

Asset Management

State of Good Repair

CONVEYANCE

Conveyance Scoring Procedure

This procedure includes information for the SGR scoring of RTD's conveyances in public facilities and buildings.

Intended Audience

SGR Inspectors

Subject

State of Good Repair scoring of conveyances

Table of Contents

SGR Scoring Methodology 3

Modernization..... 3

SGR Test 4

Conveyance Age Score Table 4

Safety Warning



- FOR YOUR PERSONAL SAFETY, DO NOT BOARD OR ATTEMPT TO OPERATE ANY CONVEYANCE WHICH IS TAGGED, OR IS KNOWN TO BE; OUT OF SERVICE.

SGR Scoring Methodology

Conveyance inspection and maintenance is a very specialized field. A licensed third party contractor takes care of addressing all the call outs, repairs, preventive maintenance, and modernization whether it is included in the scope of the contract or not. State of Good Repair would bring no long-term added value to the asset owners by performing visual inspections on these assets. As a result, the condition scores on these assets will be based strictly on age. Asset Management's data group will take other factors into consideration to put together an overall SGR score for the dashboard. Conveyance attributes including its state conveyance number, location, description, corridor, equipment type, manufacturer, model ID, and year of installation can be found in [SGR Conveyance Attributes](#). Age may be derived from this source. A conveyance will be considered in backlog if it reaches 25 years of age without being modernized with upgraded controllers.

Modernization

Unlike fleet equipment, conveyances are considered stationary and replacement is not very feasible or even desirable near the end of its life expectancy. With proper upkeep a conveyance could last as long as the structure around it. The challenge arises when the unit becomes outdated and replacement parts are no longer manufactured or stocked. Before it gets to this point, the unit can be upgraded with current components or **modernized**.

Modernization is the process of qualified elevator personnel performing a thorough assessment and change-out of conveyance components which are or will expect to be wore out or obsolete. The cost of keeping an obsolete system up to standard can be prohibitive due to the difficulty of acquiring unavailable components. Upgrading the systems or modernizing will help to ensure that parts, technology, and software will be available for them well into the next 20-year span. When the modernization procedure includes upgrading a unit's controllers, SGR will "zero" the clock on that asset as if it was refurbished. The Public Facilities department or [Kone's website](#) are currently the best sources to determine if any particular unit qualifies.

SGR Test

The SGR test for conveyances in Maximus is found under the test type SGR-ELEV-ESC. The unique identifier used in Maximus for each conveyance is its state-issued conveyance number. A list of these can be found from a wildcard search by typing %CP in the Equip ID dropdown box and matching the descriptions. Enter the SGR score that corresponds to the asset age found in the Conveyance SGR Score Table below.

Conveyance Age Score Table

| ASSET AGE (YEARS) | SGR SCORE |
|-------------------|-----------|
| 0 - 1 | 5.0 |
| 2 - 4 | 4.5 |
| 5 - 10 | 4.0 |
| 11 - 17 | 3.5 |
| 18 - 24 | 3.0 |
| 25 - 30 | 2.5 |
| 31 - 33 | 2.0 |
| 34 - 36 | 1.5 |
| 37 or more | 1.0 |

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SGR CONVEYANCE INSPECTION PROCEDURE

REGIONAL TRANSPORTATION DISTRICT-DENVER