

Development of the much awaited Nexus

Testing of the new lift controller has been under way for the past few months on our test lift at Anton Mill in Andover.

Before the Nexus can be launched into production, one of these units will be installed onto the office lift at Watt Close and three further units will be installed on new lifts.

On successful completion of this programme full production is expected by the end of the year.

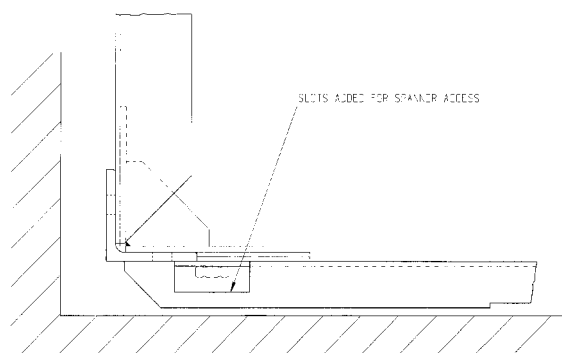
It has become necessary to develop a new controller for a number of reasons. Our existing unit was showing its age in terms of availability of components, inflexibility of application to our customers present day needs and general advancements in

technology allows future development of more sophisticated controls and features. The Nexus had to incorporate the best features of the two previous controllers and fully comply with the new lift regulations and EMC requirements. It was designed to incorporate state of the art microprocessor technology and up to date build processes used in modern manufacturing of the PCBs to ensure quality build.



5 & 6 Person Ring Sections Modified

Slots have been added to the top face of the entrance ring sections. This allows for improved spanner access on the corner joint brackets (when the ring sections are fitted to the outside of the structure uprights).



Skirting Made Non-Handed

All skirting has been made non-handed to ensure that skirting of the wrong hand will not be delivered to site.

Changes For The Lifts Directive.

Several changes have been made to the System 21 Passenger lift range to comply with the forthcoming Lifts Directive (applies to all new lifts installed after 30th June 1999). The main changes to the actual product range is the introduction of an automatic dialling system and overload prevention device to all lifts.

Certain models of lift will also require a balustrade to the car top where there is a hazard of falling.

Handrail Fixing Improvement

The handrails are now secured to the spigots with M5 x 25 socket cap head screws into M5 nutserts set in the handrail. This provides a more secure fixing than the previously used self-tapping screws. Refer to data sheet TD4079 rev. D.