

Lift Systems Upgrade



# J Street Apartments, 35 Johnston Street.

AMPCO Lift & Electrical Services Ltd

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8 May 2024

J Street Apartments Body Corporate 90482  
c/- Quest on Johnston  
35 Johnston Street,  
Wellington 6011

Attention: Manjit Singh

**Proposal for a Comprehensive Lift Systems Upgrade  
at J Street Apartment (Quest on Johnston)**

Dear Manjit,

Please find the accompanying proposal for the complete upgrade of the following lift systems and equipment at the Creo House building in Wellington:

- New operational control system,
- New gearless machines,
- New door operator control system and mechanisms including new car door panels,
- New landing door mechanisms and door panels.
- New user interface systems such as buttons and displays,
- New lift shaft and pit area lighting,
- Safety systems upgrade such as top of car barriers, adjacent stop switches etc,
- New car button panels including car return and transom panels.

This proposal is presented for your consideration due to the age, condition and obsolescence of the existing equipment.

All prices will need to be finalised and agreed to by both parties prior to formal acceptance.

The equipment we are promoting is non-proprietary and supported out of Australia ensuring a quick turnaround whenever parts or equipment are required.

What is being proposed in this document is a thorough upgrade of all the various systems that control the two 30-year-old passenger lifts in the building.



What has been included is extensive in terms of the level of work involved and the improvements it will make to the ongoing reliability, safety, compliance and serviceability of the buildings lift system for the next 30 years.

This upgrading work will vastly improve not only the lifts reliability, maintainability and efficiency but also their appearance and compliance with various other complimentary codes and more recent standards such as the companion international Standards including the fire service and 'seismic' operation of these lifts.

These 2 lifts were manufactured in the mid-1990s and installed shortly afterward. As such, they are now overdue for upgrading and what has been proposed here will bring the entire lift system up to the very latest in terms of technology, compliance, safety, serviceability and reliability.

As with any upgrade of this magnitude there are always logistical issues in terms of getting new equipment onto site and removing the old equipment. To minimise the inconvenience this would usually cause to the normal day to day operation of the building we have proposed that the car frame (cab), counterweight, guide rails and diverter sheaves be retained. These components of the lift system do not wear out and it makes no sense to replace them if it is not necessary or is not going to provide any material benefit to the lifts performance. We will fully refurbish the existing diverter sheaves during the course of the upgrading work.

As we have been looking after the maintenance requirements of the 2 lifts at J Steet Apartments for about 17 years now we know the site well. We were also instrumental in the original installation and servicing of these 2 lifts while we were employed by the original manufacturer, Otis, for the period up to 2002. So, it is safe to say we know these lifts quite well.

We have included the replacement of the stainless-steel return panels inside the lift car including the transom panel above the lift doors.

Also included are new button panels and digital position indicators inside each lift car and on the ground floor with new button panels on each of the upper landings.



We would normally expect this work would take approximately 12-14 weeks per lift to complete once work has commenced on site. However, the first lift always takes the longest and it is reasonable to expect the second lift wouldn't take as long to complete as the first.

There would be a lead time of approximately 20-22 weeks from point of order until the equipment is delivered to site.

We hope you find our proposals below to your liking and look forward to discussing this exciting project further with you.

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## **Brief**

This proposal promotes the replacement of the following:

- lifts operational control systems,
- the lifts motion control system,
- the lift machines,
- the car door operators and landing door tracks and mechanisms including their hanger plates, rollers and door panels,
- The user interface systems such as the landing and on-board buttons & display fixtures.

Also included are fire panel interface and fire service recall system for compliance with the current building standard.

We have also included oversight of the maintenance of the fire rating of the lift landing doors by the BRANZ senior fire engineer to ensure the buildings fire rating isn't compromised.

This is something we have found most other lift companies overlook. It can cause major problems if ever a fire report needs to be done and the fire rating of the lifts landing doors are found to have been compromised. Correcting these sorts of oversights can be very costly later on.

We will also provide whatever assistance or information is required for the Building Consent application which may be required due to the extent of the upgrading work.

The systems we have proposed to install are non-proprietary meaning that you are not tied to any one service provider for maintenance services and technical support. These systems can be supported by any of the current lift service providers in New Zealand giving you the freedom to choose who you prefer to engage for your lift service requirements.

While we want you to stay with AMPCO for all your lift related needs we recognise that the choice is yours and we will not put you in a position where that choice is compromised by proprietary systems which cannot be reliably supported by other service providers.

The manufacturers of the proposed new control system, Wittur, do not maintain or install lift systems themselves but rather specialise in the development and manufacture of lift control systems and machines solely for elevators.



This means they are truly independent of all the other lift manufacturers/maintainers who promote their own proprietary systems in order to try and create a monopoly leaving many building owners with little in the way of choice regarding who they employ to maintain their lifts.

Wittur have representation around the world, and we have dealt with them extensively.

At AMPCO we believe that the building's owner should have a full and unlimited choice over the various systems within their building and who they contract to look after them.

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## **The Control and Drive Systems**

The proposed new lift operational and motion control systems will provide many benefits. Not least of which is the improved reliability, efficiency, serviceability, safety and compliance that these Wittur systems provide.

The existing lifts were installed in the 1990s using what was the latest technology. Over the ensuing 30 years technology has progressed greatly meaning the existing control system is outdated and quickly becoming obsolete. Some spare parts can be sourced but are only able to be provided by the original manufacturer and exorbitant costs and extended timeframes.

We have experienced this recently with similar lift equipment and it took 6 months to obtain the required components. This is the ongoing risk with equipment of this type and age.

The new motion control system we're proposing to install will include an integral emergency rescue operation (ERO) which allows the lift to be moved to the nearest floor when the power fails ensuring passengers are not trapped inside the lift.

There are efficiency improvements to be gained from the new machines and control systems in so far as this is the latest technology, but this is relatively small in comparison with the other improvements, mentioned above. However, this is something that needs to be considered as the new lifts we're proposing to install will consume less power than the existing lifts.



### **The Doors Operation System**

The proposed new doors systems will substantially improve the doors operation. They will also operate more smoothly and with a much greater level of control as they open and close.

The main areas of failure for lifts are the doors. These are the pieces of equipment which move the most and as such require the most maintenance. The existing door mechanisms are 30+ years old and are showing signs of wear.

The new door system which is the Wittur AMD heavy duty door system is universally recognised as one of the best lift door systems available internationally.

Spare parts are readily available and, as Wittur has a large presence in Australia, the time required to have spare parts delivered to us is minimal. We also carry spares parts for these new doors in our stock inventory.

All the current fire ratings of the lift landing doors will be retained and signed off by one of New Zealand's most qualified and respected fire engineers who will inspect the existing doors and ensure the new doors do not reduce the lift shaft fire rating once installed.

A completely new operator will be installed on top of each of the lift cars that opens and closes the doors quietly and smoothly. This new linear motor unit is vastly more power efficient than the current door operator unit. It is also substantially lighter.

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### **The Peripheral Fixtures**

The peripheral and user interface systems we are promoting including the buttons on each landing and position indicators in the ground floor lobby and inside each of the lifts.

All the componentry we use is of the highest quality ensuring its longevity, consistency of operation and unrivalled technical support.

The LED illumination of the buttons is available in a wide range of colours. The most popular colours are currently blue and red. However, the illumination colour can be chosen to highlight or compliment the interior linings of the lift car.

These buttons include braille tactile targets that comply with the disabled code.

We've proposed full colour position indicator screens for inside each of the lift cars and digital displays for the ground floor. These will replace the existing position indicators that are already in place in both locations and above the ground floor doors.

The lift car interior lighting will be replaced for LED lighting with UPS backup to provide emergency lighting in the event of power failure.

The existing stainless-steel return and transom panels inside each lift around the entrance will be reskinned with brushed stainless steel and a new button panels. Other stainless-steel finishes, such as linen, are also available.

All the landing and car doors panels will be replaced for new panels with a linen finish stainless steel.

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### **Safety Improvements and Upgraded Maintenance items**

AMPCO takes the safety of our staff and those who use the lift systems we look after very seriously and therefore we look at ways that the safety of the lift equipment can be improved whenever we're upgrading older lift systems.

While the on-site procedures for what we do has been carefully formulated and adjusted over many decades to ensure the safest means of carrying out our work tasks, technology and experience has created many improvements in the equipment we use to maintain our safe at work.

There is a need to actively ensure that our workplaces are as safe as practicable and that the work we carry out is done so in as safe a manner as possible.

The building industry, and more specifically the lift industry, is amongst those businesses considered to be 'high risk'.

To be able to demonstrate that the building owner of 35 Johnston Street is equally dedicated to the safety of all those who work within their building we have included some safety upgrades in this proposal that are now requirements but were not considered or even available at the time these lifts were originally installed.

These safety improvements include:

- 1) the installation of up-to-date (LED) lift shaft lighting to improve the visibility for service staff working on these lifts as there is currently only unguarded incandescent light bulbs in the lift shaft. These older unguarded glass lamps are dangerous and inherently inefficient as they produce a lot more heat than they produce light and, being unguarded, they are always at risk of being broken which will expose electrically live connections.
- 2) improved lighting and emergency stop switches in the lift machine room for increased safety of those working in or around the lift equipment. The current fluorescent lighting in the machine room is old, inefficient and fairly dim by comparison with the new LED batons we propose to install.
- 3) Improved mushroom type emergency stop switches located in the lift shaft & lift pit.
- 4) Pit egress mechanisms will be installed to ensure the safe means of exiting the lift pits for maintenance staff.



All these improvements reflect a real commitment to the safety of those working on the lift system in the building.

Fortunately these lift were installed in a time when some safety requirements were necessary which has meant the improvements needed are fairly minimal.

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### **Ride Quality Improvements**

The ride quality of these 2 elevators has suffered somewhat over the years but we intend to reinstate the ride quality to better than it was when the lifts were new.

The guide rollers which assist in making the ride smooth and quiet will be replaced for new on both the lift car and the counterweight.

The newer polymers available now will provide a smoother and quieter ride than the original rollers can.

This is something we include in all our upgrades as it is very well received by lift users once the upgrading work is complete.

In conjunction with the new machines, new ropes and the latest technology in motor control systems the ride quality of these 2 lifts will be substantially improved.

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## The Price

Price: **\$695,745.00+gst**

Note: price subject to, but not limited only to, forex & freight fluctuations prior to receipt of a signed quotation acceptance. This price will remain valid for 90 days from the above date.

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## In closing

During the course of the upgrading work, we would be happy to attend weekly meetings to review the progress with you or their nominated agent. This would help to clarify the work that is happening and how it is progressing. It also gives the owner an opportunity to ask questions and update their tenants.

We envisage this work taking approximately 12-14 weeks per lift with each lift being upgraded separately to ensure one lift remains operational at all times.

Once all the upgrading work is complete, we would meet with you to discuss the outcome of the completed work and how it is being perceived by everyone involved. Whenever undertaking such a large upgrade of a specified system at the heart of a buildings operation communication is always the key to success. Making sure everyone is informed of just how work is progressing will eliminate conjecture and misunderstandings and, thereby, ensure the work runs smoothly.

Following the completion of the work we could also discuss the ongoing maintenance of the upgraded lifts for the future. We frequently find that once older lift equipment is upgraded the annual cost of maintenance can be reduced considerably.

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Below I have included some brochure pictures of some of the componentry we have proposed for this upgrade.



I look forward to discussing this with you in greater detail.

Yours Sincerely

A handwritten signature in black ink, appearing to read "Tony Skews". The signature is fluid and cursive, with a large loop at the end.

**TONY SKEWS**

Managing Director

AMPCO

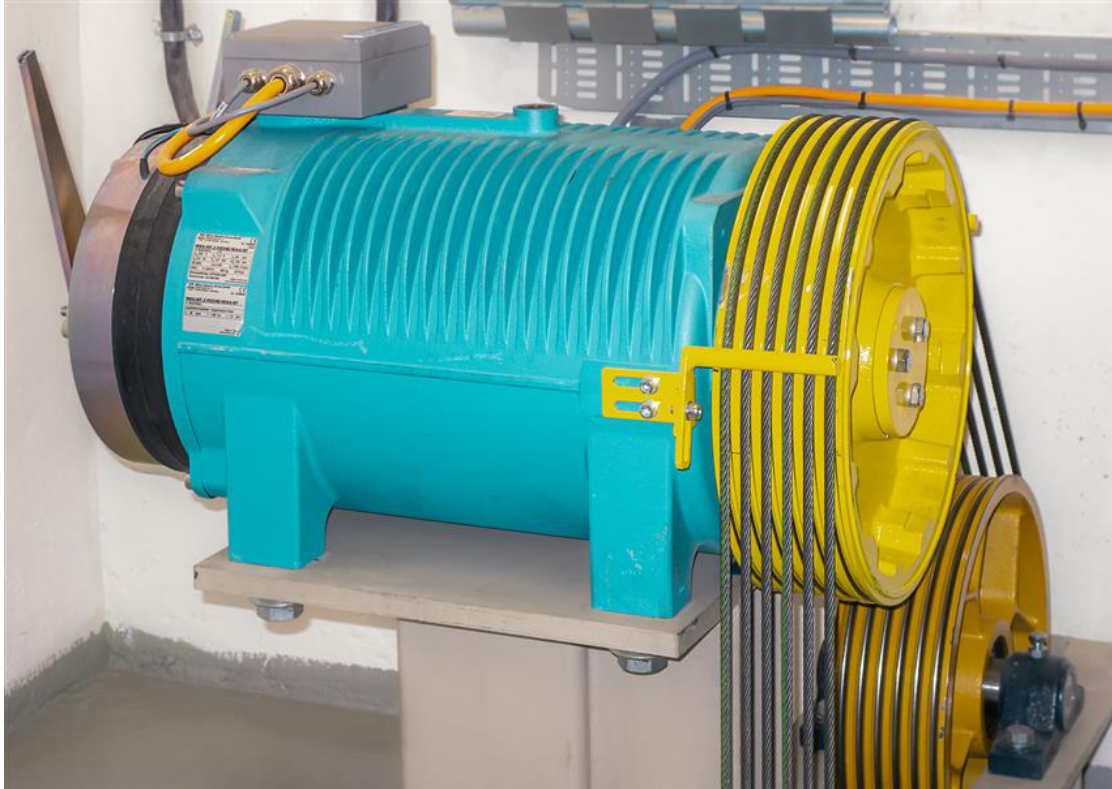
Mob: 021 465 464

Freephone: 0800 10 38 38

Email: [tony@ampco.co.nz](mailto:tony@ampco.co.nz)



This is a new Wittur controller and what we propose to install to replace the existing 30 year old Otis MCS controllers.



This is an example of the type of machine being proposed to replace the existing 30 year old machines that are currently in place.



## Wittur Liftmedia



<b>LCD Type</b>	5.7" Color TFT Display
<b>Resolution</b>	320 x 240 Pixels
<b>Visible Area</b>	115.2mm x 86.4mm
<b>Working Position</b>	Horizontal, Vertical
<b>Connectivity</b>	Parallel signal (gray, binary) and full CANbus integration
<b>Programming</b>	Programmable with SD card & dedicated design software
<b>Features</b>	<p>Audible floor and status announcements</p> <p>Show stoppages, direction arrows, customer logo, background pictures and signal indicators (overload, out of service, fire, emergency rescue, etc.)</p> <p>Video and music playback (mp3, mpeg, avi, wmv, flv, mp4, wav)</p> <p>Background images can be changed with the set time</p> <p>Date, time and temperature status indicators</p>

safety in motion

Copyright © by Wittur

This is an example of the type of displays being proposed for inside the lift cars.



**B 3** | ●



B3-ENS.BR

B3-ENP.LS.BR

- | Features  | Dimensions |
|---|------------|
| Die-cast metal body                               |            |
| Frontal mount                                     |            |
| Fastening by clamp locking ring                   |            |
| 1 Microswitch 5A125 VAC -1 NO or 1 NC             |            |
| Raised symbols EN81-70                            |            |
| Homogeneous rim illumination with 4 SMD leds 24 V |            |
| Buzzer Options                                    |            |
| Recall lights                                     |            |

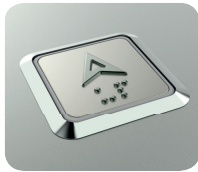
Recall lights ■ ■ ■ ■ ■

● K1 Series

EN 81-70



K1-ENS.BR



K1-ENP.LS.BR

● V2 Series

EN 81-70



V2-P.BR

● V3 Series

EN 81-70



V3-ENP.LS.BR



V3-ENS.BR

These buttons are high quality, disabled code compliant, LED illuminated, reliable and fully supported by the manufacturers.



This is an example of standard #4 brushed stainless steel. It is a very common finish in lift around the city. Most lifts in Wellington have brushed stainless steel somewhere either inside the lift car or on the landing button panels. It is a very robust and hardwearing steel panel material making it easy to understand why it is so popular. There are other stainless-steel design options available so please do not hesitate to enquire if you feel that you'd like something a little out of the norm.