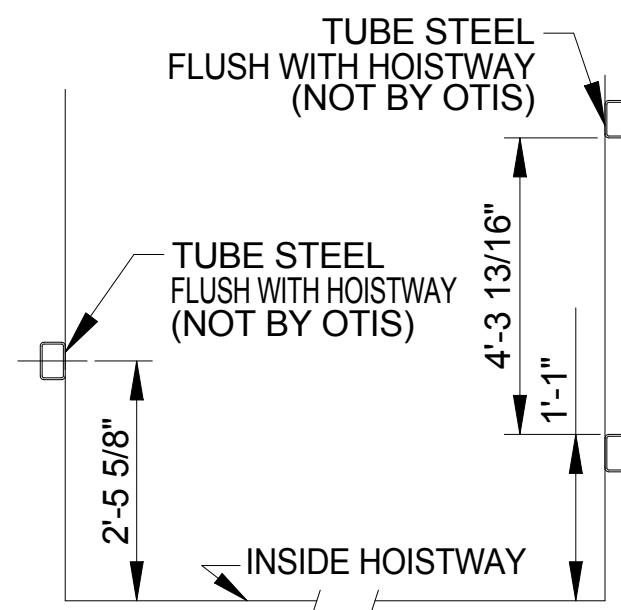
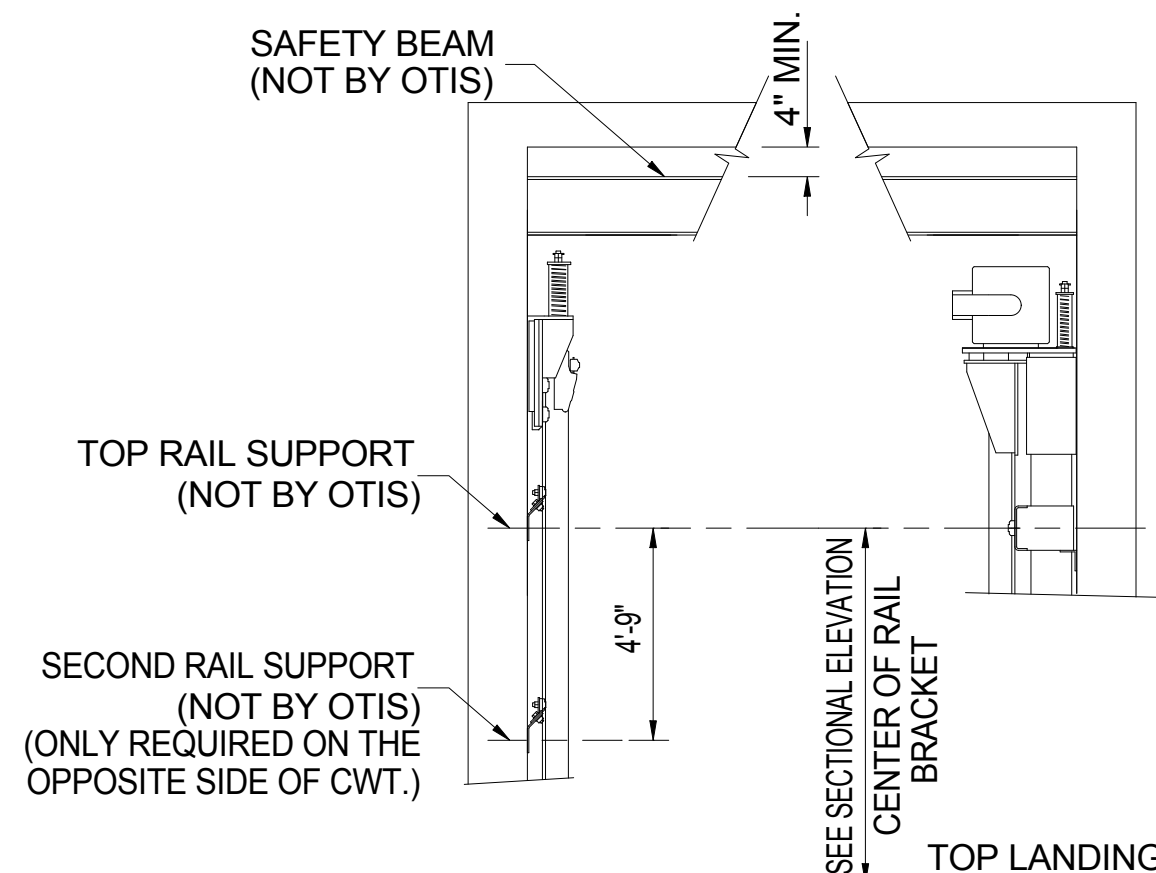


**SECTIONAL ELEVATION**

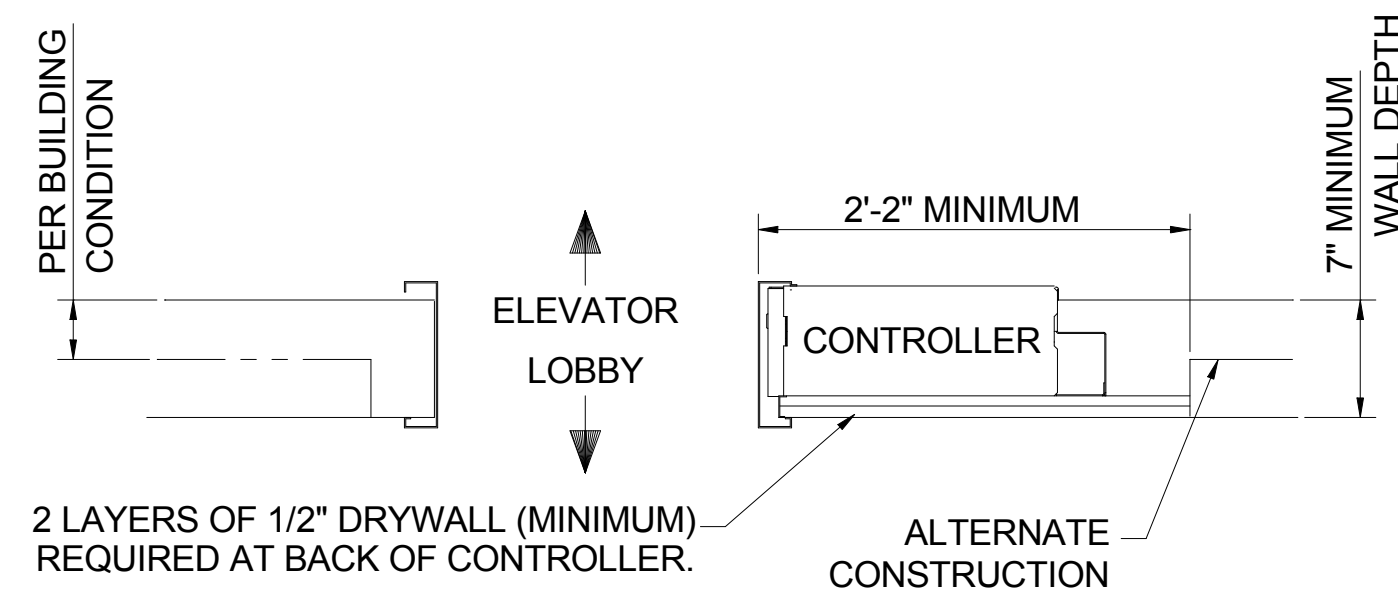
FOR MAX. SPACING BETWEEN INSERTS SEE RAIL FORCE DETAIL



**TUBE STEEL RAIL BRACKET SUPPORT**

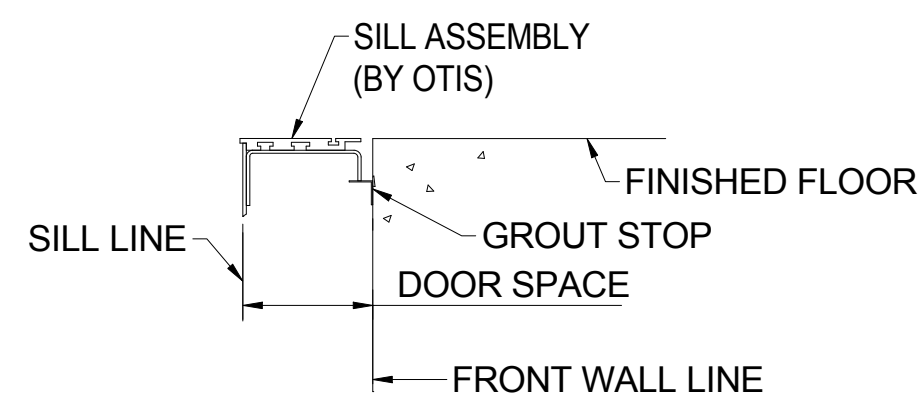


**MACHINE DETAIL**



**TOP LANDING ENTRANCE REQUIREMENTS**

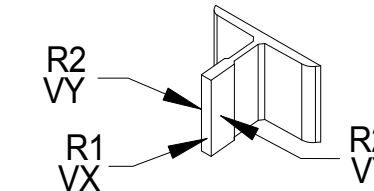
(MUST BE LOCATED AT THE FRONT TOP ENTRANCE)



**DETAIL "A" SILL SUPPORT**

ADEQUATE SUPPORT AT ALL FASTENING POINTS OF ENTRANCE ASSEMBLY REQUIRED. MUST WITHSTAND A HORIZONTAL PULL-OUT FORCE OF 140 LBS. @ EA. FASTENING POINT (8 @ EA. ENTRANCE) INCLUDING SUPPORT FOR CENTER SILL SUPPORT BRACKET (NOT BY OTIS).

**RAIL FORCE & BRACKET SPACING DETAIL**



SEE NOTES 6 & 7

CAR	R1	434 lbs
	R2	75 lbs
	VX	N/A
	VY	N/A
	MAXIMUM BRACKET SPACING	12' 0"
CWT	R1	246 lbs
	R2	18 lbs
	VX	N/A
	VY	N/A
	MAXIMUM BRACKET SPACING	12' 0"
DEH (DEAD END HITCH)	R1	660 lbs
	R2	1590 lbs

IN MULTICAR GROUPS THE VALUES ABOVE ARE THE LARGEST VALUES FOR THE ENTIRE GROUP

FIRST INTERMEDIATE RAIL SUPPORT LOCATION TO BE LOCATED 14' 0" FROM PIT FLOOR. ALL OTHER INTERMEDIATE SUPPORTS CANNOT EXCEED THE MAXIMUM BRACKET SPACING IN THE RAIL FORCE & BRACKET SPACING DETAIL

CAR R1 = SAFETY APPLICATION  
CWT R1 = LOADING OR RUNNING  
R2 = LOADING OR RUNNING

REQUIREMENTS FOR RAIL BRACKET SUPPORT (NOT BY OTIS):  
DEFLECTION NOT TO EXCEED 1/8"  
BASED ON HORIZONTAL RAIL FORCES.

NOTE J  
ROUGH OPENING AT ALL FLOORS, EXCEPT TOP LANDING, EQUALS 7'-10"  
TOP LANDING EQUALS 8'-8".

APPROVAL  
THIS ARRANGEMENT AND  
SUPPLEMENTARY NOTES APPROVED

SIGNED: \_\_\_\_\_ DATE: \_\_\_\_\_

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**Gen2<sup>®</sup>**

**3500# @ 150 F.P.M.  
SEISMIC 0/1**



DWG. NO.: **G2S 3500R-EL**

BUILDING **221 CONGRESS STREET**

LOCATION **Portland, ME**

CONT. WITH

OWNER

ARCHT. **Caleb Johnson Architects & Builders**

CONTRACT NO. **Preliminary Drawing - 3500R - 07/11/17**



**PERMIT SET**