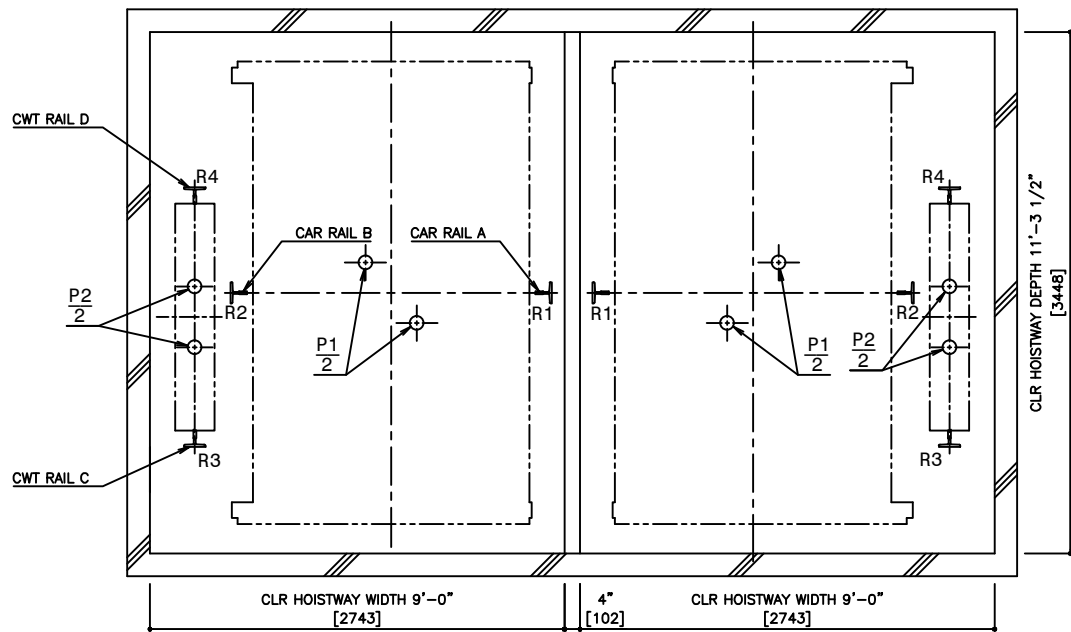
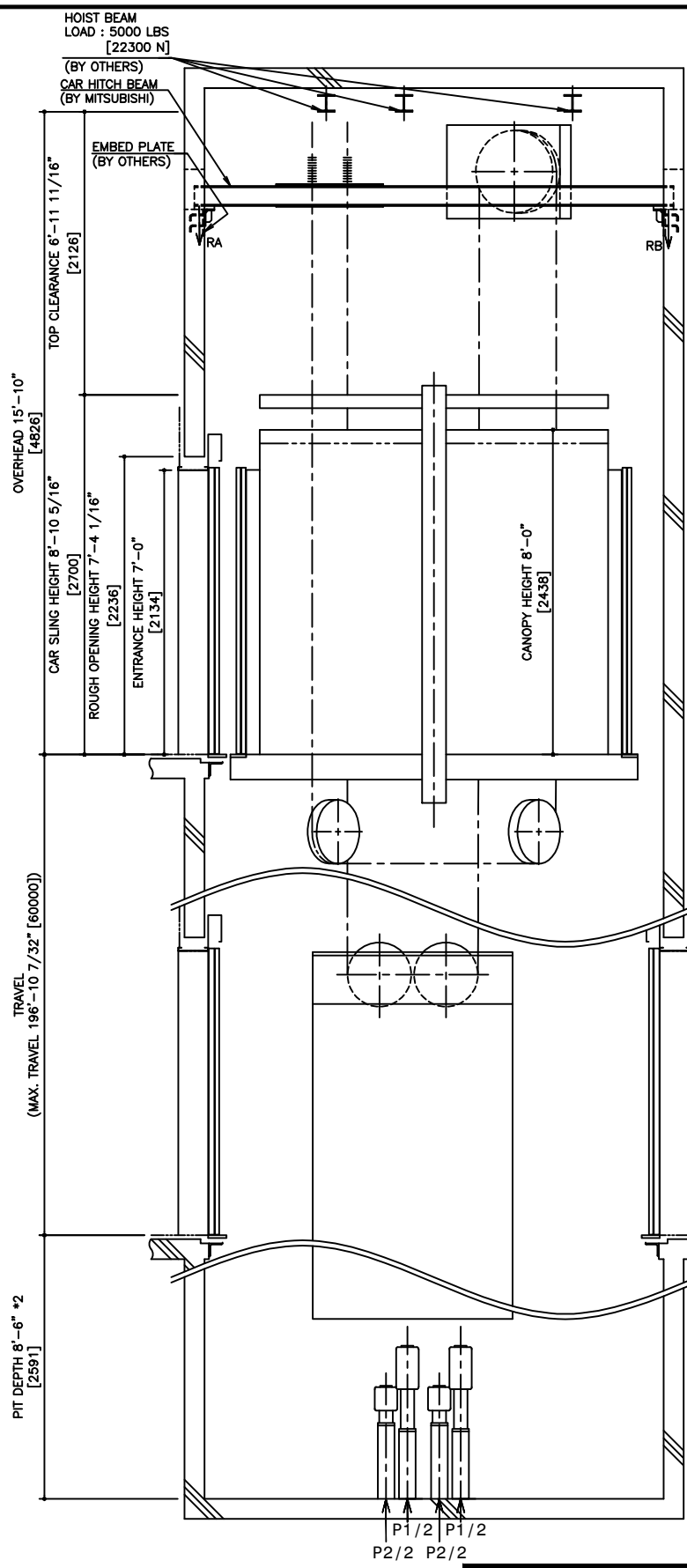


HOISTWAY PLAN
WITH CWT SAFETY

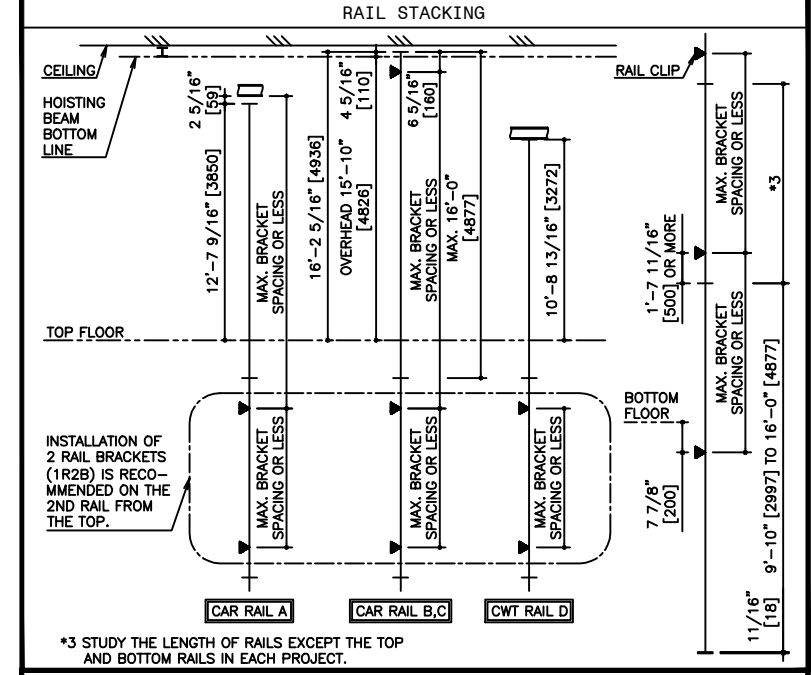


PIT PLAN
WITH CWT SAFETY



HOISTWAY SECTION
WITH CWT SAFETY

SPECIFICATIONS	
SERIES	DIAMOND TRAC
LOAD	5000 LBS [2250 kg]
SPEED	350 FPM [105 m/min]
REGULATION / CODE	ASME A17.1S - 2005
TRAVEL	MAX. TRAVEL : 196'-10 7/32" [60000]
DOOR TYPE	2S
GUIDE RAIL	CAR T127-1/B, T127-2/B, T140-1/B CWT T127-1/B, T127-2/B, T140-1/B
CWT SAFETY	APPLIED



RAIL BRACKET SPACING						
SEISMIC ZONE	ZONE 0 TO 2			ZONE 3 & 4		
RAIL SIZE	T127-1/B	T127-2/B	T140-1/B	T127-1/B	T127-2/B	T140-1/B
RAIL BRACKET SPACING	CAR 9'-6 3/16" [2900]	CWT 10'-4" [3150]	CAR 11'-3 13/16" [3450]	CAR 11'-3 13/16" [3450]	CWT 12'-5 5/8" [3750]	CAR 12'-5 5/8" [3750]

RAIL REACTION LOAD				
SEISMIC ZONE	CAR RAIL A, B		CWT RAIL C, D	
	FIX	FIY	FIX	FIY
ZONE 0 TO 2	2000 LBS [8900 N]	1000 LBS [4500 N]	2300 LBS [10300 N]	1200 LBS [5400 N]
ZONE 3 & 4	4000 LBS [17800 N]	2000 LBS [8900 N]	4500 LBS [20100 N]	2300 LBS [10300 N]

CAR HITCH BEAM LOAD			
STATIC LOAD		DYNAMIC LOAD	
RA	RB	RA	RB
5600 LBS [25000 N]	1700 LBS [8000 N]	11000 LBS [49000 N]	3300 LBS [15000 N]

PIT REACTION LOAD						
SEISMIC ZONE (RAIL SIZE)	RAIL REACTION LOAD				BUFFER REACTION LOAD	
	R1	R2	R3	R4	P1	P2
T127-1/B	16900 LBS [74800 N]	20300 LBS [90300 N]	13100 LBS [58300 N]	16300 LBS [72300 N]	56000 LBS [249000 N]	45900 LBS [204000 N]
T127-2/B	17600 LBS [78100 N]	21100 LBS [93500 N]	13800 LBS [61400 N]	17000 LBS [75600 N]	56000 LBS [249000 N]	45900 LBS [204000 N]
T140-1/B	18300 LBS [81300 N]	21800 LBS [96700 N]	14500 LBS [64500 N]	17800 LBS [78800 N]	56000 LBS [249000 N]	45900 LBS [204000 N]

POWER FEEDER DATA 1CAR											
MOTOR	STANDARD VOLTAGE 208V				STANDARD VOLTAGE 480V				POWER SUPPLY CAPACITY [kVA]	HEAT EMISSION	
	CURRENT [A]	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]
[HP] [kW]	[A]	[A]	[A]	[A]	[A]	[A]	[A]	[A]	[kVA]	[BTU/H]	[W]
33.5 25	110	196	150	48	85	60	24	5120	1500	10240	3000

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
-	03/16/10	-	CREATED DRAWING

PROJECT: -
ELEV. NO.: -
DWG. TITLE: -
ADMIN. NO.: -
DWG. NO.: EZ-B-0112
REV. -

MITSUBISHI
ELEVATORS & ESCALATORS

DIAMOND TRAC

ADMIN. NO | B-AM212KA-3152S-105-SW-NO

SCALE : 1/50

NOT TO BE USED FOR CONSTRUCTION