

NewLift logic review

NEW LIFT Steuerungsbau GmbH is a German company that manufactures lift logics for generic companies. Their logics have many features and are quite customizable and are also pretty easy to do fault finding. Many lift enthusiasts from Germany consider NewLift logic the best generic lift logic on the market. The latest NewLift logics have a colour LCD screen which makes the menus easy to navigate and is similar. The latest Lester controls and Thames valley logics have both had major overhauls recently and include an LCD touchscreen (something that NewLift doesn't have) and have very easy menu navigation. NewLift logic can have full intelligent levelling and pre-doors if it has been set up correctly, but a lot of the time generic companies do not set it up to be this efficient. This is very similar to the latest Lesters and Thames Valleys that can also be very efficient but dumb engineers often set them up to do the last bit arriving at a floor very slowing. NewLift logic is not used very often in the UK. One noticeable feature of it is that it has a text to speech voice rather than using recordings. A lift in a public street in London did a custom TTS announcement telling people using the lift about a road closure due to an event. One outstanding feature that NewLift can do that would be impossible on any other generic logic is pre-start (where the VF holds the lift and the brake releases while the doors are closing). But the pre-start is almost never actually used.

NEW LIFT
NEUE ELEKTRONISCHE WEGE

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NEW LIFT

People in Germany and German companies are always very professional. NewLift logic is not some cheap Chinese logic. This is what makes their website so weird. It is so amateur. The English part looks like they used an automated translator and didn't proofread it. Some words are misspelled and many words are in German.

They have a feature to stop lift surfers. Haha!
And according to the image on the left NewLift logic can also lay eggs, make cups of tea, hold screwdrivers and print receipts!

Selection of NEW LIFT special controllers

To get an overview of the large variety of customized solutions, have a look at our selection of special controller solutions

Anti surf function

Anti nuisance protection against unauthorised use of the inspection controller and against so called "lift surfers" (jumping on driving cars) – according to the Russian norm PUBEL.

Anti terror function

If the anti terror function is activated, unauthorised people using the lift can be refused access to any other floor. This triggers an immediate blockage of all car doors, followed by a turnaround in the next floor. The designated target floor after the turnaround can be preset (e.g. allow security personnel to secure the unauthorised person)



MPXD Studio – news from Poland

Euro Lift 2018, Kielce, Poland



MPXD Studio - news from Poland



On 2-4 October, the EURO LIFT 2018 expo was held in Kielce. The expo included only small companies from the lift industry. The companies such as: Winda-Warszawa, VÝTAHY OSTRAVA, FUD and other small companies showed up at the expo.

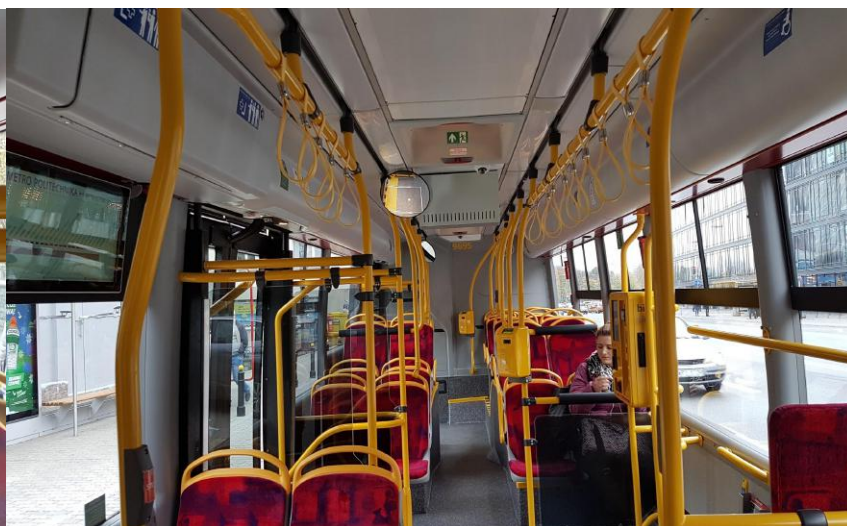
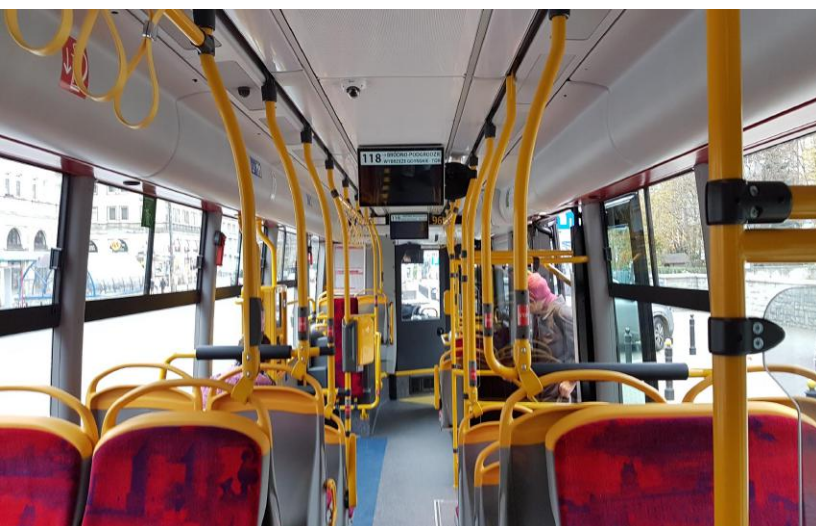


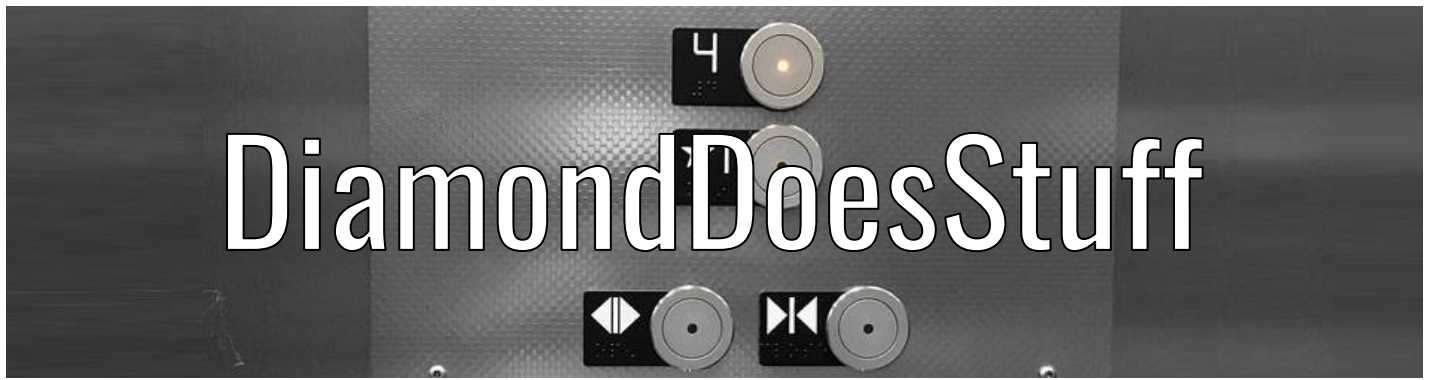
New Scania CityWide in Warsaw



29 new Scania buses from 27 October are on Warsaw streets. Buses are powered by CNG gas, belong to the private carrier "Michalczewski".

**Short ride on new bus
(click here)**





Maybe the worst generic in my town?

So, this is probably the worst generic in my town. It was originally a ThyssenKrupp, but then came along Miconic-Dizala and they RUINED IT. They've done the shottiest job I've ever seen!



The simple logic is also very garbage. Which means it is fun to mess around with. I've discovered that just by spamming the door close button the lift will skip calls! It still stops for a second but the doors don't open, so it starts moving again! It's like the crap generic version of priority service, but worse. A video of this is on my channel. Also the lift won't safety break even though I have opened the doors around a centimeter or two..



They should've replaced the whole panel! But no, they shoved a cheap fake Otis indicator behind the ThyssenKrupp plate thingy (which is the wrong dimensions so it is cut off) and screwed on the new buttons over the old ones. They aren't even flush with the panel. The buttons aren't even screwed in well, the whole panel is falling off!



Batata vator

Public Transportation in Lebanon

Public transportation in Lebanon is extremely underdeveloped. Currently, Lebanon uses a fleet of taxis, vans, buses and coaches, even though railways used to operate.

- History:

The first railway in Lebanon was opened in 1890 by the French when Lebanon was under the Ottoman Empire. The railway operated from Tyre in the south, followed the coastline passing Beirut, Tripoli and continued on into Syria. Another line existed in between Beirut and Baalbak. Operation of the railway was suddenly halted in 1975 with the start of the Civil war in Lebanon. The war ended in 1990 and it destroyed most of the railway. The parts that were still intact operated for one more year or so with Uerdingen Railbuses, and then stopped operation permanently because of a lack of money.

A Tramway also operated in the capital Beirut from 1906 until 1960.



On the left is the abandoned railway station in Tripoli. It can be easily urbexed. It has Abandoned locomotives. The railway station in Beirut became a train themed Nightclub and event hall. The railway station in Aley is now a restaurant.

(Credit Goes to Blog Baladi)

https://www.youtube.com/watch?v=kMNx_5hv3u8 (rare footage of the train station)



This is a picture of the station in Rayak in the East. It is also easily Urbexed.

(Credit goes to Farrah Berrou)



A lot of tracks in the Mar Mkhayel area in Beirut is still intact, along with the bridges it used to travel on as seen on the picture on the left.

(Credit goes to TheNosNos)

- Currently:

Lebanon is served by a fleet of taxis, vans, buses and coaches.

1. Buses:

Most of the buses operated by the Lebanese government are by Mitsubishi Fuso. These buses have multiple lines linking cities all over Lebanon and inside the cities. For example from the main bus stations in Beirut (Cola/Dora) i can get to places all around Beirut, and also all around Lebanon as far as Tripoli. A trip with these buses from Beirut to Tripoli (80km) will cost 2000LL (£1/\$1.32). These buses are usually grotty and run down.

A separate bus station is located in the north of Beirut (Charles Helou) is used by private bus companies such as “Connexion”. They usually use large coaches for trips to Tripoli and Syria. A bus from there on a coach would cost 5000LL to Tripoli (£2.50/\$3.30).

Any bus inside a city costs 1000LL (£0.50/\$0.66)

2. Taxis:

There are two classes of Taxis in Lebanon, “Service” and “Taxi”.

“Taxi” is a normal taxi which costs in between 6000LL and 150.000LL depending on where you want to go. Although taxis try to rip you off and charge crazy amounts of money to tourists. A trip across Beirut would cost around 20.000LL. A trip from Beirut to Tripoli by taxi would cost around 80.000LL. (Prices can always be negotiated)

“Service” is the word used for shared taxis. Services are only offered inside cities and typically cost from 2000LL to 4000LL (per person) depending on how far you are going.

3. Vans:

Vans don’t have a set route and just pick up passengers and drop them off wherever they are going. But if the detour of a new passenger getting on is very large, the driver will refuse to take the passenger. Vans cost 1000LL. Vans might be a little riskier to take than Buses because vans are run by random people and not the Government, but I’ve never had any problems riding them.

4. Other forms of Transportation:

There are two cable cars (Teleferics) in Lebanon. One in Harissa (one of the main tourist attractions in Lebanon) and another one in Jeita (The most visited place in Lebanon).

In Harissa there is also a small Funicular.



Harissa Cable Car

Harissa Funicular

Jeita Cable Car





EMU Trains Are Going

The best trains in Queensland, Australia are slowly disappearing thanks to the terrible new NGR trains. EMU's were the first electric trains in Queensland, and they sound awesome! They have gone through many upgrades, mainly for better disability compliance.



IMAGE ABOVE: EMU 01 AT FERNY GROVE STATION ON BRISBANE RAIL ELECTRIFICATION DAY 1979 - © Lindsay Bridge - Used under creative commons licence.

EMU's (Electric Multiple Units) 01-04 first ran on Brisbane Rail Electrification Day in 1979. They were originally painted blue and grey but since 2004 all Electric Multiple Units have been progressively refurbished. They have received new driving cab faces and most EMU's have been refitted with button operated doors, phasing out the power operated handles on all units (except for EMU60-65 and 67-69). All upgrades are to bring the train services in line with the Disability Discrimination Act. The EMUs operate on all Citytrain suburban lines in 3 or 6 car sets. EMU01-EMU59 and EMU80-EMU88 have driving cabs at both ends and can either operate as a 3 car or 6 car unit. Units EMU60-EMU79 have only a single driving cab, and because those units have only a single driving cab, they can operate only as a 6-car unit.



IMAGE ABOVE: EMU 59 AT CLEVELAND STATION - © RowanLifts



IMAGE ABOVE: EMU 22 WITH ORIGINAL CURVED DRIVER CAB WINDOWS - Image from <https://www.wuiskemodels.com>



IMAGE TO THE LEFT: EMU 03 WITH ORIGINAL CURVED DRIVER CAB WINDOWS - Images from <https://www.wuiskemodels.com>
 IMAGE BELOW: EMU 45 WITH ORIGINAL DOOR COLOUR AND HANDLES



EMU's (Electric Multiple Units) today:

ALL PHOTOS BELOW ARE TAKEN BY ME
 (some are from videos i've taken)



EMU60 With Rare Original Door Handles



EMU59 With Pushbutton Door Refurbishment





INTERIOR OF EMU60



DOORS OPENING AFTER TURNING HANDLE



EMU60 LEAVING PARK ROAD STATION



ALL PHOTOS ABOVE: EMU27 AND EMU71





New NGR (New Generation Rollingstock) Trains

I hate these new trains. Not only are they replacing many awesome trains, they are also very quiet and do not have the character that older trains have. These trains also have many problems, and they do not comply with disability standards.

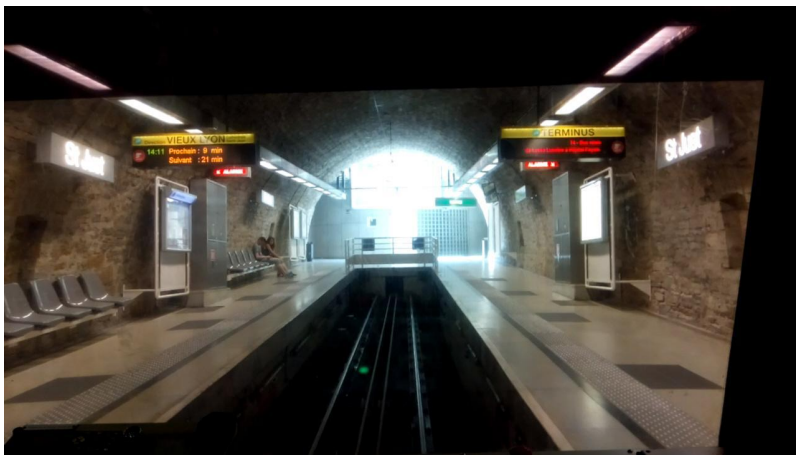


URBEX LIFTS

EPIC FUNICULARS FROM LYON

AWESOME FUNICULAR LINE 2 WITH EPIC MOTOR SOUND

From the platform you can see the machine room which has an epic motor sound



FUNICULAR LINE 1

This line has a middle station but it spends ages to level

[URBEX LIFTS YouTube](#)



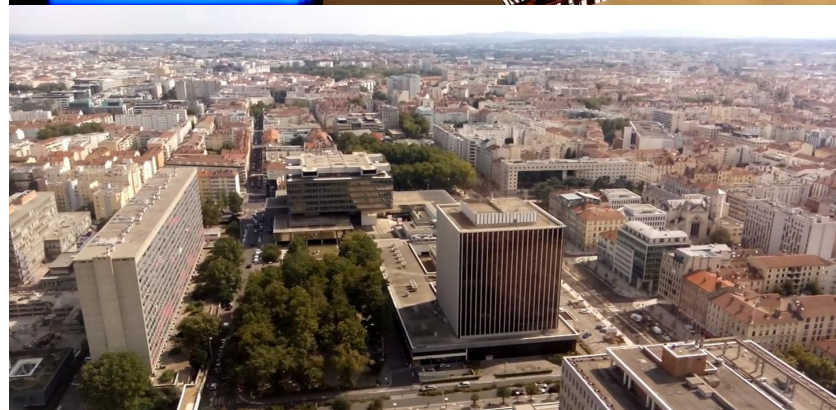
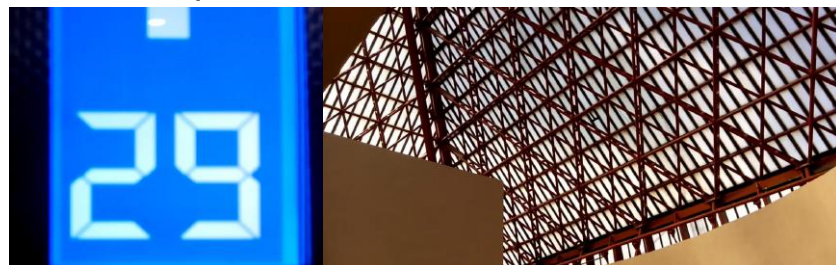
URBEXLIFTS

LYON METRO



Nasty modern trams with a good speed

Tall tower hotel with a full view of the city from their overpriced restaurant



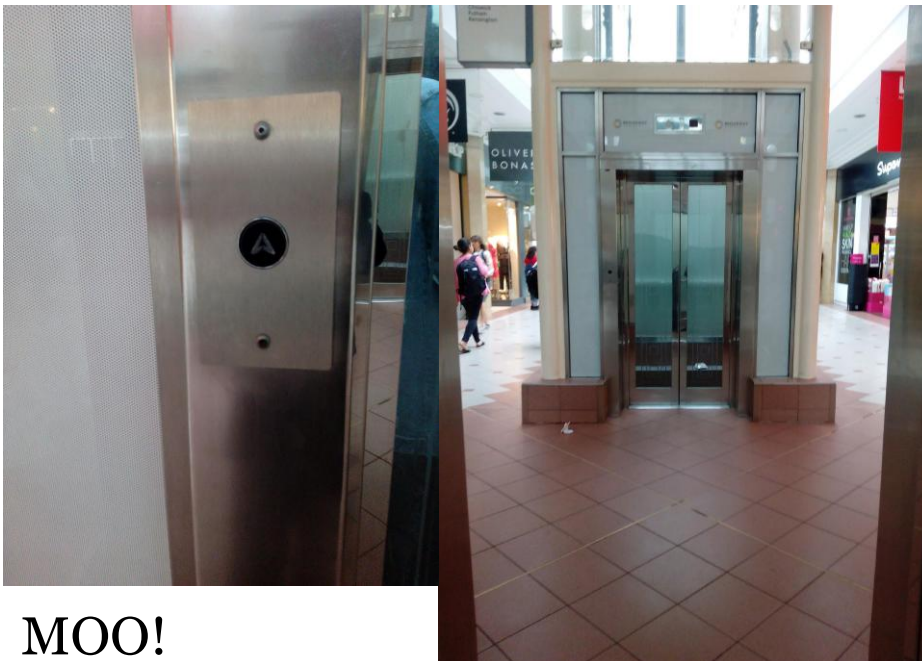
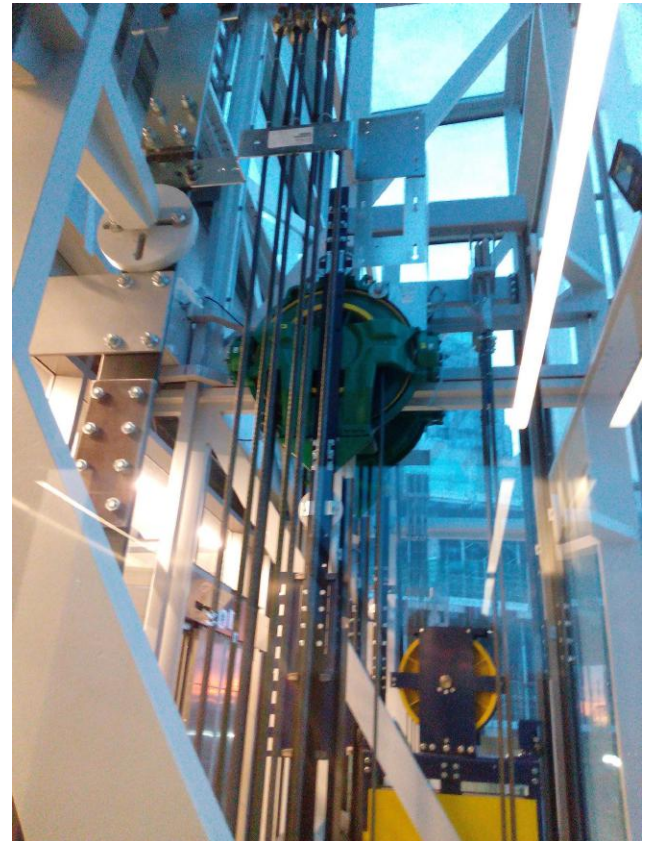
Liftyee's RANDOM pages

Down with
Dewhurst

(This is a very random page!)

These are some fast 11 floor
ecodiscs with KONE Compass
destination dispatch! They were
also glass!

There are some old KONE
hydraulic elevators at
Hammersmith but sadly the
landing call buttons have been
'modernised' with generic
Dewhurst



MOO!

Liftyee's RANDOM pages

(This is also a very random page!)

I found an awesome single speed Pickerings with original buttons and fixtures at a restaurant! It probably has original relay logic. It goes full speed as soon as the doors close and isn't flimsy unlike many newer lifts!

Westfield has started using awful Otis gen2 instead of ecodiscs and they are nowhere near as good. The display is seven segment again and the buttons aren't as nice



Old Ecodisc



New Gen2



These Gen2s are turned off

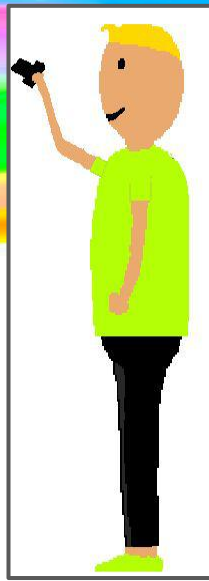
LIAM'S PAGE

I recently visited New York's Upper West Side to ride some LIFTS, not elevators. Where I'm from in Brooklyn, there are plenty of old lifts remaining. Unfortunately, most of those lifts were being replaced so I went to Manhattan thinking there would be old lifts that were still working. Most of these posh buildings had cheap lifts which I cannot safety break!



Messing around with an out of service sign while the lift is actually in service.

BEN'S PAGES



Summer holidays in England have very random weather. There is usually only a few hot days and it can be luck if you are able to go swimming on those days. This year, despite having a very hot summer, it was just my bad luck at the days I had with my cousins at the seaside were very cold.





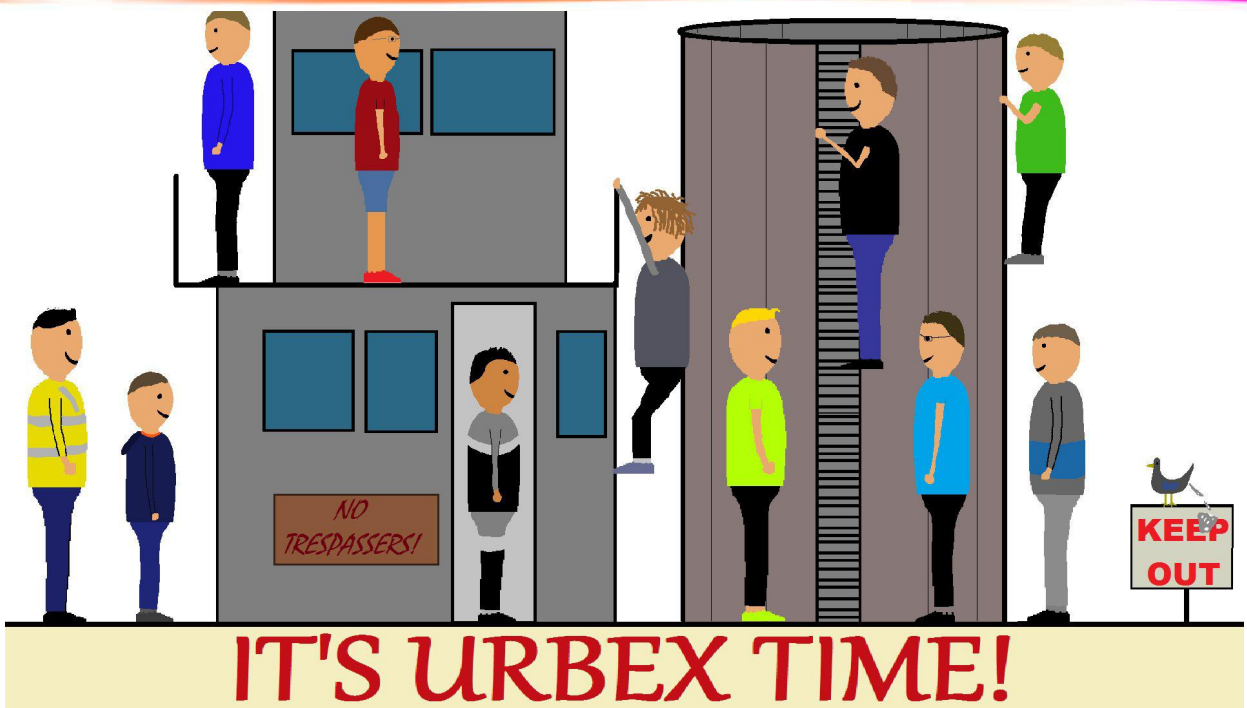
In Poole the lifts in the car parks have hours of operation. Outside these hours you can't ride **INSIDE** the lifts, so lets get on top them.

My local urbex has sadly been pulled down. This was an epic building and such a waste for such a well built large building to be left empty for years and then pulled down.



This building was over engineered. Modern day buildings are not built like this.

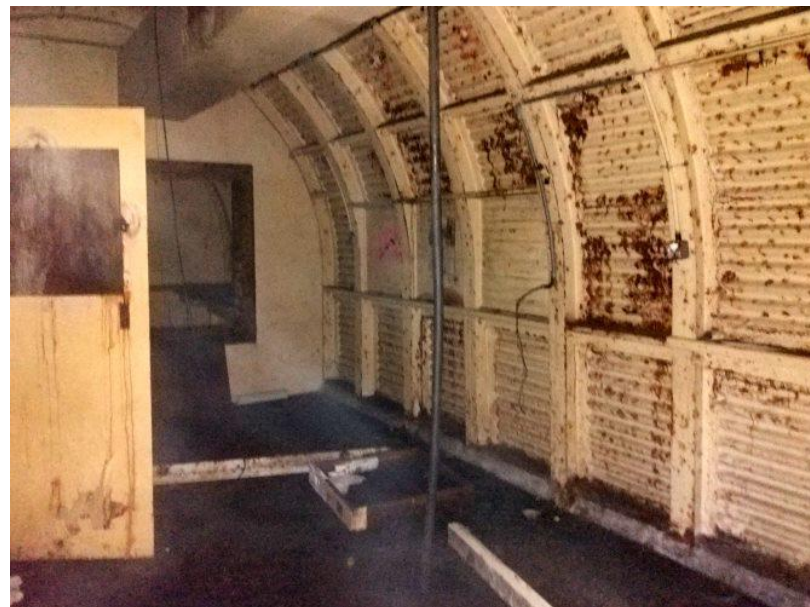
The shit housing built in its place are very low quality



HMS WILDFIRE

HMS Wildwire is a world war 2 control center that is located deep underground in Gillingham. The entrance to it only becomes accessible just a few times every 10 years.

This was an amazing rare opportunity to explore this place.



CHEAP FLIGHT ADVENTURE TO



VIENNA



Above: A very interesting housing estate.



Right: Weird signal on the Vienna train-tram route



Left: Here is a short section of the tram route that is underground. I find this section far more interesting than the road running sections.





Hotels in Vienna were not cheap. This hostel cost 40 euros per night. This place was very weird and is one of the most pathetic places I have stayed at.

This place was not very clean. The beds were not very nice. It was pretty much the cheapest place in Vienna, which is not actually very cheap.



When we first arrived the place smelt very weird. It turns out that someone had been cooking something weird and the smell was not there the first day.

For comparison the hotel at Bratislava cost 35 euros per night and was much nicer. The room was much bigger. You could get 5 euros of the price if you didn't use the bathroom, which has a separate key (which they don't give you if you pay the cheaper price). It was weird, but at least it was clean.





Vienna has some epic old trams. It is amazing that these trams are still running.



Inside these trams the lights get brighter as the tram gets closer to a substation. When the tram accelerates, or another nearby tram accelerates the lights get dimmer! There is no voltage regulation!



S-Bahn train

These had DC motors. They were pretty nice. There were also new S-Bahn trains which were more modern.



U-Bahn train

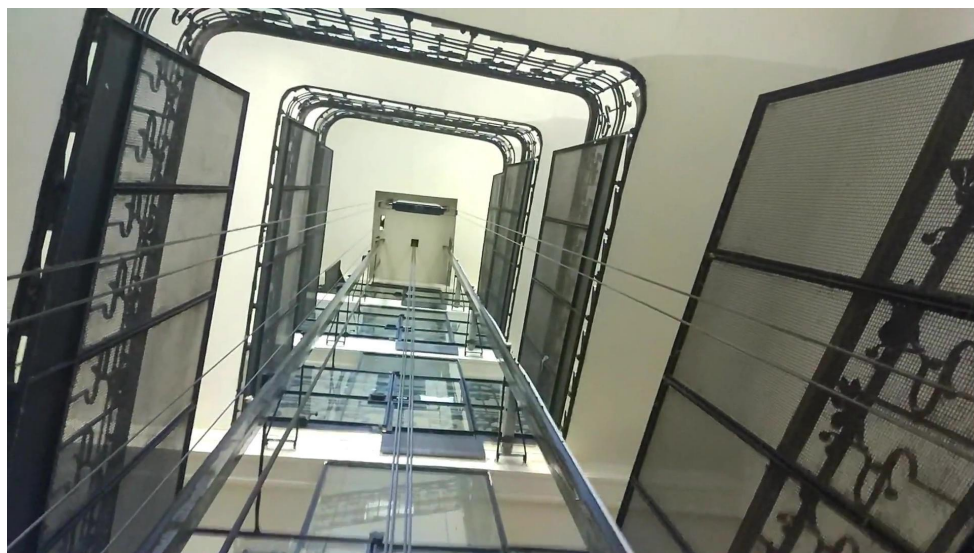
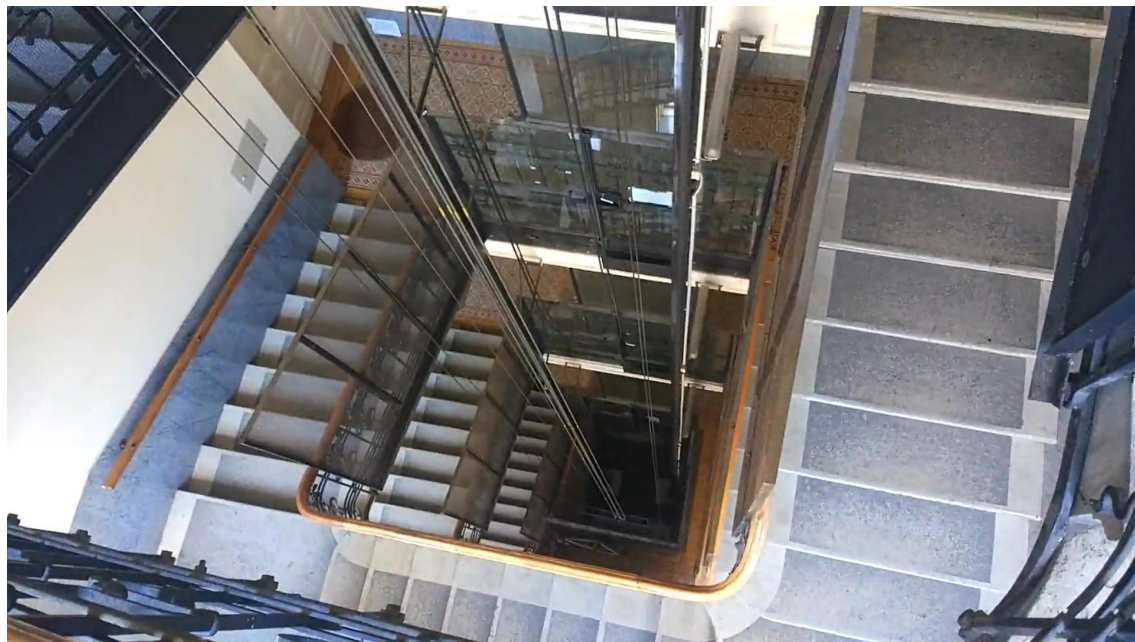
There were 2 versions of U-bahn train, one running on overhead power, and one running on 3rd rail. A couple of the oldest ones running on overhead had the same VF drive as the Croydon tram.



1900S LIFTS IN VIENNA

Vienna has loads of awesome 1900s lifts. Some are more original than others. None were fully original using slate relay logic.

The best ones had simple 2 speed logic which was still in character of the lift. The VF drive mods were horrid and made the old lifts lose their charm.



CHEAP FLIGHT ADVENTURE TO BRATISLAVA



A weird seat that is a solar panel. When you sit on it you block the light from it. A very weird design



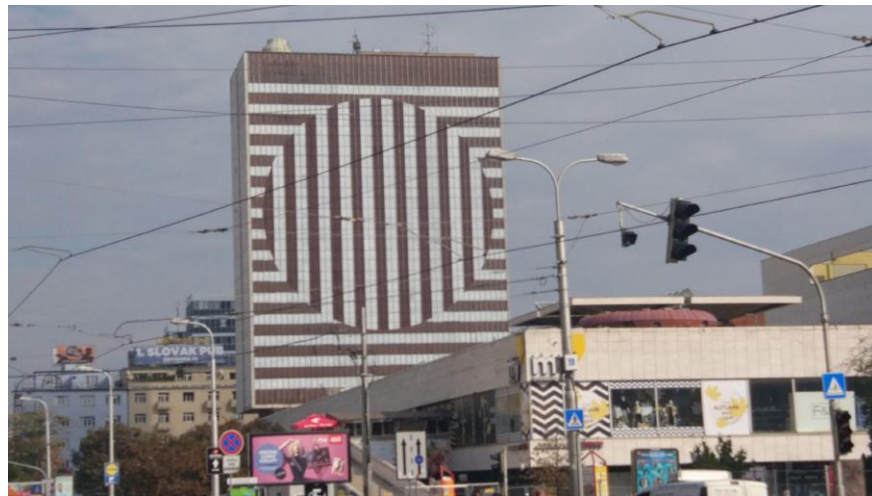
Bratislava has some very nice trolleybuses





Bratislava had loads of epic old trams

This building is very interesting looking, but sadly it is abandoned and there is no way in.

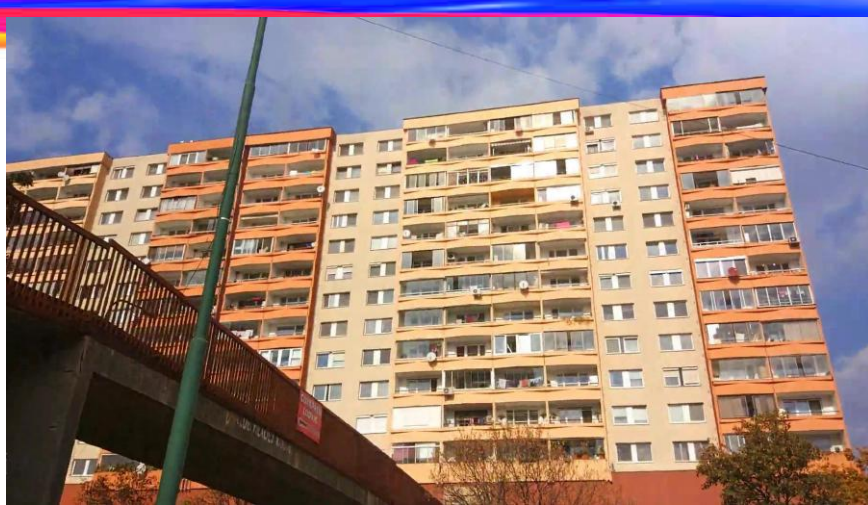


A very confusing Schindler 3300 with capacitive buttons and keypad floor selection. It was not clear when this lift wanted you to enter a floor and when you should enter an access code.

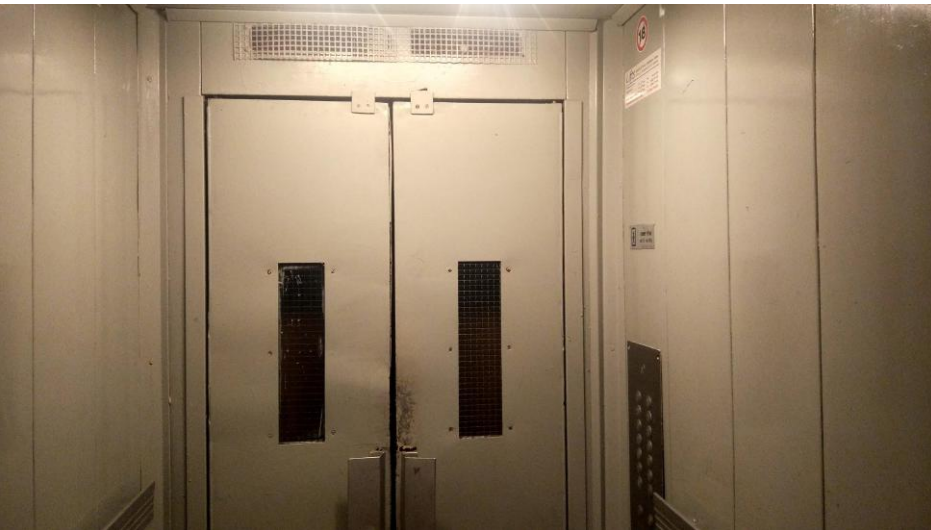
Some of the old lifts are badly maintained and do not have inspection controls



There were lots of tower blocks that were very interesting with very old lifts.



This lift is completely awesome. Where else do you find lifts quite like these!



The trams were amazing and were the best part of Bratislava.

CHEAP FLIGHT ADVENTURE TO WARSAW



The most interesting trains in Warsaw are the awesome old MetroVagonMash trains. These trains have amazing sounding DC motors.



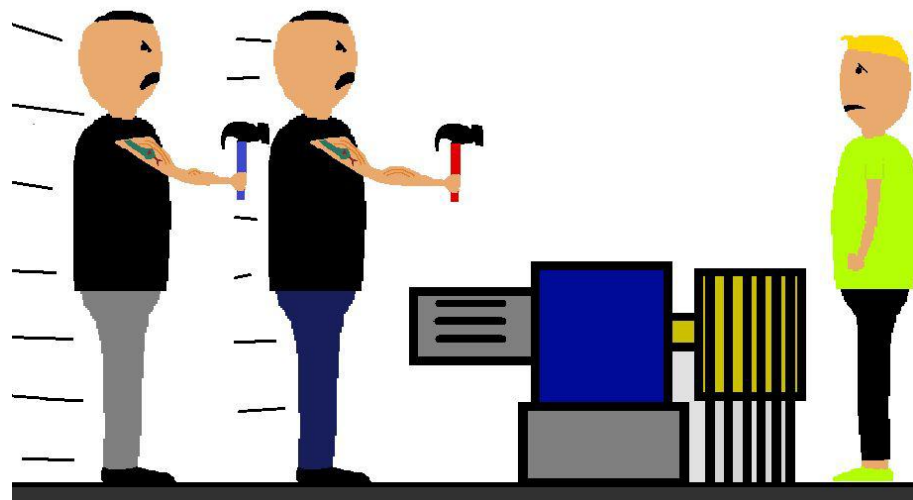
There are lots of trams in Warsaw

There is something oddly creepy about this signal that will never go green



In this abandoned building the lift motors were in a right state. People had been coming in to take the motors apart to steal the copper.

And then all of a sudden the hammer guys jumped through the window with tools to get the cores off the motors. They looked very aggressive. This is why you shouldn't go exploring on your own.



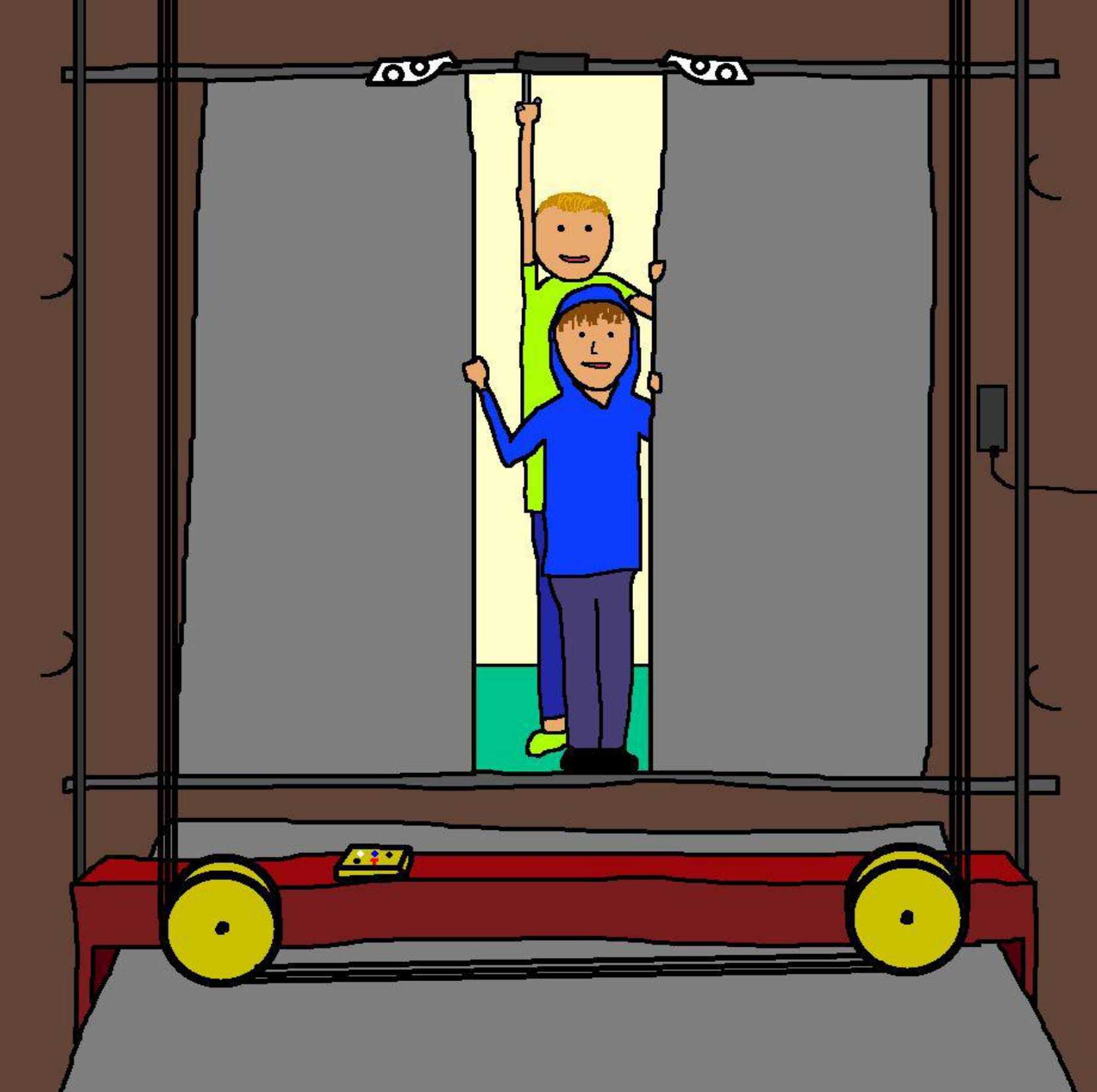


The trams in Warsaw are not as fast as other cities in Poland as there is so many traffic lights.

The trams don't have as interesting sounding VF drives as other places







THE END