NEW EN20 & EN50 LIFT STANDARDS

Mr Hennie Hudson communicated the following very important information on behalf of LEASA at the April LIASA general meeting ...

“The LEASA (Lift Engineers Association South Africa) notified DOL (Department of Labour) and the rest of the Lift Industry that South Africa will have to comply with the new EN20 & 50 Standards with all their lift equipment being ordered from their overseas factories effective as from January 2018.

For some reason in South Africa it was anticipated that we would comply with the ordering of the equipment only, but not necessarily with the installation of the equipment as per the rest of Europe.

In Europe 90% of the countries have given notice of converting to the new Standard by mid 2017. Most of the changes have to do with:

1. Safety of the Passengers ...
   - Unintended car movement
   - Ascending car over-speed protection
   - Higher strength requirement for car and landing door panels
   - Prevention of doors striking passenger/s when moving in and out of the lift car
   - Higher strength requirement for car walls
   - Higher requirement for ‘fire-class’ specification of car interiors
   - Higher Lux level lighting requirement for the lift car interiors (from 50 to 100 lux)
   - Higher prevention of risk of falling into the lift well when passengers try to rescue themselves

2. Safety of Service Technicians having to service the lift units with the worldwide trend being single-man maintenance ...
   - Higher safety requirement: to do with the technician accessing the machine compartment / motor room, top of car and pit
   - Major changes to the shaft headroom and pit ... New minimum requirements for safety spaces
   - New inspection control station in the pit to avoid any unsafe condition for the technician to inspect and service the equipment underneath the car and pit equipment
   - Specific requirement for the over-connecting of the car and landing lock circuit when on maintenance operation
   - Higher safety requirement for the top-of-car handrails ... strength and positioning
   - Higher requirement for safety ... effective for the service technician possibly having to rescue himself from the pit or headroom” ...

(continued on Page 8)
PHOTOS FROM RLI INSPECTION DOSSIERS ...

Photo sent in by Graham Mould taken on one of his coastal inspection trips indicates its own sense of humour - something like Willem du Toit’s coffin on the Free State gravel road in last month’s issue. You have to turn around, stop and take a photo!

This lovely photo taken last year at close range on the turn-off road to Telkom’s Hawerkwas MWT on top of Du Toit’s Kloof Pass, reflects the myriads of Protea grown by owner Dr Moss for export overseas. The height above sea-level determines the type of Protea growing there in their natural state, fed by the continuous sea mists blowing over the pass. Trail-walks are allowed subject to prior arrangement.

Photo taken this week on our inspection trip to Bloemfontein, just after a heavy downpour of well-deserved rain. The three fallow-deer in the brush near the fence do however not reflect in the reduced size of the photo.

In the October issue of EDUCOM we saw some old lifts still in use in South Africa, but do we still see old lifts in mint condition. With mint I mean like the day they were installed and here I mean installed and not thrown in. I have such lifts on my WITS portfolio. Lifts maintained by ‘one of a kind’, still proud of the work he does - Luis Dos Santos. A technician who even wipes his feet on a rag in the entrance to his machinery rooms before he enters the room.

SERVICE EXCELLENCE ... by Willem du Toit (Motor-room Above)

Recognised Voluntary Association in terms of Section 36(1) of the Engineering Professions Act.
Educom fulfills a requirement for Continued Professional Development as specified in the Act No.46 of 2000.
OBITUARY …

Late Roy Maharaj

We regret to advise the recent passing after a short illness of Roy Maharaj. Roy was a product of Otis, where he went through many training modules to be promoted up the ranks of Service Supervisor and ultimately Branch Manager of Pretoria. He later joined Kone as Construction Supervisor where he commissioned many new installations. His son Riven also joined Kone, where he quickly rose to Technical Sales Support, a position he still holds today. Although of a younger generation, Roy will be missed as our Industry simply cannot afford to lose these highly trained lift technicians in whatever position.

Longtime friend and colleague Rajan Chengadu in his tribute to Roy at the funeral service, stated the following:

“Roy was handpicked by Otis Management after displaying such passion and loyalty during his initial term in PMB. He moved along the east coast from Transkei to East London, Port Elizabeth and finally Gauteng. At each town and city Roy built a strong brand for Otis. His customers were very loyal to him and always had great pleasure of doing business at its best with Roy … It is so sad to lose such a dear friend at such a young age.

Roy was a simple down to earth man who loved the people that he worked with. He worked very hard his entire life and was very professional, ethical, well dressed and always had a smile on his face.

Roy was a perfect gentleman”.

SERVICE EXCELLENCE …

by Willem du Toit

Shown on the page opposite, when you open the machinery room door, the first thing you see right in front of you is this machine in the photo, which was installed in 1939. You immediately know you will not find an item on this installation, but you still want to look at everything just for the pure joy of it. Everything in the room is absolutely spotless.

Looking at the above photo one can clearly see that the controller and selector (below) are spotless ...

- Not one of the fuse holders is broken as we often find
- Not one of the fuses is loaded with wire,
- Not a single wire is bent out of its position,
- Not a single contact is missing and ...
- There is not a speck of dust on the equipment.

And absolutely the same argument stands for the Mains Supply blow, shining like the day they were spray-painted and first installed in 1939!

I challenge any RLI to send in photos of a similar installation of this vintage. If younger … we would still like to see your photos!

We RLI’s are always quick to criticize, yet slow to give credit where credit is due. (Editor)
NEW BUILDING MATERIALS

By Willem du Toit

We lift inspectors do not always realise how fortunate we are on our inspection rounds. We see things that other people never see or experience. For instance when we inspect lifts inside the different factories, plants, mining areas ... or our members who inspect lifts on ships or cranes, etcetera.

I recently saw new building methods which amazed me, which I thought I must share it with my fellow inspectors and the readers of Educom. Many high rise buildings in the city centres are lately being converted from offices into domestic apartments. The problem previously experienced with partitioned offices was the floors that were not designed to carry additional brickwork for the smaller apartments due to their weight.

The new lightweight method seen - is using corrugated polystyrene sheets with welded wire mesh on either side. This material comes in large sheets which can easily be handled by one person and cut to size within minutes.

The walls then get erected out of these sheets and secured to the floor by drilling holes into the concrete and inserting steel rods into the holes. Standard steel door frames and windows are used in the positions in which they are required. All the walls of an entire flat apartment can be erected within a few hours.

The final finishing of the walls as seen below is unbelievably good looking, considering how rapidly it was erected. The walls are strong - I was told that you can even hang a geezer on it. Plumbing and electrical wiring gets concealed inside these walls. The photo shows a completed bathroom - nogal with a view over Braamfontein. Note the shower head coming out of the wall and the toilet cistern mounted on the wall.

I just ask myself ... “What is next?”

On the above photo on the left, the wall is erected and hereafter the door frames are put into place. Thereafter the walls get gunnited just like when they build swimming pools, with a special cement and sand mix up to a thickness of about 15 mm. Thereafter it gets plastered smooth and painted when it is dry. The end result is like a cement wall. Even when you knock on it, it sounds like a brick wall.

The end result is amazing. The photo (above right) shows a completed wall with the steel door frame in it. The walls are smooth and straight just like a plastered brick wall. It is of course a very well insulated wall; that is for noise as well as insulation. You can knock against it ... there is no movement.
LIFT INSPECTOR COURSES HELD 1995 TO DATE ...

| Number | Course Num-

| Total | 40 |
| 39 | 38 |
| 35 | 33 |
| 32 | 29 |
| 28 | 27 |
| 26 | 25 |
| 23 | 22 |
| 20 | 19 |
| 18 | 17 |
| 16 | 15 |
| 14 | 13 |
| 12 | 11 |
| 10 | 9 |
| 8 | 7 |
| From | To |
| 28/08/95 | 01/09/95 |
| 01/10/95 | 06/10/95 |
| 09/10/95 | 13/10/95 |
| 16/10/95 | 20/10/95 |
| 13/11/95 | 17/11/95 |
| 22/01/96 | 26/01/96 |
| 10/02/96 | 23/02/96 |
| 25/03/96 | 29/03/96 |
| 15/07/96 | 19/07/96 |
| 04/11/96 | 08/11/96 |
| 10/03/97 | 14/03/97 |
| 28/07/97 | 01/08/97 |
| 02/02/98 | 06/02/98 |
| 14/09/98 | 18/09/98 |
| 01/03/99 | 05/03/99 |
| 06/11/99 | 12/11/99 |
| 19/06/00 | 23/06/00 |
| 03/11/00 | 07/11/00 |
| 14/05/01 | 18/05/01 |
| 29/10/01 | 02/11/01 |
| 27/05/02 | 31/05/02 |
| 21/10/02 | 25/10/02 |
| 26/05/03 | 30/05/03 |
| From | To |
| 28/08/95 | 13/11/15 |
| Total candidates that attended | 835 |

by Willem du Toit

Going back into the record files, it was interesting for me to see that 835 candidates already attended these 40 courses. Also interesting is the fact that...

- In the first two years, which is 10% of the time - we had 10 courses which is 25% of the courses.
- In the same first two years we had 234 candidates which is 28% of all the candidates.
- In those first two years we had 5 courses per year, which we only achieved again in 2008.
- In 2009 and 2010 there were no courses at all because of a total lack of candidates.

Yet the latest ECSA RLI’s registered was stated as 182 ... So what happened to the other 653 candidates?

TUT RLI COURSES 2016

Tentative course dates for this year are ...

- 11 to 15th July, with the exam on 30th July
- 7 to 11 November with the exam on 26th November.

Please Note: It has taken some serious marketing in the past to get the minimum stipulated group of 15, otherwise the course would have been cancelled for that week. Application forms are now available for the July course from Antoinette or Mariska Swartz, who will distribute them on request to all relevant persons ... or obtain them from Bonnie. Apply now or loose out for 2016 ...

Contact E-mails: marnneweckA@tut.ac.za    swartzM@tut.ac.za

PLEASE MOTIVATE YOUR COLLEAGUES TO APPLY

LIASA & LIRC COMMITTEE MEETINGS 2016

- LIASA General - Tuesday 7th June @ 09:00
- LIASA General - Wednesday 10th August @ 09:00
- LIASA AGM - Tuesday 11th October @ 09:00

All LIASA’s meetings will be held at the Jeppe Quondam Conference Centre. The ECSA LIRC meetings will generally be held the previous day at ECSA, of which due notice will be given. In view of the diminishing Lift Inspector applications, specific dates have not been preset for LIRC for 2016. The writing is therefore on the wall to promote registration as Lift Inspectors amongst our lift fraternity colleagues.
THE ‘ADAstra’ - SUPER POWER YACHT BUILT IN CHINA

Costing approximately m$US15,0 to build, this yacht had its first test-run last month in Asia-Pacific. Looks very beautiful but just imagine the running costs, especially with the stated 4000 mile range at 17 knots cruise speed. Top speed is not stated.

The master bedroom is more akin to a 5-Star hotel room.

The galley has all that a master-chef could want in cooking facilities and hot & cold flowing fresh water.

The hull of the Adastra is built from glass and Kevlar and can house nine guests in absolute luxury and six crewmen. The blueprints put together by John Shuttleworth Yacht Designs Ltd from Sussex, show an incredible boat. It is the result of five years of planning and construction, and even rivals anything owned by international yacht-lover Roman Abramovich.
Can you remember what the Act states about storage of combustible substances … especially oils (even if it is hydraulic oil!). We as regularly find bearing and gear-case oils with the old waste and rags … a veritable ‘Fire Hazard’. Willem du Toit who sent this photo in, quips why the service provider just doesn’t just replace the faulty piston seals?

RLI’s regularly complain about dirty pits. This one appears to be the ‘pits’ (excuse the pun). Never mind Willem du Toit who is now expected to get into this pit to test the safety devices. Rather question the ‘Contracted Service Provider’ (who gets paid to include good house-keeping along with their general service) about their service excellence rendition! Perhaps they can advise when last the ‘serviceman’ cleaned or even entered this pit?

How does this ‘Slack-rope Device’ tickle your fancy? Sent in by Willem, he noted no protective connection box with cable-gland which would at least protect the unit from a real slack-rope situation that will probably destroy this unit. Secondly, what about the open connections and the hope that the rope slack falls towards the switch and not away? We think that the Oxford dictionary defines this as a ‘Heath Robinson’ installation?

This installation in Sunnyside is a veritable health risk, with the ‘Caretaker’ taken aback when we told her this. The pigeon droppings proliferate the whole motor room approach, with the harmful dust rising as one walks over it and climbs the stairs - Never mind stating where you are supposed to grip the stair handrail. The management agent admitted not having been to this installation for a while, but it was still not cleaned when we carried out our 60-day follow-up inspection! (Ignore the camera date - Editor)
“ACTIO QUANTUM MINORIS”

LIASA has been approached on three occasions over the past two months by clients inquiring on a path of corrective action against their contracted service provider for not complying to their side of the comprehensive service contract. Other than contacting the overseas mother company, they were perhaps of the opinion that LIASA had a quick-fix solution. In each case we interceded through direct communication with the field operations executive concerned to get involved. In each case they were not fully aware of what was happening at the customer coal-face.

The principle of actio quantum minoris focuses on the legal requirement for a service provider to maintain the equipment which they have been contracted to maintain for 20 or 30 years, at an acceptable operative level of service, fair wear and tear included. The customer is of the opinion that this has not been done, diminishing the asset value of their equipment. Normal communication with the service provider has not been fruitful, to the point that the customer now wishes to resort to legal action to force compliance, alternately getting in a third party at the original service provider’s cost. It is almost impossible to believe that multi-nationals will allow a situation to develop to this level.

Our discussion with legal council last week inferred this to be a mindset, where the business values of yesteryear appear to be evaporating under the continual drive for profit optimisation … Hence the continual downward pressure to reduce staff under the guise of ‘re-engineering’.

You will read elsewhere in this issue of the international shift to one-man-per-route service. We heard yesterday that Europe through training, is perfecting this to a fine art. ’Ja well, no fine!’ Just remember that South Africa is a third-world country that requires more than a bit of specialised training. For starters … the sooner DoL bring back formal apprenticeships the better. The base qualities and education of learners just has to be improved up to technician entrance level.

Call us ‘old-school’, but that is our opinion - Editor

Robert Mpai sent in this photo of a governor pit diverter sheave that can never trip the safety circuit in that the mechanical connection to the switch is missing … and this on a fully operational lift! Along with the ‘pit-equipment’, the good house-keeping is seen to be equally lamentable, pointing to the poor service on this installation.

Escalators - how often do we see this heavy breakage on the escalator hand-rail where the tension has been slackened right down to the point of the hand-rail slipping. Why not splice it before it deteriorates so badly? Mindset of the service provider?

This is a multi-national’s motor room where the word ‘house-keeping’ has likewise lost its meaning. Why must the 380-volt connection box cover lay in the corner - Only the serviceman knows why. When last was his supervisor on this installation?

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NEW EN20 & EN50 STANDARDS

Continued from Page 1...

From a design point of view the lift companies and consultants need to inform Architects, Engineers and clients in general, that they have to plan according to the new standard when designing a new building to be built at that time, especially when it comes to increased shaft dimensions from the existing equipment available.

I strongly suggest that lift inspectors obtain the new Standards as soon as possible and familiarize themselves with the changes because of the risk that they may sign off an installation not knowing of what the new requirements are.

LIASA in 1995, to qualify for ECSA (Engineering Council) recognition as a ‘Voluntary Association’ (VA - Article 21 Association), formal Articles of Association were required, along with a formalized membership structure. These were drawn up by founder members Dr Theo Kleinhans and Steve le Roux. Steve was elected as Chairman of the National Executive Committee in Gauteng, with Theo as Executive Secretary-Treasurer; Mike Russell as Regional Chairman Western Cape and Graham Mould as Regional Chairman Eastern Cape. Natal and the Free State were vacant at that time.

The LIASA membership has regrettably reduced to 145 paid-up members, possibly due to the curtailing forces of the SANAS accreditation.

LIASA CONTACT DETAILS

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Website Address: www.iliasa.org.za
PO Box 531, Alberton, 1450

NEW ‘POOR SERVICE’ & ‘DANGEROUS SITUATION’ WEB

Immediate past LIASA chairman Sanjeev Singh originally set up and now maintains our LIASA website as a free service to our members.

We have for several years been discussing at the general LIASA meetings, the need for a system to record through examples of on-site photos where situations indicate an absolute lack of service, possibly to the point of being dangerous. Articles by Ronnie Branders and Willem du Toit in the December issue high-lighted this claimed poor service.

You are hereby requested to assist us by building up such a LIASA web library by sending your photos direct to Sanjeev at ... Sanjeev@kznelevators.co.za.

All submissions will be treated in the strictest of confidence. We anticipate a short technical description with each photo to highlight the suggested regulatory, standards or safety non-compliance. Please treat this as serious, for we need your inputs.

“HOMMES DUM DOCERE DISCUNT”
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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 for any stated non-compliance »

« Liberty means responsibility - That is why most men dread it »

George Bernard Shaw

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