



The New Zealand LIFT FAX

The New Zealand Lift Fax is produced bi-monthly for the NZ lift industry. Just send your email address to LEC to subscribe.



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05/2008

WHAT'S GOING UP or DOWN THIS MONTH:

LEC UPDATES WEBSITE:

Yes, after being informed by a client who had been directed to the www.lifteye.co.nz site for information, and who responded on how ancient it looked, I had to admit that my early Microsoft *Frontpage* software was no longer up to it and that web technology passing me by. And so I employed the services of webmaster Graham Langton grammar@netaccess.co.nz who provided this \$800 update for me. What do you think?

NZLift Fax Search:

Will we learn from this tragic accident.



DBH IQP UPDATE:

Since the August 09 meeting there has been some correspondence following agreeing to further the Hamilton City Council Waikato IQP register. The first hurdle raised was funding; yet to be resolved, the second to correlate industry technical competencies of which some promises have been made along with the proposal to adopt the CBIP lift certification process as the lift industry D2 solution. No mention has been made of using the SI IQP structure. The next meeting proposed is for Feb 2010.

EDITORIAL

OTIS Gen2™ LIFT ACCIDENT UPDATE:

No one expected the present processes used by the Department of Labour (DOL) and Coronors office to achieve an official report in 6 months, but as I understand today; now some three and a half plus months from Dave Shaw's accident, that Otis have concluded their investigation, and the Coroner is awaiting the DOL results of their investigation before handing down their conclusions.

Of course the heresay reports have been handed down and Otis I understand has thoroughly investigated the accident and even issued an internal DVD on points learnt for its inhouse personnel, and I presume for the DOL, which demonstrates how the official bureaucracy influences the process of reporting accidents in NZ. Now what of the industry as a whole, those who also work on the Gen2 equipment involved, employ similar installation practices of single man installation, and other than for heresay, are still in the dark as to whether or not they are exposed to the same environment under which this accident happened in their own workplaces. Following enquiry from throughout NZ and Australia, this accident has attracted the attention of a much wider audience than just the manufacturers installers, considering independent lift contractors and even direct competitors have to install and maintain the Gen2 product world wide.

Interestingly I already hear the conclusions being drawn, some might say the company line, being packaged under this void of fact. Surely if we really wish to learn from these accidents and not just encourage the possibility of protection of vested interests, the facts need to be transparent to any interested party as early as possible in the process, so that broad critical assessment can be determined and acted on. The last words go to the Department of Labour -

The investigation is ongoing. The Department of Labour cannot comment on the specifics of the investigation as it is ongoing. More information may be available when the investigation is completed. 7th December 2009. Ed.

ELEVATOR WORLD VIRTUAL EVENT:

You may have heard by now that Elevator World is hosting the first ever Virtual Elevator Event for the Elevator Industry on Wednesday - February 17, 2010 from 6am- 4pm Central USA time. This is a special event for both exhibitors and attendees, and it is a perfect opportunity to exhibit your company in a virtual environment that's not just another website, but a true event. The VEE is driven by ON24 the leader in virtual events and Elevator World the industry leader in reaching and serving the elevator Industry for over 57 years.



See - <http://www.elevator-world.com/vee/>

Another EW information portal is to their blog where items of interest to the industry may answer your question.

See - <http://www.liveboards.com/mb/server/board.cgi?B=107638>

LEC RESPONDS TO IQP WORKGROUP:

As you are aware, the lift industry has no formal association today, and as such each company entity reflectively focuses on its market needs, and as such will only respond to process changes in governance of the industry on an individual basis, and or where legally required to do so.



The Commerce Commission's past foray into "Corporate Collusion" has created a paranoia against association in local mainstream companies, heightening competitor distrust and discouraging cooperative communication and endeavor.

And so until a concrete and consistent process of governance can be produced and given credibility by the DBH, to which the lift industry can adopt across the board, the void created by the removal of the past centralised inspection process, whether for new or existing installations, I suspect will remain as we have experienced over the past 17 or so years since introduction of the Building Act. The Councils may have the authority and may even now acknowledge a problem exists, but they don't have the knowledge to ensure their solution will achieve any more than they have presently achieved over the past 17 years of having the responsibility to fix it.

I wonder why I need to continue to say this, and maybe its time I didn't, but until a process of industry inclusion into the compliance and certification of inspection processes is backed both financially and in purpose by the DBH, even the simple nationalisation of IQP's by TA's can only end up a slightly more efficient process of inept governance, that doesn't address the issue of the void in providing a clear D2 certification and inspection process in NZ.

When the DBH is prepared to trust the lift industries ability to work in conjunction with the CBIP structure to provide an efficient, auditable and workable D2 inspection compliance process, and fund it initially to establish the final model to be approved by the wider lift industry, then all the TA will need to do is to nationally record the CBIP D2 inspector levels, and ensure the CBIP qualification forms part of their Consent and Annual WOF inspection compliance processes.



Until we see commitment from the DBH to addressing the deficiencies into the full process of D2 certification and inspection in NZ, funding of TA's to nationalise their IQP processes is just another red herring.

If they need to know how to set up an efficient register, why not ask the SI IQP register body in Timaru, who have been proactive and have a track record in providing an efficient process since the early 90's.

THE HALMA GROUP EXPANDS ITS PRODUCT RANGE:

The Halma Group, who in New Zealand have been world leaders as suppliers of their TLJ Microscan M50, SP50, M150 & SP150 lift entry scanners, have now introduced a range of complimentary lift products to enhance local installed lift solutions.

COMMANDER:

Commander is their TLJ new wide viewing angle TFT lobby touch directory



information screens, ideal as the main floor users directory that also provides status information regarding the lift system, as well building information if needed.

With a touch input facility, these screens could possibly be used in conjunction with the latest Destination control systems.



EVOLUTION:

The Evolution range of system and building information screens developed under the well renowned E-Motive brand also has touch screen facility that enables their full range of hall lantern and in-car displays to complete the information loop throughout the building.



MEMCOM:

The easy programmable high quality microphone, phone, GSM or PC lift communication system brings all your single button emergency phone, internet and intercom (Globalnet) communications into the one device.



Upto 8 Memcom units can be connected to the same phone line to cater for multiple lift installations.



INTELLIGENT LIFT SYSTEM: The E-Motive independent intelligent lift system can

provide dedicated realtime information and diagnostics to your portfolio of lifts no matter the brand.



www.emotivedisplay.com
www.tljones.com
www.memcom.eu

DISABLED ACCESS OR CORPORATE PROFIT:

Since last issue a row has been a brewing that has come to my attention, where corporate sales pressure gives rise to some lift industry salesmen who find berating competitor products and playing on client ignorance as fair game in promoting their interests. This is not new; you might even call it just a human flaw in salesmen striving a little too hard to achieve sales at any cost, but it is what I term at worst; immoral competition, and at least just plain ignorance of market need over self interest.

The issue arises in the lift industry because of a growing demand for disabled access equipment in buildings two or three levels that historically were accessible only by stairs.

The past quarter of a century has seen our society becoming more aware of the restriction of building design to disabled users over these lower levels, and consequently laws and standards governing access rights to building have evolved.

**BRIEF BACKGROUND ON LIFT CERTIFICATION IN NZ.**

The Ministry of Transport (MOT) Governed lift certification during the reign of the Disabled Persons Community Welfare Act in NZ up until the introduction of the Building Code in 1992. The only local lift codes applicable at that time were the **Power Lift Rules 1989** and the **Rules for Power lifts not Exceeding 750 Watts**. Both these codes were singular prescriptive codes that had evolved over the past century.

The 1991 Building Act brought significant change to lift compliance with introduction of a Building Code based on Performance, that identified two means of compliance for lifts in NZ, ACCEPTABLE solutions where the solution has to conform to D2/AS1 or D2/AS2, or ALTERNATIVE solutions where the solution has to demonstrate good industry practice and conform to the Performance clauses of D2. The process of compliance from 1992 was now overseen by the local Councils (TA's) in place of the MOT. The two means of certification are:-

1. Under the **Consent** process for all new installations or upgrade of lifts.
2. Under the **Compliance Schedule** process for annual WOF inspection.

BRIEF BACKGROUND ON DISABLED ACCESS IN NZ.

As far back as 1975 the Disabled Persons Community Welfare Act came into being, but not until 14th July 1988 when the MOT Marine Division Chief Engineer John Stark formally informed lift suppliers that any lift design submitted would be subject to the 1985 issued NZS 4121 Lifts Section 209 as the DA standard.

It took until after the introduction of the Building Act in 1991 for the then Power Lift Rules 1989 to be amended in July 1992, to add Section 71 and clearly detail the **Requirements for Lift on Access Routes for People with Disabilities** in NZ.

With the demise of the Ministry of Transport and role of central Governance of the lift industry compliance with release of the 1992 Building Code, a new provisional Lift Standard was issued in 1994, followed by the present NZS 4332:1997 Standard. The Disabled Access Standard NZS 4121 was updated and issued in 2001 to include a few subtle changes to what had now become Section 9- Lifts of the NZS 4121 Standard.

The Objective of the Building Code D2 requires:- *Ensure that people with disabilities are able to carry out normal activities and processes within buildings.*

Most of the major pre 80's lift suppliers in NZ have built their experience as agents for overseas suppliers before being incorporated into multi-national corporations through takeover. The equipment they supplied was designed for mixed ambulant / wheelchair users and therefore few building owners desired to install lifts serving less than three levels, as understandably it was classed as an unnecessary cost.

Interestingly, the larger lift corporations seemed slow to recognize the increasing demand for low rise solutions, and have openly demonstrated they don't wish to supply to this market . . . yet!

And so over the past 20 or so years' local manufacturers and importers of purpose built platform lifts have increased, providing a wide variety of low rise platform lift solutions for the disabled access market. They are the new lift industry, with equipment ranging from very simple water hydraulic platforms to high end screw and oil hydraulic drives able to provide more flexible, more cost effective low rise access solutions for both new and existing retrofit into buildings.

These market changes have seen increasingly innovative more cost effective mechanical access solutions being



manufactured to address this imbalance, but although these solutions are specific to the, low rise, low use access needs, to provide suitable access at low speeds of up to 0.15m/sec, some over zealous salesmen seem to be purposefully discrediting these solutions in favor of mixed traffic, high cost, high use passenger lift solutions.



The equation seems to work like this. The low speed platform market is quicker to supply and install - is more flexible to site needs - is much more cost effective, but is limited due to speed as an access solution of up to only 3 levels.

On the other hand, the standard passenger lift low rise solution is restricted on layout - has a larger footprint - takes up to 7 months to supply and install - is twice to three times the cost and is excessive when only needing to move a wheelchair user and possibly a passenger up to 3 levels.

Now this article began with the question 'Disabled Access or Corporate Profit', and this is because there seems to now be two camps vying for market percentage; the conventional mixed traffic passenger lift market, and the low speed platform lift market.

So why are some salesmen deliberately berating the low rise platform lift solution by playing on user ignorance, promoting misinformation and suggesting these products are non-compliant, when the should be encouraging a more diverse range of purpose related performance based solutions, as the Building Act intended, and not just trying to constrict the market to suit only their interests.





The New Zealand Lift & Escalator Association 1980's to 2009.

Globalisation is not only removing the trade skills out of the lift industry in New Zealand but also the need for a lift association, as the corporate business model is becoming so controlling that company spirit is being challenged by a consistent diatribe of international corporate edicts that erode trust.

Admittedly the NZLEA (New Zealand Lift and Escalator Association) was also focused on corporate interests rather than those of the people who constitute the industry, but the individuals that formed it were by the trade based nature of the industry at that time, at least still attuned to the local operational issues, and therefore reflected this in their representation of the lift industry.

BRIEF NZ LIFT INDUSTRY HISTORY

Historically the English Waygood Otis branch of the American Otis Corporation was the first manufacturer to enter New Zealand to service the emerging lift industry around the end of the 19th century. But locally the industry emerged from the growing NZ electrical trades represented in the North Island by the Thorburn family's Electrical Construction Company (ECC), who in the 1920's had imported equipment from the UK lift engineers of Northampton; Smith Major Stevens to service the growing demand.

Later on in the South Island, the family electrical company of Thomas L. Jones Ltd, built associations with UK product suppliers of electrical doors and goods lifts before becoming an agent to the UK lift manufacturer; the Express Lift Company, to install passenger lifts.

THE FORMATION OF A NZ LIFT ASSOCIATION

It wasn't until around the early 1980's that Doug Mc Kelvie (Otis), Les Jones (TLJones) and Graeme Thornburn (ECC), met to canvas the idea of an association to represent the Lift Industry from which emerged the New Zealand Lift and Escalator Association (NZLEA). This association became the mouth piece for lift industry representation on standard committees and for communications with the design compliance engineering department; Marine & Industrial (M&I), of the Wellington based Ministry of Transport.

It was the NZLEA that enabled the first recording of industry statistics to at least provide some means of assessment of the local market, but without the emerging smaller lift supplier input, only approximately two thirds of the NZ market was reflected in these statistics.

Technical committees were developed to provide relevant advice seeing representatives such as Otis MD Murray Upton in the Chair, and respected managers such as Otis representatives Laurie Floyd and Derek Bryson; Kone's Grace Wesolowski and Schindler's John Davies holding roles and



chairs on the committee.

One area the association did work

DEREK BRYSON

GRACE WESOLOWSKI

JOHN DAVIES

on, was in integrating the European Standard EN81 into the 1991 Building Act as an Acceptable Solution, by minimizing inconsistent local practices and thereby retaining its international nature for more efficiently importing equipment designed to meet European Standards into NZ.

Another area that the NZLEA technical committee did a tremendous amount of work in; based on *International Best Practices*, was to put together a recommended Safety Code of Practice for the NZ Lift Industry. Even though it was ridiculed at the time by some companies/groups outside the NZLEA, experience saw a notable decline in accidents become evident once the practices were put in place.



The association did much more good work but disappointingly after the era of multinational takeovers, became known as 'The Club' with its many connotations, by then seen by many in the industry as representing only the three largest suppliers; Otis, Schindler and Kone.

New senior persons from the smaller emerging companies were encouraged to participate, but with a restrictive constitution as to who could join, only a few did, and so the committee began to stagnate.

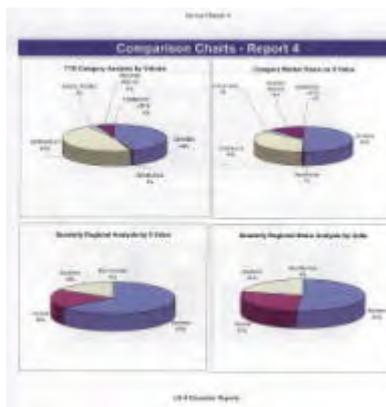
In the mid 90's, approaches were made to change the NZLEA constitution to enable a broader representation of a growing number of suppliers; industry personnel and those associated on the rims of the industry such as inspectors and consultants, but this was rejected by the sitting committee at the time. In October 1994 a proposal outlining the structure and costing of a possible wider association was distributed by the writer among the industry with a questionnaire to gauge interest. This led in November 1994 to meetings being arranged in the three centers of Christchurch, Wellington and Auckland.

The aim was to try and encourage a wider representation through the establishment of a new New Zealand Lift Industry Association (NZLIA), but although there was a wide interest reflected across the board through numbers attending in each centre, few stepped forward to devote the necessary time to help build the structure, and so it dissolved.

The NZLEA responded by structuring a paid secretary into its operation, and Garth Wyllie of the Employers & Manufacturers Association Northern Inc. in NZ was appointed to the role. This saw the emergence of a website dedicated to the NZLEA association and the hope this step would strengthen its representative role in the market.

Lift industry training modules were established based on the

Australian RMIT lift course, and qualifications determined under a Government National Qualification Authority (NZQA) program, but training was structured through private training providers, and numbers to participate never reached a level of fiscal viability, and so to my knowledge has never been used.



The merit resulting from this effort is that it should always be there to use if the industry ever sees sufficient value in it to back it.

Today, early into the 21st century, industry cohesion has been severely disrupted through the high movement of persons and skills searching for that personal satisfactions once gained in being a part of an industry with similar goals. But now fragmented by errant fiscal domination of all operations, combined with ill informed knee jerk directives to local managers responding to international anti-trust issues, the division within the industry widens.

The same myopic fiscal yardsticks have reflected in the value placed on any inter-company association, and therefore gradually eliminating every argument to exist, as one by one the corporate backing was withdrawn. The final nail in the coffin was with the local 2006 pumped up investigation by the Commerce Commission into inferred local company collusion carried out in the early 90's. It was easier to demonize association, placing farcical restrictions on inter-company communications, than to contest the allegations.

And so by default, the NZLEA under the Chairmanship of John Davies of Schindler in New Zealand became impotent. With no representation came no credibility, and any voice died to a whimper as other vested interests take over the role of representing the now non-existent New Zealand lift industry association.

Bob Johnston. Lifeye Consultancy July 2009.



12 INJURED ON LAS VEGAS ESCALATOR:

According to *Justice News Flash*, a casino/hotel escalator malfunctioned on November 14 in Las Vegas, injuring 12 people. No injuries were life threatening, and the victims have been treated and released. It is unclear how or why the malfunction occurred. The incident remains under investigation.

THYSSENKRUPP FISCAL REPORT:

According to ThyssenKrupp AG, the 2008/2009 fiscal year was one of the most difficult in its history. However, the elevator segment continued to show positive performance. Although order intake decreased by 9% compared to the prior year, sales and earnings improved significantly. Sales increased by 8% and profits increased by 29%, despite restructuring expense and impairment charges. Lower volumes in the escalator segment necessitated restructuring at the Hamburg, Germany, escalator plant. Overall, the elevator sector had to absorb restructuring expense and impairment charges of EUR34 million (US\$51 million). Elevator technology also continued to have high earnings contributions due to order backlog, and stable modernization and maintenance business.

TRANSPORTATION ROBOTS USE ELEVATORS:

According to *plasticpals.com*, Fuji Heavy Industries, the parent company of Subaru, began developing robots for transporting cargo in pharmaceutical plants in 2007. The products are now equipped with a software module that allows them to communicate with elevator systems which allows them to ride elevators to move between floors. The products are also equipped with software modules that allow line tracing, ultrasonic-sensor recognition, ultrasonic-sensor wall running, wheel odometry and laser triangulation. The robots are now being used in a Tsumura plant, which packages food items and other necessities. They are equipped with charge-coupled-device cameras, which track a line taped to the ceiling and can operate in areas as small as 1 meter wide.

SECOND-TALLEST BUILDING TO BE IN SOUTH KOREA:

According to *Greenpacks.org*, the Lotte Super Tower 123 will be the second-tallest building in the world once it is completed in 2014. The building will be built by Lotte Construction (a subsidiary of the Lotte Group) and house the company headquarters of Lotte Group. The builders are aiming for a Leadership in Energy and Environmental Design silver certification. The structure will include public- transportation connectors, retail and residential space, offices, a hotel, an observation deck, and other public areas.



TEEN FALLS FROM INDIANAPOLIS ESCALATOR:

According to *My High Plains*, A 16-year-old teenager lapsed into a coma and was in critical condition after falling three stories on October 22. The 41-foot fall from an Indianapolis mall escalator occurred after the student lost his balance. While details are still unclear, the teen's superintendent stated, "He got caught up in the escalator handrail somehow, and it pulled him up and over." The incident remains under investigation.

NEW LIFT EXPO TO BE HELD IN POLAND:

Kielce Trade Fairs has announced that a new international lift exhibition, Euro-Lift, will take place on October 20-22, 2010 at the Kielce Trade Fair Centre. Planned to be a biannual undertaking, the exposition has been touted as "the first event of its kind in Poland." For more information, contact Kielce Trade Fairs at Zakladowa 1, 25-672, Kielce, Poland; phone: (4841) 365-1222; fax: (4841) 345-6261; e-mail: biuro@targikielce.pl; or website: www.euro-lift.targikielce.pl.

OTIS DONATES TO RONALD MCDONALD HOUSE:

Otis Elevator Co. recently donated a check for US\$5,000 to the Ronald McDonald House Charities of Northwest Florida in Pensacola, Florida.