lift Industry News

A UK-BASED MAGAZINE WITH A GLOBAL OUTLOOK FOR THE LIFT AND ESCALATOR INDUSTRY

NEWS » VIEWS » PEOPLE » SAFETY » TRAINING » STUDY

ELECTRONICS

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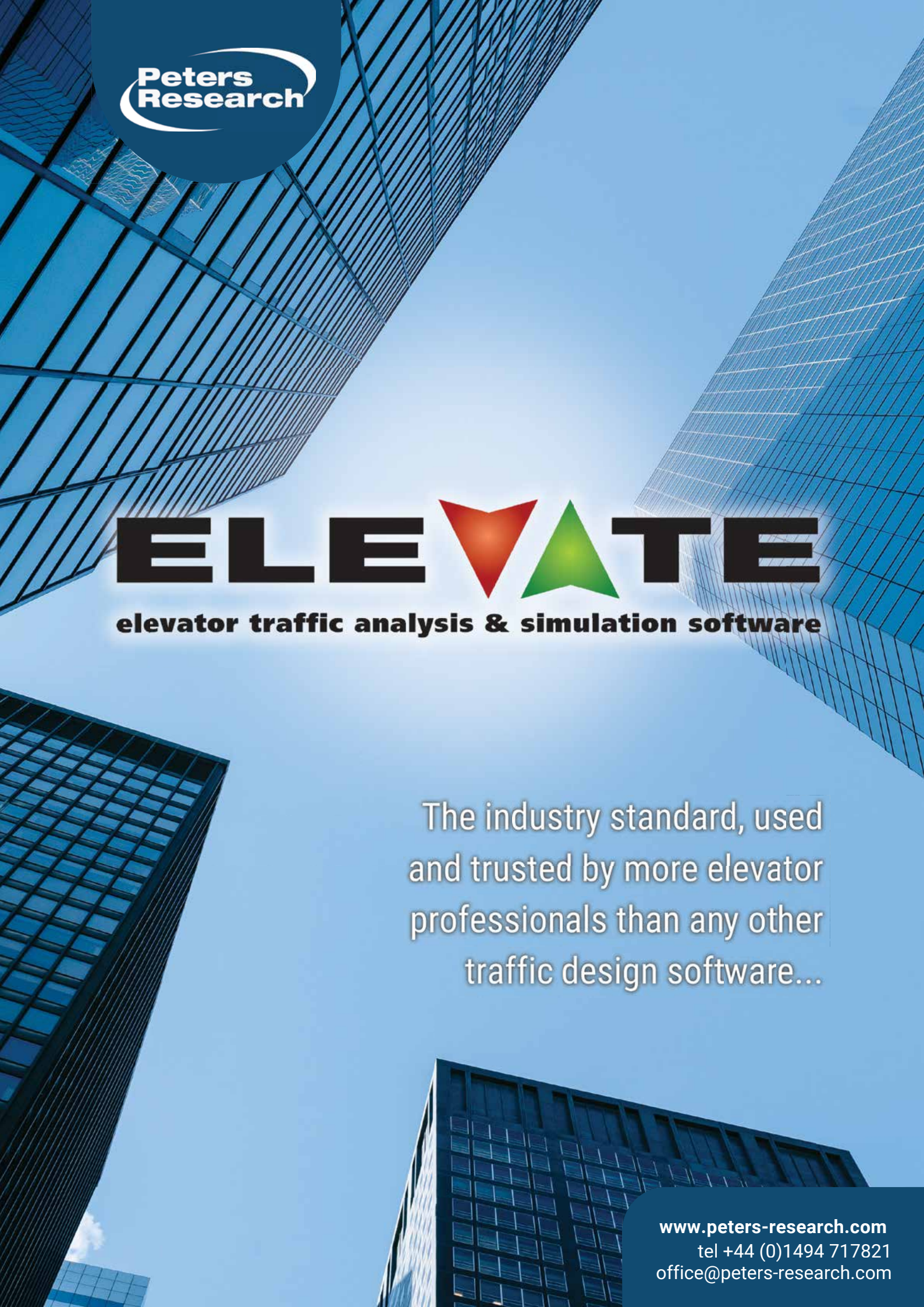
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OLIVER GREENING
OVERVIEW

For this special edition of Lift Industry News with a focus on LIFTEX, we welcome Oliver Greening, Show Director.

I am delighted to welcome you to the April edition of Lift Industry News as the countdown to LIFTEX 2025 is well and truly underway.

It has been three years since the last LIFTEX and the build-up for this year has been amazing! The show sold out by the end of June last year, and we had to extend the floorplan to accommodate the demand. We've got exhibitors from the UK and representation from: Croatia, Germany, Greece, Italy, Spain, Sweden, Switzerland, The Netherlands and Turkey with 28 new exhibitors joining for the first time. Exhibitors are going bigger and better than ever before with their brand presence.

Take a look at who is exhibiting from page 28 and read our useful tips for getting the best out of your time at the show on page 26.

Aside from the packed exhibition, we've compiled another comprehensive seminar programme.

A key feature will be the Building Safety Act and its implications for the lift and escalator industry, as well as those who manage and specify lifts and escalators.

In addition, we'll cover the topics of modernisation, evacuation, standards and regulations. Regular LIN columnist Rachel Smalley is talking about the critical role of evacuation lifts in modern building safety and my colleague from LEIA's Quality & Technical Committee, Ian McGregor is breaking down the Fire Safety (England) Regulations 2023 into straightforward, actionable terms. Find out dates and times on page 24.

And talking of standards, on page 66 Graham Barker from Cundall provides an overview of the key changes and updates in BS9991, new evacuation lift requirements for fire safety in residential buildings.

LIFTEX plays a vital role in supporting the lift and escalator industry, and we are delighted that ILE will be showcasing their new brand at the event, celebrating 50 years in the industry. Happy Golden JubILEe! There is an interview with MD Nancy Lycett on page 48.

The lift and escalator industry really is a community and Ted Barks on how important community is on page 89. Coming together at events like LIFTEX is so important for us all, the social aspects are as important as the deals done. No other UK event brings together so many key decision-makers in the lift and escalator industry in just two days.

I look forward to seeing many of you at LIFTEX in June, thank you for your support and enthusiasm for the show!

PS: And don't forget to pop by the Lift Industry News stand (G1) and say hello!

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LIFTEX 2025

Now in its 37th year, LIFTEX 2025 returns to London's ExCeL this June (11-12th). LIFTEX is the UK's only dedicated exhibition for the lift, escalator and access industry and takes place only once every three years.

This year, the show welcomes 100 exhibitors from 14 countries, with 28 companies exhibiting for the first time.

We have all the details from page 22 onwards.

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CALENDAR 2025/26

May 06 - 08

Expo Elevador
May 6-8

SÃO PAULO, BRAZIL

May 15 - 18

Asansör
May 15-18

ISTANBUL, TURKEY

May 21

ELA General Assembly & Conference
May 21

WARSAW, POLAND

June 11 - 12

LIFTEX
June 11-12

LONDON, UK

June 17 - 19

Elevcon
June 17-19

LISBON, PORTUGAL

July 03 - 05

Lift City Expo
July 03-05

CAIRO, EGYPT

July 11 - 13

Elevators & Funiculars of the World
Second International Congress of Industrial Heritage
July 11-13

SANTIAGO, CHILE

September 23

CIBSE Guide D 2025 launch
September 23

KETTERING, UK

September 24 - 25

Lift & Escalator Symposium (LES)
September 24-25

KETTERING, UK

October 14 - 17

Interlift
October 14-17

NUREMBERG, GERMANY

November 19 - 20

elementalLONDON
November 19-20

LONDON, UK

November 19 - 21

GEE Global Elevator
November 19-21

MILAN, ITALY

December 02 - 04

ISE Africa
December 02-04

NAIROBI, KENYA

February 10 - 12

Cairo Lifttech
February 10-12

CAIRO, EGYPT

April 14 - 16

Lift City Expo
April 14-16

RIYADH,
SAUDI ARABIA

May 20 - 23

World Elevator & Escalator Expo
May 20-23

GUANGDONG, CHINA

September 21 - 23

The Elevator Show Dubai
September 21-23

DUBAI, UAE

October 20 - 22

Lift Expo Poland
October 20-22

WARSAW, POLAND

October 28 - 30

Lift Expo Italia
October 28-30

MILAN, ITALY

December 03 - 05

ISEE India
December 3-5

NEW DELHI, INDIA

LIFTEX 2025

Now in its 37th year, LIFTEX is the UK's only dedicated exhibition for the lift, escalator and access industry and takes place only once every three years. The 2022 event saw a 22% increase in attendance, attracting 4,000 attendees – the biggest yet - with over 100 exhibitors from 12 countries, including the UK, Croatia, Germany, Italy, Spain, Sweden, Switzerland and the USA. LIFTEX features an exhibition of over 100 suppliers, alongside a programme of free seminars. Hosted by industry experts, sessions will cover topics such as safety, evacuation, modernisation and the latest standards and regulations.

ELEVCON 2025

Elevcon 2025, the 24th International Congress on Vertical Transportation will be held June 17-19, 2025 in Lisbon, Portugal. The Elevcon Congress brings together subject matter experts, professionals and enthusiasts from across the industry to explore the latest developments, exchange insights, and foster collaboration. With a three-day professional programme featuring presentations, panel discussions, workshops and networking opportunities, there will be ample opportunities to learn, connect and expand horizons. Dr. Marja-Liisa Siikonen, M.Sc, Ph.D. from MLS Lift Consulting Ltd., Finland is once again the Elevcon Congress Chairwoman & Programme Manager.

What do you need to do to satisfy the main contractor?

POINT OF VIEW

by Len Halsey

Moving from working for a major international lift manufacturer to working for a property developer/main contractor opens up a new world in understanding how buildings are built and the things that are important to the main contractor. It takes time to stop thinking as a contractor and start thinking as a builder. Seeing how major projects are managed, through design coordination, procurement and trade sequencing, provides a completely different view to that experienced as a vertical transportation (VT) contractor. The view from the other side of the table is both enlightening and informative.

The first thing you realise is that designing and constructing buildings is a complex process where sequencing and timing is everything. Here the role of the planner is crucial in achieving a successful outcome. In the world of lifts there is little visibility of the bigger picture, with the focus on the builder providing everything necessary for the lift contractor to start their works and facilitate progress by ensuring interfacing trades do their part on time. This is generally set against the VT contractor's programme, which is used to establish what is needed to get the lift contractor started, together with planning the works of following trades as the lift installation progresses.

While all this sounds quite straight forward, in the background a much larger picture is at play, and is often one that the lift contractor fails to see, or has little appreciation of. On major projects it is not unusual for the main contractor to want to meet the VT project manager (PM) designate and in effect, interview them to assess their knowledge, experience and suitability for the role. In this process a frequently asked question would be along the lines of, 'what do you think are the most important things in delivering this project?'.

The usual responses are comments such as, delivering on time and on budget, keeping to programme and working with the main contractor to achieve customer satisfaction. From the main contractor's perspective these types of responses are a given, to be expected from any VT contractor. The truth is, the question is posed to see if the PM has a wider and deeper understanding of where the potential impediments are to achieving a successful project. These are seen differently by the main contractor and in my experience fall in to two distinct areas; logistics management and interfaces. These two key areas are where the VT contractor meets the day to day management of the site and comes face to face with other trades, and it is here things have the potential to go wrong and disrupt the running of the building and potentially bring delays.

From the main contractor's standpoint how the lift is installed and what happens in the shaft is of passing interest, it is seen as a process developed by the VT contractor. Where this process meets the building structure and other building systems is an area where the main contractor's attention is drawn; this is where trade coordination is required and major difficulties can arise if not fully understood and managed. You don't have to look far to realise that lifts interface to a whole network of systems and structural elements that can be complex and require close attention to detail. Concrete, steelwork, dry lining, blockwork, fire stopping and architectural lobby finishes are a few examples of key areas where careful attention is needed to understand how the interfaces are achieved and who does what in terms of scope and sequence. This can be fraught with difficulties, failure to understand what's required brings the potential for things to fall between the gaps and is a potential minefield.

From my experience this is an area where many VT contractors fail to focus their efforts, with resultant disputes around scope, costs and delays.

Besides structural, interfaces to other building systems is another area where major difficulties can arise if not properly understood. Fire alarms, emergency power, security, BMS systems, communications and increasingly, the Internet of Things (IoT), are all areas where it is necessary to have a full understanding of what is required. Key to these interfaces is not only technical compatibility, which itself may be challenging, but understanding who does what between the trade contractors involved. Who provides the interface, where it is located, who wires and connects which parts, the position and space take of equipment in remote locations, who provides the containment, all need to be fully established long before the work commences. Failure to tie down the details at an early stage can be expensive and result in significant delays and disputes.

It seems obvious but a failure to fully understand and appreciate all details of the interfaces is an area where VT contractors can trip up, often with unwanted consequences.

The other area where the main contractor has a significant interest is in logistics management, and here it is interesting to see the contrast between how the VT contractor sees the matter compared to the main contractor. From the VT contractor's standpoint it is about the smooth flow of materials to site and their distribution to the workplace to allow for an efficient installation. From the main contractor's position the key is to avoid VT materials blocking up lobbies and common areas, causing disruption to the general running of the site.

While this is essential in the day to day running of the site there is a much bigger picture at play.

Logistics management has a wider aspect that not only covers the day to day but also encompasses monitoring factory production, consolidation and the shipping of materials from all sources, be they in house or subcontracted. It also extends to subcontracted site works, ensuring that both labour and materials are available at the right time to undertake the work. Coordinating what can be a significant number of subcontracted works is all seen as falling under the umbrella of logistics by the main contractor.

Tracking manufacturing can often be difficult given that many international companies are structured around global sourcing, with components coming from factories around world, each with varying lead and shipment times. However, a delay on major interface components can make for significant difficulties at site level. Late machine room equipment can mean delaying closing off the roof or the take down of temporary access provision. Delayed entrance equipment means a delay to following trades in the lift lobbies and all the consequences (claims) that may follow.

It doesn't take a lot to see that logistics management in the wider sense makes for good management of a project and has significant benefits for both the VT and main contractor. Factory visits by the logistics manager to monitor progress generally focuses the mind and brings the benefit of building relationships and understanding of how factories work. As part of this process it is always good, in my experience, to go through the specification and ensure there is a thorough understanding of what the factory is expected to deliver and where other materials/works are provided by subcontractors.

This has obvious benefits and hopefully ensures there are no surprises when the materials arrive on site. However, from experience this approach isn't always appreciated and understood by the lift company. This has resulted in many items falling through preventable gaps bringing delays and expense that could have easily been avoided with proper logistic management.

So, having discussed the merits of focusing on interfaces and logistics, is there another area where VT contractors could benefit from a change in their approach to major projects? The one area that stands out for me is having a planner, someone who oversees the site activities and actively monitors progress in each phase of the works. In all of my years of working on major projects I can barely recall having seen a programme on the wall of the site office which tracks progress and for which those on site are responsible for delivering. Speak to the operatives on site and mention that an activity is due to be completed by the end of the week/month and you are generally greeted with the comment, 'no one told me'. Often in site meetings the VT management team make commitments to meet dates and these are not reflected in updated programmes or communicated to the site operatives responsible for the work. We are all aware of the benefits to be had from good planning, an accurate assessment of where you are against both the programme and the project financial plan, early flagging of risk, better cash flow where staged payments are involved, to name a few. We should remember that old maxim, failing to plan is planning to fail!

I would like to think what has been discussed is seen as constructive as well as offering some insight to the view from the other side of the table. I'm confident that attention to interfaces and logistics management will pay significant dividends in delivering successful projects. Add to this good planning and we are a lot nearer to answering the question, 'what do you think are the most important things in delivering this project?'

BIOGRAPHY

Len spent a major part of his career with Otis, holding senior technical and managerial positions in construction, modernisation and major projects before joining Canary Wharf Contractors in 1998. Working with vertical transportation contractors, consultants and interface trades Len was responsible for lift and escalator installations on major high rise developments before being appointed Vertical Transportation Design Manager in 2002.

Working with signature architects and major international VT consultancies, Len worked providing design solutions in complex high rise buildings and across the developments portfolio, including infrastructure, retail, residential and public transport projects. He was appointed Project Executive for Vertical Transportation Systems in 2015 and fully retired from Canary Wharf in 2023. He is now an independent consultant.

He is a former chair of the CIBSE Lifts Group

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SAFETY FIRST

Is a lack of maintenance reasonably foreseeable...? please discuss

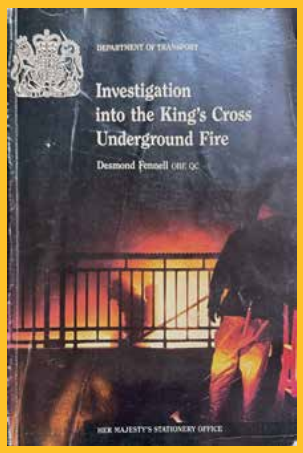
In edition 6 I penned a piece entitled "Don't lose your bearings". Since then I have been engaged in a discussion with a fellow ex industry engineer who takes the stance that a lack of or poor maintenance is not foreseeable. I completely disagree but want to clarify my position is about maintenance and not necessarily condition at this stage. We all know lift or escalator owners who don't want to spend any money on their assets, what I am talking about is where the requirements of even a basic maintenance contract are not met by field operatives. We all know the fact that a lift on a basic contract that breaks down attracts an invoice to the end user. What the end user doesn't know is whether the breakdown was as a result of a lack of maintenance or indeed, poor maintenance. The basic contract requires a unit to be cleaned, adjusted and lubricated so when you see a heavily begrimed shaft, a gearbox sounding like a back of nails because it has a low oil level or an inductor missing a signal because the guide shoes are out of adjustment. Note I say out of adjustment there and not so badly worn that the end user needs to put their hands in their pocket for new guide shoes. I would happily stand in the witness box and argue that a lack of or poor maintenance is reasonably foreseeable.

For those who don't have a basic legal background or experience, "Reasonably foreseeable" is a legal term that means something was likely to happen or be expected to happen. It's used in contract and tort law to assess whether a person could have anticipated the consequences of their actions. Tort law is a civil law that deals with when someone's actions cause harm to another person. In my case this is when someone fails to maintain properly or doesn't maintain at all and the end user suffers loss. That loss may be loss of the use of the asset, damage to components requiring premature replacement, loss of reputation etc.

I write this column with some trepidation as I know that there are companies out there who pride themselves on providing good maintenance, but it doesn't stop at the threshold of the office, it has to be transmitted to the field. Perfectly good companies out there have some operatives who either can't be bothered or don't know how to do their job properly. I ask the leaders of our industry to raise the bar and by that I mean all leaders, as some are letting others down at the moment.

So why does it matter?

Cleaning: There will be few people who aren't aware of the fire on the escalator at Kings Cross. Admittedly it is thought to have been started by a cigarette like the Bradford stadium disaster, but I am sure I don't need to remind people about the risks associated with fires. A dirty work environment can also introduce other risks such as contact with undesirable objects like discarded syringes.



Adjustment: Poorly adjusted components such as suspension ropes, brakes etc do contribute to premature component wear as well as affecting the reliability of the unit. Suspension ropes are, of course, part of the critical traction ratio and if not properly adjusted can allow slip (obviously you have to get the design right in the first place) and a poorly adjusted brake may affect the holding ability although the photograph I am using is from an old single speed unit from many years ago.

SUSPENSION ROPES

BRAKE SPRINGS

Lubrication: I covered this in edition 6 but poor lubrication can cause gearboxes to perform badly and bearings to fail. In the photograph below you can see an idle line diverter bearing that has failed even though it has a grease nipple that appears to have been dormant for years and an outboard bearing that must have been missed on many many maintenance visits as that doesn't happen overnight.

BEARING 2

For the unscrupulous who don't care because the end user ends up footing the bill for poor maintenance, the fact is simple. This is why end users end up paying consultants to audit their assets, but let's not get into a debate about the quality of some of the consultants :)

BIOGRAPHY

EurIng Prof. David Cooper MBE

BSc (Hons), MSc, MPhil, CEng, FIET, FCIBSE, FSOE, FCGI,

David Cooper is the CEO of UK based lift consultants LECS (UK) Ltd. He has been in the lift & escalator industry since 1980 and is a well-known author and speaker. He holds a Master of Philosophy Degree following a 5-year research project into accidents on escalators, a Master of Science Degree in Lift Engineering as well as a Bachelor of Science Honours degree, Higher National Certificate and a Continuing Education Certificate in lift and escalator engineering. He is a co-author of "The Elevator & Escalator Micropedia" (1997) and "Elevator & Escalator Accident Investigation & Litigation". (2002 & 2005) as well as being a contributor to a number of other books including five editions of CIBSE Guide D. He is a regular columnist in trade journals worldwide including Elevation, Elevator World, Elevatori and Lift Industry News. He has presented at a number of industry seminars worldwide including in Thessaloniki, Munich, Shanghai, San Francisco, Melbourne, Zurich, Barcelona and Vienna as well as numerous presentations within the UK.

He is also a Founding Trustee and Chairman of the UK's Lift Industry Charity which assists industry members and/or their families after an accident at work. In 2012 David was awarded the silver medal by CIBSE for services to the Institution.

David also Chairs the charity that runs the Lift Symposium and is an Honorary Visiting Professor at The University of Northampton. He also sits on the Board of CIBSE. In 2021 he was awarded the Sir Moir Lockhead Award by the SOE for 30 years dedication to safety in the lift & escalator industry.

In 2023 David received an MBE in the King's Birthday Honours list for services to lift & escalator engineering.

BEHIND THE SCENES AT LEIA

Team news

LEIA welcomes two new team members

Fiona Quinney joined the team at the end of October as Finance Manager. Fiona has extensive experience across a range of industries, including entertainment and construction.

Rosanna Williamson joined in February in a new role as Head of Learning, Education and Development. Rosanna has worked in the construction, technology and higher education sectors and will have strategic oversight of the LEIA education and training provision, the Educational Trust and Qualification Centre.

2025 is the year of recalibration for LEIA

LEIA has embarked on "Recalibration 2025", a year-long initiative that will see association staff and members working together to shape the support and services provided by their association. Recalibration 2025 was launched at the LEIA Council meeting in London on 13th February where significant time was set aside for focus group discussion. Representatives from the LEIA management board, member companies and association staff engaged in deep conversation on topics including, business needs, association services and members' relationships with the association.

Nick Mellor, LEIA's Managing Director said "It's important to ensure the association is delivering the leadership, support and guidance members need to prosper in uncertain times. We can only achieve this by actively engaging with all our members to better understand their current concerns, needs and ideas – it's time to recalibrate!"

Further focus group sessions are planned at Council meetings this year as LEIA takes the Recalibration 2025 conversation on the road, and to members around the UK.

Apprenticeships update from Karen Slade, Head of End-Point Assessment, LEIA Assessment

National Apprenticeship Week

National Apprenticeship Week took place back in February, focusing on the theme 'skills for life.' We celebrated the week by showcasing some of our apprentices and employers who have been through the end-point assessment process, including a chat with Danny Garaway, MD of Target Lifts who started his career in the industry as an apprentice and now manages a successful scheme. You can read them all on the LEIA Assessment website ***(www.leia-assessment.co.uk)***.

Ben Behai from Sunbelt Rentals, Lifting Engineer

Danny Garaway from Target Lifts

Joseph Ciesielski, Stannah Lift & Escalator Electromechanic (Lift Service & Repair) Apprentice

Apprentice standard update

LEIA is now approved to offer ST0847 Engineer Surveyor EPA and are working to develop assessments ready for delivery in the summer.

The ST0252 Lift and Escalator Engineering apprenticeship standard has been officially approved by the Secretary of State and the Institute of Apprenticeships and Technical Education, following an extensive period of re-development. The updated version will include assessments allowing apprentices to demonstrate their knowledge, skills, and behaviour more effectively. In line with current guidance, the mandatory NVQ qualification is now removed from being a requirement of the apprenticeship. In addition to the content and assessment changes, the Standard has been awarded a new funding band of £25,000, a £4,000 uplift to the current version. It is open for registrations from 1 April 2025.

Removal of Maths and English mandatory attainment

Back in February, the Department for Education announced that it will boost starts and remove barriers to achieving apprenticeships by:

- Allowing an employer to decide whether adult learners over the age of nineteen when they start their apprenticeship course will need to complete a level 2 English and Maths qualification (equivalent to GCSE) in order to pass it.
- Reducing the minimum term for an apprenticeship to 8 months, from the current 12 months.

Assessors and IQA wanted

LEIA Assessment is looking for the following associate self-employed staff members:

- Lift installation / Service & Repair End-Point Assessor ideally based in the Northwest,
- Lifting Equipment Technician End-Point Assessors x 2.

Both EPA roles will require an element of travel, and the requirement to complete an assessment qualification which LEIA may be able to assist with

- Lift and Escalator Lead Internal Quality Assurer with a background in general engineering as a minimum and ideally an IQA qualification.

The remit of the IQA role will include IQA of our principal standard ST0252, Standardisation planning, managing a small IQA team and supporting the wider assessment team, risk rating monitoring, CPD submissions and Ofqual compliance within the remit of quality.

For an informal conversation or to submit a cv please email ***epa@leia.co.uk***

All these roles would be suitable for self-employed individuals / small business owners, or those looking for a small income into retirement.

Rosanna Williamson, Head of Learning, Education and Development

Education and training seminar

LEIA hosted its first Education & Training Seminar in London at the start of the month. There was a great turnout and we focused on:

- Building Safety Act: organisational capability and individual competence
- LEIA Competency Plan
- Apprenticeships: employer support and funding regulations
- The revised Lift and Escalator apprenticeship
- Qualification Centre update

Distance learning cut-off dates

A reminder that the LEIA Distance Learning enrolment for May closes on 15th April.

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2025 liftex INTERNATIONAL

11–12 JUNE ExCeL, LONDON

LIFTEX is the only dedicated exhibition for the lift, escalator & access industry in the UK

LIFTEXSHOW.COM

Top 5 reasons to attend

New products and services showcased by 100+ UK & International exhibitors

Free seminars Addressing topics such as modernisation, evacuation, safety, updates on standards and regulations, and the impact of the Buildings Safety Act on the industry.

Know how to optimise your infrastructure and plan for future requirements

Stay up to date with safety and training

Come together to see old and new colleagues and friends

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Official Media Partner: Lift Industry News

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COUNTDOWN TO LIFTEX 2025

Now in its 37th year, LIFTEX returns to London's ExCeL this June (11-12th) and is the biggest yet. LIFTEX is the UK's only dedicated exhibition for the lift, escalator and access industry and takes place only once every three years.

This year, the show welcomes over 100 exhibitors from 13 countries, with 28 companies exhibiting for the first time.

Beyond the exhibition floor, this year's popular free seminar programme reflects the industry's current challenges. Sessions will address recent changes in building safety regulations and lift standards, with LEIA and other industry experts providing guidance on evolving compliance requirements.

"For those seeking to navigate new legislation and British Standards, the show offers a comprehensive resource. LEIA representatives will be available throughout to discuss these changes and highlight professional development opportunities through their distance learning and LEIA Assessment." *says Oliver Greening, LIFTEX Show Director*

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PLANNING YOUR VISIT

With so much to see, how can you make the most of a visit to LIFTEX? Here's some advice from the exhibitors themselves:

"Have a plan in mind. What are you looking for? Speak to the people on the stands and don't be afraid to ask questions like what support do they have. Speak to other people that have used that equipment to gauge reliability and ease of installation and enjoy a catch-up."
Lee-Roy Rushforth, Technical Sales Director, PR Lift Equipment

"The two days will fly by! I would suggest plan ahead, try and book key meetings in advance and ensure each supplier has the right staff member on hand to meet with you and discuss your individual requirements."
Daniel Williamson, Managing Director, DSW Solutions

"Take it all in, speak to people, network, build contacts and enjoy the experience of others enjoying the same interests as yourself. See you all there!"
Chris Short, Lift Portfolio Trainer, Eastwood Park Training Centre

THIS YEAR'S SHOW IS THE **BIGGEST EVER.**

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WHAT'S ON IN THE SEMINAR THEATRE?

Don't miss the ever-popular seminar programme. Topics include modernisation, evacuation & safety, regulatory updates and The Building Safety Act - understanding its impact on specifiers and building owners, along with associated secondary legislation.

Capability and competence

Nick Mellor, MD LEIA

The Building Safety Act is driving a renewed focus on how every stakeholder in the supply chain can demonstrate their organisational capability. A critical aspect of this involves managing the competence of individuals in field roles. This presentation will explore strategies for competence management and showcase recent work on industry guidance.

Revision of BS 5655-11 – Code of practice for the undertaking of modifications to existing lifts

Micky Grover-White, Technical Manager, LEIA

A number of lifts in use in the UK today were installed over 20 years ago and would generally have been installed to the safety level appropriate at time of installation. These lifts if not improved would have a lower level of safety than a more recently installed lift, following today's state-of-the-art for modern technologies. This and the added complications surrounding type examinations and defined parameters means that a full revision of BS 5655 parts 11 and 12 is required for the lift industry.

Future-proofing buildings with evacuation lifts

Rachel Smalley, Head of Inclusive Design, Jacobs

This essential session will explore the critical role of evacuation lifts in modern building safety. Drawing on her extensive experience across government, planning, and regulatory bodies, Rachel will examine different end user group requirements, how these lifts enhance building functionality, and align with current policy frameworks. This presentation offers valuable insights for building owners, facilities managers, engineers, and lift industry professionals seeking to implement inclusive safety solutions that meet policy and end user requirements while future proofing their properties.

Join us for a comprehensive overview that bridges technical requirements with practical implementation strategies.

The session will cover:

- The groups of people who may require or benefit from evacuation lifts
- How evacuation lift integration enhances the overall building useability and future-proofs
- The policy landscape, standards and guidance
- Implementation challenges – practical considerations for retrofitting existing buildings versus new construction planning
- The long-term benefits of evacuation lifts beyond regulatory compliance

Fire Safety (England) Regulations – duties of responsible persons

Ian McGregor, QTC Co-Chair, LEIA

Join us for this practical session where we break down the Fire Safety (England) Regulations 2023 in straightforward, actionable terms.

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Since January 2023, these regulations have introduced critical new requirements for those legally responsible for fire safety in high-rise residential buildings.

Ian will guide you through:

- Where the Fire Safety (England) Regulations (FSER) apply.
- Who qualifies as a "Responsible Person".
- The lift-related simple checks you need to undertake.
- The frequencies of these simple checks.
- Where you can find checklists and practical advice.

Whether you're a facilities manager, building owner, or an industry professional, this session clarifies the legal responsibilities under the FSER and provides practical advice for ensuring compliance.

This session combines regulatory know-how with practical implementation strategies.

Understanding BSI MHE4 and EN ISO 8100-1 & 8100-2: Implications for Compliance and Best Practices
Dave Searle LEIA QTC

Join Dave for a must-attend seminar on the implications of BSI MHE4, focusing on EN ISO 8100-1 and 8100-2. This session will provide critical insights into regulatory updates, how they impact lift design, installation, and maintenance, and what they mean for compliance, safety, and best practices.

*Seminar information correct at time of press.

SEMINAR TIMETABLE
WEDNESDAY, 11 JUNE 2025

11.30
Welcome & Introduction
Nick Mellor

11:40
Capability and competence
Nick Mellor

12:00
Revision of BS 5655-11 – Code of practice for the undertaking of modifications to existing lifts
Micky Grover-White

12:20
Future-proofing buildings with evacuation lifts
Rachel Smalley

12:40 - 13:00
Q&A with expert panel

SEMINAR TIMETABLE
THURSDAY 12 JUNE 2025

11.30
Welcome & Introduction
Nick Mellor

11:40
Understanding BSI MHE4 and EN ISO 8100-1 & 8100-2: Implications for Compliance and Best Practices
Dave Searle

12:00
Future-proofing buildings with evacuation lifts
Rachel Smalley

12:20
Fire Safety (England) Regulations – duties of responsible persons
Ian McGregor

12:40 - 13:00
Q&A with expert panel

10 TO GET THE MOST FROM YOUR VISIT TO WAYS LIFTEX

With over 100 exhibitors on display, a visit to LIFTEX can be overwhelming. Where do you start? Who do you meet first? How do you maximise your time; and how do you fit in those free educational sessions?

1. ***Pre-register*** – you'll receive the latest show updates and information so you can plan ahead.

2. Book travel and accommodation well in advance. Our partner EventExpress can help you secure preferential rates.

3. Follow us on social media for up-to-date information. We post throughout the show and can remind you of educational sessions starting imminently or interesting things happening around the event you may have missed. Find us on LinkedIn, X or Instagram and use the hashtag #Liftex2025.

4. Look at the floorplan and exhibitor list before you arrive and make a shortlist of those companies you want to meet. Many of our exhibitors are on social media so it is also a good idea to contact them in advance and even schedule an appointment at the show as the stands can get extremely busy.

5. If you're unsure which companies you need to meet, look at our exhibitor list and filter by the category you're interested in. This will help you to shortlist companies, from alarm systems to stairlifts.

6. Check out the free seminar sessions and timings and plan meetings around the sessions you want to attend.

7. Arrive at free seminar sessions 10 minutes early – as they are seated on a first-come, first-served basis, so it's always good to get there early as it's often standing room only!

8. Come and say hello to the team on the LEIA stand E42 and find out how it can help your business. Our team can offer lots of free guidance and advice.

9. Bring your colleagues! LIFTEX only takes place once every three years so your next opportunity will be 2028.

10. Last, but not least, don't forget to grab some lunch. This is a common problem with many visitors and exhibitors fuelled purely by sweets from the stands alone. There are lots of good eateries at ExCeL on the main concourse.

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HOW TO GET THERE

ExCeL London
Royal Victoria Dock
1 Western Gateway
London
E16 1XL

ENTRANCE TO LIFTEX 2025 IS:
Off the Boulevard via the S5 Entrance

OPENING TIMES

WEDNESDAY 11 JUNE 2025
9.30am – 5.30pm

THURSDAY 12 JUNE 2025
9.30am – 5.00pm

GETTING THERE

Getting to ExCeL London couldn't be easier!

There are multiple ways of travelling to ExCeL, London:
Elizabeth line
(Custom House station)

Underground and DLR
(ExCeL can be accessed via two DLR stations: Custom House and Prince Regent)

Cable car or Uber Boat

Plus, there is parking for 3,700 cars and an international airport 5-minutes away.

Visit the ExCeL website for full travel info.
https://www.excel.london/

LIFTEX 2025

A&A ELECTRICAL DISTRIBUTORS LTD – LEIA Member	C2
A&S Lifts	G2
Advanced Handling Ltd	C1
AKE Escalators	A20
ALGI	E32
Alimak - LEIA Member	B20
Alliance Platform Lifts Ltd - LEIA Member	E16
Amalgamated Lifts - LEIA Member	D20
Anywhere Sim	G43
Atwell International Limited	D22
BEW Lift Division	D6
Borel Lift D.O.O.	D4
Braxos	F36
Brugg Lifting AG	B32
Carlos Silva Sau	A18
CEDES AG	A14
CMAlifts	A30
Cobianchi Liftteile AG	C26
Construct Lifts	G37
CP Automation Ltd	C22
CTV Lifts, S.L.	D10
Dewhurst Limited	F22
Digital Advanced Control Ltd - LEIA Member	C16
Drucegrove	F12
DSW Solutions	A12
E.P. Elevatori Premontati S.R.L	G20
Eastwood Park Training Centre	G14

Edmolift Lyfthus	A32
Electrotech	A6
Elevated Engineering Services N.W. Ltd	F1
Encoders UK Ltd	G22
ESM Software	G4
Evans Turner	F10
Fieldboss	G45
Fujitec – LEIA Member	D20
G-Tex Stainless Ltd	A4
Garan Elevator Load Weighing	C32
Gartec – LEIA Member	B12
Genemek	D1
Global1Partners - LEIA Member	C12
Goodwoods Ltd	A16
GRD Lifts & Engineering Services Ltd	D13
Hissmekano	G24
Horsler Lift Services Limited	E1
Hydroware	E26
Ilion Co Ltd	G36
IMEM Lifts / Global Lift Equipment	F4
Inita	G44
International Lift Equipment - LEIA Member	B6
J&L Elevator Components	C24
Jackson Lift Group - LEIA Member	B2
KAPOK 88	B18
KLEEMANN	E38
Kollmorgen UK - LEIA Member	D8

EXHIBITOR LIST AT A GLANCE

Kone Global Spares	G40
LEIA	E42
Lester Control Systems Ltd - LEIA Member	D2
Lift & Controller Products Ltd	C18
Lift Industry News	G1
Magnet Schultz Ltd	C0
Meiller Aufzugtüren GMBH	D30
Memco by Avire - LEIA Member	F32
Modusystem B.V.	D3
Montanari Group	D12
MP Lifts	F30
Murray Lift Group Ltd - LEIA Member	A2
NDC Elevator Drives - LEIA Member	C6
Onelift	E34
Phoenix Lifting Systems Limited	G10
Platform Lift Company	G16
Power Control Ltd	G6
PR Lift Equipment	C20
PRNS Building Services	G42
RALOE UK Ltd	B22
REROPES Ltd	E4
Rimex Metals	B10
Robert Gerrard - Lift Plan	A8
Safeline Group UK Limited	E22
Safety Assessment Federation Ltd	G34
Sassi Lift Systems Ltd - LEIA Member	C10
Schaefer	E12
Schmersal Böhnke+Partner	G26
Schneider Steuerungstechnik - Lisa	F20
Shorts - LEIA Member	D18
Sicor Italy SRL	E30
SIMSINLIFTS	G18
Stepless by Guldmann	C34
Syntium Lifts	B30
Taylor Lifts - LEIA Member	D16
Terry Lifts - LEIA Member	F34
Thames Valley Controls - LEIA Member	B14
The Lift Box S.L.	E14
TK Elevator - LEIA Member	D14
UK AB-L	G46
Universal Lifting Hire Services Ltd	E2
Vega SRL	D24
Weco Elevator Products Ltd	C30
Windcrest Liftbits Ltd	G32
ZAGRO AG	A10
Ziehl-Abegg UK Ltd	E10

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Instagram:
https://www.instagram.com/liftexshow

Correct at the time of publication.

LIFTEX 2025
Exhibitor Profiles

A&A ELECTRICAL DISTRIBUTORS LTD
Stand C2

A&A Electrical Ltd, with over 40 years of experience, is a leading supplier of high-quality, regulatory-compliant electrical components and lighting equipment for the lift industry. From our headquarters in South Woodford, we stock over 30,000 product lines and are committed to delivering reliable and cost-effective solutions to meet the evolving needs of our clients.

https://aa-electrical.com

A&S LIFTS
Stand G2

A&S Lifts is at the forefront of revolutionising lift communication systems and monitoring technologies within the lift industry. As we move towards a more interconnected future, the integration of IoT (Internet of Things) and AI-driven analytics is set to enhance operational efficiency and user experience. Advanced monitoring systems will provide real-time data on lift performance, predictive maintenance, and fault detection, minimising downtime and ensuring safety.

https://www.aandslifts.co.uk/

ADVANCED HANDLING LTD
Stand C1

For over 40 years, Advanced Handling has been designing & manufacturing lifting solutions for industries across the UK. Using our expertise, we deliver solutions to solve our customers' individual handling challenges by adapting an existing product or designing something completely bespoke. This helps our customers improve health, safety & efficiency in their workplace.

https://www.advancedhandling.co.uk/

AKE ESCALATORS
Stand A20

With 30 years of experience, AKE is a leading manufacturer of escalators, lifts, and components in Turkey. After expanding into Germany and France in 2021, we are proud to establish our UK branch. Our goal is to meet the UK's demand for escalators and moving walkways while supporting modernisation firms with high-quality spare parts.

https://akelifts.com/

ALGI
Stand E32

ALGI specialises in the manufacture of hydraulic drives, support frames and cabins. Energy-saving drives and lift components for hydraulic goods and car lifts have contributed significantly to the company's growth in recent years. Together with NEW LIFT lift controllers, we will present a future-proof hydraulic drive concept at LIFTEX.

http://www.algi-lift.de

ALIMAK
Stand B20

With a robust and reliable design, utilising tried and tested rack and pinion and traction technology, Alimak industrial lifts provide a durable vertical access solution with models available to meet the specific needs of a range of challenging environments. Our service and support solutions also help to improve the efficiency and productivity of your operation, including service packages, preventative maintenance, refurbishments, genuine replacement parts, My Alimak, and training.

https://alimak.com/

ALLIANCE PLATFORM LIFTS LTD
Stand E16

Alliance Platform Lifts is the UK's leading supplier of beautiful, high-quality and dependable bespoke platform lifts. We pride ourselves on our collaborative approach, working closely with architects, property developers, and homeowners to bring their vision to life.

https://al-platformlifts.co.uk

AMALGAMATED LIFTS LIMITED
Stand D20

Amalgamated Lifts Ltd has been a trusted name since 1988, setting the standard for quality, high-end, and affordable lift services in London and the surrounding counties. With over three decades of experience, we specialise in lift installations, repairs, maintenance and modernisation, catering to a diverse clientele in the private, public, commercial, residential, housing, built heritage and facility management sectors.

https://www.al-lifts.co.uk/

ANYWHERE SIM
Stand G43

Anywhere Sim specialises in providing UK multi-network connectivity by seamlessly roaming over all four UK mobile network operators. Our service has been trusted as the primary connectivity method for multiple lift specialists around the UK since 2015. In anticipation of the BT PSTN switch off in January 2027, there is no better time to switch to our Anywhere Lift Sim product, which guarantees longevity at the best possible commercials.

https://anywheresim.com/

ATWELL INTERNATIONAL LIMITED
Stand D22

A UK company specialising in the supply of VG Safety Products™ and associated lift components. Through product development and strong supplier relationships, the company has progressed to offer the extensive range of lift products available today from its purpose-built facilities in Worcester, United Kingdom.

https://atwellinternational.com

BEW LIFT DIVISION
Stand D6

As a dedicated lift division within BEW Electrical Distributors, we supply high-quality lift and escalator parts to the lift trade. With 23 branches across the UK, we provide next-day delivery and stock solutions tailored to your needs. We offer stockholding for problem sites and carriage-paid delivery on orders over £100.

Our brand new Lift Division App makes ordering easy, providing real-time stock visibility, exclusive in-app discounts, account management, and fast reordering—all in one place.

https://www.bew-elec.co.uk/divisions/lift-division

BOREL LIFT D.O.O.
Stand D4

Borel Lift Ltd. is a Croatia-based manufacturer of custom lifts with over 30 years of experience and 3,500+ successful projects. We specialise in high-quality, reliable lift solutions for residential, commercial, and industrial sectors. Our focus is on delivering tailored solutions that meet the unique needs of each client, ensuring safety, durability, and exceptional performance.

https://borel-lift.com/

BRAXOS INTERNATIONAL LLC
Stand F36

Braxos is a multi-national manufacturer and provider of integration software for lift destination control systems to building access control systems. Our Steward platform integrates any lift destination control system to any access control system - at the network level - no additional wiring, I/O boards or relays. We also offer the Braxos - LiftOff system, a mobile app for lift call/security that can be used with any lift system, irrespective of the lift control type.

https://braxos.com/

BRUGG LIFTING AG
Stand B32

Your reliable partner for innovative elevator solutions! We are pioneers in our industry. We continuously invest in innovations and successfully implement them in the market. As experts, we develop world-leading infrastructure solutions and are reliable partners, whose requirements form the basis of our products.

https://brugglifting.com/en/

CEDES AG
Stand A14

The CEDES Group offers its innovative solutions for elevators, escalators, industrial doors, and warehouse management systems in more than 60 countries. It develops intelligent and safe sensing, control and communication systems that provide actionable data streams for higher operational and maintenance efficiency. The product portfolio ranges from simple optical sensors to complete safety-related control systems and smart IoT-enabling devices.

https://www.cedes.com

COBIANCHI LIFTTEILE AG
Stand C26

Cobianchi Liftteile AG is a competence center specialising in safety gears for passenger lifts, with speeds up to 5.06 m/s, and heavy-duty vertical transport, supporting loads of up to 100,000 kg. Over the past 60 years, the company has evolved from a components trader to a supplier of high-quality safety products. From early generations of mechanical safety gears to today's advanced, electrically triggered systems, Cobianchi remains at the forefront of lift safety technology.

https://www.cobianchi.ch

CARLOS SILVA SAU
Stand A18

With more than 40 years in the elevation sector, Carlos Silva SAU consolidates its vocation as a leading company in the engineering and manufacturing of flexible and customisable control solutions applied to the vertical transport of people and loads. We offer all configurations required by the market, based on modular, stable and innovative technology.

https://www.carlos-silva.com/index.php/en/web_eng/

CMALIFTS
Stand A30

With over 20 years of experience, CMAlifts is a leader in Italy in the vertical transport industry, operating in full compliance with the standards for occupational health and safety management systems. The market in which the company operates has expanded over the years to such an extent that it has required an adequate production capacity to meet demand. Today, CMAlifts has customers in Europe, Africa, Asia, and Oceania.

https://www.cmalifts.com/en/

CONSTRUCT LIFTS
Stand G37

We specialise in the design, supply, and installation of bespoke passenger, goods, car and lorry lifts along with the supply of Peelle Doors, GMV Hydraulics and Sautter Lift Component Safety Gears and spare parts. With over 60 years combined experience in the industry, our tailored solutions have allowed us to build positive relations with lift companies and confidence in our projects being on time and in budget for clients.

https://www.constructlifts.com/

CP AUTOMATION LTD
Stand C22

CP Automation is a trusted, reliable partner for applications in the elevator, crane and power quality markets. As these industries evolve, we take great pride in working closely with our customers to meet their ever-changing needs. Our product range includes inverters, power regeneration units and UPS/ARD solutions for all types of applications. In addition, we provide services and solutions to ensure reliable, and energy efficient operation of an elevator.

https://www.cpaltd.net/

DEWHURST LTD
Stand F22

Dewhurst Ltd is a leading global manufacturer and supplier of high-quality components for lifts, transport, and keypad industries. With over a century of expertise, we are renowned for our commitment to innovation, craftsmanship, and reliability. Our products, including pushbuttons, displays & indicators, auxiliaries and fixtures, serve clients across various industries, ensuring safety and functionality. Based in the UK, Dewhurst Ltd is shaping the future of engineering.

https://www.dewhurst.co.uk

DRUCEGROVE
Stand F12

Drucegrove has designed and manufactured products for the lift industry in the UK since 1983, from position indicators and multimedia displays to speech announcers and intercoms. We strive to bring our products to market with a creative flair that is impossible to nurture in larger organisations. Visit our stand to see our latest developments from our DragonFly™ range, this year including the product launch of our brand new DragonFlag TFT destination control display hall lantern.

https://www.drucegrove.com

CTV LIFTS, S.L.
Stand D10

CTV is a leading supplier of innovative, long-lasting solutions and services for the UK lift industry. With over 25 years of experience in the UK market, the multinational team at CTV specialises in the design, development, and production of standard and bespoke solutions for new lifts, elevators and modernisations, providing all necessary services to successfully finish outstanding projects. Our mission is to support our clients in any possible way helping them to accomplish their projects.

https://www.ctvlifts.com

DIGITAL ADVANCED CONTROL LTD
Stand C16

We are one of the UK's leading manufacturers of lift control systems and ancillary equipment. With a commitment to supply high-performance products at competitive pricing, all our products are manufactured within our high-tech UK-based factory. Our product range includes hydraulic and traction lift control systems, remote monitoring, precision positioning systems, load weighing systems, TFT indicators, car and landing operating systems, trailing flexes and more.

https://www.dac-group.co.uk/

DSW SOLUTIONS
Stand A12

DSW Solutions is your one stop solution for lift modernisation solutions. Our range of multi-brand products includes modernisation full back-to-guides, spare parts supply & sourcing, complete lift packages, evacuation and firefighting secondary power supplies as well as many energy saving options for the lift industry. Our reference projects include social housing, airports, shopping centres, train stations and luxury stores. We take the strain and stress out of your modernisation project.

https://www.dsw-solutions.com

E.P. ELEVATORS
Stand G20

EP, established in 1991 and headquartered in the heart of Tuscany, is the foremost Italian home lift producer, specialising in the comprehensive design, development, manufacturing, and distribution of premium home elevators.
EP is certified ISO9001 quality management system for design, manufacture, sales, installation, after-sales and maintenance of elevation systems Quality and ISO 45001:2018 (Work Safety Policy).

https://epelevators.com/en/

EASTWOOD PARK TRAINING CENTRE
Stand G14

As a 'hands-on' training provider, ensuring that we have engaging content is imperative for everyone. Therefore, we have invested in colourful and vibrant lightboxes that capture attention and provide clear visual examples of the work we do at Eastwood Park Training. The stand itself will have an interactive video playing to allow delegates on the day to be immersed in some of the practical facilities that we have on-site.

https://www.eastwoodparktraining.co.uk/

EDMOLIFT LYFTHAUS
Stand A32

Lyfthaus Limited, a new member of LEIA & the only scissor lift platform specialist in the association, is delighted to be exhibiting at LIFTEX again. We're looking forward to meeting our valued partners from the vertical transportation industry. Existing & prospective clients from the world of architecture & the construction sector are invited to visit us for a chat about lift requirements for your forthcoming projects. See the new 'MCL' modular goods lift & bespoke platform lift on the stand.

https://www.lyfthaus.com

ELECTROTECH
Stand A6

Our mission has been and always will be to provide a world-class repair and supply service to our valued customers. Supporting whenever the need arises and covering the full spectrum of industrial electronics, our team will diagnose, repair, and procure to assist your business's efficiency and effectiveness.

https://electrotechweb.com/

ELEVATED ENGINEERING SERVICES N.W. LTD
Stand F1

Elevated Engineering Service provide a service to the lift industry for all motor, gearbox works, as well as hydraulic and re-roping services. With a well equipped workshop, we can remanufacture defunct and obsolete parts and fabricate steel work and bearings from scratch. We also offer a one-stop-shop service where we will attend site and carry out your works on a cradle to grave basis including all works like scaffolding and beam testing with our own in-house engineers and scaffolders.

https://eeslimited.co.uk/

ENCODERS UK LTD
Stand G22

Established in 1994, Encoders UK has become one of the world leaders in the supply and repair of rotary and linear encoders. Our team's knowledge of encoders is second to none, and we have helped hundreds of companies across the globe to make sure their machinery has minimum downtime when they have an encoder problem. Encoders UK are proud to be authorised distributors for HEIDENHAIN, who will be with us on stand G22 showcasing EnDat Encoders for the lift industry.

https://www.encoders-uk.com/

ESM SOFTWARE
Stand G4

ESM is the only enterprise level, complete business software solution designed specifically for the lift industry. With its familiar Windows feel, ESM supports all aspects of your lift business from breakdowns to service scheduling, from repair quotations to contract management. Its device-independent mobile engineer capability and integrated business dashboards provide management and users a clear and 'real-time view' of information to manage and develop your business.

https://esmsoftware.info/

EVANS TURNER
Stand F10

Evans Turner is one of the leading suppliers of high-quality architectural finishes to the lift and escalator industry in the UK and internationally. Our range of product developments and technologies have been designed specifically to meet the demanding expectations within the industry, giving you total flexibility to create unique solutions for your clients and projects.

https://evans-turner.com/

FIELDBOSS
Stand G45

FIELDBOSS is an all-in-one field service software solution built specifically for elevator contractors. Powered by the Microsoft Cloud, FIELDBOSS provides unparalleled visibility into every aspect of operational, field, and financial performance through a modern, advanced, integrated software system that minimises technical overhead, increases efficiencies, and never needs replacing.

https://www.fieldboss.com/

FUJITEC UK LTD
Stand D20

Fujitec UK Ltd, part of Fujitec Co.Ltd, Japan, specialises in the manufacture, installation & service of lifts, escalators & moving walkways. Over the years, Fujitec has continually enhanced its products' performance, safety, reliability & quality by utilising advanced engineering, manufacturing & installation technology. Many world-renowned architects select Fujitec's lifts, escalator & moving walk systems for their capability to meet the most rigorous requirements in any situation.

https://www.fujitec.uk.com/

G-TEX STAINLESS LTD
Stand A4

G-Tex Stainless specialise in providing a diverse range of stainless steel and aluminium products that redefine spaces and elevate aesthetics. We go beyond ordinary materials, offering you an extensive range of decorative durability, our decorative metal finishes are the answer to many applications where a great look and a high performance is essential.

https://www.g-tex.com/

GARAN ELEVATOR LOAD WEIGHING
Stand C32

Garan, located in Cardiff, specialises in designing, manufacturing, and supplying load weighing systems for elevators. Our solutions cater to new installations, modernisations and retrofit applications. Compatible with our various sensors, our compact EWS Control unit is versatile and can include an analogue output for pre torque systems. Installation and setup are designed to be as simple as possible.

https://www.garan.co.uk

GARTEC
Stand B12

With over thirty years of industry experience, we provide a seamless, stress-free journey for our customers. Our expertise in platform lift solutions is built on a foundation of transparency, consistency, and a relentless drive for continuous improvement, ensuring we meet every customer need. From the initial inquiry to final installation, our dedicated team works collaboratively to simplify the process.

https://gartec.com/

GENEMEK
Stand D1

GENEMEK has been designing and manufacturing elevator user experience interface components for over 20 years. These are used for various purposes from new building elevators to modernisation projects and are compatible with the well-known leading control panels.

https://www.genemek.com/

GLOBAL1PARTNERS LTD
Stand C12

We are a trusted leader delivering high-performance door solutions for the UK lift industry. With over 30 years of experience, we specialise in supplying innovative and durable products designed to meet the highest industry standards, demonstrating a strong commitment to quality and reliability. As part of the FERMATOR GROUP, we offer a comprehensive range of lift door solutions, ensuring The Right Door for the Right Application ... "Stronger Together."

https://uk.global1partners.com/

GOODWOODS LTD
Stand A16

Goodwoods Ltd supplies and installs robust, well engineered lift packages for lift contractors while ensuring design criteria are met with local authorities and consultants. With extensive experience in both supply and engineering, we provide additional lift installation and project management services on request. Visit Stand A16 to explore our case studies and expertise in the social and housing sector.

https://goodwoodsltd.co.uk/

GRD LIFTS & ENGINEERING SERVICES LTD
Stand D13

GRD Lifts and Engineering Services is an innovative company, founded on the back of decades of experience of the staff in the lift and metal work fabrication industry. We have an eye for detail and aim to provide an excellent bespoke product, manufactured with care within realistic timescales to meet your requirements and site survey to provide the full service. All fabrication is done in house using the latest laser cutting machines, metal folding machines and fabrication tools.

https://www.grdliftsandengineering.com

HISSMEKANO
Stand G24

Hissmekano, founded in 1938, is Europe's leading lift spare parts supplier, specialising in quality products and innovative e-commerce solutions. Our headquarters in Täby, Sweden includes a distribution centre complemented by another in Germany and a production facility in Estonia. We provide a vast range of parts from guide shoe inserts to advanced electronics. Built on availability, quality, competence and commitment, we deliver reliable solutions to meet the evolving needs of the lift market.

https://hissmekano.com/

HORSLER LIFT SERVICES LIMITED
Stand E1

A reputable company based in Buckinghamshire & The Isle of Wight, covering the whole of the UK. Horsler Lift Services was formed in 2012 by Kirstie Horsler, a lift industry professional with many years' experience and a strong focus on customer service. At Horsler Lifts, we always work hard to ensure we provide attention to detail, effective communication and always meet our own high standards and those of our customers. We work on long term relationships and commitments to our customers.

https://horslerliftservices.co.uk/

HYDROWARE UK LTD
Stand E26

Hydroware provides high-quality control and drive systems for hydraulic and traction lifts. We emphasise quality, rigorously testing all systems before delivery for smooth and reliable installations. With a strong local presence across the UK, our support technicians are strategically positioned to offer fast, knowledgeable, and reliable service. We manufacture our units with open systems that can be modernised many times over.

https://hydroware.co.uk/

ILION CO., LTD.
Stand G36

ILION specialises in innovative solutions for the modern elevator. Airtact, Add-On type Touchless Sensors, provides a touchless alternative to conventional elevator buttons, minimising the risk of cross-contamination and ensuring a heightened level of hygiene for building occupants. Airtact integrates into any elevator system, making it an ideal choice for both new installations and retrofitting existing ones.

https://ilion.ing/

IMEM LIFTS / GLOBAL LIFT EQUIPMENT
Stand F4

IMEM Lifts is one of Europe's leading lift manufacturers with a well-established reputation for quality and reliability. We occupy a particularly competitive position in the lift market as we are one of the few lift manufacturers on the entire continent able to offer a limitless range of lifts and components.

https://imem.com/

INDEPENDENT NATIONAL INSPECTION & TEST ASSOCIATION
Stand G44

INITA is a professional trade association representing Independent Engineering Inspection businesses. Our members range from micro-entities through to large national businesses. Our members complete a wide range of statutory and non-statutory engineering inspections to the highest of standards. We pride ourselves on being a friendly approachable organisation while promoting professionalism within the sector.

https://inita.org.uk/

INTERNATIONAL LIFT EQUIPMENT LTD
Stand B6

International Lift Equipment was established in 1976. Since then, the business has expanded into a market-leading provider of best-in-class lift solutions. Headquartered in Leicester and with offices in Keighley and London, ILE provides tailored design, manufacturing, and engineering solutions for customers across the UK. We offer the most hard-wearing, durable lift equipment on the market, supplying lifts to some of the most demanding properties in the UK.

https://www.ilegroup.co.uk/

J&L ELEVATOR COMPONENTS
Stand C24

Established for 20 years, J&L is a leading supplier of high-quality lift equipment for use in the modernisation of existing lifts and in new lift design. We are the UK agents for some of the world's most recognised brand names such as LiftEquip, Cobianchi, MGTI, Hans Jungblut, Switch and more. We work closely with lift installation companies, architects, designers and consultants to provide the best technical solutions available for our customers.

https://jandlelevatorcomponents.com/

JACKSON LIFT GROUP
Stand B2

Jackson is a family owned and operated business where quality of service and the needs of our customers always come first. From service to installation, no matter what lift, escalator, or cradle system you operate, we offer the same friendly, local service nationwide. Our offices in the following towns offer a truly independent nationwide service: London - Birmingham - Bournemouth - Bristol - Glasgow - Kent - Manchester – Newcastle.

https://www.jacksonlifts.com/

KAPOK 88
Stand B18

Europe's No.1 elevator interior protection specialists, manufacturing both custom made and readymade modular protective drape options with added 'bashability'.

https://www.kapok88.com/

KLEEMANN HELLAS SA
Stand E38

KLEEMANN, one of the most important lift manufacturers in the European and global market, offers any kind of lift for residential & commercial use, lifting systems, escalators and moving walks, marine lifts, modernisation solutions and lifts of special requirements. KLEEMANN is globally established, with a sales network operating in over 100 countries and local commercial presence to key markets including UK, France, Germany, Australia, USA, and production facilities in Greece, Serbia & China.

https://kleemannlifts.com/

KOLLMORGEN UK
Stand D8

60 Years of Innovation in Lift Control Systems. Kollmorgen has been a trusted leader in lift control systems, delivering cutting-edge technology, reliability, and exceptional customer support. Our state-of-the-art CAN-based technology ensures seamless performance, while our user-friendly interface simplifies operation for both installers and end-users. Join us for the exclusive launch of the MPK4D Touch Screen Processor—a game-changer in lift control technology.

https://kollmorgen.de/en/

KONE
GLOBAL SPARES SUPPLY (GSS)
Stand G40

KONE is a global leader in the elevator and escalator industry, making people's journeys safe, convenient, and reliable with smart and sustainable People Flow®. KONE Global Spares Supply has the largest multi-brand selection of elevator, escalator, and building door quality spare parts online 24/7.

https://parts.kone.com/

LEIA
Stand E42

LEIA is the trade association and advisory body for the lift and escalator industry, formed in 1997 by the merging of two long-standing associations with a history dating back to 1932. With a membership covering some 85% of the lift and escalator industry, LEIA represents a single voice for the sector.

https://www.leia.co.uk/

LESTER CONTROL SYSTEMS LTD
Stand D2

Lester Controls is the UK's largest independent lift and escalator control panel manufacturer, with over 40 years of expertise. We design and supply high-quality, innovative control systems tailored to industry needs. Committed to reliability and cutting-edge technology, we support new installations and modernisations, ensuring efficiency and safety.

https://www.lestercontrols.co.uk

LIFT & CONTROLLER PRODUCTS LTD
Stand C18

We are the UK agent for Sprinte EU. We support the Sprinte / Electra Vitoria Lift Packages imported into UK from 1995-2009 with all spare parts.

- 2009 progression to Evolution controller with STOCK Hydraulic and Traction Controllers with full plug & play wiring and ancillaries. Bespoke MRL upgrades.
- Lift Packages with mechanical part by FELESA and controllers by Sprinte.
- 2025 advanced TETRA product available in UK starting with STOCK traction controllers. Hydraulic and MRL upgrades 3rd quarter 2025.

http://www.liftcontroller.co.uk/

LIFT INDUSTRY NEWS
Stand G1

A must read for everyone in the industry, a UK magazine with a global outlook. Visit us on stand G1 to meet the team, share your lift industry news and subscribe to the magazine.

https://www.liftindustrynews.com/

MAGNET SCHULTZ LTD
Stand C0

Magnet Schultz Ltd (MSL) is a world leader in the design and development of special-purpose electric locking & holding mechanisms and electromagnet subassemblies. Alongside solenoid locks on show, widely used in elevators and hoists, MSL introduces a Type Approved Lift Lock (TALL) designed to comply with the 2014 / 33 /EU Lifts Directive. TALL is an evolution of a disabled lift lock certified to the Machinery Directive, itself a derivation of proven MSL industrial electric locks.

https://magnetschultz.co.uk/

MEILLER AUFZUGTÜREN GMBH
Stand D30

MEILLER LIFT DOORS UK has stood for innovation and quality for years in the high-quality, practice-proven lift door sector. When developing new products, MEILLER is responding to the individual requests for architectural design and comfort with comprehensive service and high-level technical advice. The door range comprises automatic landing and car doors from, vertically opening doors and semi-automatic doors for all kinds of lifts, from passengers lifts through to heavy-industrial lifts.

https://www.meiller-aufzugtueren.de/en/

MEMCO BY AVIRE
Stand F32

We manufacture innovative lift safety & emergency communication solutions, including light curtains, 4G autodiallers, & the AVIRE Hub monitoring software. Our end-to-end solutions help the lift industry & end users meet regulatory requirements, ensure occupant safety, & future-proof emergency communication systems. As part of AVIRE, we combine global expertise with local support to connect and protect buildings and people.

https://www.avire-global.com/en-uk/

MODUSYSTEM B.V.
Stand D3

Modusystem B.V. is a leading developer of smart technologies for the elevator industry. With our advanced tools and monitoring systems, we help elevator technicians and building owners work more efficiently and ensure optimal elevator performance. Our products combine innovation, ease of use and reliability to support the sector in maintenance and monitoring of the five major elevator brands and also open market controllers. We deliver and repaired lift controller boards new and second hand.

https://www.modusystem.com/

MONTANARI GROUP
Stand D12

Since 1970 the Italian specialised manufacturer of geared and gearless traction machines, safety devices and accessories for elevator and escalator systems, MONTANARI is worldwide recognised as reliable partner for MR and MRL new installations and modernisations. MONTANARI GIULIO, the group headquarters in Modena with a unique 50m high Test Tower, stands for Made in Italy quality, rigorous product testing and superior technical know-how, to support clients in over 85 countries.

https://www.montanarigiulio.com/en

MP LIFTS
Stand F30

We design smart mobility solutions for the installation, maintenance and modernisation of lifts to transport people and loads in buildings and other urban spaces. We believe that closeness, integrity, safety, innovation and excellence create a differential and unique experience. We have more than 35 years of history and more than 155,000 lifts installed.

https://www.mplifts.com/

MURRAY LIFT GROUP LTD
Stand A2

At Murray Lift Group Ltd, we take great pleasure in setting the standard for client satisfaction by keeping our word and carrying through on our commitments. Our goal is to deliver a business that upholds the greatest standards and keeps its word about the expectations and commitments. Our company was founded on the tenets of sincerity, integrity, multiculturalism, excellence, and safety.

https://murrayliftgroup.co.uk/

NDC ELEVATOR DRIVES
Stand C6

NDC Elevator Drives specialises in refurbishing and servicing all makes and models of elevator drives, offering world class reliability, fast lead times, technical support and enhanced sustainability. Our test rigs, developed in house, replicate real-world operating conditions and are used to rigorously test each and every drive which leaves our service centres, ensuring a first-time refurbishment success rate second to none. Sustainable, reliable, refurbishment elevator drives worldwide.

https://elevator-drives.com/

ONELIFT
Stand E34

ONELIFT Group is a leading provider of innovative elevator solutions dedicated to enhancing vertical transportation efficiency across various industries. With a commitment to quality, reliability, and cutting-edge technology, ONELIFT specialises in the design, manufacturing, and supply of premium lift systems tailored to meet the evolving demands of modern infrastructure. Our extensive operations span across five countries, supported by a highly skilled team of 115 professionals. With a state-of-the-art production facility, we ensure seamless production, rigorous quality control, and timely delivery of advanced elevator systems to a global clientele.

https://www.oneliftgroup.com/

PHOENIX LIFTING SYSTEMS LIMITED
Stand G10

Located in Salisbury, Wiltshire, we oversee all aspects from feasibility studies and design to manufacture, installation, commissioning, and ongoing service and maintenance of platform lifts for individuals and trade clients. We take pride in the quality and reliability of our lifts, which are built in compliance with the relevant British and European Standards. This commitment ensures we can provide expert advice and unparalleled service to meet the highest industry standards.

https://phoenixlifts.co.uk/

PLATFORM LIFT COMPANY
Stand G16

The Platform Lift Company is the UK's leading independent supplier and installer of platform lifts for disability access. Our high-quality, expertly manufactured products are designed to seamlessly integrate into both modern and traditional settings. We are excited to introduce our sub-brand, Platform Lift Assist, focused on delivering reliable solutions for platform lift repairs, parts, routine maintenance, and advanced monitoring.

https://platformliftco.co.uk/

POWER CONTROL LTD
Stand G6

Power Control Ltd, a brand of Legrand, delivers critical power solutions for the access, manufacturing and specification industry. Designed to meet the needs of life safety systems, the CPSS (Central Power Supply Systems) from Power Control are compliant with EN 50171 and have been manufactured to meet the IEC/EN 62040 product standard. The company is known for not just its technical expertise but its years of experience across multiple applications, Power Control is a trusted industry partner.

https://www.powercontrol.co.uk/

PR LIFT EQUIPMENT
Stand C20

We are independent suppliers of high-quality lift equipment, with dedicated UK based technical support. Official UK agent for ARKEL (control systems) / PRISMA (door equipment) / OMAR (hydraulics) / Vega (fixtures). Modernising standard Traction MR/MRL and HYD controllers / bespoke MRL replacements for the likes of Schindler / Kone / Otis / Orona / Thyssen /etc. We provide exceptional technical support and training, covering the UK.

https://prliftequip.co.uk/

PRNS BUILDING SERVICES
Stand G42

PRNS BUILDING SERVICES LTD offers a full turnkey package to 35-42 lift & escalator companies across the UK. We provide all building needs in one place, ensuring safety and ease for Project Managers. Whatever your specialist building requirements, we've got you covered.

https://www.prnsbuildingservices.co.uk/

RALOE UK LTD
Stand B22

We design and commercialise complete lifts and spare parts. We are a strategic partner and a reference in the lift sector. Our extensive experience and adaptability allow us to provide the best technical solution bespoke for each case. Always innovating, our wide lift variety covers the most diverse needs. That way, our clients can adapt to an ever changing and competitive world.

https://www.raloe.com/en/

REROPES LTD
Stand E4

Established in 1986, ReRopes was the first independent company in the UK to provide a supply and fit roping service to the lift industry. Focused on our core philosophy of 'survey, supply, fit and guarantee' and with highly skilled engineers based across the country, we provide a full turnkey service to ensure safe and efficient lift re-roping and associated maintenance activities.

https://reropes.co.uk/

RIMEX METALS
Stand B10

The Rimex Metals Group is a global manufacturer of specialised metal finishes and is internationally recognised as a leader in its field of expertise. The group was incorporated in 1959 and operates subsidiaries in Australia, Germany, the UK and the US, supported by its global network of distributors and representatives.

https://www.rimexmetals.com/

ROBERT GERRARD - LIFT PLAN
Stand A8

Gerrard has been insuring the lift industry since 1976. As the UK's leading lift liability insurance broker, we offer the widest selection of specialist lift and escalator industry policies. Over 700 companies enjoy the peace of mind of Lift Plan®, a specialist liability package designed exclusively for lift engineers, consultants, designers and manufacturers.

https://robertgerrard.com/

SAFELINE GROUP UK LIMITED
Stand E22

SafeLine is a Swedish company that manufactures safety accessories for lifts. We have over 300,000 installed lift telephones which makes us the largest independent manufacturer specialising in lift safety products in Europe. Our recipe is simple: we produce good quality products that are simple to install and easy to configure. Our products are tailored for the lift industry and are all produced in our factory in Stockholm, Sweden and sold and supported locally in many countries across Europe.

https://www.safeline-group.com/en

SAFETY ASSESSMENT FEDERATION LTD
Stand G34

SAFed represents the independent engineering testing, inspection, and certification (TIC) industry in the UK and Ireland. Driving high standards in the TIC sector through collaborative development of industry-leading guidance to advance safety for all. SAFed works with stakeholders when developing guidance for a collaborative approach to ensure the relevancy and consistency of our publications. Our aim is not to make improvements for ourselves, but for all those we work with and for.

https://www.safed.co.uk/

SASSI LIFT SYSTEMS LTD
Stand C10

Sassi Lift Systems Limited (formally Liftmaterial (GB) Limited) was originally established in 1972, then in 2000 we became part of Sassi Holding. Sassi has been designing, testing, manufacturing and distributing Lift Machines worldwide since 1946. In over 50 years of trading, SLS has gained an enviable reputation in the UK lift industry as suppliers of high quality, well-engineered and technically well- supported geared and gearless machines and components.

https://www.sls-ltd.co.uk/en/Pages/default.aspx

SCHAEFER
Stand E12

SCHAEFER has been developing high-quality control and display elements for elevators for 60 years. With locations in Germany, Italy, Spain, China and Canada, SCHAEFER has established itself as an international manufacturer of customised solutions, known for variety, quality and appealing design.

https://wsschaefer.com/en

SCHMERSAL BÖHNKE+PARTNER
Stand G26

Schmersal Böhnke+Partner develops and manufactures components, control systems, and remote diagnostics for the global lift industry. We provide switchgear and lift control solutions meeting international standards. As innovators, we co-founded CANopen Lift and develop digitalization and cloud-based lift management systems, shaping the future of modern lift technology.

https://www.boehnkepartner.de

SCHNEIDER STEUERUNGSTECHNIK GMBH - LISA
Stand F20

Schneider Steuerungstechnik provides high quality lift control systems and ancillary equipment. Home to the LiSA range of the products, Schneider specialises in design, innovation and manufacturing for new lifts and modernisation. Our UK based team supporting both the UK and Irish market from sales to support with all LiSA products.

https://lisa-lift.de/en/home-en/

SHORTS
Stand D18

Shorts is a trusted trade-only supplier of lift equipment and services, proudly supporting lift professionals across the UK and Ireland since 1945. Our offerings include new lifts, advanced lift controllers, spare parts, fixtures, and tailored services designed to meet the needs of installation and maintenance professionals. With a commitment to quality, innovation, and expert technical support, we empower lift companies to deliver outstanding solutions to their clients.

https://www.shorts-lifts.co.uk/

SICOR ITALY | ELEVANTIS COMPANY
Stand E30

https://www.sicoritaly.com/

SIMSINLIFTS
Stand G18

We understand just how critical emergency communications in lifts can be. As the first lift sim provider to develop a dedicated sim management portal, we have revolutionised emergency calls, ensuring that lifts remain connected at all times, at every level. Our platform gives lift companies and elevator engineers full control over their sims anywhere, at any time. As the industry moves towards full connectivity, we're here to ensure you choose the most reliable SIM.

https://simsinlifts.co.uk

STEPLESS BY GULDMANN
Stand C34

Stepless products offer those with walking difficulties, wheelchair users, and others reliant on wheeled movement more dignified and accessible solutions. The Stepless range includes ramps and both standard and customised platform lifts. Bespoke Stepless lifting platforms are particularly suited for listed buildings, as they can be tailored to blend seamlessly with existing preservation-worthy architecture and features.

https://www.stepless.com/uk

SYNTIUM LIFTS
Stand B30

With our state-of-the-art products and unrivalled support to match, Syntium is simply the best place for all your lift communication requirements, with a full range of products, systems and services – Synplicity® by Syntium. With our ever popular Synplicity 4G autodialler system using just two wires and with audio quality that has to be heard to be believed – and with a built-in fire-fighting intercom and lift monitoring too! SIM cards, gateways, evacuation intercom systems, we have it all.

https://www.syntiumlifts.com/

TAYLOR LIFTS
Stand D16

Taylor Lifts, a family run business set up in 2008, provides a range of products and services to the lift industry. From bespoke control panels, designed and built at our premises in Cropwell Bishop, to full modernisation projects, technical expertise on inverter replacements, and door modernisation solutions. We are also UK distributors for Weg Drives, Stem sensors & control units, SMS control boards, and supply a large range of products to the industry.

https://www.taylorlifts.co.uk/

TERRY LIFTS
Stand F34

Our decades of expertise designing and manufacturing our fully customisable lifts here in Britain mean we are perfectly placed to provide the most reliable products and best service possible to our customers. For peace of mind, Terry Lifts is the one to trust.

https://www.terrylifts.co.uk/

THAMES VALLEY CONTROLS
Stand B14

Thames Valley Controls (TVC) is a trusted provider of industry-leading lift control and monitoring solutions, delivering innovation, reliability and safety to industries across the UK. Our advanced technology ensures optimal lift performance, compliance and user experience. With decades of expertise, we provide tailored solutions that keep people moving efficiently and securely. We have exciting new products to share with you. Please come and say hello to Team TVC.

https://www.tvcl.co.uk/

THE LIFT BOX S.L.
Stand E14

We are a Lift company based in the South of Spain offering expert knowledge and service to the UK and Irish lift markets. With many years of experience working in these markets, we know exactly what is expected from us, not only in the supply of material but in all facets of our service. We acknowledge the high expectancy from these consultant-led markets and aim to offer our clients the maximum support to complement our material supply.

e-mail: ***rodney@theliftbox.co.uk***

TK ELEVATOR
Stand D14

TK Elevator is your all-for-one provider for all things lifts and escalators. We engineer and manufacture innovative products for new buildings. We modernise and replace existing equipment and keep you in motion with our multi-brand maintenance and repair service. Our digital solutions improve accessibility and transform passenger experience. Our European factories run on 100% green electricity, and our products contribute to reducing the carbon footprint of buildings and cities. We move beyond.

https://www.tkelevator.com

UK AB-L
Stand G46

As a leading provider of UKAS-accredited services, Bureau Veritas is committed to supporting the safe and compliant operation of lifts and elevators. Visitors will have the opportunity to learn about our comprehensive suite of services, which are designed to help manufacturers ensure their equipment meets the stringent requirements of the Lifts Regulations and Lifts Directive. Our team of experienced engineers and technical experts will be on hand to provide guidance on a wide range of topics.

https://www.bureauveritas.co.uk/

UNIVERSAL LIFTING HIRE SERVICES LTD
Stand E2

Established in 2009, Universal Lifting Hire Services has been supplying lifting equipment to companies across the UK. Universal Lifting Hire Services has been providing top of the range lifting equipment for hire to a wide range of projects. Whether you are looking for test weights, lift shaft towers, hoists and shackles to hire, our industry experts are on hand to offer you advice and guidance. With the option of same day, next day and late night deliveries, we have all of your lifting needs covered.

https://ulhservices.co.uk/

VEGA SRL
Stand D24

Innovation and design have permitted Vega to become the leader in the industry of accessories and electronic systems for elevators. At the basis of Vega Group solutions, there is one of the largest and most advanced technical engineering departments in Europe with its five dedicated divisions: electronic control boards, style (display, fixtures and push buttons), safety light curtains, doors operator boards and emergency communication systems.

https://www.vegalift.it/en

WECO ELEVATOR PRODUCTS LTD
Stand C30

WECO Elevator Products is a leading supplier of safety edges, electronic components and lighting solutions to the international lift industry. From day one, our focus has been to provide world class products wherever they are needed. Today, WECO products are sold in more than 60 countries. Our international team design, manufacture and deliver to the specific local needs of the lift industry. We work together to keep WECO a brand that stands for innovation, service and quality.

https://www.wecouk.co.uk/

WINDCREST LIFTBITS LTD
Stand G32

Windcrest-Liftbits, boasting 30+ years of lift communication mastery, unveils its latest products at LIFTEX. Explore our innovative solutions designed to elevate safety and efficiency in vertical transport. Visit our booth to discover our latest products.

http://www.windcrest.co.uk

ZAGRO AG
ELEVATOR COMPONENTS
Stand A10

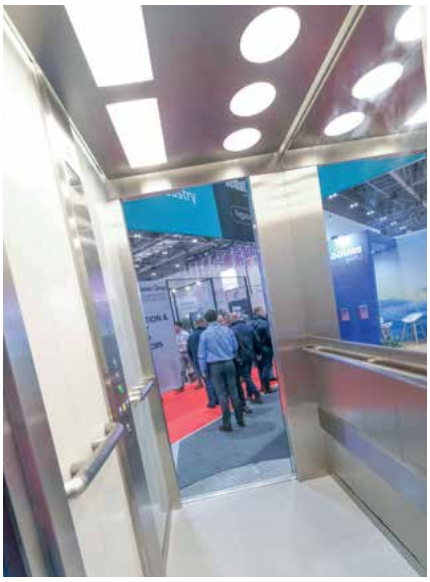
With more than 35 years of experience in the elevator industry and with our broad customer portfolio, we are your strong partner for consultancy, mediation and support in the elevator and industrial sectors. Trading with elevator components is another one of our various services.

https://zagro.ch/

ZIEHL-ABEGG UK LTD
Stand E10

ZIEHL-ABEGG is a manufacturer of permanent magnet gearless machines and VVVF inverter drives for elevator applications. Seen globally, our motors and inverters are known for their high quality, efficient operation and high performance. For over 100 years, ZIEHL-ABEGG have been manufacturing electric motors and associated products for different industries, including ventilation, lifts, medical, subsea and automotive.

https://www.ziehl-abegg.com/en-gb/



Celebrating our Golden

Jubilee

2025 marks the year of ILE's golden jubilee. Unlike most 50-year-olds, we're not dealing with any midlife crises or retirement planning – we remain committed to continuing our journey of innovation, safety, and reliability. **Join us at LiftEx to celebrate our legacy, as well as our future!**

ILE

International Lift Equipment
0208 527 9669
ilegroup.co.uk

50 YEARS OF EXCELLENCE: CELEBRATING ILE'S GOLDEN JUBILEE

For half a century, ILE has been a cornerstone of the UK lift industry. As the company now reaches its 50th anniversary, General Manager Nancy Lycett takes a moment to reflect on its success and the dedicated people behind it.

LEGACY, LEADERSHIP, AND LEARNING

Since stepping into leadership, Nancy has learned that understanding what she doesn't know is just as crucial as recognising what she does. "Coming from an education background, I firmly believe in lifelong learning and encourage my colleagues to seek knowledge through both formal training and the expertise of experienced team members. Effective leadership, in my view, is about motivating individuals, fostering change, and maintaining a balance between innovation and tradition."

Many ILE employees have been with the company for more than 20 years – some even longer – fostering a culture of respect, collaboration, and continuous improvement. This strong foundation has enabled the company to evolve and refine its services, ensuring it remains a leader in the industry.

PROUD REFLECTIONS

When looking at the business today, one of the aspects that fills Nancy with the most pride is the longstanding relationship ILE has cultivated with GAL (Vantage). ILE is one of the select export customers that work regularly with GAL, and their teams share research and development efforts to ensure that product innovation is a transatlantic collaboration. As a second-generation leader, Nancy also takes great pride in continuing the legacy her father, Derek Lycett, started. "When he founded the business back in 1975, the world was a different place. It's amazing to see how decades of contributions from our dedicated team have driven ILE forward, and how we're now able to build on all that knowledge and skill to adapt to a changing industry."

50 YEARS OF MEMORIES

Looking back, there have of course been countless memorable ILE moments over the years. Many of these include gatherings and celebrations in London, New York and Europe – with customers and suppliers who have also become great friends. Some of those anecdotes, according to Nancy, are best left out of print. However, one particular memory from ILE history always makes her smile. "Possibly the quirkiest lift installation we ever did was for the one used in Mission: Impossible – Fallout," she says. "I will leave you to judge the ride quality, if you happen to catch the film on a late night re-run, but I can confirm that Henry Cavill and Tom Cruise fully endorsed the efforts ILE made to create and deliver to what was a tricky brief. And in some ways, that stands as a testament to ILE's problem-solving approach: No mission is impossible when the right team is in place."

INNOVATION INFLUENCING THE INDUSTRY

Looking to the future, Nancy sees great potential in the company's latest controller technology, Nimbus. This is a system that not only underpins value for ILE but also brings tangible benefits to its customers. "Nimbus is changing the game for our customers and the industry as a whole. It will enhance industry training thanks to the embedded learning capabilities of the system. It also facilitates remote site assistance to simplify site work, and it ensures a predictable, reliable service," Nancy explains. "Going forward, our focus on controller innovation allows us to continue to provide cutting-edge solutions while staying true to our core values."

THE POWER OF LIFTEX

This year, ILE is yet again one of the main exhibitors at LiftEx London. Having been involved since the start, Nancy sees the show as an essential platform for showcasing industry innovation. "LiftEx is an incredible forum for modern business. It's clear that the organisers are very considerate of the needs of visitors as well as exhibitors," she says. "It is a compact show, but one that delivers on both education and interest. UK suppliers like ILE have always supported the event but now it is attracting interest from around the world. It enables the whole industry to come together and experience community, to observe change, and celebrate development."

A FRESH, NEW BRAND

LiftEx 2025 is particularly exciting for ILE, as it is the first official event where the company gets to show off its new brand. "Visually, it's a completely fresh profile," Nancy explains. "We've got a new colour palette, and there's a vibrancy to the brand now, which I see as an external representation of all the exciting work that's going on inside the organisation." She is also thrilled to be showcasing a number of solutions at the show, including the new GAL Omni door operator and ILE's own Nimbus control system – both of which are expected to generate significant interest and discussions throughout the event. "I look forward to meeting up with friends, seeing all the rapid technological change that's going on in the industry, and sharing all the excellent work ILE has completed since 2022. The three-year exhibition cycle of LiftEx allows the show to resonate freshness, and I expect we'll all have a very busy two days."

EMBRACING AN EXCITING FUTURE

With five decades on the clock and a forward-thinking approach, ILE is poised for continued success. Under Nancy's leadership, and with a dedicated team committed to innovation, the company is well positioned to continue shaping the future of the lift industry in the UK and beyond.

Here's to another 50 years of excellence!

QUICK-FIRE LIFTEX Q&A

What three words best describe ILE's presence at LiftEx 2025?
- "Dynamic", "credible", and "inclusive". (Could I add "gorgeous" too?)

What products can visitors expect to see on the ILE stand?
- We will be showcasing our own solutions, alongside products from all our key suppliers, including GAL, Ziehl-Abegg, Algi, Prisma, Bode and VG Safety Gears.

Who will be joining you on the ILE stand?
- I'll have several key team members with me at the show, representing R&D, product design, and business development.

What's your advice for making the most of LiftEx?
- Get chatting! Seek out people you know, introduce yourself to as many new people as you can, and make plenty of connections to follow up after the show.

Will ILE be handing out any gifts at the show?
- I won't spoil the surprise, but yes - we'll have some fabulous giveaways this year!

What's your favourite show giveaway?
- Anything that enables me to open a bottle once we have delivered another great show.

What is your stand number at LiftEx?
- B6. You can't miss it!

CP Automation
Keeping industry
in motion

EFFICIENT POWER DELIVERY

We recently launched three new lift-specific regen devices to help reduce energy consumption, lower running costs and improve reliability.

RFE-E2

- Captures and recycles energy usually lost as heat to braking resistors
- Compact size and metal housing, ideal for MRL installations
- Less than 11 W standby consumption
- Fit and forget

CPFA

- Includes voltage boost feature for high-voltage motors such as Otis Gen2
- Easy installation — no external components required
- Compact size and metal housing
- Less than 13W standby consumption

CPFE

- Easy installation — ideal for new applications or as a retrofit to an existing installation
- Compact size and metal housing
- Less than 13W standby consumption

Our lift division offers a range of products and services, from AC drives, ARD and regeneration solutions through to on-site assistance in diagnosing a power quality problem or installing a drive upgrade.

Visit our website to find out more:
www.cpaltd.net

+44 (01234) 349191
elevatorsales@cpaltd.net

Find us on
stand C22

2025 liftex INTERNATIONAL
11–12 JUNE ExCeL LONDON

LIFE IN THE LIFTEX DAY

CP Automation
Keeping industry in motion

With so much to see at Liftex this year, we sat down with some of our industry friends to find out more about what they're showcasing, and the products and solutions they're most excited about this year.

CP Automation is a UK-based lift engineering and power quality specialist with offices in Bedford, Scunthorpe and France — and one of this year's exhibitors. Brian Preston, CP Automation's global business manager for elevators, shares some of the top products to look out for on its stand.

WHAT ARE YOU EXCITED TO BE FEATURING AT YOUR STAND AT LIFTEX THIS YEAR?

This year, CP Automation is celebrating its 20th anniversary and Liftex will be a great opportunity to mark how far our lift offering has come. The headline product on our stand will be the CPA700 — a new inverter and the first drive we've developed under the CPA banner. It can improve motion and control in lift applications ranging from machine roomless (MRL) elevators to high-speed, high-rise applications.

I don't want to give too much away at this stage, but the new drive offers several new features and software tools that will benefit both new installations and modernisation projects. This means we can cater to both ends of the market and support a wider range of applications than ever before. Come to our stand, and we'll tell you all about it!

Last but not least, if visitors come to our stand, they can enter a competition and be in with a chance of winning an iPad – so it's definitely worth coming along!

WHAT ELSE CAN WE LOOK FORWARD TO SEEING ON YOUR STAND?

We'll also showcase our recently launched regenerative braking options, including the CPFE and CPFA. These devices can help reduce a lift's power consumption and improve efficiency by capturing excess energy and reusing it elsewhere in the building, rather than letting it be wasted as heat. One of the device options also includes a voltage boost feature to enable operation with higher voltage motors, such as the Otis Gen2.

We will also bring our range of UPS (ARD) solutions, which can help ensure continual lift operation, even in power loss situations. As part of this, we'll demonstrate some of the remote access capabilities for status monitoring, which can help car controller manufacturers and building managers monitor performance and detect problems early.

WHAT IS THE NUMBER ONE REASON TO VISIT CPA'S STAND?

I would say it's the innovation and support we're bringing to the UK's lift market, which will soon be apparent to visitors. The CPA700 is just the latest in our range of drives and technical solutions, which we always try to tailor to individual applications. However, we do more than supply individual products. We provide turnkey solutions.

At the show, we can sit down with visitors and talk to them about their specific needs. We don't believe in supplying generic products that "will do" — we like to try and get to the heart of the issue so that we can offer them the right solution. Our team are more than happy to visit a customer's site to get a feel for what's going on and will advise on the right solution from there, whether it's a regenerative braking system, a new AC drive or something else entirely.

WHERE CAN WE FIND YOU AT LIFTEX?

Come along to stand C22 and say hello to the team. There will be myself, our team leader for elevators, Nick Price, our applications engineers Bruno Nelta and Ian Knight and CPA's owner Tony Young. There will also be Jack Young, who recently completed his apprenticeship and is now working in our France office as a technical sales junior. Last but not least, John Mitchell, our global sales and marketing director, who has a wealth of power quality knowledge, will also be present.

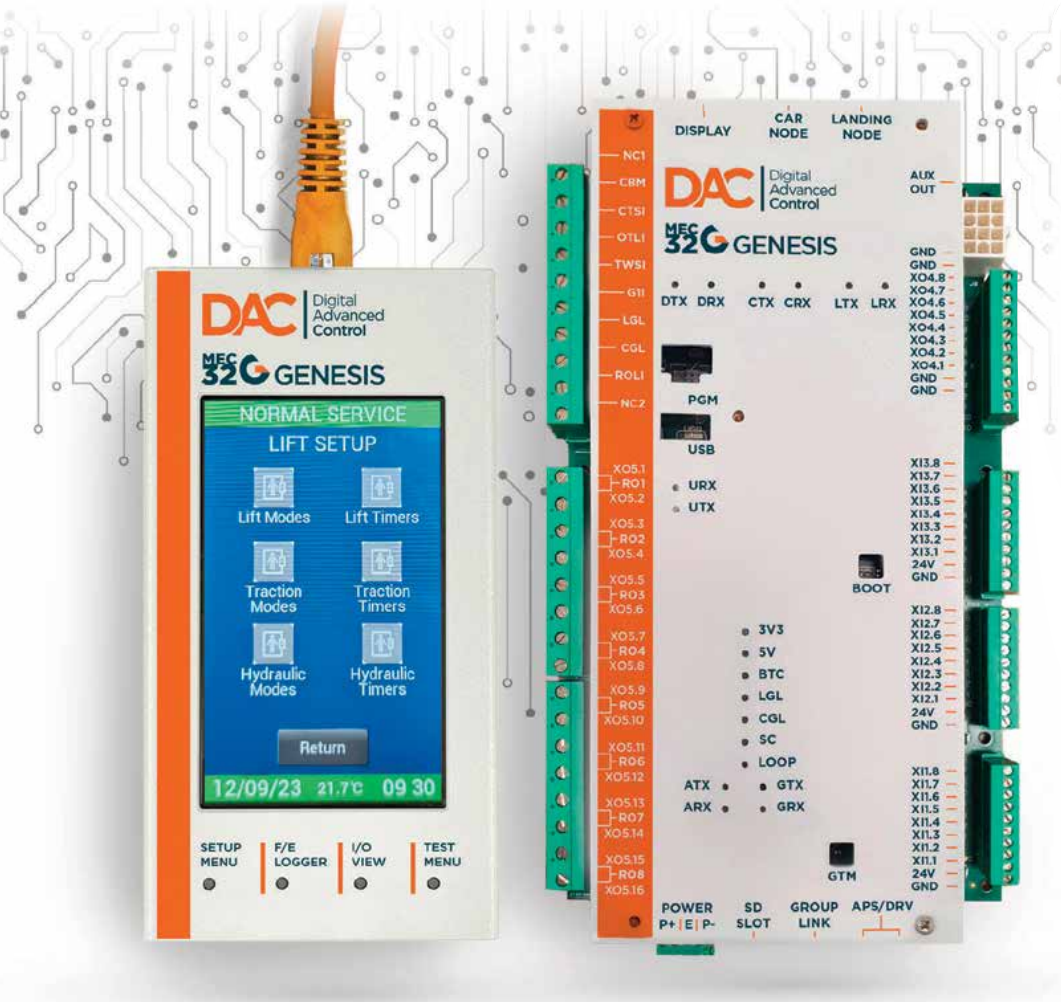
We will also have other members of staff visiting over the course of the exhibition, so there will always be someone on hand to help!

UK's leading manufacturer of lift control systems

DAC Digital Advanced Control

MEC 32 GENESIS

Split-MRL Control System solutions



Designed, developed and delivered by DAC

- Control of existing machines or the supply of new retrofit machine types
- The Replacement of ageing Control Systems with an Open Protocol design
- Slack / Broken belt detection systems available
- Full Serial Connectivity assured
- Industry-leading user front interface
- Bespoke cabinet dimensions are available
- CANopen control interface from processor to drive

TRAINING
Empower your team with Control System Training

Unlock the full potential of Genesis
Comprehensive, hands-on training at our state-of-the-art training facility.

Contact: **Neil Langley**
neil.langley@dac-group.co.uk

2025 liftex INTERNATIONAL

Come and see us at LIFTEX 2025 **STAND C16**
to discuss your future projects simplex, duplex solutions

Contact Andrea, Lionel or Chris to arrange a tour of our 18000 sqft factory

DAC Factory Phoenix House, Lamport Drive, Heartlands Business Park
Daventry, Northamptonshire NN11 8YH

01327 **879 334**
www.dac-group.co.uk

DAC is the UK's leading manufacturer of lift control systems and ancillary equipment. Lionel and Andrea from DAC shared the top products to look out for at their stand.

WHAT ARE YOU EXCITED TO BE FEATURING AT YOUR STAND AT LIFTEX THIS YEAR?

We're very excited about showcasing our new DAC-LITE control system. Underpinning one of DAC's core values of being 'Best Value', this control system will feature a very fast turnaround, and as a smaller brother of MEC32 Genesis, will further complement our already enviable control system ranges.

We're also looking forward to demonstrating our MEC32 Genesis 'plug and play' control system which sits alongside our MEC32 hardwired range. Our latest IoT product, AURA Insight – a cloud-based remote monitoring system – will also be featured. As a fully in-house developed DAC product, AURA can monitor both our controllers and third party non-DAC based units in a compact and easily installed package.

ARE YOU PROMOTING ANY WORK WITH YOUR PARTNERS?

We will always showcase our strong relationship with Dinacell; we have exclusivity with their load weigh products in the UK - they always take the lead with innovative load weigh solutions. We are also proud of our exclusive partnership with Kubler and their shaft encoding equipment. This is one of the only systems that allows for consistently reliable operation in a smoke-filled shaft. It has proven to be extremely robust and a winning APS-based solution, with the next generation of shaft monitoring. This allows for a limitless shaft, relevelling, overspeed monitoring, reduced stroke buffering and reduced pit/headroom, all in a compact unit.

Our ongoing collaboration with Ziehl Abegg allows us to provide the very latest in drive technology with full integration with our processor ranges. The addition of Ziehl Abegg's range of AC PM gearless machines allows us to provide control system solutions for new build and modernisation projects in conventional and machine room-less applications.

Split-panel controller solutions in combination with Ziehl Abegg's gearless machines provide further open protocol modernisation and new build solutions.

WHAT ELSE CAN WE LOOK FORWARD TO SEEING ON YOUR STAND?

Of course, we'll also have our MZ-PRO flagship controller range catering for Triplex groups up to and including eight car groups.

As an ongoing investment on DAC's part to the lift industry, we'll also be promoting our controller training courses. We offer free training for all parties – lift contractors, subcontractors and end users who want to know more about our products.

DAC Digital Advanced Control

We always welcome budding engineers to our headquarters, having recently welcomed a class of local students to inspire them about the industry. It is this level of professionalism that attracts newcomers to the industry, and we always very much engage in opportunities such as this.

We are one of the only UK lift controller companies to have implemented LEAN manufacturing, and care deeply about our environmental credentials and our social impact on the planet. Our new factory operates with state-of-the-art manufacturing, low energy lighting and solar supply. This level of energy awareness also extends to multiple EV car chargers on site, with hybrid cars further promoting our environmental awareness.

WHAT IS THE NUMBER ONE REASON TO VISIT DAC'S STAND?

We have the highest quality, best value, most reliable products, with great attention to detail, as well as the longest controller warranty in the business.

Our in-house Research & Development Team ensures that we can adapt quickly to market demands and react if the unforeseen ever occurs. Another example of our great risk management strategy!

We love talking to our existing and prospective clients to really understand what they need. We build strong relationships, and our customer retention is unrivalled.

WHERE CAN WE FIND YOU AT LIFTEX?

You can find us on stand C16 – come along and say hi, we'd love to meet you!

NEW SOLUTIONS

NEW SOLUTIONS
NEW SOLUTIONS

VOYAGER DESTINATION CONTROL SYSTEM

A cutting-edge solution designed to optimize passenger flow and reduce wait times in busy buildings.

Featuring advanced algorithms and intuitive touchscreens, Voyager seamlessly directs passengers to the most efficient lift enhancing the overall user experience.

Ideal for high-traffic environments, this system not only improves efficiency but also adds a modern touch to your building's infrastructure.

GET A QUOTE

020 8288 0668

info@lestercontrols.co.uk

SAFETY FIRST & ALWAYS

RELIABILTY REDEFINED

Lester CONTROLS

ELEVATING CONTROLLER QUALITY & PERFORMANCE

VERTICAL MOBILITY INNOVATION

CUSTOMER DELIGHT

Lester Controls is the UK's largest independent lift control panel manufacturer known for innovation, reliability and technical excellence.

With nearly 40000 controllers in service nationwide we provide cutting-edge solutions for lifts and escalators backed by expert support and training.

Darren Thomas from Lester Controls shared the top products to look out for at their stand.

WHAT ARE YOU EXCITED TO BE FEATURING AT YOUR STAND AT LIFTEX THIS YEAR?

We have several new products to display not least the official launch of the Voyager destination control system.

ARE YOU PROMOTING ANY WORK WITH YOUR PARTNERS?

We work with several trusted partners but for Liftex we are concentrated in the main on the range of LCSL products.

WHAT ELSE CAN WE LOOK FORWARD TO SEEING ON YOUR STAND?

Come and see, we'd love to introduce you to the team who will be more than happy to discuss our range of products and any projects that could benefit from using them, plus any other questions you may have regarding what we can offer.

WHAT IS THE NUMBER ONE REASON TO VISIT YOUR STAND?

There is no number 1 reason, there are a number of reasons as mentioned above and we look forward to meeting all our current and prospective customers & consultants alike.

WHERE CAN WE FIND YOU AT LIFTEX AND WHO WILL WE MEET?

We are on Stand D2 and at various times you will be able to meet with our Directors, BDMs, sales team and some of the technical support team, all with extensive knowledge of our products.

Sassi Lift Systems Limited (formally Liftmaterial (GB) Limited) was established in 1972, before becoming part of Sassi Holdings in 2000.

Sassi has been designing, testing, manufacturing and distributing lifts worldwide since 1946. In over 50 years of trading, SLS has gained an enviable reputation in the UK Lift Industry as suppliers of high quality, well-engineered and technically well supported geared and gearless machines and components.

Ian Justice, Managing Director at Sassi Lift Systems Ltd is proud to say that SLS have exhibited at every single LIFTEX from its initial inception by the BLA.

WHAT ARE YOU EXCITED TO BE FEATURING AT YOUR STAND AT LIFTEX THIS YEAR?

We are looking forward to promoting our diverse range of products and services, particularly our Gearless machines. We manufacture every component ourselves, ensuring the best quality, safety and reliability. Our focus is on creating products that have longevity built in as standard, reaffirming Alberto Sassi's engineering excellence – from the initial concept to finish product, making us the market leader we are today. We're also looking forward to meeting and greeting new customers, as well as catching up old friends.

WHAT ADVICE WOULD YOU GIVE TO ANYONE VISITING THE SHOW?

When preparing to attend the show, set yourself the objective of visiting every exhibitor's stand. Every company that exhibits has something new or exciting to offer and is eager to meet you and discuss your specific needs or challenges. It's a great place to see everything that is going on in the industry all under one roof, so take the opportunity to visit it all!

WHAT IS THE NUMBER ONE REASON TO VISIT SASSI'S STAND?

We are committed to creating a great customer journey, with specific attention to detail, from that very first contact, right through the order process and continued support post-delivery. Our team are waiting to start that journey with new customers, so come and meet us, tell us more about you and your organisation, and we can then demonstrate our excellent customer service.

WHAT SHOULD VISITORS LOOK FOR AND HOW CAN THEY GET THE MOST FROM THEIR VISIT?

Look for long term value, quality products and services. Get to know each company's ethos and what they can offer your business, and then begin to forge what may well become a long-term working relationship. It's a chance to meet the experts face to face, so use the opportunity to talk about your organisation's requirements in detail and explore a range of solutions. Make sure you take away plenty of information to digest after the event.

WHERE CAN WE FIND YOU AT LIFTEX AND WHO WILL WE MEET?

Our dedicated, experienced team will be delighted to welcome you to Stand C10 where we can demonstrate to you why SLS are specialists in the manufacture and supply of quality Machines and Lift Components for modernisation, repairs and new lift projects alike.

SASSI
LIFT SYSTEMS

Are attending...

WE CAN'T WAIT TO SEE YOU ON STAND C10

Join the Sassi team for a coffee and a chat!

EST. 1972 50 YEARS

OVER FIFTY YEARS OF ENGINEERING EXCELLENCE

Scan the QR code to visit our website for new products and all the latest industry news...

ALBERTO SASSI

www.sls-ltd.co.uk | sales@sls-ltd.co.uk | 01376 550666

5 Blackwell Drive, Springwood Industrial Estate, Braintree, Essex CM7 2QJ

Peters Research Ltd is a research, development and software company located in Great Missenden in the UK. The team represents decades of experience in the elevator industry, creating the world's leading software for elevator traffic analysis and management.

Managing Director, Dr Richard Peters will be at the show, on the Lester Controls Ltd stand.

WHAT ARE YOU EXCITED TO BE FEATURING AT LIFTEX THIS YEAR?

We're excited to be featured on the Lester Controls Ltd stand (D2), where they're showcasing the integration of our Destination Control system, Elevate Dispatch, marketed as Voyager Destination Control. It's a smart, streamlined solution made possible through our collaboration with Lester Controls and Liftex is a great opportunity to see the collaboration in action.

ARE YOU PROMOTING ANY WORK WITH YOUR PARTNERS?

Absolutely. The development of Voyager Destination Control is a key partnership for us. We're proud to have Lester Controls as the first integrator of Elevate Dispatch and are grateful for their support in bringing advanced destination control to a wider market.

WHAT IS THE NUMBER ONE REASON TO VISIT YOUR STAND?

Come and discover how you can access world-class destination dispatching, seamlessly integrated by the UK's largest independent lift and escalator control system manufacturer – trusted by major lift companies across the industry.

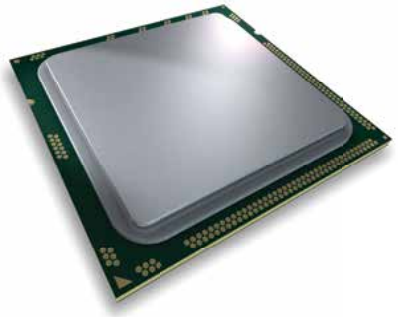
WHERE CAN WE FIND YOU AT LIFTEX AND WHO WILL WE MEET?

You'll find Lester Controls Ltd at Stand D2, Dr Richard Peters will be available by appointment, either at the Lester Controls stand or the Lift Industry News stand (G1). To book a meeting, please contact us at ***office@peters-research.com***.

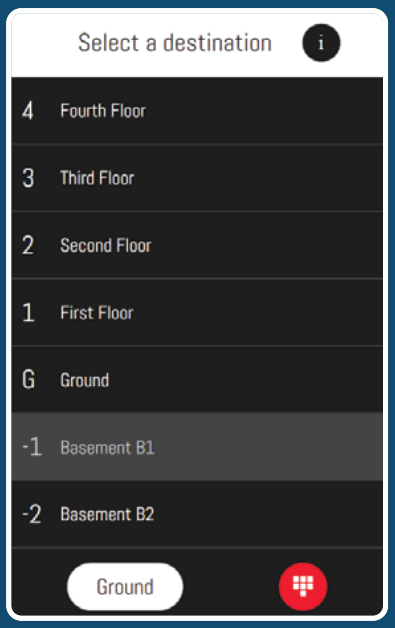
Peters Research

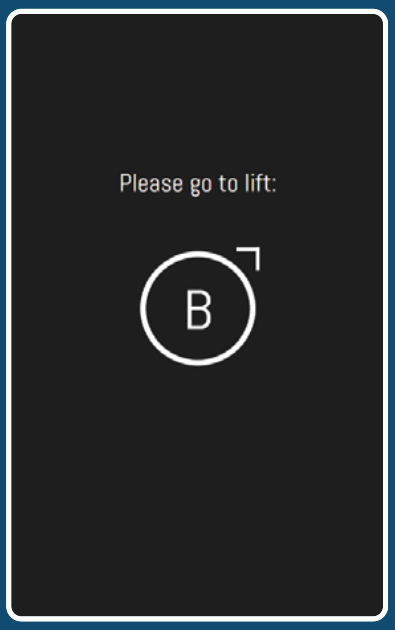
ENHANCE YOUR LIFT CONTROLLERS WITH WORLD CLASS DESTINATON CONTROL

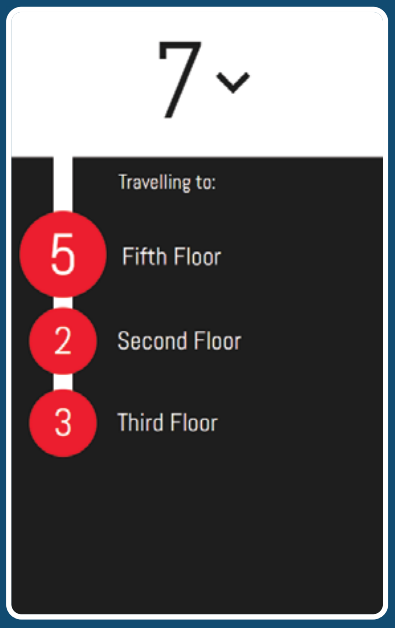
- *Backed by **27 years** of industry expertise*
- *Cutting-edge solution built on the **latest technology***
- *Leverage our brand trusted by customers in **95** countries*
- *Multiple **integration** options*



ELEVATE DISPATCH







www.peters-research.com

Thames Valley Controls supplies best-in-class lift control and monitoring solutions to businesses all over the UK and an expanding US market. TVC's Lyn told us what they'll be showcasing at Liftex.

WHAT ARE YOU EXCITED TO BE FEATURING AT YOUR STAND AT LIFTEX THIS YEAR?

After months of development, we're proud to present the industry's most accurate sensor-based lift monitoring and data collection system inclusive of onboard IO allowing feature expansion to include entrapment and out of service verification. These system enhancements significantly improve our predictive capabilities. It's truly cutting-edge technology which provides real-time insights into vital metrics like temperature, vibrations and incoming building power. This will facilitate proactive maintenance and drive operational efficiency for any third-party lift or escalator manufacturer. It's integrated with our CMS Anywhere cloud based monitoring system, delivering vital alerts and performance analytics, ensuring maximum uptime and compliance with safety standards.

We're also launching a flexible subscription model, with both monthly and annual payment options available, which you'll be able to find out more about at Liftex. Our goal is to make it easier for everyone to access top-tier solutions and keep their lifts running smoothly.

We're incredibly excited to launch our first ever range of indicators, with unique direct programming via the Ethos 2 controller. This allows seamless automatic updates to both car and floor systems, reducing time and the need for specialised site expertise.

Finally, we've expanded our emFONE lift autodialler product family, with two advanced communication systems specifically designed for firefighting and evacuation applications. We'll have these fully code compliant systems on display at Liftex, to demonstrate their capability to new and existing customers.

WHY IS LIFTEX A GREAT PLACE TO EXHIBIT?

For us at TVC, Liftex offers a unique opportunity to come together, network and explore the latest products and solutions under one roof. It's the perfect place to connect with our industry colleagues and customers, share insights and stay up-to-date with the newest innovations shaping the future of the lift and escalator industry. It's a lovely relaxed and informal environment, so whether you're looking to discover cutting-edge technologies or strengthen valuable business relationships, Liftex is the place to be.

TELL US ABOUT THE NEWEST INNOVATION TVC HAS TO OFFER

We've introduced a new triage service for all technical enquiries which we're really excited about. This will help to speed up problem solving and ensure issues are quickly identified and addressed. The service includes our new TVC Chatbot, an AI solution that reduces wait times for technical support, accessed through our call centre team. We're also planning to launch it on our website soon, so watch this space!

WHAT IS THE NUMBER ONE REASON TO VISIT TVC'S STAND?

We have a wide array of outstanding solutions, including our complete range of connectivity solutions which can reduce installation time by a full week on a typical eight-floor installation. We can't wait to showcase our newest ranges, as well as the launch of our monitoring solution, and would love to have a chat about our new subscription services. Our focus is always on enhancing our customers' experience, listening to and acting on feedback – this is the perfect opportunity to share your thoughts with us.

WHERE CAN WE FIND YOU AT LIFTEX?

We're at stand B14 – we'll see you there!

shorts

Solutions for the Lift Industry

Experience the PB4 Lift Control System at Liftex

We're excited to showcase the PB4 Lift Control System, the latest in cutting-edge lift controllers from our trusted partner, DMG SpA.

Building on the solid reputation of its predecessor, the PB3—renowned for its efficiency, versatility, and reliability—the PB4 takes performance to the next level. With greater flexibility, enhanced connectivity, and advanced features, it's the perfect choice for new installations and modernisation projects.

With our **industry-leading turnaround** times, you'll receive the PB4 within an average of **7 days** from approval.

Want to see it in action? Visit us at **Stand D18** at **Liftex 2025** for a live demonstration and to learn how the PB4 can benefit your next project.

DISCOVER MORE

www.shorts-lifts.co.uk/dmg-pb4

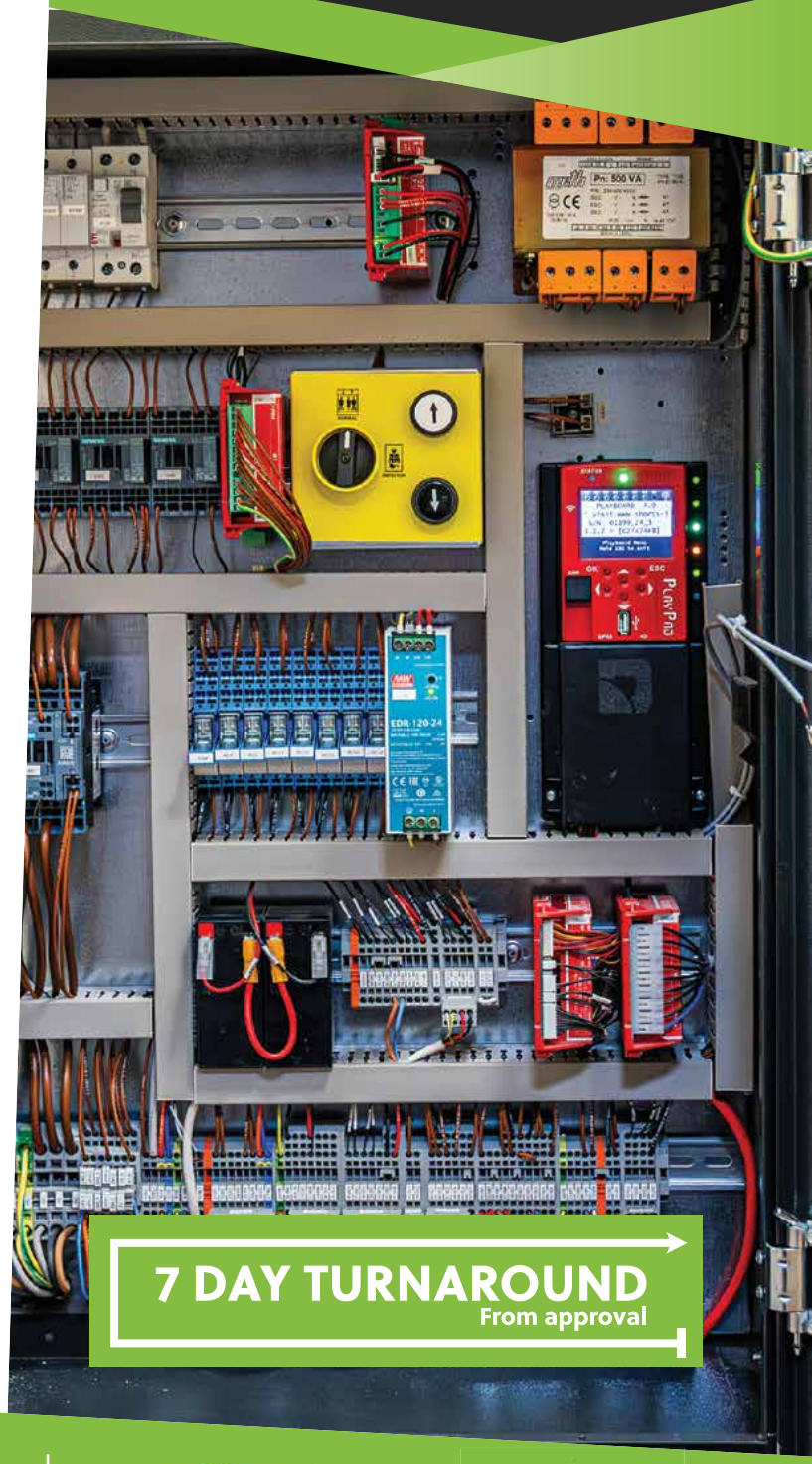
2025 liftex INTERNATIONAL 11–12 JUNE ExCeL LONDON

See us at stand D18

For more detailed information on how the PB4 can benefit your projects, contact us on:

T: **01274 305066** or T: **0207 394 3080**
E: **info@shorts-lifts.co.uk**

Utilise leading modernisation equipment and turnaround.



7 DAY TURNAROUND
From approval

Compact & Powerful.

Intelligent Control.

Advanced Software & Compliance.

Elgo Limax Absolute Encoder.

Shorts is committed to quality, innovation and exceptional service, providing state-of-the-art installation packages, modernisation components and precision-engineered spare parts to the lift industry. Michael from Shorts gave us a whistle-stop tour of their Liftex offering.

WHAT ARE YOU MOST LOOKING FORWARD TO SHOWCASING THIS YEAR AT LIFTEX?

This will be a fantastic opportunity to see all four of our divisions together – New Lift Packages, Specialist Lifts & Trade Services, Lift Components, and Lift Spares, as well as us here in Marketing. I'm excited to highlight how we can collaborate with our customers, helping them promote their work and share their successful projects with a broader audience.

Of course, we'll be showcasing our DMG PB4 lift controller, which we gave a sneak peek of last time, but now it's fully launched, with the industry's shortest lead time of just 14 days, on average and just 7 days from approval.

We'll also be bringing along equipment from our partners Langer & Laumann, as well as showcasing our passenger lift package based around our DMG controller. There will be plenty of opportunities to discover more and take away information.

I'm really excited about promoting our Lift Professional brand at Liftex, designed for the industry to celebrate the people working within it. Our merchandise underpins the community and camaraderie of the industry, fostering pride in working together across our individual companies. We'll be launching some very special new pieces for Lift Professional at Liftex, as well as displaying our New Starter Kit and other pieces, so you'll have to visit us to find out more and see them in the flesh.

WHAT'S THE BEST THING ABOUT LIFTEX?

It's a one-of-a-kind event in the UK, and the whole industry gets behind it. It's so rare that a customer will meet all our divisions together in one place, so Liftex is unique in that respect. It's just a brilliant place to meet so many of our customers face to face over a short space of time.

WHAT'S THE TOP REASON PEOPLE SHOULD VISIT SHORTS AT LIFTEX?

Liftex is not about us, it's about our customers. We want to develop products and services that meet their specific needs, and we can only do that through taking the time to listen to their requirements, learning more and understanding what they need from us.

Our goal is to work together to propel our customers' businesses forward. It's always people before product, and we want to hear what's important to their business so we can provide the right support, services and solutions. It's a great opportunity to be able to tell key people at Shorts what's important – the more we understand, the better our products and services will be.

But you'll have to visit our stand to find out what else we'll have on offer – we've got some exciting things planned, but I like to leave an air of mystery surrounding it…

WHAT ARE YOU MOST LOOKING FORWARD TO AT LIFTEX?

Honestly, The end! It's an unbelievable amount of hard work and effort to get there, but it's also so worth it! In all seriousness, the whole team are looking forward to connecting with our customers, putting faces to names and being able to take time to have some great conversations which lead to new and exciting developments.

SHORTS
Solutions for the Lift Industry

WHAT ELSE DOES 2025 HOLD FOR SHORTS?

More of the same! We never stop moving forwards, talking to our customers and understanding how we can improve our services and introduce new products to meet their requirements. We're constantly working on new developments to provide the best solutions to the lift industry.

WHERE CAN WE FIND YOU AT LIFTEX?

We are at D18, pretty much in the centre – come and find us there!

THE CIBSE LIFTS GROUP

CIBSE Lifts Group

The CIBSE LIFTS GROUP is converting to a SOCIETY to bring more benefits and recognition to our members

Follow us to be part of this journey

EXPERTISE >
KNOWLEDGE SHARING >
UPSKILLING >
INFORMATION FORUM >

FOLLOW us on

Keep up to date on our web site

NEWS FROM THE CIBSE LIFTS GROUP

CIBSE Lifts Group AGM 2025: Evolution, Innovation, and Industry Standards

On 6 March 2025, the CIBSE Lifts Group convened for its Annual General Meeting (AGM) at SWECO London, bringing together key industry figures to discuss the past year's achievements and upcoming developments in vertical transportation. The meeting provided a crucial platform for members to engage with the transition towards the Society of Vertical Transportation (SoVT), updates on standards and regulations, and technical seminars on new advancements in lift technology.

The Transition to the Society of Vertical Transportation

A key discussion point at the AGM was the ongoing transition of the CIBSE Lifts Group into the Society of Vertical Transportation (SoVT). Michael Bottomley, Chair of the Lifts Group, provided updates on the initiative, reaffirming that the transformation is on track for a formal launch in September 2025. The shift aims to elevate the sector's professional standing, introduce pathways to industry-specific professional registration, and enhance the group's international reach.

With regulatory changes such as the UK's Building Safety Act placing greater emphasis on competency in high-risk industries, SoVT seeks to fill a critical gap in professional recognition for vertical transportation specialists. The society will continue to offer CPD seminars, publish key resources such as the CIBSE Guide D, and support initiatives like the Lift and Escalator Symposium.

Election of Officers

The AGM also saw the election of officers for the coming year. The leadership team remains largely unchanged, with Michael Bottomley continuing as Chair and Phil Pearson as Vice Chair. Other key positions were confirmed, including Richard Peters as Treasurer and Wee Chuan Lim as Secretary. With a well-structured team in place, the group is set to navigate the challenges and opportunities that 2025 will bring.

FULL LIST OF OFFICERS

Chair: Michael Bottomley

Vice-Chair: Phil Pearson

Secretary: Wee Chuan Lim

Assistant Secretary: Leonora Lang

Treasurer: Richard Peters

Assistant Treasurer: Ben Richardson

Events Organiser (North): Gemma Moore

Events Organiser (South): Paloma Huelva Coronado

BSI Representative / Codes and Standards: Adam Scott

Event Exhibition: John Bashford

Training Development: David Cooper

Press & Publicity: Paul Clements

LEIA Representative: Nick Mellor

University of Northampton Representative: Stefan Kaczmarczyk

SAFED Representative: Jonathan Bracken

INITA Representative: Vince Sharpe

International Representative (USA): Rory Smith

International Representative (Australia): John Carroll

International Representative (UAE): Erkan Soydan

Review of 2024 and Plans for 2025

Reflecting on the past year, the Lifts Group celebrated the success of its events, notably the Annual Seminar at Novotel, which saw strong attendance. Plans for 2025 include an ambitious seminar schedule, with major events such as:

Scotland Seminar (April 23, 2025)

Manchester Seminar (May 21, 2025)

Birmingham Seminar (July 2 or 3, 2025)

CIBSE Guide D Launch (September 23, 2025)

Lift and Escalator Symposium (September 24-25, 2025)

Annual Seminar (November 2025)

Additionally, an **Away Day in October 2025** will focus on SoVT planning, ensuring a smooth transition.

Codes and Standards Update

Adam Scott provided an informative update on both national and international standards work relevant to vertical transportation. Key developments included:

BS 5655-11/12 – These two codes of practice for modifying existing lifts (electric and hydraulic) are being combined into a single standard, with a draft expected by December 2025 and final publication aimed for July 2026.

BS 8486-11 – A new examination and test standard, aligning with ISO 8100-1, is under development, based on the format of BS 8486-3.

BS 5655-6 – The revision process has been paused, with the current content now considered covered by other standards such as CIBSE Guide D. This standard may be withdrawn.

BS 8486-10 – Will focus on evacuation lift testing and is pending the publication of EN81-76.

BS 8899 – Expected to follow, addressing the modernisation of firefighting and evacuation lifts.

BS 9991 – The updated 2024 edition is now published.

BS 9999 – A future revision is planned, expected to follow the release of EN81-76.

BS 8300 – This standard, covering inclusive design, is currently under review.

In addition to technical changes, there is a growing trend toward global harmonisation of standards, with many EN standards now evolving into ISO equivalents. Adam highlighted the legal and regulatory frameworks that underpin standards compliance, emphasising the importance of interpreting key terms like "shall," "should," "may," and "can" correctly in legal contexts.

TECHNICAL SEMINARS: ADVANCES IN LIFT TECHNOLOGY

Following the formal AGM, attendees benefited from two insightful technical presentations:

BS 9991:2024 – New Evacuation Lift Requirements

Graham Barker and Calum Smith presented on **BS 9991:2024,** which introduces the most significant changes in lift-assisted evacuation in years. The new standard mandates **evacuation lifts in certain high-rise residential buildings,** bringing greater clarity to fire safety protocols.

The new requirements mark a shift in how evacuation strategies integrate with vertical transportation, aligning lift design with broader fire safety regulations.

A Non-Proprietary Approach to Destination Control

Dr Richard Peters presented a fresh, non-proprietary approach to destination control, highlighting the benefits of separating the dispatcher from the lift controller. This architecture allows any lift controller—regardless of manufacturer—to become intelligent, offering a flexible and cost-effective pathway to upgrade existing systems. The vision is to create a universal dispatching solution that integrates effortlessly with a wide range of controllers, removing traditional barriers posed by proprietary systems.

Richard shared insights into the development journey of Elevate Dispatch, including the technical challenges overcome along the way. He also described the first live installations, delivered in partnership with Lester Controls and installed by MKM Elevators.

A video and the slides for both presentations are available on the CIBSE Lifts Group website.

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BS9991:2024: NEW EVACUATION LIFT REQUIREMENTS FOR FIRE SAFETY IN RESIDENTIAL BUILDINGS

Graham Barker, Partner, Vertical Transportation at Cundall provides an overview of the key changes and updates in BS9991:2024

December 2024 saw the publication of the biggest change in lift assisted building evacuation guidance for many years. Previously, evacuation lifts had been considered under a limited definition in BS9999:2008 code of practice for the design management and use of buildings. A standard for the design of evacuation lifts (EN81-76) has been under development now for many years, but is yet to be published, hopefully due soon.

The latest British Standard BS9991:2024, building on the previous BS9999:2008, outlines fire safety requirements for residential buildings. This article provides an overview of the key changes and updates, with a focus on evacuation lifts and what I feel are the most relevant and significant points. I urge anyone working in the field of fire safety, firefighters or evacuation lifts to obtain a copy of the standard and digest it for themselves. This article provides a flavour of evacuation lift requirements but does not replace a thorough and in depth understanding of the standard.

Prior to the publication of BS9991:2024 evacuation lifts were never mandated by guidance for compliance with Building Regulations in any building in the UK, it was always a design choice. So, this new document is a major shift in that evacuation lifts are now seen as essential for life safety in certain circumstances.

Key aspects include:

- Covers fire safety design, management, and use of various residential buildings, including houses, flats, student accommodation, and care homes.
- Applies to buildings up to 100m tall with specific fire-resistant materials or up to 11m tall with less stringent requirements.
- Excludes Houses in Multiple Occupation (HMOs), hotels, and certain other building types.

The significant updates and changes detailed in BS9991:2024 are only a part of the story, with a new standard (EN81-76) due for publication in 2025 detailing the design requirements for evacuation lifts even further. BS9991 references that the new standard for evacuation lifts (EN81-76) is under development, and it expects that its more detailed requirements will be adopted by users of BS9991 when it is published.

When is an evacuation lift required in a residential building?

The key criteria evaluating when evacuation lifts are required in residential buildings as per BS9991:2024 are:

- Buildings provided with passenger lifts should also be provided with a means to use lifts for escape (aka evacuation lifts).
- At least one evacuation lift should be provided for each escape stairway, and more if required (e.g. if there is a high number of persons on a floor that may rely on a lift to evacuate).
- For buildings with floors above 50m high and with a stay put strategy, every lift should be designed as a firefighters lift and have the ability to function as an evacuation lift.

- Buildings provided with lifts for access should also be provided with a means of using lifts for escape, and that lifts may be used for both access and escape or else be separate/different lifts with separate or individual functions.

- Any lift provided for use in building escape should be an evacuation lift.

- One evacuation lift is needed for each escape stair as a minimum, and where escape stairs are in separate locations, an evacuation lift should be provided at the location of each stair instead of in a single location.

Note that the standard clarifies that lift is a device compliant to EN 81–20 with a speed greater than 0.15 m/s and therefore removes the potential for a platform lift or similar (which is limited to a speed of 0.15 m/s) to be used as an evacuation lift.

What is a stay put policy/strategy?

A stay put strategy is a fire safety measure used in high-rise buildings where residents are advised to stay in their apartments in the event of a fire unless it directly affects their unit. This strategy assumes that the building's fire safety features, such as fire-resistant walls and doors, will contain the fire to its origin.

Introducing different evacuation lift classifications:

Whilst not fully covered in BS9991:2024, mention is made that when EN81-76 is published, it will contain 2 classifications of evacuation lift:

Class B = full specification with all features and provisions

Class A = where secondary power is not available

Mention is also made of a Class B evacuation lift being physically larger / have a larger capacity than a class A evacuation lift, although this is not further expanded upon in the standard.

From a personal perspective, I suspect that Class A will be relevant for existing buildings where full compliance cannot be achieved due to the constructed nature and inherent limitations of the existing building; and that Class B would be the requirement for all new buildings. We will need to wait for the publication of EN81-76 to find out!

Evacuation lifts requirements:

- The minimum dimensions of an evacuation lift should be 1400mm deep by 1100mm wide with a 900mm door opening width.

- Lift landing doors need to be fire doors (and it is noted that is generally not feasible to provide smoke sealed lift landing doors).

- Lift landing doors do not need to be physically marked or labelled as fire doors, unlike all other fire doors.

- Means to prevent water penetration into the lift shaft (as firefighters lifts) where the lift is located close to a firefighting main outlet.

- Clear signage at the evacuation exit floor.

Evacuation lift secondary power supply requirements.

The evacuation lift, emergency communications system, and both lift and lobby lighting require primary and secondary power supplies:

- Buildings less than 18m tall can use a fire protected diverse routed secondary supply from the main incoming electrical supply.

- Buildings over 18m require a generator, independent supply from a different substation to the primary, or ups system.

Building design requirements related to evacuation lifts.

There are many requirements of the general building design and construction where it contains the evacuation lift, which would sit outside of the lift suppliers' provisions and require a coordinated approach by all involved in building design.

The key building design requirements related to evacuation lifts are:

- The evacuation lift shaft and lift lobbies should be constructed as a protected shaft, meaning they have minimum levels of fire resistance and ventilation.

- Lift wells should be enclosed with fire resisting materials throughout their height unless they are within a protected stair.

- Lift machinery spaces need to be protected in the same way as the lift shaft

- A visually contrasting floor surface of at least 1500x1500mm should be provided outside of the evacuation lift.

- Evacuation lift lobbies should be provided with an emergency voice communication system according to BS5839-9 as well as a separate evacuation lift communication system which supports the lift evacuation process.

- Access to the evacuation lift should be step free and include an evacuation temporary waiting area of minimum size 1500 x 2100mm which is within or connected to an evacuation stair. The standard provides several potential layouts for such a configuration, including where the corridor in front of a lift is formed into the waiting area.

- The evacuation waiting area should be provided with some means of ventilation to minimise exposure of waiting evacuees to smoke and heat and prevent further ingress of smoke into the area (example if mechanical extract only is being used then this means adjoining corridors will also need smoke ventilation, or as an alternative a pressurisation system could be used that protects the staircase, lift shaft and lobby. Either way this means more smoke ventilation shafts needed in residential buildings.).

- In buildings designed with a stay put policy, any firefighters lift can also be an evacuation lift. However, where a building's evacuation strategy is not stay put, then firefighters and evacuation lifts must be separate from one another.

Regular maintenance and inspection of evacuation and firefighters lifts

Evacuation and firefighters lifts should be maintained and undergo periodic testing of correct function:

- Weekly tests of firefighters, evacuation lift recall switches, and any fire alarm recall features connected to lifts.

- Notification to the fire service if a fault to the lift cannot be rectified within 24 hours.

- Failure of the primary power supply should be simulated once a month, and where a generator provides the standby power, it must energise the lift for at least 60 minutes.

- Firefighting and evacuation lifts should be inspected and tested every 6 months by a competent person.

- Annual performance tests should be carried out (which we understand to be a coordinated test of the interconnected and interrelated systems).

BIOGRAPHY

Graham is a Partner at Cundall, and the Global Head of their Vertical Transportation specialism. Graham started working in the lift and escalator industry in 1998, after studying Mechanical Engineering at Newcastle University. Over his career, he has worked in the fields of design, project and operational management, maintenance, quality improvement and business management. In 2016, he moved into consultancy with a desire to share his knowledge and experience to benefit new and existing buildings and clients. Graham likes few things more than helping solve problems and regularly produces blogs and articles.

Required Action	Weekly	Monthly	6 Monthly	Yearly
Test of lift recall switch	Y	Y	Y	**Y**
Lift recalls on fire alarm activation	Y	Y	Y	**Y**
Secondary power test and 60 minute operation of lift		Y	Y	**Y**
FF & Evac lift operation inspection & testing, with certificate issued (by competent person)			Y	**Y**
Full function test of fire alarm, secondary power, and lifts operating together				**Y**

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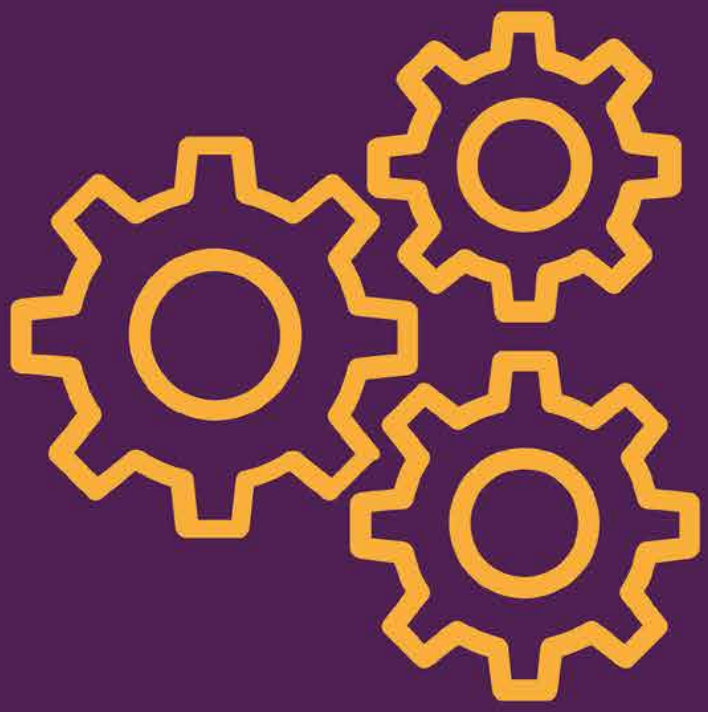

THE KNOWLEDGE BANK

LIFT & ESCALATOR SYMPOSIUM

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FROM A BELL ON A ROPE TO VOIP: THE EVOLUTION OF THE LIFT ALARM IN THE U.K.

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Keywords: lift alarm, autodialler, emergency communication, PSTN, DTMF, emergency telephone, GSM

Abstract: The paper will give the reader the opportunity to learn about the evolution of the design and provisioning of devices used by lift passengers to signal for help, 'alarm systems', in the UK from four perspectives:

1. Requirements in British Standards
2. Design approaches from both lift and component manufacturers
3. Experiences of industry personnel installing and maintaining alarm systems
4. Impact of the development of telecommunications systems in the UK

The result is not only a summary of the development of requirements in British Standards and the design of alarm systems but also demonstrates how the various changes over the years continue to inform certain industry behaviours and approaches today.

The inclusion of research into the telecommunications industry shows that whilst many of us may, at times, see our industry as "an island", decisions made in other adjacent industries have impacted and will continue to impact the UK lift industry.

1. INTRODUCTION

The story of the passenger lift as we know it today is inherently linked to the advances in safety which have served to reassure passengers that lifts are a safe means of transportation. Many of these same safety features are designed to stop the lift car mid-travel, and keep the lift car stopped until a lift engineer can safely return the lift to service. Depending on the age and type of the lift, it's highly likely that the lift will stop between floors. A passenger finding themselves in a stalled lift car will often fail to appreciate that they are in fact in the safest place they could be in the event of a lift breakdown. Therefore, a means for a passenger to summon help, so that competent and qualified personnel can release them from the lift is, it could be argued, essential to the safe operation of a passenger lift. The form that this 'alarm' should take has been a topic of debate for many years.

2. EARLY GUIDANCE FOR THE LIFT INDUSTRY

Stories persist about early systems consisting of a brass bell being installed on top of the lift car operated by pulling on a rope from within the lift car. Anecdotal evidence suggests that a system like this was still installed at a hotel in Norfolk as late as 2016 and served as the primary alarm on the lift. Research has thus far been unable to yield any documentary evidence regarding this design approach or if there was ever a system like it formally adopted.

The first documented guidance on lift alarms appears in the Building Industries National Council 'Code of Practice for the Installation of Lifts and Escalators' [1] published in 1935. This was the first dedicated lift safety code in the UK[1] and was compiled following a review of existing legislation in the UK and existing Codes in Europe and America. The section covering on the 'lift car' included a requirement for an alarm system:

Lifts Cars 7.(b)
The car of every automatically operated lift in which a passenger or operator is at any time carried, shall be fitted with an alarm bell and/or telephone circuit to enable assistance to be obtained in case of breakdown or failure between floors. [2]

In the 1943 Code Of Practice [3] the text of the requirement was simplified and used less perspective language:

Lift Cars.13.(r)
Every lift shall be provided with an emergency signal that is operative from the lift-car and audible outside of the lift-well, or it shall be provided with a telephone [3]

Here we can see the beginnings of a debate that would swing back and forth for the rest of the twentieth century and continue to the present day: is an "alarm bell" good enough?

The language used in the 1943 Code, 'an emergency signal…audible outside of the lift-well', helps illustrate the crux of the issue. An audible alarm is only of any use if there is someone there to hear it. Having heard the audible alarm, that person now needs to understand what the alarm is signalling and how they should respond to that signal.

A telephone allowing the trapped passenger to speak directly to another human being and request help reduces the risk that the alarm will be ignored or misunderstood.

Where a telephone was provided this would typically be a conventional rotary dial telephone of the era, installed in a cabinet within the lift car.

We're given no guidance in either the 1935 or 1943 Codes about providing information for the trapped passengers on who to call from the provided telephone. It's certainly possible this may have also signalled the start of "nuisance" calls from trapped passengers to the emergency services, which continue to frustrate the Fire and Rescue service to this day (more on that later).

During this era, it's most likely that the trapped passengers would have spoken with an operator at the local telephone exchange who would have directed the call.

At this point, it's worth diverting from the lift industry and looking at the telecommunications industry as it existed at the time.

3. THE PUBLIC SWITCHED TELEPHONE NETWORK (PSTN)

The General Post Office (GPO) in the UK provided telephone services from 1878 until its break up in the early 1970s. Whilst the GPO provided the vast majority of the Public Switched Telephone Network (PSTN) from 1911 onwards, it was not a total monopoly and private telephone companies persisted throughout its history (most notably 'Kingston Communications' in Kingston upon Hull).

The PSTN was built as a network of copper cables connecting GPO telephone exchange buildings both to one another and to individual telephones in buildings & public call boxes. At first, it was an entirely manual system relying on human operators to connect calls. Efforts towards automation began in the 1920s and persisted until the last manual exchange was finally closed in 1975[4]. Certain features of the PSTN became important to the lift alarm application. The most important feature was the PSTN's 'power autonomy'.

The PSTN's copper lines carried their own power (~48VDC) which was provided separately from the general mains power grid in the UK. This meant that if there was a mains power cut, a key time for a lift trapping, a telephone line would still be available.

[1] Page 1, Lee E Gray, The 1935 Code of Practice for the Installation of Lifts and Escalators [2]

[2] Page 14, Building Industries National Council, Code of Practice for the Installation of Lifts and Escalators

[3] Page 20, Building Industries National Council, Code of Practice Electric Passenger and Goods Lifts and Escalators

[4] GOODBYE TO THE HELLO GIRLS: AUTOMATING THE TELEPHONE EXCHANGE, (2018) [4]

4. BRITISH STANDARDS 1957-1979

In 1957 the previous Code of Practice for lifts was replaced with a British Standard: BS2655-1 [5], published by the British Standards Institute (BSI).

Section two of BS2655-1, 'Specific requirements for passenger and goods lifts', reproduces the text from the 1943 Code of Practice:

CAR EMERGENCY DEVICES
14. Every passenger lift shall be provided with an emergency signal that is operative from the lift car and audible outside the lift well, or it shall be provided with a telephone [5]

This requirement would remain unchanged in BS2655-1 through both its 1958 and 1970 versions [6,7].

Throughout this period the provisioning of alarm bells was the standard approach in the UK. As well as a bell on the lift car, some bodies also specified a secondary bell placed outside of the lift well within the building. The higher proportion of buildings with on-site staff also helped during this period.

'Block Wardens', in the original generation of council tower blocks built in the UK, were stationed on-site and responsible for the general upkeep of the block and could also raise the alarm in the event of a lift trapping. The small boarded-up offices, often converted to storage spaces, on the ground floor of older tower blocks are all that remains of this idealistic approach to mass high-rise living.

Telephones were provisioned as an option, typically based on the client's preference. There was however a downside to these early systems; by providing a telephone accessible to any lift passenger the specter of misuse emerged. Anecdotes abound of lift owners in the 1970s receiving huge telephone bills, only to find that an enterprising building user had been making long-distance phone calls from the lift!

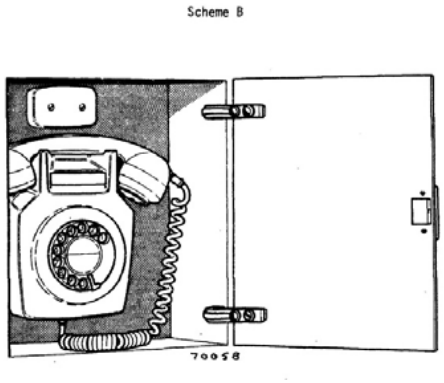
The GPO had by now become 'Post Office Telecommunications' (PO) as the PSTN in the UK began the move towards privatization (eventually becoming 'British Telecom' in the 1980s). A 'Telecommunications Instruction' document (a form of work instruction) published by the PO in 1977, entitled 'Telephones in Lifts'[8], outlines how telephones would be provisioned into a lift car.

The document outlines the types of telephones to be installed and outlines the division of responsibility between the lift contractor and the PO. The lift contractor is required to:

'accept responsibility for the provision and maintenance of the trailing cable between the terminal blocks in the lift car and a point situated in a position agreeable to the Post Office outside of the lift shaft'[6]

[5] Page 21 BS 2655 Electric lifts Part 1 - General requirements (1957)

[6] Page 1, 'Telecommunications Instruction B4 A0005: Telephones in Lifts (1977)



The PO would then 'provide and maintain the remainder of the installation'[7]. In terms of the telephones themselves, and their encloses, Figure 1 and Figure 2 below show the two Schemes which the PO offered.

Figure 1: Scheme A

Figure 2: Scheme B

Scheme A shown in Figure 1 is described as:

'A 700-type pendant telephone…with vertically mounted dial and bell set. The recess may be a single continuous recess 203mm (8") wide, 533mm (21") high and 76mm (3") deep, with a door, or a recess divided 203mm (8") wide, 685mm (27") high and 76mm (3") deep divided into two compartments the upper having a door being used to house the telephone and dial unit, The lower section, covered with a removal panel, houses the bell set…' [8]

Scheme B shown in Figure 2 is described as:

'A 700-type wall telephone…mounted in a recess 304mm (12" square and 114mm (4 ½") deep, with a door'[9]

Regarding the recesses in the lift car required to house the telephones, the document notes that 'the lift manufacturers must agree to provide the recess in the lift car' and that 'only in exception circumstances,'[10] would anything else be considered. The PO was willing to provide the doors and removable panels.

[7] Page 1, 'Telecommunications Instruction B4 A0005: Telephones in Lifts (1977)

[8] Page 2, 'Telecommunications Instruction B4 A0005: Telephones in Lifts (1977)

[9] Page 3, 'Telecommunications Instruction B4 A0005: Telephones in Lifts (1977)

[10] Page 1, 'Telecommunications Instruction B4 A0005: Telephones in Lifts (1977)

5. HARMONIZED EUROPEAN STANDARDS 1979

In 1979 BSI published BS5655-1 [9]. This standard was identical to the European Committee for Standardization (CEN) standard EN81-1 and began the process of BSI publishing what at the time were referred to as harmonized European Standards (since 2019: designated standards).

BS5655-1 provided an expanded and more detailed set of requirements for what was now referred to as the 'emergency alarm device'.

'14.2.3 Emergency Alarm Device

14.2.3.1 In order to call for outside assistance, passengers shall have available in the car an easily recognizable and accessible device for this purpose.

14.2.3.2 The power for this device shall be either from the emergency lighting supply called for in 8.17.3 or from an equivalent supply.

14.2.3.3 This device shall take the form of a bell, intercom system, external telephone or similar device.

NOTE In the case of connection to a public telephone network 14.2.3.2 does not apply.

14.2.3.4 The organization within the building should be such that it can respond effectively without undue delay to emergency calls.

14.2.3.5 An intercom system, or similar device, powered by the emergency supply referred to in 8.17.3, shall be installed between the car and the machine room if the lift travel exceeds 30 m.'[11]

We still have the option of an alarm bell or 'external telephone', but these are now joined by the option for an intercom.

An intercom is a voice communication system used for communication either within buildings or between buildings over a short distance and functions independently of the PSTN [12].

The use of intercoms alleviated the risk of passengers misusing a telephone, whilst still allowing two-way voice communications. The downside was the need to have another person at the other end of the system, usually on-site, to answer the call. Intercom systems are still used today in buildings which have full-time reception or security staff.

Arguably the biggest addition in BS5655-1:1979 was the requirement for an emergency power supply (14.2.3.2 above). This is interesting for two reasons:

Firstly, we're given the option of supplying the alarm device from the same emergency supply as the lighting. At the time BS5655-1 required 'an automatically rechargeable emergency supply…capable of feeding at last a 1Watt lamps for 1 h'[13] in the Lighting section (8.17) and noted that 'if the supply referred to…is also used to feed the emergency alarm signal…its capacity shall be rated accordingly'[14]. Many lift engineers who started their apprenticeships in the 1980s/90s recall being taught to connect lift alarms to the car lighting supply because of this emergency backup. Years later this ingrained practice would lead to problems as energy-saving measures were introduced whereby the car lightning would power down when the lift was not in use. This led to a paradoxical situation in that lift alarms had been connected to the car lighting supply because it had an emergency backup, but that same supply would cut out when the lift was idle during normal operation!

[11] Page 43, BS5655 Lifts and service lifts – Part 1 Safety rules for the construction and installation of electric lifts (1979)

[12] Kim Lange, Intercom systems — how do they work? (2017) [10]

[13] Page 22, BS5655 Lifts and service lifts – Part 1 Safety rules for the construction and installation of electric lifts (1979)

[14] Page 22, BS5655 Lifts and service lifts – Part 1 Safety rules for the construction and installation of electric lifts (1979)

The second interesting part is the note stating that requirement 14.2.3.2 does not apply if the alarm is connected to the PSTN. Here we come back to the point made above about the PSTN having its own power autonomy. A telephone in a lift car, like all telephones at the time, would have drawn its power from the PSTN telephone line to which it was connected. As the PSTN 'line power' was separated from the mains power grid, there was no need for a secondary power supply as part of the lift installation. If the mains power failed and a lift entrapment occurred, the passenger could still use a telephone to call for help.

In the 1980s designs of lift alarms began to emerge that finally solved the dual problems of misuse of telephones and of how a trapped passenger would know who to call. Automatic dialling systems (commonly referred to as autodiallers) began to be adapted for use in lifts.The great benefit of autodiallers was that the system could be pre-programmed to call a specific telephone number and only needed a single button to be pressed to begin its dialling sequence. Alternatively, autodialler systems could be configured to dial once a telephone handset had been lifted from its cradle.

Autodialler equipment could also be further integrated within the lift itself. Systems such as the Kone KoneXion and the Otis Remote Elevator Monitor (REM) provided both fully integrated emergency alarm device functionality and used the telephone line to transfer lift status information.

6. LIFTS REGULATIONS 1997 AND EN81 PART 28

The close of the century also saw the signing into law of The Lifts Regulations 1997 [11]. This statutory instrument included the following requirements for any lifts being placed into the UK:

> 4 OTHER HAZARDS
>
> (4.5) Cars must be fitted with two-way means of communication allowing permanent contact with a rescue service.[15]
>
> ...
>
> (4.9) The means of communication referred to in Section 4.5 and the emergency lighting referred to in Section 4.8 must be designed and constructed so as to function even without the normal power supply. Their period of operation should be long enough to allow normal operation of the rescue procedure.[16]

The following year the updated version of BS EN81-1 [12] was published providing much-needed detail on the 'two-way means of communication' alluded to in the Lifts Regulations:

> 14.2.3 Emergency alarm device
>
> 14.2.3.1 In order to call for outside assistance, passengers shall have available in the car an easily recognizable and accessible device for this purpose.
>
> 14.2.3.2 The power for this device shall be either from the emergency lighting supply called for in 8.17.3 or from an equivalent supply.
>
> NOTE In the case of connection to a public telephone network 14.2.3.2 does not apply 14.2.3.3 This device shall allow a two-way voice communication allowing permanent contact with a rescue service. After initiation of the communication system no further action of the trapped person shall be necessary.
>
> 14.2.3.4 An intercom system, or similar device, powered by the emergency supply referred to in 8.17.3, shall be installed between the car and the machine room if the lift travel exceeds 30 m.

The age of the alarm bell was over and now systems had to support two-way voice communication (14.2.3.3 above).

[15] Page 16 The Lifts Regulations 1997

[16] Page 17 The Lifts Regulations 1997

Five years later the dedicated lift alarm standard BS EN81-28 [13] would be published. This 18-page document laid out detailed requirements for a two-way voice alarm system. Whilst too detailed to explore at length here, BS EN81-28 included two key changes: backup power and an automatic test call.

A backup power supply now had to be included in the design of the alarm system itself, supporting a minimum of one hour of operation, and this requirement applied even if the alarm system was connected to the PSTN. Autodiallers now typically had their own on-board batteries. Unfortunately, the previous industry practice of wiring to the lighting supply, drilled into apprentices for the proceeding 24 years, again came back to haunt the industry as batteries ran flat if the lighting supply powered down when in "eco-mode".

For the first time alarm systems also had to place an automatic test call at least every three days to prove the system was operational. The question is often asked "why three days?" and the answer is somewhat macabre: a human being can survive for three days without drinkable water[17]. The idea being that if a passenger became trapped and the autodialler was not working, the passenger would have to wait a maximum of three days before help arrived in the form of someone coming to investigate the fault. Another stark reminder that whilst the risk to a passenger's safety whilst trapped in a lift is low, that risk increases over time.

Handling of these automatic test calls posed an interesting challenge for manufacturers of alarm systems. The final system that was adopted was to have the autodialler place a voice call to a modem to connect to a piece of software called a 'receiver'. The receiver software would log the test call and then communicate a confirmation back to the autodialler that the call had been logged successfully. All of the machine-to-machine communication was accomplished using Dual Tone Multi-Frequency (DTMF) signalling.

DTMF was originally developed in the 1960s and is often better known by the term 'touch tone'. Each of the twelve keys on the standard telephone keypad (0-9, * and #) is assigned an audio tone which telephone systems recognize and can be configured to respond to in a certain way. Most of us are used to this system when calling services that use an automatic operator system which can direct our calls based on a certain keystroke: e.g. "Press one to speak to sales, press two to speak to accounts…". In addition to the standard twelve tones, there are a further four tones used for machine-to-machine communication: A, B, C, and D.

Early machine-to-machine communication applications in the 1970s largely adopted DTMF as their signalling method and this continued in many industrial applications until well into the 2010s, so it was a logical choice for the lift industry. As well as the automatic test calls, DTMF was also adopted for both programming autodiallers at the point of installation and sending 'operator commands' during calls. Operator commands allow the person on the receiving end of a call to use their keypad to trigger certain actions at the other end; the most common example tends to be triggering a location message from the autodialler to help establish the location of a trapping.

7. MOBILE AND THE END OF THE PSTN

What we would think of as the first "true" mobile phone network was launched in the UK in 1985, but experimental mobile systems had been around in the UK since the 'Post Office South Lancashire Radiophone Service' launched in 1959[18]. By the early 1990s, the first-generation (1G) networks began to give way to the Global System for Mobile Communications (GSM) second-generation (2G) networks that still exist in the UK today. This led to the widespread use of mobile phones to the point where they are now seen as an essential part of everyday life.

The lift industry was wary of adopting mobile technology and fixed telephone lines continued to reign supreme until the 2010s when companies began to experiment with installing GSM gateways instead of fixed lines. The key concerns around deploying GSMs were related to being able to connect to an acceptable strength mobile signal and to remain connected from the lift installation. The lift environment is a 'signal hostile' one, given the amount of electrical & mechanical equipment and the nature of a lift shaft within the overall construction of a building.

[17] Page 413, 'A STUDY OF DEHYDRATION BY MEANS OF BALANCE EXPERIMENTS' (1944) [14]

To begin with, GSMs were often installed as a temporary measure to get the autodialler working and allow a lift to be put into service, whilst waiting for a fixed telephone line to be installed & commissioned. Once a fixed line was in place the GSM would be removed.

This practice began to shift as it became apparent that the ongoing costs of mobile SIM card contracts were becoming more competitive versus the monthly line rental charges for fixed lines. Now lift companies could install a GSM and show clients a saving on their monthly communication costs. At the same time improvements in the design of GSMs and a move to SIM cards which could roam across multiple networks began to assuage the industry's concerns around mobile signal issues.

In 2018 an event of seismic proportions happened: BT Openreach announced that the PSTN would be closed by the end of 2025. BT Openreach is the latest private company to inherit the original infrastructure, and legacy, established by the GPO following multiple rounds of privatization in the 1970-90s.

After 140 years it was deemed that the PSTN could no longer meet the changing needs of the UK and specifically could not support fast enough internet speeds. Therefore, the decision was taken to replace the existing analogue copper telephone line infrastructure with a fully digital fibre optic-based system. In practice, this process had been underway since the late 1990s but the announcement of the 'Full Fibre' programme signalled a definitive end to the PSTN.

Autodiallers, and earlier forms of lift alarms, have relied on key features of the PSTN as mentioned above, so the move to a fully digital world presents an unprecedented challenge. The end of the PSTN means the end of DTMF signalling and the loss of power autonomy for telephone lines. This means that in 2025 the industry will have to intervene to ensure lift alarms across the UK continue to function.

[18] 'Car radiophone paved way for mobiles' (2009) [15]

8. CONCLUSION: LIFT ALARMS IN A CHANGING LANDSCAPE

At the time of writing, we are 89 years on from the publication of the 1935 Code of Practice and 21 years since the publication of BS EN81-28. During that period the telecommunications landscape in the UK has remained relatively unchanged allowing the design of lift alarms to progress steadily. The demise of the PSTN (now scheduled for January 2027) and the possibility of the 2G mobile network being removed sometime between 2026-2028 means the industry will now need to navigate much shorter technology horizons to keep pace with a telecommunication infrastructure that is rapidly re-inventing itself to keep pace with consumer needs. Innovation will be needed in the design and implementation of lift alarms and care will have to be taken to ensure the existing lift alarm base can be kept in service for the time when a passenger might most need them.

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BIOGRAPHY

Matt Davies is the Business Development Manager for digital products and services at Memco (a brand of Avire). In addition to his responsibilities at Memco, Matt is a member of the BSI committee 'MHE/4 Lifts hoist and escalators', CEN TC10 WG1 Working Team 4 responsible for revising EN81-28, the European Lift Association 'Telco Working Group' and the American Society of Mechanical Engineers 'A17 Ad Hoc Committee on Door Protection'. Prior to joining the lift industry, Matt worked in the semiconductor industry specializing in solid state lighting.

LIFT & ESCALATOR SYMPOSIUM

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MODERNISING MODEL LIFTS AND THE IMPLICATIONS

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Keywords: Modernisation, modification, implications, CE, model lift

Abstract: Those undertaking the modernisation of a lift system should be competent and have sufficient understanding that the lift is either installed to a standard at the time it was first placed into service or by way of a conformity assessment directed through an Approved or Notified Body, where the lift is declared as a "model lift". These model lifts are typically mass manufactured and are limited to the exact requirements that deviate them from the standard, such as the rated speed, the rated load, and the travel or mass of an empty car.

Understanding the importance of these restrictions can often be daunting, and gathering the required information can be difficult at times. Completing a risk assessment can be a good way to capture these details. Components related to the equipment can often need verification. It is important to understand the detrimental effect on the overall modernisation scheme and the consequences after the lift has been placed back in service.

This paper looks at the implications of modernising lifts that have been subjected to a conformity assessment and are accompanied by CE marking.

This paper also looks at the commissioning methods when modernising lifts and where the lift parameters have been changed. This should allow concise testing requirements before placing the lift back into service.

1. INTRODUCTION

Modernisation of lifts is typically considered the next stage of a lift's life cycle. Since the introduction of the Lifts Regulations [1], many manufacturers have designed lifts to follow a Type of Examination scheme, typically known as a Model Lift and serially produced. Lifts subject to Type Examination have specific design parameters and undergo a conformity assessment by a Notified Body, which examines the technical aspects of the complete lift system and verifies that it meets the Essential Health & Safety Requirements of the Lifts Regulations. Typically these include solutions which may deviate from designated or harmonised standards such as BS EN 81-1 [2], BS EN 81-2 [3] or BS EN 81-20 [4] when the lift was first installed and placed on the market.

The CE mark on lift complete lift systems, and associated safety components indicates that the manufacturer affirms the goods' conformity with the Lifts Regulations, Essential Health and Safety Requirements (EHSRs). The CE marking is required for components sold in the GB market. Assessment(s) by a Notified Body or manufacturer according to a certified production quality system may be required. Where relevant, the CE mark is followed by the registration number of the notified body involved in the conformity assessment.

Since, for most of the time the Lifts Regulations have been in place, lifts in the UK have been CE marked (and approved by Notified Bodies), since the UK left the European Union, lifts might have been UKCA marked and Approved Bodies used for conformity assessment.

To be considered a modernisation of an existing lift and not a new lift, at least one significant component e.g. counterweight needs to be retained in addition to the car guide rails and brackets which must be retained in their original positions. If only the guide rails are retained then the lift is a new lift and the Lifts Regulations apply.

The modernisation of model lifts can be far more complex than envisaged as it may be challenging to obtain the necessary documents, and in these cases, changing elements of the lift solely relies on full compliance to the applicable standard, as the modernisation process will unlikely satisfy the original Type Examination certificate issued, for the lift and ultimately may lower the level of safety of the lift system. Where the lift company undertaking the modernisation scheme does not keep within the Type Examination certificate, they will likely be responsible for the design changes and the associated risks being evaluated, calculated and appropriately addressed during the design.

The Lifts Regulations detail that lifts display a CE mark. This mark should be retained after the modernisation has been completed, as the lift can only be declared new once; however, it does not detail where it should be displayed and can often be shown in its original place mounted on the COP. This remains a requirement regardless of whether components are left with modernisation that have undergone a conformity assessment, such as counterweights with safety gears vs counterweights without safety gears.

2. CHALLENGES

One of the biggest challenges lift contractors encounter when undertaking modernisation works is obtaining the relevant information, which will likely include the calculations and inclusions listed on the Type Examination certificate and agreed with the responsible Notified Body.

Where this information is unavailable, when undertaking changes to an existing lift, one should first consider retaining the existing safety components and ensuring that the lift is not less safe after the changes have been made.

BS EN 81-80:2019 [5] assumes a lift is installed to the standards of the day and recommends that an audit be carried out before implementing changes to any lift installation by using Annex A to assess the existing level of safety and determine what changes, if any, are necessary to bring it up to today's state of the art. It does not foresee solutions that deviate from harmonised or designated standards which are part of a Type Examination.

The results of the audit should indicate the safety measures identified. This will allow discussions with the building owner having identified elements of greatest concern and the priority for upgrading process.

Lifts which follow the Type Examination method and are classified as a model lift may include a range of deviations to the designated or harmonised standard to which the lift contractor undertaking the modernisation works may not have access, and the deviations may include, but not be limited to, lifts which,

- do not have a machine room (not included in earlier versions of BS EN 81-1/2),
- have a suspension method such as flat belts or ropes using materials such as aramid or coated in a polymer sheath.
- steel wire ropes with a reduced diameter or have reduced diameter traction sheaves.
- be limited on car or counterweight mass and have specific traction calculations.
- maintenance methods, which include access via the car.

Building owners who have completed modernisation schemes should understand their duties to the Building Safety Act and their responsibilities under the Fire Safety (England) Regulations, where lifts are used for firefighters or evacuation.

3. IMPLICATIONS THAT CAN OCCUR DURING A MODERNISATION

BS 5655-11:2005 [6] and BS 5655-12:2005 [7] provide recommendations and guidance for modernising traction and hydraulic lifts and may be used as a basis for modernising or modifying existing lifts. These British Standards act as a code of practice that can help guide the lift contractor undertaking the modernisation works and identify other consequences that should be considered.

BS 5655-11:2005 and BS 5655-12:2005 are undergoing complete revision due to their age and technological advancements. The core principles of BS 5655-¹¹⁄₁₂ are still relevant today but may provide guidance to address issues since their first publication.

3.1. CHANGE OF CAR OR SUSPENDED MASS

One of the most common occurrences of modernisation is a change of mass of an empty car or suspended mass, which increases or decreases a lift greater than 5 % of its original designed mass. A change in the suspended or driven mass can occur as the result of a larger or smaller car being installed, changes to the linings (car refurbishment), changes to the car doors/operators (manual to power doors, adding car doors, change of operator type), addition or changes of other equipment, and attachments carried on the car (car top balustrades, guarding, canopies, traps, etc.).

As many model lifts have fixed design parameters and changes in the mass of the empty car or suspended mass have similar effects to changing the rated load, there may be restrictions on what weight can be added or removed as defined in the Type Examination Certificate.

When the implications of adding mass to the empty car are considered, the operating range of components may be affected, some of which could be as follows:

The rating of the safety components (the rated load of the safety gears and buffers may be exceeded).

The suspension system (reduction of safety factors).

The machine (maximum static load may be exceeded).

The brake (maximum rating may be exceeded).

The traction (maximum out-of-balance loads could be increased).

The guide rails & brackets (buckling factor and forces on the pit floor and walls).

Reducing the suspended masses of the car and counterweight should also be respected; a reduction could compromise traction, where T1 or T2 applied traction ratios are inadvertently increased exceeding the critical traction ratios defined in the original traction calculation.

Any consequential changes to the lift systems must be checked and verified thoroughly, ensuring that the lift system operates within the constraints of the original manufacturers' Type Examination.

3.2. CHANGE OF SUSPENSION MEANS

Although a change of suspension means, such as a re-rope, is conducted many times over the lifetime of a lift and, in most circumstances, considered a simple like-for-like replacement, it is essential that when replacing steel wire ropes, they match the original existing rope type.

The original rope selection will have been determined from the lift design parameters, including the masses in the system, length of travel, reeving ratio and direction changes, sheave configuration (V groove, round groove with undercut or round groove), speed, acceleration, jerk and the general environment.

Using this information, the original rope type would have been selected with the required tensile strength, construction, core material and lay. The same type and number of ropes should be replaced to ensure the lift stays within its original design criteria, critical to the traction calculation and safety factor.

Where the replacement or change of suspension means is not the same type, it may be considered a significant modification, which may have implications on the original Type Examination if:

The parameters of the suspension are altered by a replacement, which is not a like-for-like or not included in the original scope of approval (e.g., Type Examination – the friction factor of the replacement suspension means is not the same as the original design or not compatible with the sheave surface).

The traction sheave is also changed, which is considered an 'important modification' (by E.2 of BS EN 81-1, C.2 of BS 81-20 and 4.4 of BS 5655-11). It would require testing, e.g., to ensure that sufficient traction is available for worst-case loadings and that traction is lost when the counterweight is buffered, where appropriate.

3.3. CHANGE OF CONTROLLER

Ensuring that a new controller meets all the EHSRs and incorporates, as a minimum, an equal level of safety as the original system can be tricky since all the safety features of the original design might not be apparent or understood from a site survey or the documentation available. Nevertheless, these features might need to be replicated in a new control system.

- Examples are the use of additional monitoring functions in the controller required by a Type of Examination, such as
- the use of pulse or trip counters to monitor the working life of suspension means,
- the detection of uncontrolled car movement (UCM), or
- the failsafe functionality of inspection and rescue systems.

When a new control system is to be fitted, another vital consideration is whether the lift has functionality specified on how the lift behaves in the event of a fire. Generally, a new control system for a lift which is not for the use of firefighters or evacuation purposes should meet the relevant requirements as defined in BS EN 81-73: 2020 [8] so that fitting a recall device at a later date is practical. Where another operation is required, e.g., for an evacuation or firefighters lift, this should be assessed to see if it can be brought up to current standards.

The UCMP requirements in BS EN 81-20: 2020 and, as recommended in BS EN 81-80: 2019, have implications for lift control systems and safety components. Therefore, if these parts are being changed, consideration should be given to introducing UCMP for the lift.

When modernising lifts with existing UCMP and the Type Examination Certificate is available, the details should be considered when interfacing with new components. In the case of model lifts, the Type Examination certificate might not be available; therefore, a detailed risk assessment should be carried out to ensure a fully engineered and safe solution is incorporated for the modernisation scheme.

Since UCMP consists of three elements, it should be understood that each device or a combination of devices is considered a safety component in its own right. Where modernising a lift placed on the market without UCMP or modernising a lift with UCMP but placed on the market before 20 April 2016, the elements required to provide UCMP can be added without the entire UCMP necessarily needing to be CE or UKCA-marked.

3.4. CHANGE OF MAINTENANCE PROCEDURES

Some model lifts combine maintenance and inspection through the car ceiling without having access to the car roof. These types of lifts may have a restriction on the structural elements surrounding the car top and may be designed this way to access sections of the lift, such as the machine. Changes to specific design elements should consider the requirements of BS EN 81-1, BS EN 81-2, or BS EN 81-20 and the building design to ensure that the refuge areas and fall protection remain.

When a modernisation scheme includes upgrading these types of lifts and the refuge areas do not comply with the relevant standards, the lift must be approved by the UK government's Department of Business and Trade before being placed into service.

4. TESTING OF A MODERNISED LIFT

After the work has been completed, BS 5655-11:2005 and BS 5655-12:2005 recommend the tests that should be conducted.

These modifications, including rated speed, rated load, travel increase and car mass changes, are understood to be important modifications. Therefore, a full test of the complete lift installation should be carried out.

Where the modifications include other items, there might still be consequential changes. The tests must be conducted on these modifications to ensure that the main changes and any consequential changes result in a safe installation.

Test records can be made using either the BS 5655-10.1: 1995 [9], BS 5655-10.2: 1995 [10], PAS 32-1:1999 [11] or PAS 32-2:1999 [12] or a combination of the appropriate parts of these documents, but not a mixture of these document, depending on when the lift installation was first put into service.

When lifts have undergone a significant change, the Lifting Operations and Lifting Equipment Regulations 1998 [13] (LOLER) explains that every employer needs to ensure that lifting equipment exposed to conditions causing deterioration, which is liable to result in dangerous situations, is Thoroughly Examined.

Ensuring that a thorough examination is conducted at the correct intervals is often a topic that could be known better when modernisation works have been undertaken on a lift and is something that can be interpreted differently. The guidance surrounding when a thorough examination refers to being organised by the building owner, which could be understood as something that has been completed if the modernisation works are completed between the thorough examination periods.

Instead, the building owner should organise a thorough examination after any serious modification and complete it before the lift is returned to service.

5. MODERNISATION PRODECURE

Any proposed modernisation should involve a documented assessment of the impact of the modifications to the Essential Health and Safety Requirements (EHSRs) of the Lifts Regulations, which were applicable at the time the original lift was placed on the market and should take the form of a risk assessment following the format of BS EN ISO 14798:2013 [14]. This should consider the guidance in BS EN 81-80:2019, BS 5655-11:2005 & BS 5655-12:2005 and the design and compliance solutions of the lift.

Where the original design had a Type Examination, the person undertaking the modernisation may deviate from the original design. Still, they are responsible for ensuring that the Essential Health and Safety Requirements (EHSRs) of the Lifts Regulations continue to be fulfilled and that the level of safety is maintained. If it is found that one or more EHSRs still need to be fully met, then the modernisation must be adapted to ensure the EHSRs will be met. They would need to carry out a risk assessment, design calculations and tests to demonstrate the adequacy of their design.

The following procedure is recommended when undertaking changes to an existing CE-marked lift.

- If a lift is changed, a risk assessment of the proposed changes should be made to ensure safety is not reduced.
- The original CE marking of the lift car should be retained.
- A permanent notice stating the change date and company name should be fixed on or in the car.
- A file should be compiled and retained of the changes made.

- The replacement components and all other affected parts should be tested before the lift is returned to service.
- Records of tests before placing into service should be retained.
- Updated information should be provided to the owner where the change will affect the user or maintenance procedures described in the original owner's manual, including where changes have occurred in the original electrical wiring diagrams.
- A change record should be included in the original logbook previously issued to the owner when the lift was new.
- An independent inspection body should undertake a thorough examination before returning the lift to service.

CONCLUSION

The modernisation of an existing lift might include obviously significant modifications such as a change of rated load, rated speed or travel. Even where the modernisation involves apparently minor changes such as a car reline or a change of suspension type/specification, these are also considered important modifications. BS 5655-11/-12, although quite old, still provide good principles for what should be checked and tested. The modification of lifts designed according to type examination since the introduction of the Lifts Regulations presents new challenges since the person designing the modernisation scheme might not have the original design details and might not appreciate the tolerances on system parameters in the original design. A systematic approach to design based on the use of risk assessment is recommended and the use of current test sheets to check the conformity of new components and a check that consequential modifications have not resulted in a less safe installation.

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BIOGRAPHY

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Michael is a Technician Member of the IET (TMIET), holds NVQs in Testing and Commissioning and Electrical Installations. Prior to his current role, he worked in a wide variety of technical roles and lift companies and sat on the LEIA technical committee since 2019.

ELEVATING STANDARDS: OVERCOMING THE TOP THREE DIGITAL COMMS CHALLENGES

Chaim Grunfeld, co-founder and director of SIMSINLIFTS talks about how lift operators can overcome the top three digital comms challenges and take their company to the next level

As the deadline looms for the UK's Public Switched Telephone Network (PSTN) switch-off, the pressure to upgrade emergency lift communication systems is soon set to reach dizzying heights. With just 16 months to get ready, the race to transition from analogue to digital is more urgent than some building managers might think – and when the time to change finally arrives, lift operators must ensure they have sufficient capacity to upgrade rapidly and at volume.

Capacity aside, this change is not without its challenges. In fact, the stakes are high, with non-compliance potentially stranding passengers and cutting them off from emergency assistance – a faux pas that could see companies fall into severe legal repercussions.

This can be easily avoided, however, through attention to detail and dedication to making the right decisions. By understanding the three major obstacles faced, lift operators can learn to navigate transitions successfully, leaving them floors above their competitors as they're raising the bar.

CHALLENGE 1: CHOOSING THE RIGHT GSM

A GSM (or Global System for Mobile Communications) network must be robust enough to handle the unique demands of lift operations, particularly when it comes to maintaining a stable connection in challenging environments like deep lift shafts, basements and the upper levels of high-rise buildings.

GSM networks operate on different frequency bands, which means coverage can vary significantly from one provider to another. Lift operators must therefore choose their GSM network – consisting of base stations, towers and other hardware – based on a thorough assessment of the building's structural characteristics and the signal strength typically available in critical areas. The risk of choosing a network based purely on cost or brand familiarity isn't worth it, with such decisions often leading to inadequate signal strength and unreliable emergency communication.

Lift shafts, particularly in older or more heavily reinforced buildings, can act as barriers to strong mobile signals. In such cases, selecting a GSM network with extensive coverage across multiple frequency bands can help, proving vital to ensuring reliable communication. The focus here should be on finding a GSM provider that offers the best coverage for the specific challenges of your building's design, helping to avoid the dreaded 'dead zones' that could compromise emergency communications.

CHALLENGE 2: CHOOSING THE RIGHT SIM

While much attention is often given to the selection of the GSM network, it's easy to overlook the complexities involved when it comes to choosing a SIM – allowing connectivity to let things down.

When it comes to upgrading lift-shaft communications, selecting the right SIM card cannot be overstated. Many companies fall into the trap of focussing solely on the GSM provider, potentially taking the SIM as part of a package for convenience or cost savings. Nevertheless, this oversight on the critical role that SIMs play in ensuring reliable emergency communication can prove costly – in terms of both compliance and safety.

The EN 81-28 standards mandate that emergency communications must be available at all times, regardless of network availability or location. This is where a multi-roam SIM becomes invaluable. Unlike a traditional SIM, which is locked to a single operator such as EE, Vodafone or 02, a multi-roam SIM can connect to the strongest available network at any given time. In other words, rather than steering to one particular network, a multi-roam SIM has a non-roaming steer, allowing it to take the best possible connection available at any given time. This significantly reduces the risk of call failure, ensuring that passengers and engineers alike can always reach help, even in areas with poor signal coverage.

Imagine a passenger stuck between floors in a lift, pressing the alarm button only to hear silence because the SIM card is struggling to find a network. The potential for panic is obvious, but the legal repercussions for the building operator are also severe. Failure to provide a reliable communication system could lead to significant fines, not to mention damage to reputation for building manager and lift operator alike. And if this wasn't reason enough to take more care when selecting lift SIM cards, another motive to select the SIM outside of the GSM rather than purchasing as part of a convenience package is that most SIM cards that come included with the GSM come from international manufacturers and therefore have international SIM card numbers, despite the fact that UK building managers might prefer a national number for peace of mind.

CHALLENGE 3: 24 / 7 ACTIVATION

Finally, the traditional, 9-to-5 schedules that most networks stick to can be limiting for lift operators, who need to ensure that SIM activation can be conducted outside this standard window to continue working smoothly. As more and more clients begin making the switch, the need to install digital communications in lifts will become more pressing, meaning that new GSMs and SIMs will often be added at non-peak times. With so many projects to keep track of, this can mean operators risk forgetting to activate the SIM if left for the next working day or that they easily lose track of which SIMs are in operation and which are not.

By selecting a SIM operator that allows you to activate from a convenient, intuitive platform at any time, forgetting to finish things and risk losing communications is no longer a concern. Likewise, it becomes easier to keep track of active/inactive SIMs when this can be visualised on an interface.

RAISING STANDARDS

By opting for a reliable, multi-roam SIM card, choosing the right GSM network and ensuring 24 / 7 activation for peace of mind, companies can safeguard their lifts and buildings, protecting safety whilst remaining compliant. In the end, it's about ensuring that, when the call for help comes, the line is always open – with the choices you make today determining whether your lift business will rise or fall.

SIMSINLIFTS provides multi-roam SIM cards specifically for lift companies.

https://simsinlifts.co.uk/

SIMSINLIFTS

TED BARKS

WITH THE LIFT INDUSTRY MENTAL HEALTH CHARTER

Ted Barks about Community

This year, Mental Health Awareness Week will take place from 12 to 18 May 2025. The theme for 2025 is 'Community'.

Being in a positive community is essential for our mental health. Strong connections and supportive groups give us belonging, safety, and purpose.

At the Lift Industry Mental Health Charter we want to celebrate the power and importance of community.

The Lift Industry Mental Health Charter was formed as a community interest company. The charter is there to support the lift community in their mental health. When applying to be a community interest company we were asked how, and who, we will be supporting in our community. Our statement reads as follows:

The company's activities will provide benefit to the local community, specifically with the following as key benefactors:

- Lift companies and their employees
- Lift consultants
- Lift suppliers
- All lift support services

To improve health and safety to ensure a positive mental Health approach is taken within the lift industry.

- To provide free mental health courses and advice to charter members where applicable

To date The Lift industry Mental Health Charter has trained over 50 people from the lift community from Company Directors, Lift Consultants, Suppliers, Subcontractors, Office based staff and field engineers. Our reach out to the community has been broad. Many people have met during our mental health courses and formed new friendships amongst our community. In 2025 we are running further courses

19th June at PEW Electrical

17th September at Digital Advanced Controls

10th and 11th of November at A&A Electrical

These courses are free to the lift community so please join in!

Web: *https://lnkd.in/ef3zKuKQ*
Email: *info@petrainservices.co.uk*

So, what are the benefits of being in a community? As social creatures, community is essential for human beings to thrive. And dogs! People with strong social connections to family, friends, or their community are happier, healthier, and live longer with fewer mental health issues than those who are less connected.

What is a community?

A community is a group of people brought together through something which they share in common. It can be found with the people we work with, or with people we connect with through similar values and interests. The company you work in is a community. Our lift industry is a community of thousands in the UK, and we quite often come together in different events such as football at Dartford Football club, where over 250 from our community took part. We held an event in Snowdonia where 75 from our community stayed overnight, but we were united in battling subzero conditions when climbing Snowdon!

The Lift Industry Mental Health Charter is not the only support community within our industry. The Lift Industry Charity aims to provide, often essential, initial financial support to the families of those working within the UK lift industry who are injured or lose their life. The Lift Industry Charity also provides events for our community such as axe throwing and a dinner and dance, both bring our community together.

Our lift community is well supported!!

What can our community give us?

Sense of belonging: Being acknowledged and respected by a community enhances self-esteem and alleviates feelings of isolation.

Source of support: Relying on others during tough times can reduce stress and offer emotional support.

Purpose and meaning: Community activities provide a sense of contributing to something larger.

Resilience: A supportive community provides individuals with the necessary assistance to manage difficulties and recover from adversity.

It's good to talk: Communities can facilitate discussions about mental health and decrease the stigma associated with seeking assistance.

Shared experiences: Shared experiences, whether through hobbies, activities or even being part of your neighbourhood can give you a sense of belonging and make you feel less alone.

Communities often have access to support

Communities often know where to gain mental health support, such as the Lift Industry Mental Health charter website. There can also be informal networks in place which can provide people with a listening ear.

Volunteering or getting involved with our industry events can provide a sense of purpose and give a social connection.

So, how can you find your community?

Begin by considering your interests and values. Connect with people who share your hobbies and beliefs to build your community. There could be communities which you've never considered. Or maybe time has been difficult to come by and there's an old hobby or community which you could rejoin.

There are many communities out there, below are some useful ideas for new communities:

Meetup | Find Local Groups, Events, and Activities Near You

https://www.gccfcats.org/

https://findmecarshows.uk/events/

https://www.ramblers.org.uk/go-walking/ramblers-groups

https://wagwalking.com/daily/where-to-find-dog-meetup-groups-and-events-near-you

Find Running Groups & Clubs Near Me | RunTogether

The UK's Friendliest Knitting Club | Let's Knit Together

UK Dance Classes and Events | Ceroc UK

The Lift Industry Mental Health Charter

The Lift Industry Mental Health Charter is an initiative which is focused on bringing together the lift industry to support mental health. This includes all lift companies, lift consultants and lift suppliers across the lift industry and their employees. Working together to support the people within the industry with their mental health will make the industry a safer and more supportive place to work.

Clear your mind,
You're not alone
Find help here!

www.liftmentalhealthcharter.com

ELEVATOR PITCH

With a background in the army and an eye on pathology, Dewhurst's Gemma Moore has invited us to the location of her favourite lift, which she discovered whilst on holiday in Havana, Cuba. You'll find out exactly where she's taken us later on, but for now...

DOORS CLOSING, GOING UP...

GEMMA, WHERE DO YOU WORK, WHAT IS YOUR ROLE AND WHAT DOES IT ENTAIL, DAY TO DAY?

I work for Dewhurst, in the UK. My official title is Account Manager, but I like to say I'm a master of all hats, I wear many of them! People refer to me as Wonder Woman because my work is so varied and I get involved with everything! One day I could be sat at a computer doing quotes or reading tenders, the next I could be out on site surveying a lift, the day after I could be in a customer's office, talking to them about push buttons and lift signalisation, it's a very mixed bag, but I absolutely love it.

WHERE DID YOU START, AND HOW DID YOU GET TO YOUR POSITION TODAY?

I left school at 16 and joined the army as I was promised I would see the world and continue my passion of running. I did 12 years in the army, and when I left, I bounced from job to job for a bit, it was a tough transition to civilian life. Then I found a job with Otis, through my old army boss, and worked in a couple of roles there before taking some time out of the industry to run my own dog walking business, which I absolutely loved – being outside with the dogs was just awesome. Unfortunately, my mother-in-law passed away suddenly, and as my husband took some time off, I needed the security of a stable job, so ended up at Stannah, where I think a lot of industry people spend some time! After Covid furlough I was looking for a new challenge, but I knew I'd found my niche in the lift industry, and came across this job at Dewhurst, where I've been for four years now. Coming out of the army, I couldn't quite settle, but now I'm completely settled – I love the industry, and how it's not well known – but I love what I do, and because of this, I think I'm quite good at it!

WHAT IS YOUR FAVOURITE THING ABOUT YOUR JOB – WHAT DO YOU LOVE DOING?

There are two things – first, I love solving people's problems within their lifts – although my role is technically a sales role, I don't see it as that – I just love a problem-solving challenge.

Second, even though I'm not really a people person, I love meeting people. I see so many people, not just in the industry, but the end customers too and I love hearing people's stories. I'm quite happy with my own company, but I do enjoy meeting different people.

WHAT ARE YOU LOOKING FORWARD TO MOST AT LIFTEX?

We're going to be exhibiting, so I'm really looking forward to that. I'm really excited about showcasing our new products which I think will be gamechangers for some of our customers. We've listened to what people have been asking for and have spent time developing new features such as waterproof buttons as well as waterproof key switches. I'm also very passionate about our media screen, which is brilliant for transforming a normal lift journey into a real experience. I've replicated this for Liftex so people can experience it for themselves.

WHAT DO YOU LOVE MOST ABOUT THE LIFT INDUSTRY?

I love this industry. I struggled when I left the army, fitting into civilian life, but the lift industry has been so welcoming, respectful and helpful – we help each other out – it almost feels like I'm back in the army environment, but in a different way. I like to keep my LinkedIn updated with what I'm doing, and it was so lovely that at the last Liftex people said they've seen my posts and find them inspiring themselves. I only post what inspires me, so if that's helping others, that's great! Unless I won the lottery, I wouldn't leave the industry, I know that whatever I do, I'll always have the support of everyone around me.

WHEN YOU WERE YOUNG, WHAT DID YOU WANT TO BE WHEN YOU GREW UP AND WHY?

I wanted to be a pathologist – to understand how people died. I find the human body absolutely fascinating and I love exploring how it can do anything. I push my body to its limits through running, but we can never see exactly what's going on, even in our own bodies. I think it's amazing that you can understand how someone died, just by looking inside their body. However, I realised that I had to be good at maths and science, and being dyslexic back in the 90s, I wasn't given the support I needed to succeed in those areas. So I changed tack and decided to join the army – I wanted to be Lara Croft!

WHAT DO YOU ENJOY DOING OUTSIDE OF WORK?

The main thing is running in the mountains – I love ultra running. I've been pretty successful with my running, with some elite starts with my name on my chest. But it was only ever up to a half marathon, until I discovered ultra running. I love just going out for a run on the moors, no one with you and just running for hours. Now it's about how far I can go, how far I can push it. I've got a 75 mile race across the Isle of Skye in May, I absolutely love it.

When I'm not running, I love spending time with my dogs, I have three golden retrievers, all ex-show dogs, so we've been to Crufts with all of them. I also love reading and listening to music – I was a trance girl in my youth, but I do also love a bit of classical music – it calms me down!

WHERE IS YOUR HAPPY PLACE AND WHY?

I have a favourite spot on the Yorkshire Moors – Bloworth Crossing – it's the most remote place on the Moors and I absolutely love it. The weather's always terrible, it's bleak, cold, usually with driving rain. It can be sunny everywhere else, but it'll be grey there! I love it because for a split second, I feel like I'm completely with nature – there's nobody else there, it's miles from civilisation, pure countryside and I feel like I'm at home. The only thing that's there is a little wooden sign saying 'Bloworth Crossing'. That sign and I have had many words! It's amazing, stunning views, just land for miles. It's perfect.

IF YOU COULD HAVE ANY SUPERPOWER, WHAT WOULD IT BE AND WHY?

I would love battery powered muscles so I could just keep going. When you're running and you've been on your feet for eight hours and you've got another eight to go, a battery boost would be amazing. You can train and train and train, and a lot of it's in your head, but if you could just regenerate your muscles, that would be amazing. You could solar power them as well – I've really thought this through – Marvel eat your heart out!

WHAT'S THE BEST MEAL YOU'VE EVER EATEN?

Only people in the northeast may understand this; my husband introduced me to the Middlesbrough delicacy of the parmo and chips – chicken breast, covered in cheese, bechamel sauce, breadcrumbs and then cooked, with a side of chips. It's basically your calorie intake for a whole two days, but it's just gorgeous! I never thought I'd be eating something like that, but it's a go-to – it's also amazing after you've done an ultra run – all those calories – amazing. Back in the army, after many times on exercise I used to crave McDonalds fries and milkshakes. A nice change after all those ration packs…!

AND FINALLY, IF YOU HAD TO CHOOSE YOUR FAVOURITE LIFT, ANYWHERE IN THE WORLD, WHICH ONE WOULD IT BE?

Loads of lifts are amazing for their own little quirks, but my favourite lift that has stuck in my head is at Hotel Ambos Mundos here in Havana, Cuba. The hotel is famous as a favourite haunt of Ernest Hemingway and the building is stunning. The lift is an old Otis lift, with the metal gates, 1920s style – I love the old lifts! The tour guide took us into the hotel and while everyone else was looking at pictures of Hemingway, I couldn't help but get excited over the lift, which I think confused a few people! It hasn't changed much, and it's an incredible experience to actually stand in Hemingway's footsteps – from the hustle and bustle of the street, just a few floors up to the views over Havana, which are incredible.

We couldn't agree more! I think we'll spend the evening watching a Havana sunset and maybe enjoy a mojito or a little salsa dancing!

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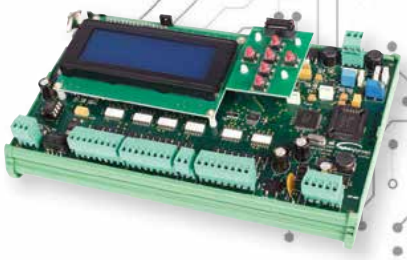

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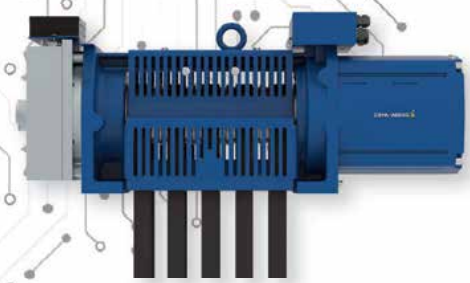

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