to commence Jan 2012	1.5 Monthly	£1,895.00
H125	S217008770001	Trellick Tower, 5 Golborne Road, W10 5PA	Traction. 1.5 M/S VAC	ERS 1992	18P 1350KG	LG.G.2.3.6. 9.12.15.18. 21.24.27.30.	Lift renewal due to commence Jan 2012	1.5 Monthly	£1,895.00

Lift No.	property ref no.	Address	Type	Manufacture Date	Load Person KG/LB	Floors Served	Remarks	Minimum Hours	maintenance costs
H126	S217008770001	Trellick Tower, 5 Golborne Road, W10 5PA	Traction. 1.5 M/S VAC	ERS 1992	18P 1350KG	LG.G.2.3.6.9.12.15.18.21.24.27.30.	Lift renewal due to commence Jan 2012	1.5 Monthly	£1,895.00
H127	S217007970002	Adair Tower, Appleford Road, W10 5EA	Traction. 1.0 M/S A.C	Bennie 1984	8P 600KG	G.1.2.3.4.5.6.7 . 8.9.10.11.12.13.		1.5Monthly	£1,495.00
H128	S217007970002	Adair Tower, Appleford Road, W10 5EA	Traction. 1.0 M/S A.C	Bennie 1984	8P 600KG	G.1.2.3.4.5.6.7 . 8.9.10.11.12.13.		2.0 Monthly	£1,695.00
H129	S217008750001	Hazlewood Tower, Golborne Road, W.10 5TD	Traction. 1.0 M/S A.C	Easton 1984	8P 600KG	G.1.2.3.4.5.6.7 . 8.9.10.11.12.13.		2.0. Monthly	£1,695.00
H130	S217008750001	Hazlewood Tower, Golborne Road, W.10 5DT	Traction. 1.0 M/S A.C	Easton 1984	8P 600KG	G.1.2.3.4.5.6.7 . 8.9.10.11.12.13.		2.0 Monthly	£1,695.00
H131	S217009380001	Manchester Drive, Southern Row, W10	Traction. 1.0 M/S	ILS 2003	8P 600KG	G.2.	GAL/TVL Onix	1.0 Monthly	£1,295.00
H132	S217009380002	Manchester Drive, Southern Row, W10 5BB	Traction. 1.0 M/S	ILS 2002	8P 600KG	G.2.	GAL/TVL Onix	1.0 Monthly	£1,295.00
H133	S217010420002	Raymede Tower, Treverton Street, W10 6BQ	Traction. 150 FPM A.C	Guideline 1982	8P 600KG	G.1.2.3.4.5.6.7 . 8.9.10	Lift renewal due to commence Jan 2012	1.5 Monthly	£1,495.00
H134	S217010420002	Raymede Tower, Treverton Street, W10 6BQ	Traction. 150 FPM A.C	Guideline 1982	8P 600KG	G.1.2.3.4.5.6.7 . 8.9.10	Lift renewal due to commence Jan 2012	1.5 Monthly	£1,495.00

Lift No.	property ref no.	Address	Type	Manufacture Date	Load Person KG/LB	Floors Served	Remarks	Minimum Hours	maintenance costs
H135	S217010420001	Treverton Tower, Ladbroke Grove, W10 6BG	Traction. 150 FPM A.C	Bennie 1983	8P 600KG	B.G.1.2.3.4.5. 6.7.8.9.10.	Lift renewal due to commence Jan 2012	1.5 Monthly	£1,495.00
H136	S217010420001	Treverton Tower, Ladbroke Grove, W10 6BG	Traction. 150 FPM A.C	Bennie 1983	8P 600KG	B.G.1.2.3.4.5. 6.7.8.9.10	Lift renewal due to commence Jan 2012	1.5 Monthly	£1,495.00
H137	S217010200001	St. Quintins Avenue, Block 69, W10 6NZ	Hydraulic. 0.45 MPS	Apollo 2001	5P 480 KG	B,G,1,2,3	Hydraulic Motor room above	1.0 Monthly	£1,295.00
H138	S217009700001	Portobello Road, Block 375, W11	Traction. 0.75 M/S A.C	Cable 1989	8P 630KG	G.2.3.		1.0 Monthly	£1,295.00
H139	S217009626601	Oxford Gardens, Block 34, W10 5UL	Traction. 0.75 M/S A.C	Cable 1989	8P 630KG	G.1.3.5.		1.0 Monthly	£1,295.00
H147	S217010650001	Burgess Fields, 57 Wornington Road, Swinbrook Estate, W10 5PT	Traction. 0.63 M/S A.C	Liftec 2011	13P 1000KG	G.1.2.	lift put into service 07/09/11 will be added to contract after warranty 7th Sep 2012	1.0 Monthly	£1,295.00
H149	S217008280003	Cambridge Gardens, Block 118, W10 5UB	Hydraulic. 0.63 M/S	Jackson 1992	13P 1000KG	G.1.2.	Direct Acting	1.0 Monthly	£1,295.00
H150	S217009620006	Oxford Gardens, Block 36, W10 5UL	Traction. 1.0 M/ S VF	Guidelines 2000	10P 1500	B.G.1.2.		1.0 Monthly	£1,295.00

Lift No.	property ref no.	Address	Type	Manufacture Date	Load Person KG/LB	Floors Served	Remarks	Minimum Hours	maintenance costs
L501	S217007207702	Central Library, Phillimore Walk, W8 7SA	Traction. 1.0 M/S	Bardeck 2005	8P630KG	SB.B.LG G.1.2.	West lift Reception	1.5 Monthly	£1,495.00
L502	S217007207702	Central Library, Phillimore Walk, W8 7SA	Traction. 1.0 M/S	Bardeck 2005	8P 630KG	SB.B.LG.G.1.2.	East lift Library	1.5 Monthly	£1,495.00
L503	S217009127702	North Kensington Library, 108 Ladbroke Grove, W11 1PZ	Hydraulic. 0.63 M/S A.C	D&A Lifts 1996	8P 630KG	B.G.		1.0 Monthly	£1,295.00
P201	S217007207701	Kensington Town Hall, Hornton Street, W8 1PZ.	Traction. 1.0 M/S TVL M6809	Apex 2004	16P 2500LB	B3.B2.B1.G.1.2.3.	GAL/TVL M6809	1.5 Monthly	£1,495.00
P202	S217007207701	Kensington Town Hall, Hornton Street, W8 1PZ.	Traction. 1.0 M/S TVL M6809	Apex 2004	16P 2500LB	B3.B2.B1.G.1.2.3.	GAL/TVL M6809	1.5 Monthly	£1,495.00
P203	S217007207701	Kensington Town Hall, Hornton Street, W8 1PZ.	Traction. 1.0 M/S TVL M6809	Apex 2004	16P 2500LB	B1.G.1.2.3.	GAL/TVL M6809	1.5 Monthly	£1,495.00
P204	S217007207701	Kensington Town Hall, Hornton Street, W8	Traction. 1.0 M/S TVLM6809	Apex 2004	16P 2500LB	B1.G.1.2.3.4+ F160	GAL/TVL M6809	1.0 Monthly	£1,295.00
P205	S217007207701	Kensington Town Hall, Hornton Street, W8 1PZ.	Traction 1.0M/s TVLM6809	Bardeck 2001	10P 1500	B3.B2.G.		1.5 Monthly	£1,495.00
P206	S217007207701	Kensington Town Hall, Hornton Street, W8 1PZ.	Traction. 1.0 M/S TVLM6809	Apex 2004	10P 1500	G.1.M.2.3.	GAL/TVLM6809	1.0 Monthly	£1,295.00

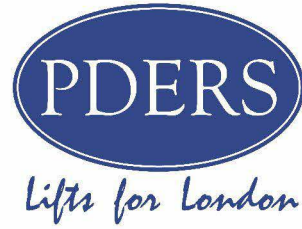
Lift No.	property ref no.	Address	Type	Manufacture Date	Load Person KG/LB	Floors Served	Remarks	Minimum Hours	maintenance costs
P207	S217007207701	Kensington Town Hall, Hornton Street, W8	Traction. 1.0 M/S TVLM6809	Apex 2004	16P 2500LB	B1.G.1.	GAL/TVLM6 809	1.0 Monthly	£1,295.00
P208	S217007207701	Kensington Town Hall, Hornton Street, W8 1PZ.	Traction. 1.0 M/S TVLM6809	Apex 2004	12P 2240LB	B2.B1.G.1	GAL/ TVL M6809	1.0 Monthly	£1,295.00
P209	S217007207701	Kensington Town Hall, Hornton Street, W8 1PZ.	Traction. 0.75 M/S A.C	Bardeck 2002	10P 1500	B3.B2.G.		1.0 Monthly	£1,295.00
P210	S217007207701	Kensington Town Hall, Hornton Street, W8	Traction. 1.0 M/S	Apex 2004	10P 1500	B1.G.1.2.3.	GAL/TVLM6 809	1.0 Monthly	£1,295.00
P211	S217007207701	Kensington Town Hall, Hornton Street, W8 1PZ.	Traction. 1.0 M/S	Apex 2004	8P 1200LB	B3.B2.B1. G.1.2.3	GAL/ TVL M6809	1.5 Monthly	£1,495.00
P212	S217007207701	Kensington Town Hall, Hornton Street, W8 1PZ.	Traction. 0.63 M/S	Apex 2004	8P 630KG	B2.G.	Cashiers hoist	1.0 Monthly	£1,295.00
P214	S217011680001	The Chelsea Centre, Worlds End Place, Worlds End Estate,	Traction. 0.75 M/S A.C	Schindler 1977	8P 600KG	G.1.		1.0 Monthly	£1,295.00
P216	S217002990001	Chelsea Old Town Hall, Kings Road, SW3 5EE	Traction. 0.75 M/S	Bardeck 2005	8P 630KG	B.G.1.	Library. TVL/Onix.	1.0 Monthly	£1,295.00
P221	Z217011167702	Council Offices, 76 Pembroke Rd, W8 6LZ	Chain. 20 FPM	Baron & Shepherd 1975	1000KG	G.B.	Goods/Pass Shutter Gates Chain driven	1.0 Monthly	£1,295.00

Lift No.	property ref no.	Address	Type	Manufacture Date	Load Person KG/LB	Floors Served	Remarks	Minimum Hours	maintenance costs
P222	Z217011167702	Council Offices, 76 Pembroke Road, W8 6LZ	Chain. 20 FPM	Baron & Shepherd 1975	500KG	G. Kitchen	Electric Service Lift	1.0 Every 3 months	£595.00
S301	S217001510001	Thamesbrook Home for the Elderly, 2 Dovehouse St, SW3 6LA	Hydraulic 0.25 M/S	Thyssen 1997	24P 1800 KG	G.1.2.		1.0 Monthly	£1,295.00
S302	S217001510001	Thamesbrook Home for the Elderly, 2 Dovehouse St, SW3 6LA	Hydraulic. 0.25 M/S	Thyssen 1997	24P 1800 KG	G.1.2.		1.0 Monthly	£1,295.00
S306	U217002140001	Violet Melchett Centre, Flood Walk, SW3 5RR	Electric. Traction.	Husband 1984	51 KG	Kitchen 1st		1.5 Every 3 Months	£595.00
S307	S217010180001	Scope, !-9, St Marks Road, W11 1RG	Traction.	D&A Lifts 1996	1000KG 13persons	B.L.G.M.UG.1 .2		1.5 Monthly	£1,495.00
S312	S21700912770	Westway Information Centre W10 5ND	scissor platform lift	Enford Lifts 1989		G.1	wheelchair access platform	1.00 every 3 months	£595.00
S315	U217002140002	Violet Melchett Centre, Flood Walk, SW3 5RR	Hydraulic. 0.15 M/S	Pickerings 1998	8P 630KG	G.1.2.	Passenger Lift	1.0 Monthly	£1,295.00

TOTAL to be carried forward to Form of Tender £240,645.00



APPENDIX D
SCHEDULE OF RATES



All sums shall be inclusive of materials, labour and any other emoluments.

INDEX

MOTOR ROOM:

CONTROLLER
MACHINE
HYDRAULIC TANK/VALVE UNITS
OVERSPEED GOVERNOR
MACHINE GUARDING & ROPE HOLE UPSTANDS

LIFT CAR:

DOOR OPERATOR
DOOR PROTECTION
CAR DOOR PANELS
CAR DOOR BOTTOM TRACKS
CAR TOP CONTROL UNITS
CAR TOP ANCILLARY'S
CAR PUSH STATION
INDICATORS, VOICE SYNTHESISERS & AUTODIALLER
CAR LIGHTING
CAR INTERIOR FEATURES
CAR FLOORING

SHAFT:

TRAILING FLEXES
SHAFT SWITCHING EQUIPMENT
SHAFT LIGHTING

LANDINGS:

LANDING DOOR EQUIPMENT & LANDING LOCK RELEASES
LANDING DOOR PANELS
LANDING ENTRANCE BOTTOM TRACKS
LANDING INDICATORS

PIT AREA:

PIT BUFFERS
RETURN PULLEYS & RETURN PULLEY GUARDS
PIT STOP SWITCHES
OIL DRIP TRAYS (SET OF FOUR)
PIT LADDERS
PIT PROP SYSTEMS

MISCELLANEOUS:

AUTODIALLER/EMERGENCY TELEPHONE SYSTEM: COMPLIANT TO, EN81/82 AND EN81/28:
PUMP OUT PIT USING WATER PUMP, ENSURING PIT IS LEFT CLEAN AND DRY.
WORKING ON ARRIVAL
REGLAZE LIFT MOTOR ROOM WINDOW
FIT LAGGING TO LIFTING BEAM IN MOTOR ROOM
NICEIC ELECTRICAL INSTALLATION CERTIFICATE

MOTOR ROOM:

<u>CONTROLLER:</u>	Cost - £
RENEW CONTROLLER RELAY, INCLUDING BENNIE REMNANT	£156.67
RENEW CONTROLLER CONTACTOR	£143.33
RENEW FREQUENCY DRIVE REGULATOR (4-7.5 KW)	£2,436.67
RENEW FREQUENCY DRIVE REGULATOR (7.5-11 KW)	£3,196.67
RENEW FREQUENCY DRIVE REGULATOR (11-15.5 KW)	£4,170.00
RENEW FREQUENCY DRIVE REGULATOR (15.5-18 KW)	£4,336.67
RENEW FREQUENCY DRIVE REGULATOR (18-25 KW)	£6,850.00
RENEW MAIN MICROPROCESSOR BOARD T.V.L.C.	£2,268.00
RENEW MAIN MICROPROCESSOR BOARD I.L.E.	£3,020.00
RENEW PHASE FAILURE AND REVERSAL UNIT:	
(A) ELECTRONIC TYPE	£307.33
(B) ELECTRO-MECHANICAL TYPE – UPGRADE TO ELECTRONIC TYPE.	£307.33
RENEW 1 PHASE MAINS TRANSFORMER	£310.00
RENEW 2 PHASE MAINS TRANSFORMER	£434.00
RENEW 3 PHASE MAINS TRANSFORMER	£530.00
RENEW DOOR OVERLOAD UNIT	£200.67
RENEW CONTROL CIRCUIT OVERLOAD	£200.67
RENEW 1 OR 2 PHASE RECTIFIER	£118.00
FIT WIRING DIAGRAMS IN MACHINE ROOM	£133.33
S & F MOTOR ROOM WARNING NOTICE	£21.43
SUPPLY RUBBER MAT TO CONTROLLER	£53.33
RENEW CONTROLLER FUSE	£96.67

MACHINE:

RECUT 4 GROOVE SHEAVE	£1,020.00
RECUT 6 GROOVE SHEAVE	£1,113.33
RENEW 4 GROOVE SHEAVE	£1,913.33
RENEW 6 GROOVE SHEAVE	£2,446.67
DRAIN FLUSH AND RENEW GEAR OIL	£213.33
RENEW BRAKE SHOE LININGS	£393.33
RENEW BRAKE SOLENOID AND PLUNGER	£313.33
REWIND MAIN MOTOR - 4-7. to 5 kW	£1,226.67
REWIND MAIN MOTOR - 7.5 to 11 kW	£1,386.67
REWIND MAIN MOTOR - 11 to 15.5 kW	£1,480.00
REWIND MAIN MOTOR - 15.5 to 18 kW	£1,620.00
REWIND MAIN MOTOR – 18 to 25 kW	£1,920.00
RENEW THRUST BEARING	£1,160.00
RENEW GLAND PACKING ON MAIN GEAR	£246.67
SUPPLY AN EMERGENCY STOP SWITCH ADJACENT TO THE WINDING MACHINE	£403.33
SUPPLY BRAKE RELEASE TOOL	£98.33
SUPPLY AND FIX HAND WINDING INSTRUCTIONS	£21.43
SUPPLY AND FIT AN AUDIO/VISUAL EMERGENCY HANDWINDING INDICATOR UNIT WITHIN THE MACHINE ROOM	
(A) 2-4 FLOORS	£729.77
(B) 5-9 FLOORS	£1,078.71
(C) 10-30 FLOORS	£2,474.49
PAINT LIFT MOTOR ROOM FLOOR	£195.71
SUPPLY AND FIT DOWN DIRECTION OVERSPEED GOVERNOR INCLUDING ELECTRICAL CONTACT UP TO 0.63M/S	£940.00
SUPPLY AND FIT DOWN DIRECTION OVERSPEED	£940.00

GOVERNOR INCLUDING ELECTRICAL CONTACT UP TO 1.6M/S	
SUPPLY AND FIT BI-DIRECTION OVERSPEED GOVERNOR INCLUDING ELECTRICAL CONTACT UP TO 0.63M/S	£940.00
SUPPLY AND FIT BI-DIRECTION OVERSPEED GOVERNOR INCLUDING ELECTRICAL CONTACT UP TO 1.6M/S	£940.00
SUPPLY AND FIT OVERSPEED GOVERNOR GUARD	£243.00
SUPPLY AND FIT DRIVE SHEAVE GUARD	£541.55
SUPPLY AND FIT TO FLOOR TO MACHINE STEEL, GUARD	£541.55
SUPPLY AND FIT FLY WHEEL GUARD	£340.90
SUPPLY AND FIT ROPE HOLE UPSTANDS	£264.29
PAINT MOVING PARTS OF MACHINERY YELLOW	£206.67

HYDRAULIC SYSTEM:

SUPPLY AND FIT A NEW HYDRAULIC VALVE BLOCK, INCLUSIVE OF COUPLINGS, FLEXIBLE HOSES, FILTERS AND REPLENISHMENT OF HYDRAULIC OIL.	
BERINGER-LRV	£4,642.86
G.M.V.	£3,428.57
BLAIN	£3,142.86
RENEW HYDRAULIC OIL AND MAIN FILTERS UP TO 250L	£1,600.00
SUPPLY AND FIT EMERGENCY STOP SWITCH TO HYDRAULIC TANK UNIT.	£403.33
REMOVE EXISTING ALARM BATTERY. SUPPLY AND FIT AN EMERGENCY POWER SUPPLY, CAPABLE OF MAINTAINING A SUPPLY TO THE ALARM BELL/SIREN FOR A MINIMUM OF 3 HOURS, IN THE EVENY OF A POWER FAILURE. COMPLETE WITH ANCILLARY WIRING AND GALVANISED CONDUIT.	£493.33
SUPPLY AND FIX MACHINE ROOM DANGER NOTICES	£21.43

LIFT CAR:

RENEW CAR DOOR OPERATOR MOTOR (EXPRESS)	£493.33
RENEW CAR DOOR OPERATOR MOTOR (OTIS)	£726.67

RENEW CAR DOOR OPERATOR MOTOR (BENNIE)	£493.33
RENEW CAR DOOR OPERATOR MOTOR (GAL-MOD)	£1,333.33
RENEW DOOR OPERATOR GEAR AND MOTOR (EXPRESS)	£626.67
RENEW DOOR OPERATOR GEAR AND MOTOR (OTIS)	£1,174.67
RENEW DOOR OPERATOR GEAR AND MOTOR (BENNIE)	£626.67
RENEW DOOR OPERATOR GEAR AND MOTOR (GAL-MOD)	£2,720.00
RENEW COMPLETE DOOR ARM LINK ROD (EXPRESS)	£760.00
RENEW COMPLETE DOOR ARM LINK ROD (OTIS)	£560.00
RENEW COMPLETE DOOR ARM LINK ROD (BENNIE)	£493.33
RENEW COMPLETE DOOR ARM LINK ROD (GAL-MOD)	£566.67
RENEW METAL SAFETY EDGE	£288.75
RENEW VANDAL RESISTANT METAL SAFETY EDGE	£866.25
RENEW SAFETY EDGE RUBBER	£115.50
SUPPLY AND FIT A NEW PASSIVE INFRARED DOOR DETECTOR "MEMCO PANA-40"	£1,053.33
RENEW CAR DOOR SINGLE SPEED TOP TRACK	£560.00
RENEW CAR DOOR TWO SPEED TOP TRACK	£693.33
RENEWAL OF A DOUBLE SKINNED CAR DOOR PANEL(S). THE REAR OF THE PANEL BEING 1.63MM THICK ZINTEC STEEL. THE FRONT FACE OF THE PANEL BEING PATTERN STAINLESS STEEL, GRADE 316, 16 GAUGE. INCLUSIVE OF SIGHT GUARD AND DOOR SHOES	
SINGLE SPEED PANEL @ 700/800MM CLEAR OPENING	£1,293.33
TWO SPEED PANEL @ 700/800MM CLEAR OPENING	£826.67
TWO SPEED PANEL @ 900/1000MM CLEAR OPENING	£826.67
RENEW CAR STATION PANEL MANUFACTURED IN STAINLESS STEEL COMPLETE WITH EN81-70 COMPLIANT PUSH UNITS AND ENGRAVED WITH THE RATED LOAD OF PERSONS AND KILOGRAMS	£1,760.00
AS 82A INCLUDING EN81-70 COMPLIANT DIGITAL POSITION/MESSAGE INDICATOR SYSTEM.	£513.33
AS 82A-B INCLUDING EN81-70 COMPLIANT VOICE SYNTHESISER.	£1,653.33
AS 82-A-B-C, INCLUSIVE OF AN AUTO DIALLER - EMERGENCY TELEPHONE SYSTEM, COMPLIANT TO EN81-1/2 AND EN81-70/28	£1,073.33

REMOVE THE CAR DOOR BOTTOM TRACK, CLEAR AWAY ALL CORROSION FROM THE TRACK AND SUPPORTING STEEL, PAINT THE AFFECTED AREA WITH ANTI-RUST PAINT AND SECURELY REFIX INTRODUCING NEW BOTTOM TRACK, PACKING PIECES AND BOLTS.	£360.00
RENEWAL OF A DOUBLE SKINNED CAR DOOR PANEL(S). THE REAR OF THE PANEL BEING 1.63MM THICK ZINTEC STEEL. THE FRONT FACE OF THE PANEL BEING PATTERN STAINLESS STEEL, GRADE 316, 16 GAUGE. INCLUSIVE OF SIGHT GUARD AND DOOR SHOES	
SINGLE SPEED PANEL @ 700/800MM CLEAR OPENING	£1,293.33
TWO SPEED PANEL @ 700/800MM CLEAR OPENING	£826.67
TWO SPEED PANEL @ 900/1000MM CLEAR OPENING	£826.67
REMOVE CAR OR LANDING DOOR PANEL, RECTIFY DISTORTION OR DAMAGE, AND REINSTATE TO GIVE CORRECT RUNNING CLEARANCE AND OPERATION	£360.00
REMOVE CAR DOOR BOTTOM TRACK, CLEAR AWAY ALL CORROSION FROM THE TRACK AND SUPPORTING STEELWORK, PAINT THE AFFECTED AREA WITH ANTI-RUST PAINT, SECURELY REFIX INTRODUCING NEW BOTTOM TRACK, PACKING PIECES AND BOLTS, BUILD IN AND MAKE GOOD	£360.00
RENEW CAR SINGLE SPEED BRONZE BOTTOM TRACK.	£626.67
RENEW CAR TWO SPEED BRONZE BOTTOM TRACK.	£760.00
CLEAN AND PAINT WITH TWO COATS OF GREY ANTI-RUST PAINT, THE STEELWORK UNDERNEATH THE CAR	£413.33
CUT OUT THE WORN CAR FLOOR COVERING, TREAT EXISTING SUB FLOORING WITH APPROVED WATER RESISTANT SOLUTION PAINT THE METAL WORK WITH ANTI-RUST SOLUTION AND LAY NEW JOINTLESS FLOORING IN STORVITE, OR OTHER EQUAL AND APPROVED PRODUCT. THE FLOOR COVERING IS TO BE A MINIMUM 6MM THICK AND IS TO BE SUITABLY KEYED TO THE STEEL OR WOODEN CAR PLATFORM:	
(A) PER TWELVE PERSON 900 KG LIFT	£1,064.29
(B) PER EIGHT PERSON 600 KG LIFT	£1,014.29
(C) PER SIX PERSON 450 KG LIFT	£992.86
(D) PER FOUR PERSON 300 KG LIFT	£950.00
(E) PER TWO PERSON 150 KG LIFT	£921.43
REWIRE THE CAR LIGHT CIRCUIT IN HEAT RESISTANT WIRING	£426.67
RENEW CAR OPERATING PANEL – BOTTOM SLIP PANEL	£493.33

RENEW CAR OR LANDING BOTTOM DOOR SHOES	£92.40
RENEW CAR LIGHTING DIFFUSER	£115.50
RENEW VR PUSH UNITS	£127.05
REPLACE TUNGSTEN LIGHT FITTING WITH FLUORESCENT FITTING, INCLUSIVE OF EMERGENCY CAR LIGHTING	£542.86
RENEW CAR LOAD PLATE	£55.84
SUPPLY AND FIT 35MM DIAMETER TUBULAR STAINLESS STEEL HAND RAILS, TO REAR AND FLANK WALLS.	£857.14
SUPPLY AND FIT TIP UP SEAT.	£513.33
SUPPLY AND FIT HALF HEIGHT MIRROR TO REAR WALL. MIRROR TO BE SILVER GREY AND TO BE A TOUGHENED SAFETY GLASS OF A MINIMUM OF 6MM.	£714.29
SUPPLY AND FIT A VOICE SYNTHESISER, COMPLIANT TO EN81-1/2 AND EN81-70. MESSAGES TO BE APPROVED BY THE CLIENT.	£1,653.33
SUPPLY AND FIT A DIGITAL POSITION/MESSAGE INDICATOR, WITHIN A 30 DEGREE SURFACE MOUNTED ANGLED BOX IN A STAINLESS STEEL FINISH.	£473.33
SUPPLY AND FIT CALL SOUNDERS TO THE EXISTING CAR PUSH UNITS.	£143.33
SUPPLY & FIT A BS7255 COMPLIANT CAR TOP CONTROL UNIT	£518.63
RENEW CAR GUIDE SHOES INSERTS-PER SET OF 4	£233.33
RENEW CAR GUIDE SHOES-PER SET OF 4	£348.75

SHAFT:

SUPPLY & FIT FLAT FORM TRAILING FLEXES:	
(A) 6 WAY UP TO 10 METRES IN LENGTH	£753.33
(B) 12 WAY UP TO 10 METRES IN LENGTH	£760.00
(C) 18 WAY UP TO 10 METRES IN LENGTH	£766.67
(D) 24 WAY UP TO 10 METRES IN LENGTH	£773.33
(E) 6 WAY UP TO 15 METRES IN LENGTH	£760.00
(F) 12 WAY UP TO 15 METRES IN LENGTH	£766.67
(G) 18 WAY UP TO 15 METRES IN LENGTH	£773.33
(H) 24 WAY UP TO 15 METRES IN LENGTH	£780.00

(I) 6 WAY UP TO 20 METRES IN LENGTH	£766.67
(J) 12 WAY UP TO 20 METRES IN LENGTH	£773.33
(K) 18 WAY UP TO 20 METRES IN LENGTH	£780.00
(L) 24 WAY UP TO 20 METRES IN LENGTH	£786.67
(M) 6 WAY UP TO 25 METRES IN LENGTH	£773.33
(N) 12 WAY UP TO 25 METRES IN LENGTH	£780.00
(O) 18 WAY UP TO 25 METRES IN LENGTH	£786.67
(P) 24 WAY UP TO 25 METRES IN LENGTH	£793.33
(Q) 6 WAY UP TO 30 METRES IN LENGTH	£780.00
(R) 12 WAY UP TO 30METRES IN LENGTH	£786.67
(S) 18 WAY UP TO 30 METRES IN LENGTH	£793.33
(T) 24 WAY UP TO 30 METRES IN LENGTH	£800.00
SUPPLY & FIT FLAT FORM 12 CORE DATA TRAILING FLEXES WITH 6 INDIVIDUALLY SCREENED TWISTED PAIRS FOR CAMERA INSTALLATION INCLUDING A MINIMUM OF :	
UP TO 10 METRES IN LENGTH	£786.67
UP TO 15 METRES IN LENGTH	£820.00
UP TO 20 METRES IN LENGTH	£853.33
UP TO 25 METRES IN LENGTH	£886.67
UP TO 30 METRES IN LENGTH	£920.00
SUPPLY & FIT A FLOOR SELECTOR FLOATING TAPE HEAD SYSTEM, COMPLETE WITH TAPE HEAD UNIT, TOP & BOTTOM TAPE MOUNTING BRACKETS, STAINLESS STEEL TAPE AND MAGNETS:	
(A) UP TO FOUR FLOORS PER LIFT	£968.95
(B) UP TO SIX FLORS PER LIFT	£1,068.95
(C) UP TO EIGHT FLOORS PER LIFT	£1,168.95
(D) UP TO FIFTEEN FLOORS	£1,368.95
(E) UP TO THIRTY FLOORS	£1,500.00
RENEW PROXIMITY INDUCTOR SWITCH	£266.67

RENEW LIMIT SWITCH-KIT (HEAD OF SHAFT)	£493.33
RENEW LIMIT SWITCH-KIT (BOTTOM OF SHAFT)	£493.33
REMOVE THE EXISTING ALARM BELL. SUPPLY AND FIT AN ELECTRONIC SOUNDER WITH A MINIMUM OF 100db.	£124.02
SUPPLY AND FIT LIFT WELL LIGHTING. WITH DOUBLE 1227MM (4') TWIN FLUORESCENT FITTING WITH SUITABLE MECHANICAL PROTECTION. SWITCHES SHALL BE LOCATED WITHIN THE LIFT MOTOR ROOM, LIFT PIT, AND ON THE CAR TOP ADJACENT TO THE EMERGENCY STOP BUTTON. THE WELL LIGHTS MUST BE ABLE TO BE SWITCHED BOTH OFF AND ON FROM ALL LOCATIONS. THE SWITCHES SHALL BE LABELLED "LIFT WELL LIGHT SWITCH." THE SHAFT LIGHTING. EMERGENCY LIGHTING SHALL BE INCLUDED WITHIN THE FITTINGS LOCATED WITHIN THE PIT AND TOP OF SHAFT. A RCD PROTECTED SOCKET SHALL BE FITTED WITHIN THE LIFT PIT, IT SHALL BE LOCATED AT A HEIGHT OF AT LEAST 1000MM FROM THE PIT FLOOR.	
(A) UP TO FOUR FLOORS PER LIFT	£1,780.00
(B) UP TO SIX FLOORS PER LIFT	£1,827.00
(C) UP TO EIGHT FLOORS PER LIFT	£2,287.00
(D) UP TO TEN FLOORS PER LIFT	£2,440.00
(D) UP TO FIFTEEN FLOORS PER LIFT	£3,720.00
(D) UP TO THIRTY FLOORS PER LIFT	£4,947.00
CLEAN DOWN OF LIFT SHAFT	£463.33

LANDING:

RENEW LANDING DOOR ESCUTCHEON PLATES LBC APPROVED PATTERN DROP RELEASE KEY TYPE:	
PER SINGLE UNIT FITTED	£123.33
PER EXTRA UNIT RENEWED AT THE TIME	£123.33
SUPPLY & FIT ANTI VANDAL LOCK RELEASES, INCLUSIVE OF TWO RELEASE KEYS PER LIFT	
UP TO FOUR ENTRANCES PER LIFT	£536.67
UP TO SIX ENTRANCES PER LIFT	£850.00

UP TO EIGHT ENTRANCES PER LIFT	£1,203.33
REPLACE VISION PANEL WITH STANDARD COUNCIL SLOT TYPE PATTERN, APPROXIMATE SIZE OF VIEWING WINDOW 20MM WIDE X 135MM HIGH:	
(A) PER SINGLE DOOR	£103.95
(B) PER EXTRA DOOR REPLACED AT THE SAME TIME	£103.95
RENEW LANDING DOOR ONE SPEED BRONZE BOTTOM TRACK.	£626.67
RENEW LANDING DOOR TWO SPEED BRONZE BOTTOM TRACK.	£760.00
RENEW LANDING DOOR SINGLE SPEED TOP TRACK	£560.00
RENEW LANDING DOOR TWO SPEED TOP TRACK	£693.33
RENEW ELECTRO/MECHANICAL DOOR PICK UP VANE ASSEMBLY	£519.75
SUPPLY & FIT AN ELECTRICAL INTERLOCK TO THE SLOW SPEED LANDING DOOR PANEL	
FOR AN EXPRESS LIFT UP TO 6 FLOORS	£1,443.75
FOR AN EXPRESS LIFT BETWEEN 7 & 12 FLOORS	£2,887.50
FOR A BENNIE LIFT UP TO 6 FLOORS	£2,021.25
FOR A BENNIE LIFT BETWEEN 7 & 12 FLOORS	£3,638.25
FOR AN H & C LIFT UP TO 6 FLOORS	£1,443.75
FOR AN H & C LIFT BETWEEN 7 & 12 FLOORS	£2,887.50
FOR AN OTIS LIFT UP TO 6 FLOORS	£1,443.75
FOR AN OTIS LIFT BETWEEN 7 & 12 FLOORS	£2,887.50
SUPPLY A GAL SPRING CLOSER	£135.48
SINGLE SPEED DOOR PANEL	£1,226.67
TWO SPEED DOOR PANEL	£793.33
TWO SPEED PANEL @ 1200MM CLEAR OPENING	£793.33
RENEWAL OF A DOUBLE SKINNED LANDING DOOR PANEL. THE REAR OF THE PANEL BEING 1.63MM THICK ZINTEC STEEL. THE FRONT FACE OF THE PANEL BEING PATTERN STAINLESS STEEL, GRADE 316, 16 GAUGE. INCLUSIVE OF SIGHT GUARD, DOOR RELEASE APETURE AND DOOR SHOES	

SINGLE SPEED PANEL @ 700/800MM CLEAR OPENING	£1,226.67
TWO SPEED PANEL @ 700/800 MM CLEAR OPENING	£793.33
TWO SPEED PANEL @ 900/1000 MM CLEAR OPENING	£793.33
SUPPLY AND FIT A DIGITAL POSITION/MESSAGE INDICATORS, WITHIN A 30 DEGREE SURFACE MOUNTED ANGLED BOX IN A STAINLESS STEEL FINISH:	
(A) 2-4 FLOORS	£1,420.00
(B) 5-8 FLOORS	£3,313.33
(C) 9-12 FLOORS	£5,206.67
RENEW GROUND FLOOR FIRE CONTROL SWITCH	£536.67
SUPPLY AND FIT CALL SOUNDERS TO THE EXISTING LANDING PUSH UNITS.	£143.33

PIT AREA:

SUPPLY AND FIT NEW PIT BUFFERS:	
(A) OILDRUALIC @ 630 KG @ 0.63 MPS	£514.00
(B) OILDRUALIC @ 630 KG @ 1.0 MPS	£514.00
(C) OILDRUALIC @ 750 KG @ 0.63 MPS	£514.00
(D) OILDRUALIC @ 750 KG @ 1.0 MPS	£514.00
(E) OILDRUALIC @ 1000 KG @ 1.0 MPS	£514.00
(F) OILDRUALIC @ 1000 KG @ 1.5 MPS	£562.84
(G) OILDRUALIC @ 1250 KG @ 1.0 MPS	£514.00
(H) OILDRUALIC @ 1250 KG @ 1.5 MPS	£562.84
HYDRAULIC APPLICATIONS:	
(A) CELLULAR BUFFERS UP TO 0.63 MPS MAX-LOAD 900 KG	£436.03
(B) CELLULAR BUFFERS UP TO 0.63 MP MAX-LOAD 1000KG	£436.03
(C) CELLULAR BUFFERS UP TO 0.63 MPS MAX-LOAD 1130KG	£436.03
(D) CELLULAR BUFFERS UP TO 0.63 MPS MAX-LOAD 4000KG	£475.33
(E) CELLULAR BUFFERS UP TO 0.63 MPS MAX-LOAD	£475.33

3500KG	
(F) CELLULAR BUFFERS UP TO 0.63 MPS MAX-LOAD 300KG	£436.03
RENEW OVERSPEED GOVERNOR RETURN PULLEY	£286.67
SUPPLY AND FIT AN OVERSPEED GOVERNOR RETURN PULLEY GUARD	£92.86
SUPPLY & FIT ONE PIT STOP SWITCH-TO BS7255	£403.33
SUPPLY TWO PIT STOP SWITCHES-TO BS7255	£560.00
SUPPLY AND FIT GUIDE BASE OIL DRIP TRAYS SET OF FOUR	£112.29
SUPPLY & FIT NEW PIT LADDER, COMPLETE WITH HAND HOLDS	£321.43
SUPPLY & FIT A PIT PROP CONSTRUCTED OF 95MM X 95MM STEEL BOX SECTION, WITH 3MM WALL THICKNESS, WITH A MINIMUM HEIGHT OF 1800MM. COMPLETE WITH ELECTRICAL INTERLOCKING OF THE STORAGE RETAINING BRACKETS AND SUITABLE BASE PLATE.	£526.67
SUPPLY AND FIT PIT AREA EMERGENCY LIGHTING	£313.33
DEGREASE LIFT PIT FLOOR	£204.29
DEGREASE AND PAINT LIFT PIT FLOOR	£220.00

MISCELLANEOUS:

AUTO DIALLER/EMERGENCY TELEPHONE SYSTEM COMPLIANT TO EN81/82 AND EN81/28.	£1,073.33
PUMP OUT PIT USING WATER PUMP, ENSURING PIT IS LEFT CLEAN AND DRY.	£187.14
FIXED COST FOR ATTENDING WORKING ON ARRIVAL/NO FAULT FOUND CALL OUT, COST TO INCLUDE TRAVELLING TIME AND TRAVEL COSTS.	£65.00
REGLAZE LIFT MOTOR ROOM WINDOW	£125.71
S & F LAGGING TO STEEL BEAM IN LIFT MOTOR ROOM	£176.67
NICEIC ELECTRICAL INSTALLATION CERTIFICATE	£214.29