

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:

EDENDALE Gen2 LIFT FATALITY:

The Invercargill Court overlooked informing LEC as arranged as to the timing of the hearing into Dave Shaw's accident - OSH vs OTIS, but thanks to the Otis NZ Manager Nicolas Breton, LEC was informed of a Southland press release confirming that OSH had dropped its case against Otis due to advice that it was unlikely to win. There has been no press release from OSH as yet.

And so with all detail still suppressed some 14 months later, it remains this way until the Coroner hands down his report. Thankfully, one of my learned virtues from age is patience, but how long is it still going to take before the wider lift industry can learn from this accident? One thing is for sure, the preferred outcome of learning from these accidents decreases exponentially with time, as our societal desire for castigation ensures any vested spin is firmly in place.

KONE's SEAN CADOGAN RETURNS TO AUSSIE:

In the role of NZ Service Manager, Sean Cadogan has worked with Ron Perez and his boys in Auckland office to further his KONE experience, but all good things have to come to an end, and so hopefully when he returns to Sydney this month to take his new role of Sales, Mods and Major Projects Manager, he can confirm that NZ is alive and well and not to be forgotten. All the best in your new challenge Sean!



EDITORIAL

7.1 EARTHQUAKE ROCKS CHRISTCHURCH:

Christchurch being located adjacent to the Pacific/New Zealand fault, had created a point of conversation over the years, with 'did you feel it!' being part of the local retort, as we have rocked along to the occasional earth tremor over many eons as the earth has evolved. And so after some 26 years since arriving on these fair shores, I have joined the conversation of, 'I must have missed it' and 'that was a good one, it wobbled for at least 3 seconds'. Understandably I had put earthquakes into the interesting phenomena of living in Christchurch.

But after bidding the working week farewell last Saturday the 4th of September 2010, and in the middle of a good sleep to prepare for a weekend break, 4:35am woke me with a jolt that began as an 'I felt it', to all of a sudden becoming a wild ride and a realisation over the next 40 seconds how insignificant us human beings are when nature chooses to show us who is boss. No power, no water but of significance alive and with surprisingly little noticeable damage around us other than to our nervous disposition. But what we didn't know lying in the dark, was the trauma happening in the central city approximately 4 km away, as anything brick collapsed shutting the city down, with bending and buckling of neighbourhoods only some 5 to 8km north and services protruding up to a meter out of the ground, lubricated by a fluid alluvial mud oozing into houses and broken streets. How no one died we can only put down to the fact that most residents were at home asleep.

And so for 90% of us who had only experienced the shaking, and once daylight broke and we slowly ventured forth had found no devastation and little damage around, it was expected life would soon move on. But that was not cut and dried; the hundreds of aftershocks of magnitudes up to 5.4 have slowly undermined the self confidence of many residents, with seemingly 'normal' still a fair way off. The other 10% of course have had their lives turned upside down, and even with the best of intention, normal is still years away. Most amazing though, is the Human Spirit that thrives to survive, and rebuilding begins. Ed.

NEIL INGLEDEW JOINS KONE AS NZ SERVICE MANAGER:

From Yorkshire UK two and a half years ago, Neil Ingledeew headed into the southern hemisphere to expand his engineering experience by beginning in the South Island at Johnson Controls, and then moving to Auckland 6 months ago as their National Service Manager.

But being an experienced PADI diver with a bent for fly fishing, two dogs and a wife, how better to employ those skills that in becoming KONE's new National Service Manager. Thanks to Ian Kimpton their local Business Sales representative with Jeff Schmelz, I had the dual opportunity to farewell Sean and welcome Neil to the KONE team, and look forward to working with Neil.

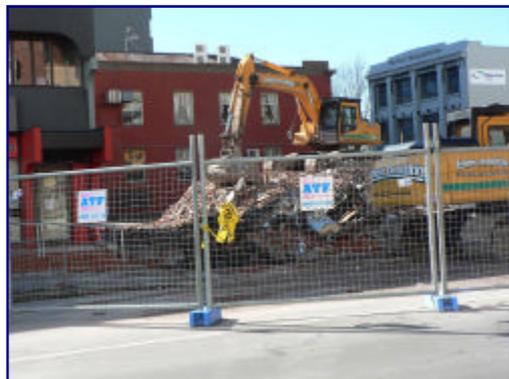


CBIP DUE TO ISSUE IQP BUSINESS PLAN:

The National IQP Registration board should receive the CBIP Business Plan for consideration in establishing a single certification process for D2 IQP inspectors in NZ any day, which once considered, and if the concept is approved, should then provide opportunity for the lift industry to participate in their own review to finally confirm backing of the lift industries participation in the process, and to establish the role of industry in examination and technical support for this certification process.

4:35am 4th SEPTEMBER 2010 - EQ 7.1:

Latitude 43.55°S – Longitude 172.18°E. is to be etched in my memory as the location of the first and probably the last destructive earthquake of this magnitude I expect to experience in my lifetime. But as with most earthquake susceptible areas of the world - who knows what tomorrow will bring!



But the two things least expected have been the ongoing size and number of aftershocks and the varied reactions

of people physically untouched by its effects, ranging from being blasé, to cowering and being afraid to enter buildings, to people even leaving town.

But we are not here to talk about the effects on people, but more as to the effects on lifts. The first thing to strike home was the seemed oblivion by the many local area emergency services and police that implemented pre-determined control processes into the city, that no procedure for lifts assessment or passenger release was included.

In this instance the area most effected regarding lifts was the central city buildings which were immediately isolated from the public, and so lift service personnel couldn't get to monitored stoppages until days later. On the other hand, some 'in the know' managed to get through barriers, with their first action being to use the lifts.

I suspect if the quake had happened during working hours, the numbers of trapped passengers and calls to service providers would have been high and so necessitating emergency service co-ordination of lift service providers. In the meantime there were enough accessible lift stoppages to keep all teams busy before heading into restricted areas until safe access or not was determined.

To respect the lift companies work load, I put together a quick questionnaire for the companies to take a few minutes to fill in and try to establish some facts as to the effect of the earthquakes on lifts operations over the first two weeks. Disappointingly, Schindlers NZ management wasn't prepared to allow its local staff to participate in answering these few queries to provide an initial overview, only confirming they would do their own evaluation.

The following answers to questions have therefore been extrapolated from a 58% market response to reflect the effect on the total local industry.

Questions – only cover the first two weeks.	ANSWER
Number of lifts in Christchurch?	1936
Number of displacement Earthquake detectors fitted?	540
Number of CWT's out of their guide rails?	30
Where were CWT's released? Upper –Mid - Lower	Mid-up
How many repeat EQ sensor resets?	68
At approx. what Seismic level did EQ sensors trip?	3.2-5
How many Governors tripped during this period?	0
How many Passenger entrapments occurred?	15
How many lifts were unable to be returned to service?	50
How many lifts required major repair or replacement?	9
How many lift shafts had structural damage?	2
How many overtime EQ hours were worked?	461
How was the cost of additional hours accounted for?*	20% ins
How many staff were absent from work due to EQ.	0

* Providers responded as to what % was covered by Insurance claims for work outside their contracted maintenance agreements.

Points arising from respondent comments were:-

- ? Service staff were very busy for the 4 days following the main quake, then attending to aftershock EQ sensor stoppages. This continues today.
- ? A question asked if anything came to mind that may lessen the impact on service providers in the future, with answers ranging from 'Call Captain Mack' to recommending consideration be give to fitting similar counterweigh displacement sensors **on all lifts** to minimize entrapment and damage to lifts where EQ sensors were not fitted.

In NZ a sensor is fitted to the counterweight on equipment over 15m travel to slow the lift into the nearest floor, open the doors and shut the lift down until

- ? Some Generators on older DC installations came off their mountings.
- ? Counterweight bracket spacing could be reduced in some instances.

I'm sure when the dust settles a much more indepth assessment could be put together by the lift industry to provide others with the experience gained from this earthquake, but thank you to those who participated to provide this glimpse. Aftershocks continue to rattle Christchurch daily that reportedly could go on years, and strengthening of old buildings is the talk of the town.

SKI TOWS & COMPLIANCE SCHEDULES:

You may recall that at the last TAC meeting I asked your opinion on what is a Cable Car and when should they be identified on a Compliance schedule.

There appears to be some confusion out there amongst TAs and some IQPs, and as a result I have been asked to contact you on behalf of the south Island IQP register for your opinion, in your role as the Industry representative on the National Technical advisory Committee.



The question that is being raised is as follows:

Does a Ski Tow found typically on the majority of ski fields need to be identified on a compliance schedule as a Cable Car. Not being a skier (far to dangerous) there seems to be two types of ski tows: Those that you sit on and those that you put pull up. I believe that when I last discussed this with you implied that these were subject to inspection under Dept of Labour or similar requirements. This being the case I don't believe that they should be on a compliance schedule as this surely would mean that they are being tested and inspected twice under two pieces of legislation?, sometimes this could be different persons.

? Section 100 (1) of the BA 2004 requires that a building (not used wholly as a single household unit) requires a compliance schedule if (ii) it has a cable car attached to it or servicing it.

? A cable car is defined in the BA 2004 and NZS5270 as

“ A vehicle that carries people or goods on or along an inclined plan or a suspended cable; and that operates wholly or partly outside of a building; and the traction for which is supplied by a cable or any other means; but does not include a lift that carries people or goods between the floors of a building. “ I personal believe that if the cable car or ski lift type apparatus is taking people from a lower level to a higher level for the purposes of skiing only – this should not be on a compliance schedule – even if the cable car is attached to a building at the lower lever. (being perhaps the ski club)



In this case I don't believe that the cable car is servicing the building even thought it is attached. It is servicing skiers so that they can get to a higher level.

However if the cable car or ski lift is taking people or goods from one level to the other and it is attached to say a ski lodge then perhaps it should be on a compliance schedule, subject of course to it not being required to be inspected under another set of rules.

What are you thought, look forward to a reply. I have also been asked to get opinion from DB & H once I've spoken to you.

In answer to your queries:-

- ? Ski Tows come under the Department of Labour and OSH who uses an **Approved Code of Practice for Passenger Ropeways used in NZ 1998** and not the Building Act.
- ? Correct, all types of ski tows and chairs are covered by the code of practice and inspected and certified by them. Bryn George at the DOL should be able to fill you in if he hasn't retired yet.
- ? You are correct, as they are not covered by the Building Act there is no need for them to be on any Compliance Schedule.
- ? Cable cars are a different issue as overseas they have historically been certified and inspected by lift inspectors, where as pre Building Act domestically they were never certified, and I expect the MOT was involved in any commercial certification the same as for a passenger lift. Once the 91 Building Act was introduced and the demise of the MOT, this equipment disappeared into the ether along with inspection of much similar equipment. It was not until I was approached by Mark Galvin after he set up Access Automation, that as an engineer he followed up his concerns as to the inconsistency in designs and standards for this type of equipment, ending up with the NZS 5270:2005, being issued and adopted into the 2004 Building Act update. Sadly whoever was involved with its placement into the 2004 Act, didn't understand the role of this equipment in the market and gave it exclusivity beyond any other means of mechanical access, requiring it only to apply to private residences and to inexplicably require domestic equipment to go onto a compliance schedule. Councils dutifully recorded them as they identified them and sent notices to private resident owners demanding they have WOF inspections carried out on all and sundry, and as usual after being ignored, subjected them to penalty.

? This is why I have written to the DBH to request they identify Cable cars (NZS 5207:2005; not ski ropeways, as part of D2 means of access, eg. D2/AS4. Remove the private residences title and cover all. This would mean commercial Cable cars would go through the Consent process and have a Compliance Schedule issued, and those serving private residences like domestic lifts would still need to go through the Consent process upon installation to ensure the safety of their design and installation, but not need to go on to a Building Compliance Schedule.



And so Passenger Ropeways would continue to have nothing to do with the Building Act as separate structures certified by the DOL, but Cable cars not used for skiing and more likely to be attached to or servicing either single dwellings or multiple buildings that are deemed commercial, follow the same process of Consent and CS as all D2 solutions. ie. No CS for private dwellings. Hope this helps.

Bob.

THE GLOBALISATION OF EN81-1/2:1998 plus AMENDMENTS PUBLISHED:

As of 1st January 2010, EN81 Parts 1&2:1998 plus amendments have been integrated into the published consolidated version to include annexes:-

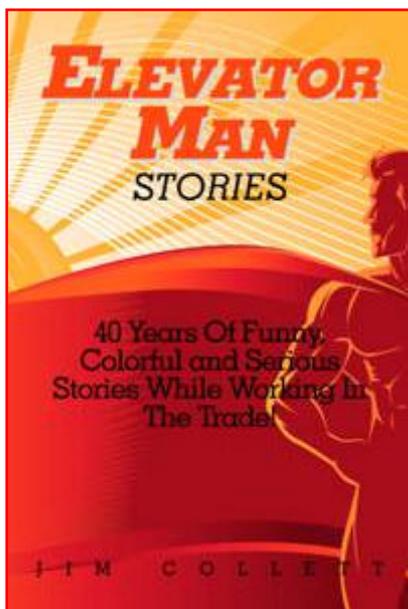
- ? **A1:2005**; Programmable electronic systems in safety related application for lifts.
- ? **A2:2004**; MRL Lifts.
- ? **A3:2006/42/EC**; Unintended car movements.

Simply put, this means that the machinery directive annexes now form part of the EN81 lift directive, rather than being separate machinery directives annexed to it.

ELEVATOR MAN STORIES:

I am a 40-year retired union member and worked out of locals 8, 18 and 19. I have just completed a 6x9 inch, 240 page book entitled "Elevator Man Stories."

It is a compilation of both humorous and tragic events that took place during my 40 years in the business on both sides of the fence. This work is now in publication and will be available for shipping in about two weeks. (early October, 2010)



It is available at:
ElevatorGear.Com # 2309 with free shipping within the USA.
EBay # 110584219029 free shipping within the USA for the first 20 books sold.
Amazon.com (early October, 2010)
Elevatorbooks.com (early October, 2010)
Or better yet, just send your shipping address and the book will be mailed directly to you along with an invoice so you may pay upon receipt. There will be no charge for shipment within the USA. For shipment to outside the USA please add the actual shipping cost to the price of the book.

The price is \$20.00 (USD)
Or contact me at: elevatorinfo@comcast.net
I think you guys will get a kick out of it. You can take a sneak-peek on my blog at elevatormanstories.wordpress.com
Thank you, Jim Collett

Jim has been kind enough to forward a copy for LEC to review.

So look out for my review in the next NZLift fax issue, as I'm presently enjoying the anecdotes. Ed.

A INCLUSIVE OR EXCLUSIVE INDUSTRY:

From introduction of the Building Act into NZ and demise of MOT certification of lift equipment in 1992, the lift industry has pretty well been left to do its own thing with compliance processes. Although documented in various codes and acceptable solutions, these processes have been subjected to little knowledgeable governance by TA's, (Territorial Authorities) over this period.

For those new to the lift industry over this period, it has been a long river to navigate without a paddle, with varying standards of compliance being demanded. With a defunct lift industry association and inept charges of collusions by the Commerce Commission, the Global lift corporations shut their doors to industry matters, and so it has been left to those concerned for the industry rather than corporate profit to promote the need for consistent process in certification.

It was probably the 2004 revision of the Act and the accreditation of TA's that began to bring awareness as to the lack of consistent process in administration of specified systems regarding lifts. This was highlighted by the selling of the 12a form; promotion as to the use of PS1 to PS4 Producer Statements in the Consent process, and as a consequence, more TA's tightening processes and raising awareness by waving the penalty stick regarding building WOF's.

There is good change happening such as nationalizing IQP's registration, but every step has been an ongoing battle to educate those responsible for administration of the Act as to appropriate solutions. There also seems to have been massive waste of time through an orchestrated DBH-Professional vested interest in creating a whole new bureaucratic re-qualification and accreditation of skilled labour that has or will add a huge overhead cost for little to no benefit to the process.

On the other hand, frustration has led others in the lift industry to work more inclusively with the less industry experienced lift companies to encourage better understanding of supplier or manufacturer obligations under the Building Act, and to ensure a more consistent process and documenting of installation of their products to make compliance easier and with safer installations for end users.

A positive outcome has also been the willingness demonstrated by smaller suppliers to become involved in producing a platform lift standard, and to form an informal association with those in their industry interested in a more consistent compliance process. It is only through this **inclusive** participation of companies in lift industry issues that will move the industry forward, not the distrusting exclusiveness as proclaimed by the Commerce Commission and now espoused and structured into the global corporations processes of communication.