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HANDOVER AUDIT FINDINGS

More than a third of lift safety checks failed at handover

Since 2017, Nemmadi has audited more than fifty new residential developments at the moment they passed from builder to residents' association. Every one of those audits covered the lifts; twelve went further, with a dedicated in-depth lift audit. Across those twelve, independent engineers ran 3,543 checks on lift safety and function — and 1,283 of them failed.

THE 1,283 FAILURES, BY THE SEVERITY THE ENGINEER ASSIGNED



We mark anything high priority only when there is a direct threat to life, a contravention of local statutes and/or IS Codes. Checks marked "not applicable" to a particular lift are excluded from both sides of the ratio.

HANDOVERS AUDITED
50+
since 2017 — every one covered the lifts; twelve included a dedicated in-depth lift audit

LIFT CHECKS RUN
3,543
individual pass/fail checks on safety and function

CHECKS FAILED
1,283
36% of everything inspected

RATED HIGH PRIORITY
347
direct threat to life, or a contravention of statute or IS Codes

THE SIX PATTERNS — THE SAME COLOURS ON EVERY PAGE

Rescue & emergency comms	129
Earthing & wiring	272
Machine room & shaft	241
Ride safety	174
Lighting	108
Statutory licence	82

WHAT WAS FOUND

Six patterns inside 1,283 failures

Grouped from the inspecting engineers' own written observations. The count in each card is findings, then how many the engineer rated high priority, then how many of the twelve projects the pattern appeared in.

Getting people out

129 · 69 high · 9 proj

Rescue devices, intercoms and emergency lighting — what matters when a lift stops between floors in a power cut. The highest proportion of high-priority findings of any pattern: 53%.

Earthing and wiring compliance

272 · 90 high · 10 proj

The largest pattern. IS 3043 is the Indian Standard code of practice for earthing; IS 1255 covers installation and maintenance of power cables.

Machine room and shaft

241 · 28 high · 12 proj

Access control and housekeeping. The machine room holds the drive, the controller and the brake; the check on whether its door was securely locked failed 23 times out of 81. A further 56 findings record material or debris in the lift pit and around moving parts.

Ride safety

174 · 73 high · 12 proj

Alignment, clearances and vibration — present in every project audited. Includes uneven clearance between car floor and landing at the moment a passenger steps in or out.

Lighting

108 · 15 high · 8 proj

Fixtures not working in the car, the shaft and the machine room — including lights required to come on by themselves when the mains supply drops.

Statutory licence and records

82 · 5 high · 6 proj

Whether the lift holds its certificate of operation from the statutory authority, and whether that certificate is displayed inside the car. It failed 69 times out of 115 — the worst rate of any condition tested twenty times or more.

THE REMAINDER

These six patterns account for 1,006 of the 1,283 failures. The other 277 are individually-recorded items — instruments not functioning, protective covers left in place, servicing overdue — listed in the data annexe. Of all 1,283 failures, 347 were rated high priority and 936 medium or low.

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Twenty things a resident would assume are already true

Every condition tested twenty times or more — including the three that never failed once. Across the full lift checklist, 53 of the 111 conditions came back clean in every single test: 580 checks, no failures.

1	A statutory operating licence for the lift, displayed where residents can see it	69/115	60.0%
2	An intercom that lets someone shut in the car reach another human being	28/68	41.2%
3	A public-address system that can tell passengers what is happening	26/66	39.4%
4	Earthing at the cable glands built to the Indian Standard (IS 1255 / IS 3043)	29/76	38.2%
5	Circuits named at the board, so the right one can be cut in an emergency	27/76	35.5%
6	A locked machine room, so no one can reach the drive and the brake	23/81	28.4%
7	An emergency light that comes on the moment the power drops	21/83	25.3%
8	Unused openings sealed, so dust and damp stay out of live equipment	7/32	21.9%
9	Exposed wiring run inside conduit instead of left bare	7/37	18.9%
10	A working light inside the car	8/60	13.3%
11	Counterweight sheaves turning without noise or vibration	2/21	9.5%
12	Lighting that is still working part-way through a power failure	4/43	9.3%
13	A car that travels without wobble or shudder	3/33	9.1%
14	An earth-leakage breaker that actually trips when it is tested	6/86	7.0%
15	A rescue device that brings the car to a floor when the power fails	11/160	6.9%
16	Spare breaker positions blanked off, so live parts are not left exposed	1/34	2.9%
17	A second, fire-dedicated intercom in working order	1/40	2.5%
18	A floor indicator telling passengers where the car actually is	0/45	0.0%
19	Doors that close under their own power when the supply is lost	0/40	0.0%
20	Even wear right across the counterweight sheave grooves	0/20	0.0%

Counts are of tests performed, not of individual lifts — a lift inspected under more than one audit module is tested more than once.

The method, and its limits

A handover audit is commissioned by the residents' association of a new apartment complex at the moment the builder hands the common property over to them. Nemmadi's engineers inspect the building against a fixed checklist and record a verdict — passed, failed, or not applicable — for every point, with a written observation and a severity rating on each failure.

Nemmadi has conducted more than fifty of these handover audits since 2017. **Every one of them covered the lifts**; twelve went further, with a dedicated in-depth lift audit. This report analyses all twelve of those — the machine room, the shaft and pit, the car, the landing doors, the control panel, the safety devices and the statutory paperwork.

Two categories are deliberately excluded because they say nothing about whether a lift is safe to ride: the lift **lobby** (wall paint, floor tiles, skirting), and interior finish and design-specification deviations, which account for a further 121 findings at one project.

Every figure here is a count of records, not an estimate. The engineers' written observations sit behind each count and are reproduced verbatim in the data annexe, with all project identities replaced by codes.

NO ONE IS NAMED

No building, builder or residents' association is identified, here or in the annexe. These audits were commissioned by the residents' associations themselves.

THESE DEFECTS WERE FOUND SO THEY WOULD BE FIXED

A handover audit exists to give the association a list to hand back to the builder before it accepts the building. None of these 1,283 findings carries a re-inspection record, so nothing here is the current condition of any lift.

NOT A RANDOM SAMPLE

Every project here is one where a residents' association was organised enough to commission an independent audit — which may make it better managed than average, not worse.

THE 36% BLENDS TWO KINDS OF CHECK

Where the checklist puts a specific question — the conditions opposite — 402 of 2,128 failed, or 19%. Where the item is a general quality check and the engineer writes the defect in free text, 881 of 1,415 failed, or 62%. The overall rate sits between them.

WE CANNOT SAY HOW MANY LIFTS

Some audits record each lift separately, others record a tower's lifts as one location. What is countable is the number of checks — 3,543 — and the number that failed.