

## ATTACHMENT 4

World Trade Center-Proposed 2001 Capital Plan

W TRADE CENTER - PROPOSED 2001 CAPITAL F

- ROUGH BREAKDOWN BY BUILDING

(\$'s in thousands)

Proj Title	Bldg 1	Bldg 2	Bldg 4	Bldg 5	Retail Mall	Subgrade	Central Sys
<u>Electrical &amp; HVAC Capacity Upgrade</u>							
HVAC Distribution System Rehabilitation	400	400	100	100			
1 WTC 3d Zone Electrical & HVAC Capacity	1,000				1,000		
HVAC Control System/Smoke Mgmt							
HVAC Distribution Capacity Upgrade		2,500					
Freeze Protection Systems	1,000						
Plaza Bldg Electrical Capacity Upgrade			1,000	1,000			
<u>New Fire Alarm System</u>							
Fire Alarm System Phase 3 - PA Work	2,000	2,000	500	500		3,000	500
Fire Alarm System Phase 3 - Tenant Reimb	100	100		50			2000
<u>Other Building Systems Upgrades</u>							500
Operations Control Center							500
Tenant Standby Power							2000
Substation Ground Fault Protection							500
Antenna & Mast Rehabilitation Projects	500						
Building Mgmt/Energy Mgmt Systems							500
<u>Common Area Improvement Programs</u>							
Public Space Code Improvements					2,500		
Public Space Infrastructure Improvements					3,000		
Mall Circulation Improvements Phase 2					500		
Priority Customer Service Improvements	500	500			3,000		
<u>Subgrade Rehabilitation Programs</u>							
Subgrade Slab Rehabilitation Phase 1						10,000	
Subgrade Slab Rehabilitation Phase 2						500	
Subgrade Code Upgrade Projects						500	

W TRADE CENTER - PROPOSED 2001 CAPITAL F ROUGH BREAKDOWN BY BUILDING

(\$'s in thousands)

Proj Title	2001	Bldg 1	Bldg 2	Bldg 4	Bldg 5	Retail Mall	Subgrade	Central Sys
<u>Security Programs</u>								
Permanent Security Project	500							500
Office Space Security System	500							500
Security Modernization Projects	5,000							5,000
<u>Elevator and Escalator Modernization Programs</u>								
Elevator Control Modernization - Tower 1	3,500	3,500						
Elevator Control Modernization - Tower 2	3,500		3,500					
Plaza Bldg Elevator Control Modernization	500		250		250			
Asbestos Abatement Shuttle Shafts	500	500						
Elevator Disconnect Switches	1,000	500	500					
<u>Tenant Space Prep/Landlord Work Projects</u>								
Lease Obligated Capital Work	2,000	750				500		
Multi-Tenant Floor Corridor & Restrm Rehab	3,000	1,000	1,000			1,000		
<u>Building Infrastructure Rehabilitation Programs</u>								
Priority Capital Major Work Projects	500							
Capital Major Work Projects	5,000	1,000						2,000
Other Asbestos Abatement	500	250	250					
ADA Projects	250					125	125	
GRAND TOTAL	68,000	12,750	12,500	2,100	1,900	11,625	14,125	11,500

## ATTACHMENT 5

World Trade Center-Proposed 2002-2005 Capital Plan

# WORLD TRADE CENTER - PROPOSED 2002-2005 CAPITAL PROJECTS - AN - ROUGH BREAKDOWN BY BUILDING

(\$'s in thousands)

Proj Title	2002	2003	2004	2005	2002-2005	Bldg 1	Bldg 2	Bldg 4	Bldg 5	Retail Mall	Subgrade	Central Sys
<u>Electrical &amp; HVAC Capacity Upgrade</u>												
HVAC Control System/Smoke Mgmt	2,000	3,000	5,000	5,000	15,000	2,500	2,500					10,000
HVAC Distribution Capacity Upgrade	2,000	2,000	3,000	3,000	10,000	2,000	4,000					4,000
Freeze Protection Systems	1,000	1,000	1,000	1,000	4,000	1,000	3,000					
Plaza Bldg Electrical Capacity Upgrade	2,000	2,000	2,000	2,000	8,000			3,000	3,000			2,000
<u>New Fire Alarm System</u>												
Fire Alarm System Phase 3 - PA Work	8,000	4,000	0	0	12,000						10,000	2,000
Fire Alarm System Phase 3 - Tenant Reimb	250	0	0	0	250	100	100	50				
<u>Other Building Systems Upgrades</u>												
Operations Control Center	500	500	500	500	2,000							2,000
Tenant Standby Power	2,000	2,000	2,000	2,000	8,000							8,000
Antenna & Mast Rehabilitation Projects	500	500	500	500	2,000	2,000						
Building Mgmt/Energy Mgmt Systems	1,000	1,000	2,500	2,500	7,000							7,000
<u>Common Area Improvement Programs</u>												
Public Space Code Improvements	2,000	2,000	2,000	2,000	8,000					8,000		
Public Space Infrastructure Improvements	5,000	5,000	5,000	5,000	20,000					20,000		
Mall Circulation Improvements Phase 2	2,000	5,000	6,000	5,000	18,000					18,000		
Priority Customer Service Improvements	3,000	3,000	3,000	3,000	12,000	2,000	2,000	1,000	1,000	6,000		
<u>Subgrade Rehabilitation Programs</u>												
Subgrade Slab Rehabilitation Phase 1	6,000	0	0	0	6,000						6,000	
Subgrade Slab Rehabilitation Phase 2	1,000	5,000	5,000	5,000	16,000						16,000	
Subgrade Code Upgrade Projects	1,000	1,000	1,000	1,000	4,000						4,000	

# WORLD TRADE CENTER - PROPOSED 2002-2005 CAPITAL PROJECTS - N - ROUGH BREAKDOWN BY BUILDING

(\$'s in thousands)

Proj Title	2002	2003	2004	2005	2002-2005	Bldg 1	Bldg 2	Bldg 4	Bldg 5	Retail Mall	Subgrade	Central Sys
<b>Security Programs</b>												
Office Space Security System	250	250	250	250	1,000	400	400	100	100			12,000
Security Modernization Projects	3,000	3,000	3,000	3,000	12,000							
<b>Elevator and Escalator Modernization Programs</b>												
Elevator Control Modernization - Tower 1	3,500	3,500	3,500	3,000	13,500	13,500						
Elevator Control Modernization - Tower 2	3,500	3,500	3,500	3,000	13,500		13,500					
Asbestos Abatement Shuttle Shafts	500	500	500	500	2,000	1,500	500					
Elevator Disconnect Switches	500	0	0	0	500	250	250					
<b>Tenant Space Prep/Landlord Work Projects</b>												
Lease Obligated Capital Work	2,000	3,000	3,000	3,000	11,000	4,000	4,000	1,000	1,000	1,000		
Multi-Tenant Floor Corridor & Restrm Rehab	3,000	3,000	3,000	2,000	11,000	4,500	4,500	1,000	1,000			
<b>Building Infrastructure Rehabilitation Programs</b>												
Priority Capital Major Work Projects	500	500	500	500	2,000							2,000
Capital Major Work Projects	5,000	5,000	5,000	5,000	20,000	2,000	2,000	500	500			15,000
Other Asbestos Abatement	500	500	500	500	2,000	600	600	150	150		500	
ADA Projects	250	250	250	250	1,000	100	100			800		
<b>GRAND TOTAL</b>	<b>61,750</b>	<b>60,000</b>	<b>61,500</b>	<b>58,500</b>	<b>241,750</b>	<b>36,450</b>	<b>37,450</b>	<b>6,800</b>	<b>6,750</b>	<b>53,800</b>	<b>36,500</b>	<b>64,000</b>

## ATTACHMENT 6

R.W. Crandlemere & Associates Environmental Site Assessment Phase I Report  
(Separate binder)

## ATTACHMENT 7

BOCA Group International, Overall Observation





December 5, 2000

Mr. Robert Weiland  
Merritt & Harris  
110 East 42<sup>nd</sup> Street  
Suite 1200  
New York, NY 10017-5685

RE: ONE, TWO, FOUR & FIVE WORLD TRADE CENTER  
OVERALL OBSERVATION

Dear Mr. Weiland:

Our engineers performed a visual observation and reviewed contracts and documentation, as listed below, of the elevators at the above referenced projects. The elevators and escalators were observed on a "specimen sample" basis. A few units from each building were observed, and these were broken down into units where the "complete modernization" was finished and units where modernization had not been performed as of November 1, 2000. According to the specifications, the modernization is being performed in two phases, the Overlay Modernization Phase and Complete Modernization Phase.

#### List Of Documents Reviewed

We also reviewed a few documents at the Port Authority Vertical Transportation Office. The following is a list of the documents we observed:

1. World Trade Center Property Book
2. Offering Memo
3. The Port Authority of NY and NJ
  - The World Trade Center Contract WTC – 845-071 "Modernization of Elevators, Dumbwaiters and Escalators @ One World Trade Center" March 1994
  - The World Trade Center Contract WTC – 838-071 "Modernization of Elevators and Escalators @ Four and Five World Trade Center" September 1993
  - The World Trade Center Contract WTC – 846-071 "Modernization of Elevators and Escalators @ Two World Trade Center" March 1994

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TELEPHONE (212) 983-7010 • FAX (212) 983-7011 • E-MAIL info@bocagroup.com  
www.bocagroup.com

- Maintenance Contract for World Trade Center - 799.700 Maintenance.
4. VDA Maintenance Surveys
    - i. dated June 14, 2000 (Elevators 1A - 5A, & 8A - 11A)
    - ii. dated August 2, 2000 ( WTC tower "B" Local Elevator nos. 63, 64,65,66,67 & 68)
    - iii. dated August 21, 2000 (Elevators 81B - 86B)
    - iv. dated October 16, 2000 (Elevators 75B - 85B in Two WTC)
  5. Correspondence dated October 17, 2000 from the Port Authority to ACE Elevator Company.
  6. Monthly callback summaries on elevators with greater than two outages (April, May, June, August, September and November, 1999; January -May 2000 and July -October 2000) for One World Trade Center and Two World Trade Center.
  7. OCC DECK Reports dated 10/16/00 and 11/1/00.

#### FORM OF REPORT:

Following this overall observation, is a summary of the scope of work included in the modernization of the elevators located within the World Trade Center.

A status of the elevator modernization program follows the overall observations. The sub-grade units are listed immediately following the status report, which is followed by a listing of the tenant units and the retail units that we observed in the layout drawings.

A section discussing the current maintenance being performed follows the previously described sections.

Detailed reports on the individual buildings follow the status of the elevator modernization. These reports describe the equipment that we observed and also list information that we gleaned from the documents that we reviewed.

At the end of each section are the traffic calculations and analyses for the various buildings. Please note that these calculations do not include any of the tenant owned and operated elevators

The following sections include reports for the individual buildings.

#### GENERAL NOTES

The four buildings have a total of 238 elevators 126 of them have been modernized, 8 already in progress and 104 not yet started but scheduled for a future date. Most of the modernized elevators have SCR Drives with CEC Swift Futura Controllers, door operators retrofitted with solid state controls to interface with the new controllers all

giving the elevator better service and a better quality ride. All passenger elevators have had cab refurbishing, all but two are ADA compliant.

Due to a previous elevator incident at Two World Trade Center elevators 18-23B were excluded from our inspection.

Five tenant owned and operated elevators were not observed and form part of this report by reference only.

Upon inspection of the hoistway we observed the hoistway doors are fire rated with UL certification labels. To provide a statement on the hoistway walls being fire rated, a sampling would be necessary. This was not performed during our inspection which was of a visual nature.

All Escalators have been modernized with start/stop switch, comb plate switch, demarcation lights, caution signs, controlled descent devices, remote monitoring system, Carl White device (new for every device).

The PATH Escalators are excluded from the scope of this report.

### SPECIAL ELEVATOR FEATURES

Track and saddle inserts have been installed predominately in tower shuttles and D Bank reducing friction between saddle and gibs minimizing stack effect problems on elevators.

Buildings One World Trade Center and Two World Trade Center provide a warning device, located on the 108 Floor, which rates the wind sway that automatically reduces the speed of the elevators to prevent possible damages. Accordingly, the shuttle elevators have the ability to have speed reduced automatically from 1600 Feet Per Minute to 1000 Feet Per Minute whenever strong wind conditions are observed and a warning system is activated as described below.

In buildings One World Trade Center and Two World Trade Center, elevators Nos. 14 and 15 have hoistway wall roller followers, which have proven to be successful in minimizing wall erosion due to rope contact. The followers are installed on all the high-rise shuttles, elevator Nos. 6 and 7 in each tower.

In all buildings the elevators can be recalled down to their respective lobbies via the elevator start consoles.

We hope you find this report useful in the due diligence analysis of the aforementioned properties. If you have any questions, please call the undersigned at (212) 983-7010

Sincerely,

BOCA Group International, Inc.,

A handwritten signature in black ink, appearing to read 'Vish Shetty', written over the company name.

Vish Shetty

## Elevator Modernization - Summary of Scope of Work (As of 11/1/2000)

### Shuttle Elevators

Removal of existing equipment, designing, fabricating, delivering and installing an operating overlay prior to ordering full modernization.

Removal of existing equipment, designing, fabricating, delivering and installing a complete modernized elevator.

Remove existing motor generator, design, deliver and install new silicone controlled rectifier (SCR) power conversion units.

Design, fabricate, deliver and install revised emergency power operation line starter selection.

Removal of existing hall call fixture and designing, fabricating, delivering, and installing of a new hall call fixture.

Removal of existing hall lanterns and designing, fabricating, delivering and installing of new hall lanterns.

Removal of existing jamb markers and designing, fabricating, delivering and installing of new jamb markers.

Design, fabricate, deliver and install new car to lobby (CTL) key switch with updated wiring changes.

### Local Elevators

Removal of existing equipment, designing, fabricating, delivering and installing an operating overlay prior to ordering full modernization.

Removal of existing equipment, designing, fabricating, delivering and installing a complete modernized elevator including SCR drives and microprocessor based controllers.

Design, fabricate, deliver and install new car to lobby (CTL) key switch with updated wiring changes.

Design, fabricate, deliver and install revised emergency power operation line starter selection.

Removal of existing hall call fixture and designing, fabricating, delivering and installing of a new hall call fixture.

Removal of existing hall lanterns and designing, fabricating, delivering and installing of new hall lanterns.

Removal of existing jamb markers and designing, fabricating, delivering and installing of new jamb markers.

### Freight Elevators

Removal of existing equipment, designing, fabricating, delivering and installing an operating overlay prior to ordering full modernization.

Removal of existing equipment, designing, fabricating, delivering and installing a complete modernized elevator including SCR drives and microprocessor based controllers.

Removal of existing door protective devices and designing, fabricating, delivering and installing of door protective devices.

Provide new freight elevator hall lanterns at each landing served. This includes designing, fabricating, delivering and installing new hall lanterns.

Removal of existing jamb markers and designing, fabricating, delivering and installing of new jamb markers.

### Status of WTC Elevator Modernization Program (as of 11/1/2000)

	<u>Complete</u>	<u>1 WTC In Progress</u>	<u>Future</u>
Local	56	3	13
Low-Rise	0	0	8
High-Rise	6	0	7
Freight	2	0	4

	<u>Complete</u>	<u>2 WTC In Progress</u>	<u>Future</u>
Local	37	2	33
Low-Rise	0	0	8
High-Rise	6	2	5
Freight	1	0	5

	<u>Complete</u>	<u>4 WTC In Progress</u>	<u>Future</u>
Local	11	0	1
Freight	0	0	2

	<u>Complete</u>	<u>5 WTC In Progress</u>	<u>Future</u>
Local	7	1	1
Freight	0	0	2

	<u>Complete</u>	<u>SUBGRADE In Progress</u>	<u>Future</u>
	0	0	15

## SUB-GRADE ELEVATORS

### ELEVATORS SERVING SUB-GRADE ONLY

<u>ELEVATOR</u>	<u>FLOORS SERVED</u>
K2	Front: B1 Rear: B4, B5, B6
K1	1, B1
FE5	B1-B3
FE8	43-44
J4	1, B1
FE1	B2, B1, 1
FE2	B2, B1, 1
FE3	B1, 1, 2-9
FE4	B1, 1, 2-9

### ELEVATORS SERVING SUB-GRADE IN ADDITION TO OTHER FLOORS

#### ONE WORLD TRADE CENTER

ELEVATOR NUMBERS 50, 7, 49, 17, 48, 5, ARMOR CAR, ALL "J" CARS, 36, 41, 42, 47, 35, 30, 29, 24.

#### TWO WORLD TRADE CENTER

ELEVATOR NUMBERS 50, 7, 49, 17, 48, 5, ARMOR CAR, ALL "K" CARS, 36, 41, 42, 47, 35, 30, 29, 24.



## TENANT ELEVATORS AND ESCALATORS

## FIVE WORLD TRADE CENTER

UNIT TYPE	UNIT NUMBER	FLOORS SERVED	# OF UNITS
ESCALATOR	CSE 1 AND CSE 2	2 TO 3 AND 3 TO 2	2
ESCALATOR	NONE	1 TO 2, 2-3 AND 3-2	3
HYDRAULIC ELEVATOR	BORDERS BOOK STORE	1,2,3	1

## FOUR WORLD TRADE CENTER

UNIT TYPE	UNIT NUMBER	FLOORS SERVED	# OF UNITS
ELEVATOR	1 AND 2	1, 3, 4, 5 6	2
ELEVATOR	SWISS BANK	NOT AVAILABLE	1

## RETAIL ESCALATORS

We have been informed by the Vertical Transportation Department of the Port Authority of NY and NJ that these units incur unusually high maintenance costs due to high traffic volume and also due to the fact that these escalators are used to transport handcarts and other wheeled carriages.

### ONE WORLD TRADE CENTER

NONE

### TWO WORLD TRADE CENTER

NONE

### FOUR WORLD TRADE CENTER

ESCALATORS NEAR LIBERTY STREET BETWEEN HSBC ATM AND NEWS STANDS (2 UNITS) (E14 AND E15)

ESCALATORS BETWEEN AU BON PAIN (E17 AND E18), VICTORIA'S SECRET AND BATH AND BODY WORKS

### FIVE WORLD TRADE CENTER

CONCOURSE TO PLAZA (E19 AND E20)

ESCALATORS BETWEEN NINE WEST AND TOURNEAU STORES (2 UNITS) (E1 AND E2)

ESCALATORS TO SIX WORLD TRADE CENTER NEXT TO CHOICE COURIER (2 UNITS)

## ELEVATOR MAINTENANCE

We performed a visual inspection of the 21 pre-selected elevators and a few escalators in buildings One, Two, Four, and Five World Trade Center, we have gathered that the equipment has to be closely monitored by the Vertical Transportation Department of the World Trade Department. We have also reviewed maintenance evaluation reports submitted by an independent third party based upon their field observations. These reports indicate deficiency items mostly related to house keeping, some of which remain to be corrected. The indications on the third party reports in reference to the preventive maintenance practices range from "acceptable" to "marginally acceptable" with "definite room for improvement in the area of housekeeping". Nevertheless, it appears from the correspondence we observed and during our general discussions that a great deal of close monitoring and follow up from the Vertical Transportation Department is required for the elevator maintenance company to respond to schedule requests as well as perform preventive maintenance. We understand that the elevator company does not inform the PA about any past problems or future repairs that need to be scheduled as a result of which the problems persist.

Additionally, we reviewed the maintenance callback sheets listed previously after which we performed a visual inspection of additional machine rooms in One World Trade Center and Two World Trade Center. This field visit revealed a large amount of rouged cables and bad machine bearings. The rouged cables are contributing largely to the amount of dust and dirt in the machine room, on the machine room equipment and secondary equipment. This condition will most likely cause contact failures, electrical shorts and other potential hazards to the equipment and its workers. There was a significant amount of bad machine bearings observed which are causing noise and vibration in the machines. If this is not corrected soon more serious damage will be caused to the hoist machines.

It was also noted that a few elevators had temporary jumpers on the controller, which is not a generally accepted practice in the elevator industry and could be potentially dangerous.

The following section describes some of the significant deficiencies that we observed all of which are covered under the full-service maintenance contract in effect.

### SIGNIFICANT MAINTENANCE ITEMS

#### ONE WORLD TRADE CENTER

##### Major Maintenance Items:

1. Excessive dust in all machine rooms observed
2. Rouged cables on Elevators 74, 1, 4, 66, 58, and 60
3. Cables with breaks on Elevators 63 and 64

4. Defective machine bearings on Elevators 72, 46 and 61  
Other Maintenance Items:

Elevators Nos. 63 - 68:

Elevator No. 63 - Many breaks in cables.

Elevator No. 64 - Many breaks in cables.

Elevator No. 65 - Relevels many times, Cables are filthy

Elevator No. 66 - Slightly rouging of hoist cables.

Elevator No. 68 - Excessive carbon dust in hoist motor.

Elevators Nos. 57 - 62:

Elevator No. 58 - Cables have excessive rouging - all in machine.

Elevator No. 59 - Carbon dust excessive in hoist machine.

Elevator No. 60 - Rouge in cables

Elevator No. 61 - Vibration in main bearing and excessive carbon dust in machine.

Elevators Nos. 49, 69 - 74:

Elevator No. 49 - Four temporary jumpers on controller. Large amount of dust in hoist machine and motor.

Elevator No. 69 - Excessive rouge dust in hoist machine.

Elevator No. 72 - Bad main bearing - whole machine rocks.

Elevator No. 73 - Rouge dust around and in internal brake.

Elevator No. 74 - Excessive cable rouge - all over and in machine.

Rouge on Machine room floor.

Elevator No. 16 - Cable has broken lay. Secondary rouged cables - rouge all over machine room. We were informed that one of the hoist cables broke, started untwisting and came in contact with metal causing a spark, which started a fire in secondary. Elevator shut down for repairs.

Elevator No. 74 - Cables rouged - Rouge all over machine room.

Elevator No. 72 - Bad main bearing - machine rocks.

Elevator No. 1 - Excessive cable rouging condition and excessive oil on brake pads.

Elevator No. 4 - Excessive cable rouge.

Elevator No. 46 - Bad main bearing and cables are rouged.

## TWO WORLD TRADE CENTER

Major Maintenance Items:

1. Rouged cables on Elevators 8, 9, 63-68, 72, 2, 7, K5, 26 and 28.
2. Bad machine bearings on Elevators 11, 56, 73 and 26
2. Excessive dust in machine room.

Other Maintenance Items:

## Elevators Nos. 1-5:

No. 1 Elevator - Carbon dust in hoist motor - cables rouged all over. Oil on brake pads.  
No. 2 Elevator - Cables rouged all over - Pie Plate Selector very noisy.

## Elevators Nos. 6, 7, 50 and 99: Carbon dust in all hoist motors

No. 6 Elevator - Oil on brake pads.

No. 7 Elevator - Rouged cables caused excessive rouge deposits all over machine.

No. 49 Elevator - Jumper on controller, rouge all in controller, carbon dust excess in hoist motor.

## Elevators Nos. 12 - 17: Dust in all machines

Elevator No. 16 - Excess carbon dust in hoist motor & rouge on drive sheaves.

Elevator No. 14 - Car oil seepage in main bearing sheave side

## Elevators Nos. K3 - K5:

Elevator No. K5 - Rouge on cables - Not bad.

## Elevators Nos. 24-29:

Elevator No. 26 - Bad main bearing and cable rouging.

Elevator No. 28 - Cable have rouging - rouge in hoist machine.

Elevator No. 27 - Rouge dust in hoist machine.

## Low Rise Shuttles

Elevator No. 8B - Cables rouged causing rouge all over machine room.

Elevator No. 9B - Cables rouged causing rouge all over machine room.

Elevator No. 10B - Low Brushes and rouge all over machine room.

Elevator No. 11B - Bad main bearing and rouge all over machine room.

## Elevators Nos. 51 - 56:

Elevator No. 56 - Bad main bearing

## Elevators Nos. 57 - 62:

Elevator No. 62 - Full size hoist motor brushes are not in contact with commutator.  
Many brushes are low.

## Elevators Nos. 63 - 68:

Elevator No. 63 - Cables rouged.

Elevator No. 64 - Cables rouged.

Elevator No. 65 - Cables rouged.

Elevator No. 66 - Cables rouged causing rouge all over hoist machine.

Elevator No. 67 - Cables rouged causing rouge all over hoist machine.

Elevator No. 68 - Cables rouged all over, and oil leak in main bearing.

Secondary - There are thick amounts of rouge all over. Generator copper shavings inside and carbon excessive

Elevators Nos. 69 - 74:

Elevator No. 72 - Car cables rouged; rouge all over machine room.

Elevator No. 73 - Main bearing real bad, whole machine shakes.

### MAINTENANCE ITEMS

The two OCC Deck reports show many long outstanding maintenance items, some dating as far back as March 2000. This is indicative of poor response from the elevator company.

### CALLBACKS

The following charts summarize the callback information that was provided to us as indicated in item #6 under the list of documents reviewed.

A review of the charts will indicate an excessive amount of callbacks on both old units and new units. Although all callbacks may not be attributed to poor maintenance, they are a good indicator of preventive maintenance and while difficult to eliminate totally, can be minimized with a good maintenance program in place. The excessive callbacks shown on the charts for some units are especially unacceptable on the modernized elevators. (The average number of callbacks (>2 only) for new units (for 15 months) is 5.75 for One World Trade Center and 3.45 for Two World Trade Center). As per one of the major elevator manufacturers and installers, an acceptable shutdown frequency for a controller related problem would be one per year per elevator.

ELEVATORS WITH >2 CALLBACKS						
MONTH	ONE WORLD TRADE CENTER			TWO WORLD TRADE CENTER		
	OLD UNITS	NEW UNITS	TOTAL	OLD UNITS	NEW UNITS	TOTAL
Apr-99	73	9	82	48	3	51
May-99	45	13	58	58	14	72
Jun-99	58	22	80	34	13	47
Aug-99	29	20	49	17	10	27
Sep-99	20	29	49	36	14	50
Nov-99	34	46	80	40	14	54
Jan-00	21	9	30	32	10	42
Feb-00	34	15	49	18	16	34
Mar-00	34	37	71	51	10	61
Apr-00	16	29	45	31	18	49
May-00	30	25	55	29	6	35
Jul-00	25	37	62	29	6	35
Aug-00	25	14	39	29	7	36
Sep-00	6	21	27	21	4	25
Oct-00	17	42	59	44	7	51
<b>TOTAL</b>	<b>467</b>	<b>368</b>	<b>835</b>	<b>517</b>	<b>152</b>	<b>669</b>

TOTAL UNITS WITH >2 CALLBACKS		
	ONE WORLD TRADE CENTER	TWO WORLD TRADE CENTER
A p r - 9 9	1 5	1 0
M a y - 9 9	1 1	1 4
J u n - 9 9	1 8	1 1
A u g - 9 9	1 1	7
S e p - 9 9	8	1 1
N o v - 9 9	1 7	1 4
J a n - 0 0	9	1 0
F e b - 0 0	1 3	7
M a r - 0 0	1 7	1 2
A p r - 0 0	8	1 3
M a y - 0 0	1 3	1 0
J u l - 0 0	1 0	1 2
A u g - 0 0	1 1	8
S e p - 0 0	7	5
O c t - 0 0	1 3	1 1