

# IVISIONS BY OTHERS

\*GENERAL

HOISTWAY— THE HOISTWAY MUST BE IN ACCORDANCE WITH NATIONAL US/ASME (SEE APPLIED CODE), ALL STATE AND LOCAL CODES.

PLUMB HOISTWAY— DUE TO CLOSE RUNNING CLEARANCES DWNER/AGENT MUST ENSURE THAT HOISTWAY AND PIT (WHERE PROVIDED) ARE LEVEL, PLUMB AND SQUARE AND ARE IN ACCORDANCE WITH THE DIMENSIONS ON THESE DRAWINGS.

MINIMUM OVERHEAD CLEARANCE— OWNER/AGENT MUST ENSURE MINIMUM OWNER/AGENT MUST ENSURE MUST ENSURE MINIMUM OWNER/AGENT MUST ENSUR

CONSTRUCTION SITE- OWNER/AGENT TO PROVIDE ALL MASONRY,
CARPENTRY AND DRYWALL WORK AS REQUIRED AND SHALL PATCH AND
MAKE GOOD (INCLUDING FINISH PAINTING) ALL AREAS WHERE
WALLS/FLOORS MAY REQUIRE TO BE CUT, DRILLED OR ALTERED IN
ANY WAY TO PERMIT THE PROPER INSTALLATION OF THE LIFT.

CONTRACTOR/CUSTOMER TO VERIFY ALL DIMENSIONS AND REPORT ANY DISCREPANCIES TO OUR OFFICE IMMEDIATELY.

\*STRUCTURAL

THAT BUILDING AND SHAFT WILL SAFELY SUPPORT ALL LOADS IMPOSED BY THE LIFT EQUIPMENT. REFER TO THE TABLES ON THIS DRAWING FOR LOADS IMPOSED BY THE EQUIPMENT. "LOOR/SUPPORT WALL LOADS" CONTRACTOR TO ASSURE

DODRS— SUITABLE LINTELS MUST BE PROVIDED BY OWNER/AGENT.

DODR FRAMES ARE NOT DESIGNED TO SUPPORT OVERHEAD WALL LOADS.

ALL FULL HEIGHT DODRS MUST BE ALIGNED WITH THE DOOR CENTER

LINE. DOOR WITH THE CORE IS BETTER THAN THE HOLLOW DOOR.

NOTEL23—CLEARANCES FROM DOOR SILL TO HOISTWAY DOOR TO BE
3' [76mm] MAXIMUM AND ELEVATOR CAR DOOR TO HOISTWAY DOOR TO
BE 5' [127mm] MAXIMUM TO COMPLY WITH CSA B44 [ASME/ANSI A17.1].

CONSULT YOUR LOCAL INSPECTION AUTHORITIES FOR CODES WHICH MAY

TAKE PRECEDENCE. N/A WITH SLIM AND FLUSH DOORS.

ENTRANCE ASSEMBLIES— ENTRANCE ASSEMBLIES MUST BE ADJUSTED
TO ALIGN WITH PLATFORM AND INTERLOCK EQUIPMENT. OTHERS TO
ALLOW AN ADEQUATE ROUGH OPENING.

RETURN WALLS— RETURN WALLS AT ENTRANCES MUST BE BUILT—IN
BY OTHERS AFTER ENTRANCE ASSEMBLIES ARE IN PLACE. ENTRANCE
ASSEMBLY MUST BE SECURELY FASTENED TO WALLS BY ELEVATOR

CONTRACTOR.

\*MACHINE ROOM

LOCATION / ACCESS- MACHINE ROOM LOCATED AT THE LOWEST LEVEL ADJACENT TO HOISTWAY, UNLESS SHOWN OTHERWISE ON THE LAYOUT DRAWINGS. FIELD ADJUSTMENT BY INSTALLER MAY BE NECESSARY TO MEET JOB SITE CONDITIONS OR REGULATIONS. MACHINE ROOM DOOR IS TO BE LOCKABLE AND IS TO MEET THE REQUIREMENTS OF THE AUTHORITY HAVING JURISDICTION.

SLEEVES FOR OIL & ELECTRIC LINES- FROM MACHINE ROOM TO RUNWAY AS REQUIRED, (POSITION PER INSTALLERS INSTRUCTIONS).

		_
CAB	MOTOR	
$\Box$	œ	
CAB LIGHTS 15 AMPS 15 AMPS 115	EQUIP.	
15	30	DISC
AMPS	AMPS	ONNECT
15	30	FUS
AMPS	AMPS	TIME DELAY FUSE SIZE
115	P30 ·	VOLTS
<	t lov	IS
1	MOTOR & EQUIP 30 AMPS 30 AMPS 230 volt Single Phase	PHASE
	15.9 AMPS	AMPERAGE

### \*ELECTRICAL

<u>LIGHTING-</u> THE ILLUMINATION SHALL BE NOT LESS THAN 200 LX (19 FC) AT THE FLOOR LEVEL IN ALL MACHINE ROOMS AND MACHINERY SPACES, ENSURE AT LEAST 100 LX (10 FC) AMBIENT LIGHTING OVER LIFT AREA. POWER SUPPLY— (SEE SPECIFICATIONS) LOCKABLE FUSED DISCONNECT WITH AUXILIARY CONTACT TO BRAKE THE BATTERY FEED, OR CIRCUIT BREAKERS WITH A 3-POLE BREAKER FOR BATTERY FEED REQUIRED, IN COMPLIANCE WITH ELECTRICAL CODE, AS FOLLOWS: (LOCATED ON WALL ON LOCK JAMB SIDE OF MACHINE ROOM DOOR) PERMANENT POWER— BEFORE INSTALLATION CAN BEGIN, PERMANENT

<u>PHONE-</u>NEED A PHOHE LAND LINE (NOT VOIP) FOR THE PHONE, WHERE APPLICABLE, FOR VOIP PLEASE CONTACT SAVARIA.

RAIL WEIGHT: 8.0 lbs / ft

\*ENTRANCES

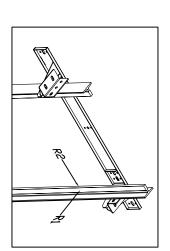
FASCIA PANEL BELOW UPPER LEVEL ENTRANCE— WHERE REQUIRED, FASCIA PANEL MUST BE FASTENED TO A SOLID WALL AND BE PERPENDICULAR TO THE FLOOR AND WALLS. HOISTWAY FASCIA IS NOT SELF-SUPPORTING FOR LONG, CONTINUOUS FUNDS. VOID OF ENTRANCES. ADEQUATE SUPPORT FOR THE

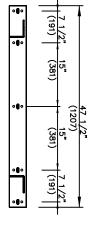
<u>GENERAL</u>	
CLASSIFICATION:	_ Residential Building
APPLIED CODE:	ASME 17.1-2010 SEC. 5.3
MODEL:	_ Infinity
CAPACITY:	1000lbs
NOMINAL SPEED:	_36 fpm UP AND DOWN
TRAVEL:	144′′ [3.66 m]
PIT DEPTH:	8 °
POWER SUPPLY:	_60 HzSingle Phase 230 volt

### PUMP MFR. <u>HYDRAULIC</u>

VALVE MODEL NO.\_\_\_\_\_\_ VALVE COIL VOLTS:\_\_\_\_ MAX WORKING PRESSURE:\_ PUMP MODELL MOTOR: VICKERS 3.0 hp FROM NIDEC EPV - 4 암

RESERVOIR: RELIEF VALVE SETTINGL 24 V DC 1600 psi (11032 kPa) 22 Gal. MAX 25% ABOVE ACTUAL WORKING PRESSURE





## FIRST DOOR BY LANDING CHART

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	LANDING 1	LANDING 2
DOOR TYPE	Doors By Others Doors By Others	Doors By Others
ENTRANCE SIDE	Side A	Side A
DOOR SWING	Right Hand	Right Hand
LOCK TYPE		TOWANCE!
AUTO DOOR OPENER		
HALL CALL KEY SWITCH		
FLOOR MARKING	1	ව

### RAIL BRACKET

304 lbf	*R1	1 <sup>d</sup>	RAIL F
194 lbf	* R2	<b>♠</b> //	-DRCES
	RI MUST BE DOUBLED eg. 2 × 304 = 608 lof	PIT FLOOR TO SUPPORT LOAD OF: 6.4 kips ** (INCLUDES IMPACT)	R3 NOTE:

### CAR FINISH DE TAILS

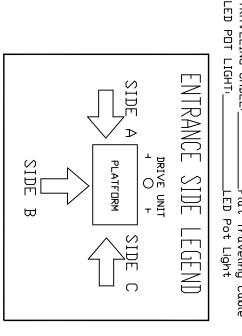
CYLINDER I/D:	CYLINDER 0/D;	PLUNGER 0/D:	EFFECTIVE STROKE:	JACK UNIT	LANDING DOOR FINISH:	GATE FINISH:	GATE TYPE:	GATES REQUIRED:	CAB OPERATION:	CAB TYPE:	CAR DIMENSIONS/PLATFORM GATES	TELEPHONE CABINET	FINISHED FLOOR THICKNESS:_	CAB FLOORING:	HAND RAIL TYPE:	CAR STATION PLATE:	TRIM COLOUR:	POT LIGHT FINISH:	BRASS CAB PKG REQ'D?	CEILING SELECTION:	HARDWOOD FINISHES:	CAB PANEL SELECTION:
_2 1/4 "	_2 3/4 "	_2 "	74′′		N/A	Gate Finish : Standard Hinges W Light Screen	Panel Fold(Clear)WHT 3 Plexi	Manual Gate(s)	auto	Type 1 Left Hand	ORM GATES	_ no	3/4" finish	Plywood Floor 3/4"	Clear Anodized Aluminum	Clear Anodized Alum, with PI	Clear Anodized Aluminum	Stainless Steel	LED Pot Light	standard (white)	Not applicable	_To Be Determine

COLLAPSED LENGTH:	SPLIT CYLINDER?	CYLINDER I/D:	CYLINDER 0/D:	PLUNGER 0/D:	EFFECTIVE STROKE:	
86 3/4 "	no	2 1/4 "	2 3/4 "	         	74′′	

### SUSPENSION

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TRAVELING CABLE:	PHONE:	<u> </u>	SAFETIES:	SPECS:	NOMINAL STRENGTH:	CONSTRUCTION:	TYPE <u>:</u>
Flat Traveling Cable	Standard Phone Provided		TYPE A	MIL-83420	14,400 lbs Per Cable	IWRC 7 X 19	AIRCRAFT CABLE 2 X 3/8" DIA. RATIO



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