

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)*

*"There is no duty that we underrate more to ourselves than the duty to be happy in our home and working environment."*

*Robert Louis Stevenson*

## LIFT INSPECTORS COURSES

We regrettably advise that following last month's e-mails flying hot and furious between LIASA, TUT and ECSA, which raised a veritable dust storm, that the dust has now settled again.

Like many a dusty motor room, the footmarks of action are conspicuous by their absence. At least we regularly see the serviceman's footsteps entering a motor room, walking to the machine and controller, then to the record book and out again. Sometimes we even see the two butt-marks on the machine bed-plate where he sat down to sign the record book ... *but as regards the absolute critical lift inspector's course arrangements, the settled dust points to ZERO action having taken place.*

Perhaps Chairman Mr Hennie Hudson of ECSA's LIRC should make more noise ... *after all, it's his committee that adjudicate applications by aspirant lift inspectors.* We were hoping that DoL would for once be more pro-active and take the bull by the horns, but alas, the wheels of bureaucracy turn equally as slowly. Quo vadis?



## TAKING YOU UNDERGROUND

The best way to get to the underground subways in London, New York, Delhi, Beijing, Tokyo, Stockholm, Rome and even Moscow

... *is by escalator!* We can now add a new dimension with South Africa's Gautrain, where ThyssenKruppe were awarded the contract.

With energy and environmental issues becoming more critical, and with half of the world's population living in urban areas, the importance of public transportation is growing all the time.

The latest major RSA building contract is the new head office building for Alexander Forbes at 115 West Street, Sandton. Apart from the 11 MRL and MMR (mini motor room) lifts, there are 14 escalators to serve the upper seven office floors. The whole design concept of this building is to make it the epitome of 'Green Buildings' in South Africa, an absolute benchmark in every way possible. The whole lift and escalator contract was awarded to Schindler Lifts.



## 600 KM ACROSS THE ICE ...

Many of us must have relished watching the magnum 30- to 40-tonne trucks driving the 600-odd kilometers across the Canadian Northwest territories to reach the rich Diavik Diamond Mine. It is an annual event, totally tied to the weather, waiting for the lakes and bogs to freeze up for the 8 to 10 weeks of deep-winter every year.

The temperatures are recorded at an average -25°, but drop as low as -45°, yet the truckers wend their merry way through a semi trans-Siberian type wilderness,

trucking food, fuel building materials and even lift components. Kone were awarded the several lift installations within the mining and office plants.

We did some homework, with Bonnie surfing the Google webs, to extract more information. We were always of the opinion that the highest lift installed in Europe was the Fùrigen Hotel in the Swiss Alps, with a Schindler lift installed

circa 1929. We visited there in the mid 80's with the late lift management gurus Rene Hassler and Dr Peter Haffner. We cannot recall the actual height above sea level as GPS's were not available then, but it is so high that the hotel is snow-bound even in summer.

Now we see that the highest lift is reputedly the *Aiguille du Midi* installed in the shadow of Mt Blanc. One requires to take the cable-car from Chamonix to the 'restaurant in the clouds'. Although this recently renovated Kone lift installation is a hefty 62m travel for its four stops, the motor room is apparently at the 3842m level. Hennie Hudson of Kone Johannesburg has confirmed the installation to be a TMS600 V3F overlay at 3,5 m/s. Certainly an impressive installation by any standards.

We are sure that many of our colleagues have travelled up the cable-car or *rad-spoor* train to reach Pilatus Kulm Hotel near Lucerne in Switzerland. We had the privilege of assisting Reudi Weisbaum, Canton Chef for Schindler's Bern Oberland in the early 1990's to commission the then new Miconic 'E' with V3F drive. We slept overnight in the hotel, where our bedroom was a paltry 10m from the motor room door. Although only at approximately 3200m elevation, the temperature gauge on the hotel's stoop registered -18°, exceptionally cold by our South African standards.

Perhaps colleagues Peter Murray of Mitsubishi and Gavin Pretorius of Otis can forward us some interesting installations that they have around the world. We relayed a similar request to colleague Hennie Hudson, where the 'interesting' was defined as anything outside our expectation of extraordinaire. He replied smartly with an e-mailed photo (below).



Currently being commissioned, are 16 lifts and two escalators in the above **Capital Gate Tower (CGT)** in Abu Dhabi. Compared to the famous **Leaning Tower of Pisa**, this 160m tall building cantors 18° off centre. CGT will apparently house offices and residential apartments. Hennie did not advise contract speeds and loads, but we would like to hear more about the 18° cantor, for surely the lift shafts will be vertically plumbed, or will they?

Hennie Hudson threw in a bonus article, *crunching numbers!* A Kone communication claims that Kone move up to half a million

people in its vertical transport daily. We recently saw a Schindler article with a similar claim. Could our colleagues at Schindler, Otis and Melco perhaps forward us with their professed people-movement claims? Although analytically academic, it is nonetheless news-worthy. Hennie advises that their traffic movement is based on approximately 750 000 lifts, escalators and auto-walks currently under service contracts world-wide.

Extrapolating these mega-figures one may arrive at the conclusion that this major lift company is moving upwards of the whole world's population every month ... *certainly mind boggling!*

*"Happiness is not a goal - it's a by-product of our daily actions at home and at work."*  
Eleanor Roosevelt

## WHERE ARE THEY NOW ...?

Sorry, no feedback received ...!

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*« Ignorance of FACT is no excuse. »*