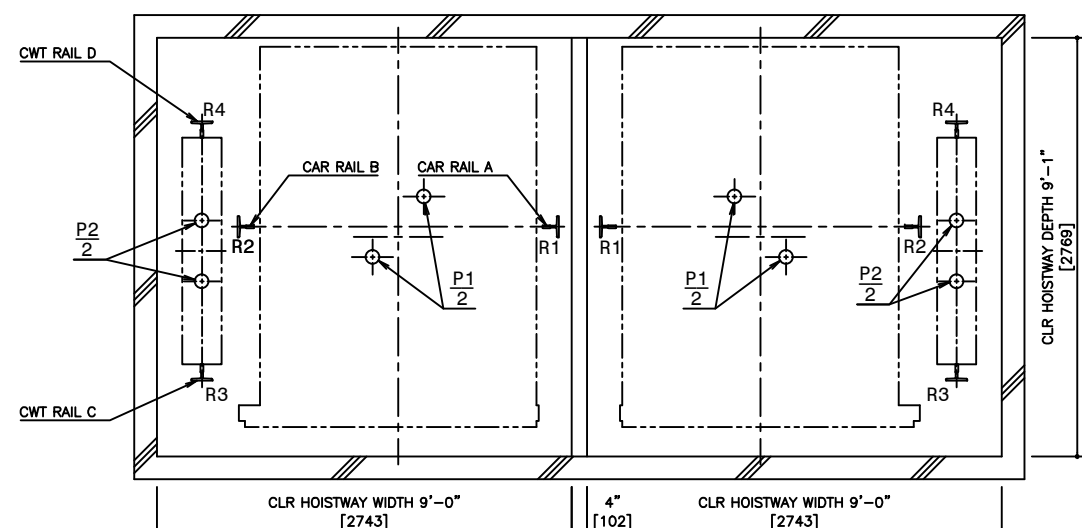
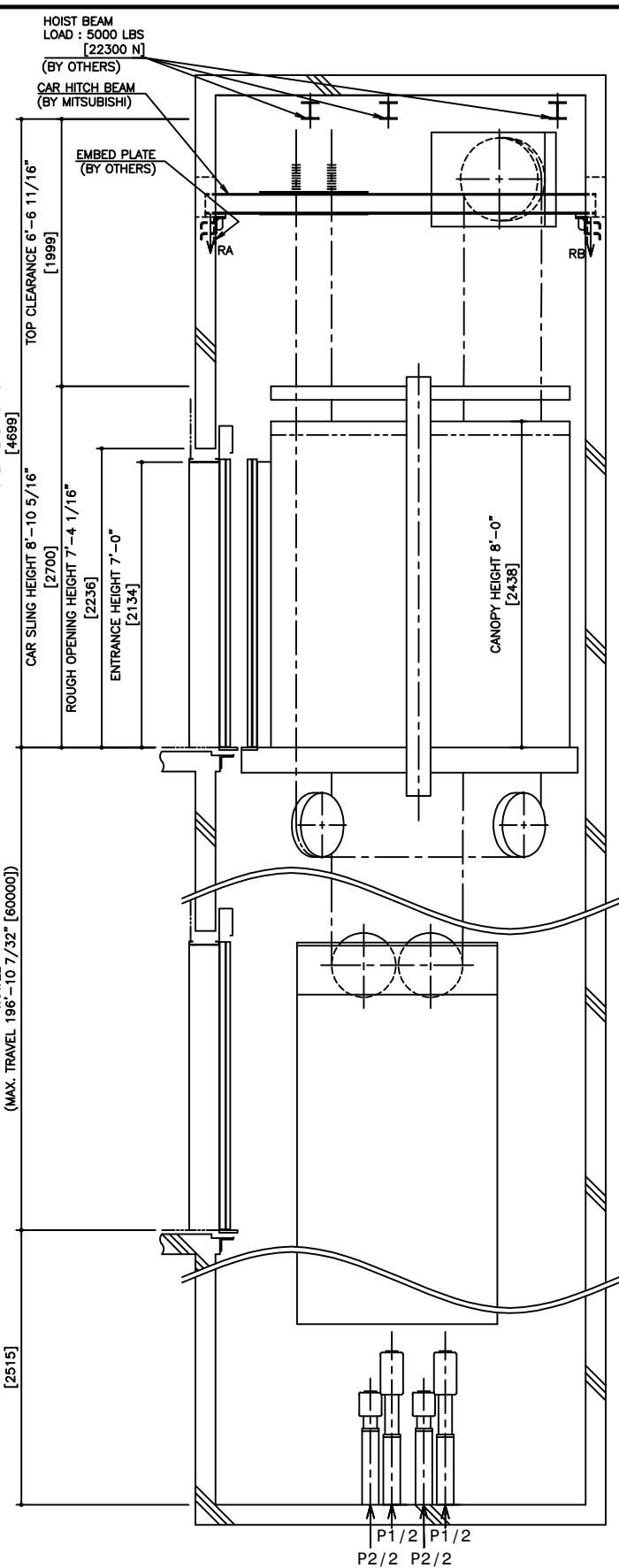


HOISTWAY PLAN WITH CWT SAFETY

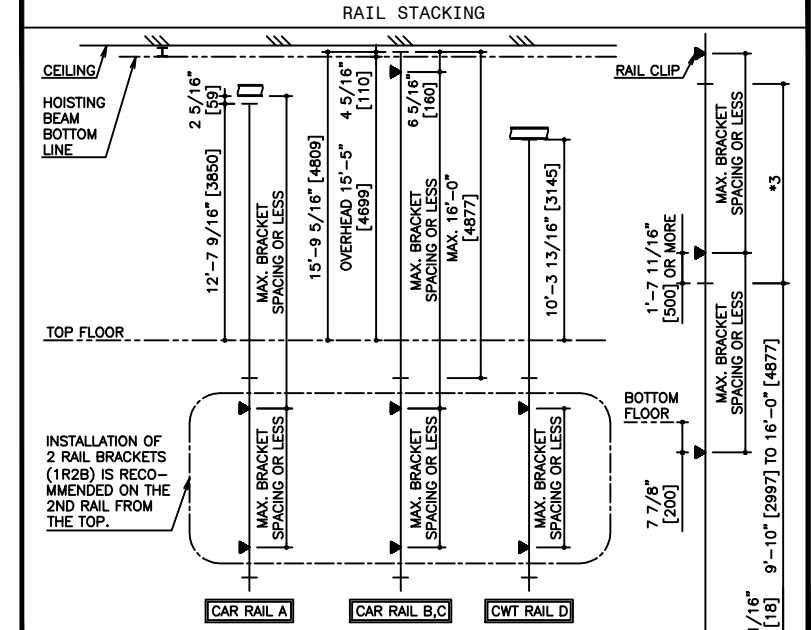


PIT PLAN WITH CWT SAFETY



HOISTWAY SECTION WITH CWT SAFETY

SPECIFICATIONS	
SERIES	DIAMOND TRAC
LOAD	4000 LBS [1800 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					
	T127-1/B		T127-2/B		T140-1/B		T127-1/B		T127-2/B		T140-1/B	
RAIL SIZE	CAR	CWT	CAR	CWT	CAR	CWT	CAR	CWT	CAR	CWT	CAR	CWT
RAIL BRACKET SPACING	10'-0 15/16"	11'-3 13/16"	13'-3 7/16"	11'-7 3/4"	14'-4 7/8"	14'-7 3/16"	7'-2 5/8"	7'-10 1/2"	10'-0 1/16"	10'-7 15/16"	13'-5 7/16"	13'-5 7/16"
	[3300]	[3490]	[4000]	[3650]	[5000]	[4450]	[2200]	[2400]	[3050]	[3250]	[4050]	[4100]

SEISMIC ZONE	RAIL REACTION LOAD			
	CAR RAIL A, B		CWT RAIL C, D	
	FIX	FIY	FIX	FIY
ZONE 0 TO 2	1800 LBS [8100 N]	900 LBS [4100 N]	2000 LBS [8900 N]	1000 LBS [4500 N]
ZONE 3 & 4	3500 LBS [15600 N]	1800 LBS [8100 N]	4000 LBS [17800 N]	2000 LBS [8900 N]

CAR HITCH BEAM LOAD			
STATIC LOAD		DYNAMIC LOAD	
RA	RB	RA	RB
5300 LBS [24000 N]	1500 LBS [7000 N]	10800 LBS [48000 N]	2900 LBS [13000 N]

SEISMIC ZONE (RAIL SIZE)	RAIL REACTION LOAD				BUFFER REACTION LOAD	
	R1	R2	R3	R4	P1	P2
T127-1/B	14800 LBS [65600 N]	18300 LBS [81200 N]	11500 LBS [51200 N]	14800 LBS [64700 N]	47900 LBS [213000 N]	39900 LBS [178000 N]
T127-2/B	15500 LBS [68900 N]	19000 LBS [84300 N]	12200 LBS [54300 N]	15300 LBS [68000 N]		
T140-1/B	16300 LBS [72100 N]	19700 LBS [87500 N]	12900 LBS [57400 N]	16100 LBS [71200 N]		

POWER FEEDER DATA 1CAR									
MOTOR	STANDARD VOLTAGE 208V				STANDARD VOLTAGE 480V				POWER SUPPLY CAPACITY [kVA]
	CURRENT	BREAKER IN CONTROL PANEL		CURRENT	BREAKER IN CONTROL PANEL				
[HP]	[kW]	FLU [A]	FLAcc [A]	FLU [A]	FLAcc [A]	FLU [A]	FLAcc [A]		
26.8	20	89	158	125	39	69	50	19	

HEAT EMISSION (EXCEPT CAR LIGHTING) CONTROL PANEL ROOM

[BTU/Hr] [W] [BTU/Hr] [W]

4100 1200 8360 2450

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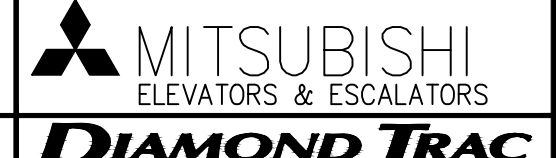
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NOTE : WHEN THE CANOPY HEIGHT IS CHANGED FROM THE DIMENSION ON THIS DRAWING, OVERHEAD AND THE BRACKET SPAN FOR UPPER RAILS SHALL BE CHANGED AS WELL.

*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-0080
REV.:	



SCALE : 1/50

NOT TO BE USED FOR CONSTRUCTION