

The background is a solid dark blue color. In the four corners, there are decorative white line-art elements that resemble circuit board traces or neural network connections. These lines are thin and connect to small white circles at various points.

Welcome

The Hotel Association

of New York City

To Our TEI Family



Michael J. Staub
Executive VP
Operations



**Serving over 2,400
Elevator and Escalator
units.**

**TEI Group has been
selected to manage
some of the most
prestigious properties in
the Tri-state area.**

Core Values

They guide us in defining who we are, what our Customers can expect from us, and why we conduct business in the manner we do.

SAFETY

Is the basis of all products and services provided by TEI Group.

INTEGRITY

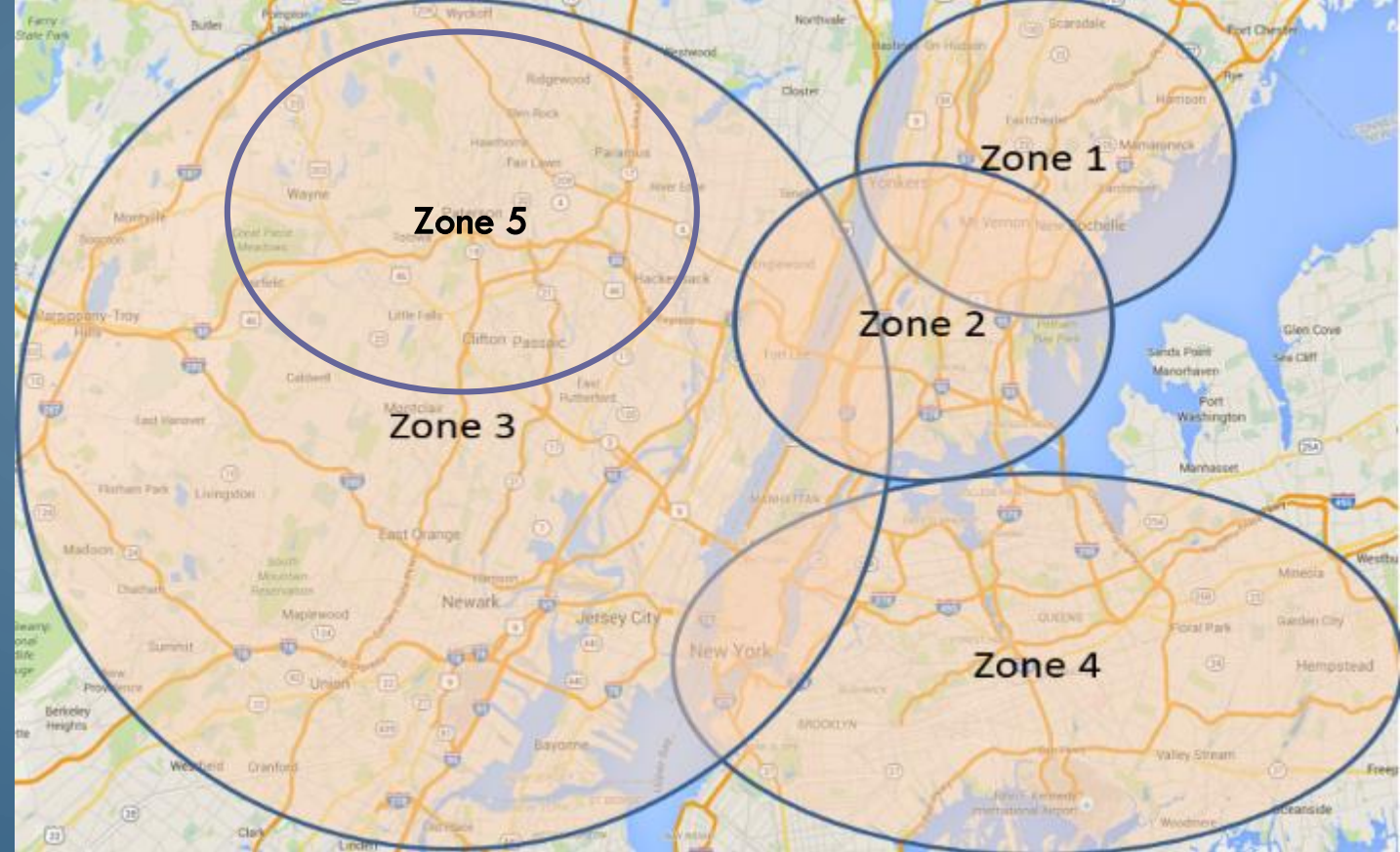
The foundation by which all TEI Group employees conduct their business.

QUALITY

Is the end result of our commitment to our Clients in which TEI Group is engaged.

Facts

- **Local #1 International Union of Elevator Constructors (IUEC)**
- **Over 200 Service Technicians Servicing 5 zones**
- **Small Route Sizes and Geographic Areas**
- **Each Service Area has a Full Time Adjuster**
- **24-7 Parts and Distribution Department**
- **All Field Managers are certified Qualified Elevator Inspectors (QEI) license**
- **All Service Mechanics required to hold a DOB elevator inspector's license**



TEI Group Management



Mark Gregorio
President



Michael J. Staub
Executive VP
Operations



Elizabeth Lopez
Executive Assistant



Kevin Lynch
Sr. Vice President
Mod/ Con



Edward Rivera
General
Superintendent
Mod/ Con



Michael Donohue
General Manager
Mod/ Con



Brian McEneaney
Maintenance &
Repair Manager



Ray Downs
Sr. Vice President
Health & Safety



Wayne Locker
Director
Technical Support



Angela Williams
Violations
Manager



Juan Rondon
Chief Financial
Officer

TEI Group Service Team



Robert Petracca
Maintenance Super



Joe Parrino
Maintenance Super



Phil Oliveri
Maintenance Super



Frank Pugliese
Maintenance Super



Steven Bonardi
Maintenance Super



Brian McEneaney
Maintenance &
Repair Manager



Diana Wallace
Lead Dispatcher

TEI Group Account Management



Glen Smocovich
Sr. Account Executive



Thomas Hogan
Sr. Account Executive



John Corsale
Account Executive



Jennel Seale



Kara Rettew



Krystal Perez

Account Support Reps



ENVIRONMENTAL HEALTH & SAFETY

**Educating and diligently
training our employees in
order to achieve ZERO
occupational
accidents**



Ray Downs
Senior Vice President
Environmental Health & Safety

For over three decades Ray has developed, implemented and overseen health and safety programs directed to the vertical transportation industry at both the local and national level.

Ray has authored several articles, including, “So you think you have a safety program?” and “Do you think before you react”, and actively participates in industry associations, including;

- American Society of Safety Engineers
- National Fire Protection Agency
- National Association of Elevator Contractors (NAEC)
- National Elevator Industry Inc., (NEII)
- Safety Committee Member NAEC & NEII
- NAESA Member

At TEI Group, all employees have been trained and safety standards deployed to ensure field compliance and customer’s expectations are met at the highest level.

Safety

OUR BLUE PRINT FOR SUCCESS

- **24 Hours per year of Field Safety Training**
 - **12 Hours Class room**
 - **12 Hours Tool Box Safety Talks**
- **48 FCA per year – Managers Conduct 4 per month**
- **8 Hours of New Hire Orientation & PPE Training**
 - **Test and Verify Company Safety Policies**
 - **Safe Work Practices**
 - **Industry Standards**

Safety

A Service Technician's Safety Equipment



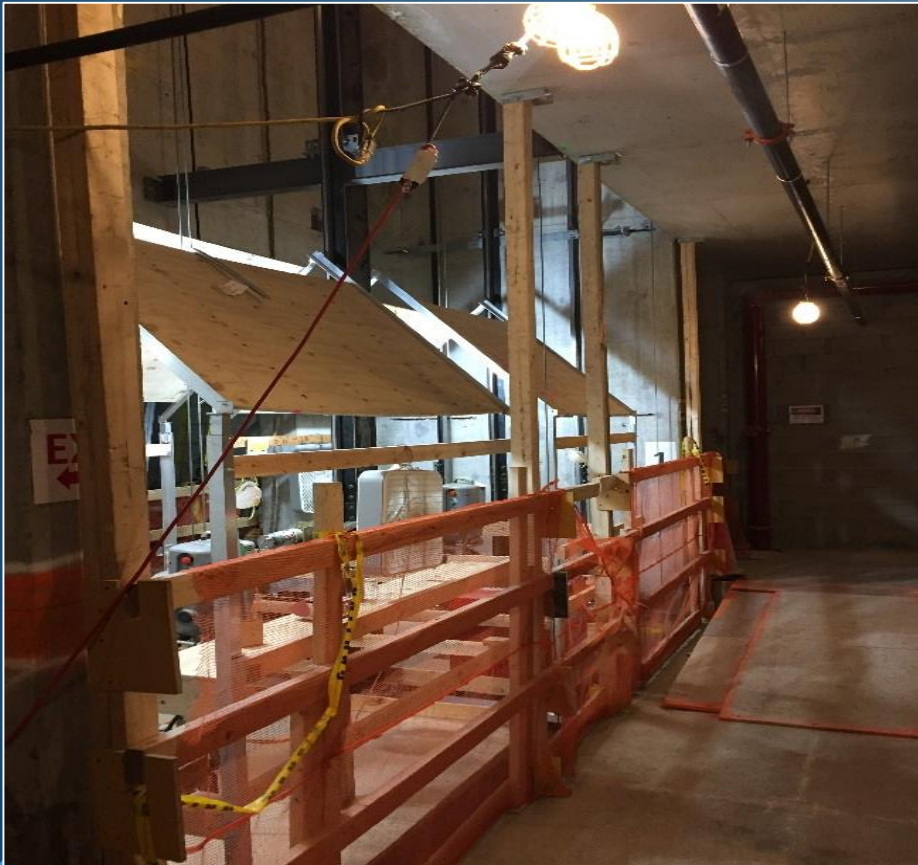
What to Wear and When to Wear It

- Safety Glasses
- Safety Shoes
- Hard Hat
- Gloves
- Full Body Harness & Lanyard
(Only when properly trained and supervised)



Safety

*Compliance in the Field
to Industry Standards*



TEI WAS INSTRUMENTAL IN THE Nine (9) “Safety Absolutes” Being Adopted by the Elevator Industry

Fall Protection

1. *Fall Restraint / TOC Barriers / Lobby Barricades*

Control of Elevator / Escalator

2. *Car Top Assess / Egress*
- *Escutcheon Tubes - Hall Access Key Switch*
3. *Pit Access / Egress*
- *Pit Ladders and Lighting*

Control of Hazardous Energy

4. *Lock out & Tag out - Lockable Mainline - Arc Flash Standard*
5. *Mechanical Stored Energy - Pipe Stands, Confined Space Entry*

High Hazard Operations

6. *Hoisting and Rigging / Scaffolding / Staging*
7. *Jumpers*
8. *False Cars and Running Working Platforms*
9. *Material Handling*

Safety

Non Public – Work Conditions

Stairs leading into the elevator machine room - NO hand railings to hold onto and unstable stairs that you had to step off and onto the door sill to enter the machine room.

We recommended a quick fix to ensure that the building provided safe access and egress without jeopardizing their GL

SAFE



UN-SAFE



SAFE



UN-SAFE



Safety

Mike Kookan
Machine Room Cleanliness



Resident Mechanic
Westin and Starwood Hotels
Recipient - Engineers Safety Award

Machine Room
Safety Initiatives



Floors - Machines painted
PPE worn during maintenance tasks

Safety

Top of Car Access & Egress



Test and Verification Process

- When accessing and exiting the car, what are the proper steps?
- Who is in charge to make sure everyone is safe?
 - Building Management
 - Engineer
 - Consultant
 - Elevator Mechanic
- All TEI Mechanics have received classroom training on how to safely access and egress by following industry standards.
- Managers test and verifies in the field for compliance.

TEI Group Safety Stand-down Day Week of June 12, 2017



#1 Safety Question

Every Family Member Should Ask Themselves

**Who IS Expected To Come Home To Sit At
Your Dinner Table Tonight**



WITH YOUR FAMILY?

Safety Conclusion

- I hope my presentation today gave you a fresh perspective on how an elevator company can contribute to ensuring the buildings they serve - day in and day out - are safe and free of unnecessary risks.

**Your Family Depends On
You!**

- To ensure the safety of the people who use the buildings they serve, an elevator company must have a strong commitment to safety and a proven track record of successful projects.
- Unfortunately, many elevator companies do not have the resources or expertise to ensure the safety of the people who use the buildings they serve.
- That is why I leave you with these parting words...



QUESTIONS?

QUESTIONS?

QUESTIONS?



Wayne Locker
Director of Technical
Support / Education

Elevator - Escalator



Jeopardy

Wayne actively participates in industry associations, including;

- Elevator Conference of New York (ECNY)
- NYC Elevator Code Revision Committee
- IUEC Local One Apprentice Educational Program Instructor
- OSHA 10 and 30 Certifications
- NYC Elevator Agency Co-Director and Inspector
- NYC Licensed Master Electrician
- QEI Certified
- Past NAEC Board of Director
- National Elevator Industry Inc., (NEII)
- American Society of Safety Engineers (ASME)



SYSTEM TO MONITOR AND PREVENT AUTOMATIC OPERATION OF PASSENGER AND FREIGHT ELEVATORS WITH FAULTY DOOR CONTACT CIRCUITS

AKA “DOOR LOCK MONITORING”

NEW AND MODERNIZED ELEVATORS A17.1-2003 / K1 RULE 2.26.5 (2009)

EXISTING ELEVATORS A17.3-2002 / K3 RULE 3.10.12 (2014)

EXISTING ELEVATORS TO COMPLY BY JANUARY 1, 2020

FIRE SERVICE COMPLIANCE ADDED AS OF DECEMBER 31, 2014

SERVICE UPDATE

Changes to Elevator Door Monitoring System - Permit and Inspection

As per ASME A17.3 of 2002, as modified by Chapter K3 of Appendix K Section 3.10.12 of the New York City Building Code, all automatic passenger and freight elevators must provide a system to monitor and prevent automatic operation with faulty door contact circuits by January 1, 2020.

Work done to comply with this requirement will need an Elevator Application under an EBN (Elevator Buildings Notice) – a permit from the Department's Elevators Unit, and Department inspections per New York City Codes. Design and/or controller modifications for such jobs **must** be approved by the controller manufacturer or a Registered Design Professional (Professional Engineer (P.E.) or Registered Architect (R. A.)).

Performing and witnessing agencies **must** include inspection/testing of door monitoring circuit in their Maintenance Control Program and checklist when performing CAT1 test.

All work performed for the addition of door monitor circuits including all reports submitted to the Department of Buildings are subject to audit.

For questions or for further information related to elevators, please contact the Department's Elevator Unit at (212) 393-2144 or by email at elevatordivision@buildings.nyc.gov.

POST UNTIL: December 31, 2017



OBJECTIVES:

- **WHICH ELEVATORS REQUIRE DLM**
- **DISCUSS CODE RULES GOVERNING DLM**
- **EXPLAIN THE FUNCTIONALITY OF DLM**
- **EXPLORE DIFFERENT SCENARIOS AND OBSTACLES OF INSTALLING AND TESTING DLM**
- **BRIEF DISCUSSION OF THE RETROACTIVE CODE FOR “SINGLE PLUNGER” BRAKES**

- **3.10.12 System to monitor and prevent automatic operation of passenger and freight elevators with faulty door contact circuits.**
- **All automatic passenger and freight elevators shall comply with this section by January 1, 2020. Means shall be provided to monitor the position of power-operated car doors that are mechanically coupled with the landing doors or power-operated car doors with manually operated swing-type hall doors, while the car is in the landing zone, in order**
 - **(a) to prevent the operation of the car if the car door is not closed** (see Section 3.4.2(c) of ASME A17.3), regardless whether the portion of the circuits incorporating the car-door contact or the interlock contact of the landing door coupled with car door, or both, are closed or open, except as permitted under any of the following conditions:
 - (1) by a car-leveling or truck-leveling device
 - (2) when a hoistway access switch is operated
 - (3) when the top-of-car inspection operation utilizing a car door by-pass or hoistway-door bypass switch is activated
 - (4) when on any mode of inspection operation; and

- **(b) to prevent, except as permitted by inspection operation, the power closing of the doors if the car door is fully open and any of the following conditions exist:**
 - **(1)** the car-door contact is closed or the portion of the circuit, incorporating this contact is bypassed;
 - **(2)** the interlock contact of the landing door that is coupled to the opened car door is closed or the portion of the circuit, incorporating this contact is bypassed, except when operating during Firefighters' Service Phase II;
 - **Exception:** For swing-type door operation, the locking (secondary) contacts shall be monitored.
 - **(3)** the car-door contact and the interlock contact of the door that is coupled to the opened car door are closed, or the portions of the circuits incorporating these contacts are bypassed;
 - **Exception:** For swing-type door operation, the locking (secondary) contacts shall be monitored.
- **Design and/or controller modifications shall be approved by the controller manufacturer or a registered design professional. Notwithstanding any inconsistent provision of chapter 1 of title 28 of the *Administrative Code*, the work required to comply with this section may not be performed without a permit from the department**

Installation Time and Material Variables

- **Car doors: front, rear, side**
- **Hoistway access: front, rear, side**
- **Controllers with gate switches and door locks wired in series vs controllers with gate switches and locks wired independently**
- **Virtual door operator limits (DCL, DOL, DPM) – furnish & install switches, actuating linkage, wiring, travelers (spares?), riser (spares?).**
- **Serially connected door operator limits DCL, DOL, DPM...spare wires ?**
- **Original Equipment Manufacturer (OEM) software**
- **Job specific schematics required**
- **Manufacturer's test procedure must be included in the MCP**
- **Code Data Plate must reflect the alteration rule reference**

Testing of Firefighters' Emergency Operation

Test 1: Elevator not at the fire recall floor on automatic service and the hall doors disengaged from the car door, e.g. hall doors closed and car door open. Initiate Phase 1 recall via lobby switch.

Result: Car will not recall.

Test 2: Elevator is recalled normally on Phase 1 to the recall floor, then Phase 2 is initiated and elevator is placed away from the recall floor on phase 2. Hall doors are disengaged from car door e.g. hall doors closed and car door open. Place car call to another landing.

Result: Momentary pressure of door close button allows the car doors to close and elevator runs to floor where car call is placed.

Test 3: Elevator on Phase 2 away from the recall / designated floor. Hall doors closed and car doors open. Phase 1 key-switch in the on position. Turn off Phase 2 key switch.

Result: Car door should close to initiate Phase 1 return.

Single Plunger Brakes A17.3-2002 / K3

3.8.4.1 Single plunger brakes.

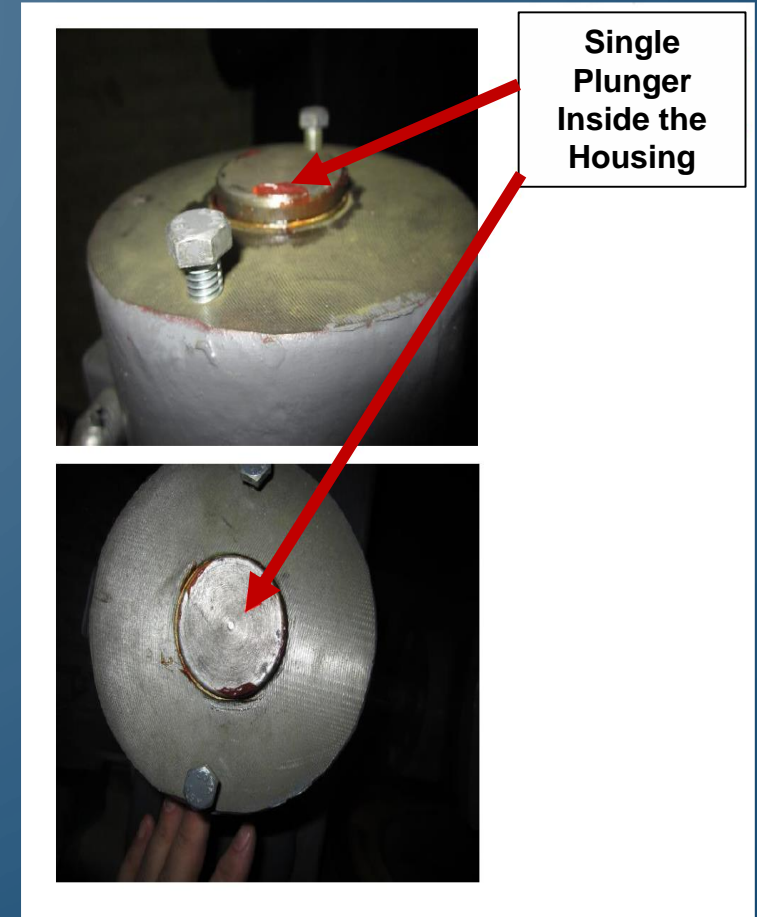
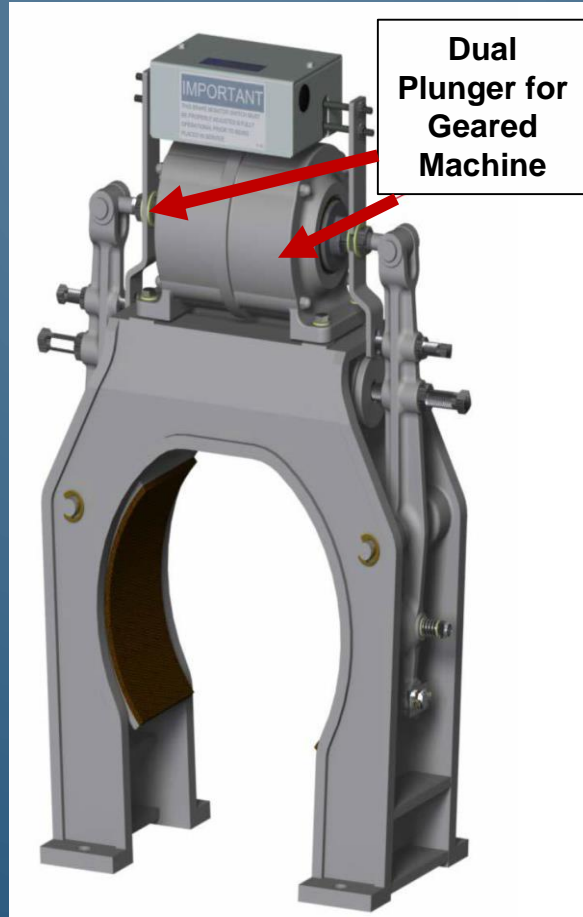
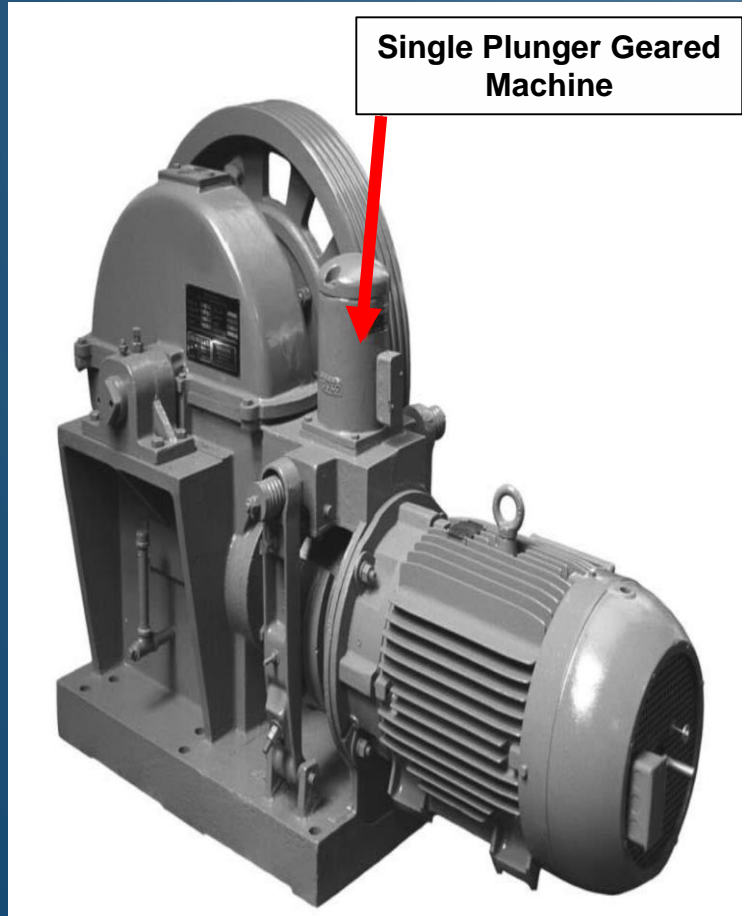
(a) All existing traction elevators with single plunger brakes must comply with either of the following by January 1, 2027:

(1) Alteration of single plunger assemblies to dual-plunger type, or

(2) Compliance with Unintended Car Movement Protection as specified by Section 2.19.2 of ASME A17.1

(b) Notwithstanding any inconsistent provision of chapter 1 of title 28 of the *Administrative Code*, the work required to comply with this section may not be performed without a permit from the department.

Single Plunger Brakes



Single Plunger Brakes



**Single Plunger
Gearless Machine**

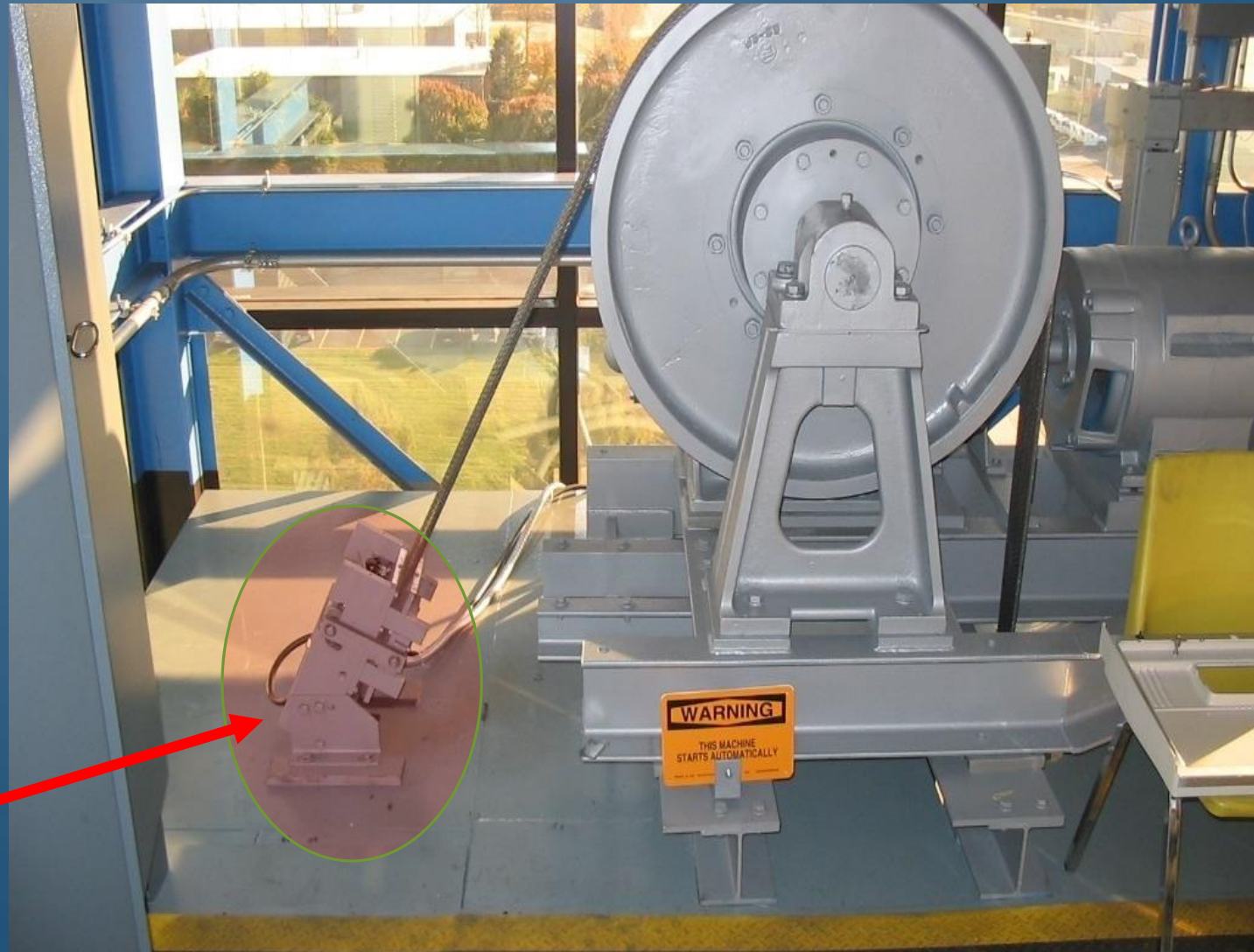


**Dual Plunger
Gearless
Machine**

Rope Gripper (Emergency Brake)

Installation of a Rope Gripper will require controller circuit modifications with a 3rd party Gripper Interface, or OEM SW / HW, and will then comply with the code for Unintended Movement and Ascending Car Overspeed

Rope Gripper





QUESTIONS?

QUESTIONS?

QUESTIONS?



Angela Williams
Violations Manager

Violations and Testing

Violations

- **Violations departments are responsible for tracking and coordinating all mandatory Category 1 and Category 5 Testing with both our clients and their third party witnesses.**
- **This department is also charged with making sure any Category 1 deficiencies are cured on-time and the requisite Affirmation of Corrections are filed with the DOB.**
- **Violation's department's keeps clients up to date throughout the entire process, confirming that the violation is permanently cured and removed from the city's public records.**

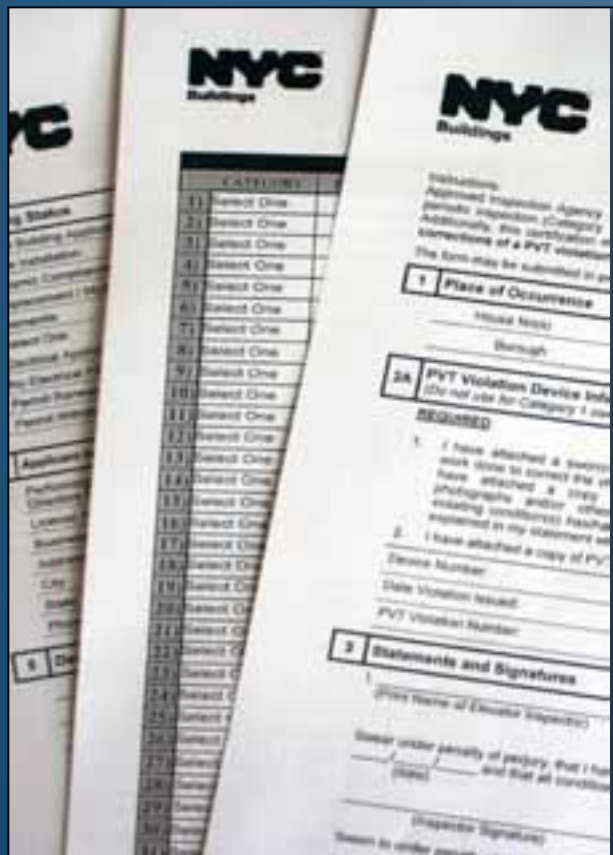
Violations Department

- **Category 1 Scheduling**
- **Category 1 Deficiency Processor**
- **Category 1 Deficiency Compliance Processor**
- **ECB, PVT and Fire Violations Processor**
- **Expeditor**

Testing



Joseph Cruz
Category 1 Compliance
Coordinator



In 2009, the NYC Department of Buildings instituted mandatory Category 1 and Category 5 testing of all automated conveyance systems under their jurisdiction.

DOB regulations that came into effect in 2012 stated these Tests could only be performed by DOB Licensed Elevator Inspectors.

PVT - Violations

- A PVT violation is issued by a Private Elevator Inspection Co. (Hired by the Department of Buildings)
- PVT violations are cited and left at place of occurrence. **(There are no penalties affiliated with a PVT violation)**
- You must correct all violating conditions, file affirmation of correction (ELV-29) and letter of compliance from the contractor and copy of the violation.
- Submit a \$40.00 filing fee payable to the NYCDOB

ECB - Violations

- **An Environmental Control Board (ECB) violation is issued by a Department of Buildings city inspector.**
- **Class 1 (Cease Use)**
- **You must correct all violating conditions and request reinspection before the car is returned to service.**
- **A certificate of correction must be filed with a letter of compliance from contractor, letter of authorization from owner and copy of violation.**
- **Although you have met all compliance requirements, you must attend the court hearing and produce supporting documentation of compliance. Penalties will be imposed due to the severity of the violation.**

ECB - Violations

Class 2

Correct deficiencies by cure date, submit certificate of correction, letter of compliance from contractor, letter of authorization from owner, copy of violation, or attend hearing to address the violation.

Note: if unable to certify by cure date a stipulation may be offered, which has to be paid prior to the hearing date.

Category 1 Procedure

- **Category 1 tests - performed between January 1 and December 31, of each year**
- **Category 1 test is performed in the presence of a Certified Private Elevator Inspection Agency (Third party witness)**
- **If any deficiencies are cited a copy of the results (Report) will be left on site.**
- **The ELV-3 (deficiency report) will be prepared by the Third party witness and forwarded to the building and the elevator company for signatures.**
- **All deficiencies must be corrected 120 days from test date and filed with the NYCDOB within 60 days.**

Category 5 Procedure

- Category 5 (Full Load Safety Test) is performed within five years from the month of installation.
- **The DOB has to be notified on all Category 5 tests.**
- On the anniversary of the Cat 5 test date, the Cat 1 will be performed in conjunction with said test.
- The Cat 5 test is normally performed a month or two prior to the due date to avoid potential fines.



QUESTIONS?

QUESTIONS?

QUESTIONS?

The image features a dark blue background with white, stylized circuit board traces in the corners. These traces consist of straight lines and small circles, resembling electronic components or data paths. The text is centered and reads:

THANK YOU ALL
HAPPY HOLIDAYS

and

SAFE TRAVELS HOME