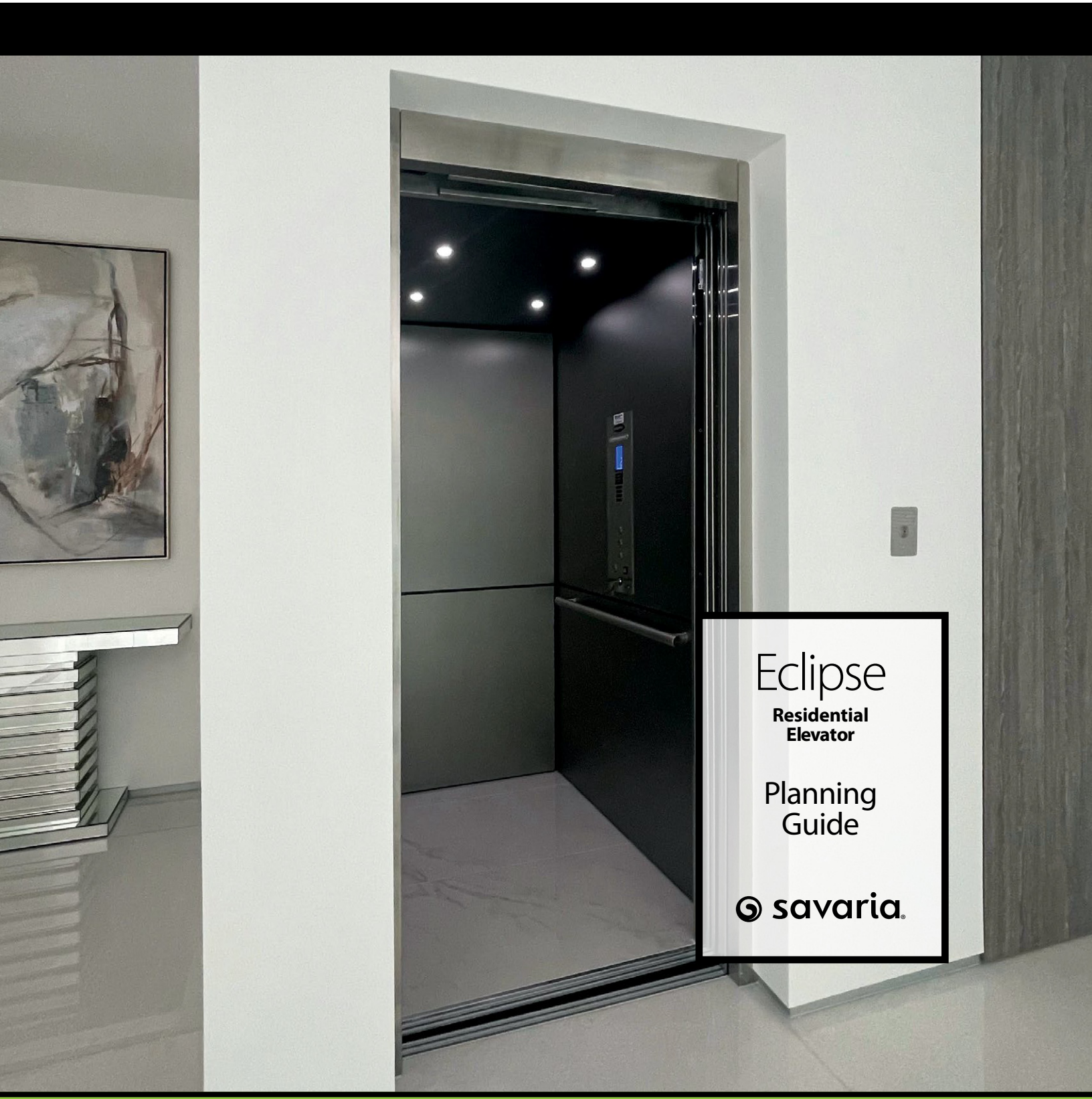


# Eclipse

**Residential Elevator**

## Planning Guide

savaria

**Applicable Codes:**

ASME A17.1/CSA-B44
Safety Code for Elevators and Escalators
Section 5.3 – Private Residential Elevators

## IMPORTANT NOTICE

This Planning Guide provides nominal dimensions and specifications useful for the initial planning of a project. Before beginning actual construction, make sure you have the installation (shop) drawings customized with specifications and dimensions for your specific project.

Lift configurations and dimensions are in accordance with our interpretation of the standards set forth by the codes listed on the front cover of this Planning Guide. Please consult Savaria or the authorized Savaria dealer in your area for more specific information pertaining to your project, including any discrepancy between referenced standards and those of any local codes or laws.

The dimensions and specifications in this Planning Guide are subject to change (without notice) due to product enhancements and continually evolving codes and product applications.

Visit our website **www.savaria.com** for the most current Eclipse drawings and dimensions.

## Purpose of this guide

This guide assists architects, contractors, and lift professionals to incorporate the Eclipse Residential Elevator into a residential building design. The design and manufacture of the Eclipse Residential Elevator meets the requirements of the following codes and standards:

- ASME A17.1/CSA B44 2000, Section 5.3
- ASME A17.1/CSA B44 2004, Section 5.3
- ASME A17.1 2004, Addendum 2005, Section 5.3
- ASME A17.1/CSA B44 2007, Section 5.3
- ASME A17.1/CSA B44, Addendum 2008, Section 5.3
- ASME A17.1/CSA B44 2010, Section 5.3
- ASME A17.1/CSA B44 2013, Section 5.3
- ASME A17.1/CSA B44 2016, Section 5.3
- ASME A17.1/CSA B44 2019, Section 5.3
- ASME A17.1 1996, Part 5

We recommend that you contact your local authority having jurisdiction to ensure that you adhere to all local rules and regulations pertaining to residential elevators.

## How to use this guide

**1** Determine your client's intended use of the lift.

**2** Determine the local code requirements.

**3** Determine the site installation parameters.

**4** Determine the cab type and hoistway size requirements.
**NOTE:** If the Eclipse has Auto Slim Doors, do not refer to the tables on pages 6 and 7; refer to Appendix A.

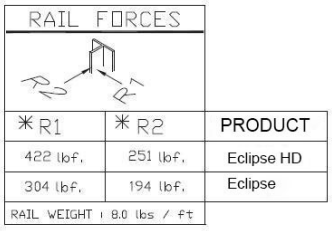
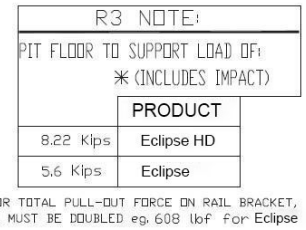
**5** Plan for electrical requirements.

Part No. 000623, Rev. 065
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## Revision history this guide

- April 2, 2008 – Added rail forces
- July 31, 2008 – Added rail forces diagram
- January 8, 2008 – Added component weights to specifications; modified center of door for type 5 center
- June 4, 2009 – Added WARNING on page 6 not to install pipes conveying steam, gas or liquid in hoistway
- June 23, 2009 – Added dimension to structural view drawing Figure 1-11 on page 8
- September 25, 2009 – Corrected power supply and lighting supply specifications on pages 2, 12, 13 and 14
- February 9, 2010 – Added recommended manufacturers for circuit breakers at the distribution panel on page 12
- March 31, 2010 – Corrected Type 3 cab measurements on page 4; Corrected Type 4 cab measurements on page 5
- September 9, 2010 – Added note at bottom of tables on pages 4 and 5; Corrected Type 5 cab measurements on page 5; Corrected controller and brake resistor dimensions on page 13
- February 23, 2011 – Added note to step 4 above under "How to use this guide"; Reformatted specifications table on pages 4 and 5; Added "Auto slim doors" to "Options" in specification table on page 5; Updated IMPORTANT note at bottom of pages 6 and 7; Added Appendix A with Auto Slim Doors planning information
- April 25, 2011 – Updated standard features and options in specifications table on pages 4 and 5; Updated Auto Slim Door entrance assembly and elevation drawings in Appendix A
- July 20, 2011 – Updated to 6 stops in specifications table on page 4
- August 12, 2011 – Revised Slim Door drawings on pages 18 and 19
- August 24, 2011 – Removed 208V reference throughout manual
- September 15, 2011 – Revised Slim Door drawings on pages 18 and 19
- October 11, 2011 – Clarified the meaning of "centerline" in the drawings on pages 10 and 11
- October 21, 2011 – Corrected the "Center of door B" dimensions in Tables for Type 3 and Type 4 cabs on pages 6 and 7
- August 30, 2012 – Revised slim door drawings on pages 20 - 30
- October 9, 2012 – Removed motor brake resistor from drawing on page 15
- November 6, 2012 – Added door recommendation on page 13
- December 3, 2012 – Revised note at bottom of Electrical Requirements on page 14
- February 21, 2013 – Changed pot lights from incandescent to halogen in specifications table on page 4
- April 25, 2013 – Revised options in specifications table on page 5
- July 8, 2013 – Added Noise Level to specifications table on page 4
- October 21, 2013 – Revised power supply info in specs table on page 4 & electrical requirements on page 14
- March 13, 2014 – Revised specifications table on pages 4 and 5
- April 29, 2014 – Revised "rough opening" dimension in drawings on pages 18, 20, 22, 24, 26, 28, and 30; Changed "Minimum Overhead" spec on page 4 from 114" to 112" for 96" cab
- August 29, 2014 – Added controller box dimensions on page 16
- November 5, 2014 – Revised Applicable codes on page 3
- March 4, 2015 – Revised drawing on page 15
- August 31, 2015 – Revised load capacity spec on page 4
- September 24, 2015 – Added Daily Cycle to specifications table on page 4
- March 2, 2016 – Removed copyright from cover page; Savaria Corporation back to Savaria Concord Lifts, Inc.
- June 15, 2016 – Revised electrical requirements on page 14
- January 25, 2017 – Added new code on page 3; Revised specs table on pages 4 and 5; Added new 3/4 & 4 safety rule and moved safety rules to pages 6 to 9
- February 9, 2017 – Added spec for distance between landings to specs table on page 4
- March 14, 2017 – Revisions throughout; page layout change for bi-fold door and small auto slim door cab plan views
- May 29, 2017 – Revised cab width in tables on pages 10 and 11 (cabs with panel-fold doors)
- March 14, 2018 – Revised pit depth to 8" on pages 4 and 27
- July 10, 2018 – Revised overhead for bi-fold doors to 96" on page 13
- August 1, 2018 – Revised forces on pages 4 and 30
- April 22, 2019 – Removed reference to "vanes" in drawings on pages 13 and 18
- June 26, 2019 - Added P/N for measuring tool on page 8
- July 12, 2019 - Revised overhead for auto slim doors to 100" (pages 4 and 18)
- October 9, 2019 - Revised specifications table on page 5
- November 22, 2019 - Revised specifications table on page 4 (pit depth requirement)
- December 31, 2019 - Revised drawings on pages 14, 15 and 16
- January 9, 2020 - Added note to temperature spec on page 4
- January 16, 2020 - Added outdoor hall call and Savaria Link to options in spec table on page 5: Added provisions by others - Savaria Link option on page 33
- May 5, 2020 - Revised Distance Between Floors spec on page 4
- May 12, 2020 - Added new spec "floor by others (in cab)" to specs table on page 4
- July 10, 2020 - Added 2019 code on page 2; Added plan views for bi-fold doors type 3 and 4 on page 17
- August 11, 2020 - Revised max travel spec on page 4
- August 20, 2020 - Revised noise spec on page 4
- August 21, 2020 - Revised tables on pages 10 and 11
- September 1, 2020 - Removed 3 &5 rule
- October 20, 2020 - Added flush wood door instructions on pages 33through 36
- November 19, 2020 - Updated specifications on page 4
- January 25, 2021 - Revised wall configuration dimension on page 28
- February 2, 2021 - Corrected conversion and added new overhead clearance dimension on page 5
- August 24, 2021 - Updated controller box dimensions on page 32
- September 2, 2021 - Updated Plan views
- August 2 2022 - Updated cover
- August 11, 2023 - Revised wording on pages 8-9, revised graphics on page 12-15
- September 1, 2023 - Revised controller dimensions on page 32
- April 10, 2025 - Updated drawings on page 25 and 31, added revision number

# Eclipse specifications

| Specification type | Specification data |
|---|---|
| Load capacity | Standard 750 lbs. (341 kg), 950 lbs. (431 kg), and 1000 lbs. (454 kg) |
| Component weights | 367 lbs. - sling and base rail section<br>170 lbs. - middle rail<br>Variable weight - top rail/bed plate<br>600 lbs. - control wall stack (variable)<br>440 to 660 lbs. cab (+ 263 lbs. speedy sling)<br>100 lbs. motor drive<br>50 lbs. controller<br>2 lbs. per foot chain (two runs) |
| Rail forces |  |
| Rated speed | 40 fpm (0.20 mps) standard. |
| Power supply (circuit by others) | 230 volt, single phase, 60 Hz, 30-Amp fused disconnect box with 20-Amp fuse |
| Lighting supply (circuit by others) | 120 volt, 60 Hz, 2 amps (consumption) |
| Drive system | Automatic 2HP-geared roller chain variable frequency drive, complete with counterweight |
| Distance between floors | 7'' (178 mm) minimum (floors 1 to 2, 3 to 4, 5 to 6)<br>11'' (279 mm) minimum (floors 2 to 3, 4 to 5) |
| Temperature operating range (environment) | - 10°C to + 40°C / 14°F to 104°F<br>**NOTE**: For optimal running conditions, each landing of the unit should be in a climate-controlled environment. |
| Noise level | 60 dBA to 63 dBA<br>Measured 10” (254 mm) away from COP at top landing |
| Daily cycle | Normal: 40<br>Heavy: 80<br>Excessive: 150<br>Maximum starts in 1 hour on standard installation: 20<br>NOTE: Please consult your Sales Representative if there a chance you may exceed these amounts. |
| Cab size | • W36'' x L48'' x H80'' (914 mm x 1219 mm x 2032 mm), Type 1, 2, 3, 4, 5<br>• W36'' x L54'' x H80'' (914 mm x 1371 mm x 2032 mm), Type 1, 2, 3, 4, 5<br>• W36'' x L60'' x H80'' (914 mm x 1524 mm x 2032 mm), Type 1, 2, 3, 4, 5<br>• W40'' x L54'' x H80'' (1067mm x 1371 mm x2032 mm), Type 1, 2, 3, 4, 5 |
| Floor by others (in cab) | 3/4'' (19 mm) maximum |
| Cab panel and finish | Solid melamine or MDF panels (standard), unfinished oak veneer panels (optional), finished recessed veneer panels (optional), solid hardwood raised panels (optional) |
| Maximum travel | 50 ft (15.24 m); 60 ft (18.29 m) where a variance is possible |
| Control system | Relay logic controller complete with diagnostic LEDs |
| Levels and openings | Up to 6 stops / up to 2 cab openings |
| Pit depth requirement | Eclipse: 8'' (152 mm) minimum<br>Eclipse HD: 10'' (254 mm) minimum<br>Optional: with buffer springs - plus 3'' (76 mm); with steel cab - plus 1.5” (38 mm) |

# Eclipse specifications (continued)

| Specification type | Specification data |
|---|---|
| Minimum overhead clearance | 96" (2438 mm) for standard 80" cab<br>100" (2540 mm) for 84" cab<br>112" (2845 mm) for 96" cab<br>100" (2540 mm) for 84" cab with auto slim doors<br>112" (2845 mm) for 96" cab with auto slim doors |
| Hall station and control panel finish | • Clear or bronze anodized aluminum (standard), or stainless steel (optional), or brass (optional), or architect white (optional)<br>• Rectangular (standard) or oval (optional) hall stations, keyless (standard) or keyed (optional) |
| Standard features | • Automatic cab on/off lighting<br>• Recessed gate pocket<br>• Digital display in car operating panel<br>• Clear or bronze anodized aluminum cab entrance trim and handrail<br>• Data plates, capacity tags<br>• Proximity floor selection, stopping and two-way levelling<br>• Motor access cover (locked and switched)<br>• Home landing feature<br>• Plan drawings<br>• Modular rail sections<br>• Unfinished plywood sub-floor<br>• White ceiling with four LED lights<br>• MDF cab with or without finish, melamine cab in choice of finishes<br>• Stainless steel, clear or bronze anodized aluminum cab operating panel and hall call stations |
| Safety features | • Cab gate safety switch<br>• Pit run/stop switch and car top run/stop switch<br>• Emergency stop and alarm buttons<br>• Uninterruptible power supply (UPS)/battery back-up system for lowering, automatic gate operation (if equipped), and electrical interlock operation and lighting in the event of a power failure<br>• Upper and lower terminal limits<br>• Final limit switch<br>• Mechanical rail shoring blocks<br>• Sling: factory pre-assembled speedy sling c/w pre-set slack chain safety brake and switch |
| Options | • Custom cab size<br>• 96" (2438 mm) high cab; 84" (2133 mm) high cab<br>• Rated speed - (50 fpm (0.250 mps) available where code permits)<br>• Accordion car gate (choice of style)<br>• Automatic gate operator<br>• Bi-fold doors<br>• Automatic swing landing door operator<br>• Buffer springs (11" pit depth minimum)<br>• Interlocks for doors by others and Savaria landing doors (fire rated door or wood door)<br>• Keyed on/off control panel and hall stations<br>• Optional cab finishes: raised hardwood, unfinished veneer<br>• Optional fixture finishes: brass #4 finish or blackened stainless steel (handrail, cab operating panel, hall call stations); hall call stations available in rectangular or oval<br>• Telephone cabinet to match trim<br>• Automatic slim doors<br>• Digital position indicator (PI) in hall calls<br>• Surface mount hall call for outdoor use<br>• Savaria Link remote monitoring |

# Safety first – 3/4 & 4 rule

The ASME A17.1-2016/CSA B44-16 Safety Code for Elevators and Escalators **(2016 AND AFTER)** mandates the following maximum hoistway door clearances (see drawing on next page):

- Clearance between the hoistway side of the landing door and the edge of the landing sill shall not exceed 0.75" (19 mm) for swing doors (shown below) and 2.25" (57 mm) for sliding doors.
- Distance between the hoistway side of the landing door or gate and the car door or gate shall not exceed 4" (102 mm). *A measuring tool for this is shown below.*
- Eclipse Residential Elevator design is with a maximum 1.25" (32 mm) running clearance.

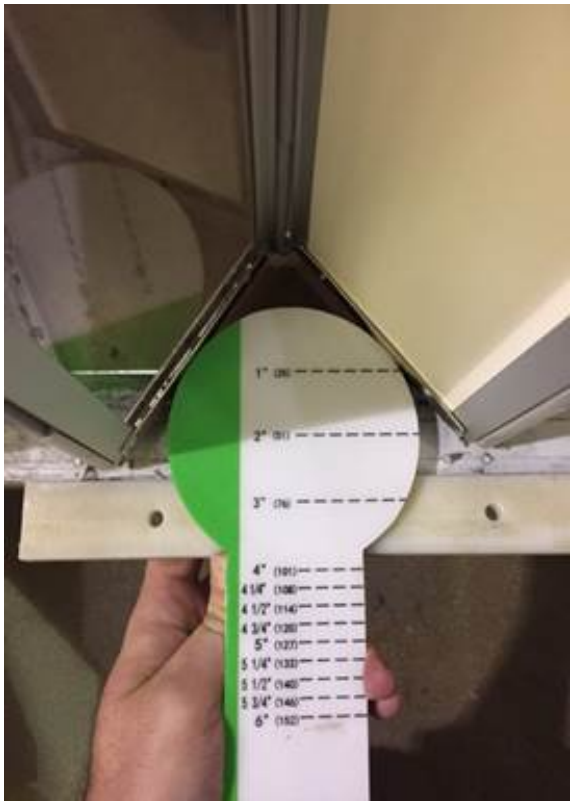
***NOTE:*** Concrete block/masonry shafts and some commercial metal door frames often create 3/4 & 4 rule violations.

***Recommendation:*** We recommend installation of a solid door as hollow doors do not respect the pull-out force required by code for the door locks.

**IMPORTANT**

- If the landing door has a pattern on the hoistway side, measure the 3/4" setback from the deeper part of the door to the landing sill.
- For accordion (panel fold) gates, you MUST have flush doors (not the 3/4" setback).
- 3/4" setback is possible only when the car doors are bi-fold or slim doors.

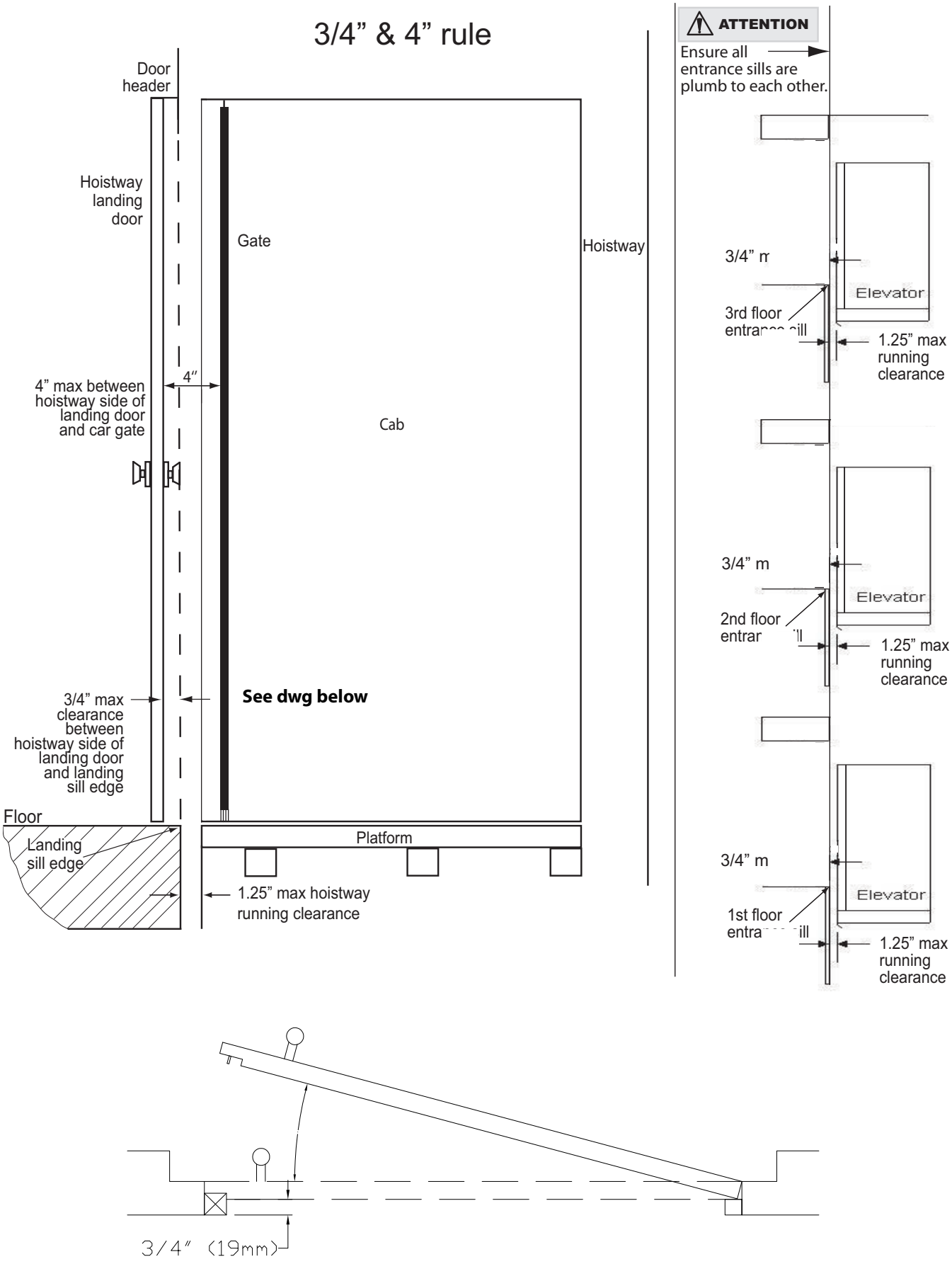
## Measuring tool for accordion car gate and landing door (3/4 & 4 rule)



With the measuring tool pressed into the "V" of the accordion car gate, the hoistway side of the landing door must not be more than 4" (102 mm) as shown.

**Measuring Tool P/N 301803**

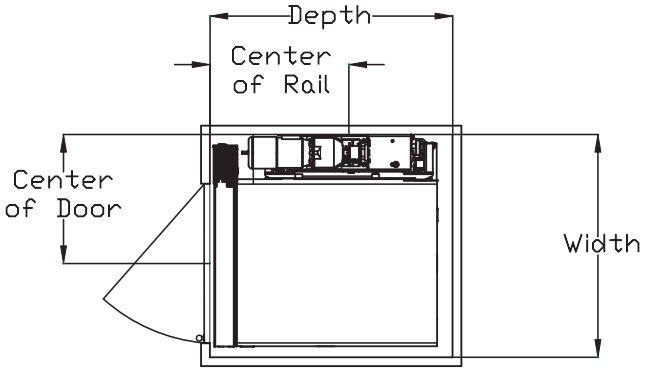
## 3/4 & 4 rule


3/4” & 4” rule
Door header
Hoistway landing door
Gate
Hoistway
4” max between hoistway side of landing door and car gate
4”
Cab
See dwg below
3/4” max clearance between hoistway side of landing door and landing sill edge
Floor
Landing sill edge
Platform
1.25” max hoistway running clearance
ATTENTION
Ensure all entrance sills are plumb to each other.
3/4” m
Elevator
3rd floor entra ill
1.25” max running clearance
3/4” m
Elevator
2nd floor entrar ll
1.25” max running clearance
3/4” m
Elevator
1st floor entra ill
1.25” max running clearance
3/4” (19mm)

# Eclipse with panel-fold doors

***Note:*** All measurements in inches (").

## Type 1L (panel-fold doors)

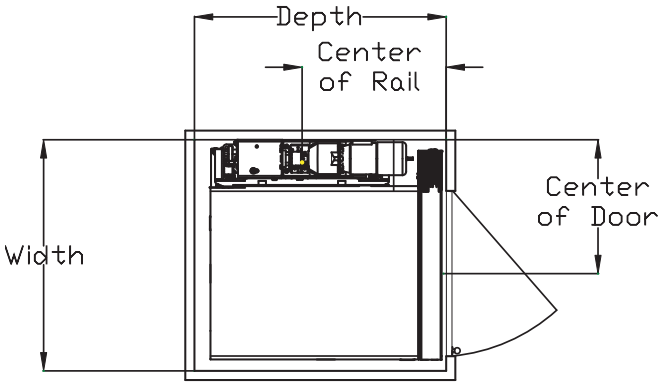



**Type 1 left hand**

| Nominal Cab size | Width | Depth | Center of rail | Center of door |
|---|---|---|---|---|
| 36 x 48 | 50 1/2 | 55 | 31* | 29 1/4 |
| 36 x 54 | 50 1/2 | 61 | 33 | 29 1/4 |
| 36 x 60 | 50 1/2 | 67 | 36 | 29 1/4 |
| 40 x 54 | 54 1/2 | 61 | 33 | 33 1/4 |

***Note:*** * 30" if right hand motor

## Type 1R (panel-fold doors)

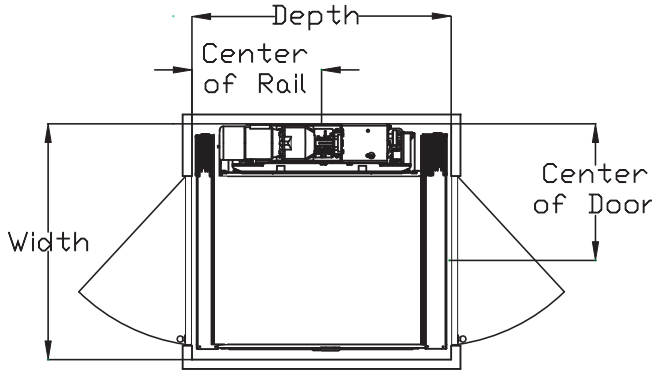



**Type 1 right hand**

| Nominal Cab size | Width | Depth | Center of rail | Center of door |
|---|---|---|---|---|
| 36 x 48 | 50 1/2 | 55 | 31* | 29 1/4 |
| 36 x 54 | 50 1/2 | 61 | 33 | 29 1/4 |
| 36 x 60 | 50 1/2 | 67 | 36 | 29 1/4 |
| 40 x 54 | 54 1/2 | 61 | 33 | 33 1/4 |

***Note:*** * 30" if left hand motor

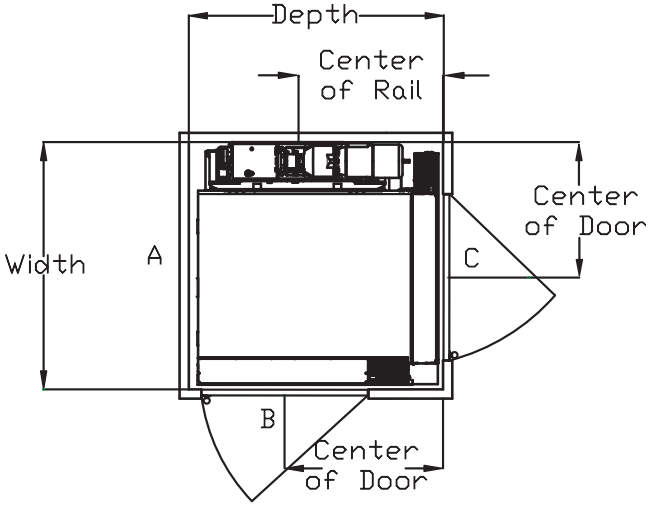
## Type 2 (panel-fold doors)




**Type 2**

| Nominal Cab size | Width | Depth | Center of rail | Center of door |
|---|---|---|---|---|
| 36 x 48 | 50 1/2 | 55 1/2 | 27 3/4 | 29 1/4 |
| 36 x 54 | 50 1/2 | 61 1/2 | 30 3/4 | 29 1/4 |
| 36 x 60 | 50 1/2 | 67 1/2 | 33 3/4 | 29 1/4 |
| 40 x 54 | 54 1/2 | 61 1/2 | 30 3/4 | 33 1/4 |

## Type 3 (panel-fold doors)

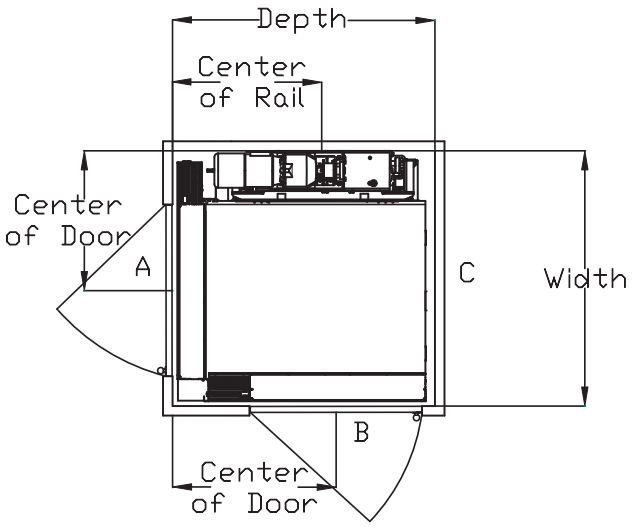



**Type 3**

| Nominal Cab size | Width | Depth | Center of rail | Center of door C | Center of door B |
|---|---|---|---|---|---|
| 36 x 48 | 52 5/8 | 55 | 31 | 27 7/8 | 34 1/4 |
| 36 x 54 | 52 5/8 | 61 | 33 | 27 7/8 | 38 3/4 |
| 36 x 60 | 52 5/8 | 67 | 36 | 27 7/8 | 46 1/4 |
| 40 x 54 | 56 5/8 | 61 | 33 | 31 7/8 | 38 3/4 |

**IMPORTANT:** Measurements in the above tables are only valid for the cab and hoistway sizes listed. For non-standard cab and/or hoistway sizes, always refer to your plan drawings.

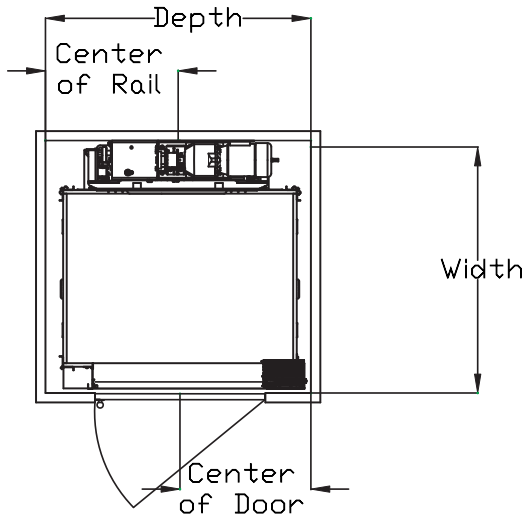
## Type 4 (panel-fold doors)




**Type 4**

| Nominal Cab size | Width | Depth | Center of rail | Center of door A | Center of door B |
|---|---|---|---|---|---|
| 36 x 48 | $52\frac{5}{8}$ | 55 | 31 | $27\frac{7}{8}$ | $34\frac{1}{4}$ |
| 36 x 54 | $52\frac{5}{8}$ | 61 | 33 | $27\frac{7}{8}$ | $38\frac{3}{4}$ |
| 36 x 60 | $52\frac{5}{8}$ | 67 | 36 | $27\frac{7}{8}$ | $46\frac{1}{4}$ |
| 40 x 54 | $56\frac{5}{8}$ | 61 | 33 | $31\frac{7}{8}$ | $38\frac{3}{4}$ |

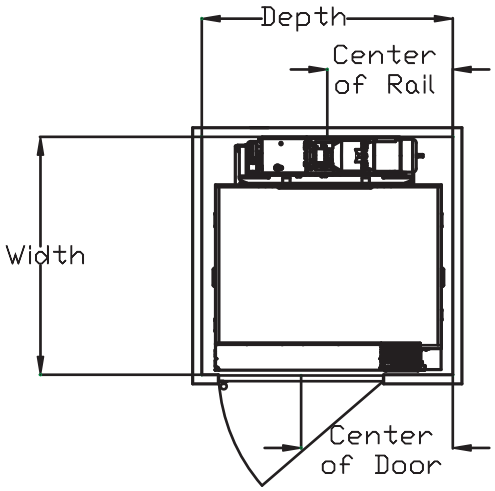
## Type 5 center (panel-fold doors)




**Type 5 center**

| Nominal Cab size | Width | Depth | Center of rail | Center of door |
|---|---|---|---|---|
| 36 x 48 | $52\frac{5}{8}$ | $56\frac{1}{4}$ | $28\frac{1}{8}$ | 29 |
| 36 x 54 | $52\frac{5}{8}$ | $62\frac{1}{4}$ | $31\frac{1}{8}$ | 29 |
| 36 x 60 | $52\frac{5}{8}$ | $68\frac{1}{4}$ | $34\frac{1}{8}$ | $34\frac{5}{8}$ |
| 40 x 54 | $56\frac{5}{8}$ | $62\frac{1}{4}$ | $31\frac{1}{8}$ | 29 |

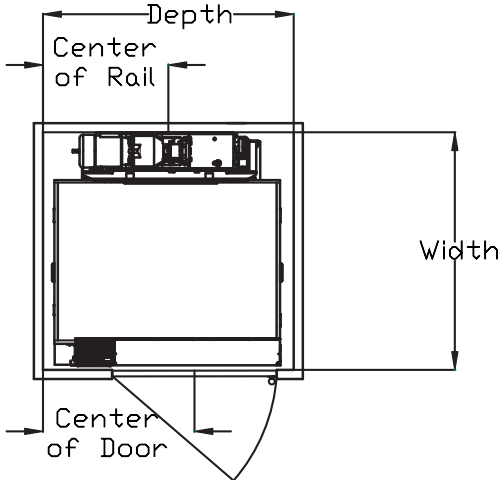
## Type 5L (panel-fold doors)




**Type 5: left hand**

| Nominal Cab size | Width | Depth | Center of rail | Center of door |
|---|---|---|---|---|
| 36 x 48 | $52\frac{5}{8}$ | 55 | $27\frac{1}{2}$ | $33\frac{1}{4}$ |
| 36 x 54 | $52\frac{5}{8}$ | 61 | $30\frac{1}{2}$ | $39\frac{1}{4}$ |
| 36 x 60 | $52\frac{5}{8}$ | 67 | $33\frac{1}{2}$ | $45\frac{1}{4}$ |
| 40 x 54 | $56\frac{5}{8}$ | 61 | $30\frac{1}{2}$ | $39\frac{1}{4}$ |

## Type 5R (panel-fold doors)



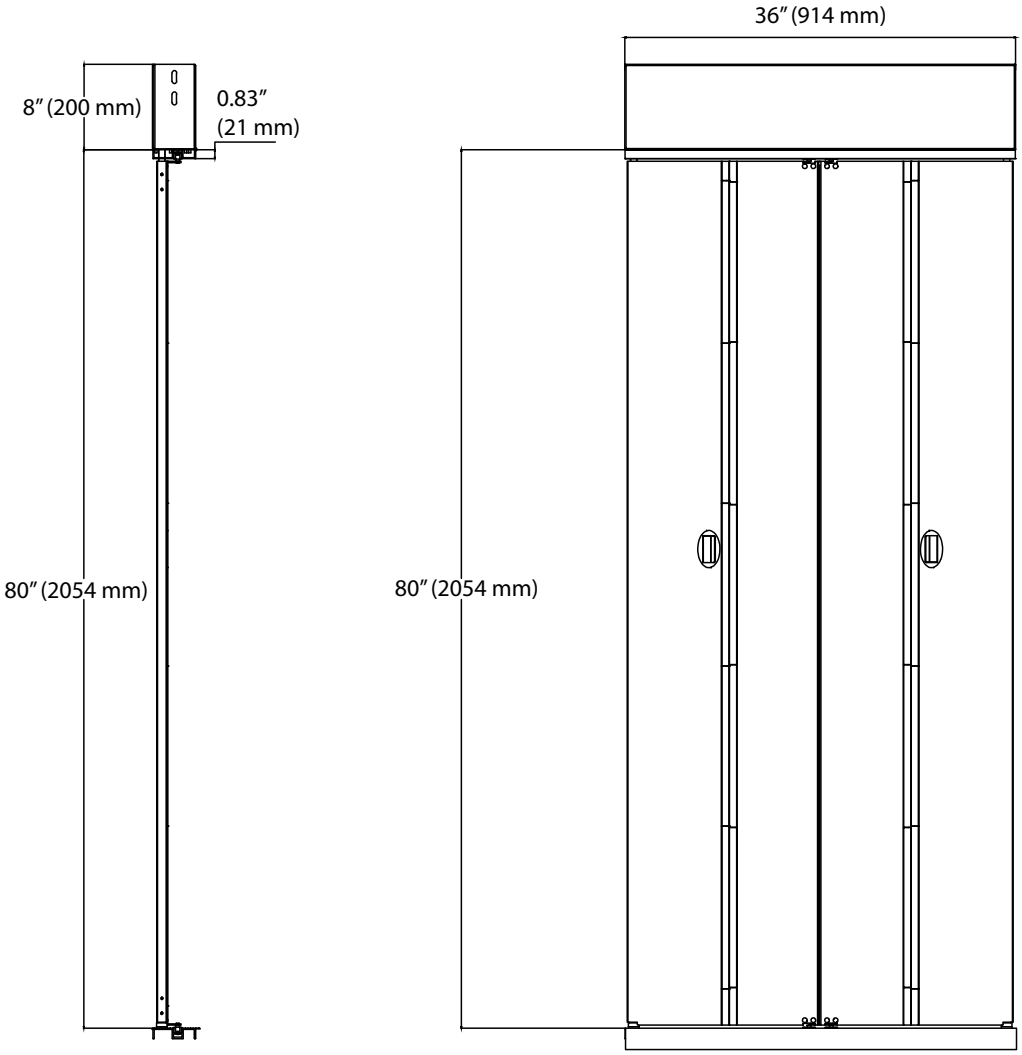

**Type 5: right hand**

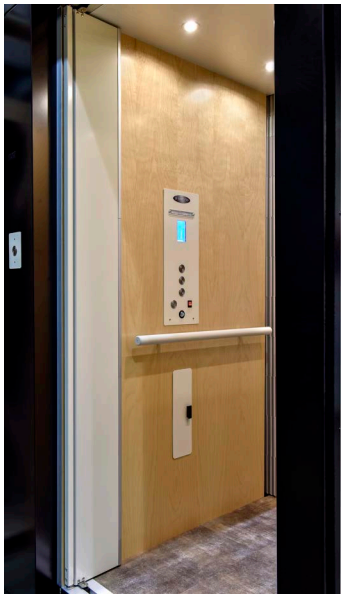
| Nominal Cab size | Width | Depth | Center of rail | Center of door |
|---|---|---|---|---|
| 36 x 48 | $52\frac{5}{8}$ | 55 | $27\frac{1}{2}$ | $33\frac{1}{4}$ |
| 36 x 54 | $52\frac{5}{8}$ | 61 | $30\frac{1}{2}$ | $39\frac{1}{4}$ |
| 36 x 60 | $52\frac{5}{8}$ | 67 | $33\frac{1}{2}$ | $45\frac{1}{4}$ |
| 40 x 54 | $56\frac{5}{8}$ | 61 | $30\frac{1}{2}$ | $39\frac{1}{4}$ |

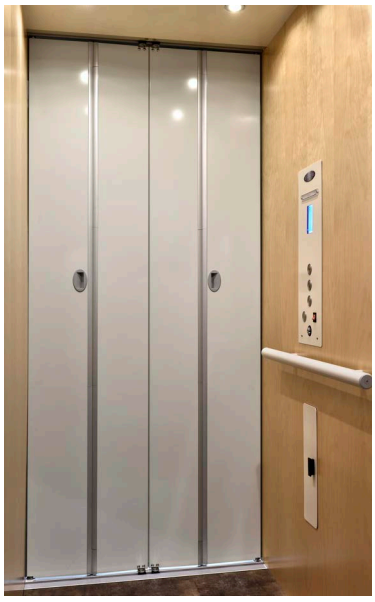
**IMPORTANT:** Measurements in the above tables are only valid for the cab and hoistway sizes listed. For non-standard cab and/or hoistway sizes, always refer to your plan drawings.

# Eclipse with bi-fold doors

## Bi-fold doors entrance assembly

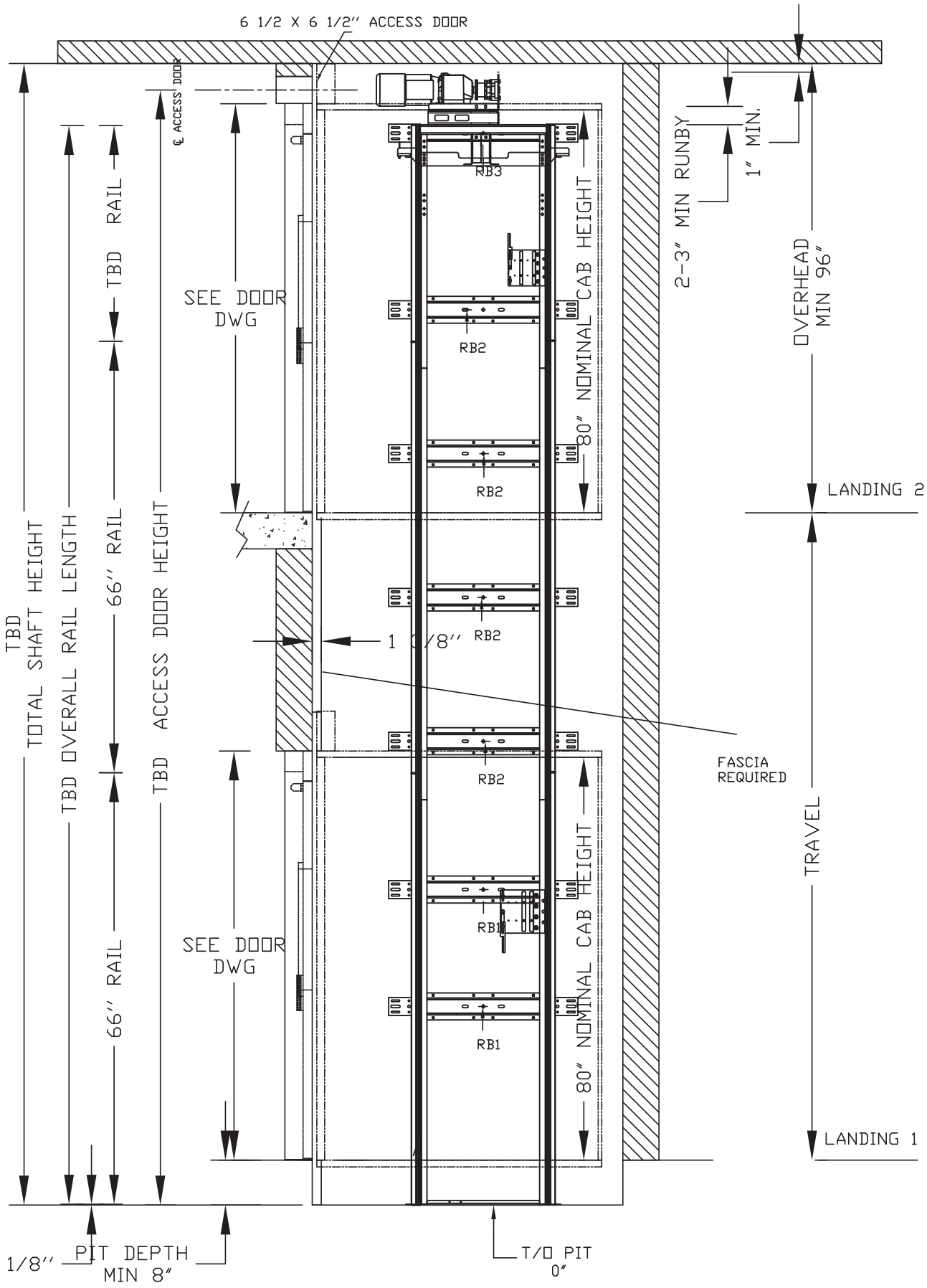


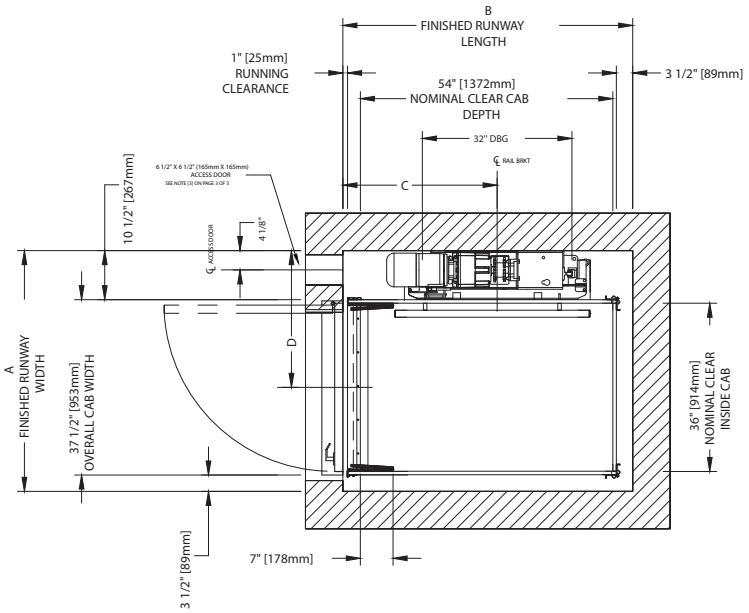


**NOTE:** ***Bi-fold doors available in size 36″x80″, white and stainless. Not available for 90 degrees.***

**Sample elevation view – bi-fold doors (Type 1L shown)**

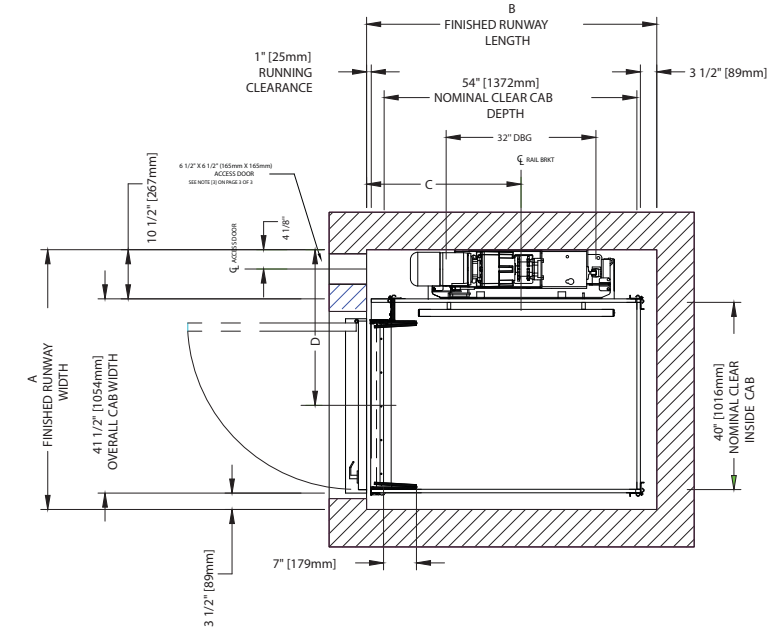


## Type 1L (bi-fold doors) - 36” cab width



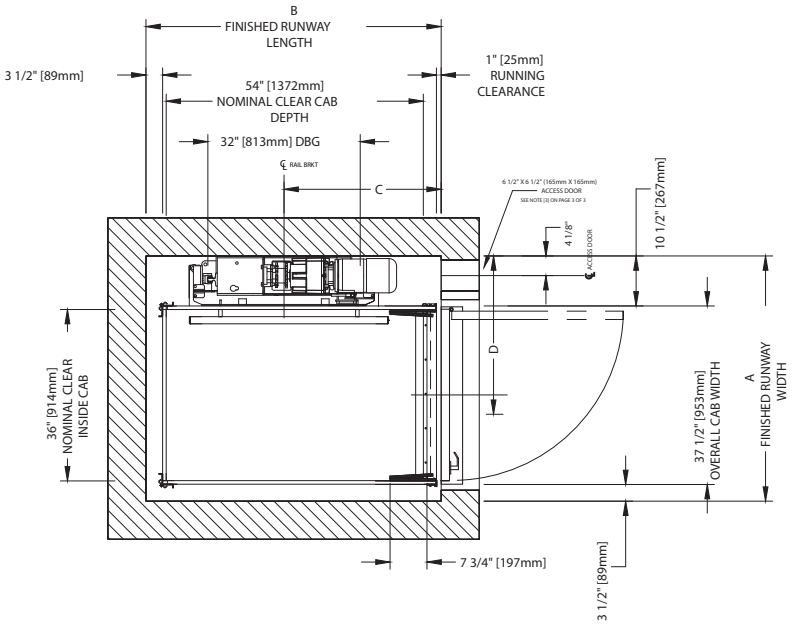

| NOMINAL CLEAR INSIDE CAB WIDTH | | NOMINAL CLEAR INSIDE CAB LENGTH | | A FINISHED RUNWAY WIDTH | | B FINISHED RUNWAY LENGTH | | C RAIL CENTRE LINE | | D DOOR CENTER LINE | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| mm | inches | mm | | mm | inches | mm | inches | mm | inches | mm | inches |
| 914 | 36 | 1219 | 48 | 1308 | 51 1/2 | 1422 | 56 | 762 | 30 | 743 | 29 1/4 |
| 914 | 36 | 1372 | 54 | 1308 | 51 1/2 | 1575 | 62 | 838 | 33 | 743 | 29 1/4 |
| 914 | 36 | 1499 | 59 | 1308 | 51 1/2 | 1702 | 67 | 914 | 36 | 743 | 29 1/4 |

## Type 1L (bi-fold doors) - 40” cab width



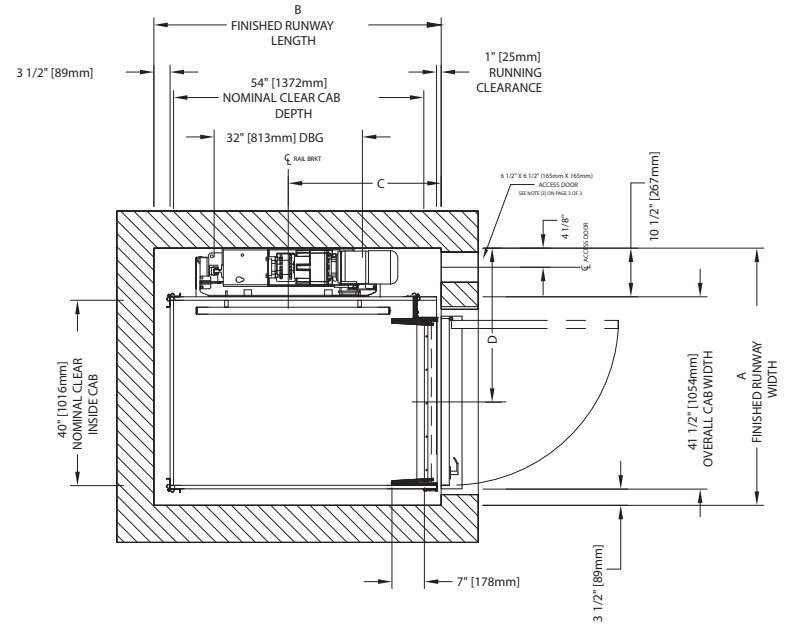

| NOMINAL CLEAR INSIDE CAB WIDTH | | NOMINAL CLEAR INSIDE CAB LENGTH | | A FINISHED RUNWAY WIDTH | | B FINISHED RUNWAY LENGTH | | C RAIL CENTRE LINE | | D DOOR CENTER LINE | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| mm | inches | mm | | mm | inches | mm | inches | mm | inches | mm | inches |
| 1016 | 40 | 1219 | 48 | 1410 | 55 1/2 | 1422 | 56 | 762 | 30 | 743 | 33 1/4 |
| 1016 | 40 | 1372 | 54 | 1410 | 55 1/2 | 1575 | 62 | 838 | 33 | 743 | 33 1/4 |
| 1016 | 40 | 1499 | 59 | 1410 | 55 1/2 | 1702 | 67 | 914 | 36 | 743 | 33 1/4 |

## Type 1R (bi-fold doors) - 36” cab width



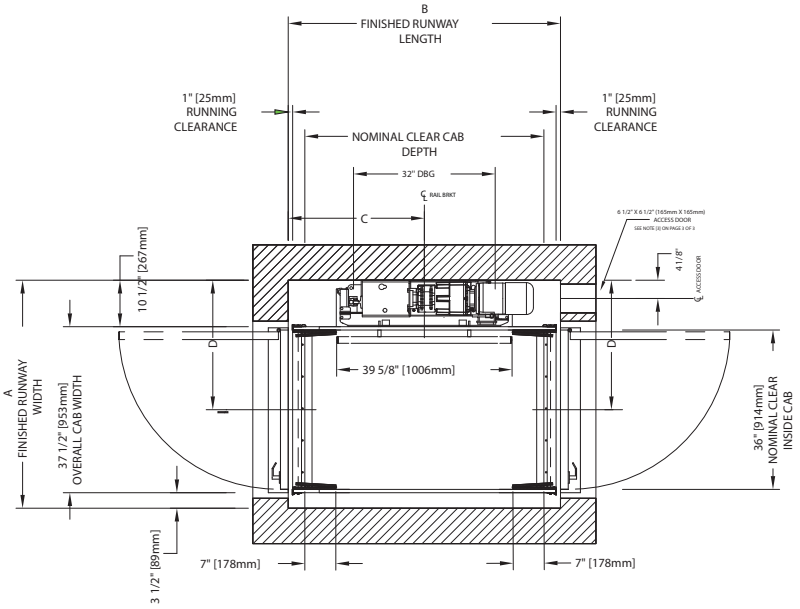

| NOMINAL CLEAR INSIDE CAB WIDTH | | NOMINAL CLEAR INSIDE CAB LENGTH | | A FINISHED RUNWAY WIDTH | | B FINISHED RUNWAY LENGTH | | C RAIL CENTRE LINE | | D DOOR CENTER LINE | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| mm | inches | mm | | mm | inches | mm | inches | mm | inches | mm | inches |
| 914 | 36 | 1219 | 48 | 1308 | 51 1/2 | 1422 | 56 | 762 | 30 | 743 | 29 1/4 |
| 914 | 36 | 1372 | 54 | 1308 | 51 1/2 | 1575 | 62 | 838 | 33 | 743 | 29 1/4 |
| 914 | 36 | 1499 | 59 | 1308 | 51 1/2 | 1702 | 67 | 914 | 36 | 743 | 29 1/4 |

## Type 1R (bi-fold doors) - 40” cab width



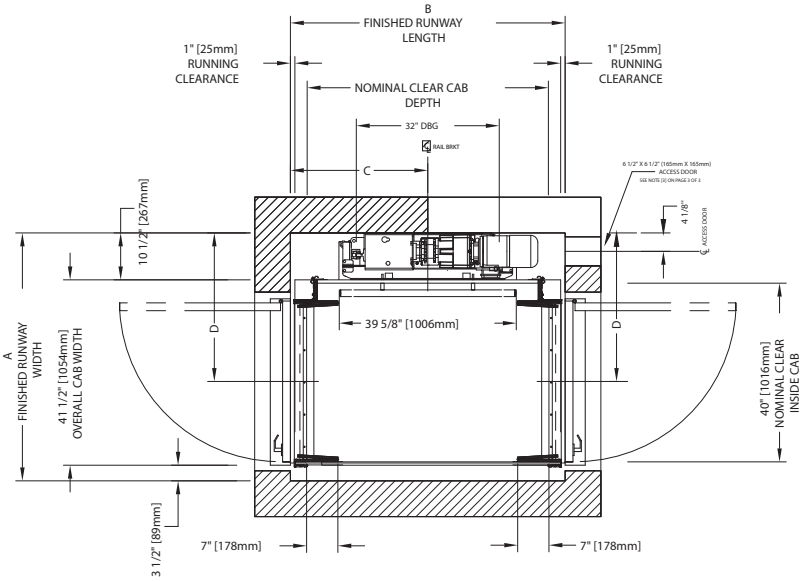

| NOMINAL CLEAR INSIDE CAB WIDTH | | NOMINAL CLEAR INSIDE CAB LENGTH | | A FINISHED RUNWAY WIDTH | | B FINISHED RUNWAY LENGTH | | C RAIL CENTRE LINE | | D DOOR CENTER LINE | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| mm | inches | mm | | mm | inches | mm | inches | mm | inches | mm | inches |
| 1016 | 40 | 1219 | 48 | 1410 | 55 1/2 | 1422 | 56 | 762 | 30 | 845 | 33 1/4 |
| 1016 | 40 | 1372 | 54 | 1410 | 55 1/2 | 1575 | 62 | 838 | 33 | 845 | 33 1/4 |
| 1016 | 40 | 1499 | 59 | 1410 | 55 1/2 | 1702 | 67 | 914 | 36 | 845 | 33 1/4 |

## Type 2(bi-fold doors) - 36” cab width



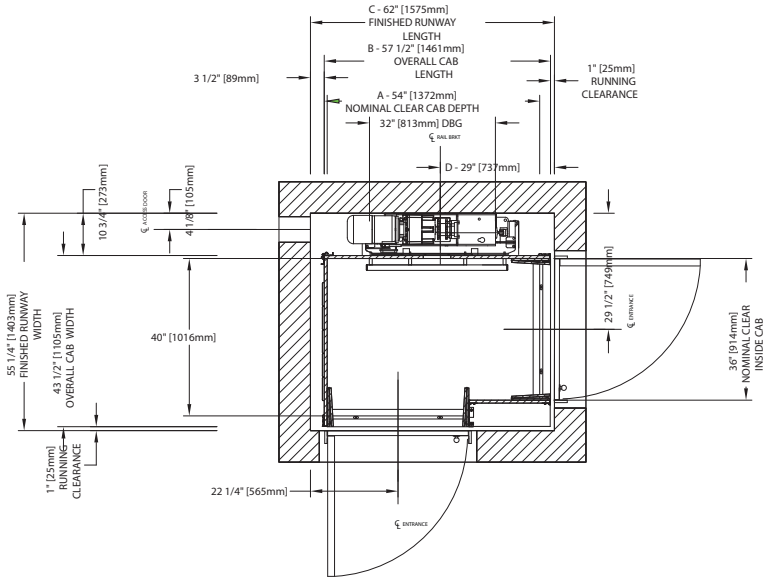

| NOMINAL CLEAR INSIDE CAB WIDTH | | NOMINAL CLEAR INSIDE CAB LENGTH | | A FINISHED RUNWAY WIDTH | | B FINISHED RUNWAY LENGTH | | C RAIL CENTRE LINE | | D DOOR CENTER LINE | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| mm | inches | mm | | mm | inches | mm | inches | mm | inches | mm | inches |
| 914 | 36 | 1219 | 48 | 1308 | 51 1/2 | 1410 | 55 1/2 | 705 | 27 3/4 | 743 | 29 1/4 |
| 914 | 36 | 1372 | 54 | 1308 | 51 1/2 | 1562 | 61 1/2 | 781 | 30 3/4 | 743 | 29 1/4 |
| 914 | 36 | 1499 | 59 | 1308 | 51 1/2 | 1689 | 66 1/2 | 845 | 33 1/4 | 743 | 29 1/4 |

## Type 2 (bi-fold doors) - 40” cab width



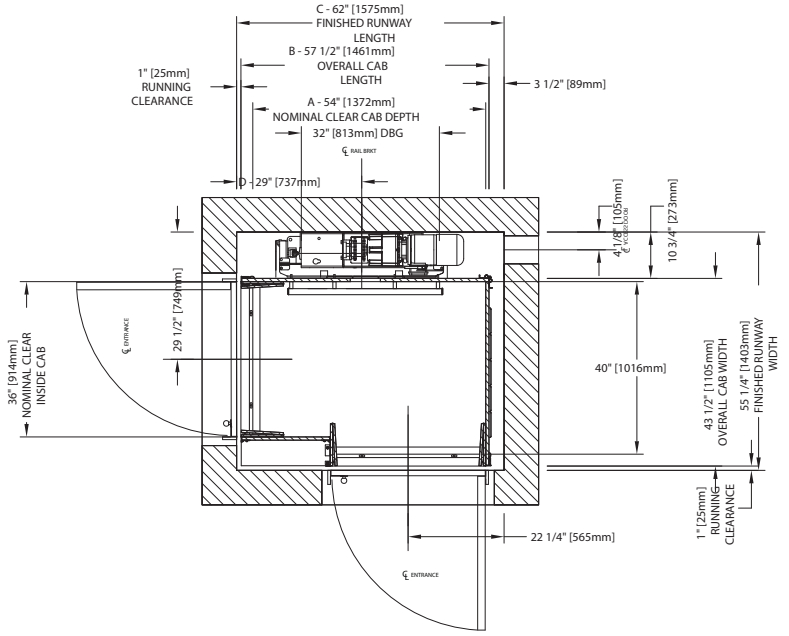

| NOMINAL CLEAR INSIDE CAB WIDTH | | NOMINAL CLEAR INSIDE CAB LENGTH | | A FINISHED RUNWAY WIDTH | | B FINISHED RUNWAY LENGTH | | C RAIL CENTRE LINE | | D DOOR CENTER LINE | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| mm | inches | mm | | mm | inches | mm | inches | mm | inches | mm | inches |
| 1016 | 40 | 1219 | 48 | 1410 | 51 1/2 | 1410 | 55 1/2 | 705 | 27 3/4 | 743 | 33 1/4 |
| 1016 | 40 | 1372 | 54 | 1410 | 51 1/2 | 1562 | 61 1/2 | 781 | 30 3/4 | 743 | 33 1/4 |
| 1016 | 40 | 1499 | 59 | 1410 | 51 1/2 | 1689 | 66 1/2 | 845 | 33 1/4 | 743 | 33 1/4 |

## Type 3(bi-fold doors) - 36" cab width




| A NOMINAL CLEAR INSIDE CAB LENGTH | | B OVERALL CAB LENGTH | | C FINISHED RUNWAY LENGTH | | D RAIL CENTRE LINE | |
|---|---|---|---|---|---|---|---|
| mm | inches | mm | | mm | inches | mm | inches |
| 1219 | 48 | 1308 | 51 1/2 | 1422 | 56 | 660 | 26 |
| 1372 | 54 | 1461 | 57 1/2 | 1575 | 62 | 737 | 29 |
| 1524 | 60 | 1613 | 63 1/2 | 1702 | 67 | 864 | 34 |

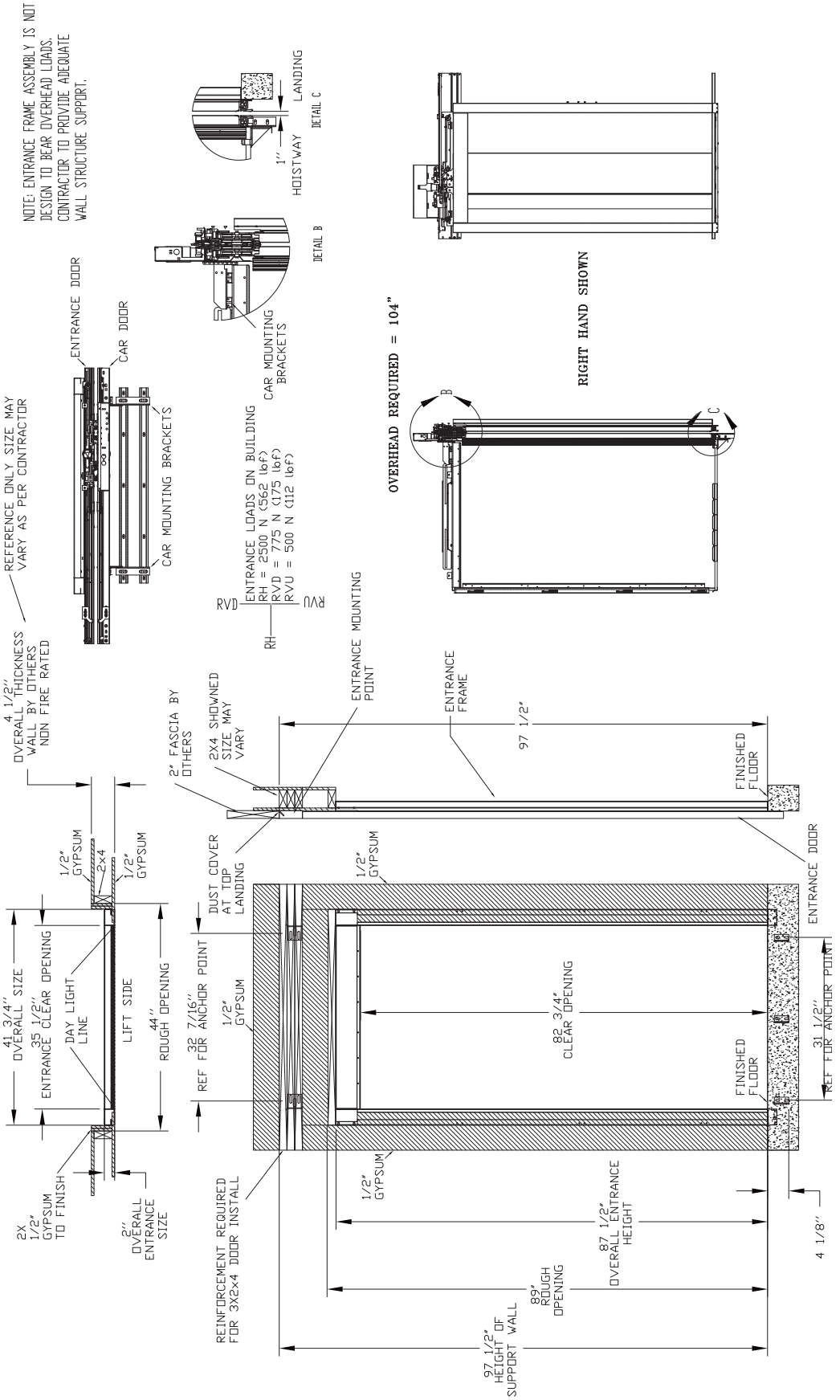
## Type 4(bi-fold doors) - 36" cab width



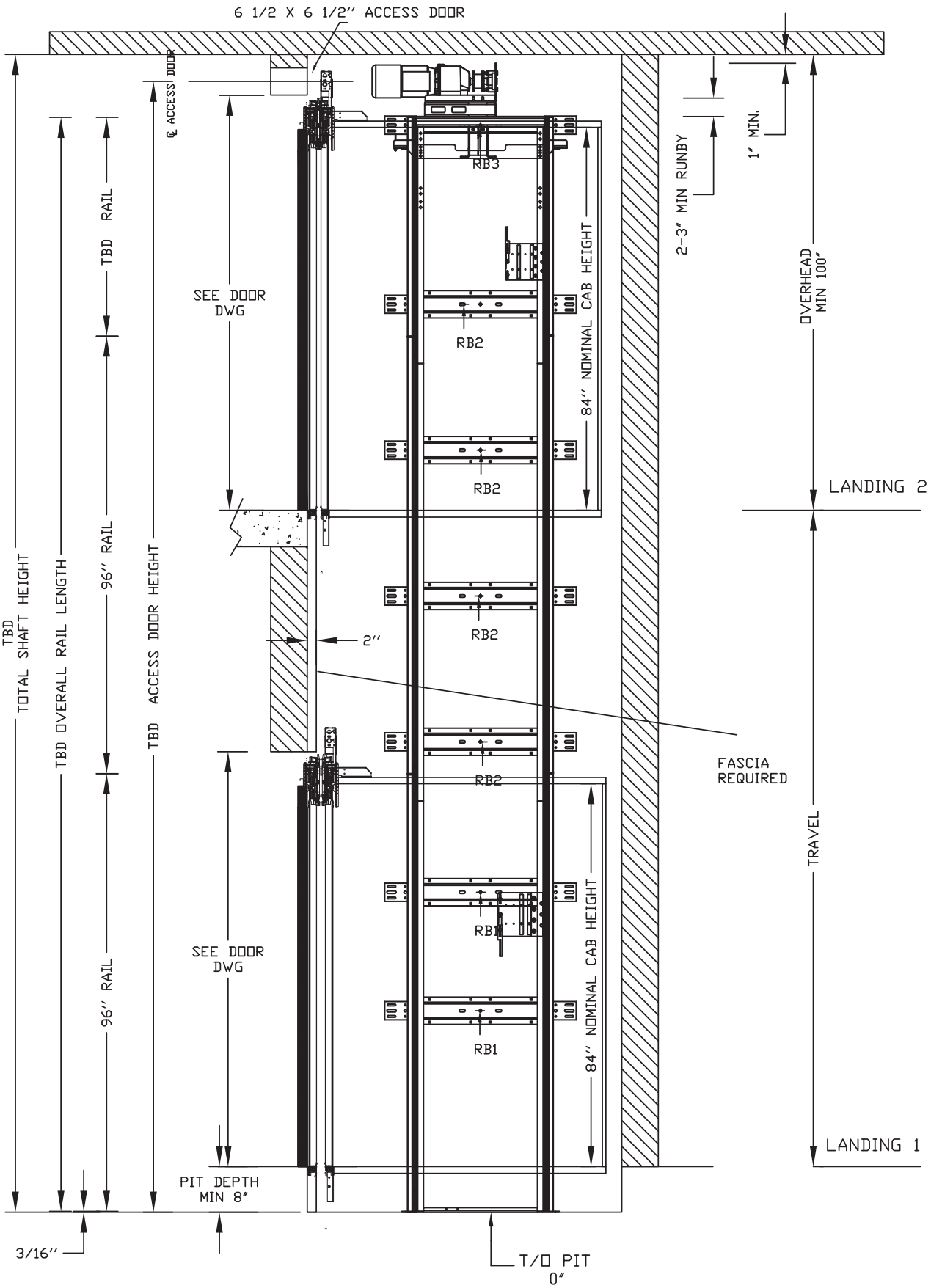

| A NOMINAL CLEAR INSIDE CAB LENGTH | | B OVERALL CAB LENGTH | | C FINISHED RUNWAY LENGTH | | D RAIL CENTRE LINE | |
|---|---|---|---|---|---|---|---|
| mm | inches | mm | | mm | inches | mm | inches |
| 1219 | 48 | 1308 | 51 1/2 | 1422 | 56 | 660 | 26 |
| 1372 | 54 | 1461 | 57 1/2 | 1575 | 62 | 737 | 29 |
| 1524 | 60 | 1613 | 63 1/2 | 1702 | 67 | 864 | 34 |

# Eclipse with auto slim doors (35.5” opening)

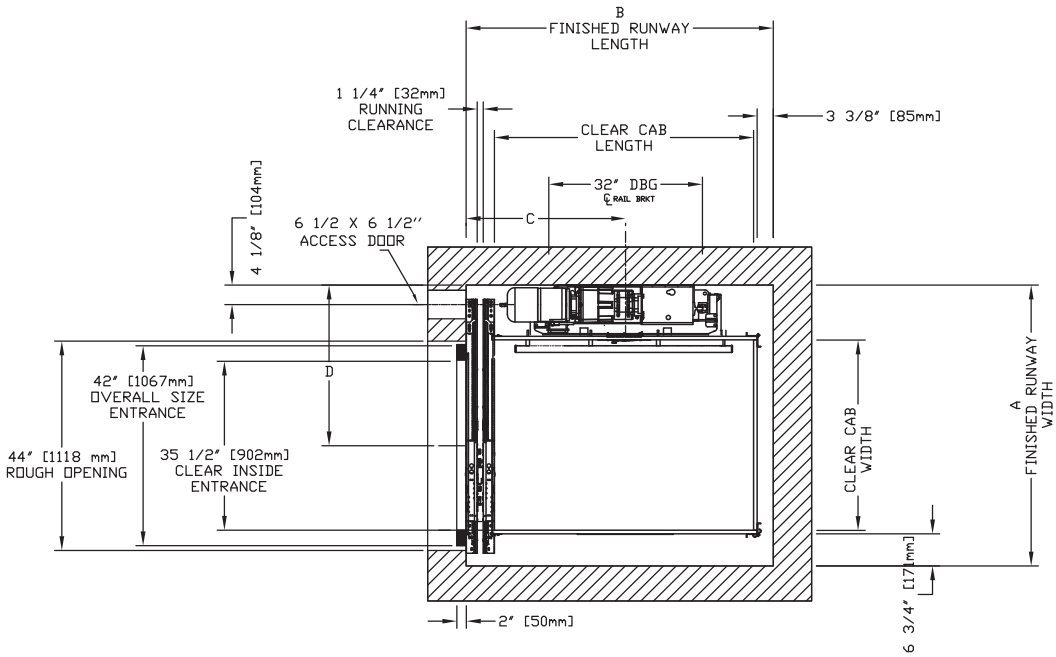
## Auto slim doors entrance assembly, CO = 2100



## Sample elevation view – auto slim doors (Type 1L shown)

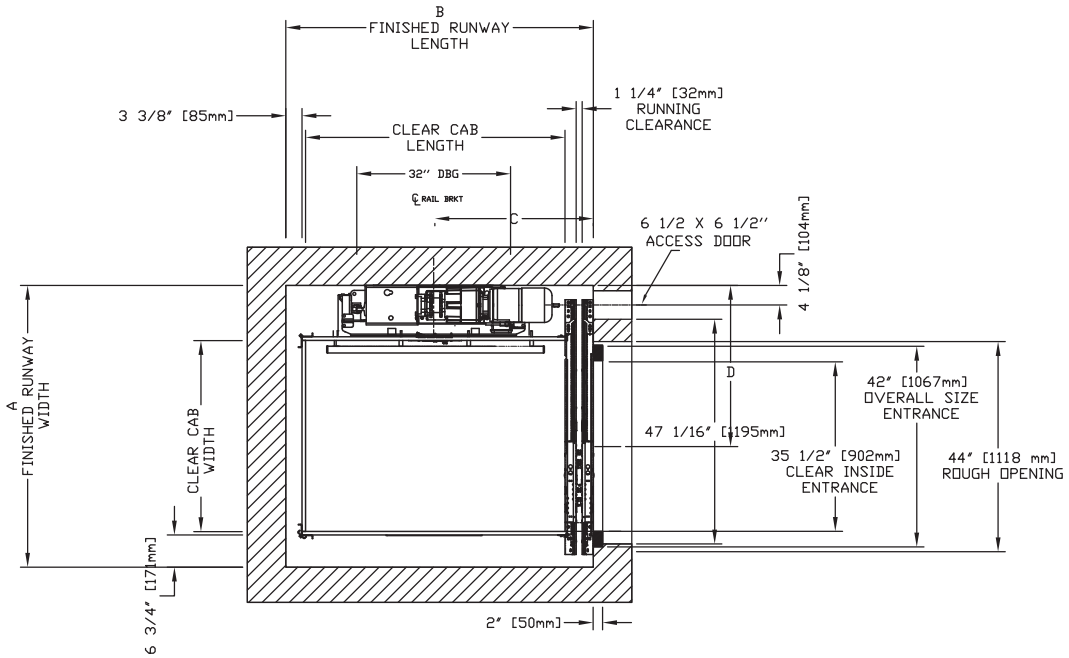


## Type 1L (auto slim doors) - 35.5” opening



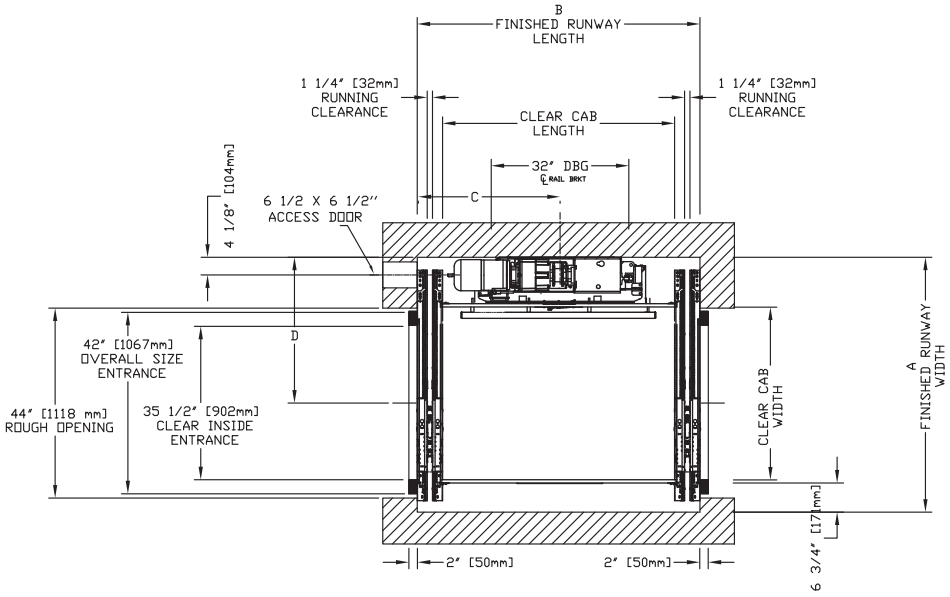

| CLEAR INSIDE CAB WIDTH | | CLEAR INSIDE CAB LENGTH | | A FINISHED RUNWAY WIDTH | | B FINISHED RUNWAY LENGTH | | C RAIL CENTER LINE | | D DOOR CENTER LINE | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| mm | Inches | mm | Inches | mm | Inches | mm | Inches | mm | Inches | mm | Inches |
| 914 | 36 | 1219 | 48 | 1499 | 59 | 1473 | 58 | 794 | 31 1/4 | 838 | 33 |
| 914 | 36 | 1372 | 54 | 1499 | 59 | 1626 | 64 | 845 | 33 1/4 | 838 | 33 |
| 914 | 36 | 1524 | 60 | 1499 | 59 | 1778 | 70 | 921 | 36 1/4 | 838 | 33 |
| 1016 | 40 | 1372 | 54 | 1524 | 60 | 1626 | 64 | 845 | 33 1/4 | 883 | 34 3/4 |

## Type 1R (auto slim doors) - 35.5” opening



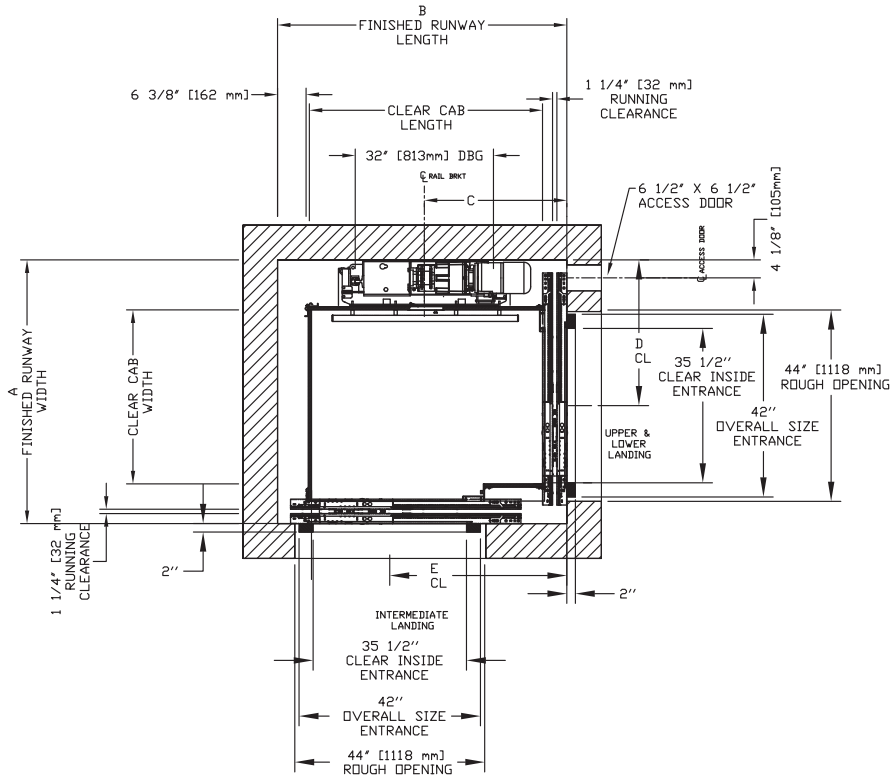

| CLEAR INSIDE CAB WIDTH | | CLEAR INSIDE CAB LENGTH | | A FINISHED RUNWAY WIDTH | | B FINISHED RUNWAY LENGTH | | C RAIL CENTER LINE | | D DOOR CENTER LINE | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| mm | Inches | mm | Inches | mm | Inches | mm | Inches | mm | Inches | mm | Inches |
| 914 | 36 | 1219 | 48 | 1499 | 59 | 1473 | 58 | 794 | 31 1/4 | 838 | 33 |
| 914 | 36 | 1372 | 54 | 1499 | 59 | 1626 | 64 | 845 | 33 1/4 | 838 | 33 |
| 914 | 36 | 1524 | 60 | 1499 | 59 | 1778 | 70 | 921 | 36 1/4 | 838 | 33 |
| 1016 | 40 | 1372 | 54 | 1524 | 60 | 1626 | 64 | 845 | 33 1/4 | 883 | 34 3/4 |

## Type 2 (auto slim doors) - 35.5" opening



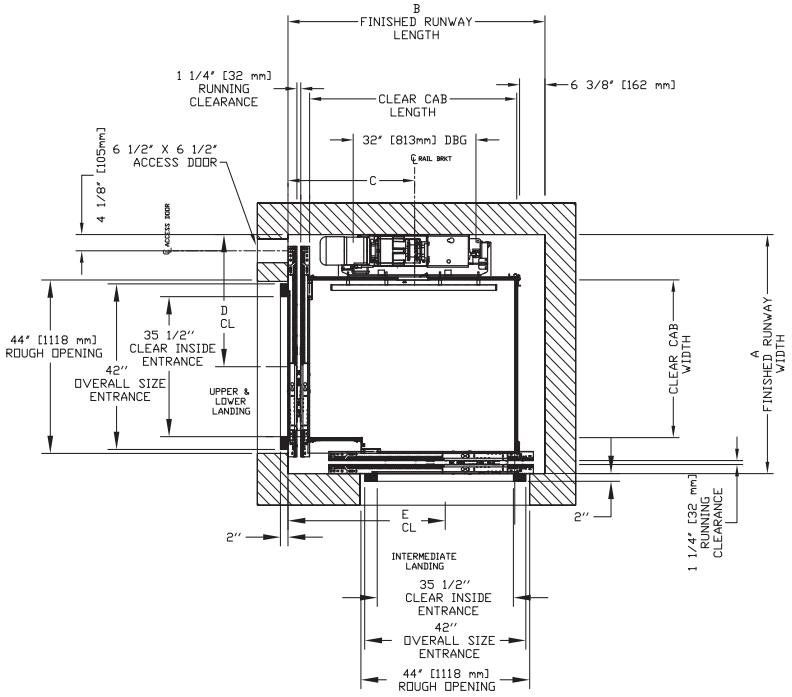

| CLEAR INSIDE CAB WIDTH | | CLEAR INSIDE CAB LENGTH | | A FINISHED RUNWAY WIDTH | | B FINISHED RUNWAY LENGTH | | C RAIL CENTER LINE | | D DOOR CENTER LINE | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| mm | Inches | mm | | mm | Inches | mm | Inches | mm | Inches | mm | Inches |
| 914 | 36 | 1219 | 48 | 1499 | 59 | 1518 | 59 3/4 | 759 | 29 7/8 | 838 | 33 |
| 914 | 36 | 1372 | 54 | 1499 | 59 | 1670 | 65 3/4 | 835 | 32 7/8 | 838 | 33 |
| 914 | 36 | 1524 | 60 | 1499 | 59 | 1822 | 71 3/4 | 911 | 35 7/8 | 838 | 33 |
| 1016 | 40 | 1372 | 54 | 1524 | 60 | 1670 | 65 3/4 | 835 | 32 7/8 | 883 | 34 3/4 |

## Type 3 (auto slim doors) - 35.5" opening



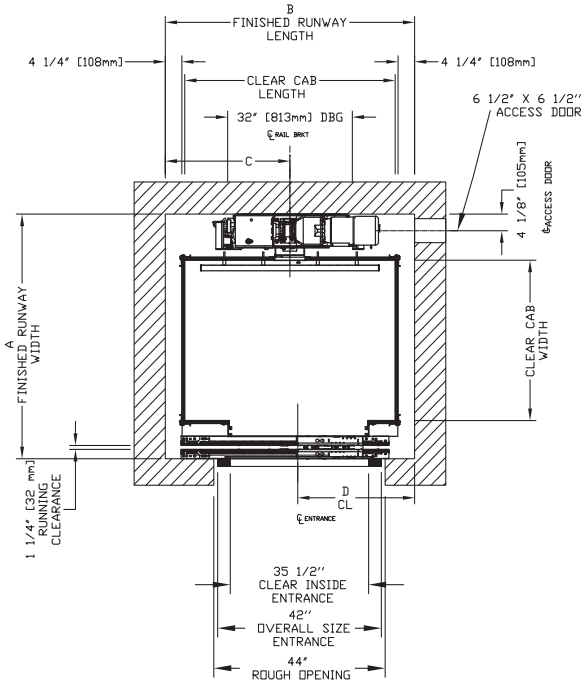

| CLEAR INSIDE CAB WIDTH | | CLEAR INSIDE CAB LENGTH | | A FINISHED RUNWAY WIDTH | | B FINISHED RUNWAY LENGTH | | C RAIL CENTER LINE | | D DOOR CENTER LINE | | E DOOR CENTER LINE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| mm | Inches | mm | | mm | Inches | mm | Inches | mm | Inches | mm | Inches | mm | Inches |
| 914 | 36 | 1372 | 54 | 1540 | 60 5/8 | 1702 | 67 | 838 | 33 | 838 | 33 | 1064 | 41 7/8 |
| 914 | 36 | 1524 | 60 | 1540 | 60 5/8 | 1854 | 73 | 914 | 36 | 838 | 33 | 1216 | 47 7/8 |
| 1016 | 40 | 1372 | 54 | 1581 | 62 1/4 | 1702 | 67 | 838 | 33 | 883 | 34 3/4 | 1064 | 41 7/8 |

## Type 4 (auto slim doors) - 35.5” opening




| CLEAR INSIDE CAB WIDTH | | CLEAR INSIDE CAB LENGTH | | A FINISHED RUNWAY WIDTH | | B FINISHED RUNWAY LENGTH | | C RAIL CENTER LINE | | D DOOR CENTER LINE | | E DOOR CENTER LINE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| mm | Inches | mm | | mm | Inches | mm | Inches | mm | Inches | mm | Inches | mm | Inches |
| 914 | 36 | 1372 | 54 | 1540 | 60 5/8 | 1702 | 67 | 838 | 33 | 838 | 33 | 1064 | 41 7/8 |
| 914 | 36 | 1524 | 60 | 1540 | 60 5/8 | 1854 | 73 | 914 | 36 | 838 | 33 | 1216 | 47 7/8 |
| 1016 | 40 | 1372 | 54 | 1581 | 62 1/4 | 1702 | 67 | 838 | 33 | 883 | 34 3/4 | 1064 | 41 7/8 |

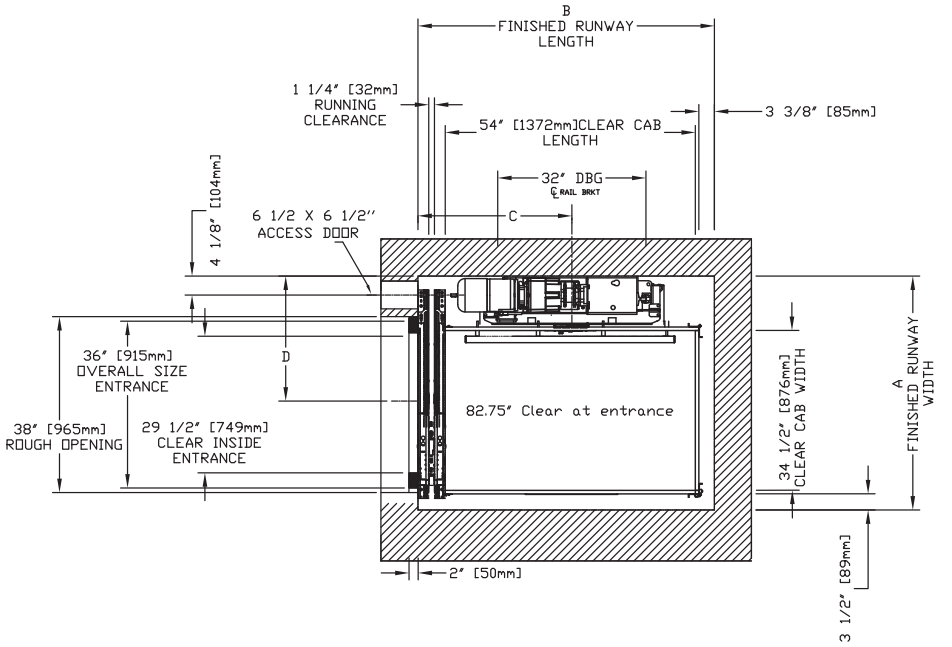
## Type 5 (auto slim doors) - 35.5” opening




| CLEAR INSIDE CAB WIDTH | | CLEAR INSIDE CAB LENGTH | | A FINISHED RUNWAY WIDTH | | B FINISHED RUNWAY LENGTH | | C RAIL CENTER LINE | | D DOOR CENTER LINE | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| mm | Inches | mm | | mm | Inches | mm | Inches | mm | Inches | mm | Inches |
| 914 | 36 | 1372 | 54 | 1486 | 58 1/2 | 1626 | 64 | 813 | 32 | 762 | 30 |
| 914 | 36 | 1524 | 60 | 1486 | 58 1/2 | 1778 | 70 | 889 | 35 | 762 | 30 |
| 1016 | 40 | 1372 | 54 | 1588 | 62 1/2 | 1626 | 64 | 813 | 32 | 762 | 30 |

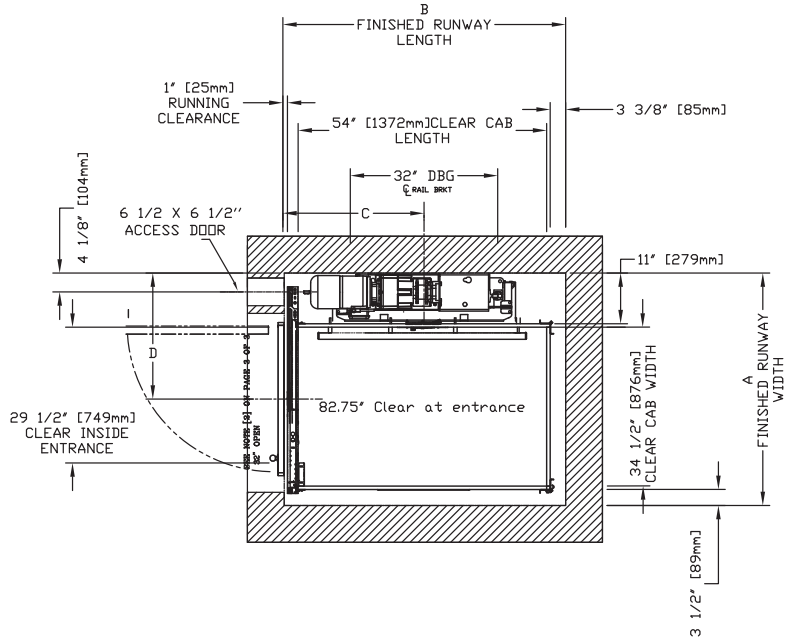
# Eclipse with auto slim doors 29.5” opening

## Type 1L (auto slim doors on car and landing) - 29.5” opening



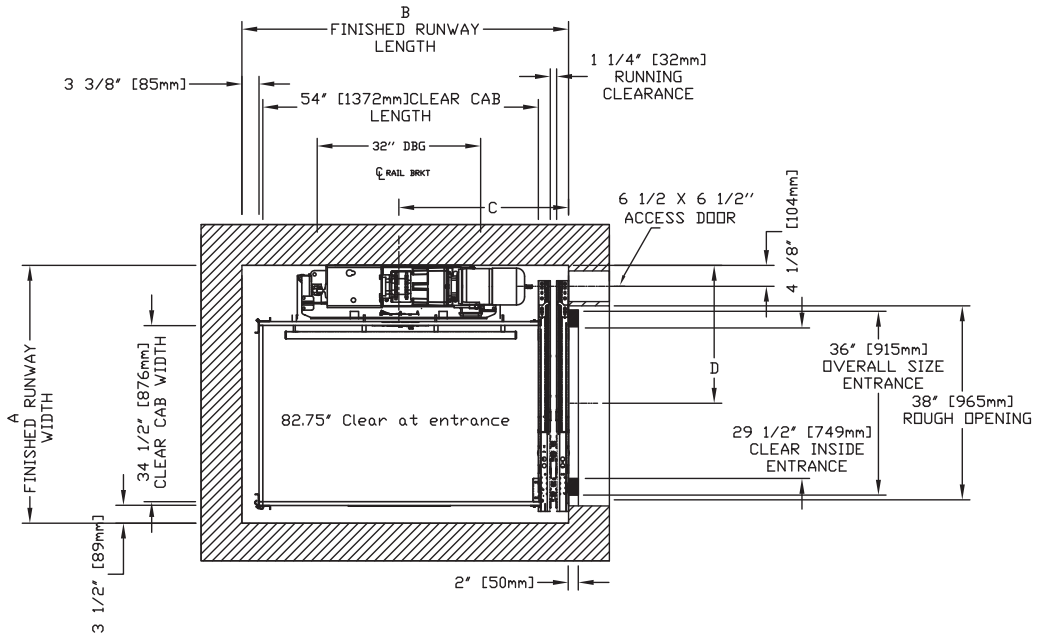

| CLEAR INSIDE CAB WIDTH | | CLEAR INSIDE CAB LENGTH | | A FINISHED RUNWAY WIDTH | | B FINISHED RUNWAY LENGTH | | C RAIL CENTER LINE | | D DOOR CENTER LINE | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| mm | Inches | mm | Inches | mm | Inches | mm | Inches | mm | Inches | mm | Inches |
| 876 | 34 1/2 | 1219 | 48 | 1283 | 50 1/2 | 1473 | 58 | 794 | 31 1/4 | 686 | 27 |
| 876 | 34 1/2 | 1372 | 54 | 1283 | 50 1/2 | 1626 | 64 | 845 | 33 1/4 | 686 | 27 |
| 876 | 34 1/2 | 1524 | 60 | 1283 | 50 1/2 | 1778 | 70 | 921 | 36 1/4 | 686 | 27 |
| | | | | | | | | | | | |

## Type 1L (auto slim doors on car, swing doors on landing) - 29.5” opening



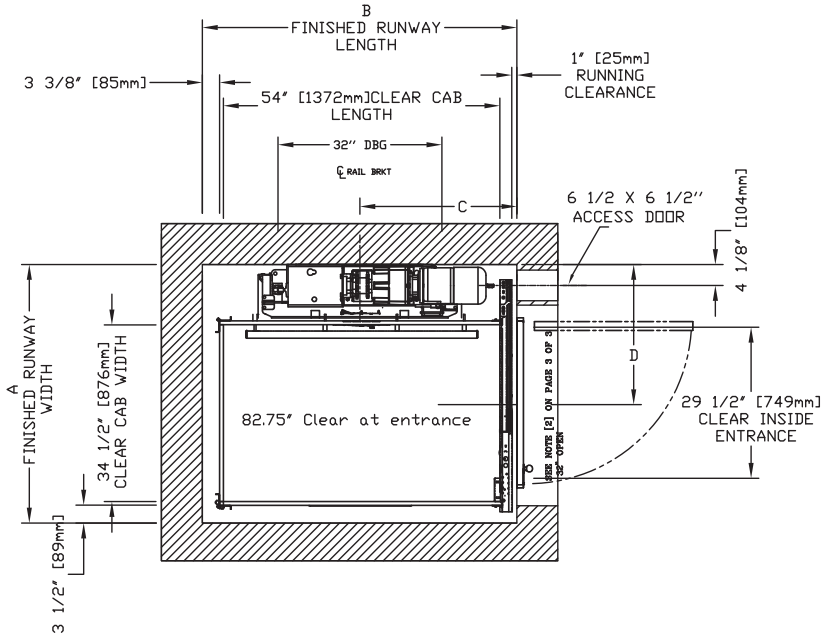

| CLEAR INSIDE CAB WIDTH | | CLEAR INSIDE CAB LENGTH | | A FINISHED RUNWAY WIDTH | | B FINISHED RUNWAY LENGTH | | C RAIL CENTER LINE | | D DOOR CENTER LINE | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| mm | Inches | mm | Inches | mm | Inches | mm | Inches | mm | Inches | mm | Inches |
| 876 | 34 1/2 | 1219 | 48 | 1283 | 50 1/2 | 1408 | 55 7/16 | 729 | 28 11/16 | 695 | 27 3/8 |
| 876 | 34 1/2 | 1372 | 54 | 1283 | 50 1/2 | 1561 | 61 7/16 | 779 | 30 11/16 | 695 | 27 3/8 |
| 876 | 34 1/2 | 1524 | 60 | 1283 | 50 1/2 | 1713 | 67 7/16 | 856 | 33 11/16 | 695 | 27 3/8 |
| | | | | | | | | | | | |

## Type 1R (auto slim doors on car and landing) - 29.5" opening



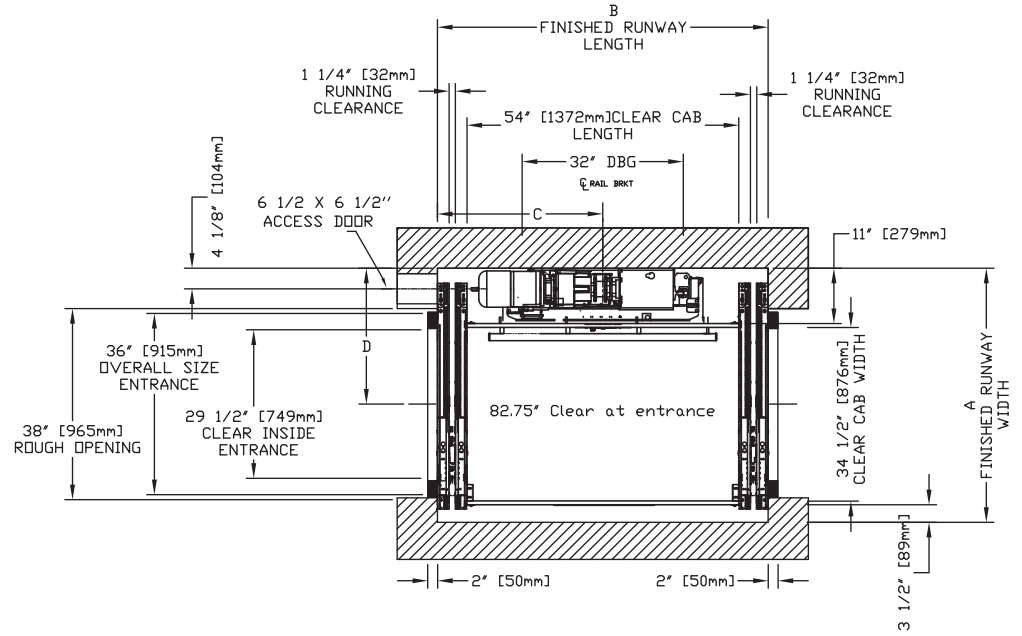

| CLEAR INSIDE CAB WIDTH | | CLEAR INSIDE CAB LENGTH | | A FINISHED RUNWAY WIDTH | | B FINISHED RUNWAY LENGTH | | C RAIL CENTER LINE | | D DOOR CENTER LINE | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| mm | Inches | mm | Inches | mm | Inches | mm | Inches | mm | Inches | mm | Inches |
| 876 | 34 1/2 | 1219 | 48 | 1283 | 50 1/2 | 1473 | 58 | 794 | 31 1/4 | 686 | 27 |
| 876 | 34 1/2 | 1372 | 54 | 1283 | 50 1/2 | 1626 | 64 | 845 | 33 1/4 | 686 | 27 |
| 876 | 34 1/2 | 1524 | 60 | 1283 | 50 1/2 | 1778 | 70 | 921 | 36 1/4 | 686 | 27 |
| | | | | | | | | | | | |

## Type 1R (auto slim doors on car, swing doors on landing) - 29.5" opening



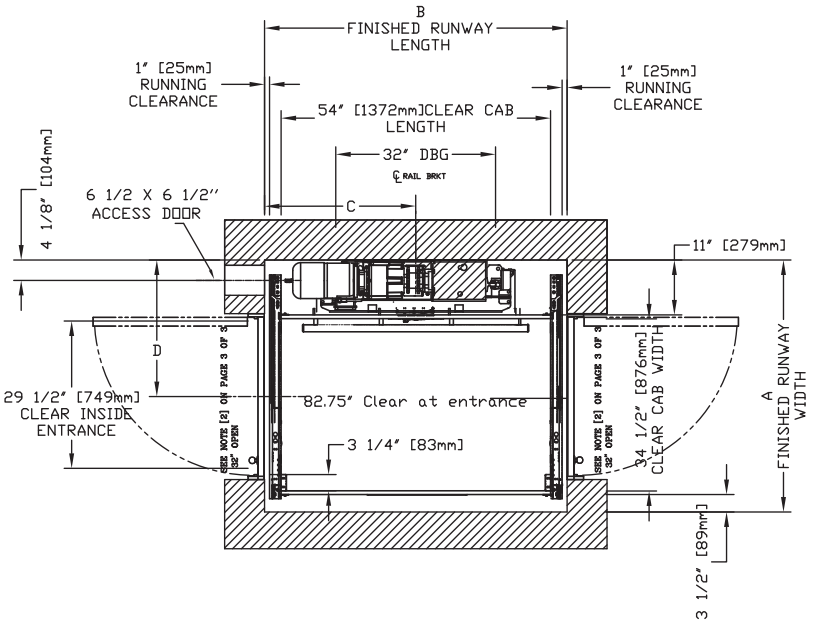

| CLEAR INSIDE CAB WIDTH | | CLEAR INSIDE CAB LENGTH | | A FINISHED RUNWAY WIDTH | | B FINISHED RUNWAY LENGTH | | C RAIL CENTER LINE | | D DOOR CENTER LINE | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| mm | Inches | mm | Inches | mm | Inches | mm | Inches | mm | Inches | mm | Inches |
| 876 | 34 1/2 | 1219 | 48 | 1283 | 50 1/2 | 1408 | 55 7/16 | 729 | 28 11/16 | 695 | 27 3/8 |
| 876 | 34 1/2 | 1372 | 54 | 1283 | 50 1/2 | 1561 | 61 7/16 | 779 | 30 11/16 | 695 | 27 3/8 |
| 876 | 34 1/2 | 1524 | 60 | 1283 | 50 1/2 | 1713 | 67 7/16 | 856 | 33 11/16 | 695 | 27 3/8 |
| | | | | | | | | | | | |

## Type 2 (auto slim doors on car and landing) - 29.5" opening



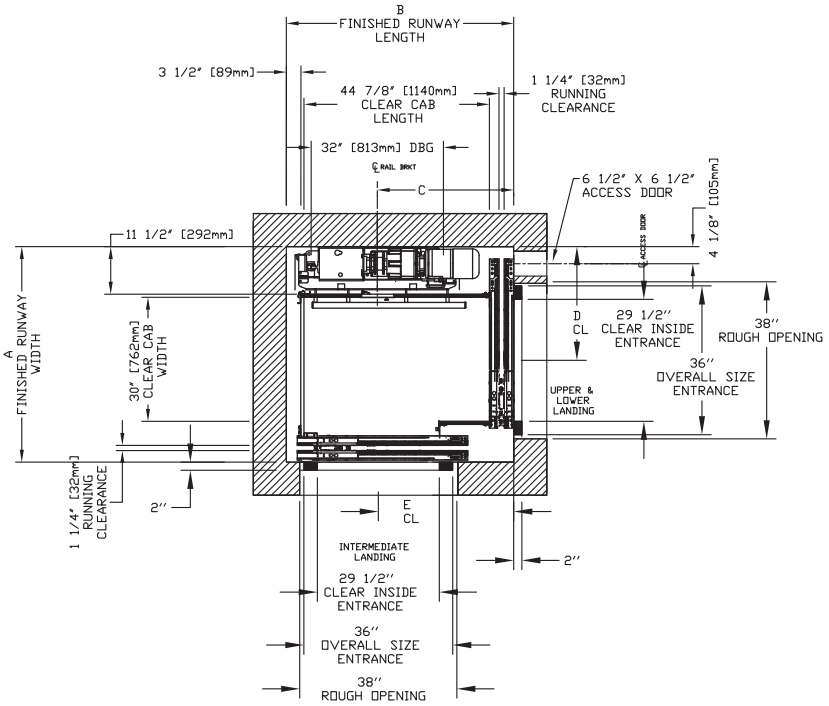

| CLEAR INSIDE CAB WIDTH | | CLEAR INSIDE CAB LENGTH | | A FINISHED RUNWAY WIDTH | | B FINISHED RUNWAY LENGTH | | C RAIL CENTER LINE | | D DOOR CENTER LINE | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| mm | Inches | mm | | mm | Inches | mm | Inches | mm | Inches | mm | Inches |
| 876 | 34 1/2 | 1219 | 48 | 1283 | 50 1/2 | 1518 | 59 3/4 | 759 | 29 7/8 | 686 | 27 |
| 876 | 34 1/2 | 1372 | 54 | 1283 | 50 1/2 | 1670 | 65 3/4 | 835 | 32 7/8 | 686 | 27 |
| 876 | 34 1/2 | 1524 | 60 | 1283 | 50 1/2 | 1822 | 71 3/4 | 911 | 35 7/8 | 686 | 27 |
| | | | | | | | | | | | |

## Type 2 (auto slim doors on car, swing doors on landing) - 29.5" opening



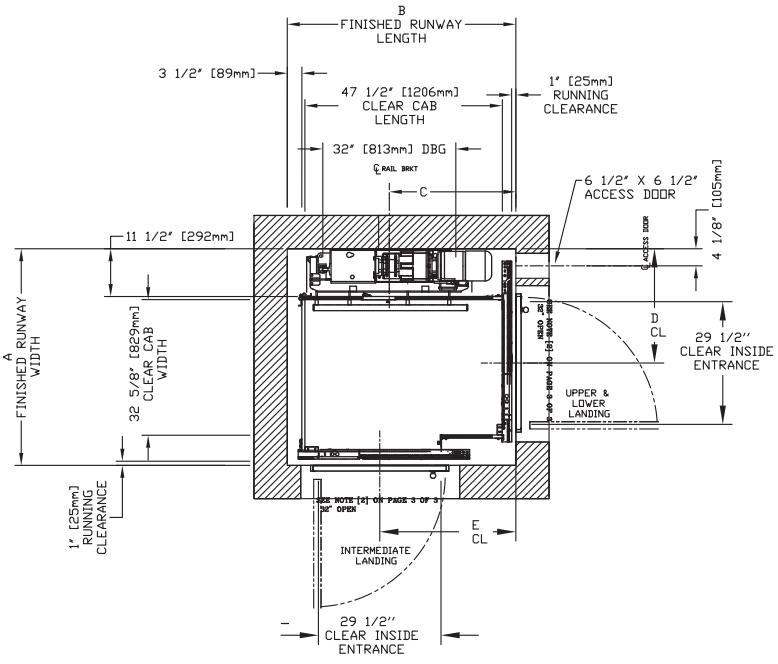

| CLEAR INSIDE CAB WIDTH | | CLEAR INSIDE CAB LENGTH | | A FINISHED RUNWAY WIDTH | | B FINISHED RUNWAY LENGTH | | C RAIL CENTER LINE | | D DOOR CENTER LINE | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| mm | Inches | mm | | mm | Inches | mm | Inches | mm | Inches | mm | Inches |
| 876 | 34 1/2 | 1219 | 48 | 1283 | 50 1/2 | 1387 | 54 5/8 | 694 | 27 5/16 | 695 | 27 3/8 |
| 876 | 34 1/2 | 1372 | 54 | 1283 | 50 1/2 | 1540 | 60 5/8 | 770 | 30 5/16 | 695 | 27 3/8 |
| 876 | 34 1/2 | 1524 | 60 | 1283 | 50 1/2 | 1692 | 66 5/8 | 846 | 33 5/16 | 695 | 27 3/8 |

## Type 3 with auto slim doors on car and landing (29.5” opening)



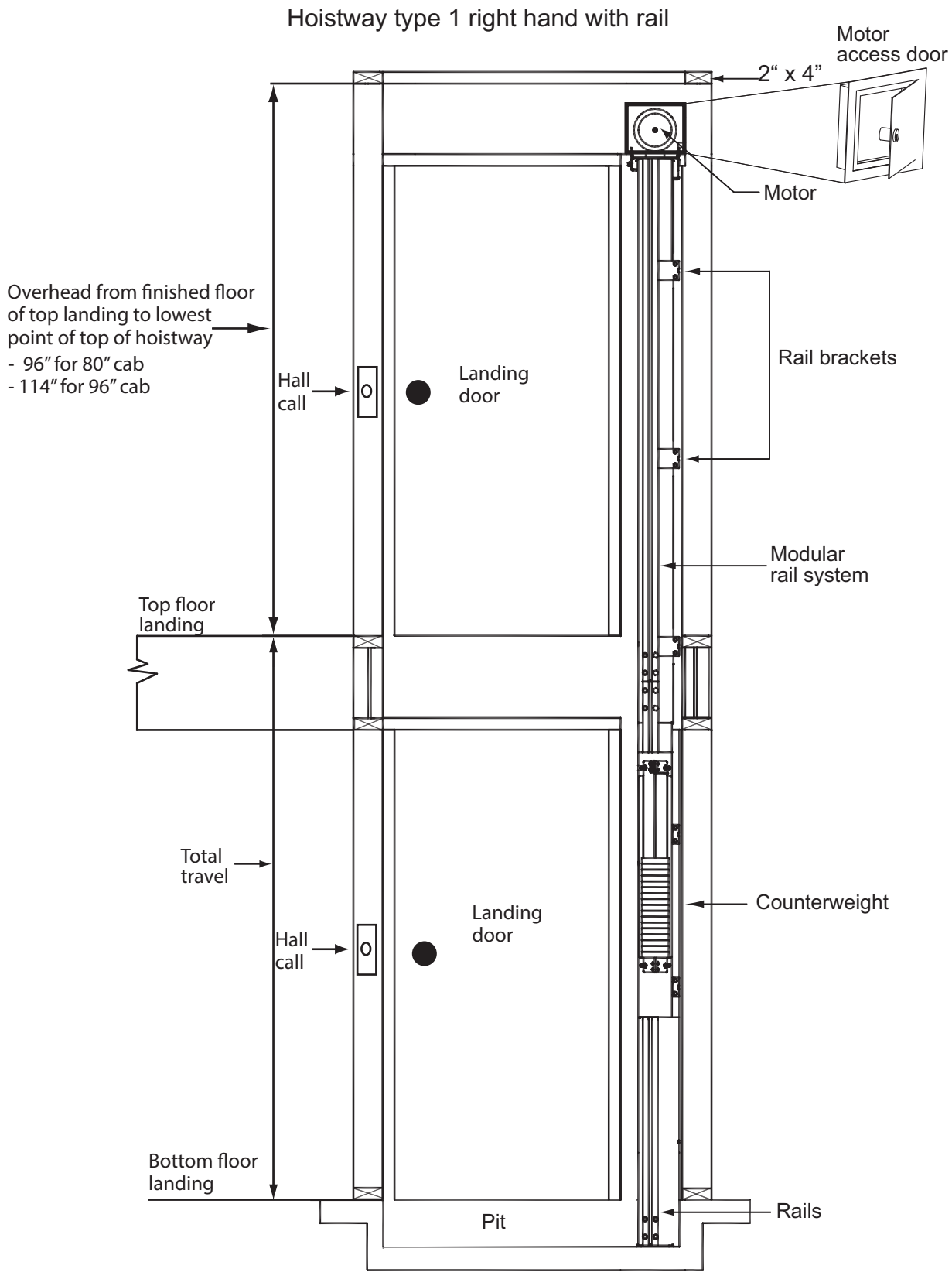

| CLEAR INSIDE CAB WIDTH | | CLEAR INSIDE CAB LENGTH | | A FINISHED RUNWAY WIDTH | | B FINISHED RUNWAY LENGTH | | C RAIL CENTER LINE | | D DOOR CENTER LINE | | E DOOR CENTER LINE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| mm | Inches | mm | | mm | Inches | mm | Inches | mm | Inches | mm | Inches | mm | Inches |
| 762 | 30 | 1140 | 44 7/8 | 1324 | 52 1/8 | 1397 | 55 | 838 | 33 | 699 | 27 1/2 | 832 | 32 3/4 |
| 762 | 30 | 1292 | 50 7/8 | 1324 | 52 1/8 | 1549 | 61 | 838 | 33 | 699 | 27 1/2 | 984 | 38 3/4 |
| 762 | 30 | 1445 | 56 7/8 | 1324 | 52 1/8 | 1702 | 67 | 914 | 36 | 699 | 27 1/2 | 1137 | 44 3/4 |

## Type 3 with auto slim doors on car, swing doors on landing (29.5” opening)

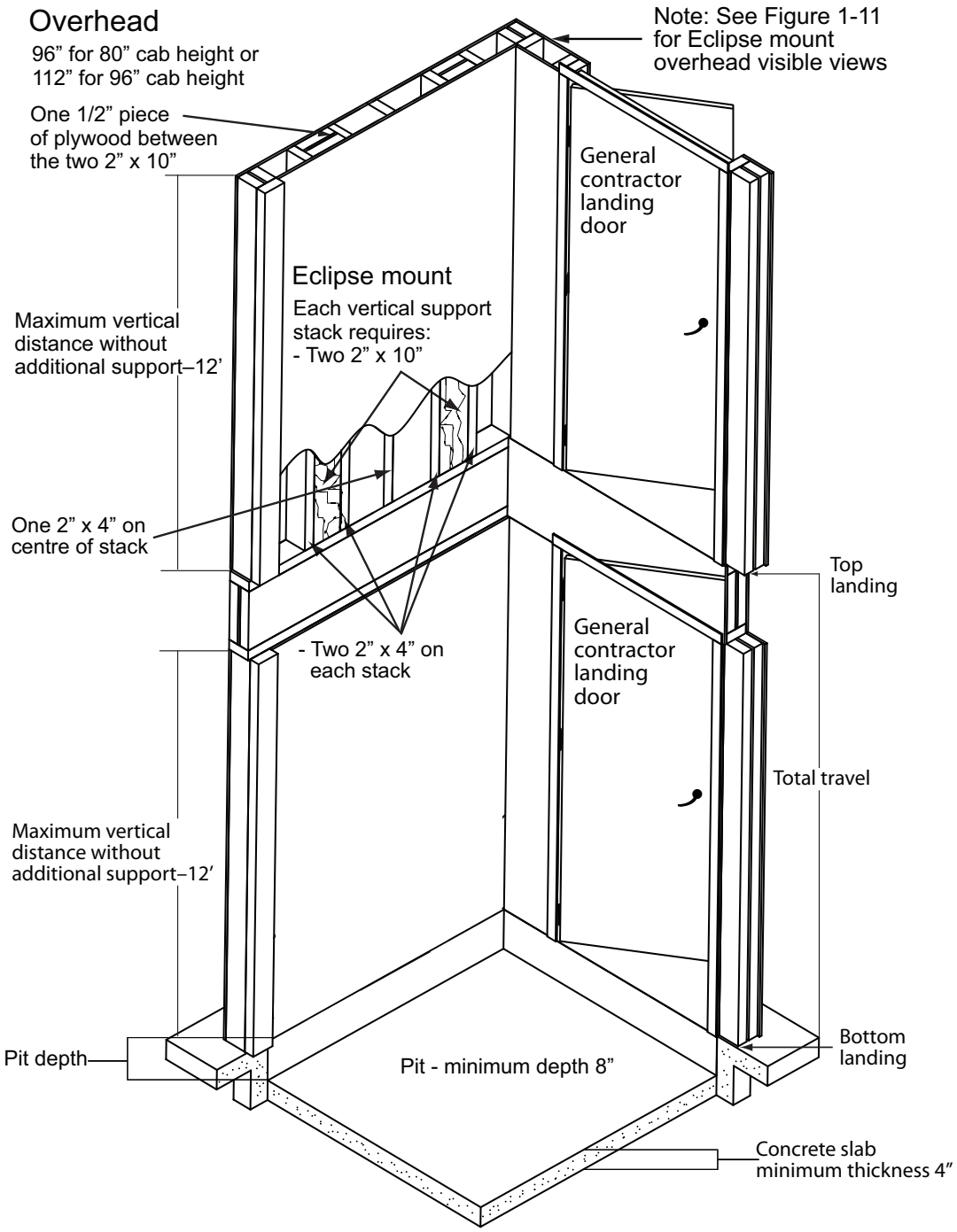



| CLEAR INSIDE CAB WIDTH | | CLEAR INSIDE CAB LENGTH | | A FINISHED RUNWAY WIDTH | | B FINISHED RUNWAY LENGTH | | C RAIL CENTER LINE | | D DOOR CENTER LINE | | E DOOR CENTER LINE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| mm | Inches | mm | | mm | Inches | mm | Inches | mm | Inches | mm | Inches | mm | Inches |
| 829 | 32 5/8 | 1207 | 47 1/2 | 1324 | 52 1/8 | 1397 | 55 | 762 | 30 | 699 | 27 1/2 | 832 | 32 3/4 |
| 829 | 32 5/8 | 1359 | 53 1/2 | 1324 | 52 1/8 | 1549 | 61 | 838 | 33 | 699 | 27 1/2 | 984 | 38 3/4 |
| 829 | 32 5/8 | 1511 | 59 1/2 | 1324 | 52 1/8 | 1702 | 67 | 914 | 36 | 699 | 27 1/2 | 1137 | 44 3/4 |

# Eclipse hoistway with rail



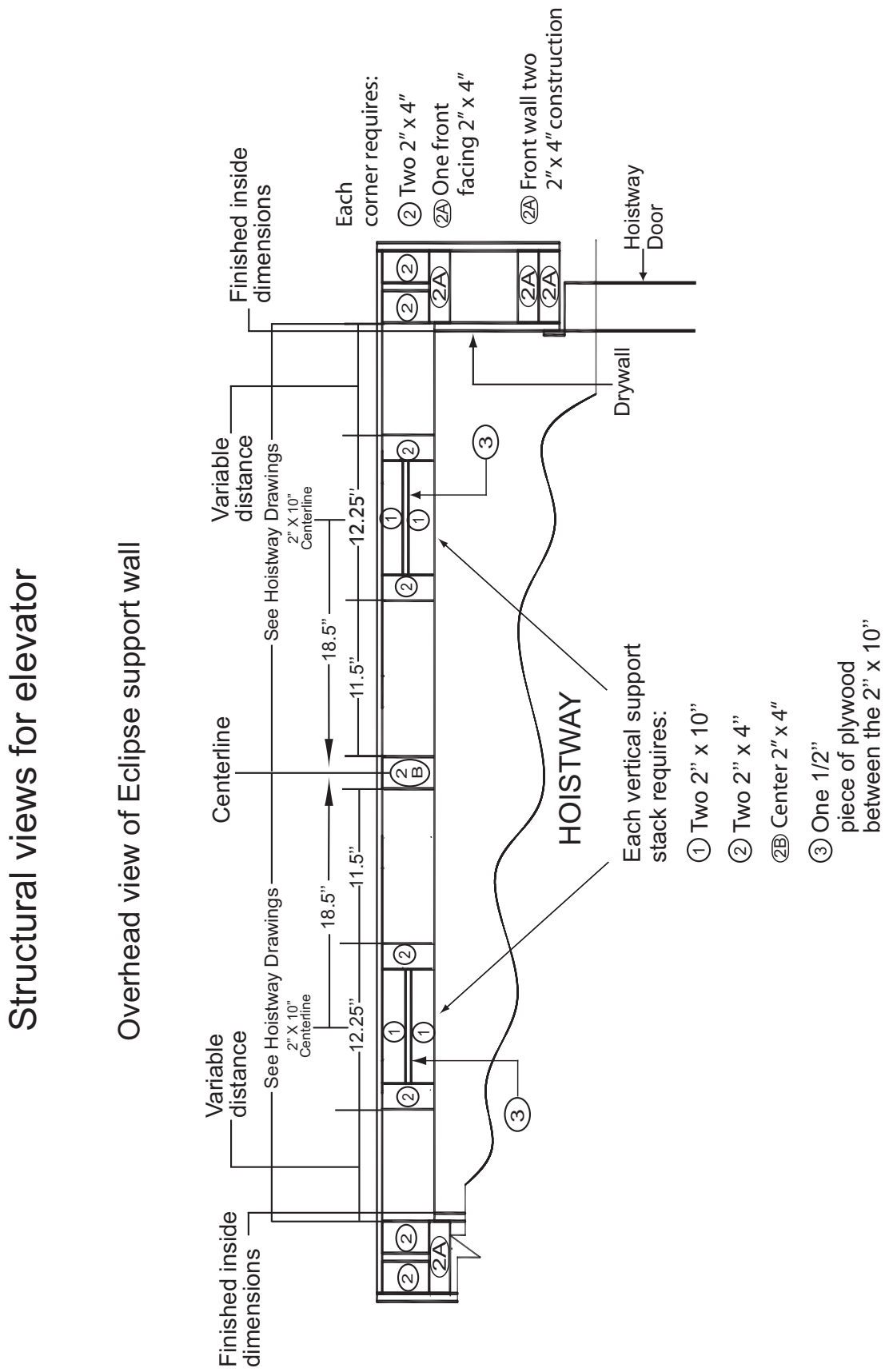
# Eclipse hoistway mount



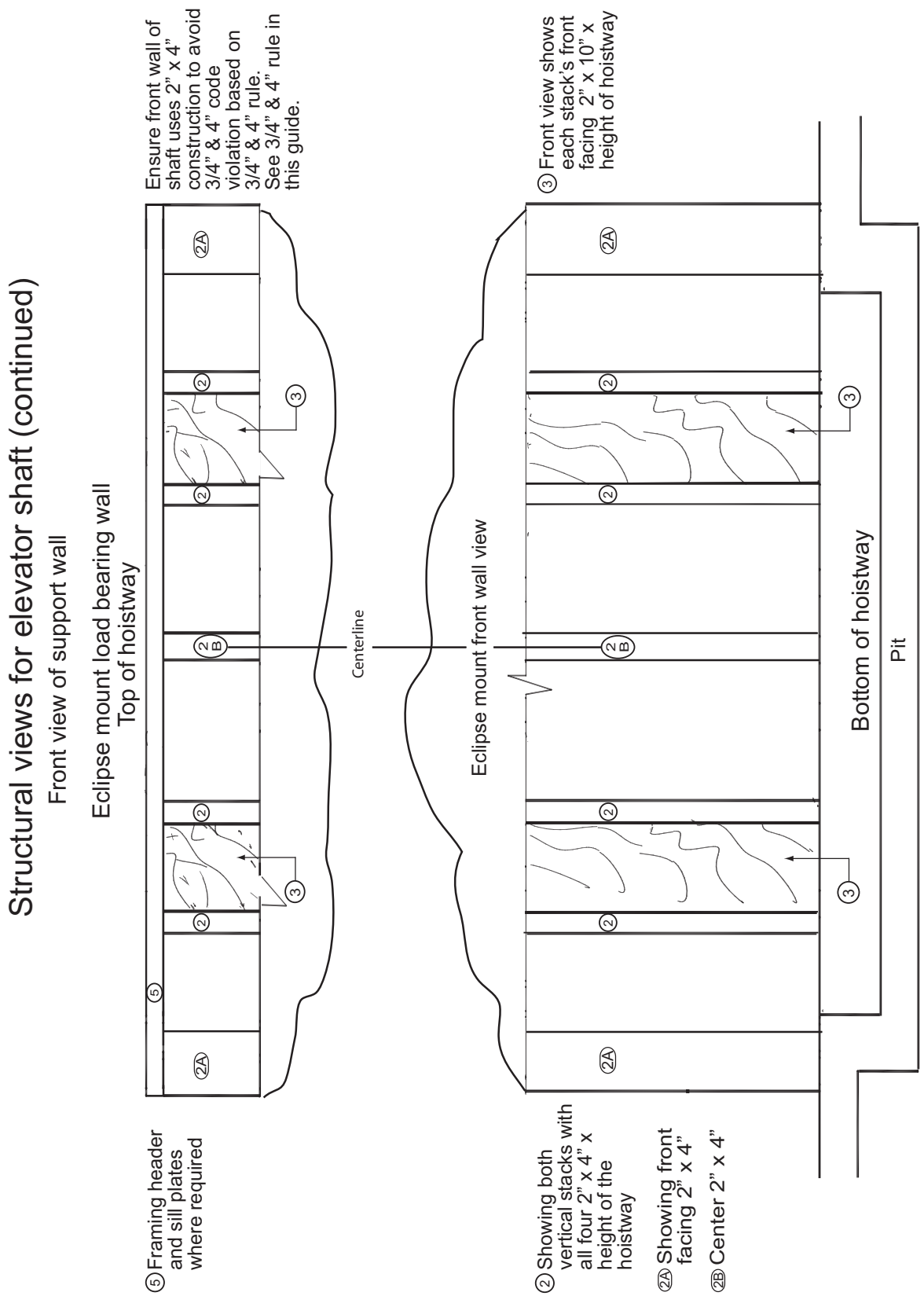

**WARNING**

**Pipes conveying steam, gas or liquids, which, if discharged into the hoistway would endanger life, shall not be installed in the hoistway.**

# Eclipse top of hoistway view for wood construction

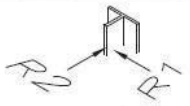


# Wall configuration for wood construction (continued)



# Loads on building and forces on rails

RAIL FORCES




| ✳ R1 | ✳ R2 | PRODUCT |
|---|---|---|
| 422 lbf. | 251 lbf. | Eclipse HD |
| 304 lbf. | 194 lbf. | Eclipse |

RAIL WEIGHT : 8.0 lbs / ft

R3 NOTE:

PIT FLOOR TO SUPPORT LOAD OF:
✳ (INCLUDES IMPACT)

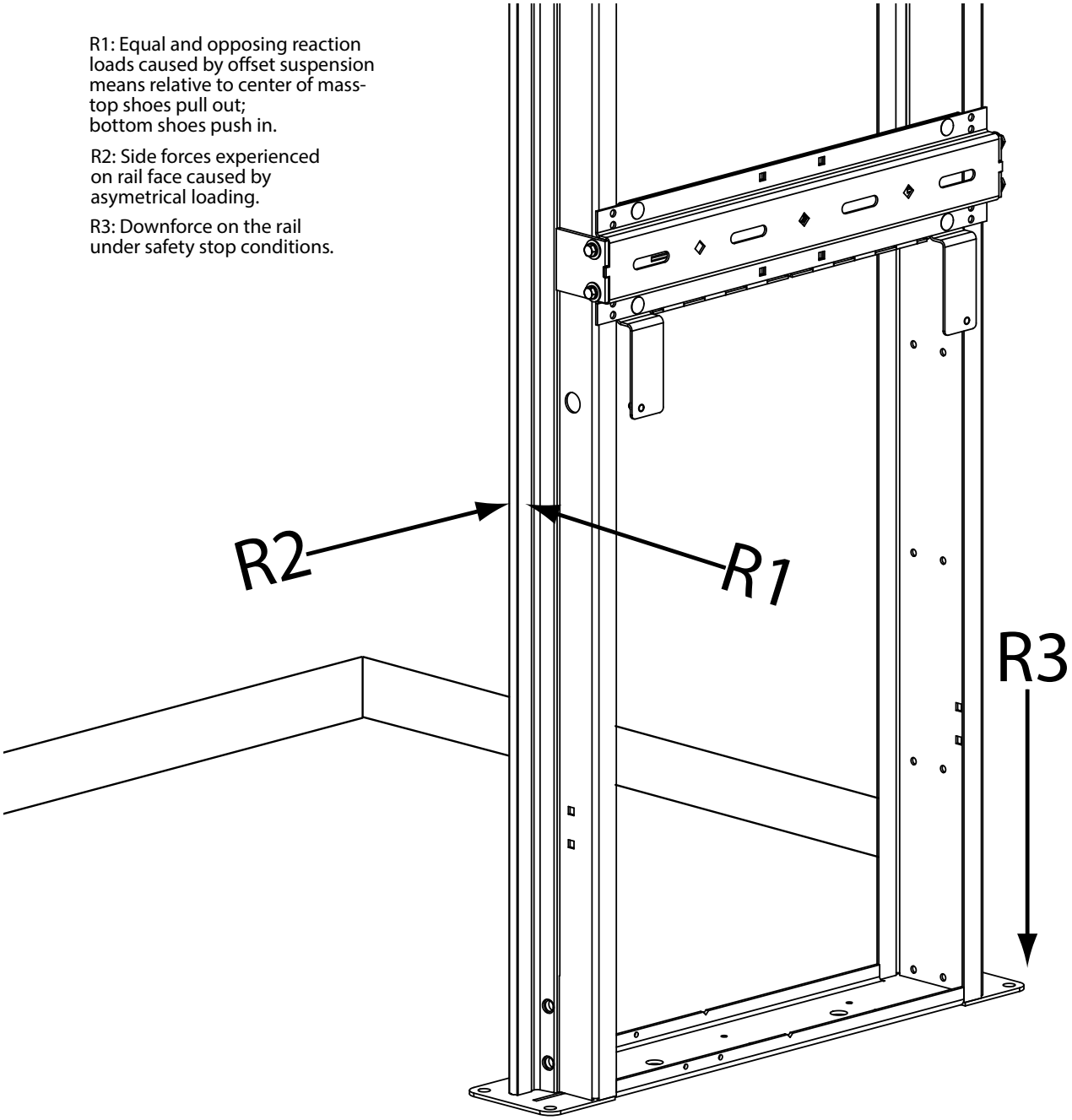
| | PRODUCT |
|---|---|
| 8.22 Kips | Eclipse HD |
| 5.6 Kips | Eclipse |

FOR TOTAL PULL-OUT FORCE ON RAIL BRACKET, R1 MUST BE DOUBLED eg. 608 lbf for Eclipse

R1: Equal and opposing reaction loads caused by offset suspension means relative to center of mass- top shoes pull out; bottom shoes push in.

R2: Side forces experienced on rail face caused by asymetrical loading.

R3: Downforce on the rail under safety stop conditions.



# Eclipse electrical requirements

## By General Contractor/Owner

Your electrician and phone installer supply the following connections:
Main disconnect - One (1) 230V single-phase 30 Amp fused disconnect (if voltage is not 230V minimum, a buck-boost transformer is required)
Lighting disconnect - One (1) 120V 15 Amp fused disconnect or circuit breaker for cab lighting
Telephone line - One (1) telephone line jack in close proximity to the controller

NOTE: Savaria Corporation does not provide power cable to main disconnect.

## Recommended manufacturers for fused disconnect

### Square D

- Main disconnect: 230V single-phase disconnect
  model # H221N
  240V - 30 Amp with Interlock Kit - ELK031 Aux Contacts
  (normally opened/normally closed)
  In addition, two each - 250V, 20 Amp, RK5 fuses
- Lighting disconnect: 120V 15 Amp fused disconnect
  or circuit breaker

### Siemens

- Main disconnect: 230V single-phase disconnect
  model #HF221N
  240V - 30 Amp with Interlock Kit-HA 161234 Aux Contacts
  (normally opened/normally closed)
  In addition, two each - 250V, 20 Amp, RK5 fuses
- Lighting disconnect: 120V 15 Amp fused disconnect
  or circuit breaker

### G.E.

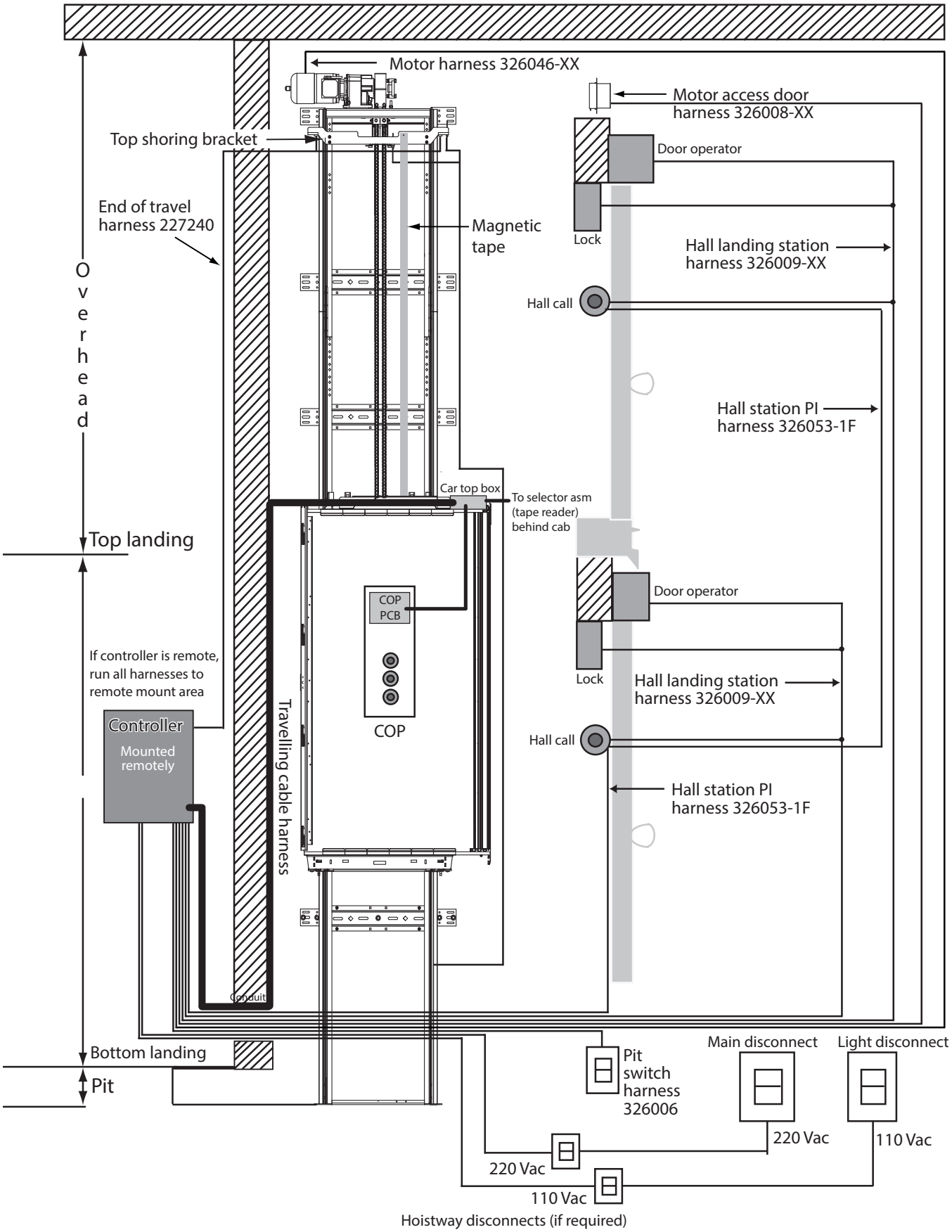
- Main disconnect: 230V single-phase disconnect
  model # TH3221
  240V - 30 Amp with Interlock Kit - THAUX21D Aux Contacts
  (normally opened/normally closed)
  In addition, two each - 250V, 20 Amp, RK5 fuses
- Lighting disconnect - 120V 15 Amp fused disconnect
  or circuit breaker

### Cutler Hammer

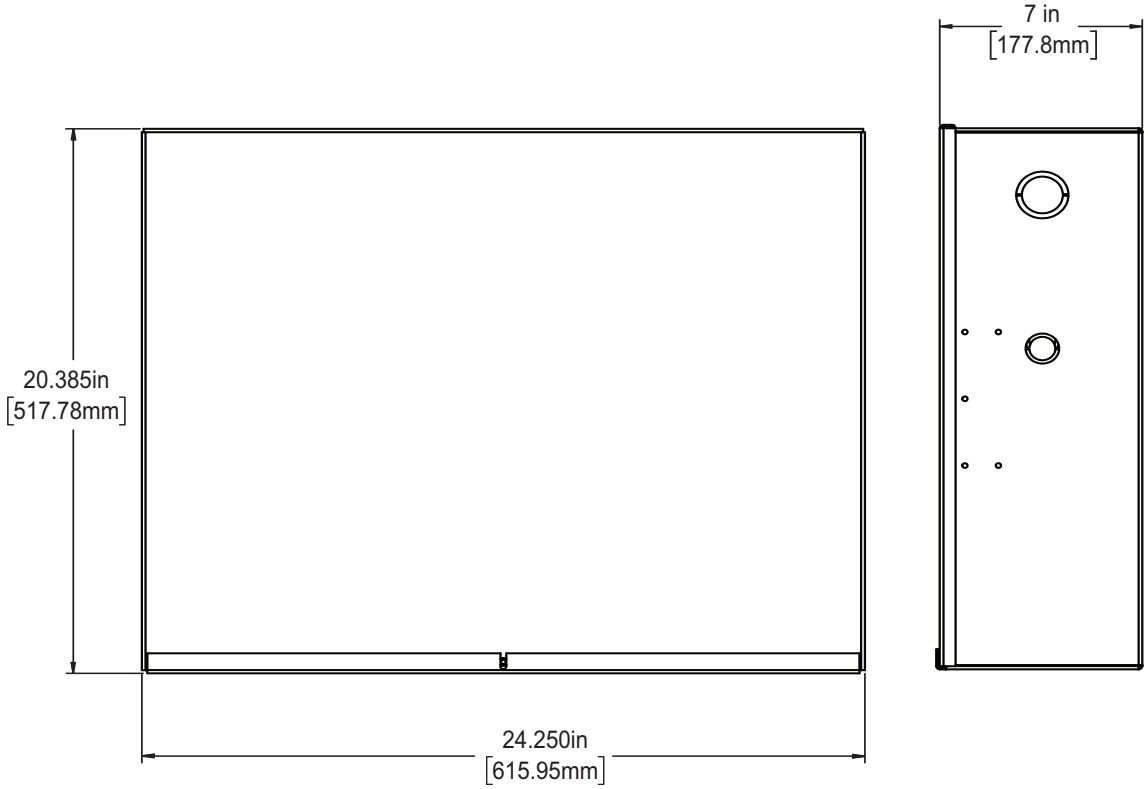
- Main disconnect: 230V single-phase disconnect
  model # DH221NGK
  240V - 30 Amp with Interlock Kit - THAUX21D Aux Contacts
  (normally opened/normally closed)
  In addition, two each - 250V, 20 Amp, RK5 fuses
- Lighting disconnect: 120V 15 Amp fused disconnect
  or circuit breaker

Recommended manufacturers for circuit breakers at the distribution panel (and the distribution panel itself): Square D or Siemens only.

# Wiring (use as reference)



# Controller box dimensions




# Provisions by others

## Savaria Link option

If you have the Savaria Link Ethernet remote monitoring option, ensure that you have an Ethernet connection with Internet capability in the vicinity of the unit's controller.

If you have the Savaria Link Wireless remote monitoring option, ensure that you have a wireless signal with Internet capability in the vicinity of the unit's controller.

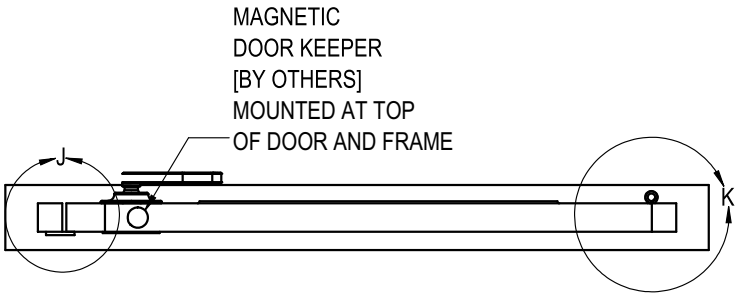
# Flush wood door instructions for contractors

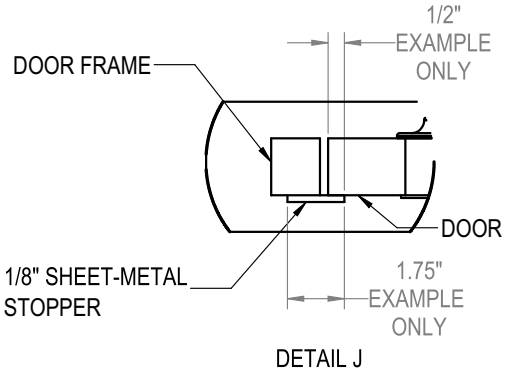
## METHOD TO BUILD FLUSH DOOR: USING STOPPER ON INSIDE OF DOOR FRAME



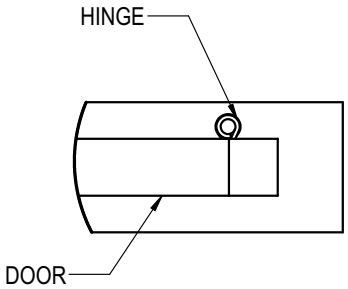
HOISTWAY VIEW
WITH 1/8" SHEET-METAL
STOPPER

WARNING : Lock cut-out in top corner representative of a standard 80" door. For taller doors, such as 84" to 96" the top of the cut-out itself needs to stay at 80" from the ground to allow users access to unlock in case of emergency.

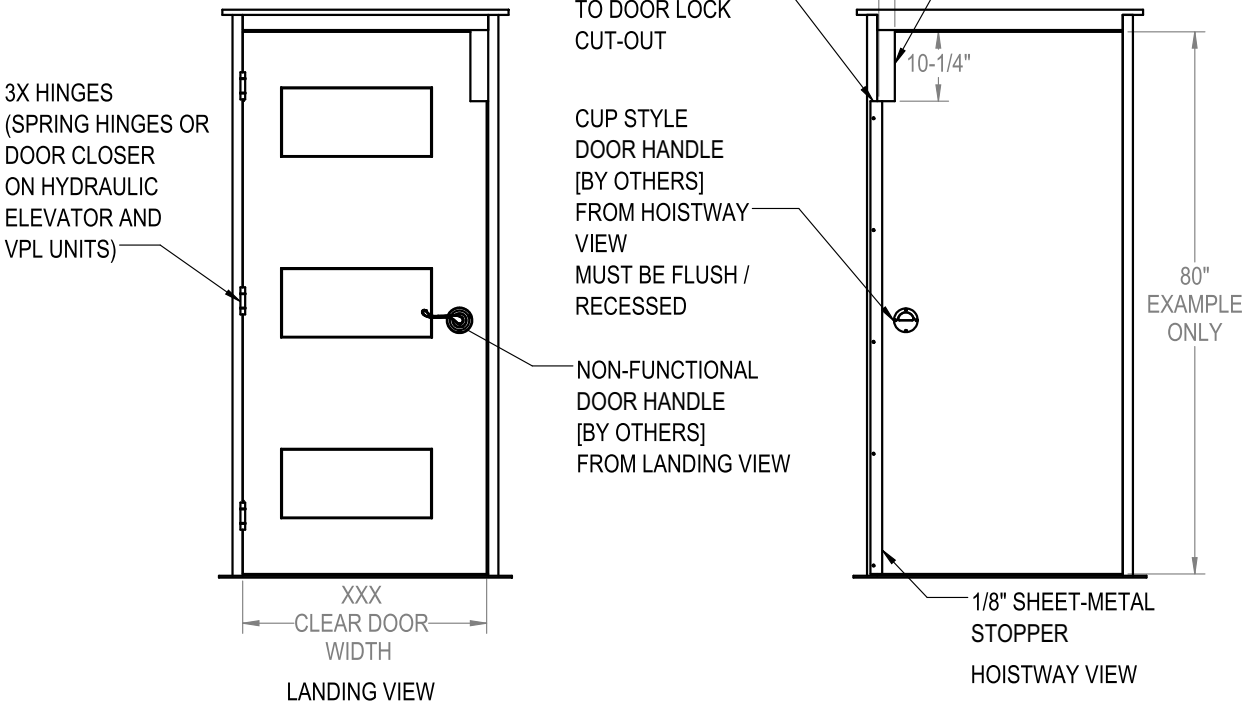



DETAIL J




DETAIL K




LANDING VIEW

HOISTWAY VIEW

# Flush wood door instructions for contractors (cont.)

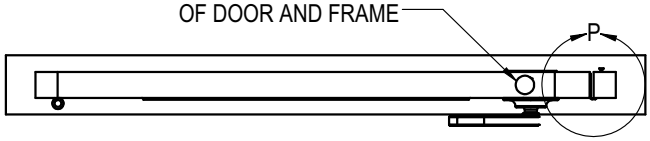
METHOD TO BUILD FLUSH DOOR USING ANGLE (L) BRACKET STOPPER

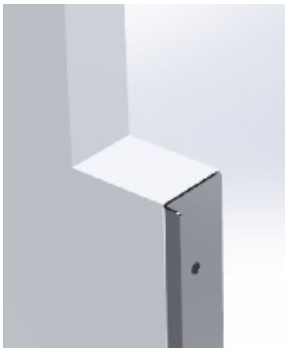
**WARNING**: Lock cut-out in top corner representative of a standard 80” door. For taller doors, such as 84” to 96”, the top of the cut-out itself needs to stay at 80” from the ground to allow users access to unlock in case of emergency.




HOUSE VIEW WITH
"L" BRACKET STOPPER

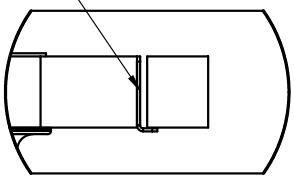
MAGNETIC
DOOR KEEPER
[BY OTHERS]
MOUNTED AT TOP
OF DOOR AND FRAME



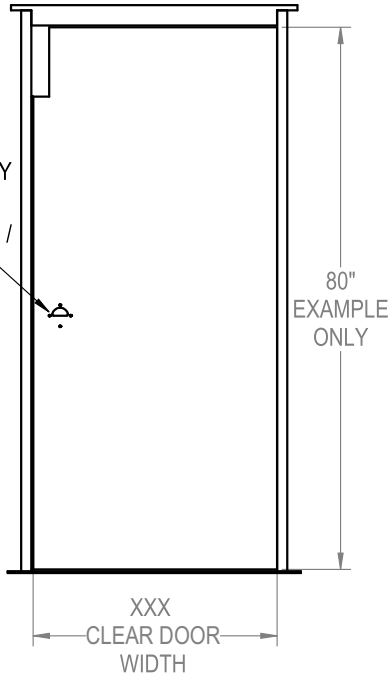
DETAIL M
"L" BRACKET MOUNTED
ON DOOR SLAB

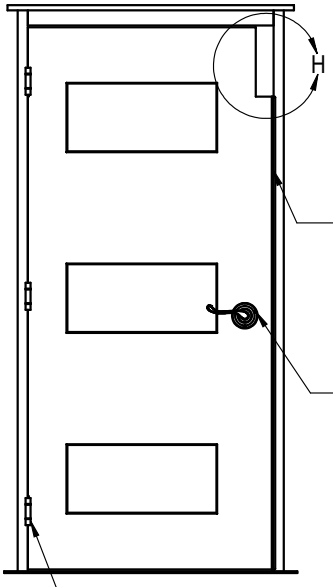
"L" BRACKET
[BY OTHERS]



DETAIL P
SCALE 1 : 4

CUP STYLE
DOOR HANDLE
[BY OTHERS]
FROM HOISTWAY
VIEW
MUST BE FLUSH /
RECESSED

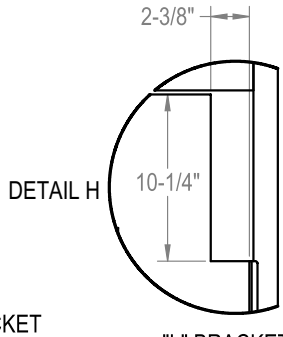



"L" BRACKET
[BY OTHERS]

NON-FUNCTIONAL
DOOR HANDLE
[BY OTHERS]
FROM LANDING VIEW

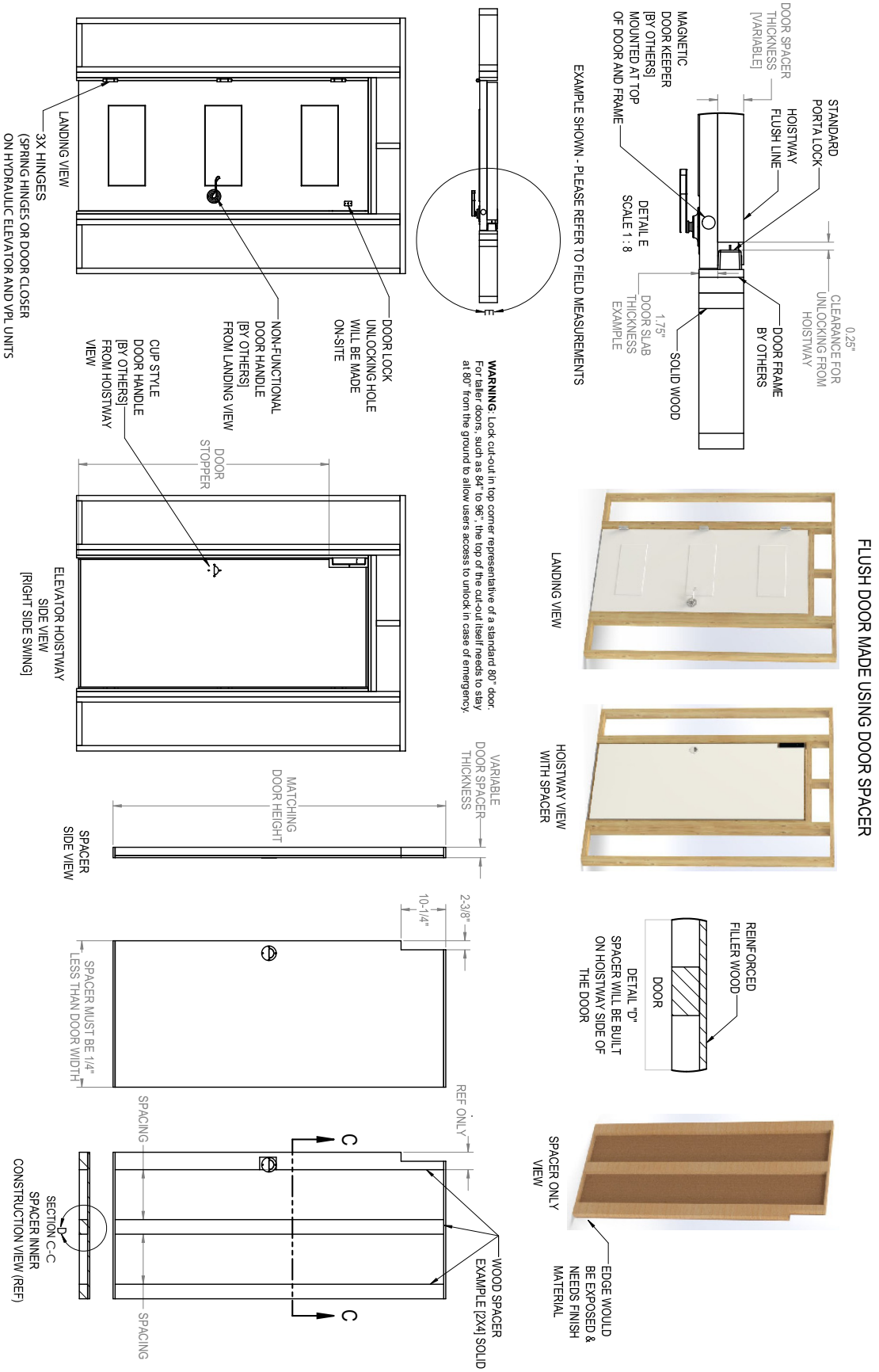
3X HINGES
(SPRING HINGES OR DOOR CLOSER
ON HYDRAULIC ELEVATOR AND VPL UNITS




DETAIL H

"L" BRACKET
FLUSH AT TOP
AND BOTTOM

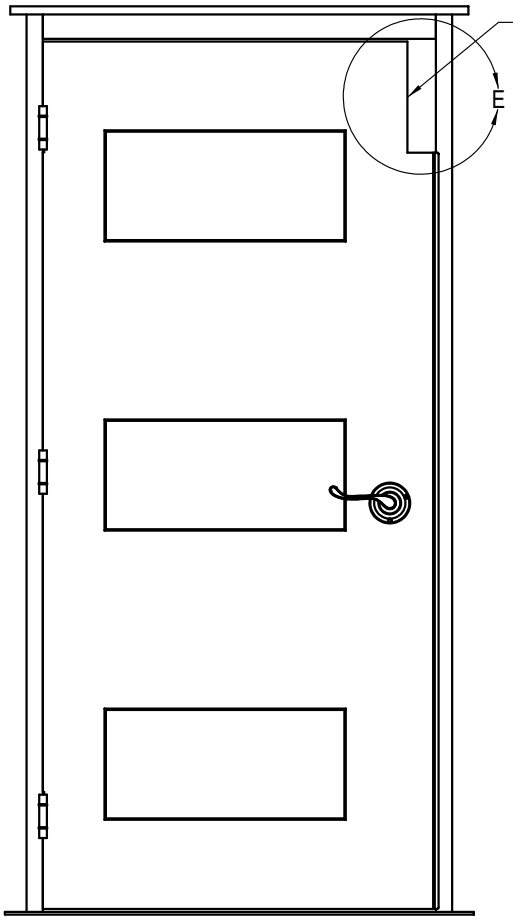
# Flush wood door instructions for contractors (cont.)



## Flush wood door instructions for contractors (cont.)

LOCK CUTOUT DIMENSIONS: FLUSH PORTA
LOCK BRACKET

**WARNING**: Lock cut-out in top corner representative of a standard 80” door. For taller doors, such as 84” to 96”, the top of the cut-out itself needs to stay at 80” from the ground to allow users access to unlock in case of emergency.



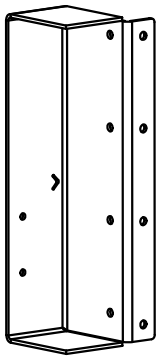

Fixed version kit with lock

| Part No. | Description |
|---|---|
| 320269-FR | LOCK_PORTA WOOD DR FLSH, RH ASSY |
| 320269-FL | LOCK_PORTA WOOD DR FLSH, LH ASSY |
| 326589-R | PLATE ONLY, RH |
| 326589-L | PLATE ONLY, LH |

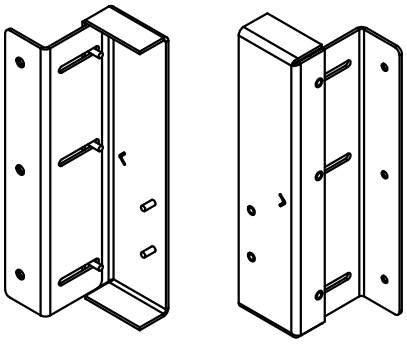
Adjustable version kit with lock

| Part No. | Description |
|---|---|
| 320269-FAR | LOCK_PORTA WOOD DR FLSH, RH ASSY |
| 320269-FAL | LOCK_PORTA WOOD DR FLSH, LH ASSY |
| 326591-R | PLATE ASSEMBLY ONLY, RH |
| 326591-L | PLATE ASSEMBLY ONLY, LH |

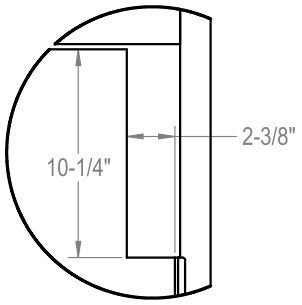
LOCK BRACKET OPTIONS:



OPTION-1
FOR 1-3/4" DOOR
THICKNESS



OPTION-2
2 PIECES LOCK
BRACKET FOR 1-1/2" - 2"
DOOR THICKNESS




DETAIL E
SCALE 1 : 8

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