

**Waiver:**

This data sheet is for guidance only & must not be used for proper working drawings. Please contact Stannah Lifts for particular details before proceeding. Owing to our policy of continual improvement, we reserve the right to alter specifications & dimensions without prior notice.

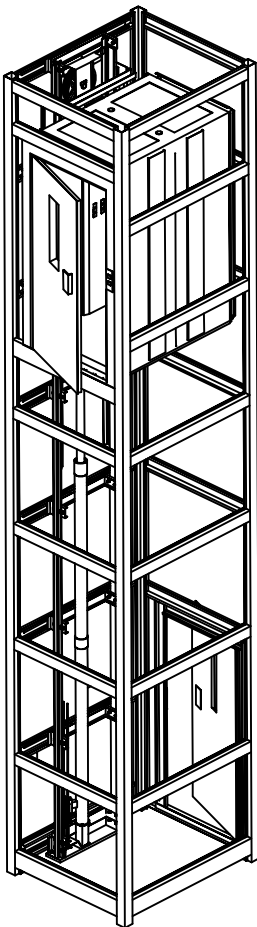
*For guidance only*  
**MIDLIFT DL**

Wheelchair Vertical Lifting Platform  
Typical Loadings Arrangement

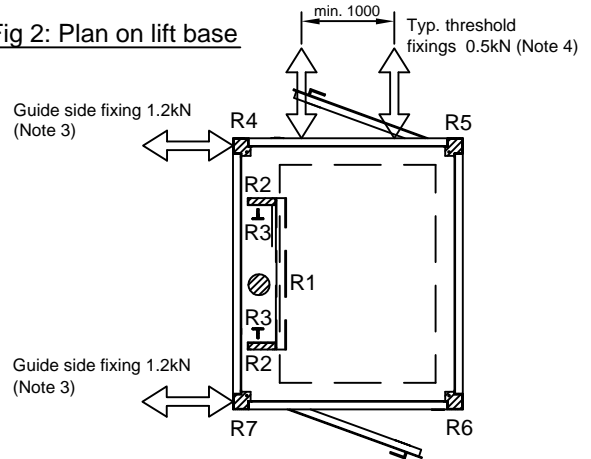


**INDOOR INSTALLATIONS WITH STEEL STRUCTURE**

**Fig 1: Isometric view**



**Fig 2: Plan on lift base**



**Notes**

1. Both horizontal & vertical loads are applied by the lift to the building structure & ground. Details follow. All loads shown are static, or equivalent static, applied through suitable fixings into floor, walls & building structure as applicable.

Loads stated are typical for the following arrangement:

- a. Two landing entrances, opposite sides, as shown in Figs 1 & 2
- b. Travel 6.5m
- c. No cladding & glass cladding; loads for steel clad structure will be between "non-clad" & "glass clad" values stated
- d. Largest Midlift DL car size; certain loads for smaller car sizes will be reduced
- e. Rated Load 350kg

**Figures quoted are for guidance only - always check site specific builders work drawing for definitive values.**

**Vertical loads**

2. Vertical load values are shown in the table; positions as indicated in Fig 2. Each load may be assumed to act at a point, applied vertically downwards.

Only **one** of load(s) R1, R2 & R3 are applied at any given time. R1 occurs during normal lift operation & R2 & R3 occur in failure mode conditions (rupture value & safety gear activation respectively).

**Horizontal loads**

3. Horizontal loads are applied at the lift guides due to lift operation. Restraint at the guide side wall is required at maximum 3.6m pitches. Positions for fixings ("Fixing planes") are set out from a datum at the uppermost landing.

If the requirement for guide side fixings cannot be achieved (e.g. no wall on guide side, or permissible pitch is exceeded), then fixing planes may be affected on an alternative side of the lift structure, in conjunction with the use of *Bracing hoops*.

*Bracing hoops* attach to the outside of the lift & are secured back to an appropriate wall or structure. Maximum pitch between *Bracing hoops* to be 3.6m. Setting out of *Fixing planes* for bracing hoops to be the same as for guide side fixings.

Load at each fixing plane = 2 x 1.2kN (push / pull)

Note that the 1.2kN applies to normal running of the lift. In the event failure condition (safety gear activation), this value is increased by a factor of 2.5.

4. Horizontal loads are also applied at non-guide sides of the lift. Detail depends on whether or not the lift is installed in a *Lift shaft by others*. (*Lift shaft by others* is assumed to be structural on all sides). Each case is described as follows:

**a. Without shaft by others:** Assuming guide side fixings are possible, supplementary fixings will be made at landing thresholds. Max load 2 x 0.5kN (push / pull) at each landing.

If *Bracing hoops* are being used, then higher magnitude loads (2 x 1.2kN) are applied to the *Bracing hoop* mounting wall.

**b. With shaft by others:** Horizontal loads applied to walls via "*Jacking point*" fixings. Two such fixings are made to each wall at each *Fixing plane*. *Fixing planes* set nominally at 1500mm pitches; load at each fixing 0.5kN (push / pull).

**Table: Vertical loads**

Position	Loads (kN)	
	non clad	glass clad
R1	13.9	13.9
R2	14.3	14.3
R3	11.7	11.7
R4	3.8	9.2
R5	3.8	9.2
R6	3.8	9.2
R7	3.8	9.2

INFORMATION SHEET  
**AVL750**  
14.07.05