EVOLUTION® BLUE
Fact Sheet BC 61 F 00 - 40

The flexible and spatially efficient solution for upmarket and highly frequented buildings.
Rated loads 320 – 4,000 kg with up to 3.0 m/s.

NEXT LEVEL
NEW INSTALLATIONS

ThyssenKrupp Aufzugswerke

Product benefits
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Next Level Safety
- CE type certified product
- Tested by the German Association for Technical Inspection (TÜV Süd)
- EN 81-A3 compliant
- Stopping accuracy (+/- 1 mm)

Next Level Efficiency
- New, high-efficiency drive motor
- Integrated E.COR® BLUE control system
- Energy saving
- LED lighting (optional)
- Standardised energy recovery available (up to rated load Q = 2000 kg)
- Eco / High Speed mode
- Passive cooling of the control system
- Situational adjustment of ride quality and main landing
- Energy efficiency class A*

Next Level Design
- Classic design (VERTICAL)
- Unique, high-quality Bi-Colour design
- Three design lines (STYLE, CHIC, ELEGANT)
- A wide range of combination possibilities
- Quick and flexibly exchangeable car design
- Invisible car ventilation system
- Millimetre-adjustment of the car
- Decorative lighting with RGB LEDs
- Elevator car design can be selected at a later stage during the ordering process (available at a later date)
- Very flexible to customer requests

Next Level Innovation
- No machine room
- Suitable for existing buildings
- Optimal utilisation of the elevator shaft
- E.COR® BLUE control system
- RISC processor core
- Multiprocessor technology
- Whisper control system for reduction of switching noises
- Energy regeneration (with CPI50R or RPI inverter)

Next Level Comfort
- Increased available car area
- Low noise (complies with VDI 2566 SST II/III)**
- Smooth running
- Smooth and precise stops
- Well-being atmosphere

Next Level Scope of Supply
- Broad range of uses
- High number of options

Next Level Reliability
- Robust design
- High-quality materials
- Future-proof control system
- Efficient maintenance

The EVOLUTION® BLUE elevator system
The new EVOLUTION® BLUE elevator system is a system solution based on the requirements of the future.
EVOLUTION® BLUE passenger elevators are an impressive, revolutionary solution for new installations and modernised buildings that reflects the expertise of the company on an international level. A corporation-wide development strategy has produced a range of elevators that combine maximum quality, compactness and technology with an attractive Bi-Colour design.

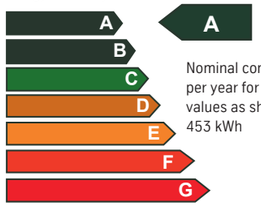
Our vision for the future:
- Compact elevator system without machine room (also available with reduced shaft pit).
- Suitable for residential and medium to upper-price segment office buildings (commercial buildings) with a maximum of 40 floors.
- Modular construction for a large number of individual requirements.

Figure shows car in Bi-Colour design

Energy efficiency
E.COR® BLUE protects the environment and budget.
Our control system is distinguished by its standby mode with operational landing calls and a high degree of flexibility. This therefore reduces energy consumption. Through the combination of EVOLUTION® BLUE, E.COR® BLUE and our new generation of frequency inverters of type RPI, we have achieved an energy efficiency class "A" rating in usage category 1 according to VDI 4707*.
With this system, we thereby make a significant contribution to the reduction of ongoing operating and energy costs and lowering CO_2 emissions.

Energy

Energy efficiency class



Nominal consumption per year for nominal values as shown: 453 kWh

* 630 kg, three landings, travel height of 5.8 m, usage category 1 acc. to VDI4707.
** Corresponding soundproofing measures will also optionally be available at a later date.
The on-site construction of the elevator shaft must meet the requirements of VDI 2566 SST II/III.

* measured on an energy-optimised system with: 630 kg, three landings, travel height of 5.8 m, LED lighting and automatic shutdown of the car lighting, PMC gearless drive with a power regenerative RPI frequency inverter and basic scope of delivery with conventional shaft head and shaft pit.

Technical Overview
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Double-panel telescopic opening door S8A/K8A (M2T)

Rated load (Q)	(kg)	320 kg [1]	450 kg		630 kg			
Rated load (Q) with open through entrance	(kg)	-	500 kg		675 kg			
Speed (v)	(m/s)	1.0	1.0	1.6	1.0	1.6	2.0 [1]	2.5 [1]
Max. travel height (TH)	(m)	40	40	60	40	60	80	100
Number of passengers		4	6	6	8	8	8	8
Dual entrance		No	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16	16	20	16	20	30	40
Car width CW [2) 3)]	(mm)	900	1000	1000	1100	1100	1100	1100
Car depth CD [2) 4)]	(mm)	1000	1250	1250	1400	1400	1400	1400
Car height (rough height)	(mm)	2100 – 2700	2100 – 2700		2100 – 2700			
Max. weight of car	(kg)	640	900		1260			
Door width DW [5)]	(mm)	700 – 900	800 – 1000		800 – 1100			
Door height DH [6) 13)]	(mm)	2000 – 2500	2000 – 2500		2000 – 2500			
Shaft width SW [mm] [7)]	(mm)	1410	1510	1517	1610	1617	1664	1739
Shaft depth SD [mm] – door in shaft [8)]	(mm)	1470	1650	1890	1650	1890	1800	2040	1800	2040	1800	2040	1800	2040
Shaft depth SD [mm] – door in recess (55 mm) [8)]	(mm)	1415	1595	1780	1595	1780	1745	1930	1745	1930	1745	1930	On request	
Shaft depth SD [mm] – door in recess (100 mm) [8)]	(mm)	1370	1550	1690	1550	1690	1700	1840	1700	1840	Available on request			
Min. conventional shaft headroom height [CH = 2100] [9)]	(mm)	3300	3300		3500		3300		3500		4055		4290	
Conventional shaft pit depth [11)]	(mm)	1100	1100		1200		1100		1200		1500		1950	
Min. height between floors [DH + 590] [12)]	(mm)	2590	2590		2590		2590		2590		2590		2590	

Rated load (Q)	(kg)	800 kg				1000 kg (depth)			
Rated load (Q) with open through entrance	(kg)	850 kg				1050 kg			
Speed (v)	(m/s)	1.0	1.6	2.0 [1]	2.5 [1]	1.0	1.6	2.0 [1]	2.5 [1]
Max. travel height (TH)	(m)	40	60	80	100	40	60	80	100
Number of passengers		10	10	10	10	13	13	13	13
Dual entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16	20	30	40	16	20	30	40
Car width CW [2) 3)]	(mm)	1350	1350	1350 [10)]	1350	1100	1100	1100	1100
Car depth CD [2) 4)]	(mm)	1400	1400	1400 [10)]	1400	2100	2100	2100	2100
Car height (rough height)	(mm)	2100 – 2700				2100 – 2700			
Max. weight of car	(kg)	1600				2000			
Door width DW [5)]	(mm)	800 – 1300				800 – 1100			
Door height DH [6) 13)]	(mm)	2000 – 2500				2000 – 2500			
Shaft width SW [mm] [7)]	(mm)	1850	1867	[10)]	1989	1610	1617	1664	1725
Shaft depth SD [mm] – door in shaft [8)]	(mm)	1800	2040	1800	2040	[10)]	[10)]	1800	2040	2500	2740	2500	2740	2500	2740	2500	2740
Shaft depth SD [mm] – door in recess (55 mm) [8)]	(mm)	1745	1930	1745	1930	[10)]	[10)]	On request		2445	2630	2445	2630	2445	2630	2445	2630
Shaft depth SD [mm] – door in recess (100 mm) [8)]	(mm)	1700	1840	1700	1840	[10)]	[10)]	On request		2400	2540	2400	2540	2400	2540	2400	2540
Min. conventional shaft headroom height [CH = 2100] [9)]	(mm)	3300	3500	[10)]	4290	3300	3500	4055	4290
Conventional shaft pit depth [11)]	(mm)	1100	1200	[10)]	1950	1100	1200	1500	1950
Min. height between floors [DH + 590] [12)]	(mm)	2590	2590	[10)]	2590	2590	2590	2590	2590

Rated load (Q)	(kg)	1000 kg (width)				1250 kg			
Rated load (Q) with open through entrance	(kg)	1050 kg				1300 kg			
Speed (v)	(m/s)	1.0	1.6	2.0 [1]	2.5 [1]	1.0	1.6	2.0 [1]	2.5 [1]
Max. travel height (TH)	(m)	40	60	80	100	40	60	80	100
Number of passengers		13	13	13	13	16	16	16	16
Dual entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16	20	30	40	16	20	30	40
Car width CW [2) 3)]	(mm)	1600	1600	1600 [10)]	1600	1200	1200	1200	1200
Car depth CD [2) 4)]	(mm)	1400	1400	1400 [10)]	1400	2300	2300	2300	2300
Car height (rough height)	(mm)	2100 – 2700				2100 – 2700			
Max. weight of car	(kg)	2000				2200			
Door width DW [5)]	(mm)	800 – 1400				800 – 1400			
Door height DH [6) 13)]	(mm)	2000 – 2500				2000 – 2500			
Shaft width SW [mm] [7)]	(mm)	2110	2117	[10)]	2239	1730	1747	1839	1839
Shaft depth SD [mm] – door in shaft [8)]	(mm)	1800	2040	1800	2040	[10)]	1800	2040	2700	2940	2700	2940	2700	2940	2700	2940
Shaft depth SD [mm] – door in recess (55 mm) [8)]	(mm)	1745	1930	1745	1930	[10)]	On request		2645	2830	2645	2830	2645	2830	2645	2830
Shaft depth SD [mm] – door in recess (100 mm) [8)]	(mm)	1700	1840	1700	1840	[10)]	On request		2600	2740	2600	2740	2600	2740	2600	2740
Min. conventional shaft headroom height [CH = 2100] [9)]	(mm)	3300	3500	[10)]	4290	3300	3500	4055	4290
Conventional shaft pit depth [11)]	(mm)	1100	1200	[10)]	1950	1150	1250	1500	1950
Min. height between floors [DH + 590] [12)]	(mm)	2590	2590	[10)]	2590	2590	2590	2590	2590

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Double-panel telescopic opening door S8A/K8A (M2T)

Rated load (Q)	(kg)	1600 kg								2000 kg					
Rated load (Q) with open through entrance	(kg)	1650 kg (1600 kg at v = 2.5m/s and current regeneration)								2040 kg					
Speed (v)	(m/s)	1.0		1.6		2.0 [1]		2.5 [1]		1.0		1.6		2.0 [1]	
Max. travel height (TH)	(m)	40		60		80		100		40		60		80	
Number of passengers		20		20		20		20		26		26		26	
Dual entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16		20		30		40		16		20		30	
Car width CW [2] [3]	(mm)	1400		1400		1400		1400		1500		1500		1500	
Car depth CD [2] [4]	(mm)	2400		2400		2400		2400		2700		2700		2700	
Car height (rough height)	(mm)	2100 – 2700								2100 – 2700					
Max. weight of car	(kg)	2200								4200					
Door width DW [5]	(mm)	800 – 1400								800 – 1400					
Door height DH [6] [13]	(mm)	2000 – 2500								2000 – 2500					
Shaft width SW [mm] [7]	(mm)	2275		2282		2306		2306		2405		2405		2417	
Shaft depth SD [mm] – door in shaft [8]	(mm)	2800	3040	2800	3040	2800	3040	2800	3040	3100	3340	3100	3340	3100	3340
Shaft depth SD [mm] – door in recess (55 mm) [8]	(mm)	2745	2930	2745	2930	2745	2930	2745	2930	3045	3230	3045	3230	3045	3230
Shaft depth SD [mm] – door in recess (100 mm) [8]	(mm)	2700	2840	2700	2840	2700	2840	2700	2840	3000	3140	3000	3140	3000	3140
Min. convent. shaft headroom height [CH = 2100] [9]	(mm)	3300		3500		4055		4290		3700		3855		4055	
Conventional shaft pit depth [11]	(mm)	1150		1250		1500		1950		1250		1350		1500	
Min. height between floors [DH + 590] [12]	(mm)	2590		2590		2590		2590		2590		2590		2590	

Rated load (Q)	(kg)	2500 kg [1]				3000 kg [1]				3500 kg [1]		4000 kg [1]	
Rated load (Q) with open through entrance	(kg)	2560 kg				3100 kg				3600 kg		4000 kg	
Speed (v)	(m/s)	1.0		1.6		1.0		1.6		1.0		1.0	
Max. travel height (TH)	(m)	40		60		40		60		40		40	
Number of passengers		33		33		40		40		46		53	
Dual entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16		20		16		20		16		16	
Car width CW [2] [3]	(mm)	1800		1800		2000		2000		2100		2400	
Car depth CD [2] [4]	(mm)	2700		2700		2800		2800		3050		2900	
Car height (rough height)	(mm)	2100 – 2700				2100 – 2700				2100 – 2700		2100 – 2700	
Max. weight of car	(kg)	4200				4200				4200		4200	
Door width DW [5]	(mm)	800 – 1400				800 – 1400				800 – 1400		800 – 1400	
Door height DH [6] [13]	(mm)	2000 – 2500				2000 – 2500				2000 – 2500		2000 – 2500	
Shaft width SW [mm] [7]	(mm)	2460		2472		2660		2672		2760		3080	
Shaft depth SD [mm] – door in shaft [8]	(mm)	3110	3340	3110	3340	3210	3440	3210	3440	3460	3690	3310	3540
Shaft depth SD [mm] – door in recess (55 mm) [8]	(mm)	3055	3230	3055	3230	3155	3330	3155	3330	3405	3580	3255	3430
Shaft depth SD [mm] – door in recess (100 mm) [8]	(mm)	3010	3140	3010	3140	3110	3240	3110	3240	3360	3490	3210	3340
Min. convent. shaft headroom height [CH = 2100] [9]	(mm)	3700		3855		3700		3855		3700		3700	
Conventional shaft pit depth [11]	(mm)	1300		1500		1300		1500		1300		1300	
Min. height between floors [DH + 590] [12]	(mm)	2590		2590		2590		2590		2590		2590	

[1] Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.

[2] Preferred dimensions, car dimensions variable in 1-mm-steps (not with rated load of 320 kg). Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.

[3] $CW_{min.}$ = 900 mm (Q = 320 kg), $CW_{min.}$ = 1000 mm (Q = 450 – 1000 kg), $CW_{min.}$ = 1100 mm (Q > 1000 – 1600 kg), $CW_{min.}$ = 1200 mm (Q > 1600 – 2000 kg), $CW_{min.}$ = 1600 mm (Q > 2000 – 2500 kg), $CW_{min.}$ = 1700 mm (Q > 2500 kg – 4000 kg) at v = 1.0 / 1.6 m/s (higher speeds are to be tested). Details refer to elevator cars with one-sided access.

[4] $CD_{min.}$ = 1000 mm (Q = 320 kg), $CD_{min.}$ = 1200 mm (Q = 450 – 1000 kg), $CD_{min.}$ = 1400 mm (Q > 1000 – 1600 kg), $CD_{min.}$ = 1800 mm (Q > 1600 – 2000 kg), $CD_{min.}$ = 2500 mm (Q > 2000 – 2500 kg), $CD_{min.}$ = 2600 mm (Q > 2500 kg – 4000 kg) at v = 1.0 / 1.6 m/s (higher speeds are to be tested). Details refer to elevator cars with one-sided access.

[5] With corresponding CW, DW at M2T possible to max. 1400 mm.

[6] Availability of the door height dependent on the door width.

[7] Based on standard door with DW = 700 mm, Q = 320 kg; DW = 800 mm, Q = 450 kg; DW = 900 mm, Q = 630 – 1250 kg; DW = 1300 mm, Q = 1600 kg; DW = 1400 mm, Q = 2000 – 4000 kg and the omission of car door locking device (SA27). Reduction of the shaft width through the use of a narrow counterweight. In the rated load range Q = 450 – 1000 kg; v = 1.0 m/s; DH ≤ 30 m; $CD_{min.}$ = 1200 mm. Only possible in combination with versions: conventional shaft headroom height / shaft pit depth, sliding guide on counterweight and without safety gear on counterweight.

[8] Based on preferred dimensions of CD. With rated loads Q = 630 kg / 800 kg and 1000 kg (wide) and doors in recesses, an order-related examination is required.

[9] Reduction of the shaft headroom height to min. 2900 mm (with $TH_{max.}$ = 20 m) or to min. 3100 mm (with $TH_{max.}$ = 30 m). In rated load range Q = 450 – 1000 / 1050 kg; v = 1.0 m/s, CH = 2100 mm. Only possible in combination with versions: conventional counterweight, sliding guide on elevator car and on counterweight, RPI and without safety gear on counterweight. For car railing height of 700 mm (changed shaft headroom height with differing railing height). Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.

[10] Elevator car / shaft dimensions according to DIN ISO available on request.

[11] Reduction of shaft pit depth to min. 900 mm possible (available in the rated load range Q = 450 – 1000 / 1050 kg; v = 1.0 m/s; up to TH = 40 m). Only possible with conventional version of the counterweight. Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.

[12] Min. 200 mm with displaced open through.

[13] Landing door S8A (M2T) with shaft front wall: DW max. = 1400 mm, DH max. = 2300 mm. Installation possible in recess and in landing (with deep recess).

Technical Overview
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Double-panel centre-opening door S8A/K8A (M2Z)

Rated load (Q)	(kg)	320 kg [1]	450 kg				630 kg							
Rated load (Q) with open through entrance	(kg)		500 kg				675 kg							
Speed (v)	(m/s)		1.0		1.6		1.0		1.6		2.0 [1]		2.5 [1]	
Max. travel height (TH)	(m)		40		60		40		60		80		100	
Number of passengers			6		6		8		8		8		8	
Dual entrance			No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings			16		20		16		20		30		40	
Car width CW [2] [3]	(mm)		1000		1000		1100		1100		1100		1100	
Car depth CD [2] [4]	(mm)		1250		1250		1400		1400		1400		1400	
Car height (rough height)	(mm)		2100 – 2700				2100 – 2700							
Max. weight of car	(kg)	Available on request	900				1260							
Door width DW [5]	(mm)		800 – 1000				800 – 1100							
Door height DH [6] [13]	(mm)		2000 – 2500				2000 – 2500							
Shaft width SW [7]	(mm)		1760		1760		1960		1960		1960		1977	
Shaft depth SD – door in shaft [8]	(mm)		1590	1770	1590	1770	1740	1920	1740	1920	1740	1920	1740	1920
Shaft depth SD – door in recess (20 mm) [8]	(mm)		1575	1740	1575	1740	1725	1890	1725	1890	1725	1890	On request	
Shaft depth SD – door in recess (60 mm) [8]	(mm)		1530	1650	1530	1650	1680	1800	1680	1800	Available on request			
Conventional shaft headroom height [CH = 2100] [9]	(mm)		3300		3500		3300		3500		4055		4290	
Conventional shaft pit depth [11]	(mm)		1100		1200		1100		1200		1500		1950	
Min. height between floors [DH + 590] [12]	(mm)		2590		2590		2590		2590		2590		2590	

Rated load (Q)	(kg)	800 kg								1000 kg (depth)					
Rated load (Q) with open through entrance	(kg)	850 kg								1050 kg					
Speed (v)	(m/s)	1.0		1.6		2.0 [1]		2.5 [1]		1.0		1.6		2.0 [1]	
Max. travel height (TH)	(m)	40		60		80		100		40		60		80	
Number of passengers		10		10		10		10		13		13		13	
Dual entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16		20		30		40		16		20		30	
Car width CW [2] [3]	(mm)	1350		1350		1350 [9]		1350		1100		1100		1100	
Car depth CD [2] [4]	(mm)	1400		1400		1400 [9]		1400		2100		2100		2100	
Car height (rough height)	(mm)	2100 – 2700								2100 – 2700					
Max. weight of car	(kg)	1600								2000					
Door width DW [5]	(mm)	800 – 1300								800 – 1100					
Door height DH [6] [13]	(mm)	2000 – 2500								2000 – 2500					
Shaft width SW [7]	(mm)	2015		2022		[10]		2102		1960		1960		1960		1977	
Shaft depth SD – door in shaft [8]	(mm)	1740	1920	1740	1920	[10]	[10]	1740	1920	2440	2620	2440	2620	2440	2620	2440	2620
Shaft depth SD – door in recess (20 mm) [8]	(mm)	1725	1890	1725	1890	[10]	[10]	On request		2425	2590	2425	2590	2425	2590	2425	2590
Shaft depth SD – door in recess (60 mm) [8]	(mm)	1680	1800	1680	1800	[10]	[10]	On request		2380	2500	2380	2500	2380	2500	2380	2500
Conventional shaft headroom height [CH = 2100] [9]	(mm)	3300		3500		[10]		4290		3300		3500		4055		4290	
Conventional shaft pit depth [11]	(mm)	1100		1200		[10]		1950		1100		1200		1500		1950	
Min. height between floors [DH + 590] [12]	(mm)	2590		2590		[10]		2590		2590		2590		2590		2590	

Rated load (Q)	(kg)	1000 kg (width)								1250 kg					
Rated load (Q) with open through entrance	(kg)	1050 kg								1300 kg					
Speed (v)	(m/s)	1.0		1.6		2.0 [1]		2.5 [1]		1.0		1.6		2.0 [1]	
Max. travel height (TH)	(m)	40		60		80		100		40		60		80	
Number of passengers		13		13		13		13		16		16		16	
Dual entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16		20		30		40		16		20		30	
Car width CW [2] [3]	(mm)	1600		1600		1600 [10]		1600		1200		1200		1200	
Car depth CD [2] [4]	(mm)	1400		1400		1400 [10]		1400		2300		2300		2300	
Car height (rough height)	(mm)	2100 – 2700								2100 – 2700					
Max. weight of car	(kg)	2000								2200					
Door width DW [5] [13]	(mm)	800 – 1400								800 – 1400					
Door height DH [6] [13]	(mm)	2000 – 2500								2000 – 2500					
Shaft width SW [7]	(mm)	2140		2147		[10]		2239		1960		1960		2027		2027	
Shaft depth SD – door in shaft [8]	(mm)	1740	1920	1740	1920	[10]		1740	1920	2640	2820	2640	2820	2640	2820	2640	2820
Shaft depth SD – door in recess (20 mm) [8]	(mm)	1725	1890	1725	1890	[10]		On request		2625	2790	2625	2790	2625	2790	2625	2790
Shaft depth SD – door in recess (60 mm) [8]	(mm)	1680	1800	1680	1800	[10]		On request		2580	2700	2580	2700	2580	2700	2580	2700
Conventional shaft headroom height [CH = 2100] [9]	(mm)	3300		3500		[10]		4290		3300		3500		4055		4290	
Conventional shaft pit depth [11]	(mm)	1100		1200		[10]		1950		1150		1250		1500		1950	
Min. height between floors [DH + 590] [12]	(mm)	2590		2590		[10]		2590		2590		2590		2590		2590	

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Double-panel centre-opening door S8A/K8A (M2Z)

Rated load (Q)	(kg)	1600 kg								2000 kg					
Rated load (Q) with open through entrance	(kg)	1650 kg (1600 kg at v = 2.5m/s and current regeneration)								2040 kg					
Speed (v)	(m/s)	1.0		1.6		2.0 [1]		2.5 [1]		1.0		1.6		2.0 [1]	
Max. travel height (TH)	(m)	40		60		80		100		40		60		80	
Number of passengers		20		20		20		20		26		26		26	
Dual entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16		20		30		40		16		20		30	
Car width CW [2] [3]	(mm)	1400		1400		1400		1400		1500		1500		1500	
Car depth CD [2] [4]	(mm)	2400		2400		2400		2400		2700		2700		2700	
Car height (rough height)	(mm)	2100 – 2700								2100 – 2700					
Max. weight of car	(kg)	2200								4200					
Door width DW [5]	(mm)	800 – 1400								800 – 1400					
Door height DH [6]	(mm)	2000 – 2500								2000 – 2500					
Shaft width SW [7]	(mm)	2360		2360		2360		2360		2960		2960		2960	
Shaft depth SD – door in shaft [8]	(mm)	2740	2920	2740	2920	2740	2920	2740	2920	3040	3220	3040	3220	3040	3220
Shaft depth SD – door in recess (20 mm) [8]	(mm)	2725	2890	2725	2890	2725	2890	2725	2890	3025	3190	3025	3190	3025	3190
Shaft depth SD – door in recess (60 mm) [8]	(mm)	2680	2800	2680	2800	2680	2800	2680	2800	2980	3100	2980	3100	2980	3100
Conventional shaft headroom height [CH = 2100] [9]	(mm)	3300		3500		4055		4290		3700		3855		4055	
Conventional shaft pit depth [11]	(mm)	1150		1250		1500		1950		1250		1350		1500	
Min. height between floors [DH + 590] [12]	(mm)	2590		2590		2590		2590		2590		2590		2590	

Rated load (Q)	(kg)	2500 kg [1]				3000 kg [1]				3500 kg [1]				4000 kg [1]	
Rated load (Q) with open through entrance	(kg)	2560 kg				3100 kg				3600 kg				4000 kg	
Speed	(m/s)	1.0		1.6		1.0		1.6		1.0				1.0	
Max. travel height (TH)	(m)	40		60		40		60		40				40	
Number of passengers		33		33		40		40		46				53	
Dual entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes			No	Yes
Max. number of landings		16		20		16		20		16				16	
Car width CW [2] [3]	(mm)	1800		1800		2000		2000		2100				2400	
Car depth CD [2] [4]	(mm)	2700		2700		2800		2800		3050				2900	
Car height (rough height)	(mm)	2100 – 2700				2100 – 2700				2100 – 2700				2100 – 2700	
Max. weight of car	(kg)	4200				4200				4200				4200	
Door width DW [5]	(mm)	800 – 1400				800 – 1400				800 – 1400				800 – 1400	
Door height DH [6]	(mm)	2000 – 2500				2000 – 2500				2000 – 2500				2000 – 2500	
Shaft width SW [7]	(mm)	2960		2960		2960		2960		3010				3160	
Shaft depth SD – door in shaft [8]	(mm)	3040	3220	3040	3220	3150	3320	3150	3320	3400	3570			3250	3420
Shaft depth SD – door in recess (20 mm) [8]	(mm)	3025	3190	3025	3190	3135	3290	3135	3290	3385	3540			3235	3390
Shaft depth SD – door in recess (60 mm) [8]	(mm)	2980	3100	2980	3100	3090	3200	3090	3200	3340	3450			3190	3300
Conventional shaft headroom height [CH = 2100] [9]	(mm)	3700		3855		3700		3855		3700				3700	
Conventional shaft pit depth [11]	(mm)	1300		1500		1300		1500		1300				1300	
Min. height between floors [DH + 590] [12]	(mm)	2590		2590		2590		2590		2590				2590	

[1] Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.

[2] Preferred dimensions, car dimensions variable in 1-mm-steps (not with rated load of 320 kg). Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.

[3] $CW_{min.}$ = 900 mm (Q = 320 kg), $CW_{min.}$ = 1000 mm (Q = 450 – 1000 kg), $CW_{min.}$ = 1100 mm (Q > 1000 – 1600 kg), $CW_{min.}$ = 1200 mm (Q > 1600 – 2000 kg), $CW_{min.}$ = 1600 mm (Q > 2000 – 2500 kg), $CW_{min.}$ = 1700 mm (Q > 2500 kg – 4000 kg) at v = 1.0 / 1.6 m/s (higher speeds are to be tested). Details refer to elevator cars with one-sided access.

[4] $CD_{min.}$ = 1000 mm (Q = 320 kg), $CD_{min.}$ = 1200 mm (Q = 450 – 1000 kg), $CD_{min.}$ = 1400 mm (Q > 1000 – 1600 kg), $CD_{min.}$ = 1800 mm (Q > 1600 – 2000 kg), $CD_{min.}$ = 2500 mm (Q > 2000 – 2500 kg), $CD_{min.}$ = 2600 mm (Q > 2500 kg – 4000 kg) at v = 1.0 / 1.6 m/s (higher speeds are to be tested). Details refer to elevator cars with one-sided access.

[5] With corresponding CW, DW at M2T possible to max. 1400 mm.

[6] Availability of the door height dependent on the door width.

[7] Based on standard door with DW = 700 mm, Q = 320 kg; DW = 800 mm, Q = 450 kg; DW = 900 mm, Q = 630 – 1250 kg; DW = 1300 mm, Q = 1600 kg; DW = 1400 mm, Q = 2000 – 4000 kg and the omission of car door locking device (SA27). Reduction of the shaft width through the use of a narrow counterweight. In the rated load range Q = 450 – 1000 kg; v = 1.0 m/s; DH ≤ 30 m; $CD_{min.}$ = 1200 mm.
Only possible in combination with versions: conventional shaft headroom height / shaft pit depth, sliding guide on counterweight and without safety gear on counterweight.

[8] Based on preferred dimensions of CD. With rated loads Q = 630 kg / 800 kg and 1000 kg (wide) and doors in recesses, an order-related examination is required.

[9] Reduction of the shaft headroom height to min. 2900 mm (with $TH_{max.}$ = 20 m) or to min. 3100 mm (with $TH_{max.}$ = 30 m). In rated load range Q = 450 – 1000 / 1050 kg; v = 1.0 m/s, CH = 2100 mm.
Only possible in combination with versions: conventional counterweight, sliding guide on elevator car and on counterweight, RPI and without safety gear on counterweight. For car railing height of 700 mm (changed shaft headroom height with differing railing height). Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.

[10] Elevator car / shaft dimensions according to DIN ISO available on request.

[11] Reduction of shaft pit depth to min. 900 mm possible (available in the rated load range Q = 450 – 1000 / 1050 kg; v = 1.0 m/s; up to TH = 40 m). Only possible with conventional version of the counterweight.
Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.

[12] Min. 200 mm with displaced open through.

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Four-panel telescopic centre-opening door S8A/K8A (M4TZ)

Rated load (Q)	(kg)	320 kg [1]	450 kg				630 kg							
Rated load (Q) with open through entrance	(kg)		500 kg				675 kg							
Speed (v)	(m/s)		1.0		1.6		1.0		1.6		2.0 [1]		2.5 [1]	
Max. travel height (TH)	(m)		40		60		40		60		80		100	
Number of passengers			6		6		8		8		8		8	
Dual entrance			No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings			16		20		16		20		30		40	
Car width CW [2] [3]	(mm)		1000		1000		1100		1100		1100		1100	
Car depth CD [2] [4]	(mm)		1250		1250		1400		1400		1400		1400	
Car height (rough height)	(mm)		2100 – 2700				2100 – 2700							
Max. weight of car	(kg)	Available on request	900				1260							
Door width DW [5]	(mm)		800 – 1000				800 – 1100							
Door height DH [6]	(mm)		2000 – 2500				2000 – 2500							
Shaft width SW [7]	(mm)		1540		1547		1665		1672		1692		1752	
Shaft depth SD – door in shaft [8]	(mm)		1650	1890	1650	1890	1800	2040	1800	2040	1800	2040	1800	2040
Shaft depth SD – door in recess (55 mm) [8]	(mm)		1595	1780	1595	1780	1745	1930	1745	1930	1745	1930	On request	
Shaft depth SD – door in recess (100 mm) [8]	(mm)		1550	1690	1550	1690	1700	1840	1700	1840	1700	1840	On request	
Conventional shaft headroom height [CH = 2100] [9]	(mm)		3300		3500		3300		3500		4055		4290	
Conventional shaft pit depth [11]	(mm)		1100		1200		1100		1200		1500		1950	
Min. height between floors [DH + 590] [12]	(mm)		2590		2590		2590		2590		2590		2590	

Rated load (Q)	(kg)	800 kg								1000 kg (depth)					
Rated load (Q) with open through entrance	(kg)	850 kg								1050 kg					
Speed (v)	(m/s)	1.0		1.6		2.0 [1]		2.5 [1]		1.0		1.6		2.0 [1]	
Max. travel height (TH)	(m)	40		60		80		100		40		60		80	
Number of passengers		10		10		10		10		13		13		13	
Dual entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16		20		30		40		16		20		30	
Car width CW [2] [3]	(mm)	1350		1350		1350 [10]		1350		1100		1100		1100	
Car depth CD [2] [4]	(mm)	1400		1400		1400 [10]		1400		2100		2100		2100	
Car height (rough height)	(mm)	2100 – 2700								2100 – 2700					
Max. weight of car	(kg)	1600								2000					
Door width DW [5]	(mm)	800 – 1300								800 – 1100					
Door height DH [6]	(mm)	2000 – 2500								2000 – 2500					
Shaft width SW [7]	(mm)	1850		1864		[10]		1989		1665		1672		1692		1752	
Shaft depth SD – door in shaft [8]	(mm)	1800	2040	1800	2040	[10]		1800	2040	2500	2740	2500	2740	2500	2740	2500	2740
Shaft depth SD – door in recess (55 mm) [8]	(mm)	1745	1930	1745	1930	[10]		On request		2445	2630	2445	2630	2445	2630	2445	2630
Shaft depth SD – door in recess (100 mm) [8]	(mm)	1700	1840	1700	1840	[10]		On request		2400	2540	2400	2540	2400	2540	2400	2540
Conventional shaft headroom height [CH = 2100] [9]	(mm)	3300		3500		[10]		4290		3300		3500		4055		4290	
Conventional shaft pit depth [11]	(mm)	1100		1200		[10]		1950		1100		1200		1500		1950	
Min. height between floors [DH + 590] [12]	(mm)	2590		2590		[10]		2590		2590		2590		2590		2590	

Rated load (Q)	(kg)	1000 kg (width)								1250 kg					
Rated load (Q) with open through entrance	(kg)	1050 kg								1300 kg					
Speed (v)	(m/s)	1.0		1.6		2.0 [1]		2.5 [1]		1.0		1.6		2.0 [1]	
Max. travel height (TH)	(m)	40		60		80		100		40		60		80	
Number of passengers		13		13		13		13		16		16		16	
Dual entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16		20		30		40		16		20		30	
Car width CW [2] [3]	(mm)	1600		1600		1600 [10]		1600		1200		1200		1200	
Car depth CD [2] [4]	(mm)	1400		1400		1400 [10]		1400		2300		2300		2300	
Car height (rough height)	(mm)	2100 – 2700								2100 – 2700					
Max. weight of car	(kg)	2000								2200					
Door width DW [5]	(mm)	800 – 1400								800 – 1400					
Door height DH [6]	(mm)	2000 – 2500								2000 – 2500					
Shaft width SW [7]	(mm)	2100		2114		[10]		2239		1730		1744		1839		1839	
Shaft depth SD – door in shaft [8]	(mm)	1800	2040	1800	2040	[10]		1800	2040	2700	2940	2700	2940	2700	2940	2700	2940
Shaft depth SD – door in recess (55 mm) [8]	(mm)	1745	1930	1745	1930	[10]		On request		2645	2830	2645	2830	2645	2830	2645	2830
Shaft depth SD – door in recess (100 mm) [8]	(mm)	1700	1840	1700	1840	[10]		On request		2600	2740	2600	2740	2600	2740	2600	2740
Conventional shaft headroom height [CH = 2100] [9]	(mm)	3300		3500		[10]		4290		3300		3500		4055		4290	
Conventional shaft pit depth [11]	(mm)	1100		1200		[10]		1950		1150		1250		1500		1950	
Min. height between floors [DH + 590] [12]	(mm)	2590		2590		[10]		2590		2590		2590		2590		2590	

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Four-panel telescopic centre-opening door S8A/K8A (M4TZ)

Rated load (Q)	(kg)	1600 kg								2000 kg					
Rated load (Q) with open through entrance	(kg)	1650 kg (1600 kg at v = 2.5m/s and current regeneration)								2040 kg					
Speed (v)	(m/s)	1.0		1.6		2.0 [1]		2.5 [1]		1.0		1.6		2.0 [1]	
Max. travel height (TH)	(m)	40		60		80		100		40		60		80	
Number of passengers		20		20		20		20		26		26		26	
Dual entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16		20		30		40		16		20		30	
Car width CW [2] [3]	(mm)	1400		1400		1400		1400		1500		1500		1500	
Car depth CD [2] [4]	(mm)	2400		2400		2400		2400		2700		2700		2700	
Car height (rough height)	(mm)	2100 – 2700								2100 – 2700					
Max. weight of car	(kg)	2200								4200					
Door width DW [5]	(mm)	800 – 1400								800 – 1400					
Door height DH [6]	(mm)	2000 – 2500								2000 – 2500					
Shaft width SW [7]	(mm)	2125		2132		2202		2202		2320		2320		2332	
Shaft depth SD – door in shaft [8]	(mm)	2800	3040	2800	3040	2800	3040	2800	3040	3100	3340	3100	3340	3100	3340
Shaft depth SD – door in recess (55 mm) [8]	(mm)	2745	2930	2745	2930	2745	2930	2745	2930	3045	3230	3045	3230	3045	3230
Shaft depth SD – door in recess (100 mm) [8]	(mm)	2700	2840	2700	2840	2700	2840	2700	2840	3000	3140	3000	3140	3000	3140
Conventional shaft headroom height [CH = 2100] [9]	(mm)	3300		3500		4055		4290		3700		3855		4055	
Conventional shaft pit depth [11]	(mm)	1150		1250		1500		1950		1250		1350		1500	
Min. height between floors [DH + 590] [12]	(mm)	2590		2590		2590		2590		2590		2590		2590	

Rated load (Q)	(kg)	2500 kg [1]				3000 kg [1]				3500 kg [1]		4000 kg [1]	
Rated load (Q) with open through entrance	(kg)	2560 kg				3100 kg				3600 kg		4000 kg	
Speed (v)	(m/s)	1.0		1.6		1.0		1.6		1.0		1.0	
Max. travel height (TH)	(m)	40		60		40		60		40		40	
Number of passengers		33		33		40		40		46		53	
Dual entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16		20		16		20		16		16	
Car width CW [2] [3]	(mm)	1800		1800		2000		2000		2100		2400	
Car depth CD [2] [4]	(mm)	2700		2700		2800		2800		3050		2900	
Car height (rough height)	(mm)	2100 – 2700				2100 – 2700				2100 – 2700		2100 – 2700	
Max. weight of car	(kg)	4200				4200				4200		4200	
Door width DW [5]	(mm)	800 – 1400				800 – 1400				800 – 1400		800 – 1400	
Door height DH [6]	(mm)	2000 – 2500				2000 – 2500				2000 – 2500		2000 – 2500	
Shaft width SW [7]	(mm)	2490		2496		2660		2672		2780		3080	
Shaft depth SD – door in shaft [8]	(mm)	3100	3340	3100	3340	3210	3440	3210	3440	3460	3690	3310	3540
Shaft depth SD – door in recess (55 mm) [8]	(mm)	3045	3230	3045	3230	3155	3330	3155	3330	3405	3580	3255	3430
Shaft depth SD – door in recess (100 mm) [8]	(mm)	3000	3140	3000	3140	3110	3240	3110	3240	3360	3490	3210	3340
Conventional shaft headroom height [CH = 2100] [9]	(mm)	3700		3855		3700		3855		3700		3700	
Conventional shaft pit depth [11]	(mm)	1300		1500		1300		1500		1300		1300	
Min. height between floors [DH + 590] [12]	(mm)	2590		2590		2590		2590		2590		2590	

[1] Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.

[2] Preferred dimensions, car dimensions variable in 1-mm-steps (not with rated load of 320 kg). Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.

[3] $CW_{min.}$ = 1000 mm (Q = 450 – 1000 kg), $CW_{min.}$ = 1100 mm (Q > 1000 – 1600 kg), $CW_{min.}$ = 1200 mm (Q > 1600 – 2000 kg), $CW_{min.}$ = 1600 mm (Q > 2000 – 2500 kg), $CW_{min.}$ = 1700 mm (Q > 2500 kg – 4000 kg) at v = 1.0 / 1.6 m/s (higher speeds are to be tested). Details refer to elevator cars with one-sided access.

[4] $CD_{min.}$ = 1200 mm (Q = 450 – 1000 kg), $CD_{min.}$ = 1400 mm (Q > 1000 – 1600 kg), $CD_{min.}$ = 1800 mm (Q > 1600 – 2000 kg), $CD_{min.}$ = 2500 mm (Q > 2000 – 2500 kg), $CD_{min.}$ = 2600 mm (Q > 2500 kg – 4000 kg) at v = 1.0 / 1.6 m/s (higher speeds are to be tested). Details refer to elevator cars with one-sided access.

[5] With corresponding CW, DW at M2T possible to max. 1400 mm.

[6] Availability of the door height dependent on the door width.

[7] Based on standard door with DW = 700 mm, Q = 320 kg; DW = 800 mm, Q = 450 kg; DW = 900 mm, Q = 630 – 1250 kg; DW = 1300 mm, Q = 1600 kg; DW = 1400 mm, Q = 2000 – 4000 kg and the omission of car door locking device (SA27). Reduction of the shaft width through the use of a narrow counterweight. In the rated load range Q = 450 – 1000 kg; v = 1.0 m/s; DH ≤ 30 m; $CD_{min.}$ = 1200 mm. Only possible in combination with versions: conventional shaft headroom height / shaft pit depth, sliding guide on counterweight and without safety gear on counterweight.

[8] Based on preferred dimensions of CD. With rated loads Q = 630 kg / 800 kg and 1000 kg (wide) and doors in recesses, an order-related examination is required.

[9] Reduction of the shaft headroom height to min. 2900 mm (with $TH_{max.}$ = 20 m) or to min. 3100 mm (with $TH_{max.}$ = 30 m). In rated load range Q = 450 – 1000 / 1050 kg; v = 1.0 m/s, CH = 2100 mm. Only possible in combination with versions: conventional counterweight, sliding guide on elevator car and on counterweight, RPI and without safety gear on counterweight. For car railing height of 700 mm (changed shaft headroom height with differing railing height). Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.

[10] Elevator car / shaft dimensions according to DIN ISO available on request.

[11] Reduction of shaft pit depth to min. 900 mm possible (available in the rated load range Q = 450 – 1000 / 1050 kg; v = 1.0 m/s; up to TH = 40 m). Only possible with conventional version of the counterweight. Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.

[12] Min. 200 mm with displaced open through.

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Basic data and car dimensions – EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany

Rated load (Q)	(kg)	450 kg		630 kg		800 kg		1000 kg	
Rated load (Q) with open through entrance	(kg)	500 kg		675 kg		850 kg		1050 kg	
Speed	(m/s)	1.0	1.6	1.0	1.6	1.0	1.6	1.0	1.6
Max. travel height (TH)	(m)	40	60	40	60	40	60	40	60
Number of passengers		6	6	8	8	10	10	13	13
Open through entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16	20	16	20	16	20	16	20
Car dimensions		Car width CW x car depth CD							
Standard dimension 1	(mm)	1000 x 1250		1100 x 1400		1350 x 1400		1100 x 2100	
Standard dimension 2	(mm)					1200 x 1400 [3]		1400 x 1600	
Standard dimension 3	(mm)							1600 x 1400	
Car height (rough height)	(mm)	2100 – 2700		2100 – 2700		2100 – 2700		2100 – 2700	
Max. weight of car	(kg)	900		1260		1600		2000	
Door type		S8A/K8A (M2T / M2Z / M4TZ)							
Door width DW	(mm)	800 – 1000		800 – 1100		800 – 1300		800 – 1400	
Door height DH	(mm)	2000 – 2500		2000 – 2500		2000 – 2500		2000 – 2500	
Min. conventional shaft headroom height [CH = 2100] [1]	(mm)	3300	3500	3300	3500	3300	3500	3300	3500
Conventional shaft pit depth [2]	(mm)	1100	1200	1100	1200	1100	1200	1100	1200
Min. height between floors [DH + 590]	(mm)	2590		2590		2590		2590	

Rated load (Q)	(kg)	1250 kg		1600 kg		2000 kg	
Rated load (Q) with open through entrance	(kg)	1300 kg		1650 kg		2040 kg	
Speed	(m/s)	1.0	1.6	1.0	1.6	1.0	1.6
Max. travel height (TH)	(m)	40	60	40	60	40	60
Number of passengers		16	16	20	20	26	26
Open through entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16	20	16	20	16	20
Car dimensions		Car width CW x car depth CD					
Standard dimension 1	(mm)	1200 x 2250		1400 x 2400		1500 x 2600	
Standard dimension 2	(mm)	1200 x 2300		1950 x 1750		1500 x 2700	
Standard dimension 3	(mm)			2100 x 1600			
Car height (rough height)	(mm)	2100 – 2700		2100 – 2700		2100 – 2700	
Max. weight of car	(kg)	2200		2200		4200	
Door type		S8A/K8A (M2T / M2Z / M4TZ)					
Door width DW	(mm)	800 – 1100		800 – 2000		800 – 1400	
Door height DH	(mm)	2000 – 2500		2000 – 2500		2000 – 2500	
Min. conventional shaft headroom height [CH = 2100] [1]	(mm)	3300	3500	3300	3500	3700	3855
Conventional shaft pit depth [2]	(mm)	1150	1250	1150	1250	1250	1350
Min. height between floors [DH + 590]	(mm)	2590	2590	2590	2590	2590	2590

Note: With the shown door dimensions, the corresponding restrictions resulting from the car dimensions are to be observed.
Door width DW > 1400 mm with door type M4TZ available.

[1] EVOLUTION® BLUE (reduced delivery time) with conventional shaft headroom height possible - this type has initially been released for Germany.

[2] EVOLUTION® BLUE (reduced delivery time) with conventional shaft pit depth possible - this type has initially been released for Germany.

[3] Q = 700 kg with one-sided entrance

Technical Overview I
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

Rated load (Q)	320 kg [1]	450 kg		630 kg			
Drive	Gearless synchronous drive, frequency-controlled (V3F)						
Speed (m/s)	1.0	1.0	1.6	1.0	1.6	2.0 [1]	2.5 [1]
Drive type	PMC145 M	PMC145 M / DAF210M	DAF210 M	PMC145 M / DAF210M	DAF210 M	DAF210 M	DAF270 M
Weight of the drive (kg)	172	172	250	172	250	250	570
Control system	RPI 5.5	RPI 5.5 / CPI 09F	RPI 5.5 / RPI 7.5 / CPI 15E	RPI 5.5 / CPI 15E	RPI 7.5 / RPI18 CPI 15E/ CPI 26E	RPI 7.5/RPI 18 CPI 15E/ CPI 26E	RPI 18 / CPI 26E / CPI 40E
Max. number of trips per hour [2]	180 s/h						
Control system	Decentralised E.COR® BLUE microprocessor control system with multi-processor technology (32 bit)						
Stopping accuracy	+/- 1 mm						

Rated load (Q)	800 kg				1000 kg (depth/width)			
Drive	Gearless synchronous drive, frequency-controlled (V3F)							
Speed (m/s)	1.0	1.6	2.0 [1]	2.5 [1]	1.0	1.6	2.0 [1]	2.5 [1]
Drive type	PMC145 L / DAF210 L	DAF210 L	DAF210 L	DAF270 M	PMC145 L / DAF210 L	DAF210 L	DAF210 L	DAF270 M
Weight of the drive (kg)	216	320	320	570	216	320	320	570
Control system	RPI 7.5 / CPI 15E	RPI 7.5/RPI 18 CPI 26E	RPI18 / CPI 26E	RPI 18 / CPI 40E	RPI 7.5 / CPI 15E	RPI 18 / CPI 26E	RPI 18 / CPI 40E	RPI 18 / CPI 40E
Max. number of trips per hour [2]	180 s/h							
Control system	Decentralised E.COR® BLUE microprocessor control system with multi-processor technology (32 bit)							
Stopping accuracy	+/- 1 mm							

Rated load (Q)	1250 kg				1600 kg			
Drive	Gearless synchronous drive, frequency-controlled (V3F)							
Speed (m/s)	1.0	1.6	2.0 [1]	2.5 [1]	1.0	1.6	2.0 [1]	2.5 [1]
Drive type	PMC170 M	PMC170 L	DAF270 M	DAF270 M	PMC170 M	PMC170 L	DAF270 M	DAF270 M
Weight of the drive (kg)	408	432	570	570	408	432	570	570
Control system	RPI 18 / CPI 26E	RPI 18 / CPI 40E	RPI 18 / CPI 40E	CPI 50R / CPI 60E	RPI 18 / CPI 40 E	RPI 18 / CPI 40 E	RPI 18 / CPI 60E	CPI 50R / CPI 60E
Max. number of trips per hour [2]	180 s/h							
Control system	Decentralised E.COR® BLUE microprocessor control system with multi-processor technology (32 bit)							
Stopping accuracy	+/- 1 mm							

Rated load (Q)	2000 kg		2500 kg [1]	3000 kg [1]	3500 kg [1]
Drive	Gearless synchronous drive, frequency-controlled (V3F)				
Speed (m/s)	1.0 and 1.6	2.0 [1]	1.0 and 1.6	1.0 and 1.6	1.0
Drive type	DAF 270 L / M [3]	DAF 270 L	DAF 270 L	DAF 270 L	DAF 270 L
Weight of the drive (kg)	740	730	740	740	740
Control system	RPI 18/CPI 26E/CPI 40E	CPI 60E	CPI 40E/ CPI 60E	CPI 40 E / CPI 60E	CPI 60E
Max. number of trips per hour [2]	180 s/h				
Control system	Decentralised E.COR® BLUE microprocessor control system with multi-processor technology (32 bit)				
Stopping accuracy	+/- 1 mm				

Rated load (Q)	4000 kg [1]
Drive	Gearless synchronous drive, frequency-controlled (V3F)
Speed (m/s)	1.0
Drive type	DAF 270 L
Weight of the drive (kg)	740
Control system	CPI 60E
Max. number of trips per hour [2]	180 s/h
Control system	Decentralised E.COR® BLUE microprocessor control system with multi-processor technology (32 bit)
Stopping accuracy	+/- 1 mm

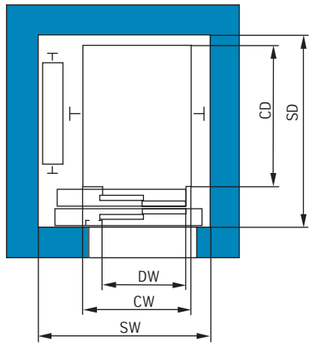
[1] Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.

[2] Higher number of trips possible on request.

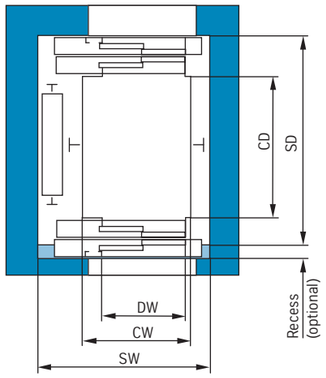
[3] Drive DAF270M at v = 1.0 m/s possible depending on travel height and car weight.

Technical Overview I
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

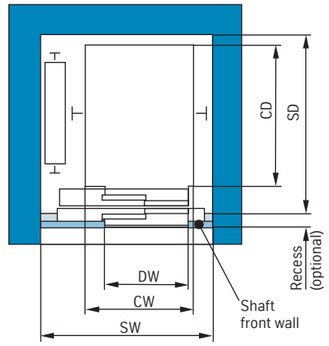
Car entrance with telescopic door (M2T) (1 entrance)



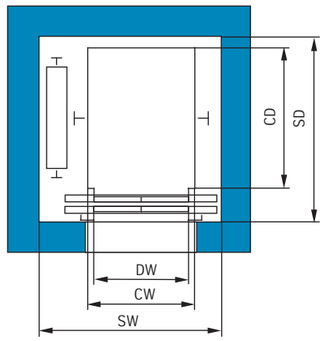
Car entrance with telescopic door (M2T) and recess (open through entrance)



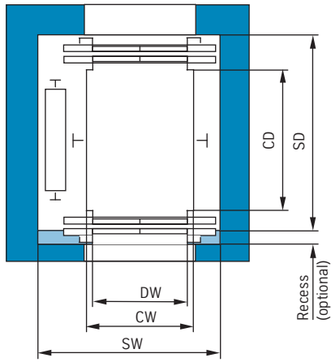
Car entrance with telescopic door (M2T) and shaft front wall with gap cover (1 entrance)



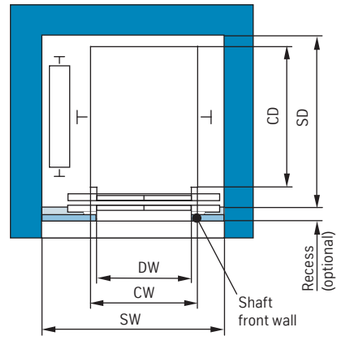
Car entrance with centre-opening door (M2Z) (1 entrance)



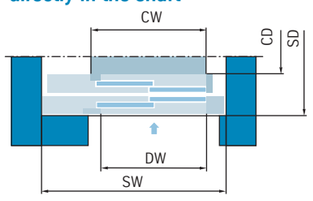
Car entrance with centre-opening door (M2Z) and recess (open through entrance)



Car entrance with centre-opening door (M2Z) and shaft front wall with gap cover (1 entrance) *

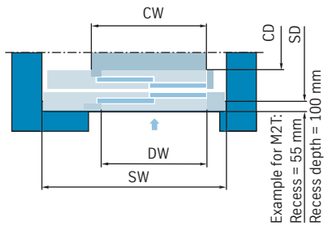


Landing door installation directly in the shaft



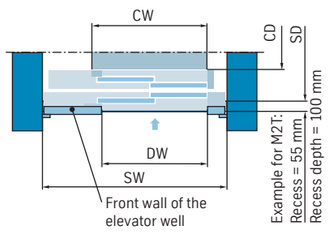
The landing door is fastened to the shaft wall by means of brackets. The brackets are secured to the wall with either drill fixing or with securing bolts on anchor rails (measurement in concrete according to CEN/TS 1992-4:2009) that are cast into the shaft wall or welded onto a shaft steel structure.

Landing door installation in the recess



In the interest of economical utilisation of space, the landing door can optionally be installed in a recess.
Depth of the recess (optional):
- M2T 55 mm / 100 mm
- M2Z 20 mm / 60 mm
- M4TZ 55 mm / 100 mm

Landing door installation in shaft front wall



The landing door (M2T, M2Z) can optionally be fired with a shaft front wall. Installation can be performed either in a recess or on the landing (deep recess).

Key
CW = car width SW = shaft width
CD = car depth SD = shaft depth
DW = door width be available at a later date
* Be available at a later date

Technical Overview II
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

Occurring forces

Rated load (Q)	320 kg [1]	450 kg		630 kg				800 kg				1000 kg (depth)			
Speed (m/s)	1.0	1.0	1.6	1.0	1.6	2.0 [1]	2.5 [1]	1.0	1.6	2.0 [1]	2.5 [1]	1.0	1.6	2.0 [1]	2.5 [1]
O1 * Shaft ceiling (hoisting hook for elevator machine)	37	37		37		25		37		25		37		25	
O2 Shaft ceiling (hoisting hook for doors)	10	10		10		5		10		5		10		5	
P7 Shaft pit floor [2] (car guide rails)	37	59	75	77	99	74	66	94	124	74	66	114	148	74	66
P8 Shaft pit floor [3] (car buffer)	2 x 27	2 x 27		2 x 38		87	87	2 x 48		104	104	2 x 60		136	136
P9 Shaft pit floor (counterweight buffer) [3]	44	44		61		73		77		86		98		113	
P10 Shaft pit floor [2] (counterweight guide rails)	9	13	14	17	18	70	53	21	22	70	53	26	27	70	53
Extraordinary loads:															
P11 (machine base frame) pull/push	2 x 5.5 / 2 x 7.4	2 x 5.5 / 2 x 7.4	2 x 6.7 / 2 x 9.2	4 x 5.5 / 4 x 7.4	4 x 6.7 / 4 x 9.2	–		4 x 5.5 / 4 x 7.4	4 x 6.7 / 4 x 9.2	–		4 x 5.5 / 4 x 7.4	4 x 6.7 / 4 x 9.2	–	
P12 (machine base frame) pull/push	5 x 2.4	5 x 2.4	5 x 3.0	5 x 3.3	5 x 4.2	–		5 x 4.2	5 x 5.3	–		5 x 5.3	5 x 6.6	–	
Extraordinary loads: Machine base frame bearing-forces P1 Shaft headroom recess (machine base frame)	–	–	–	–	–	20	21	–	–	20	28	–	–	23	35
P2 Shaft headroom recess (machine base frame)	–	–	–	–	–	32	39	–	–	39	56	–	–	55	70
P3 Shaft headroom recess (machine base frame)	–	–	–	–	–	68	81	–	–	84	91	–	–	103	112
P4 Shaft headroom recess (machine base frame)	–	–	–	–	–	36	42	–	–	39	42	–	–	45	49

Rated load (Q)	1000 kg (width)				1250 kg				1600 kg			
Speed (m/s)	1.0	1.6	2.0 [1]	2.5 [1]	1.0	1.6	2.0 [1]	2.5 [1]	1.0	1.6	2.0 [1]	2.5 [1]
O1 * Shaft ceiling (hoisting hook for elevator machine)	37		25		38		25		38		25	
O2 Shaft ceiling (hoisting hook for doors)	10		5		10		5		10		5	
P7 Shaft pit floor [2] (car guide rails)	114	148	74	66	134	174	74	66	134	162	74	66
P8 Shaft pit floor [3] (car buffer)	120		136		2 x 77		168		154		188	
P9 Shaft pit floor (counterweight buffer) [3]	98		113		2 x 59		140		118		154	
P10 Shaft pit floor [2] (counterweight guide rails)	26	27	70	53	33	34	70	53	33	34	70	53
Extraordinary loads:												
P11 (machine base frame) pull/push	4 x 5.5 / 4 x 7.4	4 x 6.7 / 4 x 9.2	–		4 x 5.5 / 4 x 7.4	4 x 6.7 / 4 x 9.2	–		4 x 5.5 / 4 x 7.4	4 x 6.7 / 4 x 9.2	–	
P12 (machine base frame) pull/push	5 x 5.3	5 x 6.6	–		5 x 7.0	5 x 8.8	–		5 x 7.0	5 x 8.8	–	
Extraordinary loads: Machine base frame bearing-forces P1 Shaft headroom recess (machine base frame)	–	–	23	35	–	–	29	39	–	–	32	39
P2 Shaft headroom recess (machine base frame)	–	–	55	70	–	–	64	81	–	–	71	84
P3 Shaft headroom recess (machine base frame)	–	–	103	112	–	–	122	133	–	–	128	154
P4 Shaft headroom recess (machine base frame)	–	–	45	49	–	–	61	67	–	–	64	70

[1] Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.

Load specifications in kN.

[2] Per guide rail.

[3] Total load equally distributed across all buffers.

*With rated load Q > 1600 kg (v = 1.0/1.6 m/s) and in rated load range Q = 630 – 2000 kg (v = 2.0/2.5 m/s), the machine base frame is to be installed before closing the shaft ceiling.

The specified values for P7 - P12 (max. values) are approximate values since the forces are still dependent on type, speed, travel height, etc. More exact values are available on request.

Technical Overview II
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

Rated load (Q)	2000 kg			2500 kg [1]		3000 kg [1]		3500 kg [1]	4000 kg [1]
Speed (m/s)	1.0	1.6	2.0 [1]	1.0	1.6	1.0	1.6	1.0	1.0
O1 * Shaft ceiling (hoisting hook for elevator machine)	25			25		25		25	25
O2 Shaft ceiling (hoisting hook for doors)	5			5		5		5	5
P7 Shaft pit floor [2] (car guide rails)	74		69	74	69	92	75	92	92
P8 Shaft pit floor [3] (car buffer)	245		210	262	240	283	259	303	322
P9 Shaft pit floor [3] (counterweight buffer)	200		164	210	186	218	195	227	236
P10 Shaft pit floor [2] (counterweight guide rails)	69	63	70	69	63	79	67	79	79
Extraordinary loads: Machine base frame bearing-forces P1 Shaft headroom recess (machine base frame)	28	29	32	29	32	31	34	33	35
P2 Shaft headroom recess (machine base frame)	75	79	86	79	86	85	93	91	96
P3 Shaft headroom recess (machine base frame)	128	139	150	139	151	148	162	158	167
P4 Shaft headroom recess (machine base frame)	50	53	58	54	58	57	62	60	64

[1] Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.

Load specifications in kN.

[2] Per guide rail.

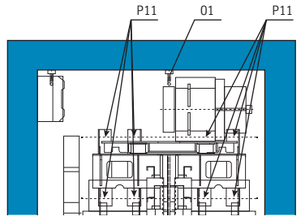
[3] Total load equally distributed across all buffers.

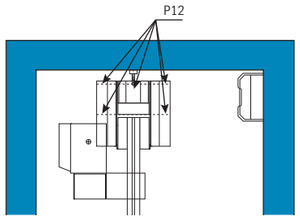
*With rated load Q > 1600 kg (v = 1.0/1.6 m/s) and in rated load range Q = 630 – 2000 kg (v = 2.0/2.5 m/s), the machine base frame is to be installed before closing the shaft ceiling.

The specified values for P7 - P10 (max. values) are approximate values since the forces are still dependent on type, speed, travel height, etc.
The exact force values are listed in the installation plan.

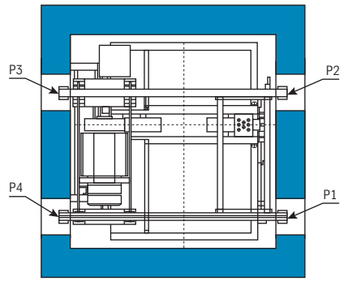
Technical Overview II
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

Machine base frame forces
Q = 320 – 1600 kg

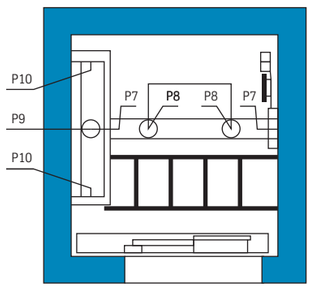




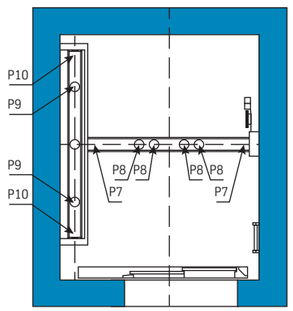
Shaft headroom forces
Q = 1600 – 4000 kg; v = 1.0 / 1.6 * m/s
Q = 630 – 2000 kg; v = 2.0 / 2.5 m/s



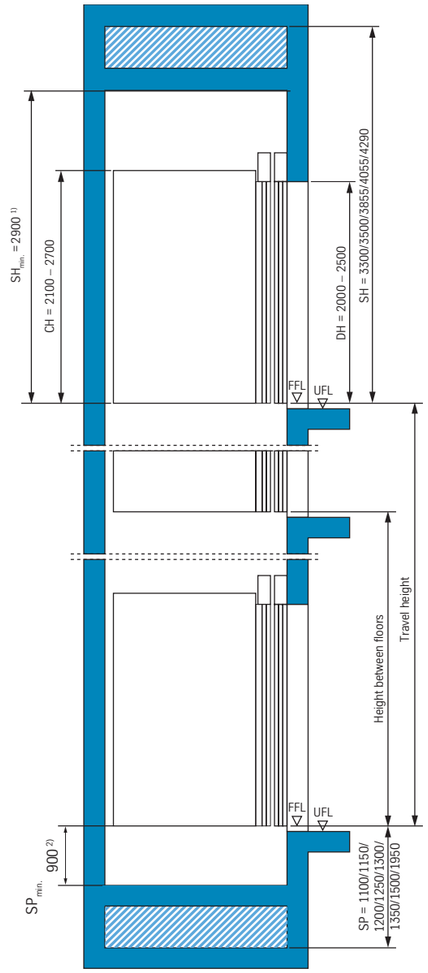
Shaft pit forces
Q = 320 – 1600 kg



Q = 1650 – 4000 kg; v = 1.0 / 1.6 * m/s
Q = 630 – 2000 kg; v = 2.0 / 2.5 m/s



*** v = 1.6 m/s to $Q_{max.}$ = 3200 kg**



EVOLUTION® BLUE – with conventional shaft headroom and with conventional shaft pit.

[1] Reduction of shaft headroom height to min. 2900 mm (in the rated load range Q = 450 – 1000 / 1050 kg; v = 1.0 m/s and CH = 2100 mm). Only possible in combination with versions: conventional counterweight, sliding guide on the counterweight, RPI and without safety gear on the counterweight. Dimensional tolerance -0/+25 mm. Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.

[2] Reduction of shaft pit depth to min. 900 mm in the rated load range Q = 450 – 1000 / 1050 kg; v = 1.0 m/s; up to TH = 40 m possible. Only possible with conventional counterweight.
Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.

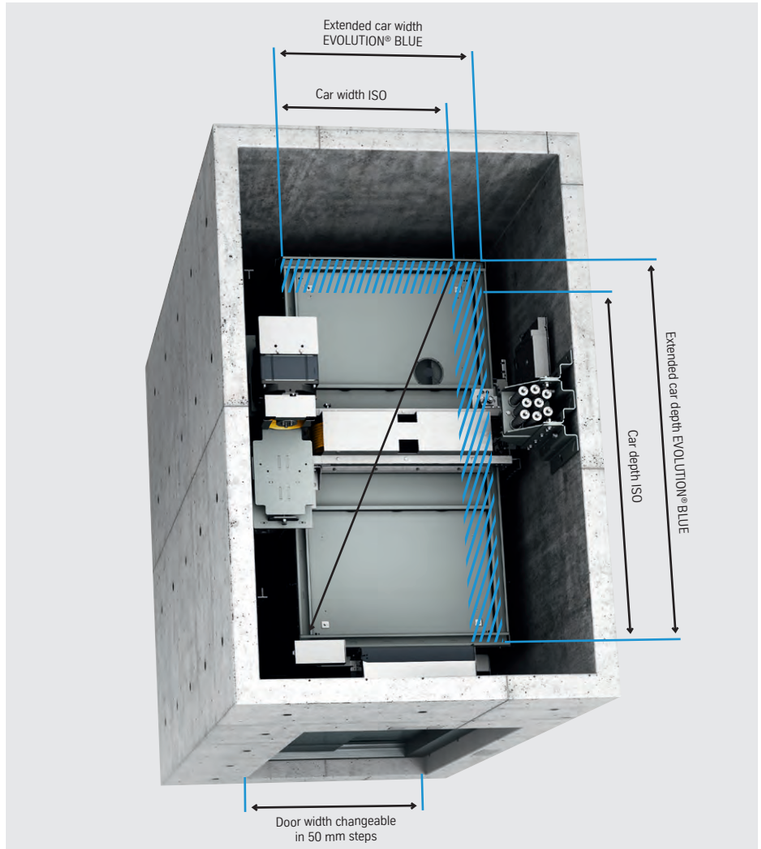
Key
CH = car height
DH = door height
SH = shaft head
SP = shaft pit
FFL = upper edge of finished floor
UFL = upper edge of unfinished floor

Technical Overview III
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

A narrow counterweight can be used to further increase the shaft efficiency of the EVOLUTION® BLUE.

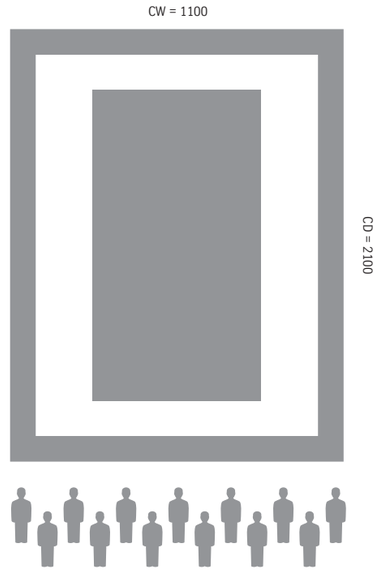
This results in the following planning advantages:

- In the case of existing shafts, elevator cars with a higher rated load (Q) can be implemented by increasing the base area of the elevator car (larger car dimensions with constant shaft dimensions).
- In the case of new constructions, smaller shaft dimensions with constant DIN ISO car dimensions can be planned (narrower building or a larger usable building space = more rental space).



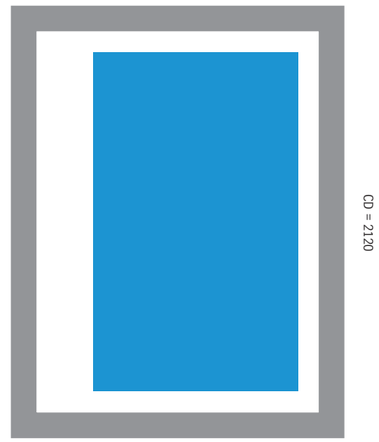
The following conditions apply where a narrow counterweight is used:
- Available rated load range: 450 kg ≤ Q ≤ 1050 kg
- v = 1.0 m/s
- TH ≤ 30 m (without compensation chain)
- $CD_{min.}$ = 1200 mm
- Only possible in combination with versions: conventional shaft headroom height/shaft pit depth, sliding guide on the counterweight as well as without safety gear on counterweight.
- Not available for EVOLUTION® BLUE (reduced delivery time) – this type is released initially in Germany.

Conventional car dimensions



DIN ISO standard dimensions
Q = 1000 kg (13 persons)

Extended car dimensions



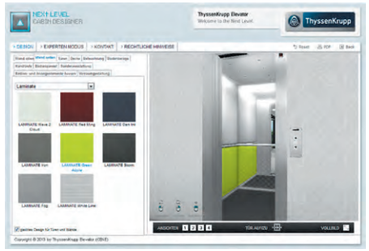
Extended car dimensions
Q = 1125 kg (15 persons)

Design Selection
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

Next Level Design
- Design lines, developed in collaboration with a renowned interior architect and designer
- Bi-Colour design – horizontal separation of the wall surfaces at the height of the handrail offers modern design options
- Modern and contemporary colours and designs, coordinated with the trends in interior architecture and the possibility for strong contrasts
- Classic design line with vertical wall panels and broad range of materials also available

Next Level Flexibility
- Impressive selection of high-quality materials and attractive colours
- Bi-Colour design and colours may be specified at a later date

Next Level Innovation
- Sophisticated, hidden fastening technology of the design wall fields for the Bi-Colour design lines; one-man installation possible
- Select and view your desired design with the aid of the "Car Design Configurator", a high-quality visualisation tool

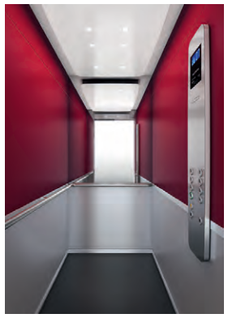
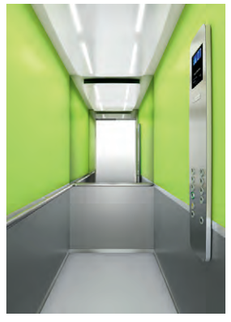
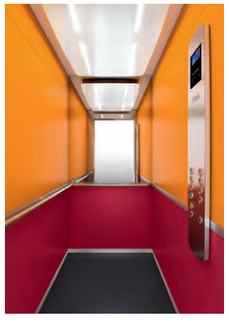


Next Level Economic Efficiency
- Bi-Colour wall surfaces may be installed after the construction phase
- Bi-Colour wall surfaces can easily be replaced, e.g., if changing or refreshing the appearance

Next Level Comfort
- Design lines convey a relaxing atmosphere, even in small elevator cars
- Lighting effects possible with accent lighting

STYLE




Design Selection
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

CHIC



ELEGANT



VERTICAL



JANUS 2012
DE L'INDUSTRIE

Award-winning design

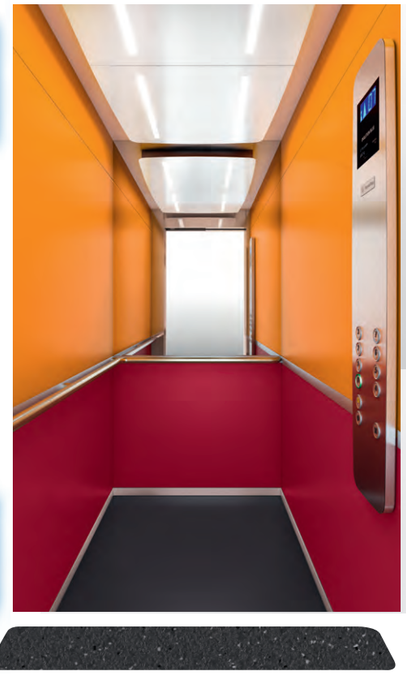
The ThyssenKrupp Bi-Colour design was awarded the "Janus 2012 de l´industrie" design prize.

The French institute for design has been presenting one of the most renowned European design prizes since 1953: the Janus de l'Industrie.

The jury of the prestigious award is composed of experts from the areas of industry, design, architecture, development and communication. Evaluation takes place according to five criteria: ergonomics, aesthetics, economics, ethics and emotion.

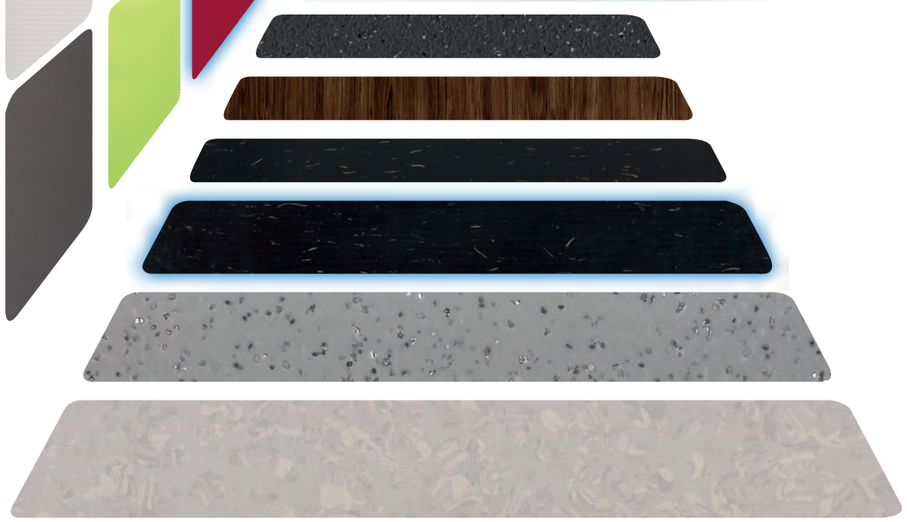
STYLE selection – Colours
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

All colours are available for top and bottom car panels



Top car panel
17 colours available

Bottom car panel
17 colours available



mix yourself

STYLE selection – Components
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

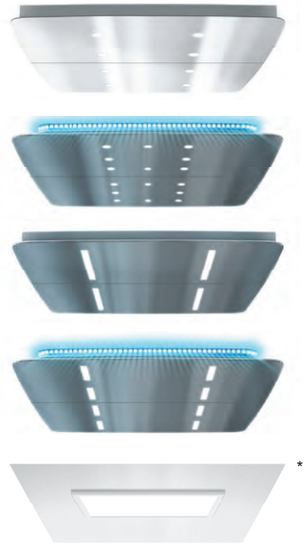
Hand rail

Mirror

(half)

Car operating panel (COP)

False ceiling



*

Skirting

Structure

1. Car ceiling
- Powder-coated, Traffic White, RAL 9016.

2. False ceiling
- Delivery in 2 to 3 segments depending on the car dimensions.
- Cover plate made of hairline stainless steel grit 220, type 304.

3. Top car Panel
- Thickness approx. 5 mm (depends on the surface materials: stainless steel, plastic coating, foils or laminate).

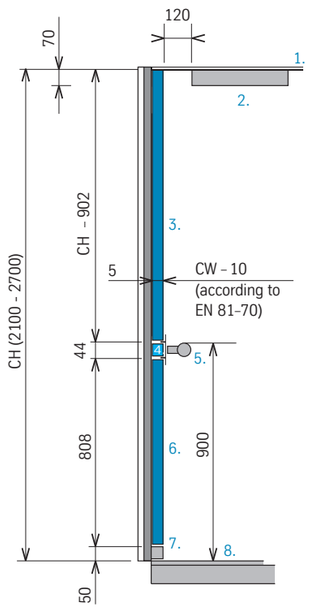
4. Decorative strip
- Aluminium (brushed and polished surface design) grit 220.
- Integrated between top and bottom car panels.

5. Handrail
- Made of hairline stainless steel grit 220, type 304.
- Diameter always 40 mm.
- Version with straight ends or bonded mounting (adapted to the needs of disabled people according to EN81-70) or round surrounding with corner mounting as well as on the decorative strip with rounded mounting.
- Available for 1/2/3 side walls.

6. Bottom car panel
- Thickness approx. 5 mm (depends on the surface materials: stainless steel, plastic coating, foils or laminate).

7. Skirting
- Aluminium, panelled with hairline stainless steel grit 220, type 304, height 50 mm.

8. Flooring material
- Thickness between 2 and 40 mm.



Note: The elevator car interior design is described in detail on page 30.

*without false ceiling (not available for EVOLUTION® BLUE (reduced delivery time) - this type has initially been released for Germany)

STYLE selection – List of Designs
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

Car operating panel (COP)

COIS[1] ○ COPS

COLOR-box S[4] COLOR-box L[4]

[1] not available with Q = 320 kg

Mirror

Half mirror rear wall or side wall opposite car operation panel BTHM ○

[4] Not available for EVOLUTION® BLUE (reduced delivery time). This type has initially been released for Germany.

[5] Depending on Q and car dimension additional car ventilation slots are required in the upper part of the elevator car walls.

○ Optional

Colours/materials[2]

Available colours – as top or bottom car panel

WTSE / WBSE Elephant Skin/Stainless Steel	WTSL / WBSL Liinen/Stainless Steel	WTSH / WBSH Hairline/Stainless Steel	WTCS / WBCS Smoke/Coated Steel
WTCL / WBCL Lime/Coated Steel	WTPD / WBPD Diamond Cut/Plastic Coated	WTPW / WBPW White Skin/Plastic Coated	WTPS / WBPS Dark Skin/Plastic Coated
WTLW / WBLW Wave 2 Cloud/Laminate	WTLR / WBLR Red Ming/Laminate	WTLD / WBLD Dark Ink/Laminate	WTLI / WBLI Iron/Laminate
WTLA / WBLA Green Apple/Laminate	Toronto/Laminate	Canberra/Laminate	WTFO / WBFO Orange/Foil
WTFR / WBFR Red Cherry/Foil			

[2] The depicted coloured surfaces are similar and may differ from the actual design.

False ceilings

Spot LED CSSL	Star Spot LED[3] CSLW	Brilliant LED CBLN	Grandiose LED CGLW
SlimLED PANEL[4] [5] Lighting directly on the car ceiling			

[3] Available up to rated load Q ≤ 1650 kg.

Buttons

BLUETON BRST	BLUETON BRSB ○	VB42[4] ○
RT42wg BRBT ○	RT42wg BRBB ○	

Flooring materials[2]

FRIC Ice/Rubber	FPDG Dove Grey/Vinyl	FRKG Kayar Grey/Rubber	FRKB Kayar Black/Rubber
FNES Black Stone/Rubber	FOEO Dark Brushed Oak/PVC		

[2] The depicted coloured surfaces are similar and may differ from the actual design.

Hand-rail

Stainless steel Bended (40 mm)

Stainless steel Straight (40 mm)

Stainless steel Round surrounding (40 mm)

Skirting

SBSS Cladded with stainless steel grain 220 (50 mm)

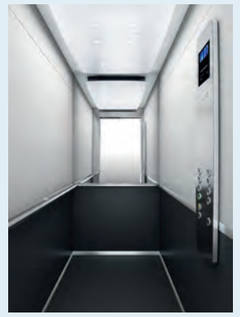
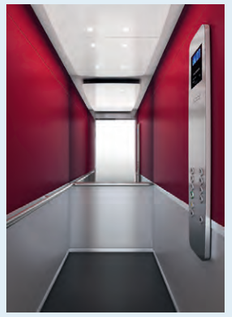
Bumper rails

Stainless steel (100 x 10 mm)

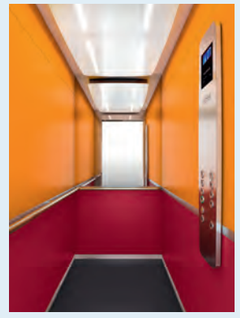
Bumper rail [in mm] height	Car operating panel integrated	Car operating panel surface mounted
1-row	550	450
2-rows	550, 800	450, 650
3-rows	300, 550, 800	250, 450, 650

STYLE selection – List of Designs
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

Preferred systems

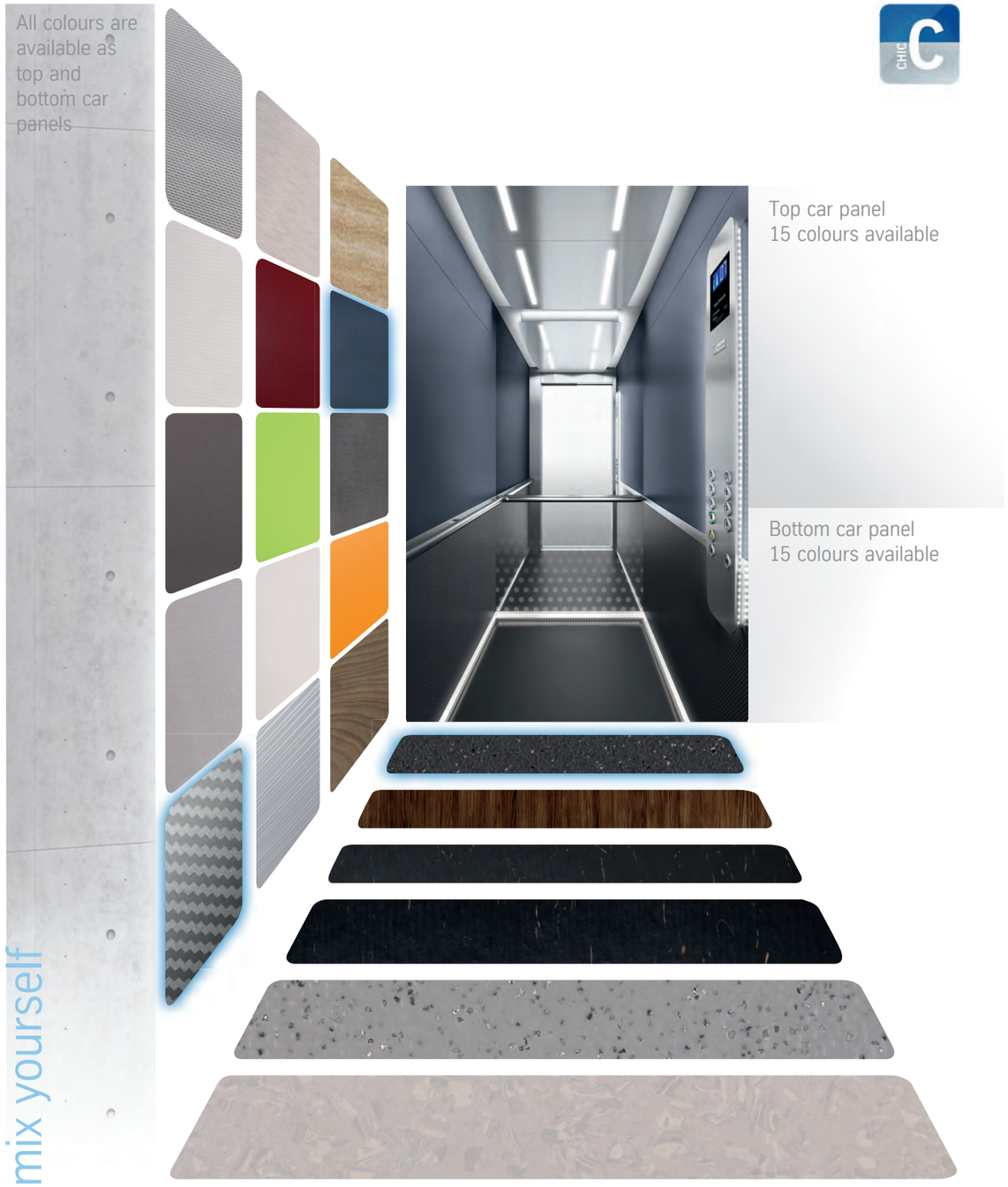
PESA	PESB	PESC
Colours/materials		
 Hairline / Linen	 White Skin / Dark Skin	 Red Cherry / Hairline
False ceiling		
CSSL	CSSL	CSSL
Flooring materials		
FRKB	FNES	FRKB
Buttons		
BRST	BRST	BRST

Preferred systems

PESD	PESE	PESF
Colours/materials		
 Green Apple / Linen	 Orange / Red Cherry	 Wave 2 Cloud / Dark Ink
False ceiling		
CBLN	CBLN	CBLN
Flooring materials		
FRIC	FRKB	FRIC
Buttons		
BRST	BRST	BRST

CHIC selection – Colours
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

All colours are available as top and bottom car panels



Top car panel
15 colours available

Bottom car panel
15 colours available

mix yourself

CHIC selection – Components
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

Hand rail

Structure

1. Car ceiling
- Powder-coated, Traffic White, RAL 9016.

2. False ceiling
- Delivery in 2 to 3 segments depending on the car dimensions.
- Cover plate made of hairline stainless steel grit 220, type 304.

3. Top car panel
- Thickness approx. 5 mm (depends on the surface materials: stainless steel, plastic coating, foils or laminate).

4. Decorative strip
- Aluminium (brushed and polished surface design) grit 220.
- Integrated between top and bottom car panels.

5. Handrail
- Made of hairline stainless steel grit 220, type 304.
- Diameter always 40 mm.
- Version with straight ends or bonded mounting (adapted to the needs of disabled people according to EN81-70) or round surrounding with corner mounting as well as on the decorative strip with rounded mounting.
- Available for 1/2/3 side walls.

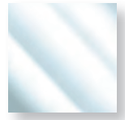
6. Bottom car panel
- Thickness approx. 5 mm (depends on the surface materials: stainless steel, plastic coating, foils or laminate).

7. Skirting
- Hairline stainless steel grit 220, type 304, height 50 mm.
- With indirect LED lighting (white LED or RGB LED lighting).
- RGB LED lighting for car false ceiling, car operating panel (COP) and skirting.

8. Flooring material
- Thickness between 2 and 40 mm.

Mirror

(half)

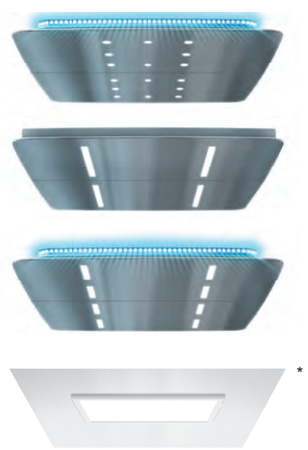


(total height)

(total height)

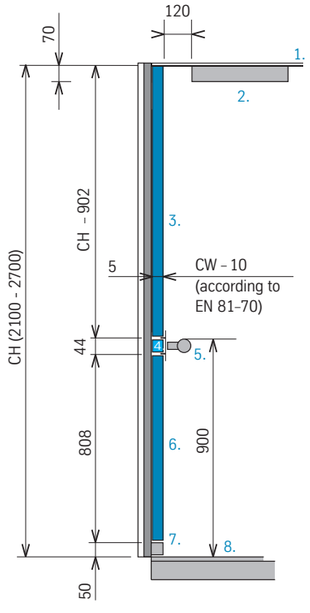
Car operating panel (COP)

False ceiling



*

Skirting



Note: The elevator car interior design is described in detail on page 30.

* without false ceiling (not available for EVOLUTION® BLUE (reduced delivery time) - this type has initially been released for Germany)

CHIC selection – List of Designs
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

Car operating panel (COP)

COIS[1] ○ COPL COPR ○

COLOR-box S[4] COLOR-box L[4]

[1] not available with Q = 320 kg

Mirror

Half mirror rear wall or side wall opposite car operating panel BTHM ○

Mirror over entire height (dot pattern at bottom) BBMD

Mirror over entire height (clear glass) BBWD

[4] Not available for EVOLUTION® BLUE (reduced delivery time). This type has initially been released for Germany.

[5] Depending on Q and car dimension additional car ventilation slots are required in the upper part of the elevator car walls.

○ Optional

Colours/materials[2]

Available colours – as top or bottom car panel

WTSL / WBSL Linen/Stainless Steel	WTSH / WBSH Hairline/Stainless Steel	WTLW / WBLW Wave 2 Cloud/Laminate	WTLR / WBLR Red Ming/Laminate
WTLD / WBLD Dark Ink/Laminate	WTLI / WBLI Iron/Laminate	WTLA / WBLA Green Apple/Laminate	WTLO / WBLO Storm/Laminate
WTLF / WBLF Fog/Laminate	WTLL / WBLL White Line/Laminate	Toronto/Laminate	Canberra/Laminate
WTFO / WBFO Orange/Foil	WTFC / WBFC Carbon/Foil	WTFW / WBFW Grey Line/Foil	

[2] The depicted coloured surfaces are similar and may differ from the actual design.

False ceilings

Star Spot LED[3] CSLW

Brilliant LED CBLN

Grandiose LED CGLW

SlimLED PANEL[4] [5] Lighting directly on the car ceiling

Buttons

BLUETON BRST

BLUETON BRSB ○

VB42[4] ○

RT42wg BRBT ○

RT42wg BRBB ○

[3] Available up to rated load Q ≤ 1650 kg.

Flooring materials[2]

FRIC Ice/Rubber	FPDG Dove Grey/Vinyl	FRKG Kayar Grey/Rubber	FRKB Kayar Black/Rubber
FNES Black Stone/Rubber	FOEO Dark Brushed Oak/PVC		

[2] The depicted coloured surfaces are similar and may differ from the actual design.

Hand-rail

Stainless steel Bended (40 mm)

Stainless steel Straight (40 mm)

Stainless steel Round surrounding (40 mm)

Skirting

SBLR Hairline stainless steel grit 220, type 304 (50 mm)

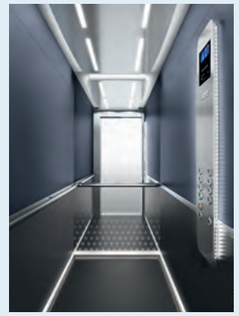
Bumper rails

Stainless steel (100 x 10 mm)

Height of bumper rail [in mm]	Car operating panel integrated	Car operating panel surface mounted
1-row	550	450
2-rows	550, 800	450, 650
3-rows	300, 550, 800	250, 450, 650

CHIC selection – List of Designs
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

Preferred systems

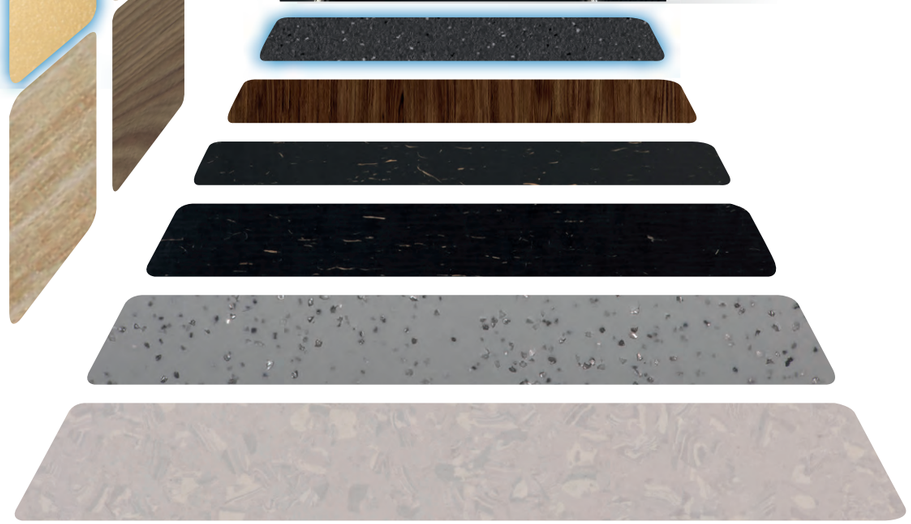
PECA	PECB	PECC
Colours/materials		
 Orange / White Line	 Dark Ink / Carbon	 Grey Line / Dark Ink
False ceiling		
CGLW	CBLW	CSLW
Flooring materials		
FNES	FNES	FNES
Buttons		
BRST	BRST	BRST

ELEGANT selection – Colours
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

All colours are available as top and bottom car panels

Top car panel
13 colours available

Bottom car panel
13 colours available



mix yourself

ELEGANT selection – Components
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

Hand rail

Structure

1. Car ceiling
- Powder-coated, Traffic White, RAL 9016.

2. False ceiling
- Delivery in 2 to 3 segments depending on the car dimensions.
- Cover plate made of hairline stainless steel grit 220, type 304.

3. Top car panel
- Thickness approx. 5 mm (depends on the surface materials: stainless steel, plastic coating, foils or laminate).

4. Decorative strip
- Aluminium (brushed and polished surface design) grit 220.
- Integrated between top and bottom car panels.

5. Handrail
- Made of hairline stainless steel grit 220, type 304.
- Diameter always 40 mm.
- Version with straight ends or bonded mounting (adapted to the needs of disabled people according to EN81-70) or round surrounding with corner mounting as well as on the decorative strip with rounded mounting.
- Available for 1/2/3 side walls.

6. Bottom car panel
- Thickness approx. 5 mm (depends on the surface materials: stainless steel, plastic coating, foils or laminate).

7. Skirting
- Hairline stainless steel grit 220, type 304, height 50 mm.
- With indirect LED lighting (white LED or RGB LED lighting).
- RGB LED lighting for car false ceiling, car operating panel (COP) and skirting.

8. Flooring material
- Thickness between 2 and 40 mm.

Mirror

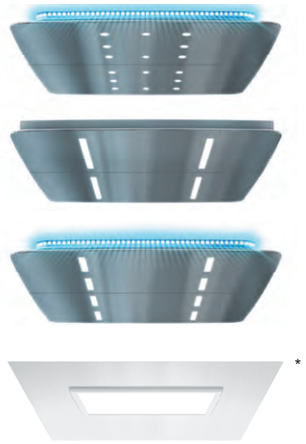
(half)

(total height)

(total height)

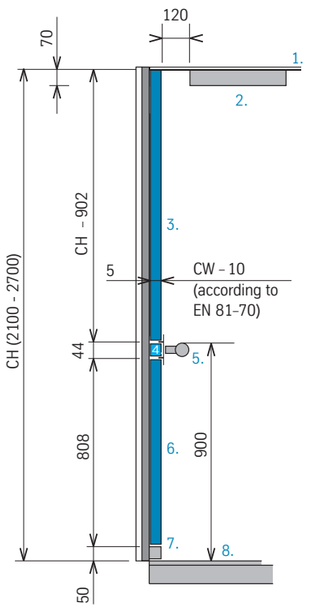
Car operating panel (COP)

False ceiling



*

Skirting



Note: The elevator car interior design is described in detail on page 30.

*without false ceiling (not available for EVOLUTION® BLUE (reduced delivery time) - this type has initially been released for Germany.)

ELEGANT selection – List of Designs
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

Car operating panel (COP)

COIS[1] ○ COPL COPR ○

COLOR-box S[4] COLOR-box L[4]

[1] not available with Q = 320 kg

Mirror

Half mirror rear wall or side wall opposite car operating panel BTHM ○

Mirror over entire height (dot pattern at bottom) BBMD

Mirror over entire height (clear glass) BBWD

[4] Not available for EVOLUTION® BLUE (reduced delivery time). This type has initially been released for Germany.

[5] Depending on Q and car dimension additional car ventilation slots are required in the upper part of the elevator car walls.

○ Optional

Colours/materials[2]

Available colours – as top or bottom car panel

WTLL / WBLL White Line/Laminate	WTLB / WBLB Black Line/Laminate	WTLW / WBLC Camel Line/Laminate	WTLT / WBLT Tulip Tree/Laminate
Toronto/Laminate	Canberra/Laminate	WTFC / WBFC Carbon/Foil	WTFB / WBFC Black Wood/Foil
WTFM / WBFM Brushed Copper/Foil	WTFL / WBFL Gold Line/Foil	WTGL / WBGL Gold/Foil	WTFR / WBFP Champagne/Foil
WTFR / WBFR Brushed Brown/Foil			

[2] The depicted coloured surfaces are similar and may differ from the actual design.

False ceilings

Star Spot LED[3] CSLW

Brilliant LED CBLN

Grandiose LED CGLW

SlimLED PANEL[4] [5] Lighting directly on the car ceiling

Buttons

BLUETON BRST

BLUETON BRSB ○

VB42[4] ○

RT42wg BRBT ○

RT42wg BRBB ○

[3] Available up to rated load Q ≤ 1650 kg.

Flooring materials[2]

FRIC Ice/Rubber	FPDG Dove Grey/Vinyl	FRKG Kayar Grey/Rubber	FRKB Kayar Black/Rubber
FNES Black Stone/Rubber	FOEO Dark Brushed Oak/PVC		

[2] The depicted coloured surfaces are similar and may differ from the actual design.

Hand-rail

Stainless steel Bended (40 mm)

Stainless steel Straight (40 mm)

Stainless steel Round surrounding (40 mm)

Skirting

SBLR Hairline stainless steel grit 220, type 304 (50 mm)

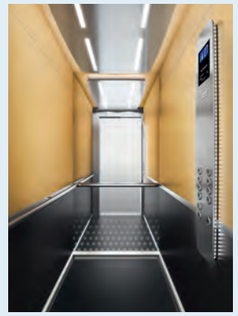
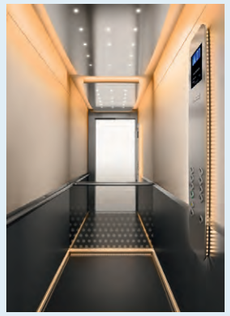
Bumper rails

Stainless steel (100 x 10 mm)

Height of bumper rail [in mm]	Car operating panel integrated	Car operating panel surface mounted
1-row	550	450
2-rows	550, 800	450, 650
3-rows	300, 550, 800	250, 450, 650

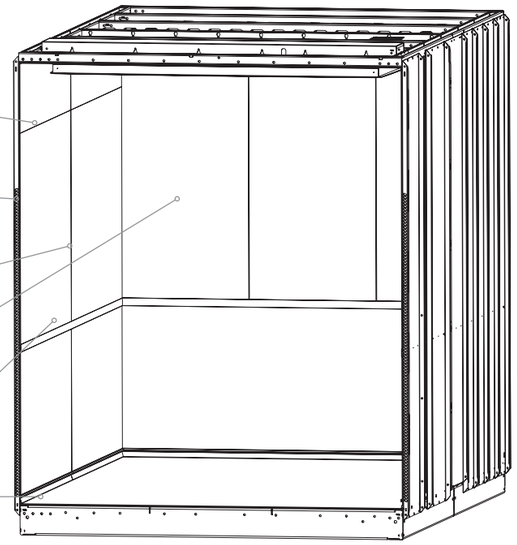
ELEGANT selection – List of Designs
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

Preferred systems

PEEA	PEEB	PEEC
Colours/materials		
 Champagne / Carbon	 Gold / Black Wood	 White Line / Black Line
False ceiling		
CGLW	CBLW	CSLW
Flooring materials		
FNES	FNES	FRKB
Buttons		
BRST	BRST	BRST

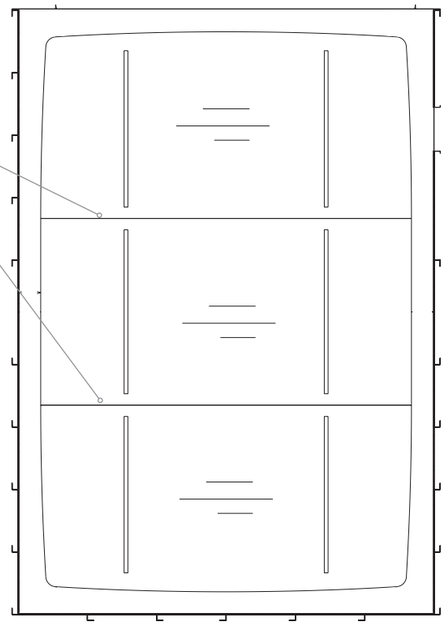
Elevator car – interior design
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

Structure of elevator car interior panelling (Bi-Colour design)



- Horizontal decorative joint at 2100 mm from upper edge of finished floor.
- Between car ventilation (not visible) and elevator car portal – 5 mm gap.
- Vertical partition with CD > 2,500 mm central joint 3.0 mm (top and bottom car panel).
- Back wall mirror with CW > 1600 mm, 3-part.
- Side wall mirror from CD > 1400 mm 2-part (only up to CH = 2300 mm and CD = 2400 mm).
- Skirting with CD > 3000 mm. Partition central.

Ceiling design:



- False ceiling 3-part with ceiling areas > 2.5 m² and two visual joints (with 2-piece false ceiling, joint centrally positioned).
- In the case of deep car layouts, the grinding direction for stainless steel false ceilings runs laterally. In the case of wide car layouts, the arrangement of the false ceiling and, thus, the stainless steel grinding direction is offset by 90 degrees.
- Star Spot LED false ceiling available up to maximum rated load Q = 1650 kg.
- The SlimLED PANEL lighting is mounted directly on the elevator car rough ceiling. A false ceiling is not available.

VERTICAL selection* – List of Designs
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

Car operating panel (COP)

COLOR-box S[4] COLOR-box L[4]

Half mirror rear wall or side wall opposite car operating panel BTHM ○

Height of bumper rail [in mm]	Car operating panel integrated
1-row	550
2-rows	550, 800
3-rows	300, 550, 800

○ Optional
* Above rated load Q >= 450 kg available

Colours/materials

1. Galvanised
2. Traffic White (RAL 9016)
3. White Aluminium (RAL 9006)
4. Hairline stainless steel grit 220, type 304
5. Krupp Stainless Steel Design "Linen"
6. Krupp Stainless Steel Design "Diamond"
7. Krupp Stainless Steel Design "Leather"

False ceilings

SpotsLED

Cassette ceiling[1) 2)]

SlimLED PANEL[4) 5)] Lighting directly on the car ceiling

Indirect lighting[2)]

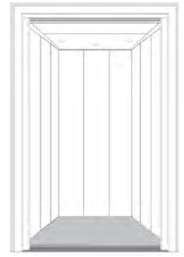
Flush-mounted lighting[3)]

[1)] No emergency trap door possible.
[2)] Optionally available with LED light source
[3)] Available up to rated load Q > 1600/1650 kg.

Buttons

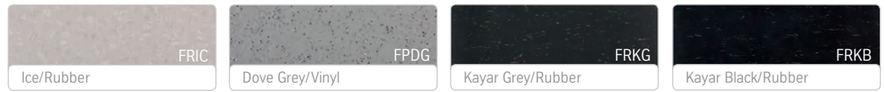
BLUETON BRST
BLUETON BRSB ○
STEP Classic BSBW ○
MT42 BMRW ○ [4)]
RT42wg BRBT ○
RT42wg BRBB ○
VB42 [4)] ○

Sample representation of elevator car



Elevator car with vertical wall panel structure.
The wall panel partitioning depends on the car size (width/depth) or on the rated load.

Flooring materials



FRIC Ice/Rubber
FPDG Dove Grey/Vinyl
FRKG Kayar Grey/Rubber
FRKB Kayar Black/Rubber
FNES Black Stone/Rubber
FOEO Dark Brushed Oak/PVC
Bulb plate V2A (4 mm) or aluminium (AE) (3 mm)[4)]

Car floor lowered 3.5 mm. Flooring by the customer
Car floor lowered 25 mm. Flooring by the customer
Car floor lowered 40 mm. Flooring by the customer

Hand-rail

Stainless steel Bended (40 mm)

Stainless steel Straight (40 mm)

Stainless steel Round surrounding (40 mm)

Skirting

Cladded with stainless steel grain 220 (50 mm) SBSS

Bumper rails

Beech[4)] (200 x 19 mm)

Stainless Steel (100 x 10 mm)

Stainless Steel[4)] round (40 mm)

Folding seat

Seat, plastic-coated black[4)] (308 mm x 440 mm)

[4)] Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.
[5)] Depending on Q and car dimension additional car ventilation slots are required in the upper part of the elevator car walls.

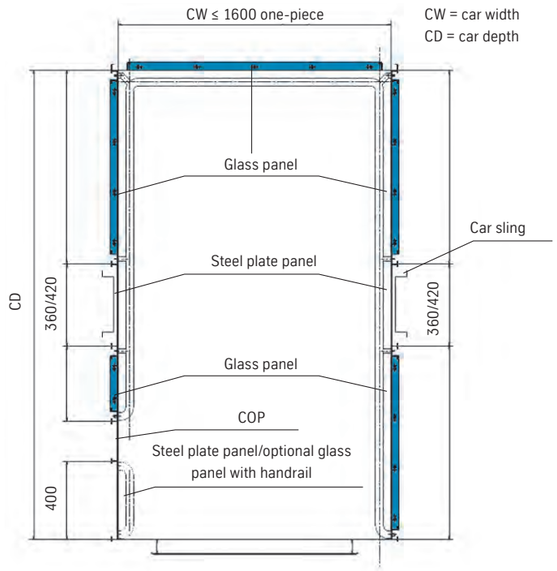
VERTICAL selection – Glass Elevator Car Design
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

The EVOLUTION® BLUE is also available with our attractive and modern glass elevator cars.*

The layout of our glass elevator cars is as follows:

- The car back wall as well as the side walls of the glass elevator car are designed on the basis of standardised glass wall panels, framed with hairline stainless steel grit 220, type 304.
- The frame profile widths of each glass panel, including the glass retaining strips, are 55 mm and 65 mm at the side (depending on handrail), min. 60 mm at the bottom and min. 35 mm at the top.
- Steel plate panels in design hairline stainless steel grit 220, type 304, are fitted between the elevator car portal and the car operating panel as well as in the central car area.
- For cars wider than 1600 mm, the glass rear wall is split. The glass wall panels of the elevator car consist of a solid metal frame in which laminated glass is installed.
- The laminated glass is fixed in place by clipped aluminium glass retaining strips in such a way that the glass panels can be replaced easily from the inside of the elevator car.
- Protruding, nicely rounded handrails with corner mounting additionally underline the high-quality appearance of our glass elevator cars.

Sample glass elevator car configuration



Glass elevator car also possible in mirrored version and with dual entrance.
Version adapted to the needs of disabled people according to EN81-70 available as option.

In the same way as all other elevator cars in our product ranges, our glass elevator cars comply with all standards and regulations. Glass panels and glass doors made of laminated glass and user-friendly access systems ensure the corresponding safety.

To a high degree, our modern glass elevator cars support the aesthetic appearance of modern building architecture. Tailored solutions for your project - for the unique elevator with the freedom of transparency.

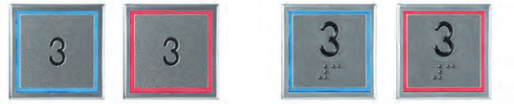
* Not available for EVOLUTION® BLUE (reduced delivery time).

Operating and indicator elements
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

The modern operating and indicator elements inside and outside of the elevator car are characterised by high functionality and operability and are available in various designs. Thus, the button design and the signalisation can be individually matched with the design of the elevator car as well as with the surroundings of your building. The result is an overall appearance that is harmonic and aesthetic.

Buttons

STEP Classic



BSBW BSBB

Glass pearl blasted stainless steel, blue or red acknowledgement LED [1], touch area 33 x 33 mm, optionally with tactile lettering and raised symbols combined with braille lettering (according to EN 81-70)

BLUETON

BRST BRSB

Ground stainless steel, blue LED acknowledgement, touch area ⌀ 33 mm, with tactile lettering and raised symbols, optionally combined with braille lettering (according to EN 81-70)

RT42wg

BRBT BRBB

Matt stainless steel, blue [2] or red [1] acknowledgement LED, touch area ⌀ 33 mm, with tactile lettering and raised symbols, impervious to infiltration of water to IP54, resistant against vandalism (according to EN81-71, category 1), optionally combined with braille lettering (according to EN 81-70)

MT42 [1]

BMRW BMRB

Pearl-matted stainless steel, red acknowledgement LED, touch area 28 x 28 mm, optionally with tactile lettering and raised symbols combined with braille lettering (according to EN 81-70).

VB42 [1]

Matt stainless steel, blue acknowledgement LED, touch area ⌀ 28 mm, with tactile lettering and raised symbols, impervious to infiltration of water and dust to IP55, resistant against vandalism (according to EN 81-71, Cat. 1 and 2).

Operating and indicator panel on landing

SlimLIOP (surface-mounted variant)

SlimLIOP with integrated LCD position indicator, direction indicator and gong, white text on blue background, for fastening on the wall (surface-mounted) or – due to the very narrow design of just 55 mm – directly on the door frame. Height 400 mm and installation height (thickness) only 12 mm! STEP Classic button with blue acknowledgement LED.
Optionally with key-operated switch (wall opening required).
Enclosure made of hairline stainless steel grit 220, type 304 with vertical grind direction, flush-fit protective glass.
Cannot be used under the requirements specified by EN 81-70, EN 81-71, EN 81-72 and EN 81-73.

[1] Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.
[2] Not possible in the door frame for EVOLUTION® BLUE with reduced delivery time.

LIOS

Operating and indicator elements at entrance
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

Indicators on the floor, wall-mounted variants (position and direction indicators)

LCD Blue Line

LCD Blue ELEGANT

LCD position and direction indicator including gong, installation above or next to the landing door. Version: LCD indicator, white text on blue background, flush-fit protective glass, car operating panel face plate in hairline stainless steel grit 220, type 304, according to EN 81-70, horizontal or vertical designs. ELEGANT version: cover plate with oval shape.

Medium [1]

Medium ELEGANT [1]

LED position indicator with direction arrow, installation above landing door. Version: Red LED dot matrix indicator behind flush-fit protective glass, direction indicator as flush-fit arrows made of white plastic, cover plate in hairline stainless steel grit 220, type 304, according to EN 81-70. Optionally with gong. ELEGANT version: cover plate with oval shape.

Indicator on the floor, surface-mounted variants (position and direction indicators)

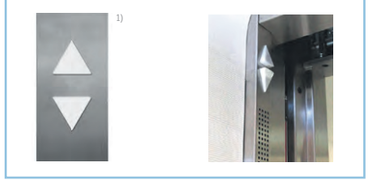
SlimLIP Blue Line [1]

LCD position and direction indicator with gong, installation above or next to the landing door or in the shaft front door. Version: LCD indicator, white text on blue background, flush-fit protective glass, housing in hairline stainless steel grit 220, type 304, casing height only 26 mm, horizontal or vertical designs.

LIP COLOR-box [1]

LCD position and direction indicator with 2-tone gong, installation above or next to the landing door. Version: LCD indicator, white text on blue background, flush-fit protective glass, housing in various materials and colours and rounded corner elements in black available, casing height only 25 mm, horizontal or vertical designs, according to EN 81-70, design according to RoHS.

Direction arrows in the car door frame (direction indicator)



LED direction indicator, installation in the car door frame, visible from the elevator car and from the landing.
Version: LED indicator, direction indicator as elevating arrows made of white plastic.

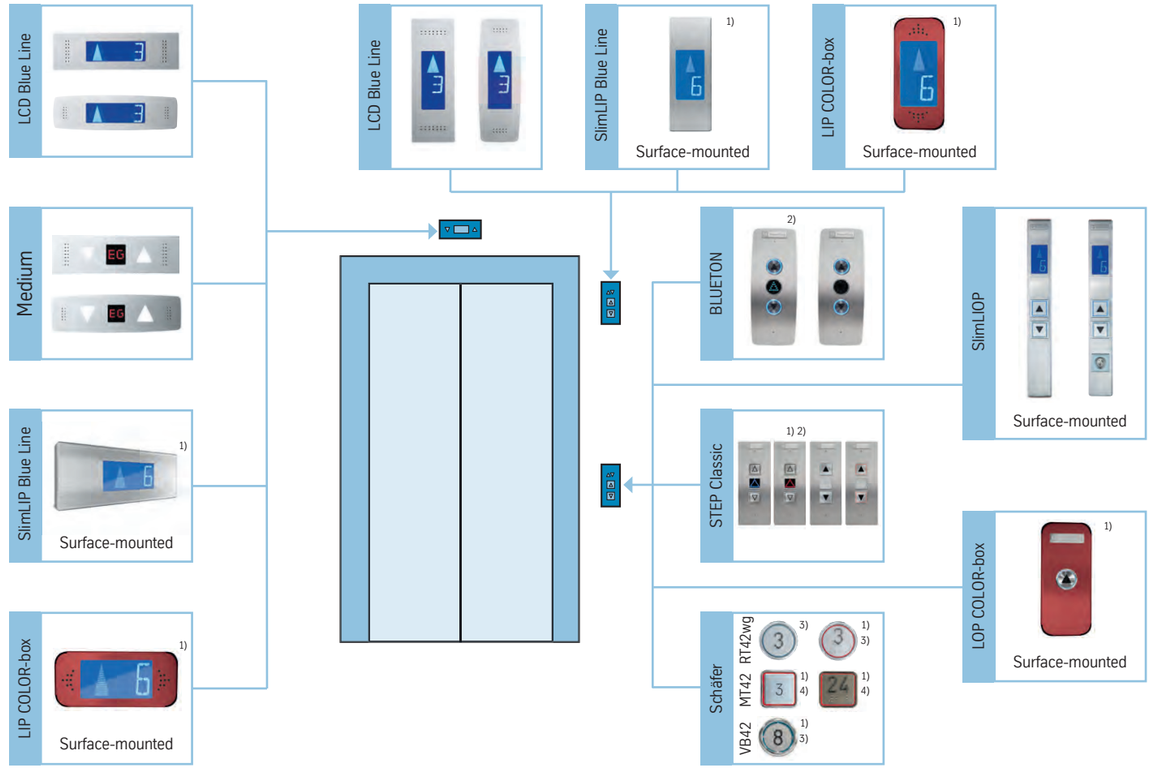
[1] Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.

Operating and indicator elements at entrance
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

The modern operating and indicator elements outside of the elevator car are characterized by attractive, functional design and robust quality. Ideal operability is thereby achieved in every way.

Installation variants and surface-mounted variants of the operating and indicator elements

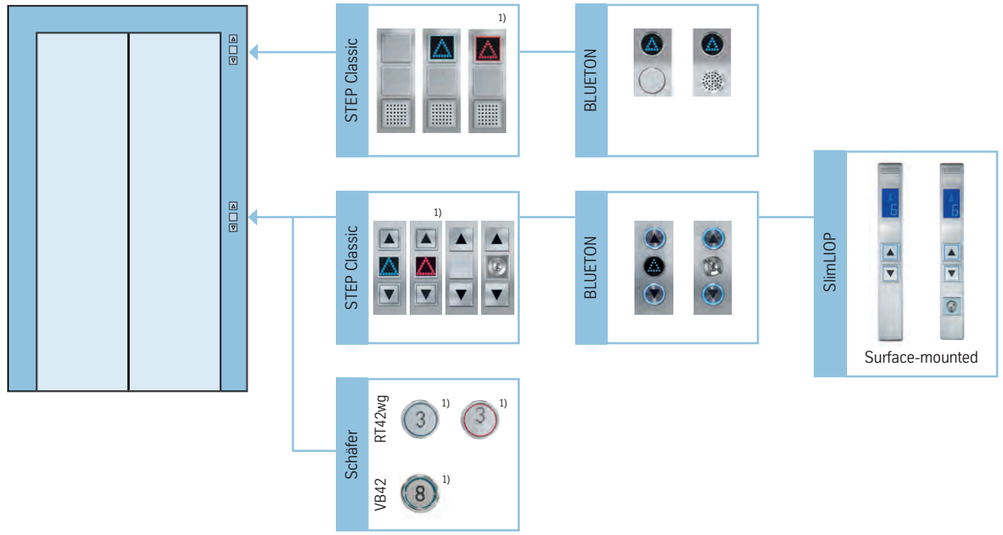
Operating and indicator elements in the wall-mounted push-button box or surface mounted



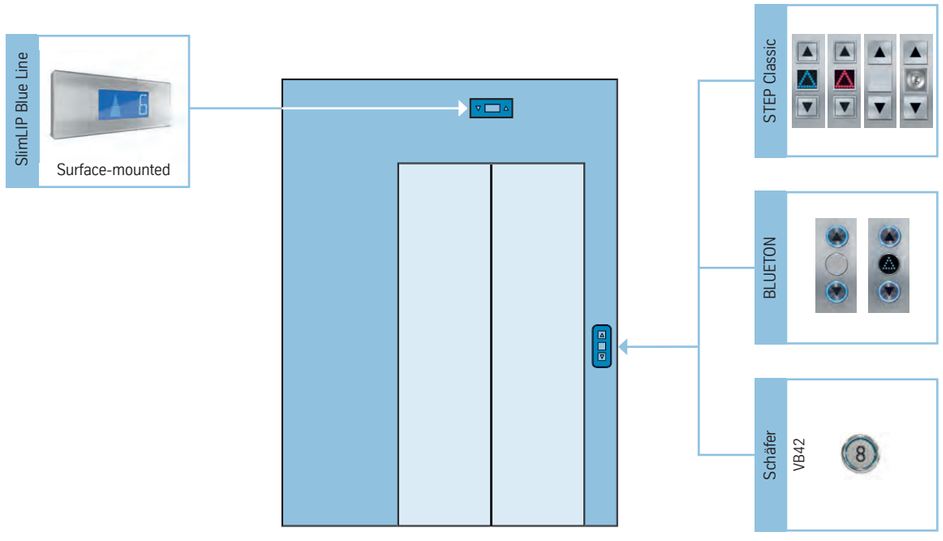
[1] Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.
[2] Covering plate, available in both square as well as oval shape.
[3] Only available with oval covering plate.
[4] Only available with square covering plate.

Operating and indicator elements at entrance
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

Operating and indicator elements in the landing door frame



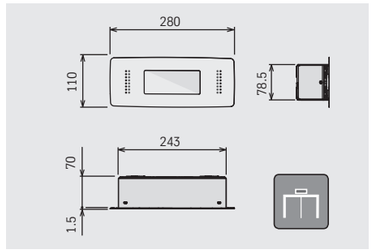
Operating and indicator elements in the shaft front wall[1)]



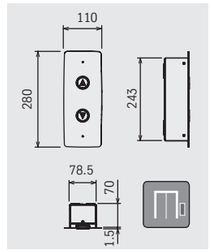
[1)] Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.

Operating and indicator elements at entrance
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

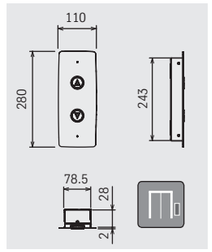
LCD Blue Line, LCD Blue Line ELEGANT, Medium, Medium ELEGANT (wall-mounted / sub-surface)



LIP
(available in horizontal and vertical designs)
(mounting depth 70 mm)

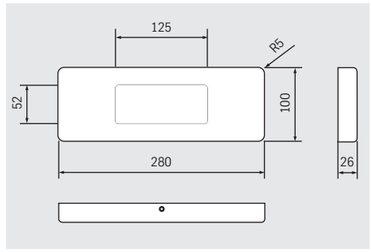


LOP standard
(mounting depth 70 mm)



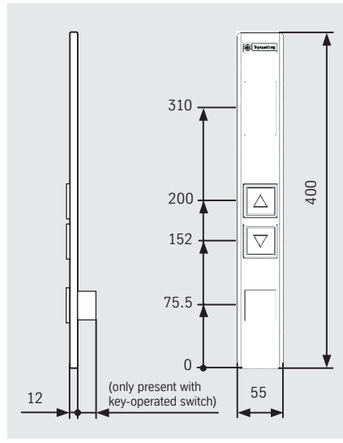
LOP flat
(mounting depth only 28 mm)

SlimLIP Blue Line (surface-mounted)

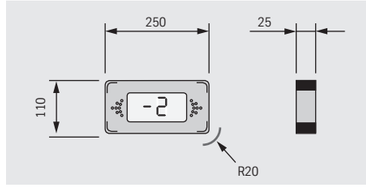


LIP
(available in horizontal and vertical designs)

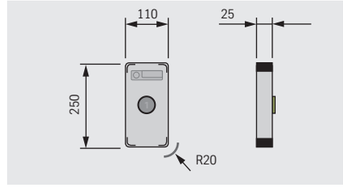
SlimLIOP (surface-mounted)



COLOR-box (surface-mounted)



LIP
(available in horizontal and vertical designs)



LOP

Explanations and abbreviations and terms:

LIP	- Landing Indicator Panel (indicator element on landing)
LOP	- Landing Operator Panel (operating element on landing)
LIOP	- Landing Indicator and Operator Panel (combined display and operating element on landing)
Surface-mounted	- Installation of the operating / indicator elements on the wall (wall-mounted) or in the landing door frame / in the door entrance frame
Built-in	- Installation of the operating / indicator elements flush in the wall (sub-surface) or in recesses in the landing door frame / in the door entrance frame

Operating and indicator elements in the elevator car
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

The modern operating and indicator elements inside and outside of the car are characterised by an attractive, functional design and hard-wearing quality. Ideal operability is thereby achieved in every way.

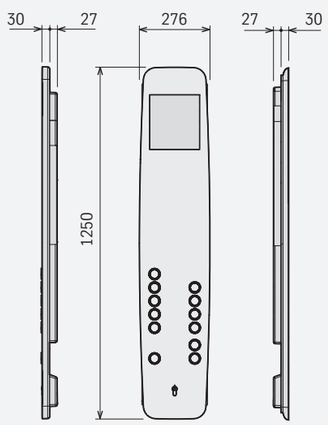
Car operating panel (COP)

Surface mounted COP produced by 57 mm

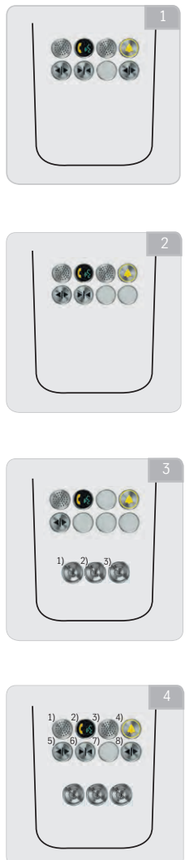
COP Design for STYLE

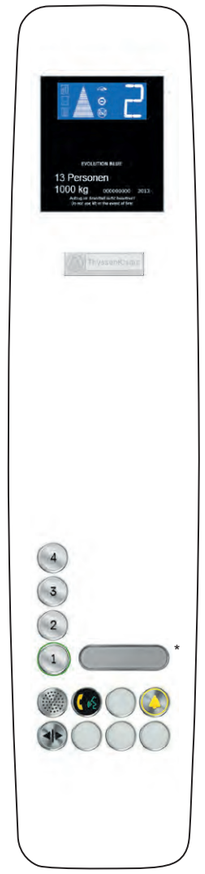
COP Design for CHIC & ELEGANT

(according to EN 81-70)



Description of the function key assignments





Available buttons

BLUETON

BRST BRSB

RT42wg

BRBT BRBB

* Landing inscription element BLUETON (available up to a maximum 5 landings)

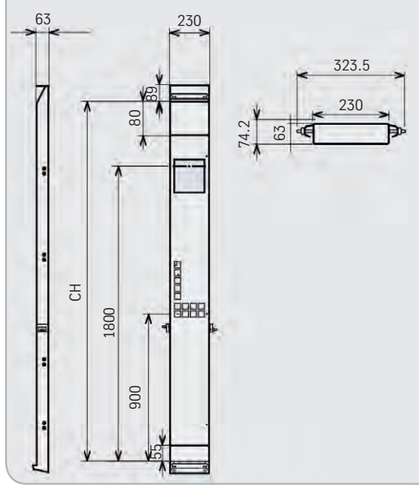
1. Standard with selective open through, OpenDoor
2. Standard optional CloseDoor
3. COP with various keys
   1) Key: fire service
   2) Key: priority
   3) Key: blocking of landing
4. COP with possible maximum occupancy
   1) Microphone
   2) Listen/speak
   3) Loudspeaker: centre call station
   4) Alarm
   5) Open door
   6) Close door
   7) Dummy element
   8) Door open with open through

Operating and indicator elements in the elevator car
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

Blue Line and STEP Classic COP

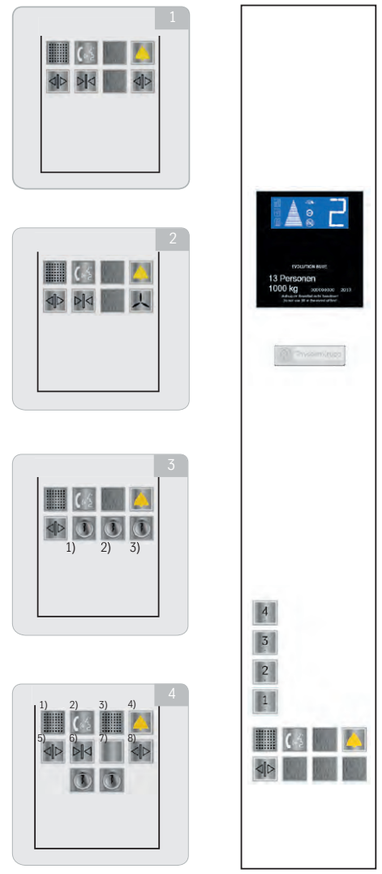
COP integrated in elevator car wall (slightly protruding 2 mm)

Optionally available acc. to EN81-71 (Cat. 0 or 1) and EN81-72, and in design lines STYLE, CHIC and ELEGANT.



* Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.

Description of the function key assignments



Available buttons

STEP Classic

BSBW

BSBB

BLUETON

BRST BRSB

RT42wg

BRBT

BRBB

MT42 *

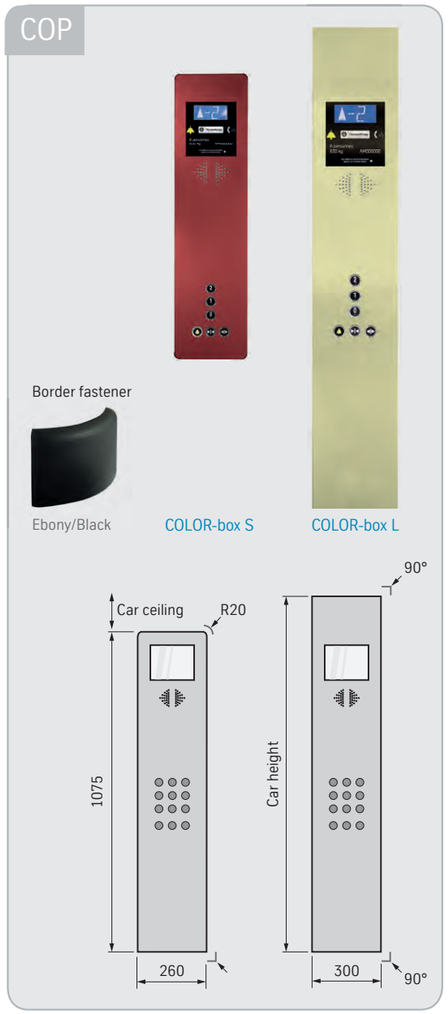
BMRW BMRB

1. Standard with selective open through entrance, OpenDoor
2. Standard optional CloseDoor
3. COP operating with various keys
   1) Key: fire service
   2) Key: priority
   3) Key: blocking of landing
4. Control operating panel with possible maximum occupancy
   1) Microphone
   2) Listen/speak
   3) Loudspeaker: centre call station
   4) Alarm
   5) Open door
   6) Close door
   7) Dummy element
   8) Door open with open through entrance

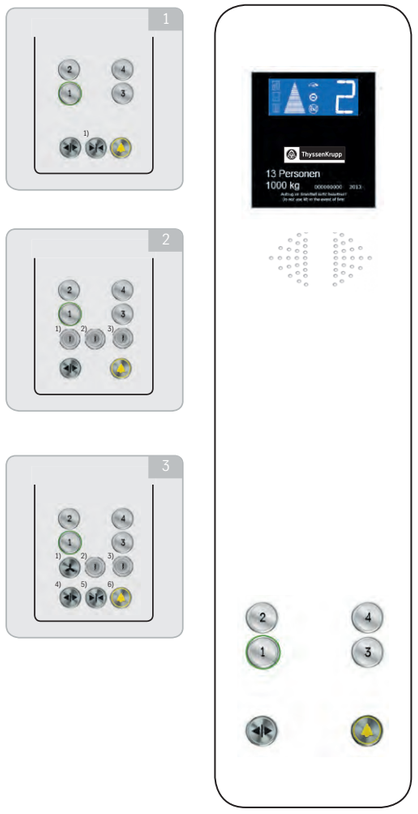
Operating and indicator elements in the elevator car
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

COLOR-box car operating panel (S and L)*

COP mounted on top on elevator car wall (mounting height 30 mm)



Description of the function key assignments



Available buttons

BLUETON

BRST BRSB

VB42

Champagne
Traffic White (RAL 9016)
Red Brown (RAL 3011)
Hairline stainless steel grit 220, type 304
Stainless steel "Linen"
Stainless steel "Leather"
Black (RAL 9005)

Car operating panel with

1) "Close door"

Car operating panel with keys:

2) Key: blocking of landings (alternative)
3) Key: priority
4) Key: blocking of landings

Car operating panel with possible maximum occupancy

5) Fan
6) Key: priority
7) Key: blocking of landings
8) "Open door"
9) "Close door"

* Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.

Control box
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

The modern EVOLUTION® BLUE control box are characterised by space-saving positioning within the building as well as by high functionality and serviceability.

Design variants of the control box

Type	High Standard	High Elegant
Material	Hairline stainless steel grit 220, type 304	Hairline stainless steel grit 220, type 304
Protection class	IP21	IP21
DIN	–	18090 (F90)
Position	On shaft wall (surface-mounted) In wall opening (sub-surface)	Fit flush in shaft wall, in wall opening (sub-surface), with surrounding frame (50 mm)
Dimensions	Width: 263 mm Depth: 158 mm Height: 1998 mm	Width: 263 mm Depth: 164 mm Height: 2089 mm
Wall thickness	140 - 230 mm [1]	140 - 300 mm [1]
Doors	2 doors Top: triangular key Bottom: lock	2 doors Top: triangular key Bottom: lock
Optional	Wall-mounted: Priorit fire door with U-shape [2] [3] Sub-surface: Priorit fire door [2] [4]	–

Version	High Standard (wall-mounted)	High Standard (sub-surface)	High Elegant (sub-surface)	Priorit fire resistant door (surface-mounted)
Wall opening (width x height) [in mm]	200 x 100	300 x 2050	300 x 2050	200 x 100
At a height of [mm]	110 above FFL	100 above FFL	100 above FFL	110 above FFL

FFL - upper edge of finished floor

[1] Required wall thickness with wall opening
[2] The following protection classes are fulfilled: cable systems directive (LAR), fire resistance class F90A (DIN4102-2), protection class IPX3 (firefighter´s elevators acc. to EN81-72)
[3] Dimensions: width 450 mm; depth 207 mm; height 2305 mm
[4] Dimensions: width 450 mm; depth 47 mm; height 2305 mm

High Standard (surface-mounted)

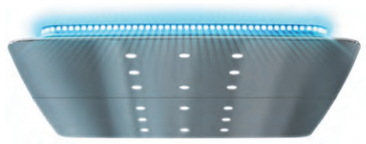
High Standard (wall-mounted)

High Elegant (wall-mounted/surface)

Priorit fire resistant door (wall-mounted)

Lighting system
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

The modern operating and indicator elements inside and outside of the car are characterised by an attractive, functional design and hard-wearing quality. Ideal operability is thereby achieved in every way.



RGB LED: all colours available

White LED

LED stripes
The LED lighting system provides you with a soft light from the skirting to the car operating panel to the ceiling. Our atmospheric RGB LED lighting system offers you a broad spectrum of coloured light.

sustainable efficiency

E.COR® BLUE
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

32+ bit multi processor power

Technology with a secure future
A manufacturer-independent computer core with integrated passive cooling ensures the necessary computing performance with high energy efficiency, allowing up to 40 elevators to be grouped together.

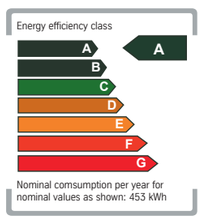
diagnosis

Monitoring/initial operation/maintenance
An included Internet interface via Ethernet delivers specific information for service personnel regarding components that are subject to wear. Another feature of E.COR® BLUE is the option to use existing networks to connect a monitoring system. A malfunction indicator and performance management of the elevators via LAN networks enable fast identification of the cause of disruption - this ensures higher availability and short repair times. Verbal instructions for elevator attendants in emergency situations ("sound on board") are an additional component that will be available in the future.

eco

Environmentally friendly production
Even during the production of our E.COR® BLUE control system, we ensure that the environment is protected (our production facilities are ISO 14001 certified). Thus, the components used comply with the latest national environmental regulations, such as EC guideline RoHS (2002/95/EL). Our suppliers also produce according to these regulations.

Graphical plain text display
E.COR® BLUE offers a built-in graphical plain text display with pictograms for fast and easy operation. This enables simple and fast initial operation, even without a laptop or diagnostic unit. The respective national languages are supported (Arabic, Cyrillic, Chinese characters, etc., are available later). In the future, E.COR® BLUE will also be equipped with an integrated verbal announcement. Text modules can be configured on the display and, in the future, via the Internet.



With respect to energy efficiency, ThyssenKrupp Aufzugswerke GmbH sets new standards
EVOLUTION® BLUE convinces with the highest energy efficiency class A for standby and drive operation. This has been verified through internal measurements. With additional energy-saving technology, E.COR® BLUE exceeds market requirements and VDI demands and thereby sets a new trend for the future. For each individual system, proof in terms of energy efficiency can be substantiated during the bidding phase by a corresponding manufacturer certificate.

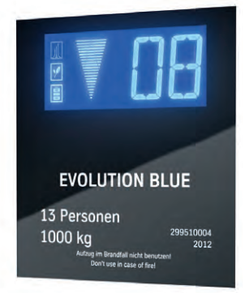
E.COR® BLUE
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

Elevator control unit and communication centre in one.

System components

Type	Component
1	LCD display
2	LED lighting
3	Elevator control unit

1.

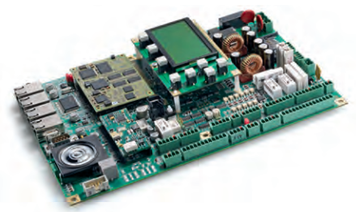


LCD display
The environment begins in the head. The EVOLUTION® BLUE display therefore provides you with a visual representation of the elevator's current operating mode. At the same time, the LCD technology that is used is much more efficient than comparable LED displays.

2.

LED lighting
The use of highly efficient and energy-saving LED lighting can achieve energy savings of up to 78% compared to fluorescent tubes.

3.



E.COR® BLUE – elevator control unit
E.COR® BLUE protects both the environment and your budget - it is the intelligent heart of your elevator. The principle is as simple as it is ingenious: E.COR® BLUE only switches on components when they are actually needed. In this way, stand-by demand (depending on the selected option, etc.) is reduced to a minimum (35 watts for BC61 F 00, 630 kg, three landings, speed 1.0 m/s, LED lighting included in the basic scope of design). In order to increase efficiency even further during elevator travel, the control system can switch between an eco mode and high-speed mode thanks to an integrated transport forecast tool. In this way, further energy savings of 5% can be achieved.

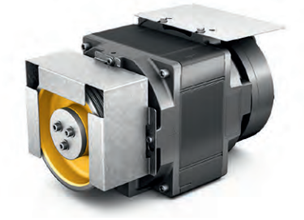
E.COR® BLUE
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

Elevator control unit and communication centre in one.

System components

Type	Component
4	Highly efficient drives
5	Frequency inverter

4.



Highly efficient drives
A compact and extremely quiet-running gearless synchronous drive with an efficiency of over 90% is used. The drive is significantly more efficient than hydraulic and geared systems. There is also no need for an oil change (as is the case with geared systems).

5.

RPI frequency inverter*
Each EVOLUTION® BLUE contains an inverter with energy recovery. Here, electrical power is generated during an upward movement of the car when it is carrying only a few passengers or during a downward movement of the car when it is carrying many passengers. Whereas conventional elevators with no energy recovery dissipate this kinetic energy to the environment in the form of heat, the RPI feeds this energy back to the building's electrical mains supply, where it is made available to other electrical consumers / devices. This constitutes a savings potential in conjunction with the drive of up to 39% (comparison of MRL with/without possible).

The unit also features the newly developed 1-contactor technology. This technology significantly reduces the switching operations of the travel contactor. In conventional elevators, this contactor switches during every car movement. With EVOLUTION® BLUE, it is actuated only once per day for testing or if the elevator is switched to standby mode.

* Only available for certain performance classes. The availability of energy recovery (up to rated load Q = 2000 kg and speed up to v = 1.6 m/s) depends on the rated load and speed in each case. If applicable, a CPI50R control device can be used.

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Technical data	STYLE	CHIC	ELEGANT	VERTICAL
Rated load				
320 kg – 4000 kg [1]	●	●	●	●
450 kg – 4000 kg (dual entrance) [1]	○	○	○	○
Speed				
v = 1.0 m/s (Q = 320 – 4000 kg) [1]	●	●	●	●
v = 1.6 m/s (Q = 450 – 3200 kg) [1]	●	●	●	●
v = 2.0 m/s (Q = 630 – 2000 kg) [2]	●	●	●	●
v = 2.5 m/s (Q = 630 – 1600 kg) [2]	●	●	●	●
Max. travel height 100 m	●	●	●	●
Max. number of landings 40	●	●	●	●
Car height 2100 – 2700 mm (basic size)	●	●	●	●
Flexible car dimensions in 1 mm steps [2]	○	○	○	○
Door version				
Dual panel, side-opening telescopic sliding door (M2T)	●	●	●	●
Dual panel, centre-opening door (M2Z)	○	○	○	○
Quadruple panel, centre-opening telescopic sliding door (M4TZ)	○	○	○	○
Door width				
700 – 1400 mm (two panel, telescopic opening door / centre-opening door) [3]	○	○	○	○
800 – 2500 mm (four panel, centre-opening telescopic door) [3]	○	○	○	○
Flexible door widths in 50 mm steps	○	○	○	○
Door height 2000 – 2500 mm [3]	○	○	○	○
Shaft headroom height				
min. 3300 mm, Q ≤ 1000/1050 kg, v = 1.0 m/s, CH = 2100 mm	○	○	○	○
min. reduced shaft headroom 2900 mm [2] [4]	○	○	○	○
min. 3300 mm, Q > 1000 - 1600/1650 kg, v = 1.0 m/s, CH = 2100 mm	○	○	○	○
min. 3500 mm, Q ≤ 1000/1050 kg, v = 1.6 m/s, CH = 2100 mm	○	○	○	○
min. 3500 mm, Q > 1000 - 1600/1650 kg, v = 1.6 m/s, CH = 2100 mm	○	○	○	○
min. 3700 mm, Q > 1600 – 4000 kg, v = 1.0 m/s, CH = 2100 mm	○	○	○	○
min. 3855 mm, Q > 1600 - 3200 kg, v = 1.6 m/s, CH = 2100 mm	○	○	○	○
min. 4055 mm, Q ≥ 630 – 2000 kg, v = 2.0 m/s, CH = 2100 mm	○	○	○	○
min. 4290 mm, Q ≥ 630 – 1600 kg, v = 2.5 m/s, CH = 2100 mm	○	○	○	○
Shaft pit depth				
min. 1100 mm, Q ≤ 1000/1050 kg, v = 1.0 m/s	○	○	○	○
min. reduced shaft pit 900 mm [2] [5]	○	○	○	○
min. 1200 mm, Q ≤ 1000/1050 kg, v = 1.6 m/s	○	○	○	○
min. 1150 mm, Q > 1000 - 1600/1650 kg, v = 1.0 m/s	○	○	○	○
min. 1250 mm, Q > 1000 - 1600/1650 kg, v = 1.6 m/s	○	○	○	○
min. 1250 mm, Q > 1600 - 2000/2040 kg, v = 1.0 m/s	○	○	○	○
min. 1350 mm, Q > 1600 - 2000/2040 kg, v = 1.6 m/s	○	○	○	○
min. 1300 mm, Q > 2000 – 4000 kg, v = 1.0 m/s	○	○	○	○
min. 1500 mm, Q > 2000 – 3200 kg, v = 1.6 m/s	○	○	○	○
min. 1500 mm, Q ≥ 630 – 2000 kg, v = 2.0 m/s	○	○	○	○
min. 1950 mm, Q ≥ 630 – 1600 kg, v = 2.5 m/s	○	○	○	○

Landing door	STYLE	CHIC	ELEGANT	VERTICAL
Installation in shaft/in recess (55 mm – M2T/M4TZ)/in deep recess (100 mm – M2T/M4TZ)	●/○/○	●/○/○	●/○/○	●/○/○
Installation in shaft/in recess (20 mm – M2Z)/in deep recess (60 mm – M2Z)	●/○/○	●/○/○	●/○/○	●/○/○
Installation in shaft front walll, optionally in recess (55 mm/M2T) [6] /on the landing (deep recess 100 mm)	○	○	○	○
Version				
Electrolytically Galvanised	●	●	●	●
Hairline stainless steel grit 220, type 304	○	○	○	○
Stainless Steel, Linen	○	○	○	○
Stainless Steel, Diamond	○	○	○	○
Stainless Steel, Leather	○	○	○	○
Powder coated RAL 9016 Traffic White	○	○	○	○
Powder coated RAL 9006 White Aluminium	○	○	○	○
Special protective coat of paint	○	○	○	○
Door sill				
Aluminium door sill	●	●	●	●
Door sill made of stainless steel	○	○	○	○

[1] Q = 450kg – 2000kg (for EVOLUTION® BLUE with reduced delivery time – this type has initially been released for Germany)
[2] Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.
[3] EVOLUTION® BLUE (reduced delivery time) with DW: 800 – 2000 mm; door width DW > 1400 mm with door type M4TZ available; DH: 2000 – 2500 mm available.
[4] Available in the rated load range Q = 450 - 1000/1050 kg with v = 1.0 m/s and CH = 2100 mm.
[5] Available in the rated load range Q = 450 - 1000/1050 kg with v = 1.0 m/s and DH <= 40 m. Only possible with conventional version of the counterweight.
[6] Be available at a later date

● Standard equipment, ○ option, – not currently available. Please contact our sales consultants regarding the availability of options.

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Landing door	STYLE	CHIC	ELEGANT	VERTICAL
Fire protection certificates				
Fire protection certificate E120 acc. to EN81-58	●	●	●	●
Fire protection certificate E30 acc. to EN81-58 [2]	○	○	○	○
Fire protection certificate EW30 acc. to EN81-58 [2]	○	○	○	○
Fire protection certificate EW60 acc. to EN81-58 [2]	○	○	○	○
Fire protection certificate EI60 acc. to EN81-58 [2]	○	○	○	○
Fire protection certificate EI120 acc. to EN81-58 [2]	○	○	○	○
Fire protection certificate E30 acc. to GHOST [2]	○	○	○	○
Fire protection certificate EI120 acc. to GHOST [2]	○	○	○	○
Fire protection certificate (2 hours acc. to BS476) [2]	○	○	○	○
Special versions (not all special versions (SA) can be combined with one another)				
SA12 Small height between floors (450 - 589 mm) with recess	○	○	○	○
SA15 Stainless steel sill wheel load QRL = 500 kg	○	○	○	○
SA16 Stainless steel sill wheel load QRL=1500 kg [2]	○	○	○	○
SA17 Stainless steel sill with hidden guide (incl. SA18 sill without visible guide) [2]	○	○	○	○
SA18 Sill without visible guide [2]	○	○	○	○
SA19 Profile section between narrow door frames	○	○	○	○
SA29 Deliver door disassembled	○	○	○	○
SA32 Fastening at shaft scaffold [2]	○	○	○	○
SA34 Covering on shaft side of door post and header, galvanised sheet metal [2]	○	○	○	○
SA35 Gap cover for plastering	○	○	○	○
SA37 Rubber strip on door panel closing edge	○	○	○	○
SA38 Wall-plug fixture instead of anchor rail mount	○	○	○	○
SA39 Halogen-free cables, only safety circuit	○	○	○	○
SA42 Widened toeguard, galvanised sheet metal [2]	○	○	○	○
SA43 Suspension gear on shaft side covered with galvanised sheet metal [2]	○	○	○	○
SA55 Twin-shell door panel according to EN81-58	○	○	○	○
Wall-plug fixture of the landing doors (mounting without anchor rails)	○	○	○	○
Glass door [2]				
SA31 Glass door panels with 50 mm surrounding frame for landing doors [2]	○	○	○	○
SA33 Glass door panels with 25 mm surrounding frame for landing doors [2]	○	○	○	○
SA34 Covering on shaft side of door post and header, hairline stainless steel grit 220, type 304 [2]	○	○	○	○
SA34 Covering on shaft side of door post and header, stainless steel, Linen [2]	○	○	○	○
SA34 Covering on shaft side of door post and header in standard version, galvanised or powder coated sheet metal, Mouse Grey RAL7005 depending on door type [2]	○	○	○	○
SA41 Solid glass door panels for landing doors [2]	○	○	○	○
SA42 Widened toeguard, hairline stainless steel grit 220, type 304 [2]	○	○	○	○
SA42 Widened toeguard, stainless steel, Linen [2]	○	○	○	○
SA43 Suspension gear panelled on visible side, hairline stainless steel grit 220, type 304 [2]	○	○	○	○
SA43 Suspension gear panelled on visible side, stainless steel, Linen [2]	○	○	○	○
SA47 Glass door edge protection with panelling material (for solid glass doors) [2]	○	○	○	○

Car door	STYLE	CHIC	ELEGANT	VERTICAL
Monitoring of closing edges of door				
Standard light curtain (81 beams)	●	●	●	●
SA25 Door area motion detection system (infrared sensor) [2]	○	○	○	○
SA26 Light curtain with 194 beams	○	○	○	○
SA27 Additional car door locking device	○	○	○	○
SA45 3D light grid [2]	○	○	○	○
Design of car door and door portal				
Hairline stainless steel grit 220, type 304	●	●	●	●
Stainless Steel, Diamond	○	○	○	○
Stainless Steel, Linen	○	○	○	○
Stainless Steel, Leather	○	○	○	○
Powder coated RAL 9016 Traffic White	-	-	-	○
Powder coated RAL 9006 White Aluminium	-	-	-	○
Elevator car door panels, single-leaf	●	●	●	●
Elevator car door panels, twin-leaf	○	○	○	○
Door sill made of aluminium	●	●	●	●
Door sill made of stainless steel	○	○	○	○
Glass door version [2]				
SA30 Short cam for glass door [2]	○	○	○	○
SA31 Glass door panels with 50 mm surrounding frame for car doors [2]	○	○	○	○
SA33 Glass door panels with 50mm/25 mm surrounding frame for car doors [2]	○	○	○	○
SA41 Solid glass door panels for car doors [2]	○	○	○	○
SA47 Glass door edge protection with panelling material (for solid glass doors) [2]	○	○	○	○

[2] Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.

● Standard equipment, ○ option, – not currently available. Please contact our sales consultants regarding the availability of options.

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Technical data	STYLE	CHIC	ELEGANT	VERTICAL
Car ventilation				
Car ventilation – indirect, invisible ventilation	●	●	●	●[6]
Fan in car ceiling with automatic switch-on/off and coasting	○	○	○	○
Fan in car ceiling with button in the operating panel	○	○	○	○
Fan in the car ceiling with key-operated switch in the car operating panel	○	○	○	○
Car ventilation visible, longitudinal holes in upper part of the car panels from Q > 2,000 kg	○	○	○	○
Car design				
Vertical Design [7]	–	–	–	●
Uniform or individual elevator car operating panel division [2]	–	–	–	○
Glass car	–	–	–	○
Glass rear wall	○	○	○	○

Operating and indicator elements	STYLE	CHIC	ELEGANT	VERTICAL
COP in the elevator car				
Surface-mounted COP Design STYLE with (Blue Line LCD indicator) with buttons - BLUETON (tactile / tactile braille) - Schäfer RT42wg (blue) (tactile / tactile braille)	●	–	–	–
Surface-mounted COP Design CHIC & ELEGANT (LCD Blue Line display) with buttons - BLUETON (tactile / tactile braille) - Schäfer RT42wg (blue) (tactile / tactile braille) with indirect white or RGB LED background lighting	–	●	●	–
Integrated COP (Blue Line LCD indicator / red LED dot matrix [2]) with buttons - BLUETON (tactile / tactile braille) - STEP Classic (blue / red [2]) (- / tactile braille) - Schäfer RT42wg (blue / red [2]) (tactile / tactile braille) - Schäfer MT42 (red [2]) (- / tactile braille)	○	○	○	●
Surface-mounted COP (Blue Line LCD indicator) with buttons - BLUETON (tactile / tactile braille) - STEP Classic (blue) (- / tactile braille)	–	–	–	○
Surface-mounted COP COLOR-box, type S / half height (Blue Line LCD indicator) with buttons - BLUETON (tactile / tactile braille) - Schäfer VB42 [2] (blue) (tactile)	○	○	○	○
Surface-mounted COP COLOR-box, type L / car height (Blue Line LCD indicator) with buttons - BLUETON (tactile / tactile braille) - Schäfer VB42 [2] (blue) (tactile)	○	○	○	○
Handicapped-accessible car operating panel, rounded stainless steel housing (up to 12 landings) with B50Q buttons [2]	○	○	○	○
Positioning of the car operating panel according to EN81-70	○	○	○	○
Central arrangement of the car operating panel in the car wall [2]	○	○	○	○
Position and direction indicator at entrance				
BLUETON direction indicator (in door frame / in wall-mounted push-button box)	○	○	○	○
STEP Classic direction indicator (in door frame / in wall-mounted push-button box)	○	○	○	○
Direction indicator RT42wg (in door frame / in wall-mounted push-button box)	○	○	○	○
"Blue Line LCD" position and direction indicator (in wall-mounted push-button box)	○	○	○	○
"Medium" position and direction indicator (in wall-mounted push-button box) [2]	○	○	○	○
Square version of display cover plate	○	○	○	○
Oval version of display cover plate (ELEGANT design)	○	○	○	○
"SlimLIP Blue Line" position and direction indicator (horizontal / vertical) (wall / shaft front wall) [2]	○	○	○	○
"SlimLIOP" position and direction indicator (on landing door frame / surface mounted) [2]	○	○	○	○
"LIP COLOR-box" position and direction indicator (surface mounted) [2]	○	○	○	○
Direction indicator in car door frame with gong [2]	○	○	○	○
Operating elements at entrance				
Square version of display cover plate (standard wall-mounted push-button box) with buttons - STEP Classic (blue / red [2]) (- / tactile braille) - Schäfer MT42 (red [2]) (- / tactile braille) - Schäfer VB42 [2] (blue) (tactile)	○	○	○	○
Oval version of display cover plate (standard wall-mounted push-button box) with buttons - BLUETON (tactile / tactile braille) - STEP Classic (blue / red [2]) (- / tactile braille) - Schäfer RT42wg (blue / red [2]) (tactile / tactile braille)	○	○	○	○
Rectangular version of display cover plate (flat wall-mounted push-button box) [2] with buttons - BLUETON (tactile / tactile braille) - Schäfer VB42 [2] (blue) (tactile)	○	○	○	○
LOP COLOR-box (surface mounted) [2] with buttons - BLUETON (tactile / tactile braille) - Schäfer VB42 [2] (blue) (tactile)	○	○	○	○

[2] Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.
[6] Not possible in version with full-glass car.
[7] Available above rated load Q >= 450 kg.

● Standard equipment, ○ option, – not currently available. Please contact our sales consultants regarding the availability of options.

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Operating and indicator elements	STYLE	CHIC	ELEGANT	VERTICAL
Operating elements at entrance				
Operating elements in the door frame - BLUETON (tactile / tactile braille) - STEP Classic (blue / red [2]) (- / tactile braille) - Schäfer RT42wg (blue [2] / red [2]) (tactile / tactile braille) - Schäfer VB42 [2] (blue) (tactile)	○	○	○	○
Operating elements in the shaft front wall - BLUETON (tactile / tactile braille) - STEP Classic (blue / red [2]) (- / tactile braille) - Schäfer VB42 [2] (blue) (tactile)	○	○	○	○

Miscellaneous	STYLE	CHIC	ELEGANT	VERTICAL
Counterweight				
Pulley guide at counterweight [2] [8]	○	○	○	○
Safety gear at counterweight [2] [9]	○	○	○	○
Counterweight cladding, galvanised [2]	○	○	○	○
Counterweight cladding, hairline stainless steel grit 220, type 304 [2]	○	○	○	○
Pulley guide at elevator car [2]	○	○	○	○
Shaft equipment				
Shaft lighting	○	○	○	○
Shaft lighting can be switched on the car roof [2]	○	○	○	○
Protective tube for all shaft lighting	●	●	●	●
Shaft pit ladder	○	○	○	○
Adjustable bracket				
Wall plugging for adjustable bracket	○	○	○	○
Anchor rail mounting, type HTA40/22	○	○	○	○
Shaft traverses [2]	○	○	○	○
Design packages and painting				
Painting, design package 1 (see calculation program) [2]	○	○	○	○
Painting, design package 2 on request (see calculation program) [2]	○	○	○	○
Noise reduction kit acc. to VDI 2566 SSTII (will be available at a later date) [2]	○	○	○	○
Noise reduction kit according to VDI 2566 SSTIII (noise protection level) (will be available at a later date) [2]	○	○	○	○
Regulations				
EN 81-70 package with verbal announcement	○	○	○	○
EN 81-70 package with inductor loop	○	○	○	○
Firefighter´s elevator according to EN81-72 [2]	○	○	○	○
Measures for installation in earthquake-prone areas acc. to EN81-77 - earthquake category 1 [2]	○	○	○	○

Control functions E.COR® BLUE	Equipment
One-button control system	●
Two-button control system	○
Group controller	
Group controller type 6526 – Duplex (group with 2 elevators) only in combination with E.COR® BLUE	○
Group controller type 6526 – Triplex (group with 3 elevators) only in combination with E.COR® BLUE	○
Group controller type 6526 - 8 (group with up to 8 elevators per group) only in combination with E.COR® [2]	○
Group controller - up to max. 32 elevators, only in combination with E.COR® [2]	○
DGC (Dynamic Group Control) [2]	●
Control box	
"High Standard" control box, on wall (surface-mounted), hairline stainless steel grit 220, type 304, without frame, without fire resistance test	●
"High Standard" control box, in the wall (sub-surface), hairline stainless steel grit 220, type 304, without frame, without fire resistance test	○
"High Elegant" control box, in the wall (sub-surface), hairline stainless steel grit 220, type 304 with surrounding flush-fit frame, according to DIN18090 (for elevator shafts of fire resistance class F90)	○
Priorit resistant fire door according to LAR (front panel with control box in the masonry / U-shape with control box surface-mounted)	○
Control box in top landing (directly at the shaft entrance)	●
Control box removed from shaft, 2500 mm	○
Control box removed from shaft, 5000 mm	○
Control box removed from shaft, 7500 mm	○
Control box removed from shaft, 10000 mm	○
Control box in any landing	○
Misuse detection, prevention of runs under no load - via computed ratio	●
Misuse detection, prevention of runs under no load - via measurement of the load in the elevator car	○

[2] Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.
[8] Only possible in combination with versions: conventional shaft headroom height and conventional counterweight.
[9] Available in the rated load range Q = 450-4000 kg with vmax. = 1.6 m/s (with Qmax. = 3200 kg) and TH ≤ 60 m. Only possible in combination with versions: conventional shaft headroom height and conventional counterweight.

● Standard equipment, ○ option, – not currently available. Please contact our sales consultants regarding the availability of options.

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Control functions E.COR® BLUE	Equipment
Control box	
Automatic emergency rescue at the next landing in the event of power failure	○
Standby supply operation and start interlocking (with MM board), generator on construction site	○
Evacuation in any landing, UPS (with MM board)	○
Service hour meter	●
Trip counter	●
Two-way intercom	●
Intercom to a central command station (3-way)	○
Intercom to a fire service landing (3-way) [2)]	○
Listening shut out for two-way intercom	○
Occupied device (80% rated load)	●
Fire recall control	
Fire recall control for one evacuation landing (via key)	○
Fire recall control for one evacuation landing (via key) according to EN81-73	○
Fire recall control for one evacuation landing (via customer-fitted fire detectors)	○
Fire recall control for one evacuation landing (via customer-fitted fire detectors) according to EN81-73	○
Fire recall control for two evacuation landings (via customer-fitted fire detectors)	○
Fire recall control for two evacuation landings (via customer-fitted fire detectors) according to EN81-73	○
Fire recall control for multiple) evacuation landings	○
Fire recall control for multiple [2)] evacuation landings according to EN81-73	○
Fireman's control acc. to EN81-72 [2)]	○
Earthquake function acc. to EN81-77 (earthquake category 3 only on request) [2)]	○
Preparation for earthquake control system (not EN81-77)	○
Reduced travel path if water enters the shaft pit	○
Shabbat control system [2)]	○
Clearance of internal calls (calls in the opposite direction to that which the elevator is travelling)	○
Phase failure monitoring RPI	●
Phase failure monitoring (shutdown of control voltage)	○
Automatic shutdown of the elevator car light	●
Shutdown of controller and light with key switch (installation of the key switch combined with already existing operating elements)	○
Shutdown of control system and light with customer-provided contact	○
Shutdown of control system and light in separate wall-mounted push-button box with key	○
Levelling with opening doors	●
Relevelling	●
Elevator attendant function for teleservice (car light monitoring, intercom test and message in the event of defects)	○
Nudging with acoustic signal	●
Main switch, 4-pin instead of 3-pin	○
Potential-free contact - collective fault signal	○
Potential-free contact (delayed / not delayed)	○
Potential-free contact - elevator out of service	○
Potential-free contact for emergency call - fire emergency active	○
Potential-free contact for emergency call - emergency power active	○
Fault message for shaft ventilation system	○
Halogen-free version, wiring	○
Alarm horn (98 dB, IP43)	○
Parking level (fixed)	○
Penthouse control system (attic) [2)]	○
Call for group installations with different number of floors. [2)]	○
Special travel (priority landing call) [2)]	○
Floor light circuit [2)]	○
Selective front and rear entrances	○
Two opposite car entrances on the same level	○
Open through entrance on different levels	○
Overload indicator	●
Preparation for Teleservice TS7	○
Preparation for Easy Alarm [2)]	○
Emergency system SafeLine 3000 [2)]	○
Emergency system SafeLine SL6 [2)]	○
Emergency system PTU [2)]	○
Emergency system MEMCO [2)]	○
Preparation for code card reader (car operating panel)	○
Preparation for code card reader (external panels)	○
Numerical keypad for enabling car call buttons [4)]	○
Numerical keypad for enabling car call buttons with timer [2)]	○

[2)] Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.

● Standard equipment, ○ option, – not currently available. Please contact our sales consultants regarding the availability of options.

Options
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

Control functions E.COR® BLUE	Equipment
Green elevator function (stand-by, sleep mode)	●
Display of high-speed, eco and recovery modes as well as a dimming of the position indicator in standby mode	●
Green elevator: eco and high-speed operating modes are automatically switchable	●
Service display language: German / English / French	●
Acoustic request acknowledgement at entrance	○
Acoustic request acknowledgement in the operating panel	○
Gong in car front wall	○
Gong in door post indicator field	○
Verbal announcement when pressing the emergency button (German /English)	●
Key-operated switch with call accepted (replaces landing push-button)	○
Key-operated switch for disabling / enabling landing calls	○
Key-operated switch in the elevator car for disabling / enabling car calls	○
Key-operated switch for disabling / enabling landing calls	○
Priority control with key-operated switch in elevator car operating panel	○
Separate emergency light in the integrated elevator car operating panel (STEP Classic)	○
Door-open button	●
Door-close button	○
Out of order indicator	○
Teleservice with modem (with / without cascading)	○
Teleservice without modem (with / without cascading)	○
Teleservice with GSM module (to place an emergency call or voice transmission via mobile communications network)	○
Announcement device (via MSM2 board)	○
Inductor loop for Teleservice (hard of hearing) according to EN81-70	○
LED lighting (car ceiling, car operating panel (COP) and skirting)	○
Liftscreen system (Compact, Professional, Entertainment) on request [2)]	○
Network configuration	
Network configuration TN-C, (TN network PEN)	●
Network configuration TN-S, (TS network PE+N)	○
Network configuration TT network), 4-pin main switch included	○
Power & light system separate	○

[2)] Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.

● Standard equipment, ○ option, – not currently available. Please contact our sales consultants regarding the availability of options.

Presented by

BLUECOMPETENCE
Alliance Member
Partner of the Engineering Industry Sustainability Initiative

ThyssenKrupp Aufzugswerke GmbH
Bernhäuser Straße 45 · 73765 Neuhausen a.d.F., Germany
Telephone +49 (0) 7158 12-0 · Telefax +49 (0) 7158 12-2585
www.thyssenkrupp-elevator-eli.com · info.TKAW@thyssenkrupp.com

EVOLUTION® BLUE

The future of innovation.

NEXT LEVEL ELEVATOR

ThyssenKrupp Elevator UK Ltd.
120 Leman Street · London E1 8EU
Phone +44 (0) 207 977 5837
www.thyssenkruppelevator.co.uk · marketing.tkeuk@thyssenkrupp.com

ThyssenKrupp Elevator

ThyssenKrupp

In Next Level we promise you quality solutions, customised to your requirements, and with an ambitious aim: that of aspiring to higher things, be it in terms of cost efficiency, performance, reliability, sustainability or design.

No matter whether you are looking for the best elevator system for a new property, upgrading an existing installation – regardless of manufacturer or model – to future requirements, or whether you simply want to be able to rely on your service partner whenever and wherever, our solutions exceed by far the standards in the industry. Why not take us up on our promise and move up to the Next Level with us?

EVOLUTION® BLUE: Designed for top performance from top to bottom.

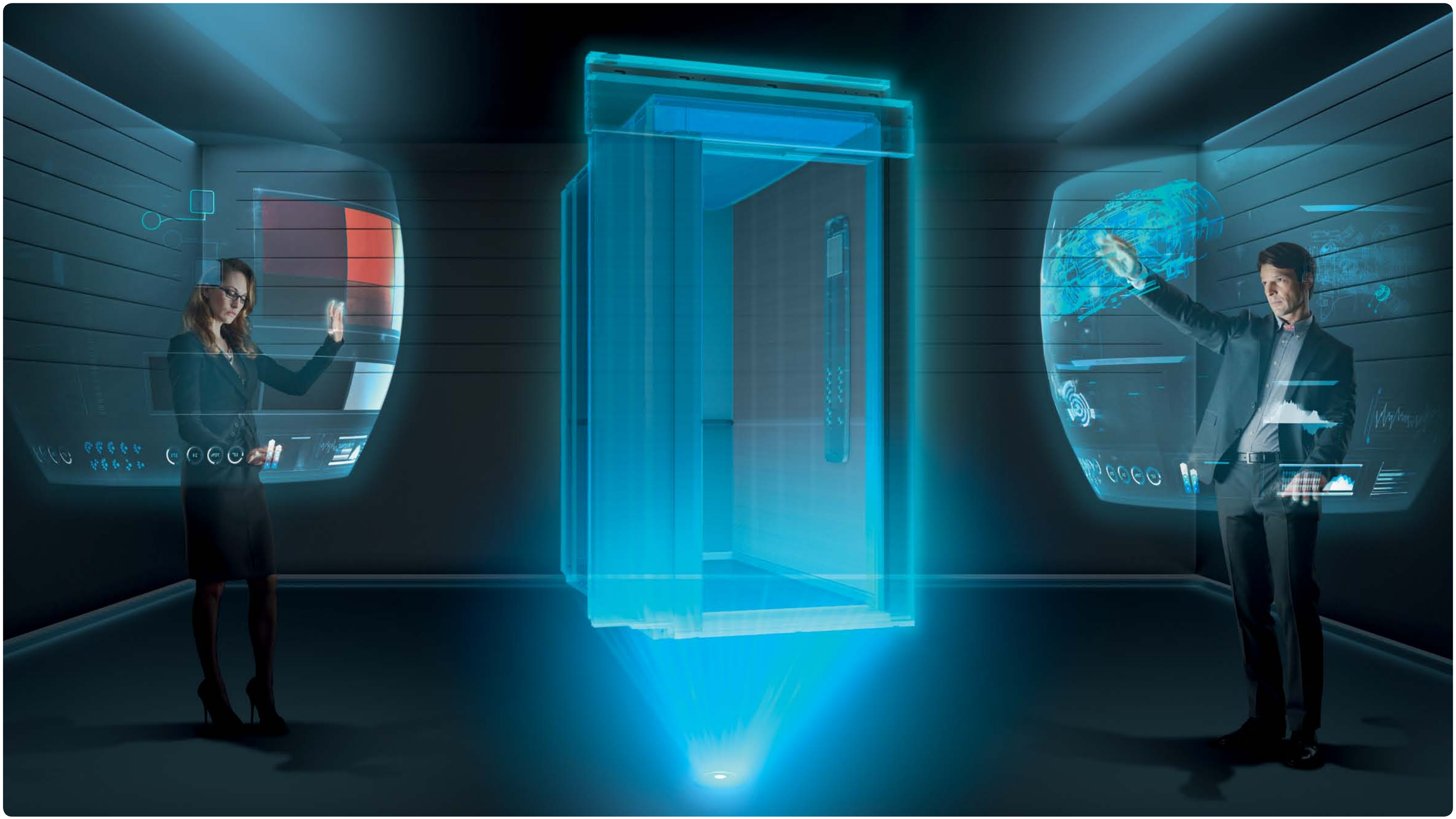
Right away, something special catches your eye: the quality workmanship and top-class materials that set EVOLUTION® BLUE apart. At second glance, this MRL (machine room less) passenger elevator offers a multitude of technical innovations along with custom sizing down to the millimetre. Talk about flexible.

No matter whether you are looking for a new system or modernising an existing installation – EVOLUTION® BLUE is a perfect fit for your building's shaft. And it's an ideal partner for realising your individual design visions, as well. Our sophisticated modular concept offers over 7,000 combinations of colours and materials that can be easily changed to suit your wishes and needs.

In a nutshell, EVOLUTION® BLUE marries a solid design concept with the highest technological standards. It not only sets trends, it stays a step ahead of the future.

01

BLUE IMAGE. A top-level match: Design meets technology.



02

Our idea of beauty: An elevator with a thousand faces.

DESIGN PHILOSOPHY

- IMPRESSIVE RANGE OF MODULAR BI-COLOUR AND BI-MATERIAL CHOICES
- WALL ELEMENTS ARE EASILY INTERCHANGEABLE TO CREATE NEW LOOKS
- DYNAMIC LIGHTING EFFECTS: RGB LED IN COMBINATION WITH THE E.COR® CONTROLLER

Making a statement with style – that's the EVOLUTION® BLUE mission. With its multifaceted, modular design, highest-quality materials and mature technology, it adds a further highlight to your building's architecture.

The EVOLUTION® BLUE design concept is sophisticated and extremely flexible, boasting three different lines and opening up an unimaginably vast range of possibilities. With more than 7,000 design options, you're free to mix and match colours, shapes and materials. The sky's the limit. Our specialists will even build cabins to suit your individual needs.

Your cabin deserves colour.

STYLE SELECTION

- MULTIPLICITY OF MATERIALS AND COLOURS FOR FREEDOM OF DESIGN
- BESPOKE WALL ELEMENTS ARE EASY TO CHANGE
- HIGH-CLASS MATERIALS IN LONG-LASTING, ECOLOGICAL QUALITY
- CLEAN, MODERN LINES AND TRENDSETTING LIGHTING

STYLE A

STYLE B

STYLE C

STYLE D

STYLE E

STYLE F

STYLE A | Top: Stainless steel Hairline
Bottom: Stainless steel Linen

STYLE B | Top: White Skin
Bottom: Dark Skin

STYLE C | Top: Red Cherry
Bottom: Stainless steel Hairline

The STYLE Selection proves that a high-performance elevator can look good, too. From fresh, bright accents to subtle earthy tones – with its wide variety of colour variants and materials, this design line adapts to your creative vision and complements your building's style.

STYLE D | Top: Green Apple
Bottom: Stainless steel Linen

STYLE E | Top: Orange
Bottom: Red Cherry

STYLE F | Top: Wave 2 Cloud
Bottom: Dark Ink

sustainable efficiency

EVOLUTION® BLUE also offers a dedicated ecological model that helps protect the environment. The cabin materials, such as stainless steel panels and flooring made from organic sources, are nearly completely recyclable. And energy recovery, LED lighting and the innovative E.COR® controller help to minimise your carbon footprint further.

Time for a trendsetter.

Give your system character.

CHIC SELECTION

- MULTIFACETED CHOICE OF TOP-QUALITY MATERIALS AND COLOURS
- EXCITING LIGHT EFFECTS THROUGH DYNAMIC RGB LED AND INDIRECT LIGHTING
- TEXTURED MATERIALS FOR A TACTILE AND SENSUAL EXPERIENCE

ELEGANT SELECTION

- FASCINATING BLEND OF CLASSIC AND FUTURISTIC ELEMENTS
- EXTRAVAGANT, PRESTIGIOUS LOOK
- MOOD LIGHTING THROUGH INDIRECT DYNAMIC RGB LED
- STRUCTURED MATERIALS FOR A FEELING OF EXCLUSIVITY

CHIC A

CHIC B

CHIC C

ELEGANT A

ELEGANT B

ELEGANT C

CHIC A | Top: Orange
Bottom: White Line

CHIC B | Top: Dark Ink
Bottom: Carbon look

CHIC C | Top: Grey Line
Bottom: Dark Ink

The CHIC Selection starts with modern materials and adds a breathtaking mix of elegant colour and lighting effects. Indirect LED lighting in the ceiling and skirting, and around the operating panel, creates a pleasant feeling and shows chosen materials – such as carbon look and different wood finishes – in the best possible light. The result is harmonious and appealing, down to the smallest detail.

ELEGANT A | Top: Champagner
Bottom: Carbon look

ELEGANT B | Top: Gold
Bottom: Black Wood

ELEGANT C | Top: White Line
Bottom: Black Line

The ELEGANT Selection is a byword for prestige. It features fascinating forms, subtle lighting effects and unusually fine materials like top-class metals and select woods. The alluring blend of colours, lighting and materials creates a particularly stylish atmosphere and a very pleasant, relaxing ambiance. In short: a feeling of pure luxury.

04

Always perfectly styled – with exchangeable wall designs.

DESIGN

- DYNAMIC RGB LED LIGHTING FOR A PLEASANT CABIN ATMOSPHERE
- ADAPTABLE COLOUR AND LIGHTING DESIGN
- WALL ELEMENTS CAN BE QUICKLY CHANGED

Alluring, exciting, refined – thanks to dynamic RGB LED lighting, you can personalise EVOLUTION® BLUE with your own light design concept. And the best part: The dynamic RGB LEDs allow you to create a different mood at every floor. In combination with easy-to-change wall designs, the flexible LED lighting lets you match your elevator to the current season, latest trend or special event.

Crystal-clear design, brilliant performance.

- GLASS ELEMENTS FOR UNLIMITED DESIGN FREEDOM
- MORE CAPACITY AND SHORTER WAITING TIMES WITH DESTINATION SELECTION CONTROL (DSC)
- OPTIONAL MULTIMEDIA SOLUTIONS SUCH AS LIFTSCREEN

EVOLUTION® BLUE is much more than a pretty face. Along with appealing aesthetic details such as glass door leaves and fully-customisable design, it also features the intelligent Destination Selection Control (DSC). This control significantly reduces waiting times while optimising traffic flow. Multimedia solutions like the Liftscreen show ride information as well as content from the Internet. Whatever you imagine, you can create – with EVOLUTION® BLUE.

05

Our definition of functionality: an elevator for every application.

TECHNOLOGY

- INNOVATIVE TECHNOLOGY MAKES OPTIMUM USE OF AVAILABLE SPACE
- ADJUSTMENTS BY THE MILLIMETRE FOR HIGHEST FLEXIBILITY
- DURABLE, FUTURE-PROOF COMPONENTS AND HIGH-PERFORMANCE SYSTEMS
- INTELLIGENT TECHNOLOGIES – EASY ON YOUR BUDGET AND THE ENVIRONMENT

EVOLUTION® BLUE stands for intelligent technology that helps you boost your system's efficiency, reliability and safety while reducing CO_2 emissions and energy consumption. In standby mode, the system uses up to 86% less energy, thanks to E.COR®. And of course, all components meet strictest quality standards. In addition to our many years of experience in the development and construction of elevators, we also put a bit of the future into each and every detail. Our future-oriented technologies enable the sustainable use of our environment and our resources – without having to make any compromises.

Frugal and powerful – not a contradiction for EVOLUTION® BLUE. The elevator offers high shaft efficiency, up to 69% better use of space, a greatly reduced shaft head and pit, a minimum of vibration and noise and optimised fitting locations for each component. And that's not all. Thanks to our modular system, the cabin can be adapted infinitely, millimetre by millimetre, to perfectly fit the respective shaft.

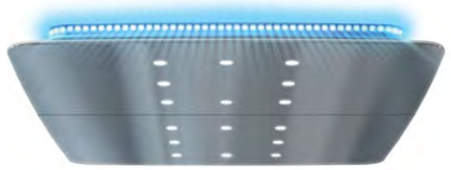
06

Well-designed from every angle: from components to costs.

E.COR® CONTROLLER

- INTELLIGENT ENERGY AND COST SAVING CONTROLLER
- INCREASED AVAILABILITY THROUGH PREVENTATIVE MAINTENANCE
- SOFTWARE-BASED SOLUTION ENABLES A VARIETY OF OPTIONS
- MINIMAL WEAR AND TEAR DUE TO ELECTRONIC COMPONENTS

1. Energy recovery:
regenerative pulse inverter



2. Long-lasting: LED lighting

3. Highly efficient: Elevator drive

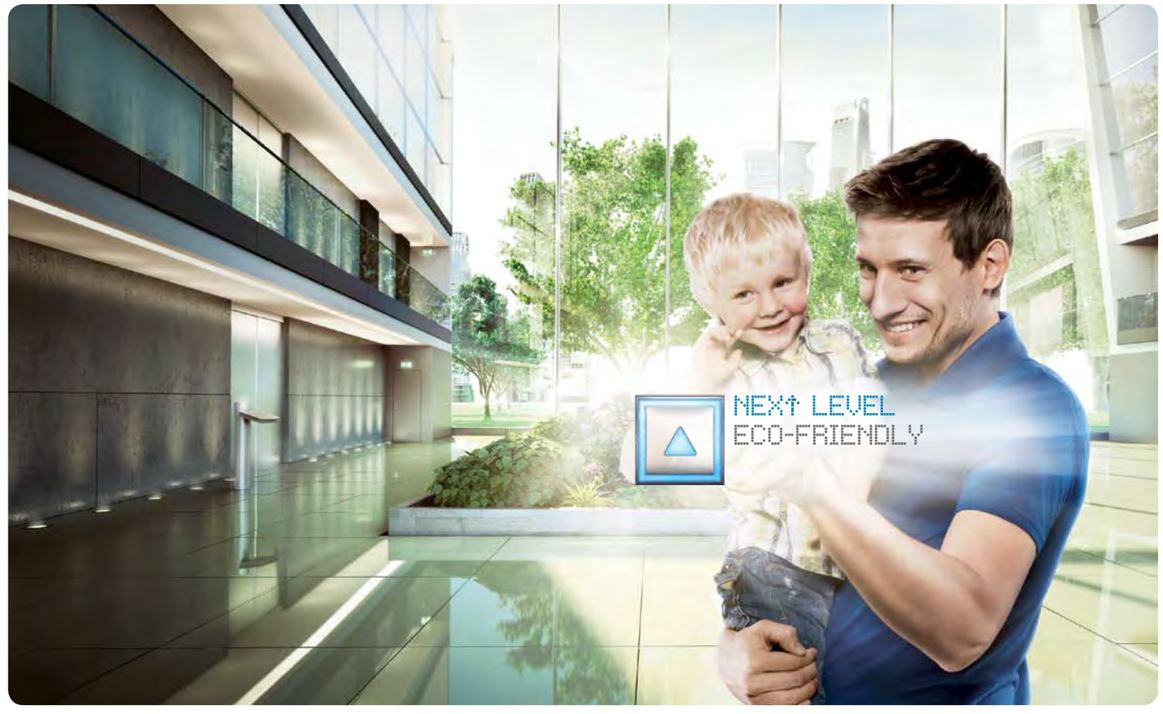
4. Intelligent: Elevator control

The intelligent E.COR® controller is the core element of EVOLUTION® BLUE and provides many benefits. The most significant one: energy and cost savings are programmed right into the system. By using energy recovery when the cabin is descending, or the elevator is braking, E.COR® puts energy back into the system to be used for other functions such as air conditioning and lighting.

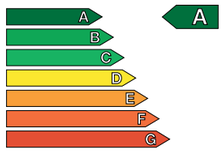
As a software-based solution, E.COR® guarantees a high level of operating security. Rare problems with the elevator are detected long before they can result in any kind of malfunction. E.COR® informs you about the current status of your elevator and reminds you when the next maintenance check is due.

Cutting-edge technology in every detail.

- AUTONOMOUS LEARNING FUNCTION FOR MAXIMUM EFFICIENCY
- ENERGY EFFICIENCY CLASS A TO VDI 4707[1]
- FUTURE-ORIENTED TECHNOLOGY FOR SUSTAINABLE ENERGY USE



Energy efficiency class



Example certification of an installation in Germany (630 kg, 1 m/s)

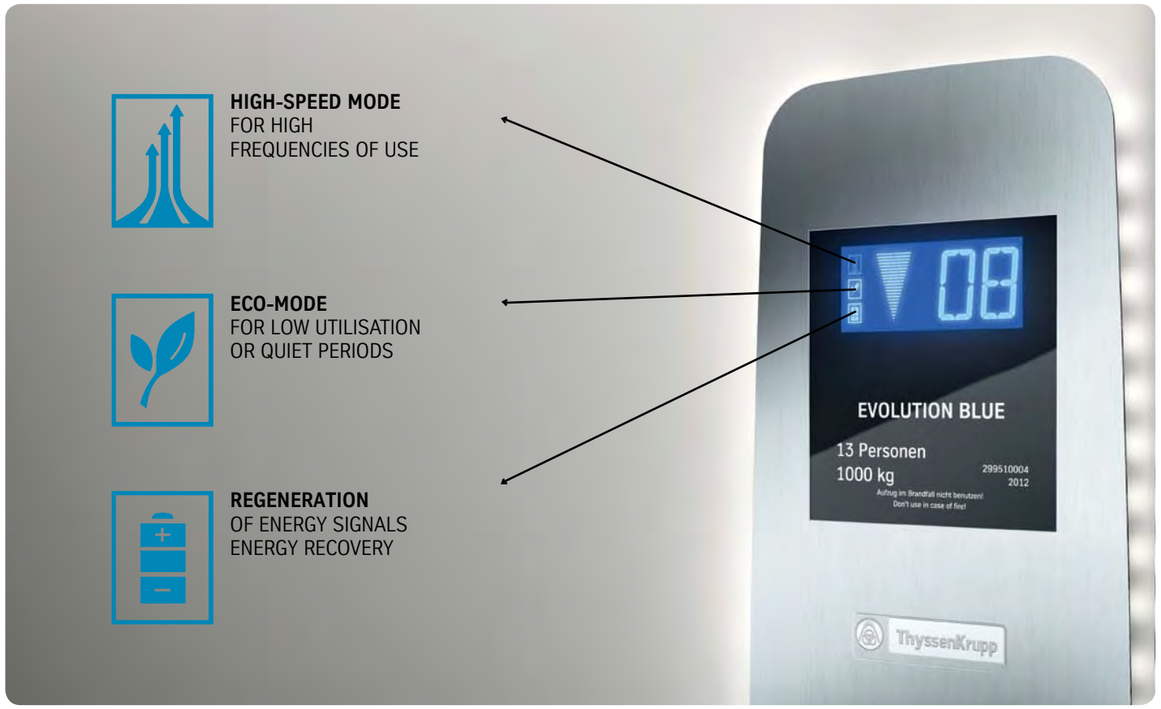
E.COR® adjusts to the way the elevator is used and thereby keeps waiting and travel times to a minimum. By automatically shifting into high-speed mode during periods of heavy use, and then into eco mode when the elevator is used infrequently, the system makes optimal use of quiet and busy phases in your building.

[1] Measured on a reference system

Onward to the future: full speed, low energy.

- ENERGY RECOVERY SAVES COSTS
- EFFICIENT POWER MANAGEMENT
- SIGNIFICANTLY INCREASED SAVINGS POTENTIAL

EVOLUTION® BLUE features energy recovery as standard. The regenerated energy can be used for other functions such as air conditioning and lighting – saving costs as well as energy. In the planning phase, you select the drive best suited to your application. Once everything is up and running, power management cuts operating costs by adapting operation to the respective traffic situation: during busy phases, high-speed



mode ensures smooth flow, while during quieter times, eco mode focuses on saving energy. When the elevator is not in use, the system switches to standby. In standby mode, all unnecessary components are gradually and automatically turned off. That means potential savings of 86 % – a valuable contribution towards an energy-efficient future.

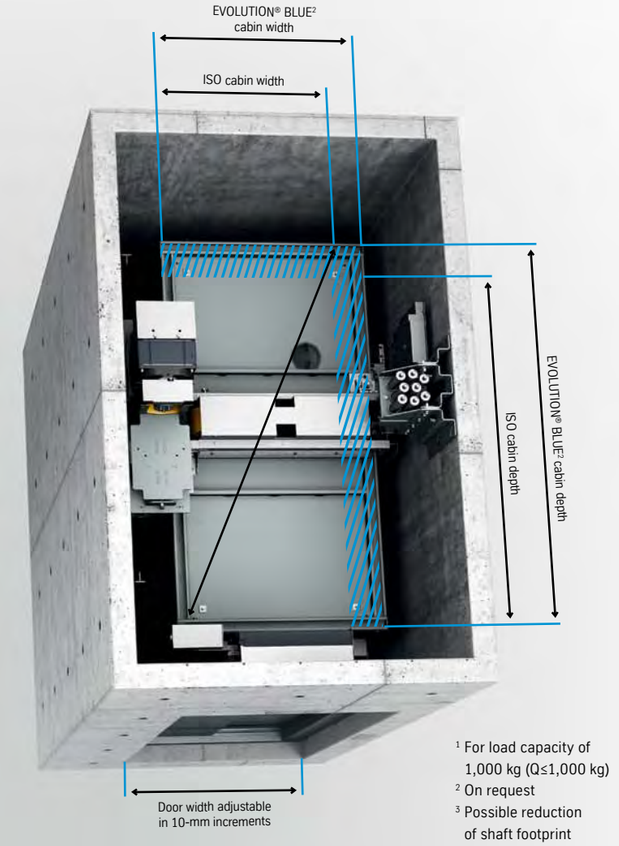
A perfect fit that also saves space.

07

SHAFT EFFICIENCY

- OPTIMUM USE OF SPACE THANKS TO MODULAR COMPONENT SYSTEM
- SHAFT HEAD REDUCED BY UP TO 13 %, PIT REDUCED BY UP TO 72 %[1]
- POWERFUL PERFORMANCE IN TERMS OF SPEED, HEIGHT AND NOMINAL LOAD
- IDEAL FOR MODERNISATION

EVOLUTION® BLUE not only looks to the future, but offers highest flexibility in the here and now. With its modular, intelligently designed components and the optional minimisation of the shaft head and pit, it uses very little room and can be adapted to perfectly match the existing building environment. And it uses space so efficiently that a 1,000 kg ISO shaft can run a 1,125 kg cabin, or a 1,000 kg cabin fits into a smaller shaft. It's easy to see why EVOLUTION® BLUE is an ideal choice for every architect and building owner.

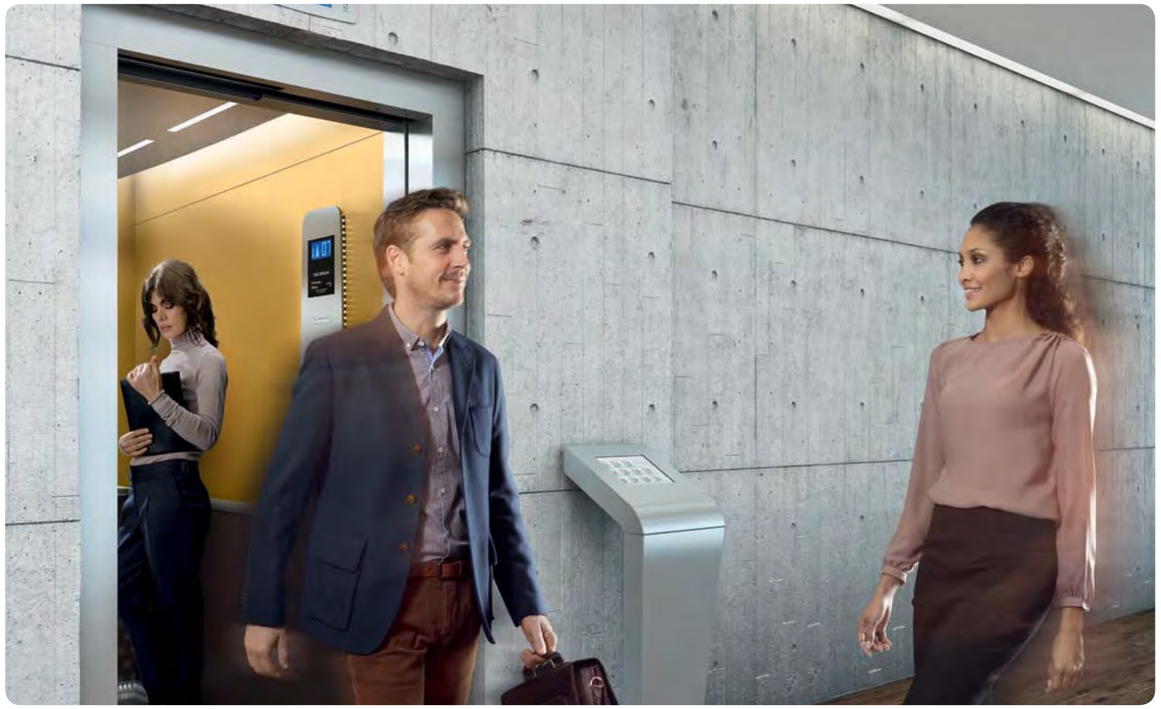


[1] For load capacity of 1,000 kg (Q≤1,000 kg)
[2] On request
[3] Possible reduction of shaft footprint

From 0 to 100 metres in 40 seconds.

CAPACITY

- OPTIMAL FOR UP TO 32 ELEVATOR SYSTEMS IN A GROUP
- SHORT WAITING TIMES THANKS TO DESTINATION SELECTION CONTROL (DSC) AND FAST-MOVING DOORS
- EASILY MANAGES HIGH TRAFFIC FLOW



There's strength in numbers. EVOLUTION® BLUE lets you combine up to 32 different types of systems into one powerhouse elevator group, reaches a top speed of 2,5 m/s and scales heights of up to 100 m with a nominal load of 450 to 4,000 kg. When used in combination with shuttle elevators, EVOLUTION® BLUE can also handle heavy traffic situations in high-rise buildings. A dynamic group algorithm makes sure that EVOLUTION® BLUE responds optimally to every traffic situation – every time.

The joy of gliding from floor to floor.

RIDE COMFORT

- MINIMAL VIBRATION AND NOISE ENSURES SMOOTH RUNNING[1]
- SHORT TRAVEL TIMES AND FLOOR LEVELLING ACCURACY
- ALL COMPONENTS MEET STRINGENT QUALITY CRITERIA
- PLEASANT CABIN ATMOSPHERE

With EVOLUTION® BLUE, you'll enjoy every journey. Single-contactor technology and a range of convenient features – such as gentle braking, fast travel and accurate floor levelling – combine to make elevator travel a pleasant experience. And fast-moving doors help keep waiting times short. The cabin itself also creates a good feeling – after all, every single component was selected according to the strictest quality standards.

[1] ≤ 25 dB in adjacent rooms, if building complies with VDI2566 STIII and "noise reduction kit" option is selected
≤ 50 dB in the cabin (measured on a reference system at 1m/s)

So many reasons to choose EVOLUTION® BLUE.

YOUR BENEFITS

Flexibility

- Intelligent, modular elevator system is infinitely adjustable
- Customised cabin dimensions through adjustments by the millimetre
- Efficient use of space with optimally-fitted technology (shaft efficiency up to 69 %)
- Reduced shaft head (-13 %) and pit (-72 %)
- Infinitely adjustable nominal load range from 450 to 4,000 kg
- Maximum speed of up to 2,5 m/s
- Ideal for elevator groups with up to 32 systems

Energy regeneration[1]

- Saving almost 40 % energy and costs during travelling
- Distribution of the regenerated energy within your building

Power management

- Standby mode saves costs and energy up to 86 %
- Significantly reduced CO_2 emission
- Elevator automatically switches off when not in use (sleep mode)
- Drive dimensions optimised for your specific application

Absolute positioning device

- Floor levelling accuracy prevents trip hazard
- No recalibration required after a power failure

Elevator operation and control system

- Fast response times and optimum service communication through Internet connection with self-diagnosis
- Increased efficiency thanks to learning function and smooth interaction within the group
- Door opening times adapt to traffic volumes

Design philosophy

- Bi-materials and bi-colours open up more than 7,000 cabin variations
- Maximum customisation, e.g. special cabin panelling

Design[5]

[1]Bi-material and bi-colour effects
- Large choice of combinations thanks to the vast range of materials and colours

[2]Easy replacement
- Intelligent fastening technology allows design elements to be quickly and smoothly changed
- Cabin design can be easily adapted to current colour and material trends

[3]Glass
- Flexible use of glass doors and cabins for more light, a better view and insight into the technology

[4]Sustainability
- Recyclable, durable components and top-class materials

[5]Lighting effects
- Individual lighting moods for ceiling, operating panel and skirting
- In combination with E.COR®, lighting effects can be adapted to complement the building's environment and architecture

Ride comfort

- Minimal vibration and noise thanks to sandwich technology and high material rigidity in the cabin
- Door drive with fast closing and opening for more travelling capacity and short waiting times

[1] Energy regeneration included in scope of delivery only up to 2,000 kg

LEA® Comfort 300

LEA® - Family

Standard 100	**Pure and efficient** The ideal solution for low-traffic functional residential buildings.	Type: MRL Travel height: 45 m	Rated Load: 450 – 1.000 kg Speed: 1.0 m/s
Standard 200	**Stylish and flexible** Ideal elevator for low-to mid-traffic residential buildings with demanding design and flexibility requirements. Also perfect for modernizing existing buildings.	Type: MRL Travel height: 60 m	Rated Load: 320 – 1.000 kg Speed: up to 1.75 m/s
Comfort 300	**Versatile and smart** Designed for busy commercial and office buildings.	Type: MRL Travel height: 100 m	Rated Load: 450 – 4.000 kg Speed: up to 2.5 m/s
Comfort Plus	**A classic** Tried-and-tested elevator system with machine room and with geared or gearless drive.	Type: MR Travel height: 135 m	Rated Load: 450 – 2.500 kg Speed: up to 2.5 m/s
Cargo	**Robust and reliable** Sturdy freight elevator with machine room and with geared or gearless drive.	Type: MR	Rated Load: from 1.800 kg Speed: up to 1.0 m/s

System description and advantages

LEA® Comfort 300 elevator system

With the LEA® Comfort 300 elevator kit, LiftEquip offers you a future oriented system solution for very sophisticated applications. As a premium machine-room-less passenger elevator, it has an elaborate layout with good shaft usage and proven, only top quality components.

Use a control system of your choice!
You can configure LEA® Comfort 300 into a bespoke product from your company by combining it with a control system of your choice. It is also possible to integrate further options of operating and indicator elements that are freely available on the market.

LEA® Comfort 300 exhibits the ultimate in flexibility when it comes to the car dimensions: millimetre-adjustment of the car width and the car depth. You can use one side-opening double-panel and two- or four-panel centre-opening doors. The high quality door system is suitable for operation in advanced elevators for upmarket and highly frequented buildings. The modular system is offered with an entrance and open through entrance.

As a highlight LEA® Comfort 300 offers you fantastic car design: the design line Uni-Colour (with STYLE, CHIC and ELEGANT) has a wide range of attractive colours to choose from with an elegant separation between full-surface upper and lower wall sections. The classic VERTICAL design line with vertical wall lamella includes high quality stainless steel designs. The tasteful car design is rounded off by a wide range with LED illuminated ceilings and handrails. Further options such as glass doors and a full glass cabin are also possible.

LEA® Comfort 300 is a highly variable, economical and durable elevator system with a modern machine. By using a M600 frequency inverter with power regeneration it provides the perfect preconditions for energy-efficient operation.

* The on-site construction of the elevator shaft must meet the requirements of VDI 2566 SST II/III.

Safety

- System in accordance with EN 81-20/-50, for commencement of operation per individual inspection with EU Type Test Certificate as basis

Efficiency

- Modern, highly efficient gearless machine (PMC / DAF gearless)
- Variable frequency control (VVVF), with power regeneration (optional)
- Energy-saving LED lighting as an option

Reliability

- Equipped with robust and only high quality, long-life components and premium materials

Design

- Classic design (VERTICAL)
- Unique, high-quality Uni-Colour design (STYLE, CHIC, ELEGANT)
- A wide range of combination possibilities
- Invisible car ventilation system
- Millimetre-adjustment of the car
- Glass doors and glass elevator car available

Comfort

- Increased available car area
- Low noise (complies with VDI 2566 SST II/III)*
- Smooth running
- Well-being atmosphere

Scope of supply

- Broad range of uses
- High number of options

Flexibility

- Configurable into an elevator system from your company by deploying your preferred control system and the operating and indicator elements you wish to have.

New standards EN 81-20 and EN 81-50

Up until now, traction and hydraulic lifts were designed and put into service in accordance with EN 81-1 / -2. Both standards have been revised and are being replaced with the new standards EN 81-20 and -50.
The new standards contain expanded safety requirements which correspond to the current state of technology. A transitional period is in effect until 31 August 2017; after that time lifts may only be placed on the market in accordance with EN 81-20/-50.

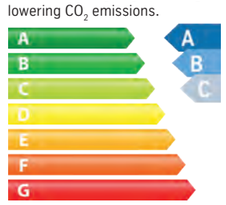
Customer benefits by to EN 81-20/-50

+ Incorporation of further developments with respect to the current state of the technology (e.g., shortened buffer stroke)
+ Greater investment security (longer grandfathering under current legislation through application of the latest state of engineering)

Not included in the scope of supply of the LEA® Comfort 300 are:
Control system, control box with measures for rescue of passengers, operating and indicator elements, external control panels, mounted resp. built-in control panel in the elevator car, emergency call system, car distribution box, travelling cable, shaft selector, shaft wiring, shaft lighting, inspection control and emergency stop switch, integration of the inverter, connection of the car lighting and the overload sensor, load measurement system.

Energy efficiency

With LEA® Comfort 300 you can configure an elevator system that achieves a high energy efficiency class. You thereby make a significant contribution to the reduction of ongoing operating and energy costs and lowering CO_2 emissions.



Technical overview

Double-panel telescopic opening door

Rated load (Q)	(kg)	450 kg				630 kg							
Speed (v)	(m/s)	1.0		1.6		1.0		1.6		2.0		2.5	
Max. travel height (TH)	(m)	40		60		40		60		80		100	
Number of passengers		6		6		8		8		8		8	
Dual entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16		20		16		20		30		40	
Car width CW [1) 2)]	(mm)	1000		1000		1100		1100		1100		1100	
Car depth CD [1) 3)]	(mm)	1250		1250		1400		1400		1400		1400	
Car height (rough height) CH [11)]	(mm)	2100 – 2700				2100 – 2700							
Max. weight of car	(kg)	900				1260							
Door width DW [4) 10)]	(mm)	800 – 1000				800 – 1100							
Door height DH [5)]	(mm)	2000 – 2500				2000 – 2500							
Shaft width SW [6)]	(mm)	1510		1517		1610		1617		1664		1739	
Shaft depth SD – door in shaft [7) 10)]	(mm)	1650	1890	1650	1890	1800	2040	1800	2040	1800	2040	1800	2040
Shaft depth SD – door in recess (55) [7)]	(mm)	1595	1780	1595	1780	1745	1930	1745	1930	1745	1930	On request	
Shaft depth SD – door in recess (100) [7) 10)]	(mm)	1550	1690	1550	1690	1700	1840	1700	1840	Available on request			
Shaft headroom height [CH = 2100]	(mm)	3300		3500		3300		3500		4055		4290	
Shaft pit depth	(mm)	1100		1200		1100		1200		1500		1950	
Min. height between floors [DH + 590] [9)]	(mm)	2590		2590		2590		2590		2590		2590	

Rated load (Q)	(kg)	800 kg								1000 kg (depth)							
Speed (v)	(m/s)	1.0		1.6		2.0		2.5		1.0		1.6		2.0		2.5	
Max. travel height (TH)	(m)	40		60		80		100		40		60		80		100	
Number of passengers		10		10		10		10		13		13		13		13	
Dual entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16		20		30		40		16		20		30		40	
Car width CW [1) 2)]	(mm)	1350		1350		1350 [8)]		1350		1100		1100		1100		1100	
Car depth CD [1) 3)]	(mm)	1400		1400		1400 [8)]		1400		2100		2100		2100		2100	
Car height (rough height) CH [11)]	(mm)	2100 – 2700								2100 – 2700							
Max. weight of car	(kg)	1600								2000							
Door width DW [4) 10)]	(mm)	800 – 1300								800 – 1100							
Door height DH [5)]	(mm)	2000 – 2500								2000 – 2500							
Shaft width SW [6)]	(mm)	1850		1867		[8)]		1989		1610		1617		1664		1725	
Shaft depth SD – door in shaft [7) 10)]	(mm)	1800	2040	1800	2040	[8)]	[8)]	1800	2040	2500	2740	2500	2740	2500	2740	2500	2740
Shaft depth SD – door in recess (55) [7)]	(mm)	1745	1930	1745	1930	[8)]	[8)]	On request		2445	2630	2445	2630	2445	2630	2445	2630
Shaft depth SD – door in recess (100) [7) 10)]	(mm)	1700	1840	1700	1840	[8)]	[8)]	On request		2400	2540	2400	2540	2400	2540	2400	2540
Shaft headroom height [CH = 2100]	(mm)	3300		3500		[8)]		4290		3300		3500		4055		4290	
Shaft pit depth	(mm)	1100		1200		[8)]		1950		1100		1200		1500		1950	
Min. height between floors [DH + 590] [9)]	(mm)	2590		2590		[8)]		2590		2590		2590		2590		2590	

Rated load (Q)	(kg)	1000 kg (width)								1250 kg							
Speed (v)	(m/s)	1.0		1.6		2.0		2.5		1.0		1.6		2.0		2.5	
Max. travel height (TH)	(m)	40		60		80		100		40		60		80		100	
Number of passengers		13		13		13		13		16		16		16		16	
Dual entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16		20		30		40		16		20		30		40	
Car width CW [1) 2)]	(mm)	1600		1600		1600 [8)]		1600		1200		1200		1200		1200	
Car depth CD [1) 3)]	(mm)	1400		1400		1400 [8)]		1400		2300		2300		2300		2300	
Car height (rough height) CH [11)]	(mm)	2100 – 2700								2100 – 2700							
Max. weight of car	(kg)	2000								2200							
Door width DW [4) 10)]	(mm)	800 – 1400								800 – 1400							
Door height DH [5)]	(mm)	2000 – 2500								2000 – 2500							
Shaft width SW [6)]	(mm)	2110		2117		[8)]		2239		1730		1747		1839		1839	
Shaft depth SD – door in shaft [7) 10)]	(mm)	1800	2040	1800	2040	[8)]		1800	2040	2700	2940	2700	2940	2700	2940	2700	2940
Shaft depth SD – door in recess (55) [7)]	(mm)	1745	1930	1745	1930	[8)]		On request		2645	2830	2645	2830	2645	2830	2645	2830
Shaft depth SD – door in recess (100) [7) 10)]	(mm)	1700	1840	1700	1840	[8)]		On request		2600	2740	2600	2740	2600	2740	2600	2740
Shaft headroom height [CH = 2100]	(mm)	3300		3500		[8)]		4290		3300		3500		4055		4290	
Shaft pit depth	(mm)	1100		1200		[8)]		1950		1150		1250		1500		1950	
Min. height between floors [DH + 590] [9)]	(mm)	2590		2590		[8)]		2590		2590		2590		2590		2590	

Technical overview

LEA® Comfort 300

Double-panel telescopic opening door

Rated load (Q)	(kg)	1600 kg								2000 kg					
Speed (v)	(m/s)	1.0		1.6		2.0		2.5		1.0		1.6		2.0	
Max. travel height (TH)	(m)	40		60		80		100		40		60		80	
Number of passengers		20		20		20		20		26		26		26	
Dual entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16		20		30		40		16		20		30	
Car width CW [1) 2)]	(mm)	1400		1400		1400		1400		1500		1500		1500	
Car depth CD [1) 3)]	(mm)	2400		2400		2400		2400		2700		2700		2700	
Car height (rough height) CH [11)]	(mm)	2100 – 2700								2100 – 2700					
Max. weight of car	(kg)	2200								4200					
Door width DW [4) 10)]	(mm)	800 – 1400								800 – 1400					
Door height DH [5)]	(mm)	2000 – 2500								2000 – 2500					
Shaft width SW [6)]	(mm)	2275		2282		2306		2306		2405		2405		2417	
Shaft depth SD – door in shaft [7) 10)]	(mm)	2800	3040	2800	3040	2800	3040	2800	3040	3100	3340	3100	3340	3100	3340
Shaft depth SD – door in recess (55) [7)]	(mm)	2745	2930	2745	2930	2745	2930	2745	2930	3045	3230	3045	3230	3045	3230
Shaft depth SD – door in recess (100) [7) 10)]	(mm)	2700	2840	2700	2840	2700	2840	2700	2840	3000	3140	3000	3140	3000	3140
Shaft headroom height [CH = 2100]	(mm)	3300		3500		4055		4290		3700		3855		4055	
Shaft pit depth	(mm)	1150		1250		1500		1950		1250		1350		1500	
Min. height between floors [DH + 590] [9)]	(mm)	2590		2590		2590		2590		2590		2590		2590	

Rated load (Q)	(kg)	2500 kg				3000 kg				3500 kg		4000 kg	
Speed (v)	(m/s)	1.0		1.6		1.0		1.6		1.0		1.0	
Max. travel height (TH)	(m)	40		60		40		60		40		40	
Number of passengers		33		33		40		40		46		53	
Dual entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16		20		16		20		16		16	
Car width CW [1) 2)]	(mm)	1800		1800		2000		2000		2100		2400	
Car depth CD [1) 3)]	(mm)	2700		2700		2800		2800		3050		2900	
Car height (rough height) CH [11)]	(mm)	2100 – 2700				2100 – 2700				2100 – 2700		2100 – 2700	
Max. weight of car	(kg)	4200				4200				4200		4200	
Door width DW [4) 10)]	(mm)	800 – 1400				800 – 1400				800 – 1400		800 – 1400	
Door height DH [5)]	(mm)	2000 – 2500				2000 – 2500				2000 – 2500		2000 – 2500	
Shaft width SW [6)]	(mm)	2460		2472		2660		2672		2760		3080	
Shaft depth SD – door in shaft [7) 10)]	(mm)	3110	3340	3110	3340	3210	3440	3210	3440	3460	3690	3310	3540
Shaft depth SD – door in recess (55) [7)]	(mm)	3055	3230	3055	3230	3155	3330	3155	3330	3405	3580	3255	3430
Shaft depth SD – door in recess (100) [7) 10)]	(mm)	3010	3140	3010	3140	3110	3240	3110	3240	3360	3490	3210	3340
Shaft headroom height [CH = 2100]	(mm)	3700		3855		3700		3855		3700		3700	
Shaft pit depth	(mm)	1300		1500		1300		1500		1300		1300	
Min. height between floors [DH + 590] [9)]	(mm)	2590		2590		2590		2590		2590		2590	

1) Preferred dimensions, car dimensions variable in 1-mm-steps

2) $CW_{min.}$ = 1000 mm (Q = 450 – 1000 kg), $CW_{min.}$ = 1100 mm (Q > 1000 – 1600 kg), $CW_{min.}$ = 1200 mm (Q > 1600 – 2000 kg), $CW_{min.}$ = 1600 mm (Q > 2000 – 2500 kg), $CW_{min.}$ = 1700 mm (Q > 2500 kg – 4000 kg) at v = 1.0 / 1.6 m/s (higher speeds are to be tested). Details refer to elevator cars with one-sided access.

3) $CD_{min.}$ = 1250 mm (Q = 450 kg), $CD_{min.}$ = 1400 mm (Q = 630 – 1600 kg), $CD_{min.}$ = 1800 mm (Q > 1600 – 2000 kg), $CD_{min.}$ = 2500 mm (Q > 2000 – 2500 kg), $CD_{min.}$ = 2600 mm (Q > 2500 kg – 4000 kg) at v = 1.0 / 1.6 m/s (higher speeds are to be tested). Details refer to elevator cars with one-sided access.

4) With corresponding CW, DW possible to max. 1400 mm.

5) Availability of the door height dependent on the door width. With door in shaft front wall (steel plate door, glass door), please bear in mind the available door heights: see page 12.

6) Based on standard door with DW = 800 mm, Q = 450 kg; DW = 900 mm, Q = 630 – 1250 kg; DW = 1300 mm, Q = 1600 kg; DW = 1400 mm, Q = 2000 – 4000 kg and the omission of car door locking device (SA27). Reduction of the shaft width through the use of a narrow counterweight. In the rated load range Q = 450 – 1000 kg; v = 1.0 m/s; TH ≤ 30 m; $CD_{min.}$ = 1250 mm (Q = 450 kg); CD min. = 1400 mm (Q = 630 - 1000 kg). Only possible in combination with versions: sliding guide on counterweight and without safety gear on counterweight.

7) Based on preferred dimensions of CD. With rated loads Q = 630 kg / 800 kg and 1000 kg (wide) and doors in recesses, an order-related examination is required.

8) Elevator car / shaft dimensions according to DIN ISO available on request.

9) Min. 200 mm with displaced open through.

10) The following information applies only to landing door with shaft front wall: model landing door Fermator "40/10 (T2)" respectively Fermator "Premium (T2)", model car door Fermator "Premium PM (T2)"; DW = 700 – 1400 mm; installation is possible either directly in the shaft or in deep recess = 115 mm. With glass door in shaft front wall, the available door heights are restricted (see page 12).

11) For accessories with Uni-Colour design: CH is ≤ 2400 mm.

Double-panel centre-opening door

Rated load (Q)	(kg)	450 kg				630 kg							
Speed (v)	(m/s)	1.0		1.6		1.0		1.6		2.0		2.5	
Max. travel height (TH)	(m)	40		60		40		60		80		100	
Number of passengers		6		6		8		8		8		8	
Dual entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16		20		16		20		30		40	
Car width CW [1) 2)]	(mm)	1000		1000		1100		1100		1100		1100	
Car depth CD [1) 3)]	(mm)	1250		1250		1400		1400		1400		1400	
Car height (rough height) CH [11)]	(mm)	2100 – 2700				2100 – 2700							
Max. weight of car	(kg)	900				1260							
Door width DW [4)]	(mm)	800 – 1000				800 – 1100							
Door height DH [5)]	(mm)	2000 – 2500				2000 – 2500							
Shaft width SW [6)]	(mm)	1760		1760		1960		1960		1960		1977	
Shaft depth SD – door in shaft [7) 10)]	(mm)	1590	1770	1590	1770	1740	1920	1740	1920	1740	1920	1740	1920
Shaft depth SD – door in recess (20) [7)]	(mm)	1575	1740	1575	1740	1725	1890	1725	1890	1725	1890	On request	
Shaft depth SD – door in recess (60) [7) 10)]	(mm)	1530	1650	1530	1650	1680	1800	1680	1800	Available on request			
Shaft headroom height [CH = 2100]	(mm)	3300		3500		3300		3500		4055		4290	
Shaft pit depth	(mm)	1100		1200		1100		1200		1500		1950	
Min. height between floors [DH + 590] [9)]	(mm)	2590		2590		2590		2590		2590		2590	

Rated load (Q)	(kg)	800 kg								1000 kg (depth)					
Speed (v)	(m/s)	1.0		1.6		2.0		2.5		1.0		1.6		2.0	
Max. travel height (TH)	(m)	40		60		80		100		40		60		80	
Number of passengers		10		10		10		10		13		13		13	
Dual entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16		20		30		40		16		20		30	
Car width CW [1) 2)]	(mm)	1350		1350		1350 [8)]		1350		1100		1100		1100	
Car depth CD [1) 3)]	(mm)	1400		1400		1400 [8)]		1400		2100		2100		2100	
Car height (rough height) CH [11)]	(mm)	2100 – 2700								2100 – 2700					
Max. weight of car	(kg)	1600								2000					
Door width DW [4)]	(mm)	800 – 1300								800 – 1100					
Door height DH [5)]	(mm)	2000 – 2500								2000 – 2500					
Shaft width SW [6)]	(mm)	2015		2022		[8)]		2102		1960		1960		1960		1977	
Shaft depth SD – door in shaft [7) 10)]	(mm)	1740	1920	1740	1920	[8)]	[8)]	1740	1920	2440	2620	2440	2620	2440	2620	2440	2620
Shaft depth SD – door in recess (20) [7)]	(mm)	1725	1890	1725	1890	[8)]	[8)]	On request		2425	2590	2425	2590	2425	2590	2425	2590
Shaft depth SD – door in recess (60) [7) 10)]	(mm)	1680	1800	1680	1800	[8)]	[8)]	On request		2380	2500	2380	2500	2380	2500	2380	2500
Shaft headroom height [CH = 2100]	(mm)	3300		3500		[8)]		4290		3300		3500		4055		4290	
Shaft pit depth	(mm)	1100		1200		[8)]		1950		1100		1200		1500		1950	
Min. height between floors [DH + 590] [9)]	(mm)	2590		2590		[8)]		2590		2590		2590		2590		2590	

Rated load (Q)	(kg)	1000 kg (width)								1250 kg					
Speed (v)	(m/s)	1.0		1.6		2.0		2.5		1.0		1.6		2.0	
Max. travel height (TH)	(m)	40		60		80		100		40		60		80	
Number of passengers		13		13		13		13		16		16		16	
Dual entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16		20		30		40		16		20		30	
Car width CW [1) 2)]	(mm)	1600		1600		1600 [8)]		1600		1200		1200		1200	
Car depth CD [1) 3)]	(mm)	1400		1400		1400 [8)]		1400		2300		2300		2300	
Car height (rough height) CH [11)]	(mm)	2100 – 2700								2100 – 2700					
Max. weight of car	(kg)	2000								2200					
Door width DW [4)]	(mm)	800 – 1400								800 – 1400					
Door height DH [5)]	(mm)	2000 – 2500								2000 – 2500					
Shaft width SW [6)]	(mm)	2110		2117		[8)]		2239		1730		1747		1839		1839	
Shaft depth SD – door in shaft [7) 10)]	(mm)	1800	1920	1740	1920	[8)]		1800	2700	2640	2820	2640	2820	2640	2820	2640	2820
Shaft depth SD – door in recess (20) [7)]	(mm)	1745	1890	1725	1890	[8)]		auf Anfrage		2645	2790	2625	2790	2625	2790	2625	2790
Shaft depth SD – door in recess (60) [7) 10)]	(mm)	1700	1800	1680	1800	[8)]		auf Anfrage		2600	2700	2580	2700	2580	2700	2580	2700
Shaft headroom height [CH = 2100]	(mm)	3300		3500		[8)]		4290		3300		3500		4055		4290	
Shaft pit depth	(mm)	1100		1200		[8)]		1950		1100		1250		1500		1950	
Min. height between floors [DH + 590] [9)]	(mm)	2590		2590		[8)]		2590		2590		2590		2590		2590	

Technical overview

LEA® Comfort 300

Double-panel centre-opening door

Rated load (Q)	(kg)	1600 kg								2000 kg					
Speed (v)	(m/s)	1.0		1.6		2.0		2.5		1.0		1.6		2.0	
Max. travel height (TH)	(m)	40		60		80		100		40		60		80	
Number of passengers		20		20		20		20		26		26		26	
Dual entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16		20		30		40		16		20		30	
Car width CW [1) 2)]	(mm)	1400		1400		1400		1400		1500		1500		1500	
Car depth CD [1) 3)]	(mm)	2400		2400		2400		2400		2700		2700		2700	
Car height (rough height) CH [11)]	(mm)	2100 – 2700								2100 – 2700					
Max. weight of car	(kg)	2200								4200					
Door width DW [4)]	(mm)	800 – 1400								800 – 1400					
Door height DH [5)]	(mm)	2000 – 2500								2000 – 2500					
Shaft width SW [6)]	(mm)	2360		2360		2360		2360		2960		2960		2960	
Shaft depth SD – door in shaft [7) 10)]	(mm)	2740	2920	2740	2920	2740	2920	2740	2920	3040	3220	3040	3220	3040	3220
Shaft depth SD – door in recess (20) [7)]	(mm)	2725	2890	2725	2890	2725	2890	2725	2890	3025	3190	3025	3190	3025	3190
Shaft depth SD – door in recess (60) [7) 10)]	(mm)	2680	2800	2680	2800	2680	2800	2680	2800	2980	3100	2980	3100	2980	3100
Shaft headroom height [CH = 2100]	(mm)	3300		3500		4055		4290		3700		3855		4055	
Shaft pit depth	(mm)	1150		1250		1500		1950		1250		1350		1500	
Min. height between floors [DH + 590] [9)]	(mm)	2590		2590		2590		2590		2590		2590		2590	

Rated load (Q)	(kg)	2500 kg				3000 kg				3500 kg		4000 kg	
Speed (v)	(m/s)	1.0		1.6		1.0		1.6		1.0		1.0	
Max. travel height (TH)	(m)	40		60		40		60		40		40	
Number of passengers		33		33		40		40		46		53	
Dual entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16		20		16		20		16		16	
Car width CW [1) 2)]	(mm)	1800		1800		2000		2000		2100		2400	
Car depth CD [1) 3)]	(mm)	2700		2700		2800		2800		3050		2900	
Car height (rough height) CH [11)]	(mm)	2100 – 2700				2100 – 2700				2100 – 2700		2100 – 2700	
Max. weight of car	(kg)	4200				4200				4200		4200	
Door width DW [4)]	(mm)	800 – 1400				800 – 1400				800 – 1400		800 – 1400	
Door height DH [5)]	(mm)	2000 – 2500				2000 – 2500				2000 – 2500		2000 – 2500	
Shaft width SW [6)]	(mm)	2960		2960		2960		2960		3010		3160	
Shaft depth SD – door in shaft [7) 10)]	(mm)	3040	3220	3040	3220	3150	3320	3150	3320	3400	3570	3250	3420
Shaft depth SD – door in recess (20) [7)]	(mm)	3025	3190	3025	3190	3135	3290	3135	3290	3385	3540	3235	3390
Shaft depth SD – door in recess (60) [7) 10)]	(mm)	2980	3100	2980	3100	3090	3200	3090	3200	3340	3450	3190	3300
Shaft headroom height [CH = 2100]	(mm)	3700		3855		3700		3855		3700		3700	
Shaft pit depth	(mm)	1300		1500		1300		1500		1300		1300	
Min. height between floors [DH + 590] [9)]	(mm)	2590		2590		2590		2590		2590		2590	

1) Preferred dimensions, car dimensions variable in 1-mm-steps

2) $CW_{min.}$ = 1000 mm (Q = 450 – 1000 kg), $CW_{min.}$ = 1100 mm (Q > 1000 – 1600 kg), $CW_{min.}$ = 1200 mm (Q > 1600 – 2000 kg), $CW_{min.}$ = 1600 mm (Q > 2000 – 2500 kg), $CW_{min.}$ = 1700 mm (Q > 2500 kg – 4000 kg) at v = 1.0 / 1.6 m/s (higher speeds are to be tested). Details refer to elevator cars with one-sided access.

3) $CD_{min.}$ = 1250 mm (Q = 450 kg), $CD_{min.}$ = 1400 mm (Q = 630 – 1600 kg), $CD_{min.}$ = 1800 mm (Q > 1600 – 2000 kg), $CD_{min.}$ = 2500 mm (Q > 2000 – 2500 kg), $CD_{min.}$ = 2600 mm (Q > 2500 kg – 4000 kg) at v = 1.0 / 1.6 m/s (higher speeds are to be tested). Details refer to elevator cars with one-sided access.

4) With corresponding CW, DW possible to max. 1400 mm.

5) Availability of the door height dependent on the door width. With door in shaft front wall (steel plate door, glass door), please bear in mind the available door heights: see page 12.

6) Based on standard door with DW = 800 mm, Q = 450 kg; DW = 900 mm, Q = 630 – 1250 kg; DW = 1300 mm, Q = 1600 kg; DW = 1400 mm, Q = 2000 – 4000 kg and the omission of car door locking device (SA27). Reduction of the shaft width through the use of a narrow counterweight. In the rated load range Q = 450 – 1000 kg; v = 1.0 m/s; TH ≤ 30 m; $CD_{min.}$ = 1250 mm (Q = 450 kg); CD min. = 1400 mm (Q = 630 - 1000 kg). Only possible in combination with versions: sliding guide on counterweight and without safety gear on counterweight.

7) Based on preferred dimensions of CD. With rated loads Q = 630 kg / 800 kg and 1000 kg (wide) and doors in recesses, an order-related examination is required.

8) Elevator car / shaft dimensions according to DIN ISO available on request.

9) Min. 200 mm with displaced open through.

10) The following information applies only to landing door with shaft front wall: model landing door Fermator "40/10 (C2)", model car door Fermator "Premium PM (C2)"; DW = 700 – 1400 mm; Installation is possible either directly in the shaft or in deep recess = 65 mm. With glass door in shaft front wall, the available door heights are restricted (see page 12).

11) For accessories with Uni-Colour design: CH is ≤ 2400 mm.

Four-panel telescopic centre-opening door

Rated load (Q)	(kg)	450 kg				630 kg							
Speed (v)	(m/s)	1.0		1.6		1.0		1.6		2.0		2.5	
Max. travel height (TH)	(m)	40		60		40		60		80		100	
Number of passengers		6		6		8		8		8		8	
Dual entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16		20		16		20		30		40	
Car width CW [1) 2)]	(mm)	1000		1000		1100		1100		1100		1100	
Car depth CD [1) 3)]	(mm)	1250		1250		1400		1400		1400		1400	
Car height (rough height) CH [11)]	(mm)	2100 – 2700				2100 – 2700							
Max. weight of car	(kg)	900				1260							
Door width DW [4) 10)]	(mm)	800 – 1000				800 – 1100							
Door height DH [5)]	(mm)	2000 – 2500				2000 – 2500							
Shaft width SW [6)]	(mm)	1540		1547		1665		1672		1692		1752	
Shaft depth SD – door in shaft [7) 10)]	(mm)	1650	1890	1650	1890	1800	2040	1800	2040	1800	2040	1800	2040
Shaft depth SD – door in recess (55) [7)]	(mm)	1595	1780	1595	1780	1745	1930	1745	1930	1745	1930	On request	
Shaft depth SD – door in recess (100) [7) 10)]	(mm)	1550	1690	1550	1690	1700	1840	1700	1840	1700	1840	On request	
Shaft headroom height [CH = 2100]	(mm)	3300		3500		3300		3500		4055		4290	
Shaft pit depth	(mm)	1100		1200		1100		1200		1500		1950	
Min. height between floors [DH + 590] [9)]	(mm)	2590		2590		2590		2590		2590		2590	

Rated load (Q)	(kg)	800 kg								1000 kg (depth)							
Speed (v)	(m/s)	1.0		1.6		2.0		2.5		1.0		1.6		2.0		2.5	
Max. travel height (TH)	(m)	40		60		80		100		40		60		80		100	
Number of passengers		10		10		10		10		13		13		13		13	
Dual entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16		20		30		40		16		20		30		40	
Car width CW [1) 2)]	(mm)	1350		1350		1350 [8)]		1350		1100		1100		1100		1100	
Car depth CD [1) 3)]	(mm)	1400		1400		1400 [8)]		1400		2100		2100		2100		2100	
Car height (rough height) CH [11)]	(mm)	2100 – 2700								2100 – 2700							
Max. weight of car	(kg)	1600								2000							
Door width DW [4) 10)]	(mm)	800 – 1300								800 – 1100							
Door height DH [5)]	(mm)	2000 – 2500								2000 – 2500							
Shaft width SW [6)]	(mm)	1850		1864		[8)]		1989		1665		1672		1692		1752	
Shaft depth SD – door in shaft [7) 10)]	(mm)	1800	2040	1800	2040	[8)]		1800	2040	2500	2740	2500	2740	2500	2740	2500	2740
Shaft depth SD – door in recess (55) [7)]	(mm)	1745	1930	1745	1930	[8)]		On request		2445	2630	2445	2630	2445	2630	2445	2630
Shaft depth SD – door in recess (100) [7) 10)]	(mm)	1700	1840	1700	1840	[8)]		On request		2400	2540	2400	2540	2400	2540	2400	2540
Shaft headroom height [CH = 2100]	(mm)	3300		3500		[8)]		4290		3300		3500		4055		4290	
Shaft pit depth	(mm)	1100		1200		[8)]		1950		1100		1200		1500		1950	
Min. height between floors [DH + 590] [9)]	(mm)	2590		2590		[8)]		2590		2590		2590		2590		2590	

Rated load (Q)	(kg)	1000 kg (width)								1250 kg							
Speed (v)	(m/s)	1.0		1.6		2.0		2.5		1.0		1.6		2.0		2.5	
Max. travel height (TH)	(m)	40		60		80		100		40		60		80		100	
Number of passengers		13		13		13		13		16		16		16		16	
Dual entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16		20		30		40		16		20		30		40	
Car width CW [1) 2)]	(mm)	1600		1600		1600 [8)]		1600		1200		1200		1200		1200	
Car depth CD [1) 3)]	(mm)	1400		1400		1400 [8)]		1400		2300		2300		2300		2300	
Car height (rough height) CH [11)]	(mm)	2100 – 2700								2100 – 2700							
Max. weight of car	(kg)	2000								2200							
Door width DW [4) 10)]	(mm)	800 – 1400								800 – 1400							
Door height DH [5)]	(mm)	2000 – 2500								2000 – 2500							
Shaft width SW [6)]	(mm)	2100		2114		[8)]		2239		1730		1744		1839		1839	
Shaft depth SD – door in shaft [7) 10)]	(mm)	1800	2040	1800	2040	[8)]		1800	2040	2700	2940	2700	2940	2700	2940	2700	2940
Shaft depth SD – door in recess (55) [7)]	(mm)	1745	1930	1745	1930	[8)]		on request		2645	2830	2645	2830	2645	2830	2645	2830
Shaft depth SD – door in recess (100) [7) 10)]	(mm)	1700	1840	1700	1840	[8)]		on request		2600	2740	2600	2740	2600	2740	2600	2740
Shaft headroom height [CH = 2100]	(mm)	3300		3500		[8)]		4290		3300		3500		4055		4290	
Shaft pit depth	(mm)	1100		1200		[8)]		1950		1150		1250		1500		1950	
Min. height between floors [DH + 590] [9)]	(mm)	2590		2590		[8)]		2590		2590		2590		2590		2590	

LEA® Comfort 300

Four-panel telescopic centre-opening door

Rated load (Q)	(kg)	1600 kg								2000 kg					
Speed (v)	(m/s)	1.0		1.6		2.0		2.5		1.0		1.6		2.0	
Max. travel height (TH)	(m)	40		60		80		100		40		60		80	
Number of passengers		20		20		20		20		26		26		26	
Dual entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16		20		30		40		16		20		30	
Car width CW [1) 2)]	(mm)	1400		1400		1400		1400		1500		1500		1500	
Car depth CD [1) 3)]	(mm)	2400		2400		2400		2400		2700		2700		2700	
Car height (rough height) CH [11)]	(mm)	2100 – 2700								2100 – 2700					
Max. weight of car	(kg)	2200								4200					
Door width DW [4) 10)]	(mm)	800 – 1400								800 – 1400					
Door height DH [5)]	(mm)	2000 – 2500								2000 – 2500					
Shaft width SW [6)]	(mm)	2125		2132		2202		2202		2320		2320		2332	
Shaft depth SD – door in shaft [7) 10)]	(mm)	2800	3040	2800	3040	2800	3040	2800	3040	3100	3340	3100	3340	3100	3340
Shaft depth SD – door in recess (55) [7)]	(mm)	2745	2930	2745	2930	2745	2930	2745	2930	3045	3230	3045	3230	3045	3230
Shaft depth SD – door in recess (100) [7) 10)]	(mm)	2700	2840	2700	2840	2700	2840	2700	2840	3000	3140	3000	3140	3000	3140
Shaft headroom height [CH = 2100]	(mm)	3300		3500		4055		4290		3700		3855		4055	
Shaft pit depth	(mm)	1150		1250		1500		1950		1250		1350		1500	
Min. height between floors [DH + 590] [9)]	(mm)	2590		2590		2590		2590		2590		2590		2590	

Rated load (Q)	(kg)	2500 kg				3000 kg				3500 kg		4000 kg	
Speed (v)	(m/s)	1.0		1.6		1.0		1.6		1.0		1.0	
Max. travel height (TH)	(m)	40		60		40		60		40		40	
Number of passengers		33		33		40		40		46		53	
Dual entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16		20		16		20		16		16	
Car width CW [1) 2)]	(mm)	1800		1800		2000		2000		2100		2400	
Car depth CD [1) 3)]	(mm)	2700		2700		2800		2800		3050		2900	
Car height (rough height) CH [11)]	(mm)	2100 – 2700				2100 – 2700				2100 – 2700		2100 – 2700	
Max. weight of car	(kg)	4200				4200				4200		4200	
Door width DW [4) 10)]	(mm)	800 – 1400				800 – 1400				800 – 1400		800 – 1400	
Door height DH [5)]	(mm)	2000 – 2500				2000 – 2500				2000 – 2500		2000 – 2500	
Shaft width SW [6)]	(mm)	2490		2496		2660		2672		2780		3080	
Shaft depth SD – door in shaft [7) 10)]	(mm)	3100	3340	3100	3340	3210	3440	3210	3440	3460	3690	3310	3540
Shaft depth SD – door in recess (55) [7)]	(mm)	3045	3230	3045	3230	3155	3330	3155	3330	3405	3580	3255	3430
Shaft depth SD – door in recess (100) [7) 10)]	(mm)	3000	3140	3000	3140	3110	3240	3110	3240	3360	3490	3210	3340
Shaft headroom height [CH = 2100]	(mm)	3700		3855		3700		3855		3700		3700	
Shaft pit depth	(mm)	1300		1500		1300		1500		1300		1300	
Min. height between floors [DH + 590] [9)]	(mm)	2590		2590		2590		2590		2590		2590	

1) Preferred dimensions, car dimensions variable in 1-mm-steps

2) $CW_{min.}$ = 1000 mm (Q = 450 – 1000 kg), $CW_{min.}$ = 1100 mm (Q > 1000 – 1600 kg), $CW_{min.}$ = 1200 mm (Q > 1600 – 2000 kg), $CW_{min.}$ = 1600 mm (Q > 2000 – 2500 kg), $CW_{min.}$ = 1700 mm (Q > 2500 kg – 4000 kg) at v = 1.0 / 1.6 m/s (higher speeds are to be tested). Details refer to elevator cars with one-sided access.

3) $CD_{min.}$ = 1250 mm (Q = 450 kg), $CD_{min.}$ = 1400 mm (Q = 630 – 1600 kg), $CD_{min.}$ = 1800 mm (Q > 1600 – 2000 kg), $CD_{min.}$ = 2500 mm (Q > 2000 – 2500 kg), $CD_{min.}$ = 2600 mm (Q > 2500 kg – 4000 kg) at v = 1.0 / 1.6 m/s (higher speeds are to be tested). Details refer to elevator cars with one-sided access.

4) With corresponding CW, DW possible to max. 1400 mm.

5) Availability of the door height dependent on the door width. With door in shaft front wall (steel plate door, glass door), please bear in mind the available door heights: see page 12.

6) Based on standard door with DW = 800 mm, Q = 450 kg; DW = 900 mm, Q = 630 – 1250 kg; DW = 1300 mm, Q = 1600 kg; DW = 1400 mm, Q = 2000 – 4000 kg and the omission of car door locking device (SA27). Reduction of the shaft width through the use of a narrow counterweight. In the rated load range Q = 450 – 1000 kg; v = 1.0 m/s; TH ≤ 30 m; $CD_{min.}$ = 1250 mm (Q = 450 kg); CD min. = 1400 mm (Q = 630 - 1000 kg). Only possible in combination with versions: sliding guide on counterweight and without safety gear on counterweight.

7) Based on preferred dimensions of CD. With rated loads Q = 630 kg / 800 kg and 1000 kg (wide) and doors in recesses, an order-related examination is required.

8) Elevator car / shaft dimensions according to DIN ISO available on request.

9) Min. 200 mm with displaced open through.

10) The following information applies only to landing door with shaft front wall: model landing door Fermator "40/10 (C4)", model car door Fermator "Premium PM (C4)"; DW = 900 – 2400 mm; Installation is possible either directly in the shaft or in deep recess = 115 mm. With glass door in shaft front wall, the available door heights are restricted (see page 12).

11) For accessories with Uni-Colour design: CH is ≤ 2400 mm.

Rated load (Q)	450 kg		630 kg			
Drive	Gearless synchronous drive, frequency-controlled (V3F)					
Speed (m/s)	1.0	1.6	1.0	1.6	2.0	2.5
Drive type	PMC145M	PMC145XM	PMC145M [4)]	PMC145XM [4)]	DAF210 M	DAF270 M
Weight of the drive (kg)	172	189	172	189	250	570
Max. number of trips per hour [2)]	180 s/h					

Rated load (Q)	800 kg				1000 kg (depth/width)			
Drive	Gearless synchronous drive, frequency-controlled (V3F)							
Speed (m/s)	1.0	1.6	2.0	2.5	1.0	1.6	2.0	2.5
Drive type	PMC145L [4)]	PMC145XL [4)]	DAF210 L	DAF270 M	PMC145L [4)]	PMC145XL [4)]	DAF210 L	DAF270 M
Weight of the drive (kg)	216	229	320	570	216	229	320	570
Max. number of trips per hour [2)]	180 s/h							

Rated load (Q)	1250 kg				1600 kg			
Drive	Gearless synchronous drive, frequency-controlled (V3F)							
Speed (m/s)	1.0	1.6	2.0	2.5	1.0	1.6	2.0	2.5
Drive type	DAF210L [5)]	DAF210L [5)]	DAF270 M	DAF270 M	PMC170M	PMC170L	DAF270 M	DAF270 M
Weight of the drive (kg)	320	320	570	570	408	432	570	570
Max. number of trips per hour [2)]	180 s/h							

Rated load (Q)	2000 kg		2500 kg		3000 kg		3500 kg
Drive	Gearless synchronous drive, frequency-controlled (V3F)						
Speed (m/s)	1.0 and 1.6	2.0	1.0	1.6	1.0	1.6	1.0
Drive type	DAF 270 L / M [3)]	DAF 270 L	DAF 270 L		DAF 270 L		DAF 270 L
Weight of the drive (kg)	740	740	740		740		740
Max. number of trips per hour [2)]	180 s/h						

Rated load (Q)	4000 kg
Drive	Gearless synchronous drive, frequency-controlled (V3F)
Speed (m/s)	1.0
Drive type	DAF 270 L
Weight of the drive (kg)	740
Max. number of trips per hour [2)]	180 s/h

1) An inverter with power regeneration (type M600) is optionally available.

2) Higher number of trips possible on request.

3) Drive DAF270M at v = 1.0 m/s possible depending on travel height and car weight.

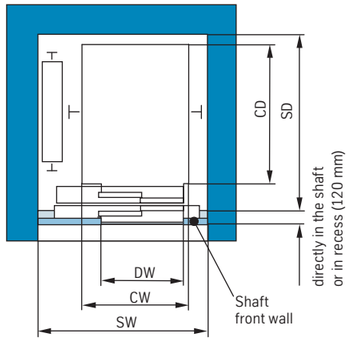
4) Drive DAF210 possible depending on the shaft geometry.

5) Drive DAF210L with cabin weight ≤ 1950 kg; Drive PMC170M/L with cabin weight> 1950 kg

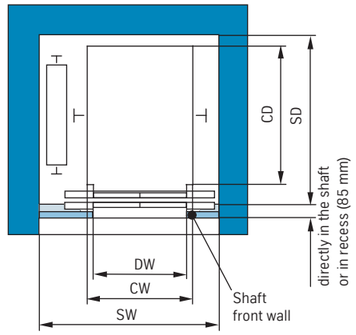
Technical overview I

LEA® Comfort 300

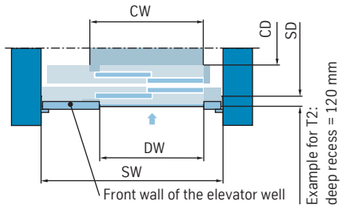
Car entrance with telescopic door Fermator (T2) and shaft front wall with gap cover (1 entrance)



Car entrance with centre-opening door Fermator (C2) and shaft front wall with gap cover (1 entrance)



Landing door installation (Fermator model "40/10" or "Premium") in shaft front wall



The landing door are fitted with shaft front wall (fire protection certificate E 120). Model landing door: Fermator "40/10" or "Premium" Model car door: Fermator "Premium PM"; Versions: steel plate door, glass door. Installation is possible either directly in the shaft or in deep recess:
- T2, recess* = 120 mm
- C2, recess* = 85 mm
- C4, recess* = 120 mm
* Doorframe FD = 60 mm

Key: CW = car width, SW = shaft width, CD = car depth, SD = shaft depth, DW = door width

Door model Fermator "40/10" and/or "Premium" and "Premium PM": dimensions

Door type T2 in shaft front wall

Installation options:
- directly in the shaft
- in recess 120 mm[1])

[mm]	Door width	
Door height	Steel plate door	Glass door with frame
	EN 81-20/50	EN 81-20/50
2000	700 – 1200 [1) 3)]	700 – 1200 [1) 3)]
2100		
2200		1300 – 1400 [2) 3)]
2300	1300 – 1400 [2) 3)]	
2400		
2500		

DH and DW in the grade of 100 mm.
[1)] Landing door "40/10" [2)] Landing door "Premium" [3)] Car door "Premium PM"

Door type C2 in shaft front wall

Installation options:
- directly in the shaft
- in recess 85 mm[1]

[mm]	Door width	
Door height	Steel plate door	Glass door with frame
	EN 81-20/50	EN 81-20/50
2000	700 – 1400 [1) 3)]	700 – 1400 [1) 3)]
2100		
2200		
2300		
2400		
2500		

DH and DW in the grade of 100 mm.
[1)] Landing door "40/10" [3)] Car door "Premium PM"

Door type C4 in shaft front wall

Installation options:
- directly in the shaft
- in recess 120 mm[1]

1) Doorframe FD = 60 mm

[mm]	Door width	
Door height	Steel plate door	Glass door with frame
	EN 81-20/50	EN 81-20/50
2000	900 – 2400 [1) 3)]	900 – 2400 [1) 3)]
2100		
2200		
2300		
2400		
2500		

DH and DW in the grade of 100 mm.
[1)] Landing door "40/10" [3)] Car door "Premium PM"

Notes:
- The landing doors "40/10" and "Premium" are available exclusively in shaft front wall.
- The shaft front wall has the fire protection certificate E120 according to EN 81-58. The glass doors have no fire protection certificate.
- Design variants of the landing / car door, including glass door frame and the shaft front wall: powder-coated RAL 7032 gravel grey, stainless steel grain 220 / Linen / Leather.
- The glass door panels are designed with a surrounding frame, without offset between the glass and frame. Visible frame width: 120 mm (top / bottom), 40 mm (at the side).
- The car door is equipped with a light curtain.
- The shaft front wall has a width in steps of 10 mm.
- For the standard configurations of the LEA® Comfort 300 system not all door dimensions are shown. The larger range of door dimensions – as specified here – is technically possible.

LEA® Comfort 300

Occurring forces

Rated load (Q)	450 kg		630 kg				800 kg				1000 kg (depth)			
Speed (m/s)	1.0	1.6	1.0	1.6	2.0	2.5	1.0	1.6	2.0	2.5	1.0	1.6	2.0	2.5
O1 * Shaft ceiling (hoisting hook for elevator machine)	37		37		25		37		25		37		25	
O2 Shaft ceiling (hoisting hook for doors)	10		10		5		10		5		10		5	
P7 Shaft pit floor [1] (car guide rails)	59	88	77	112	91	101	94	137	91	101	114	161	91	101
P8 Shaft pit floor [2] (car buffer)	2 x 27		2 x 38		87	87	2 x 48		104	104	2 x 60		136	136
P9 Shaft pit floor (counterweight buffer) [2]	44		61		73		77		86		98		113	
P10 Shaft pit floor [1] (counterweight guide rails)	13	20	17	20	87	74	21	28	87	74	26	33	87	74
Extraordinary loads:														
P11 (machine base frame) pull/push	2 x 5.5 / 2 x 7.4	2 x 6.7 / 2 x 9.2	4 x 5.5 / 4 x 7.4	4 x 6.7 / 4 x 9.2	–		4 x 5.5 / 4 x 7.4	4 x 6.7 / 4 x 9.2	–		4 x 5.5 / 4 x 7.4	4 x 6.7 / 4 x 9.2	–	
P12 (machine base frame) pull/push	5 x 2.4	5 x 3.0	5 x 3.3	5 x 4.2	–		5 x 4.2	5 x 5.3	–		5 x 5.3	5 x 6.6	–	
Extraordinary loads: Machine base frame bearing-forces P1 Shaft headroom recess (machine base frame)	–	–	–	–	20	21	–	–	20	28	–	–	23	35
P2 Shaft headroom recess (machine base frame)	–	–	–	–	32	39	–	–	39	56	–	–	55	70
P3 Shaft headroom recess (machine base frame)	–	–	–	–	68	81	–	–	84	91	–	–	103	112
P4 Shaft headroom recess (machine base frame)	–	–	–	–	36	42	–	–	39	42	–	–	45	49

Rated load (Q)	1000 kg (width)				1250 kg				1600 kg			
Speed (m/s)	1.0	1.6	2.0	2.5	1.0	1.6	2.0	2.5	1.0	1.6	2.0	2.5
O1 * Shaft ceiling (hoisting hook for elevator machine)	37		25		38		25		38		25	
O2 Shaft ceiling (hoisting hook for doors)	10		5		10		5		10		5	
P7 Shaft pit floor [1] (car guide rails)	114	161	91	101	134	183	102	101	134	183	102	101
P8 Shaft pit floor [2] (car buffer)	120		136		2 x 77		168		154		188	
P9 Shaft pit floor (counterweight buffer) [2]	98		113		2 x 59		140		118		154	
P10 Shaft pit floor [1] (counterweight guide rails)	26	33	87	74	33	47	87	74	33	47	87	74
Extraordinary loads:												
P11 (machine base frame) pull/push	4 x 5.5 / 4 x 7.4	4 x 6.7 / 4 x 9.2	–		4 x 5.5 / 4 x 7.4	4 x 6.7 / 4 x 9.2	–		4 x 5.5 / 4 x 7.4	4 x 6.7 / 4 x 9.2	–	
P12 (machine base frame) pull/push	5 x 5.3	5 x 6.6	–		5 x 7.0	5 x 8.8	–		5 x 7.0	5 x 8.8	–	
Extraordinary loads: Machine base frame bearing-forces P1 Shaft headroom recess (machine base frame)	–	–	23	35	–	–	29	39	–	–	32	39
P2 Shaft headroom recess (machine base frame)	–	–	55	70	–	–	64	81	–	–	71	84
P3 Shaft headroom recess (machine base frame)	–	–	103	112	–	–	122	133	–	–	128	154
P4 Shaft headroom recess (machine base frame)	–	–	45	49	–	–	61	67	–	–	64	70

Load specifications in kN.

[1] Per guide rail. The values are considered in design in accordance with EN 81-20 / 50, since in the course of considering the vertical forces by compressive forces (from the rail brackets at the guide rails, due to normal settling of the building or shrinkage of concrete) in the calculation respond, thereby increasing the value compared to the calculation method according to EN 81-1.

[2] Total load equally distributed across all buffers.

*With rated load Q > 1600 kg (v = 1.0/1.6 m/s) and in rated load range Q = 630 – 2000 kg (v = 2.0/2.5 m/s), the machine base frame is to be installed before closing the shaft ceiling.

The specified values for P7 - P12 (max. values) are approximate values since the forces are still dependent on type, speed, travel height, etc. More exact values are available on request.

Technical overview II

Rated load (Q)	2000 kg			2500 kg		3000 kg		3500 kg	4000 kg
Speed (m/s)	1.0	1.6	2.0	1.0	1.6	1.0	1.6	1.0	1.0
O1 * Shaft ceiling (hoisting hook for elevator machine)	25			25		25		25	25
O2 Shaft ceiling (hoisting hook for doors)	5			5		5		5	5
P7 Shaft pit floor [1] (car guide rails)	90		102	74	90	92	96	92	92
P8 Shaft pit floor [2] (car buffer)	245		210	262	240	283	259	303	322
P9 Shaft pit floor [2] (counterweight buffer)	200		164	210	186	218	195	227	236
P10 Shaft pit floor [1] (counterweight guide rails)	69	76	87	69	76	79	80	79	79
Extraordinary loads: Machine base frame bearing-forces P1 Shaft headroom recess (machine base frame)	28	29	32	29	32	31	34	33	35
P2 Shaft headroom recess (machine base frame)	75	79	86	79	86	85	93	91	96
P3 Shaft headroom recess (machine base frame)	128	139	150	139	151	148	162	158	167
P4 Shaft headroom recess (machine base frame)	50	53	58	54	58	57	62	60	64

Load specifications in kN.

[1] Per guide rail. The values are considered in design in accordance with EN 81-20 / 50, since in the course of considering the vertical forces by compressive forces (from the rail brackets at the guide rails, due to normal settling of the building or shrinkage of concrete) in the calculation respond, thereby increasing the value compared to the calculation method according to EN 81-1.

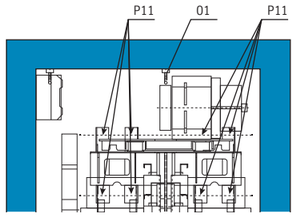
[2] Total load equally distributed across all buffers.

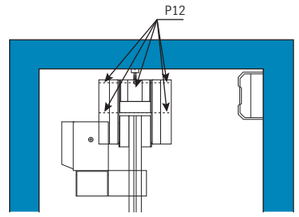
*With rated load Q > 1600 kg (v = 1.0/1.6 m/s) and in rated load range Q = 630 – 2000 kg (v = 2.0/2.5 m/s), the machine base frame is to be installed before closing the shaft ceiling.

The specified values for P7 - P10 (max. values) are approximate values since the forces are still dependent on type, speed, travel height, etc.
The exact force values are listed in the installation plan.

Machine base frame forces

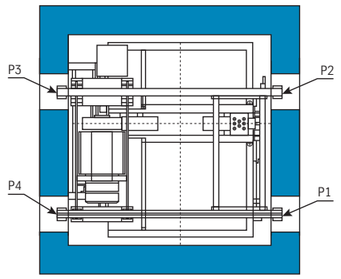
Q = 450 – 1600 kg





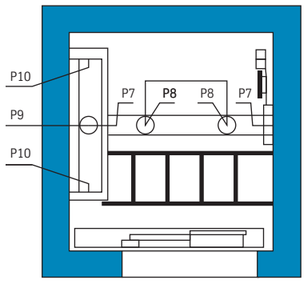
Shaft headroom forces

Q = 1600 – 4000 kg; v = 1.0/1.6 * m/s
Q = 630 – 2000 kg; v = 2.0/2.5 m/s



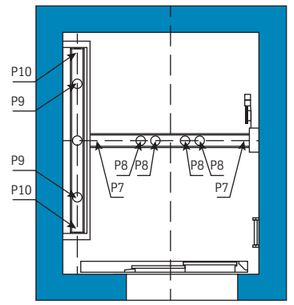
Shaft pit forces

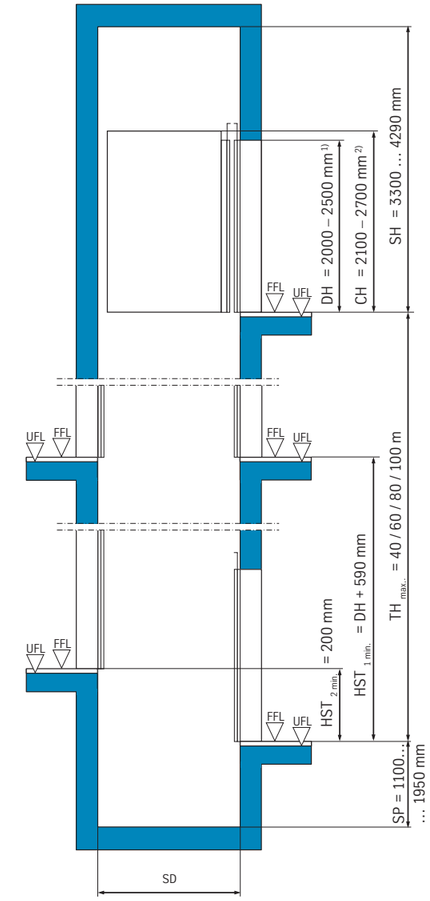
Q = 450 – 1600 kg



*** v = 1.6 m/s to $Q_{max.}$ = 3200 kg**

Q = 1600 – 4000 kg; v = 1.0/1.6 * m/s
Q = 630 – 2000 kg; v = 2.0/2.5 m/s





Key
TH = travel height
CH = car height
DH = door height
SH = shaft headroom height
SP = shaft pit depth

SD = shaft depth
HST = floor clearence
FFL = upper edge of finished floor
UFL = upper edge of unfinished floor

[1] With glass door in shaft front wall, the available door heights are restricted (see page 12).
[2] For accessories with Uni-Colour design: CH is ≤ 2400 mm.

LEA® Comfort 300

Car Design: Uni-Colour

Design
- Design lines, developed in collaboration with a renowned interior architect and designer
- Uni-Colour design – horizontal separation of the wall surfaces at the height of the handrail offers modern design options
- Modern and contemporary colours and designs, coordinated with the trends in interior architecture and the possibility for strong contrasts
- Classic design line with vertical wall panels and broad range of materials also available

Flexibility
- Impressive selection of high-quality materials and attractive colours

Innovation
- Sophisticated, hidden fastening technology of the design wall fields for the Uni-Colour design lines; one-man installation possible

Comfort
- Design lines convey a relaxing atmosphere, even in small elevator cars

Economic Efficiency
- Uni-Colour wall surfaces may be installed after the construction phase
- Uni-Colour wall surfaces can easily be replaced, e.g., if changing or refreshing the appearance

STYLE

STYLE SELECTION
Stainless Steel

STYLE SELECTION
White Skin

STYLE SELECTION
Green Apple

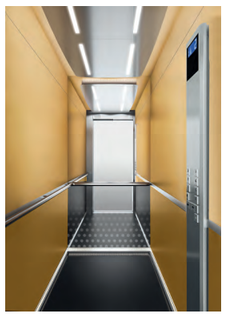
Car Design: Uni-Colour and VERTICAL Design

CHIC

CHIC SELECTION
Dark Ink

ELEGANT

ELEGANT SELECTION
Champagner



ELEGANT SELECTION
Gold

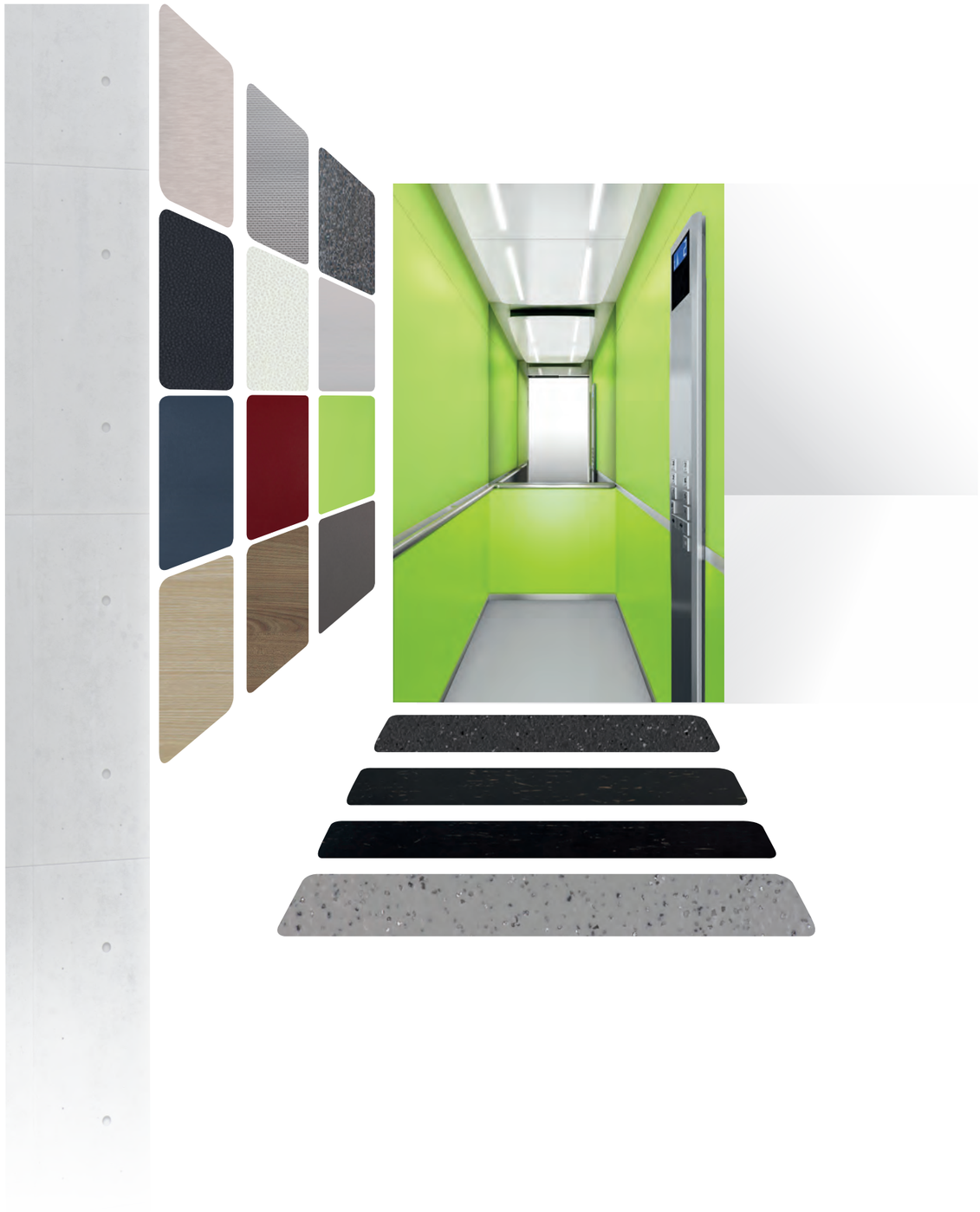
VERTICAL

VERTICAL SELECTION
Stainless Steel

VERTICAL SELECTION
Traffic White RAL 9016

VERTICAL SELECTION
Krupp Stainless Steel
Design „Linen“

Car Design: STYLE (Uni-Colour)

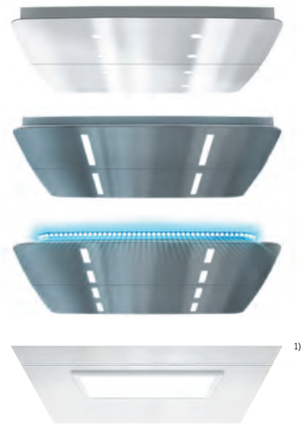


Hand rail

Mirror

(half)

False ceiling



[1]

Structure

1. Car ceiling
- Powder-coated, Traffic White, RAL 9016.

2. False ceiling
- Delivery in 2 to 3 segments depending on the car dimensions.
- Cover plate made of hairline stainless steel grit 220, type 304.

3. Top car Panel
- Thickness approx. 5 mm (depends on the surface materials).

4. Decorative strip
- Aluminium (brushed and polished surface design) grit 220.
- Integrated between top and bottom car panels.

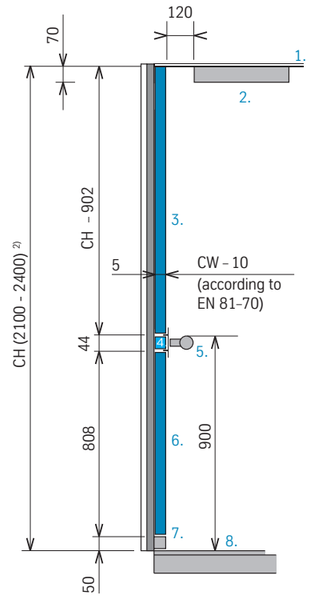
5. Handrail
- Made of hairline stainless steel grit 220, type 304.
- Diameter always 40 mm.
- Version with straight ends or bonded mounting (adapted to the needs of disabled people according to EN81-70) or round surrounding with corner mounting as well as on the decorative strip with rounded mounting.
- Available for 1/2/3 side walls.

6. Bottom car panel
- Thickness approx. 5 mm (depends on the surface materials).

7. Skirting
- Anodised aluminium with stainless steel appearance, grain 220, height 50 mm.
- Aluminium, panelled with hairline stainless steel grit 220, type 304, height 50 mm.

8. Flooring material
- Thickness between 2 and 40 mm.

Skirting



[1] without false ceiling
[2] For accessories with Uni-Colour design: CH is ≤ 2400 mm.

Subject to technical changes that might have an impact on the design (look, feel).

Car Design: STYLE (Uni-Colour)

Mirror

Half mirror rear wall or side wall opposite car operation panel
BTHM ○

Colours/materials [1]

Available colours – as top and bottom car panel

WTSE / WBSE Leather/Stainless Steel	WTSL / WBSL Linen/Stainless Steel	WTSH / WBSH Hairline/Stainless Steel
WTPW / WBPW White Skin	WTPS / WBPS Dark Skin	WTCS / WBCS Smoke
WTLR / WBLR Red Ming	WTLD / WBLD Dark Ink	WTLI / WBLI Iron
WTLA / WBLA Green Apple	Toronto	Canberra

[1] The depicted coloured surfaces are similar and may differ from the actual design.

[3] Depending on Q and car dimension additional car ventilation slots are required in the upper part of the elevator car walls.

False ceilings

Spot LED
CSSL

Brilliant LED
CBLN

Grandiose LED
CGLW

SlimLED PANEL[3]
620 x 620 mm
Lighting directly on the car ceiling

Flooring materials [1]

FPDG Dove Grey/Vinyl	FRKG Kayar Grey/Rubber
FNES Black Stone/Rubber	FRKB Kayar Black/Rubber

[1] The depicted coloured surfaces are similar and may differ from the actual design.

Hand-rail

Stainless steel
Bended (40 mm)

Stainless steel
Straight (40 mm)

Stainless steel
Round surrounding (40 mm)

Skirting

2 versions:
- Anodised aluminium with stainless steel appearance, grain 220 (50 x 5 mm)
- Cladded with stainless steel grain 220 (50 x 5 mm)

Bumper rails

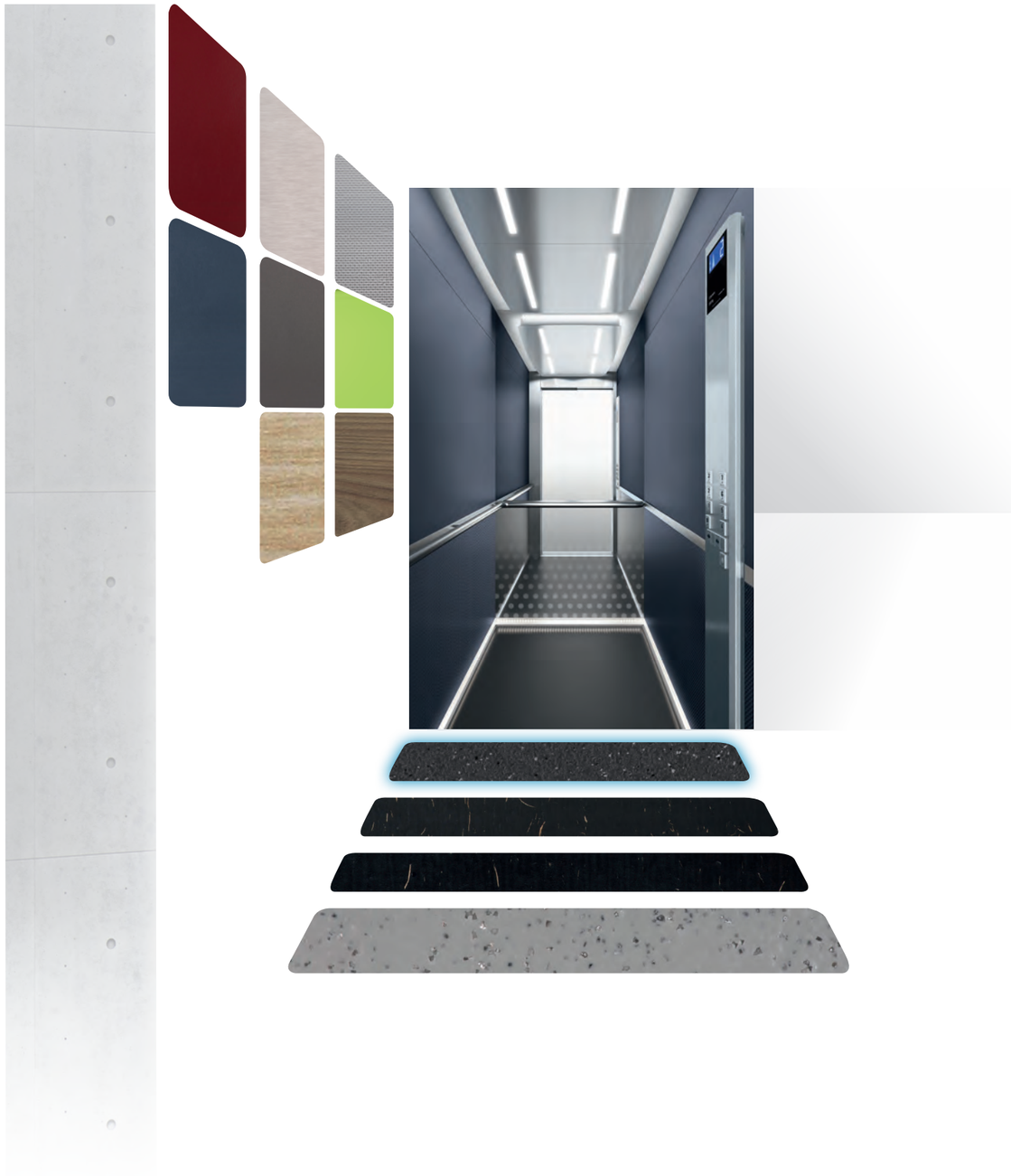
Stainless steel
(100 x 10 mm)

Bumper rail [in mm] height	Car operating panel integrated	Car operating panel surface mounted
1-row	550	450
2-rows	550, 800	450, 650
3-rows	300, 550, 800	250, 450, 650

Subject to technical changes that might have an impact on the design (look, feel).

○ Optional

Car Design: CHIC (Uni-Colour)



LEA® Comfort 300

Car Design: CHIC (Uni-Colour)

LEA® Comfort 300

Hand rail

Structure

1. Car ceiling
- Powder-coated, Traffic White, RAL 9016.

2. False ceiling
- Delivery in 2 to 3 segments depending on the car dimensions.
- Cover plate made of hairline stainless steel grit 220, type 304.

3. Top car panel
- Thickness approx. 5 mm (depends on the surface materials).

4. Decorative strip
- Aluminium (brushed and polished surface design) grit 220.
- Integrated between top and bottom car panels.

5. Handrail
- Made of hairline stainless steel grit 220, type 304.
- Diameter always 40 mm.
- Version with straight ends or bonded mounting (adapted to the needs of disabled people according to EN81-70) or round surrounding with corner mounting as well as on the decorative strip with rounded mounting.
- Available for 1/2/3 side walls.

6. Bottom car panel
- Thickness approx. 5 mm (depends on the surface materials).

7. Skirting
- Hairline stainless steel grit 220, type 304, height 50 mm.
- With indirect LED lighting (white LED or RGB LED lighting).
- RGB LED lighting for car false ceiling and skirting.
- Anodised aluminium with stainless steel appearance, grain 220, height 50 mm.

8. Flooring material
- Thickness between 2 and 40 mm.

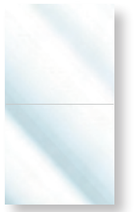
Mirror

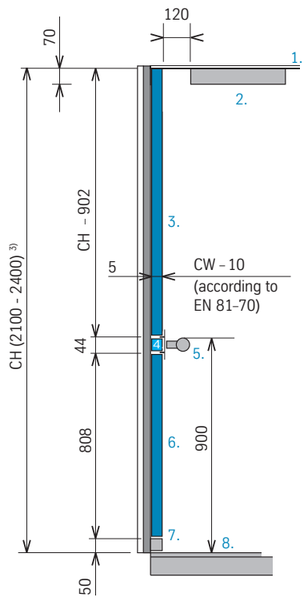
(half)

(total height)

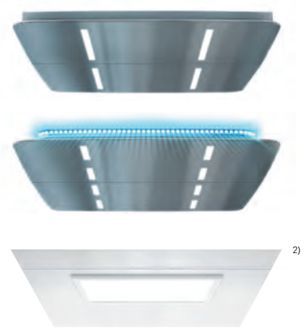
[1] available for CW ≤ 1600 mm

(total height)





False ceiling



Skirting

[2] without false ceiling
[3] For accessories with Uni-Colour design: CH is ≤ 2400 mm.

Subject to technical changes that might have an impact on the design (look, feel).

Mirror

Half mirror rear wall or side wall opposite car operating panel BTHM ○

Mirror over entire height (dot pattern at bottom) BBMD [4]

Mirror over entire height (clear glass) BBWD

Colours/materials [1]

Available colours – as top and bottom car panel

WTSL / WBSL Linen/Stainless Steel	WTSH / WBSH Hairline/Stainless Steel	WTLR / WBLR Red Ming
WTLD / WBLD Dark Ink	WTLI / WBLI Iron	WTLA / WBLA Green Apple
Toronto	Canberra	

[1] The depicted coloured surfaces are similar and may differ from the actual design.

[3] Depending on Q and car dimension additional car ventilation slots are required in the upper part of the elevator car walls.

False ceilings

Brilliant LED CBLN

Grandiose LED CGLW

SlimLED PANEL [3] 620 x 620 mm Lighting directly on the car ceiling

Flooring materials [1]

FPDG Dove Grey/Vinyl	FRKG Kayar Grey/Rubber
FNES Black Stone/Rubber	FRKB Kayar Black/Rubber

[1] The depicted coloured surfaces are similar and may differ from the actual design.

Hand-rail

Stainless steel Bended (40 mm)

Stainless steel Straight (40 mm)

Stainless steel Round surrounding (40 mm)

Skirting

SBLR Hairline stainless steel grit 220, type 304 (50 mm)

Anodised aluminium with stainless steel appearance, grain 220 (50 x 5 mm)

Bumper rails

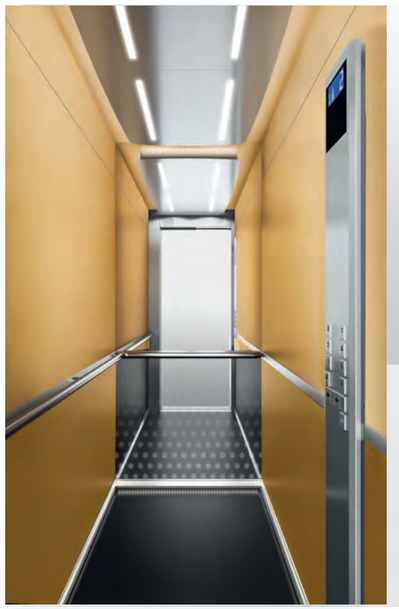
Stainless steel (100 x 10 mm)

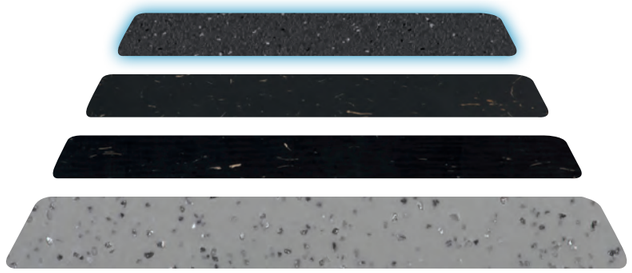
Height of bumper rail [in mm]	Car operating panel integrated	Car operating panel surface mounted
1-row	550	450
2-rows	550, 800	450, 650
3-rows	300, 550, 800	250, 450, 650

Subject to technical changes that might have an impact on the design (look, feel).

○ Optional

Car Design: ELEGANT (Uni-Colour)





Hand rail

Structure

1. Car ceiling
- Powder-coated, Traffic White, RAL 9016.

2. False ceiling
- Delivery in 2 to 3 segments depending on the car dimensions.
- Cover plate made of hairline stainless steel grit 220, type 304.

3. Top car panel
- Thickness approx. 5 mm (depends on the surface materials).

4. Decorative strip
- Aluminium (brushed and polished surface design) grit 220.
- Integrated between top and bottom car panels.

5. Handrail
- Made of hairline stainless steel grit 220, type 304.
- Diameter always 40 mm.
- Version with straight ends or bonded mounting (adapted to the needs of disabled people according to EN81-70) or round surrounding with corner mounting as well as on the decorative strip with rounded mounting.
- Available for 1/2/3 side walls.

6. Bottom car panel
- Thickness approx. 5 mm (depends on the surface materials).

7. Skirting
- Hairline stainless steel grit 220, type 304, height 50 mm.
- With indirect LED lighting (white LED or RGB LED lighting).
- RGB LED lighting for car false ceiling and skirting.
- Anodised aluminium with stainless steel appearance, grain 220, height 50 mm.

8. Flooring material
- Thickness between 2 and 40 mm.

Mirror

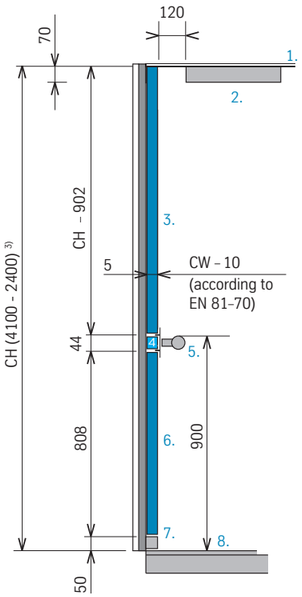
(half)

(total height)

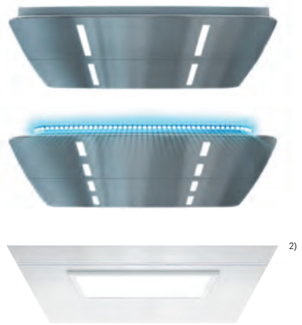
[1]

(total height)

[1] available for CW ≤ 1600 mm

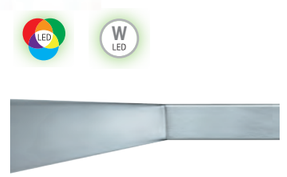


False ceiling



[2]

Skirting



[2] without false ceiling
[3] For accessories with Uni-Colour design: CH is ≤ 2400 mm.

Subject to technical changes that might have an impact on the design (look, feel).

Car Design: ELEGANT (Uni-Colour)

Mirror

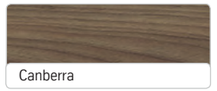
Half mirror rear wall or side wall opposite car operating panel BTHM ○

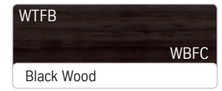
Mirror over entire height (dot pattern at bottom) BBMD [4]

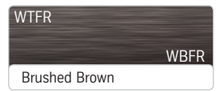
Mirror over entire height (clear glass) BBWD

Colours/materials [1]

Available colours – as top and bottom car panel







[1] The depicted coloured surfaces are similar and may differ from the actual design.

[3] Depending on Q and car dimension additional car ventilation slots are required in the upper part of the elevator car walls.

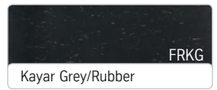
False ceilings

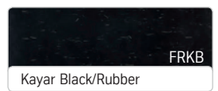
Brilliant LED
CBLN

Grandiose LED
CGLW

SlimLED PANEL [3]
620 x 620 mm
Lighting directly on the car ceiling

Flooring materials [1]





[1] The depicted coloured surfaces are similar and may differ from the actual design.

Hand-rail

Stainless steel
Bended (40 mm)

Stainless steel
Straight (40 mm)

Stainless steel
Round surrounding (40 mm)

Skirting

SBLR Hairline stainless steel grit 220, type 304 (50 mm)

Bumper rails

Stainless steel
(100 x 10 mm)

Height of bumper rail [in mm]	Car operating panel integrated	Car operating panel surface mounted
1-row	550	450
2-rows	550, 800	450, 650
3-rows	300, 550, 800	250, 450, 650

Anodised aluminium with stainless steel appearance, grain 220 (50 x 5 mm)

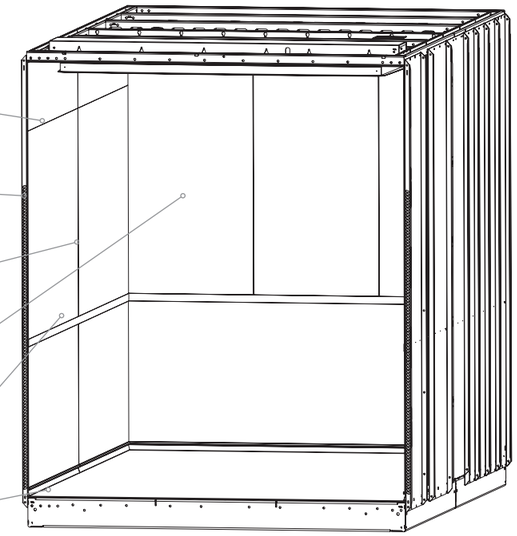
Subject to technical changes that might have an impact on the design (look, feel).

○ Optional

Interior Car Design: Uni-Colour

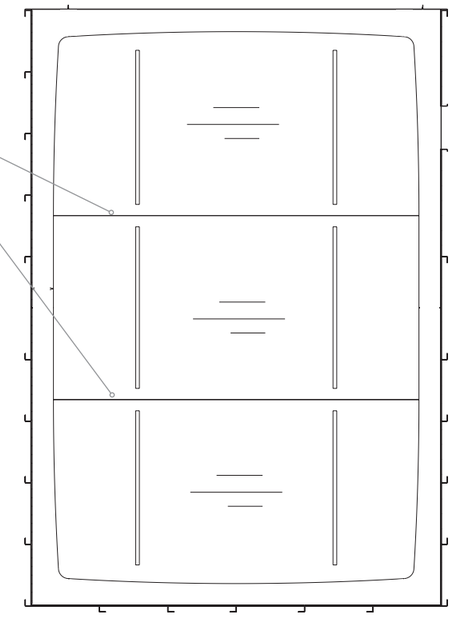
Structure of elevator car interior panelling (Uni-Colour design)

- Horizontal decorative joint at 2100 mm from upper edge of finished floor.
- Between car ventilation (not visible) and elevator car portal – 5 mm gap.
- Vertical partition with CD > 2,500 mm central joint 3.0 mm (top and bottom car panel).
- Back wall mirror with CW > 1600 mm, 3-part. Mirror with dot pattern available for CW ≤ 1600 mm.
- Side wall mirror from CD > 1400 mm 2-part (only up to CH = 2300 mm and CD = 2400 mm).
- Skirting with CD > 3000 mm. Partition central.



Ceiling design:

- False ceiling 3-part with ceiling areas > 2.5 m^2 and two visual joints (with 2-piece false ceiling, joint centrally positioned).
- In the case of deep car layouts, the grinding direction for stainless steel false ceilings runs laterally. In the case of wide car layouts, the arrangement of the false ceiling and, thus, the stainless steel grinding direction is offset by 90 degrees.
- Star Spot LED false ceiling available up to maximum rated load Q = 1600 kg.
- The SlimLED PANEL lighting is mounted directly on the elevator car rough ceiling. A false ceiling is not available.

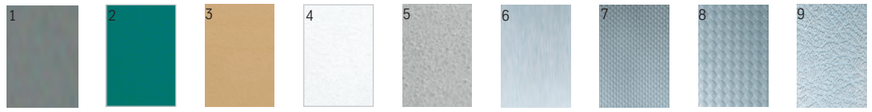


Car Design: VERTICAL

Mirror

Half mirror
rear wall or
side wall opposite
car operating
panel BTHM ○

Colours/materials



1. Galvanised
2. Ocean blue (RAL 5020)
3. Sand yellow (RAL 1002)
4. Traffic White (RAL 9016)
5. White Aluminium (RAL 9006)
6. Hairline stainless steel grit 220, type 304
7. Krupp Stainless Steel Design "Linen"
8. Krupp Stainless Steel Design "Diamond"
9. Krupp Stainless Steel Design "Leather"

False ceilings

SpotsLED

Cassette ceiling[1)]

SlimLED PANEL[3)]
620 x 620 mm
Lighting directly on
the car ceiling

Indirect lighting[2)]

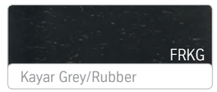
[1)] No emergency trap door possible.
[2)] Subject to technical changes that might have an impact on the design (look).

Sample representation of elevator car

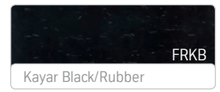
Elevator car with vertical wall panel structure. The wall panel partitioning depends on the car size (width/depth) or on the rated load.

Flooring materials

FPDG
Dove Grey/Vinyl



FRKG
Kayar Grey/Rubber



FRKB
Kayar Black/Rubber

FNES
Black Stone/Rubber

Bulb plate V2A (4 mm), aluminium (AE) (3 mm) or steel (6 mm; Mouse Grey / RAL 7005, powder coated)

Car floor lowered 3.5 mm. Flooring by the customer
Car floor lowered 25 mm. Flooring by the customer
Car floor lowered 40 mm. Flooring by the customer

Hand-rail

Stainless steel
Bended (40 mm)

Stainless steel
Straight (40 mm)

Stainless steel
Round surrounding (40 mm)

Skirting

2 versions:
- Anodised aluminium with stainless steel appearance, grain 220 (50 x 5 mm)
- Cladded with stainless steel grain 220 (50 x 5 mm)

Bumper rails

Beech
(200 x 19 mm)

Stainless Steel
(100 x 10 mm)

Stainless Steel
round (40 mm)

Folding seat

Seat, plastic-coated black
(308 mm x 440 mm)

[3)] Depending on Q and car dimension additional car ventilation slots are required in the upper part of the elevator car walls.

Height of bumper rail [in mm]	
1-row	550
2-rows	550, 800
3-rows	300, 550, 800

Subject to technical changes that might have an impact on the design (look, feel).

○ Optional

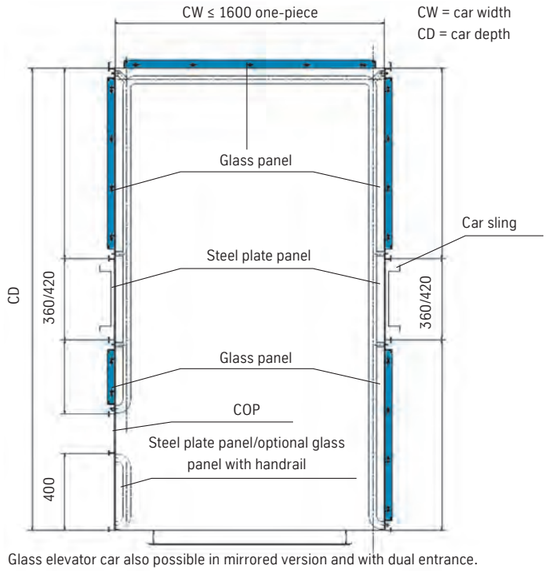
Glass Elevator Car Design: VERTICAL

The LEA® Comfort is also available with our attractive and modern glass elevator cars.

The layout of our glass elevator cars is as follows:

- The car back wall as well as the side walls of the glass elevator car are designed on the basis of standardised glass wall panels, framed with hairline stainless steel grit 220, type 304.
- The frame profile widths of each glass panel, including the glass retaining strips, are 55 mm and 65 mm at the side (depending on handrail), min. 60 mm at the bottom and min. 35 mm at the top.
- Steel plate panels in design hairline stainless steel grit 220, type 304, are fitted between the elevator car portal and the car operating panel as well as in the central car area.
- For cars wider than 1600 mm, the glass rear wall is split. The glass wall panels of the elevator car consist of a solid metal frame in which laminated glass is installed.
- The laminated glass is fixed in place by clipped aluminium glass retaining strips in such a way that the glass panels can be replaced easily from the inside of the elevator car.
- Protruding, nicely rounded handrails with corner mounting additionally underline the high-quality appearance of our glass elevator cars.

Sample glass elevator car configuration



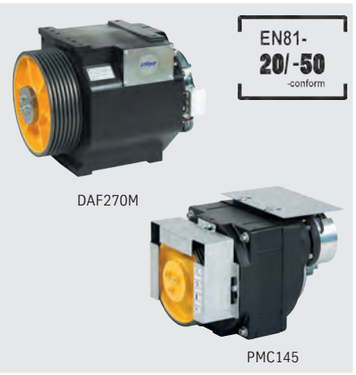
Glass elevator car also possible in mirrored version and with dual entrance.
Version adapted to the needs of disabled people according to EN 81-70 available as option.

In the same way as all other elevator cars in our product ranges, our glass elevator cars comply with all standards and regulations. Glass panels and glass doors made of laminated glass and user-friendly access systems ensure the corresponding safety.

To a high degree, our modern glass elevator cars support the aesthetic appearance of modern building architecture. Tailored solutions for your project - for the unique elevator with the freedom of transparency.

Main components

Gearless machine



Gearless PMC145/170 resp. DAF210 / DAF270

The synchronous gearless PMC145/170 resp. DAF210 and DAF270 are one of the most compact machines and are perfectly suited for deployment in the LEA® Comfort 300 elevator system without a machine room.

- High efficiency
- Low noise as there is no forced ventilation and very smooth running
- Safe and comfortable electromagnetic brake release
- Anti-friction bearings with life-time lubrication
- Number of travel per hour up to 240 s/h
- Ideally suited for energy recovery
- Brake system against overspeed in accordance with EN 81-20 /5.6.6 and against unintended movement of the elevator car in accordance with EN 81-20 /5.6.7
- UCM verification using the safety brake of the machine and considering the switching times of the control system
- Rope guard in accordance with EN 81-77 up to earthquake category 3

Frequency inverter

Inverter E300/M600

The power-vector-controlled LiftEquip frequency inverter is optimised for the PMC125 resp. PMC145-2synchronous machines.

- Inverter E300 with power filter and power choke
- Without travel contactors
- Brake resistor in a separate housing
- Stored motor parameters
- Rapid commissioning via Plug&Play
- Emergency power mode possible in the event of a power failure via UPS (uninterrupted power supply)
- Integrated speed monitoring in conjunction with suitable control system
- Parallel interface and DCP03, DCP04
- Fully regenerative in conjunction with M600

Doors

Door types and dimensions

Door type		LD10 / CD10			LD20 / CD20					LD20 / CD30					LD20 / CD20 slim	LD30 / CD30					
		L2		C2	L2		L3	C2	C4	L2			C2		L3	L2			C2		C4
		Frame	Full-front	Frame	Frame	Full-front	Frame	Frame	Frame	Frame	Full-front	Glass with frame	Frame	Glass with frame	Frame	Frame	Glass with frame	Frame	Glass with frame	Frame	Frame
Opening		side	side	center	side	side	side	center	center	side	side	side	center	center	side	side	side	center	center	center	
N# Panels		2	2	2	2	2	3	2	4	2	2	2	2	2	3	2	2	2	2	4	
Door width mm	700	•	-	•	•	c.e.	•	•	c.e.	c.e.	c.e.	c.e.	c.e.	c.e.	•	c.e.	c.e.	c.e.	c.e.	c.e.	
	800	•	•	•	•	•	•	•	c.e.	•	•	•	•	•	•	•	•	•	•	c.e.	
	900	•	•	•	•	•	•	•	c.e.	•	•	•	•	•	•	•	•	•	•	c.e.	
	1000	-	-	-	•	•	•	•	c.e.	•	•	•	•	•	•	•	•	•	•	c.e.	
	1100	-	-	-	•	-	•	•	c.e.	•	-	-	•	-	•	•	•	•	•	c.e.	
Door height mm	2000	•	•	•	•	•	•	•	c.e.	•	•	•	•	•	•	•	•	•	•	c.e.	
	2100	•	•	•	•	•	•	•	c.e.	•	-	-	•	-	-	•	•	•	•	c.e.	
	2300	-	-	-	•	-	-	•	c.e.	•	-	-	•	-	-	•	•	•	•	c.e.	

• Standard / - Not available / c.e. Contract engineering

LEA® Comfort 300

Scope of Supply and Planning Information

LEA® Comfort 300 scope of supply

Machine

- Gearless machine PMC145-3 / PMC170 resp. DAF210 / DAF270
- Motor cable (optional)
- Encoder (BISS-C, NDAT, etc.) with cables
- Positioned at and/or in machine frame in the shaft headroom protected from vibration

Frequency inverter

- E300 inverter without power regeneration, with chopper resistor
- BSV4 for brake activation (optional)
- M600 inverter (optional) with power regeneration

Elevator car

- Car in steel plate design, with standardized and/or individual dimensions (in steps of 1 mm)
- Car type P4000/P1000 and/or P4000/P3000 with car guard rail
- Car sling
- Plastic diverter pulleys (Ø 320 and/or Ø 400 mm) at the top, with isolation (optional)
- Suspension 2:1 and/or 3:1 (Q ≥ 2500 kg)
- Vibration isolation with steel springs (bottom) and rubber elements (top)
- Ventilation via vents in the door recess

Counterweight

- Steel plate frame
- Diverter pulleys for suspension 2:1 and/or 3:1
- Weight inserts: steel, concrete and Gussolith in variable proportions
- With safety gear (optional)
- Pit screen according to EN 81-20/50

Guides on elevator car / counterweight

- Moving plastic sliding guides with lubricating units
- Optional roller guides

Guide rails

- Steel rails (T-section) for car and counterweight with butt straps and mounting parts

Rope system

- Steel ropes Ø 6,0, Ø 8.0 mm and/or Ø 10.0 mm, 1570 N/mm²
- Rope end brackets in the shaft headroom, suspensions insulated with rubber / steel springs
- Compensation chain depending on the design

Shaft equipment

- Two-part sliding shackles made of galvanised steel plate with mounting parts

Painting / priming

- Steel parts mainly with powder coating (similar to RAL 7005) or priming (RAL 7031 and/or RAL 7005), layer thickness approx. 60 µm; galvanised parts remain galvanised

Landing door / car door

- Door panels and door architraves made of electrogalvanized sheet metal
- Shaft door panels single-leaf made in noise-inhibiting sandwich design
- Door panels at top with large rollers and counter-rollers, adjustable sliders
- Different door types for installation in the shaft or recess
- Different designs: colours in RAL or stainless steel
- Different sill designs: steel or stainless steel
- Optionally concealed sill guide
- Frequency-controlled drive with toothed belt drive with automatic learning function
- Door drive with closing force limiter
- High resolution light curtain

Progressive safety gear

- Progressive safety gear for downwards direction, integrated in the car sling
- Protection in upward direction: monitored operational brake according to EN 81-20 /5.6.6

Speed governor

- Ø 200 mm, with remote tripping, positioned in the shaft headroom at the rail end (type 6023F)
- Governor rope Ø 6.5 mm
- Tensioner device for shaft pit

Buffer

- Polyurethane buffer (v ≤ 1.0 m/s) and/or oil buffer for car and counterweight with pit elements for installation in the shaft pit

Not included in the scope of supply are:

- Control system and control box with measures for rescue of passengers
- Operating and indicator elements
- External control panels
- Mounted resp. built-in control panel in the elevator car
- Emergency call system
- Car distribution box
- Travelling cable
- Shaft selector
- Shaft wiring and shaft lighting
- Inspection control and emergency stop switch
- Integration of the inverter
- Connection of the car lighting and the overload sensor
- Load measurement system (occupied, full load, overload)
- emergency light

All of the above components must be provided by the installation firm and/or a control system supplier.

Control box of the control system

The control box with control system is not included in the scope of supply. It must be provided by the installation firm. The control box is mounted preferably in the top landing of the entrance area. Installation in the landings below this is possible.
The nearest landing door must be located within calling distance of the control box and be visible from the control box. If the control box is installed in an adjoining room, the room must be equipped with an intercom system in accordance with EN 81-20, Section 5.12.3.2.

Legal information

The LEA® Comfort 300 elevator system has been granted an EU Type Test Certificate in accordance with Appendix IV, Module B, of 2014/33/EU Directive. Before the commencement of operation, the installation firm must have the elevator system per inspected / approved in an individual inspection with danger analysis. The existing EU Type Test Certificate can be used as the basis for this. During the planning phase, please consider all applicable regulations stipulated by the relevant notified body and all applicable national regulations. Patents have been granted for the LEA® Comfort elevator system. On an order-related, LiftEquip will issue a quota licence.

Options

Technical data	STYLE	CHIC	ELEGANT	VERTICAL
Rated load				
450 kg – 4000 kg	●	●	●	●
450 kg – 4000 kg (dual entrance)	○	○	○	○
Speed				
v = 1.0 m/s (Q = 450 – 4000 kg)	●	●	●	●
v = 1.6 m/s (Q = 450 – 3200 kg)	●	●	●	●
v = 2.0 m/s (Q = 450 – 2000 kg)	●	●	●	●
v = 2.5 m/s (Q = 450 – 1600 kg)	●	●	●	●
Max. travel height 100 m	●	●	●	●
Max. number of landings 40	●	●	●	●
Car height 2100 – 2700 mm (basic size) (for accessories with Uni-Colour design: CH is ≤ 2400 mm)	●	●	●	●
Flexible car dimensions in 1 mm steps	○	○	○	○
Door version				
Dual panel, side-opening telescopic sliding door (T2)	●	●	●	●
Dual panel, centre-opening door (C2)	○	○	○	○
Quadruple panel, centre-opening telescopic sliding door (C4)	○	○	○	○
Door width [1]				
700 – 1400 mm (two panel, telescopic opening door / centre-opening door) [2]	○	○	○	○
700 – 2500 mm (four panel, centre-opening telescopic door) [2]	○	○	○	○
Flexible door widths in 50 mm steps (not available for shaft front wall)	○	○	○	○
Door height 2000 – 2500 mm (available door heights with shaft front wall, see page 12)	○	○	○	○
Shaft headroom height				
min. 3300 mm, Q ≤ 1000 kg, v = 1.0 m/s, CH = 2100 mm	○	○	○	○
min. 3300 mm, Q > 1000 – 1600 kg, v = 1.0 m/s, CH = 2100 mm	○	○	○	○
min. 3500 mm, Q ≤ 1000 kg, v = 1.6 m/s, CH = 2100 mm	○	○	○	○
min. 3500 mm, Q > 1000 – 1600 kg, v = 1.6 m/s, CH = 2100 mm	○	○	○	○
min. 3700 mm, Q > 1600 – 4000 kg, v = 1.0 m/s, CH = 2100 mm	○	○	○	○
min. 3855 mm, Q > 1600 – 3200 kg, v = 1.6 m/s, CH = 2100 mm	○	○	○	○
min. 4055 mm, Q ≥ 630 – 2000 kg, v = 2.0 m/s, CH = 2100 mm	○	○	○	○
min. 4290 mm, Q ≥ 630 – 1600 kg, v = 2.5 m/s, CH = 2100 mm	○	○	○	○
Shaft pit depth				
min. 1100 mm, Q ≤ 1000 kg, v = 1.0 m/s	○	○	○	○
min. 1200 mm, Q ≤ 1000 kg, v = 1.6 m/s	○	○	○	○
min. 1150 mm, Q > 1000 – 1600 kg, v = 1.0 m/s	○	○	○	○
min. 1250 mm, Q > 1000 – 1600 kg, v = 1.6 m/s	○	○	○	○
min. 1250 mm, Q > 1600 – 2000 kg, v = 1.0 m/s	○	○	○	○
min. 1350 mm, Q > 1600 – 2000 kg, v = 1.6 m/s	○	○	○	○
min. 1300 mm, Q > 2000 – 4000 kg, v = 1.0 m/s	○	○	○	○
min. 1500 mm, Q > 2000 – 3200 kg, v = 1.6 m/s	○	○	○	○
min. 1500 mm, Q ≥ 630 – 2000 kg, v = 2.0 m/s	○	○	○	○
min. 1950 mm, Q ≥ 630 – 1600 kg, v = 2.5 m/s	○	○	○	○

Landing door	STYLE	CHIC	ELEGANT	VERTICAL
Installation in shaft/in recess (55 mm)/in deep recess (100 mm)	●/○/○	●/○/○	●/○/○	●/○/○
Installation in shaft/in recess (20 mm)/in deep recess (60 mm)	●/○/○	●/○/○	●/○/○	●/○/○
With shaft front wall: model landing door Fermator **"40/10" respectively "Premium", model car door** Fermator **"Premium PM" installation in the shaft / in recesss (recess = 115 mm for T2 / C4, recess = 65 mm for C2**	●/○	●/○	●/○	●/○
Version				
Electrolytically Galvanised [3]	●	●	●	●
Hairline stainless steel grit 220, type 304	○	○	○	○
Stainless Steel, Linen	○	○	○	○
Stainless Steel, Diamond [3]	○	○	○	○
Stainless Steel, Leather	○	○	○	○
Powder coated RAL 9016 Traffic White [3]	○	○	○	○
Powder coated RAL 9006 White Aluminium [3]	○	○	○	○
Powder coated RAL 7032 Pebble Grey (only for door model "40/10" respectively "Premium")	●	●	●	●
Special protective coat of paint [3]	○	○	○	○
Door sill				
Aluminium door sill	●	●	●	●
Door sill made of stainless steel	○	○	○	○

[1] For technical reasons, not all combination possibilities are possible for doors with respect to door designs, door widths and door heights. For details, please refer to the appropriate technical documents (Fact Sheet or product catalogue).
[2] Door with shaft front wall Fermator: type T2: DW = 700 – 1400 mm; type C2: DW = 700 – 1400 mm; type C4: DW = 900 – 2400 mm; DH = 2000 – 2500 mm.
[3] Not available for door with shaft front wall (model landing door Fermator "40/10" respectively "Premium", model car door Fermator "Premium PM").

● Standard equipment, ○ option, – not currently available. Please contact our sales consultants regarding the availability of options.

Options

Landing door	STYLE	CHIC	ELEGANT	VERTICAL
Fire protection certificates				
Fire protection certificate E120 acc. to EN81-58	●	●	●	●
Fire protection certificate E30 acc. to EN81-58 [3]	○	○	○	○
Fire protection certificate EW30 acc. to EN81-58 [3]	○	○	○	○
Fire protection certificate EW60 acc. to EN81-58 [3]	○	○	○	○
Fire protection certificate EI60 acc. to EN81-58 [3]	○	○	○	○
Fire protection certificate EI120 acc. to EN81-58 [3]	○	○	○	○
Fire protection certificate E30 acc. to GHOST [3]	○	○	○	○
Fire protection certificate EI120 acc. to GHOST (Version with smooth paint instead of textured paint) [3]	○	○	○	○
Fire protection certificate (2 hours acc. to BS476) [3]	○	○	○	○
Special versions (not all special versions (SA) can be combined with one another)				
SA12 Small height between floors (450 - 589 mm) with recess [3]	○	○	○	○
SA15 Stainless steel sill wheel load QRL = 500 kg	○	○	○	○
SA16 Stainless steel sill wheel load QRL=1500 kg [3]	○	○	○	○
SA17 Stainless steel sill with hidden guide (incl. SA18 sill without visible guide) [3]	○	○	○	○
SA18 Sill without visible guide [3]	○	○	○	○
SA19 Profile section between narrow door frames [3]	○	○	○	○
SA29 Deliver door disassembled [3]	○	○	○	○
SA32 Fastening at shaft scaffold [3]	○	○	○	○
SA34 Covering on shaft side of door post and header, galvanised sheet metal [3]	○	○	○	○
SA35 Gap cover for plastering	○	○	○	○
SA37 Rubber strip on door panel closing edge	○	○	○	○
SA38 Wall-plug fixture instead of anchor rail mount	○	○	○	○
SA39 Halogen-free cables, only safety circuit [3]	○	○	○	○
SA42 Widened toeguard, galvanised sheet metal [3]	○	○	○	○
SA43 Suspension gear on shaft side covered with galvanised sheet metal [3]	○	○	○	○
SA55 Twin-shell door panel according to EN81-58 [3]	○	○	○	○
Glass door				
SA31 Glass door panels with 50 mm surrounding frame for landing doors [3]	○	○	○	○
SA33 Glass door panels with 25 mm surrounding frame for landing doors [3]	○	○	○	○
SA34 Covering on shaft side of door post and header, hairline stainless steel grit 220, type 304 [3]	○	○	○	○
SA34 Covering on shaft side of door post and header, stainless steel, Linen [3]	○	○	○	○
SA34 Covering on shaft side of door post and header in standard version, galvanised or powder coated sheet metal, Mouse Grey RAL7005 depending on door type [3]	○	○	○	○
SA41 Solid glass door panels for landing doors [3]	○	○	○	○
SA42 Widened toeguard, hairline stainless steel grit 220, type 304 [3]	○	○	○	○
SA42 Widened toeguard, stainless steel, Linen [3]	○	○	○	○
SA43 Suspension gear panelled on visible side, hairline stainless steel grit 220, type 304 [3]	○	○	○	○
SA43 Suspension gear panelled on visible side, stainless steel, Linen [3]	○	○	○	○
SA47 Glass door edge protection with panelling material (for solid glass doors) [3]	○	○	○	○
With shaft front wall: door model Fermator "40/10" and/or "Premium", glass door panels with surrounding frame without offset, visible frame width 120 mm (top / bottom) and 40 mm (at the side), without fire protection certificate; available door heights, see page 12.	○	○	○	○

Car door	STYLE	CHIC	ELEGANT	VERTICAL
Monitoring of closing edges of door				
High resolution light curtain (174 beams)	●	●	●	●
SA25 Door area motion detection system (infrared sensor) [3]	○	○	○	○
SA27 Additional car door locking device [3]	○	○	○	○
SA45 3D light grid [3]	○	○	○	○
Design of car door and door portal				
Hairline stainless steel grit 220, type 304	●	●	●	●
Stainless Steel, Diamond [3]	○	○	○	○
Stainless Steel, Linen	○	○	○	○
Stainless Steel, Leather	○	○	○	○
Powder coated RAL 9016 Traffic White [3]	-	-	-	○
Powder coated RAL 9006 White Aluminium [3]	-	-	-	○
Powder coated RAL 7032 Pebble Grey (only for door model Fermator "Premium PM")	○	○	○	○
Elevator car door panels, single-leaf	●	●	●	●
Elevator car door panels, twin-leaf [3]	○	○	○	○
Door sill made of aluminium	●	●	●	●
Door sill made of stainless steel	○	○	○	○
Glass door version				
SA30 Short cam for glass door [3]	○	○	○	○
SA31 Glass door panels with 50 mm surrounding frame for car doors [3]	○	○	○	○
SA33 Glass door panels with 50mm/25 mm surrounding frame for car doors [3]	○	○	○	○
SA41 Solid glass door panels for car doors [3]	○	○	○	○
SA47 Glass door edge protection with panelling material (for solid glass doors) [3]	○	○	○	○
With shaft front wall: door model Fermator "Premium PM", glass door panels with surrounding frame without offset, visible frame width 20 mm (top / bottom) and 40 mm (at the side), without fire protection certificate; available door heights, see page 12.	○	○	○	○

[3] Not available for door with shaft front wall (model landing door "40/10" respectively "Premium", model car door "Premium PM").

● Standard equipment, ○ option, – not currently available. Please contact our sales consultants regarding the availability of options.

Options

Technical data	STYLE	CHIC	ELEGANT	VERTICAL
Car ventilation				
Car ventilation – indirect, invisible ventilation	●	●	●	●[4]
Fan in car ceiling with automatic switch-on/off and coasting	○	○	○	○
Car ventilation visible, longitudinal holes in upper part of the car panels from Q > 2,000 kg	○	○	○	○
Car design				
Vertical Design	–	–	–	●
Uniform or individual elevator car operating panel division	–	–	–	○
Glass car	–	–	–	○
Glass rear wall	○	○	○	○

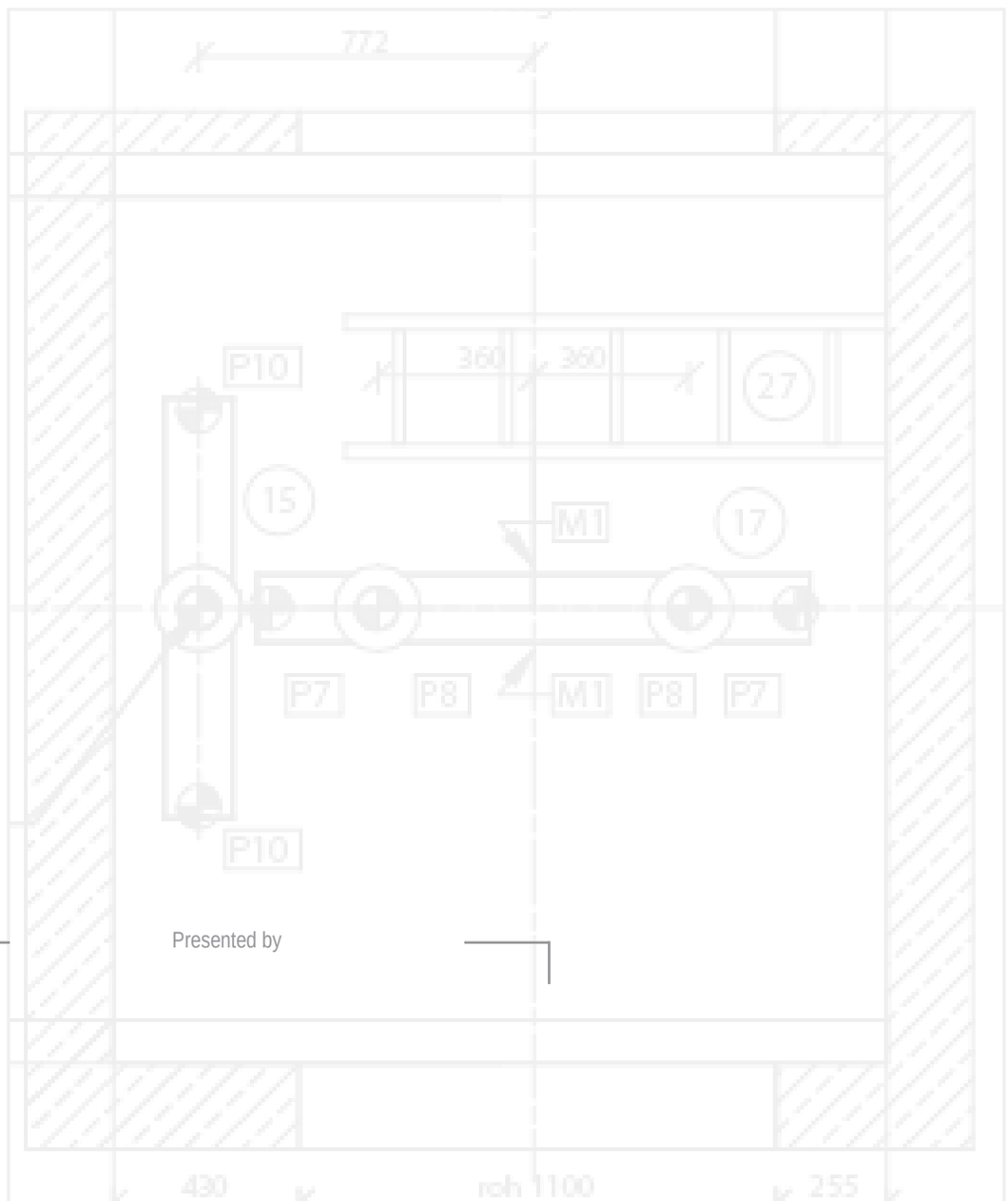
Miscellaneous	STYLE	CHIC	ELEGANT	VERTICAL
Counterweight				
Pulley guide at counterweight	○	○	○	○
Safety gear at counterweight[5]	○	○	○	○
Counterweight cladding, galvanised	○	○	○	○
Counterweight cladding, hairline stainless steel grit 220, type 304	○	○	○	○
Pulley guide at elevator car	○	○	○	○
Shaft equipment				
Shaft lighting	○	○	○	○
Shaft lighting can be switched on the car roof	○	○	○	○
Shaft pit ladder	○	○	○	○
Adjustable bracket				
Wall plugging for adjustable bracket	○	○	○	○
Anchor rail mounting, type HTA40/22	○	○	○	○
Shaft traverses	○	○	○	○
Design packages and painting				
Painting, design package 1	○	○	○	○
Painting, design package 2 on request	○	○	○	○
Noise reduction kit acc. to VDI 2566 SSTII (will be available at a later date)	○	○	○	○
Noise reduction kit according to VDI 2566 SSTIII (noise protection level) (will be available at a later date)	○	○	○	○
Regulations				
System version in accordance with EN 81-20/50	●	●	●	●
EN 81-70 package with verbal announcement	○	○	○	○
EN 81-70 package with inductor loop	○	○	○	○
Firefighter´s elevator according to EN 81-72 [6]	○	○	○	○
Measures for installation in earthquake-prone areas acc. to EN 81-77 - earthquake category 1 [6]	○	○	○	○

[4] Not possible in version with full-glass car.
[5] Available in the rated load range Q = 450-4000 kg with vmax. = 1.6 m/s (with Qmax. = 3200 kg) and TH ≤ 60 m. Only possible in combination with conventional counterweight.
[6] The shaft dimensions may change compared to the standard.

● Standard equipment, ○ option, – not currently available. Please contact our sales consultants regarding the availability of options.

Notes

LEA® Comfort 300



Presented by

LiftEquip GmbH Elevator Components
Bernhaeuser Strasse 45
D-73765 Neuhausen a.d.F.
Tel.: +49 (0) 71 58 12 - 2929
Fax: +49 (0) 71 58 12 - 2971
E-Mail: kontakt@liftequip.de
Internet: www.liftequip.com

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ELEVATOR COMPONENTS