

Adams *LifeJacket* Ordering Survey rev 9.8 Oct-99

Tools and Equipment required for Survey: Tape Measure, Diameter Tape, Tachometer, Pressure Gauge, Pencil

Please Print! Survey must be fully completed and dated for order processing.

Ship to: Job or Shop (check one)

Job Name _____ Code in Force _____

i.e. A17, Title 8, B44

Job Address _____ Jack Mfg. _____

City _____ State _____ Zip/Postal Code _____ Country _____

Car # _____ Number of Landings _____ Travel _____ ft Pit Depth _____ ft Car Speed: _____ fpm.

Capacity of car _____ lbs. Car weight _____ lbs. **OR** Pressure of empty car: _____ psi

Installing Company: _____ Date of installation _____

Plunger Wall thickness: _____ " **Is Controller Solid State or Relay** Mfg.'s Job Number _____

Is Pit prone to flooding? Yes _____ No _____ - - - - - (if yes, NEMA 3R conduit [liquitite flex] is supplied)

Does Cylinder have a tapped bleeder hole in the head? Yes _____ No _____ - - - - - (if no, optional drill and tap is supplied)

Is 120VAC available in controller? Yes _____ No _____ - - - - - (if no, 480/240 to 120 transformer is supplied)

How many 'wiring' feet from controller to Cylinder head? _____ Ft - - - - - (length of shielded cable sent for set coils and encoder)

Packing, specify style and size _____ - **Packing Must be Replaced**

Special delivery instructions (i.e. do you have a forklift to get it off the truck?) _____

Does elevator have a bottom final limit switch? Yes _____ No _____ - - - - - (if yes, it must open prior to buffer engagement)

Pit Information Record dimensions to 3 decimal places (i.e. 1.234). DO NOT USE FRACTIONS.

The plunger diameter (PD) must be *accurately* measured to thousandths of an inch. Using a diameter tape in decimal increments, measure the plunger in at least three (3) places (if a two stop) and with car level at every floor. Record these measurements in the blanks below. Measure a foot or so above the packing head while standing in the pit. Start with car at top landing.

(PD) top _____ top - 1 _____ top - 2 _____ top - 3 _____
top - 4 _____ top - 5 _____ top - 6 _____ top - 7 _____

See diagrams on page 2 for graphic illustration of dimensions. These dimensions must be accurate for proper fit. All dimensions below must be in inches unless otherwise marked.

(BSD) _____ " (UFD) _____ " (FD) _____ " (CD) _____ " (BN) _____
Buffer spring diameter Upper Flange Diameter Diameter of Flange Diameter of Cylinder Number of Buffer Springs

(RB) _____ " (BS) _____ " (SD) _____ " (BB) _____ "
Runby Buffer Stroke Strike Distance Distance between buffers

(CHF) _____ " (CHC) _____ " (LifeJacket legs are made to CHF height unless checked here) CHC
Top of cylinder to top of footer Top of cylinder to floor

Company _____ **Address** _____ **City** _____

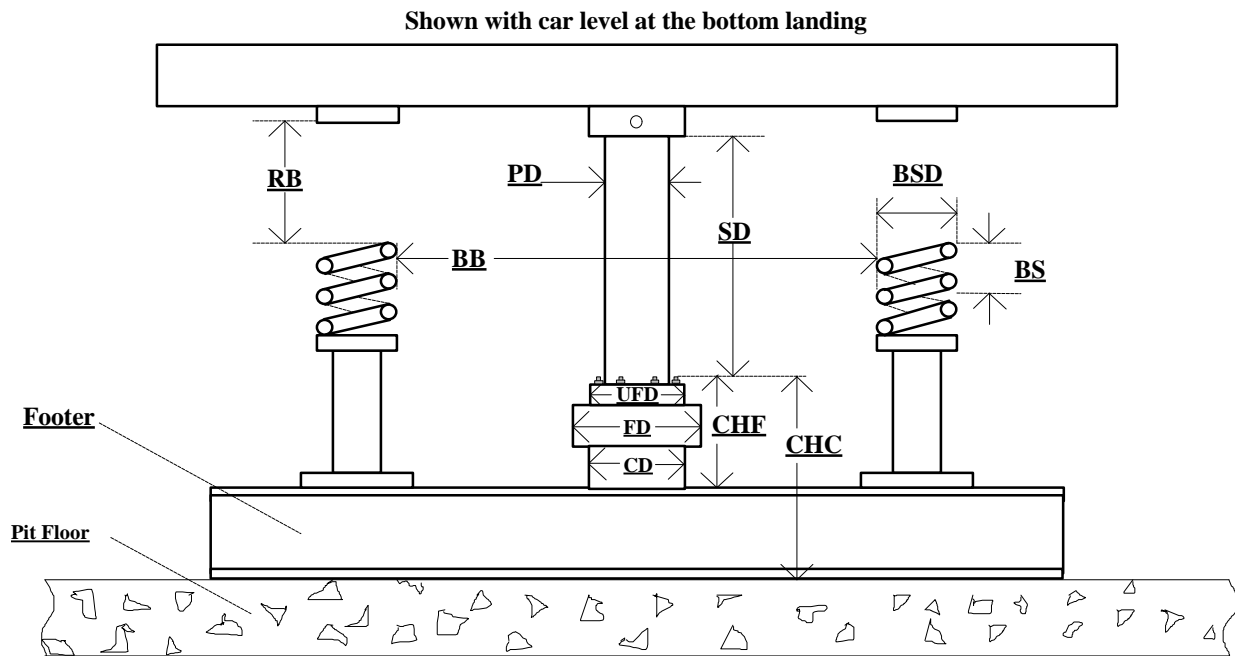
State _____ **Zip/Postal Code** _____ **PO #** _____ **Charge #** _____

Ordered and Approved by _____ **Date** _____ **Phone #** _____ - _____

(Below for Adams use only)

Fax # _____ - _____ **Adams Order #** _____ **Serial #** _____

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PD is the plunger diameter. *For this survey it must be measured to the thousandths using a decimal diameter tape.*

BSD is the buffer spring diameter.

UFD is the diameter of the upper flange section of the head, if it is a stepped flange style head.

FD is the diameter of the widest flange section of the head, if it is a flange style head.

CD is the diameter of the cylinder or stuffing box at the top of the head.

BN is the number of Buffer Springs. Please provide a sketch of unusual buffer assemblies and return with survey.

RB is runby, a measurement from the top of the uncompressed buffer springs to the strike plates when the car is floor level.

BS is the buffer stroke and should be stamped on the buffer stand data tag, if not, measure the spring gaps and add.

SD is the strike distance between, from lowest point on the platen to the highest projection on the top of the head, when the car is floor level at the bottom floor. Consider reversing Platen bolts if the heads of bolts are up, for more room.

BB is the distance between buffers.

CHF is the distance from the highest point of the cylinder head to the top of the footer channel.

CHC is the distance from the highest point of the cylinder head, to the (concrete) pit floor.

Please note items below that may have cost ramifications:

- 1: The distance from the pit to the machine room, the *LifeJacket* requires two 4 Conductor shielded wires and three 18G wires run to the pit from the *LifeJacket* Controller in the machine room, so allow wiring time.
- 2: If there is not a tapped hole in the cylinder you will have to add one. A drill and tap is provided. Takes about 1/2 hour.
- 3: The type of jack packing, you must replace it before installation. Extra time is saved later for repacks if it is done now.
- 4: If the buffers need rework, i.e. moving or shortening. The *LifeJacket's* dimensions are 13.25" x 21" (small) or 15.75" x 21" (large). If the **BB** dimension is less than 13.25" or 15.75", they will need to be moved.
- 5: If the pit floods; NEMA 3R conduit on the *LifeJacket* is provided, but not for the pit wiring, parts costs must be added.
- 6: There must be at least 5" of strike distance (**SD**) to install the *LifeJacket*. Simply put, **RB + BS + 5"** has to be less than **SD**. Note: **RB** and **BS** can very often be changed to Code minimums to accommodate the *LifeJacket*. We will tell you after the survey is processed.
- 7: If buffers are multi-sprunged, please provide a sketch of the buffers with dimensions and return with the survey. Additional strike extension kits may be required.
- 8: Local jurisdictional authorities may charge a fee for a permit, variance and/or inspection where required. Notification of Code concerns will be sent after survey is processed along with an elevation drawing of the pit dimensions after the *LifeJacket* is installed.

Adams *LifeJacket* Otis Cast Head Ordering Survey rev 9.8 Oct-99

Tools and Equipment required for Survey: Tape Measure, Diameter Tape, Tachometer, Pressure Gauge, Pencil

Please Print! Survey must be fully completed and dated for order processing.

Ship to: Job **or Shop** *(check one)*

Job Name _____ Code in Force _____

i.e. A17, Title 8, B44

Job Address _____ Jack Mfg. _____

City _____ State _____ Zip/Postal Code _____ Country _____

Car # _____ Number of Landings _____ Travel _____ ft Pit Depth _____ ft Car Speed: _____ fpm.

Capacity of car _____ lbs. Car weight _____ lbs. **OR** Pressure of empty car: _____ psi

Installing Company: _____ Date of installation _____

Plunger Wall thickness _____" **Is Controller Solid State** **or Relay** Mfg.'s Job Number _____

Is Pit prone to flooding? Yes _____ No _____ (if yes, NEMA 3R conduit [liquitite flex] is supplied)

Does Cylinder have a tapped bleeder hole in the head? Yes _____ No _____ (if no, optional drill and tap is supplied)

Is 120VAC available in controller? Yes _____ No _____ (if no, 480/240 to 120 transformer is supplied)

How many 'wiring' feet from controller to Cylinder head? _____ Ft. (length of shielded cable sent for set coils and encoder)

*Packing, specify style and size _____ - **Packing Must be Replaced***

Special delivery instructions (i.e., do you have a forklift to get it off the truck? _____)

Does elevator have a bottom final limit switch? Yes _____ No _____ (if yes, it must open prior to buffer engagement)

Pit Information Record dimensions to 3 decimal places (i.e. 1.234). DO NOT USE FRACTIONS

The plunger diameter (PD) must be accurately measured to thousandths of an inch. Using a diameter tape in decimal increments, measure the plunger in at least three (3) places (if a two stop) and with car level at every floor. Record these measurements in the blanks below. Measure a foot or so above the packing head while standing in the pit. Start with car at top landing.

(PD) top _____ top - 1 _____ top - 2 _____ top - 3 _____

top - 4 _____ top - 5 _____ top - 6 _____ top - 7 _____

See diagrams on page 2 for graphic illustration of dimensions. These dimensions must be accurate for proper fit. All dimensions below must be in inches.

(BSD) _____" (CD) _____" (PH) _____" (PW) _____" (BN) _____"
Buffer spring diameter Diameter of Cylinder Pedestal height Pedestal width Number of Springs

(RB) _____" (BS) _____" (SD) _____" (BB) _____" (CHC) _____"
Runby Buffer Stroke Strike Distance Distance between buffers Top of cylinder to floor

Company _____ Address _____ City _____

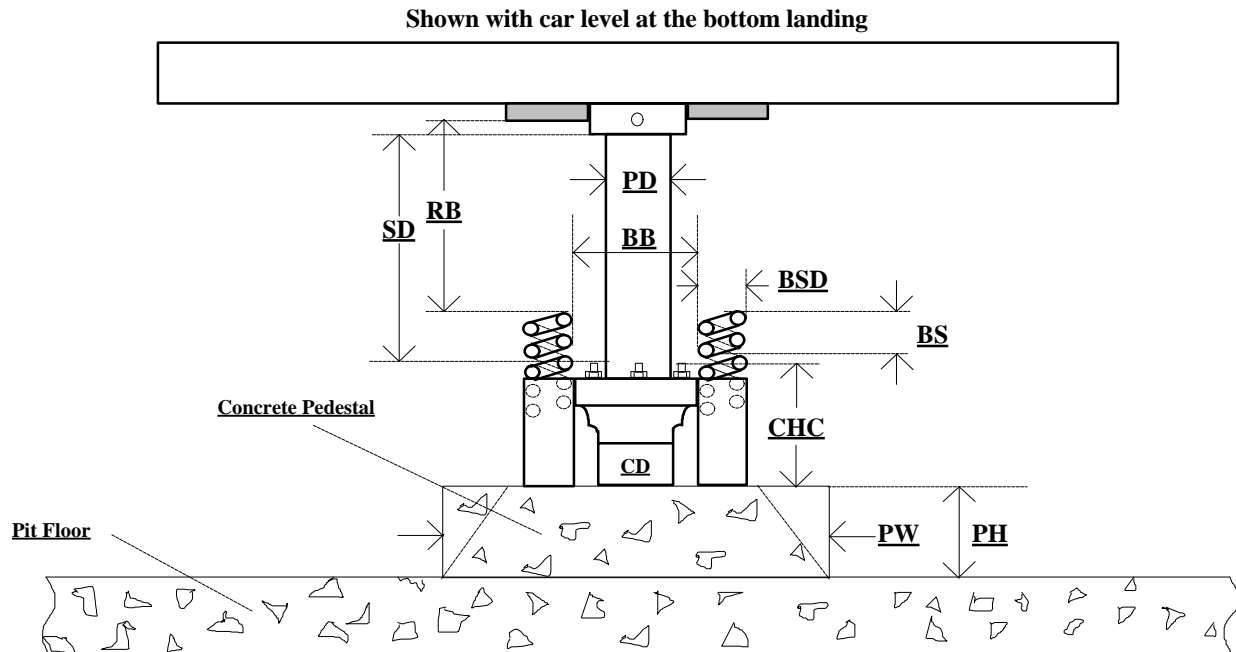
State _____ Zip/Postal Code _____ PO # _____ Charge # _____

Ordered and Approved by _____ Date _____ Phone # _____ - _____
(Below for Adams use only)

Fax # _____ - _____ Adams Order # _____ Serial # _____

Adams *LifeJacket*™ Otis™ Cast Head Ordering Survey

rev 9.8 Oct-99



PD is the plunger diameter. *For this survey it must be measured to the thousandths using a decimal diameter tape.*

BSD is the buffer spring diameter.

FD is the diameter of the widest flange section of the head, if it is a flange style head.

PH is the height of the concrete pedestal.

PW is the width of the concrete pedestal. This dimension is necessary if the buffers need to be moved or replaced.

BN is the number of Buffer Springs. Please provide a sketch of unusual buffer assemblies and return with survey.

RB is runby, a measurement from the top of the uncompressed buffer springs to the strike plates when the car is floor level.

BS is the buffer stroke and should be stamped on the buffer stand data tag, if not, measure the spring gaps and add.

SD is the strike distance between, from lowest point on the platen to the highest projection on the top of the head, when the car is floor level at the bottom floor. Consider reversing Platen bolts if the heads of bolts are up, for more room.

BB is the distance between buffers.

CHC is the distance from the highest point of the cylinder head, to the (concrete) pit floor.

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