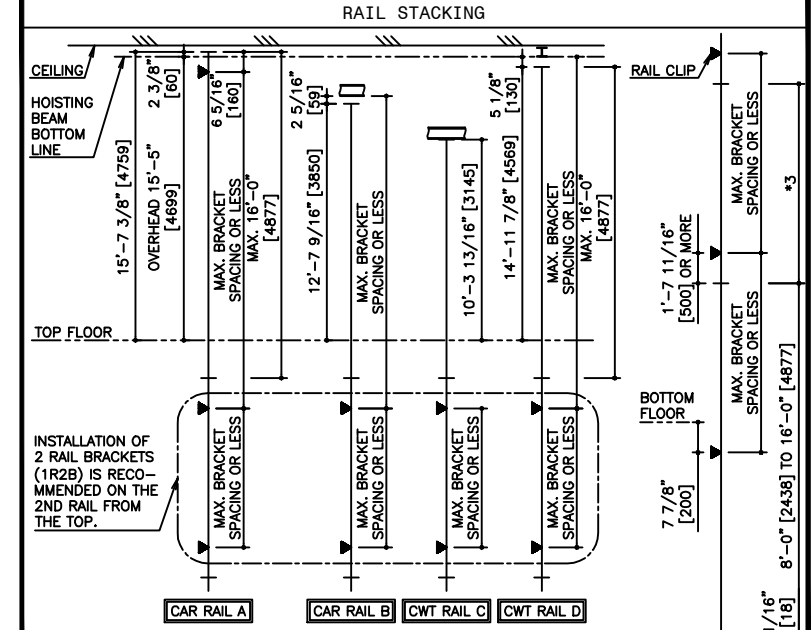


SPECIFICATIONS	
SERIES	DIAMOND TRAC
LOAD	4000 LBS [1800 kg]
SPEED	350 FPM [105 m/min]
REGULATION / CODE	ASME A17.1S - 2005
TRAVEL	MAX. TRAVEL : 196'-10 7/32" [60000]
DOOR TYPE	CO
GUIDE RAIL	CAR T127-1/B, T127-2/B, T140-1/B CWT T127-1/B, T127-2/B, T140-1/B
CWT SAFETY	APPLIED



*3 STUDY THE LENGTH OF RAILS EXCEPT THE TOP AND BOTTOM RAILS IN EACH PROJECT.

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 11'-11 11/16" [3650] CWT 10'-11 7/8" [3300]	CAR 12'-3 5/8" [3750] CWT 11'-7 3/4" [3550]	CAR 15'-7" [4750] CWT 14'-3 3/8" [4450]	CAR 7'-8 1/2" [2350] CWT 7'-8 1/2" [2350]	CAR 10'-7 15/16" [3250] CWT 10'-6" [3200]	CAR 14'-1 5/16" [4300] CWT 13'-3 7/16" [4050]

RAIL REACTION LOAD					
SEISMIC ZONE	F1X	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]
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
5400 LBS [24000 N]	1600 LBS [7000 N]	10800 LBS [48000 N]	3200 LBS [14000 N]

PIT REACTION LOAD						
SEISMIC ZONE (RAIL SIZE)	RAIL REACTION LOAD				BUFFER REACTION LOAD	
	R1	R2	R3	R4	P1	P2
T127-1/B	15900 LBS [71000 N]	14800 LBS [66000 N]	15100 LBS [68000 N]	13300 LBS [59000 N]	47900 LBS [213000 N]	39900 LBS [178000 N]
T127-2/B	16600 LBS [74000 N]	15500 LBS [69000 N]	15900 LBS [71000 N]	14000 LBS [62000 N]	47900 LBS [213000 N]	39900 LBS [178000 N]
T140-1/B	17400 LBS [77000 N]	16300 LBS [73000 N]	16600 LBS [74000 N]	14700 LBS [66000 N]	47900 LBS [213000 N]	39900 LBS [178000 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]	[kVA]	HEAT EMISSION (EXCEPT CAR LIGHTING) [BTU/Hr]	CONTROL PANEL ROOM [W]
26.8	20	89	158	125	39	69	50	19	4100	1200

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

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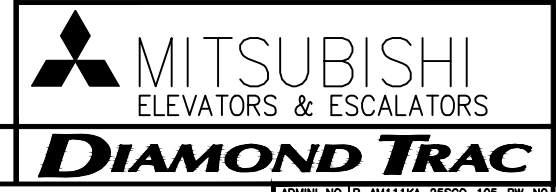
NOTE :
WHEN THE CANOPY HEIGHT IS CHANGED FROM THE DIMENSION ON THIS DRAWING, OVERHEAD AND THE BRACKET SPAN FOR UPPER RAILS SHALL BE CHANGED AS WELL.

*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].

HOISTWAY SECTION
WITH CWT SAFETY

NO.	DATE	BY	REVISIONS
-	03/16/10	-	CREATED DRAWING

PROJECT:	-
ELEV. NO.:	-
DWG. TITLE:	-
ADMIN. NO.:	-
DWG. NO.:	EZ-B-0135
REV.:	-



SCALE : 1/50

NOT TO BE USED FOR CONSTRUCTION