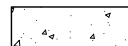




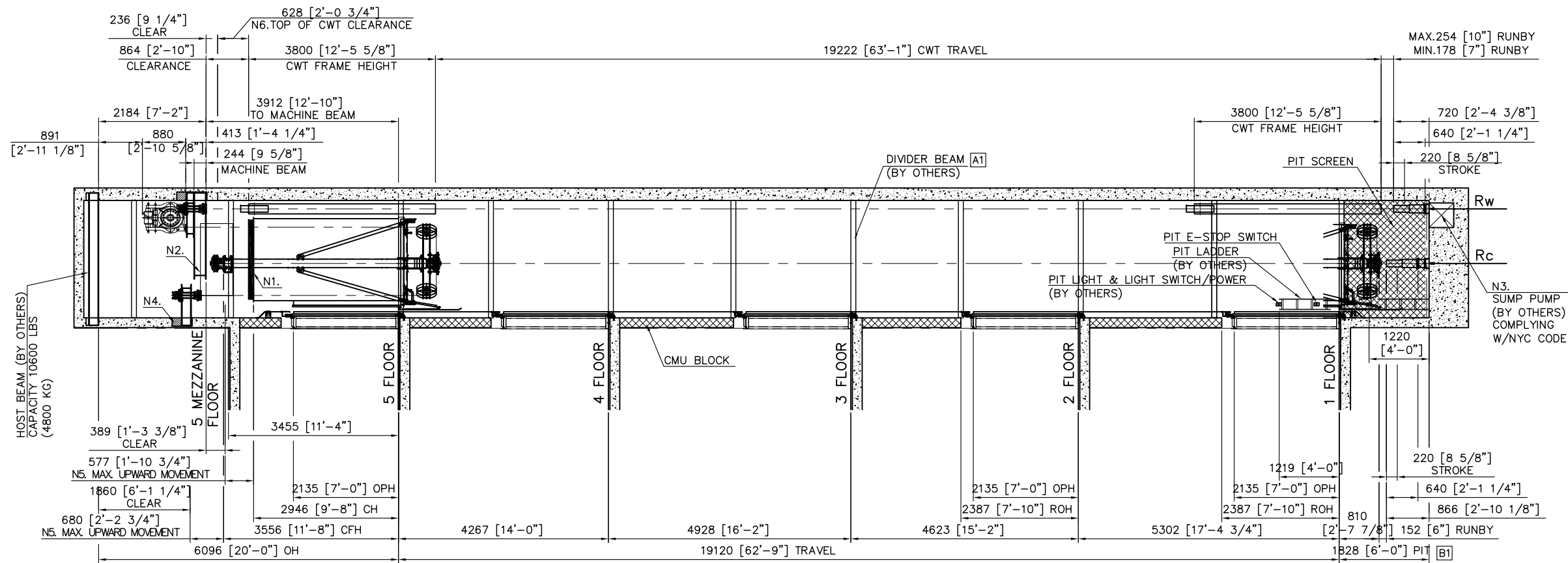
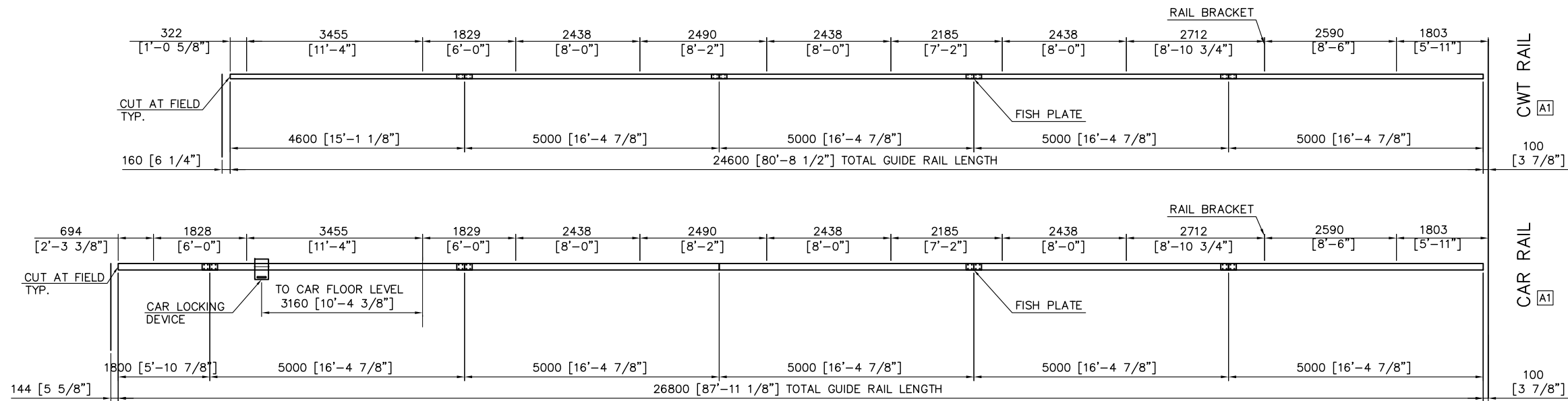
HOISTWAY PLAN

MATERIAL

-  : CONCRETE
-  : CMU BLOCK (203 [8"])
-  : SHEET ROCK (79 [3 1/8"])

NOTE

- PE 6 : 3500 lbs [1588 Kg]-CP 350 FPM-5S/5F
CAR INSIDE AREA : 37.89 sq.ft [3.53 sq.M]
- PE 7 : 3500 lbs [1588 Kg]-CP 350 FPM-5S/5F
CAR INSIDE AREA : 37.89 sq.ft [3.53 sq.M]
- PE 8 : 3500 lbs [1588 Kg]-CP 350 FPM-5S/5F
CAR INSIDE AREA : 39.06 sq.ft [3.63 sq.M] B4



MATERIAL
 : CMU BLOCK
 : CONCRETE

NOTE

- N1. TOP CEILING GUIDE (4" HEIGHT)
- N2. CAR TOP SAFETY GUIDE
- N3. SUMP PUMP & DRAIN 600x600 (BY OTHERS)
- N4. POCKETS HAVE TO BE FILLED BEAM INSTALLATION (BY OTHERS)
- N5. MAXIMUM UPWARD MOVEMENT OF THE CAR
 = COUNTERWEIGHT RUNBY + BUFFER STROKE + ONE-HALF OF THE GRAVITY STOPPING DISTANCE
 = 254 + 220 + {51 x {1.75 x 1.15}^2} / 2 = 577 mm
- N6. TOP OF COUNTERWEIGHT CLEARANCE
 = CAR RUNBY + BUFFER STROKE + 152 + ONE-HALF OF THE GRAVITY STOPPING DISTANCE
 = 152 + 220 + 152 + {51 x (1.75 x 1.15)^2} / 2 = 627 mm
- N7. OVERHEAD DIMENSIONS ARE BASED OFF OF FINISHED FLOOR AT TOP LANDING NOT SLAB LEVEL.

PIT REACTION		
Rc	IMPACT ON CAR BUFFER SUPPORT	39116 lbf [173.87 kN]
Rw	IMPACT ON CWT BUFFER SUPPORT	30853 lbf [137.14 kN]

OPH = OPENING HEIGHT
 ROH = ROUGH OPENING HEIGHT
 CFH = CAR FRAME HEIGHT
 CH = CAB HEIGHT
 OH = OVERHEAD
 OT = OVER TRAVEL

