



## Doppler lifts - How can a company this bad actually exist

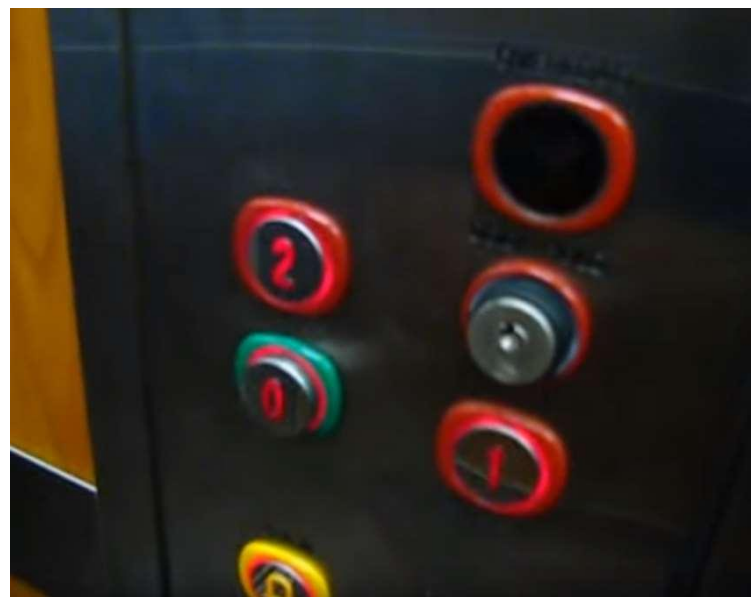
I think we have found the worst lift company ever - DOPPLER LIFTS!!! This company is beyond useless. To call their lifts total shit does not come close to how bad they actually are. The build quality is appalling. It is beyond my imagination that a company like this can exist. Their lifts have DMG buttons, the nastiest buttons on the market.



Doppler had the contract to replace the lift to the children's clinic at King's College hospital. This lift had a slightly unusual floor numbering. It goes from Exit level, Ground, first, floor E (which the lift didn't stop), second, and then third. Doppler's new lift had the shaft extended to serve floor 4 and it additionally stopped at floor E. Everything about this lift build was terrible. Firstly the indicators were digit displays (rather than dot matrix) which looked very dated. The inside indicator went blank on floor E (even though it could have shown an "E") the outside indicators had been set up wrong on the outside and showed "2" on floor E and then "3" for floor 2 and so on, meaning it was showing the wrong floor and showed a different floor to the inside indicator.



As well as this the lift broke down every couple of weeks and spent almost as much time out of service as in service. It was ever so cheap and rattled its way up the shaft. The motor breaks sounded slightly like an ecodisc but much much cheaper. The lift didn't even make it to 10 years old before it got replaced by Liftec. The Liftec generic I would normally say is worse than a drunk man's sick in the street, but compared to the Doppler, it is like complete luxury. This has been a massive waste of money for the NHS. Every Doppler lift I have ever seen has been of terrible quality. How can a company be this appallingly bad. It is beyond belief.

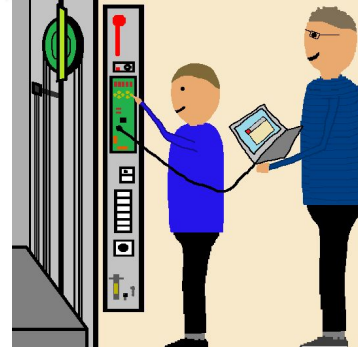




# WHY THE MOO COW DIARRHEA TASTING CLUB MAGAZINE IS BETTER THAN ELEVATION MAGAZINE



## VS



We thought of loads of reasons why but here are our top 10:

- 1. More content:** Ish Buckingham can only be bothered to release his magazine every 3 months, when we do ours every month. We produce more pages per month than the Elevation Magazine and our pages aren't filled with shite and advertising.
- 2. Better quality:** Our magazine is full of interesting pages all about the fun that can be had with lifts. We have creatively written articles from our members which make a good read. The elevation magazine only has a few articles, and a lot of it is all adverts for generic lift companies.
- 3. Not generic shit:** The elevation magazine is all about generic lift companies. The scum of the lift industry. It is all about the worst of the worst little companies ruining awesome classic lifts, replacing them with cheap generic parts that are full of delays and time waste a lot (and are often unreliable and low quality). They have articles about generic companies where they make up some bullshit about how wonderful they are. In our magazine we also features a generic lift company in each edition, but unlike the Elevation Magazine, we tell the truth, which is that these little companies are complete utter shit.
- 4. We are not from the industry:** Elevation magazine is written by the worst of the lift industry. Their magazine is full of dull pages about the so called industry, which is all about generic lift parts, the worst of the worst. Our magazine is a proper magazine about lifts. It is all about our enjoyment of lifts and our lift adventures.

**5. We are not boring:** Ish Buckingham is completely unable of having a laugh. The magazine is deadly serious and it is ever so dry. Their magazine takes dull to a whole new level. It is all about different companies making the worst mundane lift parts, and persuading building owners to undertake unnecessary work on their lifts. Our magazine is full of excitement, we produce interesting content about interesting features of lifts from our lift adventures.

**6. We enjoy lifts:** We go on top lifts for fun because we enjoy them as we are passionate about lifts. We love a proper well built lift with a massive chassis, a high speed, and a efficient positioning system from a real lift manufacture. We appreciate the styling of buttons made by the original manufacture and the interesting features of a logic system also made by the original manufacture. All Ish Buckingham is passionate about is his generic companies who replace proper lifts with cheap nasty ones, all cobbled together from brought in parts.

**7. We are not old farts:** We are all young people, passionate about lifts. Elevation magazine is full of old farts all deadly serious, but what is worse is that they are not serious about proper lifts, but about stupid generics. Ish Buckingham used to work for Express, a real lift company. How did he turn into some loser who is only capable of writing about an industry full of cheap brought in parts.

**8. We appreciate the styling of lifts:** Real lift companies put design and effort into the look and feel of their lifts. We enjoy the attention to detail and the design of the stylish looks of lifts like the Kone Ecodisc and the Schindler M series and Mitsubishis and many many more. Generic lifts (which is what Elevation is all about) have zero design and styling put into them. They feel cobbled together and the same old boring uninspiring lifts. I am sick of hearing the Lester voice, and the many delays of Lester.

**9. We are world wide:** We have members across the globe, all interested in lifts. Many of our members go out on epic adventures across the planet. We bring you the fun and excitement of motor rooms, and lift surfing, and much more lifts from around the world. Elevation magazine is just about the generics of England.

**10. We show a genuine interest:** We are not about corporations making money. We are all about enjoying what we do. Sometimes I wonder how much actual interest the people from elevation actually have in lifts. Most of their magazine is about cheap lifts and parts. Their occasional article about actual lifts is not exactly great content. For example, take their “most impressive elevators” article. Firstly it should say “lift” not “elevator” since they are a UK magazine, and their “most impressive” lifts are all the most plain obvious choices of lifts that are too touristy, rather than anything to do lift mechanical systems and logics (e.g. there is no mention of things like twin lifts). The article is written in the most crowd pleasing dumbed down way, it really doesn't feel like it is from a magazine dedicated to lifts. The Moo Cow magazine easily has greater quality of content.



# THE TOP 10 WORST LIFTS



Elevation magazine made a very poorly written article about the “most impressive” lifts. So we have decided to go one better, here are our top 10 worst lifts, all of them installed by Ish Buckingham’s generic companies.

Honourable mentions - There are so many shit generics out there that choosing our worst 10 lifts was hard. There are so many train station stannahs. All of them completely horrible. They are so dull that riding in them can make a lift enthusiast lose all interest in their hobby. All trains station Stannahs are bad but for the list we are looking for individual shit lifts. Another honourable mention is Futuristic ThyssenKrupps (which we now know are called ISIS, such irony!) with their logic that is impossible to work with. Another honourable mention are the many horrid Oaklands in every Next shop in the UK.

**10. How could you** - The awesome little innerdoorless single speed 60s Pickerings in some flats in Hayes was replaced by a horrid generic. The Pickings was very efficient, it would instantly start up, the fact it had a swing door made getting in and out really fast, and the lift was full of character. The replacement wasn’t any faster, but it had painfully long levelling time and was very inefficient, especially with its delays and the fact you had to wait for the doors to close, and it is completely characterless. They replaced a super efficient lift with a horrid slow generic.



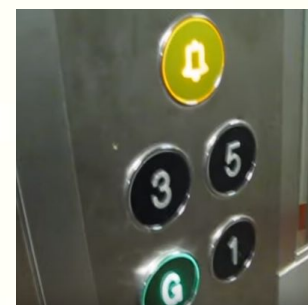
**9. The climbing lifts** - NOOOOO!!! How can these be in the list of worst lifts. They are awesome and full of character. But very disappointingly, they take unreliability to a whole new level. Each lift spends more time out of service than in service. These lifts are some Alimak Hek climbing lifts at the bridge at the Excel center. The motor is on top the lift and it climbs up a rack and pinion. They are like building site lifts. They are ever so fun and interesting, but annoyingly, they break down all the fucking time.



**8. A glass lift shaft surely isn’t implying that the lift should be glass** - There are many lifts that have cheapened out by not being glass in a glass shaft. One bad example is in Brompton (Medway). There is a block of cheaply built flats with a glass lift shaft. But the lift they put in is an ultra cheap and nasty little hydraulic piece of shit, and the lift is not glass, and they even went as far as blacking out the glass in the shaft. What a waste of money installing the glass.



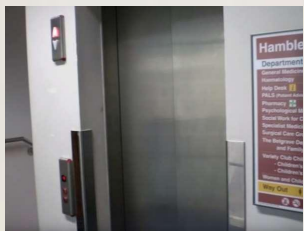
**7. Will it make it** - The lift at overflow car park at Dover Docks is very bad. It is a cheap hydraulic installed by Nova and it is painfully slow. The car park looks 60s so it must have used to have a good lift. The overflow car park is down a long empty corridor from the main one. It is rarely used. The lift often overruns the floor badly when it arrives and has to relevel. On the way up to the top floor it gets more and more wobbly the higher it gets. It really struggles to make it all the way to the top.



**6. How cheap can you get** - In Bracknell, me and ExpressWolf found a lift so cheap that we couldn't believe it. It was the cheapest lift (that was not a platform lift with cab built on it) that we had ever seen. It was the flimsiest little hydraulic. You could feel the walls giving when you pushed on them, it had DMG buttons, there was no inspection control, and the roof looked like it might give way if you stood on it.



**5. I don't know how to use my indicators** - In 5th place is the horrid Doppler lift at the children's clinic at King's College hospital, which we talked about on page 2 of this magazine.



**4. It goes slower than a platform lift, but still levels before it stops** - This lift is just plain bad. Of all places, it is located in Waitrose in Westfields White City. How can this posh shopping center have such a bloody slow lift. It goes slower than 0.1 m/s, and is slower than the levelling speed of most lifts, but when it approaches the floor, it still feels the need to slow down to an even slower speed. We need to start a competition with this lift. Who can run up and down the stairs the most number of times in the time it takes to travel. I bet I will be able to do so over 10 times!



**3. Oh look, an efficient Ecodisc, let's go modernize it with some Lester shit** - The awesome 2.5 m/s ecodiscs at Premier Inn at Gatwick got modernized, even though there was nothing wrong with them. They were fast and efficient. The crappy Lester controls they replaced it with is very slow, with greatly reduced acceleration, and a reduced top speed. The worst thing about it is when going a single floor the lift runs even slower than this. It is just painful. The system, surprisingly, does have intelligent levelling, but it is far less efficient than Kone LCE. Plus it has many other small delays typical of Lester.



**2. Going up is too hard work** - This lift was beyond bad, it is installed by 21st Century lifts, a company known for being one of the worst in existence, and is located at Gravesend council offices. I am shocked that a lift this crap could even exist. The lift would take several attempts to charge the hydraulics when going up and would almost always stop between floors.



**1. 6 storeys of shit** - And the award for worst lift goes to... COASTAL LIFTS! This lift is at Bow Town hall, which is now used as a spaces to let building. They put some rooms on the roof and added a lift to take people on an express journey to the roof. This is a nasty little hydraulic lift, the type you get in very small cheap buildings (only serving G and 1), but it is used to go a long distance. It has a pathetic weak little hydraulic pump, and everything about it is poorly built and very flimsy. The lift cab feels very lightweight and like it could fall apart at any moment. It is crazy that they chose this lift to go such a long distance. This distance is about the limit that a regular hydraulic lift is able to travel, yet they are using this super flimsy nasty pathetic thing of a lift to stretch this distance. I am amazed that the small hydraulic ram it has doesn't bend over at full reach. And just to add to what a joke that this lift is... It has the Digital Advanced Zeta voice.



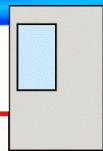
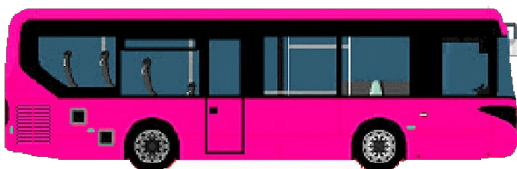


# PINK HORSEY AND UNICORN GUY'S PAGE



Pink Horsey and Unicorn Guy went out in the pink Enviro hybrid. "I'm bored" said Unicorn Guy, "where should we go to today". Pink Horsey decided that it was his turn to drive the bus. "I never get to drive" he said, "That's because you can't drive" said Unicorn Guy. Pink Horsey got angry, "get out the way, It's my turn" he shouted, and pushed Unicorn Guy out the driving seat while the bus was going 40 mph. Pink Horsey drove the bus and he kept swaying onto the wrong side of the road and kept pulling out on traffic.

"STOP" yelled Unicorn Guy, "You are going to hit something and dent the bus and ruin the bright pink paintwork". "Don't be silly, I am a great driver" said Pink Horsey. Then Unicorn Guy spotted a crane, "Look there's a crane" he yelled. Pink Horsey slammed on the breaks "CRAAAANNNEEEEEEE" he screamed with excitement. They got out the bus and ran to the building site and crawled under the fence. The crane was massive. It was 100 meters high. Unicorn Guy ran over to it and jumped onto the ladder and started going up it. Pink Horsey was unable to climb (as he is a horse) so he waited at the bottom and started chewing on some electric cables. It took Unicorn Guy a very long time to climb the huge crane. When he finally managed to get to the top he went in the crane cab and jumped in the driver's seat and drove the crane. It was very fun. He crashed the jib into a nearby building and broke a window. "Oops" he said, and carried on driving the crane. It was very windy and the crane was swaying all over the place. Unicorn guy saw some sellotape in the cab and he had an idea. He tied up the lever that rotates the crane and he then left the cab and started climbing down the crane, leaving it spinning round and round. On the way down, a nosey old lady spotted him and started shouting. Unicorn Guy got to the bottom and shouted "We need to get out of " to Pink Horsey. "Can't I finish chewing this electric cable" replied Pink Horsey, "No, it is that nosey lady" said Unicorn Guy. Pink Horsey and Unicorn Guy ran back to the bus and drove away while the lady watched in horror that a 12 year old had just climbed a crane and was now driving a bus. Pink Horsey and Unicorn Guy then went to see the Homeless horse who lived in the motor room, and they had a chocolate eating party. Late in the evening once they had finished stuffing their faces, they went home. When they drove past the crane it was still spinning!





# kn's Lift Tutorials

This months tutorial is about...

## PANA40 PLUS

a safety edge system created by Memco.

Every now and then I am left defective parts that I can experiment with and take apart. This week I got a Pana40 Memco Unit used on the Safety Edge of a lift door. If you are unsure of what it is...

It is one of these things to the left. These are fixed on the edge of the door and have sensors that detect when an object or person is inbetween the lift doors. This unit handels what we do with the information provided by the safety edge beams. (Information being whether an object is there or not)



To the right is the PANA40 Unit itself. It is a black box that is often fixed to the top of the car.



Please be aware that I do not recommend taking any components apart or removing any panels on a lift. I am going to explain this as though you have one in front of you right now. This makes it easier for me to explain and easier for you to understand.



Now that the panel is removed we can remove the PCB. The PCB doesn't need to be removed to make changes but we are removing the board so we can get a better look at it. Again I never recommend taking the unit apart.

We take all four screws out and the PCB comes straight off.



CONTINUED ON THE NEXT PAGE....





## Tone Switch

Turns the obstruction buzz on or off.

## Timeout Switch

Whether or not the doors will just close if there has been an obstacle after a certain amount of time.

## Receiver

The plug for the IR Beam Receiver (curtain on car itself)

## Counter

Digit Counter to show errors  
(refer to Troubleshooting Guide)

## Power

If you need me to explain this you are fucking dumb

## Buzzer

Buzzes when there is something inbetween the curtains

## Mode

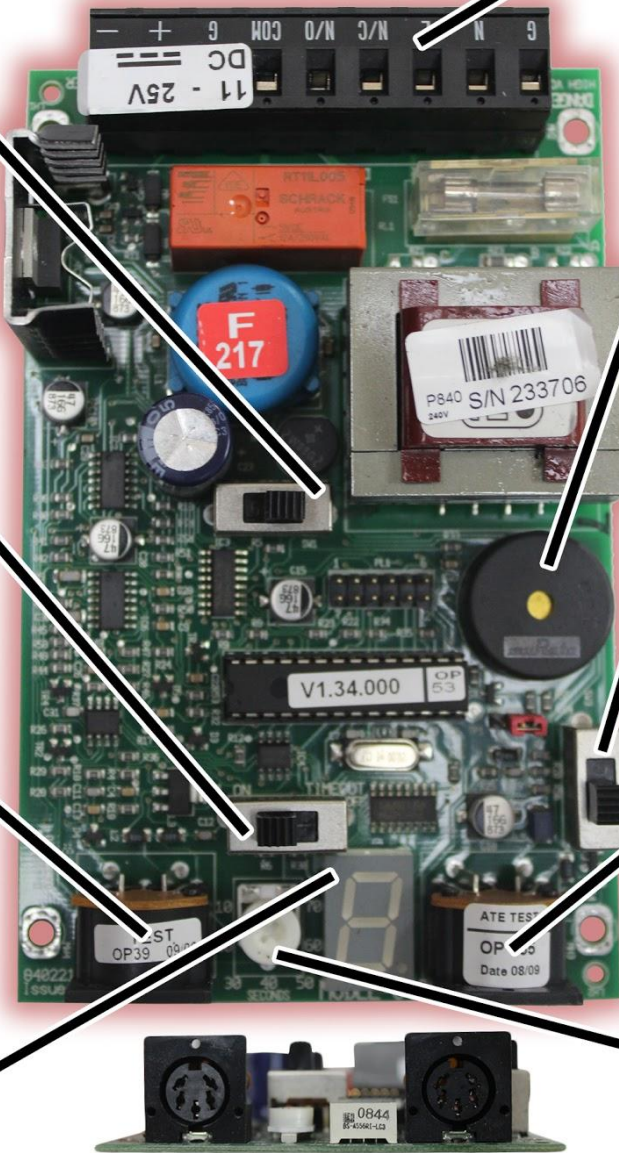
(Normal & Test)

## Transmitter

The plug for the IR Beam (curtain on door)

## Timeout Secs

Changes the amount of seconds until the doors just close



AC SUPPLY  
Ground

AC SUPPLY  
Neutral

AC SUPPLY  
Live

DOOR OPERATOR  
Closed Circuit

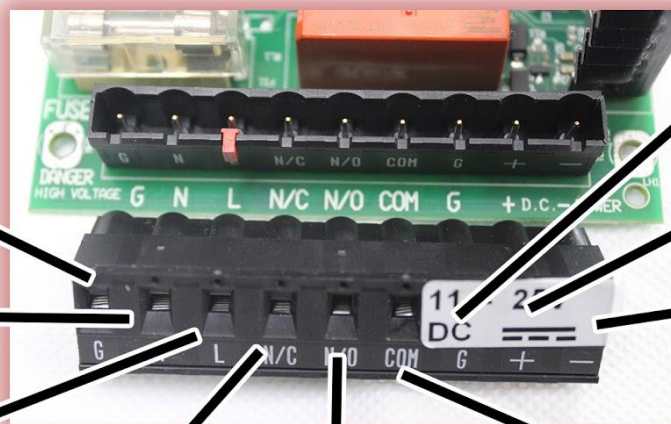
DOOR OPERATOR  
Open Circuit (Default)

DOOR OPERATOR  
Common (sends current for  
the Closed or Open circuit)

DC SUPPLY  
Ground

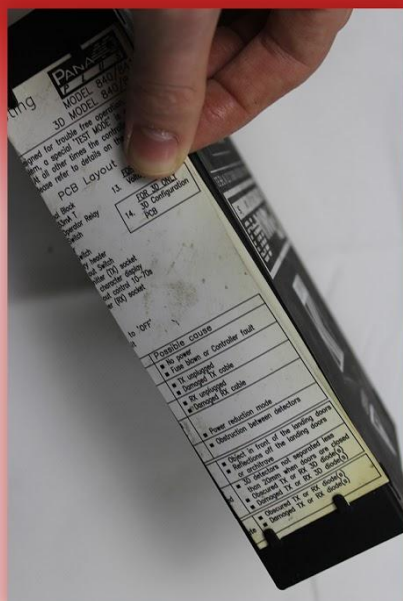
DC SUPPLY  
Positive

DC SUPPLY  
Negative





At the side of the **PANA40 PLUS** there is a trouble shooting guide that is actually fairly interesting. It includes a list of all the error messages that are displayed on the counter. If you didn't already notice, the counter can be seen through a small plastic cover seen below.



PDF'S ARE HIGH RESOLUTIONS SO YOU CAN ZOOM IN IF YOU FAIL TO SEE PROPERLY

### Troubleshooting Guide

**PANA40 PLUS**  
MODEL 840/841  
3D MODEL 840/841

The Pana40 Plus controller has been designed for trouble free operation. However, in the unlikely event of a problem, a special 'TEST MODE' is provided to give diagnostic fault code messages. At all other times the controller should be set to operate in 'NORMAL MODE'. Please refer to details on the different modes of operation below.

#### PCB Layout

1. Terminal Block
2. Fuse 63mA T
3. Door Operator Relay
4. Tone Switch
5. Beeper
6. Test Switch
7. Auxiliary header
8. Time-out Switch
9. Transmitter (TX) socket
10. Single character display
11. Time-out control 10-70s
12. Receiver (RX) socket
13. Voltage Switch
14. 3D Configuration PCB

#### Normal Mode Operation

- Step 1. Remove controller lid
- Step 2. Place Test Switch (Item 6) to 'OFF'
- Step 3. Display shows status of unit
- Step 4. Replace controller lid

Code	Description	Possible cause
	No segments illuminated.	■ No power ■ Fuse blown or Controller fault
1	TX unplugged (Display flashing).	■ TX unplugged ■ Damaged TX cable
2	RX unplugged (Display flashing).	■ RX unplugged ■ Damaged RX cable
3	Normal scanning state (Horizontal segments illuminate in sequence). Slow scanning state.	■ Power reduction mode
4	Triggered state.	■ Obstruction between detectors
5	3D Triggered state.	■ Object in front of the landing doors ■ Reflections off the landing doors or architrave
6	3D Self Test Failure. Note: Power to the controller must be removed to reset the controller.	■ 3D detectors not separated less than 20mm when doors are closed ■ Obscured TX or RX 3D diode(s) ■ Damaged TX or RX 3D diode(s)
7	Time-out state (Decimal Point flashing and Normal scanning state display). See Note 4 leaflet.	■ Obscured TX or RX diode(s) ■ Damaged TX or RX diode(s)

#### Test Mode Operation

- Step 1. Remove controller lid
- Step 2. Place Test Switch (Item 6) to 'ON'
- Step 3. Place Time-out Switch (Item 8) to 'OFF'
- Step 4. Place Tone Switch (Item 4) to 'ON'
- Step 5. Separate lift car doors greater than 300mm (12")
- Step 6. Note the codes shown on the display
- Step 7. Use the guide below to troubleshoot
- Step 8. Place the Test Switch to 'OFF'
- Step 9. Place the Time-out Switch to 'ON' if required
- Step 10. Replace the controller lid

- 1) Both RX and TX detectors have 5 pluggable printed circuit boards or Diode blocks. Diode block '1' is located at the cable end of the detector.
- 2) Some codes are followed by digits which represent Diode blocks '1' to '5' (except the 'P' code where the digit corresponds to the separation of the lift doors).
- 3) This test is only performed when doors are more than 300mm (12") apart.
- 4) 5 Beams maximum may be timed-out and no adjacent timed-out beams are allowed. If either condition occurs a permanent trigger ensues.

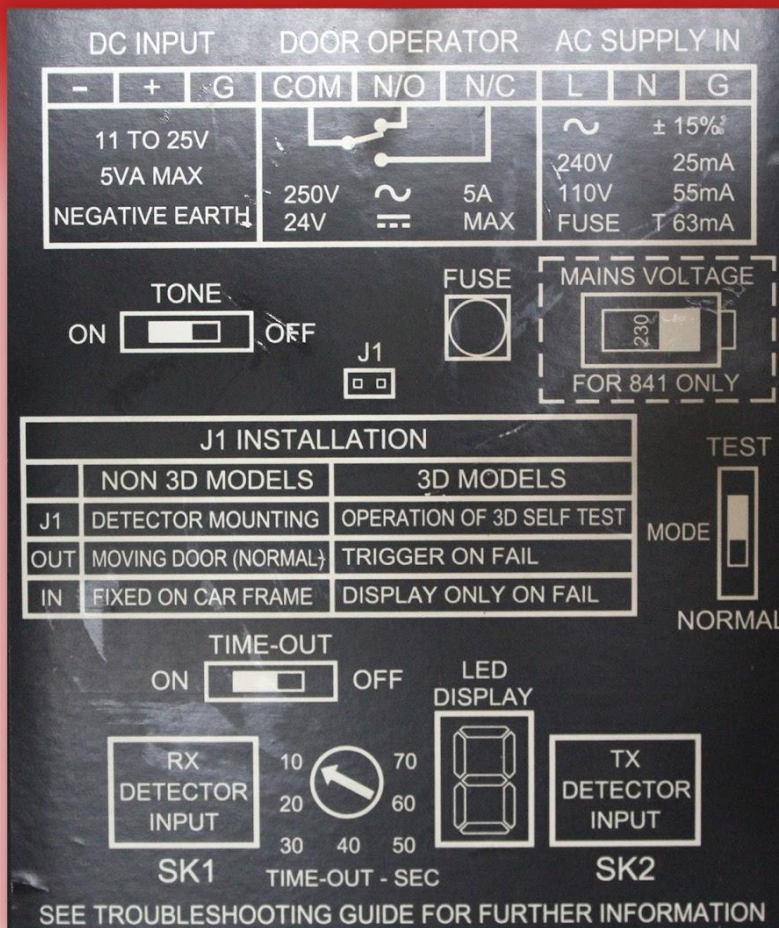
Code	Description	Possible cause
	No segments illuminated. No tone.	■ No power ■ Fuse blown ■ Controller fault
-	All LED segments illuminated.	■ Controller fault
P	Used to separate different fault code messages.	
P 1	Position of the lift doors. As a guide, a code between 'P1' and 'P3' should be displayed when the lift doors are approximately 300mm (12") apart; a higher/lower number suggests a fault. See Note 2 above.	■ Detectors are not aligned properly ■ Detector covers are dirty
L	Last triggered block. The last position of a triggered block may be useful for locating intermittent trigger problems. See Note 2 above.	
T	Transmitter unplugged. Intermittent tone.	■ TX unplugged ■ Damaged TX cable
R	Receiver unplugged. Intermittent tone.	■ RX unplugged ■ Damaged RX cable
H	Triggered beam in block. Continuous tone. See Note 2 above.	■ Obstruction between detectors
E	Erased or Timed-out beam(s) in block. This indicates that one or more beams have been timed-out. See Notes 2 & 4 above.	■ Obstructed RX or TX diode ■ Failed RX or TX diode
R	Receiver diode fault in block. Continuous tone. See Notes 2 & 3 above.	■ Obstructed RX diode ■ Failed RX diode
T	Transmitter diode fault in block. Continuous tone. See Notes 2 & 3 above.	■ Obstructed TX diode ■ Failed TX diode

MEMCO LTD, CLYDE HOUSE, REFORM ROAD, MAIDENHEAD, SL6 8BY, U.K. TEL: (01628) 770734

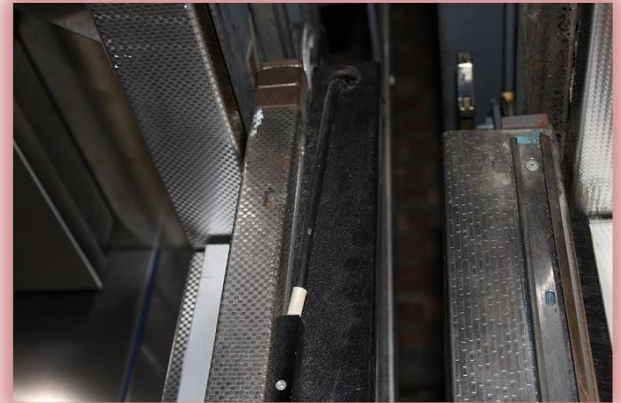
CONTINUED ON THE NEXT PAGE....







This is the information printed on the other (inside) side of the unit cover for the PANA40 PLUS. It more or less explains everything on the PCB in more detail but without a direct diagram. If you are unsure of what this is exactly, refer to the PCB on Page 6.



The image above me is the top half of the Door Curtain (Transmitting IR Beam) and the wire from it leading up to the PANA40 PLUS which can be seen below fixed to a lift...

This being the image in question fixed to the top of the lift. You can see the wires coming out of it which are connected to the curtains (left receiving curtain which is on the car and the right being the transmitting curtain which is on the door).



Thank you for reading my section. I hope this was informative and interesting. While I'm sure this isn't overly interesting, if you want more knowledge into how lifts work I'm sure you would have found this helpful and informative, after all that is my main objective. Next month we will show you buttons and the Car Operational Panel.

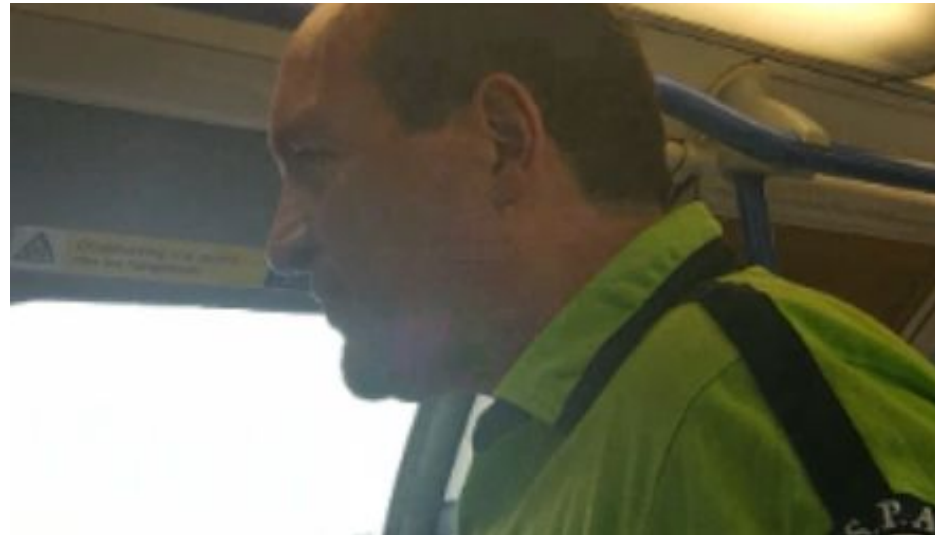






Mr Bully started shouting at Dean on the underground. He unexpectedly suddenly turned very aggressive. It was scary how angry he got and how quickly. This guy clearly just doesn't like children being children.

He even got out of his seat to go right into Dean's face. I had to stand in his way as I got worried about Dean's safety. I got into an argument with him which made great entertainment for all the other passengers.

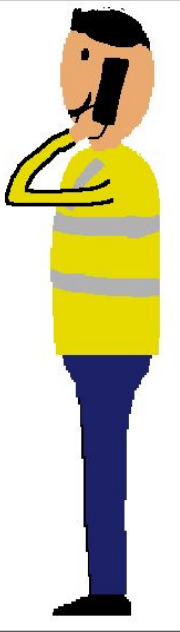


Typical council worker who can't even use a baby's shape sorter failed to put the street covers back correctly. Who in their sain fucking minds would make a mistake like this.

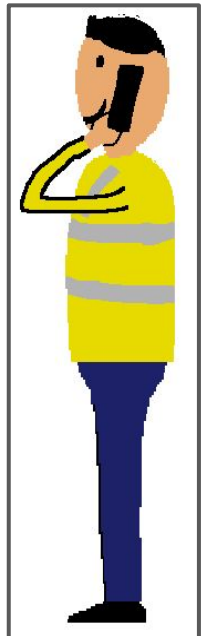
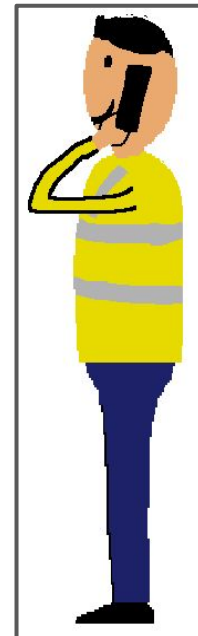
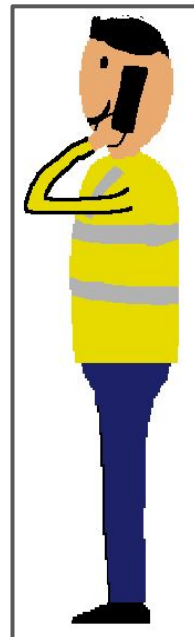
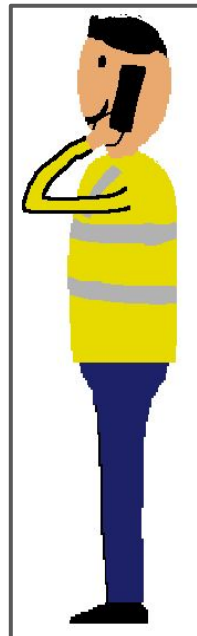
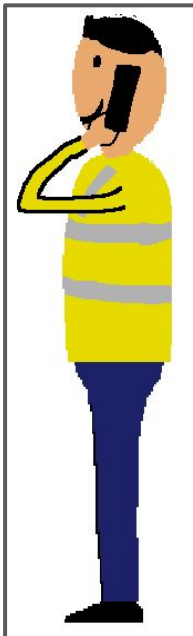
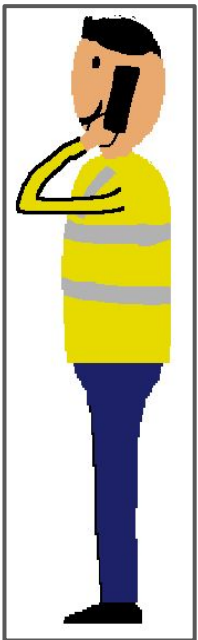


# JORDAN'S PAGES

## THE UNHAPPY BACKRESTS

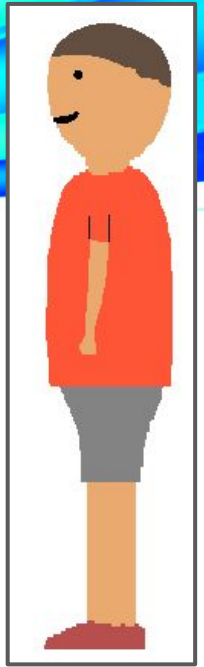


They come down and don't even  
give me a cup of TEA  
and i get really angry and and wave my  
arm resets up and down in anger  
sometimes i even make booba sounds.  
anyway I get em when they try to sit  
down. You know what I'll do I will just  
make my backrest fall in and that will  
teach them!!!  
HAHAHAHAHAHAHA





# CONNOR'S PAGE



Hi its Connor again! This is my page! I recently got some coin acceptor that no one cares about! I have been working on my Tamtec Firescan E-100-2 fire alarm panel. The code didn't work so i contacted tamtec and they send me the instructions which helped me get the code to work. I now own a fire alarm panel! The coin acceptors are mechanical. They work by when you put a coin in it has to be the right size, so if its too small then it will come out the bit at the bottom, but if its the right size then it will hit a switch and go into a coin box.



# FAILS IN GERMANY'S PAGE



## THE FAKE ECODISC

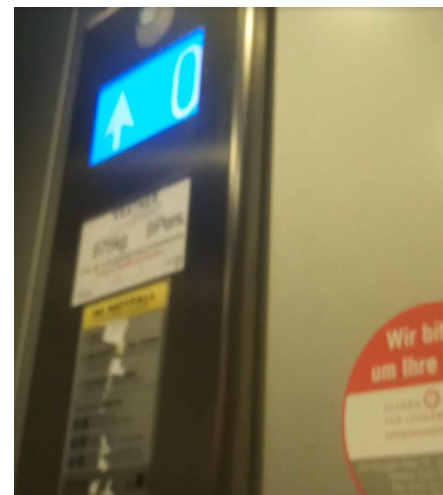
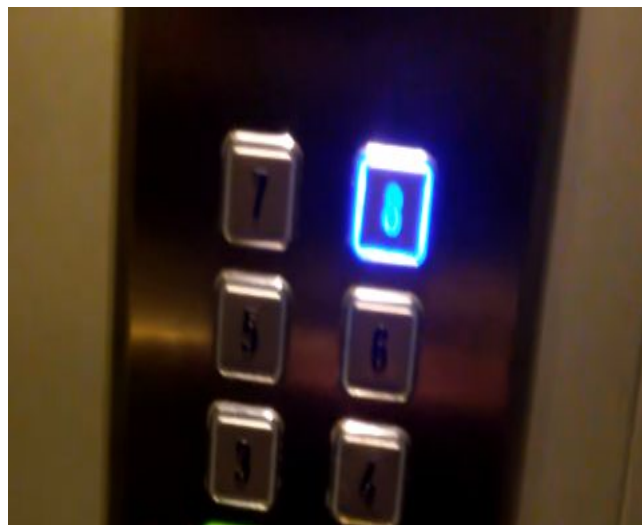
The german version of fake Ecodiscs are made by "Vestner" a company which used to make really good lifts! But since 2014 they started using generic parts and have stopped manufacturing parts. The fake Ecodisc is basically a generic Vestner lift which has some specials to it:

Firstly, the motor:

The motor is a pretty good Ziehl Abegg motor which sounds very much like an EcoDisc motor. The lift has semi-intelligent leveling and pre-doors.

Second thing, the logic cabinet looks exactly like an actual EcoDisc cabinet, with just one problem: The regular Ecodisc cabinet key doesn't fit. So sadly, i wasn't able to take a look at the logic.

## News about the lift which keeps breaking down following in the next magazine##





# VANCITY ELEVATORS' PAGE

## IT'S URBEX TIME!

Walking around Metropolis at Metrotown, I was bored, when I spot that Target (a department store) has recently been reopened as a furniture shop. When I went inside, it looked rundown. The escalators were turned off as the shop only occupy one out of two floors. I assumed that the lifts were about turned off, but when I push the button, it was still working! I don't believe it, how did they kept the lift alive? I went on the lift to floor 2, and it was empty and quiet. The toilets were abandoned, but sadly they have been disconnected from the water supply. I did found a binder on the floor located at the abandoned offices of the store. It contains employee records...





# TOMS PAGE

Have you ever been to Shrewsbury? No?! Well you definitely should! Shrewsbury is home to many nice original lifts, including, a lovely original Evans Express lift in the M&S, and some cool glass lifts in the dead mall. There are also some nice hidden gems in some of the other centres and shops. The train station is very nice, and includes loads of train varieties including 158's, 150's, 153's, 170's, 175's and 221's.

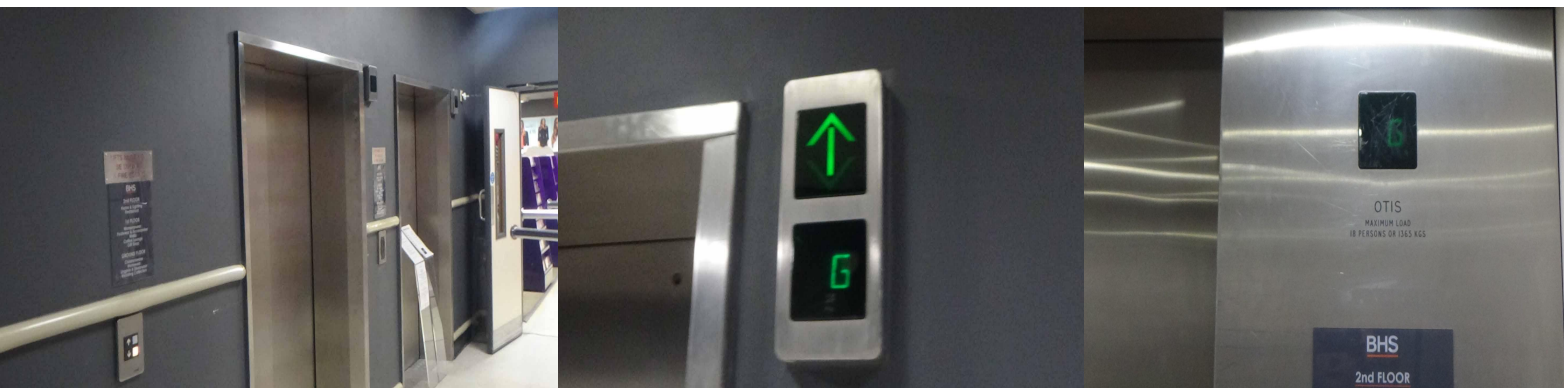


**By Tom. (Youtube: TransportExpress)**

## MANCHESTER ARNDALE SHOPPING CENTRE update

This is an update to what has been happening at Manchester Arndale. BHS, which had the awesome 1980s Otis lifts, has sadly closed down. WHSmith have moved their shop to the road outside the shopping centre (the new shop has an Otis Gen2 - the old one had really grotty Kone lifts). New Look have also moved into the old HMV, but they have horribly refurbished it so it looks all modern like the rest of their shops. The grotty lift which used to serve all floors of the building has now been removed.

BHS had some awesome 1980s Otis lifts which had the same look as older Otis lifts. When I last went in these lifts, only one was working, and the button for the staff only 4th floor had broken. But by total luck someone on the 4th floor called the lift from up there, and that meant my lift got to go up to the 4th floor! Sadly, the shop has now closed down, and these lifts are probably going to be replaced as soon as a new shop opens in its place. Here is what these awesome lifts looked like:



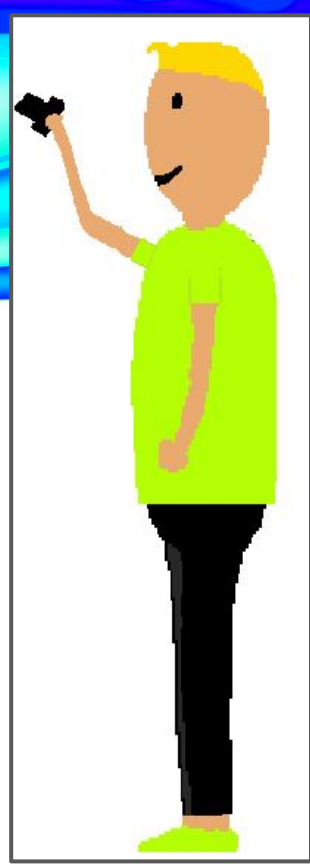
Marks & Spencer have also modernised their nice glass lifts a bit, but luckily the mod was not that intrusive. The lifts have had their buttons and their indicators replaced (the indicators had not been working for years) so that they look like ecodiscs, but everything else is still original. Selfridges have kept their lifts completely original, but they have both had their indicators replaced.



This photo is of the lifts at Marks & Spencer (Otis series one)



# BEN'S PAGES



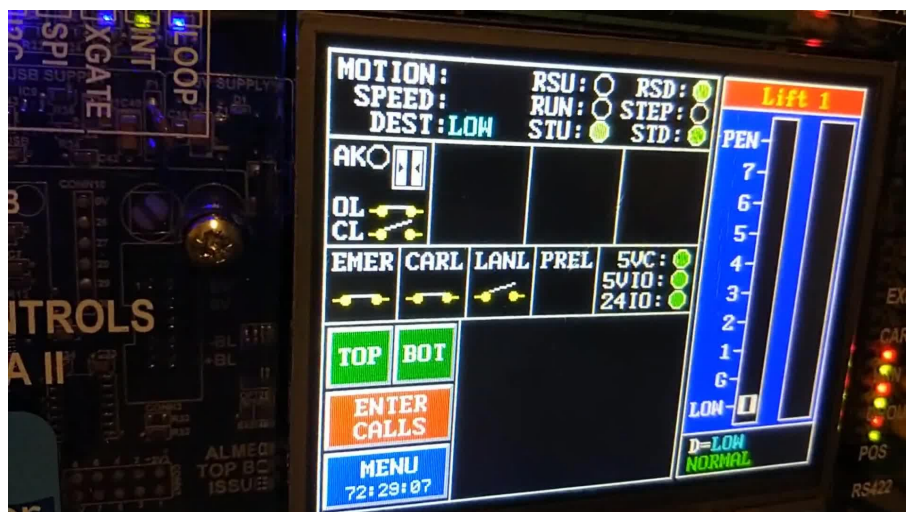
I have had loads of fun this month, surfed some counterweights as usual. Sadly I didn't get abroad this month, but I did get do some epic adventures.



Me and LiftFilmerKenny got caught on top a lift by a lift engineer. He came to a callout to a trapped passenger (even though nobody was trapped). He manually opened a shaft door just as the doors were opening, causing them to detach. He was looking around the lift, I turned off the car top light to stop him seeing me, but he noticed this and looked up. To start with he thought I was an inspector. I helped him attach the door. When I got off the lift he knew I wasn't meant to be there. He told me to not go on top lifts, but he didn't get aggressive about it.

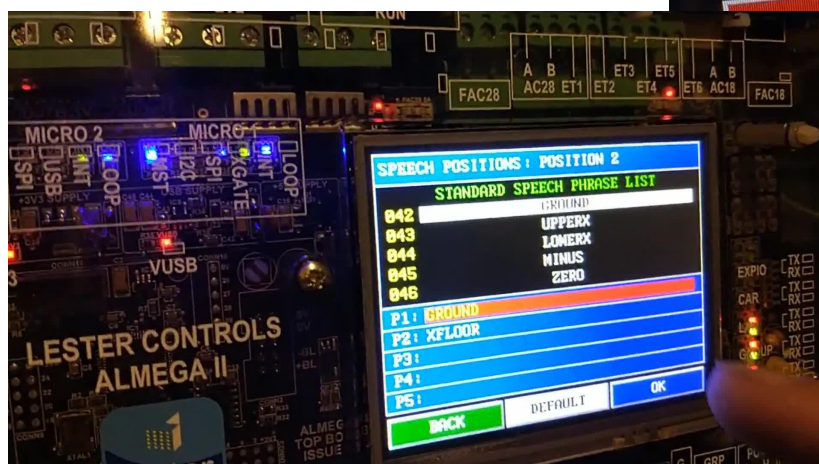
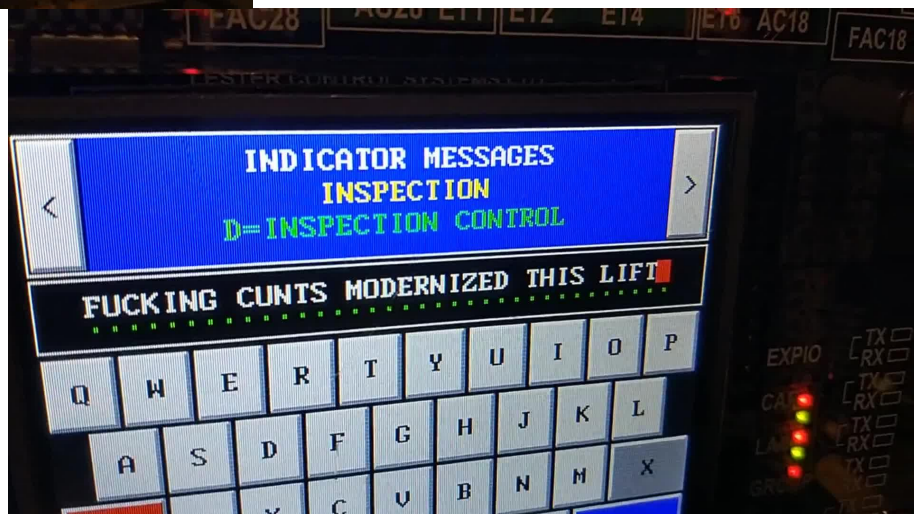


# THE NEW LESTER CONTROLS

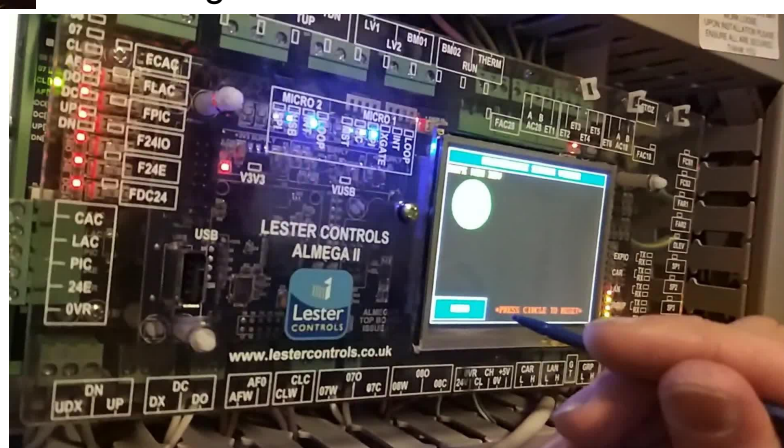
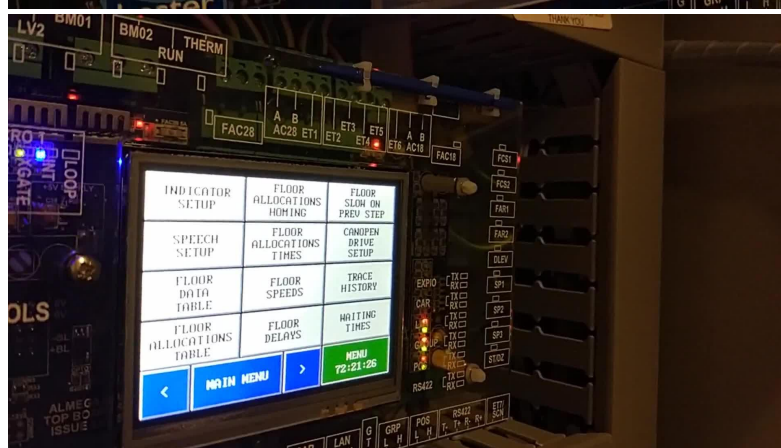


Here is my review of the all new Lester controls. It has a touch screen and is very easy to use. Someone without much lift knowledge can understand it. It is very easy for fault finding. I am very impressed at how user friendly it is. This screen is showing the lift status and show the 3 parts to the safety separately (car doors, shaft doors, and non bypassable). It also shows the pre doors relay (not fitted).

The new Lester controls can come with either blind VF or Lester's 2D barcode shaft encoder system, which can provide intelligent levelling if set up correctly (which it often isn't), but it still takes longer to level than Kone and Mitsubishi (which it is not capable of matching their performance). But this particular lift was using the blind VF system which pissed me off so I left a message for the engineers.



The voice settings allow you to set 5 messages for each floor and scrolling text is a option for floor names, which is much better than ILE. But I prefer ILE as the voice sounds much better. The Lester voice sounds so dull and depressed. There are not even any rarely used or funny things that you can make it say. Nothing about this voice is the slightest bit interesting.





# SNEAKING INTO THE SHARD POOL

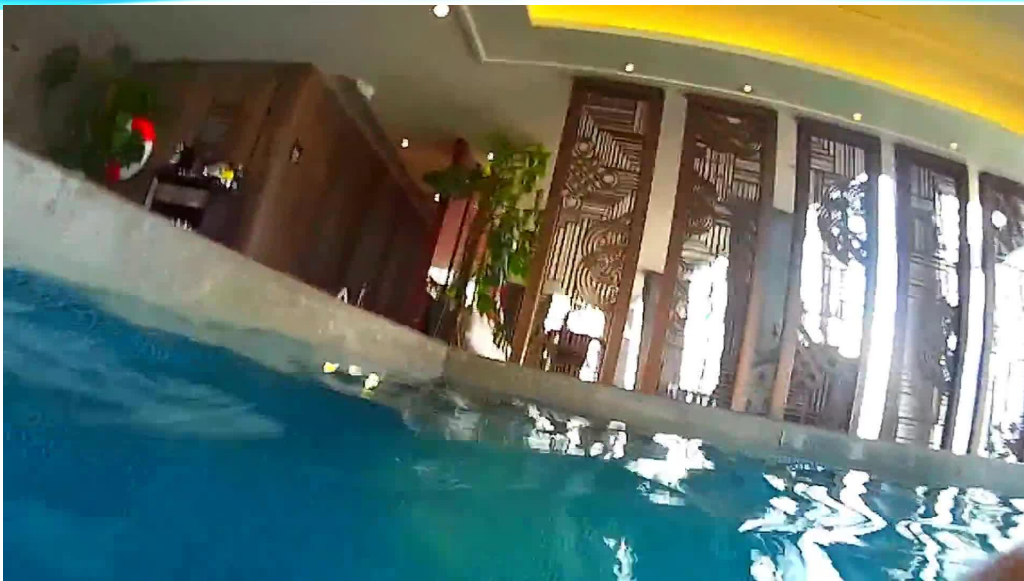


Me and Josh sneaked into the best swimming pool in London. 52 floors high, it is completely epic. Sneaking into the pool was really fun and the hotel staff didn't have a clue that we were not meant to be there. I went for a swim in this luxury pool and Josh decided to have a shower in the poshest changing room in London.

We confidently go past security on the ground floor, telling them that we have a room, then get in the Kone Ecodisc MX100 double deck 6 m/s lift to the 35th floor, then we walk past all the staff there and get in the 2 m/s Ecodiscs to 52nd floor. We go into the very posh changing rooms. Getting into the pool required a room card, but we managed to follow somebody in.

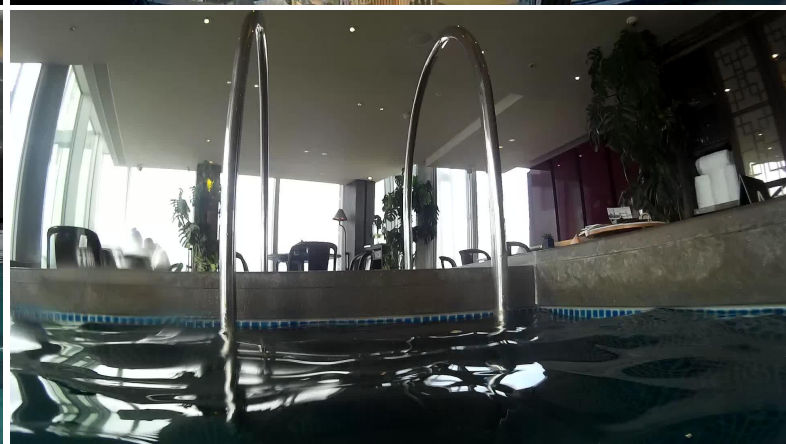
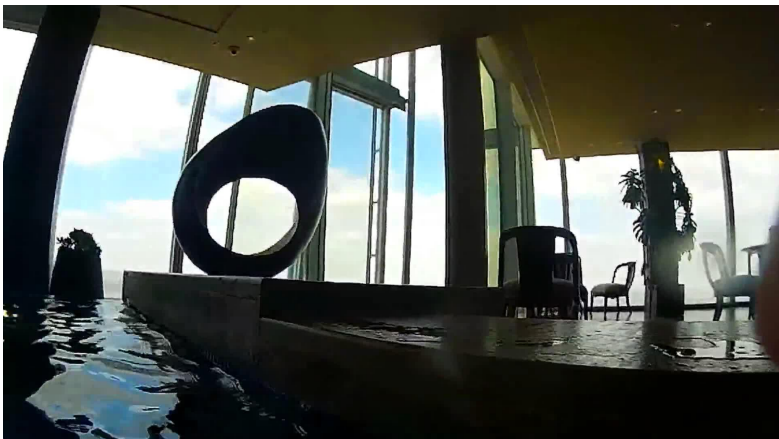
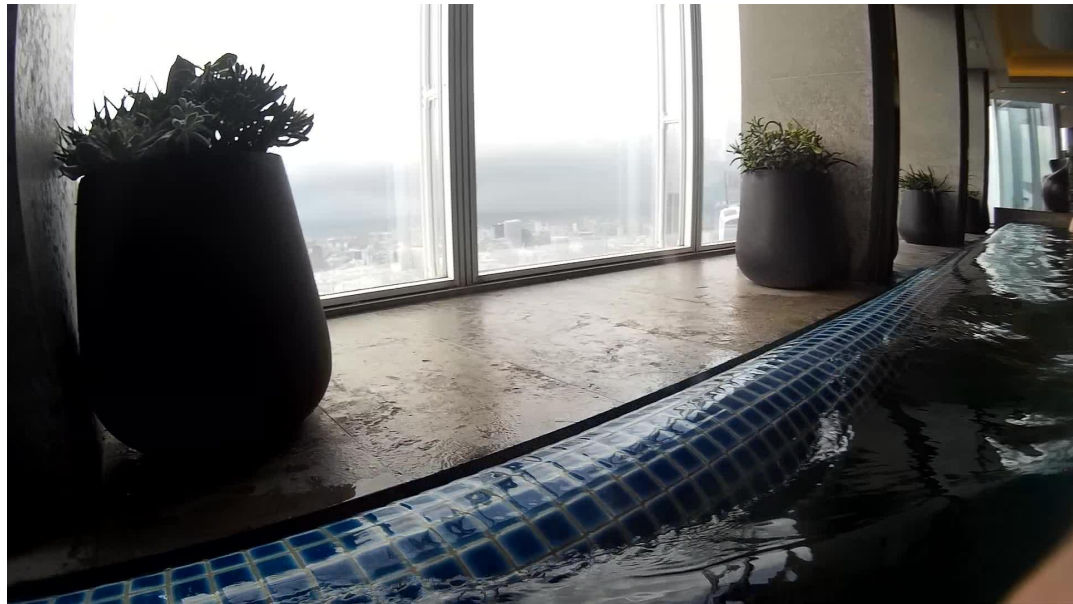






The swimming pool is so nice. It is quite small (due to the amount of weight at such a high level), but it is so posh looking. I have never seen such a posh swimming pool before.

There are views all across London from the swimming pool. It is such a relaxing place to swim. The staff can't tell who is a posh twat and who isn't when you are in the water. Nobody can tell that you are not supposed to be there.





# THE NEW 1996 COLORS



People are calling this a refurbishment, but it isn't. This is just a recolour. The 1996 train looked perfectly fine in it's previous colours. The colors matched the train, and it looked look.

The new colours are just grey, and it makes the train look dingy and horrible. Whoever made this decision needs to have their head inspecting.

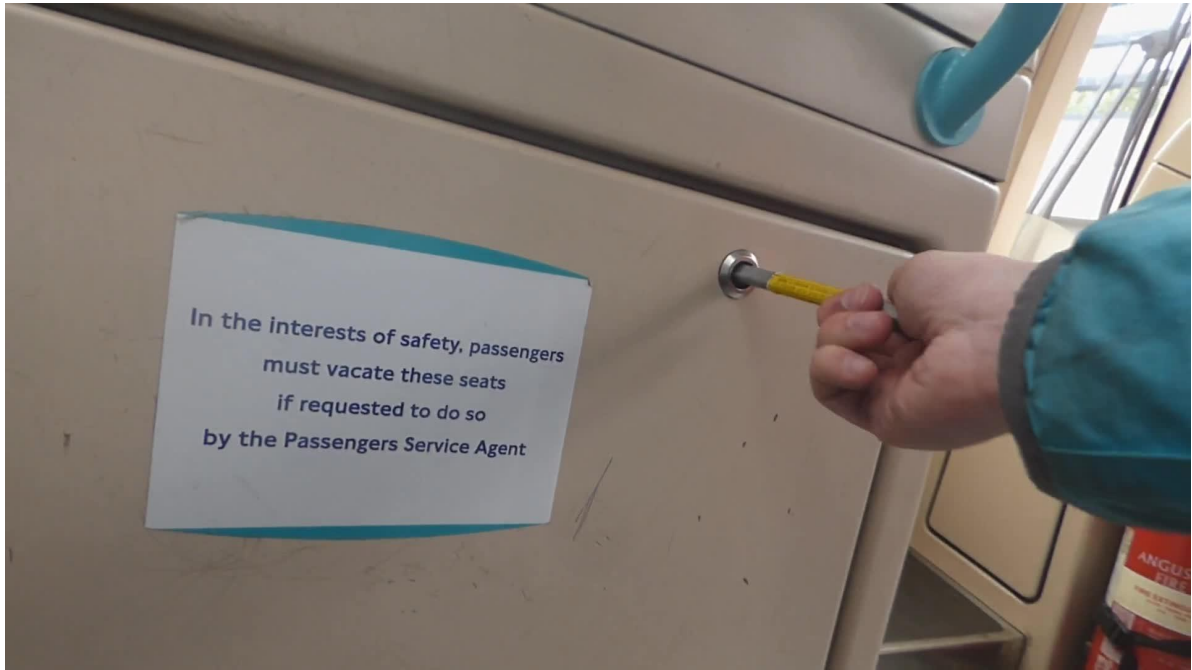


This train now looks incredibly boring.

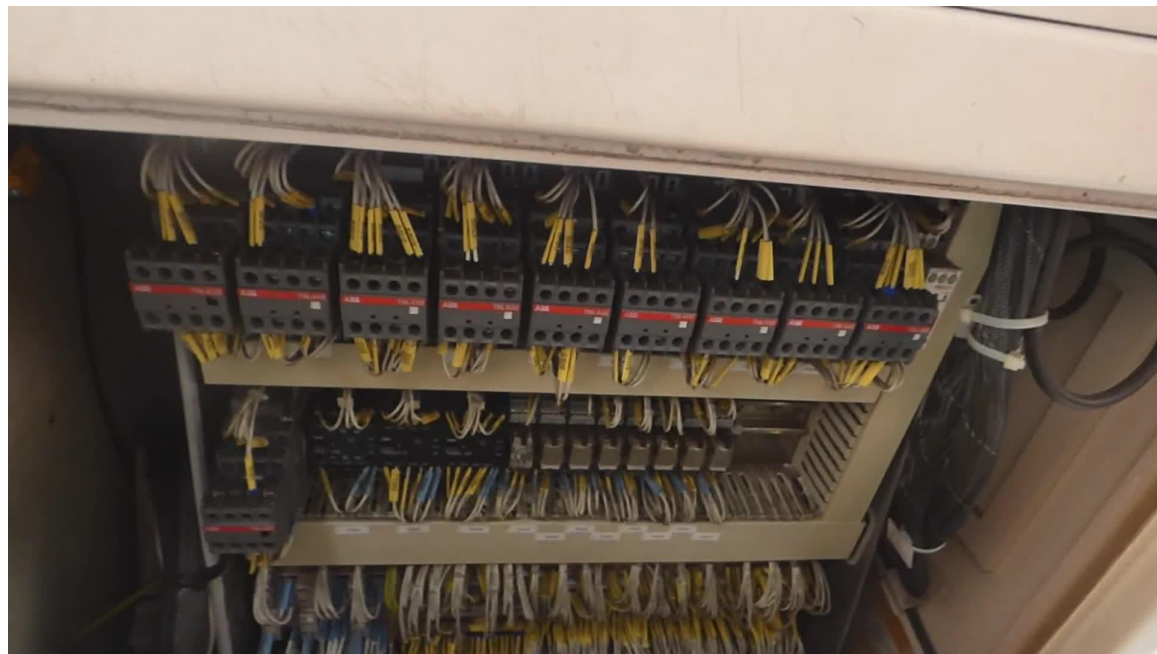
The train now doesn't look distinctive. The underground has always looked good and has had design put into it for years. So why are they now going against this and painting everything grey.



# WHATS INSIDE THE DLR CABINETS



Looks nice and complicated. I want to know how it all works.



One of the reasons I enjoy lifts so much is that you can go in motor rooms and learn everything. You never get the opportunity to do this with trains.



This cabinet has relays to do with the brakes.



# LIFTFILMERKENNY COMES TO LONDON



Kenny comes to London (from Germany) to see London's best lifts. Rather than go to the stereotypical touristy lifts, we went to a selection of my favorites. First we went to the Otis gen2s in Westfields Stratford and we went exploring around the service areas. And of course, we did some safety breaks!

Kenny couldn't come to London without riding a counterweight. After this security came and said he saw us get on top the lift on CCTV. I explained about our hobby and the security guard luckily wasn't angry about it.



We went to some certain 3 m/s Mitsubishi's which are known for their awesomeness. The fast speed of them is always fun. We were on top them for ages.

I get Mitsubishi oil all over my hands from the lift's cables. After this we go to Kenny's hotel which was very creepy. It was somebody's house and it didn't have a single sign on it to suggest that it was a hotel. After waiting ages somebody came out to show Kenny to his room which was very scruffy. The room only cost £20 which is ultra cheap for London.



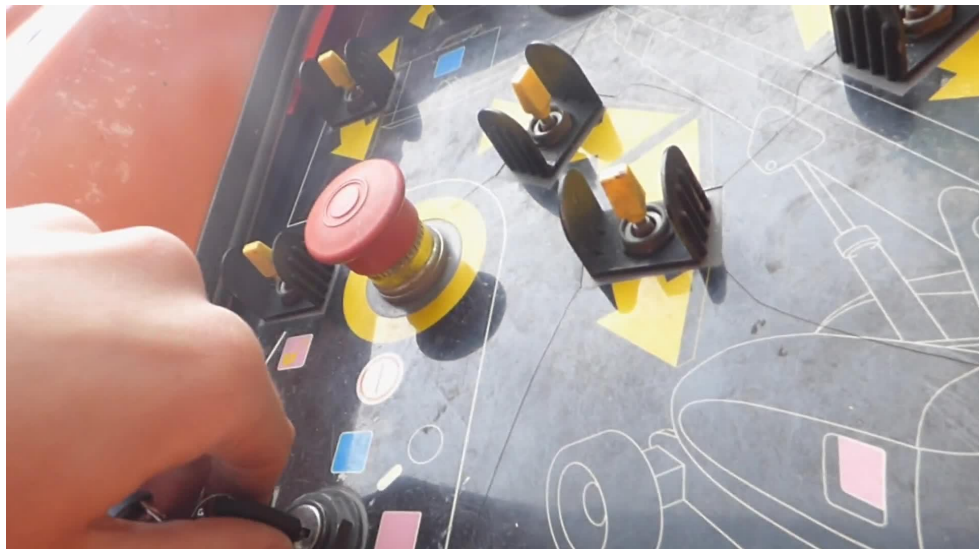


# CAN I DRIVE A CHERRY PICKER?



One of my lift keys works on this Cherry Picker. I was not expecting this. I hope to find another one of these in a less visible location and I will see if I can go up in it.

So annoying that this thing was outside a posh hotel. We had to leave before security would hear its engine.





# CAN I DRIVE A DIGGER?



I sneak into a building site and try to drive some diggers. They are all left unlocked. I went in two of the construction vehicles before security came. Sadly my many keys did not work on the two that I tried. I would have loved to drive a construction vehicle.





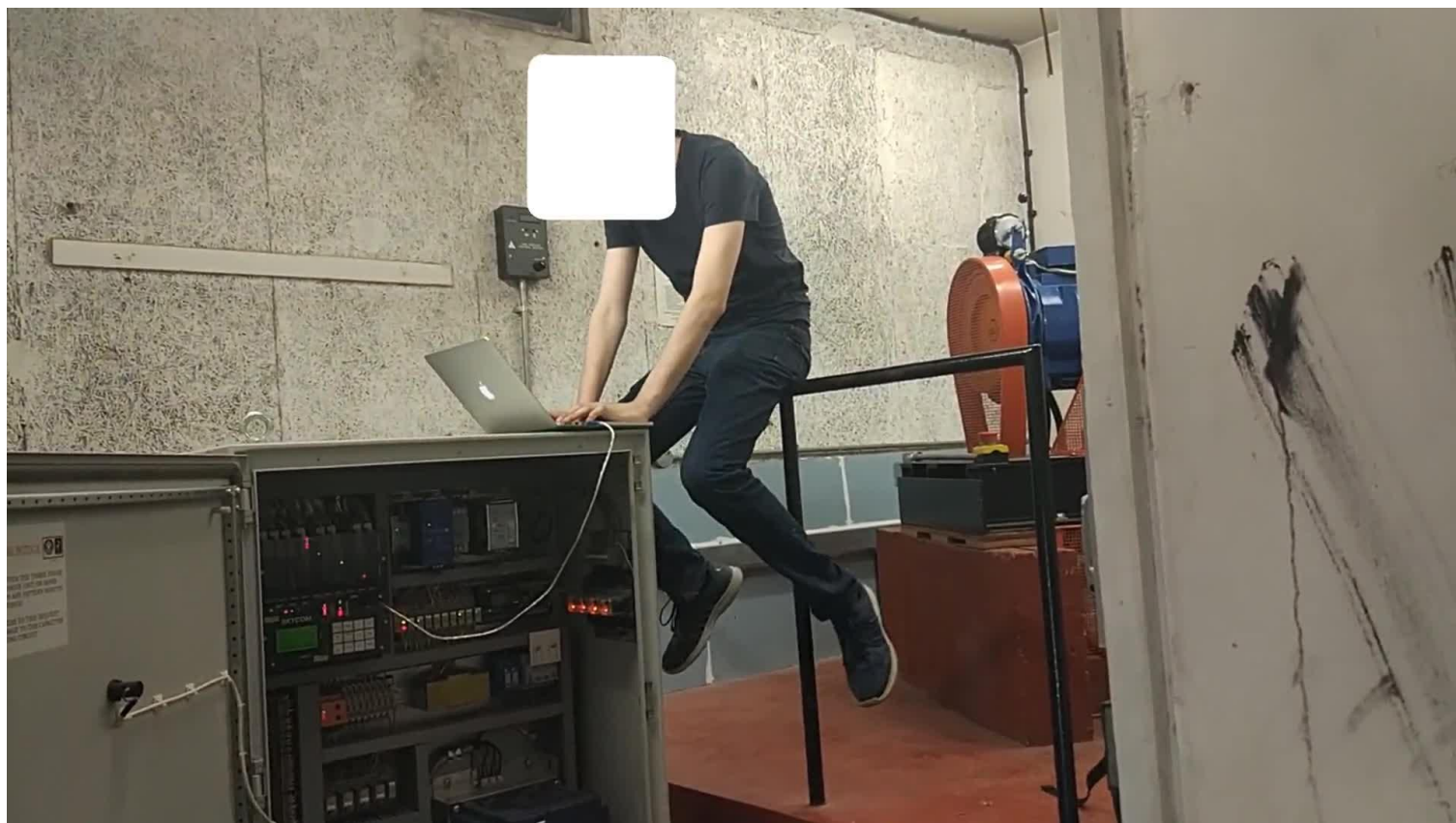


I was so scared when this car drove up to me. I thought it was security, but it was just a worker who had come to move the diggers about. He told me that "Security has a large dog" which sort of sounded like a threat. I saw the dog, if I had got bitten I would have sued them.

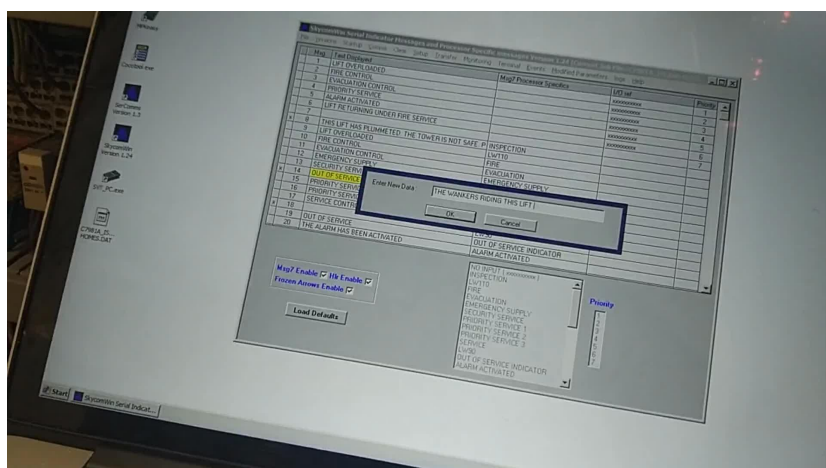
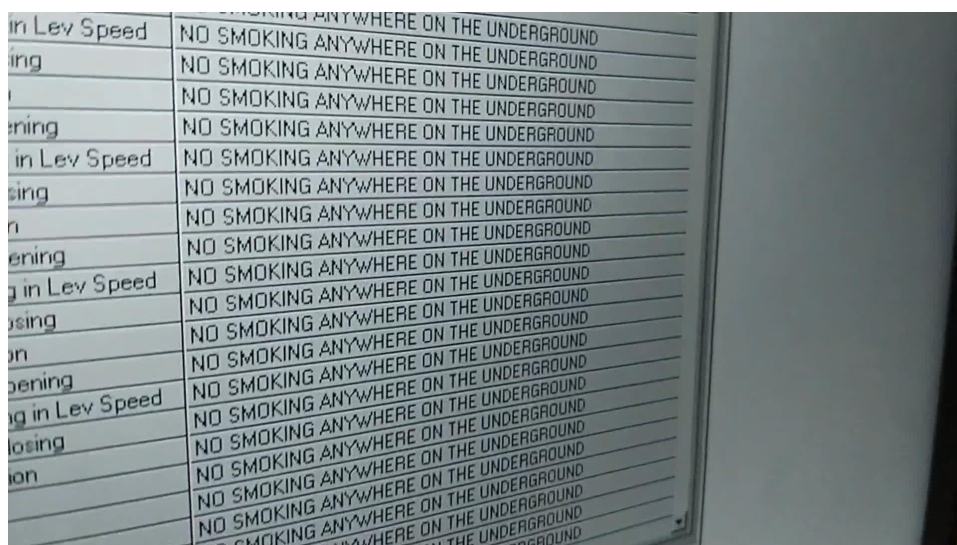




# LIFT REPROGRAMMING TIME!



When we loaded the settings from this ILE SkyComms logic we were surprised to find that all the unused indicator messages were set to "NO SMOKING ANYWHERE ON THE UNDERGROUND".



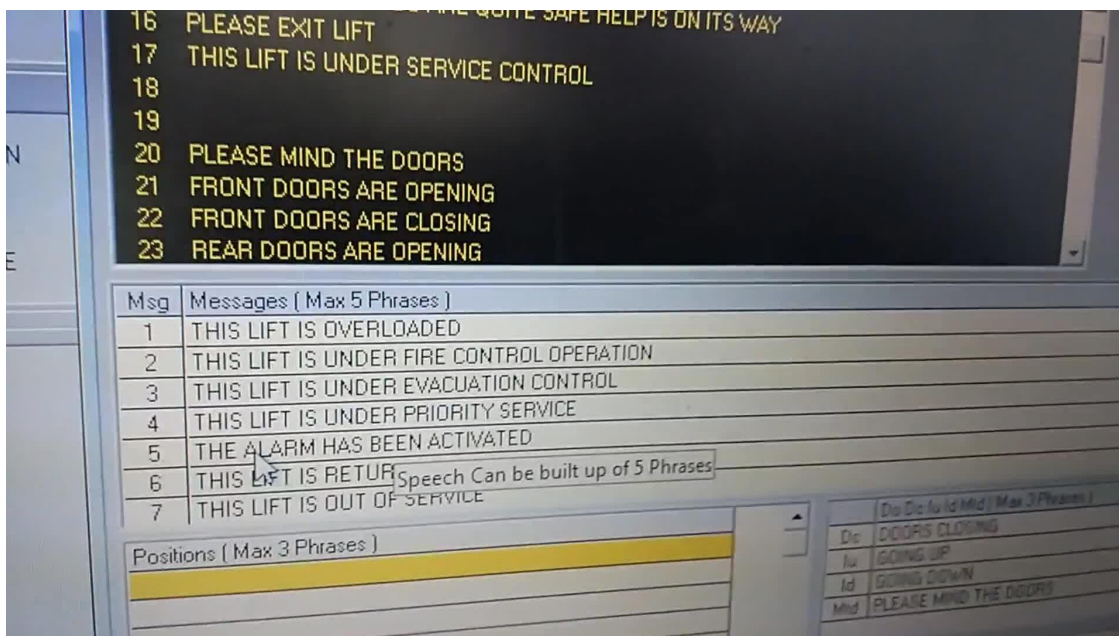
We set the inspection message to. "THIS LIFT HAS PLUMMETED. THIS TOWER IS NOT SAFE. PLEASE LEAVE". We wanted to film some people's reactions to the lift. What we didn't realise was that this tower had security, we had sneaked in the back door so we hadn't realised. We had been in the motor room for over an hour. We just thought ourselves lucky for not getting caught and left. Security hadn't even realised that we were there.

# MORE LIFT REPROGRAMMING



This lift has Thames Valley logic but has an ILE board for the voice. This is unusual. I noticed that something was different when the ILE indicator started getting ahead of itself (the ILE and Lester logic that usually uses ILE indicators does not get ahead).

Here is the ILE board. It is the Sercomms board but it has the Skycomms voice.



It has the Skycomms voice on the Sercomms board, you have to use the Sercomms program to program it, but the voice numbers are incorrect, so you have to use the skycomms program to know what the actual announcements are.



# OUR OWN PRIVATE LIFT



I love abandoned buildings that have the power still on. You get your own private lift that you have all to yourself. And what's even better is that these lifts are awesome 60s Otis lifts.

You can play with your lift all day and nobody will come and stop you. A lot of fun can be had. Sadly this place is due to be pulled down soon. It will be a very sad day when it goes. But at least for the moment, nobody gives a shit about the lifts, which means we are free to mess around with them for as long as we want.



The best thing is you can experiment with every part of the lift. It is very educational. Having your own private lift is the only way you can learn every little detail about how the lift works.

You can do experiments such as tying up safety contacts to run the lift with the doors open,



# ADVENTURES WITH DEAN



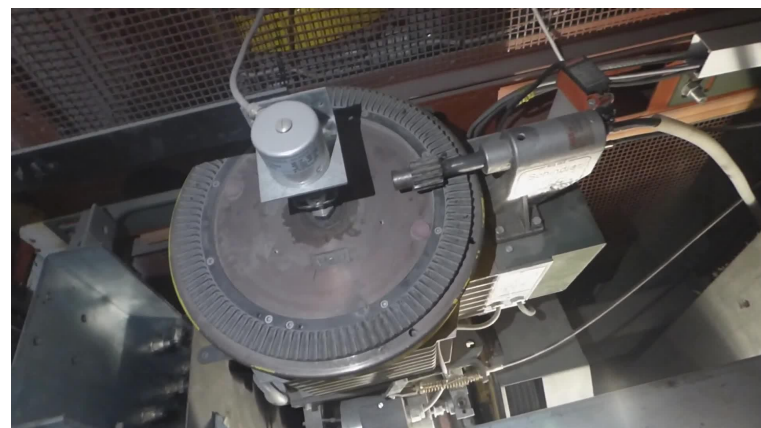
Dean decided to try busking out on the underground. He is breaking a law by doing this but of course nobody cares. He got a grand total of £0 from his busking.

Dean also did some busking on the DLR. It made a change from tooting his horn. Dean then got bored of busking and went back to tooting. He got told off by the train operator. When he went to a different carriage Dean carried on and made some passengers angry!



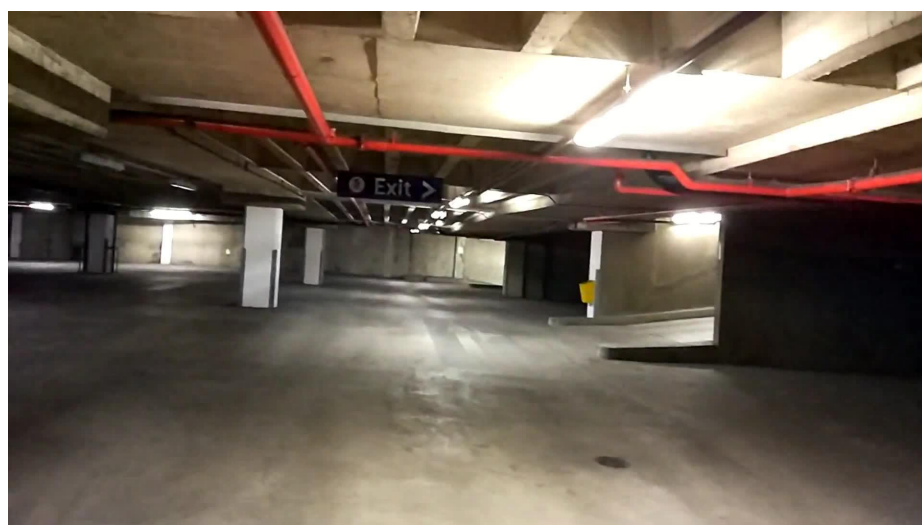
We managed to roof a hotel. It was quite risky.

We find a Schindler Smart worm drive. Sadly it has been modded with stupid Lester controls and Dewhurst buttons. But it is still interesting to surf.



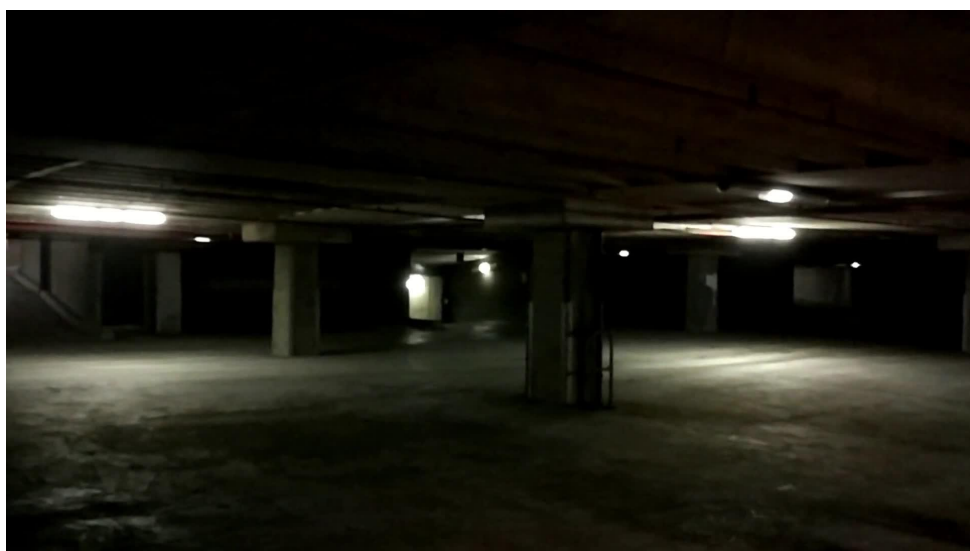


# DEEP DEEP CAR PARK IS NOW CLOSED



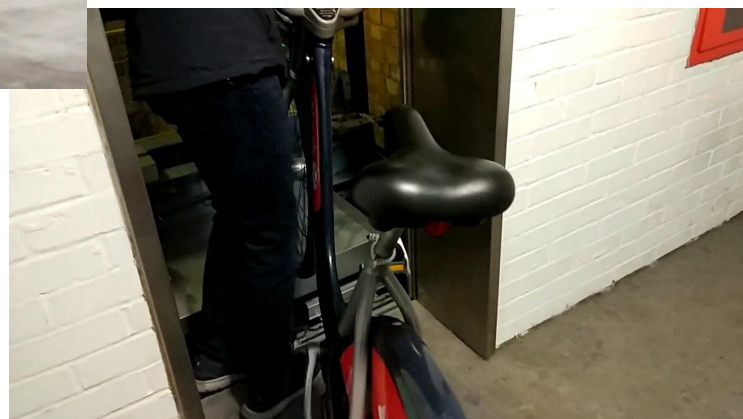
Deep deep car park is a certain car park known for its deepness. The car park is open, but it is unused. We decided that this car park would make a good place to live in, so we claimed it for ourselves. We are now squatting in deep deep car park.

We decide to close up deep deep car park to the public, so that we will have the place all to ourselves. We find the light switches and turn deep deep car park into dark dark car park.

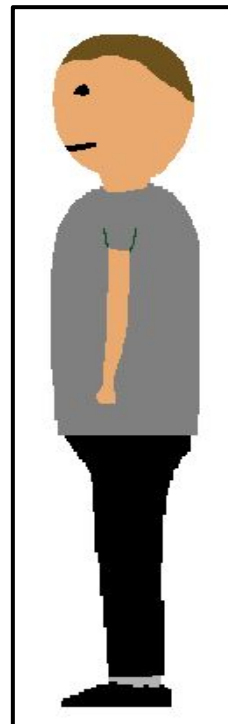


We close all the shutters on every level, so that we now own the place.

We then put a Boris bike on top on of the lifts. Yay!!!!



# DEAN'S PAGE



Hi I'm Dean and me Ben and Adam and Jordan have been on lots of lift and trains and buses and safety break train and lift we been having lots and lots of fun with Ben and Adam and Jordan and we been to Bromley North and south and also to the abandoned car park in Croydon and we kind of broke the lift we were not happy then we went to Sutton on the x26 bus then to Sutton library and to Morden then on the northern line to old Street but we seen some good and bad lift in the last couple of weeks and months but I think Ben is slowly getting banned from London.

I think me and Ben and Adam what to deep deep deep car park in Barbican and Adam put a Boris bike on top of the lift and we close deep deep car park by shutting the shutter and Adam ride fast before he got trap and we spotted the new 1996 tube trains at Wembley Park it was rare 1 train get refurbished every 2 weeks that ok but my favourite tube trains are the d stock, Piccadilly line train Bakerloo line train Jubilee Line, Northern line and London Overground and tram in Croydon.

I like the Piccadilly line train because it fun to safety break it it makes a little bang and the Jubilee line when safety break it it does a jolts and the ATO reset to normal.

The car park in Sutton has no express lift all modernised them we were angry why did there change the lifts it just really really disappointing to see the lift in a different way.

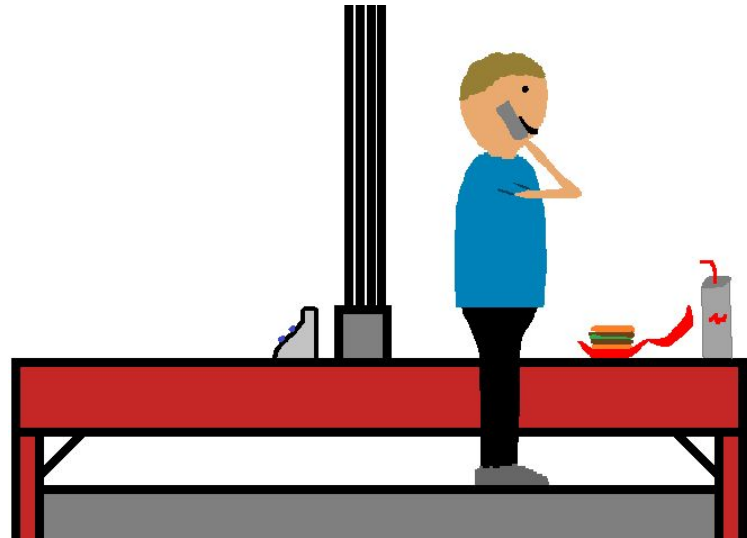
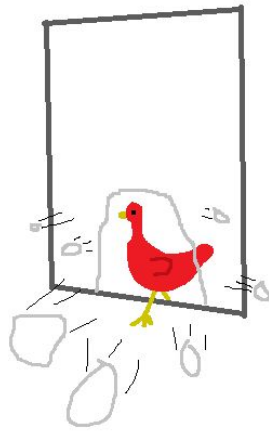
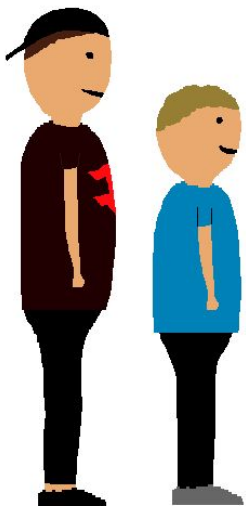
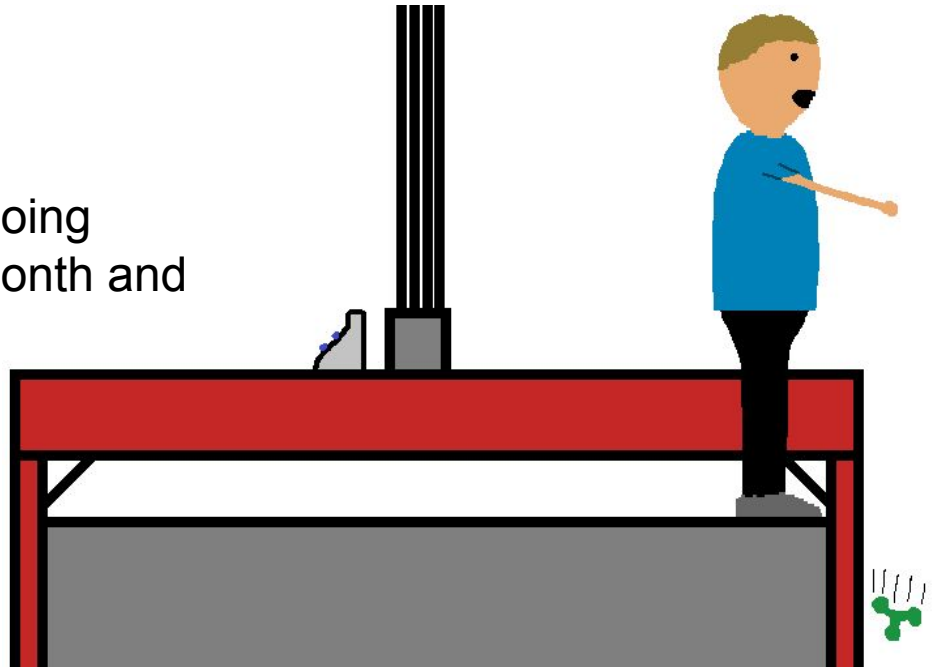
I think my favourite lift is Express Evans ecodisc Otis gen2 1st 2nd 3rd 4th generation ecodisc Otis 2000 Mitsubishi in the Excel and the worst lift company 21st century lifts and lift tech Ltd and Essex Lift Services and hydraulics are the worst it's really really really slow and it takes a little while to move it's annoying I think the best lifts are the Express and Marryat & Scott and Bennie thyssenkrupp Stannah and Oakland elevators the worst lift company in the world in my opinion I think we need more hybrid buses in London because it's pollutions it makes it worse and worse I think we need diesel buses and trains and have class 700 trains and class 387 and Evan's lift Alliance is the worst lift company in the world because of the owl.

Thanks for looking at my page and enjoy it but subscribe to me on YouTube



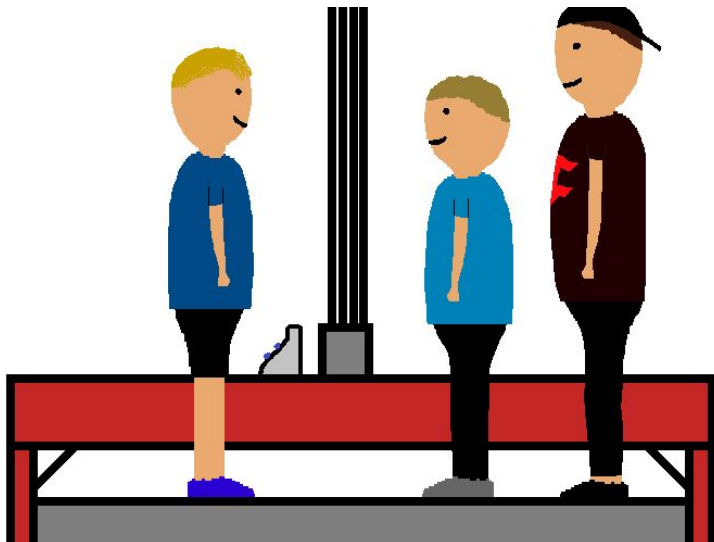
# Josh's Page

We have been doing  
Prank calls all month and  
it is soooo fun :)



We called several lift companies and a  
window salesman who got very angry and  
pretended to be a policeman.

We tried to make lift companies think we  
were on top a lift. Some of them didn't  
understand us as they never would think  
someone would go on top. Other  
companies were horrified and gave some  
really funny reactions.



# WAFFAIN'S PAGE

Hi im waffain This month many things happened to me:

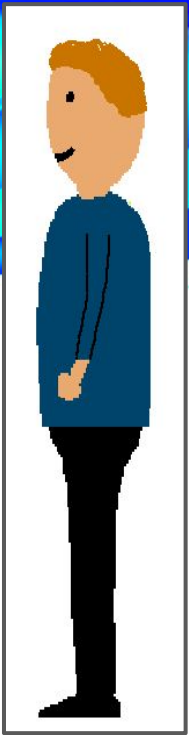
- getting stuck in an old otis lift
- failed attempt to surf a glass lift
- final assignment on all of my high school courses

The otis at the diefenbunker is a old manually controlled otis lift but sadly I didn't get to ride it





# Rafe's Page



Hi I'm rafe the trainspotter and I went to leeds for a day trip. I went to a shopping centre with a food court it had a very wide range of food from delicious fatty fast foods to traditional homemade foods. I was surprised to see eurolift in the shopping centre which made a weird droning sound. I also went to HMV which had an old lift. I saw some buses in leeds. After enjoying my long day out in leeds I went back home on a class 185 when I was in the middle coach cruising at 100Kph the middle engine turned off to save some fuel but the front coach engine remains on to move the train. The middle coach shakes a bit.



# Trizo's services

Hi, I am Trizo, also known as Trizocbs and i am very proud to be owning various companies. They make millions of dollars each day. I am running lots of nice companies such as TRIZOCBS ELEVATORS, which makes ELEVATORS that offend british ppl and other sub companies like:

Trizo's Owl services --  
We make scary owls



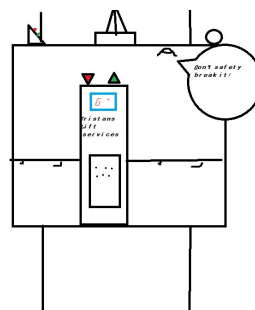
Trizocbs Toilets --  
This service is completely shit!



And MAAAANNNNY more!

Our latest invention is the Safetybreak Guard! Every time you try to safety-break a lift, the lift will play a message saying "DON'T SAFETYBREAK IT" in a scared tone of voice. **The original idea is thanks to Ben, Nico, Elias and Chris who scared me as they kept safety breaking the lifts in Giessen.**

**AND IN THE NEXT EPISODE:  
HOW MY SAFETY BREAK  
GUARD WORKS!**



[YouTube.com/trizocbstv](https://www.youtube.com/trizocbstv)

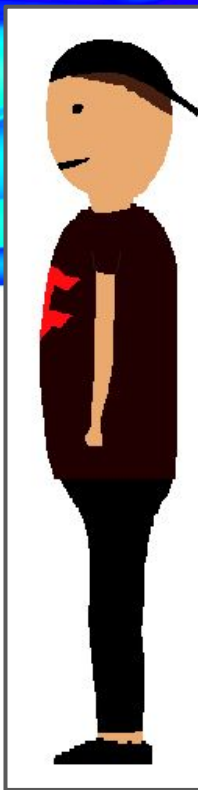


# LEO'S PAGE

## Lifts in Croatia-the lift land

**Hi! My name is Leo and I'm from Croatia. I live near the capital, Zagreb. Croatia is a great land for lift enthusiasts. Croatia is filled with Otises, Kones and Schindlers. No little niche generic companies except Končar. Lift companies love Croatia because they make loads of money here. It is so hard for a building higher than 2 floors not to have a lift because of our lift regulations. If you have seniors in your buildings, you need to have a lift. Your building rises more than 5 floors, a lift is required. It took me more than 2 years to surf through the lifts in my home town which isn't very big. EcoDiscs and EuroLifts are all the rage. But when you find a Gen2, you immediately remember how sour life is. So lift enthusiasts like putting Gen2 into inspection and "parking" them between floors. Same for Schindler 3300's. But most of the lifts in Croatia are great because most of them are fairly new and well built. You just get wowed by lifts and their character. And realtors love lifts because they can overprice their housing units tremendously. Croatia is a WIN WIN WIN combination for lift companies and others. 30 years ago, lift companies didn't know about Croatia and we had a "national lift company" called Končar. Končar is like Stannah, but the only good thing is they don't modernise. They made good lifts with epic sounds and character. Then they started using Dewhurst and Zeta lift motors and shit logic. Then ThyssenKrupp bought them and they became Končar ThyssenKrupp. Končar also has a transport division which made the new tram in Zagreb. It is called TMK 2200 and sounds epic because of its three-phase asynchronous electric motors. But the dealbreaker is that it's slow. Only 43 MPH. A total rundown because it is really futuristic. But the bigger bumner is that officials wanted a metro with VAL trains! But the people turned it down, and opted for tram line expansion. What idiots! The plan involved running 6 lines with VAL 208 and 256. 256 for two major lines and VAL 208 for the smaller lines. But it got sacked. Croatia is also grotty AF and has loads of abandoned buildings. So URBEX is a popular activity replacing scouting clubs. Some buildings even have turned into skate and BMX parks. But, don't be fooled, chavs are almost everywhere. They're are fucked up and nasty. Similar to England. Well, there you go, I hope, I gave you a peek into the life of lift enthusiasts in Croatia.**

# FAZE SIMO'S PAGE



Loving making prank phone calls with Josh we rang a lift company told them that we were on top of a lift and dropped are chicken on the counter weight the Josh screamed I LOVE CHICKEN then he told us it was a very dangerous place and was going to go but I said can u rescue my KFC chicken tho plz btw ask josh for link to are prank group.

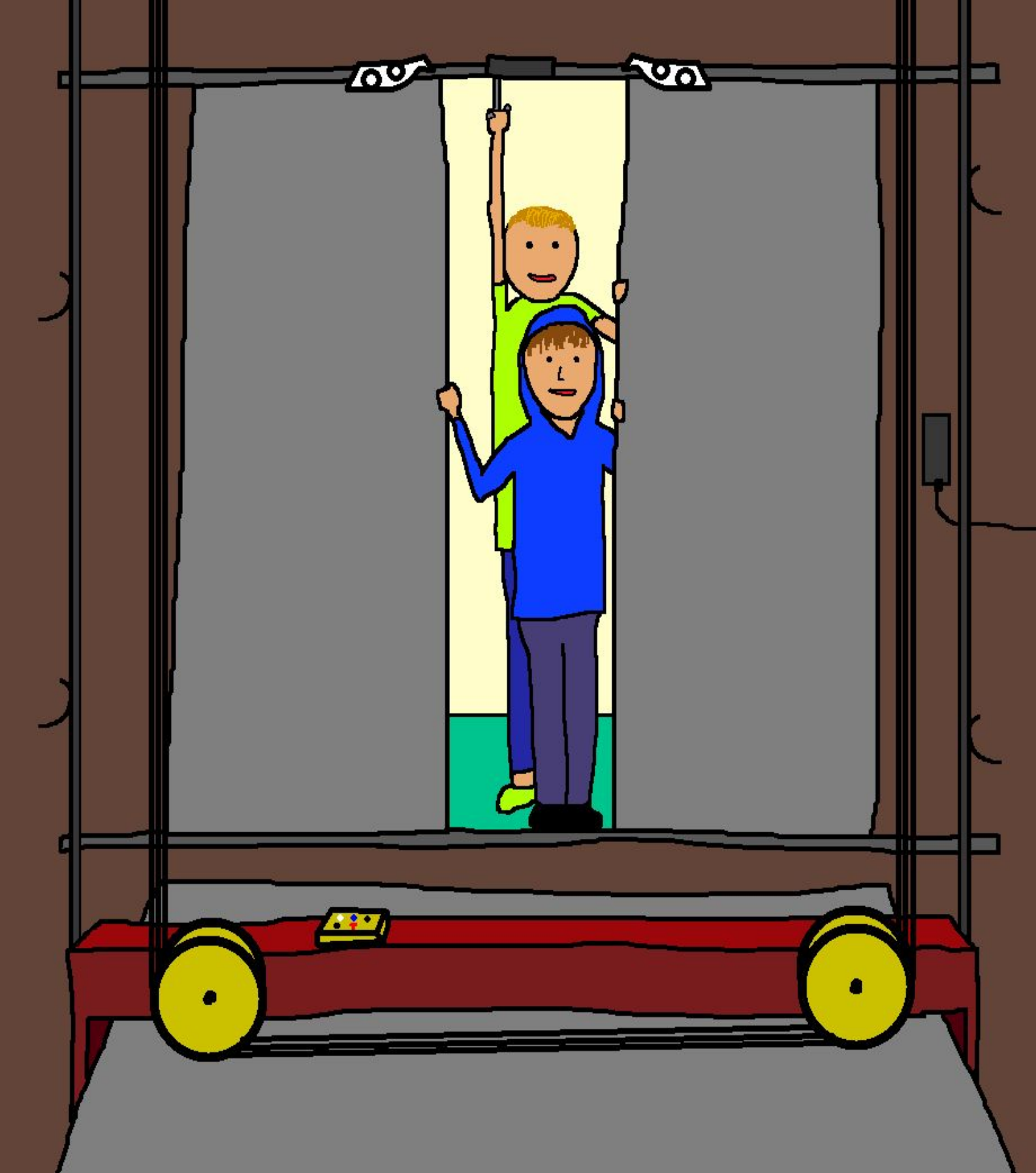
And my subwoofer is now made

Might be going to see twenty one pilots

Working on my server again







**THE END**