





1 LIFT SHAFT

- a) Tolerance in shaft dimensions is plus 10mm for all installation layouts.
- b) The lift travel measurement from lowest to top finished floors (including floor finishes) is critical and needs to match the signed final drawings.
- c) The shaft ceiling can be higher than the specified headroom dimension on the signed final drawing, but must not be lower when measured from FFL on the top landing.
- d) The shaft must be able to sustain loads as specified on drawings. (see page 2 of the lift drawing, top right hand corner for loads, the loads are approximately 3000N dynamic in the horizontal plane outwards and are transferred to the floor below the running gear side of the shaft – approximately 10,000N downwards). A structural engineer must ensure that the building and shaft can safely support all loads imposed by the lift equipment.
- e) The shaft LOAD BEARING WALL is to be solid (not hollow) in either poured or pre-cast concrete, core filled block work, solid brickwork or steel framing designed by a structural engineer (when steel is involved extra installation hours may apply for welding of brackets and will be charged for where applicable. Note that the maximum deflection for 150mm wide columns is 1-2mm. Note also that all structural welding is the responsibility of others). There is to be no sheeting over any steel beams / columns (it can be flush with the front face of the beam only). Note that all four sides of the shaft are to be impenetrable.
- f) Where any sections of the shaft walls are being constructed in glass, please ensure the glass is a minimum of 10.76mm laminated safety glass. Further, there are to be no ledges inside the shaft exceeding 50mm.
- g) The walls containing the landing doors is also to be solid and strong enough to hold the landing door and jamb set supplied and installed by Lift Shop (the landing doors place the same load as any heavy door does on the surrounding structure). Double stud timber and/or steel must at least 5mm thick is required for tapping and threading.
- h) All four sides of the shaft are to be constructed and clad in accordance with AS1735, cladding to be not less than 1.2mm flat sheet steel or a smooth material of equivalent strength.
- i) Internal shaft sizes shown on drawings are inside finished dimensions (where render or cladding is to be applied to the inside of the shaft this must be accounted for and finished to the specified dimensions).
- j) The wall above and below the door opening will be visible from inside the lift car while travelling and should be considered when finishing the inside of the shaft. It is recommended this is done after doors are installed to ensure the alignment is correct, unless the shaft has been surveyed correctly and the alignment is absolutely true and correct.
- k) Shaft must be PLUMB, SQUARE, SMOOTH and LEVEL with no protrusions/ledges and free from debris.
- l) Load bearing wall and door opening sides must be plumb +/- 5mm.
- m) No other services are to be in the shaft, only services relating to the lift are to occupy the lift shaft the solid shaft walls must not have any services running through them at any time. The lift components all require fixings into the walls and any services running through them may be damaged during this process

Disclaimer

This document is only general guidance; consult with your structural engineer to clarify project-specific details.