

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:

Farewell RON PEREZ - Welcome GRANT WINFIELD:



It's a sad welcome to **Grant Winfield** who took up the reins of KONE Elevators in NZ at the end of 2013, and who has now had to work with the team in Dunedin following the death of Ralph Ashenhurst. It was also sad to hear that **Ron Perez** moved on from KONE around October 2013 not

returning to the industry. I understand Grant also comes from outside the lift industry and so a new wind may blow.

RICHARD BUCKMASTER joins KONE Dunedin.



With a sound technical knowledge of Schindler equipment, Richard Buckmaster who has been providing services for Schindler in Dunedin and its surround for the past 10 or so years as Southern Elevators, has joined Adrien Smeehuzen and Trevor Field to strengthen the technical team in this area. They all know each

other fairly well and brings good cross company experience to this team.

STU EVANS MOVES ON:

I hear that Stu Evans the technical corner post for Otis Dunedin has moved on and will be another experienced loss to the lift industry.



EDITORIAL: ANOTHER INDUSTRY DEATH:

It's the last thing we want to hear, and without the grapevine most of us would still be mushrooms. As yet the facts are by no means clear and I expect we will have to await the Coroners report before what actually happened becomes clearer.

At this point, press releases have confirmed that on Monday 30th March 2014 around 9am, Ralph Ashenhurst when removing a decommissioned lift on the old Speights Brewery site (pre NZ Breweries) in Rattray Street Dunedin, died in the Dunedin hospital intensive care unit after the lift with him in it unexpectedly fell. It is understood that KONE Elevators had sub-contracted the work to remove the obsolete Otis lift.

Worksafe NZ was employed to investigate the accident, but can we still expect another 2 years to pass, under a veil of secrecy similar to that which followed Dave Shaws' death, before any significant detail on which all others in this industry can learn is made accessible.

Will once again a single small press release emerge in 2 years time, with the hope its significance is still of sufficient interest to the public to catch their attention. As questioned following the past inquest, who benefits from this investigative process? Is it our formal court system that seems to take forever to process an accident? The corporate structure enveloped by the threat of litigation? Or is it the public numbed by time! Most seem to agree that we have to at least learn from every accident, but surely this present litigious process is not the best means to achieve this knowledge?

STEVE COX RETURNS TO CHCH:

To fill in while Christchurch decided when to rebuild, Steve Cox ended up in Cambodia (Myanmar) installing lifts & escalators into shopping malls experiencing a whole new world of installation processes. Appointed safety officer by the local KONE office he gradually learnt a new ways of achieving the same goal, and the high efficiencies of local installation practices. He also had to accept there were other ways to do things and that the onus of safe practice fell mainly on the individual. But Steve is back in town returning to work with Stuart Mitchell at DM Electrical solutions.

RAY WILSON CALLS IT A DAY:

Ray Wilson has had a wide experience in the lift industry in NZ growing up with Otis through to Area Manager in Dunedin. Ray's ticker stopped him in his tracks at the end of the century but he bounced back after a heart refurbish and has been with KONE in these latter years in Dunedin. Sadly the heart hiccupped again late last year restricting his work and so he has decided to enjoy his retirement. All the best Ray and I'll see you on the golf course or maybe fishing on the Otago Peninsula.

LATE BREAKING NEWS OF ANOTHER INDUSTRY DEATH.

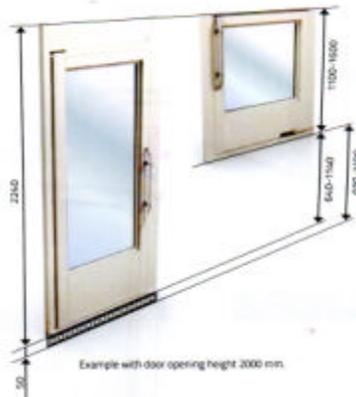
It has just come to light that last Sunday evening on the 25th of May 2014 that an 87 year old man fell to his death down a lift shaft at his apartment home in Stevenson's Way, Cockle Bay, Auckland. Police have investigated and the domestic Stairmaster lift was installed there around 1984 when this type of lift was not inspected.

CREMER LIFTS EXPANDS ITS OPERATION:

A merger is underway over the coming months whereby Cremer Lifts Ltd of Auckland is presently acquiring P&G lifts also an Auckland lift and engineering manufacturer. This merger will bring their staff numbers up to 18 persons by merging P&G goods lift manufacturing staff and Cremer's present ARITCO equipment agency and local engineering staff, to provide a strong base for supplying lift solutions into the New Zealand market.



David Cremer and his company has been in the lift business in New Zealand for near on a quarter of a century beginning as a local manufacturer of stair and platform lifts in the Auckland area, and gradually expanding their knowledge and associations to encompass a wider range of lifting solutions.



Dave is optimistic that this merger will provide the synergy necessary to expand their products without compromising their excellence in service. Their free phone service **0800 40 40 60** will remain the same, but operations will now center on their 9-11 Paramount Drive address in Henderson, Auckland.

David Cremer

Managing Director

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Error! Unknown switch argument.

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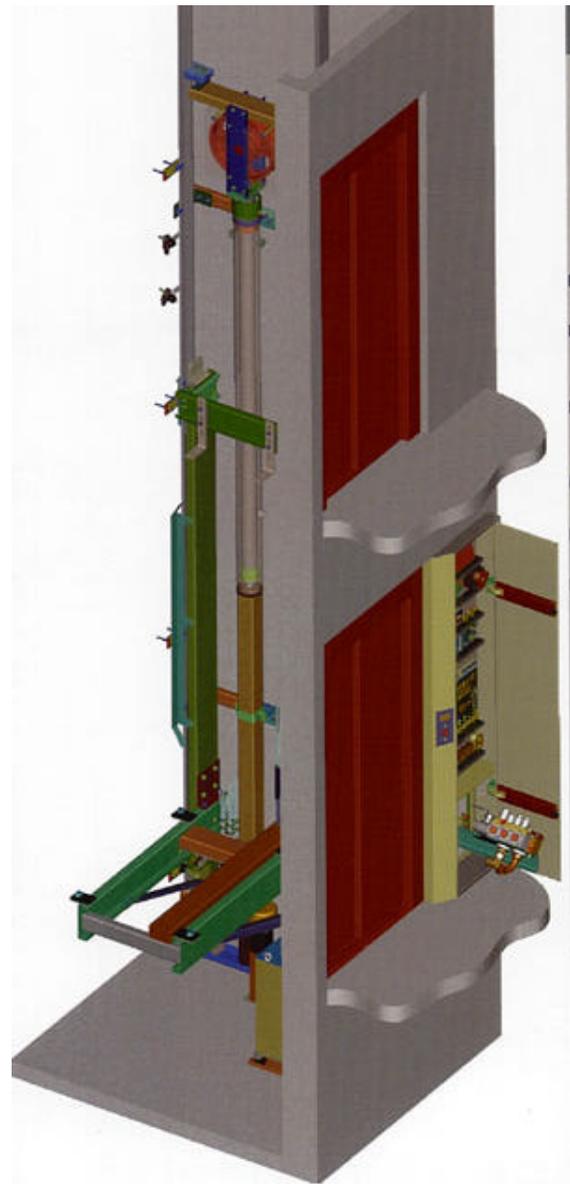
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Cremer ARION MRL

NEW OLD FACE IN CHRISTCHURCH:

KONE's restructuring to prepare for the promised rebuild in Christchurch has seen the elevation of their service technical **Shaun Smith** to New Equipment and Modernisation Solutions Consultant. So hopefully you will get the chance to catch up with Shaun over the coming



months in the South Island as Shaun settles into the serious stuff of solving your lifting problems. Congratulations Shaun, from past experience you have big shoes to fill in your predecessors Grace Wesolowski, Alan Wilby Ian Kimpton, and Peter Loader.

MELBOURNE RETIRED LIFTIES GROUP:

When in Melbourne in April I happened to give my old lift industry mate **Bob Cameron** a ring to catch up with him and wife **Sue** and the family, only to find out he was attending the **Retired Lifties** every second month lunch that afternoon, and I was welcome to come along. And so it was like old times with the lift boys at the local pub, only it took about an hour on freeways to cross Melbourne to get there. And who should be sitting at the bar with **Camo** but **Noel Manthey** and **Tony Watson** who I had grown up with in the local industry.



**Bob Cameron – OTIS EPL Precision & KONE,
Noel Manthey – EPL KONE DLJ
Tony Watson – EPL KONE Schindler.**

Tony had been a good mentor to me as my Branch Manager at EPL in the early 80's and Noel and I had been involved in the RMIT lift training course for the LMAA. It was great to catch up!
Bob Cameron and I go back to the mid sixties when he and I were sparkies at EPL, he a maintenance mechanic by then after completing his time with Otis, and I an installation apprentice. This was the era when trade skills and technical knowledge was the heart of any lift company structure, and bean counters only counted beans.
It was also during the 80's after returning to Melbourne from Canada and Europe where I first met Sue Cameron (Ron Jackson's daughter) in the EPL office, and who ended up marrying Bob Cameron. And so we both worked and watched our families be born and grow together.
But today is about the boys and the discussions have little changed with stories of past experiences in the industry blended in with family updates.



**Top L-R Ted Madden - Otis & Kone, Kevin Adams – Otis,
(obscure) Johnny Charles Otis with an associate.
John Blakney (back to us) – Otis & Commonwealth Insp
Front RH Bill Renzella – Otis**

Of discussion this day were some old **Waygood / Otis** badges one of the boys had brought along. All together there is probably over 350 years of experience in the Melbourne lift industry in this group. Make that **362** years, I forgot I was in Melbourne for 12 of those years! That makes for a lot of stories.



SCHINDLER REMOTE EMPLOYS 4G LTE.

MORRISTOWN, NJ, May 6, 2014 - Schindler Elevator Corporation, a leading global mobility provider of elevators, escalators and related services announces it has signed an agreement with Verizon to provide 4G LTE network coverage for Schindler's Remote Monitoring service (SRM).

A key part of Schindler's advanced maintenance program, SRM monitors a variety of operational features on elevator and escalator equipment 24/7 to detect changes in performance. When equipment malfunctions are found, SRM relays the intelligence and diagnostics to a Schindler technician so they can correct the issue faster than traditional troubleshooting methods, and often before the customer even becomes aware of the problem. Schindler is one of the only manufacturers able to provide remote monitoring on any brand of elevator or escalator equipment.

"A key strength to Schindler's Service program is our partnerships, both with our customers and our providers," said Christopher Smith, director, Marketing and Communications at Schindler. "We're the first in the industry to fully integrate all of our service technology tools into one seamless platform. Verizon's wireless private network is an important diagnostic tool that allows our highly trained technicians to determine the root cause of the problem and respond more quickly, safely and efficiently than ever before."

Identified problems are routed through Schindler's advanced diagnostic system which analyzes the problems, generates a corrective action plan for the technician and communicates that plan automatically to the technician's FieldLink device running on the Verizon Wireless 4G LTE Network. This fully integrated approach to service with SRM supported by Verizon helps Schindler restore service 22 percent faster than traditional service platforms.

"By managing equipment remotely, designing more efficient operations and analyzing new data sets, machine- to-machine technology is providing new ways to improve communication for manufacturers, building owners and commercial real estate developers," said Mark Bartolomeo, head of Connected Solutions at Verizon Enterprise Solutions. "Our work with Schindler not only demonstrates the importance of these capabilities and the value they bring to their customers, but also shows how the convergence of machine- to-machine can deliver real-time benefits as part of a broader smart building and smart cities strategy."

Verizon is a leader in delivering global managed security solutions to enterprises in the financial services, retail, government, technology, healthcare, manufacturing, energy and transportation sectors. Verizon combines powerful intelligence and analytics with an expansive breadth of professional and managed services, including customizable advanced security operations and managed threat protection services, next-generation commercial technology monitoring and analytics, rapid incident response and forensics investigations and identity management.

Verizon brings the strength and expert knowledge of more than 550 consultants across the globe to proactively reduce information security risk and threats to organizations.

Source – Schindler marketing.

Footnote:- Schindler China, the Chinese division of the Schindler Group, has been awarded a major contract for a 115-story megatall skyscraper currently under construction in Shenzhen, Guangdong province.



ELEVATOR WORLD JOINS FORCES WITH ASANSÖR DÜNYASI:

A relationship formed nearly 20 years ago between Elevator World, Inc., founder William C. Sturgeon and Istanbul-based Asansör Dünyasi magazine founder Muzaffer Bastakar came full circle on May 1 with the acquisition of Asansör Dünyasi by Elevator World. Asansör Dünyasi, which translates to "Elevator World" in English, is published bimonthly in both English and Turkish, and has a readership of more than 3,000 industry professionals. It will continue to be published under the Asansör Dünyasi name. Describing Asansör Dünyasi as a prestigious and well-established publication, Elevator World Executive Vice President T. Bruce MacKinnon said the magazine promises to "help further our mission to publish and deliver relevant and trustworthy news to the vertical-transportation community, while offering a global marketing platform to our advertisers."

HONG KONG EXTENDS VERTICAL LIFTING PLATFORM TRAVEL:

Intended to address increasing demand from the disabled and elderly for more useful vertical lifting platforms and promote barrier-free access in Hong Kong, the Code of Practice on the Design and Construction of Lifts and Escalators (2012 Edition) has been modified. In it, the limit of travel height of the powered vertical lifting platforms has been extended from 4 to 7 m. This height is the equivalent to two upper-floor stops. Additionally, cross-references for barrier-free access have been updated in the code to align with the development. (NZ = max 7.5m & 0.15m/sec)

HITACHI ELEVATOR PLANS TO DELIVER WORLD'S FASTEST:

On April 21, Hitachi Elevator announced its plans to deliver the world's fastest elevators to the mixed-use, **530-m-tall**, 111-story CTF Finance Centre under construction in Guangzhou, China. Traveling at 1,200 mpm (**20m/sec**), or from the first to the 95th floor in approximately 43 s., the pair of units is part of a 95-unit order that also includes 28 double-deck elevators and additional high-speed, 600-mpm (**10m/sec**) elevators. The previous world's fastest elevators -- such as those for Shanghai Tower -- have an estimated speed of **18m/sec**. Hitachi expects to deliver the units upon completion of the building in 2016.

OTIS, SCHINDLER AMONG THOSE FINED IN SPAIN:

The CNC (Spanish Antitrust Authority) has imposed fines of almost EUR5 million (US\$6.9 million) to manufacturers and installers Otis Zardoya; Schindler; and two smaller Spanish companies, Eminter and Imen, for infringing on competition law in Europe. Of that, 98% applies to Otis Zardoya (EUR2,845,362 [US\$ 3,929,104]) and Schindler (EUR1,892,690 [US\$2,613,578]) for trying to drive small companies out of the market.

Building owner Supercondominio (Madrid) and a small Spanish competitor, Citylift, brought the case to court. Among other things, it seems the two largest companies of the lift industry in Spain sent letters to their customers, telling them small companies do not have the required technical skills to carry out proper maintenance. They also mentioned small maintenance companies did not use original components for replacements. Reported by Luc Rivet, EW Correspondent.

DAVID COOPER APPOINTED TO CIBSE COUNCIL:

David Cooper, director of U.K.-based consultancy LECS Ltd, ELEVATOR WORLD contributor and past chair of the London-headquartered Chartered Institution of Building Services Engineers (CIBSE) Lifts Group, has been appointed to the CIBSE Council. His term is set to commence on May 8 following the CIBSE Annual Meeting. Cooper joined CIBSE in 1991 and became a fellow in 2008. He is part of the team that organizes the CIBSE/University of Northampton Symposium on Lift Engineering, held each year in September. Congratulations Dave!

DESTINATION SYSTEMS ARE HERE:

It has taken some 50 years since EPL in Sydney Australia first put together the Leo Port designed **Destination** control system employing relay logic, and not until the late 80's did Schindler put together their solid state control version called Miconic 10.

The usual conservative derision from opposition corporate sales offices continued to limit its wider adoption across the market, but over the past few years of this second decade of the 21st century, it has begun to realise its potential. This has been especially true since broader, smarter means of inputting demands into the system evolved, and the virtues of this concept began to be recognised right across the industry. And so now, although still only adopted on local high-end systems such as the KONE Polaris, Otis Compass or Schindler Port Destination control systems, their flexibility and efficiencies I expect will eventually become standard across all lift control systems.

Checkout the major suppliers latest promotional video's below:-

KONE **Polaris** <https://www.youtube.com/watch?v=KcnjzrKyjjo>
Otis **Compass** <https://www.youtube.com/watch?v=uVPYEBRKR3M>
Schindler **Port** <https://www.youtube.com/watch?v=T9TqfPTCEcU>
<https://www.youtube.com/watch?v=Q8aaz3NTvgg>

As you can see, they all achieve a similar result that more efficiently and easily enable the user to get to their destination. Once a user is exposed to the concept, many ways to place a demand on the system opens to the user depending on the buildings design needs.

One area of concern is in the promotion of hybrid systems that mix the old Up/Down directional system with the Destination control which to my way of thinking confuses more than it enhances. Maybe some users are savvier to trying to employ technology to their best advantage, and so like lots of options, but they are usually at the expense of other users.



Lift system efficiency I believe comes through keeping the user input to a minimum so there is less encouragement to manipulate the system, and so hybrids seem just that, more whimsical than beneficial.

That does not mean there cannot be many ways for individuals to input their preferred destination, such as through remote stations that can also consider the direction and distance to the most suitable lift allocation, or through smart phones, but keeping preferential allocations for groups or the disabled separated. It's this flexibility of where or how the demand is initiated, rather than in a complexity of choices and fixtures by mixing Up/Down with Destination systems.

