

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.

www.lifteye.co.nz

email - nzlfax@lifteye.co.nz

10C Grange Street
CHRISTCHURCH
NEW ZEALAND 8002

Ph: +64 3 332 2499

Fax: +64 3 332 0016



05/2008

WHAT'S GOING UP or DOWN THIS MONTH:

XMAS CATCH UP:

It was busy up to Xmas and so an opportunity to catch up with John Davies and Dave McBride over a coffee was not to be missed. Dave is KONE local area representative and sees 2014 continuing to increase in rebuild work following an increase in repair work and some installation over 2013.

John is a gentleman in retirement now after many years at T.L Jones and as Schindler's Area Manager, and so I was keen to get as many tips on retirement as I could.

John and his wife Leslie were looking forward to moving into their new house still in Halswell in January.



STEVE COX IN CAMBODIA:

Steve Cox of Total Tech moved over to Cambodia to work on a management contract with the local Kone agency in the area.

He reports there are 30 escalators, six passenger and 4 goods lifts spread over 5 floors of a very large shopping complex that he is working on. He was hoping to be home for Xmas but should be surfacing once again in his home in Christchurch in the New Year.

He says he has enjoyed the opportunity and gained good management experience on being involved with the larger projects to bring home with him.

EDITORIAL:

LOW RISE - LOW USE LIFT INSTALLATIONS:

The recognition of the need for improved accessibility for all persons in a higher percentage of small buildings has seen a significant rise in the number of small low rise - low use lift access solutions being proposed through the building Consent process these days.

But where buildings in the past mainly had lifts serving 4 or more levels, and solutions were provided by suppliers well experienced in the testing and certification processes demanded by local passenger lift codes and standards, today a plethora of importers and local small lift manufacturers have emerged in the NZ market, with generally little experience of the past safe testing and certification processes for lift equipment.

This is not to say that the majority of these small suppliers don't strive to attain safe installations, but under 20 years of little to no consistency in D2 compliance processes under the Building Act in NZ, considered evaluation of the D2 compliance processes need to be looked at if the industry is to retain its past safety record. The publication of the NZ Standard NZS 4334 for Low Rise – Low Speed lifts in July 2012 recognised this deficiency, and hopefully it will be given more credibility by being adopted as an acceptable solution under the Building Act, but more importantly is the need for a single process of testing and certification of all new lift installations that every local Council can administer to ensure safe and consistent compliance of all types of passenger carrying lift equipment throughout all NZ.

ALEC DENNISTON MOVES:

LIFT INSPECTION SERVICES LTD in Dunedin moved on 22nd November 2013 to 61B Main Road, Fairfield Dunedin. 9018.

Alec is well experienced in the lift industry in NZ and provides IQP services in the lower south.

Contact Phone: 03 488 0588

Mobile: 021 159 2426

Email: alec@xtra.co.nz



www.elevatorworld.com.

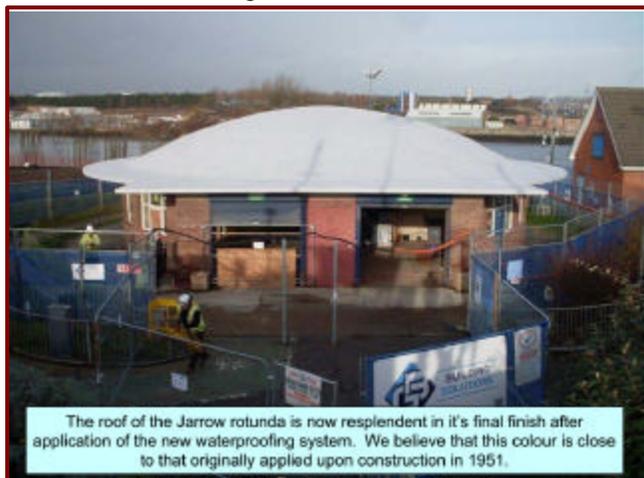
KONE WINS FOUR DESIGN AWARDS:

KONE has been recognized with four 2013 Good Design awards for elevator cars and signalization systems. The Finnish OEM was recognized for its selection of car interiors, materials and accessories; its new, lightweight, horizontal-panel car construction; and the KSS 280 and KSS 800 signalization systems. KONE describes the signalization systems' design as novel, minimalistic and user friendly. Interior options, meanwhile, boast "trendy colors, materials, finishing and unique patterns . . . [that] complement the building's architecture, providing enhanced functionality and accessibility." KONE notes this is the third time it has been recognized by Good Design.

Tyne Pedestrian & Cyclist Tunnels



Tyne Cyclist and Pedestrian Tunnel was Britain's first purpose-built cycling tunnel. It runs under the River Tyne between Howdon and Jarrow, and was opened in 1951, heralded as a contribution to the Festival of Britain. The original cost was £833,000^[1] and the tunnel was used by 20,000 people a day. It actually consists of two tunnels running in parallel, one for pedestrian use with a 10 feet 6 inches (3.2 m) diameter, and a larger 12 feet (3.7 m) diameter tunnel for pedal cyclists. Both tunnels are 900 feet (270 m) in length, and lie 40 feet (12.2 m) below the river bed.^[1] The tunnels are nearly 60 years old and are Grade II listed buildings.



The roof of the Jarrow rotunda is now resplendent in its final finish after application of the new waterproofing system. We believe that this colour is close to that originally applied upon construction in 1951.

At each end, the tunnels are connected to surface buildings by two [escalators](#) and a [lift](#). The Waygood-Otis escalators have 306 wooden steps each, and are the original models from 1951. At the time of construction, they were the highest single-rise escalators in the UK, with a vertical rise of 85 feet (26 m) and a length of 197 feet (60 m). In 1992 escalators with a higher vertical rise of 90 feet (27.4 m) and 200 feet (61 m) in length were constructed at Angel station on the London Underground. The Tyne Tunnel escalators remain the longest wooden escalators in the world.



Completion of the asbestos removal has allowed GBBS to begin works within the inclined shafts.

In a refitting phase the escalators and lift shafts were due to be upgraded by October 2010 to early 2011 at a cost of £500,000. The £6,000,000 refurbishment was due to take place in 2011 and 20,000 people a month use the pedestrian tunnel.



This view of Howdon shows the return route of the handrail, seen to the left approximately level with the steps.

In 2012 Contractor GB Building Solutions of Balliol Business Park, Newcastle, was appointed to carry out the £4.9 million refurbishment which will include the replacement of two of the original four escalators with inclined lifts and the replacement of the tunnels' ageing mechanical and electrical systems.

The Vertical Transportation was awarded to **ARUP** and of course involved their renown associate lift consultant **Roger Howkins** and his colleague **Kate Hibner** to oversee the project.



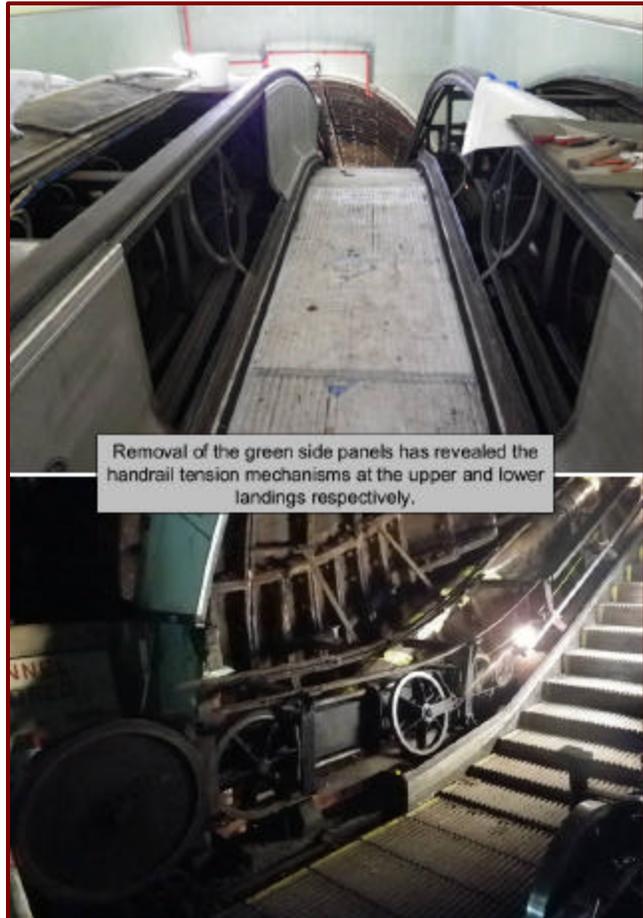
The removal of two of the four escalators has started. In this view of Howdon, the green decorative panels have been removed, revealing the usually hidden access stairs between the escalators, the handrail support brackets and a glimpse of the escalator truss and drive chain.

And so with help from Rogers photos and Wikipedia I am able to bring this insight to you the reader.

Roger explained his regret that the cost of refurbishing the 4 Otis MH vintage (1950) escalators was prohibitive at £2M plus for each unit, and as they are grade 2 listed by English Heritage they had to come to an agreement with the heritage people to carefully remove 1 unit each side of the river and replace it with an inclined lift which is long enough to accommodate a tandem cycle.

English Heritage and Roger also insisted that the design of the inclined lift be as a 'modern' intervention of minimalist design.

The two remaining escalators are to be retained in their current non operational condition as an historic exhibit so you will be able to see the truss whilst using the new inclined lift. Ideally Roger would like to see them remain as the last maintenance man left them with a coffee cup on the bench, discarded newspapers and a girly calendar, but this was deemed impractical.



A detailed photographic record of its historical significance will remain, and it will be opened up to public view and illuminated with feature lighting.

New lighting, CCTV, control and communications systems will also be installed, in addition to

carrying out repairs to the tunnel structure itself and to the historic finishes within the tunnel such as the tiling and paneling.

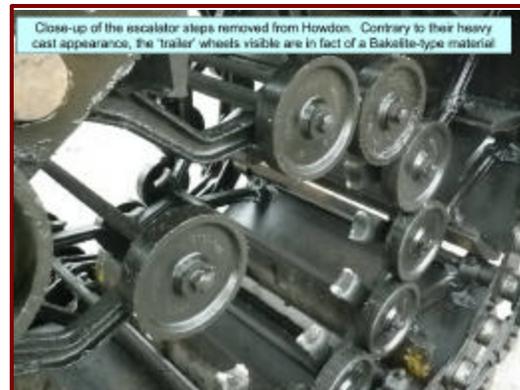


The concrete floor sections are also to be refurbished or replaced, which will greatly improve the surfaces for cyclists and pedestrians.

The work commenced on the 29th of April 2013 and will not be completed till Autumn (UK) 2014, until then a free shuttle bus is running between Howdon and Jarrow.

Thanks Roger & Kate.

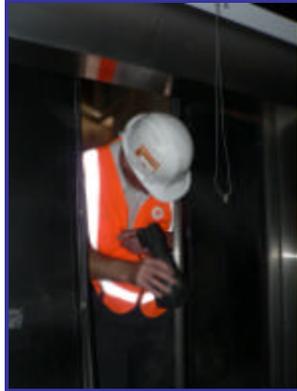
www.arup.com



THE DYING ART OF LIFT PART REFURBISHMENT:

When lift industries were local or national in management structures, ie. the buck stopped there! Modernisation was the natural course to employing a skilled workforce to enhance existing lift installations that technology or declining operational performance encouraged market forces to side step neglected buildings.

And so rather than competition in maintenance contracts being the 21st century's financial mainstay to slowing new building work, it looked to be the era of modernising through refurbishment of existing equipment through the identification of technological improvement and application of in house industry skill synergies to maintain growth.



But takeovers and globalisation of the lift industry toward the end of the 20th century, along with computerisation of technological advances and financial restructuring of the workplace, saw emphasis being placed on low cost, high tech, high volume manufacturing gradually obliterating local trade skill. With a technically competent but aging workforce being substituted by off-shore manufactured plug'n'play, self and remote diagnosis engineered systems, the past reliance by corporations on work place trade skills died as critical to the process.

And so with control of the lift industry becoming more absolute through the trend toward computerised financial management and with the diminishing reliance on those workface trade skills, total equipment replacement employing highly engineered click together solutions rather than the synergy of local skill and individual component refurbishment is dying.

The MRL (Motor-roomless) lift solution had compounded this evolution, making it more cost effective to totally remove obsolete equipment, and virtually drop in the much more reliable, high performance, highly engineered plug-in off the shelf lift product.

Yes there is still some required skills at the workface, but they are less and less local or trade based, it's the era of the remote engineer and the computer based onboard supervisor who will set site performance and decide on the most suitable replacement of system option.

And so what becomes of the local trade based lift industry as we grew up in over the past 5 decades employing local skills to install, commission, fault-find, service and maintain equipment? I suspect it will be fully central engineering focused with computer aided design, graphic based internet sales, and a central remote performance monitored diagnosis service employing contracted installation and component swap maintenance labour.

IT'S NOW THREE YEARS:

Dawn had not broken when the first awareness that something was amiss was in being woken by a persistent shuddering and a wife going up and down the stairs. It was a chilly moonless night, the power and water had gone off so I thought I might as well stay in bed until dawn broke. That was November 2010.

My wife and I had just finished a rare lunch together in the kitchen when the house shuddered once again, only now it's February 11th 2011, but this time the intensity is much greater and the pergola comes down smashing the plate glass sliding doors, suddenly my wife is under the dining table and my mind is acutely aware but absorbing little as it attempts to comprehend the destruction going on outside and as shelves and bookcases throughout the house regurgitate their contents all around. Nothing immediately threatens my space and so I remain fixed until gradually the mayhem subsides and I can once again focus on what to do. My immediate remembered thought is to grab the camera and go outside where I find many more broken windows, the concrete garage on a lean and driveway broken up with three distinct splits in the ground leading up to the house. We spent the afternoon picking up broken and displaced things as gradually neighbours returned with fascinating experiences, some having had to walk from town to their suburbs to get home to find loved ones. Camaraderie was high as communal cooking of the evening meals were arranged and aftershocks continued to halt any happenings until they subsided.

Without TV we could only imagine the destruction and deaths in collapsed buildings around town until days later when power returned.

Yes this is a brief recollection of what happened to us in Christchurch on that day, but little were we to know that that day paled into insignificance compared to the now three years of being confined within our broken home locked in a void of waiting to get answers from insurers. Make the most of it, move on says those little effected, but at times the importance of the decisions still unresolved dominate purpose, even a break away means returning to the unresolved.

As insurers hone up on their non-obligations over the past 3 years, we are now finding out, that Content insurance covers a plethora of seemingly unassociated non-insurer obligations you presumed were included in your full house replacement policy. These include inconveniences such as shipping, storage and accommodation cost while the insurers meet their obligations to rebuild the house. They are also not interested in replacing the near new fixed carpet laid throughout the house. You guessed it – Contents. Then there arises the recorded 206sqm size of the original house that has never been updated, and when all the building damage is determined and added up totals 239sqm. A shortfall the insurers see no reason to consider.

We understand, your OK and sympathetic, we just have to suck it up and be thankful, as it could have been much worse and compromise is not a word insurers use!