



**DOKUMENTACJA  
TECHNICZNA  
DŹWIGU**

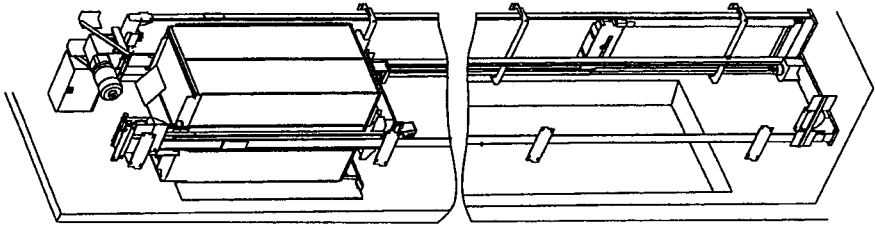
**Park Naukowo Technologiczny**

**AM 400720**

**2. Rysunki dźwigu**

Rysunek montażowy dźwigu  
Schemat zawieszenia dźwigu





THYSSENKRUPP ELEVATOR SP Z O.O.  
UL. DZIELNA 60  
01-029  
WARSZAWA  
POLOGNE

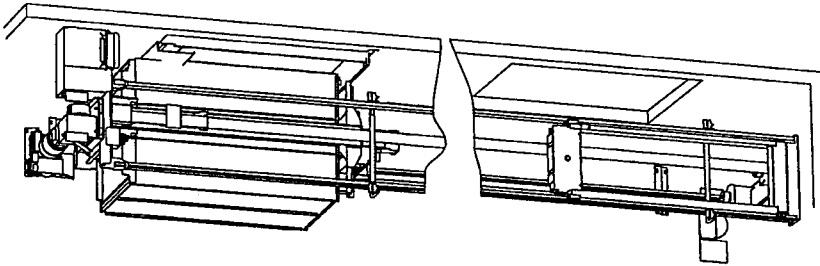
# Installation file

# ISIS

LIFT WITHOUT MACHINE ROOM

Installation address

PARK TECH W GDAŃSKU D1  
UL. TRZY LIPY 3  
80-111  
GDANSK



File approval

Date : Signature

By :

Controlled by : BOUANCHEAU

Date : 24/09/07  
Customer Lift N° : AM400720  
TEF Lift N° : AM400720  
TEF Drawing N° :  
TEDOC045-AM400720-01A



Generalities

Observation

Works including masonry, hardware and electricity, required for the installation of lift equipment, must comply with regulations in force and with indications on drawings.

If the installation is subject to special regulations these must be specified (category and type for buildings to which the public is admitted, for residential buildings, etc.).

This may require some modifications of equipment, or even a special layout.

Furthermore, it influences the fire resistance of shaft walls (according to National Code in force in the country)

Works site

DRAWING DIMENSIONS represent MINIMUM dimensions for the shaft (excluding watertight rendering, sound proofing, etc.) and PLUMBNESS.

Headroom between "finished floor at top terminal level" and "shaft head", together with pit depth, must be respected.

Level lines must be indicated in front of doors inside the shaft. Position installation axis from the most projecting landing sill plumb and the most projecting side wall plumb.

Fixings for lift equipment (guides, landing frames, etc.) must be carried out either with expansion bolts or halfen inserts fixed in the necessary load points as shown on the drawing.

There must be no pipes in floors nor at a distance of less than 10 cm from voids allocated to the installation of lifts.

Main power supply must be available when work start.

The lift is supposed to operate with a temperature between +5° and + 40° Celcius inside the shaft or in the machine room (if any).

Except if there are specific requirements in the tender specifications, the necessary equipment to keep this temperature range will be supplied by others.

The lift well must be designed to withstand all forces as indicated on our drawing. The shaft as shown on plan is indicative only and does not necessarily reflect the actual contruction or building fabric. It is vital that the shaft internal dimensions are maintained and that the shaft is capable of taking all loads imposed. The design of the shaft is outside of our responsibility.

The lift shaft must not contain any device or canalisation out of lift service.

DRAWINGS APPROVAL

Any modification, as a result of changes, errors or mistaken plumb, of arrangements and dimensions on the drawing could mean changes of equipment stipulated in the contract

Before production, possible remarks or approved copies of plans of installations must be sent to :

THYSSENKRUPP ELEVATOR SP Z.O.O.  
UL. DZIELNA 60 \_ 01-029 WARSZAWA

Table of contents

Page 1	Installation file - Installation address
Page 2	Table of Contents and generalities
Page 3	Typical arrangement
Page 4	Mechanical and electrical specifications
Page 5	View of shaft
Page 6	Elevation view of shaft head and pit
Page 7	Elevation view of shaft head and pit as per
Page 8	Fixing details of lift equipment on the shaft construction
Page 9	Details of landing openings
Page 10	Shaft elevation
Page 11	Signalling
Page 12	Control panel

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Manufacturing France

A

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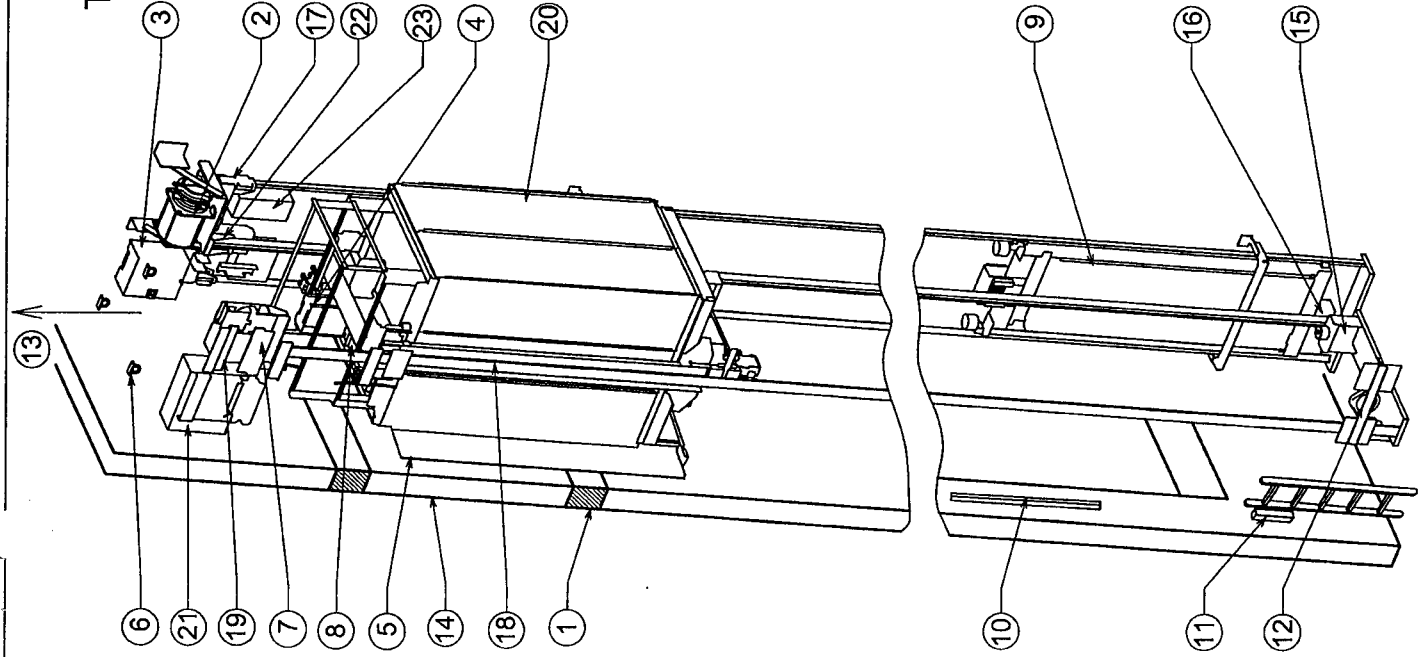
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TEDOC045-AM400720-01A

TEDOC045 - U001

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ISS-A070305



Typical arrangement

Legend

- ① Shaft (Main structure) by builder
- ② Drive unit
- ③ Variable Voltage Variable Frequency control cabinet
- ④ Inspection box
- ⑤ Landing door
- ⑥ Lifting eyes or beams and eye for safety harness see pages (6,7,8) by builder
- ⑦ Speed governor
- ⑧ Access on car roof
- ⑨ Counterweight
- ⑩ Shaft lighting
- ⑪ Pit switch
- ⑫ Speed governor tension pulley
- ⑬ Ventilation in top of shaft (not included in lift supplies) 1% of the horizontal section of the well (mini.)
- ⑭ Intervention box
- ⑮ Car buffer
- ⑯ Counterweight buffer
- ⑰ Drive
- ⑱ Car sling
- ⑲ Ropes attachment (car)
- ⑳ Car
- ㉑ Control cabinet
- ㉒ Brake resistance
- ㉓ Emergency brake release back-up system



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REV	Date	CB	Name
A	24/10/07	CB	

Mechanical and electrical specification

By builder	Lift manufacturer
<input checked="" type="checkbox"/>	<b>Mains power:</b> <b>Characteristics:</b> Type of connection to earth: Main power supply line neutral and earth are separated. Cable characteristics: Type U1000 R0 2V. Made up of three phases + neutral + earth wires. This cable must be protected against overloads & short circuits. Cable routing: Independent line ending at point A + 4 m (see page 9). <b>Safety system:</b> By independent distribution circuits. Calculation of section of lift wires: $I = I_n + I_d/3$ never greater than 4 mm². Upstream line, common to several lifts = 100 % of most powerful motor, 75 % of next and 60 % for the others. Voltage drop: < A 5 % of Id current. Leakage current: Frequency variation filters. Imposed by CEM, cause permanent leakage current between 250 and 300 mA inclusive. Short circuit current: Must be calculated by the electrician. Safety circuit against electric shocks and indirect contact: this involves protection upstream of the line (500mA).  <input checked="" type="checkbox"/> Guide rails: Access for guide rails 2.5 m or 5 m long (see page 10).  <input checked="" type="checkbox"/> Car emergency lighting: This feature is capable of ensuring car lighting for an hour, in compliance with standard EN 81.  <input checked="" type="checkbox"/> Landing lighting: Mean lighting at ground level, near these doors, must be greater than 50 Lux.  <input checked="" type="checkbox"/> Power supply by power generator: Voltage, current and frequency characteristics must remain within the same tolerance as mains power supply. Bring 2 wires of 1.5 mm² + 4 m (see page 9) for the connection of these data : Voltage 230 V (Ph + N).
<input type="checkbox"/>	<b>Lighting timer control:</b> Bring (see page 9) 2 wires of 1.5 mm² to point B + 4 m, per lighting timer. Isolated from circuits by a distribution switch.  <input type="checkbox"/> Indication of level on fire: The data will be translated in the form of a normally closed contact when the level is not on fire, the contact must be free of any potential. Bring (see page 9) 2 wires of 1.5 mm² to point B + 4 m, for every datum of the level on fire.  <input type="checkbox"/> Indication of one-car start: The data will be translated in the form of a normally open contact for normal running. The contact must be volt free. These data are brought by 2 wires of 1.5 mm² to point B + 4 m (see page 9).
<input checked="" type="checkbox"/>	<b>Additional telephone:</b> <b>Telephone line:</b> The line must be of the mixed analog type enabling inputting and outputting national calls.  <input checked="" type="checkbox"/> Help request device.
<input checked="" type="checkbox"/>	<b>Telephone line:</b> The line must be a dedicated and analog type enabling inputting and outputting national calls. The input cable must be equipped with a RJ11 6P/4C socket brought to point B + 4 m. Inside lift shaft near control box

Lift quantity  
Rated load  
Capacity  
Speed

1  
630 kg  
8  
1 m/s

Drive (Data for one lift)

Motor

Thyssen

Number of traction sheaves

1

Traction sheave diameter

240 mm

Suspension

2/1

Number of traction ropes

7

Traction rope diameter

6,5 mm

Out put

4,5 kW

Emission of heat

3950 kJ/H

Main power supply

400 V 50 Hz

Start / hour

180

Nominal current

9.5

Starting current

20

Main switch in maintenance box

13A

Type of control

MDC

For car guides

T89\_B

For counterweight guides

T50\_A

Building structure

Rise

20040 mm

Number of Floors

6

Shaft width

1600 mm

Shaft depth

1700 mm

Pit

1100 mm

Shaft head headroom

4000 mm

Distance between fixing brackets (maxl.)

3300 mm

Doors

Access arrangement

Same side

Type of automatic doors

M2TS11/MF300

Number of landing doors

6

Clear opening width

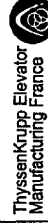
900 mm

Clear opening height

2100 mm

Arrangement of landing doors

In Nische



Date : 24/09/07  
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TEDOC045-AM400720-01A



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TE DOC 045 - 10/01

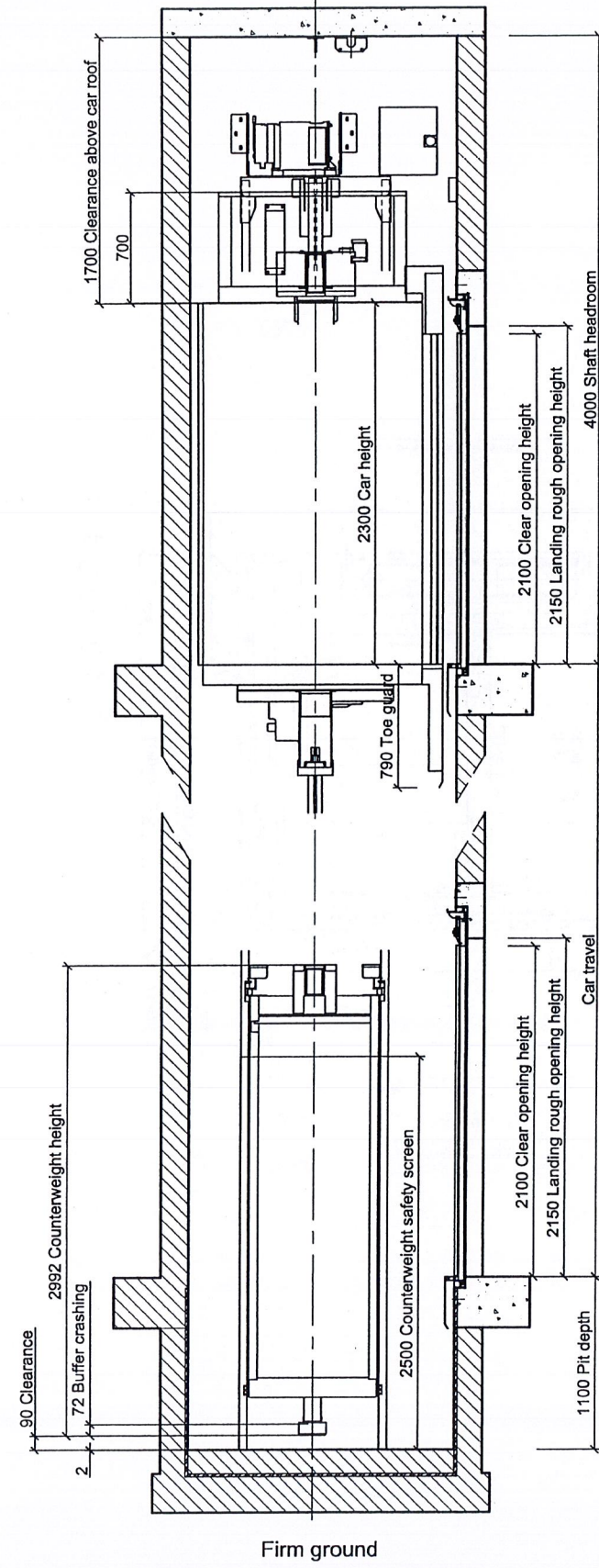
A	24/10/07	CB
REV	Date	By

Page 5/12

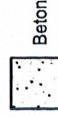
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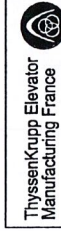
Elevation view of shaft head and pit - 1/30 Scale



Our equipment is fixed by expansive bolts.  
Seal must be incorporated in walls  
Sealing material coat in pit bottom



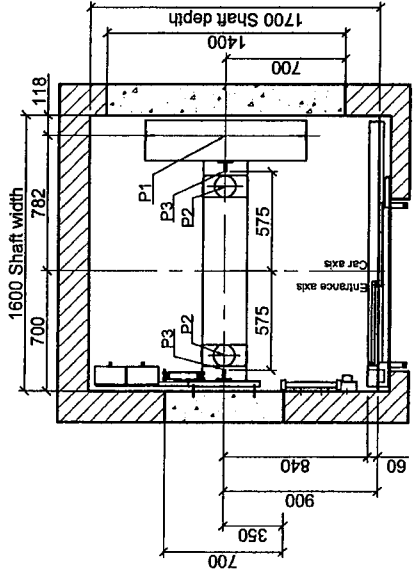
Beton



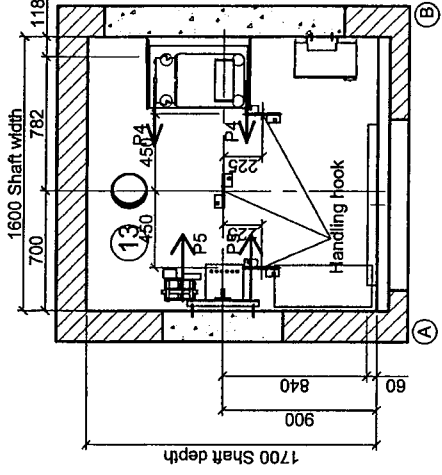
Date : 24/09/07  
Customer Lift N° : AM400720  
TEF Lift N° : AM400720  
TEF Drawing N° :  
TEDOC045-AM400720-01A

REV	By	CB
A	24/09/07	CB



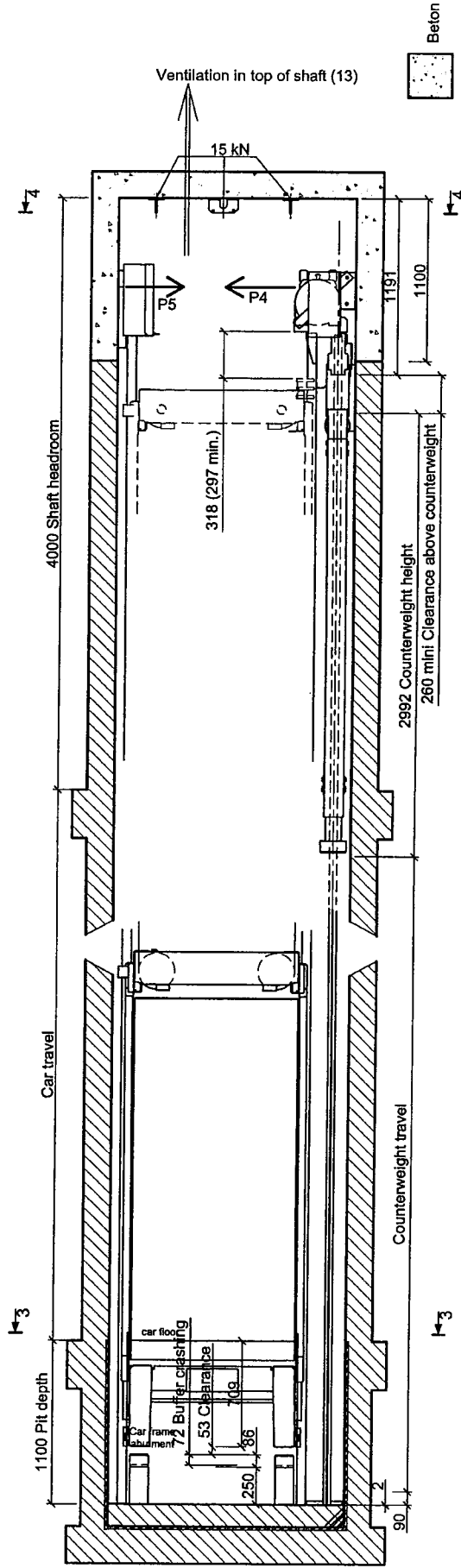


-1,0,1,2,3+  
4 Opening Side

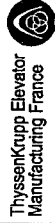


-1,0,1,2,3+  
4 Opening Side

Efforts in pit
P1 = 46 kN
P2 = 30 kN
P3 = 21 kN
Motor stabiliser load
P4 = 10 kN
Rope anchorage load
P5 = 10 kN
Type of concrete as per P18005 920 "without crack"
Average strength 25 Mpa (cylinder 16x32)
Concrete classified ENV 208 C20/25 "without crack"
General tolerance for concrete :
+ 10 -10 mm tolerances of plumbness on front wall
+ 25 -25 mm tolerances of plumbness on side wall
+ 50 0 mm Shaft headroom
+ 25 -25 mm Pit depth



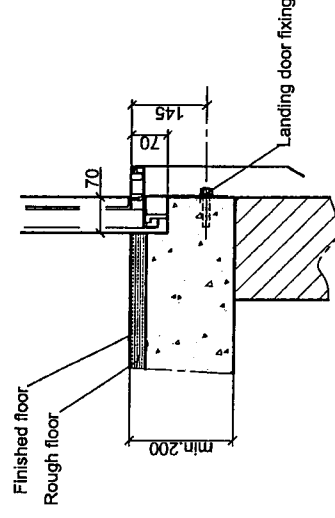
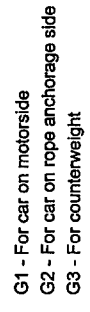
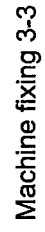
Section 2-2



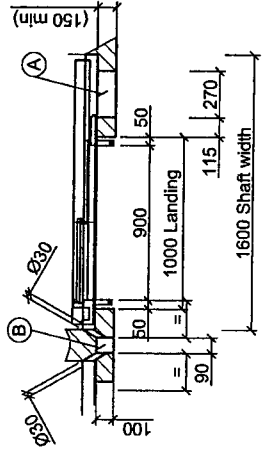
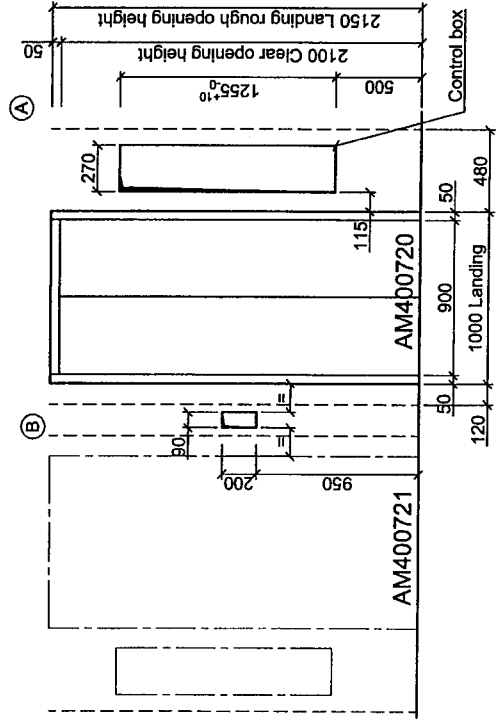
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TEDOC045-AM400720-01A

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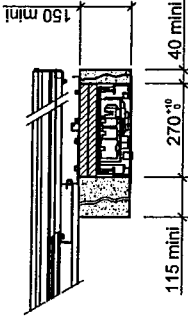
## Fixing details of rope anchorage & speed governor



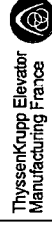
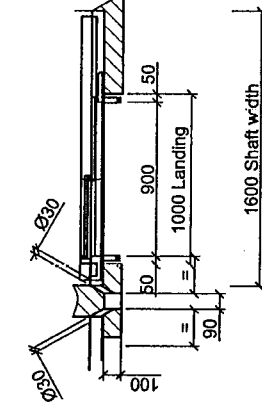
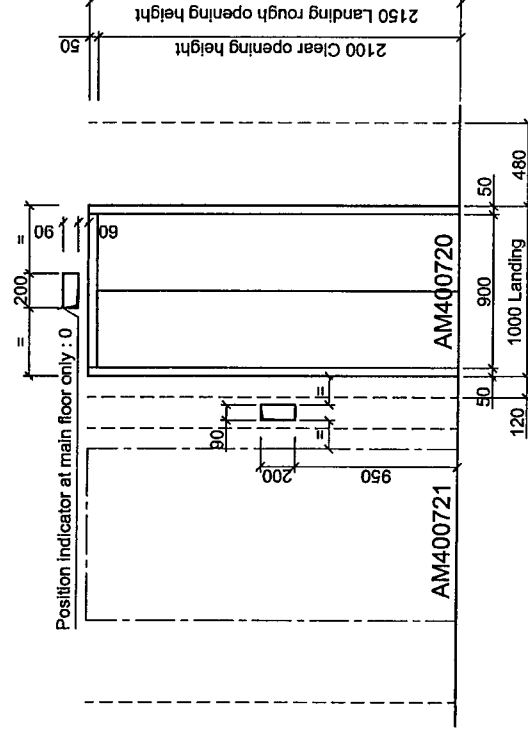
At top terminal level 4



A and B reference points for electric wiring cables (see page 4)

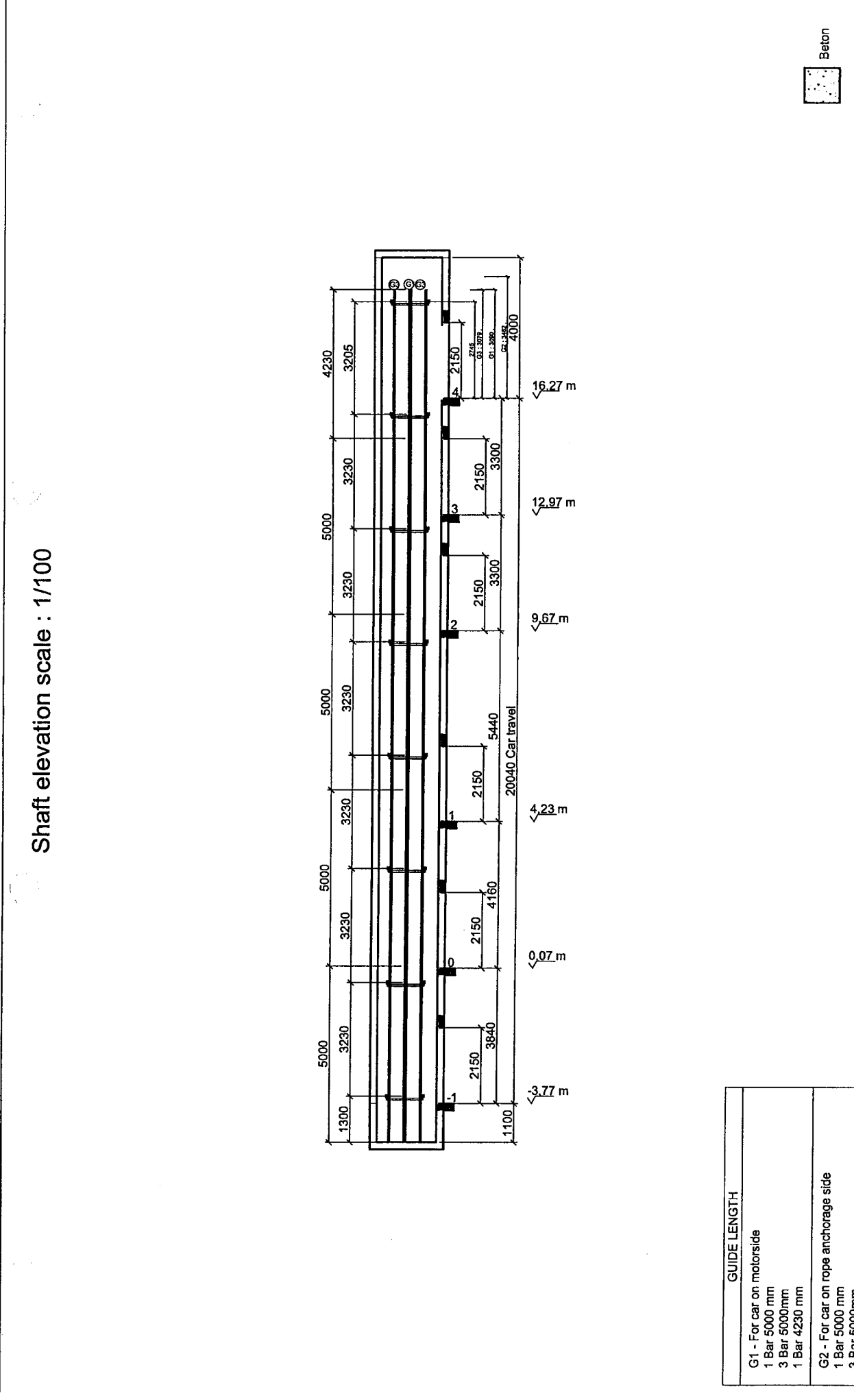


At levels -1, 0, 1, 2, 3




Date : 24/09/07  
Customer Lift N° : AM400720  
TEF Lift N° : AM400720  
TEF Drawing N° :  
TEDOC045-AM400720-01A

Shaft elevation scale : 1/100



	GUIDE LENGTH
G1 - For car on motorbike	
1 Bar 5000 mm	
3 Bar 5000mm	
1 Bar 4230 mm	
G2 - For car on rope anchorage side	
1 Bar 5000 mm	
3 Bar 5000mm	
1 Bar 4602 mm	
G3 - For counterweight	
2 Bar 5000 mm	
6 Bar 5000mm	
2 Bar 4219 mm	



Beton

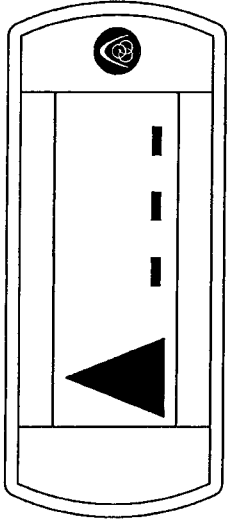
**ThyssenKrupp Elevator  
Manufacturing France**

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TEDOC045-AM400720-01A

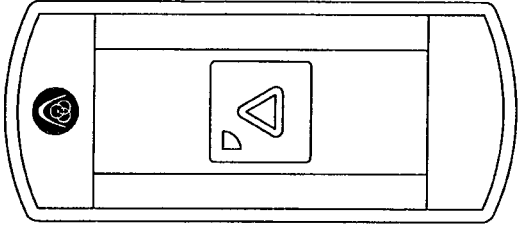
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Signalling

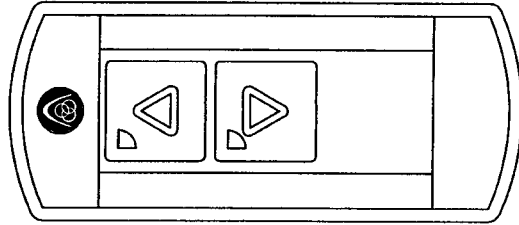
Levels : 0



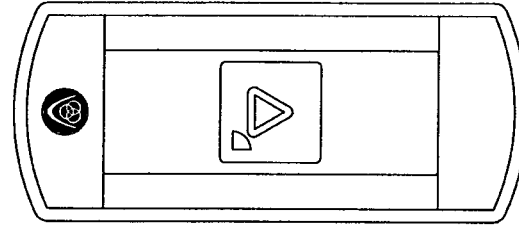
Levels : -1



Levels : 0, 1, 2, 3



Levels : 4



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REV	A	24/10/07	Date	CB	By
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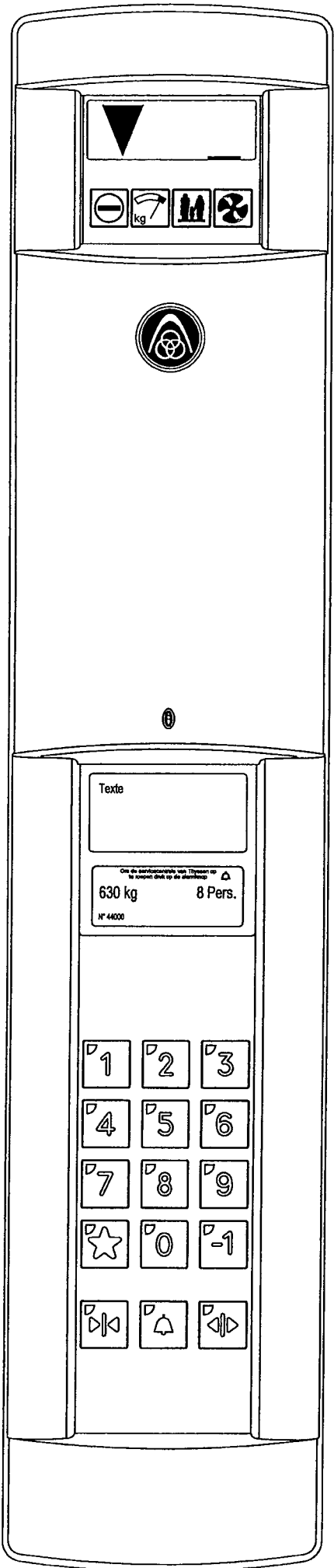
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Page 11/12

ISS-A-770305



Control panel



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Manufacturing France

Date : 24/09/07  
Customer Lift N° : AM400720  
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TEF Drawing N° :  
TEDOC045-AM400720-01A

REV	date	CB	By
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Schemat olinowania dźwigu Isis nr: AM 400 720

