



University of Wollongong

Vertical Transportation Design Standards
Version 4.1
4 March 2016



VERSION CONTROL SYSTEM

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VERTICAL TRANSPORTATION

Vertical transportation services shall be installed in buildings generally of two levels or greater. The primary functions are to facilitate non-emergency pedestrian flows within the building, provide disability access and provide conveyance of heavy or bulky goods.

1. OVERVIEW

This design standard outlines the functional, installation and technical requirements for a new vertical transport system. Prior to undertaking the design, the designer shall undertake a hazard and risk assessment in accordance with the AEA National Code of Practice.

The designer shall use these standards as the basis for the system design, however it is incumbent upon the designer to ensure that the design satisfies site specific operational, logistical and performance requirements and meets UOW's transportation objective for the facility.

Where the designer considers that an alternate equipment type is preferred to the equipment type specified in the design standard, the designer will advise the principal of the functional, performance or cost benefit that will be achieved through the use of the alternate equipment type.

In determining the most appropriate equipment types and control systems for a particular installation, the designer shall consider the long-term energy efficiency, maintenance implications, operational efficiency and life cycle costs as well as the initial capital costs.



2. DESIGN PROCESS

This section overviews the design process. The process shall be followed to achieve UOW's desired outcomes.

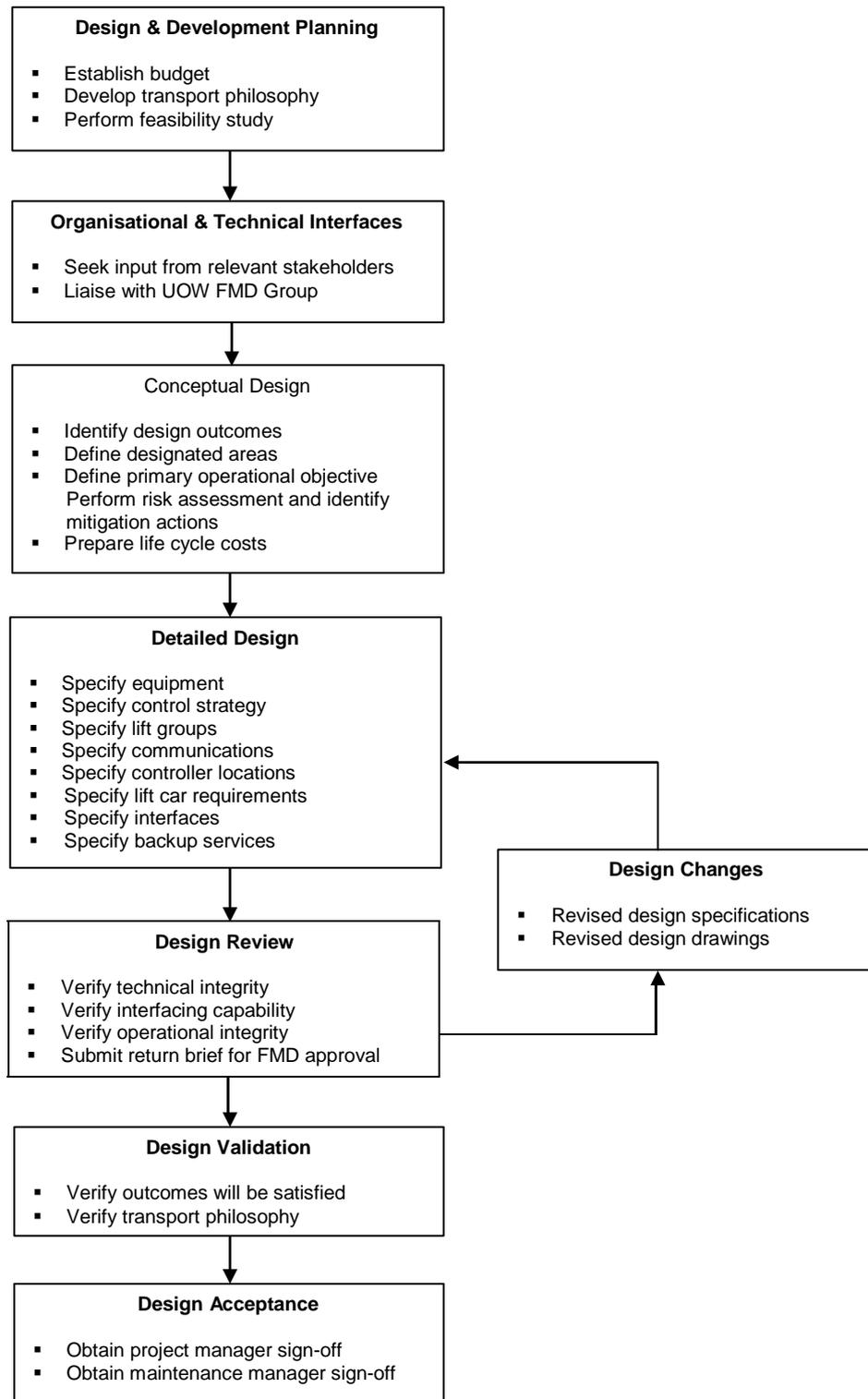


Figure 2.1 - Process Flow

3. RETURN BRIEF

The designers must provide a return brief to all stake holders (but to the Facilities Management Division Manager in particular) that clearly shows the proposed new, refurbished or upgraded lift system complies with or exceeds the University's requirements and expectations as well as the following requirements as a minimum:

- a) The lift must be safe and comply with all relevant codes and standards.
- b) The lift must be capable of being easily maintained by multiple (other than the original manufacturer) lift maintenance contractors (refer Design Guidelines Clause 17).
- c) The lift is to be as flexible, quiet and versatile in operation as possible (refer Design Guidelines Clause 12).
- d) The lift must be environmentally friendly as well as being both economical to operate and maintain.
- e) The lift must be energy efficient with minimal electrical power consumption to meet or exceed the building's Australian Building Greenhouse Rating (ABGR) and design intent.
- f) The lift must meet the minimum requirements for use of persons with disabilities as defined by the latest version of the lift code AS1735.12 (refer Design Guidelines Clause 6).
- g) Provision for safe handling of hazardous goods
- h) The lift must comply with the University's design guidelines.
- i) Any noncompliance or departure from these UOW's design guidelines must be clearing detailed and made known to the Facilities Management Division Manager

4. FUNCTIONAL REQUIREMENTS

The vertical transport system shall be fully programmable to permit defined access and manage high demand periods (if applicable) to suit the UOW's requirements.

Following are the primary operational functions:

- a. Passenger transportation;
- b. Automatic and manual control;
- c. Lift grouping;
- d. Goods transportation;
- e. Restricted use transportation;
- f. Ventilation and noise control;
- g. Performance monitoring;
- h. System interfacing.

The lift shaft shall contain operational components critical to the safe and reliable operation of the vertical transport system and must be accessible for regular inspections and maintenance to ensure ongoing safety and reliable service.

5. LIFT TYPES

All University lifts must be robust, durable and well-suited to intensive use. Only high efficiency AC gearless lifts with Variable Voltage Variable Frequency (VVVF) drives are permissible for new lift installations and full replacements.

Geared machines with modern AC motors are acceptable for upgrades and modernisations after review and approval by the issuer of this standard.

The following lift types may be considered:

- a. Conventional overhead lift machine room traction lifts
- b. Machine Room Less (MRL) lifts

Conventional overhead lift machine room traction lifts must be used for speeds exceeding 2.5 m/sec and must also be considered where a high rated load is required e.g. large goods lifts. MRL lifts may be considered for passenger lifts where speeds are 1.0 to 2.5 m/sec.

6. PASSENGER TRANSPORTATION

All new installations and lift modernisations at any of the University campuses shall comply with at least the Building Code of Australia requirement for Facilities for People with Disabilities Clause E3.6.

All lift car control buttons shall comply with AS1735.12 Clauses 8.3 Tactile Information and Clause 8.4 Shape of Characters.

All passenger lifts must have lift car audio (voice, not just a sound) position indication regardless of how many floors are served.

Only lifts complying with, AS 1735 Parts 1 or 2 shall be used for providing access for people with disabilities.

Unless prior approval from the University in writing is provided the following lifts **shall not be used** for the access of people with disabilities:

AS 1735.07	Stairway Lifts
AS 1735.13	Lifts for persons with limited mobility - manually powered
AS 1735.14	Lifts for persons with limited mobility - restricted use - low rise platforms
AS 1735.15	Lifts for persons with limited mobility - restricted use - non-automatically controller lifts

Where the need is clearly identified for providing access for people with disabilities then Part 12 of AS 1735 must be applied.

Passenger transportation shall be provided with the following:

- All passenger lifts are required for disabled access and must comply with AS 1428 and AS 1735.12.
- The indicator shall be located in a prominent position and as required by AS1735.12. The indicators shall provide direction arrows and floor location of the cars and operational messages such as “Out of Service”.
- Braille on control buttons and voice annunciation features to announce each level shall be provided to assist the vision impaired.
- The lift cars shall be suitable for wheel chair and typical Campus scooter access and the controls shall be mounted at a height stipulated by the BCA.
- Where the lift is to be used by a person in a disabled scooter, care must be taken in the selection of a suitable car size. Car size must be agreed with UOW Project Officer. A minimum depth of 2000 mm should be considered.
- A clear inside lift car dimension (between walls) of 1600 mm wide x 2000 mm deep.
- An internal car height of 2300 mm.
- Standard door size of 1,100 mm x 2,100 mm.

7. AUTOMATIC AND MANUAL CONTROLS

Each passenger car shall contain dual control panels and graphic display, which can be remotely programmed from a lift monitoring station (if provided). Voice annunciation and a flashing sign to confirm alarm registration to assist the hearing impaired shall also be provided. Braille will be provided on the floor selection and alarm buttons to assist the vision impaired.

8. LIFT GROUPING

The lift well shall be located for easy access to and from the building entrance and should be central for general ease of passenger transit throughout the building.

Where multiple lifts are specified, they shall be grouped to maximise operational and energy efficiency. The objective is to meet peak demands and minimise waiting times.

9. GOODS TRANSPORTATION

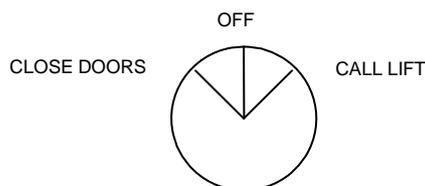
Goods transportation shall be provided as required for the particular project. As a minimum the following must be provide

- Minimum lift door size to load specified goods
- Minimum lift car size to carry specified loads
- Durable lift car finishes with no mirrors and minimal handrails
- Timber bump rails
- “Hazardous goods” or “goods” loading feature
- Extra landing indication to show lift availability and position on each landing

If hazardous goods are to be carried in the goods lift some form of restricted and controlled operation is to be used, equal to or better than the following.

Lifts required to have the Hazardous Goods feature (HGS) will operate in the following fashion although the Lift Designer/Contractor will need to confirm in each case the details with the UOW Project Officer as some features, such as the return floor for fire service, may vary from lift to lift.

All landing panels (LOP) will be provided with a three position key operated switch labelled “HAZARDOUS GOODS OPERATION” with the positions labelled as follows:



The lock will be spring return to the “OFF” position from both other positions.

In addition to normal switches, there will be a two position switch in the car operating panel (COP) labelled “HAZARDOUS GOODS OPERATION”. The two positions will be labelled “OFF” and “ON” and the key can be withdrawn in either position.

The key switches in both the COP and the LOP will be of the Bi-Lock type.



Hazardous Goods - Method of Operation

1. When the **HGS** key switch is in the “**OFF**” position the designated lift will operate normally and where applicable as part of a lift group.
2. The attendant turns the key switch in the LOP clockwise from the “**OFF**” to the “**CALL LIFT**” position.
3. An in car announcement is made.
“**Please exit at the next stop, this lift is required for special service**”.
Note, this audio announcement will repeat approximately every 10 seconds
An illuminated flashing sign in the lift COP will light “**Special service operation**”
4. Hall call response is inhibited
5. The lift will travel to answer the next registered lift car call in its direction of travel, the doors will open, all other lift car calls will be cancelled and new lift car calls will not be accepted. All passengers are expected to leave the lift car. The doors will close and the lift travel directly to answer the **HSG** key switch. If the lift is idle it will immediately travel directly in answer to the **HSG** key switch.
6. The lift will travel (non Stop) to the “calling” floor (at which the **HGS** switch is selected.)
7. Open its doors.
8. The lift will remain at that floor with the doors open.
9. The attendant will remove the key switch from the landing fixture in the “**OFF**” position.
10. The lift will remain “captive” in the **HGS** mode of operation for **60 seconds**.
(If the process does not proceed to the next stage, the lift will return to normal service.)
11. The **HGS COP** Key switch is turned to the “**ON**” position.
12. The key is removed in the “**ON**” position.
13. The goods are loaded.
14. The key is inserted into the hall switch and turned counter clockwise to the “**CLOSE DOORS**” POSITION. The doors close and the key returns to the central “**OFF**” position and withdrawn.
15. The attendant travels via other lift or stairs, to the “destination” floor.
16. The attendant then turns the **HGS** key switch in the LOP to the “**CALL LIFT**” position at the “destination” floor.
17. The lift travels to the “destination” floor.
18. The doors open.
19. The goods are removed.
20. The key is removed from the “destination” landing **HGS** key switch.
21. The **COP HGS** key switch is returned to the “**OFF**” position.
22. The key is removed.
23. The lift returns to normal service.



The **HGS** mode of operation will not **initiate** if

- The Hall or Car Fire Service is operated. (**HFS & CFS**)
- The lift is in Inspection mode. (**INS**)
- The lift is on Independent Service. (**INDS**)

Selection of the **Hall Fire Service** mode while the lift is on **HGS** will return the lift to a designated floor for unloading.

If the **HFS** mode is selected while the lift is on **HGS**, there will be an announcement in the lift car, advising the attendant (passenger) to abandon the use of the lift and exit the lift before the doors close and the lift returns to the designated floor.

10. SYSTEM INTERFACING

Where the vertical transport system interconnects to other building services such as fire services and security services, an interface shall be provided that achieves optimum functionality, performance and reliability.

Low-level interfaces shall comprise of a set of electrical contacts controlled via a signal from the lift control system.

System to be Interfaced	Interface Type	Interface Responsibility
Fire	Low level	Fire
Electronic Monitoring and Access Control	Low level	Security
BMCS To show the following features 1. Lift not in service 2. Lift fault/out of service	Low level	HVAC

Table 10.1 - System Interfaces

11. STANDARDS

The lift must be “design” registered with WorkCover NSW prior to installation. The lifts registration number (obtained after Practical Completion) must be provided to the Facilities Management Division for their records.

The completed lift installation must comply with the latest edition of all relevant codes and standards as required by the WHS Regulations of NSW 2001.

Table 11.1 below contains a list of additional compliance requirements.

UOW	OHS064	WHS Risk Management for the Design of Buildings and Structures http://staff.uow.edu.au/content/groups/public/@web/@ohs/documents/doc/uow108400.pdf
UOW		Contractor WHS Guidelines http://staff.uow.edu.au/content/groups/public/@web/@ohs/documents/doc/uow017008.pdf

Table 11.1 - Codes and Standards

12. MINIMUM PERFORMANCE STANDARDS

The following minimum performance standards shall be achieved to ensure efficient operation of the vertical transportation services:

Functions	Acceptable Limit
Maximum vertical acceleration	<1.0 m/s ²
Maximum jerk rate	<1.5 m/s ³
Horizontal quaking	<15 milli-g
Vertical quaking	<15 milli-g
Average Noise	<52 dBA
Maximum Noise	<58 dBA
Door opening speed	<2.5 sec
Door closing speed	>2.5 sec
Capacity to handle up-peak capacity (preferred but not compulsory)	15% (min)
Average waiting interval (preferred but not compulsory)	<30.0 seconds
Maximum waiting interval (preferred but not compulsory)	<65 seconds

Table 12.1 - Minimum Performance Standards



13. INSTALLATION GUIDELINES

13.1 Labelling

Equipment labels shall identify the equipment in accordance with UOW's asset register convention.

13.2 Run Counter

The controller of every lift is to have a 6 digit trip meter to register the number of motor starts of the lift. The trip meter will not be of the resetting type.

13.3 Keys

All Fire Service keys are to be TOK 3. All other lift control keys are to be TOK 6.

The lift machine room door, or the MRL lift controller door, lock must be keyed the same as the UOW lift machine rooms.

13.4 Automatic Rescue Device

The lifts shall also have a self-contained emergency operation feature to allow the lift to travel to the nearest floor and release passengers in the event of loss of power supply from the street.

13.5 Lift Cars

All controls are to have vandal resistant controls and communication systems.

Any lift car emergency phone system must be a commercially available system e.g. emFone (proprietary systems such as the Otis REM system will not be accepted) that shall be directly connected to the University's Security Office phone system for 24 hour monitoring. Each lift will require a separate telephone line and be allocated a unique phone number.

Full details of the UOW phone system must be obtained and compatibility confirmed by the lift contractor before installation so that the lift car emergency phone system will work correctly when installed.

All lift cars must have a roof trap door compliant with AS1735.2-2001 Clause 23.14 (a), regardless of compliance with parts (b) & (c).

The lift car emergency lighting must comply with or exceed AS 1735.2 - 2001 Clause 23.25.2.9 (not AS1735.1 Amendment 2006). EN81 compliance is not acceptable. In particular there must be a minimum of 20 lux on each control panel.



13.6 Lift Car Finishes

The finishes must comply with the following requirements:

- a. Vandal-resistant and patterned stainless steel to side walls and lower half of rear wall
- b. Aluminium-framed silver mirror to upper half of rear wall
- c. Fixed “white” coloured laminated lift car ceiling
- d. A single 600 mm long finished stainless steel hand rail to side of lift car under auxiliary car operating panel securely fixed to sustain heavy loads. No other hand rail is required.
- e. Quality LED down lights as per the Lighting Standard.
- f. Finished stainless steel car door, car front and skirting.
- g. Durable, long-wearing, sustainable and readily replaceable floor covering which is GECACertified or Eco-specifier certified. Amtico vinyl or approved equivalent.
- h. Car control panels - main and auxiliary must be stainless steel, satin finish and complying with AS/NZS 1735.12 and mounted in vertical alignment.
- i. Car and landing buttons must be commercially available “third party supplier” items that comply with AS/NZS1735.12 and with White/Blue Illumination. Generic lift company manufactured buttons are generally not acceptable.
- j. The main entry level/street level landing button must be labelled by engraving “Street Level” next to the relevant floor level button in situations where the where the button corresponding to the main entry level/street level is not labelled “G”.
- k. Goods lifts must have similar finishes with the addition of hardwood bump rails 300 mm x 20 mm thick with a durable environmentally friendly coating.
- l. Lift car mirror may be omitted from goods lifts.
- m. Special application goods lifts e.g. for chemicals, animals, etc. must use specific fit-for-purpose durable and resistant finishes to resist exposure damage.

13.7 Lighting

Maintenance of lift car, shaft, pit and machine room lighting is to be included as part of the lift maintenance contract for each lift installation.

Lift shaft lights must be provided by the LED equivalent of 36 Watt fluorescent light fittings at a maximum spacing of 6 metres. The lights are to have metal mesh guarding and the wiring between fittings is to be enclosed in at least plastic conduit supported by metal saddles at 1.5 metre intervals.

Shaft lighting shall be operated via switches/buttons inside the lift shaft at the top and bottom landings.

An additional shaft light switch/button shall be provided on the top of the lift car

13.8 Notices

All required notices in the landing buttons panels and lift car operating panels are to be engraved. No stick-on labels will be accepted.

This applies to such notices as the Statutory warning against the use of lifts in a fire, lift number, building address, emergency telephone instructions, lift car load details etc.

14. EQUIPMENT

The University has undertaken an ongoing assessment of Australian lift companies capability to provide lift installations as well as robust maintenance support including an increased likelihood of providing parts and software support over the next 20 years for a new installation.

Any new lift installation shall only be installed by a competent, well-established, lift contractor with at least 10 years local lift installation experience and the ability to maintain the entire campus in compliance with the University of Wollongong Comprehensive Maintenance Agreement under the umbrella of one parent company.

The following lift companies are acceptable lift makes and maintenance providers listed as following:

- Kone Elevators Pty Ltd.
- Liftronic Pty Ltd.
- Otis Elevator Company Pty Ltd.
- Schindler Lifts Australia.
- ThyssenKrupp Elevator Australia.

15. LIFE CYCLE COSTING

The designer shall prepare life cycle costing as part of the conceptual system design. A twenty-year period of financial interest shall be used as the basis of the life cycle analysis. In the case of the vertical transportation system, these costs will include:

- Initial cost of system equipment.
- Installation costs.
- Maintenance costs.
- Software support and regular upgrades.
- Cost of third party support for interfaces.

Where the upgrade of lift services can be cost justified through operational, maintenance or energy savings, the designer shall prepare a cost feasibility report containing the capital costs, life cycle costs, cost benefits, payback period and internal rate of return. The cost benefit will be supported by engineering calculations that are based on the specific equipment ratings and the predicted operational profile.

16. AS-INSTALLED DOCUMENTATION AND SERVICE MANUALS

On completion of the lift installation a complete set of as-installed documentation is to be provided which shall comply fully with the UOW Documentation Design Standard, plus:

The following design documents must be provided:

- a) Lift layouts.
- b) Lift car interiors.
- c) Lift landing entrances.
- d) Lift car and landing faceplate details.
- e) Lift labels, notices and signage.
- f) Project specifications check sheets for each major component detailing each lift plant and equipment item that needs to be checked, tested and verified during the installation process.
- g) Return Brief defining the systems proposed and any deviations from this specification.
- h) Applications to Supply authorities, and their responses.
- i) Designer's statutory compliance certificates.

The following documents must be provided at practical completion:

- a. Completed project specification check sheets for lift plant and equipment verified by the project consultant/designer, including the rectification of identified defects including:
 - i. Ride quality results.
 - ii. Door open and close times.
 - iii. Door dwell times.
 - iv. Floor levelling accuracy.
 - v. Acceleration and deceleration rates.
 - vi. Jerk rate.
 - vii. Contract speed.
 - viii. Flight times (door open to door open) for one, two and four floor runs.
 - ix. Power consumption.

- b. Operation and Maintenance manuals.
- c. Commissioning records.
- d. Product Manufacturer specific information.
- e. System schematics.
- f. Complete As-built workshop drawings.
- g. Electrical and wiring diagrams.
- h. Lift functionality and operation description.
- i. Plant registration documentation.
- j. Hazard and risk assessment provided by lift contactor.
- k. Work Cover registration.
- l. Installer's statutory certificates.
- m. Safe-to-Operate certification.

A training session or sessions to be provided for the lift users and the University maintenance personnel. This training session/s is to be at no additional cost to the University. The training session is to include the operation of the lift and its controls, keys and locks, cleaning of all finishes, operation in an emergency (such as fire or power failure), hanging/cleaning/storage of protective curtains, etc. The Lift contractor is to allow for at least 2 sessions of 2 hours each. Written documentation of the training details is to be provided.



17. MAINTAINABILITY

17.1 Independent Maintainability

All new lift equipment must be repaired, serviced and maintained, in accordance with the minimum requirements of:

- Designers.
- Suppliers.
- Manufacturers.
- Installers.
- Operation and Maintenance Manuals.

All lift equipment must be non-proprietary and open source. Lift system software must allow maintenance, servicing and tuning by independent third party contractors. Any qualified and competent lift maintenance contractor must be able to perform maintenance without use of proprietary devices or information, including but not limited to:

- a. External devices.
- b. Spare parts.
- c. Tools.
- d. Instruments.
- e. Codes.
- f. Passwords.
- g. Keys.
- h. Locks.
- i. Cards.
- j. Reactivation sequences.
- k. Software.
- l. Information and intellectual property.

The University or its maintenance contractor must not be required to pay and/or enter into contractual arrangements with the designer, supplier, manufacturer or installer of the lift equipment in order to perform repair, service or maintain the lift equipment.

17.2 Supported Maintainability

The University will consider new lift equipment, which is not compliant with the independent maintainability requirement in Independent Maintainability above if:

- a) all devices, spare parts and intellectual property required for independent maintainability will be provided to or made available to the University at, and as part of the requirements for, practical completion; and
- b) no additional amount will be payable at any time to the contractor or any third party for the University or its contractors to receive or to have access to the relevant devices, spare parts or intellectual property. All Operation and Maintenance manuals are to include instructions on how to use or apply these tools, instruments, pass words, keys, cards, spare parts and intellectual property, etc.

18. INTEGRATION WITH EXISTING LIFT MAINTENANCE PROCEDURES

The following procedures shall be included in any new lift construction specification to assist the integration of any new lifts into the existing lift maintenance program.

The Facilities Management Division Manager is to be involved in all lift tender assessments. All documentation must be made available to the Facilities Management Division Manager with at least one week's prior notice of the assessment date.

The Facilities Management Division Manager is to be involved in the commissioning of all lift installations. At least 2 weeks prior notice is to be given to the Facilities Management Division Manager of any commissioning of lifts.

Prior to commissioning of any lift (at least 1 week) the Facilities Management Division Manager is to be provided with at least one copy of the Operational and Maintenance Manuals for that particular lift.

Any lift in Defects Liability Period must comply with the procedures for recording and reporting of the existing lifts that are in place for the University at the time of tender. It is the contractor's responsibility to ensure that the procedures being applied are current and the latest available.