

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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WHAT'S GOING UP or DOWN THIS MONTH

DAVE GARDNER NEW THYSSENKRUPP MANAGER:

Another Kiwi in Peter Passman heads to Aussie and **Dave Gardner** moves on from NZ Engineering Services and takes up the challenge for ThyssenKrupp, in this latest roundabout of management moves in Auckland NZ. Thyssen has kept a reasonably low profile since entering the market, so maybe with David's lift industry and local experience we could see a stronger presence emerge.

GAVIN POLLARD STEPS IN TO OTIS WELLINGTON:

Back in the industry he was born into, ex EPL/KONE master tech and past Manager, **Gavin Pollard** emerges from a past heart rendering experience of an employee death on his watch, to take on Service Modernisation Sales for his old competitor Mike Jennings at Otis Wellington. Peas of a pod, these two could write a book on their industry experiences and should fill the threatening void left with Hanks departure.

EDITORIAL LICENCING DRIBBLING OUT:

It is clear from the issue of the first LBP licensing categories this month that three levels of certificate are preferred by the DBH with the announcement that Site Design and Site Carpentry will soon be able to be applied for, and are to cover the roles of:-

- ? category 1 – builder.
- ? category 2 - site supervisor.
- ? category 3 - construction manager.

To see what is involved, go to www.dbh.govt.nz and look up **Licensed Building Practitioner Rules 2007**.

Now as far as lift inspections are concerned, possibly one of the most overlooked areas of inconsistent practice that has crept in since restructuring of lift compliance under the 1991 Building Act, the pushing out of mandatory licensing to the 30th Nov 2010 will only delay necessary change even more. On the bright side, I suppose it gives the DBH 3 more years to realise that efficient structure and processes will only come from employing experienced lift industry people to certify competence and to structure efficient processes. On the other hand, off the shelf Civil aviation accreditation processes and non-industry candidate evaluation will more than likely achieve a bureaucratic paper trail of manipulated irresponsibility, than ensure a consistent, competent and efficient means of inspection. The industry representative CBIP inspection-certification and processes using 3 categories of inspector, combined with a web-accessible data-base of equipment updated through the Consent process, will provide:-

- ? consistent national inspection.
- ? useful centralised records for ease of update and public access to Compliance Schedule details for WOF purposes.
- ? the need only for TA administration.
- ? an accountable inspector certification process.

The solutions are there, but will the performance efficiencies of workface responsibility enshrined in the Building Acts be utilised, or will good governance stagnate under the vested interests of 'professionals', or misinterpretations of rule bound bureaucrats?

TERRY KARIPA PLAYS LAST ROUND:

It was quite a shock to hear that Terry passed away suddenly in August, but typically he was on a Wellington Golf Course at the time. Since setting up his electrical business Terry always retained one foot in the lift industry as an IQP, and participated in the first attempt in the mid 90's to set up an open NZ lift industry association. A good heart will always be remembered by many.



JOE McMAHON FAREWELLS OTIS

AFTER 34 YEARS:

It is always sad to see disappointment in the eyes of an employee moving along after 34 years of service to a company. But for **Joe McMahon** he feels he is going to a better place in warmer climes by joining Schindler working the North Coast of Brisbane.

STEP BY STEP CREMER ENGINEERING GROWS:

When I first started LEC in the early 90's I needed to get to know some of the smaller providers in our market to see how they ticked, what was important to them, what were their dreams?

One thing that stood out to me was their passion, and one person especially who I related to instantly was Dave Cremer.

www.stairlifts.co.nz



Here I found an engineer that not only wanted to practice his practical skill, but to apply it for the better for his customer and for those he employed. In those days Dave had just expanded from his first



rack & pinion drive straight stairlifts to the inclined and vertical platform lift.



Now over the years I've crossed paths with Dave's boys on varying installations in the South Island, funnily enough they all seems to possess the same Cremer qualities, but it was only recently that I had the opportunity to catch up with Dave himself. Little had changed in Dave, still following the same principles that had done him well, only now with many more staff and further expanding his product line.

Gone is the stairlift he honed his design skills on, replaced by the more cost effective mass produced multi-range UK MediTek product ranging from \$10k to \$30k.



replaced by the more cost effective mass produced multi-range UK MediTek product ranging from \$10k to \$30k.



With high demand for home and two stop disabled access lifts, Dave turned to the off the shelf indirect hydraulic drive manufacturing the CDL25 in 7 ranges of product sizes from 0.8m x 0.8m to 1.1m x 1.4m in single, through and adjacent entry layouts.



The European market today is full of highly competitive quality lift solutions, pressured by the emerging Chinese high volume manufacturer, and so it is difficult to compete against mass produced products in a lot of applications, and so the latest stage for Cremer



Engineering has been to identify a range of good products to compliment their locally produced products, and incorporate then into a one stop shop for mechanical access solution.

For home, additions like the Pollock through floor home lift, or Artico home platform lift, and for disabled access in

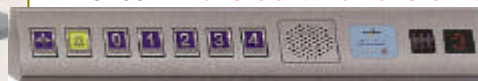
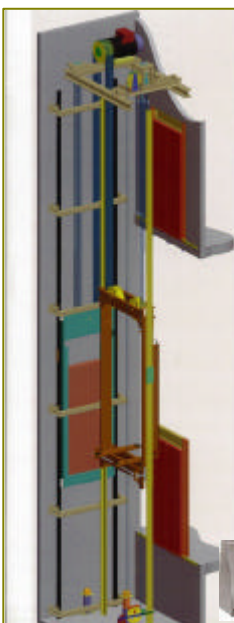


the office the Artico A1 fully enclosed platform lifts fit well in new and existing buildings.



For the higher end of the market a full range of the

Greek Kleemann products that include, the **Apollo** 375kg-630kg, the **Mistral** up to 630kg, or the **Atlas** 2000kg MRL traction lifts. In the hydraulic range the **maisonlift** 180kg-450kg range comes in a self supporting tower, and for higher duty the **Arion** 630kg-1000kg. All come with the Kleemann range of 'you select' latest European interior finishes. Ph: 09 813 0744 Fax: 09 813 1264



YOUR LIBRARY:

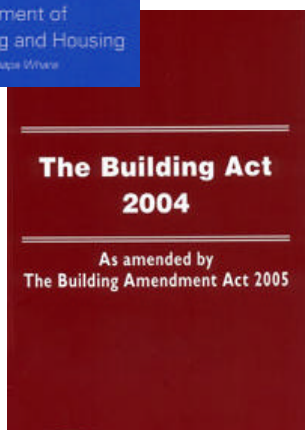
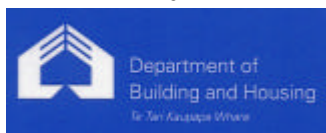
At times one wonders if the reason the Building Act has been open to so much criticism is due to the unwillingness by a large part of the building industry to accept change through participation. Since the removal of the old centralised MOT structure, and without the individual at the workforce taking ownership of their hard earned experience and bringing it into new processes to reflect an ever changing market, we have instead ended up with a growing inconsistent, unsafe void with regard to compliance inspection.

Participation in the NZ lift industry is not only about the bottom line, by taking on the responsibility to better understand the Building Act, and through this knowledge when applied to individual industry experience, evolve processes to play a constructive part in the governance of this industry, we can achieve the efficient, consistent processes we need to maintain a safe industry under this Building Act.

If you wish to participate in this changed governance of the lift industry, you need to be aware of, and have the ancillary documents necessary to know this Act.

THE ACT:

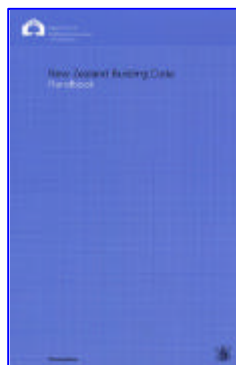
First you can buy this handy size bound copy from Brookers Ltd, Ph: 04 499 8178 or email: service@brookers.co.nz



Otherwise for a free PDF download go to the Department of Building & Housing Web Site and download the latest PDF copy at :- www.dbh.govt.nz/ba-get-a-copy

THE BUILDING CODE HANDBOOK:

The third edition of the [Building Code Handbook](#) was issued in May 2007 and is a must to understanding the association of documents, and provides definitions, reference documents and the critical 45 performance requirements in the First Schedule at the heart of the Act.



It is here you find D2 the performance requirement for Mechanical Access equipment.

Also issued in 2007 was the separated [Compliance Schedule Handbook](#) that details all the Annual WOF inspection processes and requirements. It is in here the three sections of **SS 8** are found particular to the inspection of the SS 8/1 Passenger Lifts; SS 8/2 Service Lifts and SS 8/3 for Escalators.



Once again these can be purchased through Standards NZ or downloaded in PDF format from www.dbh.govt.nz/compliance-docs-get-copies/#free-download.

COMPLIANCE DOCUMENTS:

From the same sources you can download PDF copies of all the Compliance Documents the most important for your lift library is:-

D2 Mechanical Installations for Access.

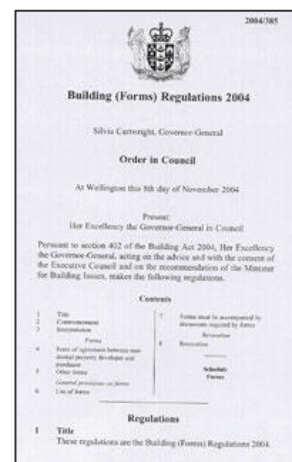
These documents identify the Acceptable Solutions NZS4332; EN 81 Parts 1&2 for Passenger lifts; An Acceptable Solution for Domestic and Service Lifts, and EN115 the British Standard for Escalator installation and testing.

Importantly these documents also detail any additional local requirements or deletions to these codes for use as acceptable solutions.

BUILDING (Form) REGULATIONS:

It's a bit of a quagmire but with the 2004 update the recommended 'Forms' we moved from the Act into this separate regulations publications with some updates including the 12a form for annual WOF inspection.

www.dbh.govt.nz/userfiles/file/building/pdf/2005170/pdf



Well this is a start to your library, you will find much more on the at www.dbh.govt.nz



BURJ DUBAI TOPS 150 LEVELS:

At 555.3 meters, Burj Dubai has now passed 150 levels, the largest number of stories for any building in the world. The tower already holds the distinction of being taller than Taipei 101 in Taiwan, which at 508 meters was recognized by the Council on Tall Buildings and Urban Habitat as the tallest building in the world when it opened in 2004. Developed by Emaar Properties, Burj Dubai has now surpassed the height of Toronto's CN Tower, which at 553.33 meters was recognized as the world's tallest free-standing structure on land in 1976. *Reported by M.J. Mohamed Iqbal, EW Correspondent.*

WALKING PROHIBITED ON SEOUL SUBWAY ESCALATORS:

Stars and Stripes recently reported that the Seoul Metropolitan Rapid Transit (SMRT) will ban passengers from walking on its subway station escalators in an effort to reduce accidents. SMRT operates four subway lines in the South Korean capital. According to the report, Seoul Metro, which operates four other lines in the city, is also reviewing its policy in this regard. Both companies have allowed walking on their escalators since 2002. A SMRT spokesperson stated that there were 16 escalator accidents in its system in 2002, but the number of accidents rose to 87 in 2006.

SPACE ELEVATOR WORKSHOP IN LUXEMBOURG:

The EuroSpaceward and the National Research Fund of Luxembourg is hosting a Space Elevator Climber and Tether Workshop on November 12-14. The workshop will be held at the Novotel Kirchberg Luxembourg. Registration includes access to all lectures and proceedings of the workshop, plus lunch each day of the event. Early registration must be made before September 30. For more information, contact EuroSpaceward at website: www.eurospaceward.org.

DESIGNS FOR THREE WTC TOWERS REACH FINAL STAGE:

According to GlobeSt.com, the designs have been finalized for three of the towers to be built at the site of the World Trade Center (WTC) in New York City. The buildings are known as Towers 2, 3 and 4. Developer Larry Silverstein reported that construction on Towers 3 and 4 will begin in January 2008, followed by work on Tower 2, which will begin in July 2008. All three towers are expected to be completed by late 2011 or early 2012.

FATAL ACCIDENT IN VANCOUVER:

According to The Vancouver Sun, a man doing maintenance on an elevator in a Vancouver building died as a result of injuries sustained when he was pinned between the car and the hoistway wall. The elevator had been reported out of order. The August 21 incident was discovered when the elevator company for which he worked sent a second man to the site when the victim did not respond to paging. The British Columbia Safety Authority and WorkSafeBC are investigating the incident.

Is this the result of the risk taken with single man maintenance. Ed.

INTERLIFT AUSBERG 16-19 October 2007:

ACHTUNG – FINAL CALL

Well you should be well organised if you are going to this years International Trade Fair for Elevator Technology. From all accounts this is the best and if you are serious about supplying this industry, here you will see the latest and the greatest.

Ausberg is one hour west of Munich by bus or 3hrs by train from Frankfurt.

I won't see you there this year but I understand Dave Cremer is attending.

LEC WEBSITE UPDATE:

There is still much that can be improved, but just keeping up with expansion of the internet is not easy for an old duffer, but try we must in the restricted time we have, and so I have just updated contact data with the addition of more photo's of supplier equipment data and people. So if you haven't browsed for a while, check out: www.lifteye.co.nz

OTIS AUCKLAND UPDATE:

At last we have a lady looking after a NZ branch office with **Sarah Bezenie** from the UK taking over from Scott Miller in the Auckland office after Scott headed back to Melbourne Aust. after his stint in NZ.

DAVE PERRY NZES TECH MANAGER:

With Dave Gardner moving across to Thyssenkrup **Dave Perry** has taken on the role of **NZ Engineering Services Technical Manager.**

Dave brings a wealth of experience to his role entering the industry originally with ECC back in 1982. He headed to Boral in Sydney as an Installation Electrician, and then back to NZ with the Boral move into NZ as their Construction Manager. With Boral being bought out by Otis, Dave headed off to the Islands tuning lifts for Goldstar in Kumagai Gumi, Papua New Guinea and Fiji, before heading off to the States for International Cranes as their Florida Service Manager.

By 2001 NZ called once again and Dave returned and settled with KONE Elevators as their Service Team Leader through until 2006.

And so in 2006 Dave joined NZES as their Service Supervisor before taking on this latest responsibility.

A good head; technically knowledgeable with a variety of experience is the term I use, but in this instance with a good customer appreciation which should do well for NZES as they expand their influence in the NZ market.