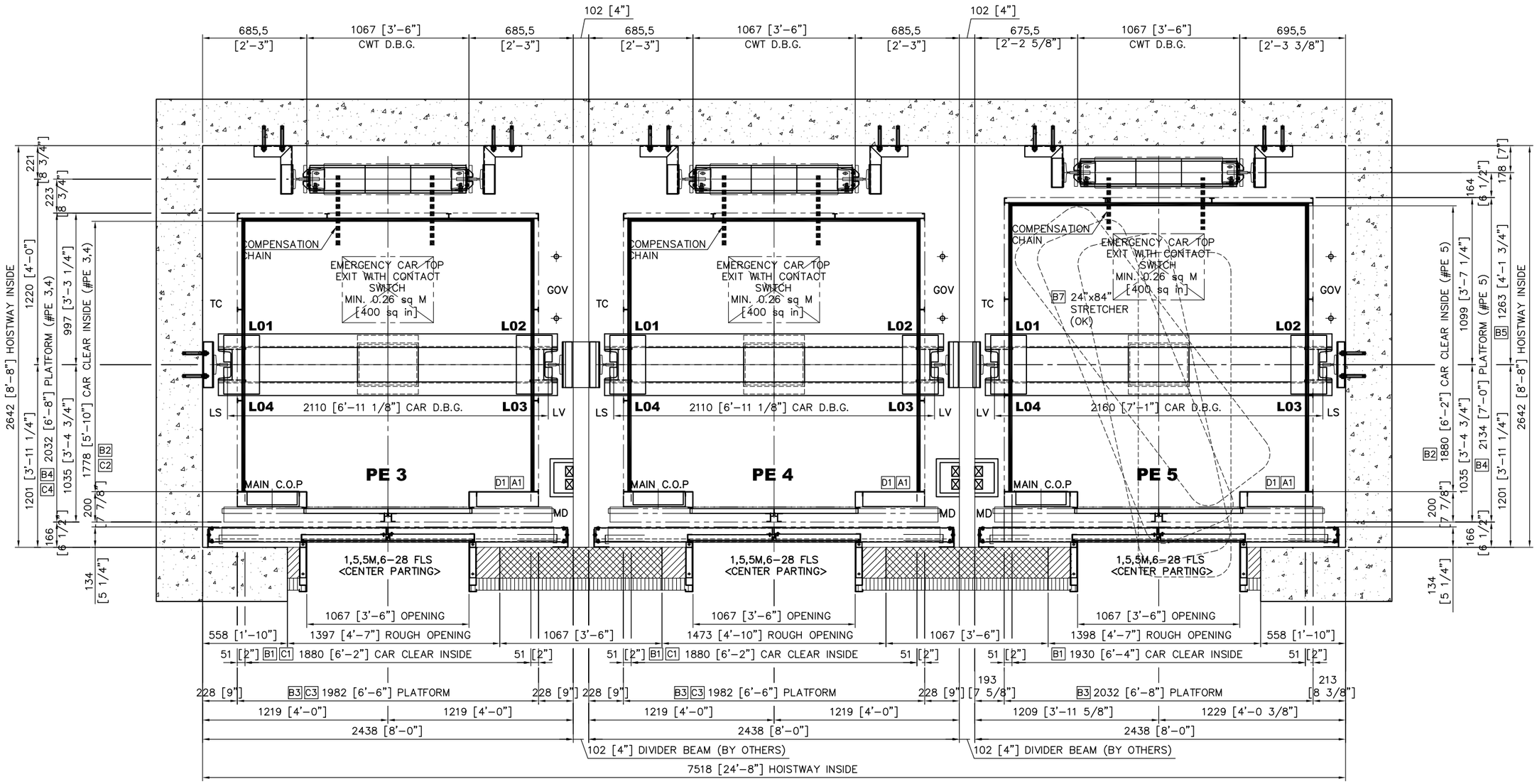
DWG. FORM : (594x420)



HOISTWAY PLAN

MATERIAL

: CONCRETE

: CMU BLOCK (203 [8"]) A2

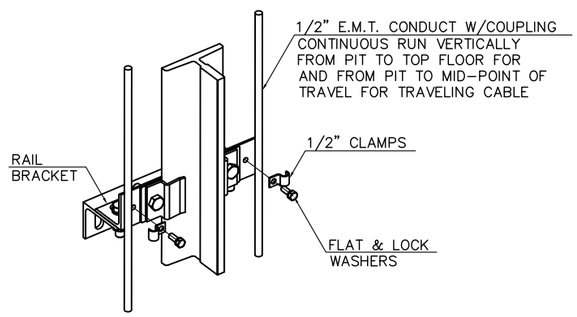
: SHEET ROCK (79 [3 1/8"]) A2

NOTE

PE 3 : 3500 lbs [1588 Kg]-CP 700 FPM-26S/29F
CAR INSIDE AREA : 35.98 sq.ft [3.34 sq.M] B6 C5

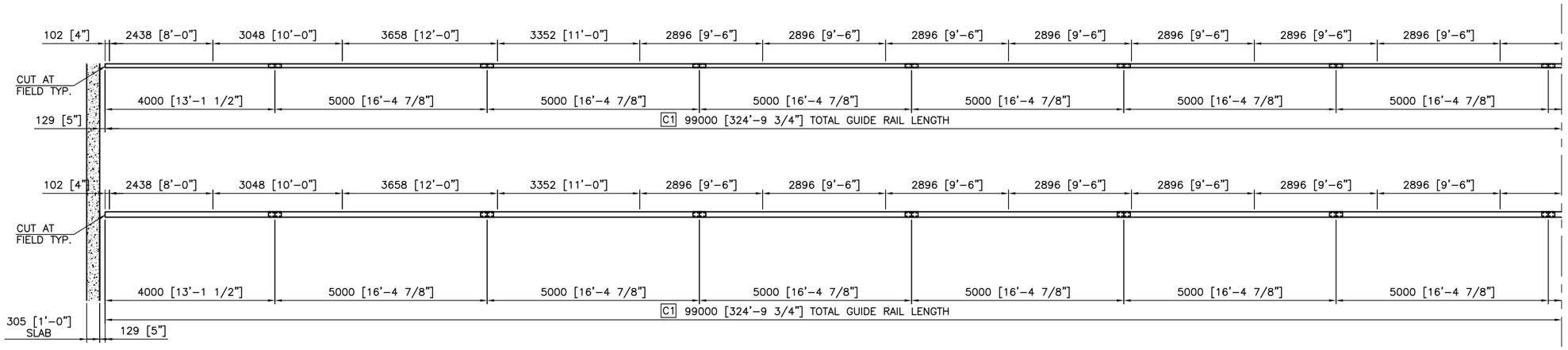
PE 4 : 3500 lbs [1588 Kg]-CP 700 FPM-26S/29F
CAR INSIDE AREA : 35.98 sq.ft [3.34 sq.M] B6 C5

PE 5 : 3500 lbs [1588 Kg]-CP 700 FPM-26S/29F
CAR INSIDE AREA : 39.06 sq.ft [3.63 sq.M] B6

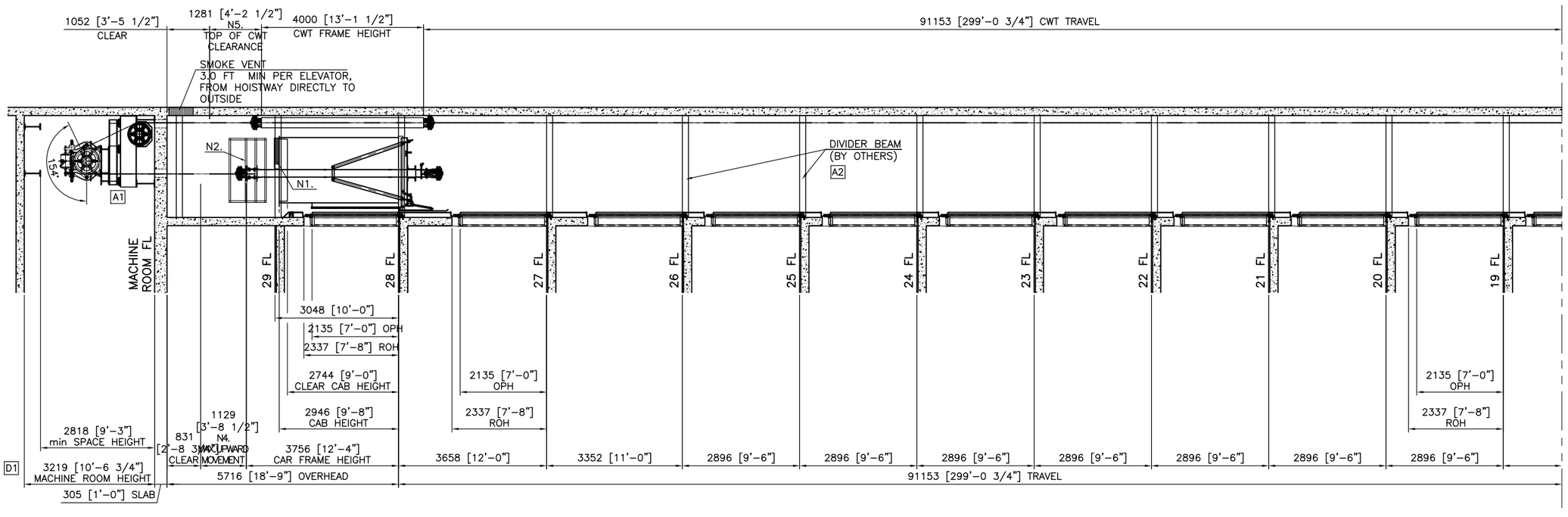


DETAIL OF SEISMIC ANTISNAG BRACKET
(CONDUITS, COUPLINGS & HARDWARE (BY OTHERS)

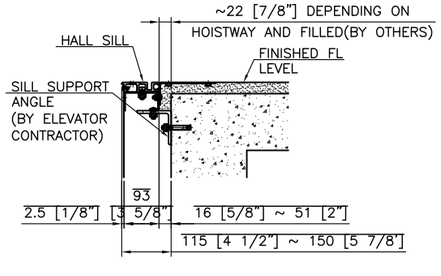
DWG. FORM : (594x420)



A3 RAIL BRACKET SECTION



HOISTWAY SECTION



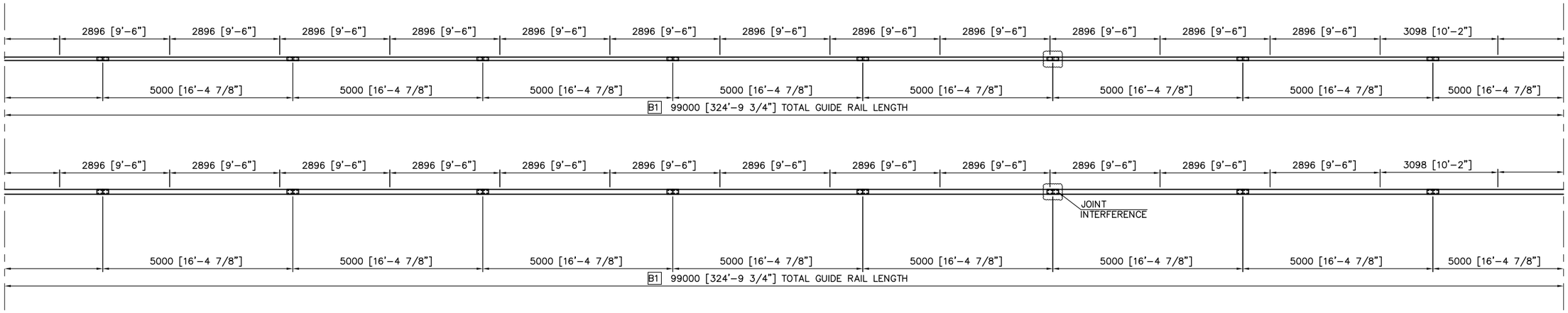
HALL SILL DETAIL

NOTE

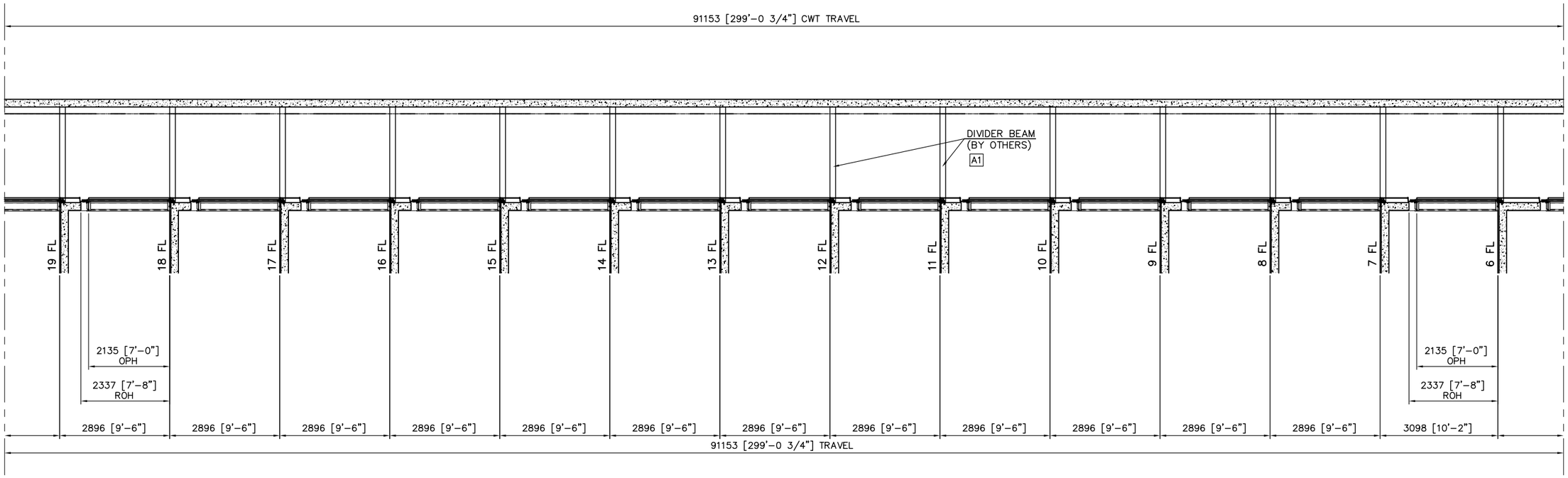
N1. TOP CEILING GUIDE (4" HEIGHT)
N2. CAR TOP SAFETY GUIDE
N3. SUMP PUMP & DRAIN 600x600 (BY OTHERS)
N4. MAXIMUM UPWARD MOVEMENT OF THE CAR
= COUNTERWEIGHT RUNBY + BUFFER STROKE + ONE-HALF OF THE GRAVITY STOPPING DISTANCE
= 254 + 462 + {51 x (3.5 x 1.15)^2 }/2 = 1129 mm
N5. TOP OF COUNTERWEIGHT CLEARANCE
= CAR RUNBY + BUFFER STROKE + 152 + ONE-HALF OF THE GRAVITY STOPPING DISTANCE
= 254 + 462 + 152 + {51 x (3.5 x 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

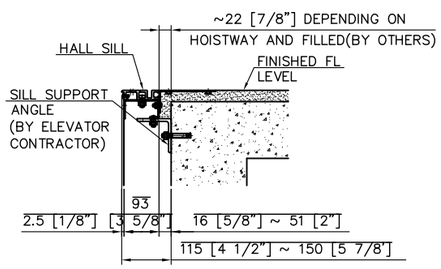
DWG. FORM : (594x420)



A2 RAIL BRACKET SECTION



HOISTWAY SECTION



HALL SILL DETAIL

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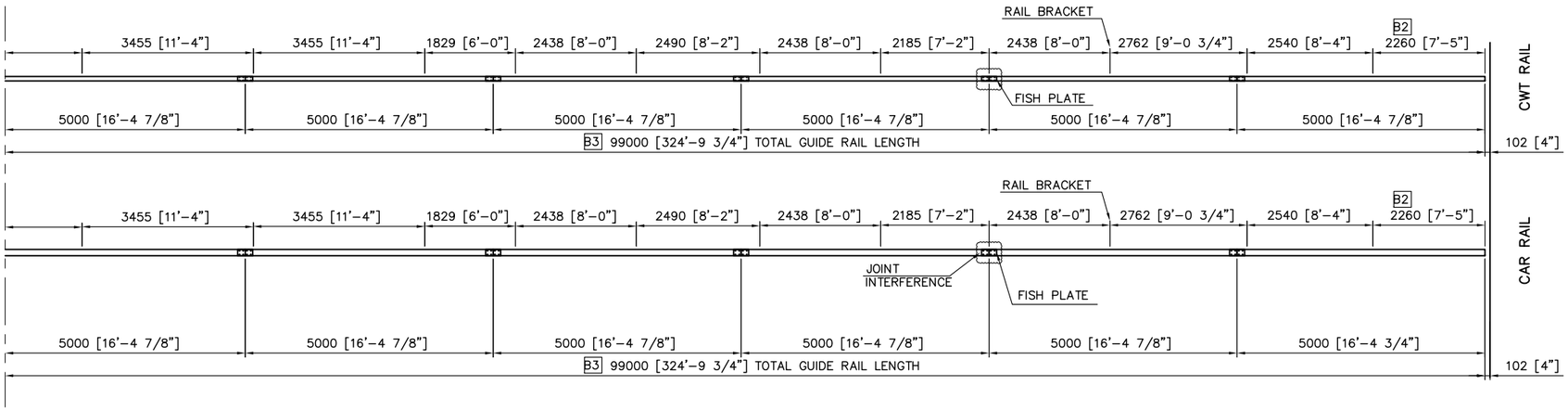
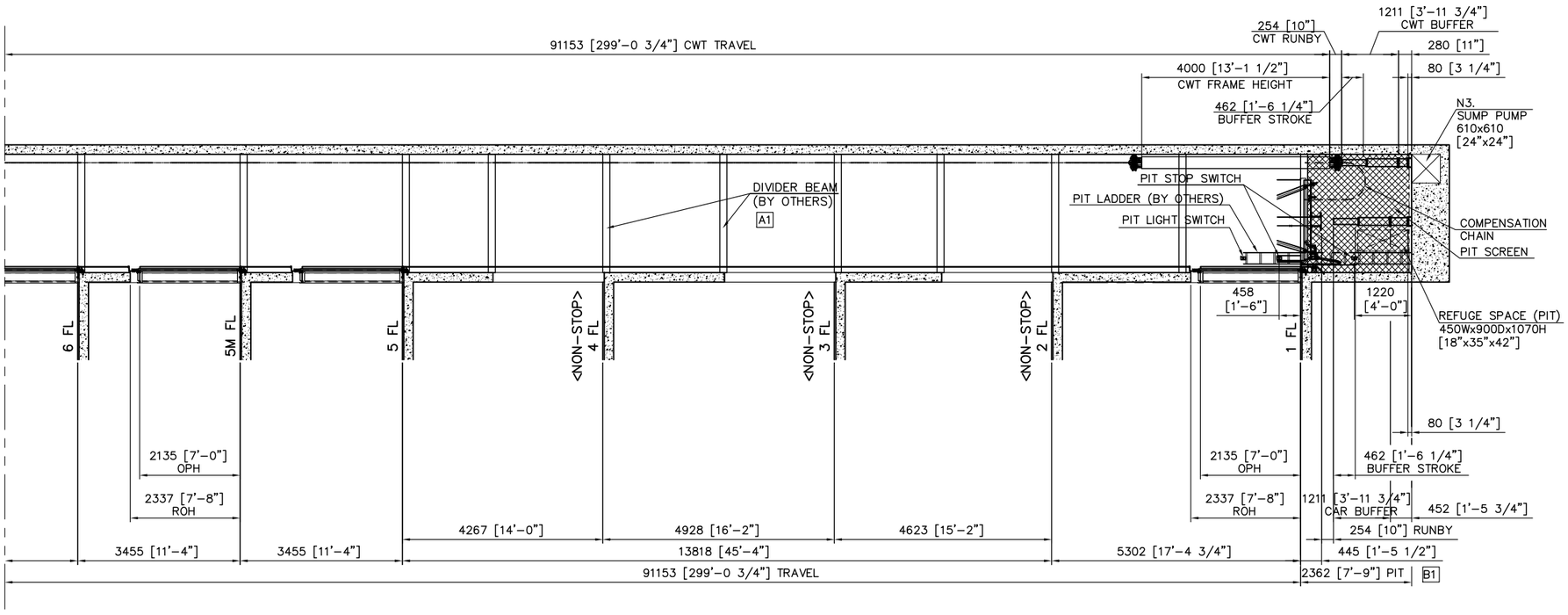
CH = CAB HEIGHT
OH = OVERHEAD

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

DWG. FORM : (594x420)



A2 RAIL BRACKET SECTION



HOISTWAY SECTION

	FLOOR LEVEL	OPEN
28 FL	**5716 [18'-9"]**	**FRONT**
27 FL	**3658 [12'-0"]**	**FRONT**
26 FL	**3352 [11'-0"]**	**FRONT**
25 FL	2896 [9'-6"]	FRONT
24 FL	2896 [9'-6"]	FRONT
23 FL	2896 [9'-6"]	FRONT
22 FL	2896 [9'-6"]	FRONT
21 FL	2896 [9'-6"]	FRONT
20 FL	2896 [9'-6"]	FRONT
19 FL	2896 [9'-6"]	FRONT
18 FL	2896 [9'-6"]	FRONT
17 FL	2896 [9'-6"]	FRONT
16 FL	2896 [9'-6"]	FRONT
15 FL	2896 [9'-6"]	FRONT
14 FL	2896 [9'-6"]	FRONT
13 FL	2896 [9'-6"]	FRONT
12 FL	2896 [9'-6"]	FRONT
11 FL	2896 [9'-6"]	FRONT
10 FL	2896 [9'-6"]	FRONT
9 FL	2896 [9'-6"]	FRONT
8 FL	2896 [9'-6"]	FRONT
7 FL	2896 [9'-6"]	FRONT
6 FL	**3098 [10'-2"]**	**FRONT**
5M FL	**3455 [11'-4"]**	**FRONT**
5 FL	**3455 [11'-4"]**	**FRONT**
4 FL	4267 [14'-0"]	N/A
3 FL	4928 [16'-2"]	N/A
2 FL	4623 [15'-2"]	N/A
1 FL	**5302 [17'-4 3/4"]**	**FRONT**

NOTE

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N.6 OVERHEAD DIMENSIONS ARE BASED OFF OF FINISHED FLOOR AT TOP LANDING NOT SLAB LEVEL.

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

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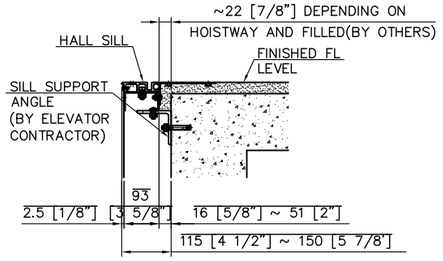

HALL SILL DETAIL

PIT REACTION			
#PE 3,4	Rc	IMPACT ON CAR BUFFER SUPPORT	65501 lbf [291.1 kN]
	Rw	IMPACT ON CWT BUFFER SUPPORT	53408 lbf [237.4 kN]
#PE 5	Rc	IMPACT ON CAR BUFFER SUPPORT	65501 lbf [291.1 kN]
	Rw	IMPACT ON CWT BUFFER SUPPORT	53408 lbf [237.4 kN]