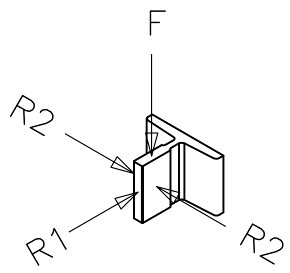
| CAR RAIL FORCE DETAIL | | | |
|---|---|---|---|
| ELEVATOR NUMBER | | PE 1 | PE 2 |
| RUNNING CONDITION | R1 | 139 lbf [618 N] | 176 lbf [781 N] |
| | R2 | 61 lbf [270 N] | 85 lbf [377 N] |
| LOADING CONDITION | R1 | 139 lbf [618 N] | 246 lbf [1094 N] |
| | R2 | 91 lbf [402 N] | 127 lbf [563 N] |
| SAFETY APPLICATION CONDITION | R1 | 406 lbf [1805 N] | 587 lbf [2608 N] |
| | F | 16111 lbf [71614 N] | 18883 lbf [83934 N] |
| SEISMIC ZONE 2 CONDITION | R1 | 790 lbf [3512 N] | 885 lbf [3933 N] |
| | R2 | 395 lbf [1756 N] | 442 lbf [1967 N] |

| CWT RAIL FORCE DETAIL | | | |
|---|---|---|---|
| RUNNING CONDITION | R1 | 224 lbf [996 N] | 253 lbf [1123 N] |
| | R2 | 21 lbf [ 95 N] | 24 lbf [107 N] |
| SEISMIC ZONE 2 CONDITION | R1 | 780 lbf [3467 N] | 880 lbf [3911 N] |
| | R2 | 390 lbf [1733 N] | 440 lbf [1956 N] |

NOTE :

WITH REFERENCE TO ITEMS SHOWN ON THIS DWG., HM TEC DOES NOT ACCEPT RESPONSIBILITY FOR SUPPLYING, OR FOR THE ACCURACY OF DETAILS SHOWN, OF PARTS OF THE HOISTWAY STRUCTURE, THE MACHINE ROOM OR MECHINICAL OR ELECTRICAL EQUIPMENT, WHICH IS NOT IDENTIFIED IN THE JOB SPECIFICATIONS AS PART OF THE ELEVATOR SUPPLIERS CONTRACT.




CAR RAIL FORCES

NOTES

THE FOLLOWING REQUIREMENTS ARE TO BE PROVIDED BY PURCHASER AND/OR GENERAL CONTRACTOR UNLESS OTHERWISE NOTED.

1. ALL SMOKE DETECTORS REQUIRED BY LOCAL CODES.
2. PIT LIGHT WITH SWITCH , PIT SWITCH ,PIT RECEPTICAL REQUIRED BY NYC CODE.
3. A "MAIN" FUSED, 3 POLE, 208 VAC, 3 PHASE SAFETY SWITCH IS REQUIRED IN THE MACHINE ROOM PER EACH ELEVATOR. (BY ELECTRICAL CONTRACTOR)
4. FLOOR RECESS FULL WIDTH OF HOISTWAY AT ALL ENTRANCES FOR SILLS TO SIZE SHOWN ON THIS DRAWING. GROUT BY OTHERS.
5. HOISTWAY WALL AT ENTRANCES SHALL NOT BE ERECTED UNTIL DOOR SILLS AND FRAMES ARE IN PLACE.
6. MAXIMUM VERTICAL RAIL BRACKET & RAIL BRACKET SUPPORT SPACING IS NOT TO EXCEED AS SHOWN UNDER ANY CIRCUMSTANCES.
7. INSTALLATION OF INSERTS FURNISHED BY ELEVATOR CONTRACTOR FOR GUIDE RAIL FASTENING, INSERTS IN BLOCK (TO BE INSTALLED BY OTHERS). TILE OR SIMILAR WALLS TO BE SET IN SIX COURSES OF BRICK OR MASONRY COMPLETELY FILLED WITH MORTAR IN VICINITY OF INSERTS.
8. ALL CABLE GUARDS IN MACHINE ROOM OR SECONDARY DECKS AS REQUIRED.
9. LEGAL MACHINE ROOM OR ENCLOSURE FOR OPERATING EQUIPMENT WITH SUITABLE ACCESS, VENTILATION, HEAT, CONVENIENCE OUTLET AND LIGHT WITH SWITCH.
10. A FIXED VERTICAL STEEL LADDER TO PIT EXTENDING 4'–0" ABOVE THE SILL OF THE BOTTOM ENTRANCE AS LOCATED IN THE PLAN VIEW. LADDER WIDTH AND PROJECTION FROM WALL PER LOCAL CODE. IF PIT DEPTH IS GREATER THAN 9'–10" [13'–9" WITH NO FLOOR BELOW BOTTOM LANDING], A PIT CCESS DOOR IS REQUIRED.
11. ALL SCREENS – RAILINGS – PIT ACCESS DOOR – GOVERNOR ACCESS DOOR – STEPS AND LADDERS AS REQUIRED FOR LEGAL HOISTWAY AND MACHINE ROOM.
12. ALL WALL PATCHING, PAINTING AND GROUT (BY OTHERS).
13. HATCH AND MACHINE ROOM VENTS AS REQUIRED BY LOCAL CODES.
14. ALL KNOCKOUTS FOR ELECTRICAL LINES, HOIST ROPES & GOVERNOR ROPES.
15. A SEPARATE 120 VOLT, 1 PHASE, 60 CYCLE, FUSED DISCONNECT OR CIRCUIT BREAKER IS REQUIRED IN THE MACHINE ROOM PER EACH ELEVATOR.
16. BARRICADES OUTSIDE OF ELEVATOR HOISTWAY AS REQUIRED FOR PROTECTION OF WORKMEN OR OTHER CONTRACTORS OR BUILDING OCCUPANTS.
17. SEPARATE PHONE LINE TO EACH CONTROLLER, WIRING FROM DISCONNECT TO EACH CONTROLLER, AND SEISMIC SWITCH WHEN SEISMIC ZONE IS 2 OR GREATER.
18. REGENERATIVE DRIVE & CRT MONITORING
19. ALL GUIDE RAILS SHALL BE PLUMB TO A MAX LATERAL DEVIATION OF 1/8" PER 100 FT. VERTICAL.
20. OVERHEAD DIMENSIONS ARE BASED OFF OF FINISHED FLOOR AT TOP LANDING NOT SLAB LEVEL.

| ELEVATOR NUMBER | | PE 1 | PE 2 |
|---|---|---|---|
| CAB FLOORING RECESS | | 1"[25 mm] (BY OTHERS) | 1"[25 mm] (BY OTHERS) |
| FIRE STOP | | 14 GA. GALV. SHEET STEEL | 14 GA. GALV. SHEET STEEL |
| FLOORING | | WOOD 1/2" [12 mm] | WOOD 1/2" [12 mm] |
| CAR INSIDE | WIDTH | 5'–8" [1728 mm] | 7'–2" [2184 mm] |
| | DEPTH | 4'–3" [1295 mm] | 4'–3" [1295 mm] |
| CAB HEIGHT | | 9'–8" [2946 mm] | 9'–8" [2946 mm] |
| DOOR | OPERATOR | G.A.L MOVFR | G.A.L MOVFR |
| | TYPE | SINGLE SPEED SIDE SLIDE | SINGLE SPEED SIDE SLIDE |
| | HAND | RIGHT HAND | LEFT HAND |
| OPENING | WIDTH | 3'–0" [914 mm] | 3'–6" [1067 mm] |
| | HEIGHT | 7'–0" [2135 mm] | 7'–0" [2135 mm] |
| PLATFORM | WIDTH | 6'–0" [1830 mm] | 7'–6" [2286 mm] |
| | DEPTH | 5'–1" [1549 mm] | 5'–1" [1549 mm] |
| WEIGHT DATA | | | |
| CAR SLING WEIGHT | | 1764 lbs [800 Kg] | 1841 lbs [835 Kg] |
| PLATFORM WEIGHT | | 683 lbs [310 Kg] | 772 lbs [350 Kg] |
| CAR FLOOR WEIGHT | | 243 lbs [110 Kg] | 287 lbs [130 Kg] |
| CAB WEIGHT | | 1213 lbs [550 Kg] | 1278 lbs [580 Kg] |
| CAR INTERIOR WEIGHT | | 1102 lbs [500 Kg] | 1213 lbs [550 Kg] |
| CAR BALANCE WEIGHT | | 220 lbs [100 Kg] | 220 lbs [100 Kg] |
| SAFETY | | 220 lbs [100 Kg] | 220 lbs [100 Kg] |
| OTHER WEIGHT | | 110 lbs [50 Kg] | 110 lbs [50 Kg] |
| EMPTY CAR WEIGHT | | 5555 lbs [2520 Kg] | 5941 lbs [2695 Kg] |
| MAIN ROPE WEIGHT | | 1228 lbs [557 Kg] | 1228 lbs [557 Kg] |
| T–CABLE WEIGHT | | 423 lbs [192 Kg] | 423 lbs [192 Kg] |
| COMPEN WEIGHT | | 970 lbs [440 Kg] | 970 lbs [440 Kg] |
| TOTAL CAR WEIGHT | | 8055 lbs [3654 Kg] | 9441 lbs [4283 Kg] |
| TOTAL CWT. WEIGHT | | 7017 lbs [3183 Kg] | 7903 lbs [3585 Kg] |
| OVER BALANCE | | 50 % | 50 % |
| SHEAVE SHAFT LOAD | | 17694 lbs [8026 Kg] | 19965 lbs [9056 Kg] |
| MAIN POWER | | | |
| LINE VOLTAGE | | 208 V 3 PH 60 Hz | 208 V 3 PH 60 Hz |
| CONTROLLER | | | |
| SIZE | WIDTH | 3'–11" [1194 mm] | 3'–11" [1194 mm] |
| | DEPTH | 1'–5" [432 mm] | 1'–5" [432 mm] |
| | HEIGHT | 6'–5" [1956 mm] | 6'–5" [1956 mm] |
| WEIGHT | | 750 lbs [340 Kg] | 750 lbs [340 Kg] |
| INVERTER | | – KW [– HP] | – KW [– HP] |
| MACHINE DATA | | | |
| TYPE | | IMPERIAL FRAME 525 | IMPERIAL FRAME 525 |
| SHEAVE SHAFT LOAD | | 22000 lbs [9979 Kg] | 22000 lbs [9979 Kg] |
| WEIGHT | | 3350 lbs [1519 Kg] | 3350 lbs [1519 Kg] |
| MOTOR VOLTAGE | | 480 V 3 PH 60 Hz | 480 V 3 PH 60 Hz |
| MOTOR POWER | | 21.5 KW [29.5 HP] | 30.1 KW [41.2 HP] |

GOVERNING CODE : ANSI/ASME A17.1–2000/2003
ADDENDUM AND / OR NYC CODE
SEISMIC RISK ZONE 2

FINAL DRAWINGS

| GENERAL INFORMATION | | | |
|---|---|---|---|
| PROJECT NUMBER | | HM–10898 | HM–10899 |
| PROJECT NAME | | 305 W 48TH STREET | 305 W 48TH STREET |
| ELEVATOR NUMBER | | PE 1 | PE 2 |
| CLASSIFICATION | | PASSENGER | PASSENGER |
| FIREMAN SERVICE PHASE Ⅰ | | PROVIDED | PROVIDED |
| FIREMAN SERVICE PHASE Ⅱ | | PROVIDED | PROVIDED |
| TYPE | | OH/2500–1S700–27/28 | OH/3500–1S700–28/28 |
| CAPACITY | | 2500 LBS [1134 Kg] | 3500 LBS [1588 Kg] |
| SPEED | | 700 FPM [3.5 m/s] | 700 FPM [3.5 m/s] |
| ROPPING | | 1 : 1 (SINGLE WRAP) | 1 : 1 (SINGLE WRAP) |
| STOP | FRONT | C,G,2,4–27 | C,G,2–27 |
| | REAR | N/A | N/A |
| | NON–STOP | 3 | N/A |
| SEISMIC | | ZONE 2 | ZONE 2 |
| CONTROLLER | | Pixel AC | Pixel AC |
| OPERATION | | DUPLEX SELECTIVE AUTOMATIC GROUP OPERATIONS | |
| START | | VVVF | VVVF |
| LEVELING TYPE | | Landa | Landa |
| HOISTWAY | | | |
| TRAVEL | | 304'–10" [92917 mm] | 304'–10" [92917 mm] |
| PIT DEPTH | A1 | 7'–0" [2134 mm] | 7'–0" [2134 mm] |
| CAR RAIL | | #15 LBS/FT (T127–2/BE) | #15 LBS/FT (T127–2/BE) |
| CWT. RAIL | | #11 LBS/FT (T114/BE) | #11 LBS/FT (T114/BE) |
| HOISTWAY ROPE | | ø5/8" [16 mm] x 6 nos | ø5/8" [16 mm] x 6 nos |
| ROPE BREAKING | | 27200 LBF [121000 N] | 27200 LBF [121000 N] |
| CAR SAFETY TYPE | | FLEXIBLE WEDGE TYPE B <HW–MODEL 480> | |
| GOVERNOR | | HW–MODEL 208 | HW–MODEL 208 |
| GOVERNOR ROPE | | ø3/8" (8X19) | ø3/8" (8X19) |
| GOVERNOR TRIP SPEED | | 970 FPM | 970 FPM |
| CWT. SAFETY TYPE | | N/A | N/A |
| CWT. GOVERNOR ROPE | | N/A | N/A |
| CAR BUFFER | Q'TY / TYPE | 1 x OIL / OLEO–LB25 | 1 x OIL / OLEO–LB25 |
| | STROKE | 18 1/4" [462 mm] | 18 1/4" [462 mm] |
| | CAPACITY | 1102 LBS [500 Kg] ~ 18364 LBS [8330 Kg] | 1102 LBS [500 Kg] ~ 18364 LBS [8330 Kg] |
| | ENGAGEMENT SPEED | 406 FPM [2.032 m/s] | 406 FPM [2.032 m/s] |
| CWT. BUFFER | Q'TY / TYPE | 1 x OIL / OLEO–LB25 | 1 x OIL / OLEO–LB25 |
| | STROKE | 18 1/4" [462 mm] | 18 1/4" [462 mm] |
| | CAPACITY | 1102 LBS [500 Kg] ~ 18364 LBS [8330 Kg] | 1102 LBS [500 Kg] ~ 18364 LBS [8330 Kg] |
| | ENGAGEMENT SPEED | 406 FPM [2.032 m/s] | 406 FPM [2.032 m/s] |
| COMPENSATION (CHAIN) | | WF15 X 2 nos | WF15 X 2 nos |
| COMPENSATION GUIDE | | WHISPER–FLEX SUPERSWAYLESS | WHISPER–FLEX SUPERSWAYLESS |
| GUIDE TYPE | CAR | ELSCO–MODEL A (ø6") | ELSCO–MODEL A (ø6") |
| | CWT. | ELSCO–MODEL C (ø3 1/4") | ELSCO–MODEL C (ø3 1/4") |

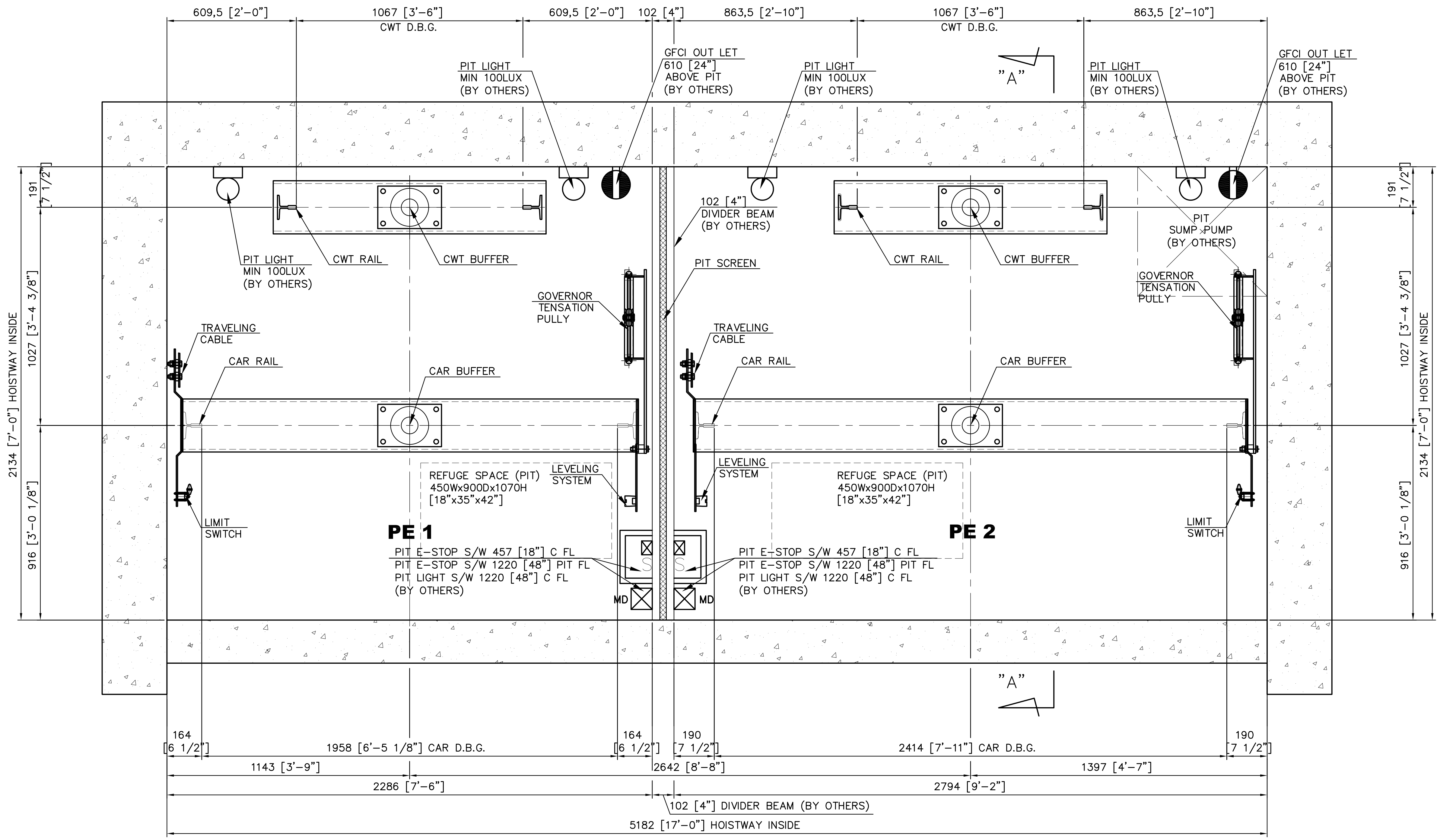
| PART REV | DESCRIPTION | APPROVED | DATE |
|---|---|---|---|
| A1 | WAS PIT DEPTH : 8'–7" [2616 mm] | Jang Ingon | 2018.10.03 |

REVISIONS

HM Elevator Inc.

| APPROVALS | | DATE | |
|---|---|---|---|
| Drawn | Jang Ingon | 19/July/2018 | Contractor: G-Tech Associates,LLC |
| Checked | | | Dwg. Type: ELEVATOR LAYOUT |
| Approved | Kim Namryeol | 30/July/2018 | Project Name: 305 W 48TH STREET #PE 1,2 |
| SCALE | N.S | | Dwg. no. HM–10898–LP · Rev. no. A · Sheet 1of12 |

DWG. FORM : (594x420)




PIT PLAN

MATERIAL

: CONCRETE

※ PIT EMERGENCY STOP SWITCH : BY HM ELEVATOR
※ TERMINAL SPEED REDUCING DEVICE W/ APPLICABLE CODE B44 ART. 2.22.4.1
※ SECTION "A-A" SEE DWG. NO HM-10898-LP-3of12

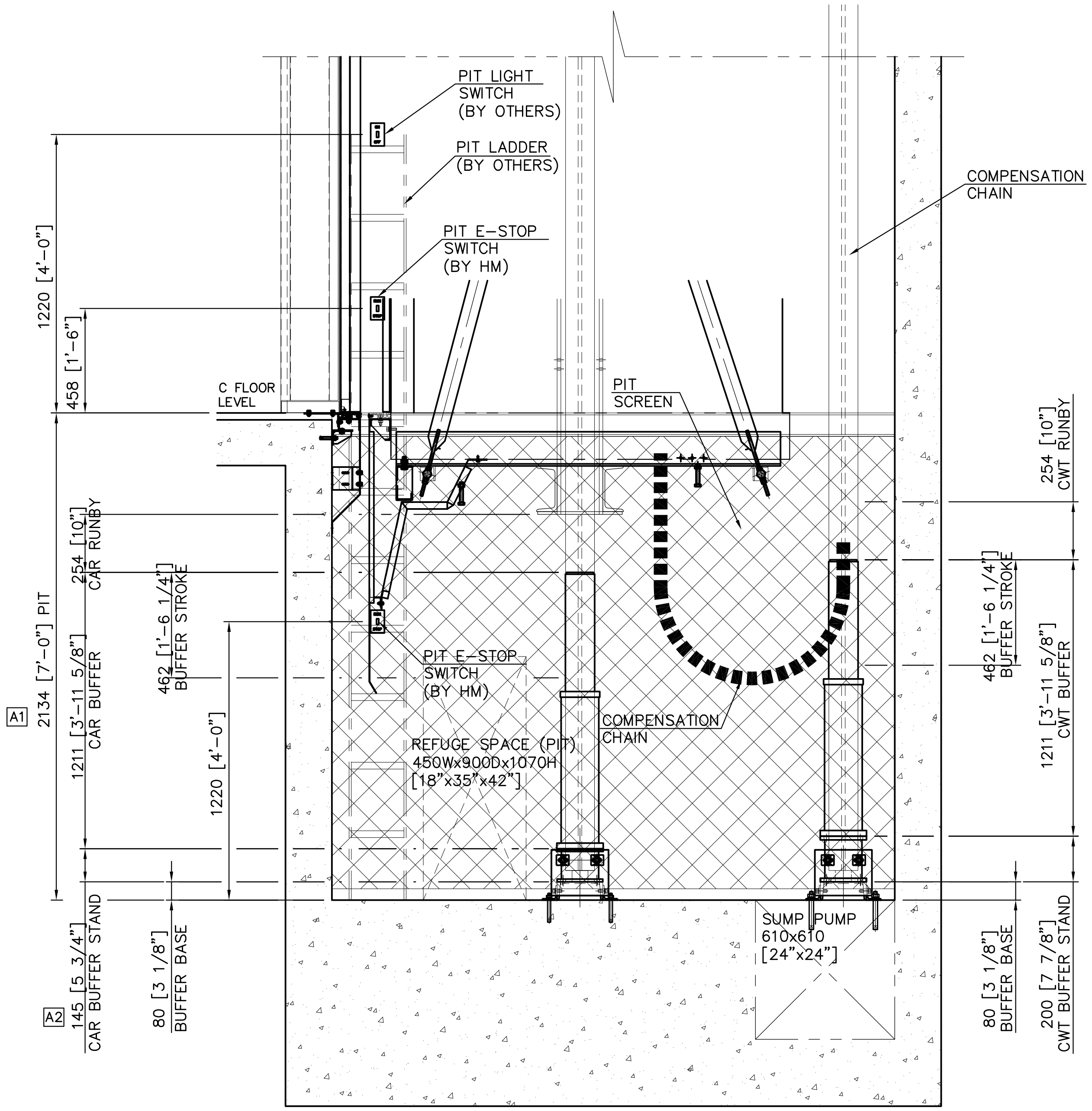
| PART REV | DESCRIPTION | APPROVED | DATE |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

REVISIONS

HM Elevator Inc.

| APPROVALS | DATE | | |
|---|---|---|---|
| Drawn Jang Ingon | 29/July/2018 | Contractor | G-Tech Associates,LLC |
| Checked | | Dwg. Type | ELEVATOR LAYOUT |
| Approved Kim Namyeol | 30/July/2018 | Project Name | 305 W 48th STREET #PE 1,2 |
| SCALE | 1/15 | Dwg. no. HM-10898-LP | Rev. no. . Sheet 2of12 |

DWG. FORM : (594x420)




PIT SECTION "A-A"

MATERIAL

: CONCRETE

※ PIT EMERGENCY STOP SWITCH : BY HM ELEVATOR
※ TERMINAL SPEED REDUCING DEVICE W/ APPLICABLE CODE B44 ART. 2.22.4.1

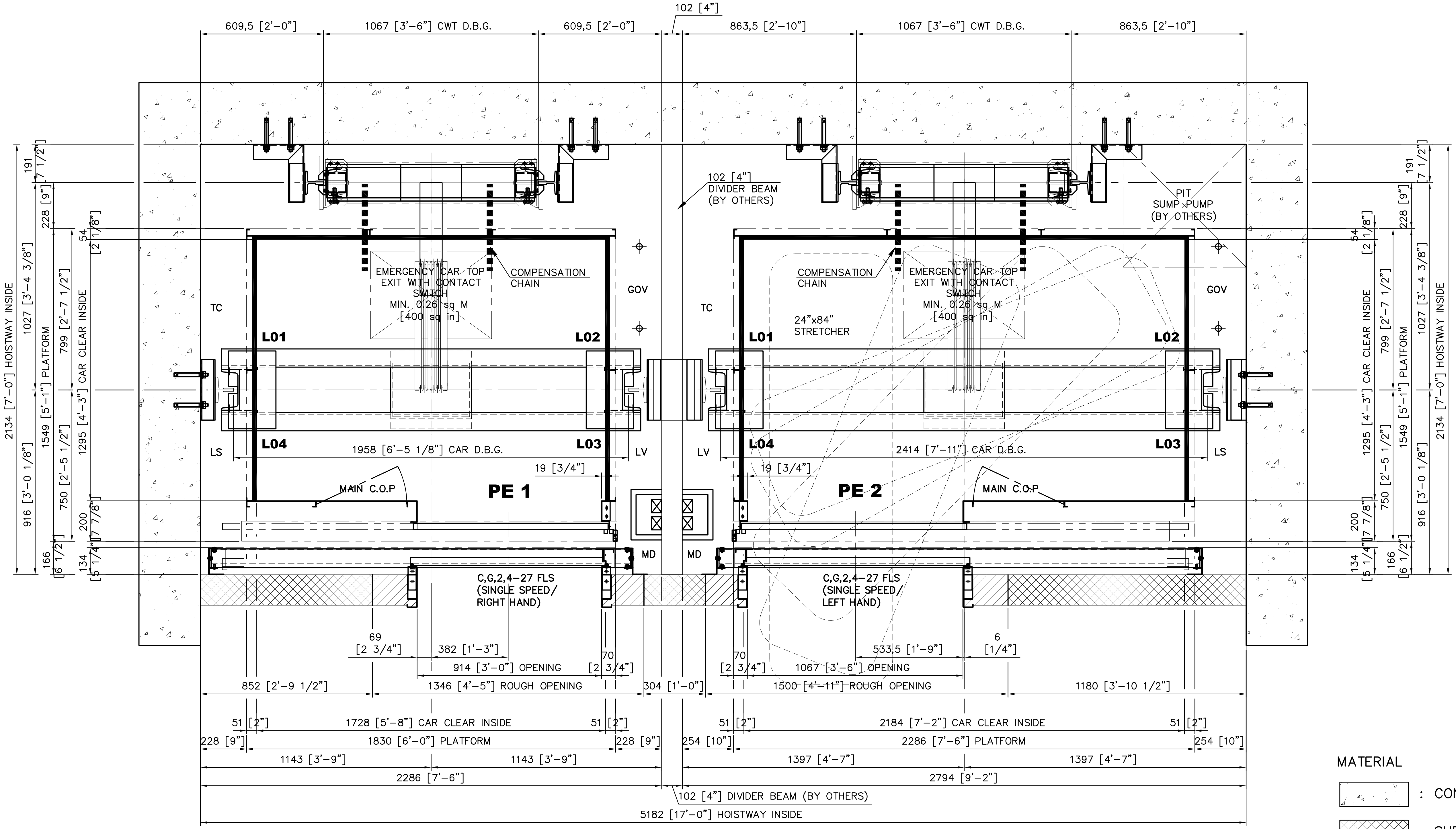
| | | | |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |
| A2 | WAS CAR BUFFER STAND HEIGHT : 627 [2'-0 5/8"] | Jang Ingon | 2018.10.03 |
| A1 | WAS PIT DEPTH : 2616 [8'-7"] | Jang Ingon | 2018.10.03 |
| PART REV | DESCRIPTION | APPROVED | DATE |

REVISIONS

HM Elevator Inc.

| APPROVALS | | DATE | | |
|---|---|---|---|---|
| Drawn | Jang Ingon | 29/July/2018 | Contractor | G-Tech Associates,LLC |
| Checked | | | Dwg. Type | ELEVATOR LAYOUT |
| Approved | Kim Namyeol | 30/July/2018 | Project Name | 305 W 48th STREET #PE 1,2 |
| SCALE | 1/20 | | Dwg. no. HM-10898-LP | Rev. no. A / Sheet 3of12 |

DWG. FORM : (594x420)



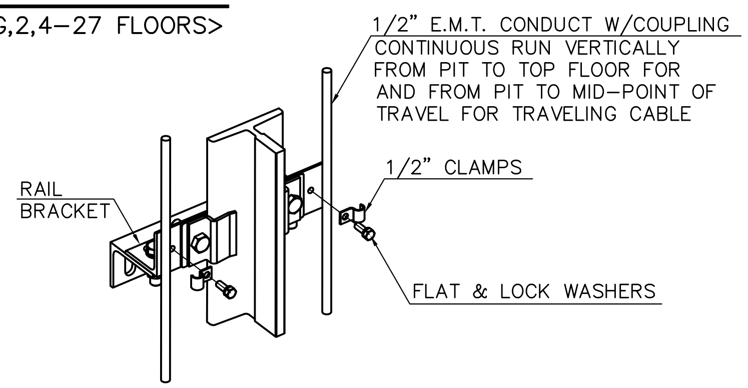

MATERIAL

: CONCRETE

: SHEET ROCK

HOISTWAY PLAN

<C,G,2,4-27 FLOORS>




DETAIL OF SEISMIC ANTISNAG BRACKET

(CONDUITS, COUPLINGS & HARDWARE (BY OTHERS)

NOTE

PE 1 : 2500 lbs [1134 Kg]–1S 700FPM–27S/28F
CAR INSIDE AREA : 24.09 sq.ft [2.24 sq.M]

PE 2 : 3500 lbs [1588 Kg]–1S 700FPM–28S/28F
CAR INSIDE AREA : 30.44 sq.ft [2.83 sq.M]

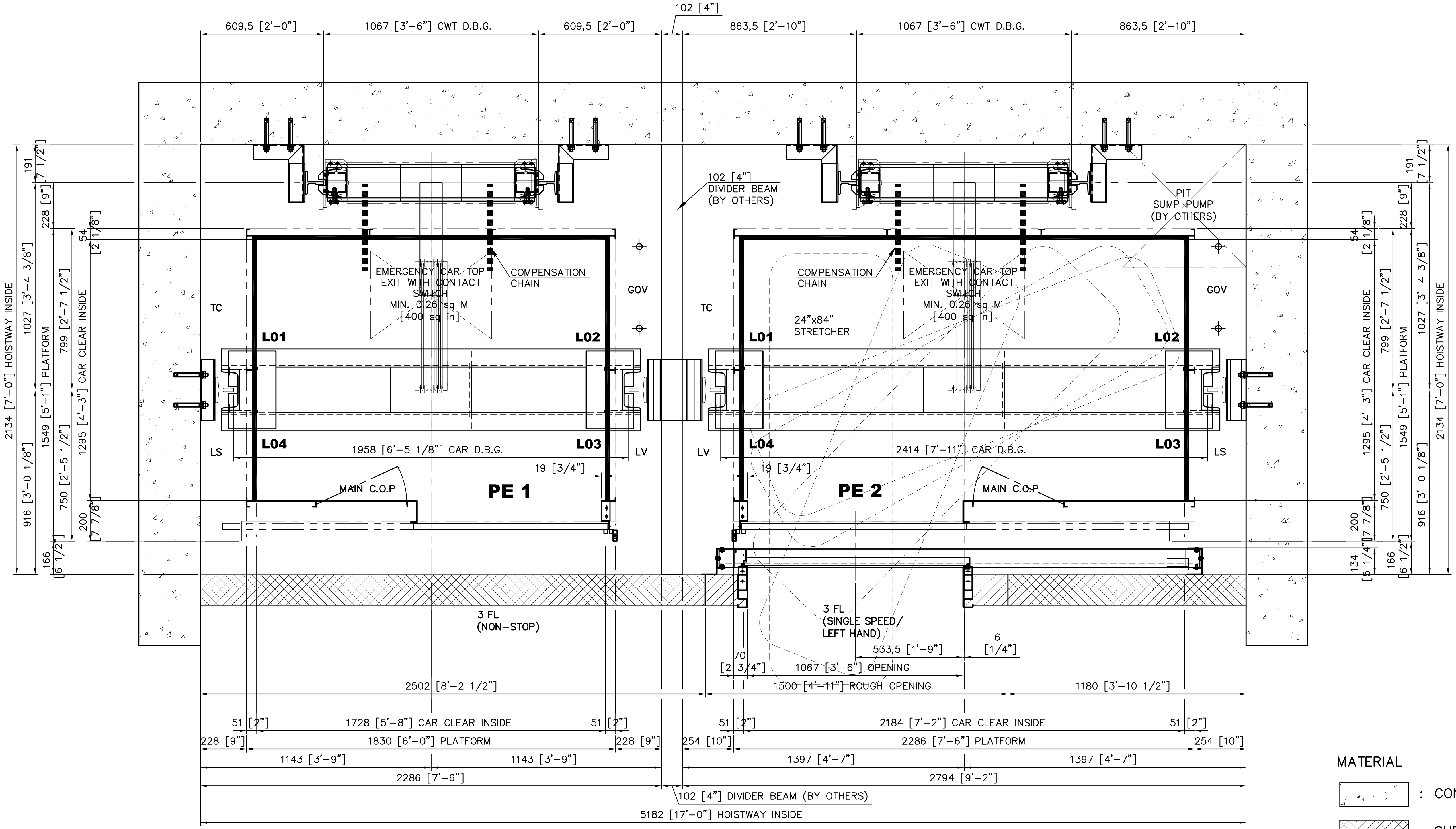
| PART REV | DESCRIPTION | APPROVED | DATE |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |

REVISIONS

HM Elevator Inc.

| APPROVALS | DATE | Contractor | G-Tech Associates,LLC |
|---|---|---|---|
| Drawn Jang Ingon | 29/July/2018 | Dwg. Type | ELEVATOR LAYOUT |
| Checked | | Project Name | 305 W 48th STREET #PE 1,2 |
| Approved Kim Namryeol | 30/July/2018 | | |
| SCALE 1/15 | | Dwg. no. HM-10898-LP | Rev. no. . / Sheet 4of12 |

DWG. FORM : (594x420)




MATERIAL

: CONCRETE

: SHEET ROCK

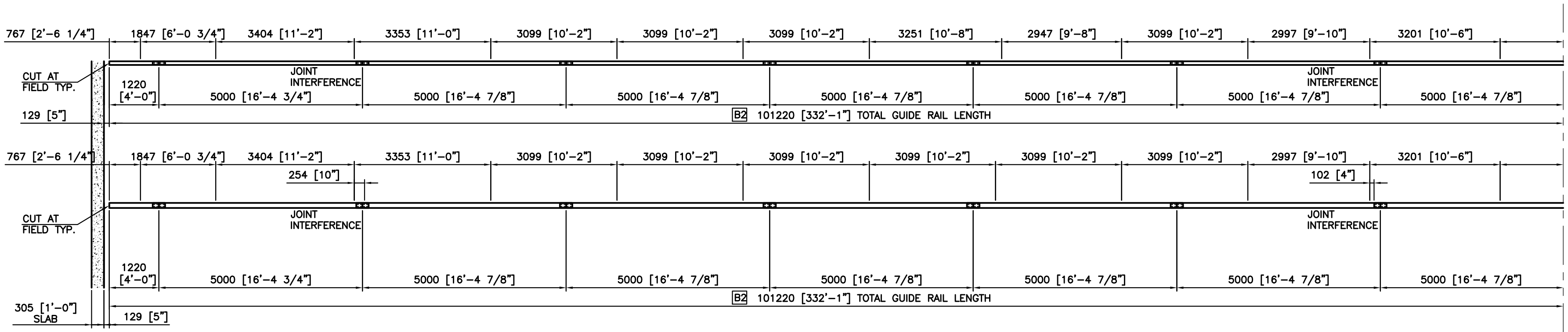
HOISTWAY PLAN

NOTE

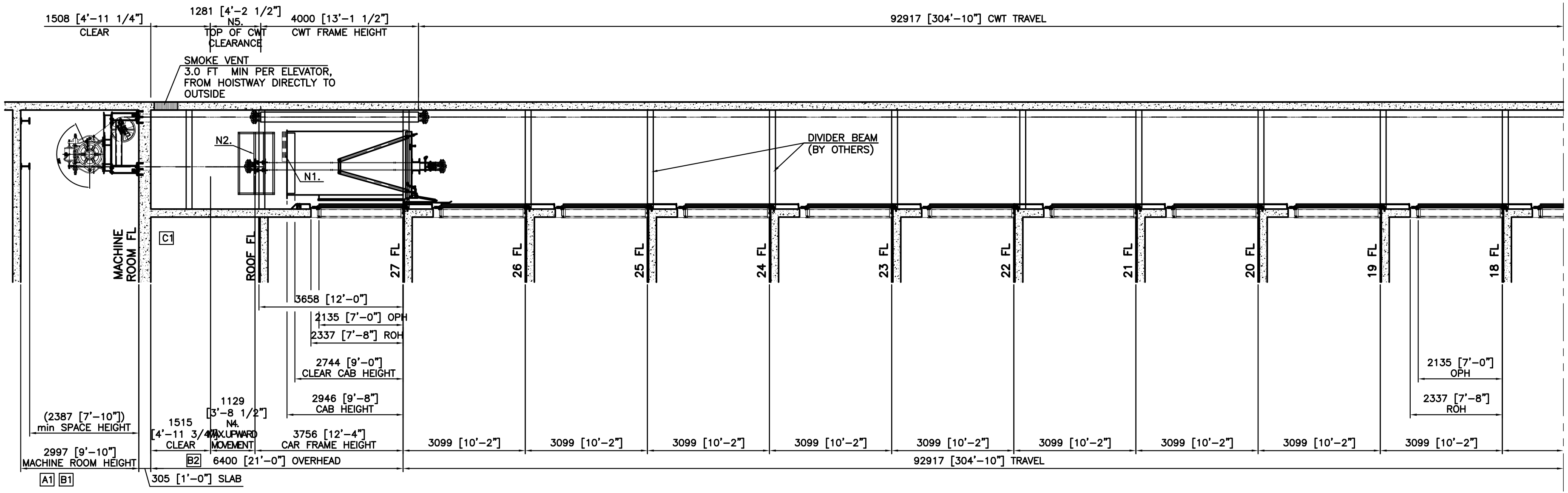
PE 1 : 2500 lbs [1134 Kg]–1S 700FPM–27S/28F
CAR INSIDE AREA : 24.09 sq.ft [2.24 sq.M]

PE 2 : 3500 lbs [1588 Kg]–1S 700FPM–28S/28F
CAR INSIDE AREA : 30.44 sq.ft [2.83 sq.M]

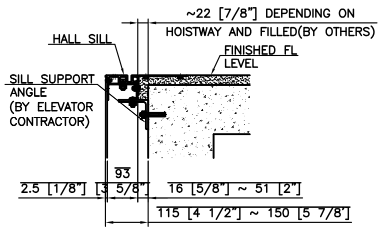
DWG. FORM : (594x420)




## RAIL BRACKET SECTION




## HOISTWAY SECTION

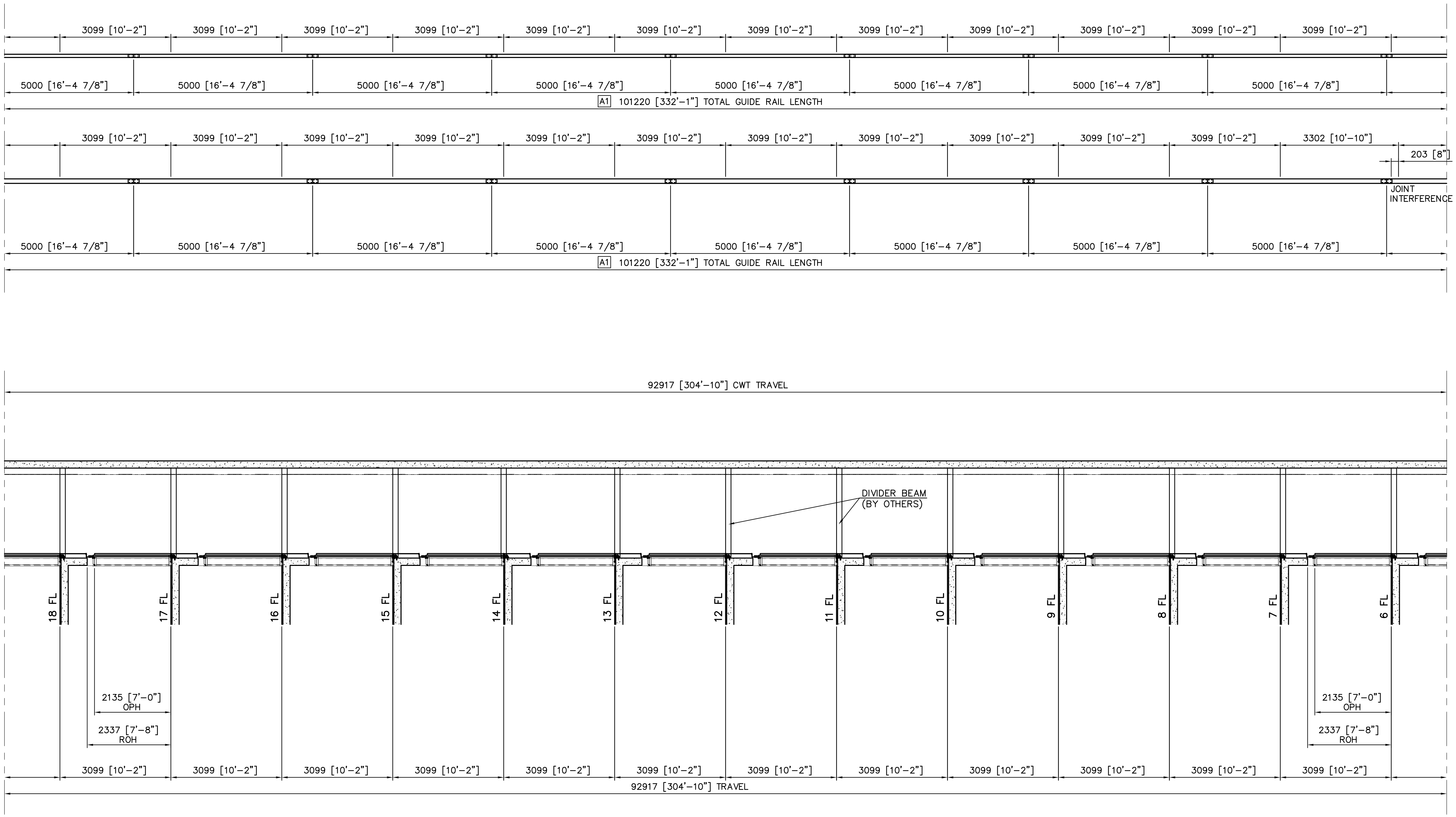



HALL SILL DETAIL

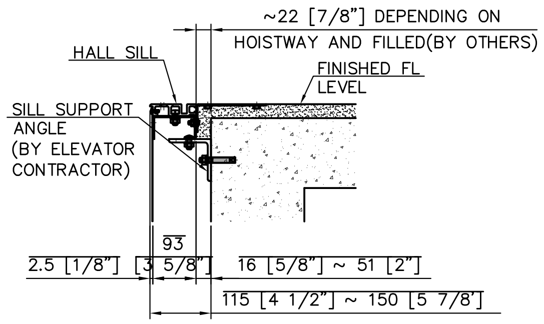
NOTE

N1. TOP CEILING GUIDE (4" HEIGHT)
N2. CAR TOP SAFETY GUIDE
N3. SUMP PUMP & DRAIN 600x600 (BY OTHERS)
N4. MAXIMUM UPWARD MOVEMENT OF THE CAR
= COUNTERWEIGHT RUNBY + BUFFER STROKE + ONE-HALF OF THE GRAVITY STOPPING DISTANCE
$= 254 + 462 + \{51 \times (3.5 \times 1.15)^2\}/2 = 1129$ mm
N5. TOP OF COUNTERWEIGHT CLEARANCE
= CAR RUNBY + BUFFER STROKE + 152 + ONE-HALF OF THE GRAVITY STOPPING DISTANCE
$= 254 + 462 + 152 + \{51 \times (3.5 \times 1.15)^2\}/2 = 1281$ mm
N.6 OVERHEAD DIMENSIONS ARE BASED OFF OF FINISHED FLOOR AT TOP LANDING NOT SLAB LEVEL.

MRH = MACHINE ROOM HEIGHT
OPH = OPENING HEIGHT
ROH = ROUGH OPENING HEIGHT
CFH = CAR FRAME HEIGHT
CH = CAB HEIGHT
OH = OVERHEAD



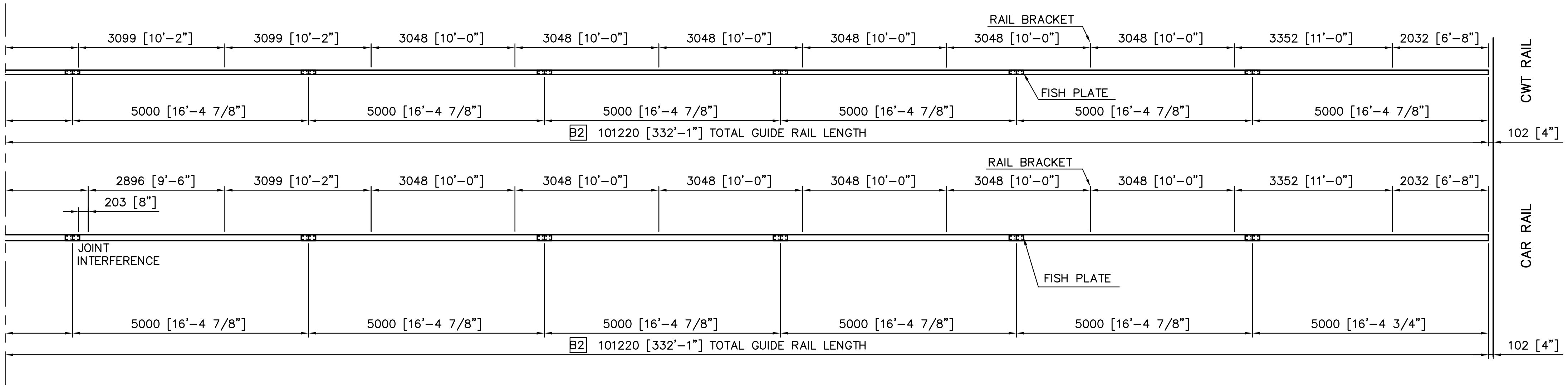

## HOISTWAY SECTION



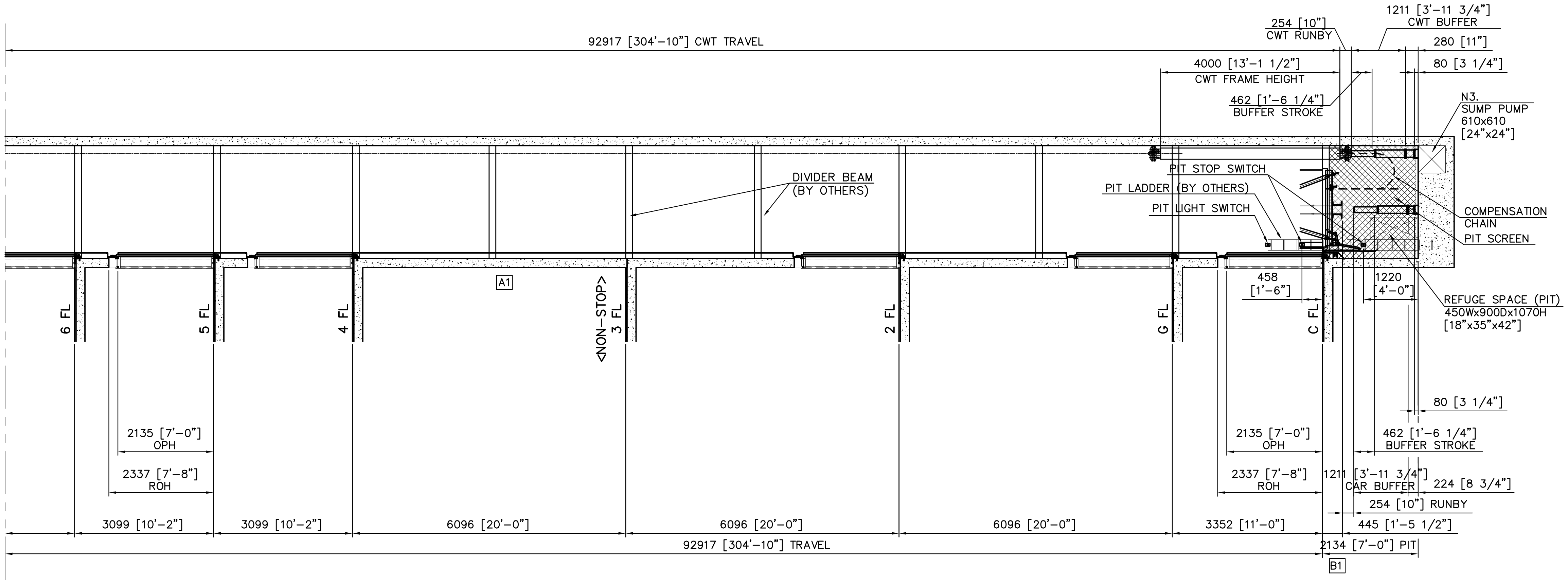

## HALL SILL DETAIL

MRH = MACHINE ROOM HEIGHT
OPH = OPENING HEIGHT
ROH = ROUGH OPENING HEIGHT
CFH = CAR FRAME HEIGHT
CH = CAB HEIGHT
OH = OVERHEAD

-OVERHEAD DIMENSIONS ARE BASED OFF OF FINISHED FLOOR AT TOP LANDING NOT SLAB LEVEL.



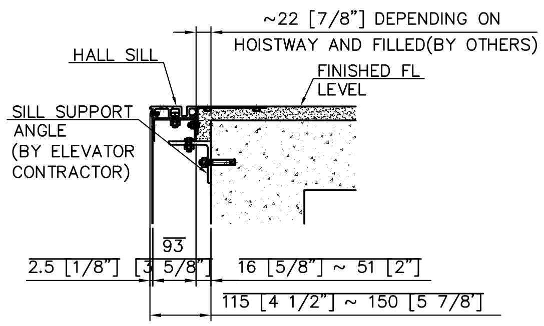

## RAIL BRACKET SECTION




## HOISTWAY SECTION

| | FLOOR LEVEL | | OPEN |
|---|---|---|---|
| B3 | R FL | 3047 [10'-0"] | N/A |
| | 27 FL | 3658 [12'-0"] | FRONT |
| | 26 FL | 3098 [10'-2"] | FRONT |
| | 25 FL | 3098 [10'-2"] | FRONT |
| | 24 FL | 3098 [10'-2"] | FRONT |
| | 23 FL | 3098 [10'-2"] | FRONT |
| | 22 FL | 3098 [10'-2"] | FRONT |
| | 21 FL | 3098 [10'-2"] | FRONT |
| | 20 FL | 3098 [10'-2"] | FRONT |
| | 19 FL | 3098 [10'-2"] | FRONT |
| | 18 FL | 3098 [10'-2"] | FRONT |
| | 17 FL | 3098 [10'-2"] | FRONT |
| | 16 FL | 3098 [10'-2"] | FRONT |
| | 15 FL | 3098 [10'-2"] | FRONT |
| | 14 FL | 3098 [10'-2"] | FRONT |
| | 13 FL | 3098 [10'-2"] | FRONT |
| | 12 FL | 3098 [10'-2"] | FRONT |
| | 11 FL | 3098 [10'-2"] | FRONT |
| | 10 FL | 3098 [10'-2"] | FRONT |
| | 9 FL | 3098 [10'-2"] | FRONT |
| | 8 FL | 3098 [10'-2"] | FRONT |
| | 7 FL | 3098 [10'-2"] | FRONT |
| | 6 FL | 3098 [10'-2"] | FRONT |
| | 5 FL | 3098 [10'-2"] | FRONT |
| | 4 FL | 3098 [10'-2"] | FRONT |
| | 3 FL | 6096 [20'-0"] | N/A |
| | 2 FL | 6096 [20'-0"] | FRONT |
| | 1 FL | 6096 [20'-0"] | FRONT |
| | C FL | 3352 [11'-0"] | FRONT |

NOTE
-TERMINAL SPEED REDUCING DEVICE W/ APPLICABLE CODE B44 ART. 2.22.4.1




HALL SILL DETAIL

NOTE

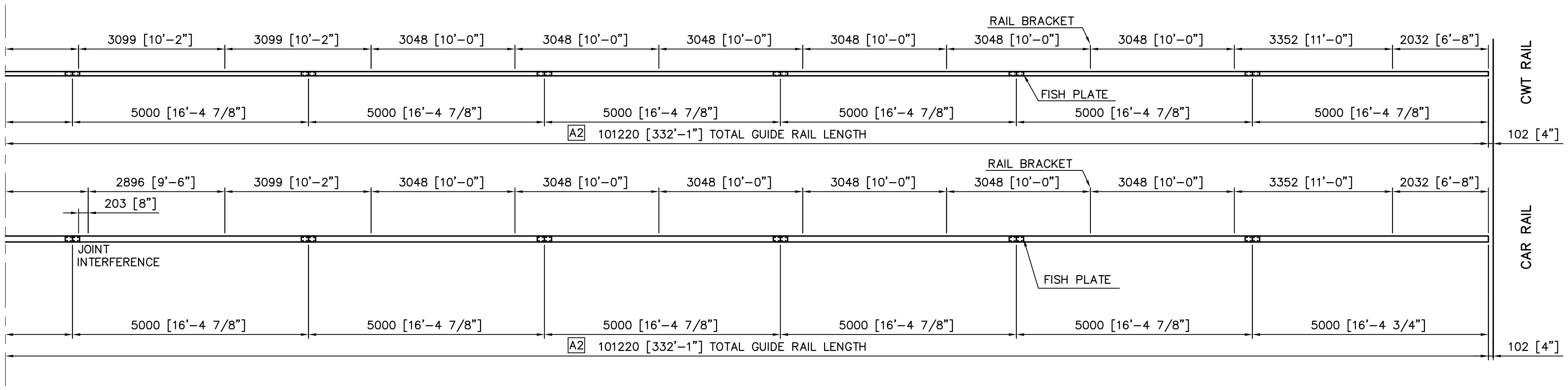
N1. TOP CEILING GUIDE (4" HEIGHT)
N2. CAR TOP SAFETY GUIDE
N3. SUMP PUMP & DRAIN 600x600 (BY OTHERS)
N4. MAXIMUM UPWARD MOVEMENT OF THE CAR
= COUNTERWEIGHT RUNBY + BUFFER STROKE + ONE-HALF OF THE GRAVITY STOPPING DISTANCE
= $254 + 462 + \{51 \times (3.5 \times 1.15)^2\}/2 = 1129$ mm
N5. TOP OF COUNTERWEIGHT CLEARANCE
= CAR RUNBY + BUFFER STROKE + 152 + ONE-HALF OF THE GRAVITY STOPPING DISTANCE
= $254 + 462 + 152 + \{51 \times (3.5 \times 1.15)^2\}/2 = 1281$ mm
N.6 OVERHEAD DIMENSIONS ARE BASED OFF OF FINISHED FLOOR AT TOP LANDING NOT SLAB LEVEL.

| PIT REACTION | | | |
|---|---|---|---|
| #PE 1 | Rc | IMPACT ON CAR BUFFER SUPPORT | 58841 lbf [ 261.5 kN] |
| | Rw | IMPACT ON CWT BUFFER SUPPORT | 50412 lbf [ 224.1 kN] |

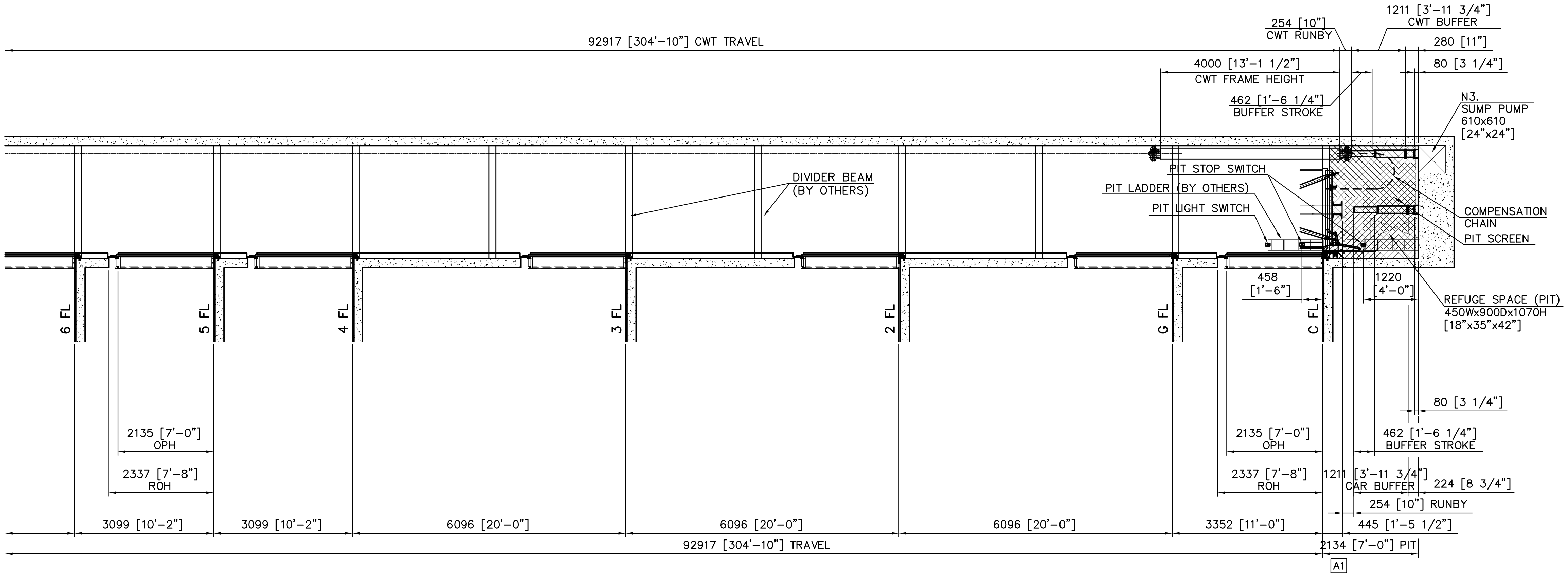
MRH = MACHINE ROOM HEIGHT
OPH = OPENING HEIGHT
ROH = ROUGH OPENING HEIGHT
CFH = CAR FRAME HEIGHT
CH = CAB HEIGHT
OH = OVERHEAD

-OVERHEAD DIMENSIONS ARE BASED OFF OF FINISHED FLOOR AT TOP LANDING NOT SLAB LEVEL.

DWG. FORM : (594x420)



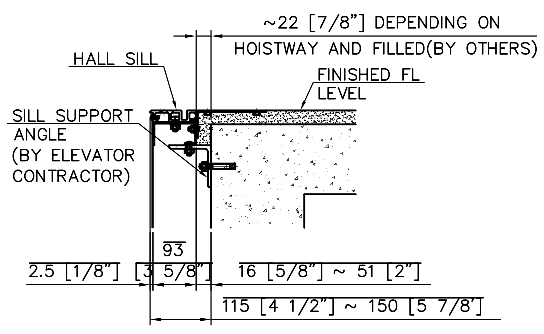

## RAIL BRACKET SECTION




## HOISTWAY SECTION

| | FLOOR LEVEL | | OPEN |
|---|---|---|---|
| A3 | R FL | 3047 [10'-0"] | N/A |
| | 27 FL | 3658 [12'-0"] | FRONT |
| | 26 FL | 3098 [10'-2"] | FRONT |
| | 25 FL | 3098 [10'-2"] | FRONT |
| | 24 FL | 3098 [10'-2"] | FRONT |
| | 23 FL | 3098 [10'-2"] | FRONT |
| | 22 FL | 3098 [10'-2"] | FRONT |
| | 21 FL | 3098 [10'-2"] | FRONT |
| | 20 FL | 3098 [10'-2"] | FRONT |
| | 19 FL | 3098 [10'-2"] | FRONT |
| | 18 FL | 3098 [10'-2"] | FRONT |
| | 17 FL | 3098 [10'-2"] | FRONT |
| | 16 FL | 3098 [10'-2"] | FRONT |
| | 15 FL | 3098 [10'-2"] | FRONT |
| | 14 FL | 3098 [10'-2"] | FRONT |
| | 13 FL | 3098 [10'-2"] | FRONT |
| | 12 FL | 3098 [10'-2"] | FRONT |
| | 11 FL | 3098 [10'-2"] | FRONT |
| | 10 FL | 3098 [10'-2"] | FRONT |
| | 9 FL | 3098 [10'-2"] | FRONT |
| | 8 FL | 3098 [10'-2"] | FRONT |
| | 7 FL | 3098 [10'-2"] | FRONT |
| | 6 FL | 3098 [10'-2"] | FRONT |
| | 5 FL | 3098 [10'-2"] | FRONT |
| | 4 FL | 3098 [10'-2"] | FRONT |
| | 3 FL | 6096 [20'-0"] | FRONT |
| | 2 FL | 6096 [20'-0"] | FRONT |
| | 1 FL | 6096 [20'-0"] | FRONT |
| | C FL | 3352 [11'-0"] | FRONT |

NOTE
-TERMINAL SPEED REDUCING DEVICE W/ APPLICABLE CODE B44 ART. 2.22.4.1




HALL SILL DETAIL

NOTE

N1. TOP CEILING GUIDE (4" HEIGHT)
N2. CAR TOP SAFETY GUIDE
N3. SUMP PUMP & DRAIN 600x600 (BY OTHERS)
N4. MAXIMUM UPWARD MOVEMENT OF THE CAR
= COUNTERWEIGHT RUNBY + BUFFER STROKE + ONE-HALF OF THE GRAVITY STOPPING DISTANCE
$= 254 + 462 + \{51 \times (3.5 \times 1.15)^2\}/2 = 1129$ mm
N5. TOP OF COUNTERWEIGHT CLEARANCE
= CAR RUNBY + BUFFER STROKE + 152 + ONE-HALF OF THE GRAVITY STOPPING DISTANCE
$= 254 + 462 + 152 + \{51 \times (3.5 \times 1.15)^2\}/2 = 1281$ mm
N.6 OVERHEAD DIMENSIONS ARE BASED OFF OF FINISHED FLOOR AT TOP LANDING NOT SLAB LEVEL.

| PIT REACTION | | | |
|---|---|---|---|
| #PE 2 | Rc | IMPACT ON CAR BUFFER SUPPORT | 68964 lbf [ 306.5 kN] |
| | Rw | IMPACT ON CWT BUFFER SUPPORT | 56882 lbf [ 252.8 kN] |

MRH = MACHINE ROOM HEIGHT
OPH = OPENING HEIGHT
ROH = ROUGH OPENING HEIGHT
CFH = CAR FRAME HEIGHT
CH = CAB HEIGHT
OH = OVERHEAD

-OVERHEAD DIMENSIONS ARE BASED OFF OF FINISHED FLOOR AT TOP LANDING NOT SLAB LEVEL.

| PART REV | DESCRIPTION | APPROVED | DATE |
|---|---|---|---|
| | | | |
| | | | |
| A3 | WAS "R" FL HEIGHT : 3149 [10'-4"] | Jang Ingon | 2018.10.03 |
| A2 | WAS TOTAL GUIDE RAIL LENGTH : 101800 [334'-0"] | Jang Ingon | 2018.10.03 |
| A1 | WAS PIT DEPTH : 2616 [8'-7"] | Jang Ingon | 2018.10.03 |

REVISIONS

HM Elevator Inc.

| APPROVALS | DATE | | |
|---|---|---|---|
| Drawn Jang Ingon | 29/July/2018 | Contractor | G-Tech Associates,LLC |
| Checked | | Dwg. Type | ELEVATOR LAYOUT |
| Approved KimNamryeol | 30/July/2018 | Project Name | 305 W 48th STREET #PE 2 |
| SCALE | 1/80 | Dwg. no. | HM-10898-LP |
| | | Rev. no. | A |
| | | Sheet | 9of12 |

| A2 PROPOSED AMPERAGES TO BE VALIDATED BY CONTRACTOR'S ELECTRICAL ENGINEER. | | | | | | | |
|---|---|---|---|---|---|---|---|
| NOTES | | DISCONNECT NOTE DESCRIPTIONS | DISCONNECT SIZE | SWITCH OR TIME DELAYED FUSE SIZE | VOLT | PHASE | Q'TY REQ'D |
| A | | SELF-CLOSING AND SELF-LOCKING ACCESS DOOR MIN WIDTH OF 3'-0" (BY G.C) B2 | | | | | |
| #PE 1 | B | MAIN LINE VOLTAGE DISCONNECT | 100 AMPS | 60 AMPS | 208 V | 3 Ph | 1 |
| | C | CAR-LIGHT VOLTAGE DISCONNECT | 60 AMPS | 30 AMPS | 120 V | 1 Ph | 1 |
| #PE 2 | B | MAIN LINE VOLTAGE DISCONNECT | 100 AMPS | 60 AMPS | 208 V | 3 Ph | 1 |
| | C | CAR-LIGHT VOLTAGE DISCONNECT | 60 AMPS | 30 AMPS | 120 V | 1 Ph | 1 |

| | | | | |
|---|---|---|---|---|
| MACHINE ROOM | GENERAL DATA | ELEVATOR # | PE 1 | PE 2 |
| | | MACHINE TYPE | IMPERIAL 525 | IMPERIAL 525 |
| | | MACHINE HEIGHT | 3'-4" [1017 mm] | 3'-4" [1017 mm] |
| | | DRIVE SHEAVE | ø25" [635 mm] | ø25" [635 mm] |
| | | DEFLECTOR SHEAVE | ø25" [635 mm] | ø25" [635 mm] |
| | | MOTOR (HP/RPM) | 29.5 HP / 107 RPM | 41.2 HP / 107 RPM |
| | | MOTOR DATA | AC / VVVF | AC / VVVF |
| | | FULL LOAD AMPS | 39 AMPS @ 480 V | 55 AMPS @ 480 V |
| | | ROPE GRIPPER | N/A | N/A |
| | | ROPE GRIPPER SUPPORT | N/A | N/A |
| | | UNDERCUT ANGLE | N/A | N/A |
| | | ROPE PITCH | 7/8" [21 mm] GROVE PITCH | 7/8" [21 mm] GROVE PITCH |
| | | MACHINE | 3350 LBS [1519 Kg] | 3350 LBS [1519 Kg] |
| | | CONTROLLER | - LBS [- Kg] | - LBS [- Kg] |
| | TEMP. | CONTROLLER | - BTU/H | - BTU/H |
| | | MOTOR & MACHINE | - BTU/H | - BTU/H |
| | | TOTAL | - BTU/H | - BTU/H |

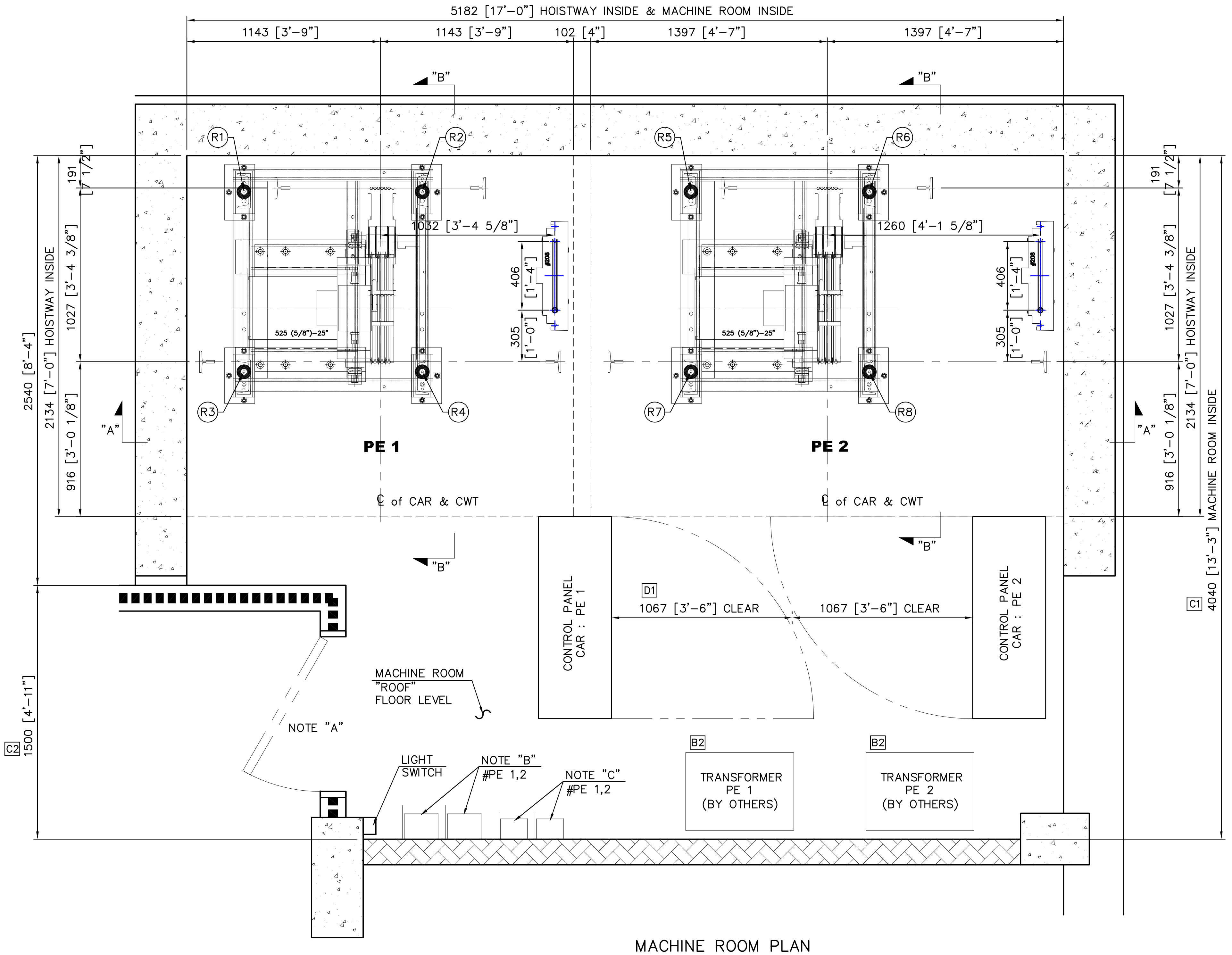
IMPORTANT NOTE

-MACHINE ROOM FLOOR MUST SUPPORT THE CALCULATED REACTION.

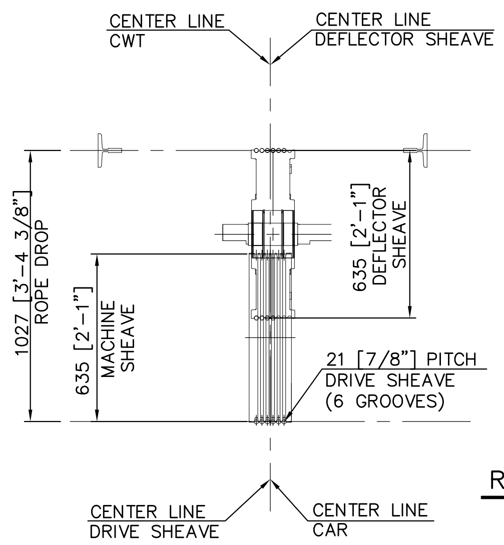
-SECTION "A-A" & "B-B" SEE DWG. NO HM-10866-LP-12of12

| A1 REACTIONS TABLE <PE 1> | |
|---|---|
| KEYS | IMPACT REACTIONS |
| R1 | 2413 LBS 1094 Kg |
| R2 | 5887 LBS 2670 Kg |
| R3 | 4501 LBS 2041 Kg |
| R4 | 9393 LBS 4260 Kg |

| A1 REACTIONS TABLE <PE 2> | |
|---|---|
| KEYS | IMPACT REACTIONS |
| R5 | 2938 LBS 1332 Kg |
| R6 | 6737 LBS 3055 Kg |
| R7 | 5026 LBS 2279 Kg |
| R8 | 10185 LBS 4619 Kg |




MACHINE ROOM PLAN
#PE 1,2




ROPE LINE DETAIL

| PART REV | DESCRIPTION | APPROVED | DATE |
|---|---|---|---|
| D1 | CHANGED PE 1 CONTROL PANEL DOOR DIRECTION | Jang Ingon | 2018.11.21 |
| C2 | WAS : 2388 [7'-10"] | Jang Ingon | 2018.11.15 |
| C1 | CHANGED MACHINE ROOM INSIDE(DEPTH): 4928[16'-2"] | Jang Ingon | 2018.11.15 |
| B2 | WAS ACCESS DOOR MIN WIDTH : 2'-5 1/2" | Jang Ingon | 2018.10.03 |
| B1 | ADDED TRANSFORMER (BY OTHERS) | Jang Ingon | 2018.10.03 |
| A2 | ADDED ELECTRICAL TABLE | Jang Ingon | 2018.08.24 |
| A1 | ADDED MACHINE REACTION TABLE | Jang Ingon | 2018.08.24 |

REVISIONS

HM Elevator Inc.

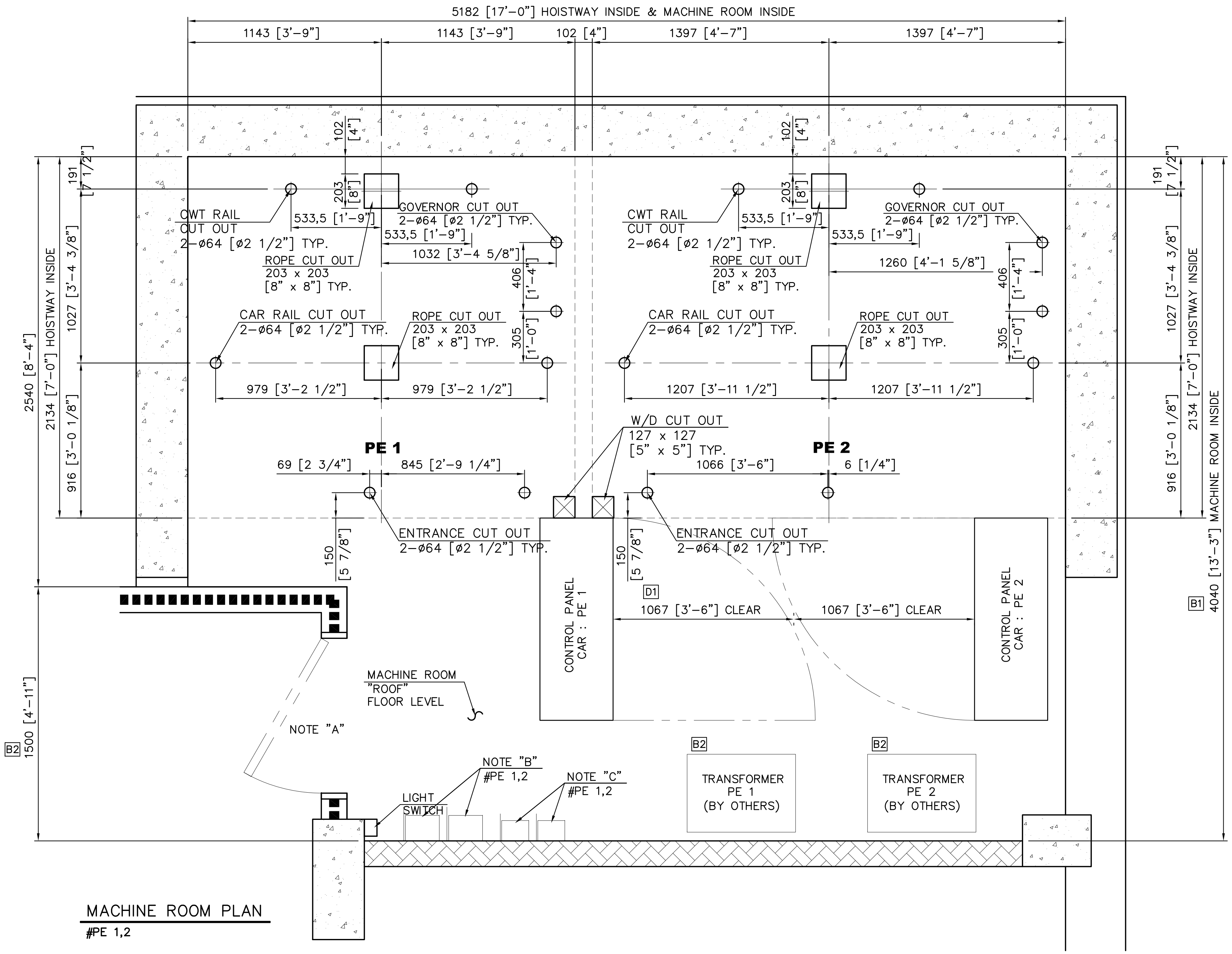
| APPROVALS | | DATE | | |
|---|---|---|---|---|
| Drawn | Jang Ingon | 19/July/2018 | Dwg. Type | ELEVATOR LAYOUT |
| Checked | | | Project Name | 305 W 48th STREET #PE 1,2 |
| Approved | Kim Namryeol | 30/July/2018 | | |
| SCALE | 1/20 | | Dwg. no. | HM-10898-LP |

Contractor: G-Tech Associates,LLC

Rev. no.: D

Sheet: 10of12

DWG. FORM : (594x420)




MACHINE ROOM PLAN
#PE 1,2

MACHINE ROOM HOLE PLAN

MATERIAL

: CONCRETE

| PART REV | DESCRIPTION | APPROVED | DATE |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| C1 | CHANGED PE 1 CONTROL PANEL DOOR DIRECTION | Jang Ingon | 2018.11.21 |
| B2 | WAS : 2388 [7'-10"] | Jang Ingon | 2018.11.15 |
| B1 | CHANGED MACHINE ROOM INSIDE(DEPTH): 4928[16'-2"] | Jang Ingon | 2018.11.15 |
| A1 | ADDED TRANSFORMER (BY OTHERS) | Jang Ingon | 2018.10.03 |

REVISIONS

**HM** Elevator Inc.

| APPROVALS | | DATE | |
|---|---|---|---|
| Drawn | Jang Ingon | 19/July/2018 | Dwg. Type: ELEVATOR LAYOUT |
| Checked | | | Project Name: 305 W 48th STREET #PE 1,2 |
| Approved | Kim Namryeol | 30/July/2018 | |
| SCALE | 1/20 | | Dwg. no. HM-10898-LP |

Contractor: G-Tech Associates,LLC

Rev. no. C

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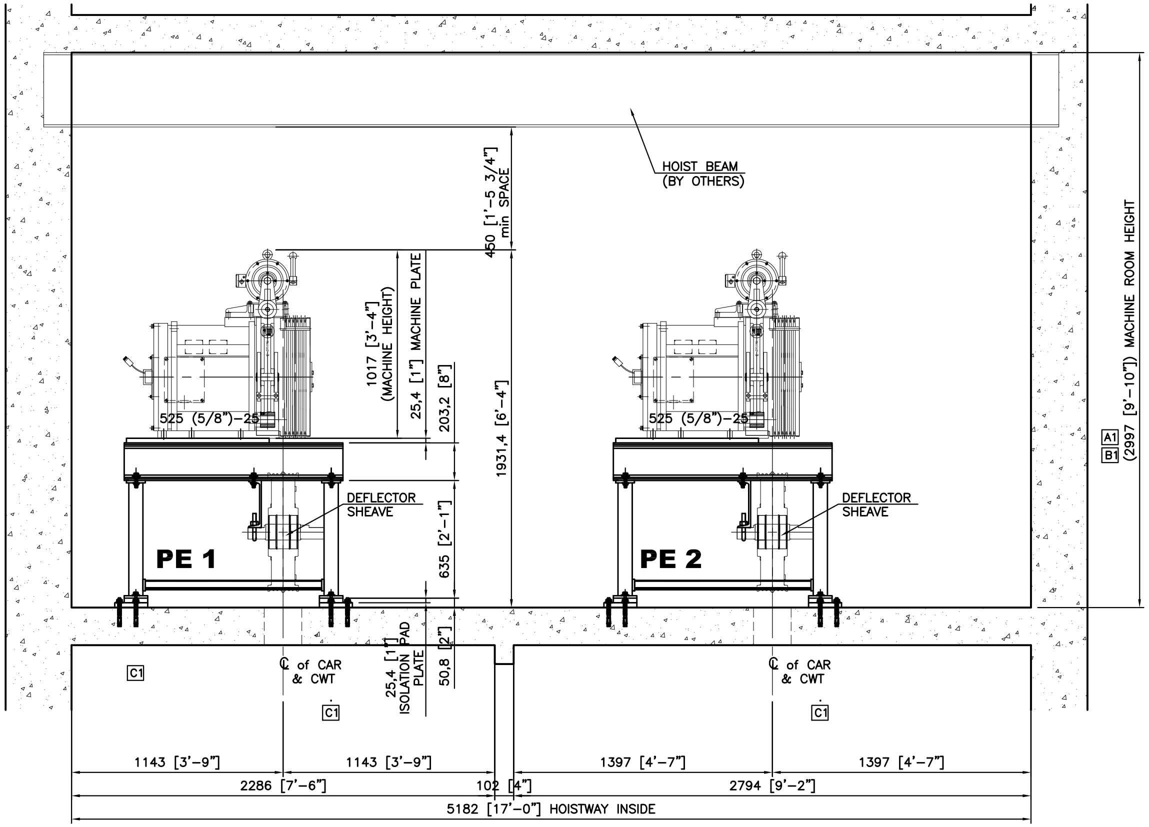
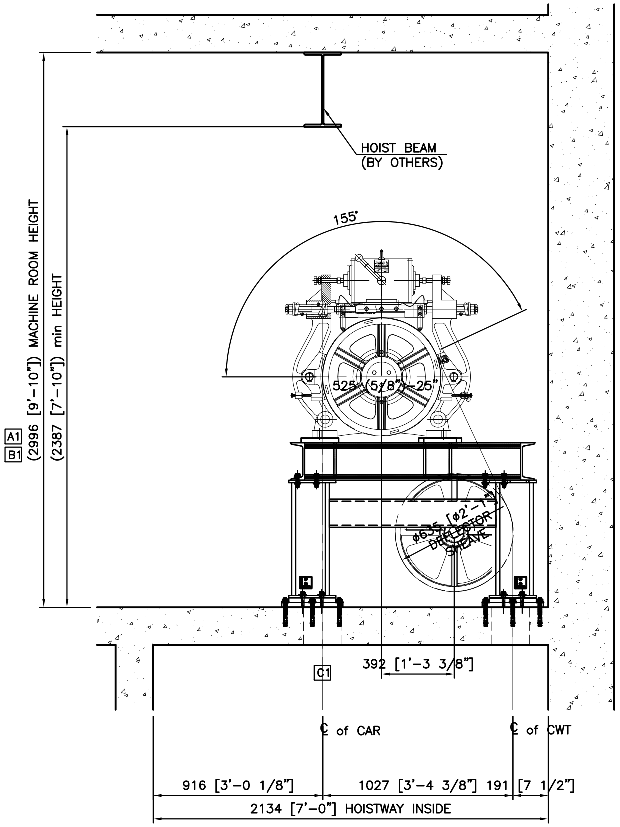
DWG. FORM : (594x420)




SECTION "A–A"
<PE 1,2>




SECTION "B–B"
<PE 1,2>

| | | | |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |
| C1 | DELETED SUPPORT BEAM | Kim Namryeol | 2019.02.01 |
| B1 | WAS MACHINE ROOM HEIGHT : 3150 [10'-4"] | Jang Ingon | 2018.10.03 |
| A1 | ADDED MACHINE ROOM HEIGHT : 3150 [10'-4"] | Jang Ingon | 2018.08.24 |
| PART REV | DESCRIPTION | APPROVED | DATE |

REVISIONS

**HM** Elevator Inc.

| APPROVALS | DATE | | |
|---|---|---|---|
| Drawn Jang Ingon | 19/July/2018 | Contractor | G-Tech Associates,LLC |
| Checked | | Dwg. Type | ELEVATOR LAYOUT |
| Approved Kim Namryeol | 30/July/2018 | Project Name | 305 W 48th STREET #PE 1,2 |
| SCALE | 1/20 | Dwg. no. HM–10898–LP | Rev. no. C · Sheet 12of12 |