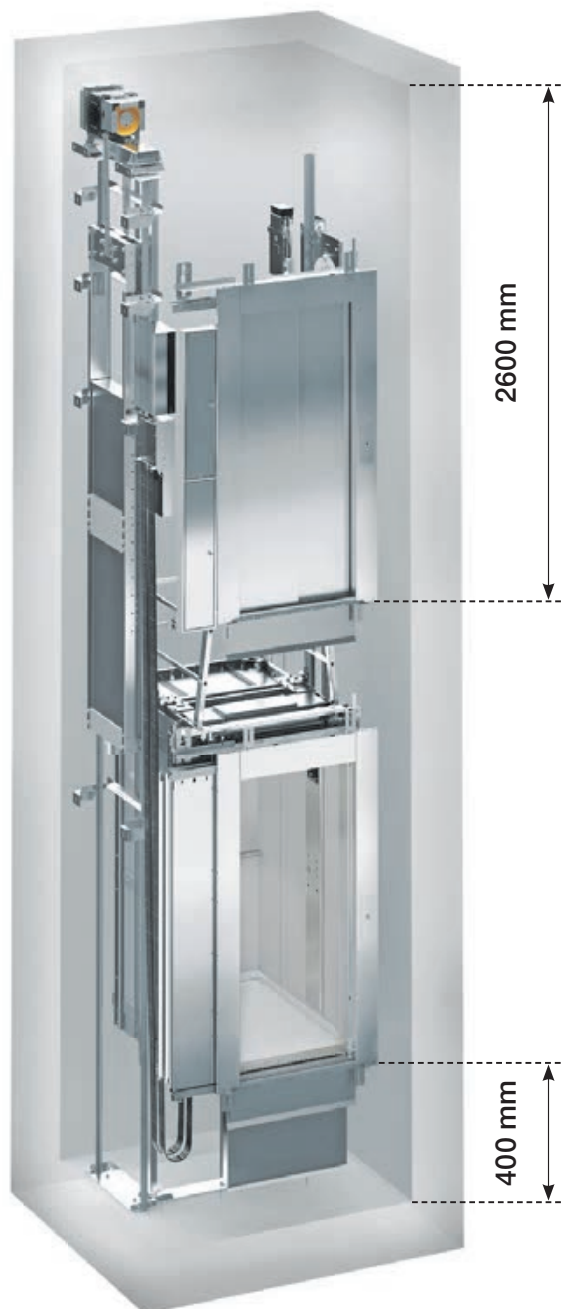


# LEA<sup>®</sup>

## Functionality at its finest

The elevator system for low to medium travel heights.  
Rated loads 450 / 630 / 1000 kg at 1.0 m/s and up to 45 m.



**LiftEquip<sup>®</sup>**  
ELEVATOR COMPONENTS

# System description and advantages

## LEA® for your customers

With the LEA® elevator kit, LiftEquip offers you a future oriented system solution for residential and office buildings. As a functional machine-room-less passenger elevator, it has an elaborate layout with optimal shaft usage and proven, high quality components.

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

LEA® provides maximum flexibility for the shaft height dimensions, you can design the type-approved system optionally with reduced headroom and/or reduced pit depth. If there is more space available, simply plan with conventional shaft height dimensions – some additional safety measures can then be omitted. As of 630 kg, an open through entrance is also possible.

The elevator car design of LEA® is highly presentable as you can choose from a wide range of ceiling lightings, wall versions, flooring materials and hand-rails. The LED lighting systems are very appealing and economical. Further options such as glass doors and a glass rear wall are also possible in the elevator car.

In all cases, LEA® is a very economical system. The initial purchase offers a very good price-performance ratio and it is optimised for rapid installation. The deployment of a modern, gearless machine makes it highly energy efficient during operation.

LEA® provides you with a modern, attractive elevator system with all the advantages of series manufacturing.

## Safety

- System corresponds to DIN EN 81-1: 1998+A3, for commencement of operation per individual inspection with EC Type Test Certificate as basis

## Efficiency

- Modern, highly efficient gearless machine (PMC Gearless)
- Variable frequency control (V3F) with power regeneration as an option
- Energy saving LED lighting

## Economic efficiency

- Excellent price/performance ratio
- Efficient maintenance options

## Reliability

- High reliability resulting from deployment of proven components (e.g. doors)
- High quality materials

## Design

- Modern elevator car design with many equipment options
- Glass doors and glass rear wall in the elevator car as an option

## Comfort

- Low-noise
- Gentle ride quality and precise stops

## Innovation

- Machine-Room-Less
- With / without reduced headroom and pit depths

## Scope of supply

- Short delivery times
- Common options available

## Flexibility

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



Not included in the scope of supply of the LEA® are: Control system, control box with measures for rescue of passengers, operating and indicator elements, external control panels, mounted control panels in the elevator car, emergency call system, travelling cable, shaft selector, shaft wiring, shaft lighting, inspection control and emergency stop switch.

## Energy efficiency

With LEA®, you can configure an elevator system that achieves a high energy efficiency class. You thereby make a significant contribution to the reduction of ongoing operating and energy costs and lowering CO<sub>2</sub> emissions.

On an installation with 630 kg, 4 landings, 8.6 m travel height, LED lighting, automatic shutdown of the car lighting and power regeneration, it has been possible to verify energy efficiency class "A" in the usage category 1 in accordance with VDI 4707.



# Technical overview

## Two-panel telescopic sliding door (M2T)



Rated Load	[kg]	450	630		1000 (deep)	
Speed	[m/s]	1.0				
Max. travel height <sup>1)</sup>	[m]	45				
Number of passengers		6	8		13	
Dual entrance		no	no	yes	no	yes
Max. number of landings		16				
Car width CW	[mm]	1000	1100			
Car depth CD	[mm]	1250	1400		2100	
Car height CH [DH+100] or [DH+200]	[mm]	2100 / 2200 / 2300 / 2500				
Door width DW	[mm]	800	800 / 900			
Door height DH	[mm]	2000 / 2100 / 2300				
Shaft width SW with DW 800	[mm]	1500	1600			
Shaft width SW with DW 900	[mm]	–	1600			
Shaft depth ECD/D11 door in shaft	[mm]	1650	1785	2010	2485	2710
Shaft depth ECD/D11 door in recess (recess = 80 mm)	[mm]	1580	1715	1870	2415	2570
Shaft depth ECD/D11 door on landing (recess = 100 mm)	[mm]	1550	1685	1810	2385	2510
Shaft depth S8A/D11 door in shaft	[mm]	1655	1790	2020	2490	2720
Shaft depth S8A/D11 door in recess (recess = 55 mm)	[mm]	1600	1735	1910	2435	2610
Shaft head height – red. shaft head [CH+500] with ECD	[mm]	2600 / 2700 / 2800 / 3000				
Shaft head height – red. shaft head [DH+800] with S8A or glass door	[mm]	2800 / 2900 / 3100				
Conventional shaft head height [CH+1300]	[mm]	3400 / 3500 / 3600 / 3800				
Shaft pit depth with reduced shaft pit <sup>2)</sup>	[mm]	400				
Conventional shaft pit depth	[mm]	1100 – 1850				
Min. floor-to-floor-distance [DH+550]; (min. 200 with offset dual entrance)	[mm]	2550 (with ECD) / 2590 (with S8A)				

## Two-panel central opening door (M2Z)



Rated load	[kg]	450	630		1000 (deep)	
Speed	[m/s]	1.0				
Max. travel height <sup>1)</sup>	[m]	45				
Number of passengers		6	8		13	
Dual entrance		no	no	yes	no	yes
Max. number of landings		16				
Car width CW	[mm]	1000	1100			
Car depth CD	[mm]	1250	1400		2100	
Car height CH [DH+100]	[mm]	2100 / 2200 / 2300 / 2500				
Door width DW	[mm]	800	800 / 900			
Door height DH	[mm]	2000 / 2100 / 2300				
Shaft width SW with DW 800	[mm]	1800				
Shaft width SW with DW 900	[mm]	–	2000			
Shaft depth S11/D11 door in shaft	[mm]	1610	1745	1930	2445	2630
Shaft depth S11/D11 door in recess (recess = 80 mm)	[mm]	1540	1675	1790	2375	2490
Shaft depth S11/D11 door on landing (recess = 100 mm)	[mm]	1510	1645	1730	2345	2430
Shaft depth S8A/D11 door in shaft	[mm]	1575	1710	1860	2410	2560
Shaft depth S8A/D11 door in recess (recess = 20 mm)	[mm]	1560	1695	1830	2395	2530
Conventional shaft head height [CH+1300]	[mm]	3400 / 3500 / 3600 / 3800				
Conventional shaft pit depth	[mm]	1100 – 1850				
Min. floor-to-floor-distance [DH+550]; (min. 200 with offset dual entrance)	[mm]	2550 (with S11) / 2590 (with S8A)				

<sup>1)</sup> With a travel height from 33 m to 45 m, no reduced shaft pit possible.

<sup>2)</sup> With elevator car flooring material thickness of up to 3.5 mm, shaft pit depth of 425 mm with flooring material thickness of up to 25 mm.

# Technical details

## Technical and electric data

Rated load	Q	[kg]	450	630	1000
Synchronous gearless machine	type		PMC145-2S	PMC145-2M	PMC145-2L
Frequency controller (V3F)	type		MFC 21/31	MFC 21/31	MFC 21/31
with energy recovery (optional)	type		MFR 5.5	MFR 5.5	MFR 7.5
Number of travel per hour max.		[s/h]		180	
Rated output of motor		[kW]	2.8	3.9	6.0
Operating input power <sup>1), 2)</sup>		[kVA]	3.6	4.7	7.2
Nominal operating current <sup>1), 2)</sup>		[A]	5.1	6.7	10.4
Starting current <sup>1), 2)</sup>		[A]	7.8	10.0	15.1
Rope suspension				2:1	
Diameter of traction sheave	D <sub>T</sub>	[mm]		240	
Suspension rope (steel)	n x d <sub>s</sub>	[mm]	5/6 x 6	6/7 x 6	9/10 x 6
Guide rails	Elevator car			T70	
	Counterweight			T-50/A	
	Counterweight with safety gear			T70	

<sup>1)</sup> At 400 Volt / 50 Hz. <sup>2)</sup> Data for the elevator control unit have to be added.

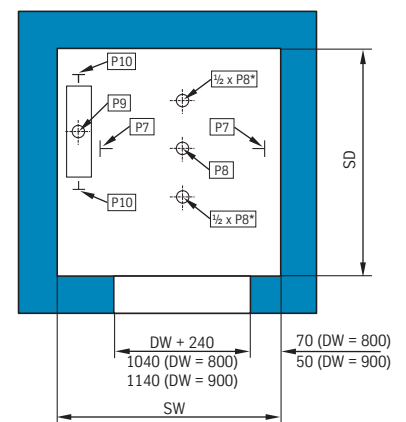
During the planning phase, please consider all applicable regulations stipulated by the relevant notified body and all applicable national regulations.

## Specified loads in the shaft pit

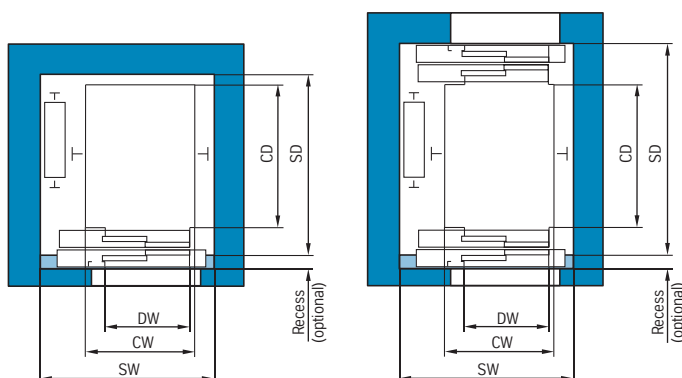
Rated load	Q	[kg]	450	630	1000
Load points / elevator car guide rails	P7	[kN]	16	20	29
Load points / elevator car buffer	P8	[kN]	48	59	86
Load points / counterweight buffer	P9	[kN]	37	44	62
Load points / counterweight guide rails	P10	[kN]	16	19	27
Extraordinary loads:					
- Load points / machine base frame	P11	[kN]	4 x 3.5	4 x 4.5	4 x 6
- Load points / rope fixing points	P12	[kN]	4 x 2.5 – 4 x 6.5	4 x 3.5 – 4 x 9.0	4 x 6.0 – 4 x 13.5

The loads P7 to P10 never occur simultaneously.

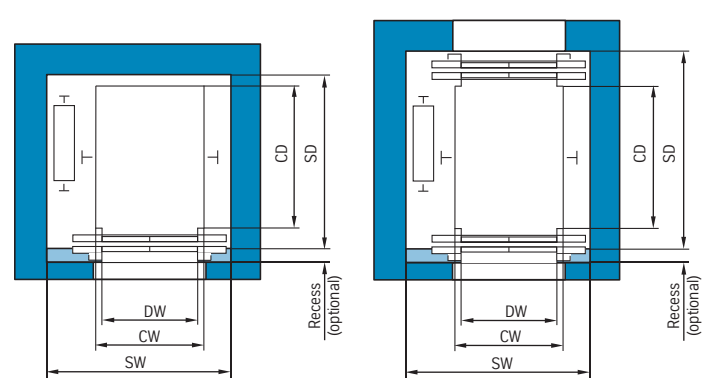
\* Two buffers in the case of reduced shaft pit depth. With a conventional shaft pit depth, only one buffer, central between the elevator car guide rails.



## Shaft layout with side-opening door (M2T)



## Shaft layout with central opening door (M2Z)

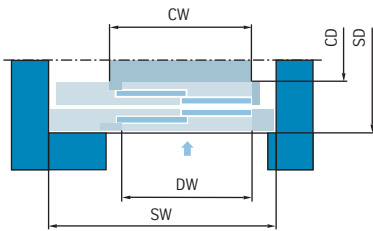


Shaft layout is also possible as mirror-inverted, with position of the counterweight on the opposite shaft side.

# Technical details

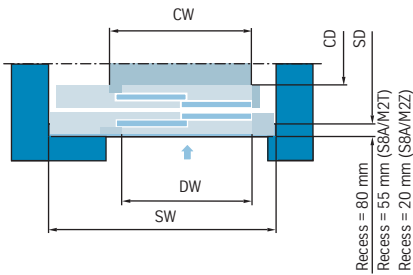
## Door installed in shaft

The landing doors are fastened to the shaft wall by means of brackets and drill fixings. Door type S8A can optionally be mounted 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.



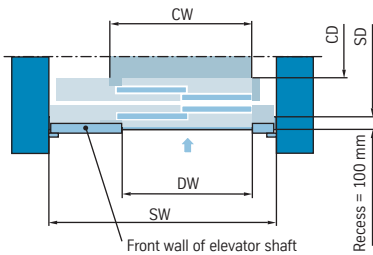
## Door installation in recess

In the interest of optimal utilisation of space, the landing door can be installed in a recess.



## Door installation in the story with shaft front wall

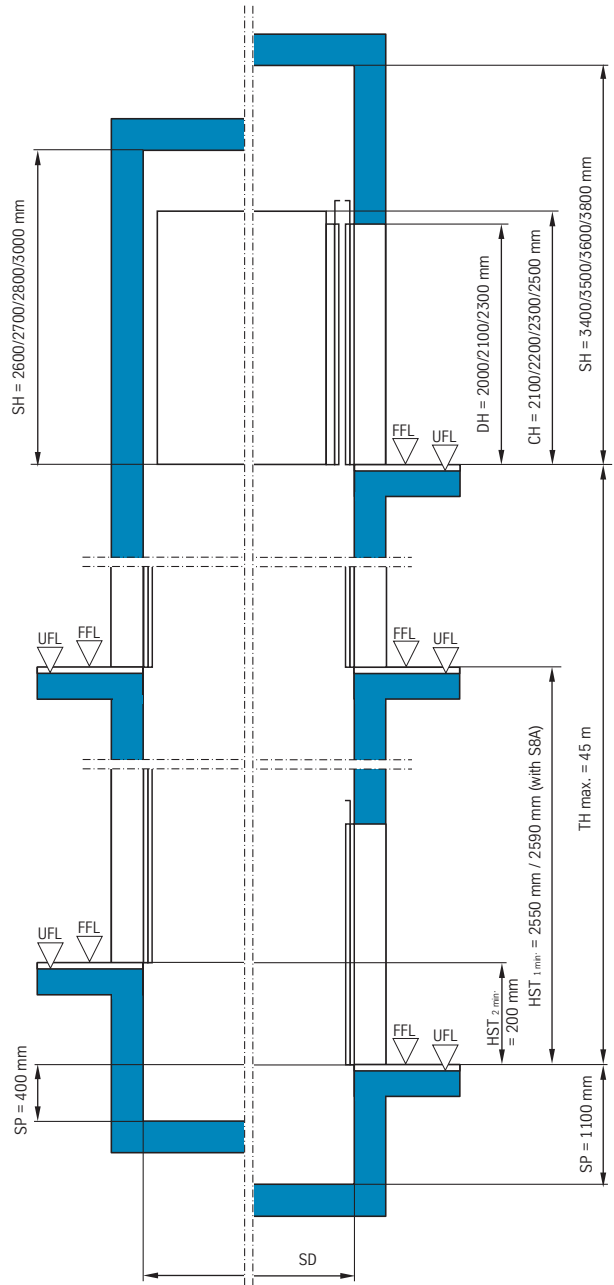
Installation of the landing door on the story with the shaft front wall is also possible. This stretches across the entire shaft width. From the point of view of construction, this means no special door opening is required.



- DH - door height
- DW - door width
- CH - car height
- CW - car width
- CD - car depth
- SW - shaft width
- SD - shaft depth
- TH - travel height
- HST - floor-to-floor-distance
- SP - shaft pit depth
- FFL - finished floor level
- UFL - unfinished floor level

## Shaft vertical section with reduced headroom and / or reduced pit depth or conventional headroom and conventional pit depth

(only available with telescopic door)



### LEA® with reduced dimension for headroom and/or pit depth

Ideal for very narrow space available and for reduction of the construction costs. With LEA®, there is the choice of only the headroom, only the pit depth or both dimensions reduced. The reduced dimensions for head room and pit depth are only possible in conjunction with the telescopic door (M2T). Please observe all applicable regulations stipulated by the relevant notified body and all applicable national regulations.

### LEA® with conventional dimension for headroom and pit depth

In the basic version, LEA® is designed with conventional headroom and conventional shaft pit. Even then, the space requirement is very low. In this case, no additional protective measures need to be implemented.








# Car design

## Equipment features of the design lines





**Colours / materials**

**Available colours**




**colour-line**

						
Electrolytically galvanised	Traffic White (RAL 9016)	White Aluminium (RAL 9006)	Sand Yellow	Ocean Blue	Pastel Green	Pastel Grey

**wood-line**

			
Kiruna Bird (beech)	Rich Cherry (dark cherry)	Natural Oak (light oak)	Erable Chocolat (black ash)

**stainless-line**






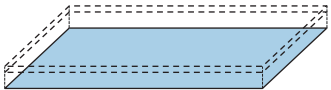
		
Stainless Steel, grain 220, Ground and Brushed	Stainless Steel Linen	Stainless Steel Elephant Skin

**False ceilings and lighting**

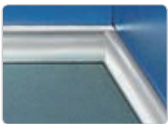




						
Honeycomb	Spot LED lighting possible	Constellation LED lighting possible	Domino LED lighting possible	SlimLED PANEL* Lighting directly in the car ceiling	Imola (ø=320 mm) with energy-saving lighting	Polymero (ø=310 mm) with energy-saving lighting

\* on request

**Flooring material**

					
Light Grey (6525, Natural Rubber)	Dark Grey (6527, Natural Rubber)	Black Blue (6530, Natural Rubber)	Traffic Wood (3391, Vinyl)	Traffic Attila (2691, Vinyl)	Without flooring material – lowered by 3.5 or 25 mm for customer-fitted flooring material

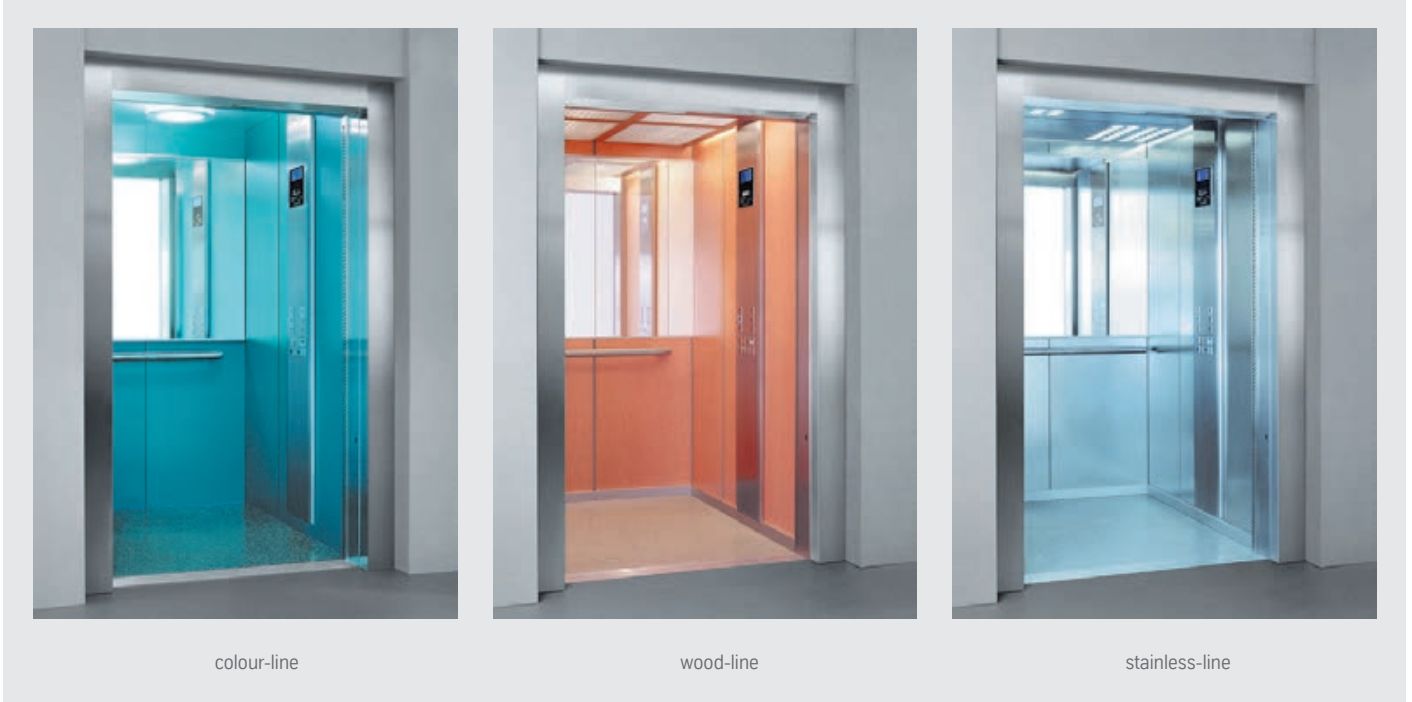
<b>Handrails</b>		<b>Bumber rails</b>		
				
Stainless Steel, grain 220, ø 40 mm	Stainless Steel, grain 220, ø 40 mm Curved ends (acc. to EN 81-70)	Stainless Steel, grain 220, 140 x 18 mm	PVC 127 x 27 mm	Wood 120 x 30 mm

<b>Skirting</b>	<b>Mirror</b>	<b>Glass rear wall</b>	<b>Glass door</b>
			
Stainless Steel, grain 220	Aluminium	On rear wall of car, with aluminium strips	In Stainless Steel, frame profile with aluminium
			
			Glass door panels with frame

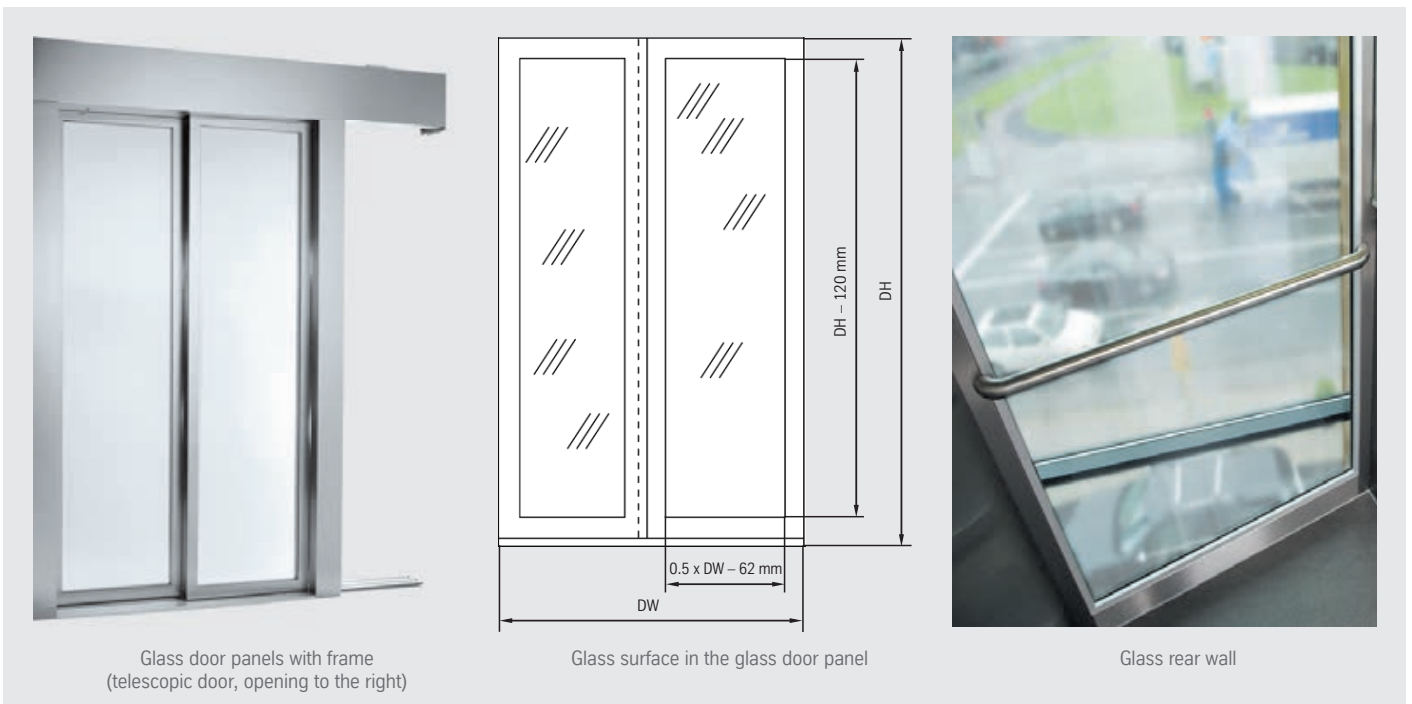


# Car design

## Elevator cars



## Glass versions (optional)



# Main components

## Gearless machine



PMC145-2

## Gearless PMC145

The synchronous gearless PMC145-2 is one of the most compact machines worldwide and is perfectly suited for deployment in the LEA® elevator system without a machine room.

- High efficiency
- Low noise as there is no forced ventilation and very smooth running
- Safe and comfortable electromagnetic brake release
- Anti-friction bearings with life-time lubrication
- Ideally suited for energy recovery

- Type-approved safety brake in accordance with EN 81-1 Section 9.10 and protective device against unintended movement of the elevator car in accordance with EN 81-1: 1998+A3:2009
- EN 81-A3 compliant
- UCM verification using the safety brake of the machine and considering the switching times of the control system
- Rope guard in accordance with EN 81-77 up to earthquake category 3

## Frequency inverter



MFC 31

MFR (optional)

## MFC 21/31 Inverter

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

- Inverter with brake activation, power filter and power choke
- With travel contactor (MFC 31)
- Brake resistor in the separate housing
- Motor parameters stored
- Rapid commissioning via Plug&Play
- Emergency power mode possible in the event of a power failure via UPS (uninterrupted power supply)
- Integrated speed monitoring for compliance with EN81-A3 (for MFC 31) in conjunction with suitable control system
- Parallel interface and DCP03

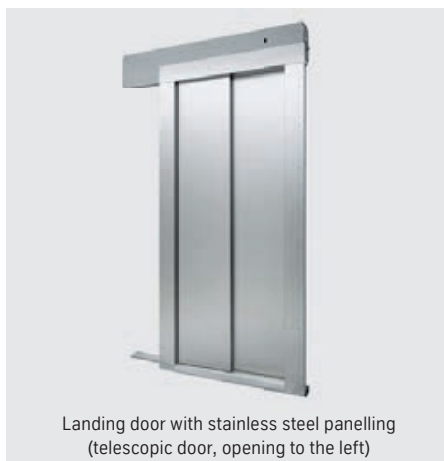
## MFR Inverter (optional)

The MFR frequency inverter with energy recovery capability is the optimal technology for the creation of an energy efficient elevator.

In addition to features of the MFC 21/31:

- Inverter with electronic brake activation, power filter, power choke and electronic travel contactors
- Integrated power regeneration, which means no brake resistor is required
- Possibility for activation of a standby and sleep mode to improve energy efficiency
- Possibility for remote parameterisation via parallel interface, DCP03/04 and CANopen

## Doors



Landing door with stainless steel panelling (telescopic door, opening to the left)

## Door Type ECD/D11 and/or S11/D11

### Landing door ECD and/or S11

- Fire-tested in compliance with DIN EN 81-58
- Door panels at top with rollers and counterrollers, two gliding felt strips
- Telescopic door (M2T): door type ECD
- Central door (M2Z): door type S11

### Car door D11 (door drive RT301)

- Voltage-controlled machine with toothed belt drive
- Automatic learning function
- Adjustable opening / closing times
- Collision detection

## Door Type S8A/D11 (optional/ on request)

### Landing door S8A

- Fire-tested in compliance with DIN EN 81-58
- Door panels at top with large rollers and counterrollers, adjustable sliders
- The door panels are single-leaf and made in noise-inhibiting sandwich design
- Comprehensive range of options

### Car door D11 (door drive VF400)

- Frequency-controlled machine with toothed belt drive
- Automatic learning function
- Adjustable opening / closing times
- Collision detection



# Scope of supply and planning information

## Scope of supply LEA® elevator system

### Machine

- Gearless machine PMC145-2, with motor cable
- BSV4 for brake activation
- Encoder (BISS-C, NDAT, etc.) with cables
- Positioned on drive bracket in the shaft headroom, supported by bearings and protected from vibration

### Frequency inverter

- MFC21 / MFC31 inverter without power regeneration, with chopper resistor
- MFR inverter (optional) with power regeneration

### Elevator car

- Self-supporting elevator car, two plastic diverter pulleys (∅ 240 mm) on the bottom, suspension 2:1, car railing
- Vibration insulation with steel springs
- Ventilation in the door portal

### Counterweight

- Steel plate frame with diverter pulley
- Filler weights: steel, Gussolith (type 3.8 / 5.0), concrete, in variable ratio
- Counterweight compensation 40 %

### Guides on elevator car / counterweight

- Moving plastic guides
- Optional pulley guides

### Guide rails

- For elevator car: T70
- For counterweight T50/A, with safety gear on counterweight: T70

### Rope system

- Steel ropes ∅ 6.0 mm (1770 N/mm<sup>2</sup>)
- Rope fixing points in the shaft headroom, suspensions insulated with rubber / steel springs
- Compensation chain as of travel height > 33 m

### Shaft equipment

- Two-part sliding shackles made of powder-coated, painted or galvanised steel plate

### Painting/priming

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

### Landing door (ECD and/or S11) / car door (D11)

- Door panels and door architraves made of electrolytically galvanised sheet metal with primed front (RAL 7005)
- Car door panels single-leaf, made of austenitic stainless steel, grain 220
- Door drive with DC-current control, power transmission with toothed belt, closing force limitation
- Light curtain
- Aluminium shaft door sills

### Progressive safety gear

- Progressive safety gear for downwards direction, integrated in the car floor
- Protection in upward direction: monitored operational brake according to EN 81-1, 9.10

### Speed governor

- ∅ 200 mm, with remote tripping, positioned in the shaft headroom at the rail end
- Governor rope ∅ 6.5 mm
- Tensioner device

### Buffer

- Counterweight: driving on the frame
- Elevator car: in the shaft pit

### With reduced shaft headroom (optional)

- Opening monitoring for all landing doors with reset for normal travel
- Speed governor with "positive effect"\* of control system
- Monitored, automatic pivot stops on the car roof and step protection monitoring
- Monitored, pivoting railing

### With reduced shaft pit (optional)

- Opening monitoring for the landing doors in top and bottom floors with reset for normal travel
- Speed governor with "positive effect"\* of control system
- Monitored telescopic car door toeguard with electrical operation
- Monitored buffer support for connection in the shaft pit

\* "Positive effect" means that the speed governor is in the pre-triggered position in the event of a power failure. System is to be safeguarded with a battery.

### Not included in the scope of supply are:

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

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

### Control box of the control system

The control box with control system is not included in the scope of supply. It must be provided by the installation firm. The control box is mounted preferably in the top landing of the entrance area. Installation in the landings below this is possible. The nearest landing door must be located within calling distance of the control box and be visible from the control box. If the control box is installed in an adjoining room, the room must be equipped with an intercom system in accordance with EN 81-1:1998+A3, Section 14.2.3.4.

### Legal information

The LEA® elevator system has been granted an EC Type Test Certificate in accordance with Point 5, Paragraph B, Appendix V (Module B) of the 95/16/EC Directive. Before the commencement of operation, the installation firm must have the elevator system per inspected / approved in an individual inspection with danger analysis. The existing EC Type Test Certificate can be used as the basis for this. During the planning phase, please consider all applicable regulations stipulated by the relevant notified body and all applicable national regulations. Patents have been granted for the LEA® elevator system. On an order-related, LiftEquip will issue a quota licence.

# Performance programme and options

## LEA®: technical data, landing door

Design lines	colour-line	wood-line	stainless-line
<b>Technical data</b>			
Rated load			
Q = 450 / 630 / 1000 kg (with 1 entrance)		●/●/●	
Q = 675 / 1050 kg (with open through entrance)		○/○	
Speed v = 1.0 m/s		●	
Travel height TH max. = 45 m		●	
Max. number of landings 16		●	
Car height CH = 2100 / 2200 / 2300 / 2500 mm		●/○/○/○	
Door types			
M2T Side-opening, double-panel telescopic opening door		●	
M2Z Centre-opening, double-panel sliding door		○	
Door width DW = 800 / 900 mm		○/●	
Door height DH = 2000 / 2100 / 2300 mm		●/○/○	
Shaft headroom SH			
Min. 3400 mm (CH + 1300 mm)		●	
Reduced: min. 2800 mm (DH + 800 mm, with door type S8A (M2T) with VF400)		○	
Reduced: min. 2600 mm (CH + 500 mm, with door type ECD (M2T))		○	
Shaft pit depth SP			
Min. 1100 mm		●	
1100 – 1850 mm		○	
Reduced: min. 400 mm + flooring material thickness (available up to TH < 33 m), only available with telescopic door (M2T)		○	
Reduced: 450 – 1100 mm (available up to TH < 33 m), only available with telescopic door (M2T)		○	
Rail bracket fixing			
with drill fixing		○	
to anchor rails		○	
Compatible supports for calcium silicate walls (not for Germany)		○	
Safety gear on the counterweight		○	
Pulley guide on the elevator car		○	
Roller guide on counterweight		○	
Halogen-free wiring		○	
<b>Landing door</b>			
Installation in shaft / in recess (80 mm) / in landing (recess = 100 mm) [ECD and/or S11]		●/○/○	
Installation in the shaft / in recess (with M2T = 55 mm; with M2Z = 20 mm) [S8A]		○/○	
Installation in landing with shaft front wall, shaft width = 1600 – 1800 mm		○	
Fire protection safety standard E120 / EW60 in accordance with EN 81-58		●	
Fire protection safety standard EI60 acc. to EN 81-58		○	
Fire protection safety standard E30 acc. to GOST		○	
Fire protection safety standard EI120 acc. to GOST		○	
Design of door panels and door frame			
Primed (RAL 7005) / electrolytically galvanised	●/●		○/○
Stainless Steel, grain 220 / Linen / Elephant Skin	○/○/○		●/○/○
Aluminium door sill (max. wheel load 190 kg) / Stainless Steel (max. wheel load 350 kg)		●/○	
Profile between the door frames made of aluminium		○	
Gap cover – primed (RAL 7005) / electrolytically galvanised		○/○	
Gap cover – Stainless Steel, grain 220 / Linen / Elephant Skin		○/○/○	
Wall plug fixture		●	
Floor-to-floor-distance landing min. = DH + 360 mm		○	
Glass door panels with frame (door type ECD/D11 and/or S11/D11)		○	

● in the standard, ○ optional, – not available. Please contact our sales consultants regarding the availability of options.

# Performance programme and options

## LEA®: car door, elevator car equipment

Design lines	colour-line	wood-line	stainless-line
<b>Car door</b>			
Door security system (closing-edge monitoring)			
Light curtain (94 crossed beams)		●	
Door panel design			
Electrolytically galvanised	●	○	–
Primed (RAL 7005)		○	
Painted Traffic White <sup>1)</sup> / White Aluminium <sup>2)</sup>		○/○	
Stainless Steel, grain 220	○		●
Stainless Steel, Linen		○	
Stainless Steel, Elephant Skin		○	
Car opening panel			
Electrolytically galvanised / Traffic White <sup>1)</sup> / White Aluminium <sup>2)</sup>		○/○/○	
Stainless Steel, grain 220 / Linen / Elephant Skin		●/○/○	
Aluminium door sill		●	
Mechanical car door locking, acc. to EN 81-1/2		○	
<b>Elevator car equipment</b>			
Wall panels			
Electrolytically galvanised	●		○
Traffic White <sup>1)</sup> / White Aluminium <sup>2)</sup> / Sand Yellow / Ocean Blue	○/○/○/○	–	–
Rich Cherry <sup>3)</sup> / Natural Oak <sup>4)</sup> / Kiruna Bird <sup>5)</sup> / Erable Chocolate <sup>6)</sup>	–	○/○/●/○	–
Pastel Green / Pastel Grey	○/○	–	–
Stainless Steel, grain 220 / Linen / Elephant Skin	–	–	●/○/○
Car ceiling in Traffic White <sup>1)</sup>		●	
Elevator car lighting			
Honeycomb / Spot / Constellation / Domino / Imola / Polymero	○/○/○/○/○/●	○/●/○/○/○/○	●/○/○/○/○/○
SlimLED PANEL <sup>7)</sup> / LED-Beleuchtung (bei Spot / Constellation / Domino)		○/○	
Hand-rail			
Type Stainless Steel, grain 220, diameter 40 mm with curved ends		○	
Type Stainless Steel, grain 220, diameter 40 mm		○	
Bumper rails		○	
Skirting (Aluminium / Stainless Steel, grain 220)	○/○		●/○
Flooring material			
Light Grey 6525 / Dark Grey 6527 / Black Blue 6530 (all natural rubber)	○/●/○		●/○/○
Traffic Wood 3391 / Traffic Attila 2691 (all vinyl)		○/○	
Floor recessed by 3.5 mm / 25 mm (flooring material supplied by the customer)		○/○	
Mirror on side wall of car opposite car operating panel / on rear wall of car		○/○	
Glass rear wall (basic)		○	
Folding seat (surface-mounted version)		○	
Fan in car ceiling with automatic switching on/off as well as after-run function		○	

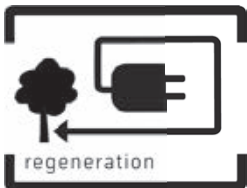
<sup>1)</sup> RAL 9016, <sup>2)</sup> RAL 9006, <sup>3)</sup> Cherry dark, <sup>4)</sup> Oak Bright, <sup>5)</sup> Beech, <sup>6)</sup> Ash Black, <sup>7)</sup> on request

● in the standard, ○ optional, – not available. Please contact our sales consultants regarding the availability of options.



#### Reducing energy consumption

This well balanced system and LED lighting option enables LEA® to make an obvious contribution to reducing regular operating costs and CO<sub>2</sub> emissions.



#### Energy recovery

The deployment of the MFR frequency inverter with integrated power regeneration can further enhance the overall efficiency of the installation. By taking account of the usage category in accordance with VDI 4707, energy efficiency class "A" can be achieved.



#### Technology with a secure future

Quality Made in Germany – Quality Made by "LiftEquip":  
on a level with international standards and appreciated worldwide.



#### Low-noise ride quality

The deployment of our high-quality and perfectly balanced components make LEA® a very quiet and comfortable elevator system.



#### Environmentally friendly production

Throughout the production of LEA®, we ensure that the environment is protected.

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The individual specifications in this publication are guaranteed features provided this is expressly stated in writing for each individual case.

#### LiftEquip GmbH Elevator Components

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