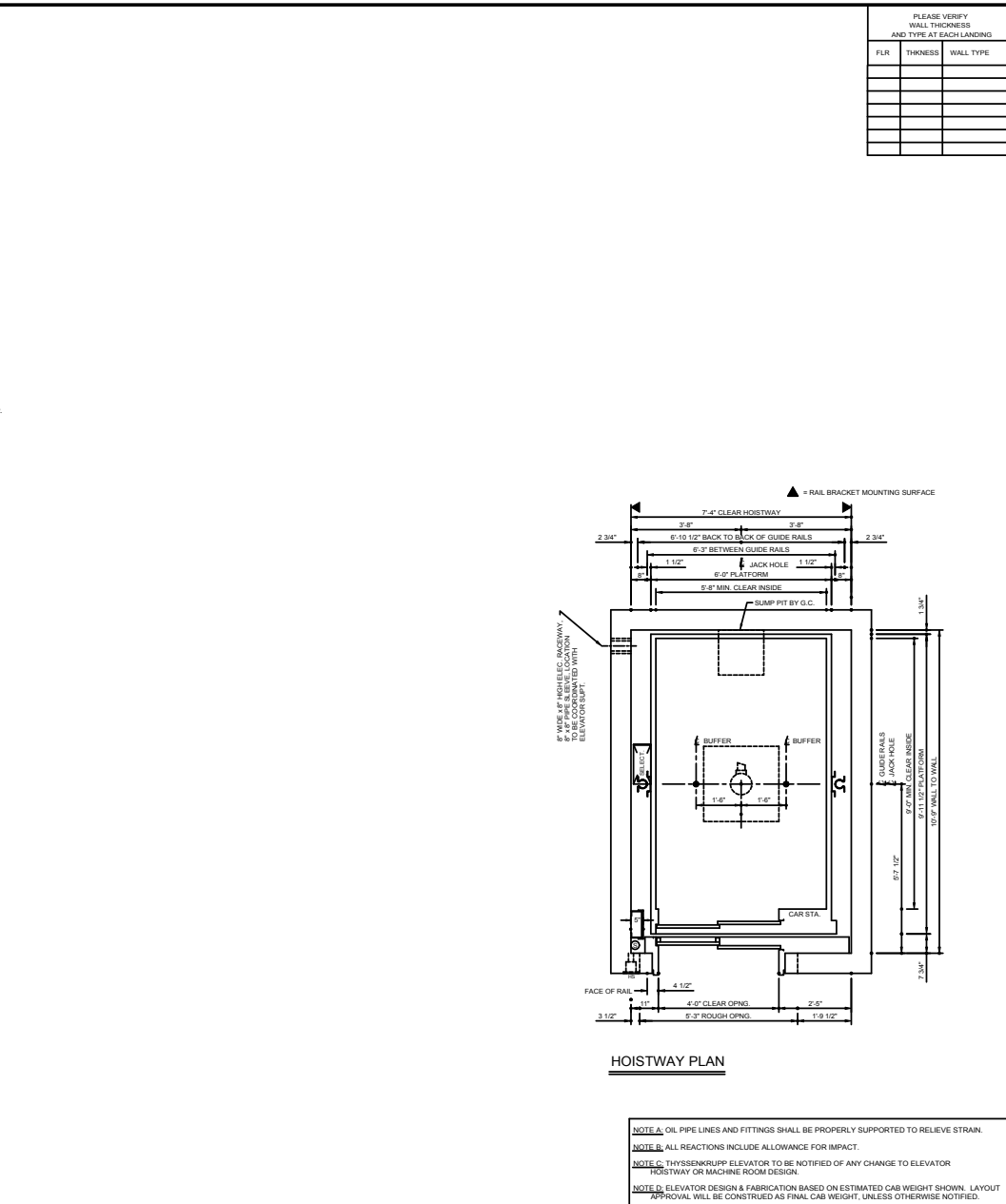


SECTION VIEW
NOT TO SCALE



HOISTWAY PLAN

- NOTE A. OIL PIPE LINES AND FITTINGS SHALL BE PROPERLY SUPPORTED TO RELIEVE STRAIN.
- NOTE B. ALL REACTIONS INCLUDE ALLOWANCE FOR IMPACT.
- NOTE C. THYSSENKRUPP ELEVATOR TO BE NOTIFIED OF ANY CHANGE TO ELEVATOR HOISTWAY OR MACHINE ROOM DESIGN.
- NOTE D. ELEVATOR DESIGN & FABRICATION BASED ON ESTIMATED CAB WEIGHT SHOWN. LAYOUT APPROVAL WILL BE CONSTRUCTED AS FINAL CAB WEIGHT, UNLESS OTHERWISE NOTIFIED.

PLEASE VERIFY WALL THICKNESS AND TYPE AT EACH LANDING		OILRAULIC ELEVATOR CONTRACT DATA	
FLR	THICKNESS	WALL TYPE	
TYPE: CONTINENTAL 50H		ELEV #	
SPEED: FPM UP 150 FPM DOWN MAX.		CAPACITY: 5000	
CREATION:			
CAR ENCLOSURE:			
DOOR TYPE: TWO SPEED - LEFT HAND		FINISHED FLOOR:	
PLATFORM THK: 4.78			
TELEPHONE:		PIT LADDER:	
POWER UNIT:		POWER SUPPLY:	
STARTING:		SLOPE:	
JACK MODEL:		OVERTRAVEL: TOP BOTTOM	
PLUNGER O.D.:		WALL THK:	
CYLINDER O.D.:		NET AREA:	
BOTTOM CAR RUBY: 6"		CAR BUFFER STROKE: 2.12'	
BUFFER REACTION (TYPE AT EACH BUFFER):		BETWEEN PIT FLR. & CAR BOLSTER ON COMPRESSED BUFFER: 2-2.50'	

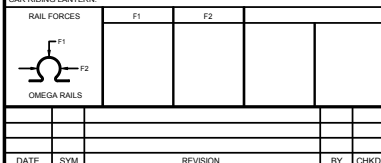
EST. WORKING PRESS.		
CAR S = 2.92 FORMED	S = 5.429 FORMED	S = 1.92 FORMED
FRAME I = 8.79 CROSSHEAD	I = 21.71 BOLSTER	I = 1.91 STILE
A = 1.68 TOSAMP2'	A = 2.264 TOSAMP2 3/4'	A = 3.015 1-100GA

- THE FOLLOWING CONDITIONS MUST BE MET BEFORE INSTALLATION IS COMPLETED, AND ARE NOT INCLUDED IN THE ELEVATOR CONTRACT.
- A PLUMB, PROPERLY VENTILATED HOISTWAY (ACCORDING TO CODE AND SIZES SHOWN).
 - ADEQUATE SUPPORT FOR JACK, GUIDE RAIL BRACKETS, AND BUFFERS (FOR REACTIONS SHOWN).
 - HOISTWAY BARRICADES AND ALL CUTTING AND PATCHING TO INSTALL HOISTWAY ENTRANCES, SILLS, WALL FIXTURES, OR, AND ELECTRIC LINES.
 - PIT LIGHTS AND SWITCH, CONVENIENCE OUTLETS WITH GFCI PROTECTION PER NEC, PIT LADDER PER CAR (ACCORDING TO CODE). NOTE: MUST BE CLEAR OF ALL ELEVATOR EQUIPMENT.
 - DEDICATED 120 VOLT, 15 AMP. SERVICE, ALONG WITH TELEPHONE CIRCUIT WHEN REQUIRED, TO TERMINALS OF EACH REQUIRED CONTROLLER (AS LOCATED ON PLAN VIEW) FOR THE FOLLOWING:
 - CAR LIGHT AND ALARM CIRCUIT WITH GFCI PROTECTION PER NEC.
 - GROUP CONTROL WHEN REQUIRED.
 - NOTE: IF STANDBY POWER IS SUPPLIED TO ELEVATOR, CAR LIGHT AND ALARM CIRCUIT AND GROUP CONTROL SERVICE MUST BE STANDBY POWER BACKED.
 - BRANCH CIRCUIT CONDUCTOR SIZES, MATERIALS, AND INSULATION (INCLUDING BRANCH CIRCUIT OVERCURRENT PROTECTIVE DEVICE) TO COMPLY WITH ALL LOCAL ELECTRICAL CODES.
 - AMPS STARTING CURRENT WITH A MAX. ALLOWABLE VOLTAGE DROP OF 10%.
 - AMPS FULL LOAD CURRENT WITH A MAX. ALLOWABLE VOLTAGE DROP OF 5%.
 - AMPS RATED CURRENT WITH A MAX. ALLOWABLE VOLTAGE DROP OF 5%.

POWER REQUIREMENTS STATED IN NOTE B, VERIFIED BY:

- NOTE: ALSO, A FOURTH WIRE OF SAME SIZE AS THREE PHASE WIRES IS REQUIRED FOR GROUNDING PURPOSES TO MINIMIZE ELECTRICAL NOISE INTERFERENCE. THE GROUNDING WIRE MUST BE CONNECTED TO THE BUILDING ELECTRICAL SYSTEM GROUND. IF BATTERY OPER. LOWERING IS PROVIDED, A MECHANICAL AUX. CONTACT SHALL BE INSTALLED ON THE DISC SW. FOR EA. CAR. THE AUX. CONTACT SHALL BE CONFIGURED AS SPST AT 1A, 110VAC (MIN). THE AUX. CONTACT SHALL BE OPEN WHEN THE DISC SW. IS IN THE OPEN POSITION IF A SHUNT TRIP CIRCUIT BREAKER IS PROVIDED. AN AUX. CONTACT SHALL BE INSTALLED ON THE CIRCUIT BREAKER. GEN. CONTRACTOR MUST FORWARD POWER REQUIREMENTS TO ELEC. CONTRACTOR.
- AN ENCLOSED MACHINE AREA (ACCORDING TO CODE), WITH ADEQUATE LIGHT, HEAT, AND VENTILATION (MIN. 50°F - MAX. 90°F, WITH NON-CONDENSING HUMIDITY OF 10-90%), AND SEALED CONCRETE FLOOR SLAB SURFACE. NOTE: MUST PROVIDE ADEQUATE DOOR SIZE TO ALLOW INSTALLATION OF EQUIPMENT, OR LEAVE WALL CUTS. EQUIPMENT IS IN PLACE.
 - ENTRANCE WALL WITH LINTELS MUST BE PROVIDED AFTER ENTRANCE FRAMES ARE SET OR LEAVE A ROUGH OPENING 15" WIDER AND 15" HIGHER THAN THE FRAME OPENING. SEE INSTALLATION PROCEDURES FOR FRAME TO WALL INTERFACE DETAILS TO ENSURE CONFORMANCE WITH THE LABELED ENTRANCE INTERFACE CONSTRUCTION.
 - POCKETS IN CORRIDOR WALL (PER FIXTURE DRAWINGS) FOR HALL FIXTURES. NOTE: MUST BE LOCATED AS DIRECTED BY ELEVATOR CONTRACTOR.
 - SMOKE SENSORS (AS REQUIRED).
 - CONDUIT AND WIRING FROM HOISTWAY TO ELEVATOR MONITORING PANELS (FOR SECURITY, LIFE, SAFETY, OR FIRE REQUIREMENTS).
 - PIPE SLEEVES, TRENCHING, AND BACK FILLING FOR OIL AND/OR CONDUIT LINES AS SHOWN OR LOCATED BY ELEVATOR CONTRACTOR.
 - A SQUARE HOLE IN PIT FLOOR FOR SETTING OF JACK AND FILL WITH CONCRETE AFTER JACK IS SET.

CAR STATION:	



DATE	SYM.	REVISION	BY	CHKD.

DESIGNED PER ASME A17.1 DO NOT SCALE THIS DRAWING

FOR: ADDRESS: CITY: ARCHITECT: GENERAL CONTRACTOR: ELEVATOR CONTRACTOR:

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				CS2HCH00W1			1 OF 1