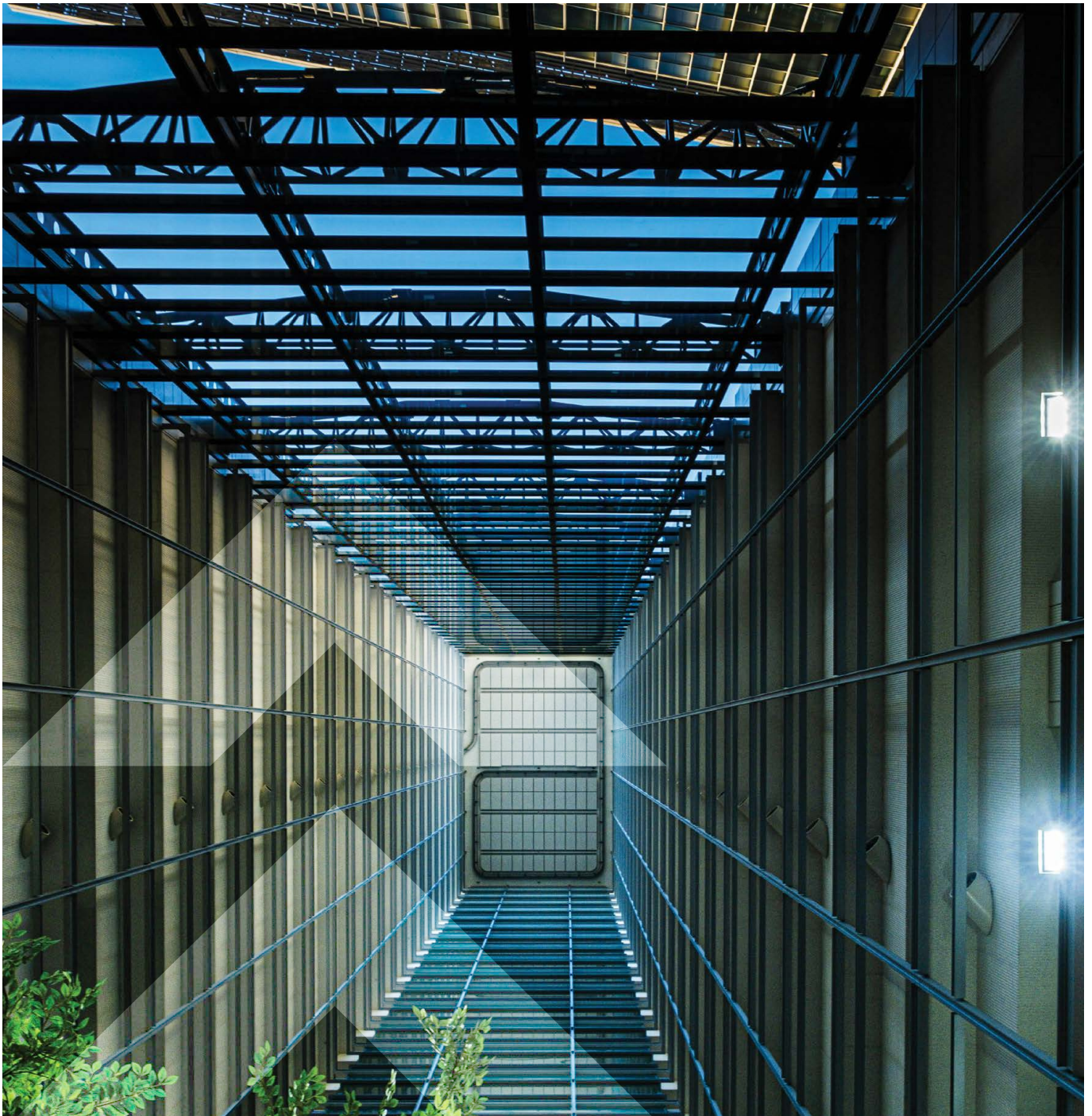


lift Industry News

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



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DAVE COOPER

President of CIBSE

OVERVIEW



I am delighted to be the Guest Editor as I start my year as President of CIBSE. I have been part of Lift Industry News since the beginning and enjoy reading the varied articles; we are continuously learning in the world of VT.

As I said in my Presidential address, competence is the foundation of engineering practice and I was interested to read Gary Butler's Point of View on how safe is your lift in the event of a fire on page 12, a subject very dear to my heart. Standards form a huge part of safety and Jamie Colquhoun's article on page 16 when he says, "We need engineers to be asking, "What safety outcomes is this project trying to achieve?" rather than, "How literally can I interpret this sentence?" had me nodding my head. Again, in my address I commented that there is a simple truth at the heart of engineering: we are problem solvers.

The countdown to the great communication reset is well under way, the digital switch over has significant implications for our industry. John Jackson from AVIRE gives a great overview on page 37. Mr Coates, who was once stuck in a lift in Brighton for 62 hours would be extremely grateful for the advances in lift communication technology.

I am fascinated by the history of lifts and escalators, so the Hidden Escalator at Alperton on page 24 was a must read. And our Editor's visit to the Falkirk Wheel was also interesting, it is a true feat of engineering imagination - read more on page 32.

From the old to the new - it is always great to meet the new companies in the business and the new leaders. Harry Reed talks about his new company on page 26 and Niko Gafos, the new MD at TVC explains his vision for the company on page 21.

I am very much looking forward to the 17th Lift & Escalator Symposium (LES) in Kettering in September, it is a great event to meet old friends and make new ones. The range of papers this year really shows the breadth and depth of our industry. You can read the summaries on page 57. I am the Chair and Trustee of LES (Lift & Escalator Symposium Educational Trust) and we are grateful to the exhibitors who support the event year after year, they each have an interview starting on page 44.

I am extremely honoured to become President of CIBSE in its 130th year. If someone had told young Dave Cooper in the 1980s, as he walked into City of Westminster College to start his journey in building services, that he would one day be CIBSE President, I doubt he would have believed it (and nor would anyone else for that matter). I look forward to continuing to champion the wonderful, varied world of VT and the many talented people that work within it.

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lift Industry News

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WE CELEBRATE THE NEW CIBSE PRESIDENT

It's an edition dedicated to a stalwart of our industry, Dave Cooper, as he starts his year as CIBSE President.

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CALENDAR

2024

September	15	Elevator Forum (Stockholm) September 15 STOCKHOLM, SWEDEN			October	20 - 22	Lift Expo Poland October 20-22 WARSAW, POLAND		
	16 - 17	17th Lift & Escalator Symposium September 16-17 KETTERING, UK				28 - 30	Lift Expo Italia October 28-30 MILAN, ITALY		
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2024

24
November

**Elevator Forum
(Eltnville am Rhein)**
November 24
**ELTVILLE AM RHEIN,
GERMANY**



03 - 05
December

ISEE India
December 3-5
NEW DELHI, INDIA



26
January

**Elevator Forum
(Vienna)**
26 January
VIENNA, AUSTRIA



06 - 09
May

Asansör
May 6-9
ISTANBUL, TURKEY



12 - 15
October

Interlift
October 12-15
**NUREMBERG,
GERMANY**



17 - 20
November

GEE Global Elevator
November 17-20
MILAN, ITALY



How safe is
your lift in the
event of a fire?

POINT OF VIEW

Gary Butler, an expert in the resolution of lift issues asks the question.

Building Design

Building design standards have changed since the disaster that occurred at Grenfell Tower; it has become a mandatory legal requirement to install sprinkler systems in common areas in newly constructed or fully refurbished residential buildings i.e. stairwells and corridors. From November 2020 the systems must be installed in all buildings above 18 meters (4 storeys). Before this the requirement related to all buildings above 30 meters or 8 storeys or by choice rather than by law. The major problem with lifts is that they are located within the same area as the sprinkler system.

A typical sprinkler head can deliver between 95L/min and 378L/min depending on the building design. A typical corridor may have several sprinkler heads fitted, which would create a torrent of water if they all operate together; this water by nature, will always find its way to the lowest floor, in some cases via the stairwell, in other cases via the lift shaft.

Lifts generally carry no water protection and this amount of water entering a lift well can cause severe damage to the lift, causing short circuits and component failure.

This, again for most lifts, will mean the lift is unsafe, as it is a requirement for all new lifts to return to the ground floor and shut down in the event of a fire, as per the requirements of EN81-73. So in these circumstances, when on the ground floor the lift cannot be used.

EVACUATION LIFTS, FIREFIGHTING LIFTS AND THE EMERGING CHALLENGE OF WATER INGRESS

The role of lifts during a fire has changed significantly over the last decade. Historically, occupants were advised never to use lifts during a fire emergency, with evacuation strategies relying primarily on protected stairways and compartmentation. However, modern building design, accessibility requirements and evolving fire safety legislation have led to increasing reliance on both evacuation lifts and firefighting lifts as part of a building's overall emergency strategy.

The recent publication of BS EN 81-76:2025 has provided the industry with the first dedicated European standard for evacuation lifts, establishing specific requirements for the design, installation and operation of lifts intended to assist occupants, including disabled persons, during an emergency evacuation. The introduction of this standard represents a significant milestone for both the lift industry and the wider building services sector.

The standard was first developed in 2011 and sets safety rules for the design, installation and operation of evacuation lifts, particularly for assisting people with disabilities during emergencies. EN81-76 is referenced in the London Plan (first published and introduced in 2004 and further modified in 2008, 2011 and 2018, with the current edition formally adopted in 2021). It is also referenced in BS9991, first published in 2011, with the current edition fully introduced in 2024. Before November 2025 EN81-76 was only a draft consultation document and as such was not incorporated or used by lift companies. The Lift and Escalator Industry Association advises that it does not expect its members to have these building-related systems and interfaces incorporated into their designs before the end of 2026.

Before this date, lift manufacturers and building designers used EN81-72 (safety rules for the construction and installation of lifts, specifically designed for use by firefighters during emergencies) and BS9999 Code of practice for fire safety in the design, management and use of buildings, which provides a best practice framework for fire safety.

A CHANGING APPROACH TO FIRE SAFETY DESIGN

Historically, many firefighting and evacuation lift installations were located within dedicated protected lobbies designed to provide a safe refuge area. These spaces were typically separated from the rest of the building by fire-resistant, water-protected construction and had smoke-control measures.

Modern building designs increasingly utilise a combination of active fire protection systems, including automatic sprinklers, smoke ventilation systems and pressurisation systems, to maintain safe escape routes and firefighting access. Whilst these systems can provide enhanced levels of protection, they also introduce new design considerations that could potentially be a major concern for lifts and must be carefully assessed.

One of the key elements highlighted in EN81-76 is that it correctly identifies water as a hazard and relies on the lift companies to design their evacuation lifts to mitigate against water and water ingress. Although this publication identifies water as a hazard, it doesn't directly address the amount of water produced by sprinkler systems, nor the location of every sprinkler head.

We are now in a situation where many firefighting and evacuation lifts have been installed and are in service, placed on the market and signed off by building control and be unable to cope with the water produced by these systems. As a result, the lifts are likely to fail, or worse case, may cause a fatal accident through electric shock.

THE IMPACT OF MACHINE ROOM LESS (MRL) TECHNOLOGY

The widespread adoption of Machine Room Less (MRL) lift technology has brought significant benefits to the construction industry by reducing building space requirements and increasing design flexibility.

Traditional lift installations typically incorporated dedicated machine rooms located away from potential sources of water ingress. These rooms were often treated similarly to other critical electrical spaces within a building and generally excluded from sprinkler protection.

Modern MRL lifts, however, distribute equipment throughout the lift shaft and designated machinery spaces. In most installations, control equipment is located within the corridor of the top floor landing level. When they were installed in protected lobby areas this was fine. However, the changes in building design have actually made matters worse, as the control equipment has no IP rating. The control systems operate using a 400V 3 phase AC supply, which could be deadly if contaminated by water.

Fire fighting lifts as per the standard EN81-72 carry some water protection, as often the floors have 20mm ramping which will protect against a small flow of water in the corridor, but often will not cope with the amount of water that flows from a sprinkler system. Nor will the lift cope if the sprinkler system fitted is located directly above the landing entrances, or if the corridor design doesn't direct the flow of water away from the lifts as the lift cabins and the equipment on top of the lift is only protected to an IPX3 level (splashing and not water flow).

As there isn't a published standard for evacuation lifts, they often carry no defence against water ingress, the controls used on the landings are not IPX rated, there is often no floor ramping and the motors and equipment fitted in the shaft have no IPX rating.

KEY QUESTIONS FOR BUILDING OWNERS

As the industry continues to implement BS EN 81-76, there will inevitably be increased scrutiny of the interfaces between lift systems, sprinkler systems, smoke control systems, emergency power supplies and wider building fire strategies.

Building owners, duty holders and responsible persons should consider whether their existing fire strategy adequately addresses the operation of firefighting and evacuation lifts during an emergency.

Key considerations include:

- Is the lift designated as a firefighting lift, an evacuation lift, or both?
- Does the building fire strategy clearly define how the lift will be used during an emergency?
- Has the potential impact of water ingress been assessed?
- Are lift machinery spaces adequately protected from water exposure?
- Are suitable drainage arrangements provided?
- Is emergency power available where required?
- Are lift shafts, lobbies and entrances appropriately fire rated?
- Is the lift capacity suitable for the intended evacuation strategy?

- Have maintenance and inspection regimes considered the lift's emergency function?

LOOKING FORWARD

The publication of BS EN 81-76 represents a significant advancement in the development of safer and more inclusive buildings. That said, it doesn't directly address the fact that evacuation lifts are no longer being installed in protected lobbies, nor does it present guidance on the location of sprinkler systems. It does present water as a major hazard and requires this to be directly risk assessed.

As building fire strategies continue to evolve, it is essential that lift designers, manufacturers, consultants, fire engineers, building control bodies and building owners work collaboratively to ensure that firefighting and evacuation lifts perform as intended and more importantly when they are needed most.

The interface between lift systems and other building services is becoming increasingly complex. Ensuring that these systems operate together effectively during an emergency will be one of the key challenges facing the industry over the coming years.

If you are a building owner, managing agent, facilities manager or tenant, it is recommended an independent assessment of your firefighting or evacuation lift arrangements be undertaken.

BIOGRAPHY

Gary Butler

After a long career in the lift industry via an apprenticeship with British Airways Avionics to Cable Lifts Ltd, Macquarsa, TUVSUD, ILE, Patron Lifts, Dunbar & Boardman and more, Gary now specialises in finding solutions for the rectification of troublesome lift systems and is an Expert Witness in his field. He has worked across a broad spectrum of clients and on all types of equipment from Group High Speed, High Rise, Destination Control Systems to simple Traction Goods and Passenger Lifts Hydraulic Goods and Passenger Lifts, Fire Fighting Lifts, Platform and Accessibility Lifts.

Retirement did not last long as Gary founded BBGG and came back to work to assist former clients in the resolution of lift problems and issues.



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Why lift standards demand more than a literal interpretation

Standards exist to ensure the safest outcomes, not to provide a one-size-fits-all rulebook. We spoke to Jamie Colquhoun, Technical Director at International Lift Equipment, about why context matters, why parts should never be read in isolation, and why applying sensible engineering expertise and judgement are as important as understanding the wording itself.

STANDARDS AREN'T BLACK AND WHITE

There is a misconception that every standard provides a definitive answer to a particular engineering solution. However, that was never their purpose. Standards are written to establish a minimum safety or performance requirement across a wide variety of installations, from listed buildings to high-rise towers, hospitals, industrial sites – anywhere you find a lift. Every site is different, and if standards were overly prescriptive, innovation would be stifled and many projects simply couldn't be delivered.

READING BETWEEN THE LINES

"People think a standard gives a definitive engineering solution. In reality, it's establishing a minimum level of safety. It isn't prescribing exactly how every lift should be built."

DON'T READ ONE CLAUSE IN ISOLATION

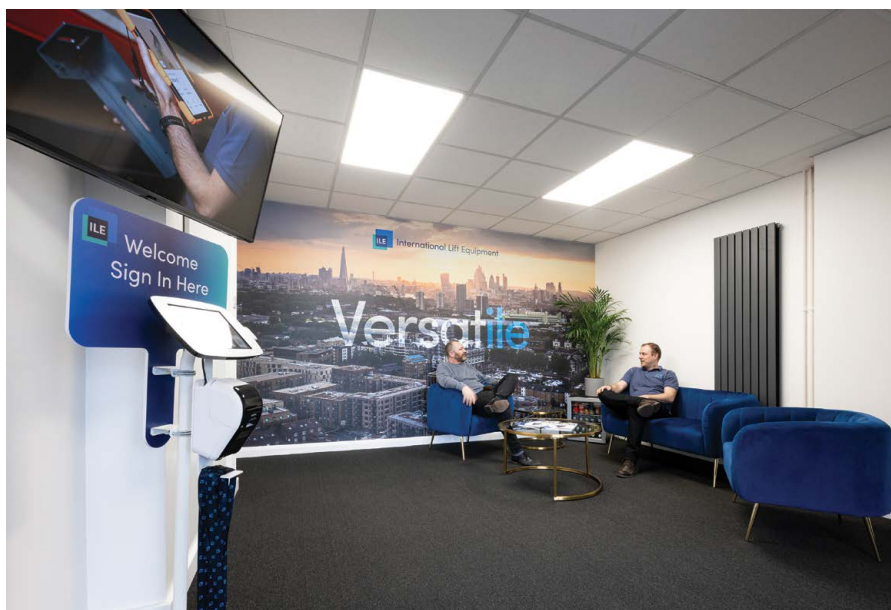
It can be tempting to read a section of one standard and run with it. There is, however, a danger in taking these clauses in isolation. Standards are systems, not collections of independent rules, and one sentence might only make sense in the context of the whole document. Every clause should be considered alongside the others, and a single requirement might appear confusing until three pages later, when another requirement justifies it and explains why it exists.

This is why it is vital to understand the entire standard, and how every component interacts with another.

"No clause in a standard should ever be read in isolation."

START WITH THE OUTCOME, NOT THE WORDING

Rather than treating standards like legal text, engineers should instead try to understand the engineering intent:



We need engineers to be asking, "What safety outcomes is this project trying to achieve?" rather than, "How literally can I interpret this sentence?" We must never lose sight of the intended spirit of the standard and the safety outcome, they are only effective when applied with context, competence and common sense.

We all have to apply standards intelligently, not mechanically. Think about what they're trying to achieve and work backwards from there. That's how you produce a safe, consistent lift installation.

What are we trying to achieve?

If we think about the end goal, understanding standards with that context in mind ensures we are designing, building, fitting and testing with a focus on people and use. The standard doesn't simply say, "Don't chop someone's arm off"; it has to express that as measurable forces and energy levels which can actually be tested. Standards can only refer to measurable outcomes, but as we prioritise safety, the measurements are simply the method of proving it.

WHEN ASSUMPTIONS BECOME DANGEROUS

Like any text, standards can become open to interpretation. A good example is the clause for access and emergency doors. The standard states that they be provided with a key-operated lock capable of being reclosed and relocked without a key. A manufacturer designed and tested a door for well access that, when closed, it was locked with a turn of a handle. Technically, it complied with the wording as it didn't require a key. Practically, they produced something that wasn't achieving the safety intention.

Their interpretation compromised the safety of the installation, with literal compliance rather than the intended compliance of the standard. The intention of the clause is that when an access door is closed, it is always left in the safe, locked state.

STANDARDS DON'T EXIST ALONE

Just as it's easy to take a single line of a standard in isolation, it's also easy to look at a standard without the surrounding requirements. We must understand any supporting legislation, supplementary standards, codes of practice and guidance documents that exist to work together to ensure the best project and safest design.

HUMAN JUDGEMENT STILL MATTERS

Standards cannot replace expertise, experience and engineering judgement. Simply following them to the letter denies the innovation that knowledge brings. Every building is different, every installation is unique, and every passenger group has its own requirements. A standard can never anticipate every scenario.



BEHIND THE SCENES AT LEIA

Government consultations

Building safety

Over the past few months, we've responded to a number of government building safety consultations. These include the 'Proportionality in building control and the categorisation of higher-risk building work' and the 'Single construction regulator consultation' in March.

In response to the 'Construction products reform white paper', we highlighted the regulatory regime in place for lifts and escalators (supported by a comprehensive range of designated and other standards). We called for any new regime to be consistent with the EU Construction Product Regulation which explicitly excludes lifts, escalators and their components.

On 24th March, the Government published its response to the 'Future homes and buildings standards: 2023' consultation, alongside details of the forthcoming [Approved Document L](#) (2026). We submitted a formal response to the consultation in early 2024. Nick Mellor and Micky Grover-White also met with the team responsible for drafting the updated guidance, particularly in relation to the proposed inclusion of lifts and escalators.

We welcome the incorporation of some of our key comments into the final response and will be producing guidance in autumn.

Members of the LEIA QTC also met recently to look at the consultation on the next amendment to Approved Document B - the Government's guidance on building regulations for fire safety. This consultation includes proposals to include evacuation lifts and how these should be integrated into the building. We will be looking to comment in detail as this is a key building safety issue.

Member news

New leaders for PLG

We are pleased to welcome Andrew Harper, Group CEO of Gartec, as Chair of the Personal Lift Group (PLG), alongside Edward Moore, Managing Director of Alliance Platform Lifts, as Deputy Chair. The PLG meets three times a year to address issues relating to mobility products including stairlifts, home lifts and lifting platforms, while providing input into LEIA's wider work across technical standards, safety, education and training.



New Chair for Education and Training Committee

We'd like to thank David Boyers, Learning & Development Manager at KONE, for his leadership as Chair of LEIA's Education & Training Committee over the past fourteen years. David now steps into the role of Deputy Chair, and we're pleased to continue benefiting from his experience and insight. We're also delighted to welcome Rachel Swales, Human Resources Manager at Pickerings Lifts, as the new Chair and look forward to working with her to develop and strengthen educational opportunities across the sector.

New HR advice portal launched for members

Last month we launched a new portal for members offering free HR, employment law and health and safety advice from experts at Croner. This also gives access to regular webinar and updates webinars on employment law changes and other workplace issues.

Events

Next event: Safety and Environment Seminar, 23rd September, London

Join us in London on 23rd September to discuss the key developments affecting safety, compliance and best practice, including:

- Crime and regulatory review
- Material handling
- BS EN ISO 8100-1 & safety
- Thorough examinations
- Working at height
- The new Site Safety Digital Handbook

9.30am – 3.30pm, The Memoir Club, London. Members and non-members are welcome.

Register here: <https://www.leia.co.uk/leia-seminar-series-2026/>

Help shape the future of lift and escalator qualifications

We're looking for people to join a small working party to review and modernise the NVQ Level 3 Installation and Commissioning. The working group will meet between July and September to ensure the qualification reflects today's technologies, working practices and industry needs.

This is an opportunity for experienced professionals from across the sector to contribute their expertise and shape the next iteration of industry qualifications. If you are interested in being involved, please contact Dave Toulcher directly at david.toulcher@leia.co.uk

Education and Training Seminar

Thanks to everyone who attended our Education and Training Seminar in April. The session brought together members and non-members for an update on the evolving skills landscape, alongside an opportunity to shape how LEIA can best support the industry. Delegates openly shared the challenges they're facing around skills gaps contributing to a valuable and constructive conversation. Updates covered apprenticeship and assessment reforms, LEIA distance learning and NVQs, and an update on LEIA's new Learning Management System launching later this year.

Health & safety

Liam takes to the skies

Liam recently helped promote lift and escalator safety to young families jetting off from London Gatwick Airport. In collaboration with TK Elevator, as part of Gatwick's Safety Day on 22nd May, children were given LEIA's Liam Loves safety campaign books to teach them how to stay safe in lifts and on escalators while travelling.



LEIA Assessment

Lift & Escalator Engineering (ST0252) - moving closer to amended standard

The LEIA Assessment team held their annual in person standardisation at LEIA HQ last month.

They discussed how the team will approach the assessment reforms, feedback and development opportunities from lessons across our assessment portfolio, as well as a video based standardisation assessment activity.

The day enthused the team who had frank and insightful conversations with a lot of laughter to boot!



We're moving closer to the amended assessment plan for the Level 3 Lift & Escalator Engineering (ST0252) standard, following reforms. If you have any views on what the assessments going forward should look like, please get in touch with Karen.slade@leia.co.uk.

The LEIA Assessment team held their annual in person standardisation at LEIA HQ last month.

2025 lift and escalator employee accident causes

Every year LEIA requests accident data from its members, and from this the Safety & Environment Committee can ensure that the safety information released is relevant to the industry's needs.

The latest data shows the biggest contributors to employee injuries are manual handling (18%), sharp edge equipment injuries (15%) and vehicle related incidents (11%).

EVENTS CALENDAR

Distance Learning enrolment

September – closes 15th August

January – closes 15th December

Seminars

23rd September – Environment & Safety Seminar, London – open to members and non-members

11th November – Quality & Technical Seminar, Northampton – members only

Council meetings – All members invited and welcome

8th October – AGM, London



Joining Thames Valley Controls (TVC) in June, Niko Gafos may be the new kid on the block, but he's certainly no industry newbie. Having worked for some sector powerhouses, he's now taken the reins as Managing Director at TVC, delivering high quality lift controls and monitoring solutions. We caught up with him as he started his new role to uncover his plans for the company and learn more about his passions and vision.



THE INTERVIEW

Tell us a bit about yourself – where did you start your career journey?

I started my career without a rigid plan. I qualified in IT software production and design and went to work in a small independent lift company in Liverpool to do their IT. It was a long time ago and I was installing wired networks – no Wi-Fi then! They didn't know how to use the equipment so asked me to stay.

I have always enjoyed working with people and had a clear interest in solving real problems and building things that work. Over time, that's evolved into leading teams and businesses where performance and people go hand in hand. That's been the constant throughout.

What attracted you to TVC?

TVC has credibility – you can't fake that in this industry. What stood out to me was the combination of a strong technical reputation and a real opportunity to push further. It's a business with real substance, but also real untapped potential. The people are fantastic and truly care, which makes all the difference. I can't teach pride and passion, and they are here in spades.

What excites you most about the challenge ahead?

The pace of change and the potential of it. The lift industry isn't standing still, and businesses that don't evolve will fall behind. TVC can change itself and then lead that industry change, not just respond to it.

Tell us about your priorities for the first 100 days of your new role?

Listen, learn, then act.

Get a clear view of what's working, fix what isn't, and build alignment around where we're going. No noise, just focus. A clear strategy that every employee understands and knows the part they play in it is essential.

What do you think are the biggest challenges facing the industry at the moment?

Skills and expectations.

The industry has an increasing average age in field operatives, the engineers in general are doing less and sub-contracting more. We're short on technical talent, and at the same time customers expect smarter, more connected, always-on systems. That gap is where the real pressure sits. TVC needs to adapt and create products that are not only super advanced but also be able to cater for a less technical operative, ensuring our products are easy to use.

What emerging technologies do you think will have the greatest impact on lift controls and passenger experience in the coming years?

Connectivity and remote monitoring are the game-changers. Once systems are connected, everything improves – performance, maintenance, passenger experience. AI will accelerate that, but connectivity is the foundation.

Skills shortages remain a concern in the industry, how is TVC addressing this?

You can't recruit your way out of it, we have to build talent. That means investing in training, developing people internally and giving them a reason to stay. The companies that win will be the ones that grow their own capability. We need to be the employer of choice, and we need to ensure we put people at the forefront of our business.

Digitalisation is a hot topic – what role do you think that connected lift technologies will play in the future?

It's no longer optional, it's expected. Connected lifts won't be a differentiator in a few years, they'll be the baseline. The real question is who uses that data best. How can we provide a product that supports the end user but also provide solutions for the lift companies with the issues that they are experiencing in resource and efficiency?



What has been the most valuable lesson you've learned through your career so far that you can see benefiting your new role?

Get the people right and most things follow. If the team's aligned and motivated, you can solve almost anything. If they're not, nothing really works.

Away from work, what hobbies or interests do you have?

I'm literally the most stereotypical scouser, I have season ticket to Liverpool Football Club, I go the gym regularly and I have a vast collection of trainers! I used to enjoy spending time with family, but my three boys are now grown up and apparently I'm embarrassing – who would have thought?

Any hidden talents or interesting skills?

I have the ability to smash a good box set in one sitting if it's good enough! Other than that, nothing groundbreaking, and nothing suitable for this interview!

If we were to have a similar conversation in five years' time, what outcomes would you like to be reporting as a result of your impact on TVC?

Strong, consistent, profitable growth, a reputation for cutting edge products and delivering, with a team that's genuinely proud of what they've built. If we achieve that, we've done something right.

TVC with the support of the Vantage group want to be able to scale and expand our vision far beyond UK & Ireland, so Europe watch out!

Thank you to Niko for taking time out to chat with us.

You can find out more about TVC's range of high quality lift control and monitoring solutions at

www.tvcl.co.uk



VANTAGE CONNECT LIVE MONITORING EVENT

Thames Valley Controls recently hosted a fantastic day at a Vantage Connect Live Monitoring Event, held on 27th May at Doggett's Coat & Badge, a unique historic pub on London's South Bank.



Set against the stunning riverside backdrop, the event brought together industry professionals, partners, and customers for a day filled with insightful conversations, valuable networking opportunities, and presentations. The relaxed setting provided the perfect environment to connect, share ideas, and build meaningful relationships.

A highlight of the day was showcasing **Vantage Connect**, TVC's latest lift and escalator monitoring system, in action. Through live demonstrations and presentations, attendees were able to see first-hand how the platform delivers real-time insights, improves operational efficiency, and enables smarter, data-driven decision-making.



Beyond the technology, the event was designed to create a welcoming and engaging experience for all attendees. From the warm welcome on arrival to the opportunity to network throughout the day, every detail contributed to a professional yet relaxed atmosphere.



The live demonstrations sparked meaningful conversations about the future of monitoring solutions and the increasing importance of proactive maintenance in ensuring performance, reliability, and safety.

TVC truly value the time everyone took to attend and contribute to the day's success.

A special thank you goes to **Blacks Marketing Agency** for capturing such great footage from the day - helping everyone relive some of the best moments and share the experience with a wider audience.

All at TVC look forward to seeing partners and industry colleagues again at future events.

www.tvcl.co.uk

HIDDEN ESCALATOR

Hidden behind an innocuous locked door at Alperton Underground Station in Northwest London, hides one the last remnants of the 1951 Festival of Britain - the escalator that once conveyed visitors to the upper gallery in the Dome of Discovery, a display of all that was cutting edge in the fields of science and technology in postwar Britain.



The escalator was manufactured by the well-known Dartford Company, J&E Hall Limited, best known for their marine refrigeration equipment and was installed, connecting the upper and lower galleries. The Festival was a great success, but at its end, the site was closed down and the venue and fittings dismantled for scrap. An escalator was available with only a few miles on the clock. Would London Transport Executive (a previous incarnation of Transport for London) a major escalator operator be interested? Yes, they would!

After purchase by London Transport, the escalator was installed inside an attractive new inclined enclosure flooded with natural light from the large circular roof lights. Unusual for the Underground, even now, to have escalators going up to the railway, it entered service in November 1955 serving the Eastbound platform for central London.

Why Alperton?

I suspect that it just happened to fit. Certainly, there is no evidence that indicates that it was modified to fit.

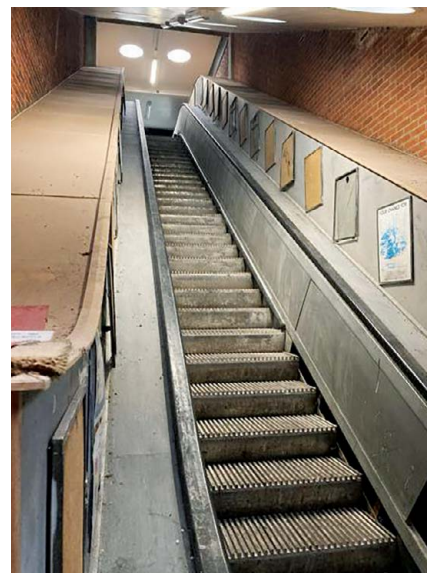
Driven through a 630VDC motor and an exposed geared drive, steps were the then common place steel fabrication with wooden step board and cleats, feeding the misnomer of "wooden" escalator. Handrails were of "vee" section, a feature rare on the Underground until the Jubilee Line extension of the 1990s, this gives a positive drive not possible with conventional handrails, which rely on rubber tyres against the handrail liner.

Balustrading was of aluminium in an era when yacht varnished wood was still the norm. It appears somewhat crude and bulky compared with shiny modern installations, but the basic features remain the same as on a modern installation.

The escalator was in regular service until the early 1980s, the in-service periods becoming increasingly erratic as the decade proceeded. Then as now, the company was suffering from a dearth of funding and other maintenance priorities meant that it was permanently turned off. Spare parts were always a problem, an odd-ball in an otherwise all Otis escalator fleet. Finally, time was called and the old stager was abandoned in 1988, eventually being bricked up and forgotten.

After nearly forty years out of service, the escalator sits behind its locked doors and has survived in surprisingly good condition. It almost looks like a few litres of oil over the machinery and it could be started up once again!

Still extant are the old square bronze emergency stop switches, protected by a paper seal warning of a £25 fine for improper use and containing traction voltage at 630V DC! Now the end is almost in sight and the escalator is destined for the scrap heap to potentially be replaced with a new lift to offer step free access to the station.



Thank you to **Daley Brooker** and **Alasdair Mackenzie** from TfL for sharing this fascinating material.

A LIFE IN THE DAY

Reed Lifts takes on commercial and residential work for stairlifts and platform lifts across London, Kent and the southeast of England. From diagnostics and servicing to installations, repairs and replacements, Reed Lifts offers expert knowledge, skill and a passion for excellence.

We caught up with Founder, Harry Reed, to find out more about his flourishing company.



FIRSTLY, COULD YOU INTRODUCE YOURSELF PLEASE?

I'm Harry Reed, the Founder and Director of Reed Lifts, which I launched in April 2025. We offer servicing, repairs and breakdown support for all commercial and domestic DDA equipment.

TELL ME A LITTLE ABOUT YOUR CAREER JOURNEY.

I've worked in the lift industry since I left school over 12 years ago, for various companies. My uncle runs his own lift company, and I worked for him for a long time before moving to gain experience in a range of different skills elsewhere, including platform lifts, stairlifts, hoists and through-floor lifts.

WHAT LED YOU TO SET UP YOUR OWN COMPANY?

It was quite a bizarre scenario, actually! I have always helped people out with technical support, I'm part of a few WhatsApp groups that share knowledge and advice. Someone messaged me to ask for help with a lift issue and said that it was a shame I wasn't located closer to them, to help them out with more of their jobs. It turned out I was actually closer than they thought, and after meeting to discuss the range of work they wanted, it was evident that I could leave my current job and set up my own company, so I took the jump! I've always wanted to own my own company, but it was just a 'right place, right time' moment that pushed me to do it.

WHAT'S YOUR SPECIALTY, WHAT DO YOU DO BEST?

The bigger repairs – the ones that other companies say no to! If anyone can do it, it's us! I'm not afraid to get stuck into a big job and get my hands dirty, it's rewarding sorting out a big problem and leaving a customer with a lift that works properly again.

WHAT DO YOU BELIEVE SETS YOU APART FROM OTHERS IN THE INDUSTRY?

It might be quite cliché, but I don't do it for the money, I actually love tearing things apart and putting them back together. I'm not just there for the paycheck, I do care deeply about the job – the customer, the work, and doing it well, for the best result.

Enjoying going to work every day is so important.

CAN YOU TELL ME ABOUT AN AVERAGE DAY IN YOUR LIFE?

I get to take my daughter to school every day, which, honestly, is one of the main things I like about my job, I have the freedom to be a dad first. Then most days it's a mix of callouts – some days we'll have three or four, and others we'll be overrun with 15 or so! I have another guy working with me, Jake, and we might have six or seven callouts each, some days. There's no real typical day, to be honest. You can be called to a stairlift repair in the morning and a platform lift in the afternoon, then there'll be a removal somewhere else – that's what makes it interesting, never working on the same thing each day, that variety keeps the job fresh.

WHAT IS YOUR FAVOURITE KIND OF JOB OR PROJECT?

The really big, difficult jobs are my favourite – the horrible jobs! It's crazy to go through the process of arriving and it's making horrendous noises, and by the time you leave it's like a brand new lift. It's so satisfying to turn something from absolute junk into something that works – and works well. I'm actually starting to make videos of our daily work, to get onto social media and give an insight to the industry. People use lifts every day without thinking about what goes into maintaining and running them, I'd love to share the work that goes on behind the scenes.

WHAT DO YOU BELIEVE TO BE ONE OF THE MOST IMPORTANT THINGS YOU'VE LEARNED WHILST WORKING IN THE INDUSTRY?

You can't look at every job and customer in the same way. Each customer has their own unique needs, and a commercial job is different from working in someone's house.

Not everyone has a lift for the same reason, and it's not until you get to the job and start talking to the customer that you learn about what they need and the reasons for their lift. People matter, so it's important to see the human, not just the job.

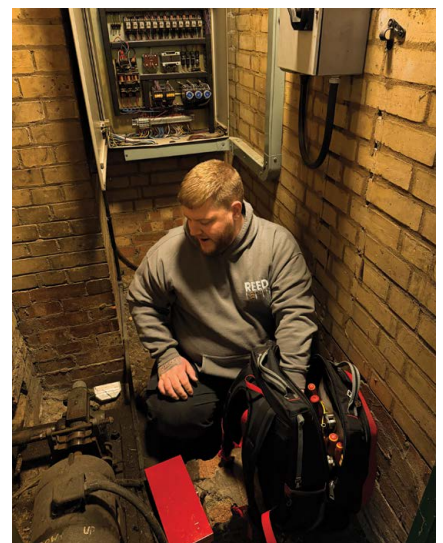
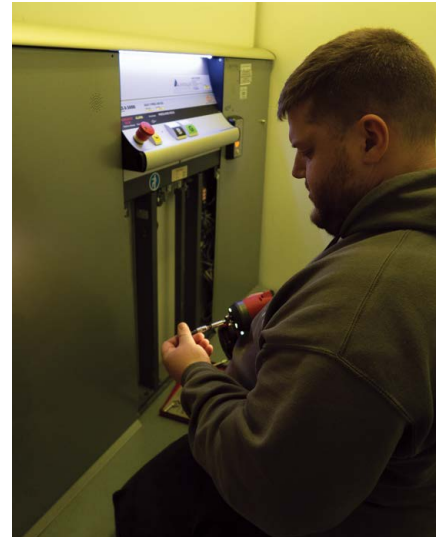
DO YOU HAVE ANY HOBBIES, SKILLS OR INTERESTS OUTSIDE OF WORK?

I spend most of my time outside work with my two kids who are five and one, so I spend most of my time being a dad. Most weekends we'll be in soft play centres or at climbing walls, just enjoying them and making the most of our time together, doing activities that they love. There's the odd weekend where I'll go and have a meal with friends, but most of the time it's Dad. Which I love, it's the most important thing.

WHAT'S NEXT? WHERE DO YOU WANT TO TAKE THE COMPANY?

I'd love the company to grow, and this year I'm really trying to expand. Last year was great, loads of work, but a limited number of clients, so I'd like to expand our client base. I'd also like to get another engineer on board, and maybe an office staff member. I don't necessarily want my company to be the biggest, but I do want it to be the best. I can't compete on the same field as the big multinationals on a size level, but on a skill level, I definitely can.

It's wonderful to hear about the success of a growing company. Supporting small businesses and fresh talent is so important, and we wish Harry and Reed Lifts all the best as they grow and develop within the industry.





IAEC FORUM 2026 ORLANDO, FLORIDA

The IAEC (International Association of Elevator Consultants) Forum took place at the Hilton Buena Vista hotel in Orlando, Florida from May 5th to 7th.

The event was heavily sponsored by the industry and well attended by both trade stands and delegates alike.

The President of IAEC, Nicholas Montesano, opened the forum by welcoming delegates including our correspondent Dave Cooper.

The first presentation was from Greg DeCola of VDA who presented a fascinating paper on filed employees elevator testing manual from an inspectors perspective. This covered a wide range of global industry issues such as water ingress through to single plunger brake failures.

The second session was presented by Dave Cooper who covered escalator accident research including falls over the sides of escalators, the use of shopping trolleys on escalators and also the recent upsurge in the number of limb entrapments resulting in amputation.

After lunch Don Gelestino presented a paper entitled 'Strengthening safety – the synergy between OSHA and the US elevator industry' which prompted much discussion.

This was followed by Sanjay Karmani of KP Property Advisors who presented on dealing with exclusions and out of contract situations which provided a fascinating viewpoint of a property owner's/manager's perspective on the industry.

After a break L J Biaiotta presented on door control systems performance including compliance and reducing service callbacks.

The final session was presented by Benjamin Godwin about elevator can shells and covered vital matters such as change of mass of a lift car during modernisation and the effect it has on balance and shaft sheave loading.

The day concluded with a convivial gathering including a session of duelling pianos.

The second day's events were led by the Elevator Association of Florida and included topics such as what makes a good VT leader, modernisation engineering requirements, safety, door operators and machine drives.





THE HARDEST WORKING MAN IN VT?

Prof. David Cooper MBE
BSc (Hons), MSc, MPhil, CEng,
FCIBSE, FSoVT, FSOE, FBES, FCGI,

Dave Cooper - not just President of CIBSE! As well as Content Editor for Lift Industry News and author of the Safety First column (we have given him time off for this edition as he's a bit busy...!) he is the CEO of UK based lift consultants LECS (UK) Ltd.

AND...

- Visiting Professor (unpaid) role at the University of East London.
- Sits on the Society of Vertical Transportation membership panel and executive committee.
- On the British Standards MHE/4 panel for lifts & escalators and Chair MCE/20 for cableways.
- Chair of the Trustee Board of the Lift Industry Charity, having been one of its founders in 2007.
- Chair of the Trustee Board of the Lift Symposium Educational Trust, having been one of its founders in 2011.
- Chairs the IHEEM lift panel for authorising engineers.
- Middle Warden for the Worshipful Company of Engineers.
- Chairs The Rumford Club. Originally formed in 1947 to address mainly technical topics around air movement such as air conditioning. The Rumford Club has developed a broader view of potential subjects within the built environment and engineering services sector. The club provides an opportunity for professionals from an array of fields to meet and debate the issues of the past, present and future. The Rumford Club is a social dining and debate club with regular dinner meetings which are typically held in London. Each dinner has a keynote speaker and topic of debate.
- Member of the SAFed TC/2 committee and chairs their EMW panel for the escalator guidance.
- Trustee of the Babbacombe Cliff Lift/Railway in Devon.
- Trustee of the Brunel Museum in London.
- Dave 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.
- In 2021 he was awarded the Sir Moir Lockhead Award by the SOE for 30 years of dedication to safety in the lift & escalator industry.
- In 2023 David received an MBE in the Kings Birthday Honours list for services to lift & escalator engineering.
- And keeping it very up to date, he has just won a Lifetime Achievement Award at the British Safety Council International Safety Awards 2026. A well-deserved recognition for a career dedicated to improving safety standards and championing engineering excellence.

From all at LIN and your many friends and colleagues as you take on the chain of CIBSE President, we salute you!



CIBSE WELCOMES DAVE COOPER AS NEW PRESIDENT FOR 2026–2027



CIBSE is pleased to announce the appointment of Dave Cooper as its President for 2026–2027, following his inauguration at the CIBSE Annual General Meeting 2026, held at CIBSE's headquarters in London recently.

Dave Cooper succeeds Vince Arnold, bringing more than four decades of experience in the lift and escalator industry. Dave brings exceptional technical expertise, leadership and a strong commitment to the engineering profession. Throughout his distinguished career, he has built a reputation as an engineer, educator, author and advocate for safety, making a significant contribution to both the industry and CIBSE.

A longstanding and highly respected member of the Institution, Dave has played a pivotal role in the development of multiple editions of **CIBSE Guide D: Transportation Systems in Buildings**, one of the industry's most influential technical publications. His contributions to engineering and professional practice have been recognised through the award of a **CIBSE Silver Medal and an MBE**.



Alongside his new role as 2026–2027 CIBSE President, Dave continues to hold a wide range of positions across industry, academia and charitable organisations. He has been a Professor at the University of Northampton, where he was involved with the MSc in Lift Engineering programme, and is currently serving as a Visiting Professor at the University of East London. He also sits on the executive committee and membership panel of the Society of Vertical Transportation, chairs The Institute of Healthcare Engineering and Estate Management Lift Panel for Authorising Engineers, serves as Middle Warden of the Worshipful Company of Engineers and chairs both The Rumford Club and the Trustee Boards of the Lift Industry Charity and the Lift Symposium Educational Trust.

His extensive involvement across standards, education and professional bodies includes membership of the British Standards committees for lifts, escalators and cableways, and participation in Safety Assessment Federation technical committees.

In his Presidential address, Dave outlined his theme for the year, future-proofing through resilience, highlighting the critical role engineers play in creating buildings and infrastructure that remain resilient, efficient and adaptable for generations to come.

Addressing members and guests at the AGM, Dave emphasised that engineering must extend beyond addressing immediate challenges and focus on anticipating future needs. His message was clear: "Future-proofing isn't optional, it's essential."



Commenting on his appointment as 2026–2027 CIBSE President, Dave said:

The SoVT is committed to knowledge sharing. Help us shape the future by sharing your thoughts on how we can grow, engage, and lead the industry more effectively.

You can read Dave's Presidential Address [HERE](#).

WHY JOIN THE SOCIETY OF VERTICAL TRANSPORTATION?



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KNOWLEDGE, LEARNING AND RESOURCES

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NETWORKING OPPORTUNITIES

Connect with peers across the world. Be invited to the Annual General Meeting (AGM) - where members can voice their desires for the future of the Society.

JOIN SOVT TODAY VIA CIBSE

Contact: sovt@cibse.org
<https://bit.ly/4oOm6UH>

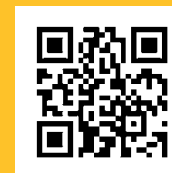


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WHERE BOATS FLY

Our editor was recently in Scotland and took the opportunity to visit the world's only rotating boat lift, The Falkirk Wheel.



This dramatic moving sculpture is a unique fusion of art and engineering that links the Forth and Clyde Canal to the Union Canal 35 metres above, allowing vessels to sail through the sky!

It is the only lift of its kind in the world, and one of two working boat lifts in the United Kingdom, the other being the Anderton Boat Lift in Cheshire.

Weary travellers once had a day's heavy work navigating 11 locks that covered a 35-metre difference in height, stepping the Union Canal down to the level of the Forth and Clyde which was the world's first sea to sea ship canal. It required 3,500 tonnes of water per run.

The locks were abandoned in 1933 and are now buried under Falkirk's streets. Today the Falkirk Wheel allows vessels to transit between the two waterways in just a few minutes and uses the same power it would take to boil eight kettles.

This working sculpture combines modern engineering and technology with ancient principles set out by Archimedes more than 2000 years ago.

Born around 287 BC in Syracuse on Sicily's eastern coast, Archimedes was one of the ancient world's great inventors and mathematicians. He is most famously linked to King Hieron II's challenge: finding out whether a royal crown was truly made of pure gold.

The breakthrough, according to legend, came in the bath. As Archimedes lowered himself into a full tub and watched water spill over the side, he realised that the overflow matched the volume of what had been submerged. Could that same principle expose the crown's true composition? To test the idea, he compared how much water was displaced by pieces of gold and silver with the amount displaced by the crown itself.

In answering the king's question—and revealing that the crown was not pure gold—Archimedes also uncovered a far bigger idea: why things float. He showed that any object submerged in water experiences an upward force, or buoyancy, equal to the weight of the water it pushes aside. Today, that insight is known as Archimedes' Principle.

So delighted was he by the discovery, the story goes, that Archimedes leapt from his bath and ran through the streets crying "Eureka!" - "I have found it!" Whether or not it happened exactly that way, it remains one of history's most vivid images of a sudden flash of genius.



Archimedes Principle in action:

When one of the structure's 50 tonne gondolas is lowered, the opposite one rises, keeping the vast, 1800 tonne boat lift in perfect balance as it carries canal barges 35 metres into the air in a matter of minutes. Incredibly, the structure uses just 1.5kWh for each rotation.

Each gondola holds 500,000 litres of water, the same amount as an Olympic swimming pool. As one boat enters the gondola it displaces exactly its own weight in water, so no matter whether the gondolas are full or empty they carry the same load.

The prime mechanism is a series of hydraulic motors that rotate the central axle and the two arms. A second mechanism, a row of linked cogs that interact as the wheel turns but need no power supply, keep the gondolas level.

Ten hydraulic motors are positioned around a fixed plate behind the axle. As an outer ring of teeth on each motor rotates, it engages with similar teeth on the axle rim, turning the axle and with it the entire wheel.



Diagrams of gear systems that had been proposed in the very first concepts were modelled by architect Tony Kettle from RMJM using his eight year-old daughter's Lego.

There is great debate about the inspiration behind the shape of the wheel - is it a Celtic-inspired double-headed axe, the spine of a fish, the ribcage of a whale or the vast propellor from a ship built in the historic dockyards of the Clyde, home of legendary vessels like the Cutty Sark and Queen Elizabeth II.

Whatever you think it looks like it is an extraordinary piece of design and an engineering marvel - well worth a visit!



STUCK IN A LIFT CHILDREN EPISODE



A bright future for the lift industry

Never mind the great and the good of the VT industry who have appeared so far in SIAL podcasts - this is the episode for the future!

The final episode of Stuck in a Lift season 4 was a takeover by the kids of the industry starring

- Freddie and Henry from Indigo Lift Group
- Olly and Amber Rose from Target
- Bella from Liftman UK

They had quite clear views on lifts and were asked to design their dream lift. Imagination ran riot - from an entire football pitch to a very comfortable room with chairs and a television, a Bakugan* battle stadium and a music room complete with piano and guitars.

**For those without children of a certain age: Bakugan is a Japanese anime TV series that also has a video game, a toy line, marbles that sell in their hundreds of thousands and a card game.*



We are going to run a competition on the Lift Industry News LinkedIn pages after the magazine is published for you to vote on which futuristic lift you would like to see. **There is a prize for the winning design so do look out for the post and support the children of the lift industry and their fabulous imaginations!**

How to listen:

YouTube Link - https://youtube.com/playlist?list=PLp0gACjg_xvcXoq/QaaM2S28qTautfQg9&si=ofun1mOV0h0bSUt6

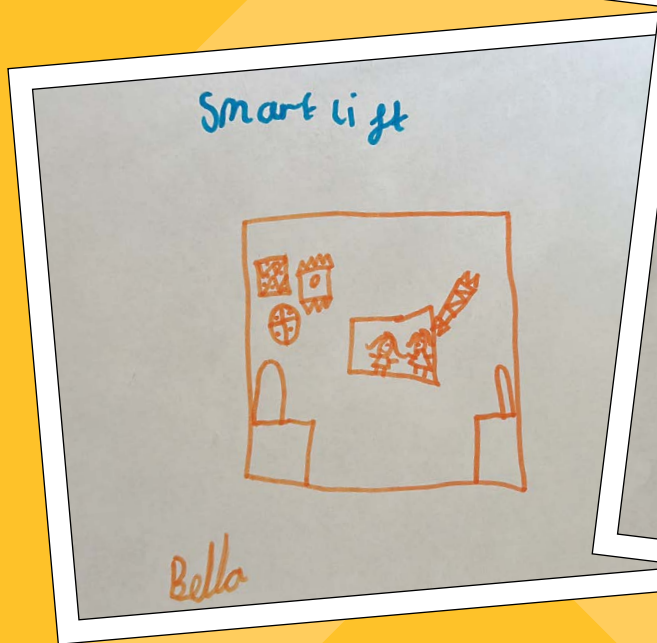
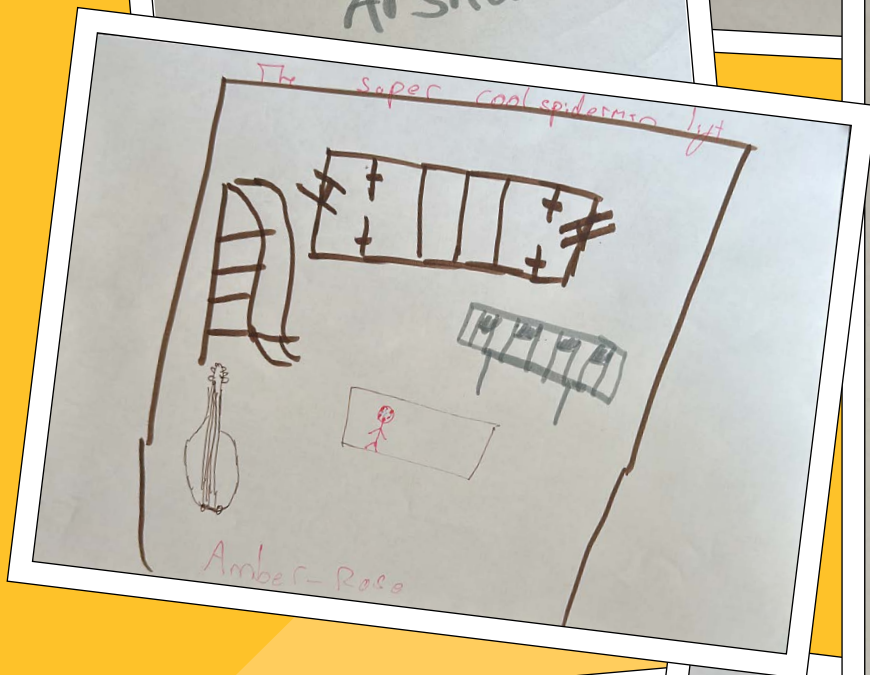
Spotify - https://open.spotify.com/show/5NOet2KMK6n2kCyFsLz5Cx?si=6hjUpzCmR_6Hs5OlviZaZg&utm_source=copy-link

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THE DIGITAL SWITCH OVER – IS THE LIFT INDUSTRY READY?



Countdown to the great communications reset

The UK's digital switch over is fast approaching, bringing significant implications for the lift industry's emergency communication systems. A major talking point in the sector, we wanted to understand a little more about the challenges and opportunities presented by the analogue switch off in January 2027, so we caught up with John Jackson, Country Sales Manager for Northern Europe at AVIRE, experts in communication systems.



LIFT OWNERS FACE A CRUCIAL TRANSITION AROUND COMMUNICATION AS PART OF THE DIGITAL SWITCH OVER – WHAT CHALLENGES ARE BUILDING OWNERS AND LIFT OPERATORS STILL UNDERESTIMATING?

We estimate only around 40 to 50% of businesses have completed their switch, and that at the time of the switch off, there will still be about 35% left. This is the first major issue, that people will be left without emergency communication systems, which is a massive safety concern. Then we're looking at supply and demand issues as people realise the urgency of making their systems compliant. This may well affect product availability, and, of course, there is a finite amount of labour

and technical expertise to carry out the work. Our message is to act now so that we can ensure as many customers have compliant and safe lifts as possible, come January 2027. Currently we're looking at around 160,000 still not switched over.

FOR ANY THAT HAVEN'T ACTED YET, WHAT ARE THE BIGGEST RISKS?

The biggest risk is that the power goes out in a lift and there is no emergency communication, leaving passengers trapped. This is the most common cause of lift entrapments – simply a loss of power, and passengers rely entirely on the emergency communication system to call for help.

Historically, analogue phone lines carried their own power from the exchange, meaning lift communication systems would continue to operate even if the building itself lost power. As the network transitions to fibre, that exchange power disappears. Depending on where fibre has been introduced in the network, emergency communication can fail unless the system has been properly upgraded.

There's also been an assumption that IP-based solutions will work everywhere, but that's not necessarily the case. We're seeing some providers supply analogue telephone adaptors (ATAs) that allow traditional phone systems to run over fibre. However, infrastructure providers have made it clear that these are not a reliable solution for lift emergency lines because the routing cannot be guaranteed to provide the resilience required.

HOW IS THE SWITCH OFF CHANGING THE WAY EMERGENCY LIFT COMMUNICATIONS ARE DESIGNED AND MANAGED?

In addition to the fact that we will see power outages leave analogue communication systems down, the transition will also change the way communication signals are transmitted. We're moving from traditional circuit-switched technology to packet-switched, data-based networks. The analogue tones that lift communication systems have historically relied upon are now being digitally simulated, and in some cases these signals can be compressed or deprioritised on modern networks, making them less reliable. Simply replacing the phone line with a cellular gateway isn't always enough, which is why we recommend a greater level of digitalisation, ensuring the communication path and the equipment itself are designed for modern networks.

This means that lifts are also future-proofed, ready for the next advancement in communication technology.

ARE YOU SEEING AN INCREASE IN DEMAND FOR CONNECTED LIFT SOLUTIONS AND REMOTE MONITORING AS PART OF THE TRANSITION?

The switchover is a great opportunity for forward-thinking building owners to future-proof their lift infrastructure. Many people are surprised that a digital emergency phone is actually cheaper than an analogue one. The real difference is in the functionality though, digital systems offer crystal-clear audio and can send regular 'heartbeat' signals to confirm that the equipment is online and operating as it should be.

I think that the biggest opportunity is around visualising lift assets in one place on a cloud platform. Communication systems data can be viewed in real time, monitoring battery health and signal strength as well as identifying wiring issues and other problems.

The move to digital will transform compliance management as well. Emergency communication systems are required to perform a test call every 72 hours, and with connected solutions these checks can be automatically recorded and audited. Building owners can instantly access a complete history of those tests and know that their systems are operational. In the past, you often didn't know there was a problem until someone physically pressed the alarm button.

WHAT ROLE WILL IOT AND REAL-TIME DATA NOW PLAY IN THE MAINTENANCE AND SERVICING OF LIFTS?

Having a real-time view allows owners to receive alerts and identify issues as soon as they arise, and the move to digital allows greater monitoring capabilities and targeted intervention.

Once your entire infrastructure is digital, you can add telemetry and sensors, connect to the lift controller and monitor everything – from equipment status to environmental conditions such as flooding. All this information can be viewed through a single dashboard, which is particularly valuable for organisations managing multiple buildings.

CYBERSECURITY IS A MAJOR CONSIDERATION – HOW SHOULD WE BE THINKING ABOUT CYBER RESILIENCE AS SYSTEMS BECOME DIGITAL?

Cybersecurity is a hugely important task. As with any digital system, there is a risk of being compromised, and as lift systems become more connected, cybersecurity needs to be considered from the outset rather than treated as an afterthought. There are two key areas to focus on: secure communications and secure device design.

The first centres on encryption, and we are moving towards modern security protocols such as TLS 1.2 and above, rather than relying on older technologies that have known vulnerabilities. TLS (Transport Layer Security) protects and encrypts all digital communication, ensuring they are protected from interception.

In our systems, security certificates are automatically renewed every day, meaning the encryption is constantly refreshed and updated. That significantly reduces the risk of communications being intercepted or compromised.

The second aspect is designing cybersecurity into the product itself. Regulations such as the European Radio Equipment Directive (RED) are driving higher standards for connected devices, introducing requirements around areas such as authentication and secure access. Manufacturers are also increasingly following standards such as IEC 62443, which provides a framework for developing secure industrial and IoT devices.

We know that our customers, especially those in critical infrastructure sectors, are putting an increasingly greater emphasis on cybersecurity, and we understand that they should be treated like any other critical digital infrastructure.

HOW CAN SMARTER LIFT TECHNOLOGY AND AI DEVELOPMENTS CONTRIBUTE TO ENERGY EFFICIENCY AND GREENER BUILDINGS?

With the amount of data we can collect and view, I see AI having a key role in harvesting, analysing and processing data to create efficiencies within the lift industry. Connected solutions will allow engineers to diagnose problems remotely, and in some cases, resolve them without visiting site. When a visit is required, they can arrive knowing exactly what the issue is and with the right parts to fix it. That reduces downtime, improves service efficiency and cuts unnecessary journeys and associated carbon emissions.

WHAT INNOVATIONS DO YOU THINK ARE AHEAD, AND WHAT DO YOU THINK WILL DEFINE THE NEXT GENERATION OF LIFTS?

The lift industry has moved into a world of IoT, digital connectivity and cellular technology, which means we have to keep pace with the evolving technologies that surround us. I think adaptability will be key over the coming years, as networks evolve and old technologies are phased out. Systems will need to evolve and update seamlessly, and I think remote monitoring will be essential for this.

We're also seeing a move towards managed services, where building owners no longer simply buy a communication system, but instead purchase a fully managed, resilient service with ongoing monitoring, maintenance and lifecycle management built in. The focus becomes delivering a reliable, always-on connection that keeps passengers safe, rather than simply supplying hardware.

One of the most exciting developments is the introduction of visual communication systems. In the US, public buildings are already required to have two-way visual communication in lifts, which allows passengers who are deaf or non-verbal to communicate with emergency services through prompts on-screen. This also has wider safety implications, as the emergency services can see inside the car in real time, assessing the situation before arriving. No doubt we'll see future revisions to standards focus more on accessibility and enhanced communication systems.

I think that the next generation of lifts will be defined by connectivity, intelligence and inclusivity, creating systems that are safer, more resilient and more responsive to the needs of the passenger.

A huge thank you to John for giving us such a clear and interesting view of the digital switch over. More information on AVIRE's communication systems can be found on their website:

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

IT'S COMING HOME...

Never mind the football fever gripping the country as the World Cup takes us to the edge of our seats once again - the football event to be at was the Lift Industry Mental Health Charter tournament at Ashford Football Club on the 30th of May.



A massive well done to everyone who took part and all their supporters! The teams were:

TBC 2	Premier Lift Group	Lester Controls	Berry & Burke
PIPS Lifts 2	Robert Gerrard	Regal Lions	Fujitec 1
Pace Group 2	Pace Group 1	Target 1	PIPS 1
Fujitec 2	Unite Lifts	Safeline	Murrey Lifts
Target Lifts 2	Icon Lifts	Jackson 2	Jackson 1

Fujitec, Unite Lifts Group, Lesters and Berry & Burke topped their groups. But B&B couldn't stay for the final so runners-up Jacksons joined Lesters.

So in a gripping final Unite and Fujitec took on Lesters and Jacksons. And the winners were Unite and Fujitec. Congratulations to all the teams!

The golden boot winner was Harry Baptiste from Unite.

Mark and the team would like to thank everyone who took part and attended the football. Thanks to Dave Warr for hosting the day. Alice Black of Blacks Marketing Agency took photos and filmed it all - you can see the brilliant film here: <https://bit.ly/4eWZQ9j>





We would also like to thank the sponsors and all the people and companies that donated to our raffle.

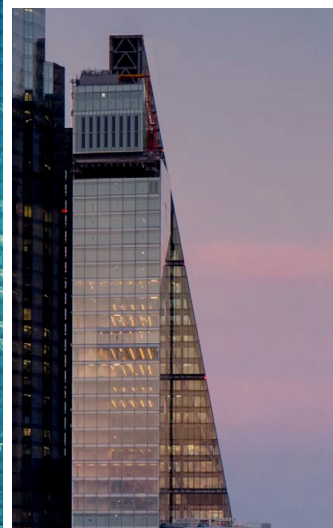
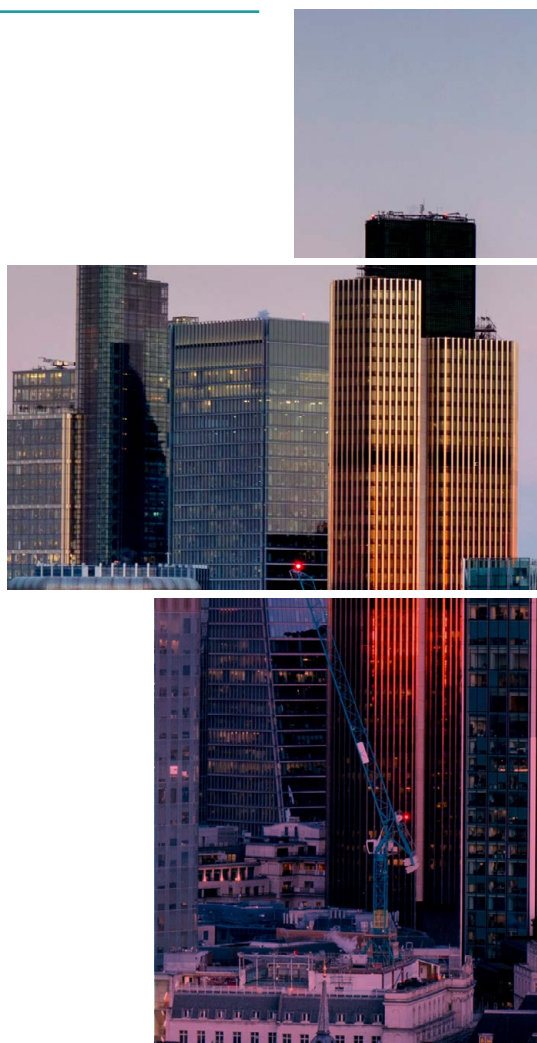
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Almost a week has passed and just about able to walk properly... it was worth it though. Based on all the discussions and laughter I know many have already had when remembering the day, it's clear that the purpose of the day has been achieved - improving mental health and lifting spirits - brilliant.
 Richard Jones, Fujitec

A fantastic day for Team RG at the Lift Industry Mental Health Charter Charity Football Day. While we didn't quite bring home the trophy, we battled through the heat and more importantly, we were proud to be supporting such an important cause, raising awareness of mental health across the industry. A huge thank you to Mark Harding and the committee for organising such a well-run event. It was good to catch up with so many familiar faces and meet some new ones. Events like these are a great reminder of the strong community we have within the lift industry. Well done to everyone involved, and we look forward to returning next year.
 Marcus Hill, Robert Gerrard



17TH SYMPOSIUM ON LIFT & ESCALATOR TECHNOLOGIES



16 - 17
September
2026

Kettering Park Hotel
www.liftsymposium.org



17TH LIFT & ESCALATOR SYMPOSIUM



The 17th Lift & Escalator Symposium returns to the Kettering Hotel and Spa from September 16th to 17th 2026.

LES brings together experts across the world from the field of vertical transportation. Speakers include industry experts, academics and post graduate students. All the abstracts for this year are listed on the next pages with some fascinating topics.



It is great to see new faces stepping up to present a paper.

The two-day event offers a unique opportunity for delegates to meet with and learn from leading experts from around the world – so far we have attendees from Finland, Germany, Hong Kong, India, Jordan, Spain, Turkey and the USA.

Our keynote speaker is Ruth Carter, Chief Executive of CIBSE. Her vision for CIBSE is a modern, exemplary, professional engineering institution that can respond to the needs of the building services community and she is passionate about collaboration.

Day two sees a panel discussion on Codes and Standards including the question, "The journey to global standards, will it ever happen?".



INDUSTRY EXPERTS INCLUDE

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TAK Matthews covering India

Rory Smith covering US & the Americas

Adam Scott covering the UK & Europe

Micky Grover White from LEIA

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The 2026 Exhibitors are:

CEDES, CP Automation, Digital Advanced Control, Lester Controls. Memco Avire, Peters Research, Schaefer GmbH and SLS Sassi. We have interviews with them on pages 44 to 55.



**Matthew Davies,
Sentinel Business Manager,
Memco by AVIRE**

You can hear Matt expanding on these answers here <https://www.liftsymposium.org/matthew-davies-2026>

Can you tell us about your business – when it was formed and what you do?

AVIRE is a global manufacturer of lift safety and communication solutions, including detectors, emergency telephones, cellular communication devices, and monitoring systems. Our trusted brands are relied upon by engineers, consultants, and building managers worldwide.

AVIRE brings together leading product names: MEMCO, MICROKEY, RATH, and JANUS, each with a strong legacy in life safety and emergency communication. Our teams operate across key global regions, combining local expertise with global insight to support customers throughout the product lifecycle, from installation to long-term service.

How many times have you exhibited at the Lift & Escalator Symposium?

This will be our second time exhibiting.

Why is the event important for you to attend?

As an exhibitor, the opportunity to also engage with the audience of attendees is invaluable both in promoting our products & services and gaining attendees insight into current industry trends and customer needs.

What key themes are you seeing with customers this year?

Many end clients are struggling with lifts being put out of service due to insurance defects related to the autodialler system. In most cases the autodialler is not at fault and it's issues with telephone lines or SIM cards, but this can be difficult for end clients to identify. This is leading to a surge in interest around EN81-28 3-dat test call monitoring and management of autodialler systems.

What can delegates expect to see on your stand?

Our new EN81-72/BS8899 fire service communication system with remote monitoring capabilities.

What would you say to someone who has not attended before?

The papers presented at the Symposium offer an interesting insight to a variety of subjects related to vertical transportation so should be interest to anyone in the vertical transportation field.

Visit **AVIRE's** website.

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



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- Compact size and metal housing
- Less than 13W standby consumption
- Inbuilt display shows energy fed back to the grid



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
- Inbuilt display shows energy fed back to the grid

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

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elevatorsales@cpaltd.net



Brian Preston,
Global Business Manager –
Elevator, CP Automation.

Can you tell us about your business – when it was formed and what you do?

CP Automation (CPA) have been supplying products to the lift industry for over 20 years now. We specialise in all aspects relating to efficient, reliable power delivery and control of a lift, whether that be with Magnetek, Yaskawa or Nidec AC inverters, regeneration solutions, ARDs / secondary supplies, resistors or even power metering and power quality/consumption assessment and solutions.

How many times have you exhibited at the Lift & Escalator Symposium?

I have personally enjoyed attending the Symposium since 2017 and first exhibited as Magnetek when an opportunity arose in 2018. When the Symposium returned again after the pandemic in 2022, I didn't give a second thought to attending and exhibiting again, this time as CP Automation.

Why is the event important for you to attend?

The Symposium provides a unique opportunity to learn more about some of the challenges the industry is facing and also where the industry is heading in future - which is invaluable information for suppliers like us. In addition, as our day to day lives get ever busier, it is always great to have these two days to catch up with colleagues from the industry during the breaks and evenings.

What key themes are you seeing with customers this year?

We are seeing a significant increase in enquiries for our ARD and secondary supply solutions for firefighting and evacuation lifts. We have supplied UPS solutions for many years now but since the introduction of the BS9991:2024 and EN81-76 standards there has been an incremental demand for compliant solutions.

In addition, as the price of electricity continues to increase and building owners demand energy efficient buildings, we are also seeing more and more requests for regeneration solutions. We can offer a range of different options, depending on the requirements of the application. Whether that be a simple solution to redistribute regenerated energy throughout the user's building or our active front end solution which, in addition to regenerating energy, will also boost the incoming voltage to control high voltage motors such as those found in Otis Gen2 MRL packages.

What can delegates expect to see on your stand?

This year will see the introduction of our new CPA700 inverter which will be our first drive development under the CPA umbrella as a result of our partnership with Yaskawa.

On the stand we will be demonstrating some of the predictive maintenance and remote access features that will streamline the way we provide technical support to our customers today. We will also show our new CPFA and CPFE regeneration solutions, along with case studies confirming the benefits of using them. We will also have some of our range of ARD (secondary supply) solutions on display and will be demonstrating some of the local and remote capability for monitoring the status of the UPS/battery life etc.

What would you say to someone who has not attended before?

Come with an open mind! I find something of interest in all the papers that are presented, even if at first glance I wouldn't expect them to be relevant to our particular sector of the industry.

Visit **CPA's** website.

www.cpaltd.net/

Click here to watch our video interview with Nick Price, Team Leader at CPA.





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Symposium in September



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Jason Godwin, Key Account Manager Elevator & Escalator for Northern Europe at CEDES

Can you tell us about your business – when it was formed and what you do?

CEDES began in Switzerland in 1986 and so this year we shall proudly celebrate our 40th anniversary. We started with a focus on photo-electric safety barriers for lifts and that remains a core part of our business today, with a range of light curtain safety edges that now extends to 2D and 3D versions with red/green signalisation. The light curtains are smart-enabled, which means you can connect them to our Data Hub to get valuable insights on the health of your equipment. Over the years, CEDES has grown to serve other industries with similar demands, such as industrial doors and, most recently, warehouse automation, where the proximity of humans to robotic devices or autonomous vehicles presents safety challenges.

How many times have you exhibited at the Lift & Escalator Symposium?

CEDES delegates have been attending the Symposium continuously in recent years, and we are excited for the opportunity to exhibit for the second time in 2026. Polina Rukin and Christoph Rüdiger from CEDES will also be presenting a paper with insights on lift monitoring.

Why is the event important for you to attend?

We value the intimate character of the Symposium as it provides an opportunity to meet very knowledgeable and informed delegates who are eager to see and learn about lift innovation and hopefully become CEDES customers, directly or indirectly, in the future.

What key themes are you seeing with customers this year?

Technology in the lift engineering is moving faster than ever, with digital services and communications being a key driver. We all benefit continuously from digital interactions, and so customers are expecting such technology to also positively impact lift performance, convenience, and reliability. As an example, here at CEDES, our Data Hub is continually gathering data from customer lifts fitted with the CEDES Elevate remote monitoring solution to deliver actionable insights, alerts and trend analytics to all stakeholders, improving maintenance efficiency and building usage.

What can delegates expect to see on your stand?

On our stand at the Lift & Escalator Symposium, delegates will see the CEDES Elevate remote monitoring solution using our latest smart-enabled light curtain with red/green signalisation.

What would you say to someone who has not attended before?

If you want to learn about technology trends in lift engineering, then the Lift & Escalator Symposium is a must. It is also unbeatable as a lift industry networking event.

Visit **CEDES's** website.

www.cedes.com/en/



**Lionel Hutt, Director,
Digital Advanced Control.**

Tell us about your company – when it was formed and what you do

DAC is a leading UK manufacturer of lift control systems and associated peripheral products. Established in 2010, the business has grown consistently year on year by focusing on innovation, reliability, and customer support.

Our core values centre on delivering best value, maintaining excellence in everything we do, and being dependable and proactive for our customers.

More recently, we've expanded our offering with a new range of serial-based controllers, in addition, AURA, our IoT-based remote monitoring platform. These innovations are helping our customers improve performance, visibility, and long-term asset management.

How many times have you attended the Lift & Escalator Symposium?

We've exhibited at the Symposium every year since its inception, except for the very first event. We're strong advocates of the Symposium and see it as a key fixture in the industry calendar, so we fully intend to continue exhibiting each year.

Why is the event important for you to attend?

The Symposium is incredibly valuable for us, primarily because of the quality of networking it offers. It brings together key stakeholders from across the lift industry, creating opportunities to have meaningful conversations around legislation, emerging technologies, and market direction.

It also provides the perfect platform to showcase our latest innovations while staying closely connected to the needs and challenges of our customers.

What key themes are you seeing with customers this year?

This year, we're seeing a strong shift towards smarter, more connected control systems. IoT integration is becoming a major driver, not only within lift controllers but also in connecting third-party equipment to create more intelligent, responsive systems.

There is also a growing demand for simplified installation. The move away from traditional hard-wired systems towards serial, plug-and-play solutions is accelerating, driven by the need to reduce installation time and improve efficiency on site.

Lead times and ease of deployment remain critical, and customers are increasingly looking for solutions that combine advanced functionality with practical usability.

What can delegates expect to see on your stand?

Delegates can expect to see a broad representation of our latest technologies, including our new range of serial controllers and AURA, our remote monitoring platform.

More importantly, they can expect practical conversations. We engage with the full spectrum of the industry - from consultants and contractors to end users and new entrants - and we're always keen to understand challenges and explore how we can support them.

We aim to demonstrate not just products, but real-world solutions that deliver value across the entire lift lifecycle.

What would you say to someone who has not attended before?

If you've not attended before, the Symposium is one of the best opportunities in the UK lift industry to stay informed and connected.

It offers a unique combination of technical insight, thought leadership, and networking. Whether you're looking to understand the latest legislation, explore new technologies, or build relationships within the industry, it's an event that delivers real value.

Visit **DAC's** website.

www.dac-group.co.uk/



**Ben Davidson,
Director at Lester Controls**

Can you tell us about your business – when it was formed and what you do?

Lester Controls has been providing Lift and Escalator Controllers and ancillaries to the industry for the past 40 years. They have ranged in all sorts of shapes and sizes over the years and are forever changing!

How many times have you exhibited at the Lift & Escalator Symposium?

This will be our fifth time exhibiting.

Why is the event important for you to attend?

There are interesting presentations, although not always relevant to our part of the industry, whereby the papers and findings are very interesting. It is a good event to chat to key figures within the industry throughout, and gives us a brief chance to showcase our new innovations to the wider community within the industry.

What key themes are you seeing with customers this year?

The continuation of EN81:76 from last year! It is becoming more prominent now and starting to make its way into specifications.

What can delegates expect to see on your stand?

Again it will be Mike Turner, Christian Hodgson and Ian Carter and A N other showcasing our MRL solutions and our most recent version of Remote Monitoring.

What would you say to someone who has not attended before?

Don't forget your notebook! The Symposium is an interesting couple of days, even if it isn't completely relevant to your field. Well worth a visit.

Visit **Lester Controls** website.

www.lestercontrols.co.uk/

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and trusted by more elevator
professionals than any other
traffic design software...



Richard Peters,
CEO, Peters Research Ltd

Can you tell us about your business, when it was formed and what you do?

Peters Research was formed in 1997 and creates world-leading software for lift traffic analysis and control. Our flagship product, Elevate, is used by companies around the world to analyse and simulate passenger demand and quality of service. It helps designers select the number, size and speed of lifts for new buildings, and assess the performance benefits of modernising existing installations.

We also develop Elevate Dispatch, our traffic control system, which brings together our vast experience in lift traffic analysis, simulation and control.

How many times have you exhibited at the Lift & Escalator Symposium?

This will be our first time exhibiting at the Lift & Escalator Symposium. However, Peters Research has presented papers at every Symposium since the event began in 2011. I also co-chair the conference and am a trustee of the charity that runs it, so the event has been an important part of our calendar for many years.

Why is the event important for you to attend?

The Symposium is an excellent opportunity to share our research, discuss new ideas, and learn from other speakers, delegates and exhibitors. It brings together people from across the lift and escalator industry who are interested in technical development, practical application and future challenges.

What key themes are you seeing with customers this year?

Building and lift requirements are becoming increasingly complex, creating new and interesting challenges for our work in traffic analysis and dispatching. We are seeing more projects where standard assumptions are not enough, and where careful modelling, simulation and control strategies are needed to deliver good passenger service.

What can delegates expect to see on your stand?

Delegates can expect to see Elevate Dispatch, our lift traffic control system. We will demonstrate how our experience in traffic analysis and simulation can be applied directly to controlling real lift systems.

What would you say to someone who has not attended before?

Book early to avoid disappointment! The event was sold out last year, and this year we have a full speaker programme again. It is a very worthwhile event for anyone involved in lift and escalator design, specification, research, installation, maintenance or modernisation.

Visit **Peters Research Ltd's** website.

www.peters-research.com/



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**Stuart Barber,
Technical Sales Manager,
Sassi Lift Systems.**

Can you tell us about your business – when it was formed and what you do?

Sassi Lift Systems Limited (formerly Liftmaterial (GB) Limited) was originally established in 1972 and continued to grow steadily, then in 2000, we became part of Sassi Holdings. Sassi has been 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 machines and components.

How many times have you exhibited at the Lift & Escalator Symposium?

This will be our sixth Symposium now; our first was in 2019.

Why is the event important for you to attend?

It is a great opportunity to meet face to face with influential people within our industry, as well as learning about the latest ideas and technological advancements.

What can delegates expect to see on your stand?

We will have a range of various products as well as our latest product guide and latest news.

What would you say to someone who has not attended before?

It's a great opportunity to learn about the latest technology, meet with new and existing customers and meet like-minded people from our Industry.

Visit **Sassi Lift Systems'** website.

www.sls-ltd.co.uk



SCHAEFER

**Michael Gubisch,
CEO SCHAEFER Group**

Can you tell us about your business – when it was formed and what you do?

SCHAEFER is a German manufacturer and international supplier of operating and display elements for the lift industry. With more than 60 years of industry experience, we develop, manufacture and supply lift components that combine technology, quality, design and long-term reliability. Our portfolio includes push buttons, indicators, LED and light solutions, audio and voice announcement elements, key switches, access control solutions, as well as complete car and landing operating panels for new installations and modernisation projects. A key strength of SCHAEFER is our ability to turn technical complexity into tailored, standards-compliant solutions for our customers.

How many times have you exhibited at the Lift & Escalator Symposium?

This will be our third time exhibiting at the Lift & Escalator Symposium. For us, LES is a valuable opportunity to meet customers, partners and industry experts in a focused technical environment.

Why is the event important for you to attend?

The Lift & Escalator Symposium brings together a highly relevant audience from across the industry. For us, it is valuable because it combines technical exchange, market insight and personal dialogue. As a company focused on innovation, quality and customised solutions, we see the Symposium as an excellent opportunity to discuss current challenges, future requirements and practical solutions directly with the people shaping the lift industry.

What key themes are you seeing with customers this year?

Customers are increasingly looking for solutions that are flexible, reliable and future-ready. We see strong demand for customisation, robust design, accessibility, clear user interaction and components that meet the growing complexity of standards and project requirements. At the same time, customers need partners who can provide technical advice early in the project and help simplify decisions. This is exactly where SCHAEFER adds value: by combining deep manufacturing expertise with practical, customer-focused engineering.

What can delegates expect to see on your stand?

Delegates can expect to see high-quality operating and display solutions for lift applications, ranging from configurable standard components to highly customised designs. We will present solutions that show SCHAEFER's strengths in push buttons, displays, lighting, accessibility, design quality and complete operating panels. Our stand will also be a place to discuss individual project requirements and explore how we can support customers from concept through to implementation.

What would you say to someone who has not attended before?

The Lift & Escalator Symposium is well worth attending if you want to understand where the industry is heading. It offers a strong mix of technical content, industry networking and practical insight. For anyone involved in lifts, escalators, modernisation, design, safety or accessibility, it is a valuable opportunity to meet the right people and have meaningful conversations.

Visit **SCHAEFER's** website.

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A wide choice of pushbutton styles, indicators, finishes and lighting colours allows the panel to harmonise perfectly with any car design. The result is a visually distinctive and adaptable solution that enhances both aesthetics and passenger comfort.

Join us at the **Lift & Escalator Symposium**
in Kettering, 16–17 September 2026



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1. Establishing a universal relationship between the traffic mix in a building and the stops data

Professor Lutfi Al-Sharif¹, Tahani Ghaben¹, Dr Richard Peters², Matthew Appleby² ¹Al Hussein Technical University, Jordan, ²Peters Research Ltd, UK.

Previous work has used machine learning techniques to model the relationship between stops data and their locations within a building with the type of traffic mix. The methodology required knowledge of the types of floors in the building (occupant floors or entrance/exit floors), and used stops data in the up and down direction on occupant floors and entrance/exit floors to infer the mix of traffic in the building. However, previous work was based on one specific building.

This paper extends the previous work in order to show that that relationship is independent of the following:

- Number of entrance floors and occupant floors.
- The car capacity.

Such a universal relationship would allow the use of this derived set of equations for any building regardless of the number of floors and passenger numbers.

For this purpose, the research in this paper will employ four different sizes of buildings in terms of number of occupant floors and entrance/exit floors, as well as the variation in the car capacity (i.e., number of passengers in each round trip).

The methodology will rely on the principle of normalisation. Moreover, a lift traffic simulator will be used to generate the data required for training the machine learning model.

2. Ethics of artificial intelligence in lift systems

Matthew Appleby,
Peters Research Ltd, UK

Artificial intelligence is being rapidly integrated into lift systems, supporting traffic dispatch optimisation, predictive maintenance and passenger-facing adaptive services. These developments have the potential to improve efficiency, reliability, safety and accessibility. However, these technological developments also introduce ethical challenges.

As decision-making becomes increasingly automated, questions arise about environmental costs, fairness in service prioritisation, passenger privacy, targeting advertising and the distribution of responsibility. As the building industry works hard to reduce carbon emissions, there is a risk that the computational demands of AI systems offset hard-won environmental gains.

This paper argues that lift systems represent a distinct ethical context. They are essential, safety-critical infrastructure embedded within buildings and unavoidable for many users. As such, the moral implications of optimisation, data collection, and automation in this domain require particular scrutiny. The paper calls for the cautious deployment of AI in lift systems and for maintaining clear institutional accountability for decisions that shape passenger experience, access, and safety.

3. Development of an ontology for interoperability between lifts and other systems

Jonathan Beebe,
Jonathan Beebe Ltd, UK

This paper proposes an approach to the development of an ontology for interoperability between lifts and other systems. It introduces the concept of an Ontology and gives examples of the services and roles of service users, in the context of lift operation, which might benefit from interoperability. An analysis methodology is discussed, which elaborates the use case "stories" for the service users, leading to the identification of requirements for information exchanges necessary for interoperability. The collective information requirements may then be formalised into the technical definition of the interoperability ontology, and some specific examples are given.

4. Examining the condition of hospital elevators after an earthquake

Emre Pınarbaşı¹, Tolga Balcı¹, Adem Candaş^{2*}, Eren Kalay² C. Erdem İmrak²

¹Emlak Konut Asansör Sistemleri San. ve Tic. A.Ş., Istanbul, Turkey, ²ITU Elevator Technologies Laboratory, Istanbul, Turkey

Among public buildings ordinarily used by the public, health facilities hold a critical priority and importance. During field visits in the last 15 years in Turkey following two major destructive earthquakes, damage to hospital elevators in particular has drawn attention. Hospital elevators, which are of great importance in the treatment of earthquake victims, are desired to be earthquake-resistant after an earthquake.

In this study, the damages detected in hospital elevators following the 2011 Van earthquake and the 2023 Kahramanmaraş twin earthquakes were evaluated, and the techniques developed and implemented for earthquake-resistant elevators were explained with examples.

5. Escalator step entrapments

Dave Cooper¹, Oluwafemi Olatoye²
¹LECS (UK) Ltd, UK.

²University of East London, UK

The authors of this paper have been engaged in a major research project to reduce the number of entrapments on escalators. Whilst the research covered all types of entrapments, this paper will focus on the types of entrapment which cause life changing injuries particularly to young children including step to step, step to skirt and comb plate entrapments. Injuries include severe crushing and in some cases amputation. Examples of real-life accidents will be cited with a focus on methods of prevention. The research has revealed that these types of accidents can be reduced significantly which has been confirmed by laboratory testing by a major escalator manufacturer.

6. Beyond aesthetics: how cabin finishes influence lift design

Vignesh Dhanapal
Foster & Partners, UK

Modern buildings place strong emphasis on interior aesthetics, and lift cabins are increasingly treated as high-value architectural spaces. Consequently, standard factory finishes are rarely used, with designers frequently selecting stone cladding, decorative panels, recessed handrails, and integrated digital displays—often resulting in finish build-ups of 50 to 100 mm per wall.

While visually appealing, these enhancements introduce measurable implications for lift engineering that extend beyond appearance. Increased finish thickness and weight alter the effective car area, influencing rated capacity assumptions, accessibility compliance, ISO-recommended car profiles, and the traffic performance.

As EN 81-20 defines rated capacity based on the “bare” cabin envelope, thicker finishes reduce the final internal dimensions, decreasing the usable area assumed in simulation models.

This raises the critical questions:

- Are traffic analyses based on accurate, real-world cabin conditions?
- Do the nominal car sizes continue to comply with accessibility standards once interior finishes are applied?

This paper assesses how cabin finishes influence lift design and performance, emphasising early coordination to ensure capacity accuracy, accessibility compliance, and reliable traffic modelling.

7. From cloud to control cabinet: Edge AI for the next generation of lift monitoring

Tim Ebeling
Henning GmbH, Germany

Predictive maintenance has become a key enabler for improving the reliability, availability, and lifecycle management of modern lift systems. Current solutions typically rely on connected sensor devices that transmit operational data to cloud-based platforms where advanced analytics and artificial intelligence models are executed.

While this architecture enables powerful diagnostics and fleet-level insights, it introduces dependencies on connectivity, latency constraints, and additional data transfer requirements.

This paper presents the next development stage of a predictive maintenance system for lifts in which artificial intelligence models are executed directly on-site at the edge device installed within the lift system. The approach builds on an existing cloud-connected monitoring architecture in which substantial preprocessing and feature extraction already take place locally. However, until now the final inference of the deep learning models has been performed in the cloud. By introducing an enhanced hardware platform equipped with dedicated Neural Processing Units (NPUs), it becomes possible to execute Deep Neural Network (DNN) models locally while maintaining acceptable processing time and energy consumption.

Running complex DNN models on embedded systems presents a significant challenge due to limited computing resources. Although NPUs can accelerate neural network inference compared to CPUs, this can lead to trade-offs between speed and model accuracy. Therefore, a balanced approach is necessary. Initial results from the presented architecture are promising and enable predictive real-time diagnostics directly within the lift system. This reduces reliance on cloud connections, improves response times, and paves the way for more autonomous and scalable predictive maintenance solutions in the lift industry.

8. Precise high speed hoist way scanning system in super tall buildings

Michael Eibel¹, Erich Spirgi¹,
Daniel Roth², Dennis Aeschbacher²
¹Lift Engineering Asia Pacific
Limited, ²PI Electronics AG

Accurate guiderail alignment is critical for ensuring ride quality and reliability in high-rise and high-speed lifts. Misalignments can occur not only post-installation but also over the system's lifespan, posing significant challenges for measurement and rectification using conventional methods, which are often time-consuming and complex. This paper introduces a high-speed hoistway scanning system that captures precise data on essential shaft elements, including guiderails, guiderail fixations, and landing doors. By enabling rapid, detailed analysis—even in the tallest buildings—the system accelerates engineering workflows. This is particularly valuable when it is used as integral part for rectification work of the shaft system. To achieve high-speed scanning, the system employs specialised multi-channel data tracking and advanced signal processing. We provide a brief overview of its structure and performance, along with case studies and measurements from landmark buildings: one that was formerly the tallest in Asia and another with a hoistway exceeding 300 meters. These examples identify and quantify common patterns of rail misalignment observed in practice, demonstrating the system's usage.

9. Theoretical whole building evacuation

Kristian Farr,
Alastair Bartlett AECOM, UK

This paper assesses the evacuation time for a 24-storey office building. The scenario modelled assumes that a fire has arbitrarily taken place at level 11, and a whole building evacuation is required. The evacuation will be via a phased evacuation strategy utilising the stairs for those who are able to self-evacuate, and evacuation lifts for those who are unable to self-evacuate by stairs. The stair widths have been designed to be compliant with BS 9999 recommendations.

To determine the suitability of the evacuation strategy, a comparative analysis of stair evacuation times against the total lift evacuation times.

As a base design assumption, the building is provided with two escape stair cores and provided with one evacuation lift per escape stair core. The proportion of users who are likely to require the use of the lifts for evacuation has been taken as 15% in line with the Department for Workplace and Pensions family survey information.

Initial findings indicate that the estimated stair evacuation time, when calculated in line with PD 7974-6, is approximately 65 minutes, while the lift evacuation time extends to approximately 3.5 hours. The initial calculation results indicate a significant disparity in evacuation time which would likely raise concerns with the available evacuation lift capacity in line with the Fire Strategy requirements and other human factors.

This paper aims to explore strategies for providing lift evacuation times more in line with the stair evacuation times and enhancing overall evacuation efficiency.

10. Designing vertical transportation for modern airports: performance, capacity, and passenger centric planning

Terry Lai Kin Fung Foster
& Partners, UK

This paper presents a comprehensive framework for vertical transportation (VT) design in modern airports, where lifts, escalators, and moving walks form mission critical infrastructure that directly influences passenger satisfaction, accessibility, and operational resilience. Airports are among the most demanding VT environments, required to absorb intense, scheduled-driven surges—where a single wide body aircraft may deliver more than 800 passengers within minutes—creating circulation pressures far exceeding those in commercial buildings.

Unlike predictable up peak and down peak conditions in offices, airports operate with continuously variable demand shaped by flight schedules, aircraft mix, immigration and security processing, and the growing complexity of multi modal transfers. VT must therefore accommodate a highly diverse user group: business travellers, families with prams and heavy luggage, elderly and reduced mobility passengers, airline crew, and staff operating across secure and landside zones.

A defining challenge is designing VT systems not just for people but for people-plus-luggage.

Suitcases and trolleys consume significant car area, reduce effective capacity, slow passenger exchange, and alter flow patterns. Consequently, airport VT requires conservative loading assumptions and simulation calibrated to real passenger behavior rather than commercial norms.

This paper emphasises the importance of early, integrated design between architects and engineers to ensure circulation pathways, system sizing, and operational strategies are validated through reliable data and performance based modelling. The framework incorporates airport grade service KPIs, including waiting times, handling capacity, availability, and response targets. It also addresses accessibility and inclusivity, prioritising wide door lift configurations, large car sizes, and alternatives such as inclined moving walks. Key resilience strategies—such as N+1 redundancy, dual power feeds, and UPS/generator backup for life safety systems—are examined alongside sustainability measures including regenerative drives, auto start/stop controls, and LED lighting. Finally, the paper explores digital integration, highlighting future trends such as Digital Twins and AI optimised traffic flow.

11. CAN bus versus ethernet in lift systems

Primary Author: Stefan Gerstenmeyer
Additional Authors: Richard Peters, Mike Pentney Peters Research Ltd, UK

Modern lift control systems rely on communication networks to connect numerous components, including controllers, sensors, inverters, door drives, user interfaces, and monitoring units. Controller Area Network (CAN) bus remains a widely used and well-proven standard in lift applications, valued for its robustness and predictable behaviour. However, as lift systems increasingly require higher bandwidth and closer integration with IP-based services, Ethernet is being adopted more widely. Drawing on practical experience in the design and implementation of lift control systems, this paper compares the two technologies in terms of their architectural characteristics, network topologies, scalability, communication protocols, and suitability for different parts of the system architecture. It concludes with practical guidance on the areas in which each technology may offer advantages in modern lift systems.

12. Compensation vs regenerative drives on slow-speed lifts

Danny Hillyard Cundall Johnston & Partners LLP, UK

For low-speed traction lifts (≤ 1.6 m/s), compensation stabilises traction and mitigates rope dynamics, while regenerative drives reduce net electrical consumption by returning the energy from overhauling to the building. Using ISO 25745-style accounting, we compare both 30 m and 20 m cases, add lifecycle costs, and simulate traffic. Regen savings exist but are limited at low rise/duty; compensation often delivers stronger lifecycle ROI via reduced wear and improved ride.

13. Security-oriented artificial intelligence-embedded image processing for elevator car interiors

Tevfik Keleş¹, Mehmet Selçok¹ Eren Kalay², Adem Candaş², C. Erdem İmrak^{2,*}

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In elevator systems, in-car cameras have become widely used for both passenger counting purposes within the cabin and for security reasons. It is known that security systems in elevators generally remain limited to basic security measures. Current applications include emergency buttons, audible warnings, and intercom use; these solutions offer a reactive approach that allows users to intervene after an event causing danger in the elevator has occurred. This study concerns a system that integrates artificial intelligence-supported image processing and object recognition technologies.

The developed website interface enables the monitoring and tracking of passengers in the car, small children, pets, belongings, and potentially hazardous situations. The integration of this system with the building security system will be studied later.

14. Dynamic responses of lift systems under overtravel and buffer impact conditions

Stefan Kaczmarczyk
University of Northampton, UK

The overtravel arrest mechanism consists of buffers beneath the car and often beneath the counterweight. Three types of buffer are permitted by EN81-20 / 50 safety code: linear, energy accumulation type buffers, non-linear energy accumulation buffers, and energy dissipation buffers. During lift car / counterweight buffering, both in free fall and in the scenario when the suspension remains intact, various adverse dynamic phenomena may occur and should be considered. This paper presents a simplified model for predicting the dynamic behaviour of a lift system during overtravel under buffer-strike conditions. The model is derived from first engineering principles and incorporates both linear and nonlinear buffer characteristics. It is implemented in a computer simulation environment, where simulations are conducted over a range of buffer impact speeds and lift system parameters to evaluate buffering forces and impact-induced dynamic phenomena.

15. Human-centric vertical mobility in india's luxury high-rise residential towers

Jagadish Kumar
Lavenir Consultancy pvt ltd, India

The evolution of luxury high-rise residential towers in India has fundamentally reshaped expectations from Vertical Transportation (VT) design. As developers pursue increasingly premium living experiences, elevators are no longer mere utility components but core lifestyle enablers that define comfort, privacy, security, and service efficiency. Contemporary VT planning integrates granular user profiling - residents, visitors, house helps, service personnel, and even pets - to ensure seamless movement patterns within dense vertical communities.

Design strategies now emphasise differentiated circulation, with dedicated passenger, service, and fire-rated evacuation lifts that minimise cross-flow and protect resident privacy. Smart destination control systems improve handling capacity during peak periods, while personalising journeys through touchless access, app-based call registration, and zoned access restrictions. The rise of pet-friendly luxury homes introduces additional considerations such as quieter cabins, anti-microbial interiors, and selective pet-movement routing to avoid resident-pet conflicts during peak hours.

Furthermore, the role of house helps - a unique aspect of Indian residential dynamics-requires sensitive VT planning. Separate service cores, back-of-house lift access, and controlled lobby sequencing enable efficient daily operations without compromising the upscale experience expected by homeowners.

Visitor traffic is managed through integrated lobby management systems and distributed lift banks that reduce waiting times while maintaining high security standards.

Across cities like Mumbai, Gurgaon, Bengaluru, Hyderabad, and Chennai, VT design now contributes significantly to the overall luxury perception of a tower. The integration of AI-driven traffic prediction, energy-efficient regenerative drives, and high-speed lifts ensures both sustainability and performance. Ultimately, the shaping of VT in India's luxury high-rise segment reflects a shift towards human-centric mobility - one that anticipates every user journey, celebrates convenience, and ensures that vertical living remains effortless, elegant, and future-ready.

16. Maximum lift car loading accepted by passengers in high-rise office buildings: does data support the 80% rule?

Primary Author:
Tiina Laine, Additional Authors:
Mirko Ruokokoski
Kone, Finland

When conducting lift traffic analysis, one of the key modelling choices is the passenger capacity: the limit on the number of passengers in a lift car. A widely used convention in the elevator industry is the 80% rule, according to which lifts are assumed to be loaded to no more than 80% of their rated capacity. However, the interpretation of this rule varies across practitioners and methods. Lift car loading is likely influenced by multiple factors, such as cultural norms, traffic conditions, rated capacity, and the building segment. Although the 80% rule is a recurring topic in professional discussions, published measurement data remains scarce.

For this study, automatic passenger count data from 34 office buildings was analysed. Some offices included multiple lift groups, resulting in a total of 52 lift groups. The measurements were conducted in Europe, Asia, the Middle East, Australia, and North America.

17. The application of artificial intelligence in vertical transportation

Hongliang Liang
Aliang Lift Design Studio, UK

Artificial intelligence (AI) has been applied in elevator systems for more than three decades—long before the modern surge in AI applications across other engineering sectors. Early implementations were narrow in scope and structurally constrained by the mechanical and safety-critical nature of elevator systems.

This paper presents a substantially expanded and academically aligned review of historical and contemporary AI applications in vertical transportation. Drawing on established research and the author's experience with Japanese elevator systems, the paper clarifies the technical boundaries of AI feasibility and distinguishes deterministic safety authority from AI-assisted supervisory functions. A forward-looking analysis identifies realistic future applications in diagnostics, monitoring, optimisation, and commissioning. The paper aims to contribute to a more rigorous engineering understanding of AI's proper role within vertical transportation.

18. Shifting gears and lifting careers: encouraging women into the lift industry

Gemma Moore
Dewhurst, UK

Women in the lift and escalator industry represent a small share of the technical, engineering, and leadership workforce. The numbers are growing but together as an industry we can do more to ensure women enter, stay, and thrive in the sector.

This paper takes a closer look at the experiences behind the numbers, drawing on industry practices and conversations with women working in lift engineering.

Looking at lessons from diversity efforts in related technical fields, the study brings forward themes that many will recognise - limited early exposure to engineering pathways, reports of being discouraged from pursuing mechanical trades during school career guidance sessions, and few visible female role models who show what is possible.

Alongside these challenges, the paper also highlights what is working. Targeted outreach, inclusive apprenticeship routes, supportive mentorship networks, and thoughtful improvements to workplace culture are already making a positive difference.

With practical recommendations for employers, educators, and industry bodies, this research aims to help build a sector where women feel welcomed, supported, and able to progress with confidence. For example, employers can implement mentorship programmes pairing new female hires with experienced professionals, while educators can introduce engineering modules tailored to young women.

Encouraging greater female participation is not just about fairness. It strengthens innovation, supports long term skills growth, and helps the industry meet the evolving needs of the built environment.

A more balanced workforce is not just a goal; it is an opportunity for the industry to grow in a way that benefits everyone.

19. Where and when: how continuous lift monitoring answers the two questions that drive service efficiency

Primary Author: Polina Rukin
Additional Authors:
Christoph Rüdiger
CEDES, Switzerland

Effective lift service has always depended on two questions: where is the problem, and when did it start? In the absence of continuous monitoring, answers to both questions arrive late, filtered through tenant callbacks, manual inspection logs, and technician recalls. The consequences are familiar to anyone managing a portfolio of lifts: avoidable call-outs, repeated visits, and breakdowns that were preceded by detectable warning signs that nobody noticed.

This paper examines how controller-agnostic IoT monitoring, deployed across a diverse portfolio of operational environments, changes the answer to both questions in practice. Drawing on documented cases from hospital, transit, and commercial building environments, it describes what becomes visible when sensor data is continuous, structured, and surfaced in near-real time.

The evidence is specific. At a major metro transit operator, accelerometer and inactivity data flagged a suspected shutdown that official maintenance reports had not

captured, ultimately confirming an unreported component replacement and establishing the monitoring platform as an independent source of operational truth. In a hospital environment managing over a thousand lift rides per day, suspected shutdown alerts regularly reach facility staff before patient complaint arrived, compressing response windows during periods where every minute of lift downtime affects patient care.

Beyond detecting faults after they develop, the same data infrastructure supports earlier intervention. Door vibration trends, ride quality signatures, and speed deviation metrics have each demonstrated the ability to surface degradation patterns that are invisible to periodic inspection but actionable before failure occurs.

The paper concludes by examining what these cases share structurally: the conditions under which continuous monitoring reliably answers where and when, and what is needed to put in place to turn those answers into operational habit rather than occasional insight.

20. The science behind lift and escalator codes & standards

Rory S. Smith
Peters Research Ltd, USA

Codes and Standards at first glance appear to be an arbitrary collection of rules, regulations, and dimensions. However, most codes and standards are based on basic safety principals, known risks, and science.

The safety fundamentals behind codes and standards and defined in ISO/TR 1107-1 for traction lifts and ISO/TR 1107-2 for escalators are presented.

The risks to be addressed, as well as the persons and objects to be safeguarded as defined in EN 81-1 are reviewed. Although EN 81-1 has been superseded by EN 81-20 and EN 81-50, the abbreviated list of risks in EN 81-1 is still valid and perhaps easier to understand.

The science, mostly physics, and how it is applied are explained in simple terms.

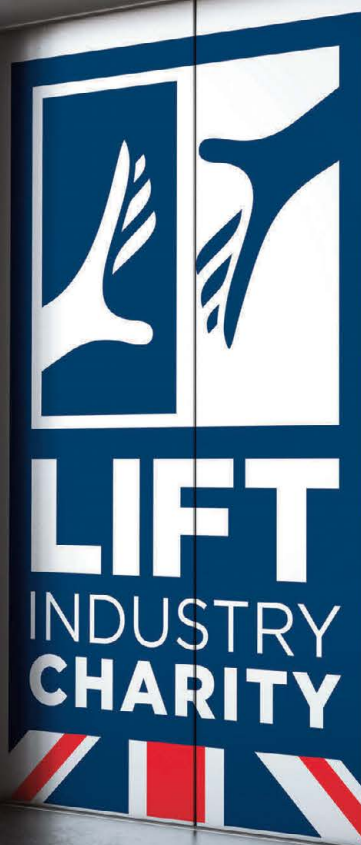
How the risks, safety fundamentals, physics and standards are applied to safety gears, brakes, and buffers are explored.

Can we help...

Are you employed in the Lift industry?

Have you, or someone you know, had a works related accident?

Did you know there is financial help available?



The UK Lift Industry Charity

Run by Lift People for Lift People

The UK Lift Industry Charity Mission... The relief of financial hardship and provision of appropriate support where required to industry colleagues and their families who have been injured whilst working or employed within the industry.

The Charity has made numerous donations to individuals and the families of individuals who have been injured or sadly killed, whilst working in the Industry. We are continually looking for opportunities where we can assist.

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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.

1 in 5 have suicidal thoughts over the course of a lifetime

1 in 6 experience common mental health problems every week

1 in 4 experience mental health problems every year



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You're not alone
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www.liftmentalhealthcharter.com



TED BARKS

WITH THE LIFT INDUSTRY MENTAL HEALTH CHARTER

The Wired Mind: Finding Balance in the Age of the Algorithmic Feed

I admit it, I don't get humans.

You wake up. Before your feet touch the floor, you reach for your phone. Within ninety seconds, you have witnessed a mate's tropical vacation, a colleague's promotion, a flawless fitness transformation, and a barrage of global bad news. Before you have even brushed your teeth, your brain is swimming in a chemical cocktail of envy, urgency, and inadequacy.

Really, be more dog. Wake up, express clear desire for food, show love to person delivering food, go for a nice walk, sleep.

However I know in your human hyper-connected world it is not so straightforward and there is an unprecedented crisis of isolation and anxiety.

To understand why social media alters our mental wellness, we must look behind the screen.

The Architecture of the Loop

Platforms are not neutral utilities; they are masterfully engineered attention economies. Every like, share, and positive comment acts as a micro-dose of dopamine—the brain's reward chemical.

Because these rewards are unpredictable, they create a slot-machine effect. We scroll compulsively, searching for the next digital validation. This constant state of alert keeps our nervous systems perpetually hyper-aroused. The result is a fractured attention span and an undercurrent of chronic restlessness.



The Thief of Joy: Comparison and FOMO

Human beings are evolutionary wired to compare themselves to others to gauge social standing. However, our ancestors compared themselves to a small village. Today, we compare our messy behind-the-scenes realities with the highly curated, filtered highlight reels of millions of people.

This creates the "Comparison Trap." When we scroll through edited perfections, our brains interpret it as objective reality. This distortion triggers the Fear of Missing Out (FOMO) and profound feelings of inadequacy. For adolescents and young adults especially, this warped mirror has driven unprecedented rises in body dissatisfaction, low self-esteem, and depressive symptoms.

The Light in the Digital Darkness

Dismissing social media as purely toxic ignores its profound capacity for good. For many, the internet is a lifeline. Marginalised individuals, people with rare medical conditions, and those isolated by geography find vital communities online.

Furthermore, social media has dismantled long-standing stigmas surrounding mental health. Creators and professionals use their platforms to share coping strategies, validate

emotional struggles, and point users toward professional care. The issue, therefore, is not the tool itself, but our relationship with it.

The good news - you do not need to delete your accounts and move to a cabin in the woods to protect your peace. Mental wellness in the digital age is about moving from **passive consumption to active curation**.

#1 Audit Your Feed: Ruthlessly unfollow or mute accounts that make you feel anxious, insecure, or inadequate. Fill your feed with content that inspires, educates, or brings genuine joy. *Despite what I really think, cute cat videos are good...*



#2 Establish Friction: Put boundaries between yourself and the scroll. Move social apps off your home screen, turn off non-human notifications, or use a physical alarm clock to keep your phone out of the bedroom at night

#3 Practice "JOMO": Embrace the Joy of Missing Out. Trade screen time for analogue experiences - a walk without headphones (*and a dog HINT!*), a face-to-face conversation, or a book.



Social media is a powerful servant but a terrible master. By taking back the steering wheel from the algorithm, we can protect our mental clarity and rediscover the beauty of the present, unfiltered moment.

BE. MORE. DOG

This is on the side of TBWA/Chiat Day in LA, the American division of the advertising agency TBWA Worldwide.

The Lift and Escalator Library

»www.liftescalatorlibrary.org«

Is an online library for the lift (elevator) and escalator industry.

It provides free access to an extensive collection of papers made available to support education and research.



An Initiative Of The Lift
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We've taken our summer holiday to Dubai this year, squeezing in a moment of work among all the relaxing to have a chat with our editor, Pat Reading. Of course we've chosen to visit the Burj Khalifa and experience one of their 57 lifts, travelling 124 floors in just 60 seconds.

ELEVATOR PITCH

DOORS CLOSING, GOING UP...

TELL ME A LITTLE ABOUT YOUR JOB – WHAT DO YOU DO?

I am the editor of Lift Industry News. It's my responsibility to source content for the magazine, sell advertising space and make sure it looks lovely, contains exciting information and gets out on time! I also write some of the articles you'll find in here.

LET'S WIND BACK A BIT – WHERE DID YOU START YOUR CAREER?

Well, shortly after the Romans invaded(!), I was a graduate trainee with the John Lewis Partnership. I moved from retail to agency, working in promotional marketing, specialising in film and television for kids and families. You can blame me for the plastic toys in Kellogg's packets...

WHAT'S BEEN YOUR FAVOURITE JOB OR CAREER HIGHLIGHT?

There have been many – including being part of a Cirque du Soleil show in Las Vegas, which I won't elaborate on – but I think the main highlight has to be just the varied career that I've had. I'm very fortunate to now have three strings to my career bow; editing Lift Industry News, I also run the Lift and Escalator Symposium,

and I'm the director of Lighthouse, a Christian holiday club for children, which now has 17 sites. The variety is never boring and I never know what each day is going to hold as I continuously switch hats.

I have done some amazing things, I've been around the world, met incredible people in countries who are still friends, and I'm able to use that life experience to inform and assist what I do now.

WHAT'S THE BEST THING ABOUT YOUR CURRENT ROLE?

I came into this role with a certain idea about the industry: that it was extremely male dominated, and that the roles were all incredibly hands-on, practical jobs, but it isn't like that! There's such a wide variety of roles and I have met the most fascinating, generous, passionate people. To be able to be a lift engineer is just incredible to me – all the training they've been through and the fact they can make a lift just work! My perception has been completely turned around and every person I've interacted with has been a joy. I've also become a real lift geek as well!

DO YOU HAVE ANY SECRET TALENTS OR PASSIONS YOU'D LIKE TO SHARE WITH US?

I am a radio presenter! I present the Monday breakfast show on Marlow FM 95.5 every week between 7am and 9am. Community really matters to me, and I love where I live – being part of Marlow is important – and the fact that the radio station allows me to give back to my community is a big thing.



IF YOU COULD INSTANTLY MASTER ANY SKILL, WHAT WOULD IT BE?

I'd love to be multilingual. To just be able to speak any language, to anyone, at any time, would be amazing. It could really open up your world and give you great opportunities to build new connections and find out more about people and places.



WHAT'S YOUR FAVOURITE QUOTE FROM A BOOK, TV OR MOVIE?

"If you tell the truth, you don't have to remember anything." – Mark Twain. Great life advice, I think. I also have a favourite Oscar Wilde quote, which is, "Be yourself; everyone else is already taken". Takes the pressure off trying too hard to fit in!

IF YOU COULD HAVE ANY FICTIONAL CHARACTER AS YOUR BEST FRIEND, WHO WOULD IT BE?

My degree is in English Literature, so that's a hard question to answer! I re-read Lord of the Rings every year, so I think it would have to be Gandalf. With his knowledge, power and transformation through the story, I think he'd be a great best friend.

WHAT'S THE STRANGEST ITEM CURRENTLY ON YOUR DESK?

It has to be my new Horsler Worlds Cup duck! He sits on top of my tower fan and goes round and round. Alongside plenty of merch from the lift industry – pens, bottles, notebooks – I do love the range of promotional items we seem to have in this sector.

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

I was very excited to go up the Burj Khalifa. I think I was always destined to work in this industry, because wherever I am in the world, I want to be in the highest place. Travelling in the world's fastest and tallest elevator system is definitely a special moment, there is so much new technology that adds to the experience – double decker cabins, multi-directional lifts and AI-powered dispatching – in addition to the amazing 360 degree views at the top. Definitely a moment to remember.

Certainly some absolutely incredible views across Dubai from the top of the Burj, and a chance to wonder at being at the top of the world's tallest structure before it potentially gets overtaken in size! Thank you to Pat for letting us get to know a little more about the person behind the publication.

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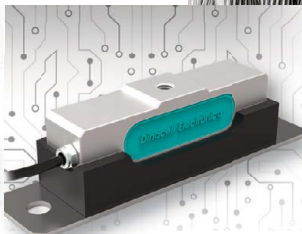
Solutions

Digital Advanced Control - Dinacell's UK Exclusive Partner brings you a multitude of load cells, weighing systems and weighing devices for all Lift applications. Safety, precision & quality at its best!

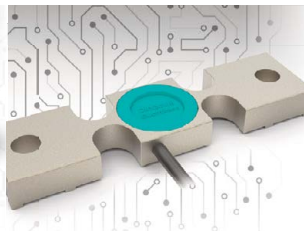
- LOAD SENSOR ON ROPES
- LOAD CELL UNDER CABIN
- CROSS HEAD SENSOR
- OMEGA CONTROL UNIT
- RCU CONTROL UNIT
- WBD602 SLACK / BROKEN BELT DETECTION
- ROPE TENSION MONITOR



OMEGA LOAD
LIMITING DEVICES



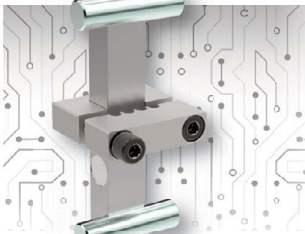
TCA UNDER CAR LOAD
COMPRESSION SENSOR



SV-3000 CROSS HEAD
BEAM SENSOR



PFC LOAD
COMPRESSION SENSOR



LCA ROPE
LOAD SENSOR



RCU LOAD
LIMITING DEVICE



SWR LIFT ROPE
SENSOR



RTM ROPE TENSION &
CAR/COUNTERWEIGHT
LOAD WEIGHING SENSOR



BCD BELT CLIP PAIRS
FOR BROKEN / SLACK
BELT DETECTION



LCK ROPE LOAD
SENSOR

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DAC

Digital
Advanced
Control

DAC Factory

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Module

Motherboard

View Events



Motherboard Outputs Bank 6

PUR Up Pilot

PDR Down Pilot

ARO Adv-R level Indg

DZC DZ Calculated

DEO Drive Enable

BRO Brake Enable

LISO Lift in Service On

DI01 Discrete Pos. In

NEED A LIFT CONTROLLER REPLACEMENT IN A HURRY?

ethos



Choose our standard Ethos Two lift controller delivered in less than 2 weeks.

Geared, Gearless and MRL inclusions

- Contract speed 1.6m/s maximum
- E300 NIDEC drive 30A
- Up to 8 floors, full collective including standard landing call module
- Limax3CP (No physical limits or DZ required)
- 1 car entrance. Doors fully automatic car and landing
- Door operator – Electronic (i.e. GAL VVVF, FERMATOR VVVF, SEMATIC VVVF, SELCOM VVVF)

Gearless and MRL inclusions

- Dual brake
- Ethos handwind position display and panel mounted handwind switch
- Handwind switch brake pushes

MRL inclusions

- Midi MRL landing cabinet
- Midi drive shaft mounted cabinet
- MRL consumer unit
- Cabinet light
- MRL cabinet Interconnection cables
- 3 phase isolator

Need more options?

- TVC supplied Dewhurst CX-Basic / Speech Encoders
- TVC 24-way output card standard – Optional output configuration for 3rd party indicators
- TVC serial indicators & Node
- EMU Gateway
- EM181 with router

To learn more:

info@tvcl.co.uk | www.tvcl.co.uk | 01352 793 222



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