



NYC Department of Buildings
280 Broadway, New York, NY 10007
Patricia Lancaster, FAIA, Commissioner
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Report of Materials and Equipment Acceptance Division

Pursuant to Administrative Code Section 27-131, the following equipment or material has been found acceptable for use subject to the terms and conditions contained herein.

MEA 241-04-E

Manufacturer: Car Stacker International, Inc., 3662 Popplewell Street, Richland Hills, Texas 76118

Trade Name(s): Park-N-Space

Product: Drive-on platform, three-level automobile parking lift

Pertinent Code Section(s): Reference Standard Section 27-990, 27-991 and Reference Standard RS 18.3

Prescribed Test(s): Load Tests, and Computation sealed by Seymour Warren Gage, State of New York Professional Engineer, License No. 31662

Laboratory: Seymour Warren Gage, New York State, P.E., License No. 31662

Test Report(s): Computations and tests performed by Seymour Warren Gage, letter dated June 10, 2004. Supported platforms were tested with loads of 12,600 and 12,100 pounds

Description: The Park-N-Space Model S3SA, also known as a Car Stacker, is a swing arm, three (3) level automobile lifting device. It contains two lifting platforms, which when not lifting cars, are nested in a spaced relationship at ground level. The platforms are each capable of lifting one car six feet, eight inches high, leaving space below for another car with clearance of six feet, eight inches, plus one more car underneath at ground level with an overhead clearance of six feet, eight inches. The structural tubular steel frame is fifteen feet high with 6"x6" square tubular columns, having 5/16" wall of high strength steel. The front down braces are composed of 6"x3" tubular steel with 1/4" wall, longitudinally reinforced at approximately mid-span. These side frames rest on a fabricated steel beam

base comprised of a 12" wide base plate and 8" wide top plate, 160" long to insure longitudinal stability. Lateral stability is achieved with a heavy duty X brace truss allowing the units to withstand 130 mile per hour wind side load while units are fully loaded.

The platforms on which the cars are raised are comprised of heavy duty square structural tubing with a solid covering of heavy gauge flat rolled plate. The entire assembly weighs approximately 55 lbs and comes pre-welded and is assembled in the field with grade 5 high strength alloy bolts. The preferred power is supplied by a remote hydraulic system unit that raises and lowers the platforms. This unit consists of a 7.5/10 hp. 240/480 volt motor and hydraulic pump combination, all controlled by a 24 volt control circuit, relay and valve combination. The unit has mechanical safety latches with metal to metal locking at all working heights. Additional mechanical stops can be supplied at any spacing desired. A pressure overload prevention circuit precludes the operation of the unit with a greater load than that for which it is rated. And additionally, an adjustable pressure sensing switch can be set to limit the operating pressure at any desired level less than the maximum.

The geometry of the lifting arms is so designed as to lower the drive-on end of the platforms, when at ground level, but tilts the opposite direction upon being fully raised, so as to securely hold the vehicles against the wheel stops. A double suspension mechanical safety locking system holds the full weight of the car in the locked position independent of electrical or hydraulic operation. The geometry of the lifting arms is such, that upon lowering the lift from its fully raised position, the bottom platform is brought to the ground and the upper platform sweeps forward in an arc, with an approximate 30" forward displacement forming along gentle access ramp to the upper platform. This forward sweep also allows the folding telescopic heavy duty safety bars, which support the platform while raised, to retract and fold completely out of the way. These bars are of all steel-welded construction with a machine fit to allow smooth operation with a high safety factor and dependability, due to the all steel high strength welded construction. The low overall height of the structure presents an unobtrusive appearance and the built in adjustments and ample footing allow the safe installation on most surfaces. Multiple adjusting bolts allow the frames to be leveled.

Terms and Conditions: The above Model S3SA is accepted for indoor and outdoor use, along with the following conditions:

For Indoor Use

1. Installation of the lift shall be in sprinklered garages, which also have side wall sprinklers to protect the lower vehicle parked on the lift. The sidewall sprinklers shall be protected from mechanical injury. The sprinkler pipe sizes shall be adequate to supply the additional side wall sprinklers.
2. Plans shall be filed and approved by the Department of Buildings for the alteration of the existing sprinklers system and tie-in of the additional

sprinklers. Hydrostatic tests of the sprinkler system components shall be witnessed and approved by the Fire Department and Department of Buildings.

3. The floor loads shall be recalculated for the additional weight of the lift and the cars, and filed with the Buildings Department by a structural Professional Engineer for adequacy.
4. The indoor use shall be limited to garages with sufficient ceiling height for adequate sprinkler coverage.
5. Garages that do not have pre-existing sprinklers, the sprinklers system shall be designed for "High Piled Storage".

For Outdoor Use:

1. The vehicle lift shall only be used in attended open parking lots.
2. The requirements of Section 27-4080 of the Administrative Code shall be complied with.
3. Each proposed use of the car lift shall be submitted to the Department of Buildings to determine whether it complies with the Zoning Resolution and whether the soil conditions are adequate. Each unit shall have suitable anchorage of its structural members and integral base plates into concrete footings, the strength, size and depth of which shall be based on an assumed weight of 6,000 lbs. for each car.
4. Where the property is located in or about residentially-zoned districts, this device shall not be located at the first row of cars or within 20 feet of the property line, whichever distance is greater.

For Both Indoor and Outdoor Use:

1. All regulations of Department of Consumer Affairs shall be complied with.
2. Each proposed use of the car lifts shall be submitted to the Department of Buildings to determine whether it complies with the Zoning Resolution.
3. Model S3SA shall not be used to park or store any full-size vans or trucks, recreational vehicles or any other type of vehicle other than passenger cars or SUVs capable of seating up to 6 persons and weighing a maximum of 6,000 lbs. each vehicle.
4. Drawings and specifications shall be filled with Department of Buildings Elevator Division for each site.

5. All shipments and deliveries of such equipment shall be provided with a metal tag, suitably placed, certifying that the equipment shipped or delivered is equivalent to that tested and acceptable for use, as provided in Section 27-131 of the Building Code.

Final Acceptance September 5, 2006
Examined By Donald Hill