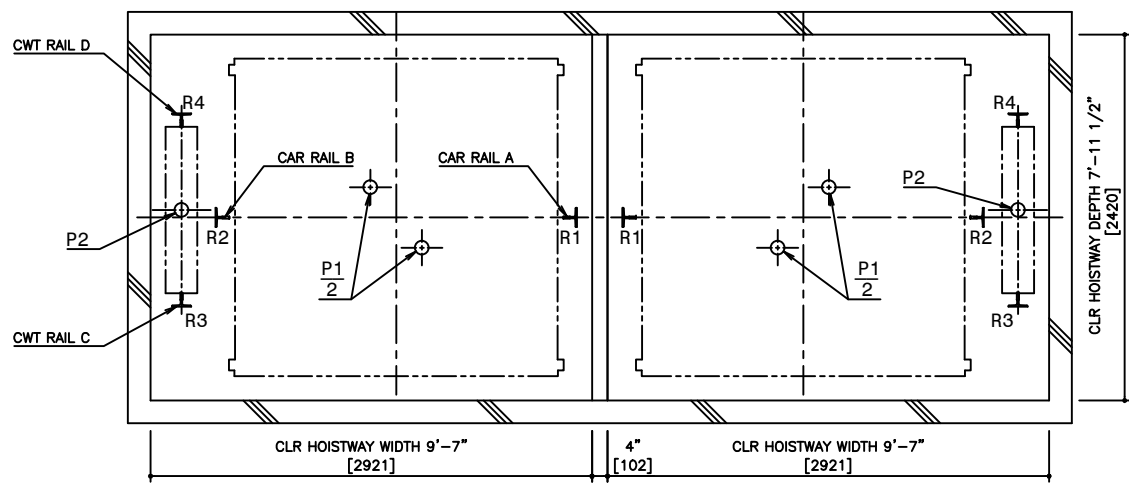
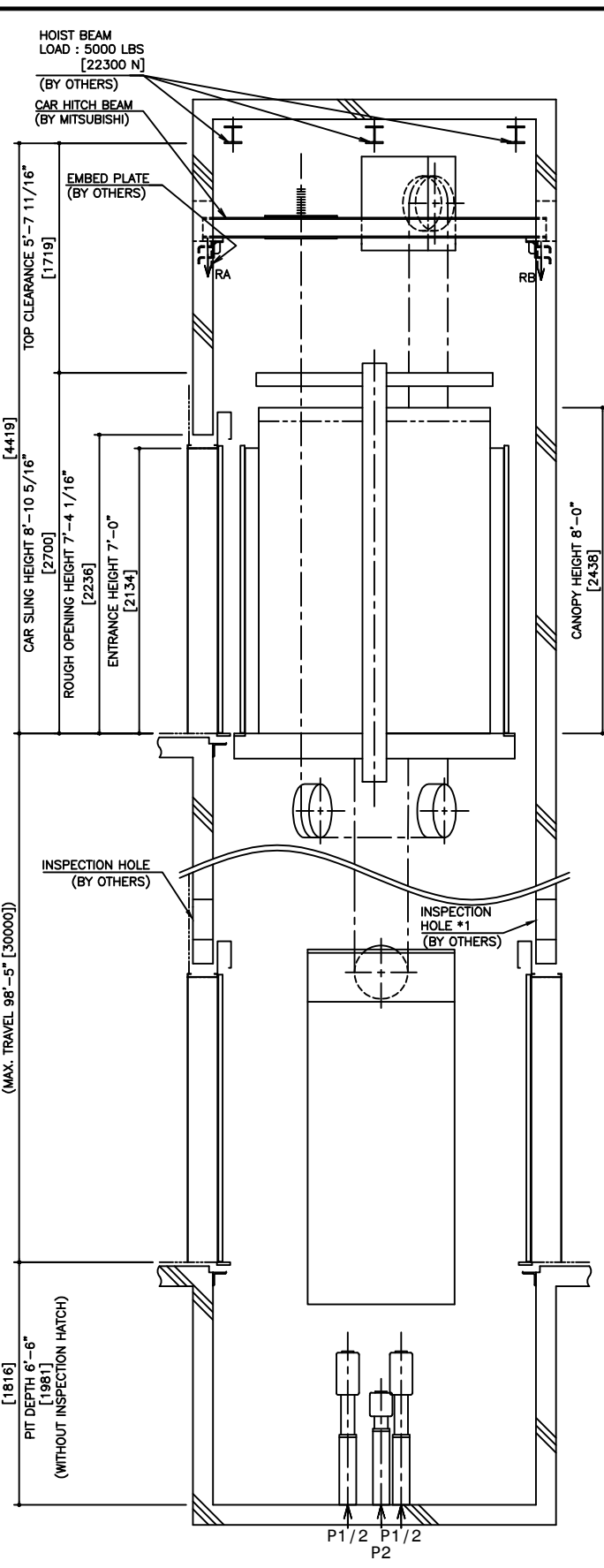


HOISTWAY PLAN
WITHOUT CWT SAFETY

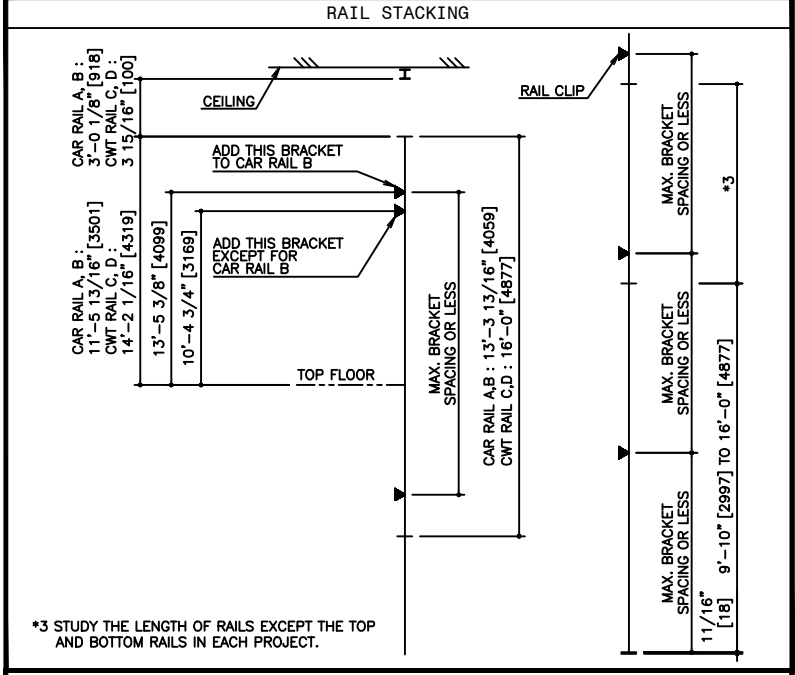


PIT PLAN
WITHOUT CWT SAFETY



HOISTWAY SECTION
WITHOUT CWT SAFETY

SPECIFICATIONS	
SERIES	DIAMOND TRAC
LOAD	3500 LBS [1600 kg]
SPEED	350 FPM [105 m/min]
REGULATION / CODE	ASME A17.1S - 2005
TRAVEL	MAX. TRAVEL : 98'-5" [30 m]
DOOR TYPE	CO
GUIDE RAIL	CAR ZONE 0 TO 2 T127-1/B ZONE 3 & 4 T127-2/B CWT ZONE 0 TO 2 T127-1/B ZONE 3 & 4 T127-2/B
CWT SAFETY	NOT APPLIED



RAIL BRACKET SPACING				
SEISMIC ZONE (RAIL SIZE)	ZONE 0 TO 2 (T127-1/B)		ZONE 3 & 4 (T127-2/B)	
	CAR	CWT	CAR	CWT
RAIL BRACKET SPACING	12'-11 1/2" [3950]	14'-1 5/16" [4300]	11'-9 3/4" [3600]	11'-9 3/4" [3600]

RAIL REACTION LOAD				
SEISMIC ZONE (RAIL SIZE)	CAR RAIL A, B		CWT RAIL C, D	
	F1X	F1Y	F1X	F1Y
ZONE 0 TO 2 (T127-1/B)	1500 LBS [6600 N]	800 LBS [3300 N]	1700 LBS [7200 N]	900 LBS [3600 N]
ZONE 3 & 4 (T127-2/B)	3000 LBS [13100 N]	1500 LBS [6600 N]	3300 LBS [14300 N]	1700 LBS [7200 N]

CAR HITCH BEAM LOAD			
STATIC LOAD		DYNAMIC LOAD	
RA	RB	RA	RB
3900 LBS [17000 N]	1800 LBS [7000 N]	7700 LBS [34000 N]	3000 LBS [13000 N]

SEISMIC ZONE (RAIL SIZE)	RAIL REACTION LOAD				BUFFER REACTION LOAD	
	R1	R2	R3	R4	P1	P2
ZONE 0 TO 2 (T127-1/B)	13500 LBS [60000 N]	11500 LBS [51000 N]	8800 LBS [39000 N]	3400 LBS [15000 N]	41000 LBS [182000 N]	33800 LBS [150000 N]
ZONE 3 & 4 (T127-2/B)	13800 LBS [61000 N]	11700 LBS [52000 N]	9300 LBS [41000 N]	3900 LBS [17000 N]		

POWER FEEDER DATA 1CAR												
MOTOR	STANDARD VOLTAGE 208V				STANDARD VOLTAGE 480V				POWER SUPPLY CAPACITY [kVA]	HEAT EMISSION		
	[HP]	[kW]	FLU [A]	FLAcc [A]	BREAKER IN CONTROL PANEL [A]	CURRENT [A]	FLU [A]	FLAcc [A]		BREAKER IN CONTROL PANEL [A]	HOISTWAY (EXCEPT CAR LIGHTING) [BTU/H]	CONTROL PANEL ROOM [W]
24.5	18	78	138	100	34	60	40	17	3070	900	7000	2050

POWER CURRENT CORRESPONDING TO LOCAL SUPPLY VOLTAGE (FLU or FLAcc) [A] = EACH CURRENT (FLU or FLAcc) [A] x STANDARD VOLTAGE (E1 or E2) [V] / LOCAL SUPPLY VOLTAGE (E) [V]

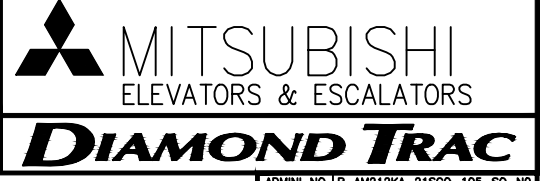
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NOTE :
WHEN THE CANOPY HEIGHT IS CHANGED FROM THE DIMENSION ON THIS DRAWING, OVERHEAD AND THE BRACKET SPAN FOR UPPER RAILS SHALL BE CHANGED AS WELL.

*1,*2 : AS SHOWN IN THE FIGURE ABOVE, AN INSPECTION HATCH FOR USE IN THE MAINTENANCE OF THE CAR DOOR OPERATOR SHALL BE PROVIDED ABOVE THE ENTRANCE ON THE BOTTOM FLOOR, IF THE LANDING IS THE ONLY ONE IN THAT SIDE. HOWEVER, THIS INSPECTION HATCH WILL BE UNNECESSARY, IF THE PIT DEPTH CAN BE DEEPENED BY 0'-6 1/2" [165].

NO.	DATE	BY	REVISIONS
-	10/01/08	-	CREATED DRAWING

PROJECT: -
ELEV. NO.: -
DWG. TITLE: -
ADMIN. NO.: -
DWG. NO.: EZ-B-0062
REV.



SCALE : 1/50

NOT TO BE USED FOR CONSTRUCTION