

# 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

**EDITORIAL: D2 UPDATE:**

On February 14<sup>th</sup> 2014 Amendment 6 was issued under section 22 of the Building Act 2004 by the MBIE (Ministry of Business, Innovation and Employment – nee DBH). This amendment supersedes amendment 5 issued in Jan 2002. **D2/AS1** - There were no changes to D2/AS1.

**D2/AS2** - This change to the reference document sees removal of the Rules for Power Lifts not exceeding 750 watts sections 1.0 and 2.0, and replacement with a new reference document 1.0 adopting NZS 4334 first issued in 6<sup>th</sup> July 2012 and now the **D2/AS2 Acceptable Solution – Platform Lifts and Low-speed Lifts**.

**D2/AS3** – This reference document to EN115 has been modified with replacement of sections 1.0 and deletion of sections 2.0 and 3.0.

Of interest is **Section 1.0.1(e)**, where the acceptance of Moving Walks with a maximum slope of **1:10 or 5.7°** as being able to form part of an **accessible route!**

Added Notes suggest that:-

1. A 1:14 slope or 4.1° is recommended.
2. Pallets should move horizontally 1.2m before entering the combs.
3. Handrails shall extend 0.3m beyond the combs.

**Section 1.0.1(f)** - Local earthquake loadings on any design shall be demonstrated to be adequate by a qualified structural designer.

**Section 1.0.1(h)** – All glazing to be to NZS 4223.3.

See – [D2-2014](#) or go to the DBH Website.

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

**SORRY BOYS - OTIS SERVICE LOOKING MUCH BETTER:**



I had an opportunity to catch up with Otis Sales Manager Nitin Gupta when he visited Christchurch a while back. Nitin has moved from Wellington to Auckland these days to take on this role, and says he has settled into Auckland remarkably well. He confirms the Christchurch New Sales market is still awaiting the boom as are most in Christchurch. Design work is underway but there is still hesitancy in the next step in the downtown area as insurance settlements and Government

controls hold the jugular!

But all is not gloom and doom, a new Service Account Representative Southern NZ in Michele Fuller introduced herself to also brighten my day, with her interest and enthusiasm for the branch, and optimism in the Otis Next Generation of Service. Michele is from the States and has also settled in well to NZ. Keep an eye out as you may see her around, so say Hi!



**OTIS MANAGEMENT UPDATE:**

A few changes to the Otis Management structure for Australasia includes:-

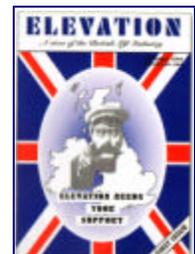
- 1) **Richard Langdon** has returned to Aussie to take up the role as **New Equipment & Modernisation Director**.
- 2) **Ken Muller** remains as their **Australian Managing Director**.
- 3) **Dwayne Scott** has taken over the role of **NZ General Manager** from Richard.
- 4) **Damien Lucas** has been appointed the **South Island & Pacific Islands Branch Manager** base in Christchurch.

May the force be with them!

**ELEVATION HITS 20 YEARS:**



For those not lucky enough to read the UK's No.1 Lift Industry Mag, Ish Buckingham and his crew have now issued 78 publications and are celebrating 20 years in the business.

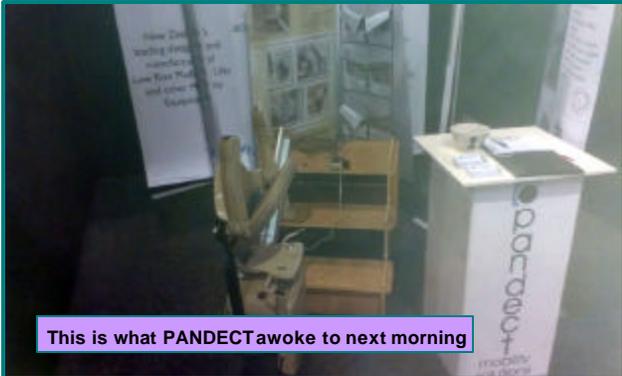


This is a marvellous achievement when you consider all the time and effort that goes into producing an industry magazine. And as Ish points out, it's those who go that bit further and provide point or view and articles from within the industry that have made it what it is. People like Dave Cooper, Mark Woods, Joe Kavanagh, Alan Bennet and Roger Howkins to name a few. Well done to you all as we even appreciate it in little old NZ. Keep it up Ish!



## THE CHRISTCHURCH HOME SHOW 2014:

Luckily I attended this years Home Show on the first day; the 14<sup>th</sup> of March, to catch up with who was representing the lift industry in this soon to be booming market!! I said luckily, because on the morning of Day 2 of the 3 day event when my wife went along to check out the houses, she was met with closed doors because of a fire that had occurred earlier around a Spa pool exhibit that subsequently closed the show.



But of course the early bird get the worm, and so after winding the snake like path through many exhibits displaying the latest smart house technology, solar hot water and photo voltaic energy saving systems, my first surprise was to spot **Liz Brown** of **Pandect Mobility Systems**.



Liz was explaining the virtues of their new Bruno stair-chair range to complement their platform lifts to a potential customer who could see good use for it in the future for his Mum..



It was not long before **Ian Bougen** Pandects' MD was there to help, and so I learned how Bruno's representatives were interested in establishing a distributor for their stair -chairs in NZ, and after catching up with Ian in Auckland sealed a deal. It's a well-proven product and should compliment Pandect's expansion in Australasia.

[www.pandect.co.nz](http://www.pandect.co.nz)

Not far away, in fact next door was an auspicious gentleman in **Allan Fullerton** the Manager of **Powerglide Elevators** in New Zealand. Powerglide is a family affair with Allan's dad Ian Fullerton bringing eons of Hydraulic experience to the company, which reflects in their quality up to 0.3m/sec platform speed that is unique to the NZ market.



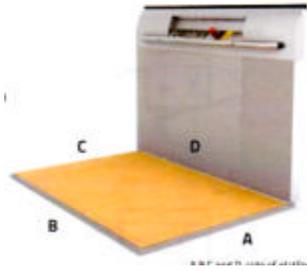
After a quip to Allan about not having a lovely lady on his stand like his competitor, who should arrive but Allan's wife Fiona Fullerton and Amber Fraser to put me in my place. And so with all boxes ticked we examined Powerglides' display lift and caught up with how well Powerglide was doing in the market.

[www.powerglide.co.nz](http://www.powerglide.co.nz)



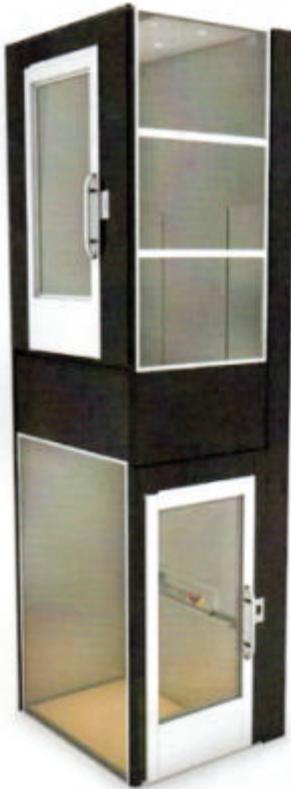
**ARITCO SCREW DRIVE PLATFORM LIFTS:**

At around the \$40k - \$50k mark the Aritco products sit well in the New Zealand market. The product is a well engineered basic design platform lift but has a range of options to enable the owner to put their own mark on it. It can be open top or include 3 side walls with ceiling, and can even fit a bi-fold car door for those who like to be enclosed. You can usually get a feel for a product by their sales brochures and these are clear and comprehensive much like their product.



David Cremer of Cremer Lifts Ltd is the distributor for the product in NZ, which bodes well for this product with Cremer having over 20 year manufacturing and installing access equipment in the NZ market. These units are installed to the new D2/AS2 Acceptable Solution

for Low-rise, Low-speed lifts and as such can be used in both domestic and commercial installations.

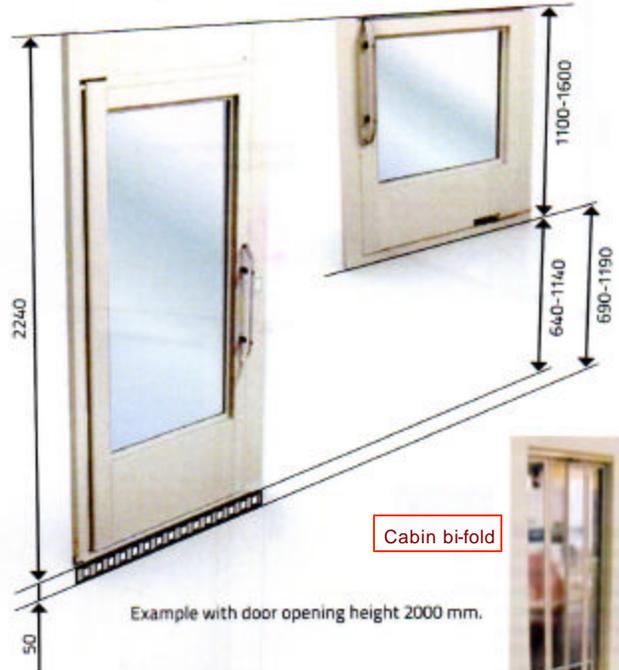


The units are modular in design and so only take a few days to install and can be connected to either a single or 3 phase supply. Safety features such as an emergency power supply for loss of mains supply enables the lift to be lowered to the bottom floor for passenger exit. An autodial or standard phone can be fitted and all controls meet the latest disabled access standards.



Soft start and stop can be provided by employing a frequency converter and the units come in 250, 410 and 500kg range with a wide variety of enclosure sizes, types and layouts.

See - <http://www.cremerlifts.co.nz/>



Cabin bi-fold

Example with door opening height 2000 mm.



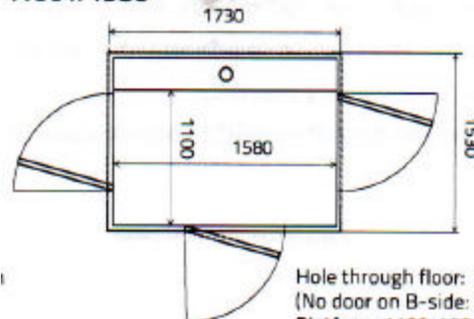
**Aritco 7000:**

Platform size	
900x1040	-
900x1280	Lone user, or type A wheelchair
900x1480	Type A and B wheelchair with attendant
1000x1280	Lone user, or type A wheelchair
1000x1480	Type A and B wheelchair with attendant
1000x1980	Type A and B wheelchair with attendant
1100x1480	Type A and B wheelchair with attendant and adjacent entries
1100x1580	Type A and B wheelchair with attendant and adjacent entries

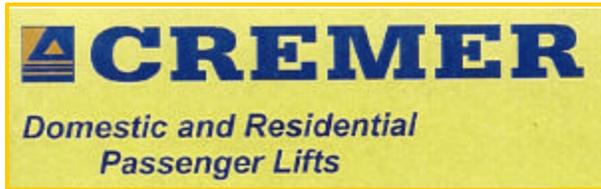
**Aritco 9000:**

Cabin size	
1000x1400	Type A and B wheelchair with attendant
1100x1400	Type A and B wheelchair with attendant and adjacent entries

**1100 x 1580**

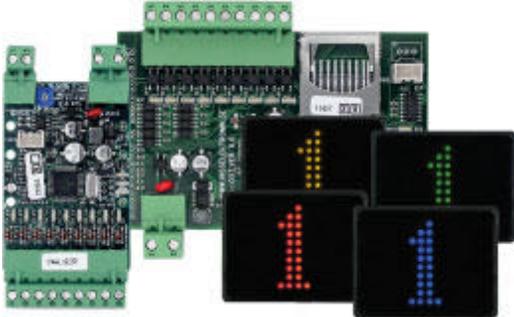


Hole through floor: 1530x1730 mm  
 (No door on B-side: 1505x1730)  
 Platform: 1100x1580 mm  
 Load: 500 kg  
 Wheelchair: A or B with attendant, adjacent entry.



## INTELLECTUAL PROPERTY:

The Manager of SafeLine Elevator Parts in the UK; Dave O'Brien, concluded in his article published in the UK magazine ELEVATION, that Intellectual Property infringement should be a concern for all businesses that are currently being infringed upon or may even be infringing others new ideas or creations they wish to protect. He points out that the Law in each of these scenarios has long been established and that anyone affected should take immediate action so as to protect their company's reputation, market share and profitability.



It is easy to sympathise with Dave's concerns as anyone building a company knows, no matter how much you try to protect your brand or process, it is very time wasting and financially costly to achieve protection, and more so in this global economy. And even when you try, the many laws make it an all-encompassing nightmare road through professional opinion and litigation to suppress what is in reality inevitable.

And so how do we protect our efforts to ensure we survive and gain all the rewards we wish to achieve in this dog eat dog market.

Maybe we need to step back a second and look at the bigger picture of what we are trying to achieve. Life as we know it on earth is short and begins with birth and ends with death, that is, unless you have a simpler understanding of its function. But without being too philosophical, if we can just look at this period of our existence, knowing what we hope to get out of our life, may clarify what is important and what is not toward that end.

Now if we employ the present economic perspective where competition brings out the best in the individual in striving to maximise individual effort to achieve the most reward, and through the culmination of all this individual effort we bring prosperity for all.

But what have the large portion of us experienced over the past 100 years or so on this earth in using this model?

As human beings we are unique, but knowledge seems to evolve from our experience and from what is passed down to us from others past experience. To say that specific knowledge is unique to the individual is very questionable. In fact depending on the opportunities of gaining knowledge that comes along in our life and is passed on to us seems to have a large effect what we achieve. I think there are many examples of where the vast majority of us never get to achieve our full potential for a multitude of reasons. And so we are seeing a widening gap between winners and losers, achievers and those who struggle to survive, and it isn't clear that this is just due to varying levels of effort put into ones life.

In fact it seems the idea of competitive endeavour as far as improving the lives of us all,



is in many cases as reported in financial reports of late, more detrimental to the common good.

For example, say we discard the means of accumulating and distributing wealth through earning money, and just distribute the wealth and knowledge of all our endeavour back into establishing the widest opportunity for all. .

And so now, instead of individually competing with your fellow man, you create and gather common interests or abilities and channel their effort toward the necessary tasks or goals to be achieved.

The same if not higher rewards of satisfaction in ones endeavour can still be achieved through:-

- ⚡ expressing ones creative spirit.
- ⚡ achieving effective outcomes.
- ⚡ achieving productive outputs.
- ⚡ supporting one another.
- ⚡ teaching others etc.



By removing the need for individual or group competition through a myopic focus on monetary retention or gain, the focus of the full society can be disbursed from having to survive to combining ones knowledge, effort and endeavours to achieving excellence in whatever you do.

- ⚡ No need for hours of wasted effort trying to protect you idea, but exposing it to others to encourage them to participate in enhancement of your idea.
- ⚡ No need for wasted costly litigation in trying to inhibit others from participation in your ideas, so being able to just maximise your effort into perfecting its development.
- ⚡ No need to restrict your design through lack of funds as your society is your source.
- ⚡ No need to cut back or over-charge to maximise your monetary profit because there is none.
- ⚡ No need to limit your effort through poor cash-flow, your effort is only limited by you endeavour.

So maybe there is another way to be more efficient in you endeavour, where you and others are encouraged to participate fully and be proud of what you achieve without the need for secrecy, or by being insular or hateful toward others who all have common desires to you.

Human good, working together and providing similar opportunity so all can exist, rather than perpetuating a system of opposition to the common good by encouraging the inefficiencies of greed, distrust, hatred, and insular endeavour, all under the discredited banner of immoral competition. Ed.

## Going Up: Could Partial Space Elevators Take Us Into Space?

Authors **Pamela Woo** and **Arun Misra**  
Ph.D. Candidate at McGill University

**Abstract:** In the study, Woo and her McGill co-author Arun Misra calculated the energy requirements for sending a spacecraft from low Earth orbit to geosynchronous orbit along two different paths: In the first, a rocket carries the spacecraft straight to geosynchronous orbit; in the second, a rocket carries the spacecraft to a partial space elevator's base, where a climber then transports it to geosynchronous orbit.

A trip to the moon on gossamer strings? A "partial" [space](#)



[elevator](#) that could carry satellites to geosynchronous orbit might be just the ticket. (See also: "[Escaping Earth: Could a Space Elevator Work?](#)")

A space elevator untethered to Earth, with both of its ends hanging in space, might cut the costs of space travel to high orbit by 40 percent, researchers report in a new *Acta Astronautica* study.

Inspired by science fiction maven Arthur C. Clarke's 1979 novel, *The Fountains of Paradise*, scientists have long studied the concept of a full space elevator, which would stretch from an equatorial spot on Earth's surface into space about a quarter of the distance to the moon. A partial space elevator would be less than half as long and wouldn't need to be anchored to Earth.

"I think in parallel to full space elevators, partial space elevators are definitely worth exploring more," says space engineer Stephen Cohen, a physics professor at Vanier College in Montreal, Canada, and author of [The Engineer's Pulse](#) blog, who wasn't involved in the new study.

Underlying the idea of a space elevator is the high cost of space rockets. It now costs about [\\$25.00 per kilogram](#) (2.2 pounds) to put something into geosynchronous orbit, where communications and television satellites reside.

Today's materials aren't strong enough to support a huge, full space elevator to those heights, the McGill University study argues. Instead, a much smaller elevator looks less far-fetched.

"We could view it as the first building blocks of a [full] space elevator," says study co-author [Pamela Woo of McGill University](#) in Montreal, Canada. "We might start off with the partial elevator and then maybe extend it to Earth."

### **Saving Energy**

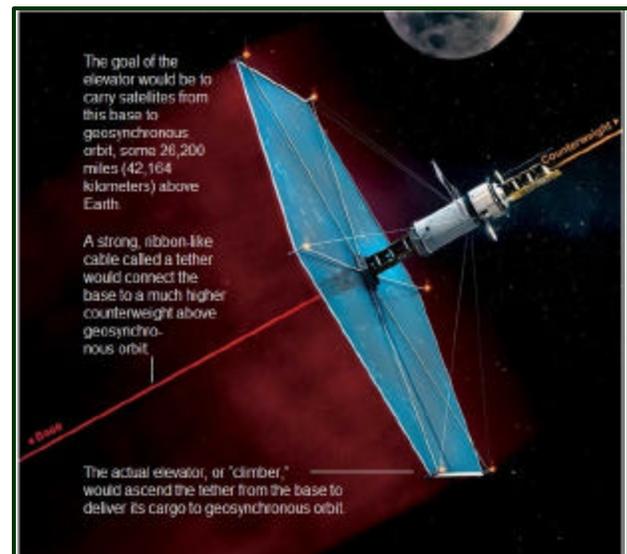
Art: Stefan Morrell. Sources: Ben Shelef, Peter Swan, Ted Semon, International Space Elevator Consortium

### **Rocket vs. Elevator**

In the study, Woo and her McGill co-author [Arun Misra](#) calculated the energy requirements for sending a spacecraft from low Earth orbit to geosynchronous orbit along two different paths: In the first, a rocket carries the spacecraft straight to geosynchronous orbit; in the second, a rocket carries the spacecraft to a partial space elevator's base, where a climber then transports it to geosynchronous orbit.

For most scenarios, the partial space elevator was far more efficient than the traditional, rocket-powered transportation. "In general, using longer tethers resulted in more energy savings," Woo explains.

The costs of low-Earth orbit launch are lower than those of geosynchronous launches, at around [\\$5,000 to \\$10,000 per kilogram](#) (2.2 pounds), accounting for some of the



savings.

If the elevator is solar powered, it may be even more energy efficient, Cohen suggests. Still, a full elevator would be better, as it does away with rockets altogether, he says.

Peter Swan, president of the [International Space Elevator Consortium](#), agrees: "If we keep working with rockets, we are destined to live in a shake, rattle, and roll world of high costs to orbit."

