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Twin Jack Roped Passenger

Application Summary

This design utilizes wire ropes in conjunction with two hydraulic jacks to lift the car at a 1:2 ratio. For every foot that the jacks rise, the car rises two feet. The use of two jacks, one on each side of the car, provides maximum structural stability.

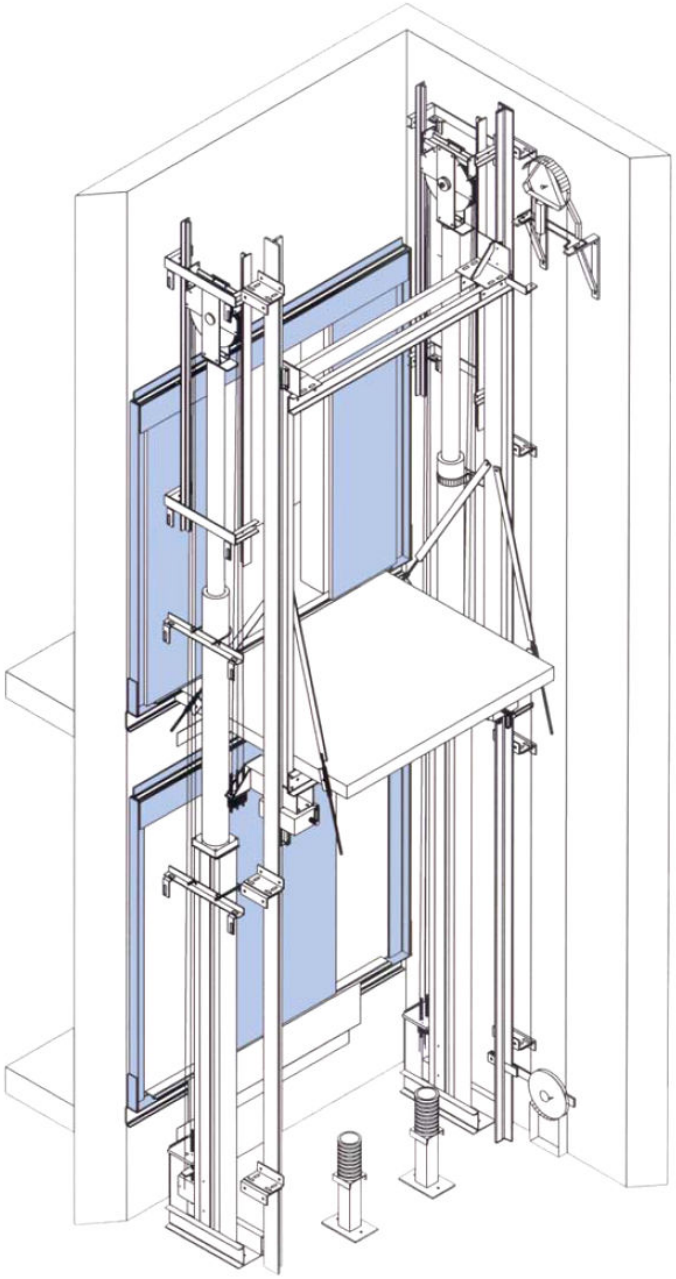
- This design can accommodate both **passenger** and **freight** elevator applications.

Advantages:

- No jack holes are required even though the travel can be as great as 100 feet. Without any jacks in the ground, the risk of oil contamination is eliminated.
- Accommodates front and rear openings in any configuration.
- Available for both low and high capacity cars.
- No extensive pit or overhead is required.
- Large platform designs and high capacity projects can be accommodated.
- System oil requirements are minimized as a result of the 1:2 ratio.

Disadvantages:

- Requires a wider hoistway because the jacks and roped equipment are located on both sides of the car.
- The installation time is greater than that of a borehole application.



Roped Hydraulic Passenger, Twin Jack, 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"	8'-0" 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'-0" 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'-0" 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'-0" 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'-0" 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'-0" 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'-0" 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'-0" 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'-4" 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'-4" 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'-0" x 7'-0"	8'-0"	4'-0"	12'-0"	F	7'-9" x 5'-3"	2-SP	4'-0"
4000	8'-0" x 6'-8"	10'-0" x 7'-11 ½"	8'-0"	4'-0"	12'-0"	F/R	7'-9" x 5'-0 ½"	2-SP	4'-0"
4000 H	6'-0" x 8'-5"	8'-0" 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'-0" 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'-0"	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'-0"	12'-0"	F/R	5'-9" x 8'-3"	2-SP	4'-0"
5000 H	6'-0" x 9'-7 ½"	8'-2" x 10'-5 ½"	8'-0"	4'-0"	12'-0"	F	5'-9" x 8'-8"	2-SP	4'-0"
5000 H	6'-0" x 10'-3 ½"	8'-2" x 11'-7"	8'-0"	4'-0"	12'-0"	F/R	5'-9" x 8'-8"	2-SP	4'-0"
Roped Hydraulic Passenger, Twin Jack, High Capacity									
6000	7'-0" x 8'-6"	9'-2" x 9'-4"	8'-0"	4'-0"	12'-0"	F	6'-9" x 7'-7"	2-SP	4'-0"
6000	7'-0" x 9'-2 ½"	9'-2" x 10'-6"	8'-0"	4'-0"	12'-0"	F/R	6'-9" x 7'-7"	2-SP	4'-0"
8000	8'-4" x 10'-0"	10'-10" x 10'-10"	8'-0"	4'-6"	12'-0"	F	8'-1" x 9'-1"	2-SP	4'-0"
8000	8'-4" x 10'-8 ½"	10'-10" x 12'-0"	8'-0"	4'-6"	12'-0"	F/R	8'-1" x 9'-1"	2-SP	4'-0"
10000	8'-4" x 11'-8 ½"	11'-0" x 12'-6 ½"	8'-0"	4'-6"	12'-0"	F	8'-1" x 10'-9 ½"	2-SP	4'-0"
10000	8'-4" x 12'-5"	11'-0" x 13'-8 ½"	8'-0"	4'-6"	12'-0"	F/R	8'-1" x 10'-9 ½"	2-SP	4'-0"
12000	10'-4" x 11'-6"	13'-8" x 12'-4"	8'-0"	5'-0"	12'-0"	F	10'-1" x 10'-7"	2-SP	4'-0"
12000	10'-4" x 12'-2 ½"	13'-8" x 13'-6"	8'-0"	5'-0"	12'-0"	F/R	10'-1" x 10'-7"	2-SP	4'-0"
15000	12'-0" x 11'-5"	15'-8" x 12'-3"	8'-0"	5'-0"	12'-0"	F	11'-9" x 10'-6"	2-SP	4'-0"
15000	12'-0" x 12'-1 ½"	15'-8" x 13'-5"	8'-0"	5'-0"	12'-0"	F/R	11'-9" x 10'-6"	2-SP	4'-0"

H = Hospital Elevator

LIFT SOLUTIONS, INC.
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Lift Solutions, Inc
tel: 360/862-8328
fax: 425/671-0758
www.liftsolutions.net
info@liftsolutions.net