**FIG. PTP 100-C**

Figure PTP 100-C is a vertical constant suspended from a beam. It can be furnished with single lug suspension or double lug suspension as shown above.

**ORDERING:** Specify figure number, size, type, load, actual travel, total travel and direction of travel. For load and travel not in the tables, please call for dimensions.

**IMPORTANT NOTES:**
- RTO - Rod take out for down travel
- D - J-Rod position for down travel
- E - J-Rod position for up travel
- F - Maximum length for the load range
- WT - Maximum weight for the load range

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**Total Travel 1 1/2 to 4 inches**

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*Drawing shown for down travel

*Rod Take Out (RTO) is for down travel [Add 4 inches for up travel]
### Total Travel 1 1/2 to 4 inches

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*Rod Take Out (RTO) is for down travel [ Add 4 inches for up travel ]

### Total Travel 4 1/2 to 6 inches

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*Rod Take Out (RTO) is for down travel [ Add 6 inches for up travel ]

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<td></td>
</tr>
<tr>
<td></td>
<td>2</td>
<td>36</td>
<td>3/8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>20</td>
<td></td>
</tr>
</tbody>
</table>

*Rod Take Out (RTO) is for down travel [ Add 8 inches for up travel ]
### Total Travel 8 1/2 to 10 inches

<table>
<thead>
<tr>
<th>LOAD RANGE (lb.)</th>
<th>J-ROD</th>
<th>RTO*</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
<th>I</th>
<th>L</th>
<th>M</th>
<th>WT (lb.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>8293 - 16159</td>
<td>1/2</td>
<td></td>
<td>31</td>
<td>1/6</td>
<td>23</td>
<td>15/16</td>
<td>12</td>
<td>3/4</td>
<td>8</td>
<td>5/8</td>
<td>4</td>
<td>1/8</td>
<td>58</td>
</tr>
</tbody>
</table>

*Rod Take Out (RTO) is for down travel [ Add 10 inches for up travel ]

### Total Travel 10 1/2 to 12 inches

<table>
<thead>
<tr>
<th>LOAD RANGE (lb.)</th>
<th>J-ROD</th>
<th>RTO*</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
<th>I</th>
<th>L</th>
<th>M</th>
<th>WT (lb.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>17 - 103</td>
<td>1/2</td>
<td></td>
<td>26</td>
<td>3/8</td>
<td>19</td>
<td>6</td>
<td>5/8</td>
<td>7</td>
<td>5/8</td>
<td>2</td>
<td>1/4</td>
<td>12</td>
<td>3</td>
</tr>
<tr>
<td>433 - 1491</td>
<td>1/2</td>
<td></td>
<td>27</td>
<td>3/8</td>
<td>20</td>
<td>1/8</td>
<td>8</td>
<td>5/8</td>
<td>7</td>
<td>5/8</td>
<td>2</td>
<td>1/4</td>
<td>22</td>
</tr>
<tr>
<td>6854 - 13354</td>
<td>1/2</td>
<td></td>
<td>33</td>
<td>5/8</td>
<td>26</td>
<td>1/8</td>
<td>12</td>
<td>3/4</td>
<td>9</td>
<td>5/8</td>
<td>4</td>
<td>1/4</td>
<td>58</td>
</tr>
</tbody>
</table>

*Rod Take Out (RTO) is for down travel [ Add 10 inches for up travel ]

### Total Travel 12 1/2 to 14 inches

<table>
<thead>
<tr>
<th>LOAD RANGE (lb.)</th>
<th>J-ROD</th>
<th>RTO*</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
<th>I</th>
<th>L</th>
<th>M</th>
<th>WT (lb.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>17 - 94</td>
<td>1/2</td>
<td></td>
<td>28</td>
<td>5/8</td>
<td>20</td>
<td>15/16</td>
<td>6</td>
<td>5/8</td>
<td>8</td>
<td>1/2</td>
<td>2</td>
<td>1/8</td>
<td>12</td>
</tr>
<tr>
<td>95 - 392</td>
<td>1/2</td>
<td></td>
<td>29</td>
<td>11/16</td>
<td>21</td>
<td>1/2</td>
<td>8</td>
<td>5/8</td>
<td>8</td>
<td>1/2</td>
<td>2</td>
<td>1/8</td>
<td>15</td>
</tr>
<tr>
<td>2907 - 6230</td>
<td>1/2</td>
<td></td>
<td>34</td>
<td>3/4</td>
<td>26</td>
<td>1/16</td>
<td>12</td>
<td>3/4</td>
<td>9</td>
<td>1/4</td>
<td>2</td>
<td>7/8</td>
<td>44</td>
</tr>
</tbody>
</table>

*Rod Take Out (RTO) is for down travel [ Add 12 inches for up travel ]