

# 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:

### GAVIN POLLARD IN WANGANUI:

Elevator Technical Services reemerges in Wanganui with old friend Gavin Pollard at the reins.

Gavin last worked with Otis in Wellington under Mike Jennings at the helm, but like most in this merry-go round of an industry of late, he has moved on.

Gavin had spent many years with KONE with an unsurpassed enthusiasm for a project and a keenness to achieve customer satisfaction, but like all us oldies in this industry, he finds the present industries corporate direction and personal needs a contradiction.

### ELECTRICAL COMPLIANCE PROCESS CHANGES:

From **1<sup>st</sup> July 2013** the certification of **Prescribed Electrical Work** will change, and to compliment that the electrical Wiring Board (**EWB**) rolled out its new requirements last February for the Practising Electricians Safety Refresher Course, now to be known as the **Competency Programme**.

See [www.ewb.govt.nz](http://www.ewb.govt.nz) and [www.energysafety.govt.nz](http://www.energysafety.govt.nz).

The Competency Programme now consists of:-

1. Supervision of trainees.
2. Earthing requirements.
3. Prospective short circuit currents.
4. Testing requirements (AS/NZS3000, 3760 & regs)
5. RCD purpose, usage and testing.
6. The installation of RCD's, RCCB, SRDC, & PRCD.
7. Declaration of conformities, COC, ESC's, & insp.

## **EDITORIAL: What Council Communication?**

It's been a difficult past two decades with Council Consent departments throughout NZ only now reflecting concern over the need for consistent D2 lift inspection and compliance processes in the certification and safety testing of new lift installations throughout NZ.

Yes, the lift industry hasn't really picked up the ball as it could have with the demise of the past-centralised Ministry of Transport lift inspection process in NZ, but in the end the Building Act 1991 moved this process responsibility onto the DBH (MBIE), Building owners and the local Consent Authorities, with the resulting past two decade of confusion in any consistent process leaving us with a mishmash of safe lift compliance throughout NZ.

Now at last we are seeing an increase in Councils defaulting to the independent **PS1** Design Compliance – **PS2** Independent Design Review - **PS3** Manufacturers Completion Statement, and the **PS4** Testing Producer Statements touted by the Engineers, which at least accepted that a comparable D2 lift certification process had been overlooked under the Building Act.

In **Christchurch**, due to possible high workload and turnover of staff, where we were beginning to see some consistency in council staff regarding the D2 process, we are now experiencing a seeming unwillingness to accept independently considered alternative submissions, to the point where D2 Consent submissions get banded around from my experience, by incompetent council officers.

This is aggravated by this lack of communication with submitters awaiting a response, to a point where Consent submissions are left sitting in their too hard basket. Here they remain until frustrated submitters cave-in to Council indecision, and appease their whims just to move the process forward. Come on Christchurch Council, you need to COMMUNICATE and demonstrate some excellence in your process. Ed.

### LEC NOT SEEING MUCH UP, BUT MOSTLY DOWN:

Well the promised **Christchurch Re-Build** for all its hype seems destined to welcome in 2014 before flow on CBD lift work provides any relief.

In fact retirement might provide a quicker relief to the diminished self-preservation fund. Yes I could probably do more high overhead beating the footpaths of out-of-town Architects and Engineers, but there comes a time; especially when waiting for insurers to replace your broken retirement investment with guesstimates of 2015 or 2016, that it is difficult to become enthused!

It doesn't help when institutions demand you carry higher cost professional indemnity insurances to be able to provide them a service; that qualification certifiers demand higher costs no matter the work prospects, and insurance companies continue to collect their premiums for what are to be demolished earthquake damaged properties. I feel better now!

### GLENN JARVIS RETURNS TO THE FIELD:

The local financial pressure on lift companies in Christchurch has seen diminishing employee numbers resulting in an increase in self employed lift contractors. I understand Otis's Christchurch contracts manager **Glenn Jarvis** has succumbed, bringing his sound past field skills and industry knowledge into the wider local market. You know! If we could bring all this disposed of skill into one organization we could have a sound NZ wide lift association and inspection body in NZ!



## PALEA – EN81 Comments Progress Update May 2013

### Total Number of Comments Received By CEN

- Total number of comments
  - Part 20 = 3268
  - Part 50 = 620
- After consolidation of duplicate comments
  - Part 20 = 2536
  - Part 50 = 429
- Non EU Countries (including PALEA (290), China, Korea, Japan, USA), provided the following number which are included in total
  - Part 20 = 720
  - Part 50 = 198

### New Time Table

The Record Number of Comments Received Has Delayed Process By 9 Months

Revised Timetable Below:

- Draft Complete Ready For Review - July 2013
- CEN TC 10 Decision To Launch - August 2013 For Formal Vote
- Final Draft To CEN - Sept 2013 (Includes translation, proofing etc.)

### New Time Table (cont)

- Launch For Final Vote - Jan 2014
- Closing of Formal Vote - Mar 2014
- Publication By CEN - June 2014
- Harmonisation With Lift Directive - Oct 2014
- Three Year Period Of Grace - June 2017 Allowed – EN81 1& 2 Withdrawn

Note: During the period June 2014 Until June 2017 Either EN81 Parts 1&2 or EN81 Parts 20 & 50 can be used.

### Progress

- Some Comments Cannot Be Dealt With At This Time As The Changes Are So Large That They Would Force The Need For A Second Vote, e.g.
  - The Inclusion Of Alternative Means Of Suspension,
  - The Inclusion Of EN81-21 Type Designs For New Buildings,
  - Re-write Of Requirements For Bi-parting Doors (Request From USA),
  - Reconsideration Of Load / Area Tables, Etc
- To Deal With These Issues CEN TC10/WG1 May Consider Amendment To EN81-20 & 50 Immediately After First Publication

### International Co-operation

- Some International Comments Are Difficult To Deal With As They Deal With National/Local Laws and Norms e.g.;
  - Not able to use EN standards that are not adopted in their country. e.g. EN 81-28, EN 81-58, EN 60204
  - The different classifications for the weight of persons. e.g. 75 kg in Europe, 68 kg in Japan.
  - The use of specific safety factors for design, rather than "good engineering practice"
  - Specific area of design that may not be allowed in their country, such as lift well emergency doors. Etc.
- To Assist WG1 Will Introduce A Technical Report (TR81-12) To Give Guidance How Countries May Deal With Deviations To EN81-20/50

Comment to EN81-20  
Assigned to AH02 –  
UCM  
As approved by WG1

Comment to EN81-20  
Clause 5.4 – Car  
As approved by WG1

Comment to EN81-20  
Assigned to AH02 -  
Doors  
As agreed by WG1

Safety rules for the construction and installation of lifts — Basics and interpretations — Part 12: Use of EN 81-20 and EN 81-50 in specific markets

Many thanks for your attention





**OLD CODGERS CORNER:**

Here we have a two speed Direct Current control circuit and controller layout to bring back your memories. The front of the controller switches included at top, the Potential Switch (P), or main terminal limit switch controlled by top (UL) and bottom (DL) shaft limits. The two side by side switches (U) & (D) immediately below were for directional control of the motor and included two auxiliary contacts to operate the brake and a 4 pole accelerating magnet (A) immediately below. Back contacts were also incorporated into the drive magnets to ensure only one direction could be energized at a time.

At the bottom right a common to (U) & (D) Fast / Slow speed magnet (F), also controlled the current limiting resistor in the shunt field to control top speed. The series field (S) allows for dynamic braking. The manual car switch located bottom left in the circuit diagram is positioned to connect either the U & F or D & F circuits to lift the brake and initiate Up or Down travel.

