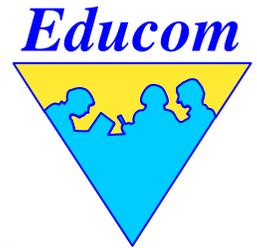


Lift Inspectors Association of South Africa

Technical Education Communication No. 52



September 2011

In compliance with the *Engineering Professions Act (No. 46 of 2000)* requirements, LIASA endeavours to assist her members in keeping up on technological developments that impact on their registration. LIASA most earnestly support ECSA in their search for *professional service excellence and pursuit of continued professional development*. EDUCOM keeps you up to date on ECSA and industry related news.

NATIONAL EXECUTIVE COMMITTEE: *Chairman: Sanjeev Singh; D/Chair: Bill Murphy; Treasurer: David Kleinhans; Secretary: Dr Theo Kleinhans; EXCO: Terence Baker; Ronnie Branders; Willem du Toit; Micky Martin; Brendan Trower*

DOYENS OF THE LIFT INDUSTRY: *Buddie Cerone (2004); Schalk van der Merwe (2005); Dr Theo Kleinhans (2006); Willem du Toit (2008); Bruno Isler (2009); Alfie da Silva (2010); Manny Perreira (2010)*



**Tshwane University
of Technology**
We empower people

We are at last able to report that TUT has advised us of the requisite details for at least the next two lift inspectors courses. Regrettably this will require some very fast manoeuvring on prospective new candidates as the first course commences between 3rd and 7th October 2011, followed by a 2nd between 7th and 11th November.

This *“Short Learning Program: Lift Inspectors - Preparation for Registration with ECSA”* is presented by the Department of Mechanical Engineering at Tshwane University of Technology. Upon successfully completing the course, the candidate will be able to implement, apply and maintain safety rules and regulations according to the Occupational Health and Safety Act (OHSAct) as well as the minimum standards set by SANS as prescribed by the Engineering Council of South Africa (ECSA).

VENUE: Tshwane University of Technology
Pretoria Rand Campus (Building 2, Room 355)

State Artillery Road
Pretoria West

DATES: 3 – 7 October 2011 or
7 – 11 November 2011

TIME: 08:00 – 16:00

COURSE FEE: *The course fee is R8200.00 per candidate. Study material and lunch will be provided. Accommodation and travelling is for your own account as well as all arrangements thereof.*

ADMISSION REQUIREMENTS: Experience in the Lift

industry

EXAMINATION: A Tshwane University of Technology certificate will be issued to successful candidates obtaining a 50% pass. The exam date will be finalized during the presentation of the course and no extra exam will take place outside the scheduled date.

PAYMENT OF FEES: Courses **must be paid IN FULL** before date of commencement. NO cash will be accepted at registration on date of commencement. TUT reserves the right to refuse admission, if proof of payment cannot be supplied. *Proof of payment must be forwarded* to the Finance Department of TUT 14 days prior to date of commencement.

CANCELLATIONS: TUT reserves the right to cancel or postpone a course. Applicants will be fully refunded. Cancellations are accepted, in writing and without penalty, up to 14 days before commencement date. Any cancellations received after less than 14 days before commencement date will be liable for the full payment of the course. Non-Arrivals will be liable for full payment of course however, substitutes will be accepted.

BANK DETAILS: Tshwane University of Technology

Bank: ABSA
Branch: Church Street West
Account number: 004 000 000 3
Branch code: 323-245
Swift Address: ABSAZAJCPT
Reference: D045 / 0440

PRESENTER: Mr. Willem du Toit
E-mail: du_toit@mweb.co.za

ADMINISTRATORS:

Antoinette Marneweck Lerato Tshabalala

Telephone: +27 12 382-5164: +27 12 382-4730

Telefax: +27 12 382-5602 +27 12 382-5602

E-Mail: marnewecka@tut.ac.za tshabalalal@tut.ac.za

Please contact the above or Bonnie Peden for copies of the application forms and the map to TUT. Regretably we cannot assist with accomodation. Check the local B&B's on the web or Google, for affordable accommodation close-by.

PROPOSED SANAS ACCREDITTAION

The proposed August work-shop date for the Lift Industry's *Standing Technical Committee* was cancelled by SANAS on the 17th August, with a new meeting date to be set.

In the interim, DoL's *Select Advisory Committee* met at Schindler's training centre (kind courtesy Mr Kurt Scholtz) instead of the usual government offices in Laboria House in Pretoria. Mr Mohlakola Monyaki was in the chair. Regrettably only the recent OHSAct amendments were on the agenda for discussion.

LIASA had however formally approached ECSA for their legal council's advice on the ruling that the DoL proposed SANAS accreditation was not previously distributed to the industry for comment in the August 2004 gazette. It just became a *fait accompli* in the gazetted September 2010 amendment of the OHSAct ...

LIASA received a reply from ECSA Registration Manager Mr Johan Pienaar over the weekend as follows ...

“Adv Fourie and I carefully had a look at the new requirements and regrettably have to confirm the following:

The Department of Labour has already used their legal mandate to push this new policy through. The latest Lift, Escalator and Passenger Conveyor Regulations promulgated in terms of section 43 of the Occupational Health and Safety Act, 1993 on 17 September 2010, came into effect on 30 November 2010, with the exception of Regulation 6(7) under the “Inspection and tests” regulation, which will come into effect on **1 December 2012**.

Regulation 6(7) reads: “*An inspection service provider who wishes to avail himself or herself of designation as such by the user of a lift, escalator or passenger conveyer in order to carry out an inspection in terms of this regulation shall register with the accreditation authority.*”

The “accredited authority” is defined in Regulation 1 as “the South African National Accreditation System established by Section 3 of the Accreditation for

Conformity Assessment, Calibration and Good Laboratory Practice Act, 2006 (Act 19 of 2006)”.

SANAS is recognized by the SA Government as the single national accreditation body that gives formal recognition that, amongst others, Inspection Bodies are competent to carry out specific tasks. We are of the opinion that ECSA does not have any legal empowerment to prevent regulation 6(7) from being implemented. It would also appear as if the DoL, by publishing the new Regulations in September 2010, and only implementing regulation 6(7) in December 2012, is allowing enough time for comments by stakeholders on the impact the proposed changes would have on industry.

We can only suggest that LIASA use every opportunity during the next 14 months prior to implementation on 1 December 2012, to negotiate with the DoL to try and soften the impact of the new regulation on the Lift Industry”.

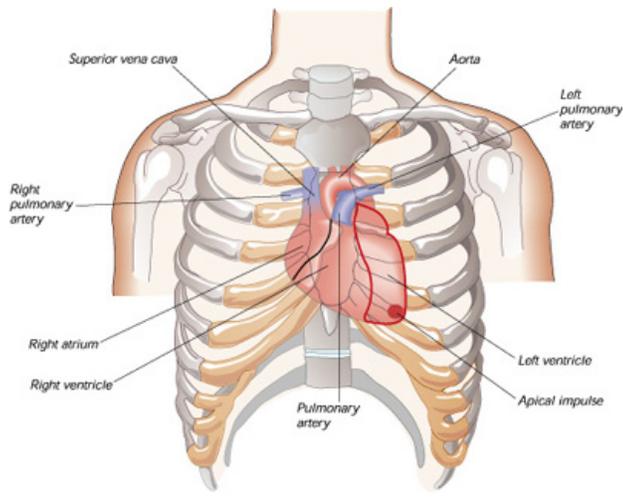
Following the evaporation of the above last vestige of support for the postponement to the proposed SANAS accreditation, we may state that in our tenure of office, this has been the first

truly insurmountable impediment that we have ever had to face since our LIASA inception. So there we have it in a nutshell. LIASA Excom will now have to deliberate what corrective action they can adopt to ameliorate the government's proposed accreditation of all RLPs.

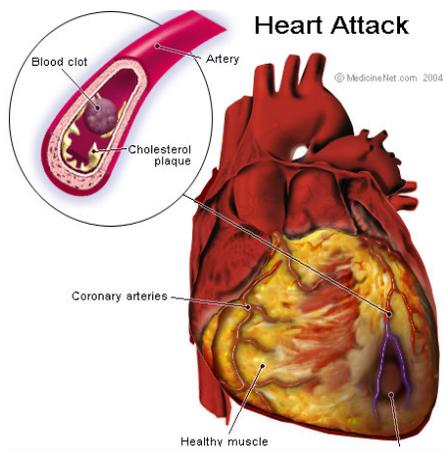


CARDIAC HEALTH

This article sent in by LIASA colleague Dave Broom of Durban, focuses on the South African habit of drinking cold soft drinks or beer during and after a hot meal, especially lamb and beef dripping in sauce as most South Africans enjoy their meals. The article most strongly requests that we drop this habit in favour of hot tea like the Asians, or wine at room or even heated temperatures like the Europeans in winter, specifically *glühwein* when it is sub-zero..



The cold drinks have been proven in South Africa to solidify the oily foodstuff that we have just consumed, at the same time slowing down the digestion system. Once this resultant oily 'sludge' reacts with the acid, it breaks down and becomes absorbed by the **intestine** faster than the solid food ingested. It then 'lines' the intestine with 'fat' which very soon turns into saturated 'cholesterol fat', which clogs the blood arteries and becomes a major contributor to cancer in the long term, but more especially **heart attacks!**



Common Symptoms of Heart Attack ...

A serious note about heart attacks is that it does not always pre-warn you, or warns with a symptom not recognised in time. Not every heart attack symptom is going to be **left-arm pain** as the **medical journals warn**. Be especially aware of intense **pain in the jaw line if you have been heavily stressed**.

Recent near-fatal heart attacks on colleagues that we know, indicated that they never experienced the intense chest pain during the course of their heart attack. They rather suffered from **nausea, intense sweating and tiredness**. The extensive article concludes that 60% of people who have a heart attack while they are asleep do not wake up, dying in their sleep because there was no acute pain to wake them. Pain in the jaw however, can wake you from a sound sleep. So be alert and careful. The more we know about these medical matters that most of us suffer from to a

varying degree, the better chance we have to survive.



CHINA BUILD EVERYTHING BIG

We always considered the United States to have the biggest; the highest; the bestest, etc of everything. It now appears that China has overtaken (or is it replaced) the US of A. Inclusive of now being the world's main and largest manufacturer of lifts and escalators, main-land China has now also set a new world record in bridge building.

“World's longest sea bridge opens in China ... but don't think about crossing it on foot, it's the length of a marathon. - At 26.4 miles long, it is five miles further than the distance between Dover and Calais”

[DAILY MAIL REPORTER](#)

(UK)

China has opened the world's longest cross-sea bridge - The **Jiaozhou Bay** bridge at 42.24 Km long, links China's eastern port city of **Qingdao** to the offshore island **Huangdao**. This road bridge, which is 110ft (33,45m) wide and is the longest of its kind. It cost nearly £1 billion to build.



This immense £1 billion structure is supported by more than 5,000 pillars, stretching for 24 miles along China's eastern port city of Qingdao to the offshore island Huangdao. It is an Engineering feat par excellence, becoming the largest cross-ocean bridge in the world.

Provisional costs are set at £960 million and took four years to build. Chinese TV reports states that the bridge passed final construction appraisals. It is accompanied by an undersea tunnel (regrettably with no photos available). It is reportedly almost three miles (4.8 Km) longer than the previous record-holder, the Lake

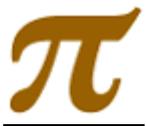
Pontchartrain Causeway in Louisiana, USA.” Still a humungous engineering achievement by any comparison.



calculated a more precise value of 3.1416 for π . For this scientific gift to mathematics his name lives on in the term "*algorithm*" that we still know and use today. The title of one of his books, "*al jabr*" to calculate multiple unknowns by designating representative alpha-numeric symbols, gave us the word '*algebra*'. Over the ensuing centuries, famous mathematicians such as Leibniz, De Morgan and Euler worked on expanding the precision of π . Ludolph Van Ceulen, who lived between 1540 and 1610, spent most of his life tediously performing the calculations for the first 35 decimal places ... **3.14159265358979323846264338327950288** ... *something*.

Since we find it too hard to remember to this level of accuracy, we suggest you all adopt the 3,1416 they we were taught at Tech or Varsity as sufficient decimals. Thank goodness that we do not use slide-rules any more, or is that a reflection of our age?

"You have to accept whatever comes your way. The only important thing is that you meet it with courage and the best input that you have to give"
Anonymous



"Out of suffering have emerged the most strongest souls, where the most massive characters are seamed with the scars of experience"
Chopin
Dr EH

PI - A MATHEMATICAL CONSTANT!

As technicians, technologists and engineers we all know that ' π ' is a transcendental figment of mathematics that we regularly have to utilize such as in our calculations of rope sheave diameters and rope coefficients of friction, but made very easy using modern calculators which have a button for π to include it into the calculation. It is a number that has been chased by scholars for almost 4,000 years. Its precision has been calculated to over two billion decimal places by such eminent physicists as Archimedes, without an end in sight. Consider cutting a steak & kidney pie in half. Pi is the number of times that the length of that cut will go around the outside circumference of the meat pie. That would be one each for three of us with some left over ... 0,1416 of a piece to be exact.

The Bible tells us that π has a value of just over 3. It's there in the specifications for the great temple of Solomon, describing the pouring of what seems to be a large brass casting. *"And he made a molten sea, ten cubits from the one brim to the other: it was round all about, and his*

height was five cubits: and a line of thirty cubits did compass it about." (I Kings 7, 23).

Al'Khwarizmi, who lived in Baghdad around the year 800 AD,

STAIRS vs ESCALATORS

Dave Broom sent us an e-mail last week with a short film on the above, where in real life in the underground train station in Odenplan (Stockholm), the long narrow 900mm escalator was working overtime adjacent to a wide stairway, since nobody wanted to use the stairs, up or down. The lift service provider (not mentioned in the film), hit on a novel idea to resolve the problem.

They appear to have come in over a weekend and fitted a multi-padded pressure carpet that takes up the whole stairway, but with horizontal black and white keys representing a piano's keys. It's quite hilarious when the public step on the treads first thing the next morning. Unknowingly the pressure pads have all been linked to speakers with sounds similar to a church organ. Stepping on each step elicits a different organ sound. Even old-timers are seen endeavouring to jig up a tune. Sounds quite nice with single or a few users, but quite 'heavy-metal' when a whole train-load of patrons climb the stairs to street level.

Fact-of-the matter ... **hardly anybody now uses the escalator.**

*"Success is not final ... Failure is not fatal:
It is the COURAGE to continue that counts".*
Sir Winston

LIFT ACCIDENT - JOHN LIGETI

RLI colleague John Ligeti was carrying out inspections last month in neighbouring Zimbabwe when he lost his balance on entering a deep lift pit. Falling on to the car buffers snapped a few ribs which in turn punctured his lungs.

Thankfully John could be flown out to South Africa for the requisite medical attention. Thanks to his wife Mignon who kept us informed on his progress, especially during the first few ICU days. Get well soon John - There are enough of the older RLI's passing on, that we do not need call-ups for our younger members.

TUV SUD

Billy Clifton following our recent DoL Select Advisory Committee meeting, has come up with examples from TUV (Germany) of how lifts are inspected in many European Countries, East Asia, Australia and North Africa. It makes for very interesting reading, possibly indicating that we need to re-consider the way in which we are conducting the periodic safety inspections. We would be only too pleased to print such an article in the Educom next month.



LIASA AGM & NOMINATIONS

Have you remembered to speak to your nominee if they will stand for office with the upcoming LIASA AGM on

09:00 on 12th October at Jeppe Quondam?

Do not forget that several current office holders have given notice not to stand again, including the Editor.

EDUCOM COMMUNICATIONS

LIASA's contact logistics where you speak to

Bonnie or Theo is:

Office: (011) 432-1027

Telefax: (011) 432-0235

E-Mail: liasa@zmail.co.za

PO Box 899, Southdale, 2135

Please forward us your newsworthy articles and photos for dissemination to all our colleagues around the RSA.

Articles contributed to Educom are evaluated by ECSA as CPD, assisting you to achieve your minimum 5 points per year, averaged out over 5-year rolling periods. Remember that ...

« Ignorance of FACT is no excuse. »