



# APPLICATION FOR VARIANCE

State Form 44400 (R7 / 10-13)  
Approved by State Board of Accounts, 2013

INDIANA DEPARTMENT OF HOMELAND SECURITY  
CODE SERVICES SECTION  
302 West Washington Street, Room W246  
Indianapolis, IN 46204-2739  
[http://www.in.gov/dhs/fire/fp\\_bs\\_comm\\_code/](http://www.in.gov/dhs/fire/fp_bs_comm_code/)



**INSTRUCTIONS:** Please refer to the attached four (4) page instructions.  
Attach additional pages as needed to complete this application.

Variance number (Assigned by department)

15-08-01

### 1. APPLICANT INFORMATION (Person who would be in violation if variance is not granted; usually this is the owner)

Name of applicant <i>same</i>	Title
Name of organization	Telephone number ( )
Address (number and street, city, state, and ZIP code)	

### 2. PERSON SUBMITTING APPLICATION ON BEHALF OF THE APPLICANT (If not submitted by the applicant)

Name of applicant <b>Jamie Raskey</b>	Title <b>Assistant Project Leader</b>
Name of organization <b>Schindler Elevator Corp</b>	Telephone number <b>(630) 478-7188</b>
Address (number and street, city, state, and ZIP code) <b>853 N. Church Ct., Elmhurst IL 60126</b>	

### 3. DESIGN PROFESSIONAL OF RECORD (If applicable)

Name of design professional	License number
Name of organization	Telephone number ( )
Address (number and street, city, state, and ZIP code)	

### 4. PROJECT IDENTIFICATION

Name of project <b>Whole Foods</b>	State project number	County
Address of site (number and street, city, state, and ZIP code) <b>199 U.S. 41, Schererville IN 46375</b>		
Type of project <input checked="" type="checkbox"/> New <input type="checkbox"/> Addition <input type="checkbox"/> Alteration <input type="checkbox"/> Change of occupancy <input type="checkbox"/> Existing		

### 5. REQUIRED ADDITIONAL INFORMATION

The following required information has been included with this application (check as applicable):

A check made payable to the Indiana Department of Homeland Security for the appropriate amount. (see instructions)

One (1) set of plans or drawings and supporting data that describe the area affected by the requested variance and any proposed alternatives.

Written documentation showing that the local fire official has received a copy of the variance application.

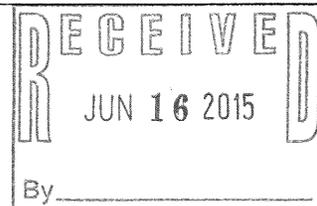
Written documentation showing that the local building official has received a copy of the variance application.

### 6. VIOLATION INFORMATION

Has the Plan Review Section of the Division of Fire and Building Safety issued a Correction Order?  
 Yes (If yes, attach a copy of the Correction Order.)      No

Has a violation been issued?  
 Yes (If yes, attach a copy of the Violation and answer the following.)      No

Violation issued by:  
 Local Building Department    
 State Fire and Building Code Enforcement Section    
 Local Fire Department



**7. DESCRIPTION OF REQUESTED VARIANCE**

Name of code or standard and edition involved <b>ANSI ASME A 17.1-2007</b>	Specific code section <b>2.20.1,2.20.4,2.20.9 1 and 2.18.5.1</b>
Nature of non-compliance <i>(Include a description of spaces, equipment, etc. involved as necessary.)</i> Schindler Elevator will utilize 8mm steel wire governor rope instead of the required minimum dia. of 9.5mm per Section 2.18.5., this cable meets ASME code Section 2.18.5.1 Factor of Safety.	

**8. DEMONSTRATION THAT PUBLIC HEALTH, SAFETY, AND WELFARE WILL BE PROTECTED**

Select one of the following statements:

Non-compliance with the rule will not be adverse to the public health, safety or welfare; or

Applicant will undertake alternative actions in lieu of compliance with the rule to ensure that granting of the variance will not be adverse to public health, safety, or welfare. Explain why alternative actions would be adequate *(be specific)*.

Facts demonstrating that the above selected statement is true:

1) The elastomeric coated elevator suspension is designed to conform with ASME A 17. 1, 2010 and ASME A 17.6, 2010 and is ANSI AECO certified to ASME A 17.7, 2007. The A 17.7 ANSI AECO certification was submitted to Mr. John Haines on December 6, 2010. The suspension members and its terminations have a factor of safety equivalent to the factor of safety for the same suspension capacity as specified in ASME A 17.1, 2007.

2) The 6mm steel governor rope is designed to conform with ASME A 17.1, 2010 and ASME A 17.6-2010 and is ANSI AECO certified to ASME A17.7, 2007. The A17.7 ANSI AECO certification was submitted to Mr. John Haines on December 6, 2010. The rope has a factor of safety 29 which is approximately six times the minimum factor of safety of 5 for 9.5mm governor ropes in ASME A 17.1 .. 2007.

\*Schindler will provide the tooling and training for State inspectors to conduct the required inspections of equipment.

**9. DEMONSTRATION OF UNDUE HARDSHIP OR HISTORICALLY SIGNIFICANT STRUCTURE**

Select at least one of the following statements:

Imposition of the rule would result in an undue hardship *(unusual difficulty)* because of physical limitations of the construction site or its utility services.

Imposition of the rule would result in an undue hardship *(unusual difficulty)* because of major operational problems in the use of the building or structure.

Imposition of the rule would result in an undue hardship *(unusual difficulty)* because of excessive costs of additional or altered construction elements.

Imposition of the rule would prevent the preservation of an architecturally or a historically significant part of the building or structure.

Facts demonstrating that the above selected statement is true:

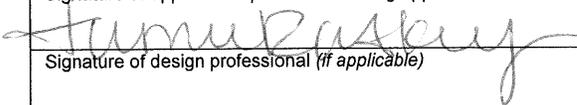
Excessive cost for construction for equivalent equipment using steel ropes suspension and governor ropes covered under A17 1-2007

1) The elastomeric coated elevator suspension, terminations, and its monitoring is designed to conform with ASME A 17. 1, 2010 and ASME A 17.6, 2010 and is ANSI AECO certified to ASME A 17.7, 2007. The A 17.7 ANSI AECO certification was submitted to Mr. John Haines on December 6, 2010 and is updated in this submission. The suspension members and its terminations have a factor of safety equivalent to the factor of safety for the same suspension capacity as specified in ASME A 17.1, 2007.

2) The 6mm steel governor rope is designed to conform with ASME A 17.1, 2010 and ASME A 17.6-2010 and is ANSI AECO certified to ASME A17.7, 2007. The A17.7 ANSI AECO certification was submitted to Mr. John Haines on December 6, 2010 and updated in this submission.

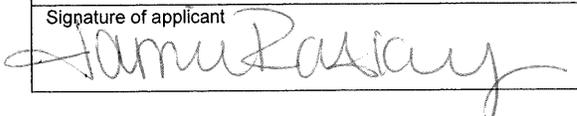
**10. STATEMENT OF ACCURACY**

I hereby certify under penalty of perjury that the information contained in this application is accurate.

Signature of applicant or person submitting application 	Please print name <b>Jamie Raskey</b>	Date of signature <i>(month, day, year)</i> <b>2/4/15</b>
Signature of design professional <i>(if applicable)</i>	Please print name	Date of signature <i>(month, day, year)</i>

**11. STATEMENT OF AWARENESS *(If the application is submitted on the applicant's behalf, the applicant must sign the following statement.)***

I hereby certify under penalty of perjury that I am aware of this request for variance and that this application is being submitted on my behalf.

Signature of applicant 	Please print name <b>Jamie Raskey</b>	Date of signature <i>(month, day, year)</i> <b>2/4/15</b>
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Installation work shall be performed during regular working hours of regular working days after hoistway(s) and machine/control room(s) have been properly prepared as described in the following items. All items must be performed or furnished at no cost to Schindler Elevator Corporation ("Schindler") by the Owner or General Contractor or their agents in accordance with all governing codes. The price and installation schedule of Schindler is based on these job-site conditions existing at the beginning and during the installation of the elevator equipment.

All work must be performed per the latest applicable revision of the national (ASME A17.1 or CSA B44) and/or local codes.

1. Clear, plumb, hoistway with variations not to exceed +25mm (+1") -0mm (-0") within the first 30.5m (100ft). Tolerance may increase +0.8mm (1/32") for each additional 30.5m (100ft) up to a maximum of +50mm (2"). Pit floor to be dry, level, free of bumps and debris. Hoistway enclosure to be fire rated per national code requirements and applicable building codes (rule 2.1.1). Hoistway, pit, and overhead dimensions to be as specified on Schindler final layout drawing.
2. Acceptable material unloading area within 30.5m (100ft) of hoistway with 'rollable' access (planked or paved) or uninterrupted use of a crane or forklift and operator at no cost to Schindler. Dry and enclosed storage area of adequate size for elevator materials near hoistway. Any warranties provided by Schindler for elevator equipment are null and void if equipment is stored in a manner that does not comply with the requirements as defined above.
3. Power for construction adjacent to hoistways and machine/control rooms (110/220 volt, single phase, for welders and hoists) and sufficient 3-phase power to run elevator(s) at the same time. Refer to Schindler Power Supply Data sheet. To meet the date upon which the elevators are to be turned over, the power for construction and permanent 3-phase power must be installed and available prior to the start of elevator installation.
4. All work areas, including hoistway and pit, clear of debris. Maintain minimum temperature of 13°C (55°F). Adequate work area in front of ground floor entrance required. Proper lighting of work areas.
5. 75° bevel guards on all projections, recesses or setbacks over 100mm (4"), except on side used for loading/unloading.
6. Provide venting of the hoistway per national code requirements and applicable building codes (rule 2.1.4). When IBC compliance is required, an independent AC or venting system for the elevator system is required.
7. Dried-in hoistway(s) and machine/control room(s).
8. Clear, flat, vertical or horizontal surfaces for mounting rail brackets at each floor, in overhead, and intermediate levels (if required) in the same vertical plane as the clear hoistway line. This includes divider beams between cars for multiple elevators in a common hoistway. Rail bracket supports shall not intrude into the clear hoistway line. Rail bracket supports and divider beams in the overhead to be located approximately 610mm (24") below the roof or machine room slab. Supply vertical flat plates on which to mount car rail brackets if gusset plates obscure beam webs, such as in wind bracing frames. If applicable, intermediate bracket supports between floor(s) and in the overhead area may be required. Refer to Schindler final layout drawings for maximum bracket spacing and actual support locations.
9. For masonry block hoistway construction, Schindler will provide rail bracket inserts for installation by others, located in accordance with the Schindler final layout drawings. Where inserts are not used, hollow masonry blocks are not acceptable for bracket fastening. Provide 125mm (5") concrete belt around hoistway or other acceptable support at each floor, in overhead, and intermediate levels (if required).
10. Blockout/cutout through wall as required, to accommodate hall button boxes, signal fixtures, and hatch duct. Provide for any repairs such as grouting, patching, painting, or fire proofing.
11. For non-masonry hoistway construction with floor heights exceeding 4.5m (15ft), structural support at 2.4m (8ft) to 4.5m (15ft) above finished floor level for entrance strut angle attachment.
12. For masonry hoistway walls at entrances, provide rough opening of 203mm (8") on each side and 203mm (8") on top of clear opening for installation of doorframes and sills. For drywall hoistway walls at entrances, walls are to be built after doorframes and sills are set in place.
13. Grouting around entrance frames and finished floor and grout to sill line after installation of entrance.
14. Construction barricades (per OSHA requirements) either outside of elevator hoistway(s) or between elevators inside of hoistway(s) as required. Barricades to be freestanding and removable, located at each hoistway opening at each floor. Barricades shall be erected, maintained, and removed by others.
15. Dry pit reinforced to sustain vertical forces from rails and impact loads on buffers (rule 2.2.2). Car buffer impact loads as calculated (rule 8.2.3).
16. Adequate sealing and waterproofing of pit. Effective prevention of pit exposure to storm water or ground water.
17. Where there is a difference in level between the floors of adjacent pits, a metal guard shall be installed not less than 2000 mm (79") above the level of the higher pit floor (rule 2.2.3.1). Where the difference in level is 600 mm (24") or less, a standard railing conforming to rule 2.10.2 shall be permitted (rule 2.2.3.2).
18. Drains & sumps in elevator pits, where provided, shall comply with the applicable plumbing code, and they shall be provided with a positive means to prevent water, gases and odors from entering the hoistway. Sumps and sump pumps in pits, where provided, shall be covered. The cover shall be secured and level with the pit floor (rules 2.2.2.4 and 2.2.2.6) and should be located to clear elevator equipment (cannot be connected directly to storm drain or sewer).
19. GFCI convenience outlet and light fixture with guard in pit (National Electrical Code (NFPA 70 rule 620-85) or CSA C22.1-02 section 38-085). Minimum lighting to be 100 lux (10fc) (rule 2.2.5).
20. Pit ladder for each elevator in compliance with rule 2.2.4.2. Nearest point of the ladder shall be within 975mm (39"), measured horizontally from the means to unlock the egress door from the pit. The ladder shall extend not less than 1200mm (48") above the sill of the access door. Rungs or cleats shall be spaced 300mm (12") on center and 400mm (16") wide (see rule 2.2.4.2 for exception when unavoidable obstructions are encountered). Locate per Schindler final layout drawings and drawing DSB23. All walk-in pits must follow the requirements of rule 2.2.4.5.
21. GFCI convenience outlet and telephone outlet located in machine/control room for each elevator (National Electrical Code (NFPA 70 rule 620-85) or CSA C22.1-02 section 38-085). Dedicated analog telephone line capable of outgoing and incoming calls for emergency phone system (rules 2.27.1.1 & 2.27.1.2) and Schindler Remote Monitoring (SRM).
22. **Main power circuit:**  
JH: a dedicated lockable wall-mounted or recessed self locking panel with a fused disconnect switch or circuit breaker (where permitted) suitable for 3-phase power for the elevator control, located in a) the building common electrical utility room, or b) a building service corridor, or c) on / in a wall within sight of the elevator Inspection and Test Panel. Disconnect switch or breaker must also have an auxiliary (dry) contact that is positively driven and opens when the breaker or switch is opened.  
JH: Only when motor controller is located in hoistway: an ADDITIONAL lockable wall-mounted non-fused disconnect switch in the hoistway, to be located adjacent to the motor controller. This disconnect must also a) be lockable in the closed position with a locking mechanism that cannot be removed from the device and b) have an auxiliary (dry) contact that is positively driven and opens when the switch is opened. (See also NFPA70 req. 620.51(C)(1) or CSA C22.1 req. 38-051(6)).  
Power wiring from JH to the corresponding Inspection and Test Panel.  
Other single-phase fused disconnect switches or circuit breakers for functions related to the elevator, including but not limited to power for receptacles, lighting, remote monitoring equipment, seismic equipment, and pit pumps, located adjacent to the 3-phase panel or within the 3-phase panel.  
Wiring from other disconnects to receptacles/lighting devices at the destinations (pit, top hoistway, machinery/control spaces, control rooms, monitoring stations, etc.)

**General:**  
The dedicated panels outside the Hoistway identified above and their location must be in an area readily accessible to qualified/authorized persons (NFPA 70 req. 620.51(C)) or / (CSA 22.1 req. 38-051(5)).  
Access to each disconnect panel must require a Group 2 key (ASME A17.1/CSA B44 req. 8.1.3). The disconnects may also be located without panels in a Group 2 key secured room identified and dedicated for the elevator apparatus only.

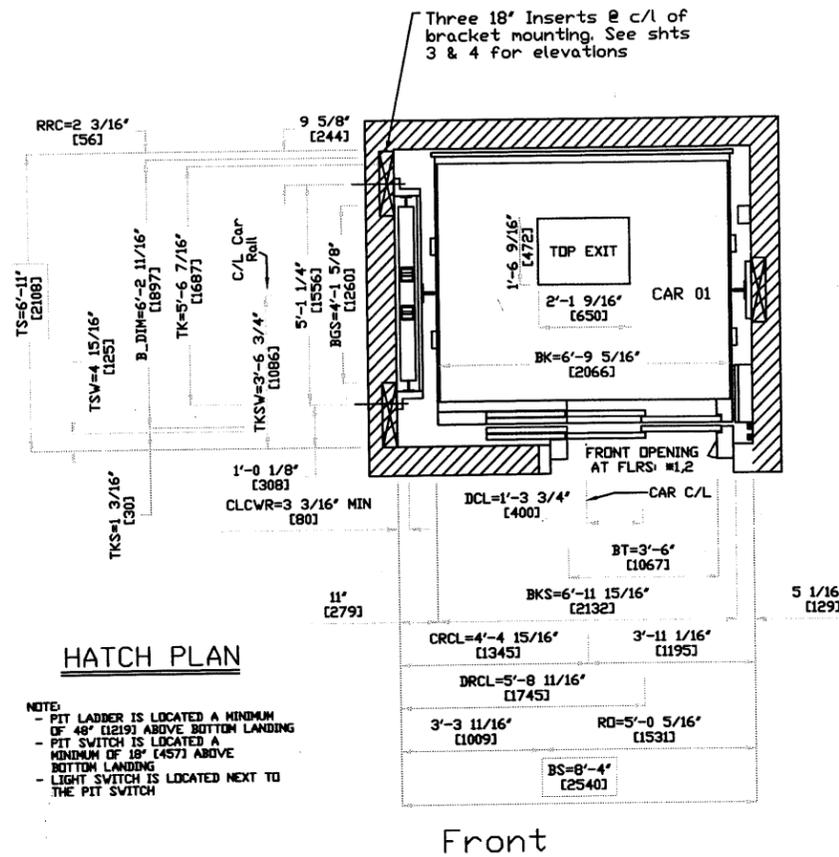
Locate and mark the panels and disconnects with appropriate signage, (NFPA 70 req. 620-51 through 620-55) or (CSA C22.1 req. 38-051 through 38-055).  
Each disconnect or breaker above must be capable of being locked in the open position with a locking apparatus (excluding lock itself) that cannot be removed from the devices or panel(s).

- Other equipment/requirements:**
1. For the main power circuit only:
    - a. a 3-phase transformer may be supplied to provide the required motor controller voltage if not directly available within the building. When supplied, it is preferable to be located in a common electrical room with other building electrical apparatus. See Schindler Power Supply Data Sheet.
    - b. a local disconnecting means must be provided in the feeder to this transformer (NFPA70-11 req. 450.14) or (CSA C22.1-12 req. 26-250). When the JH disconnect is not located within sight of the transformer, an additional (transformer) disconnect located within sight of the transformer shall be provided by the building. The installation of a transformer disconnect does not eliminate the need for the JH disconnect.
  2. For ALL power circuits
    - a. If a sprinkler head is located in the hoistway or other disconnect location, any disconnect served by that sprinkler head must be NEMA 3 compliant. Sprinklers shall be located at the top and bottom of the hoistway per NFPA 13-2010 requirement 8.15.5.6 (see also 8.15.5.3 and A.8.15.5.3).
    - b. In US jurisdictions ONLY, when a sprinkler head is located in the hoistway, the building shall provide shunt trip activation of a) JH, the main disconnect or b) the feed to the main disconnect, triggered by contacts of the fire recall initiating devices (as defined by NFPA). These devices, located in the hoistway or other disconnect location, shall provide independent disconnection of electrical power to both main and auxiliary power circuits prior to sprinkler activation (ASME A17.1-2007/CSA B44-07 rule 2.8.3.3. and/or local code).
  3. For communications circuits
    - a. An analog telephone line, one per elevator group, shall be provided. Line shall be capable of receiving incoming and making outgoing calls. Telephone line shall originate at the Inspection and Test Panel designated by Schindler and terminate at the building phone system.
    - b. Where the elevator rise is 18 m (60 ft) or more, an additional telephone / phone line shall be provided within the building at a location accessible by emergency personnel. This phone line shall support equipment that is capable of two-way analog communications with each elevator car (via each car's Inspection and Test Panel) individually and overriding communications between the elevator car and locations outside of the building.
  23. A lockable, 13 1/2" x 15 1/2" x 3 1/2" (minimum), metal cabinet with group-1 key to house required electrical schematics and maintenance history documents, shall be wall mounted, adjacent to the disconnect switch, by others, at the top landing. The supplier, location and mounting of the cabinet shall be coordinated with Schindler.
  24. Provide suitable Feeder and branch wiring circuits from the building service to the controller, including main line switch, for signal systems, power operated doors, car lighting and convenience outlets. See Schindler Power Supply Data Sheet.
  25. Provide emergency power transfer switch and power change pending signals as required to master control.
  26. Lighting, ventilation, and heating of machine/control room, control space and machinery space (rule 2.7.9)(A17.1 rule 2.7.5) IBC 2006 Section 3006.2). Minimum lighting to be 200 lux (19fc). A switch placed adjacent to the enclosure shall control lighting for the jamb mounted Inspection & Test Panel. Machine/control room or control space temperature to be maintained between 5°C (41°F) and 40°C (104°F) with less than 95% non-condensing humidity. Terminal floor landing Min. 0°C (32°F) and Max 40°C (104°F) with less than 95% non-condensing humidity. See Schindler Power Supply Data Sheet for heat emissions.
  27. Hoisting beam(s), trap doors and other means of access to machinery space of adequate size for maintenance and equipment removal (rules 2.7.3.4 and 2.9.3.3). Hoisting beam(s) in each shaft located and load rated per Schindler final layout drawings. Lifting points or beam(s) shall be visibly marked with the safe working load.
  28. Class "ABC" fire extinguishers in electrical machinery and control space. Extinguishers shall be located convenient to access door (rule 8.6.16.5).
  29. In elevators provided with firefighter's emergency operation, a drain or sump shall be provided. The sump pump/drain shall have the capacity to remove a minimum of 11.4 m3/hr (3000 gal/hr) per elevator. (rule 2.2.2.5)
  30. Furnish adequate on-site refuse containers for the proper disposal of elevator packaging material. If adequate containers are not furnished, disposal of packaging material shall become the responsibility of the owner.
  31. Temporary Service: Schindler shall be reimbursed for any labor and material that is not part of the permanent elevator installation and that is required to provide temporary elevator service. Schindler's temporary acceptance form shall be executed and the elevator inspected before being placed into temporary service. The costs associated with the power, operation, maintenance, and rehabilitation of the equipment and any construction permits or fees required by governing authorities shall be paid for by others.
  32. Where there is a blind hoistway, an emergency door shall be installed at every third floor, but not more than 11m (36ft) from sill to sill. The clear opening must be at least 700mm (28") wide and 2030mm (80") high (rule 2.11.1.2).
  33. A temporary work platform is required for installation of the elevator. It is to be constructed at the top floor of each traction elevator. It must comply with applicable governing codes & regulations. The platform shall be securely fastened to the building structure. Erection, maintenance, and removal are by others. (Reference Schindler drawing TD440)
  34. In addition to the above, the following work must be completed before elevator(s) are placed into automatic operation. (Prior to code required municipal authority inspection. Refer to Schindler Acceptance Inspection Standard form).
    - a. Finished cab flooring and if applicable, fitting of interior cab walls and/or ceiling.
    - b. If applicable, smoke and/or heat detectors with signals to elevator controller(s).
    - c. If applicable, emergency power generator and automatic transfer switch with capacity to run at least one elevator at a time.
    - d. Seal all penetrations through 2-hour (or greater) rated walls with code approved material. Drywall liner behind all wall mounted hall fixtures.
    - e. All receptacles installed in machine/control rooms, machinery spaces and pits must have ground fault circuit interrupter protection (GFCI) (NEC 620 or CSA 38).
    - f. If applicable, conduit and wiring for fire alarm system to each elevator control in machine/control room.
    - g. If applicable, conduit and wire runs for emergency/rescue communications in central alarm & control facility, fire control room, security desk, etc.
    - h. If applicable, conduit and wire runs for remote alarm bell from machine/control room to remote location.
    - i. Adequate lighting of building corridors so that illumination at the landing sill is minimum 100 lux (10fc) (rule 2.11.1.2).
    - j. NFPA 72 (Fire Apparatus Code) req. 6.15.2.2 requires the fire control panel relays that provide the dry contacts to our controller not be located more than 3 feet from the inspection & test panel jamb.

You agree to indemnify and save Schindler harmless against any and all liability and costs arising out of your failure to carry out any of the foregoing requirements.

				 Schindler Elevator Corp. 14 Barnhart Drive Hanover, PA 17331 USA		3300 ELECTRIC ELEVATOR PLANS AND DETAILS		
BUILDING:		WHOLE FOODS MARKET - SCHERERVI						
LOCATION:		MAIN STREET & US ROUTE 41 SCHERERVILLE, IN 46375						
02	R&R: FINALS	05-Jan-2015	BCL	OWNER: WHOLE FOODS MIDWEST				
01	R&R: DH	18-Sep-2015	BCL	ARCHITECT: STEWART NDSKY ARCHITECTS, LTD.				
SUB REVISION		DATE & APP'L		ENGINEER: Bradley Lloyd				
APPROVED FOR CONSTRUCTION:				GENERAL CONTRACTOR: BUILTECH CONSTRUCTION, INC.				
APPROVED FOR MANUFACTURE:				DRAWN BY: DATE: 1/5/2015				
LAYOUT APPROVED BY:		DATE:		CONTRACT	CAR		SUB.	SHEET
				GRJ0196	01		02	1 OF 4

SPECIFICATIONS AND DATA	CAR 01
CLASSIFICATION	GENERAL PURPOSE/PASSENGER
CAPACITY	3500 LBS (1590 KG)
SPEED	100 FPM (0.50 MPS)
OPERATION	SELECTIVE COLLECTIVE AUTOMATIC
CONTROL (TYPE)	MICONIC NX
BUILDING POWER SUPPLY	(+480-3-60)
TRAVEL	13'-0" (3.96 M)
LANDINGS (OPENINGS)	2 LANDINGS ( 2 F / 0 R OPENINGS )
DRIVE (TYPE)	FCL4_1_19
POWER SOURCE	ACVF
MACHINE (TYPE)	FMB150-NA-6D540
MOTOR VOLTAGE	480 V
MOTOR H.P. (MAX. RATED)	8.0 H.P. ( 5.97 KW)
SHEAVE DIA.-MACHINE	4.2" (107 MM)
TRACTION RATIO	2:1
CAR GOVERNOR	CPB202
CAR GOV. CABLE LENGTH	62'-0" (18.9 M) GOV. ROPE DIA. 6MM
CAR GUIDE RAILS	T127 - 12 LBS / FT (17.86 KG/M)
CWT. GUIDE RAILS	T75 - 6 LBS / FT (8.93 KG/M)
CAR & CWT. BUFFER (TYPE)	SPRING
CAR/CWT. BUFFER (STROKE)	1.6" (41 MM) / 1.6" (41 MM)
CAR/CWT. BUFFER (DIAMETER)	4.12" (105 MM) / 4.12" (105 MM)
NON-CIRCULAR ELASTOMETRIC COATED STEEL SUSPENSION	QUANTITY: 4 PV30-2.5S-EPDM-42 30MM WIDE
STM LENGTH (EA.)	72'-0" (21.9 M)
STM TRIP COUNT LIMIT	1,000,000
CAR NET AREA	37.78 SQ. FT. (3.51 SQ. M)
CAR SAFETY (TYPE)	RF1
CAR WEIGHT COMPLETE	2197 LBS (999 KG)
COUNTERWEIGHT WEIGHT	3709 LBS (1686 KG)
CWT. WEIGHT PERCENTAGE	43%
CWT. SUB. WT. WEIGHT	3450.16 LBS (1568 KG)
MACHINE WEIGHT	704 LBS (320 KG)
MACHINE-SUSPENDED LOAD	4695.48 LBS (2134 KG)
CAR/CWT SHEAVE DIA.	MIN 4.25" (107MM)



**HATCH PLAN**

NOTE:  
 - PIT LADDER IS LOCATED A MINIMUM OF 48" (1219) ABOVE BOTTOM LANDING  
 - PIT SWITCH IS LOCATED A MINIMUM OF 18" (457) ABOVE BOTTOM LANDING  
 - LIGHT SWITCH IS LOCATED NEXT TO THE PIT SWITCH

CAR ENCLOSURE MEETS THE EQUIVALENT DEFLECTION AND ALLOWABLE STRESS REQUIREMENTS OF 2.15.10 AND 2.15.11 INSERTS (BY SCHINDLER) TO BE INSTALLED BY GC AT EACH RAIL BRACKET LOCATION IDENTIFIED ON THE ELEVATION SECTION SHEET. REFERENCE HATCH PLAN FOR SIZE.



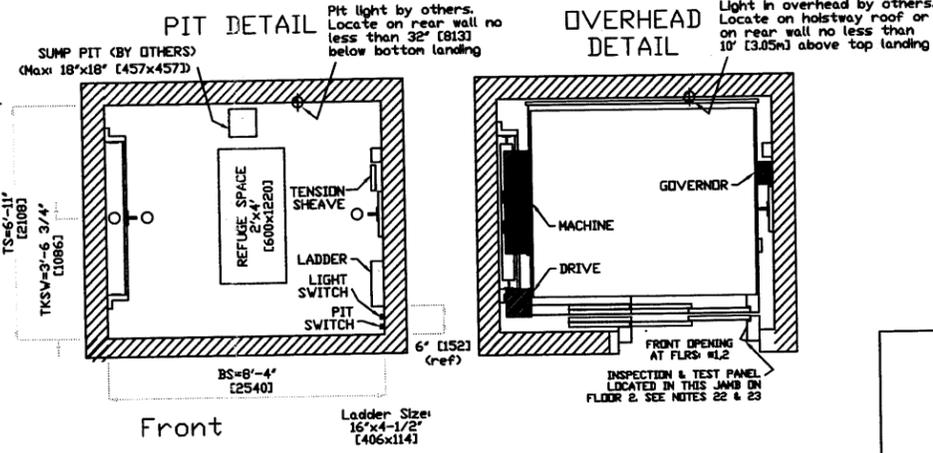
FIELD NOTES (ASME/ANSI CODE YEAR: 2007) AND SEISMIC ZONE 0 REQUIREMENTS

APPROVED FOR ASME/ANSI A17.1, 2007 EDITION  
 REFERENCE ASME/ANSI A17.4, 1999 EDITION FOR EMERGENCY EVACUATION OF PASSENGERS FROM ELEVATORS MEETS ASME A17.1, ADA AND LOCAL CODES

THIS CONTRACT COMPLIES WITH ASME A17.1-2007/CSA B44-07 WITH ADDENDAS A-2008 AND B-2009 AND EDITION 2010 AND WHERE APPLICABLE INCLUDES EXCEPTION TO THOSE POINTS COVERED UNDER THE ACCOMPANYING VARIANCE DOCUMENTS RELATED TO THE SUSPENSION SYSTEM AND GOVERNOR ROPES THAT CONFORM TO THE LATTER 2010 EDITION AND TO ASME A17.6-2010.

PER ASME A17.1-2007/CSA B44-07 WITH ADDENDAS A-2008 AND B-2009 AND EDITION 2010 INCLUDES COMMUNICATIONS FAILURE INDICATOR TO BE LOCATED IN VICINITY OF PHASE 1 FIRE RECALL SWITCH.  
 NOTE - STM TWIST 180 DEGREES BETWEEN CAR AND MACHINE

SPRINKLERS SHALL BE LOCATED AT THE TOP AND BOTTOM OF THE HOISTWAY PER NFPA 13-2010 REQUIREMENT 8.15.5.6 (SEE ALSO 8.15.5.3 AND A.8.15.5.3).



ACRONYM	DEFINITION	ACRONYM	DEFINITION
B_DIM	PLATFORM DEPTH	RHD	RAIL HEAD DEPTH
BGS	DISTANCE BETWEEN CWT GUIDE RAILS	RO	ROUGH OPENING
BK	CAR WIDTH (INSIDE)	RRC	REAR RUNNING CLEARANCE
BKN	TOP EXIT WIDTH	TK	CAR DEPTH (INSIDE)
BKS	DISTANCE BETWEEN CAR GUIDE RAILS	TKN	TOP EXIT DEPTH
BS	HOISTWAY WIDTH	TKS	RUNNING CLEARANCE
BT	ENTRANCE OPENING WIDTH (HOISTWAY)	TKSW	FRONT H/W WALL TO C/L RAILS
CLCWR	C/L CWT RAIL	TS	HOISTWAY DEPTH
CRCL	CAR C/L	TSW	ENTRANCE SILL DEPTH
DCL	DOOR C/L		

Car 01 accommodates a maximum stretcher size of 84" x 24" (2134 x 610)

Add GFCI convenience receptacle near light switch in pit

NO.	REVISION	DATE	APPL.
02	R&R: FINALS	05-Jan-2015	BCL
01	R&R: DH	18-Sep-2015	BCL

APPROVED FOR CONSTRUCTION: \_\_\_\_\_ DATE: \_\_\_\_\_  
 APPROVED FOR MANUFACTURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
 LAYOUT APPROVED BY: \_\_\_\_\_ DATE: \_\_\_\_\_

**Schindler**  
 Schindler Elevator Corp.  
 14 Barnhart Drive  
 Hanover, PA 17331  
 USA

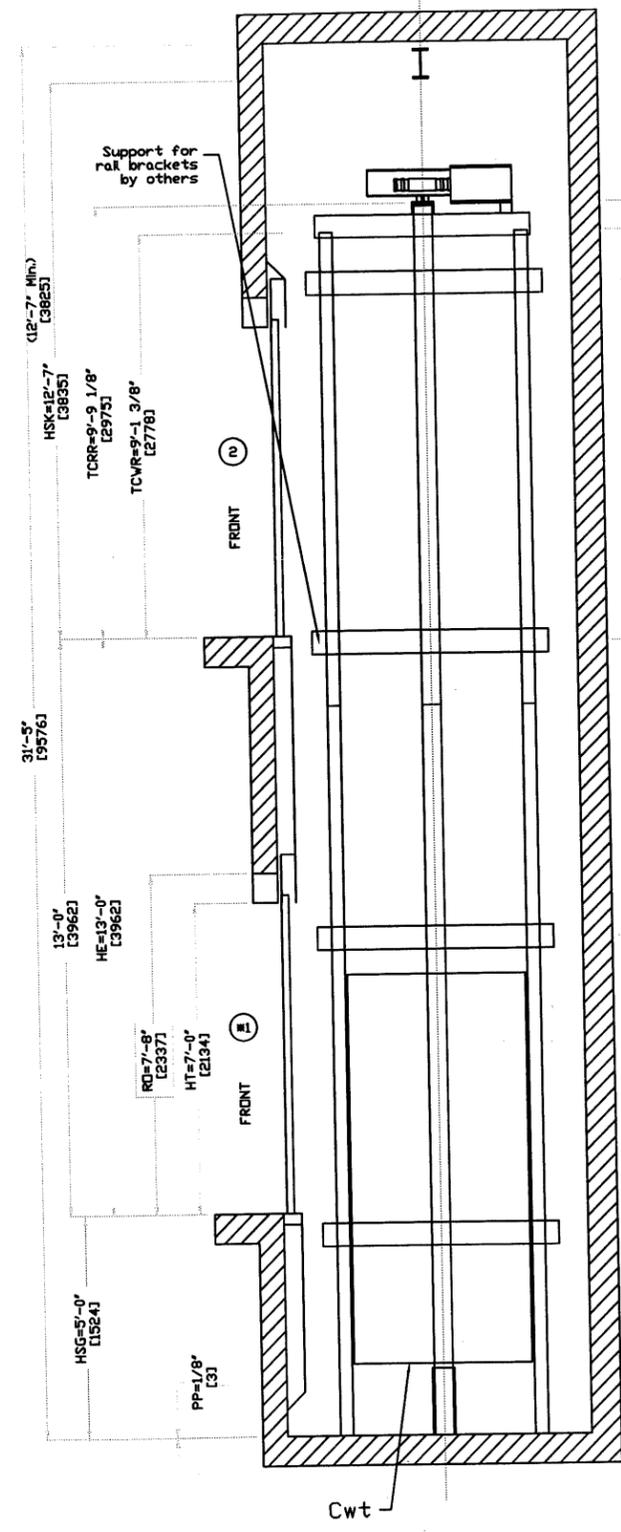
BUILDING: WHOLE FOODS MARKET - SCHERERVI  
 LOCATION: MAIN STREET & US ROUTE 41 SCHERERVILLE, IN 46375  
 OWNER: WHOLE FOODS MIDWEST  
 ARCHITECT: STEWART NOSKY ARCHITECTS, LTD.  
 ENGINEER: Bradley Lloyd  
 GENERAL CONTRACTOR: BUILTECH CONSTRUCTION, INC.  
 DRAWN BY: \_\_\_\_\_ DATE: 1/5/2015

CONTRACT CAR SUB. SHEET  
**GRJ0196 01 02 2 OF 4**

WE INVITE YOU TO VISIT OUR WEB SITE: <http://www.us.schindler.com>

3300 ELECTRIC ELEVATOR PLANS AND DETAILS

ACRONYM	DEFINITION
CLM	CWT RAIL TO C/L OF MACHINE
CWBH	CWT BUFFER HEIGHT
HE	FLOOR TO FLOOR DISTANCE
HK	CAB HGT TO UNDERSIDE OF CANOPY
HPE	CAR BUFFER HEIGHT
HSG	PIT DEPTH
HSK	OVERHEAD HEIGHT
HT	ENTRANCE OPENING HEIGHT
PP	PIT PLATE
RO	ROUGH OPENING
SKO	TOP RUNBY
SKU	BOTTOM RUNBY
TCC	TOP OF CAR CLEARANCE
TCRR	TOP OF CAR RAIL
TCWR	TOP OF CWT RAIL
TLM	TOP LANDING TO C/L OF MACHINE

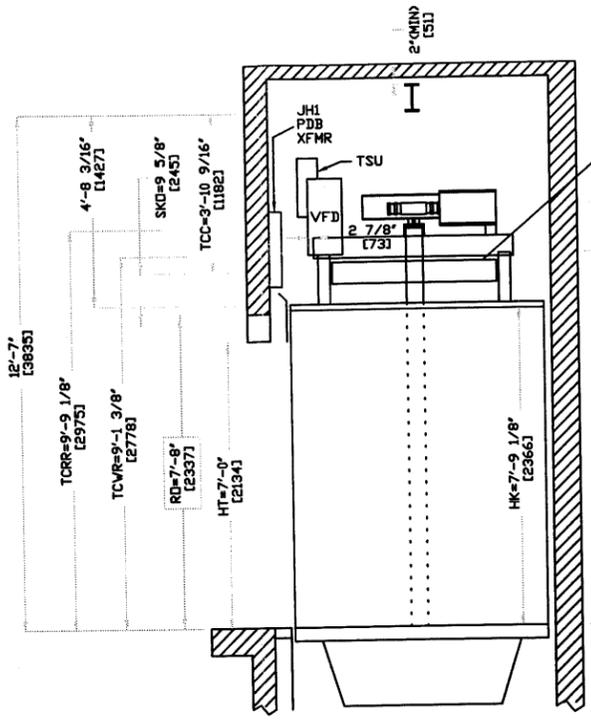


Car 01 - SECTION A-A  
ELEVATION - BRACKETS & RAILS

MAIN EGRESS AT #1  
FIRE RETURN FLOOR AT #1

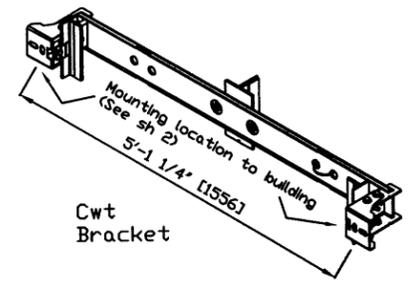
ENTRANCES MANUFACTURED BY SEC

ENTRANCE FINISH SCHEDULE:	
1	BE - P419
2	BE - P419

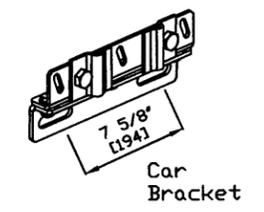


VFD = Drive (10 1/8" x 22 5/16" [257x567] by SEC  
TSU = Power Supply/Battery Backup by SEC  
JHI = Disconnect (non-fused) by GC  
PDB = Power Distribution Box (Fusebox) by SEC  
XFMR = 1kva when applicable by SEC

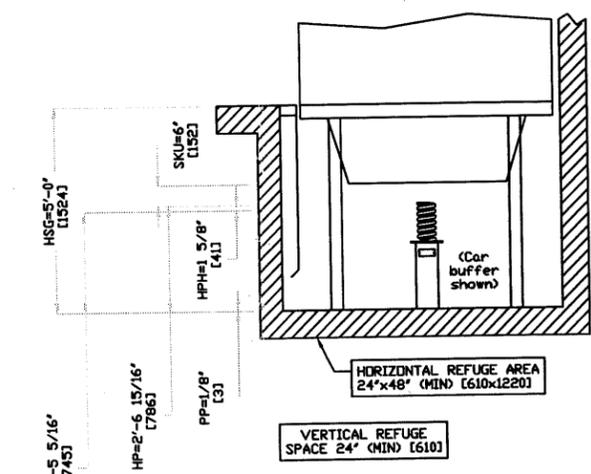
L BRACKET ONLY AT THE TOP FLOOR



Cwt Bracket



Car Bracket



SECTION A-A  
ELEVATION - PIT & OVERHEAD

**Bracket Mounting**

<b>Z-Brkt Mount</b>	<b>L-Brkt Mount</b>
Pit: Concrete Anchors Typical: Insert	Concrete Anchors Insert
Maximum allowable bracket span: 143.3' [3640] Car Side, 129.9' [3300] Cwt Side, 143.3' [3640] Cwt side w/ Intermediate tie brkt	

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01	R&R: DH	18-Sep-2015	BCL	LOCATION: MAIN STREET & US ROUTE 41 SCHERERVILLE, IN 46375
SUB REVISION DATE & APPL				OWNER: WHOLE FOODS MIDWEST
APPROVED FOR CONSTRUCTION:				ARCHITECT: STEWART NOSKY ARCHITECTS, LTD.
APPROVED FOR MANUFACTURE:				ENGINEER: Bradley Lloyd
LAYOUT APPROVED BY: DATE:				GENERAL CONTRACTOR: BUILTECH CONSTRUCTION, INC.
				DRAWN BY: DATE: 1/5/2015
				CONTRACT CAR SUB SHEET
				<b>GRJ0196 01 02 3 OF 4</b>

3300 ELECTRIC ELEVATOR  
PLANS AND DETAILS

ACRONYM	DEFINITION
BS	HOISTWAY WIDTH
HSG	PIT DEPTH
HSK	OVERHEAD HEIGHT
RO	ROUGH OPENING
TS	HOISTWAY DEPTH

# LOAD TABLES - CAR 01

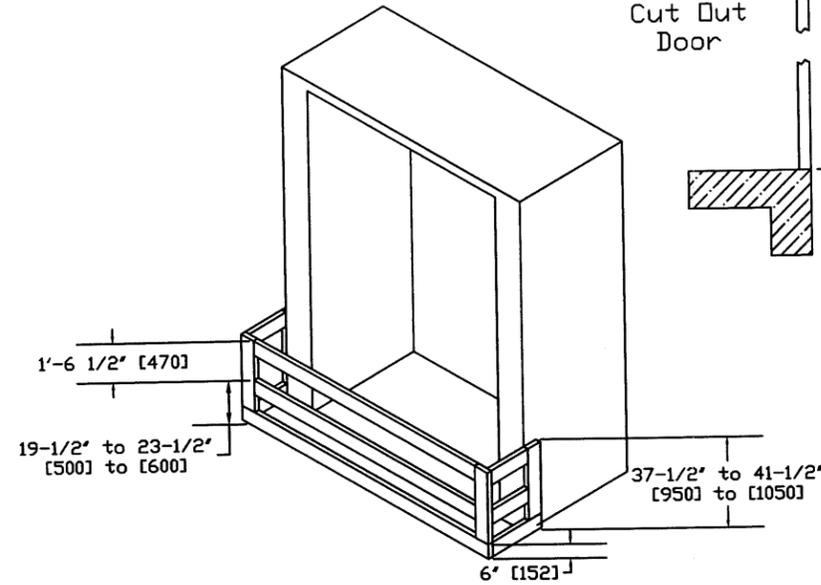
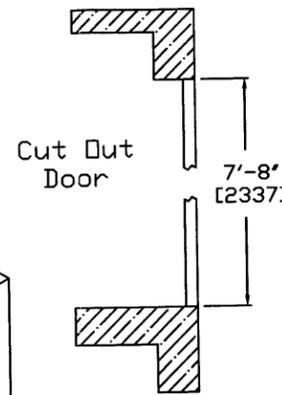
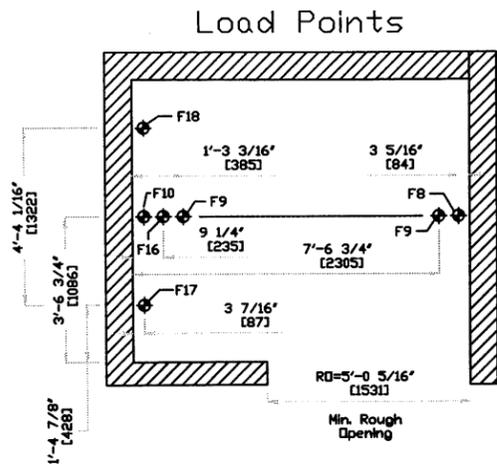
IMPACT LOADS (LBF)					
VERTICAL LOADS AT PIT (BUFFER IMPACT)		VERTICAL LOADS AT PIT UNDER GUIDE RAILS (INCLUDING IMPACT LOAD DUE TO SAFETIES APPLICATION, GOVERNOR LOAD AND EQUIPMENT ON RAILS)			
F9	F10	F8	F16	F17	F18
8811 LBF (39.2 KN)	11752 LBF (52.3 KN)	11941 LBF (53.1 KN)	15910 LBF (70.8 KN)	3677 LBF (16.4 KN)	3677 LBF (16.4 KN)

CAR RAIL LOADS			
NON-SEISMIC		SEISMIC	
F	P	F	P
316 LBF (1406 N)	154 LBF (685 N)	316 LBF (1406 N)	154 LBF (685 N)

CWT-RAIL LOADS			
NON-SEISMIC		SEISMIC	
F	P	F	P
33 LBF (147 N)	7 LBF (31 N)	33 LBF (147 N)	7 LBF (31 N)

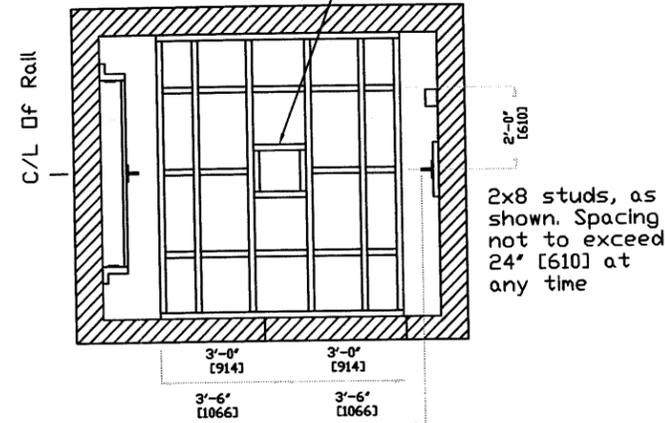
STATIC RAIL LOADS FROM EQUIPMENT SUPPORTED			
F8	F16	F17	F18
4481 LBF (19.9 KN)	7928 LBF (35.3 KN)	2259 LBF (10 KN)	2259 LBF (10 KN)

F9 & F10 do not occur simultaneously with F8 & F16

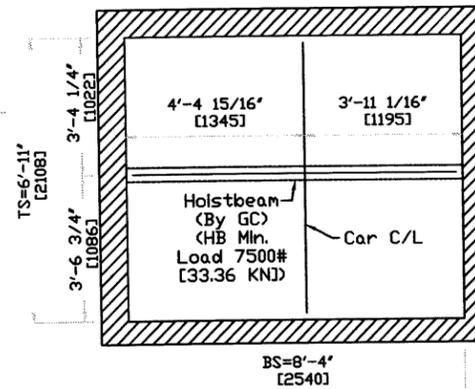


NOTE: ONE PART TO BE REMOVABLE FOR ACCESS

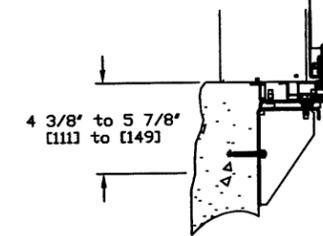
2x8 studs, as shown. Spacing not to exceed 16" [406] at any time  
12"x12" [305x305] square cutout



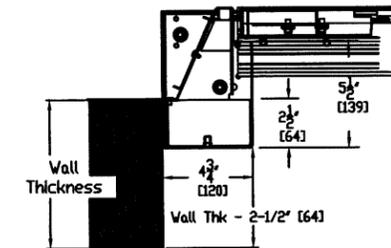
2x8 studs, as shown. Spacing not to exceed 24" [610] at any time



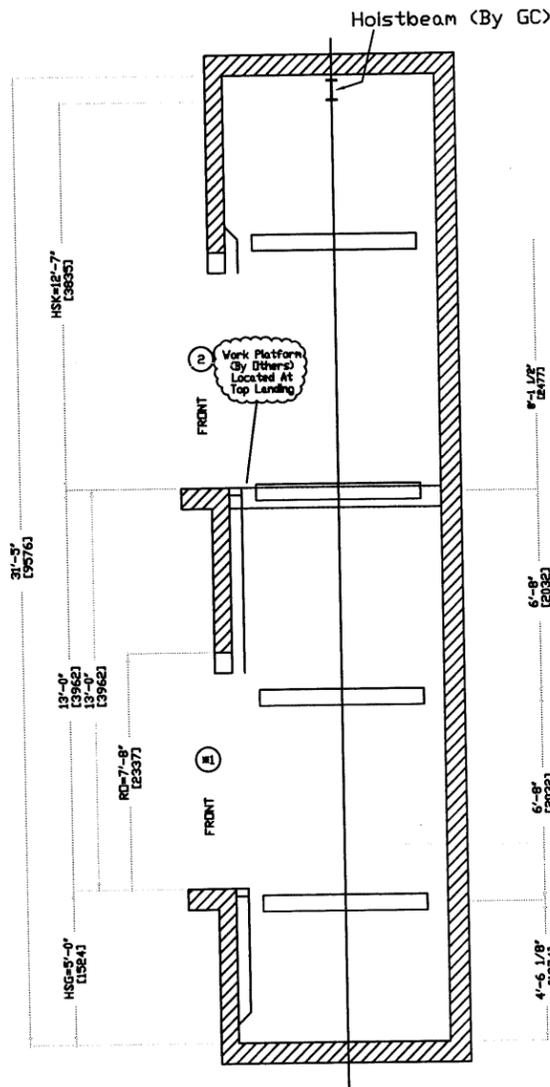
Front



Door Sill Detail (Side Opening)



Entrance Jamb Detail (Side Opening)



SECTION A-A ELEVATION FLOOR & BRACKET HEIGHTS

Note to GC:  
- Work Platform Provided by Others

- Note:
- All 2x8's to be grade 2 Douglas Fir
  - Platform to be covered by .75" [19] plywood
  - Plywood decking to be .75" [19] thick CDX grade, tongue and groove
  - Platform mounting to hold load of 1500# [680]
  - Recommend front wall at top landing not be installed until this platform is removed.

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LAYOUT APPROVED BY:		DRAWN BY:	
DATE:		CONTRACT	CAR SUB. SHEET
		GRJ0196	01 02 4 OF 4