

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 2.5 m/s.



NEXT LEVEL
NEW INSTALLATIONS

ThyssenKrupp Aufzugswerke



ThyssenKrupp

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
- Four design lines (STYLE, CHIC, ELEGANT, VERTICAL)
- 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

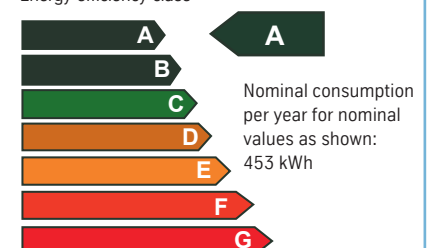
E.COR® BLUE protects the environment and budget.

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 CO₂ emissions.

* 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.

Energy

Energy efficiency class



* 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.

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	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⁾	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⁾	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⁾	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	

Technical Overview

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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		1.6		1.0			
Max. travel height (TH)	(m)	40		60		40		60		40		60		40			
Number of passengers		33		33		40		40		46		46		53			
Dual 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			
Car width CW ^{2) 3)}	(mm)	1800		1800		2000		2000		2100		2100		2400			
Car depth CD ^{2) 4)}	(mm)	2700		2700		2800		2800		3050		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		2760		3080			
Shaft depth SD [mm] – door in shaft ⁸⁾	(mm)	3110	3340	3110	3340	3210	3440	3210	3440	3460	3690	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	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	3360	3490	3210	3340		
Min. convent. shaft headroom height [CH = 2100] ⁹⁾	(mm)	3700		3855		3700		3855		3700		3700		3700			
Conventional shaft pit depth ¹¹⁾	(mm)	1300		1500		1300		1500		1300		1300		1300			
Min. height between floors [DH + 590] ¹²⁾	(mm)	2590		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)	Available on request				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)					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⁾		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 ⁹⁾		1350		1100		1100		1100		1100	
Car depth CD ^{2) 4)}	(mm)	1400		1400		1400 ⁹⁾		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 ⁷⁾	(mm)	2015		2022		2102 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⁾		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) 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⁾	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⁾	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⁾	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	

Technical Overview

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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		1.6		1.0		1.6	
Max. travel height (TH)	(m)	40		60		40		60		40		60		40		60	
Number of passengers		33		33		40		40		46		46		53		53	
Dual entrance		No	Yes	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 width CW ^{2) 3)}	(mm)	1800		1800		2000		2000		2100		2100		2400		2400	
Car depth CD ^{2) 4)}	(mm)	2700		2700		2800		2800		3050		3050		2900		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		3010		3160		3160	
Shaft depth SD – door in shaft ⁸⁾	(mm)	3040	3220	3040	3220	3150	3320	3150	3320	3400	3570	3400	3570	3250	3420	3250	3420
Shaft depth SD – door in recess (20 mm) ⁸⁾	(mm)	3025	3190	3025	3190	3135	3290	3135	3290	3385	3540	3385	3540	3235	3390	3235	3390
Shaft depth SD – door in recess (60 mm) ⁸⁾	(mm)	2980	3100	2980	3100	3090	3200	3090	3200	3340	3450	3340	3450	3190	3300	3190	3300
Conventional shaft headroom height [CH = 2100] ⁹⁾	(mm)	3700		3855		3700		3855		3700		3700		3700		3700	
Conventional shaft pit depth ¹¹⁾	(mm)	1300		1500		1300		1500		1300		1300		1300		1300	
Min. height between floors [DH + 590] ¹²⁾	(mm)	2590		2590		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)	Available on request				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)					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⁾		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⁾	(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⁾		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⁾	(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	

Technical Overview

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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		1.0	
Max. travel height (TH)	(m)	40		60		40		60		40		40		40	
Number of passengers		33		33		40		40		46		53		53	
Dual entrance		No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Max. number of landings		16		20		16		20		16		16		16	
Car width CW ^{2) 3)}	(mm)	1800		1800		2000		2000		2100		2400		2400	
Car depth CD ^{2) 4)}	(mm)	2700		2700		2800		2800		3050		2900		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		3080	
Shaft depth SD – door in shaft ⁸⁾	(mm)	3100	3340	3100	3340	3210	3440	3210	3440	3460	3690	3310	3540	3310	3540
Shaft depth SD – door in recess (55 mm) ⁸⁾	(mm)	3045	3230	3045	3230	3155	3330	3155	3330	3405	3580	3255	3430	3255	3430
Shaft depth SD – door in recess (100 mm) ⁸⁾	(mm)	3000	3140	3000	3140	3110	3240	3110	3240	3360	3490	3210	3340	3210	3340
Conventional shaft headroom height [CH = 2100] ⁹⁾	(mm)	3700		3855		3700		3855		3700		3700		3700	
Conventional shaft pit depth ¹¹⁾	(mm)	1300		1500		1300		1500		1300		1300		1300	
Min. height between floors [DH + 590] ¹²⁾	(mm)	2590		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.

Technical Overview

Fact Sheet EVOLUTION® BLUE BC 61 F 00

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	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.

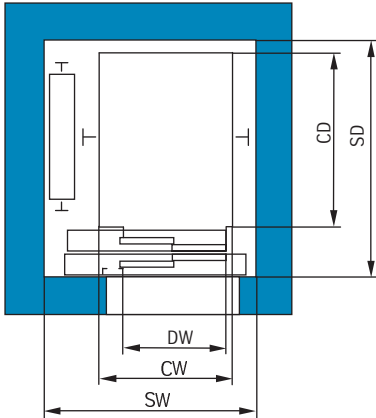
²⁾ Higher number of trips possible on request.

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

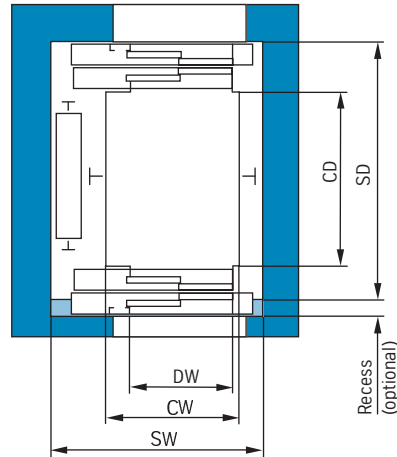
Technical Overview I

Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

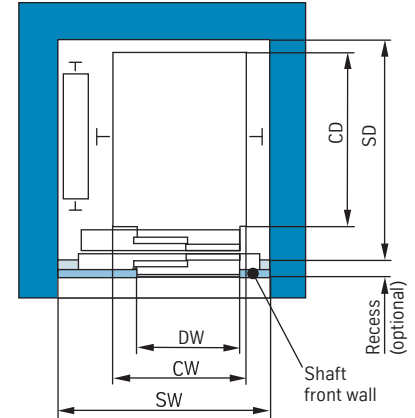
Car entrance with telescopic door (M2T) (1 entrance)



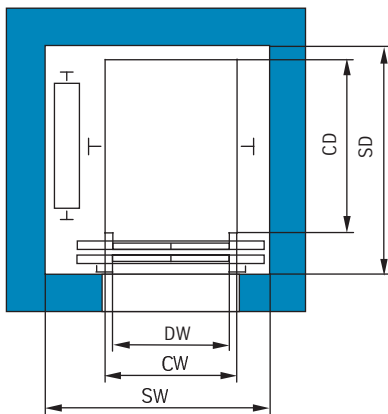
Car entrance with telescopic door (M2T) and recess (open through entrance)



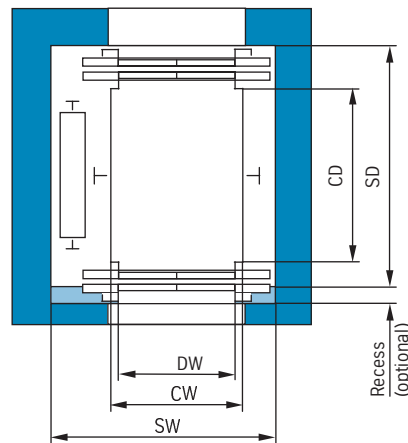
Car entrance with telescopic door (M2T) and shaft front wall with gap cover (1 entrance)



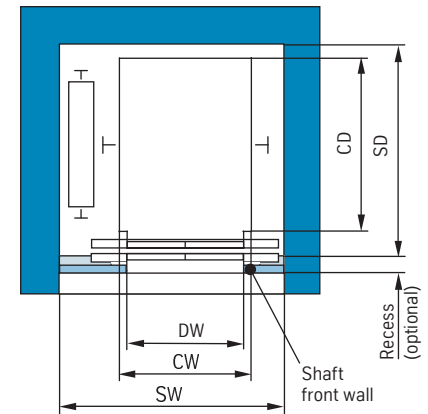
Car entrance with centre-opening door (M2Z) (1 entrance)



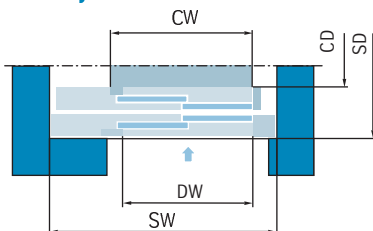
Car entrance with centre-opening door (M2Z) and recess (open through entrance)



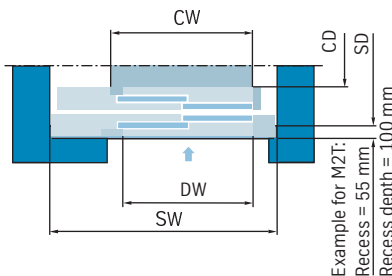
Car entrance with centre-opening door (M2Z) and shaft front wall with gap cover (1 entrance)*



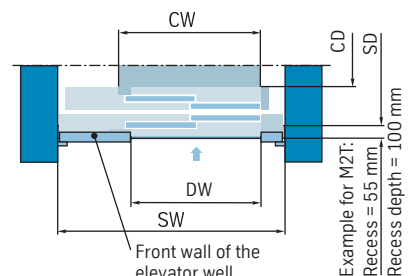
Landing door installation directly in the shaft



Landing door installation in the recess



Landing door installation in shaft front wall



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.

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

The landing door (M2T, M2Z) can optionally be fitted 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⁾
Q1 * Shaft ceiling (hoisting hook for elevator machine)	37	37		37		25		37		25		37		25	
Q2 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	–	–	–	–	–	20	21	–	–	20	28	–	–	23	35
P1 Shaft headroom recess (machine base frame)															
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⁾
Q1 * Shaft ceiling (hoisting hook for elevator machine)	37		25		38		25		38		25	
Q2 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	–	–	23	35	–	–	29	39	–	–	32	39
P1 Shaft headroom recess (machine base frame)												
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	28	29	32	29	32	31	34	33	35
P1 Shaft headroom recess (machine base frame)									
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.

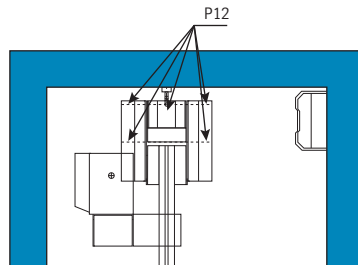
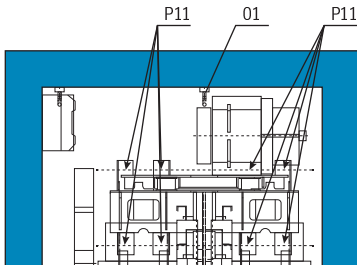
The exact force values are listed in the installation plan.

Technical Overview II

Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

Machine base frame forces

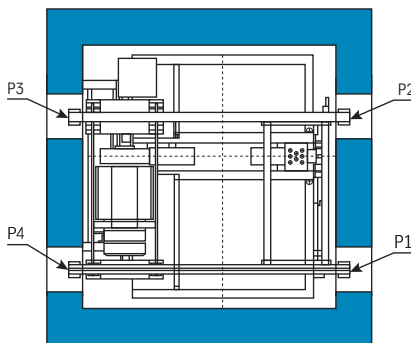
Q = 320 – 1600 kg



Shaft headroom forces

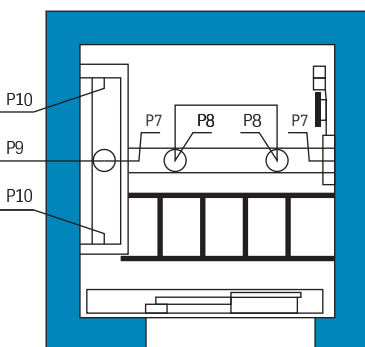
Q = 1600 – 4000 kg; v = 1.0/1.6 * m/s

Q = 630 – 2000 kg; v = 2.0/2.5 m/s



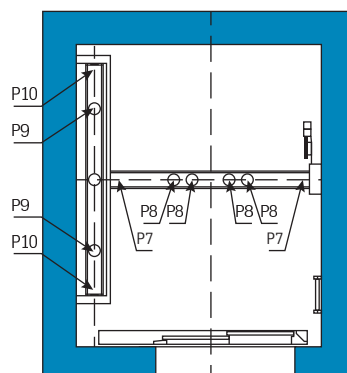
Shaft pit forces

Q = 320 – 1600 kg



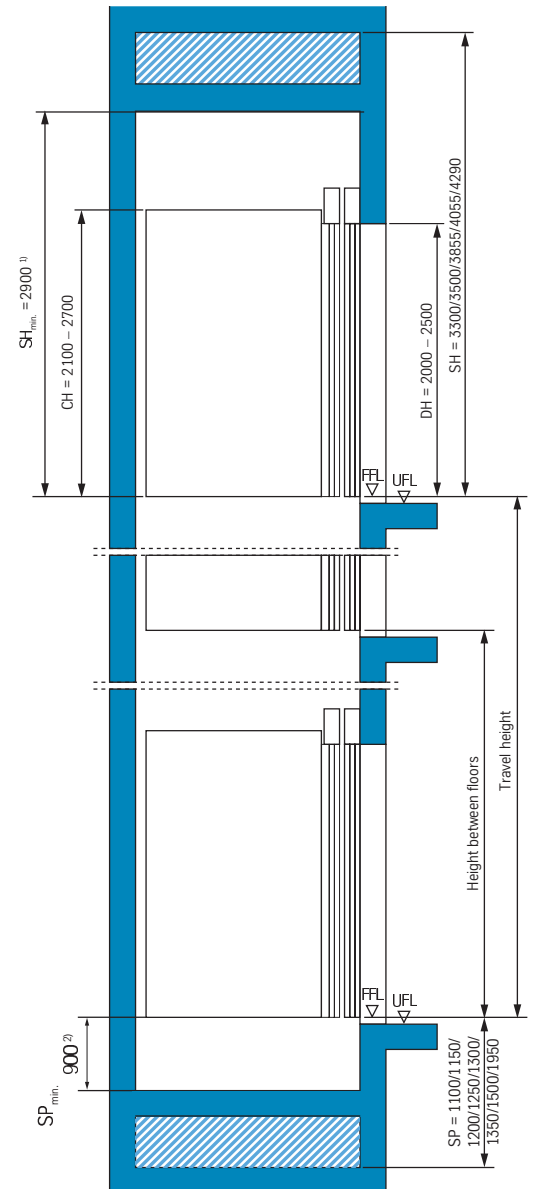
Q = 1650 – 4000 kg; v = 1.0/1.6 * m/s

Q = 630 – 2000 kg; v = 2.0/2.5 m/s



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

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



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.

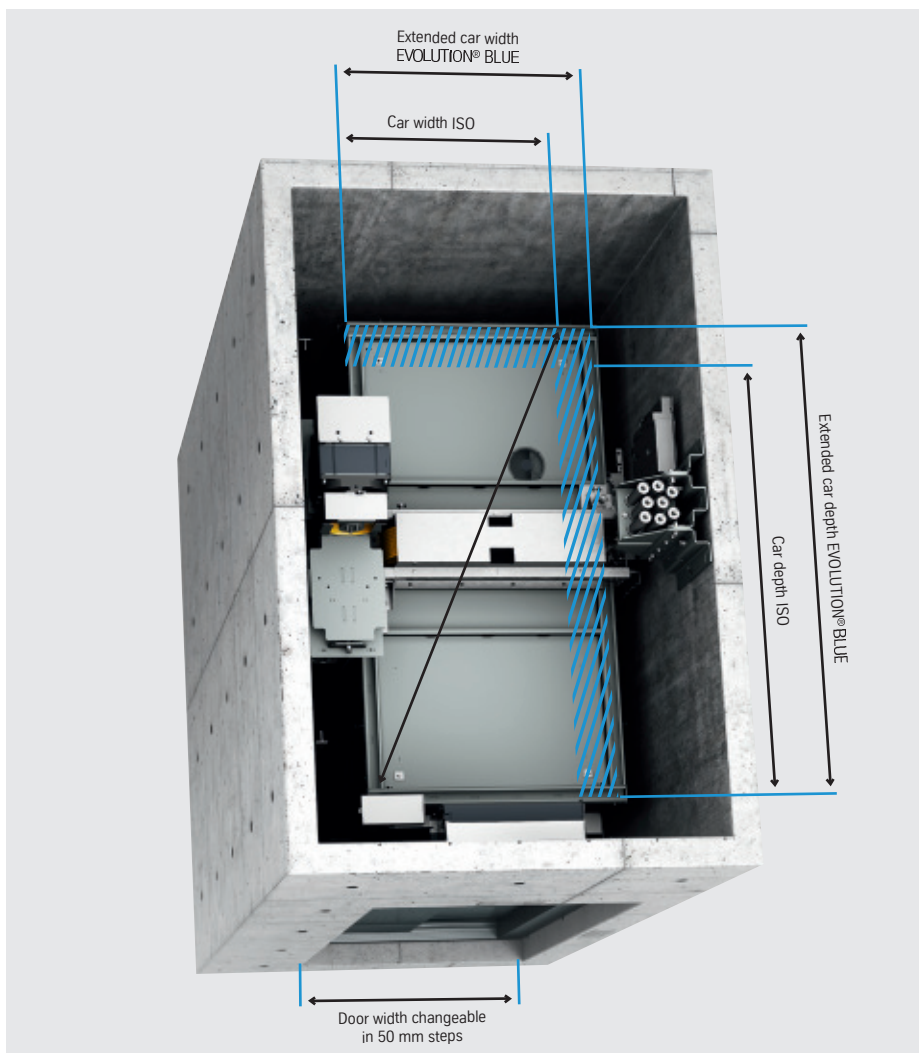
Technical Overview III

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).

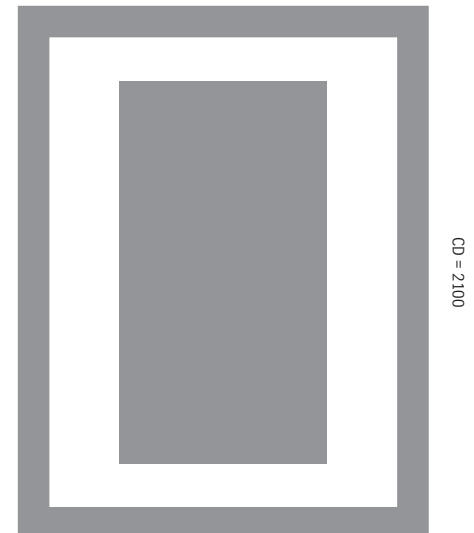


The following conditions apply where a narrow counterweight is used:

- Available rated load range: $450 \text{ kg} \leq Q \leq 1050 \text{ kg}$
- $v = 1.0 \text{ m/s}$
- $TH \leq 30 \text{ m}$ (without compensation chain)
- $CD_{min.} = 1200 \text{ mm}$
- 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

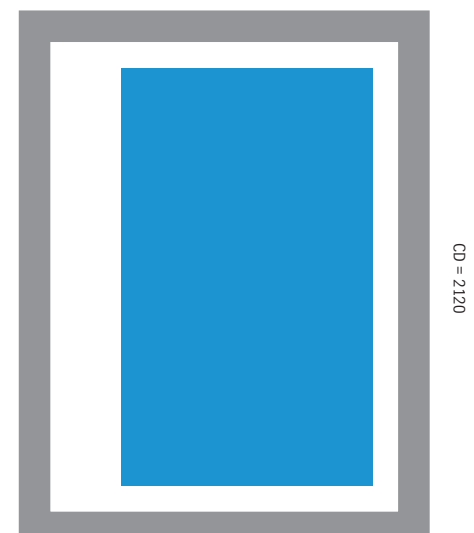
CW = 1100



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

Extended car dimensions

CW = 1170



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

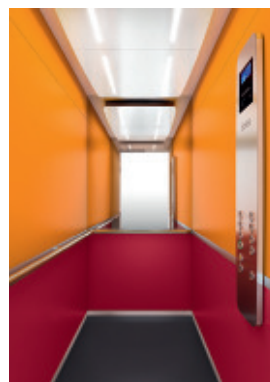
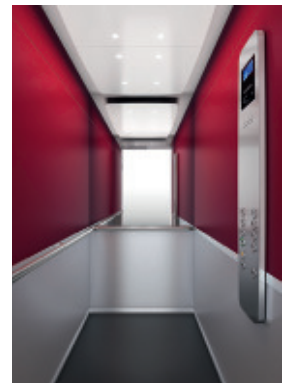
- Bi-Colour wall surfaces may be installed after the construction phase
- Bi-Colour wall surfaces can easily be replaced, e.g., if changing or refreshing the appearance

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

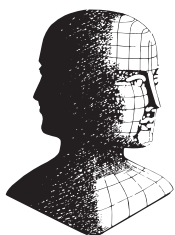
CHIC



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.

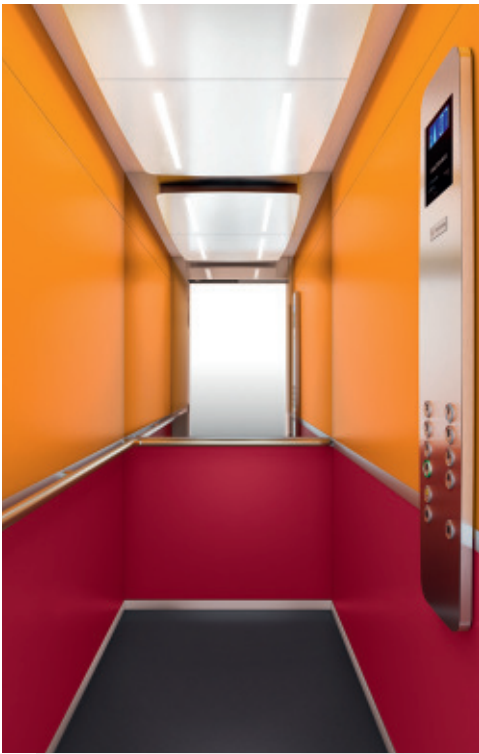
The jury of the prestigious award is composed of experts from the areas of industry, design, architecture, development and communication. Evaluation takes place according to five criteria: ergonomics, aesthetics, economics, ethics and emotion.

STYLE selection – Colours

Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

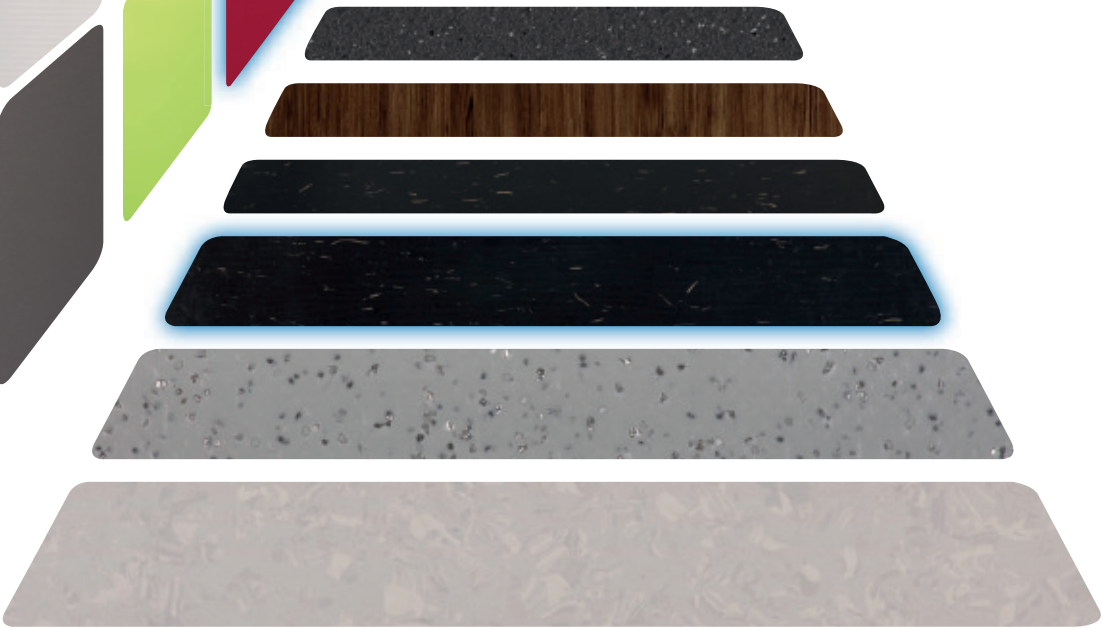


All colours
are available
for top and
bottom car
panels



Top car panel
17 colours available

Bottom car panel
17 colours available

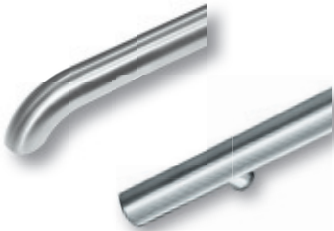


mix yourself

STYLE selection – Components

Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

Hand rail



Mirror

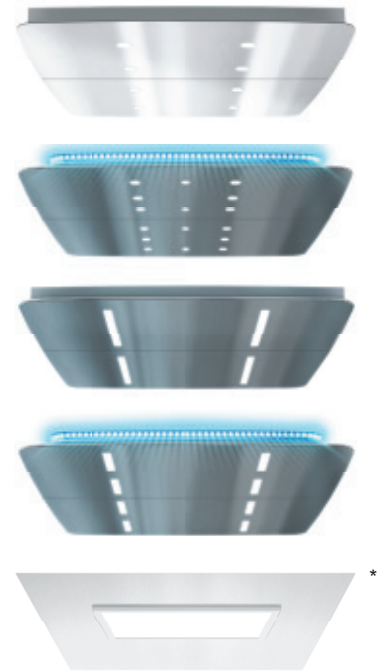
(half)



Car operating panel (COP)



False ceiling



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).

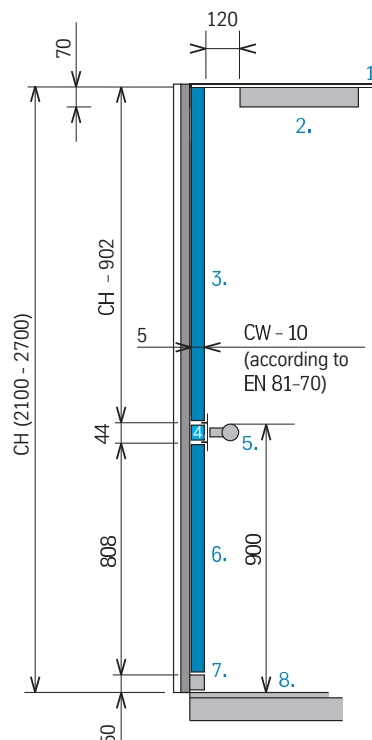
7. Skirting

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

8. Flooring material

- Thickness between 2 and 40 mm.

Skirting



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

* without false ceiling

STYLE selection – List of Designs

Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

Car operating panel (COP)



COIS¹⁾ ○

COPS



COLOR-box S⁴⁾

COLOR-box L⁴⁾

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.

⁹⁾ Depending on Q and car dimension additional car ventilation slots are required in the upper part of the elevator car walls.

○ Optional

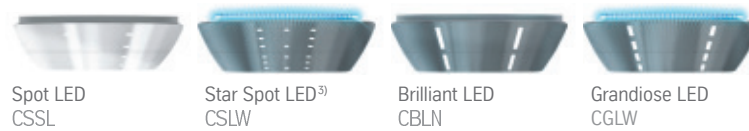
Colours/materials²⁾

Available colours – as top or bottom car panel

WTSE WBSE Elephant Skin/Stainless Steel	WTSL WBSL Linen/Stainless Steel	WTSH WBSH Hairline/Stainless Steel	WTCS WBSC 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
WTRF 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 LED³⁾
CSLW

Brilliant LED
CBLN

Grandiose LED
CGLW



SlimLED PANEL⁵⁾
Lighting directly on the car ceiling

³⁾ Available up to rated load Q ≤ 1650 kg.

Buttons



BLUETON
BRST

BLUETON
BRSB ○

VB42⁴⁾
○

RT42wg
BRBT ○

RT42wg
BRBB ○

Flooring materials²⁾

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



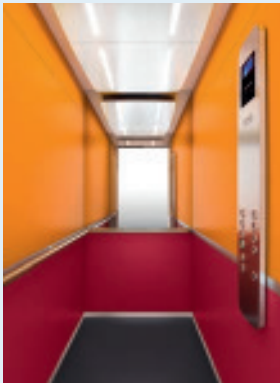

Stainless steel
(100 x 10 mm)

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		
 <div> <div>Hairline</div> <div>Linen</div> </div>	 <div> <div>White Skin</div> <div>Dark Skin</div> </div>	 <div> <div>Red Cherry</div> <div>Hairline</div> </div>
False ceiling		
CSSL	CSSL	CSSL
Flooring materials		
FRKB	FNES	FRKB
Buttons		
BRST	BRST	BRST

Preferred systems		
PESD	PESE	PESF
Colours/materials		
 <div> <div>Green Apple</div> <div>Linen</div> </div>	 <div> <div>Orange</div> <div>Red Cherry</div> </div>	 <div> <div>Wave 2 Cloud</div> <div>Dark Ink</div> </div>
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

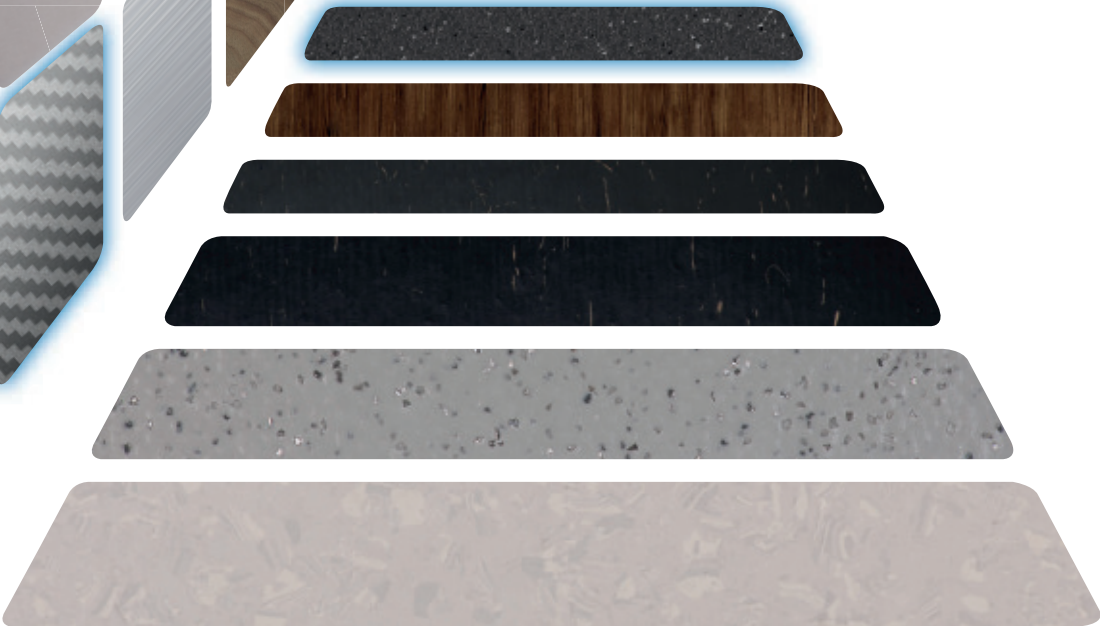
All colours are available as top and bottom car panels

mix yourself



Top car panel
15 colours available

Bottom car panel
15 colours available



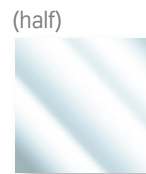
CHIC selection – Components

Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

Hand rail



Mirror



(total height)



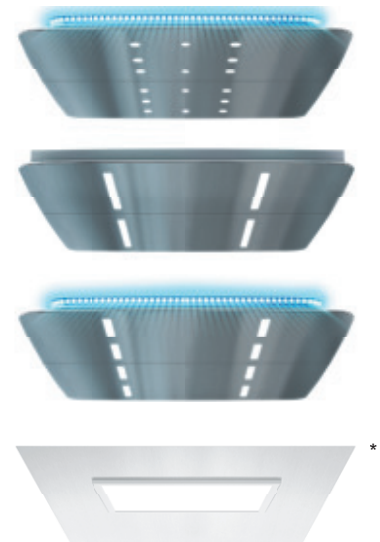
(total height)

** available for
CW ≤ 1600 mm

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 40mm.
- 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

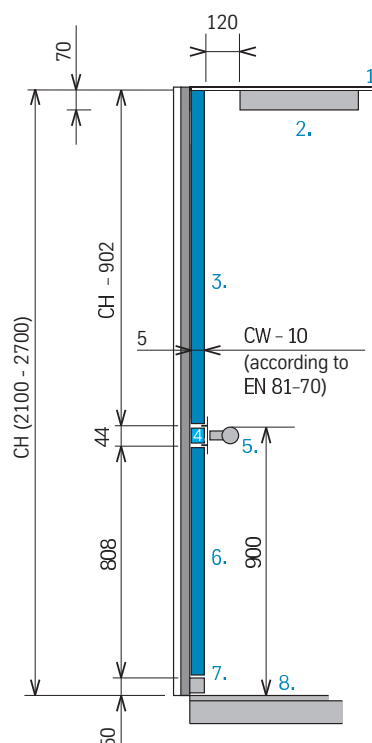
- Thickness approx. 5 mm (depends on the surface materials: stainless steel, plastic coating, foils or laminate).

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.



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

* without false ceiling

CHIC selection – List of Designs

Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40



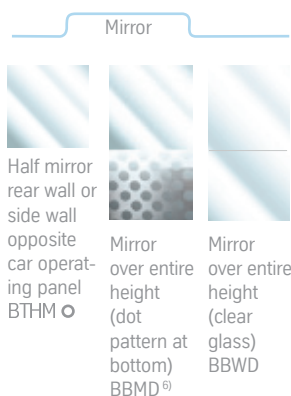
Colours/materials ²⁾			
Available colours – as top or bottom car panel			
 WTSL WBSL Linen/Stainless Steel	 WTSH WBSH Hairline/Stainless Steel	 WTLW WBLW Wave 2 Cloud/Laminate	 WTLR WBLR Red Ming/Laminate
 WTLD WBLD Dark Ink/Laminate	 WTLI WBLI Iron/Laminate	 WTLA WBLA Green Apple/Laminate	 WTLO WBLO Storm/Laminate
 WTLF WBLF Fog/Laminate	 WTLI WBLI White Line/Laminate	 Toronto/Laminate	 Canberra/Laminate
 WTF0 WBFO Orange/Foil	 WTF0 WBFO Carbon/Foil	 WTFW WBFW Grey Line/Foil	

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

False ceilings				Buttons		
 Star Spot LED ³⁾ CSLW	 Brilliant LED CBLN	 Grandiose LED CGLW	 SlimLED PANEL 5) Lighting directly on the car ceiling	 BLUETON BRST	 BLUETON BRSB ○	 VB42 ⁴⁾ ○
				 RT42wg BRBT ○	 RT42wg BRBB ○	

³⁾ Available up to rated load $Q \leq 1650$ kg.

¹⁾ not available with $Q = 320$ 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			Skirting
 Stainless steel Bended (40 mm)	 Stainless steel Straight (40 mm)	 Stainless steel Round surrounding (40 mm)	 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

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.

⁶⁾ Available for $CW \leq 1600$ mm.

○ Optional

CHIC selection – List of Designs

Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

Preferred systems		
PECA	PECB	PECC
Colours/materials		
 <div> <div>Orange</div> <div>White Line</div> </div>	 <div> <div>Dark Ink</div> <div>Carbon</div> </div>	 <div> <div>Grey Line</div> <div>Dark Ink</div> </div>
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

mix yourself



Top car panel
13 colours available

Bottom car panel
13 colours available

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)

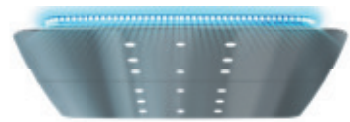


** available for
CW ≤ 1600 mm

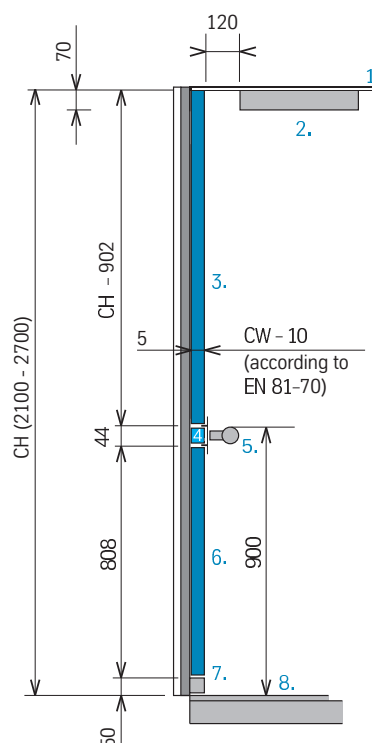
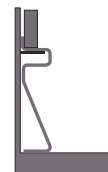
Car operating
panel (COP)



False ceiling



Skirting



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

* without false ceiling

ELEGANT selection – List of Designs

Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

Car operating panel (COP)



COIS¹⁾ ○ COPL COPR ○



COLOR-box S⁴⁾ COLOR-box L⁴⁾

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) BBMD⁶⁾

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.

⁶⁾ Available for CW ≤ 1600 mm.

○ Optional

Colours/materials²⁾

Available colours – as top or bottom car panel

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

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

False ceilings



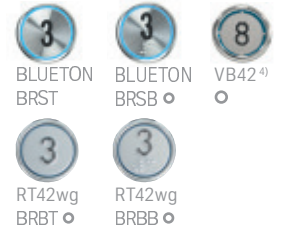
Star Spot LED³⁾
CSLW

Brilliant LED
CBLN

Grandiose LED
CGLW

SlimLED PANEL⁵⁾
Lighting directly on the car ceiling

Buttons



BLUETON
BRST

BLUETON
BRSB ○

VB42⁴⁾
○

RT42wg
BRBT ○

RT42wg
BRBB ○

³⁾ Available up to rated load Q ≤ 1650 kg.

Flooring materials²⁾

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

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)



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

Skirting

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

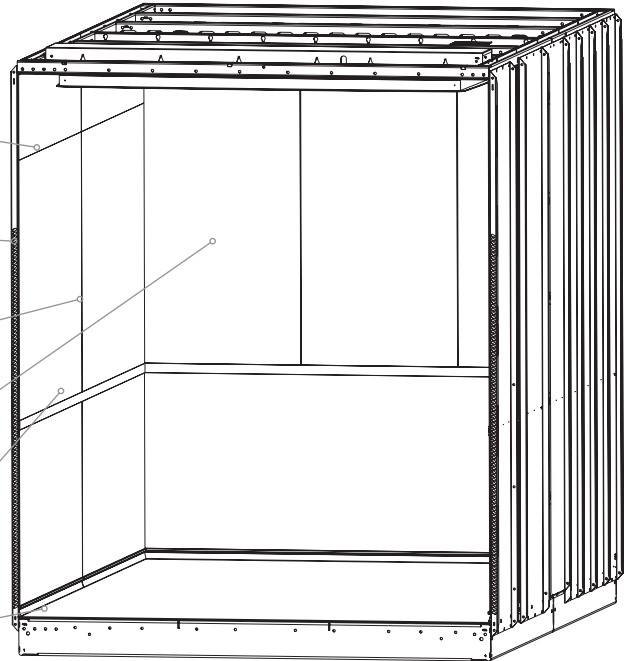
Preferred systems		
PEEA	PEEB	PEEC
Colours/materials		
 <div> <div>Champagne</div> <div>Carbon</div> </div>	 <div> <div>Gold</div> <div>Black Wood</div> </div>	 <div> <div>White Line</div> <div>Black Line</div> </div>
False ceiling		
CGLW	CBLW	CSLW
Flooring materials		
FNES	FNES	FRKB
Buttons		
BRST	BRST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

Elevator car – interior design

Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

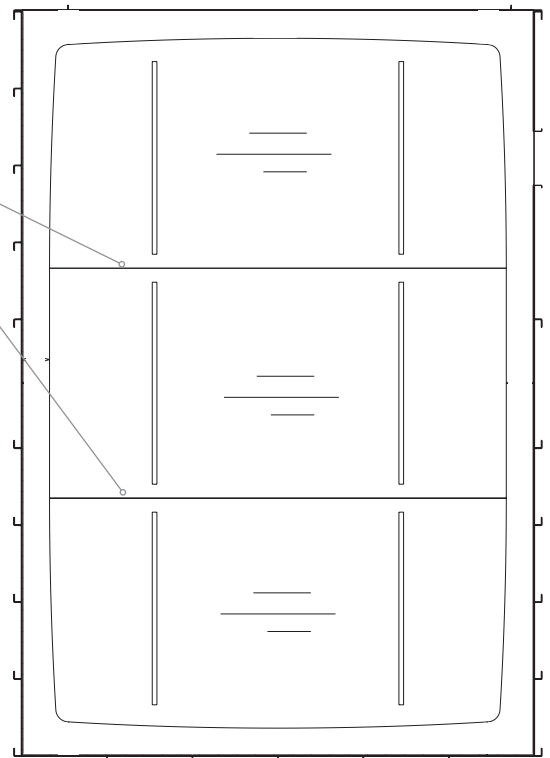
Structure of elevator car interior panelling (Bi-Colour design)

- 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.
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.



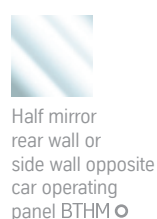
Ceiling design:

- False ceiling 3-part with ceiling areas > 2.5 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



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	Buttons	Sample representation of elevator car
 SpotsLED Cassette ceiling ^{1) 2)} SlimLED PANEL ⁵⁾ Lighting directly on the car ceiling Indirect lighting ²⁾ Flush-mounted lighting ³⁾	 BLUETON BRST BLUETON BRSB ○ STEP Classic BSBW ○ MT42 BMRW ○ RT42wg BRBT ○ RT42wg BRBB ○ VB42 ⁴⁾ ○ 8	 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			
 Ice/Rubber	 Dove Grey/Vinyl	 Kayar Grey/Rubber	 Kayar Black/Rubber
 Black Stone/Rubber	 Dark Brushed Oak/PVC		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	Skirting
 Stainless steel Bended (40 mm) Stainless steel Straight (40 mm) Stainless steel Round surrounding (40 mm)	 Cladded with stainless steel grain 220 (50 mm) SBSS

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

Bumper rails	Folding seat
 Beech ⁴⁾ (200 x 19 mm) Stainless Steel (100 x 10 mm) Stainless Steel ⁴⁾ round (40 mm)	 Seat, plastic-coated black ⁴⁾ (308 mm x 440 mm)

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

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

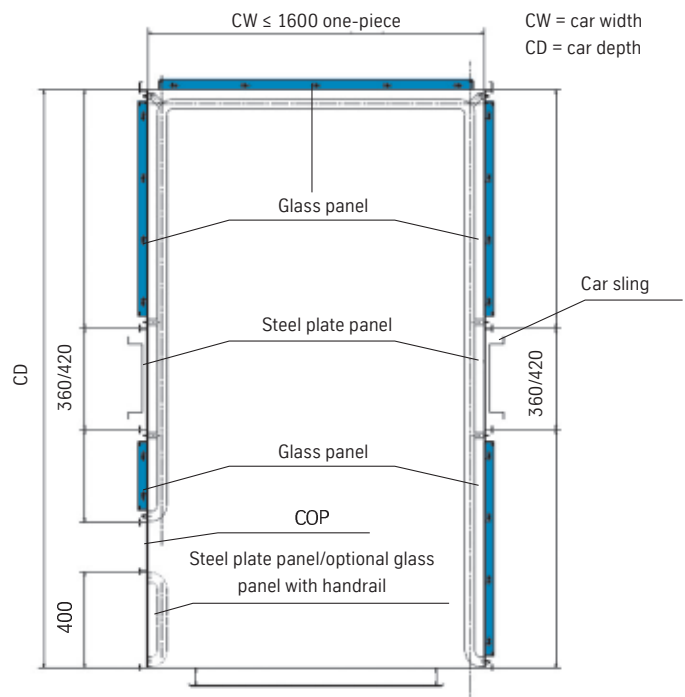
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

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).



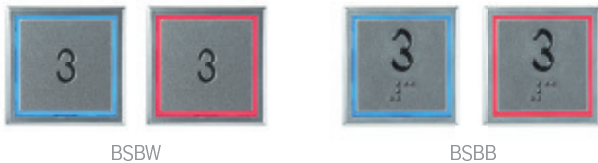
Operating and indicator elements

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



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



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

RT42wg



Matt stainless steel, blue ²⁾ or red ¹⁾ acknowledgement LED, touch area \varnothing 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⁾



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 \varnothing 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.



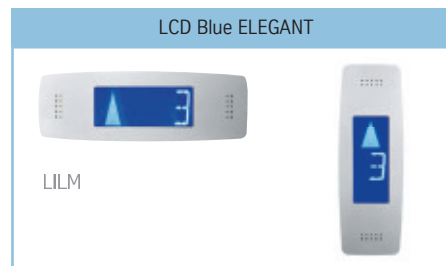
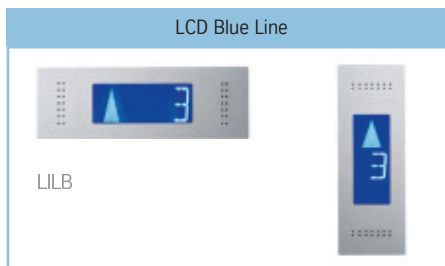
¹⁾ Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.

²⁾ Not possible in the door frame for EVOLUTION® BLUE with reduced delivery time.

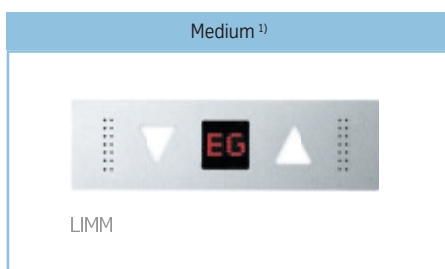
Operating and indicator elements at entrance

Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

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



LCD 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.

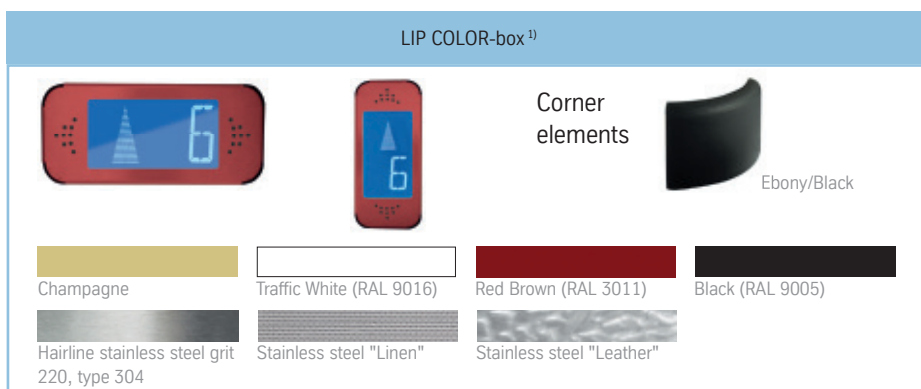


LED position indicator with direction arrow, installation above landing door. Version: Red LED dot matrix indicator behind flush-fit protective glass, direction indicator as flush-fit arrows made of white plastic, cover plate in hairline stainless steel grit 220, type 304, according to EN 81-70. Optionally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

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

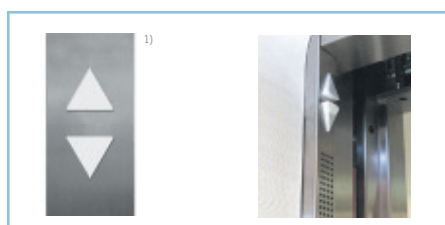


LCD position and direction indicator with gong, installation above or next to the landing door or in the shaft front door. Version: LCD indicator, white text on blue background, flush-fit protective glass, housing in hairline stainless steel grit 220, type 304, casing height only 26 mm, horizontal or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



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.

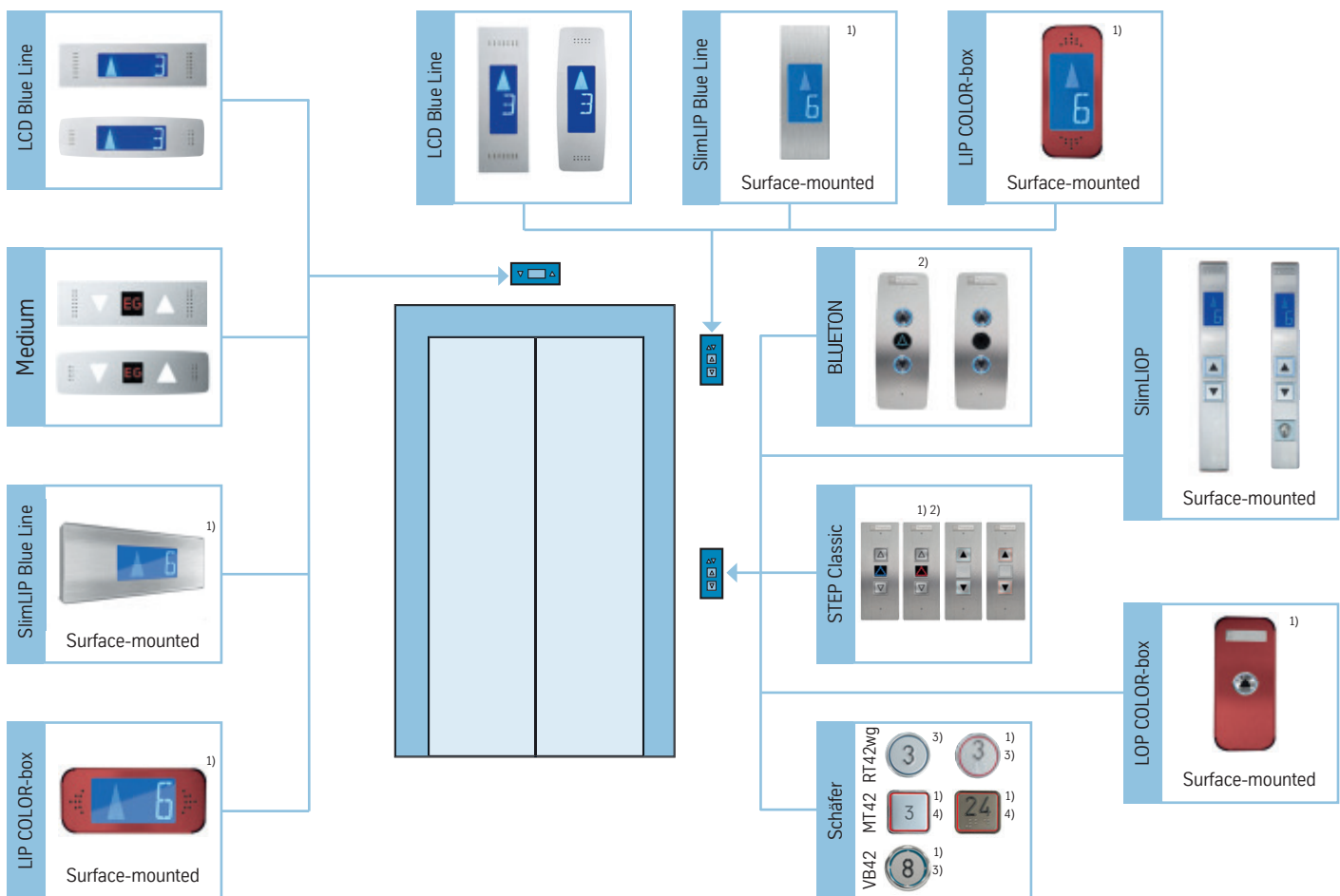
Operating and indicator elements at entrance

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.

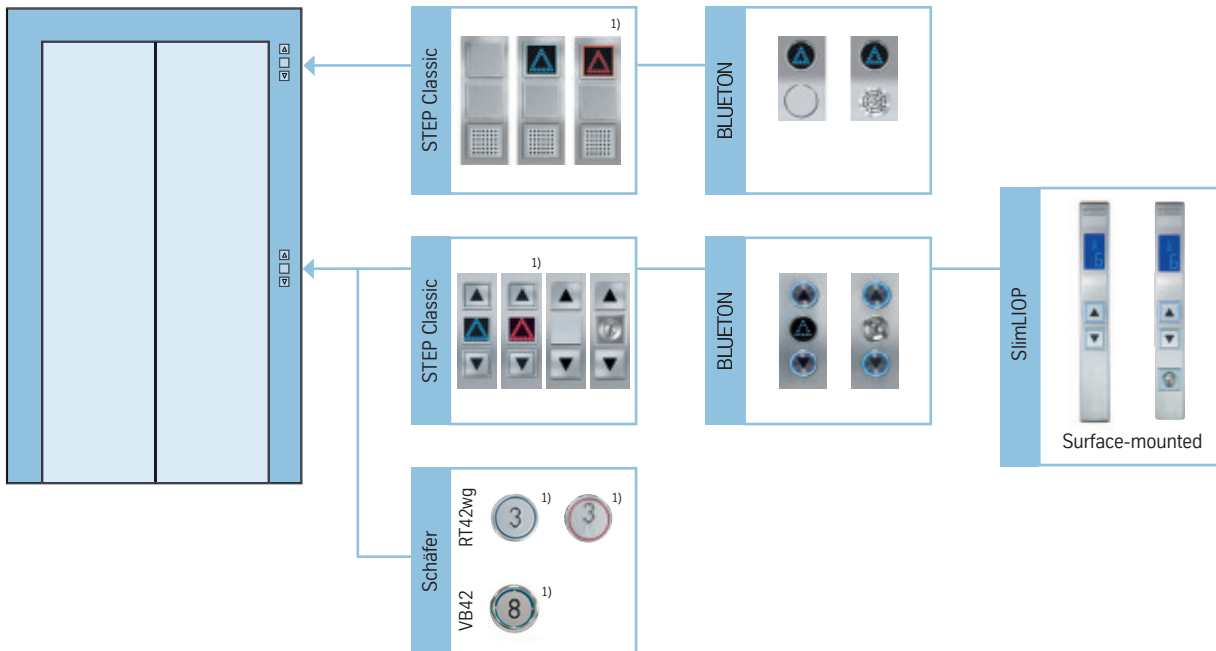
³⁾ Only available with oval covering plate.

⁴⁾ Only available with square covering plate.

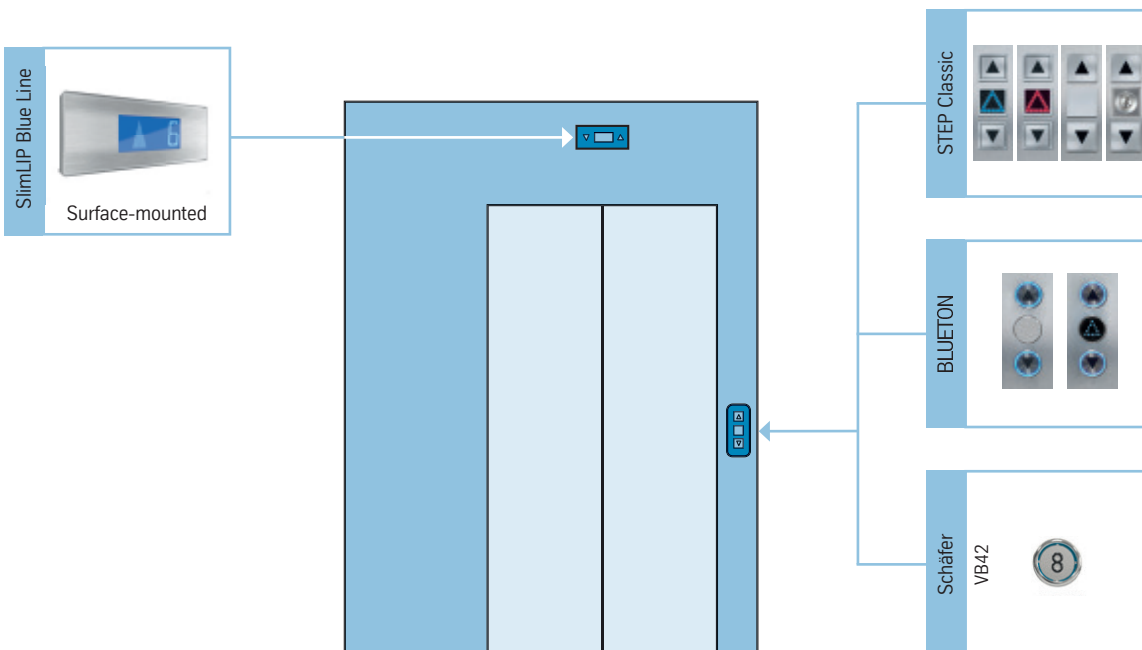
Operating and indicator elements at entrance

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 wall¹⁾

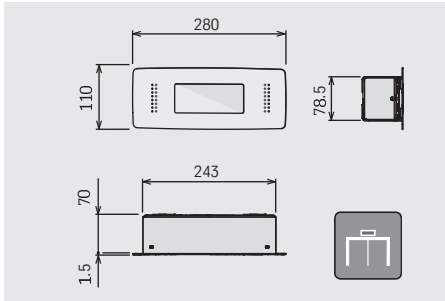


¹⁾ Not available for EVOLUTION® BLUE (reduced delivery time) – this type has initially been released for Germany.

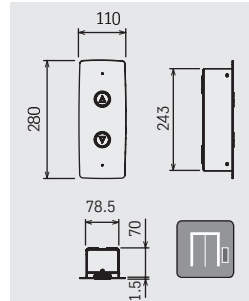
Operating and indicator elements at entrance

Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

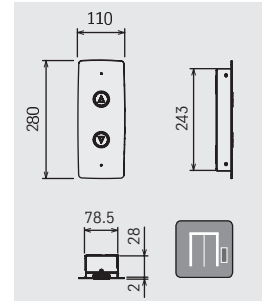
LCD Blue Line, LCD Blue Line ELEGANT, Medium, Medium ELEGANT (wall-mounted / sub-surface)



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

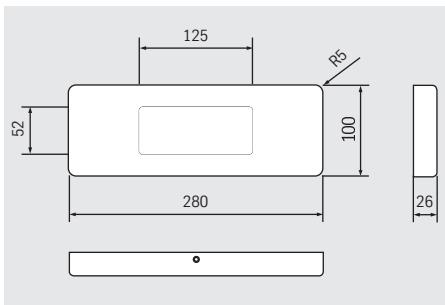


LOP standard
(mounting depth 70 mm)



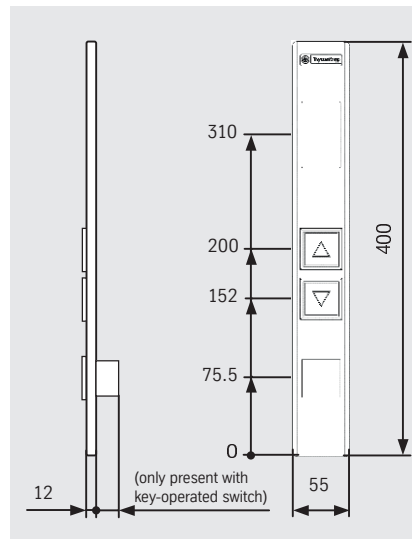
LOP flat
(mounting depth only
28 mm)

SlimLIP Blue Line
(surface-mounted)

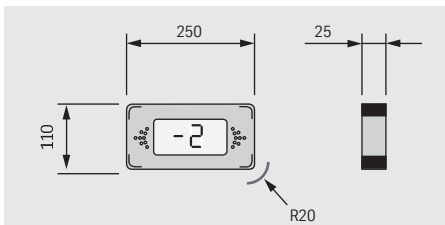


LIP
(available in horizontal and vertical designs)

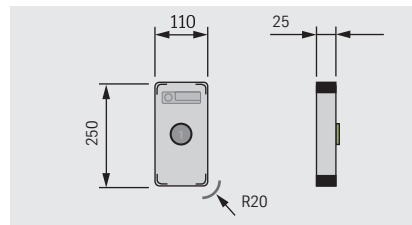
SlimLIOP
(surface-mounted)



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

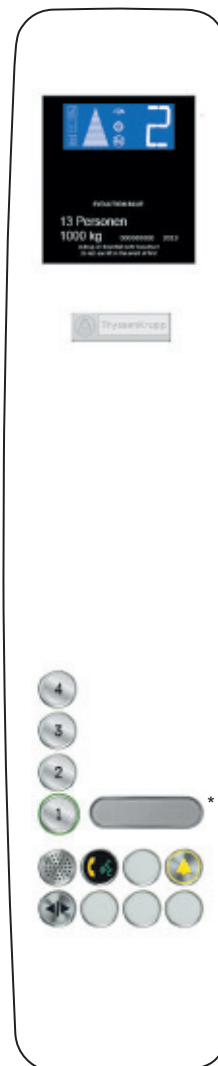
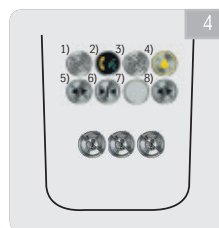
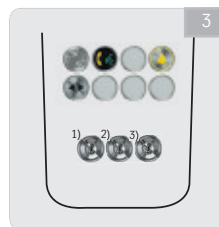
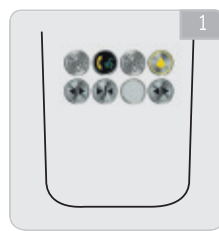
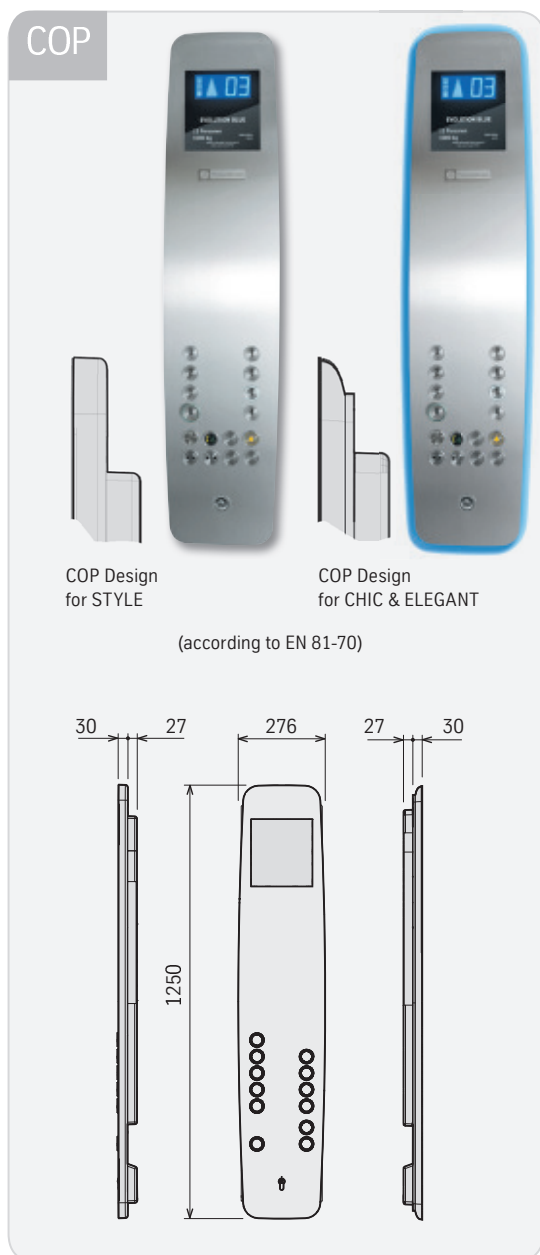
The modern operating and indicator elements inside and outside of the car are characterised by an attractive, functional design and hard-wearing quality. Ideal operability is thereby achieved in every way.

Car operating panel (COP)

Surface mounted COP produced by 57 mm

Description of the function key assignments

Available buttons



BLUETON



RT42wg



* 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

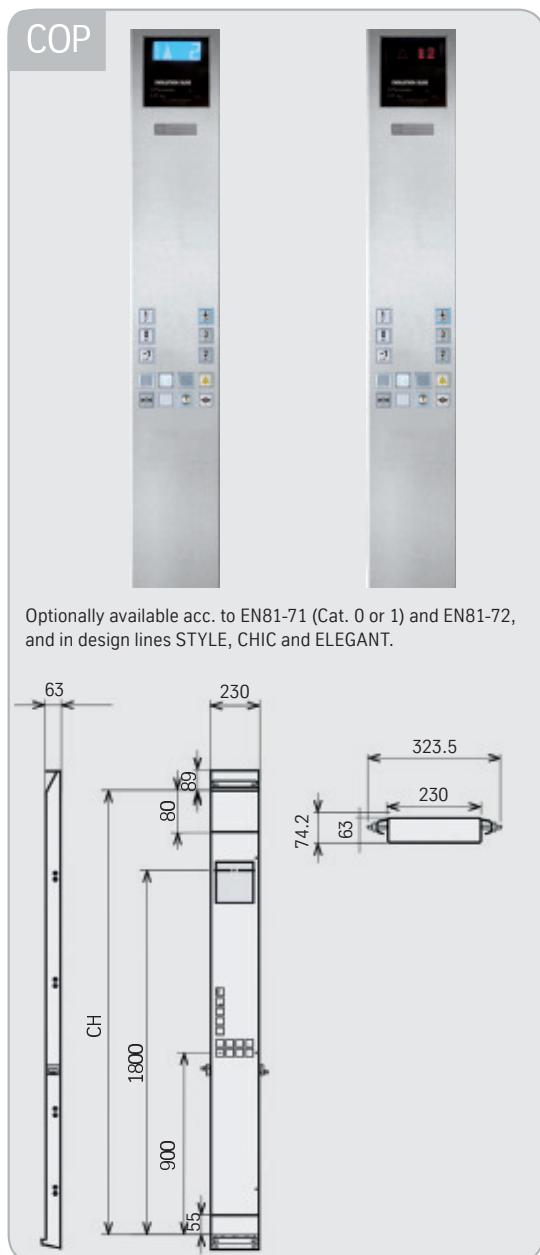
- 1) Microphone
- 2) Listen/speak
- 3) Loudspeaker: centre call station
- 4) Alarm
- 5) Open door
- 6) Close door
- 7) Dummy element
- 8) Door open with open through

Operating and indicator elements in the elevator car

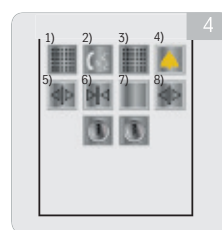
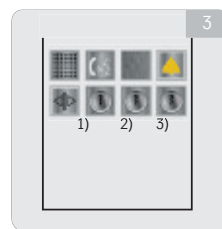
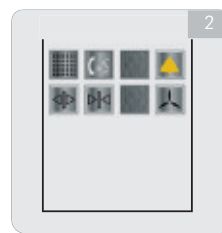
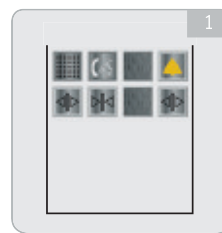
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

Blue Line and STEP Classic COP

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



Description of the function key assignments



Available buttons

STEP Classic



BSW



BSB

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

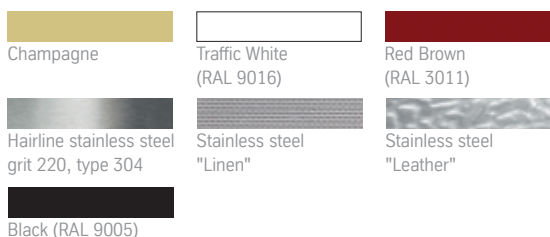
- 1) Microphone
- 2) Listen/speak
- 3) Loudspeaker: centre call station
- 4) Alarm
- 5) Open door
- 6) Close door
- 7) Dummy element
- 8) Door open with open through entrance

Operating and indicator elements in the elevator car

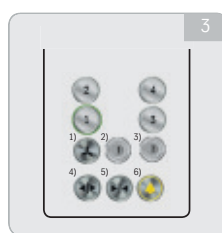
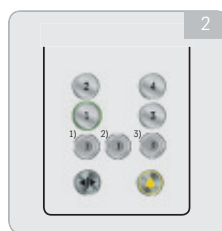
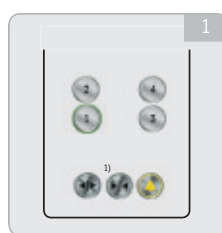
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

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



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

Available buttons

BLUETON



VB42



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)**



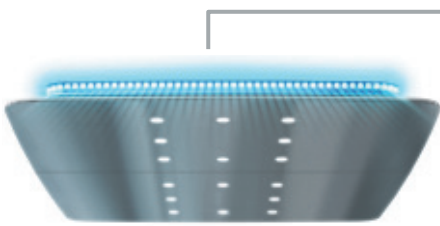
**Priorit fire resistant
door (wall-mounted)**



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

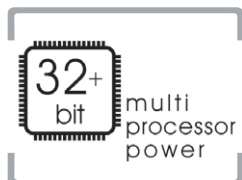
The LED lighting system provides you with a soft light from the skirting to the car operating panel to the ceiling. Our atmospheric RGB LED lighting system offers you a broad spectrum of coloured light.



sustainable  efficiency

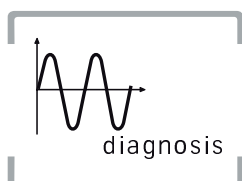
E.COR® BLUE

Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40



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.



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.



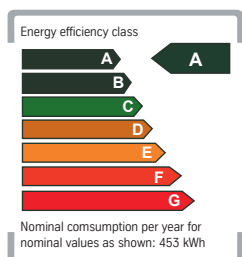
Environmentally friendly production

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

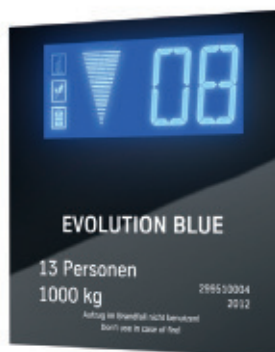
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

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.

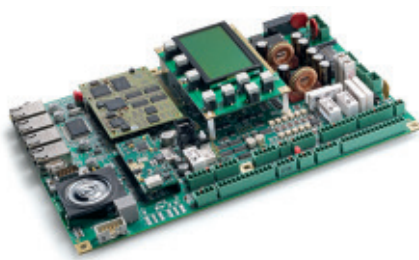
2.



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

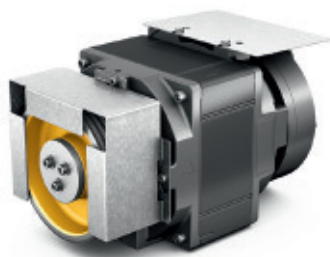
Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

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.

Options

Fact Sheet EVOLUTION® BLUE BC 61 F 00 - 40

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 wall ²⁾ , 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

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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 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 v_{max} = 1.6 m/s (with Q_{max} = 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
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 ¹⁾ 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.

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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⁾	○
Multimedia cable (standard configuration)	○
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.



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