

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



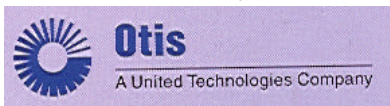
WHAT'S GOING UP or DOWN THIS MONTH:

SCOTT MILLER TO REPRESENT OTIS IN CHCH:

The departing Barry O'Neill gave me the opportunity to welcome his replacement earlier this month, the new Otis NZ Southern Region Area Manager is *Beam-me-up* Scotty Miller.

Scott arrived in NZ with excellent credentials, being an Aussie from Melbourne.

Born in Echuca Victoria, he can do no wrong, even if he has an accounts background and been with Otis for only two years, it all falls aside when he utters those poetic words, "I'm Orr-stray-lein".



Scott has even been a cricket player, so maybe he can give a few pointers to the Black Caps and my golf !

With Aussie Sales Administrator Debi Wilson already on board, the increasing dulcet tones will further gladden my heart whenever I visit the Otis ChCh office from now on.

EDITORIAL.

BRANZ 2004 BUILDING ACT SEMINAR:

- All new Consent applications will have their processes scrutinised more closely regarding document and inspection requirements etc.
- As from 31st March all TA's and Building Certifier's are to be known as Building Consent Authorities (BCA's), and will have their competence and processes put under close scrutiny and revision.
- All Building Compliance Schedules (BCS) will be reviewed and updated to ensure suitable documentation and record exists for all.
- Public use to any building will not be permitted until the local authority issues a code compliance certificate (CCC & BCS).
- There will be no more interim CCC's.
- Projects will need to be staged to enable access to specific parts of buildings while other work continues.
- The Building levy will rise from around \$0.67 to \$1.97 per \$1,000 of building work over \$20,000.
- Cable cars have been added as restricted work requiring annual WOF inspection by Licensed Building Practitioner's (LBP's) with compliance schedules produced by manufacturers.
- LBP to sign Building WOF and note work to be done.
- Compliance Schedules can be amended at any time by BCA.
- Professionals are accepted as gratis LBP's through their association affiliations. (Privilege must be maintained)
- Councils are to provide consent application building fire design detail to the new NZ Fire Service Commission - Design Review Unit (DRU located in Auckland), to consider and respond to within 10 working days upon receipt.
- Councils (BCA's) will follow up all Consent approvals after 2 years where a CCC has not been issued with a 20-day order to fix or face fines. (Over the past 10 years there have been up to 300,000 outstanding CCC's after 2 years.)
- Expected overhead costs of +2.9% is projected on building costs from implementation of 2004 Act.

See:- www.building.govt.nz

Ed

THAT STALWART OF KONE ROHAN KELLY SEEKS GREENER PASTURES:

Rohan Kelly, always enthusiastic and resolutely serving Kone Elevators in Christchurch, has decided to seek broader horizons and so has announced his resignation.

DOWNPOUR DUMPS ON DUNEDIN:

Caretaker for Phillip Lang House, Calder Prescott, dutifully took the lift to check on any leaks to his charge following a recent downpour and surface flooding in central Dunedin. All seemed hunky-dory until upon his return to the basement, a strange splash as the lift was slowing, was soon followed as the lift doors opened by the inrush up to his thighs of a meter or so of cold murky water.

Caulder was forced against the rear of the car but managed to wade for help. Thankfully with a new compensatory sheave, buffers, comp-ropes and a general pit clean out, the lift was back in service in 3 days.

ARE LIFTS BEING FULLY TESTED IN NZ?

I grew up in the Melbourne lift industry in an era when lift company management trained and relied on the skill of the "adjuster" or "tuner" to commission all newly installed lift equipment. The then Department of Labour (DLI now "Work Safe"), used industry experienced inspectors who observed and documented specific testing of each lift as it was carried out by a certified "adjuster".

In Melbourne, the DLI ran night courses that all maintenance and those testing lift installation had to attend and pass written examination in. Where a company wished an adjuster to test equipment without supervision, he had to demonstrate competence to do so by carrying out a full test of a lift under the supervision of a certified adjuster and the DLI inspector.

Over time, mature adjusters were encouraged to become inspectors, thereby completing the experience cycle and ensuring a consistent high standard of **knowledgeable** compliance to **safe practice** within the industry.

With changes in technology and corporate restructure, the centralised corporate design engineer and the packaged lift, are gradually replacing reliance on the skill of the field employee. This evolution is the result of accurate computer design engineering and precision bolt together packaged lifts produced for a multi-national global market. Commissioning of the installation is becoming a virtual switch on process.

And so how does testing now fit into this new equation?

With this virtually switch on highly engineered packaged lift available across the NZ market today, and used in the majority of passenger lift installations, **this "experienced adjuster and inspector"** testing combination is beginning to disappear. The installers are trained in the process of assembling the equipment using clearly documented processes and specialist equipment to minimise labour and time, and employ smart diagnosis and parameter set-up tools to program each functions operation. The system is then finally connected to a facility for remote monitoring and diagnosis from anywhere accessible to a phone line.

In New Zealand, except for a few industry experienced consultants, most new lift testing is supervised by private general engineering inspection bodies, that from my experience have little depth of experience of the equipment they test, providing only a perfunctory role of administering a deficient process for a fee.

With the more highly evolved engineering of the product, the commissioning process becoming less reliant on field skill, knowledge of the system is less, and so testing seems to also be becoming a perfunctory process. Especially now that the majority of the components are quality tested overseas, and inspected locally by general engineering inspection bodies.

As an independent CBIP level 2 lift inspector of some 10 years who has been certificated under the Aussie certification process, and who has been tested and peer reviewed by both CBIP and as an independent D2 Building Certifier by the BIA in NZ:-

I am concerned that the proposed 2004 Act compliance process, with its focus on retaining an academic accreditation structure over identifying an industry experience based inspectorate, will remain deficient.

My experience with the inspection and testing of new lifts installed by the major lift manufacturers in the South Island of NZ over the past 13 years or so under the 1991 Building Act, has seen this gradual change. The decline of experienced adjusters involved in the process of testing, and as new equipment comes on the market, a lower in-depth knowledge of the equipment in the person conducting the test.

In reality this is not going to change, we live in a global market where resources are focussed on technology rather than people, where equipment is tested and certified under international standards and sophisticated 24-7 remote monitoring of installed systems are having more reliance for safe operation placed on them.

And so we are in transition, where the skill at the work-face to confirm safe operation is being substituted by a technology sufficiently sophisticated to ensure the same standard of safety is retained. In the long term in this high technology global economy, the experienced inspector may be less necessary, but are we ready yet?

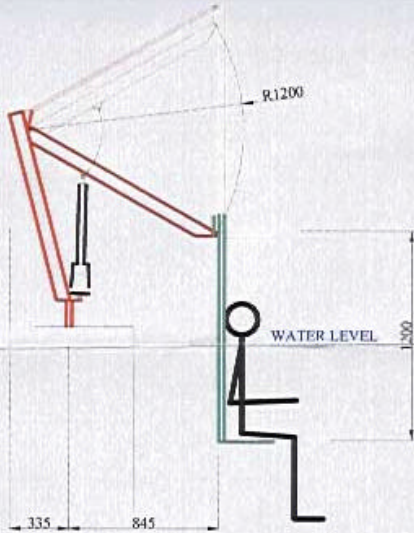
This does not mean the role of performance Governance inspection will ever become redundant, as there will still be a less sophisticated local manufacture along with older equipment that will require to be tested to past standards along with alternative solutions.

Therefore the Consent and compliance schedule process must be clear to retain an auditable path and clear record of each and every installation. In this time of transition, there is still the need for industry experienced inspection based on a sound knowledge of past codes and procedures, to ensure consistent compliance **appropriate** to the equipment installed is maintained. Ed.

QUINN ELEVATORS POOL HOIST: Equipment feature:

POOL HOIST

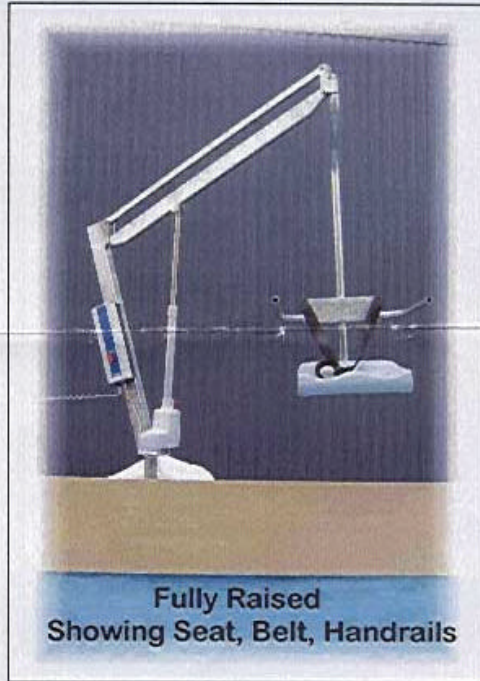
PROVIDING EASY ACCESS TO POOLS



Specifications



Rechargeable Battery Pack



Fully Raised
Showing Seat, Belt, Handrails

FEATURES

- Rotates 360 degrees
- 100kg Capacity
- Seat Swivels
- Seat Arms Fold Up
- Remote Cable Control
- Self Contained power unit
- Safety Release Fitted
- Spare Battery & Charger



R.D.1., PAEROA 2951, New Zealand
Ph. 07) 867 6712, Fax. 07) 867 6711
Email: info@quinn.co.nz
Website: www.quinn.co.nz

OTHER LIFTS MANUFACTURED



Short Rise Lifts



Internal or External Lifts

WORLD NEWS FROM ELENET®

WOODMAN NEW TL JONES MANAGER:

TL Jones Ltd., located in New Zealand, has appointed Chris Woodman as Group Technical manager. Woodman joins TL Jones from New Zealand-based Exicom Technologies and has an MBA from Victoria University Wellington NZ.

FATAL ACCIDENT ON BOSTON ESCALATOR:

"The Boston Globe" recently reported a man died after the hood of his sweatshirt caught between the comb section and step tread at the bottom of an escalator in a Massachusetts Bay Transportation Authority (MBTA) station. Witnesses said the 34-year-old man appeared to be struggling and apparently fell. The incident occurred February 21, but the MBTA did not make it public until March 1st. MBTA Transit Police are investigating.

SCHINDLER FINANCIAL RESULTS FOR 2004:

In the fiscal year 2004, the Schindler Group reported single digit local growth and substantially better results. Consolidated revenue rose 6.9%, while consolidated net profit after taxes and minority interests was up 67.4% when compared to the previous fiscal year. Operating revenue in the elevators and escalators business went up 4.4%. Unit orders for new installations climbed by 12.8%.

SHIP LIFT FOR THREE GORGES:

A big ship lift will be installed in 2005 on the left bank of the Three-Gorges dam, the Three Gorges Project Development Corp. announced Tuesday, January 11. The capacity size of the lift is 120x18x3.5 meters, for a 3000-ton passenger/freight ship or a 1,500-ton barge at a ride. The present world record of ship lifts is within a 100-meter hoist height and 9,000-ton load with water. The records are to be broken soon by the Three Gorges ship lift with 113 meters in travel and 11,800 tons of load including water.

Reported by Peng Jie, EW Correspondent

LUMLEY CENTRE:

Auckland will be the site of a 30-story building, the Lumley Centre, that is being billed as a high tech structure. A state-of-the-art office tower, the building will boast outdoor entertaining decks, a ninth-floor river and high-speed lifts. Beca served as the lift consultants on the project which will be built by Simpson Grierson. The developer is Manson Securities, and the designer was Richard Goldie of Peddle Thorp Architects.

LEC COMMENTS ON BIA ALTERNATIVE SOLUTION

Guidance Document:

The guidance document referenced was issued by the then BIA in Nov/04 requesting opinion be submitted by 31st Jan/05. A copy of the guidance document may be viewed at www.building.govt.nz

These comments are specific to the lift industry and D2 solutions, although other specialist building features needing to record Solutions may also find the concepts useful.

The processes detailed are *critical* to Alternative Solutions as the accuracy, completeness and accessibility to the record, will effect the ongoing efficiency of the annual WOF process.

1. **A**s with all design related to specialist industries previously governed by centralised Government departments such as the Ministry of Transport, pre-1991 centralised records enabled quick access to relevant data, not only for equipment annual inspection, testing or refurbishment update, but also as a comparative record and history archive of the industry equipment.
2. **W**ith decentralisation to Territorial Authorities (BCA) being responsible to maintain data, critical data has not been recorded, is inconsistent, or is inaccessible due to the widespread storage of the TA's (BCA) record.
3. **E**ven where the processes proposed in the Guidance Document are implemented, this concern will still remain.
4. **A**lthough with PIM's, specific information relevant to the property is catalogued during the consent process against the individual property, specific equipment detail is not, and so any access to or research of this type of information is near impossible to achieve.
5. **A**t present where the equipment is upgraded or the specification changed, unless a Consent is applied for, accurate record is lost. Even where the Consent process is used, the updated data is still realistically inaccessible once archived in TA files.
6. **T**he solution I propose, is to have the industry prepare a common summary sheet of all installed equipment, and to retain this database in the DBH, accessible to anyone through use of the internet.
7. **T**o achieve a relevant accessible record for Building Practitioners and others, an addition to the BCA checklist of responsibility, would be to ensure a consistent specification of equipment is forwarded to the DBH to update this database during the Consent process, or as advised.

By adopting this or a similar common central record for equipment as a required process in the Guidance document, a more efficient means of accurate record would be accessible to those responsible for inspection of widely varying equipment, installed under multiple numbers of updated codes, under an ever increasing number of Acceptable, and more critically, *Alternate Solutions*. Ed.