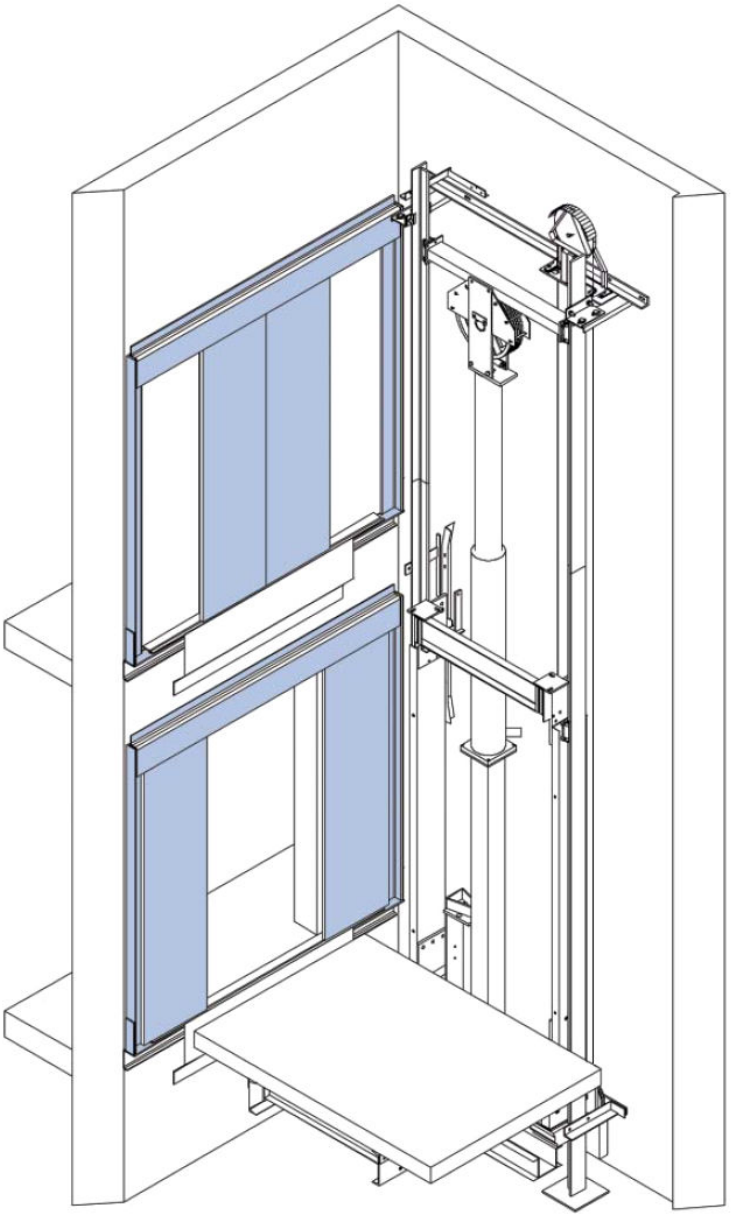
Cantilever Roped Passenger

Application Summary

This is a holeless design limited to low capacity applications. Wire ropes are utilized in conjunction with a hydraulic jack to lift the car at a 1:2 ratio. For every foot that the jack rises, the car rises two feet. The jack and rail equipment is mounted either to the side or to the rear of the car, depending upon the opening configuration.

- This design is limited to **passenger** elevator applications.



Advantages:

- No jack hole is required even though the travel can be as great as 100 feet. Without a jack in the ground, the risk of oil contamination is eliminated.
- A side opening can be easily accommodated.
- No extensive pit or overhead is required.
- System oil requirements are minimized as a result of the 1:2 ratio.
- Generally, once the travel is greater than 35 feet, the total material cost is less than that of a borehole application.

Disadvantages:

- Because the rail and jack equipment is located either at one side of the car or at the rear, additional space is required at that location.
- Since the rail brackets are all mounted on one wall, considerable rail force accommodations are necessary.
- The installation time is greater than that of a borehole application.

Roped Hydraulic Passenger Cantilever, Low Capacity, Rear Slung

Cap.	Platform	Hoistway	Cab Height	Pit Depth	Minimum Overhead	Front (F) Rear (R)	Laminate Clear Inside	Door Type	Door Width
2100	6'-0" x 5'-1"	7'-4" x 7'-3 ¼"	8'-0"	4'-0"	12"-0"	F	5'-9" x 4'-3 ½"	1-SP	3'-0"
2500	7'-0" x 5'-1"	8'-4" x 7'-3 ¼"	8'-0"	4'-0"	12"-0"	F	6'-9" x 4'-3 ½"	1-SP	3'-6"
3000	7'-0" x 5'-6"	8'-4" x 7'-8 ¼"	8'-0"	4'-0"	12"-0"	F	6'-9" x 4'-8 ½"	1-SP	3'-6"
3500	7'-0" x 6'-2"	8'-4" x 8'-4 ¼"	8'-0"	4'-0"	12"-0"	F	6'-9" x 5'-4 ½"	1-SP	3'-6"
4000	8'-0" x 6'-2"	9'-4" x 8'-5 ¾"	8'-0"	4'-0"	12"-0"	F	7'-9" x 5'-3"	2-SP	4'-0"
Roped Hydraulic Passenger Cantilever, Low Capacity, Side Slung									
2100	6'-0" x 5'-1"	8'-2" x 5'-9"	8'-0"	4'-0"	12"-0"	F	5'-9" x 4'-3 ½"	1-SP	3'-0"
2100	6'-0" x 5'-8"	8'-2" x 6'-8 ½"	8'-0"	4'-0"	12"-0"	F/R	5'-9" x 4'-3 ½"	1-SP	3'-0"
2500	7'-0" x 5'-1"	9'-2" x 5'-9"	8'-0"	4'-0"	12"-0"	F	6'-9" x 4'-3 ½"	1-SP	3'-6"
2500	7'-0" x 5'-8"	9'-2" x 6'-8 ½"	8'-0"	4'-0"	12"-0"	F/R	6'-9" x 4'-3 ½"	1-SP	3'-6"
3000	7'-0" x 5'-6"	9'-2" x 6'-2"	8'-0"	4'-0"	12"-0"	F	6'-9" x 4'-8 ½"	1-SP	3'-6"
3000	7'-0" x 6'-1"	9'-2" x 7'-1 ½"	8'-0"	4'-0"	12"-0"	F/R	6'-9" x 4'-8 ½"	1-SP	3'-6"
3500	7'-0" x 6'-2"	9'-2" x 6'-10"	8'-0"	4'-0"	12"-0"	F	6'-9" x 5'-4 ½"	1-SP	3'-6"
3500	7'-0" x 6'-9"	9'-2" x 7'-9 ½"	8'-0"	4'-0"	12"-0"	F/R	6'-9" x 5'-4 ½"	1-SP	3'-6"
3500 H	5'-4" x 8'-4"	7'-6" x 9'-2"	8'-0"	4'-0"	12"-0"	F	5'-1" x 7'-5"	2-SP	3'-6"
3500 H	5'-4" x 9'-0 ½"	7'-6" x 10'-4"	8'-0"	4'-0"	12"-0"	F/R	5'-1" x 7'-5"	2-SP	3'-6"
4000	8'-0" x 6'-2"	10'-2" x 7'-0"	8'-0"	4'-6"	12"-0"	F	7'-9" x 5'-3"	2-SP	4'-0"
4000	8'-0" x 6'-8"	10'-2" x 7'-11 ½"	8'-0"	4'-6"	12"-0"	F/R	7'-9" x 5'-0 ½"	2-SP	4'-0"
4000 H	6'-0" x 8'-5"	8'-2" x 9'-3"	8'-0"	4'-0"	12"-0"	F	5'-9" x 7'-6"	2-SP	4'-0"
4000 H	6'-0" x 9'-1 ½"	8'-2" x 10'-5"	8'-0"	4'-0"	12"-0"	F/R	5'-9" x 7'-6"	2-SP	4'-0"
4500 H	6'-0" x 9'-2"	8'-2" x 10'-0"	8'-0"	4'-6"	12"-0"	F	5'-9" x 8'-3"	2-SP	4'-0"
4500 H	6'-0" x 9'-10 ½"	8'-2" x 11'-2"	8'-0"	4'-6"	12"-0"	F/R	5'-9" x 8'-3"	2-SP	4'-0"

H = Hospital Elevator

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