

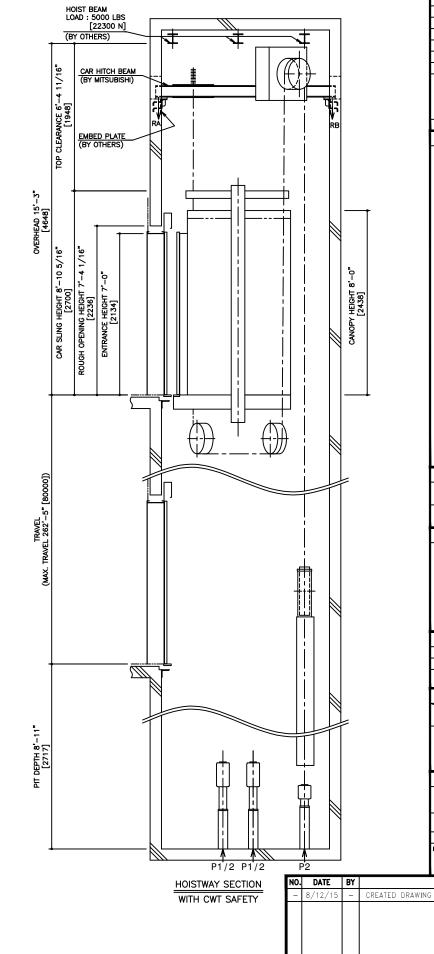
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PIT PLAN
WITH CWT SAFETY

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.
-IF ASME A17.1-2004 APPLIES, ADD 2"[51] TO OVERHEAD AND TOP CLEARANCE.



SCALE: 1/50

			S	DECTET	CATT	ONG						
SERIES		CATIONS DIAMOND TRAC										
LOAD						2500 LBS [1134 kg]						
SPEED REGULATION / CODE						400 FPM [120 m/min]						
TRAVEL						ASME A17.1 - 2010 MAX. TRAVEL : 262'-5" [80 m]						
DOOR TYPE						SS						
GUIDE RAIL	CAR	ZONE 0 TO 2										
		сwт	ZONE C		_	7-1/B						
	ZONE 3	& 4	T127-2/B									
CWT SAFETY						APPLIED						
				RAIL S	TACKI	NG						
[795]	[					<i></i>		<b>/</b>		<b>—</b>		
	CEILING	/	_		RAIL CLIP	<b>/</b> +		ر <sub>ا</sub> ا	<b>T</b>			
0			10/						نا			
Z - 7 S / 16"  Z - 7 S / 16"  Z - 7 S / 16"  Z - 10 1 / 4"  Z - 10 1 / 4"			IIS BRACKE	 ET	$T^{-}$	Ť			MAX. BRACKET			
<u>26,05,0</u> <u>10,00</u>					딘			C K		<del>-</del>		
53]	_		<del></del>		À	487			SP			
[3853]	[3473] 353] 898]	ADD TH	IIS BRACKI		۰		<b>J</b> _					
			DD THIS BRACKET O RAIL A, C, D			9		1	_	1_	$\perp$	
RAIL A, B: 12'-7 11/ RAIL C, D:					의				. <u>S</u>			
RAIL A, I 12'-7 1 RAIL C, I	~ = <del>-</del>				220			ORE 1		_		
£ ← £					8			₩. E. ≥ 98 E	2	4877		
			1	6			6'-2 13/16" [1 OR MORE & MAX BRACKE	SPACING OR LE	٥			
		ᆼ 기.	<u>.</u>		[min.OH]-1'-9 5/8"[550] TO 16'-0" [4877]			ò	ຶ່] :	-10" [2997] TO 16"-0" [4877.		
	₹		필		▶-		<b>→</b> ;	ဍ				
	<u>z</u>	•	Ē					997]				
	i s							[2				
		ERAG.	<u> </u>	T								
		SECURE 1'-7 11/16" [500] OR LARGER CLEARANCE BETWEEN OF RAIL	<u>.</u>							,	6	
*1 STUDY TH	F I FNGTH C			IF TOP								
	OM RAILS I			12 101				Ι.			┵	
			RAIL	BRACK	ET S	PACIN	IG					
SEISMIC ZONE		ZONE 0 TO	0 2 (T127–1,	/B)			ZONE	3 & 4 (	[127-2/B]	)		
(RAIL SIZE)		CAR CWT  14'-1 1/4" 14'-1 1/4"				CAR CWT						
RAIL BRACKET SPACING	14'-1 1 [430	/ <b>4"</b> 0]	'	11'-11 11/16" [3650]				11'-11 11/16" [3650]				
SPACING [4300] [4300] [3650] [3650]  RAIL REACTION LOAD												
	SEIS (R	CAR RAIL A, B				CWT RAIL C, D						
F1X					F1X		F1Y		F1X		1Y	
<b>→</b> □			ZONE 0 TO 2 (T127-1/B)		1500 LBS [6400 N]		800 LBS [3200 N]		1600 LBS [6900 N]		800 LBS [3500 N]	
<b>∮</b> U F1Y			ZONE 3 & 4 (T127-2/B)		F1X		F1Y	+	F1X		F1Y	
RAIL LOAD DETAIL						LBS 00 N	1500 LBS [6400 N]	31 [1	3100 LBS [13700 N]		1600 LBS [6900 N]	
		_	CAR	ПТТСП		•		1	3700 14]	Los	50 Nj	
	STATIO	LOAD	UAH	HITCH	DEAM	LUAL		MIC LOA	D			
RA			RB		RA 7700 LBS			RB				
3900 LBS [17000 N]			1200 LBS [5000 N]		7700 [3400			2300 LBS [10000 N]				
		PI	TION	ION LOAD								
		C ZONE SIZE)			REACTIO			$\top$	BUFFER R			
	$\rightarrow$	0 TO 2	R1 12900 LBS	12400 L	BS .	R3 11700 LB	R4 IS 10800 LI	es	P1		P2	
WITH CWT SAFETY		-1/B)	[57000 N]	[55000		[52000 N		N] ;	38100 LBS		32900 LBS [147000 N]	
CWI SAFEIT		3 & 4 -2/B)	13800 LBS   13300 [61000 N]   [59000			12600 LB: [56000 N		53	[6003 N]		[ 000 H]	
			POWER	FEEDER	DAT	A 1	CAR					
MOTOR	STANDARD	VOLTAGE 2	08V	STANDARD 1	VOLTAGE	480V	POWER		HEAT EN			
MUTUR	CURRENT	CONT	KER IN	CURRENT	—  co⊪	AKER IN			STWAY AR LIGHTING)	CONTRO RO	L PANEL OM	
[HP] [kW]	FLU FLAc [A] [A]	PANE	ւ   Բ	LU FLAce A] [A]	C PAN	EL [A]	[kVA]	[BTU/Hr]	[w]	[BTU/Hr]	[w]	
18.8 14	64.1 113.0	) 7	75 27	7.8 49.0		40	14	2900	850	7850	2300	
POWER CRRENT COF	rresponding Jrrent (FLU o											
	(1200	_		PPLY VOLTA	GE (E)	[v]						
REVISIONS		_	PROJECT:									
ELEV. NO.: —												
DWG. TITLE: —												
ADMIN. NO.: —												
		DWG. NO.: EZ-B-0211 REV.										
▲ MITSUBISHI												
					<u> </u>		$_{2}UE$	31,	$S\vdash$			
				EL	/    _EVA	\TOR	S & E	SCA	SH	RS_		

IAMOND TRAC

ADMINI. NO B-AM111KA-15SSS-120-RW-NO

NOT TO BE USED FOR CONSTRUCTION