**Parkonfor 110 Pass Through**

M = Multiple grid system = min. 2 grids (3 cars), max. 10 grids (19 cars)

**Standard:** Car weight max. 2,200 kg, wheel load: max. 550 kg

**Option:** Car weight max. 2,800 kg, wheel load: max. 700 kg

To enter the system through the #4 space, the #PT platform slides under #2 and #4 platforms to cover the now-empty space. The multi-panels sliding door opens in order for the driver to pass through to the rear side of the system.

**ADVANTAGES**

- Easy and comfortable access to the rear row of the parking lot.
- Possibility to reach the desired parking capacity by making 2 and/or 3 in-rows parking arrangements, using 2-storey parking systems.
- A single unit can be designed with maximum of 3 rows and 10 arrays.
- Suitable for use in automatic operations along with its automatic doors and close boundaries.
- Sliding bridge uses only 25 cm pit depth.
- The superior features of Parkonfor systems:
  - No columns at the system’s entrance from the corridor.
  - Low profile and slope of the platforms’ entry ramps.
  - A special twisted flat platform surface design instead of a deck sheet.
  - Increased access opening in virtue of the multi-panel doors design.
- Increased comfort and ease in both driving and walking.

**Smooth access by means of the unique sliding bridge...**

The Parkonfor 110 Pass Through sliding bridge covering the empty space of the pit-type semi-automated parking system Parkonfor 110, allows an easy access to the rear row of the parking lot.
Variant For Car Height

<table>
<thead>
<tr>
<th>Ceiling Height (Hc)</th>
<th>Car Height (cm)</th>
<th>Pit Depth Hp (cm)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>200</td>
</tr>
<tr>
<td>Minimum 260</td>
<td>245</td>
<td>150</td>
</tr>
<tr>
<td></td>
<td></td>
<td>150</td>
</tr>
<tr>
<td></td>
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<td>150</td>
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<tr>
<td></td>
<td></td>
<td>150</td>
</tr>
<tr>
<td></td>
<td></td>
<td>150</td>
</tr>
</tbody>
</table>

Clear Height (cm):

- $H_1 = \text{CH}_e + 5$
- $H_2 = \text{CH} + 5$

* If the ceiling height is lower than the requirement, a different door type will be proposed by the supplier.

Car Profile Dimension

The "car height" including roof rails, antenna and others must not exceed the mentioned max car height dimension.
**Electrical Supply**

6.1. Electric power distribution panel
6.2. 3 x 16 A slow character MCB (Miniature Circuit Breaker) for each control panel and hydraulic power unit set
6.3. Equopotential earthing connection according to DIN TS EN 60204
6.4. 5 x 4 mm² supply cable (30 kW, 400V, 50Hz) goes from customer power distribution panel to system control panel set for each control panel and hydraulic power unit
6.5. Motor, limit switch supply and earthing line for traveler platform

**Customer**

11. Switch cabinet: The switch cabinet must be placed outside the movement range of the system. The position should be adjacent to the system and provide overview to it. The size of switch cabinet is about 80 x 120 x 25 cm and there must be 100 cm free space in front of the cabinet for door opening and service operator.

**Structural Forces**

<table>
<thead>
<tr>
<th>Forces kN**</th>
<th>Max. car version kg</th>
</tr>
</thead>
<tbody>
<tr>
<td>F1</td>
<td>17</td>
</tr>
<tr>
<td>F2</td>
<td>32</td>
</tr>
<tr>
<td>F3***</td>
<td>16</td>
</tr>
<tr>
<td>F4</td>
<td>30</td>
</tr>
<tr>
<td>F5</td>
<td>±5 ±7</td>
</tr>
</tbody>
</table>

**FOUNDATION**

Systems are fixed by heavy duty anchor bolts with a drilling depth of approx. 14 cm.

Floor plate made of reinforced concrete, min thickness 18 cm, quality minimum C20/ 25. Chemical anchors are option for water-proof concrete.
System Width

Between walls

Picture shows 3 Grids
3 Grids = 5 spaces, min. is 2 Grids

<table>
<thead>
<tr>
<th>CLEAR SPACE WIDTH</th>
<th>W1 OUTER GRID</th>
<th>W1 INNER GRID</th>
<th>W2 OUTER GRID</th>
<th>Total Width With x Grids</th>
</tr>
</thead>
<tbody>
<tr>
<td>230</td>
<td>260</td>
<td>520</td>
<td>1020</td>
<td>520 770 1020 1270 1520 1770 2020 2270 2520</td>
</tr>
<tr>
<td>240</td>
<td>270</td>
<td>540</td>
<td>1120</td>
<td>540 800 1060 1120 1320 1580 1840 2100 2360 2620</td>
</tr>
<tr>
<td>250</td>
<td>280</td>
<td>560</td>
<td>1110</td>
<td>560 830 1110 1100 1370 1640 1910 2180 2450 2720</td>
</tr>
<tr>
<td>260</td>
<td>290</td>
<td>580</td>
<td>1130</td>
<td>580 860 1130 1420 1700 1980 2260 2540 2820</td>
</tr>
<tr>
<td>270</td>
<td>300</td>
<td>600</td>
<td>1150</td>
<td>600 890 1150 1470 1760 2050 2340 2630 2920</td>
</tr>
</tbody>
</table>

Driving lane according to regulation.

Pillars in front of parking area

Picture shows +2 Grids
2 Grids = 3 spaces

<table>
<thead>
<tr>
<th>CLEAR SPACE WIDTH</th>
<th>W1 OUTER GRID</th>
<th>W2 OUTER GRID</th>
<th>W1 INNER GRID</th>
<th>W2 INNER GRID</th>
</tr>
</thead>
<tbody>
<tr>
<td>230</td>
<td>250</td>
<td>500</td>
<td>480</td>
<td></td>
</tr>
<tr>
<td>240</td>
<td>260</td>
<td>520</td>
<td>500</td>
<td></td>
</tr>
<tr>
<td>250</td>
<td>270</td>
<td>540</td>
<td>500</td>
<td></td>
</tr>
<tr>
<td>260</td>
<td>280</td>
<td>560</td>
<td>540</td>
<td></td>
</tr>
<tr>
<td>270</td>
<td>290</td>
<td>580</td>
<td>560</td>
<td></td>
</tr>
</tbody>
</table>

Driving lane according to regulation.

Picture shows +4 Grids
4 Grids = 7 spaces

<table>
<thead>
<tr>
<th>CLEAR SPACE WIDTH</th>
<th>W1 OUTER GRID</th>
<th>W2 OUTER GRID</th>
<th>W1 INNER GRID</th>
<th>W2 INNER GRID</th>
</tr>
</thead>
<tbody>
<tr>
<td>230</td>
<td>250</td>
<td>750</td>
<td>730</td>
<td></td>
</tr>
<tr>
<td>240</td>
<td>260</td>
<td>780</td>
<td>760</td>
<td></td>
</tr>
<tr>
<td>250</td>
<td>270</td>
<td>810</td>
<td>790</td>
<td></td>
</tr>
<tr>
<td>260</td>
<td>280</td>
<td>840</td>
<td>820</td>
<td></td>
</tr>
<tr>
<td>270</td>
<td>290</td>
<td>870</td>
<td>850</td>
<td></td>
</tr>
</tbody>
</table>

Driving lane according to regulation.

Picture shows +6 Grids
6 Grids = 11 spaces

Arrangements increase Efficiency

WHEN THE PLOT IS SMALL - THERE ARE SOLUTIONS TO INCREASE EFFICIENCY: TRIPLE, DEEP.

With the triple row arrangement, there are 3 x 3 grids and 5 spaces per line, in total 15 spaces. Mirrored on the driving lane that will be 30 spaces, instead of 6 conventional spaces.

This solution needs additional gates, at least before the second row, to be sure no persons are inside the system.
For comfortable walking

“A savior” flat platform surface design.

Users deserve more comfort. Our platform design offers comfort beyond your expectations. The flat platforms provide much comfort while walking and driving on. Whoever uses it like it: Elderly or young, male or female. High heels are no longer an issue

Design: Safety & Comfort

STRONG BUT SMOOTH  LOW BUT ROBUST

The profiles on both sides of the platform are strong due to them being constituted of one single long piece, in addition to their soft slope from low to high. This latter eliminated the risk of collision that may damage the vehicle and the wheels and provides easy and safe maneuvering. The teardrop pattern used at the entry ramp facilitates holding the vehicles’ wheels and prevents slipping. Due to their low height, the profiles on both sides are both robust and eliminate the risk of collision while opening the doors. Moreover, adjustable wheel stoppers are used to assist the driver in positioning the vehicle on the platform.

WE OFFER WHAT YOU NEED

CAR CAPACITY AND DIMENSIONS

Sliding roofs, bigger wheels, hill systems, seat motors, and other individual options often increase the weight of upper-middle-class cars to more than 2000kg. Parallely, Parkolay offers a standard 2200 kg load capacity for each platform. Optionally the 2800kg load can be provided for heavier cars. In addition, Parkolay recommends an ideal platform width of 250cm and min. height of 160cm according to the increased dimensions of the new generation cars.

MORE COMFORT FOR PARK IN PROCESS

The design offers recessed system columns to take profit from an increased driving lane. The driving lane and platform entry width are the deciding factors for the parking comfort. A plus of 50 cm driving lane can be equated with 10 cm parking space width. Practically the special design can increase the driving lane up to 100 cm. This can be valued like 20 cm parking place width on the left and right side of the driving lane.

Undoubtedly, this valuable effect will increase the profit in the driving curve radius and thus will make the drive in process onto the parking space more convenient and comfortable.

CONTROL SOUND EMISSIONS

Due to mechanical deficiencies, parking systems can cause high noise, which can negatively affect the health and concentration of the users. Parkolay takes many precautions in terms of noise abatement and restriction in the mechanical design and application of its products. The compliance to the sound insulation characteristics is therefore an important matter to consider, and applying them to the project requires a deep know-how in terms of R&D, planning and execution, since it leads to modifications in the overall design and dimensions.

CLEANING AND VALUE PRESERVATION

A car parking system represents a major financial investment. Cleaning and care services preserve the system’s appearance, value, function and availability which lengthens its life time. In most cases, the main reason for the poor and rusty look is the platforms’ structure that is difficult to clean and thus the necessary processes are often neglected. Parkolay has developed a practical platform design that facilitates the deep professional cleaning and maintenance of the systems.
Pass Through increases your parking capacity

SMOOTH ACCESS BY MEANS OF THE UNIQUE SLIDING BRIDGE...

The Parkonfor 110 Pass Through sliding bridge covering the empty space of the pit-type semi-automated parking system Parkonfor 110, allows an easy access to the rear row of the parking lot.

ADVANTAGES
- Easy and comfortable access to the rear row of the parking lot.
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- A single unit can be designed with maximum of 3 rows and 10 arrays.
- Suitable for use in automatic operations along with its automatic doors and close boundaries.
- Sliding bridge uses only 25 cm pit depth.

Parking Comfort Advantage

NO COLUMNS BETWEEN THE PARKING GRIDS

The most valuable feature of this system is the non-existence of columns in-between the parking spaces. The system’s columns therefore limit the units only at both ends of the system. The front span of the system can be a maximum of 3 grids, for which there will only be two columns at both ends of the system instead of 4 columns.

User oriented philosophy - Parking with pleasure: Undoubtedly, this valuable effect will increase the profit in the driving curve radius and thus will make the drive in process onto the parking space more convenient and comfortable.

MORE COMFORT FOR PARK-IN PROCESS

Having the columns only at the ends of the systems allows for an increased driving lane, which is a prior deciding factor for the parking comfort.

This concept can be considered when the parking area is located on the open public area or when the building pillars are designed according to the conventional parking.

ADVANTAGES OF THE INNOVATIONS
- More drive in comfort.
- Better curve radius.
- Faster drive in process.
- More safety by less collision risks (missing the front columns).
- More drive in width.
- Optical and practical increased driving lane.

Critical Comment: LIMITED USER COMFORT WHEN COLUMNS IN FRONT.

Drivers still suffer today about the parking spaces had been built decades ago. Whether they are single garages, quarter garages, underground garages or parking lots. The problem is always having too narrow drive in space, either limited by the structure or the pillars. And this problem is now more serious with the today’s increased car width. The trend is to build wider pillar spans, without pillars, wide entrances and spaces without limitations.

A woman recently said, “Imagine a parking space with 230 cm width and limited on entrance with fixed columns. How to enter daily, when the size of my BMW 3 series with mirrors is just 209 cm. There are just 10 cm left on each side and how to drive in from the driving lane by 90 degrees?”
**Sliding Doors**

The existing pit in Parkonfor 110 must be protected by shutterdoors for security purposes according to EN 14010 standard. Door control is integrated with all the system operation; it can only be opened when selected parking platform reaches the entry / exit position.

The revision, maintenance or system requirements that may occur according to local regulations are the responsibility of the customer and the necessary technical requirements must be reported to the supplier in advance.

**DOOR TYPES**

Manually operated
Electrical drive (with optional remote control)

**MULTI-PART SLIDING DOORS**

3 grid: 4-piece sliding doors
2 grid: 3-piece sliding doors

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**Control Panel**

The user-friendly software of the ergonomically designed control panel, enables to easily call your parking space from the system. The fact that the control panel is fully integrated into the system allows the movement of the selected platform to be monitored simultaneously on the screen. Besides, the touch-screen control panel, you may also prefer the bluetooth remote control or card reading options.
Corrosion protection and Prevention
Besides the maintenance, the systems have to be cleaned regularly. This is for the systems, at least for the platforms as well as for all parts being exposed to corrosive substances, e.g. salt water, dirt, car fluids, sand, etc. Garages also have to be ventilated and deaerated. The base plates have to be dewatered and dry.

Marking band
ISO 3864
According to DIN EN 14010/ ISO 3864 a yellow/ black 10cm wide safety warning band must be placed at the edge of the parking area by customer.

Safety fences
DIN EN ISO 13857
According to DIN EN ISO 13857 safety fences have to be provided by customer for pathways directly around the parking boxes (besides or behind the units). Also during construction.

Fire safety
Designing fire safety in the proposed garage or area must comply with local/ regional regulations. The compliance must be managed by customer. Depending on the location and the fire department there might be very different and specific requirements. The supplier has to be informed in advance by the customer.

Dewatering
Dewatering involves controlling water in the system area with possibility of pumping it out of a water collecting pump sump. Water may occur from snow on the car, leaking shell, ground water, wet cleaning the systems (to prevent corrosion) or others. It can be solved by a drainage system with pump sump (50 x 50 x 20 cm).

Sound insulation
DIN 4109: 2016-07
“Sound insulation in buildings”. According to the german norm a value of 30 dB(A) is allowed in living quarters. This can be fulfilled with: option noise protection according to offer supplier. Sound insulation of building Pw = 57 dB. Surrounding walls/ ceilings (e.g. monolithic and rigid) of parking should be made of min m‘ = 300/ 400 kg/m². Superior.

Car development
The size and weight of new generation of cars have been increased due to the extra equipment, which means that the weight of upper middle class cars oftenly exceed 2,000 kg. Parallely to that, the manufacturer offers a 2,200 kg load capacity as standard. Optionally, 2,800 kg can be provided for heavier cars. In this case, the manufacturer recommends as ideal platform width of 250 cm and min. height of 160 cm according to the increased dimensions of the new generation cars.

MINIMUM DIMENSIONS & TOLERANCES
Shown dimensions are minimum. Tolerances according to VOB part C (DIN 18330 and 18331) and the DIN 18202 have to be considered additionally. Tolerances for space requirements are +3 cm/ 0 cm. Dimensions are in cm.

ENVIRONMENTAL RANGE
Temperature range -10 to +40° C. Relative humidity 50% at maximum outside temperature of +40° C.

LIGHTING
There must be sufficient lighting in the parking garage and parking area according to regulations, supplied by customer.

CE AND CONFORMITY
The systems correspond to DIN EN 14010 and the EC Machinery Directive 2006/42/EC.

RIGHTS TO CHANGE
The manufacturer reserves the right to change, alter, modify parts, groups or general design in procedures or standards due to technical progress.

HYDRAULIC POWER UNITS
Several units/block can be operated with one power unit. The power unit(s) need(s) additional space (35x80cm), which has to be in/ near the parking area and should be clarified with the drawing approval (e.g. wall recesses, moving with platform, others).