

Asansor Istanbul 2015
14. International Lift Exhibition
26 - 29 March 2015
TUYAP Fair and Congress Center – Istanbul

“NEW LIFTS FOR PASSENGERS AND FOR PASSENGER & FREIGHT IN EXISTING BUILDINGS”

IFO Istanbul Fair Organization is organizing, this year ASANSOR ISTANBUL 2015 14th International Lift Exhibition, again with the support of AYSAD – Elevator and Escalator Industrialist Association. Organized every other year and each time strengthening its sound position in the international arena, ASANSOR ISTANBUL was visited by over 26.638 professional. 390 exhibitors from 37 different countries have attracted more than %14 foreign guests in 2013, hence another success in this regard.

On 26 – 29 March 2015, ASANSOR ISTANBUL will be held under the main theme of “***Increasing Elderlies’ Mobility, Increasing the Value of the Building, Ensuring Accessibility of the Handicapped***” this time.

The main side activity of the ASANSOR ISTANBUL, the “**International Lift Design Contest**” organized already four consecutive times since 2005, is still the highlight of 2015.

To increase elderlies’ mobility and to ensure accessibility for the handicapped are the themes that are getting more and more important issue in both national and international level, therefore the theme of the “**International Lift Design Contest**” in 2015 is chosen as NEW LIFTS FOR PASSENGERS AND FOR PASSENGER & FREIGHT IN EXISTING BUILDINGS.

The EN81-21 standard, drafted long time ago has finally received in the society a true recognition only recently and started to take its place in the portfolio of all major component manufacturers.

It is expected that the participants to the contest, i.e. Industrial Designers, Architects, Interior Architects, Engineers and under graduate and graduate students working towards a degree in these fields will benefit from such opportunity and also the increasing need for solutions in existing buildings will be met. It is also expected – and truly hoped for – that some of the feasible designs will be manufactured at the end of the contest.

Below you will find the contest specifications and the annexes attached to them:

- 1) ANNEX – 1 : Application form
- 2) ANNEX – 2 : TS EN81-21 Standard (quick reference)

ILDC 2015 – VI. INTERNATIONAL LIFT DESIGN CONTEST

“NEW LIFTS FOR PASSENGERS AND FOR PASSENGER & FREIGHT IN EXISTING BUILDINGS”

Design Contest Specification

1- AIM

Developing value-added products in the lift industry and disseminating design activities play a very important role. With this contest it is aimed to support the innovative designs for the lift industry as well as for the lift users.

Copyrights of the projects rewarded by the jury will be purchased (if found worth to be manufactured).

2- THEME

The theme of the 6th International Lift Design Contest is: “NEW LIFTS FOR PASSENGERS AND FOR PASSENGER & FREIGHT IN EXISTING BUILDINGS”.

As is known, lifts are designed in compliance with the rules specified in EN81-1 & 2. However with regard to lifts that are designed to be installed in existing buildings, naturally there are some other issues to be taken into consideration to assure the safety of the lift users. Therefore it is vital that attached **EN81-21** standard is understood and comprehended very well thus ensuring feasibility and practicability in the projects which will be designed. Even though “**Human Behavior**” originated hazards in a lift have been specified in the aforementioned standard, they have also been briefly attached to this specification. However it should be also noted that such attachment is provided only for a quick reference; the real and valid standard is TS EN81-21 standard.

The main constraints in such installations are the shaft dimensions: shaft width & depth, pit depth and overhead (distance from the top floor level to the ceiling of the shaft).

In some buildings there may not be any space at all to install a new lift; but Turkish Ministry of Environment and Urbanization has issued a new regulation that allows installation of a mechanical platform adjacent to the building from outside, i.e. back or side yard.

3- ORGANIZATION

Contest is organized by of Elevator and Escalator Industrialist Association (AYSAD) and IFO Istanbul Fair Organization with the support of Industrial Designers Professional Organization (ETMK) Istanbul Branch within the scope of Asansör Istanbul Fair activities.

4- RULES OF PARTICIPATION

- Industrial Designers, Architects, Interior Architects, and under graduate and graduate students currently studying in these disciplines can participate to this competition.

Engineers who are not mentioned in the above definition may participate the contest in a team with an industrial designer.

- Participation in the contest is free-of-charge.
- This is an international contest. Individuals bearing one of the titles listed in Article 4/a. can participate in the competition by submitting the project and relevant documentation complying with the rules specified in this specification within the designated timeline to Contest Secretariat.
- Group participation in the contest is also possible. Among the group members, at least one person should bear one of the titles listed in Article 4/a. and the number of group members cannot exceed four (4). The languages that could be used in every kind of correspondence and/or document are Turkish and/or English.
- Members of AYSAD, IFO, ETMK Executive Boards and competition evaluation jury as well as their employees and first-degree relatives cannot participate in the contest. In case it is found out that the contest participant is in such a position s/he is disqualified, if s/he has won the prize, the prize is withdrawn.
- Each project participating in the contest should be unique and should not have been produced and/or published elsewhere before or should not have won any award in any other contest before. If any contrary situation is documented the project is disqualified, if the project has won the prize the prize is withdrawn. Any legal issues which might arise are under the participant`s responsibility.

5- PARTICIPATION FORMAT

For each participating project;

Drawings:

Projects should be comprised of maximum 2 sheets, each of them in A1 size, in PDF and 300 dpi resolutions or in A1 size and 600 dpi resolution and JPEG format, saved on a CD-ROM. Projects that will be submitted on a CD-ROM will be published by the Contest Secretariat.

Report:

The one-page Turkish and/or English project report which will not exceed 500 words will describe the project in writing, in either Word or PDF format and should be also saved on a CD-ROM and submitted alongside the paper version.

Rules to Follow:

On the right-hand side, at the bottom of A1 size sheets, a place of 5x20 cm square-frame should be left bearing the aspects stated below:

ILDC 2015 – 6th INTERNATIONAL LIFT DESIGN CONTEST,

“NEW LIFTS FOR PASSENGERS AND FOR PASSENGER & FREIGHT IN EXISTING BUILDINGS” Design Contest, an 8-digit (e.g. **ABCD 0123**) pseudonym comprised of un-repeated 4 letters and 4 numbers.

This pseudonym should be also written on the report cover page and every CD-ROM.

None of the aforementioned materials that will be submitted should feature any sign or phrase disclosing the identity of the participant other than his/her pseudonym.

6- APPLICATIONS

Contest Application Form could be downloaded on asansortasarim.com, asansoristanbul.com, aysad.org.tr, ifo.com.tr, etmk.org.tr web sites.

Participants should fill in the Contest Application Form including their identity info, sign the form and close it in an envelope. On the right upper side of the envelope, only the pseudonym featured in project and reports (e.g. **ABCD 0123**) should be written in capital letters.

The enclosed envelope that includes the Contest Application Form with the participant identity info and features the pseudonym should be placed into a larger envelope alongside the CD-ROMs including the drawings and the report.

After this envelope that has no name, sign or pseudonym whatsoever and which has enough level of protection to ensure the contents are kept intact against probable post damages is enclosed, it should be delivered to the address stated below by 16 March 2015 at the latest. The post-related delays will not be taken into consideration.

Delivery Address:

IFO Istanbul Fuar Hizmetleri A.Ş

Kore Şehitleri Cad. No: 34 Kat.4, Zincirlikuyu SISLI 34394

ISTANBUL TURKIYE

7 - SCHEDULE

Project Delivery Date: **16 March 2015 Monday by 17:00**

Selection Committee: **21 March 2015**

Announcement of the results and award ceremony: **26 March 2015**

Exhibition (Fair Area): **26 – 29 March 2015**

Results will be announced on asansortasarim.com, asansoristanbul.com, aysad.org.tr, etmk.org.tr, ifo.com.tr web sites.

8- AWARDS

The first three projects will be rewarded. In the case that the Selection Committee finds no project worthy of any prize in one of the categories, they may leave that category out and that particular prize might not be given away.

The prizes are in gross and will be paid to the beneficiaries after the tax cut is deducted within the Republic of Turkey legislations. All award monies will be converted into euro through the selling rate of euro declared by the Central Bank of Turkey (approximately 2.7 on early January 2015).

First Place Prize: 9.000 TL

Second Place Prize: 6.000 TL

Third Place Prize: 3.000 TL

9 - JURY

Selection Committee comprised of 9 full members and 2 substitute members has been formed by AYSAD, IFO and ETMK.

10 - EVALUATION CRITERIA

Throughout the evaluation process the Selection Committee will consider as priorities and due evaluation will be conducted based on following criteria:

- whether the proposed projects have offered the right solutions in line with the industry needs,
- the quality of proposed solutions with respect to material use and manufacturing methods
- the quality and understandability of the design solution for the user,
- uniqueness and creativeness in design concept,
- setting an innovative example for the contemporary solutions in its field,
- harmony of functional and visual aesthetic aspects in design

11 – **CONTEST SECRETARIAT AND CONTACT INFO**

- **Contest Secretariat:**

IFO Istanbul Fuar Hizmetleri A.Ş.:

Kore Sehitleri Cad. No: 34 Kat.4, Zincirlikuyu

SISLI 34394 ISTANBUL TURKIYE

Tel: +90 212 275 75 79

Fax: +90 212 288 36 11

e-mail: asansor@ifo.com.tr

Web: asansoristanbul.com / asansortasarim.com

- **Contact:**

AYSAD (Asansör ve Yürüyen Merdiven Sanayicileri Derneği)

Uzunçayır Cad.Yapı İş Merkezi No: 31 C2 Blok K:3 Büro:29

Hasanpaşa Kadıköy ISTANBUL TURKIYE

Tel: +90 216 326 49 51

Fax: +90 216 326 49 99

E-mail: info@aysad.org.tr

Web: aysad.org.tr

ETMK Endüstriyel Tasarımcılar Meslek Kuruluşu İstanbul Şubesi

ETTA Ofisi

Cihannüma Mah. Hüsnü Savman Sok.

No:42/12 Beşiktaş-İstanbul

Tel : 0 212 327 20 78 / 0 530 640 23 27

Faks: 0 212 327 20 79

E-posta: istanbulsube@etmk.org.tr Web: etmk.org.tr

12- MISCELLANEOUS

The copyrights of all the projects participating in the competition and the winner projects belong to the project owner designers.

Companies might purchase the projects they consider suitable. Therefore there will be a six-month preemptive right of AYSAD on the winner projects starting from the time the competition results are announced.

AYSAD and IFO shall have the indefinite right of publishing, archiving and exhibiting all the participating projects at domestic and international events.

The CD-ROMs and other documents submitted by the participants shall not be returned.

ANNEX – 1

**ILDC 2015 - “NEW LIFTS FOR PASSENGERS AND FOR PASSENGER & FREIGHT
IN EXISTING BUILDINGS”**

DESIGN CONTEST APPLICATION FORM

I DO ACCEPT ALL ABOVE ENUMERATED TERMS / CONDITIONS WITHOUT ANY RESERVATION.

I HEREBY DECLARE THAT THE PROJECT I HAVE SENT TO THE CONTEST IS MY DESIGN AND ORIGINAL WORK. I TAKE THE WHOLE RESPONSABILITY IN CASE OF CONTRARY ALLEGATIONS AND/OR COPYRIGHT CLAIMS BY THIRD PARTIES.

Name / Surname:	
Date of Birth:	
Address	
Country:	
E-mail:	
GSM (mobile) number:	
Graduated from:	
Profession:	
Pseudonym:	
Date:	
Signature:	

* If applied in groups all group members must fill out their own application form.

ANNEX – 2

ILDC 2015 – 6th INTERNATIONAL LIFT DESIGN CONTEST SPECIFICATION

“NEW LIFTS FOR PASSENGERS AND FOR PASSENGER & FREIGHT IN EXISTING BUILDINGS”

TS EN81-21 STANDARD: QUICK REFERENCE

0 - INTRODUCTION

The main concern dealt with in this standard is the reduction of top and pit clearances that may be required due to site conditions. The adopted principle of safety is based on two levels of achievement: first by means of an electrical stopping of the lift car, then by means of a mechanical stopping of the lift car.

3.4 - Stopping gear

It's a mechanical device for stopping, and maintaining stationary the lift car in the case of unintended movement of the lift car above and/or below a predetermined position in the well to protect person(s) on the car roof and/or in the pit.

5 Safety requirements and/or protective measures

Lifts within the scope of this standard shall comply with the relevant safety requirements and/or protective measures of this clause where one or several requirements in EN 81-1 or EN 81-2, and their amendments A1:2005 and A2:2004, cannot be fulfilled. In addition, the lift shall be designed according to the principles of EN ISO 12100 for relevant but not significant hazards, which are not dealt with by this standard.

5.1 Perforate wall of the lift well

The requirements of EN 81-1:1998 and EN 81-2, 5.2.1 are completed by the following: Any existing well enclosure may be perforate provided that:

A protective imperforate screen shall be provided around the landing door locking devices in order to prevent any manipulation of the locking devices by means of a rigid rod 0,30 m long.

NOTE: National regulations for the preservation of historical buildings may require the retention of an existing perforate enclosure.

5.2 Clearances between car, counterweight or balancing weight

The requirements of EN 81-1:1998 and EN 81-2, 11.3 may be replaced by the following:

The car and its associated components shall be at a distance of at least 25 mm from the counterweight or balancing weight (if there is one) and its associated components.

To avoid any impact between the car (and its associated components) and the counterweight or balancing weight (and its associated components), in case of failure of normal guidance, emergency guidance on the car and counterweight shall be provided to maintain the car and the counterweight in their horizontal position.

5.3 Counterweight or balancing weight in a separate well

The counterweight or the balancing weight may be installed in a separate well than the car, provided that the configuration on site does not permit the installation of a lift having an available car area sufficient to fulfil the transport needs.

NOTE The standard covers only the installation of one counterweight (or balancing weight) in its own well.

5.6 Car roof balustrade

5.6.1 An easily and safely extendable balustrade placed at a distance from the edge of the car roof not less than 0,50 m, where the risk of falling exists, shall be permanently installed on the car roof.

5.7.2.3 Clearances

When the car rests on the fully compressed buffers of the movable stops or when the car is stopped by the pre-triggered stopping system (See Annex C), the following conditions shall be satisfied at the same time:

- a) There shall be in the pit sufficient space to accommodate a rectangular block not less than 0,50 m × 0,60 m × 1,0 m resting on one of its faces;
- b) The free vertical distance between the bottom of the pit and the lowest parts of the car, shall be at least 0,60 m

5.7.3 Safety system

5.7.3.1 An electric safety device shall:

- a) activate a safety system that neutralises normal operation;
- b) be operated when any door/trap door giving access to the pit is opened by means of a key;
- c) be a bi-stable switch;
- d) be reset together with the resetting of the safety system (see 5.7.3.2).

For lifts with manual landing doors a second switch shall prevent any movement of the car if any door giving access to the pit is open. This switch shall not be accessible without using a tool.

Any door/trap door whose sill having a distance less than 2,5 m from the pit floor is considered as access door to the pit.

5.14 Height of landing doors

The clear height of the entrance of a landing door shall be the maximum allowed by the building constraints, however not less than 1,80 m.

When the height is less than 2,0 m, suitable warnings, e.g. using yellow and black stripes and/or an adequate warning sign shall be appropriately placed in the car and at the landing and:

- a) The edges of the door lintel shall be provided with an inclined surface of not more than 30° inclination to the horizontal up to the height of 2,0 m; or
- b) The edges shall be covered with soft material.

The door mechanism shall be covered up to the height of the car door.