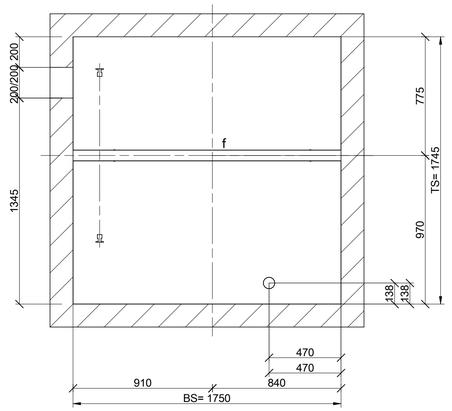
P21-024 Calder Park

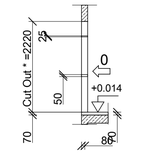
Drawing Register: Schindler

Works Completed: Lifts

Drawing No.	Drawing Title	Rev
11672803	Lift Drawing	AB

Well Head 1:20

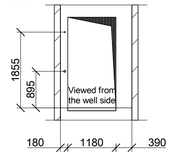


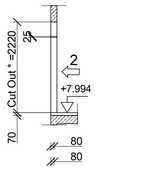


* = From finished floor level

Access side 1 1:75

Entrance: 0

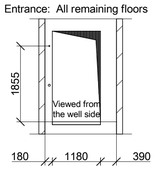


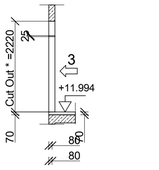


* = From finished floor level

Access side 1 1:75

Entrance: All remaining floors

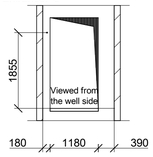




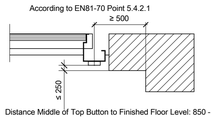
* = From finished floor level

Access side 1 1:75

Entrance: 3



Control Devices - Requirements for Arrangement



Distance Middle of Top Button to Finished Floor Level: 850 - 1100 mm

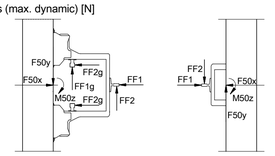
Inlay Parts:

Description	Description Type		Quantity
Ceiling f	IPB min. 20 kN WLL		1
Ceiling g	Load hooks min. 10 kN		1
	-		

Loads are not simultaneous.
Structural elements (slab or supporting walls) to be dimensioned for [f] Working Load Limit or higher.
The required minimum concrete quality must be Eurocode 2 EN1992 C20/25 or higher

Guide shoe forces (max. dynamic) [N]

Car
FF1 = 1195
FF2 = 1090
Counterweight:
FF1g = 359
FF2g = 778



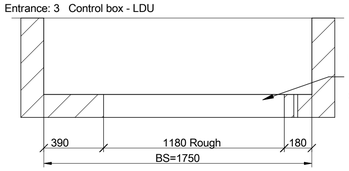
Hoistway loads

F9	= 22593 N	F50x_T	= 683 N (Travel Section)
F10	= 32876 N	F50y_T	= 628 N (Travel Section)
F11	= 30168 N	F50x_PH	= 1556 N (Pit and Head Section)
F12	= 14194 N	F50y_PH	= 1090 N (Pit and Head Section)
F13	= 5655 N	M50z_T	= 207 Nm (Travel Section)
F14	= 3487 N	M50z_PH	= 359 Nm (Travel Section)

Load F11 & F12 only occur in case of operation of the safety gear.
Loads F9 & F10 in case either car or counterweight lands on the buffers.

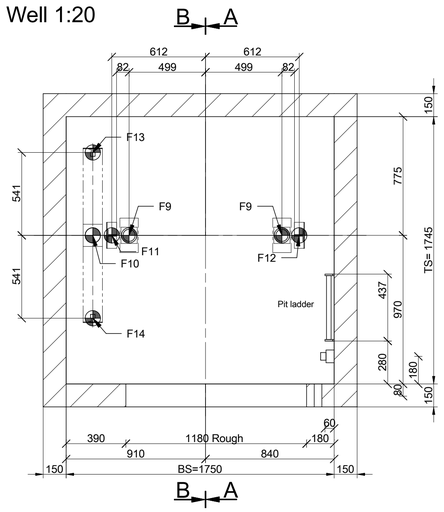
Door Detail 1:20

Entrance: 3 Control box - LDU



Electrical supply line: (local supply)
- 400 V Main power switch
- 230 V Hoistway lighting
Cable reserve 2 m min.

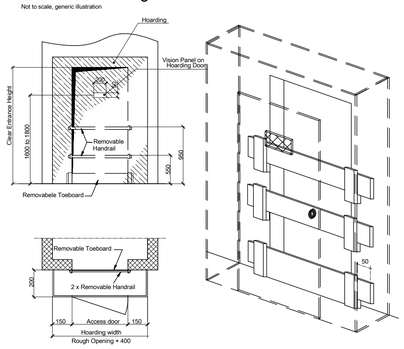
Well 1:20



Entrances: 0, 1, 2

Entrance Hoarding

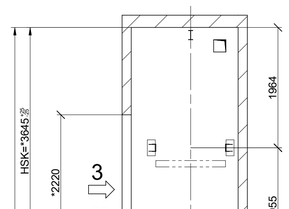
Not to scale, generic illustration



Note
1. The client is to provide and fix full height lockable guarding to the lit shaft openings to provide protection for the general public, our operatives and equipment during installation in accordance with BS7255:2012. We draw your attention to Clause 4.18 and Annex E.3 which states that the full height enclosure access door should be fitted with Yale lock, type key arrangement, with a thumb turn type internal arrangement. Which can be opened without a key from inside the enclosure.
2. Height of hoarding to be Clear Entrance Height + 200 minimum. Full hoarding should continue past the rough opening and finish at the ceiling or cap the hoarding to prevent materials falling into the open hoarding from above.
3. Access door to be full height hoarding
4. An opening of 200mm wide by 50mm high will need to be cut into the door for a vision panel. Approx. 1600-1900mm off the floor. This will need covering by a mesh with holes no greater than 10mm square. This stops any possibility of materials falling through but gives an inspection option. This may need a profile of the door to be drawn also on this sheet

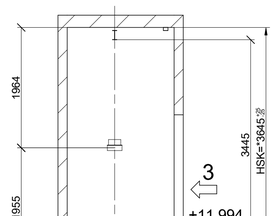
The circumferential air gap between door frame
or front and wall must be closed on site.
For deviations from the vertical, dimension changes.

Section A-A 1:50



* = From finished floor level

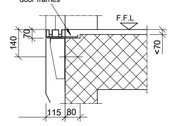
Section B-B 1:50



* = From finished floor level

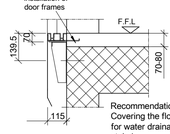
Door Sill Detail <70

Fill up after installation of door frames



Door Sill Detail 70-80

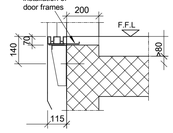
Fill up after installation of door frames



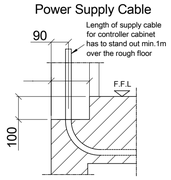
Recommendation
Covering the floor with a
for water drainage (cleaning of stairs)

Door Sill Detail >80

Fill up after installation of door frames



Power Supply Cable



Revision	Modification	Modified by	Reviewed by	Date
00	First Issue	CLIFTOJO		14/12/2021
01	AS BUILT	CLIFTOJO		27/09/2022

Builder's work plan
Plan views I

Product Line:
S3000

Building: Calder Park, Wakefield
Address: Peel Avenue - WF2 7UA Wakefield
Client: Winvic Construction Limited - 19 Tenter Road - NN3 6PZ Northampton

Schindler

Schindler Ltd
Dashwood Lang Rd
Bourne Business Park
Addlestone
Contact:

Further inquiries concerning this plan on
Tel:

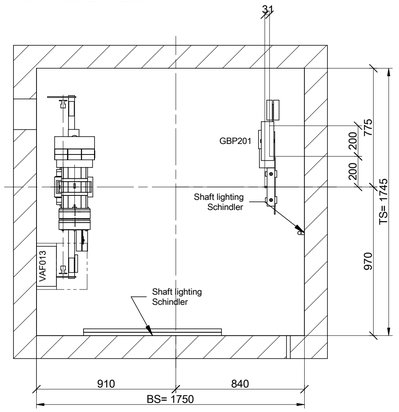
Drawn	CLIFTOJO	14/12/2021	Page
Released		2021.12.14	1/3

Comm. No. UKC0011672803
Plan No. D 11672803.201 01

A1
dynTemplateGPCF3OrderA1BWP

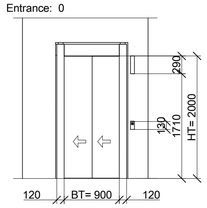
Mount the IoEE Cube with the following restrictions:
- No more than 5 m wiring routing to the controller's main PCB
- Not less than 500 mm from an EMC emitter (inverter, motor, brake, etc.)
- No less than 25 mm distance from a running elevator part (IoEE Cube combo thickness for installation purposes can be considered as 60mm)

Well Head 1:20



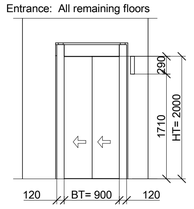
Access side 1 1:50

Entrance: 0



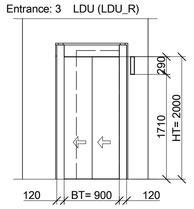
Access side 1 1:50

Entrance: All remaining floors



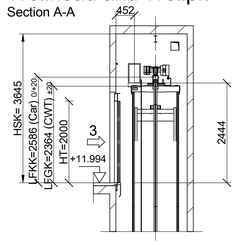
Access side 1 1:50

Entrance: 3 LDU (LDU_R)

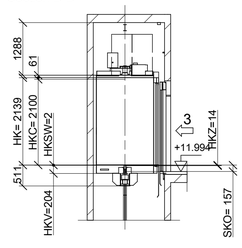


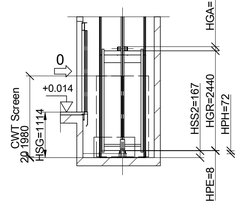
Wellhead and Wellpit

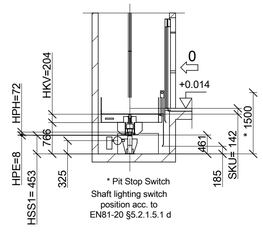
Section A-A



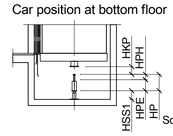
Section B-B



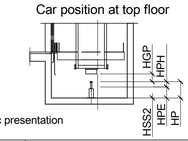




Car position at bottom floor



Car position at top floor



Schematic presentation

	Car buffer	Counterweight buffer
	PS_D0	PS_D2
(HP) [mm]	80	80
HPH/HPHL[mm]	72 / 72	72 / 72
HKP/HGP [mm]	70 -50	85 -200
HSS1/2 [mm]	439	167
HPE [mm]	8	8
Quantity	2	1

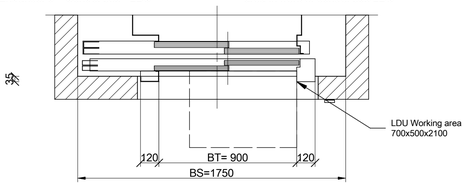
Refuge spaces

Position and dimension	Label
On car ceiling **700x500x1000** 700x500x1000	Crouching
In hoistway pit 700x1000x500	Laying

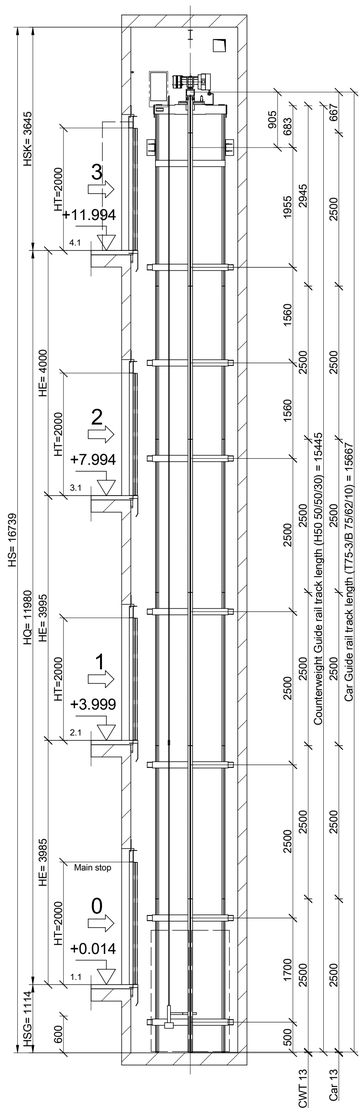
Door Detail 1:20

Entrance: 3 Control box - LDU

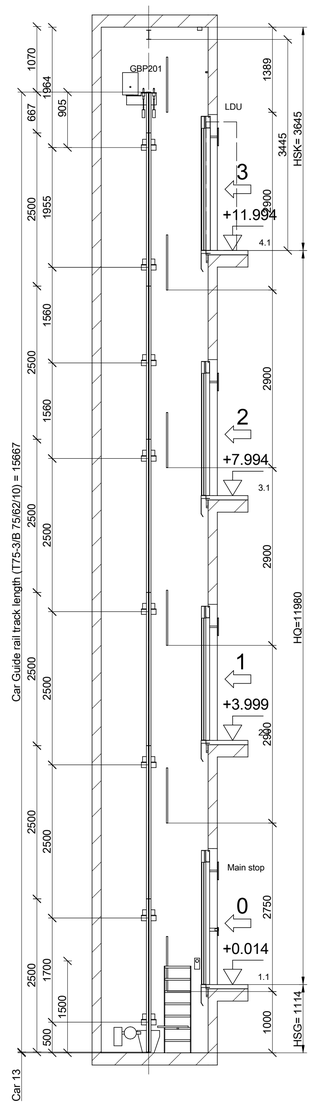
Acc code: Electric lighting (with switch) shall provide at least 200 lux at working areas.
The internal lamp in the cabinet assures the required 200 lux at the working area in front of control box/LDU



Section A-A 1:50

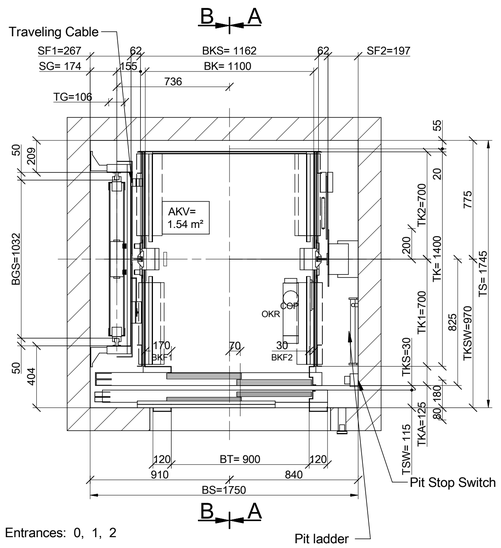


Section B-B 1:50



On car ceiling

Well 1:20



Entrances: 0, 1, 2

Overview of refuge space situation 1:50

In hoistway pit

Refuge Space
RESG has to
be reachable
from here.
Mounted at buffer
plinth or shaft wall.

Bracket Selection

HFmax 3000 [mm]	Level [mm]		Car side	Counterweight side
Headroom section	to	15639	2 x Z-AL5	1 x L-B L 106 3 1 x O-A2 L 1002 106 4
	from	11374		
Travel section	to	11373	4 x Z-AL5	4 x O-A2 L 1002 106 4
	from	2039		
Pit section	to	2038	2 x Z-AL5	2 x O-A2 L 1002 106 4
	from	-1100		
Type of clip for guide rail fixation			SL3 (SHORT)	SL50_25

*) Brackets are marked with a sticker if they differ from bracket type in travel section.

Revision	Modification	Modified by	Reviewed by	Date
00	First Issue	CLIFTOJO		14/12/2021
01	AS BUILT	CLIFTOJO		27/09/2022

Installation
Plan views

Product Line:
S3000

Building	Calder Park, Wakefield
Address	Peel Avenue - WF2 7UA Wakefield
Client	Winvic Construction Limited - 19 Tenter Road - NN3 6PZ Northampton

Schindler

Schindler Ltd.

Dashwood Lang Road
Bourne Business Park
Addlestone
KT15 2HJ

Contact:

Drawn	CLIFTOJO	14/12/2021	Page 2/3
Released		2021.12.14	
Comm. No.	UKC0011672803		
Plan No.	D 11672803.101	01	

Builder's Responsibilities Prior to Site Start:

Requirements Prior to site start of lift installation:
1. Form pit to BS 5655 Part 6, Cl 5.3.10. Floor to be reinforced as necessary to sustain maximum reaction forces - see PLAN No. 201/1 (F9, F10, F11, F12, F13 & F14).

2. If pit floor is not extended to Terra Firma (i.e. NO accessible space shall exist below the well, unless specified at point of sale) counterweight safety gear must be fitted.

3. Form watertight and weatherproof lift well, pit and landing areas.

4. Form lift well, plumb and square to dimensions detailed on these drawings, subject to the structural limits defined in BS 5655, Part 6, Clause 5.2.2.

5. Walls to accommodate the loads imposed on bolt fixings, see PLAN NO .201/01. (F50 & F52) and to comply to EN81-20, Clause 5.2.1.8 and to be constructed from high density concrete block (NOT Thermalite/lightweight/hollow) or concrete. Walls must be suitable to take M12/M16 anchor or rawl bolts. 10kN block is recommended. We do not accept steel frame shafts or brick unless specified at point of sale. Minimum wall thickness 140mm (typical embedment depth 100mm)."

ANCHOR BOLT ΔTYPE HSA M12x100," Part ID. 995 039 (For non-cracked concrete wall, new building shaft).

ANCHOR BOLT ΔTYPE HST M12x115," Part ID. 996 989 (For cracked concrete wall, existing building shaft) with washer D=37mm (ID. No. 290282).

CHEMICAL ANCHOR BOLT[4] ΔTYPE HIT-V-5.8" M12x110, Composite Sleeve HIT-SC 18x 85, Injection Mortar HIT-HY 70, Washer ISO7093 1-12-140HV-A2K, Part ID. 995569, 995570, 995087, 290282 (For Brick full or hollow).

*Four Chemical anchor bolts are to be used for S3100 with SG=178mm and 278mm, S3300/S6300 with GQ=675 kg and SG=178mm
Hook Bolt with NUT ΔTYPE M12x40 Part ID. 298940, 292789 (for Anchor Rail type 40/22).

For T-Z Brackets

ANCHOR BOLT ΔTYPE HSA M16x120," Part ID. 995 050 (For non-cracked concrete wall, new building shaft).

ANCHOR BOLT (cracked walls): T bracket not available in combination with Cracked walls (MOD).

CHEMICAL ANCHOR BOLT ΔNot allowed for T-Z brackets.

Hook Bolt with NUT ΔTYPE M16x40 Part ID. 298942, 292790 (for Anchor Rail type 40/22).

Above wall fixation selection according to document J43102588.

6. The front wall(s) of the shaft to be vertical and flush without recesses and compliant to EN81-20 Clause 5.2.5. All recesses and ledges in the well greater than 150mm in depth are to be protected against a person standing on them in accordance with EN81-20 Clause 5.2.5.2.2.2

7. All measurements are to finished surfaces (floor and walls). Maximum allowed tolerance for well dimensions and plumbing accuracy is +25 mm / -0 mm.

8. Permanent telephone line with master socket to terminate at top of LDU plus 1m spare. Please consult Schindler PM if required.

GSM connectivity requires sufficient signal strength in order to ensure a stable connection. Signal strength is dependent upon a number of variables, such Geographical location Building construction and finishes, Lift shaft construction (both shaft walls and cap).

Please note that should there be insufficient signal strength available within the lift shaft, the antenna may need to be positioned outside of the lift shaft in an elevated position, which will require a 25mm hole to be drilled through the lift shaft wall (by others), at the top floor to enable cable connection between the antenna and the necessary system hardware. The position of this will be agreed and finalised on site.

Any additional costs / actions required in the drilling of the hole and / or positioning of the antenna external to the lift shaft will be borne by the client

9. Final permanent and continuous mains power supply to be provided as detailed on PLAN NO.201/1. The supply cable to the lift control cabinet (LDU) to terminate within shaft at FFL plus 1m spare.

10. Lifting beam as detailed on PLAN NO.201/02. shall be load tested in situ and in line with BS 2853, be clearly marked with safe Working Load and a copy of the certificate is to be provided to Schindler prior to installation commencement. SWL is 2000Kgs. EYES to be provided as detailed.

11. Finished floor datums marked adjacent to each landing entrance.

12. Ventilation openings are recommended if required by the building owner/local authorities, although not a lift requirement for Schindler 3100/3300/6300. If provided, they shall comply with EN81-20 Clause 5.2.1.3 and Annex E.3

13. Surfaces of the well shall be of durable material not favoring the creation of dust (EN81-20 Clause 5.2.1). Schindler recommend that the client applies a dust proof finish to internal well walls, ceiling and pit floor in white paint.

14. Builder to provide suitable access from the offload point to lift shaft and storage area, providing necessary pavement and floor protection / reinforcement that may be required.

15. Where dividing wall between two lifts shafts is by steelwork, the dividing screens must conform to the loads as defined in EN81-20 Clause 5.2.1.8. When rigid perforate dividing screens are used, they must satisfy the requirements of EN 13857:2008 Clause 4.2.4.1. Maximum dimension of hole in the mesh shall be between 10 mm and 40mm depending on the safety distance to the moving parts. Please refer to Schindler representative unless you provide 10mm mesh. If separator beams are greater than 150mm in width, they shall also be protected from a person standing on them in accordance with EN81-20 Clause 5.2.5.2.2.2.

16. Builder to provide and fix full height lockable guarding to the lift well openings in accordance with the requirements of BS 7255:2012 Clause 4.18 and Annex E.3, to provide protection for the general public/personnel, our operatives and equipment during erection and testing.

17. Builder to provide general distribution 110 volt supply.

18. Main fuse (building) SIH must be as per Builders Workplan 201.01. Failure to provide this item will cause damage to the lift equipment.

19. 110V task lighting to be established within the lift shaft.

Materials Storage & Laydown:
20. Builder to receive and house plant materials as delivered. Schindler to deliver as follows: Material to be delivered by HIAB vehicle to site unless otherwise specified at sale.

21. Builder to provide:
- Provision of offload area adjacent to lift shaft and agreed storage area. Maximum weight of individual packages is 1000kg. Maximum length is 5000mm.
- Protection of all floor surfaces to the lift shaft and agreed storage from offload area.
- Agreed storage area adjacent to lift shaft which is secure, lockable, dry and safe.
- Storage access is to be 20 square meters and capable of holding 7000kg of load.
- Access between offload area to shaft and storage area is to be level and capable of taking 5000mm long packages weighing 1000kg.

Requirements Prior To Testing / Commissioning:
22. All entrances to be flush finished up to sills by Builder, after installation of lift landing entrances.

23. All infilling between lift entrances, controller, pushes, indicators and wall, together with any making good and final finishing is to be the responsibility of the builder. Infilling must conform to local Fire Regulations. Care must be taken to prevent damage to finished lift entrances and expansion foam infilling is not acceptable.

24. If lift car floor finishes are to be provided and fitted by builder this must be done before testing.

Other Requirements:
25. Builder to provide:
- Mess room, sanitary accommodation and other facilities as required under current legislation.
- A centrally located area is required where Schindler can deposit rubbish for removal by the Builder.
- At each landing entrance, permanent lighting is to be provided. The lighting in the vicinity of the landing doors shall be at least 50 lux at floor level as per EN81-20 Clause 5.3.7.1.
- On the floor accommodating the LDU (Lift Control Panel) permanent lighting shall be provided of at least 200 lux at floor level in front of the lift controller, as required by Schindler Design Certificate.

Design Certificate
- Builder to carry out all necessary cutting away and making good during installations.

Other Requirements:
26. When the lift is required to comply with Part M of the Building Regulations, an area of at least 1500mm x 1500mm is to be free and unobstructed in front of all the landing entrances.

27. The well shall not contain any other services, other than for the lift as defined in EN81-20, Clause 5.2.1.2

28. Schindler require the ability to gain access to all entrances and LDU of the lift at all times, for emergency operation and maintenance of the lift, therefore, the lift cannot serve directly into a penthouse or flat and must have direct stairwell access to the top floor lift landing entrance.

29. If landing entrances and doors are primed only, they still require a finishing coat to be applied by the client or his representative.

30. Responsibility for protection will pass to the Main Contractor / Builder when the lift equipment has been fixed to the freehold, even though the whole installation may not be complete.

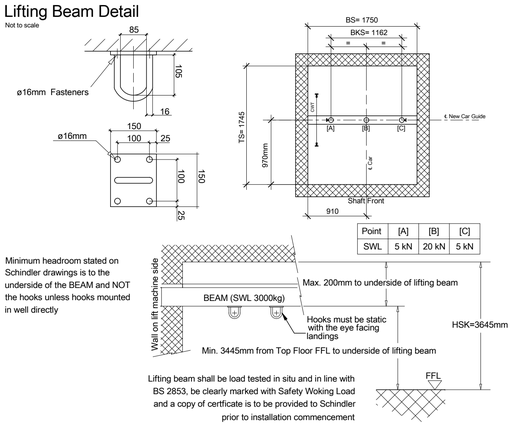
31. If required by BS7671, lightning protection of lift guides in public buildings to BS EN/IEC 62305 is to be provided and fitted by the Builder / Main Contractor at no cost to Schindler.

32. Airborne noise generated by the drive unit is 62dbA (Leq), 65dbA (impulse). The well construction must be adequate to comply with contract noise requirements and relevant regulations for adjacent rooms.

33. The control cabinet must be located in an area which is suitably protected against weather conditions such as rain, wind and temperatures below +5 C and above +40 C.

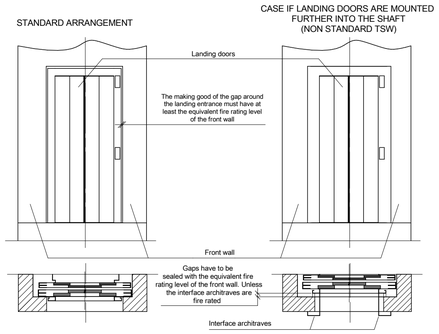
Lifting Beam Detail

Not to scale



Entrance Sealing

Not to scale, generic illustration



NOTE
Landing entrances carry various fire ratings (i.e. E60 and E120) whether in a fire rated area or not. The fire rating to subject to the building design fire strategy for the particular building

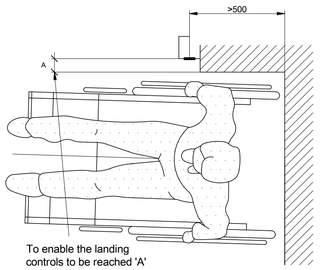
Minimum Requirement
1. Door fitted in accordance with the manufactures instructions i.e. anchors and brackets fitted in accordance with the drawings
2. Gaps between the landing entrance frame work and building structure must be closed off between frame and the structure and made imperforate; this work will be undertaken by the builders in accordance with EN81-20 clause 5.2.1.8

IF FIRE RATING IS REQUIRED
Shaft wall made of
Plasterboard
Shaft wall supplier is responsible for achieving the correct fire rating of the wall; In conjunction with the shaft wall and landing door frame to be coordinated on site and generally in accordance with our drawings and recommendations
Reinforced concrete or block work / brick
1. Gaps between the landing door frame and wall to be closed off using material (e.g. mineral board and Instumastic sealing) achieving the required fire rating
2. Decorative finishes such as architraves to be fitted after and gap have been filled
3. It is recommended that at least one entrance fitted is presented to building control for sign off before proceeding with the fitting of the architraves

Agreement and acceptance of the fire protection provided or method of closing up the gap between the wall and landing door frame should be recorded and filed by Schindler Project Manager

EN81-70 Location of Landing Controls

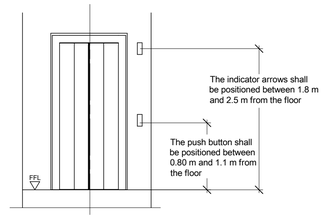
Not to scale, generic illustration



To enable the landing controls to be reached 'A' should not be more than 250 mm

EN81-70 requires that the minimum distance between the centreline of any button to any corner of an adjacent wall shall not be less than 500 mm on the landing.
Where a control is located on a door return the adjacent wall is, strictly speaking less than 500 mm. The aim however shall to have the control accessible and if the 'A' dimension was limited 250mm, this is considered to be achieved.

EN81-70 Landing Control Location reference for Wall Mounted Panels



Electric Key Plan

Not To Scale

*According to standards HD 60364-5-54:2007 §543.7 and EN 50178:1997 §5.3.2.1, due to the high leakage current the minimum cross-sectional area for the protective earth conductor is 10 mm^2, or an additional parallel earth conductor having the same cross-sectional as the protective earth conductor in the main supply cable shall be provided.

\pq*:If required, the power supply to the lift shall be additionally protected by a RCD Type B with a residual current of 300 mA (1,000 mA for regenerative drive) by the customer. If a separate light supply is provided, it shall be additionally protected by a RCD Type A with a residual current of 300 mA, by the customer.

Generator Supply for Installation (If Applicable)
Connection: 400 V, 50 Hz; Power: 2.2 kW; Nominal Current: 5.3 A

Full permanent power is required for test and commissioning. The above is only applicable during the installation phase up to and including installation of the traction media.

MAIN DATA		CP313
Sales Unit Name		Office Lift
Elevator system / Technical cluster		ES1 / 1.2.1
Elevator category		Person Elevator
Rated load [kg]	GQ	630
Number of passengers	ZQG	8
Rated speed of car [m/s]	VKN	1.00
Travel height [m]	HQ	12.00
Roping	KZU	2
Number of stops	ZE	4
Number of LD front per elevator	ZEZ1	4
Number of LD rear per elevator	ZEZ2	0
Control type		Scalable Control
Control system		KA
Number of elevators in group	ZAG	1
Regulation code		EN 81-20:2014
Handicapped code		EN_81-70:2018
Building tolerance [mm]		-25/+25
Vandal resistance category		No vandalism
Fire code		No
Fire emergency service		/ JBF+KBF
Seismic code / Seismic category		No
Car width x Car depth [mm]	BKxTK	1100x1400
Clear car width [mm]	BK_Clear	1100

DRIVE TRAIN			
Machine type		PMB125-C09-720	PMN [kW]
Traction sheave diameter [mm]	DD	87	4.60
Balancing of load [%]	KG	50	
Number of suspension media	ZZ	2	
Car Total length of 1 susp.media [m]	LZ	33	
Width of suspension media [mm]	BZ	30	
Inverter type	VF	VAF013_480	

CAR DATA		
Car type		CA PK 44
Car sling type		-
Car door type		DO VAR 15
Car guideshoes type		I10
Car safety gear type		SA_GED_10
Weight of car [kg]	GK	522
Masses acting upon car safety gear [kg]	GKU	1154
Car weight during installation [kg]	GK_INEX	238

LANDING DOOR DATA		
Landing door type		DO WIV EU (Wittur Evo EU)
Fire rating of landing door		EN 81-58 E120

COUNTERWEIGHT DATA		
CWT type		GG41-1002-106-B
CWT guideshoes type		I7
CWT safety gear type		Not ordered
Weight of CWT [kg]	GG_Theoric	837
Masses acting upon CWT safety gear [kg]	GGU	-

MECHANICAL EQUIPMENT		
Compensating media type		-
Compensation tension device		
Weight of one comp. media per m [kg]	GUM1	-
Car Ov. governor rope diameter [mm]		6
Car Ov. governor rope type		Seale 6x19S SFC 1770 B sZ
Car guide rail type		T75-3/B
Counterweight guide rail type		H50
Car buffer type		P+S type D0
CWT buffer type		P+S type D2
Car overspeed governor type		GBP201
Car Total length of Ov. Governor Rope [m]		32
Car tension device type		201CB
CWT overspeed governor type		Not ordered
CWT Total length of Ov. Gov. rope [m]	LCR	-
CWT tension device type		Not ordered

Subsystem of Unintended Car Movement Protection
Detection Means: AC_GSI_100_2FS
Certificate number: 01/208/4A/6136.00/19
Stopping Means: 2X100 Nm
Certificate number: NL19-400-1002-051-02

ELECTRICAL PARAMETERS		
Automatic evacuation system (Attention: power!)	AES_Opt	No
Mains frequency at JH [Hz]	FN	50
Mains frequency tolerance [%]	FN_Tol_Range	-5/+5
Humidity [%]	Humidity_Range	max 60% at 40°C or 85% at 25°C
Neutral wire	Neutral_Wire	Yes
Max. number of automatic evacuation trips in a row	Z_Evac	0
Main power supply acc. IEC 60364-1	Supply_Power_Net_Type	TN-S
Operating temperature range [°C]	T_Operation_Range	+5/+40
Rated mains voltage at JH [V]	UN	400
Tolerance for rated mains voltage at JH [%]	UN_Tol_Range	-15/+10
Mains voltage lighting [V]	UNL	230
Tolerance range or mains voltage lighting [%]	UNL_Tol_Range	-15/+10
Number of starts per hour max.	ZKH_max	180
Connectable cable cross section for JH_min [mm²]	ANN_JH_min	1
Connectable cable cross section for JH_max [mm²]	ANN_JH_max	25
Connectable cable cross section for JHL_min [mm²]	ANN_JHL_min	1
Connectable cable cross section for JHL_max [mm²]	ANN_JHL_max	16
Cable cross section SIBS min [mm²]	ANN_SIBS_min	1.00
Cable cross section SIBS max [mm²]	ANN_SIBS_max	16.00
Duty cycle factor at JH [%]	ED_max	50
Altitude above sea level [m]	HAM	≤2000
Hoistway lighting current [A]	I_SIBS	6.00
Failure current maximum [mA]	I_delta_N_max	300
Mains current during acceleration [2)] [A]	INA	10.03
Lighting current [3)] [A]	INL	10
Mains current during constant speed [A]	INN	8.74
Main switch	JH_Variant	MCB_C16A
Main switch lighting	JHL_Type	RCBO C10A 30mA Type A
Main switch lighting hoistway	SIBS_Type	RCBO C6A 30mA Type A
RCD fail. curr. switch on bldg. side mandatory [1)]	JFIH_Opt	No
Maximum regenerative power [2)] [W]	PNAG	2529
Short circuit current rating max. [kA]	SCCR_max	6
Max total harmonic distortion mains current [%]	THDI_max	37
Surge protection voltage max [kV]	USP_Max	4.00
Hoistway Information		Main Sen w/o ETSL UET 2Sens

CAR DECORATION	
Car front finish	St.steel AISI441 brushed
Door finish	St.steel AISI441 brushed
Side walls material	PB Pyroex laminate (CPL)
Side walls finish	NCS S 3502-B
Rear wall material	PB Pyroex laminate (CPL)
Rear wall finish	
Car skirting finish	St.steel cladd.AISI304 brushed
Car skirting alignment	Flush
Car skirting shape	Straight
Floor material	Bare steel
Floor finish	Bare steel
Car decoration line	Navona
Ceiling type	Bracket
Ceiling decoration	St.steel AISI441 brushed
Mirror left	Not ordered
Mirror rear	Full height par. width; center
Mirror right	Not ordered
Rear wall glass type	Not ordered
Side wall glass type	Not ordered
Handrail finish	St.steel AISI304 brushed
Handrail left	No
Handrail right	Parametric
Handrail rear	No
Bumper Rails Design	-
Bumper Rails Type	-
Weight of car decoration (GKD)	-
Weight of custom ceiling	-
Weight of custom floor	60
Weight of additional custom decoration	-
Weight of custom decoration	60

AKV= Car area
BS= width shaft
BT= width door
BK= width car
BKS= width car guide
BGS= width cwt guide
BG= width cwt
COP= Car operation panel
HT= height door
HE= height floor
HQ= height travel
HS= height shaft
HSG= height shaft pit
HSK= height shaft headroom
HF= Distances between guide rail fastening brackets
HK= Car height
HKC= Inside car height
HKZ= Height car flooring
HGP= Distance from counterweight to buffer
HKP= Distance from buffer plate on car to buffer or plinth, with car at lowest terminal
HP= Height of buffers, fully extended
HPH= Rounded up total of buffer stroke and rubber stroke:
HSS1= Height of plinth underneath car
HSS2= Height of plinth underneath counterweight
JH= Main switch
JH1= Second main switch
LDU= Control cabinet (LDU)
LFGK= Length of cwt rail end from top floor
LFKK= Length of car rail end from top floor
LOP= Landing operation panel
SG= guide cwt bracket
SF= guide car bracket
SKU= lift overtravel (bottom)
SKO= lift overtravel (top)
SKS= Jump distance of car
TS= depth shaft
TK= depth car
TG= depth cwt
TKF= Distance between edge of car sill and guide rail axis
TSW= Distance from hoistway front wall to landing door sill
TKSW= Distance from hoistway front wall to center line of car guides

Revision	Modification	Modified by	Reviewed by	Date
00	First Issue	CLIFTOJO		14/12/2021
01	AS BUILT	CLIFTOJO		27/09/2022

Information

Product Line: S3000

Building: Calder Park, Wakefield
Address: Peel Avenue - WF2 7UA Wakefield
Client: Winvic Construction Limited - 19 Tenter Road - NN3 6PZ Northampton

Schindler Ltd
Schindler Ltd
Dawson Road
KT15 2HJ Addlestone
Contact:

Further inquiries concerning this plan on
Tel:

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