

Mayfair Gardens
Elevator Modernization
Proposal



VANCOR

Vancor Elevator Services Ltd.

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Frank,
C/O Mayfair Gardens
33401 Mayfair Avenue,
Abbotsford, B.C.,
V2S 1P4.

December 29th, 2025.

Dear Frank,

As per your request, Vancor Elevator Services Ltd. has reviewed the elevator located at 33401 Mayfair Avenue, Abbotsford, with the view to undertake a full modernization/code upgrade. The existing elevator system is an in-ground hydraulic elevator, which is common for this type and era of building; the equipment for the most part is original and was installed by Richmond Elevator. Code requirements have changed quite considerably since this elevator was installed, with safety of the user being the prime focus of any changes. Modernizing this elevator should be viewed as a long-term investment for the Owners as it will provide the building with a safe, code compliant, and reliable elevator for the long term. By undertaking a complete modernization, all wearing components will be overhauled or replaced with new; this ensures the elevators will comply with the current code requirements of CSA B44-16, including seismic upgrades and access requirements for passengers with disabilities.

By investing in the modernization and upgrade of the elevator the following areas will also improve:

- The **long-term reliability** of the elevator will improve due to replacement of all the major and worn components. Availability of some parts for elevators of this age are becoming increasingly harder to locate, modernization will provide long-term availability of all parts
- The **efficiency** of the elevator will improve due to the installation of the microprocessor-based control system and greater door control.
- The **safety** of the elevator will also greatly be improved, thus reducing any potential liability for the Owner due to user accidents/incidents. This will be achieved with the new control system, more controlled door operation, seismic upgrades, and by conforming to current code requirements.

All redundant elevator equipment will be removed from site and disposed of in conformance to current environmental regulations.

The following provides an outline for our intended scope of work for this project.

MODERNIZATION – OPTION 1

Control System

The existing control system will be completely replaced. The new control system will be microprocessor-based controller, designed specifically for hydraulic elevator systems. The proposed supplier of the controller is the non-proprietary control product designed and manufactured by Motion Control Engineering (MCE). A non-proprietary control panel is a crucial investment for the Owners, as it will provide the building with elevator equipment that can be maintained in the future by any competent elevator maintenance company. Using equipment supplied by a third party company also ensures replacement parts are readily available to any elevator company on an equal basis. MCE has been providing elevator control systems across North America since 1983 and is the largest independent elevator control manufacturer in the world.

Hydraulic Power Unit

The existing pump unit will be replaced with a submersible pump unit, complete with Maxton valve; the pump, motor and valve are all enclosed within the tank. The pump unit will also include a muffler and isolation couplings to help minimize any noise transference through the system.

The proposed manufacturer of the power unit is ITI Hydraulik.

Hydraulic Pipe

All hydraulic piping will be replaced where necessary and will also include the following:

- Victaulic couplings, including new rubber gaskets.
- An emergency shut off valve, located adjacent to the tank.

Door Operator & Clutch

The original door operator will be replaced with the GAL MOVFR operator. All remaining door operating equipment, linkages and gate switches will also be replaced.

Door Detector

The existing door detector will be replaced with an electronic type door detector manufactured by Formula Systems, the Safe-Screen.

Door equipment

All hall door equipment will be replaced utilizing GAL parts to match the door operator.

Car Door Restrictor

A code required car door restrictor will be installed as part of the door operating equipment.

Door Fire/Safety Retainers

All hall doors will be provided with code required safety retainers, where required, which provide a secondary means of retaining for the door panels. This prevents the hall doors from falling down the hoist-way in the event of a failure of the primary guiding means.

Travel Cable

The travel cable that provides communication between the control panel in the elevator-room and the elevator cab will be provided.

Car Guide Rollers

Roller guides will be provided to the car to provide a smooth ride in the elevator and also remove the need to lubricate the guide rails; this helps provide a cleaner hoist-way environment.

Car Top Safety Guard Rail

A car top guardrail will be provided, where required by code. This will improve the safety of personnel working on top of the elevator.

Toe Guard

The existing car toe guard will be replaced with a code conforming guard to suit the existing pit depth.

Guide Rails

The existing guide rails will be retained, inspected, and adjusted as necessary.

Car Frame & Enclosure

The existing car frame and enclosure will be retained, inspected, and adjusted as necessary.

Hoist-Way & Car Doors

The hoist-way and car doors panels will be retained. All doors will be inspected and adjusted as necessary to provide correct operation.

Pit Access Ladder

A pit ladder access ladder will be provided as necessary to meet the current code requirement.

Wiring

The entire elevator related electrical wiring in the hoist-way, machine-room, and elevator car would be replaced.

Hall & Car Door Rollers

All car and hall door rollers would be replaced and adjusted for smooth operation.

Top of Car Inspection Station

A car top inspection station, complete with light and alarm bell will be provided. This unit allows authorized personnel to safely gain control of the elevator when working in the hoist-way or on top of the elevator.

Car Buffers

The existing car buffers will be inspected and retained.

Landing System

A landing system that is matched with the controller will be provided.

Limit Switches

All necessary limit switches will be provided to suit the controller.

Anti-Snags

All snag points within the hoist-way are required to be provided with a means to prevent the travel cable on the elevator from snagging and being damaged on any hoist-way equipment, during a seismic occurrence.

Pit Stop Switch

The existing stop switch in the pit will be replaced.

Cleaning & Painting

The complete hoist-way will be fully cleaned down and the pit area will be painted. The machine-room floor will be patched as required, and then cleaned and painted.

Car Operating Panel

A full height stainless steel car operating panel, conforming to current code and handicap requirements, will be installed in the existing car station location. The push buttons proposed would be vandal resistant, stainless steel, 'Dupar US91', which are tactile and will incorporate illuminated braille plates. All required engraving will be supplied, including emergency telephone operating instructions. The car station will also include an emergency light unit, a digital car position indicator, and a hands-free telephone system to allow communication between passengers and outside personnel in the event of an emergency.

Hall Stations

The existing hall stations will be replaced with fixtures to provide the code required button height; these will incorporate Dupar US91 buttons to match the car station.

RELATED WORK BY OTHERS

The following work is outside our intended scope and will be the responsibility of the owner to provide. Although this list is not exhaustive, it does provide an outline of the work that may be required and a contingency is recommended to be in place for this. We can undertake the full scope of work as part of the elevator modernization if required.

- a) Provide a clean, dry elevator pit and machine room area.
- b) Provide an outside telephone line, terminated at the machine room. All elevators have the requirement to be provided with outside communication in the event of an emergency.
- c) Provide a suitable ABC rated fire extinguisher, to be located in the machine room.
- d) The machine room door must be fire rated, self-closing and self-locking, and be provided with a door threshold.
- e) Provide a suitable machine room environment to maintain the temperature between 5C and 30C.
- f) Provide suitable access to the elevator machine room for moving equipment in and out of the building.
- g) Asbestos abatement as required.

Technical Safety B.C.

Our proposal includes for all required submissions, engineering approval, and the necessary inspections required to undertake this major alteration. Technical Safety B.C., (TSBC), requires submission forms and site acceptance testing in the presence

of an elevator inspector. Once the inspection with the TSBC is complete, an Elevating Devices Certificate of Inspection will be issued to the Owner. This ensures that the elevator complies with the latest code requirements, the BC Safety Standards Act, and that the elevator is safe for public use. We have allowed for one inspection of the elevator to be undertaken with the TSBC, subsequent inspections that result from actions outside our control will be charged at an additional cost to the Owner.

Jack Replacement – Option 2

The existing in-ground jack unit is unprotected and therefore should seriously be considered for replacement. The new jack unit will either be encapsulated in PVC or have cathodic protection, which both conform to current code requirements. Cathodic protection is not normally the first choice of protection, it is typically provided only when the existing casing is sufficiently undersized to accommodate PVC, there is an additional cost associated with this option of \$12,800, plus tax. Replacement of the jack assembly is strongly advised due to the magnitude of this work and our proposed scope of work is as follows:

- The elevator is secured at top of the hoist-way.
- Scaffold is installed in the hoist-way to gain access to the underside of the elevator to disconnect piston.
- Breaking out the existing concrete cap in the pit exposes the existing cylinder hole and caisson.
- All the hydraulic oil is removed from the system and stored on site in secure drums.
- The in-ground jack unit and associated equipment is cut up into manageable pieces, removed from site, and disposed of.
- The backfill, which is typically sand, is removed from caisson to achieve a depth that suits the new PVC liner. A third party, sub-contracted company, undertakes this portion of the work. A vacuum truck is used to suck out the backfill from the hole to the required depth; the backfill is then removed from site and disposed of. Vancor Elevator will be always present on site to supervise and assist in this process. As this jack has been reported to be leaking, the excavated backfill will need to be processed before it is disposed of, the cost for this is not included in this proposal as it is difficult to determine an exact cost until the quantity of backfill is known.
- New pit buffer assembly and support channels are provided to suit the new jack assembly.
- A new jack assembly complete with PVC liner will be provided, existing hole size permitting. The complete jack assembly will be manufactured and supplied by ITI Hydraulik, who are an independent hydraulic elevator equipment manufacturer, based in Canada, and have been supplying hydraulic equipment across North America for nearly 30 years.

- Provide new hydraulic pipe from tank to jack, as required, including Victaulic couplings & gaskets, emergency shut-off valve, and two isolation couplings, one located at the tank, and one located at the jack to help minimize any noise vibration in the hydraulic system. A code required pipe rupture valve is also provided. This equipment prevents the elevator from free falling in the event of a catastrophic failure of the hydraulic pipe.
- The hydraulic system is replenished with oil.
- The piston is re-attached to the elevator.
- The pit area is cleaned, patched, and painted.
- The elevator is run under normal operation, the rupture valve is adjusted and tested for correct operation.
- An acceptance inspection is carried out with the TSBC.

The Vancor Elevator Hydraulic Jack Replacement Policy must also be read and agreed to in conjunction with this proposal.

CAB INTERIOR UPGRADE - OPTION 3

We recommend that the cab interiors be upgraded as part of this project due to the magnitude of the work and the increased cost to the Owners if this work is undertaken later as a stand-alone project. The existing cab interior finishes show signs of wear, and the design is outdated. If the cab upgrade were to be undertaken as a standalone project later, the cost for this upgrade would be higher than the cost quoted herein.

Our proposed scope of work for the cab interior upgrade is as follows:

- The existing ceiling valance will be removed, and the existing ceiling will be re-laminated.
- LED pot lights will be installed in the ceiling.
- Full height raised laminate panels to the side and walls.
- Full height raised panels or flat laminate will be provided for the side and rear walls.
- Stainless steel reveals or corner trims will be provided behind all laminate wall panels.
- The front return and header will be finished in stainless steel.
- The car door face will be finished in stainless steel.
- One (1) stainless steel handrail will be provided to the rear wall, located at the handicap height requirement.
- Stainless cab pad hooks and one (1) set of moving pads will be provided.
- The Owner will select the laminate finish. We can provide drawings, laminate samples, or arrange viewing of similar cab interior upgrades if required.

- The laminate selection must conform to the flame spread and smoke development code requirement.
- We have not allowed for new flooring, a price to undertake this work can be provided if required.
- If a different specification to the above is required, the price will be adjusted accordingly.

BATTERY LOWERING – OPTION 4

A battery-lowering feature can be provided in the control panel if required. In the event of power loss to the elevator, the elevator will descend to the nearest floor and open its doors using the back up power, allowing any trapped passengers to exit. As part of this option the main disconnect will be provided with an auxiliary contact, which monitors the status of the disconnect switch.

ELECTRICAL UPGRADES – OPTION 5

Some electrical upgrades are required, and the following outlines our proposed scope of work.

We will provide all labour and materials to complete the following electrical upgrades:

- Supply and installation of two (2) new GFCI electrical outlets in elevator pit & machine room, existing locations.
- Supply and installation of two (2) caged LED lights – one (1) in the elevator pit & one (1) in the machine room.
- Relocation of existing light switch in elevator pit.
- The existing 30 amp fused disconnect for the cab light circuit will be retained.
- Supply and installation of a new 100-amp 208-volt 3 phase disconnect. includes time delay fuses and new conduit from the disconnect to the elevator controller. (Assumptions are made that the existing feeder to the electrical room is adequately sized).
- Supply and installation of new #6 ground wire, hypressed to the main building ground.
- Supply and installation of new CAT 5 cable from the electrical room to the machine room. Building to provide new analogue phone line from Telus or provider.
- All work assumed to be normal working hours.
- Scanning and coring are included.
- Fire stopping is included.
- Electrical permit is included.

Pricing

Option 1: Our price to perform the modernization as detailed in the above scope of work is **\$112,580.00**, plus tax.

Option 2: Our price to provide jack replacement as detailed in the above scope of work is **\$75,630.00**, plus tax.

Option 3: To provide cab interior upgrade as detailed in the above scope of work, is **\$22,900.00**, plus tax.

Option 4: Our price to provide battery lowering, as detailed in the above scope of work is **\$3,080.00**, plus tax.

Option 5: Our price to perform electrical upgrades as detailed in the above scope of work is **\$10,320.00**, plus tax. **Please Note: This work assumes that the main feeders and disconnect are suitable for the new equipment. We recommend that a contingency of \$3,500.00 is held in the event that the feeders and disconnect need to be upsized.**

The above prices are valid for a period of 30 days from submission date. Any tariffs that are imposed upon ordering of equipment will be passed onto the owners.

Schedule of Work

The estimated time on site to complete the modernization, as detailed above, would be approximately four (4) weeks, if the jack is included in the scope of work, then this will take approximately an additional four (4) weeks, if a cab interior upgrade is completed as part of this scope of work, then another week will be added to the overall schedule. For the duration of this work the elevator will be completely out of public service.

Terms and Conditions

Payment of 50% of contract price, upon ordering of materials, payment required upon receipt.

Payment of 50% of contract price upon issue of the Elevating Devices Certificate of Inspection for completion of the elevator, payment required upon receipt.

Maintenance Agreement

Upon modernization there will be one (1) year of warranty coverage at a cost of \$340.00, per month, plus tax, which will commence from the date of substantial completion. Upon completion of the warranty maintenance period we would like to enter into a long-term relationship with the Owners to provide ongoing maintenance for this elevator. We don't believe in tying the Owners into a long-term

contract as a condition of being awarded this work; we believe that any maintenance contract must be mutually agreeable to both parties and would be negotiated upon successful completion of the modernization.

We authorize Vancor Elevator Services Ltd. to complete the above noted scope of work.

Signed: _____ Date: _____

Name: _____ Title: _____

Company: _____

P.O.: _____

Option 1: _____

Option 2: _____

Option 3: _____

Option 4: _____

Option 5: _____

We at Vancor Elevator pride ourselves on our professional service to our clients and will endeavor to work with everyone involved to help minimize any impact to the buildings tenants. If there are any questions relating to any of the above, please do not hesitate to contact us.

Yours truly,



Paul Clacey

Vancor Elevator Services Ltd.

" Elevator Modernization Specialists"

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