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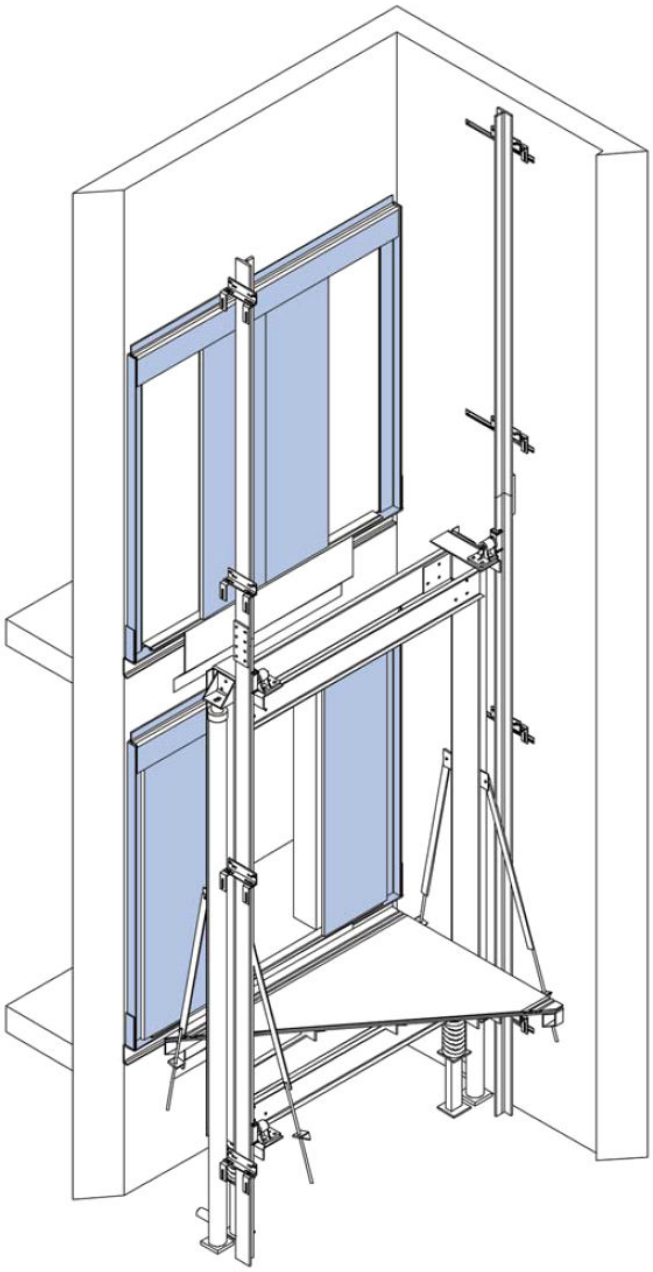
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Twin Jack Holeless Passenger

Application Summary

This design utilizes two hydraulic jacks and provides maximum structural stability. The jacks, located on each side of the car, are either single-stage or telescopic. The appropriate jack type is determined by the amount of travel and the project conditions. The single-stage jacks are popular for two-stop arrangements, while telescopic jacks are generally used for three- and four-stop projects.

- This design can accommodate both **passenger** and **freight** applications.



Advantages:

- No jack hole is required. This eliminates the cost of drilling and the risk of oil contamination.
- Accommodates front and rear openings in any configuration.
- Available for both low and high capacity cars.

Disadvantages:

- Usually requires more overhead than a borehole project. The greater the travel, the greater the overhead must be.
- Requires a wider hoistway because the jacks are located on both sides of the car.
- The material cost is typically higher than that of a borehole package.

Twin Jack Holeless Passenger, One or Two Stage, Low Capacity

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 5'-9"	8'-0"	4'-0"	See	F	5'-9" x 4'-3 ½"	1-SP	3'-0"
2100	6'-0" x 5'-8"	7'-4" x 6'-8 ½"	8'-0"	4'-0"	Below	F/R	5'-9" x 4'-3 ½"	1-SP	3'-0"
2500	7'-0" x 5'-1"	8'-4" x 5'-9"	8'-0"	4'-0"		F	6'-9" x 4'-3 ½"	1-SP	3'-6"
2500	7'-0" x 5'-8"	8'-4" x 6'-8 ½"	8'-0"	4'-0"		F/R	6'-9" x 4'-3 ½"	1-SP	3'-6"
3000	7'-0" x 5'-6"	8'-6" x 6'-2"	8'-0"	4'-0"		F	6'-9" x 4'-8 ½"	1-SP	3'-6"
3000	7'-0" x 6'-1"	8'-6" x 7'-1 ½"	8'-0"	4'-0"		F/R	6'-9" x 4'-8 ½"	1-SP	3'-6"
3500	7'-0" x 6'-2"	8'-6" x 6'-10"	8'-0"	4'-0"		F	6'-9" x 5'-4 ½"	1-SP	3'-6"
3500	7'-0" x 6'-9"	8'-6" x 7'-9 ½"	8'-0"	4'-0"		F/R	6'-9" x 5'-4 ½"	1-SP	3'-6"
3500 H	5'-4" x 8'-4"	6'-10" x 9'-2"	8'-0"	4'-0"		F	5'-1" x 7'-5"	2-SP	3'-6"
3500 H	5'-4" x 9'-0 ½"	6'-10" x 10'-4"	8'-0"	4'-0"		F/R	5'-1" x 7'-5"	2-SP	3'-6"
4000	8'-0" x 6'-2"	9'-7" x 7'-0"	8'-0"	4'-0"		F	7'-9" x 5'-3"	2-SP	4'-0"
4000	8'-0" x 6'-8"	9'-7" x 7'-11 ½"	8'-0"	4'-0"		F/R	7'-9" x 5'-0 ½"	2-SP	4'-0"
4000 H	6'-0" x 8'-5"	7'-7" x 9'-3"	8'-0"	4'-0"		F	5'-9" x 7'-6"	2-SP	4'-0"
4000 H	6'-0" x 9'-1 ½"	7'-7" x 10'-5"	8'-0"	4'-0"		F/R	5'-9" x 7'-6"	2-SP	4'-0"
4500 H	6'-0" x 9'-2"	7'-7" x 10'-0"	8'-0"	4'-0"		F	5'-9" x 8'-3"	2-SP	4'-0"
4500 H	6'-0" x 9'-10 ½"	7'-7" x 11'-2"	8'-0"	4'-0"		F/R	5'-9" x 8'-3"	2-SP	4'-0"
5000 H	6'-0" x 9'-7 ½"	7'-8" x 10'-5 ½"	8'-0"	4'-0"		F	5'-9" x 8'-8"	2-SP	4'-0"
5000 H	6'-0" x 10'-3 ½"	7'-8" x 11'-7"	8'-0"	4'-0"		F/R	5'-9" x 8'-8"	2-SP	4'-0"
Twin Jack Holeless Passenger, One or Two Stage, High Capacity									
6000	7'-0" x 8'-6"	8'-8" x 9'-4"	8'-0"	4'-0"	See	F	6'-9" x 7'-7"	2-SP	4'-0"
6000	7'-0" x 9'-2 ½"	8'-8" x 10'-6"	8'-0"	4'-0"	Below	F/R	6'-9" x 7'-7"	2-SP	4'-0"
8000	8'-4" x 10'-0"	10'-2" x 10'-10"	8'-0"	4'-0"		F	8'-1" x 9'-1"	2-SP	4'-0"
8000	8'-4" x 10'-8 ½"	10'-2" x 12'-0"	8'-0"	4'-0"		F/R	8'-1" x 9'-1"	2-SP	4'-0"
10000	8'-4" x 11'-8 ½"	10'-4" x 12'-6 ½"	8'-0"	4'-0"		F	8'-1" x 10'-9 ½"	2-SP	4'-0"
10000	8'-4" x 12'-5"	10'-4" x 13'-8 ½"	8'-0"	4'-0"		F/R	8'-1" x 10'-9 ½"	2-SP	4'-0"
12000	10'-4" x 11'-6"	12'-6" x 12'-4"	8'-0"	4'-6"		F	10'-1" x 10'-7"	2-SP	4'-0"
12000	10'-4" x 12'-2 ½"	12'-6" x 13'-6"	8'-0"	4'-6"		F/R	10'-1" x 10'-7"	2-SP	4'-0"
15000	12'-0" x 11'-5"	14'-4" x 12'-3"	8'-0"	4'-6"		F	11'-9" x 10'-6"	2-SP	4'-0"
15000	12'-0" x 12'-1 ½"	14'-4" x 13'-5"	8'-0"	4'-6"		F/R	11'-9" x 10'-6"	2-SP	4'-0"

H = Hospital Elevator

Quick check for determining required overhead.

For 1 Stage Jack

A) Car Speed = Up to 150 FPM
B) Top Overtravel = 5”
C) Bottom Overtravel = 12”
D) Pit Depth = 4’-0”
E) Cab Height = 8’-0”

For 2 Stage Jack

A) Car Speed = Up to 150 FPM
B) Top Overtravel = 12”
C) Bottom Overtravel = 10”
D) Pit Depth = 4’-0”
E) Cab Height = 8’-0”

One Stage Jack Overhead Requirement:

- Minimum of 12’-0” overhead required for 12’-0” of travel and under. If over 12’-0” travel, overhead must equal or be greater than total travel.

Two Stage Jack Overhead Requirement:

- Minimum of 12’-8” overhead required for 12’-0” of travel and under. Add ½” to 12’-8” for every additional 1” of travel over 20’-0”.

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