

CONSTRUCTION WEIGHTS

INSTALLATION
(PLATFORM & SLING WEIGHT)

1,282 LBS.

TOTAL TEMPORARY
CWT. WT. REQUIRED

1,282 LBS.

CWT. FRAME WEIGHT
(FRAME, SHOES, SHACKLES,
CAVITY FILLERS, SHEAVE, ETC.)

694 LBS.

TEMPORARY FILLER WT.

588 LBS.

TEMPORARY FILLER QTY.

15

STACK HEIGHT..

15 IN.

ELEVATOR NUMBER

1

TYPE

PASSENGER

CLASS

DESIGNED FOR CLASS "A"
FREIGHT LOADING

CAPACITY

3,500 LBS.

MAXIMUM UNIT LOAD

875 LBS.

MAXIMUM AXLE LOAD

875 LBS.

MAXIMUM SUSTAINING LOAD

3,500 LBS.

SPEED

150 F.P.M.

OPERATION

TAC50-04

STOPS

? IN LINE

HOISTWAY ENTRANCES

LH/RH/CO (PWD.)

CAR DOOR

LH/RH/CO (PWD.)

STILE

F7.75 x 5.92

CROSSHEAD

F8 x 4.94

SAFETY PLANK

F8 X 6.57

CAR GUIDE TYPE

SLIDE

BALANCE WT. FILLERS

*

CAR SAFETY

FLEX

GOVERNOR

CAR

MACHINE LOW VOLTAGE

5001BX004

MACHINE HIGH VOLTAGE

5001BX003

DRIVE SHEAVE DIAMETER

13 3/8 IN.

ISOLATION

SPECIAL

FULL LOAD MASS

12,435 LBS.

CONTROL

VWF

BLDG POWER SUPPLY

? V. 3 PH. 60 CYC.

HOIST CABLES

(6) 8 mm
8 X 19 WARRINGTON - IWRC

GOVERNOR CABLE
(PREFORMED)

(1) 6.5 mm
8 x 19W IWRC

COMPENSATION CHAIN
(WHISPER-FLEX)

(1) WF 10
(1.0 LBS./FT.) PER CHAIN

CAR BUFFER TYPE

(2) OIL

CAR BUFFER STROKE

2 3/4 INCH

CWT. BUFFER TYPE

(1) OIL

CWT. BUFFER STROKE

2 3/4 INCH

CWT. STILE LENGTH

11'-5 1/2"

CWT GUIDE TYPE

SLIDE

CWT. FILLER TYPE

165BDD004 (100) SOLID

CWT. FILLER TYPE

165BND002 (18) SPLIT

TOTAL WT. ALL FILLERS

4,346 LBS.

TOT. FILLER STACK HGT.

109 IN.

TOTAL CWT. WEIGHT

(50%) 5,050 LBS.

TOTAL CAR WEIGHT

3,272 LBS.

EST. CAB WEIGHT
WITH DOOR OPERATOR
CAB TYPE - (TKLP)

1,922 LBS.
(48) FILLERS

MACHINE WEIGHT

1,000 LBS.

O.H. SHVS. & FRAME

480 LBS.

TOTAL ASSY. WEIGHT

1,480 LBS.

CAR GUIDE RAILS

15 LBS./FT.

CWT. GUIDE RAILS

15 LBS./FT.

THE FOLLOWING CONDITIONS MUST BE MET BEFORE INSTALLATION
IS COMPLETED, AND ARE NOT INCLUDED IN THE ELEVATOR CONTRACT:

1. A PLUMB, PROPERLY-VENTILATED HOISTWAY, (ACCORDING TO CODE AND SIZES SHOWN).

2. ADEQUATE SUPPORT IN FOUNDATION TO CARRY THE LOADS OF ALL EQUIPMENT, INCLUDING OVERHEAD MACHINE WITH MACHINE SUPPORT FRAME, GUIDE RAILS AND BUFFERS (FOR REACTIONS SHOWN). ADEQUATE SUPPORT FOR GUIDE RAIL BRACKETS (FOR REACTIONS SHOWN).

3. HOISTWAY BARRICADES, (ALL CUTTING AND PATCHING TO INSTALL HW ENTRANCES, SILLS, AND HALL FIXTURES).

4. PIT, OVERHEAD LIGHTS AND SWITCHES, CONVENIENCE OUTLETS OF THE GFCI TYPE PER NEC AND ASME A17.1.

5. PIT LADDER PER CAR (ACCORDING TO CODE) TO BE PROVIDED AND MUST BE CLR. OF ALL ELEV. EQ.

6. SEPARATE 120 VOLT, 15 AMP. BRANCH CIRCUITS, 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 RECEPTACLES OF THE GFCI TYPE PER NEC
NOTE: IF STANDBY POWER IS SUPPLIED TO THE ELEV., GROUP CONTROL CIRCUIT MUST BE STANDBY POWER BACKED.
NOTE: IF STANDBY POWER IS REQUIRED, SEE "ELEVATOR STANDBY POWER OPERATION".

7. BRANCH CIRCUIT CONDUCTOR SIZING, MATERIALS, AND INSULATION (INCLUDING BRANCH CIRCUIT OVERCURRENT PROTECTIVE DEVICE) TO COMPLY WITH ALL LOCAL ELECTRICAL CODES (SEE "ELECTRICAL POWER REQUIREMENTS").

8. NOTE: ALSO, A FOURTH WIRE OF THE SAME SIZE AS THREE PHASE WIRES IS REQUIRED FOR GROUNDING. PURPOSES TO MINIMIZE ELEC. NOISE INTERFERENCE. THE GROUNDING WIRE MUST BE CONNECTED TO THE BUILDING'S ELECTRICAL SYSTEM GROUND.

9. AN ENCLOSED CONTROLLER ROOM AREA (IF REQ. BY LOCAL CODE), WITH ADEQUATE LIGHT, HEAT, VENTILATION (MIN. 32°F.(0°C), MAX. 104°F.(40°C) WITH NON-CONDENSING HUMIDITY OF 10-95%), AND SEALED CONCRETE FLOOR SLAB SURFACE.

10. A PROPERLY VENTED HOISTWAY AND MAINTAINED BET. 32°F (0°C) & 122°F (50°C).

11. ENTRANCE WALLS WITH LINTELS, NOTE: MUST BE PROVIDED AFTER ENTRANCE FRAMES ARE SET
- OR LEAVE A ROUGH OPENING 1'-3' WIDER AND 1'-3' HIGHER THAN THE FRAME OPENING;
FOLLOW INSTALLATION PROCEDURES FOR FRAME TO WALL INTERFACE TO MAINTAIN LABELED CONSTRUCTION. FILL IN AROUND FRAMES AFTER THE FRAMES ARE SET.

12. POCKETS IN CORRIDOR WALL (PER FIXTURE DRAWINGS) FOR HALL FIXTURES.
NOTE: MUST BE LOCATED AS DIRECTED BY ELEVATOR CONTRACTOR.

13. SMOKE SENSORS (AS REQUIRED).

14. CONDUIT AND WIRING FROM HOISTWAY TO ELEVATOR MONITORING PANELS (FOR SECURITY, LIFE SAFETY, OR FIRE REQUIREMENTS).

RAIL FORCES

F1

F2

F1

F2

LOADING OR UNLOADING

SEISMIC RAIL
LOADS (ZONE 3)

CAR

CWT.

1,628 LB.

814 LBS.

1,732 LB.

866 LBS.

MAXIMUM VERTICAL FORCE ON EACH GUIDE
RAIL DUE TO SAFETY APPLICATION.

CAR

6,920 LB.

NOTE A: ALL REACTIONS INCLUDE ALLOWANCE FOR IMPACT.

NOTE B: THYSSENKRUPP ELEVATOR TO BE NOTIFIED OF ANY CHANGE TO ELEVATOR
HOISTWAY OR MACHINE ROOM DESIGN PRIOR TO FABRICATION OF ELEVATOR EQUIPMENT.

NOTE C: ELEVATOR DESIGN AND FABRICATION BASED ON ESTIMATED CAB WEIGHT
SHOWN. LAYOUT APPROVAL WILL BE CONSTRUED AS FINAL CAB WEIGHT,
UNLESS OTHERWISE NOTIFIED.

DATE

SYM.

REVISION

BY

CHKD.

DO NOT SCALE THIS DRAWING

ELEVATOR CONTRACTOR

THYSSENKRUPP ELEVATOR

CONTRACT NUMBER

FOR: X

ADDRESS: X

CITY: X

ARCHITECT: X

GENERAL CONTRACTOR: X

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ThyssenKrupp
Elevator Americas

ThyssenKrupp

SEISMIC

DRAWN

DATE

CHKD.

JOB NUMBER

REV.

SHEET NO.

X

X

X

1 OF 4

ALL DEPICTIONS, DIMENSIONS, MEASUREMENTS AND ALL OTHER INFORMATION CONTAINED
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CONSEQUENTIAL, OR INDIRECT DAMAGES (INCLUDING BUT NOT LIMITED TO, DAMAGES FOR
LOSS OF PROFITS, DELAY, BUSINESS INTERRUPTION,) ARISING OUT OF THE USE OF
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LIMITATION OF LIABILITY FOR CONSEQUENTIAL OR INCIDENTAL DAMAGES, THE ABOVE
LIMITATION MAY NOT APPLY TO YOU. IN SUCH STATES, THYSSENKRUPP ELEVATOR
CORPORATION'S LIABILITY IS LIMITED TO THE GREATEST EXTENT PERMITTED BY LAW.

CWT. FILLERS
165BDD004 165BND002

SOLID 39.87 #/FILLER

MAX NUMBER OF SOLID FILLERS
THAT WILL FIT INTO FRAME =100

MAX NUMBER OF SPLIT FILLERS
THAT WILL FIT INTO FRAME = 24

MAX TOT. FILLER STACK HT. = 112 IN.

MAX STACK
HT.

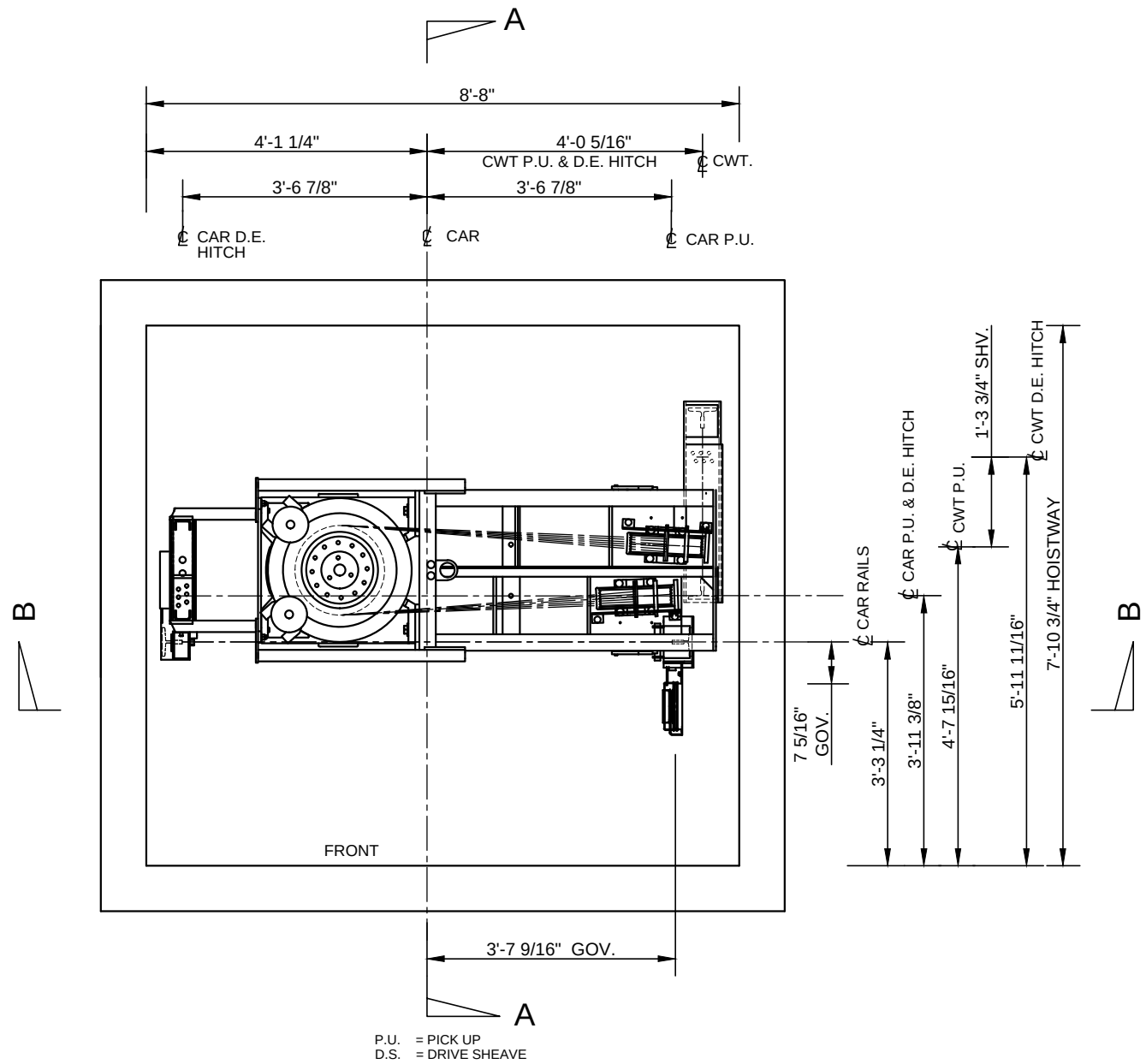
100 IN.

12 IN.

* AS REQ.

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ELEVATOR UNLESS SHOWN OTHERWISE.



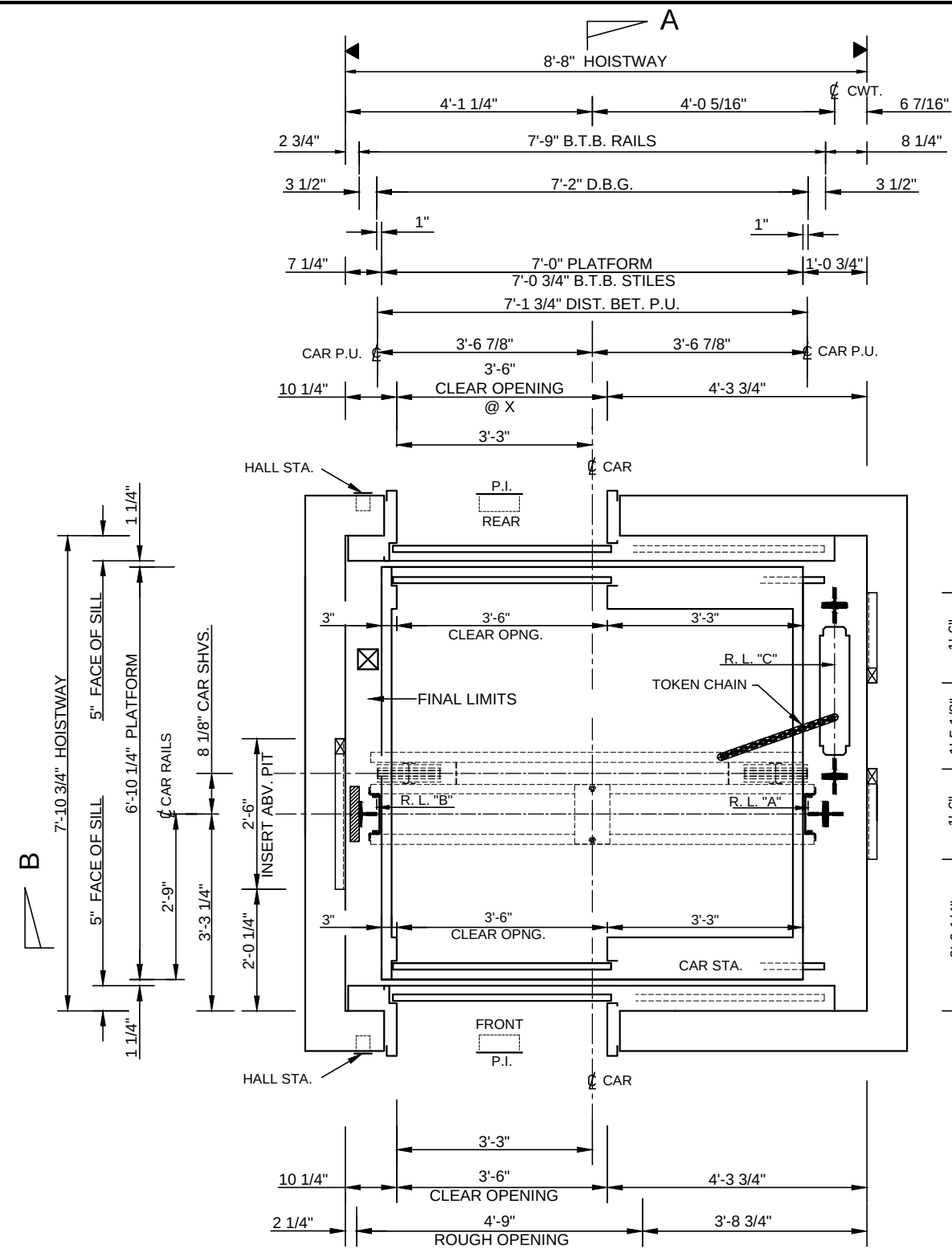
OVERHEAD VIEW LHF/RHR SEISMIC
3500 LB. CAPACITY PLAN 2

RS-S 3500 LHF/RHR SEISMIC

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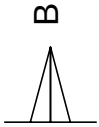
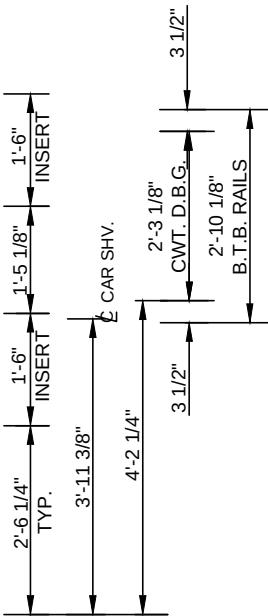
ALL DIMENSIONS AND NOTES ON THIS
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ELEVATOR UNLESS SHOWN OTHERWISE.



PLAN 2 : HOISTWAY
3500 LB. CAPACITY

NOTE: IF DRYWALL CONSTRUCTION, INSTALL WALL AFTER
ENTRANCE FRAMES ARE SET. IF CONCRETE OR MASONRY
CONSTRUCTION, LEAVE ROUGH OPENING AS SPECIFIED.

(1) 6" WIDE X 6" HIGH ELECTRICAL
RACEWAYS REQUIRED. LOCATION IS
DETERMINED BY RELATIONSHIP BETWEEN
CONTROLLER CLOSET AND HOISTWAY.
FINAL LOCATION TO BE VERIFIED WITH
THYSSENKRUPP FIELD SUPERINTENDENT.



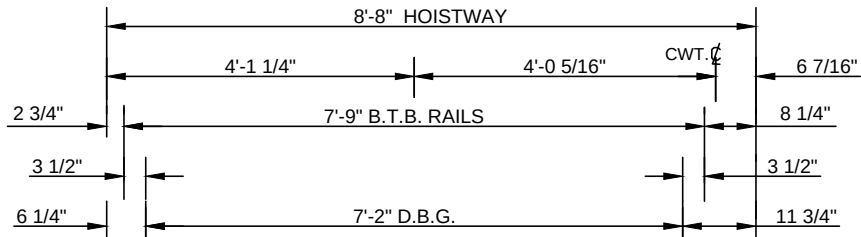
BUFFER REACTIONS	
R1	9,900 LBS.
R2	14,850 LBS.

PIT FLOOR REACTIONS			
OVERHEAD SHEAVE ASSY. WT., RAILS, AND MACHINE WT.		DYNAMIC (IMPACTED)	COMPOSITE REACTIONS
R3	825 LBS.	6,525 LBS.	7,350 LBS.
R4	1,175 LBS.	2,650 LBS.	3,825 LBS.
R5	1,900 LBS.	5,500 LBS.	7,400 LBS.
R6	1,975 LBS.	6,375 LBS.	8,350 LBS.

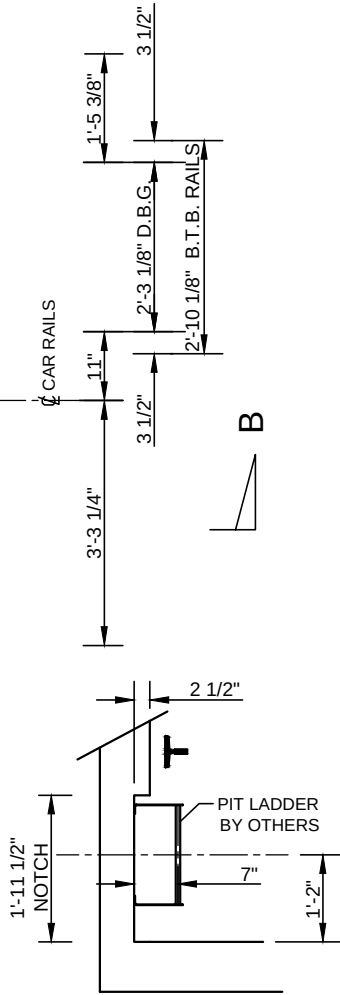
LOW PROFILE FISHPLATE

3" DEAD ZONE

D.B.G. = DIST. BET. GUIDES
B.T.B. = BACK TO BACK RAILS
☒ = TRAVELING CABLE



PLAN 2 : PIT
3500 LB. CAPACITY



PIT LADDER POCKET
2 1/2" X 1'-11 1/2"
POCKET EXTENDING FROM PIT FLOOR
TO 50" ABOVE THE BOTTOM LANDING

RS-S SEISMIC 3500 PLAN 2 LHF/RHR

FOR: X

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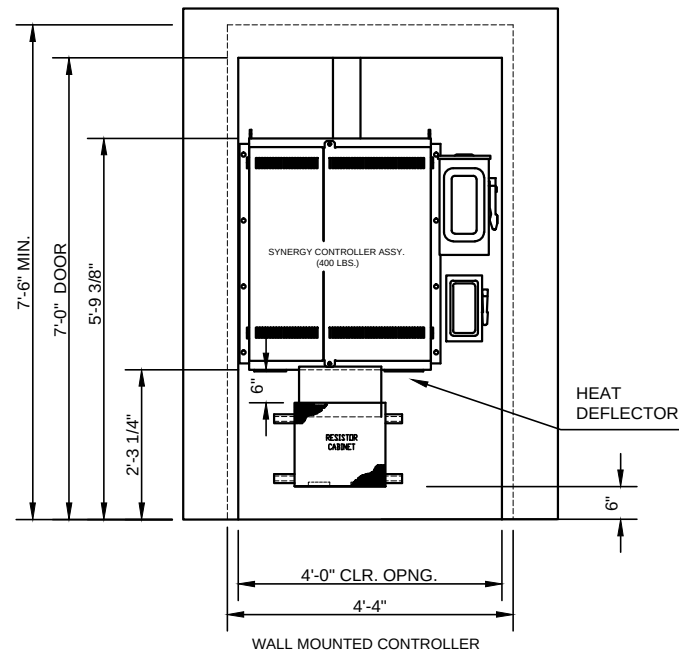
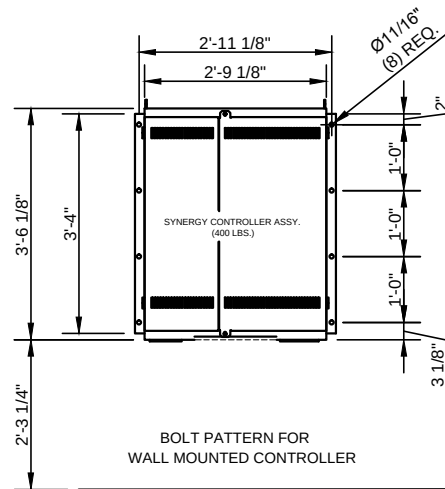
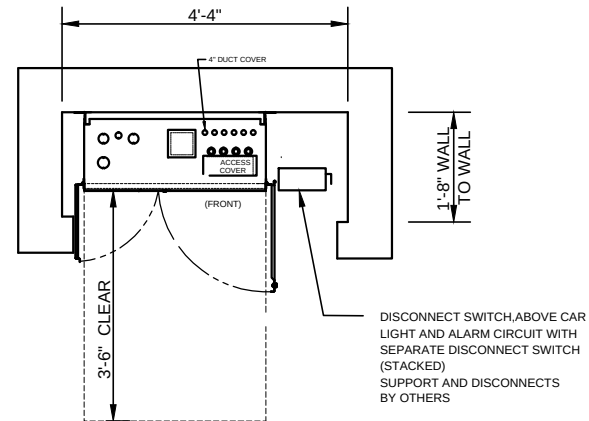
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ThyssenKrupp
Elevator Americas

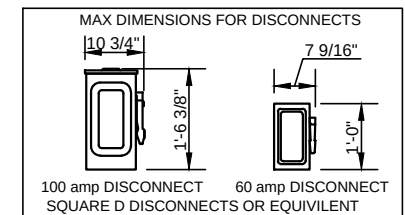


DRAWN	DATE	CHKD.	JOB NUMBER	REV.	SHEET NO.
x	x/xx/xx		X		3 OF 4

PREFERRED



THIS STANDARD ARRANGEMENT IS TO BE USED WITH NO ADDITIONAL OPTIONS
AND A FEEDER VOLTAGE OF 208/240 OR 460/480 V



DISCONNECT SWITCH (BY OTHERS)
TEMPERATURE RANGE (32° F MIN., 104° F MAX.)
10% - 95% NON-CONDENSING RELATIVE HUMIDITY
7'-6" MIN. CEILING HEIGHT

THE MINIMUM SIZES SHOWN FOR THESE CONTROL SPACES ARE PREDICATED ON AVERAGE SIZED COMPONENTS AND ANY OVERSIZED BOX OR DISCONNECT COULD AFFECT THE SIZE OF THE CONTROL ROOM.

* DISCONNECTS LARGER THAN THESE DIMENSIONS SUCH AS AN ELEVATOR SHUNT SHUNT TRIP CENTER COULD INCREASE MINIMUM CONTROL ROOM DIMS.

* **PREFERABLY** THE CONTROL CLOSET SHOULD BE LOCATED AT THE TOP LANDING AND THE MAX DIST. OF CONDUIT RUN FROM CONTROLLER TO MACHINE IS 150'.

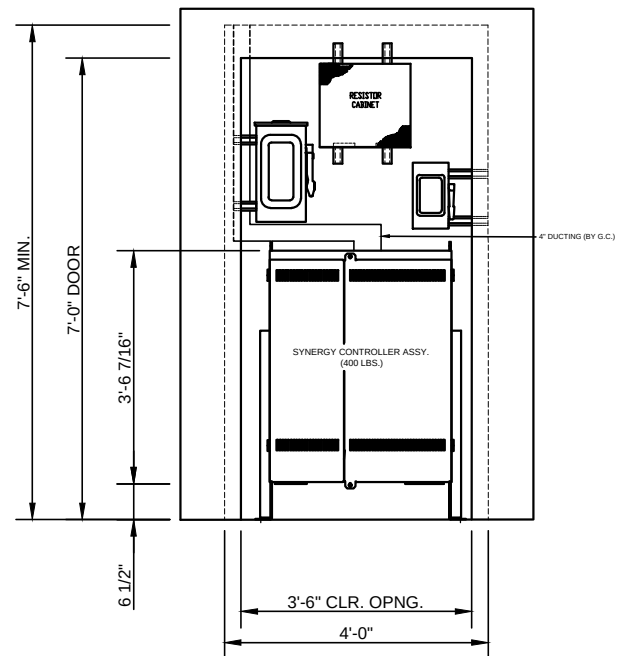
(1) 6" WIDE X 6" HIGH ELECTRICAL RACEWAYS REQUIRED. LOCATION IS DETERMINED BY RELATIONSHIP BETWEEN CONTROLLER CLOSET AND HOISTWAY. FINAL LOCATION TO BE VERIFIED WITH THYSSENKRUPP FIELD SUPERINTENDENT.

HEAT LOAD IN CONTROLLER CLOSET
CAUSED BY ELEVATOR EQUIPMENT IS
IN B.T.U./HOUR UNITS PER CHART BELOW

CONTROL CLOSET SYNERGY STANDARD RAIL SUPPORTED

	CAR SPEED	DRIVE H.P.	WITHOUT TRANSFORMER		REGENERATIVE DRIVE
? VOLTS					

[illegible]

[illegible]

MAX DIMENSIONS FOR DISCONNECTS

10 3/4"

14 3/8"

100 amp DISCONNECT

7 9/16"

14 0"

60 amp DISCONNECT

SQUARE D DISCONNECTS OR EQUIVALENT

THE MINIMUM SIZES SHOWN FOR THESE CONTROL SPACES ARE PREDICATED ON AVERAGE SIZED COMPONENTS AND ANY OVERSIZED BOX OR DISCONNECT COULD AFFECT THE SIZE OF THE CONTROL ROOM.

* DISCONNECTS LARGER THAN THESE DIMENSIONS SUCH AS AN ELEVATOR SHUNT SHUNT TRIP CENTER COULD INCREASE MINIMUM CONTROL ROOM DIMS.

(1) 6" WIDE X 6" HIGH ELECTRICAL RACEWAYS REQUIRED. LOCATION IS DETERMINED BY RELATIONSHIP BETWEEN CONTROLLER CLOSET AND HOISTWAY. FINAL LOCATION TO BE VERIFIED WITH THYSSENKRUPP FIELD SUPERINTENDENT.

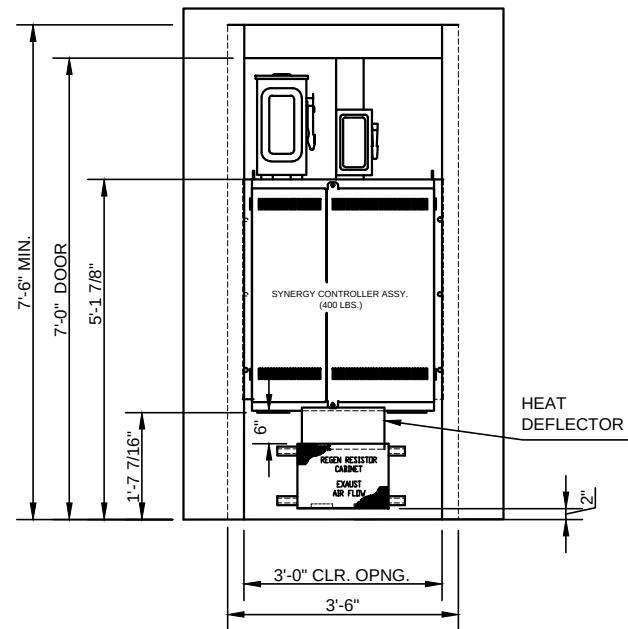
CONTROL CLOSET SYNERGY STANDARD RAIL SUPPORTED

	CAR SPEED	DRIVE H.P.	WITHOUT TRANSFORMER		REGENERATIVE DRIVE
? VOLTS					

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Diagram illustrating the front view of the alarm control panel with dimensions and components:

- Overall width: 3'-6"
- Top duct cover: 6" DUCT COVER
- Access cover: ACCESS COVER
- Front view: (FRONT)
- Clearance below panel: 3'-6" CLEAR
- Wall clearance: 1'-8" WALL TO WALL
- Disconnect switch and car light and alarm circuit with separate disconnect switch on top of controller support and disconnects by others



MAX DIMENSIONS FOR DISCONNECTS

10 3/4"

1'-6 3/8"

7 9/16"

1'-0"

100 amp DISCONNECT

60 amp DISCONNECT

SQUARE D DISCONNECTS OR EQUIVALENT

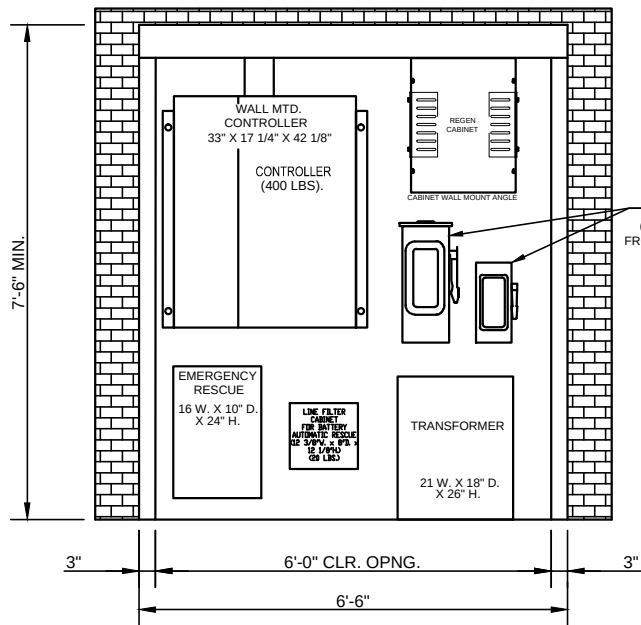
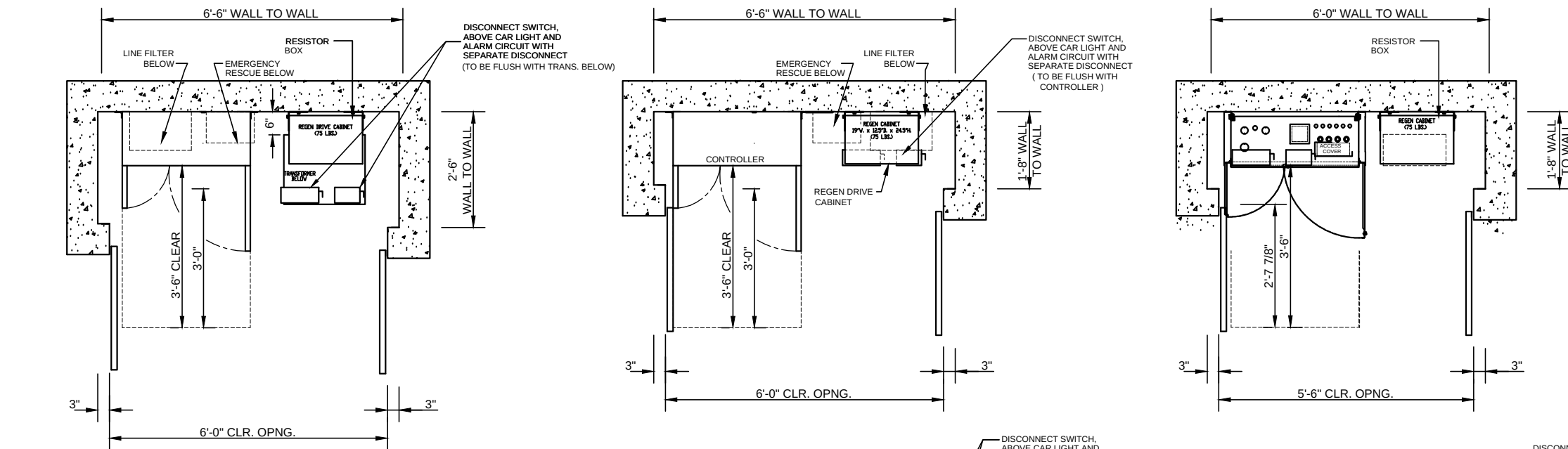
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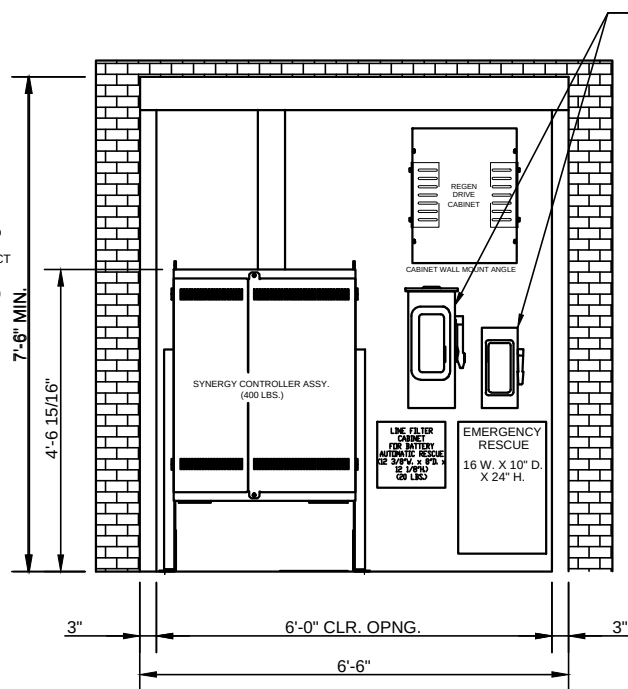
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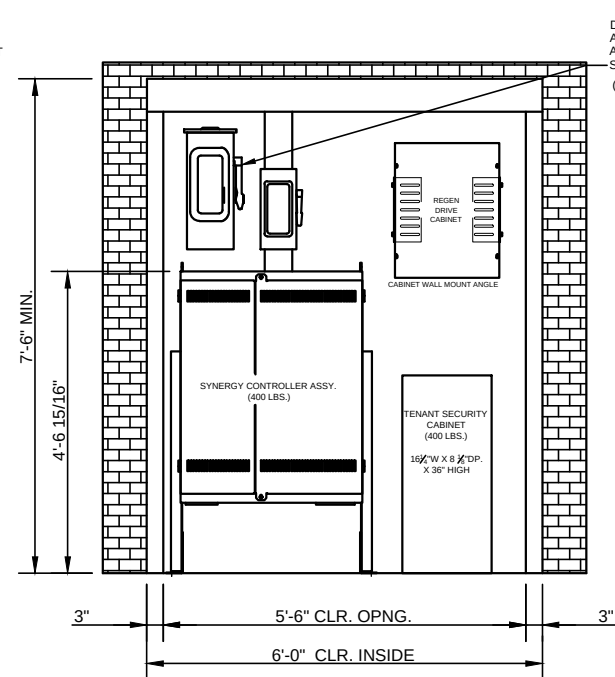
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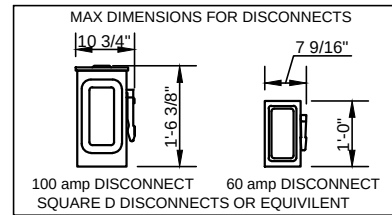
WALL MOUNTED CONTROLLER
THIS ARRANGEMENT MUST BE USED WITH THE EMERGENCY RESCUE OPTION ONLY
AND A FEEDER VOLTAGE OTHER THAN 460/480 V



THIS ARRANGEMENT MUST BE USED WITH THE EMERGENCY RESCUE OPTION ONLY
AND A FEEDER VOLTAGE OF 460/480 V



THIS ARRANGEMENT MUST BE USED WITH THE TENANT SECURITY OPTION ONLY
AND A FEEDER VOLTAGE OF 208/240 OR 460/480 V



DISCONNECT SWITCH (BY OTHERS)
TEMPERATURE RANGE (32° F MIN., 104° F MAX.)
10% - 95% NON-CONDENSING RELATIVE HUMIDITY
7'-6" MIN. CEILING HEIGHT

THE MINIMUM SIZES SHOWN FOR THESE CONTROL SPACES ARE PREDICATED ON
AVERAGE SIZED COMPONENTS AND ANY OVERSIZED BOX OR DISCONNECT
COULD AFFECT THE SIZE OF THE CONTROL ROOM.

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SHUNT TRIP CENTER COULD INCREASE MINIMUM CONTROL ROOM DIMS.

* PREFERABLY THE CONTROL CLOSET SHOULD BE LOCATED AT THE TOP LANDING
AND THE MAX DIST. OF CONDUIT RUN FROM CONTROLLER TO MACHINE IS 150'.

(1) 6" WIDE X 6" HIGH ELECTRICAL
RACEWAYS REQUIRED. LOCATION IS
DETERMINED BY RELATIONSHIP BETWEEN
CONTROLLER CLOSET AND HOISTWAY.
FINAL LOCATION TO BE VERIFIED WITH
THYSSENKRUPP FIELD SUPERINTENDENT.

HEAT LOAD IN CONTROLLER CLOSET
CAUSED BY ELEVATOR EQUIPMENT IS
IN B.T.U./HOUR UNITS PER CHART BELOW

	CAR SPEED	DRIVE H.P.	WITHOUT TRANSFORMER		REGENERATIVE DRIVE
? VOLTS					

CONTROL CLOSET SYNERGYSTANDARD RAIL SUPPORTED

DATE	SYM.	REVISION	BY	CHKD.

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THIS DRAWING IS LOANED SUBJECT TO RETURN ON DEMAND AND IS NOT TO BE
USED, DIRECTLY OR INDIRECTLY, IN ANY WAY DETRIMENTAL TO THE INTEREST
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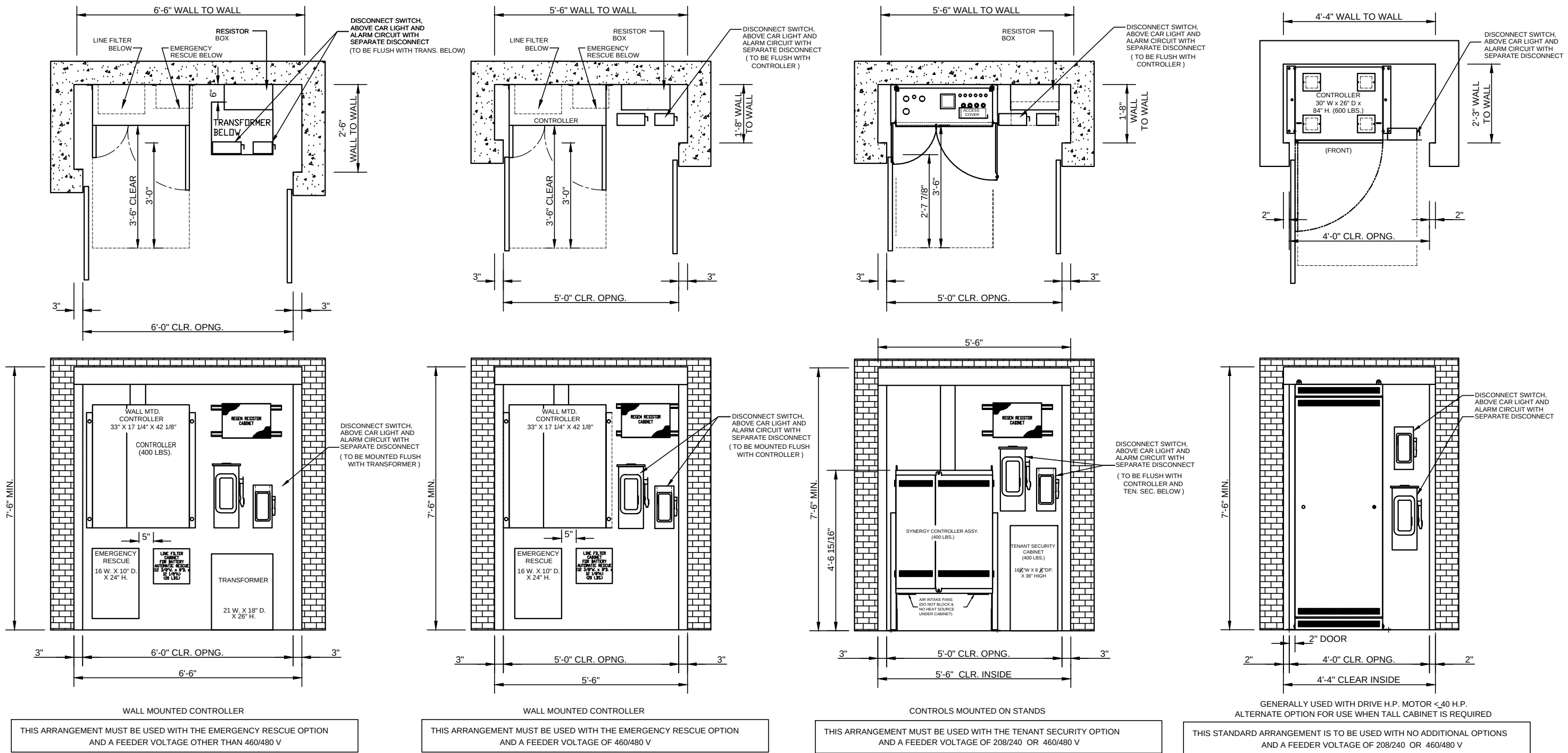
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SYNERGY

ThyssenKrupp
Elevator Americas



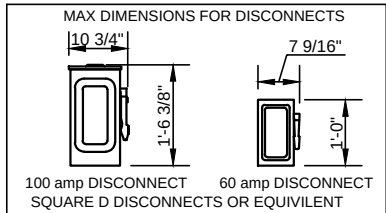
DRAWN	DATE	CHKD.	JOB NUMBER	REV.	SHEET NO.
X	XX/XX 20XX		X		3 OF 3



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HEAT LOAD IN CONTROLLER CLOSET CAUSED BY ELEVATOR EQUIPMENT IS IN B.T.U./HOUR UNITS PER CHART BELOW

	CAR SPEED	DRIVE H.P.	WITHOUT TRANSFORMER	REGENERATIVE DRIVE
? VOLTS				

CONTROL CLOSET SYNERGY STANDARD RAIL SUPPORTED

DATE	SYM.	REVISION	BY	CHKD.

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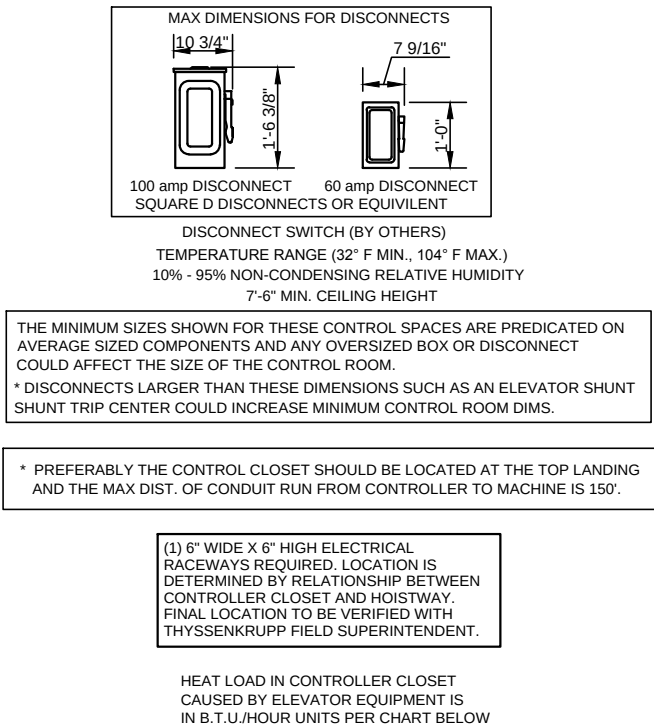
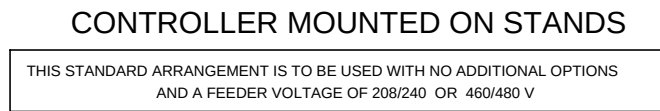
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X	XX/XX 20XX		X		3 OF 3

SYNERGY



	CAR SPEED	DRIVE H.P.	WITHOUT TRANSFORMER		REGENERATIVE DRIVE
? VOLTS					

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Elevator Americas**



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