

# 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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## WHAT'S GOING UP or DOWN THIS MONTH:

### THE GLOBALISATION OF EN81 Parts 1&2:

The blue areas depicts where EN81 parts 1&2 are being used throughout the world without national modifications, as compared to the other main codes A17, JIS, etc.



### JIM WHYTE RETURNS TO OTIS:

It is understood that the immeasurable Jim Whyte has returned to his roots at Otis in July after his sojourn to Cremer Engineering Sales. It must be the present Otis policy on returnees to refamiliarise them to the tools as with Pete Loader who made a similar return.

### EDITORIAL **Annual D2 WOF Inspection in NZ – Not!**

I have recently had the opportunity to investigate a cross section of annual D2 WOF documenting practices across NZ, to realise that without audits for consistent practice, many IQP's:-

- o don't record checklists of their inspection.
- o don't follow manufacturers alternative solution or acceptable solution checklists.
- o are contracted by service providers to complete annual WOF and issue 12a's.
- o use the WOF process as an extension of a service providers recommendations to upgrade building owners equipment.
- o against industry safe practice, don't have service providers in attendance when completing in shaft inspections.
- o require service providers to confirm maintenance has been carried out over the preceding year.

The responsibilities of an IQP are to carry out a specific inspection, either as detailed in the Compliance Schedule guideline SS/8 or as recommended by the manufacturer if an alternative solution is applicable.

Where these are not applicable, to ensure an accountable check has been carried out, a competent person accepted by the TA should provide the owner with a suitable checklist for the IQP to use.

It is the completion of these records that give credibility to the inspection, along with the IQP's confirmation that planned and preventative maintenance practices, and any necessary repairs have been suitably carried out on the site, before issue of his12a. These records are then issued to the building owner to be kept for at least 2 years and be available for inspection at any time on the site. Any of the above bullets have nothing to do with the annual D2 WOF inspection. As an IQP you should be aware of this, so check your processes. Ed

### FAREWELL TO AN OLD WORKMATE:

One of the early T.L.Jones boys who grew up and spent his working life in the Christchurch lift industry; **KEN WILLIAMS**, sadly passed on, on Wednesday 11<sup>th</sup> August 2010.

It was a great celebration of Ken's life with the sound of the Platters-'Only You' reflecting the bond built between Ken, his wife and family. Son Dean and his two sisters, who I remember as younguns at T.L Jones company picnics, had grown into adults of which any father could be truly proud.



John Davies, Peter Thomson, Alex van der Heiden, Greg Moody, Robin Manderson, Laurie Hogg, Ellenor & Barb Gillespie were once again reunited, along with many sports and family friends to farewell this person who had played such a large part in their lives with T.L Jones through the many lift contracts maintained and installed by them in the South Island of NZ. The memories remain!.

**WHAT DON'T WE LEARN FROM AN ACCIDENT:**

Many well intended persons play a role following an accident report being submitted to OSH, which results from the statutory requirement on any employer in NZ to notify OSH where an employee is involved in an accident. All those involved in the process I've spoken with agree on the reason for compulsory investigation of any accident, and that is so that all involved may "Learn from the tragedy".

I'm not suggesting compulsory reporting is a problem, it is what the investigation doesn't achieve, all because penalty and consequential litigation is the only process used as a means of considering the circumstances.

By using an adversary system of investigation and penalty as a means of encouraging 'learning' from an accident, both 'encouragement' and 'learning' are removed.

Sides are taken, all statements are controlled, with only the limited facts presented at any hearing being recorded, limited by the capability of the appointed investigating OSH officer who may or may not have sound industry experience, and the process of the court.

And so the learning from the accident becomes lost in the propositions of 'due care' and legal bartering over culpability, and the imposition of a cloud of unnecessary secrecy, self imposed by all parties and justified by self protection and legal propriety.

From the tragic loss of Dave Shaw in the August 2009 Fonterra Edendale lift accident, the process so far has been:-

- ? Over the 1<sup>st</sup> month Otis Elevator Co.Ltd investigated the accident and provided its summary to all employees, with the understanding nothing was to be disclosed outside the company for legal reasons.
- ? On 26<sup>th</sup> March 2010 a media release from OSH confirmed charging Otis with failing to take all practical steps to ensure the safety of an employee.
- ? 13<sup>th</sup> April 2010 hearing remanded until 11<sup>th</sup> May where Otis confirmed it was to contest the charge.
- ? 7<sup>th</sup> July status hearing where no resolution was found and both parties agreed to defend their positions.
- ? Court confirms earliest 3 day defended hearing date was not possible until late 2010, and possibly into the new year.

And so the reality of 'learning from an accident' for an industry that I know is more interested in being able to understand the circumstances to see how they apply to their own practices, than to be able to gloat in the shallow bagging of a competitor's prosecution, penalty has virtually no association with learning from accidents, but has everything to do with suppressing knowledge to the wider industry from which to learn.

Mark my words, a prosecution will result, as that is the way Governance in NZ is structured, to conform by penalty, but in reality, whereas a \$150 fine for exceeding the speed limit may trouble the average employee, with multinational corporations fines are embarrassments, and have nothing to do with conformance.

It is time to mature our direction, to remove inefficient penalty from accidents, so that we can all learn and participate more practically in a safer industry, based on mutual endeavour in a more encouraging environment.

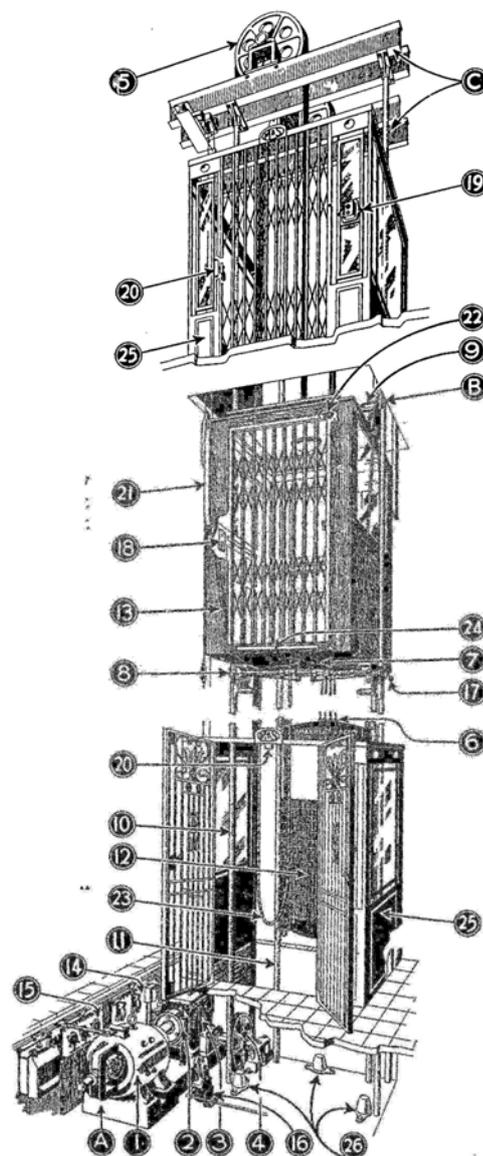
**I REMEMBER THOSE, THE UK WAS FULL OF THEM !**

1. Motor.
2. Brake.
3. Worm Gear.
4. Traction Sheave.
5. Live Axle sheave.

6. Rope anchorage to balance weight.
7. Rope anchorage to car.
8. Rope safety gear.
9. Guide shoes.
10. Turned steel guides.
11. Turned steel guides.
12. Adjustable balance weight
13. Car.
14. Controller.
15. Relays for floor-selecting control (push button) system.

16. Automatic main limit control, stopping lift and applying brake in case of over-running from overload.
17. Alternative limit acting on control circuit having same effect.

18. Push-buttons in car.
19. Push-buttons on landing.
20. Gate lock.
21. Ramp operating gate locks.
22. Car gate interlocking contact.
23. Multi-core high insulation flexible cable.
24. Threshold light.
25. Enclosure.
26. Buffers.
- A. Foundations.
- B. Fixings.
- C. Top Girders.



Details extracted from Practical Electrical Engineering published by George Newnes, Ltd Southampton Street London W.C.2. Sadly no date, but probably circa 1930's.

Passed on to LEC from the estate of Les Jones, son of the Christchurch Electrical Contractor and Express Lifts Agent, Thomas L. Jones, who you will note name still survives to this day from the ELENET article on page 4.

An example of which remains today at Parliament in Wellington.

**OTIS DESTINATION SYSTEM IN WELLINGTON:**



State Insurance Tower Wellington

Down near the waterfront of Wellington NZ, Otis Elevator Co.Ltd has modernised one of its landmark buildings, and in doing so has opted to install its latest **E411M** with Quattro DC drive into the high-rise, and **E413M** in to the low-rise, both employing the first Wellington installation of their **Compass Destination** system of control.

Having known Gavin Pollard many years from EPL to KONE to Otis, his infectious enthusiasm for anything technical meant that when he offered to show me the latest Otis destination control system, I was sold.

If you have followed my writings, I have been sold on Leo Port's lift control system concept since I first experienced it back in the 60's when at EPL they designed Leo Ports's concept into the Sydney University Law School, only in those days built on a relay based solution. Interestingly it was Schindler who first patented the concept in their M10 system at the end of the 1980's, when Microprocessor's and software algorithms could more efficiently allocate destination call demands.

And now in this new century, after expiration of the Schindler patents, finally Otis and KONE and others can adopt the concept, that I believe will eventually universally replace the well known two button Up or Down Directional control systems of the last century, with the flexibility and efficiency of the Destination lift control system throughout all building lift systems.

Up until today the spread of this system has been contained by the marketing of the system as exclusive, whereas like your mobile phone, the features are only limited by the software, where cost is only relevant to numbers sold.

**What is the OLD Directional Control System?**  
 In the past, the DIRECTIONAL control system only gives you the user two choices when you begin your journey in a lift; to go **Up** or **Down**.  
 The result is that when a lift arrives and indicates it is going in your direction you enter it, unless there are lots of people waiting, whereby they will all head to the arriving lift in the hope there will be space enough for them. If not, as soon as the lift has departed without you, you or someone else enters another directional demand, or if frustrated, pushes both an up and down calls hoping to increase the speed of the lifts response, which further slows the whole systems efficiency.  
 Upon entering a lift going in your direction, you and anyone else employing lift etiquette, select the floor of your intended departure from the lift.  
 Where the persons entering are many, and going to multiple floors, the lift starts and stops multiple times until if you are at the top of the building you finally arrive at your destination.



Lobby Supervisory Panel



Otis have focused on a security supervisory panel, a functional lobby-level call input stations, and clear car interior displays. There are no call stations located directly in the lift lobby, but good building directories adjacent to call stations to remind users that they are using a new system that can allow for the time it takes to walk between the input point and designated allocated lift.

The lifts are designated alphabetically, and clearly marked, although designations

more easily viewed from side on would enable unfamiliar uses to pick them up quicker.

This is probably the first use of the Destination system as a refurbishment in NZ and will demonstrate to users the efficiencies gained and simplicity of use as compared to the replaced control system.



Door Jamb Destination Indicator



Lobby Directory & Call Station



Refurbished DC Machine

**What is the NEW Destination Control System?**  
 In this age of smart technology, when you enter the unknown, you want the controls to be informative but simple, so that the efficiency of use and quickest path from A to B is considered and good direction given. The lift DESTINATION system knows where you are from your input point relative to the building, and so only needs you to input your destination floor level, and so can use multiple means for you to register the next most efficient lift to arrive to take you to your destination. At present the basic means is by keypads located throughout the lobby of the building, and confirmation is given visually or audibly by indicating the next most efficient lift to arrive to take you to your destination. And like a train system, you make your way to the lift designated in the lobby allocated as the most efficient to get you to your destination. Upon arrival you enter the lift, note your level indicated for you to stop at without interrupting your conversation, and within the least number of stops, you arrive at your floor.

Congratulation must be given to all involved in this refurbishment, including the property owners with the foresight to step into this new era of lift control, soon to be the norm. And thanks to Gavin Pollard and Otis for the opportunity to experience the results of all their efforts.

**STATE INSURANCE TOWER SPECIFICATIONS:**

The Wellington State Insurance Tower located at 1 Willis Street was first installed in 1984 by Otis Elevator Co. Ltd, who in 2008/09 completed refurbishment of 9 of the lifts in the complex.

Only the 9 shaded  lifts formed part of the refurbish.

	No of Lifts	Load Rating	Floors Served	Speed of Lift
High Rise Lifts	4	1135 kg	15	5.0m/sec
Low Rise Lifts	4	1035 kg	17	3.5m/sec
Goods Lift	1	910 kg	28	2.5m/sec
Passenger	1	567 kg	14	2.5m/sec
Passenger	1	590 kg	8	1.5m/sec
Goods	1	590 kg	2	Hydro
Grand Arcade	1	1100 kg	5	1.0m/sec

With many years of experience between them, **Mike Jennings** the Otis Wellington Manager and their senior Modernisation Sales Consultant **Gavin Pollard** were very proud of the results from the efforts of all on site.



The team included young Branch Engineer **Daniel Chatters** who commissioned the equipment, with support from **Peter Sym**, and **Ken Miller** - New Equipment field Engineers, and **Michael Chong**, **Jason Gray** and **Nathan Bennet**, who all helped complete the project on time with as little disruption to the building tenants as possible.

**TECH ELEVATOR CO LTD - NAPIER:**

Kim Pedersen, a well experienced Otis trained service technician who moved on to managing the Otis Papua & New Guinea operations for Otis in the 90's, started out on his own back in 1999 in Napier, to build his company Tech Elevators Ltd.

Today the company provides a breadth of useful services to the lift and electrical industry, even developing their own small lift control system, to compliment their water hydraulic platform lift - scissor lift with an up to 1.8m rise - oil hydraulic - traction and drum drive dumb-waiters and domestic lifts, as well as representing the well know international hydraulic supplier IGV in NZ.

Also imported is the Acorn range of stairlifts to compliment their locally manufactured short-rise indoor / outdoor wheelchair lifts.

Just being developed is their own up to 6m travel inverter based oil hydraulic drive, employing a 2 stage fully synchronized ram, with testing being carried out on using vegetable oil.

The Inverter drives in both directions as compared to the standard gravity driven down travel, which ensures a more consistent speed in both directions of travel. With motor control of acceleration and deceleration instead of the valve block, heat buildup is reduced with high use.

All in all Tech Elevators Ltd seem to be responding to the increasing demand in this lower end market solution,



providing a wide range of options for their clients in NZ.

**SCHINDLER FIRST HALF FINANCIAL REPORT:** The Schindler Group recently announced it was pleased with its first-half results. Net profit improved by 5.9% to CHF339 million (US\$325 million) in the first half of 2010. Cash flow rose 15.7% to CHF421 million (US\$404 million). In its elevators and escalators business, the company recorded a 9.1% increase in orders received for the first half of 2010 compared to the same period in 2009. Operating profit totaled CHF487 million (US\$467 million) in the first half of 2010, which corresponds to an earnings before income taxes margin of 12.1%. Excluding any unforeseeable events, Schindler expects net profit for 2010 to be approximately in line with last year's result. The full version of the Interim Report as of June 30 can be viewed at website: [www.schindler.com](http://www.schindler.com).

**FERRARI WORLD INCLUDES TL JONES PHONE SYSTEMS:**

TL Jones recently supplied emergency elevator telephone systems to the Ferrari World theme park on Yas island in Abu Dhabi. The Memcom telephone systems were installed on Otis elevators throughout the complex. The project was managed by Laith Hasen, general manager of TL Jones U.A.E. Ferrari World was developed by Aldar Properties. The Ferrari-themed amusement park is located adjacent to the Yas Marina Circuit, home of the Formula 1 Etihad Airways Abu Dhabi Grand Prix. Ferrari World attractions and experiences include Formula Rossa, a 240-kph roller coaster that completes its circuit in less than five seconds. In addition to amusement rides, the park is home to numerous interactive, shopping and dining experiences.

**FACILITY RELOCATION AND EXPANSION PLANNED BY KONE:**

KONE has announced plans to relocate and expand its manufacturing unit and R&D center in China in the Kunshan New & Hi-tech Industrial Development Zone. The industrial park is located close to the Suzhou-Shanghai Expressway, which allows improved connections to suppliers and customers. It is expected to open in 2012. The current R&D center will be expanded and a new high-rise test tower will be built on the site.

**THYSSENKRUPP INSTALLS TWIN ELEVATORS IN HOSPITAL:**

ThyssenKrupp Elevator announced in July that it will install two of its TWIN elevators (systems with two cabs running independently in the same shaft) and one conventional elevator at Ajou University Hospital in Suwon, South Korea. The installation is a part of a modernization project. After the replacement of three traditional single elevators that have reached their capacity limits, five cabs will be available, allowing more passengers to be transported in the same amount of space. In addition, a destination control system will shorten passenger wait times. Ajou University Hospital is one of the largest in the country. Each TWIN cab has its own counterweight and separate safety and drive equipment, but both cabs use the same guide rails and shaft doors.