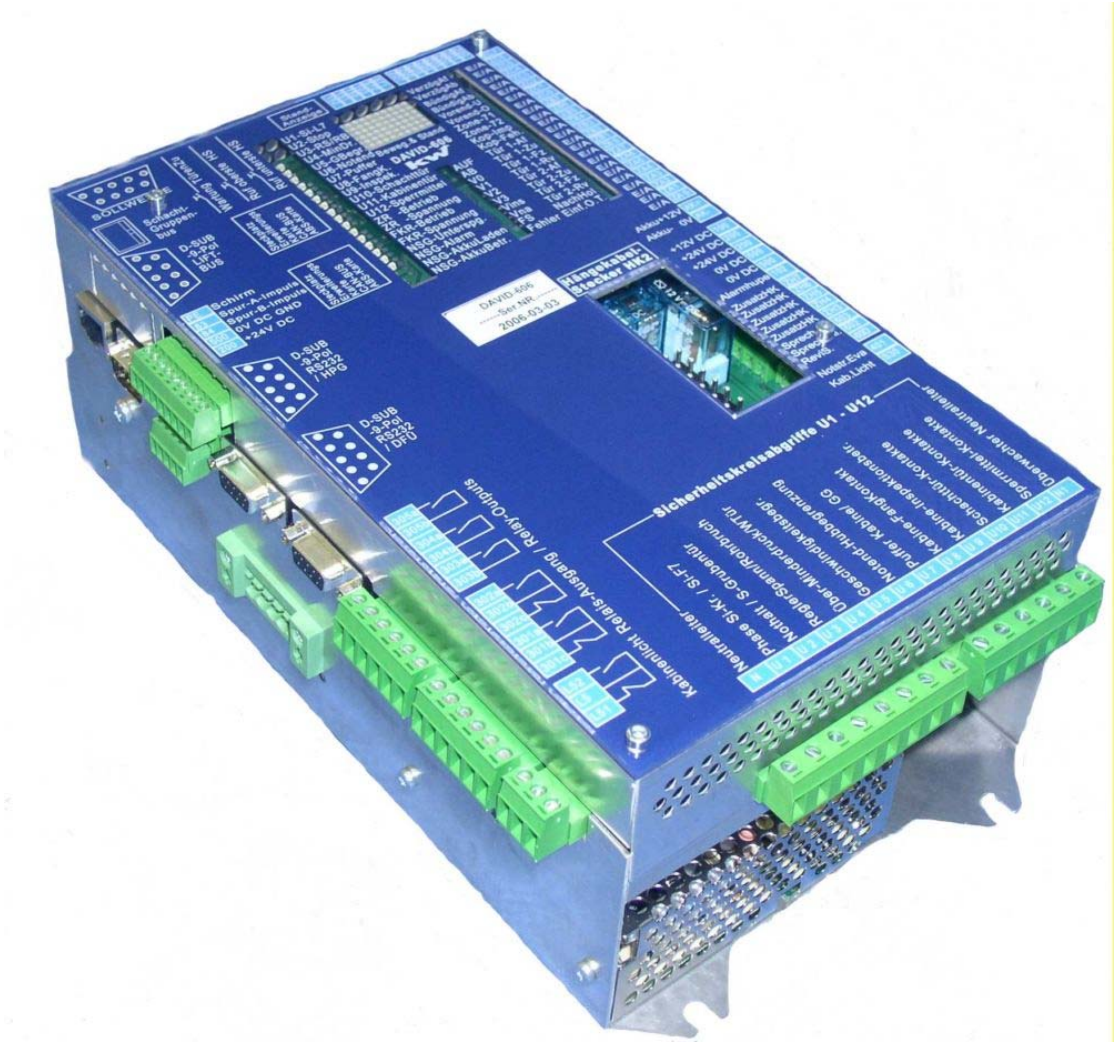
OPERATING MANUAL
LIFT CONTROLLER SYSTEM DAVID-606



Functions
Start-Up Instructions

EN81-20/50
Konform

KW Aufzugstechnik GmbH Lift Controler DAVID-606 Version V1.26-E 08.08.2016

All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without the prior written permission of KW Aufzugstechnik GmbH. The information contained herein is designed only for use with this lift controller system.

Neither KW Aufzugstechnik GmbH nor ist affiliates shall be liable to the purchaser of this product or third parties for damages, losses, costs, or expenses incurred by the purchaser or third parties as a result of: accident, misuse, or abuse of this product or unauthorized modifications, repairs, or alterations to this product, or (excluding the U.S.) failure to strictly comply with KW Aufzugstechnik GmbH's operating and maintenance instructions.

KW Aufzugstechnik GmbH shall not be liable for any damages or problems arising from the use of any options or any consumable products other than those designated as Original KW Aufzugstechnik GmbH Products.

General Notice: Other product names used herein are for identification purposes only and may be trademarks of their respective owners.

All rights 2001 – 2015 by KW Aufzugstechnik GmbH, Oberursel, Germany

KW AUFZUGSTECHNIK GmbH
Zimmersmühlenweg 69
D-61440 Oberursel / Germany

Tel. +49 (0) 6171-9895-0
Fax. +49 (0) 6171-9895-19
Int. www.kw-aufzugstechnik.de
Mail. verkauf@kw-aufzugstechnik.de

Hotline Tel. +49 (0) 6171-9895-12

Inhalt

1.	**SYSTEM DESCRIPTION**		**7**
1.1	PRODUCT LIABILITY AND WARRANTY		7
1.2	SAFETY CONDITIONS		7
1.3	EC DECLARATION OF CONFORMITY & EMC TEST REPORT		8
1.4	DESCRIPTION OF SAFETY CIRCUIT EG-Declaration of Conformity TÜV Rheinland		10
1.5	SELF-MONITORING OF THE BRAKING ELEMENTS after EN81- 1/2:1998+A3:2009		13
1.5.1	- Function-Description - Monitoring of the Braking Elements		13
1.5.2	- Digital Inputs		14
1.5.3	- Teach in of the Monitoring Times		14
1.5.4	- Fault clearance and Reset		15
1.5.5	- Function Test – Monitoring of the Braking Elements		16
1.5.6	- EG-Declaration of Conformity - LIFTINSTITUUT		17
1.6	DESCRIPTION OF TEMPERATURE MONITOR ZR		18
1.7	DESCRIPTION OF ENERGY EFFIVIENCY VDI 4707		19
2.	**PERFORMANCE FEATURES**		**20**
2.1	PERFORMANCE FEATURES OF THE MC SYSTEM	**DAVID-606**.....	20
2.2	DESCRIPTION CENTRAL UNIT	**ZR**	20
2.3	DESCRIPTION EXPANSION-UNIT CENTRAL UNIT	**ZG24**.....	24
2.4	DESCRIPTION SECURITY CIRCUIT **A3**	**SIS-16**	24
2.5	DESCRIPTION CAR CONTROLLER	**FKR**	29
2.6	DESCRIPTION CAR CALLING PCB	**EIT**	31
2.7	DESCRIPTION CAR CALLING CONTROLLER	**ITR**	33
2.8	DESCRIPTION REMOTE STATION	**ER-2009**	34
2.9	DESCRIPTION REMOTE STATION	**ER-2007**	35
2.10	DESCRIPTION HYDRAULIC CONTROL-VALVE	**RV-60 & NGV60**	37
2.11	DESCRIPTION HANGING WIRE	**EHK-40**	38
2.12	DESCRIPTION HANDPROGRAMMING UNIT	**HPG60**	39
2.13	DESCRIPTION MODEM ANALOG	**ANA-60**	40
2.14	DESCRIPTION TAE-SWITCHING ANALOG	**TAE-60**	40
2.15	DESCRIPTION MODEM GSM	**GSM-60**	40
2.16	DESCRIPTION EXTERNAL EMERGENCY CALL & MODEM UNITS	**GSM 110 & SL-6**	40
2.17	DESCRIPTION SOFTWARE	**KW-LiftControl**	41
3.	**MENU DESCRIPTION**		**42**
3.1	MENU AND PARAMETER STRUCTURE		42
4.	**PARAMETER DESCRIPTION**		**53**
4.1	GENERAL WORKING WITH THE HPG60 & NAVIGATION		53
4.2	SERIAL INTERFACES 1 AND 2		55
A1	LIFTTYPE		56
A2	CONTROLLER		56
A3	SHAFT		57
B1	DOOR PARAMETER		58
B10	DOORS IN GENERAL		59
B11	TABLE OF ENTRANCE		61
B12	SAFETY PHOTOCELL		61
B13	NUDGING FUNCTION		62
B14	ENTRANCE MONITOR		62
B15	MECHANICAL LOCK		63
B16	SAFETY-CIRCUIT		63
B17	RELEVELING		63
B2	**CALL OPTIONS**		64
B21	CAR CALLS		64
B22	LANDING CALLS		65
B23	CAR PRIORITY		66
B24	LANDIND PRIORITY.....		66
B25	GROUPCONTROLLER		68

B3	**DRIVE**	**74**
B30	HYDRAULIC DRIVES	74
B31	HYDRAULIC REGULATED	75
B32	HYDRAULIC FREQUENCY INVERTER	76
B33	ROPE 2 SPEEDS	77
B34	ROPE VARIABLE VOLTAGE	77
B35	ROPE FREQUENCY INVERTER	78
B4	**SHAFT COPY SYSTEMS**	**80**
B41	STANDARD COPY	80
B42	RELATIVE COPY	81
B43	ABSOLUTE COPY	85
B44	MOTOR COPY	90
B45	MINIMUM COPY	93
B46	R&S COPY	95
B5	**INDICATION**	**96**
B501	CAR INDICATION	96
B502	CAR ARROW	97
B503	FLOOR ARROW	98
B504	GONG AT THE CAR	98
B505	GONG AT THE FLOOR	98
B506	LED-MATRIX	99
B6	**FUNCTIONS**	**100**
B600	MONITOR-FUNCTIONS	100
B601	INSPECTION TRAVEL	103
B602	EMERGENCY UNIT	103
B603	CAR FAN	104
B604	LOAD MEASURE	104
B605	STAND-BY-DRIVE	105
B606	PARKING TRAVEL	106
B607	FLOOR BLOCKING	107
B608	ENERGY SAVE MODE	108
B609-12	PRIORITIES OF SPECIAL DRIVES	109
B609	EMERGENCY-POWER SERVICE	110
B610	EMERGENCY-FIRE SERVICE	111
B611	FIRE FIGHTER TRAVEL	112
B612	RESCUE TRAVEL	114
B613	GUIDE MODE	114
B614	HOTEL STOPPING	114
B615	TIME RELAYS	115
B616	ELEVATOR-CHECK	116
B617	BOLT	116
B618	CODELOCK CALLS	118
B619	ATTENDANT MODE	119
B620	DEADMAN MODE	119
B621	FAX-MODEM-DUN	120
B622	UCM MONITORING	121
B623	OSKAR INTERFACE	122
B624	PARKING GARAGE	122
B625	TRAFFIC CAPTURE	125
B7	**INPUTS / OUTPUTS**	**115**
B71	ASSOCIATION OUTPUTS	115
B72	ASSOCiATION INPUTS	122
B73	I/O PREASSOCIATION	130
B74	PULSE BUFFER DELAY	137

5.	**DIAGNOSIS AND FAULT HANDLING**	**147**
I1	ACTUAL VALUE MENU: CALLS FOR FLOOR 01 TO 16	147
I2	ACTUAL VALUE MENU: CALLS FOR FLOOR 17 TO 32	147
I3	ACTUAL VALUE MENU: CAR POSITION	147
I4	ACTUAL VALUE MENU: DOORS, DOOR SWITCHES	148
I5	ACTUAL VALUE MENU: SAFETY CIRCUIT	148
I6	ACTUAL VALUE MENU: COMMANDS	148
I7	ACTUAL VALUE MENU: MODEM	148
C0	CONTROLLER RESET	149
C1	GIVE CALLS	149
C2	IN / OUTPUT SIGNALS	149
C3	FAULT LOG	150
C4	MOT-APPROVAL	150
C5	LEVELING CONTROL	152
C6	MODUL MONITOR	152
C7	DRIVE ASSEMBLY	152
C8	EVENT LOG	152
F01	FAULT DESCRIPTION	153
W01	CHANGE OF THE CPU-CARD OF THE CENTRAL UNIT ZR	160
6.	**INFORMATION**	**160**
D1	IN / OUTPUT	160
D2	TRIP COUNTER	160
D3	RUN-TIME COUNTER	160
D4	DOOR-MOVE COUNTER	160
D5	CAR-SPEED	160
7.	**START UP**	**161**
I00	DRIVE ASSEMBLY	161
I01	COMMISSIONING THE DIGITAL SHAFT COPY	161
I02	COMMISSIONING THE ABSOLUTE SHAFT COPY WITH SWITCHES	164
I03	COMMISSIONING THE ABSOLUTE SHAFT COPY WITHOUT SWITCHES	165
I04	Function Test – Monitoring of the Braking Elements	167
I05	Function Test – Einfahrt mit offener Tür / Nachregulierung	168
I06	Function Test – Verlassen der Türzone bei geöff. Tür EN 81-1/2 A3- 9.13.2	169
I07	Function Test – Mech. Bremsöffnung in d. Türzone bei geöff.Tür EN81-1/2 A3- 9.13.2	170
I08	COMMISSIONING THE INSPECTOR FUNCTIONS C40 to C418	171
8.	**INDEX**	**176**

1.0 SYSTEM DESCRIPTION

1.1 PRODUCT LIABILITY AND WARRANTY

All work on this microprocessor system must only be performed by qualified personnel (electrician or electrically trained person). Please note the safety instructions in this manual.
This manual is therefore directed to the elevator technician who installed the control and putting it into service, as well as to control the farmer who installs the device in the control panel and performs the necessary wiring.
We guarantee the accuracy of product and not a product that we publish this information and operating instructions. There is no guarantee, legal responsibility, nor any liability for the cost-or error-free operation for a purpose other than the grants defined in Section 1.2.

WARRANTY CONDITIONS

The function of the device according to this manual are guaranteed for 12 months. Prerequisite for the free shipment of spare parts are the demonstrated compliance with the operating instructions for storage, transportation, installation, commissioning and operation, and maintenance. The General Terms and Conditions of KW AUFZUGSTECHNIK GmbH.

1.2 SAFETY CONDITIONS

IN GENERAL

Running the controller system DAVID-606 without casing is forbidden, because of the high voltage in there. If you do runing without casing, there could be personal damage.
Disregard of this provision is a risk of serious personal injury and property damage. All work on the microprocessor system may be performed only by qualified personnel. The following safety rules are observed: DIN VDE 0100, DIN VDE 0110, IEC 364, IEC-664.
People who are familiar with the installation and commissioning of Microprocessor Systems DAVID-606, respecting the national accident prevention regulations and demonstrate appropriate professional qualifications are properly qualified personnel in accordance with this manual.

USE OF THE CONTROLLER SYSTEM DAVID-606

The controller system DAVID-606 is device for the use in elevators. Other using is forbitten without the prior written consent of KW Aufzugstechnik GmbH. The following laws must be considered, when you are build in the inverter:

- EG-Richtlinie 89/392/EWG (Maschinenrichtlinie) .
- EN 60204.
- Niederspannungsrichtlinie 73/23/EWG
- EMV-Richtlinie (89/336/EWG)
- prEN 50178/DIN VDE 0160.
- EN 60439-1/DIN VDE 0660 Teil 500
- EN 60146/DIN VDE 0558.

TRANSPORT AND MOUNTING

The microprocessor system DAVID-606 contains electrostatically sensitive components which can be easily damaged by improper handling. Electrical components must not be mechanically damaged or destroyed. To connect the device it is not necessary to remove the appliance lid.The installation and cooling of equipment must be carried out in accordance with the provisions of the manual.
The control computer must be protected from excessive strain during transport and handling. The electronic components and contacts must be avoided.

SERVICE

Only parts of manufacturer are allowed to use. The lead gel accumulator is aging between the lifetime. With demand for highest availability a preventive exchange is recommended after one year. The cleaning is permissible only with halogeneous-free means.

1.3 EC DECLARATION OF CONFORMITY & EMC TEST REPORT

Product Controller for Elevators

Type Microprocessor System DAVID -606

We confirm that the a.m. product complies with the applicable EG-guidelines mentioned below, and that it has been designed and manufactured in accordance with these standards. A operating instruction is issued with each unit.The safety advices must be studied in detail, before operating the unit.

Perform the test according to EN 12015: 2005 Emissions and EN12016: 2008 Immunity

The test was performed according to the following individual standards:

EN 61000-4-2 : 2009-12
EN 61000-4-3 : 2008-06
EN 61000-4-4 : 2005-07
EN 61000-4-5 : 2007-06
EN 61000-4-6 : 2008-04
EN 55011 : 2007-11

Oberursel, den 28.03.2011

Hans-Werner Walbert

EMV Prüfbericht

SERVICEFORCE.COM
SERVICES FOR COMMUNICATIONS AND AUTOMATION ENGINEERING

Service Center
ServiceForce.Com GmbH
Kleyerstr. 92
60326 Frankfurt am Main

Prüfbericht-Nr.: 043_11E
Datum: 02.03.2011
Projekt-Nr.: 505000300

Auftraggeber:	KW Aufzugstechnik GmbH		
Ansprechpartner:	Stefan Müller	**Telefon:**	+49(0)6021-62048-4
Adresse:	Zimmermühlenweg 69	**Fax:**	+49(0)6021-62048-5
	61440 Oberursel	**E-Mail:**	mueller@kw-aufzugstechnik.de
Prüflabor:	ServiceForce.Com GmbH		
Ansprechpartner:	Ulrich Pohle	**Telefon:**	+49 (0)69-365090-3282
Adresse:	Kleyerstr. 92	**Fax:**	+49 (0)69-365090-5511
	60326 Frankfurt am Main	**E-Mail:**	Ulrich.Pohle@serviceforce-com.de
Prüfort: (falls nicht mit der Adresse des Labors identisch)			

Prüfling:	Steuergerät David 606
Seriennummer:	2011-01-050
Beschreibung:	Bei dem Prüfling handelt es sich um ein Steuergerät für Aufzüge.
Aufgabenstellung:	Durchführung der Prüfung nach EN12015:2005 und EN12016:2008
Ergebnis:	Der o. g. Prüfling hat die durchgeführten Tests bestanden.

Bearbeiter: Wolfgang Hilber
Datum: 13.04.2011
Unterschrift

Freigabe: Ulrich Pohle
Datum: 13.04.2011
Unterschrift

Alle Ergebnisse dieses Prüfberichtes beziehen sich auf den Prüfgegenstand. Jegliche Abwandlung des Prüfgegenstands führt zur Ungültigkeit des Testberichts. Die hier dargestellte Information ist Eigentum der

1.4 DESCRIPTION OF PROCESSOR INQUIRY - SAFETY CIRUIT

FUNCTION

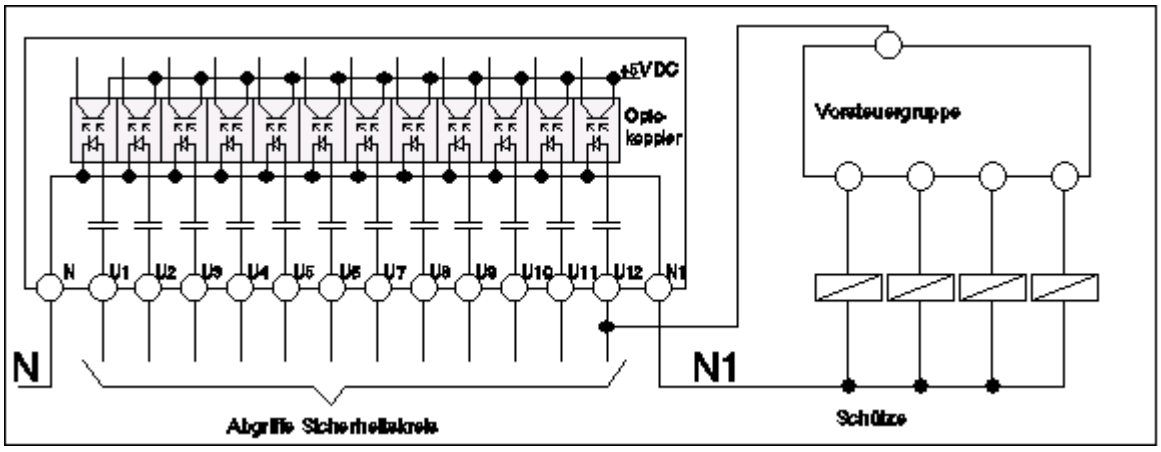
The Central Processing Unit contains a function through which the voltage level in the safety circuit of the elevator system is monitored.The safety circuit voltage is divided through X2 capacitors and resistors and then forwarded to the input of the opto-couplers. Further processing of these signals is executed through the connected electronic circuits, under potential separation.

FUNCTION TEST

All safety-relevant contactors must only use the N1-potential as zero potential.For the purpose of testing, the N1-potential can be disconnected. This must cause all safety-relevant contactors to trip.

DECRIPTION OF TERMINAL CONNECTIONS

For the inquiry of voltage levels in the safety circuit, 12 input terminals (U1 up to U12) are available.These terminals are plug-in terminals in the 7,62 mm standard. The N and N1 potential are also connected to these terminals. The wiring diagram shown below represents the actual circuit layout as tested and executed.



Eschborn, den 01.08.2001

Hans-Werner Walbert

Certificate

Nr./No.: 968/A 132.01/16

Prüfgegenstand **Product tested**	Elektronische Abfrageschaltungen (Teilbereich der Leiterplatte DAVID606) Electronic monitoring circuits (subarea of PCB DAVID606)	**Zertifikats-inhaber** **Certificate holder**	KW Aufzugstechnik GmbH Zimmersmühlenweg 69 61440 Oberursel Germany
Typbezeichnung **Type designation**	DAVID606		
Prüfgrundlagen **Codes and standards**	EN 81-20:2014 EN 81-50:2014		EN 81-1:1998 + A3:2009 EN 81-2:1998 + A3:2009
Bestimmungsgemäße Verwendung **Intended application**	Einsatz an Personen- und Lastenaufzügen. Abfrageschaltungen zur rückwirkungsfreien Überwachung von Schaltzuständen im Sicherheitsstromkreis einer Aufzugsanlage gem. EN 81-20 Abschnitt 5.11.2.1.2 und EN 81-1/-2 Abschnitt 14.1.2.1.3. For use at passenger and goods passenger lifts. Monitoring circuits for feedback-free monitoring of the lift installation's safety chain switching status acc. to EN 81-20 clause 5.11.2.1.2 and EN 81-1/-2 clause 14.1.2.1.3.		
Besondere Bedingungen **Specific requirements**	Die Hinweise in der zugehörigen Installations- und Betriebsanleitung sowie im Anhang zu diesem Zertifikat sind zu beachten. The instructions of the associated Installation and Operating Manual as well as in the annex to this certificate shall be considered.		

Gültig bis / Valid until 2021-07-15

Der Ausstellung dieses Zertifikates liegt eine Prüfung zugrunde, deren Ergebnisse im Bericht Nr. 968/A 132.01/16 vom 14.07.2016 dokumentiert sind.
Dieses Zertifikat ist nur gültig für Erzeugnisse, die mit dem Prüfgegenstand übereinstimmen. Es wird ungültig bei jeglicher Änderung der Prüfgrundlagen für den angegebenen Verwendungszweck.
The issue of this certificate is based upon an examination, whose results are documented in Report No. 968/A 132.01/16 dated 2016-07-14.
This certificate is valid only for products which are identical with the product tested. It becomes invalid at any change of the codes and standards forming the basis of testing for the intended application.

TÜV Rheinland Industrie Service GmbH
Bereich Automation
Funktionale Sicherheit
Am Grauen Stein, 51105 Köln

Köln, 2016-07-15

Certification Body Safety & Security for Automation & Grid

Dr.-Ing. Thorsten Gantevoort

www.fs-products.com
www.tuvasi.com

TÜVRheinland®
Precisely Right.

10/222 12.12 E A4 ® TÜV, TUEV and TUV are registered trademarks. Utilisation and application requires prior approval

TUV Rheinland Industrie Service GmbH, Am Grauen Stein, 51105 Köln / Germany
Tel.: +49 221 806-1790, Fax: +49 221 806-1539, E-Mail: industrie-service@de.tuv.com

Anlage zur freiwilligen Baumusterprüfbescheinigung
Registrier-Nr. 01/208/K/0607/2268Ae1

TÜVRheinland®
Genau. Richtig.

Hersteller:	KW Aufzugstechnik GmbH Zimmersmühlenweg 69 61440 Oberursel	
Bezeich-nung/Typ:	Sicherheitskreisabfrage DAVID606	
Ident.-Nr.:	DAVID 606	
Bestimmungs-gemäßer Gebrauch:	Die Sicherheitskreisabfrage wird typischerweise eingesetzt, um elektrische Zustände an sicherheitsrelevanten Anlagenteilen binär zu erfassen und weiterzuleiten.	
Nenndaten:	Eingangsspannung:	230 VAC +5 %, -15 %
	Max. Eingangsstrom:	< 30 mA
	Eingangsimpedanz:	> 8 KΩ
	Anschlüsse:	12 Anschlüsse für Sicherheitskreis (U1-U12) 2 Anschlüsse für die Neutralleiter(N, N1)
Umwelt-bedingungen:	Verschmutzungsgrad : 3	
	Werkstoffgruppe:	III
	Schutzgrad:	IP4x (durch Gehäuseschutzgrad zu gewähr-leisten)
	Betriebstemperatur:	0... 45°C

Hinweise:

Die Sicherheitskreisabfrage befindet sich auf einer Leiterplatte, die weitere Bestandteile enthält, welche vom Sicherheitskreis galvanisch getrennt sind. Das Verbinden der elektrischen Signale zum Sicherheitskreis erfolgt über Steckverbinder.
Die relevanten VDE-Vorschriften und die DIN EN 81-1/2 sind bei der Installation der Sicherheitskreisabfrage einzuhalten.
Durch die Wahl eines geeigneten Einbauortes muss sichergestellt sein, dass Umwelteinflüsse keine negativen Auswirkungen auf die Funktion der Sicherheitskreisabfrage haben.
Der Neutralleiter ist so zu verlegen und zu sichern, dass ein Lösen und Berühren mit spannungsführenden Teilen ausgeschlossen ist.
Nach Installation der Abfrageschaltungen ist die sichere Verbindung der Neutralleiter von elektromechanischen Schaltgliedern und der Leiterplatte zu überprüfen.
Die ausschließliche Verwendung des N1-Potentials zum Anschluss der sicherheitsrelevanten Schütze ist einzuhalten.
Die korrekte Installation ist regelmäßig zu überprüfen.

Köln 2011-07-19

Volker Sepanski

2268Ae1 Anlage

Seite 1 von 1

1.5 SELF-MONITORING OF THE BRAKING ELEMENTS after EN81- 1/2:1998+A3:2009

1.5.1 Function description Monitoring of the Braking Elements

In General

In gearless drives the service brakes have been used as a protective device for the car moving against overspeed. The braking devices are therefore redundant and are monitored by a micro-switch / proximity switch per circuit. These switches are used to monitor the braking elements for protection against inadvertent movement of the car.
With traction elevator systems to EN81-1 with certified braking devices to the new standard EN 81-1:1998 + A3: 2009, like e.g. the types MAYER, Warner, ..., as a operating brake on the drives of the companies Wittur-SAD, Thyssenkrupp-Liftequipe, Ziehl-Abegg, Tornado, Sassi,..., or with A3 Certification brake control unit on the driving wheel, like the types of MAYER, Warner, ..., on the drives of Thyssenkrupp-Liftequipe-NBS, Sassi,...., the monitoring is done by independent input channels of brake control elements monitoring of the regulation unit.
At hydraulic lifts of the company ALGI and the types AZRS and AZFR , according to the new standard EN 81-2:1998 + A3: 2009, the Down Travel is initiatet with two series-connected hydraulic valves, which have a monitoring of the open and closed position. The monitoring is done by independent input channels of brake control elements monitoring of the regulation unit. The following description is part of the manual.

Function steps

A) Before Starting - Motor and Controller are in standby state

In the standby state is expected that the brake element is not active and the brake switch elements have the following signal levels:

Brake element monitoring input	Expected status
Configured as Closer (NO)	0V Signal level at the monitoring input
Configured as Opener (NC)	+24V Signal level at the monitoring input

Is no expected signal levels at the control DAVID-606/613/2005, it lock with the error messages "**F51 brake element function**" or "**F54 brake element synchronization**".
Only by **RESET in menu C0** or a reset pulse at an input to the programmed input function can control DAVID E506-606/613/2005 will be unlocked.

B) Start – Braking elements are opening

With activation of the braking element is "open brake element monitoring" period started. Within this time window, it is expected that the braking element is activated and the signal change is performed on the brake element monitoring switches:

Brake element monitoring input	Expected status
Configured as Closer (NO)	0V Signal level at the monitoring input
Configured as Opener (NC)	+24V Signal level at the monitoring input

If the signal change within the time frame, or the synchronization of input channels is not guaranteed, the control DAVID-606/613/2005 lock with the error message "**F51 brake element function**" or "**F54 brake element synchronization**". Only by **RESET in menu C0,** the controller DAVID-606/613/2005 will be unlocked.

Solely through the on / off switching of the controller, the controller is not unlocked, ie If the error message F51 or F54 is applied and the system shuts off and then switched on again, the control with the appropriate error message locked.

C) End of Travel - Braking elements are closing

With drop in braking element, the monitoring time "Close monitoring braking element" starts. Within this time window, it is expected that the braking element is deactivated and the signal exchange is performed on the brake element monitoring switches:

Brake element monitoring input	Expected status
Configured as Closer (NO)	0V Signal level at the monitoring input
Configured as Opener (NC)	+24V Signal level at the monitoring input

If the signal change within the time frame, or the synchronization of input channels is not guaranteed, the control DAVID-606/613/2005 lock with the error message "**F51 brake element function**" or "**F54 brake element synchronization**". Only by **RESET in menu C0,** the controller DAVID-606/613/2005 will be unlocked.

Solely through the on / off switching of the controller, the controller is not unlocked, ie If the error message F51 or F54 is applied and the system shuts off and then switched on again, the control with the appropriate error message locked.

1.5.2 Digital Inputs

All these channels can be Inputs-, but also Output-channels. The channels are potentialfree about optocouplers and designed for +24V DC. The inputs can used with the +24V DC Voltage of the inverter or the +24V DC Voltage of the lift controller (pay attention to the GND connetion to the lift controller !).

The inputs and outputs are freely programmable. The desired input function can be found in the **menu B72 assignment inputs. For the brake elements are monitoring up to 3 input functions, ie It can monitor up to 3 braking circuits.**

Programming of the Digital Inputs

When the brake release up to 3 independent brake coils can be monitored. The choice of inputs is free, should the appropriate input functions to be occupied (E25, E438-E439 menu B72).

Assignment of the inputs menu B72

All inputs can be used in principle, and are assigned to the features listed below. Assign menu B72 just as many input channels with features as you have brake circuits.

No.	Display-Layout	Function
E25	E25 - Brake Monitoring Coil-1	Input function for Brake Monitoring Coil 1
E438	E438- Brake Monitoring Coil -2	Input function for Brake Monitoring Coil 2
E439	E439- Brake Monitoring Coil -3	Input function for Brake Monitoring Coil 3

1.5.3 Teach in of the Monitoring Times

In the Menu B600 monitoring the brake members shall be activated. In addition, the switch type (NO or NC) are defined. With the help of monitoring times, the behavior of the respective braking element type to be adapted.

Brake Monitoring	
	At the Brake monitoring you can look over three brake coils
Brake Monitoring Input	
	Here you can put the switch-behaviour.There are two possibilities, like **NC-Normally Closed** and **NO-Normally Open**. Standart value is NC**.**
Brake Monitoring Opening	
	The time needed for the operation of the brake opening a window of up to 2000 ms can be clamped.
Brake Monitoring Closing	
	The time needed for the process of dropping the maximum brake a time window of 2000 ms are clamped.
Brake Monitoring Synchronization	
	The brake elements are monitored for synchronization. The default value for this tolerance time is 500ms.

1.5.4 Fault clearance and Reset

Depending on the number of connected brake circuits may appear in the event of an error of up to 4 errors. In the Menu C3 all error messages are marked present.

ERROR 51	**Brake element monitor**	There is no expected signal levels at the monitoring braking inputs of the control DAVID-606/613/2005.
ERROR 54	**Brake element synchronization**	The monitoring of the braking elements has been activated. One of the monitor inputs is out of order or it is slower than the other (s) channel. Please check it.

After remedying the lack of the brake elements / or the external wiring, the drive can be **unlocked by selecting the error menu C0 RESET memory**.

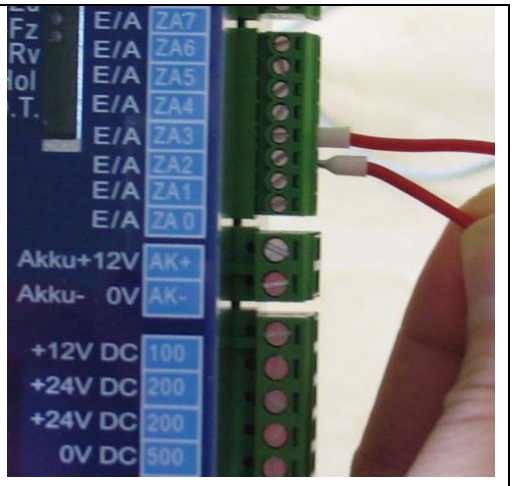
E506	**E506 RESET Brake Element**	Possibility of the external reset for brake monitoring elements

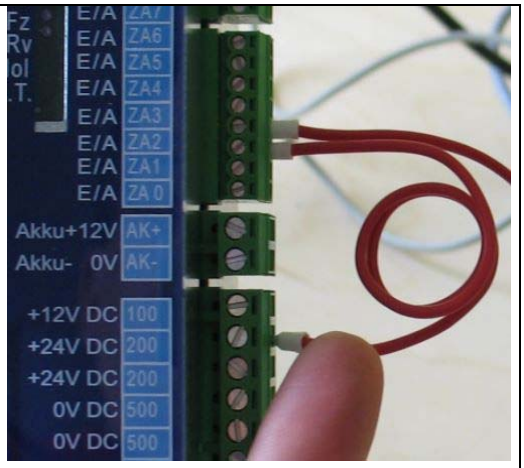
It is also possible to program a free entrance to the input function E506. By connecting a bowl button it is possible to unlock the system via a pulse on this input.

Solely through the on / off of the controller, the control is not unlocked, ie If the error message F51 or F54 is applied and the system shuts off and then switched on again, the control with the appropriate error message locked.

1.5.5 Function test – Self-Monitoring of the Braking Elements after EN81-1/2:1998+A3:2009

Generally
Due to the development of the software, the function of the brake elements in-plant monitoring at KW Aufzugstechnik GmbH in the testing, as well as in the on-site commissioning of the lift system must be examined. The description of the functional test is part of the manual.

Test cable break - Monitoring Input 1	
1.) Switch off the Signal line at the monitoring input channel 1. 2.) Return Motion Drive UP or DOWN 3.) The Controller DAVID 606/613/2005 gives the error message "F54 – Brake Element Synchronization" and locks. More trips are not possible! 4.) Switch on the Signal line at the monitoring input channel 1. 5.) With the Return-Drive to try to take a ride. A drive may be not possible! 6.) In the menu C0 the Controller DAVID 606/613/2005 can be unlocked in the fault memory by selecting the error. The elevator system is ready to start again.	 Removing the monitoring channel 1

Test cable bridge - Monitoring Input 1	
1.) Switch off the Signal line at the monitoring input channel 1 and put in a jumper between terminal 200 (+24 V DC) and channel 1. 2.) Return Motion Drive UP or DOWN 3.) The Controller DAVID 606/613/2005 gives the error message "F51 – Brake Element Function" and locks. More trips are not possible! 4.) Put off the jumper between the terminal 200 and channel 1. Switch on the Signal line at the monitoring input channel 1. 5.) With the Return-Drive to try to take a ride. A drive may be not possible! 6.) In the menu C0 the Controller DAVID 606/613/2005 can be unlocked in the fault memory by selecting the error. The elevator system is ready to start again.	 Setting the jumper between 20o and Channel 1

Repeat the test steps
After the two test steps were carried out for the monitoring braking element 1, then for all other brake circuits have now equivalent to the test steps are carried out!

1.5.6 EG-Declaration of Conformity

LIFTINSTITUUT

TYPE-EXAMINATION CERTIFICATE

FOR LIFTCOMPONENTS

Issued by Liftinstituut B.V.

Certificate nr.	:	NL12-400-1002-170-01 Revision nr.: -
Description of the product	:	Self-Monitoring of the braking elements as part of the protection against unintended car movement
Trademark, type	:	David-606-613-2005
Name and address of the manufacturer	:	KW Aufzugstechnik GmbH Zimmersmühlenweg 69 D-61440 Oberursel Germany
Name and address of the certificate holder	:	KW Aufzugstechnik GmbH Zimmersmühlenweg 69 D-61440 Oberursel Germany
Certificate issued on the following requirements	:	Lifts Directive 95/16/EC, EN 81-1:1998+A3:2009, EN 81-2:1998+A3:2009
Test laboratory	:	None
Date and number of the laboratory report	:	None
Date of type-examination	:	July 2012
Annexes with this certificate	:	Report belonging to the type-examination certificate nr.: NL12-400-1002-170-01
Additional remarks	:	None
Conclusion	:	The lift component meets the requirements referred to in this certificate taking into account any additional remarks mentioned above.

Issued in Amsterdam
Date of issue : July 24, 2012

ing. A.J. van Ommen
Manager Business Unit
Certification

Certification decision by

· Liftinstituut B.V. · Buikslotermeerplein 381 · P.O. Box 36027 · 1020 MA Amsterdam ·
· www.liftinstituut.nl ·

F23-02-22-v5.0

1.5 DESCRIPTION OF TEMPERATURE MONITOR ZR

Product Controller for Elevators

Type Microprocessorsystem DAVID-2001/2005/606 – Main Unit ZR

The central unit ZR has an electronic circuit for the collection of the temperature within the equipment. In the software the temperature thresold can for the cycle non-repeat function of the plant can between 30 degrees Celsius and 100 degrees Celius be adjusted.
During factory setting the temperature thresold was specified on 60 degrees Celsius.

Stopping the plant means an entry with a rope elevator into the next stop and/or with a hydraulic elevator the execution of an emergency sinking in the lowest stop and refusal of call acceptance to the swichgear cabinet temperature below the limit value threshold sinks.

Oberursel, den 01.03.2006

Hans-Werner Walbert

1.7 DESCRIPTION OF ENERGY EFFIVIENCY VDI 4707

The control system 606 DAVID supports all 4 modes of operation according to VDI 4707.

DAVID 606	OPERATING-MODE	DESCRIPTION	WAKE UP TIME	ACTIVE POWER (Watt)
TRAVEL DEMAND	**P0**	The component is in function.		**38 Watt**
DOWNTIME REQUIRED	**S0**	This component is ready for use.	**0 Sec.**	**38 Watt**
	S1	Simplest sleep mode. All displays are completed off.	**< = 250 ms.**	**36 Watt**
	S2	Soft-Off mode (deep sleep) doors are closed. The car controller FKR is turned off .	**< = 1 Sec.**	**25 Watt,**

VDI 4707 Page 2

BASICS: THE FIVE USE CATEGORIES

Depending on frequency of use with the help of the five categories can use the downtime and travel needs of an elevator system in an energy efficiency rating to be converted.

USE CATEGORIES	1	2	3	4	5
FREQUENCY OF USE	VERY RARE	RARE	OCCASIONALLY	OFTEN	VERY OFTEN
AVERAGE DOWNTIME	**23,8**	**23,5**	**22,5**	**21**	**18**
TYPICAL BUILDING	House to 6 flats	House to 10 flats, Small office building	House to 20 flats, Mediator Office and administrative building	Residential apartment building with more than 50 apartments,high office and administration building, small to medium hospital	office and administration building, > 100m Great hospital, Freight elevator in the production process for multi-shift operation

VDI 4707 Page 1

BASICS: WEIGHTING OF THE FIVE USE CATEGORIES

Calculation of stagnation energy demand according to VDI 4707 with emphasis on operational modes S0, S1 and S2.

USE CATEGORIES	1	2	3	4	5
WEIGHTING S0	1 %	2 %	5 %	7 %	10 %
WEIGHTING S1	24 %	33 %	60 %	73 %	85 %
WEIGHTING S2	75 %	65 %	35 %	20 %	5 %

VDI 4707 Page 1

2. PERFORMANCE FEATURES

2.1 PERFORMANCE FEATURES - MICROPROCESSORSYSTEM DAVID-606

The microprocessorsystem DAVID-606 is a very high flexible controller system for rope- and hydraulic elevators with maximal 32 floors. You can chooose a very high number of controller types, like Send-controlling, attendant-controlling, no-collecting, One-button down, one button up & down, Two buttons aud the group function with an optional pcb-card.
Fundamentally all door types can be used with this controller, like automatic with limitswitch / without limitswitch, or handdoors with or without cardoor by choosing the right parameters.
There are 5 systems of shaft copy in the controller software. If you are working only with magnets you can choose between Standard and minimum copy. If you are prefering digital shaft copy systems you have three possibilities like relative- , absolute digital copy and the system which use the pulses of the motor encoder.
For functions, like pre-opening doors or releveling, you can use our security ciruit. The microprosse-or-units in the casing, on the car, in the car panel and in the floor can show the position of the car by car indicators in different codes (1 of N, binär & graycode). For the direction arrows and the hall lan-tern are also output channels at the units, the gong-function is a stanard-function of the system. You have only to connect a loudspeaker at output-terminals.
The controller have a lot of special functions, like fire evacuation service, emergency power service, fire fighter service,.. in the software.
With the help of the mobil handterminal HPG-60 with LCD-Display and clear sentence working in two langunges, you can make the commissioning and monitoring at the car and perhaps inside the car though the car panel. There is a Event / Fault Log with a depht of 100 entries.

Basic componentes of the controllersystem DAVID 606:

CENTRAL UNIT DAVID-606-ZR

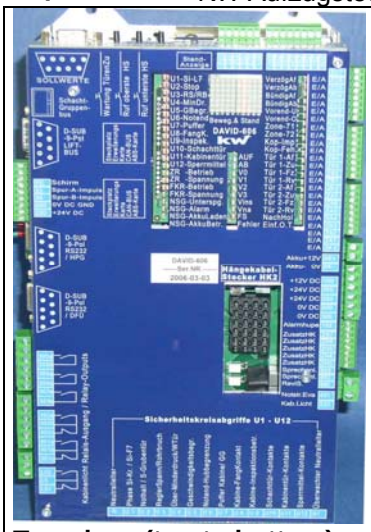
Car Bus Connection RS-485 with Hanging Wire EHK-40

CAR CONTROLLER DAVID-2005-FKR

Car Calling Controller DAVID-2005-EIT or DAVID-2003-ITR

2.2 DESCRIPTION CENTRAL UNIT ZR

The central-unit in a full casing of aluminium metal with an integrate power supply of 24V DC 2,5A and a emergency power supply of 12V DC 1,2A. You do not need a optional power supply. The system has the following in- & output channel and interfaces:

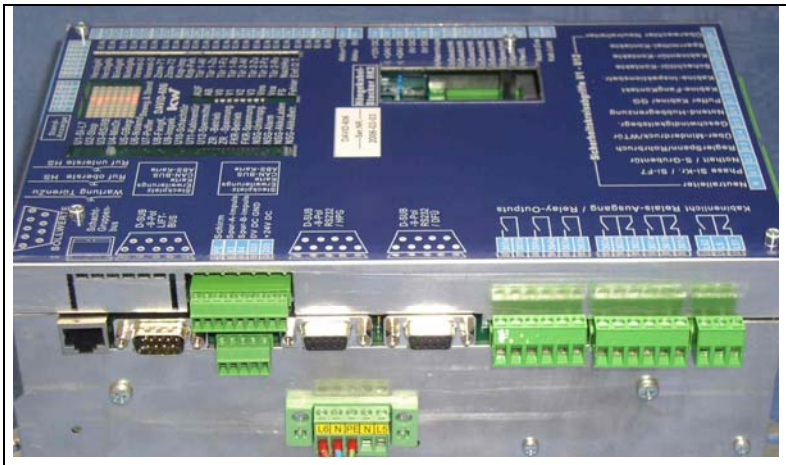


Top view: (top to bottom)

The multifunctionsindicator on the top side of the casing shows you a lot of typical informations about the running system:

- Actual carposition
- Safety-ciruit (red LED -> Open green LED-> closed)
- Monitorfunction about the voltage and running of the ZR- and FKR-controllersystem
- Four LEDs about the emergency supply
- Indication about the speeeds and the direction
- Switching position of the shaft copy
- Doorfunctions

Each DAVID-606-ZR-Unit get a serial number, as characteristic of existed climatic and function tests.
In the lower part of casing cover is a connection of the hanging wire. (Plug and Play).

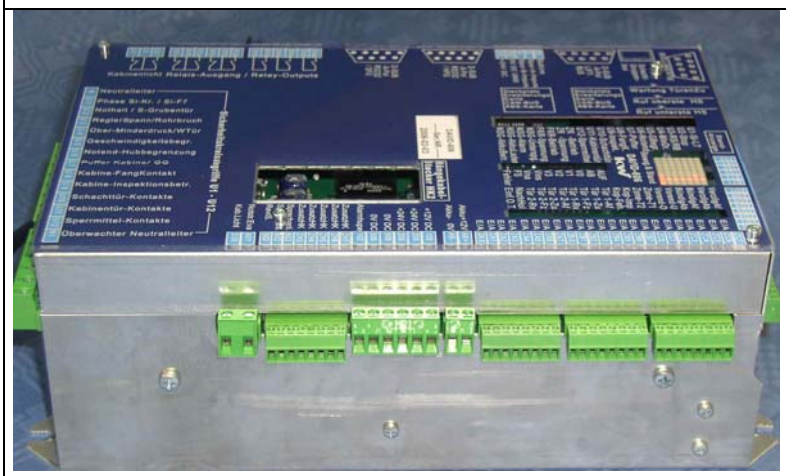


Left Side Part: (from left to right side)

2 optional Expansionports, Command relay output-16P, Nominal-Value-9P, Shaftbus-RJ45, Liftbus-Connector-9P, Encoder-Digital Shaft Copy System,
Serial interface hand terminal HPG-60,
Serial Interfaces Modem /DFÜ

6 free relay exits (K300 to K315)

Mains connections for phase Processor & Emergency (N, L6,L5,PE)



Right Side Part: (from. Left to right side)

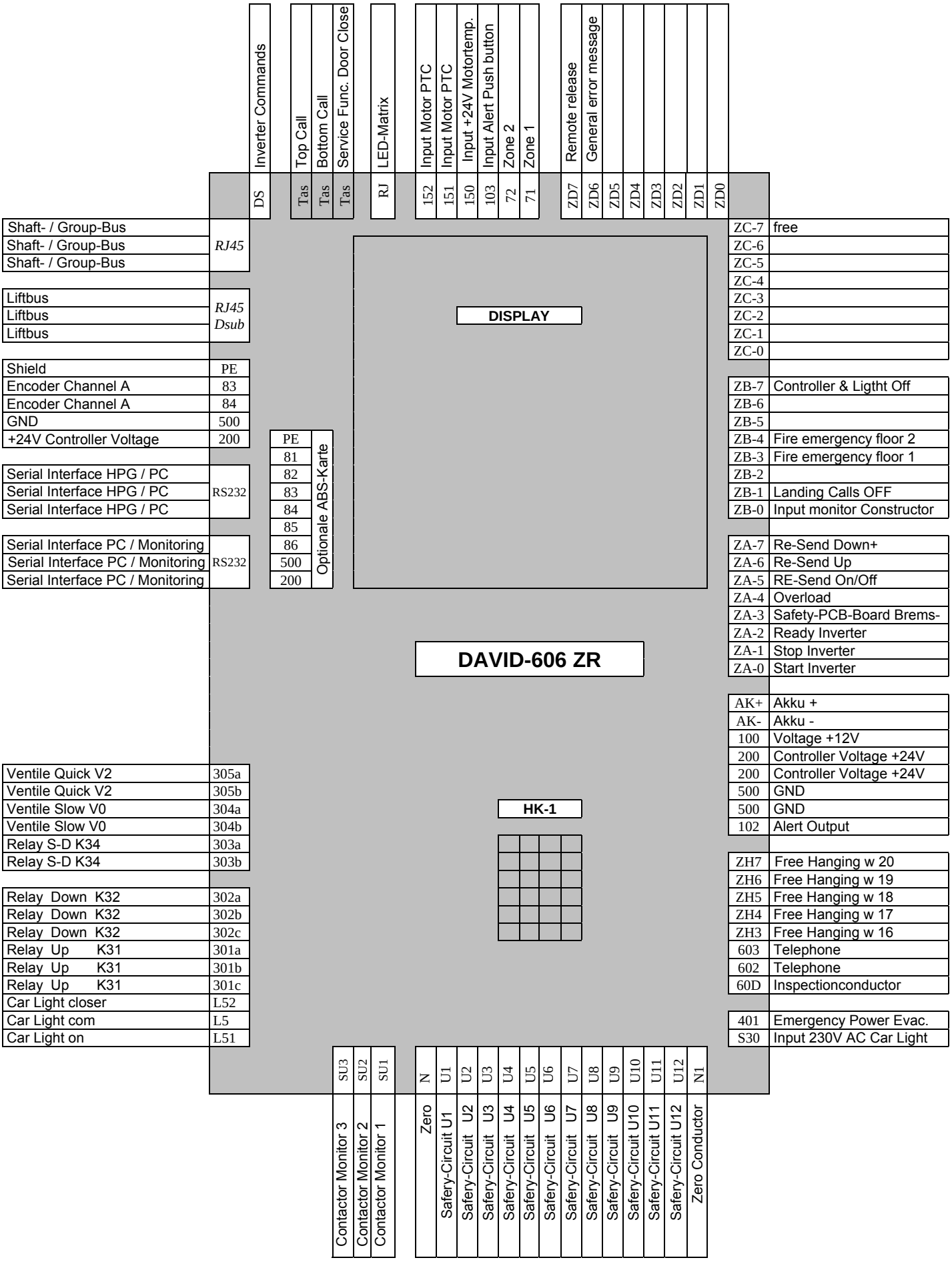
24 free programmable Inputs & Outputs ZA0..7, ZB0..7, ZC0..7, ZD0..7

2 230V-AC Inputs for Emergency power evacuation & Cab light

Connector Inspection contactor K60,
2x Intercom, 5 free hanging wire cores

	Bottom Side Part: (from Left to right side) 12 pcs. 230V-AC Inputs safery circuit inquiry (U1 to U12)
	Upstairs Side Part: (from Left to right side) Two Terminals (1y 8 In-& Outputs, Motor-ptc 151,152..) Connector Bus-display RJ12 Type KW; Button Call lowest stop, Button Call highest stop, Button Care Doors close for 15 min., Set-points-9P (driving commands and directions)

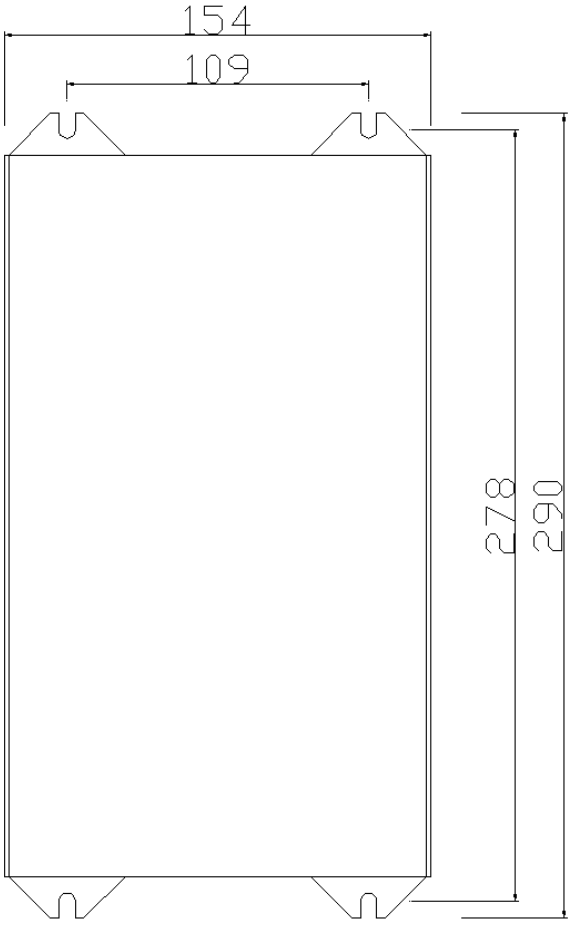
H01- Terminal -Description Main controller



U1	Safery-Circuit U1		**Indicator Car position**		**11A**	11A Brakept. Up
U2	Safery-Circuit U2				**11B**	11B Brakept.Down
U3	Safery-Circuit U3				**12A**	12A Level Up
U4	Safery-Circuit U4				**12B**	12B Level Down
U5	Safery-Circuit U5				**13A**	13A Correction Top
U6	Safery-Circuit U6				**13B**	13B Correction Bot
U7	Safery-Circuit U7				**71**	71 Zone 1
U8	Safery-Circuit U8				**72**	72 Zone 2
U9	Safery-Circuit U9				**Pulses**	Pulses
U10	Safery-Circuit U10				**Fault**	Fault Shaft Copy
U11	Safery-Circuit U11	**Up**	Direction Up		**D1 Open**	Door 1 Open
U12	Safery-Circuit U12	**Down**	Direction Down		**D1 Close**	Door 1 Close
ZR-Run	Run ZR-CPU	**V0**	Speed V0		**D1 Lg**	Door 1 Photocell
ZR-Spg	Power-ZR-CPU	**V1**	Speed V1		**D1 Rev**	Door 1 Reverse
FKR-Run	Run FKR-CPU	**V2**	Speed V2		**D2 Open**	Door 2 Open
FKR-Spg	Power-FKR-CPU	**V3**	Speed V3		**D2 Close**	Door 2 Close
NSG-Spg	NSG-Under voltage	**Vins**	Speed Vins		**D2 Lg**	Door 2 Photocell
NSG-Alarm	NSG-Alert	**Vna**	Speed Vnh		**D2 Rev**	Door 2 Reverse
NSG-Lad.	NSG-Accu Loading	**FS**	Error memory		**NH**	Releveling
NSG-Akku	NSG-Accu Drive	**Fault**	Error in drive		**EoT**	Pre-Open Door

Indicator witg LEDs and Carpostion matrix indicator

Technial Dimensions of the Central-Unit ZR



2.3 DESCRIPTION EXPANSION DEVICE DAVID-ZG-24

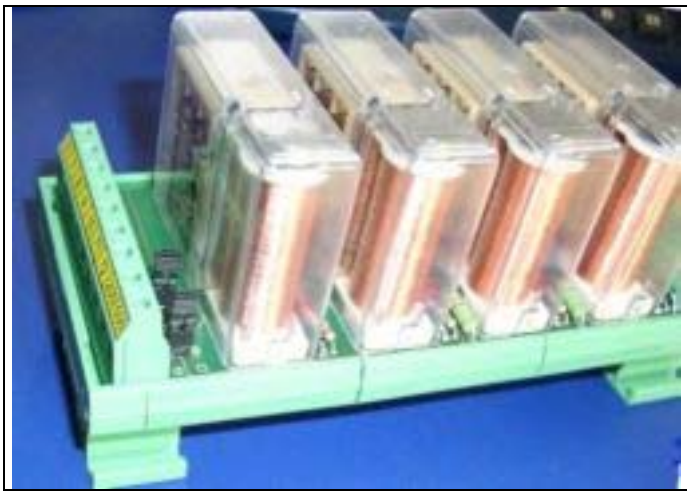
The Expansion-device DAVID-ZG-24 has 24 additional Inputs and Outputs. You can connect the expansion-device with bus-cable RJ45 and voltage supply (200 and 500) with the central unit or shaft bus. Inputs and outputs are freely selectable. You can have up to 4 expansion units in a central unit.

Address setting:
1.EU-> DIP switch 00
2.EU-> DIP switch 01
3.EU-> DIP switch 10
4.EU-> DIP switch 11

H03- Terminal Description Expansion-device DAVID-ZG-24

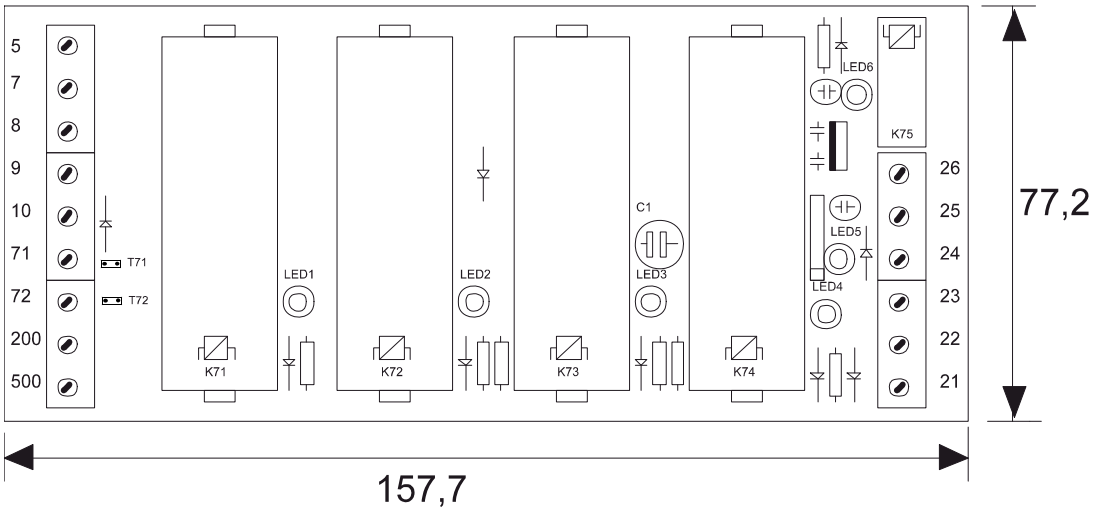
Bus Connection			21g	ZG0 In/Output
RJ-45			22g	Free In/Output
			23g	Free In/Output
Bus Connection			24g	Free In/Output
RJ-45			25g	Free In/Output
		Dip-Schalter Adres.	26g	Free In/Output
0V GND	500		27g	Free In/Output
+24V Controller Voltage	200		28g	Free In/Output
0V GND	500			
+24V Controller Voltage	200			
			29g	Free In/Output
Free In/Output	37g		30g	Free In/Output
Free In/Output	38g		31g	Free In/Output
Free In/Output	39g		32g	Free In/Output
Free In/Output	40g	**DAVID-ZG-24**	33g	Free In/Output
Free In/Output	41g	Expansion-device	34g	Free In/Output
Free In/Output	42g		35g	Free In/Output
Free In/Output	43g		36g	Free In/Output
Free In/Output	44g			

2.4 DESCRIPTION SECURITY CIRCUIT SIS-16-101



The Safety Circuit SIS16-101 has 4 safety relays and a small relay for the level-indicator. Screw terminals are on the right and on the left of the Safety Circuit.
SIS16-101 is preparatory for the Mounting-rail- assembly.
To the test of normal function of protection circuit is necessary to set the Jumper!

The security circuit has a type-examination certificate for the EN.81-1/2-A3.



Relay- and Indicating elements:	K71= Zone Relays 71 with red LED-Display LED1 K72= Zone Relays 72 with red LED-Display LED2 K73=Controll Relay 73 with red LED-Display LED3 K74=Start Relay Drive/Releveling with red LED-Display LED4 K75=Concise Relay with red LED-Display LED 6 LED Status= Color green, Control display LED 5
Dimensions (with basin):	(L x B x H) 157,7mm x 77,2mm x 65,0mm
Weight:	Approx. 700 Gram
Voltage Supply:	Terminals 5,7 - 250V AC / 4A Terminals 71,72 - +24V DC / 50mA Terminals 200 - +24V DC / 100mA Terminals 24 - +12V bis +24V DC / 250mA source of emergency power Akku Terminals 26 - +12V bis +24V DC / 250mA Concise announcement
Switching Cycles:	Ca. 1.000.000 Switching cycles
Protective Class	IP 43
Ambient temperature:	0ºC to +65 °C
Reaction time from departure of the zone to switch off maincontactor	Worst-Case: 0,024 Seconds

Description of function

According to the legal defaults bringing and in releveling (during more opened shaft- and driving basket door and the resulting bypass of the door and magnetic circuit) must be supervised by two independent switching elements. The demanded of each other independent zone switch S71 and S72 are supervised in the security circuit SIS16-101 with the help of the relays K71, K72 and K73 on error free function. The monitoring circuit of the protection circuit SIS16-101 which is active between the terminals 200 and 22 controls the perfect switching status of the relays K71, K72 and K73. With antivalence(that's mean with different switching attitude of the relays K71 and K72) the current flow is interrupted to clamp 22 and the green LED5 of the status indication expires(following EN81 part1 and part2 of No. 14.2.3.2). With a hydraulic elevator an emergency sinking is accomplished and prevented then each further trip. With a rope elevator the next trip can be prevented immediately. The bypass door and bolts of the magnetic circuit between the clamps 5 and 7 is closed only in the zone range with running in and releveling. With opened doors within the zone range the contacts of the safety circuit affect directly the driving contactors, so that with running in an releveling immediately the elevator is switching off during the interruption. Via evaluation zone switch of the S72 can take place when ist activation via the zone magnet an external control of a concise announcement(over the relay K75 galvanic seperation). But only if the car is in the concise range of the floor. On the protection circuit is in addition the red LED 6 which indicates the switching status of the concise relay to K75.

For the protection of unintended car movement away from the landing with the landing door not in the locked position and the car door not in the closed position according to the new standard EN 81-1:1998 + A3: 2009 resp. EN 81-2:1998 + A3: 2009 is done by the security circuit SIS16-101. The se-

curity circuit SIS16-101 causes the interruption of the safety circuit and thus acts directly on the drive contactors.
Based on the Position paper of the NB-L (CO-ORDINATION OF NOTIFIED BODIES LIFTS DIRECTIVE 95/16/EC) from 20.07.2011, Version 07, can be omitted in the external monitoring device of the brake control elements on a SIL 3 level. The monitoring is done by independent input channels of brake control elements monitoring of the control unit, or the regulation unit.

For hydraulic lifts according to the new standard EN 81-2:1998 + A3: 2009 with one-way lock valve, like ALGI S5, BLAIN L10 and BUCHER LRV (DSV) A3, there is no monitoring of brake control elements necessary, because, the one-way lock valve is not operating normally used to control speed or delay.
The DSV-A3 is a one-way lock valve that can be held open electrically. The power circuit is designed in such a way that the valve is open when the power is on, and closed (locked) when the power is off –closing the valve automatically brakes and then stops downward movement of the cabin. For hydraulic lifts according to the new standard EN 81-2:1998 + A3: 2009 with A3 Certification like Valves with integrated, self-monitored redundancy, e.g. BUCHER iValve or GMV Oildynamic NGV-A3.
The Bucher Hydraulics iValve and the GMV Oildynamic NGV-A3 are equipped with a redundant locking device for the down ride to fulfil the requirements of EN81-2:2010. If the cabin moves away from the landing with the door open, the A3 solenoid of the iValve shuts off to brake and stop the cabin.
This function of the iValve (i.e. the closing of the 2 redundant locking devices for the down ride) is monitored electronically.
At hydraulic lifts of the company ALGI and the types AZRS and AZFR , according to the new standard EN 81-2:1998 + A3: 2009, the Down Travel is initiatet with two series-connected hydraulic valves, which have a monitoring of the open and closed position. The monitoring is done by independent input channels of brake control elements monitoring of the control unit, or the regulation unit.
The detection zone for leaving the area with an open door, which is caused disruption of the safety circuit and thus acts directly on the drive contactors, again through the security circuit SIS16-101.

With traction elevator systems to EN81-1 with certified braking devices to the new standard EN 81-1:1998 + A3: 2009, like e.g. the types MAYER, Warner, ..., as a operating brake on the drives of the companies Wittur-SAD, Thyssenkrupp-Liftequipe, Ziehl-Abegg, Tornado, Sassi,..., or with A3 Certification brake control unit on the driving wheel, like the types of MAYER, Warner, ..., on the drives of Thyssenkrupp-Liftequipe-NBS, Sassi,...., the monitoring is done by independent input channels of brake control elements monitoring of the control unit, or the regulation unit.
The detection zone for leaving the area with an open door, which is caused disruption of the safety circuit and thus acts directly on the drive contactors, again through the security circuit SIS16-101.

TYPE EXAMINATION CERTIFICATE TÜV Thüringen EN 81-1/2 A3

Technischer Überwachungs-Verein Thüringen e.V.
Zertifizierungsstelle für Aufzüge und deren Sicherheitsbauteile

Melchendorfer Str. 64
99096 Erfurt
Tel.: (0361) 42 83 0
Fax: (0361) 42 83 242
e-mail: info@tuev-thueringen.de

Baumusterprüfbescheinigung

Bescheinigungs-Nr.:	**FT/11/0035/40**
Zertifizierungsstelle:	Zertifizierungsstelle für Aufzüge und deren Sicherheitsbauteile des TÜV Thüringen e.V. Melchendorfer Straße 64 99096 Erfurt
Bescheinigungsinhaber:	KW-Aufzugstechnik GmbH Zimmersmühlenweg 69 61440 Oberursel
Antragsdatum:	01.09.2011
Produkt:	Detektor zum Erkennen des Verlassens der Haltestelle des Fahrkorbes bei offenen Fahrkorbtüren, als Teil einer Schutzeinrichtung gegen unbeabsichtigte Bewegung des Fahrkorbes
Typ:	SIS16-101
Prüflabor:	Prüflabor für Aufzüge und deren Sicherheitsbauteile des TÜV Thüringen e.V. Melchendorfer Straße 64 99096 Erfurt
Prüfbericht-Nr.:	FT/11/0035/40
Datum Prüfbericht:	27.10.2011
Prüfgrundlagen:	1. DIN EN 81-1: 2010-06 2. DIN EN 81-2: 2010-08
Prüfergebnis:	Das Sicherheitsbauteil erfüllt als Teil der Schutzeinrichtung zum Verhindern einer unbeabsichtigten Bewegung des Fahrkorbes von der Haltestelle weg bei offenen Fahrkorbtüren für den in der Anlage zu dieser Baumusterprüfbescheinigung beschriebenen Anwendungsbereich und unter Einhaltung der genannten Bedingungen die Anforderungen der Prüfgrundlage.
Anlagen:	1 Anlage mit 1 Seite
Gültig bis:	31.12.2015
Ausstellungsdatum:	28.10.2011

Technischer Überwachungsverein Thüringen e.V.
Zertifizierungsstelle für Aufzüge und deren Sicherheitsbauteile

Dipl.-Ing. (FH) M. Reichelt

Technischer Überwachungs-Verein Thüringen e.V. TÜV 406

Technischer Überwachungs-Verein Thüringen e.V.
Zertifizierungsstelle für Aufzüge und deren Sicherheitsbauteile

Melchendorfer Str. 64
99096 Erfurt
Tel.: (0361) 42 83 0
Fax: (0361) 42 83 242
e-mail: info@tuev-thueringen.de

Anlage zur Baumusterprüfbescheinigung

Bescheinigungs-Nr.: **FT/11/0035/40**

1 Anwendungsbereich

1.1 Die Sicherheitsschaltung SIS16-101 ist für den Einsatz in Aufzugsanlagen vorgesehen. Sie dient zur Detektierung des Verlassens der Entriegelungszone durch den Fahrkorb bei offener Fahrkorbtür. Bei Bewegen des Fahrkorbes über die Entriegelungszone hinaus ist sie in der Lage eine Kette von Kontaktelementen zu öffnen.

1.2 Technische Daten

Versorgungsspannung:	24V DC / 0,1A
Eingangsimpedanz:	> 510 Ohm (Klemmen 200, 500)
Ausgangsspannung:	0 - 250 VAC (Klemmen 5, 7)
Ausgangsstrom:	< 4A (Klemmen 5, 7)
Betriebstemperatur:	0…65°C
Schutzgrad:	IP 43 (durch Gehäuseschutzgrad sicherzustellen)
Montage:	auf Hutschiene im Gehäuse

Verzögerungszeit 20,4 ms
Die Verzögerungszeit ist die Zeit welche zwischen Änderung des Signals am Eingang (Klemmen 71, 72) und der Änderung des Signals am Ausgang (Klemmen 5, 7) vergeht.

2 Bedingungen

2.1 Das Bauteil SIS16-101 stellt nur einen Teil (Detektor) der Schutzeinrichtung gegen unbeabsichtigte Bewegungen des Fahrkorbes bei offenen Türen dar. Erst in Verbindung mit weiteren Bauteilen, welche ebenfalls Baumustergeprüft sein müssen, ist das Gesamtsystem geeignet die Anforderungen an eine Schutzeinrichtung nach EN 81-1/2, Pkt. 9.11 / 9.13 sowie der Anhänge F.6 und F.8 zu erfüllen. Die Eignung der Gesamtschutzeinrichtung bedarf einer eigenen Prüfung.

2.2 Der Montagebetrieb hat eine Prüfanweisung zu erstellen und ggf. notwendige Hilfsmittel bereitzuhalten um eine gefahrlose Prüfung (z.B. bei geschlossenen Türen) zu gewährleisten.

2.3 Die Montage der Signalgeber muss in der Entriegelungszone erfolgen.

2.4 Die korrekte Installation und Funktion ist regelmäßig zu überprüfen.

3 Hinweise

3.1 Die Baumusterprüfung umfasst nur die Teile der Anforderungen aus EN81-1/2, Pkt. 9.11 / 9.13 welche sich mit der Detektion der unbeabsichtigten Bewegung befasste. Sie ist keine Baumusterprüfung für das Gesamtsystem "Schutzeinrichtung gegen unbeabsichtigte Bewegung des Fahrkorbes".

3.2 Die Baumusterprüfbescheinigung darf nur zusammen mit diesem Anhang verwendet werden.

3.3 Dem Bauteil SIS16-101 ist die Betriebsanleitung mit Angaben zur Montage, Inbetriebnahme und Prüfung sowie eine Kopie der Baumusterprüfbescheinigung beizugeben.

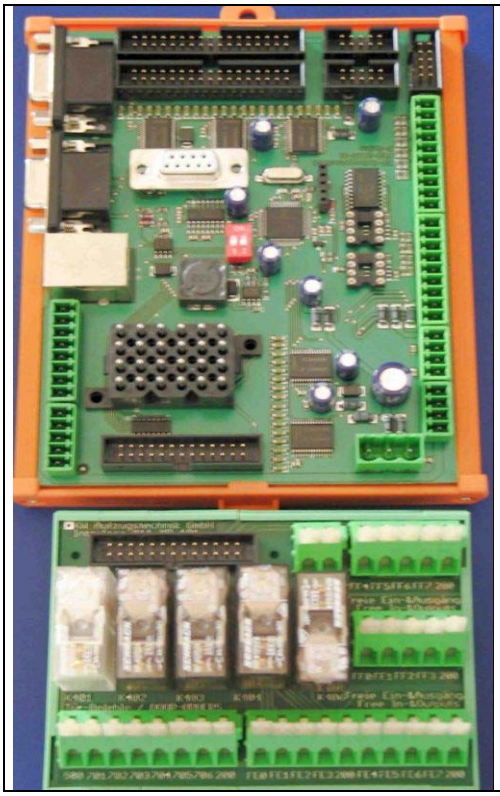
Seite 1 von 1

2.5 DESCRIPTION CAR CONTROLLER FKR

DAVID-606, the control system is a distributed control system.
The information is serially transmitted from the central unit to the car controller unit FKR.
In the figure on the left of the box with complete inspection is FKR (middle right), terminal block X11 and X11 XP (below), power outlet, power supply and alarm horn.

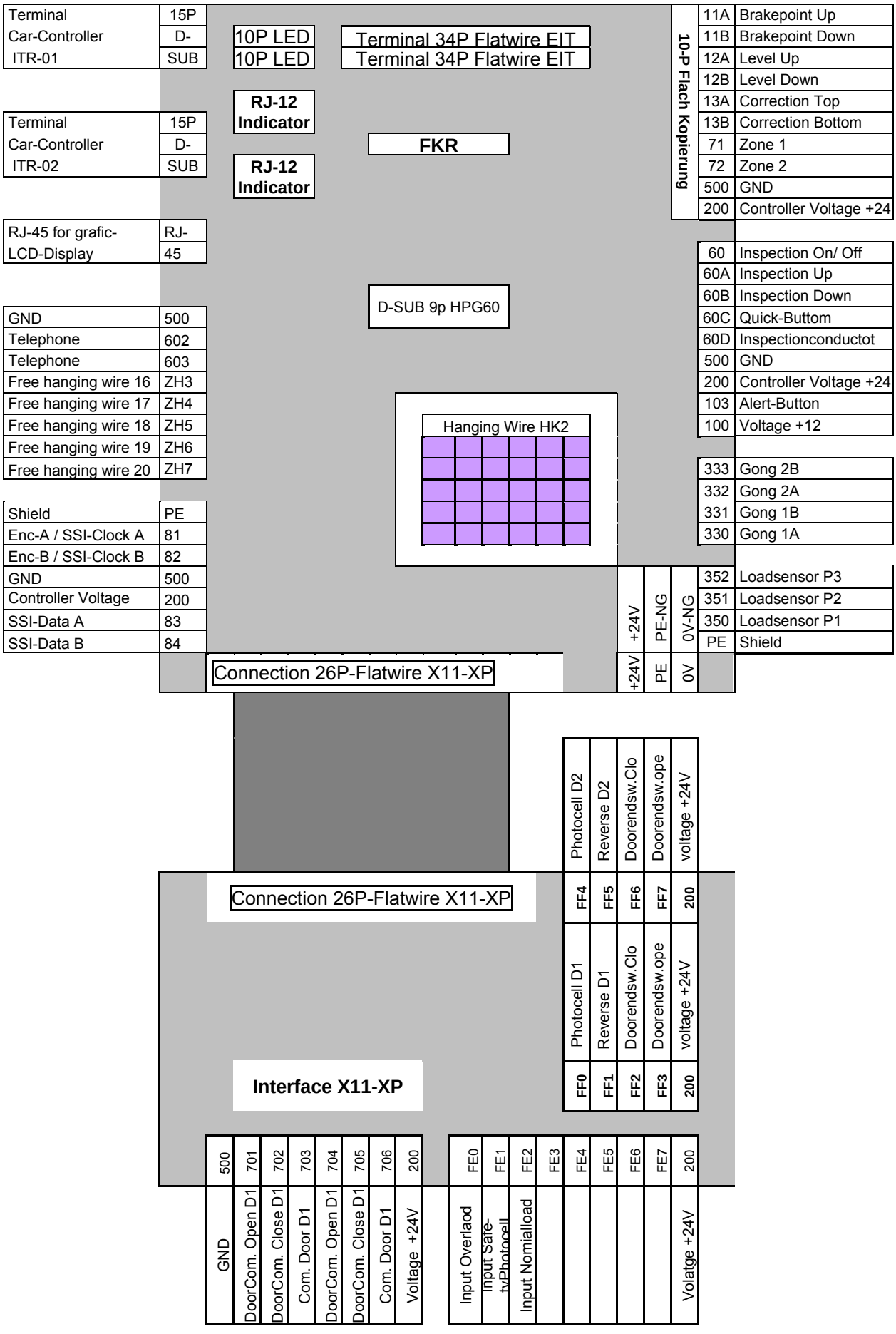
The FKR coordinates the shaft copy, load measurement, cabin-gong, and door control. Up to three inside panels, as well as matrix, LCD and TFT displays can be connected.
All connections for the system components, in or on the cabin are pre-assembled.

Connection options on the car controller FKR with XP X11 interface module



Controller-voltage-	
2	**Gong-output**
1	**Load-sensor-input**
28	**+24V DC Inputs**
1	**Encoder-inputs**
16	**+24V DC Outputs**
5	**Relay outputs**
1	**Flashbang-Interface 10 pole**
1	**Serial interface RS 232**
2	**Car-paneel-Interfaces for EIT**
2	**Car-paneel-Interfaces for ITR**
1	**Bus-Connection for Grafik-LCD-Display**
1	**Hanging wire interface**

H02- Terminal Description Car-Controller FKR

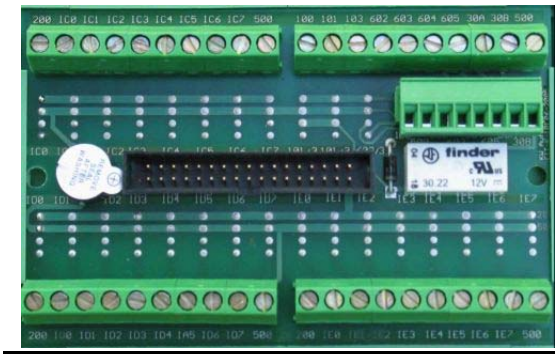


2.6 DESCRIPTION CAR CALLING INTERFACE EIT

The car calling interface EIT offers an economic alternative to car calling controller. The following point configurations can be obtained:

1) 8 Car calls with one car controller standart display 1 of N
2) 12 Car calls with one binary car controller standart display
3) 24 Car calls with one KW LED or LCD Display

CAR PANEL PCB EIT-2005 UNI, with Srew-terminals, Plugs für BS-Tableau & W.Schäfer:



200	IC0	IC1	IC2	IC3	IC4	IC5	IC6	IC7	500
Voltage +24V DC	Car Position 21h	Car Position 22h	Car Position 23h	Car Position 24h	Car Position 25h	Car Position 26h	Car Position 27h	Car Position 28h	GND

100	101	103	602	603	604	605	30A	30B	500
Voltage +24V DC	Em.Light+12V DC	Alert Push Button	Intercom/Telephon	Intercom/Telephon	Inter-	Inter-	Alert Terminal	Alert Terminal	GND

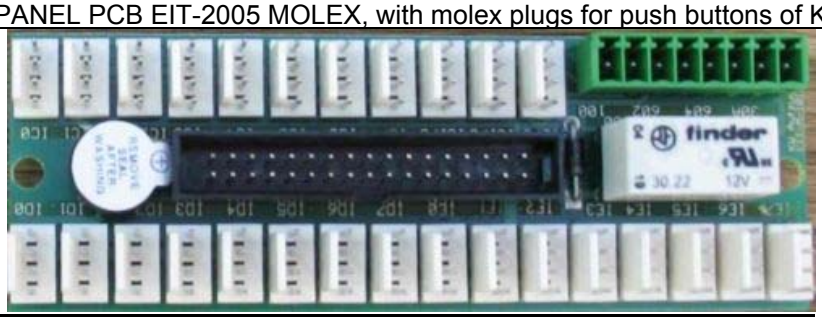
Connection 26P-Flatwire at X11-XP

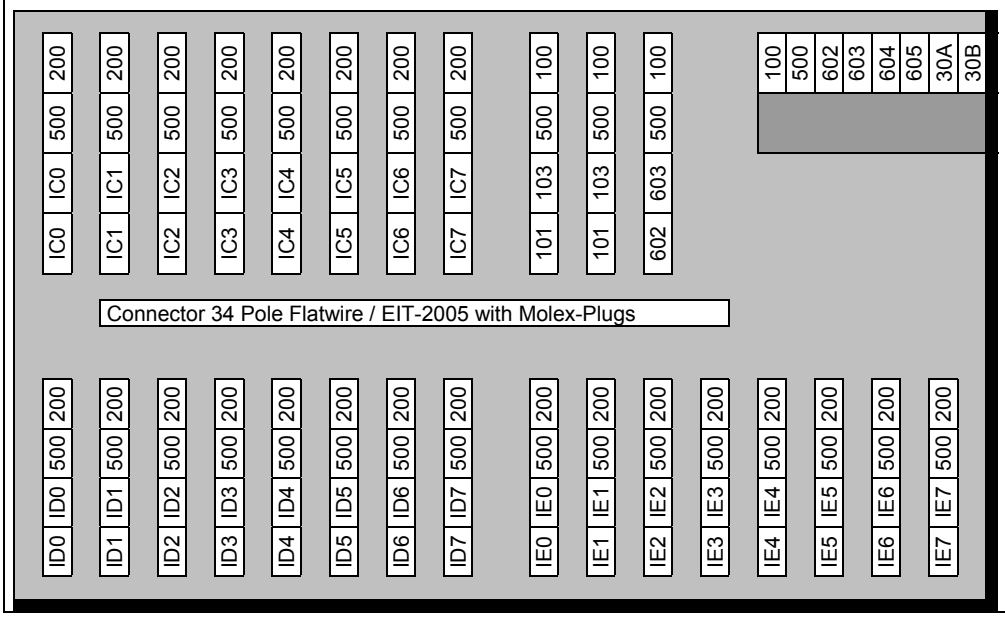
EIT-2005

200	ID0	ID1	ID2	ID3	ID4	ID5	ID6	ID7	500
Voltage +24V	Car Call F 1	Car Call F 2	Car Call F 3	Car Call F 4	Car Call F 5	Car Call F 6	Car Call F 7	Car Call F 8	GND

200	IE0	IE1	IE2	IE3	IE4	IE5	IE6	IE7	500
Voltage +24V	Door 1 open	Door 1 close	Door 2 open	Overload indica	Car Fan	Car Priority	Arrow Up	Arrow Down	GND

CAR PANEL PCB EIT-2005 MOLEX, with molex plugs for push buttons of KW 40,44, 46 und 60:





Option-1: Functionset to 8 Floors and use of a 1 of N-Indicator

PIN	Type	Term	Function	Function	Term	Type	PIN
1	EA	ID0	– Car Call HS 01 (high aktiv)	21h – Car Position Indicator HS01	IC0	EA	2
3	EA	ID1	– Car Call HS 02 (high aktiv)	22h - Car Position Indicator HS02	IC1	EA	4
5	EA	ID2	– Car Call HS 03 (high aktiv)	23h - Car Position Indicator HS03	IC2	EA	6
7	EA	ID3	– Car Call HS 04 (high aktiv)	24h - Car Position Indicator HS04	IC3	EA	8
9	EA	ID4	– Car Call HS 05 (high aktiv)	21h - Car Position Indicator HS05	IC4	EA	10
11	EA	ID5	– Car Call HS 06 (high aktiv)	22h - Car Position Indicator HS06	IC5	EA	12
13	EA	ID6	– Car Call HS 07 (high aktiv)	23h - Car Position Indicator HS07	IC6	EA	14
15	EA	ID7	– Car Call HS 08 (high aktiv)	24h - Car Position Indicator HS08	IC7	EA	16
17	EA	IE0	S43A– Door Open Push Button D1 open	100 +12V Voltage (Akku-puffer)	100	A	18
19	EA	IE1	S44A– Door Close Push Button –D1 close	E101 – Emergency Light +12V DC	101	A	20
21	EA	IE2	S43B– Door Open Push Button – D2 Open	S103 - Alarmtaster	103	E	22
23	EA	IE3	E63 - Overload Indicator	603 - Telephone	602	S	24
25	EA	IE4	S150 –Car fan Button Open	602 - Telephone	603	S	26
27	EA	IE5	S36 – Landing Calls (opener)	604 - ZH3 – Free Hanging Wire	604	S	28
29	EA	IE6	Car Errow Indicator–Direction Up	605 - ZH4 – Free Hanging Wire	605	S	30
31	EA	IE7	Car Errow Indicator –Direction Down	Pieco Signal	-	A	32
33	A	200	200 +24V DC Controller Voltage	GND	500	A	34

If you need new functions, you must erase the input- and output channels IE1, IE2, IE4.

Option-2: Functionset to 12 Floors and use of codable Indicators (Binar or Gray-Code)

PIN	Type	Term	Function	Function	Term	Type	PIN
1	EA	ID0	– Car Call HS 01 (high aktiv)	– Car Call HS 09 (high aktiv)	IE0	EA	2
3	EA	ID1	– Car Call HS 02 (high aktiv)	– Car Call HS 10 (high aktiv)	IE1	EA	4
5	EA	ID2	– Car Call HS 03 (high aktiv)	– Car Call HS 11 (high aktiv)	IE2	EA	6
7	EA	ID3	– Car Call HS 04 (high aktiv)	– Car Call HS 12 (high aktiv)	IE3	EA	8
9	EA	ID4	– Car Call HS 05 (high aktiv)	21h - Car Position Indicator HS01cod.	IE4	EA	10
11	EA	ID5	– Car Call HS 06 (high aktiv)	22h - Car Position Indicator HS02cod.	IE5	EA	12
13	EA	ID6	– Car Call HS 07 (high aktiv)	23h - Car Position Indicator HS03cod.	IE6	EA	14
15	EA	ID7	– Car Call HS 08 (high aktiv)	24h - Car Position Indicator HS04cod.	IE7	EA	16
17	EA	IE0	S43A - Door Open Push Button –D1 Open	100 +12V Spannung (Akku-puffer	100	A	18
19	EA	IE1	S44A- Door Close Push Button –D1 Close	E101 – Notlicht +12V DC	101	A	20
21	EA	IE2	S43B- Door Open Push Button – D2 Open	S103 - Alarmtaster	103	E	22
23	EA	IE3	E63 - Overload Indicator	603 - Telephone	602	S	24
25	EA	IE4	S150 - Car fan Button Open	602 - Telephone	603	S	26
27	EA	IE5	S36 – Landing Calls (opener)	604 - ZH3 – Free Hanging Wire	604	S	28
29	EA	IE6	Car Errow Indicator –Direction Up	605 - ZH4 – Free Hanging Wire	605	S	30
31	EA	IE7	Car Errow Indicator –Direction Down	Pieco Signal (high aktiv)	-	A	32
33	A	200	200 +24V DC Controller Voltage	GND	500	A	34

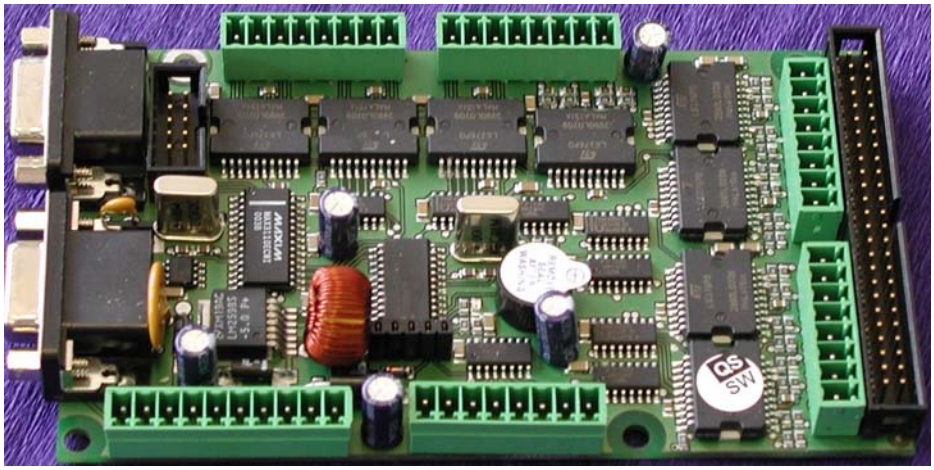
If you need new functions, you must erase the input- and output channels IE1, IE2, IE4.

Option-3: Functionset to 16 Floors and use of Bus-Matrix-Indicator of Type KW

Ader	Typ	Kl.	Function	Function	Kl.	Typ	Ader
1	EA	ID0	– Car Call HS 01 (high aktiv)	– Car Call HS 09 (high aktiv)	IE0	EA	2
3	EA	ID1	– Car Call HS 02 (high aktiv)	– Car Call HS 10 (high aktiv)	IE1	EA	4
5	EA	ID2	– Car Call HS 03 (high aktiv)	– Car Call HS 11 (high aktiv)	IE2	EA	6
7	EA	ID3	– Car Call HS 04 (high aktiv)	– Car Call HS 12 (high aktiv)	IE3	EA	8
9	EA	ID4	– Car Call HS 05 (high aktiv)	– Car Call HS 13 (high aktiv)	IE4	EA	10
11	EA	ID5	– Car Call HS 06 (high aktiv)	– Car Call HS 14 (high aktiv)	IE5	EA	12
13	EA	ID6	– Car Call HS 07 (high aktiv)	– Car Call HS 15 (high aktiv)	IE6	EA	14
15	EA	ID7	– Car Call HS 08 (high aktiv)	– Car Call HS 16 (high aktiv)	IE7	EA	16
17	EA	IE0	S43A-Door Open PushButton–Door1 Open	100 +12V Voltage (Akku-puffer	100	A	18
19	EA	IE1	S44A-Door Close PushButton–Door1 Close	E101 – Emergency Light +12V DC	101	A	20
21	EA	IE2	S43B-Door OpenPushButton–Door2 Open	S103 – Alert Push Button	103	E	22
23	EA	IE3	E63 - Overload Indicator	603 - Sprechanlage	602	S	24
25	EA	IE4	S150 - Car fan Button Open	602 - Sprechanlage	603	S	26
27	EA	IE5	S36 – Landing Calls (opener)	604 - ZH3 – Free Hanging Wire	604	S	28
29	EA	IE6	Car Errow Indicator –Direction of Travel Up	605 - ZH4 – Free Hanging Wire	605	S	30
31	EA	IE7	Car Errow Indicator –Direction of Travel Down	Pieco Signal (high aktiv)	-	A	32
33	A	200	200 +24V DC Controller Voltage	GND	500	A	34

If you need new functions, you must erase the input- and output channels IE1, IE2, IE4.

2.7 DESCRIPTION CAR CONTROLLER ITR-2003



The car calling controller ITR is mounted behind of the cabin indicator board or in inspection box at description car. It is responsible for Car Calls, Door Button-commands….You can decide between 8-Stops-version and 16-Stops-version.

H05- Terminal Description Car Controller ITR

Alert Hanging Wire	**ZH3**	D-Sub FKR	D-Sub HPG	21h	**IA0**	A57-Car Position Indicator HS1/bin.
Alert Hanging Wire	**ZH4**			22h	**IA1**	A58-Car Position Indicator HS2/bin.
Alert Hanging Wires	**ZH5**		Flatwire.8P	23h	**IA2**	A59-Car Position Indicator HS3/bin.
0V GND	**500**		Indicator	24h	**IA3**	A60-Car Position Indicator HS4/bin.
+24V Controller Voltage	**200**			25h	**IA4**	A61-Car Position Indicator HS5/bin.
Emergency Light +12V	**101**	Codier-Jumper		26h	**IA5**	
Alert Push Button	**103**			27h	**IA6**	
+12V Voltage	**100**			28h	**IA7**	
Telephone	**603**					
Telephone	**602**			97	**IB0**	A127-Car Arrow Up
0V GND	**500**			98	**IB1**	A128-Car Arrow Down
+24V Controller Voltage	**200**				**IB2**	A18-Overload Indicatior
E33-D.1 Open Button	**IE0**	43A			**IB3**	A45-Message Car Fan
E34-D.1 Close Button	**IE1**	44A			**IB4**	E/A03 -Evacuation Indicator
E35-D.2 Open Button	**IE2**	43B			**IB5**	E/A129-Fire Fighter Indicator
E36-D.2 Close Button	**IE3**	44B	**KW DAVID-606 ITR**		**IB6**	E/A11 -Out Of Order Indiocator
E16-Light& con. System	**IE4**	201			**IB7**	E/A35 -Special Drive
E186-Car Priority	**IE5**	206A			**500**	0V GND
E24 -Input Car Fan	**IE6**	158			**200**	+24V Controller Voltage
E22 -Rampe Drive	**IE7**					

	ID0	**ID1**	**ID2**	**ID3**	**ID4**	**ID5**	**ID6**	**ID7**	**IC0**	**IC1**	**IC2**	**IC3**	**IC4**	**IC5**	**IC6**	**IC7**
Pins of Flatwire: Pin 1 - 200 Pin 2 - 21i Pin 3 - 500 ...	Car Call F 1	Car Call F 2	Car Call F 3	Car Call F 4	Car Call F 5	Car Call F 6	Car Call F 7	Car Call F 8	Car Call F 9	Car Call F 10	Car Call F 11	Car Call F 12	Car Call F 13	Car Call F 14	Car Call F 15	Car Call F 16

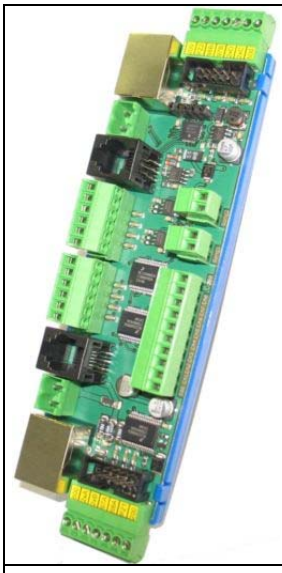
You can connect to a car controller FKR up to 2 discription car calling. The second discription car calling must encording with the red code-jumper. It is not importent which 15 pin connector you choose, but it´s important to know what ITR has code-plug.

When I start a second car calling?

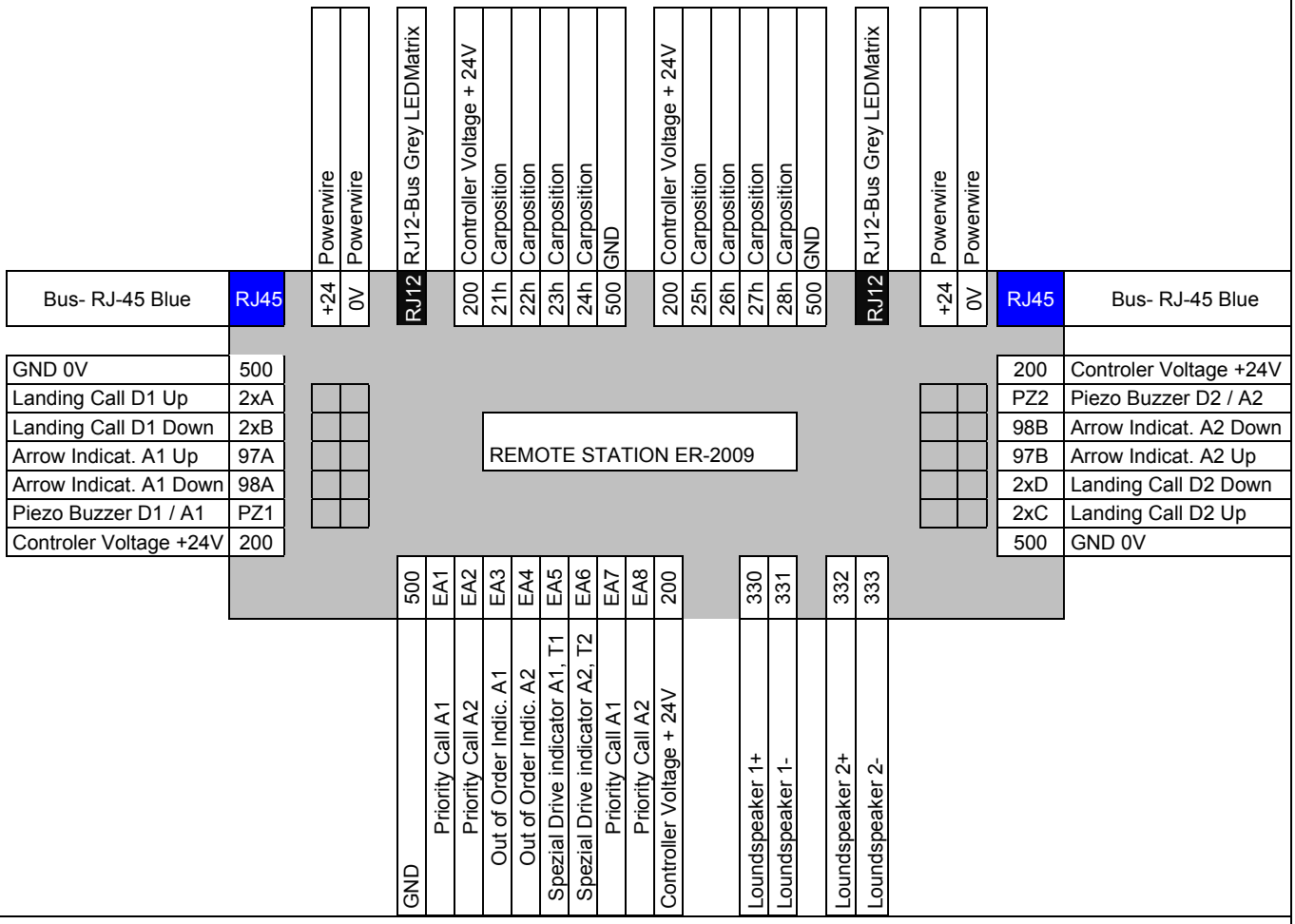
※ You have a second car calling and you don´t want a parallel-wiring at the description car controller.

※ You have more than 16 Stops. With 2 description car controller you get 17-32 car calls

2.8 DESCRIPTION REMOTE STATION ER-2009

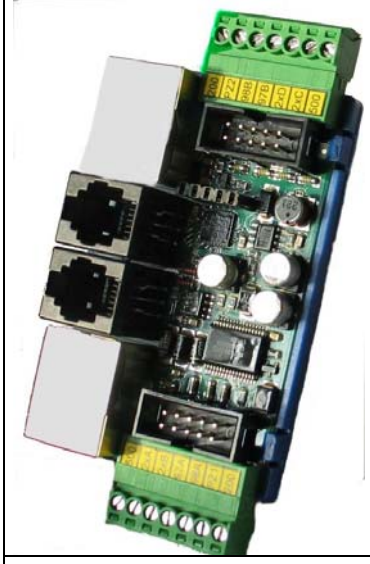


The remote station **ER-2009** provides 16 inputs and outputs, including 6 free inputs and outputs. There are 2 pieco-outputs for the call messaging of bus-matrix-indicator.
The remote station have all necessary call-channels and arrow-outputs (even for selective door-controlling). For group are operating according 4 outputs for displaying car position and 2 arrows per elevator. In addition, there are 2 Outputs for landing operation and special trip per elevator. You connect 2 speacers (8 ohms impedance) for the gong of the floor.
You can modulate your gong signal at the options (volume, peach,repetition and trips I which it sounds. (Car Call Up and Down, Landing Call Up and Down, Special trip…)
The installation of Remote Station is in the standart shaft cable channel 130x40.
The lower 7-pin plug with the call-messaging 2xA & 2xB is responsible for the Door 1, the upper plug with 2xC & 2xD for the Door 2.
The two 10 pin ribbon cable connector have the same functional assign-ments, such as the green plug.
The matrix-indicator with RJ-12 cable are to put in the 2 black jacks.



Terminal	Function
2xA	Landing Call Door 1 Up
2xB	Landing Call Door 1 Down
2xC	Free: for example Landing Call Door 2 Up at selective Door
2xD	Free: for example Landing Call Door 2 Down at selective Door
97A	Free: for example Level Arrow Door 1 Up
98A	Free: for example Level Arrow Door 1 Down
97B	Free: for example Level Arrow Door 2 Up
98B	Free: for example Level Arrow Door 2 Down
500	GND
200	Controller Voltage +24V

2.9 DESCRIPTION REMOTE STATION ER-2007



The remote station **ER-2007** provides 8 inputs and outputs, including 6 free inputs and outputs. There are 2 pieco-outputs for the call messaging of bus-matrix-indicator.
The remote station have all necessary call-channels and arrow-outputs (even for selective door-controlling)

The installation of Remote Station is in the standart shaft cable channel 90x40. You combinate the Bus and Power only with blue connection cable RJ-45-Cable.

The lower 7-pin plug with the call-messaging 2xA & 2xB is responsible for the Door 1, the upper plug with 2xC & 2xD for the Door 2.
The two 10 pin ribbon cable connector have the same functional assign-ments, such as the green plug.

The matrix-indicator with RJ-12 cable are to put in the 2 black jacks.

RJ12-Bus Grey LEDMa-trix

Bus- RJ-45 Blue **Bus- RJ-45 Blue**

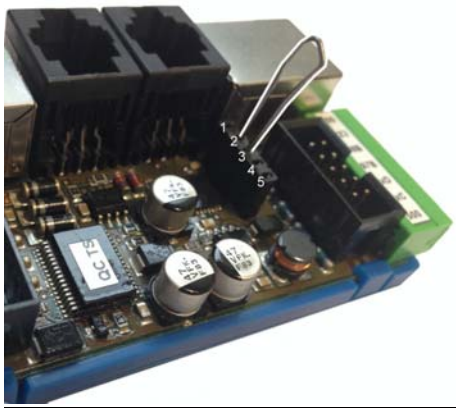
GND 0V	500		200	Controler Voltage +24V
Landing Call D1 Up	2xA		PZ2	Piezo Buzzer D2 / A2
Landing Call D1 Down	2xB		98A	Arrow Indicat. A2 Down
Arrow Indicat. A1 Up	97B	REMOTE STATION ER-2007	97A	Arrow Indicat. A2 Up
Arrow Indicat. A1 Down	98B		2xD	Landing Call D2 Down
Piezo Buzzer D1 / A1	PZ1		2xC	Landing Call D2 Up
Controler Voltage +24V	200		500	GND 0V

Terminal	Function
2xA	Landing Call Door 1 Up
2xB	Landing Call Door 1 Down
2xC	Free: for example Landing Call Door 2 Up at selective Door
2xD	Free: for example Landing Call Door 2 Down at selective Door
97A	Free: for example Level Arrow Door 1 Up
98A	Free: for example Level Arrow Door 1 Down
97B	Free: for example Level Arrow Door 2 Up
98B	Free: for example Level Arrow Door 2 Down
500	GND
200	Controller Voltage +24V

FUNCTION-VISUALISATION

When the ER-2006/2007 connected with bus line and the controll is aktive, the green LED is blinking. In short circuit on the busline or malfunction expires or shine the LED. You can controll the Remote Station in Menu C6 Modul Monitor/ Remote Station ER01-16 and Remote Station ER 17-32.

For every remote station which function is ok, there will be shown an „**E**“ in the display of the HPG-60. From left to right, you can see in the display all remote stations from the first floor to the hightest floor which are recognized in the system.



ADRESS SETTING

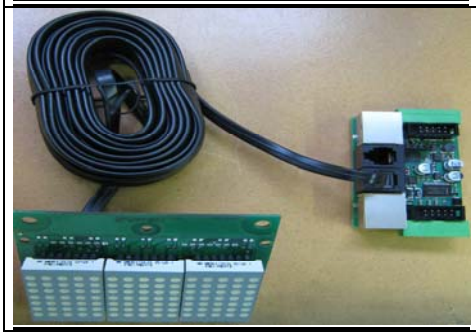
All ER-2007 preset for the individual floors. The bottom floor has always marked “Floor 01”. The setting of floors is no longer adress switch on the Remote Station, like ER-2005, but by setting software.

1. STEP: Switch off the controller (**Main Switch Q1, and Fuses F6 & F7 switch off**).

2. STEP: The Remote Station programmed with the RJ-45 cable with the central unit. All other Remote Stations may not be connected.

3. STEP: It must be set a jumper on the 5-pin socket Print between pins 2 and 3 (-> see picture left). Then, the system can be put under power (main switch Q1, Q6 is switched on).

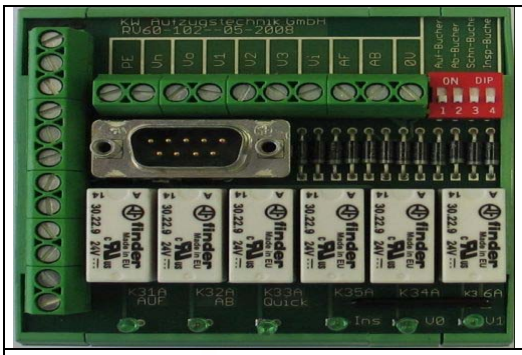
4. STEPt: You can regulating the parameter “ Remote Station Adress programming” in menu C6 Modul Monitor. The ER-2007 gets his adress with the selection of the number of floors. (01-32). Then the ER-2007 can be installed in the corresponding floor.



TERMINAL: MATRIX-INDICATOR TYPE ANZ-xx

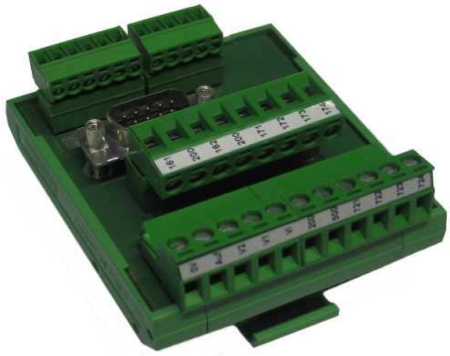
The connection of the Matrix-indicator of type ANZ-XX (ANZ-22, ANZ-32, ANZ.-33, ANZ-52 & ANZ-53) takes place on the black RJ-12 jack with the black RJ-12 cable.
Don`t do the RJ-12 in the silber RJ-45 jack!

2.10 DESCRIPTION CONTROLLING-VALVE RV-60-102 & NGV60-101



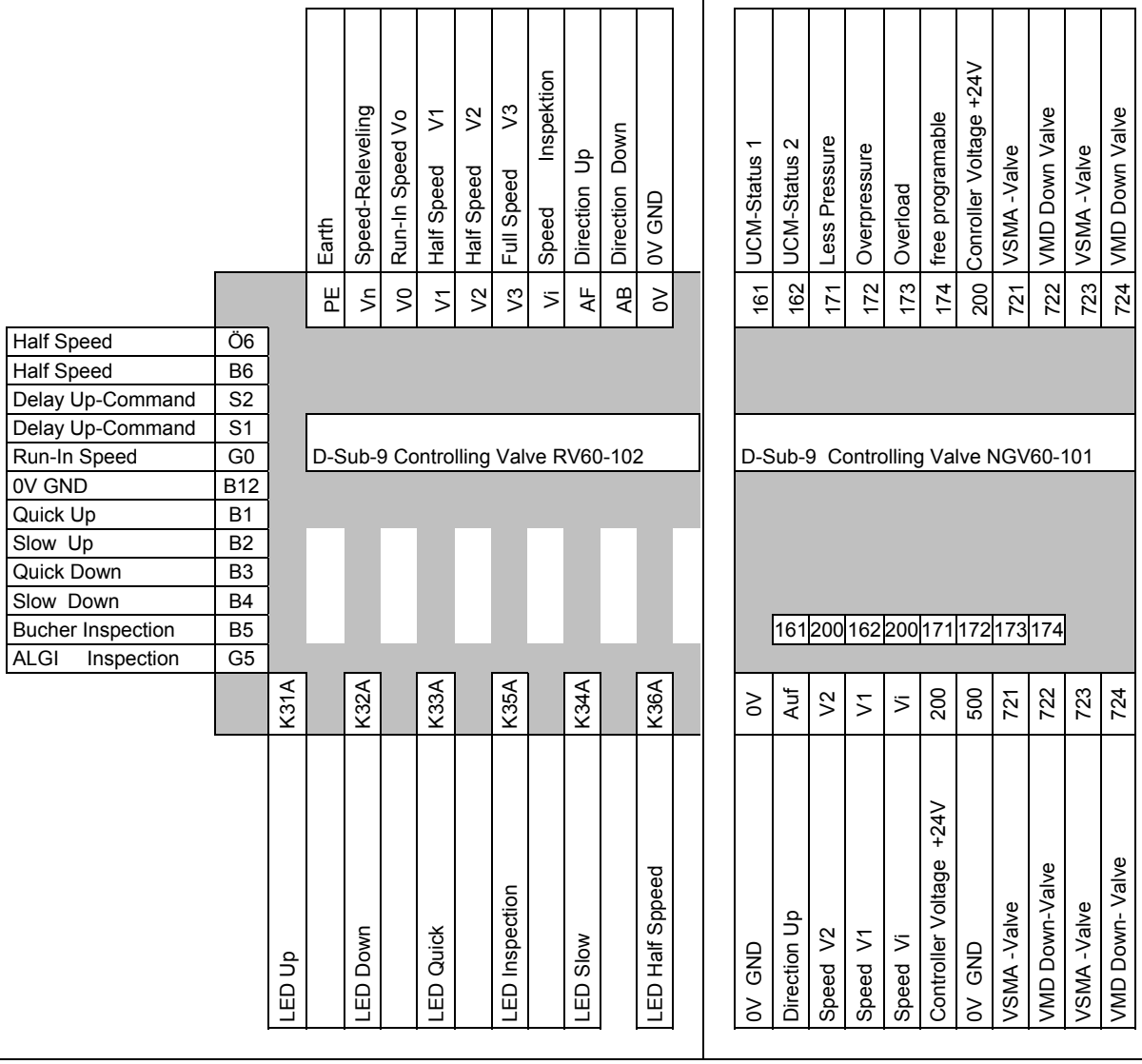
RV-60-102

The assembly RV-60-102 is used to control the control chart of the type AZRS company ALGI and LRV-DELCON the company Bucher.
The configuration is done through the insertion of the relay K34A for ALGI and set the jumper for Bucher.
The connection to the cenral-unit ZR is done by a 9-pole D-Sub-cable.
Also the module has the outputs for the drive commands and directions.



NGV60-101

The module NGV60-101 is used to control the control block GMV Oildynamic NGV A3. The configuration is done by setting the DAVID control system.
The connection to the ZR-DAVID unit is done by a 9 pin D-sub-assembly Cable. The module provides the driving command, direction, feedback and UCM-valve control.



2.11 DEVICE DESCRIPTION HANGING WIRE EHK40

The Hanging wire EHK40 is the physical connection between the central-unit-controller and the car-controller. You can use it for elevators witg 32 Floors and a height of 100m.

It is always the same pining. There is no difference in a 2 or a 32 Floor elevator system. The Hanging wire has three shield twisted pairs of wires .

With this pairs, you can do the multiprocessor-communication, the telephoneconnection, the encoder channels for the shaft encoder on the top of the car.

White hanging wire pins with black numbers				**Black Hanging wire pins with white numbers**			
Pin-Stecker	Bennenn.	**Ader**	Function	Pin-socket	Bennenn.	**Pin**	Function
1	PE		Schirm=Erde	1	3	**1**	Safety Ciruit Safety gear
2	PE		Schirm=Erde	5	3A	**2**	Safety Ciruit Inspection
3	PE		Schirm=Erde	9	4A	**3**	Safety Ciruit Re-Send
4	PE		Schirm=Erde	13	5	**4**	Safety Ciruit Inspection
5	LT2 - P1	**1**	Baus Channel B	17	6	**5**	Safety Ciruit Car Door
9	LT1 - P1	**2**	Baus Channel A	21	6A	**6**	Safety Ciruit Car Door
6	80 - P2	**3**	Encoder Channel A	22	L20/707	**7**	Doorengine 230V/
10	81 - P2	**4**	Encoder Channel B	23	708	**8**	Neutral N4
7	200 - P3	**5**	Controller Voltage +24V	24	709	**9**	Neutral N5
11	500 - P3	**6**	GND	20	710	**10**	Doorengine 400V
8	602 - P4	**7**	Telephone	16	711	**11**	Doorengine 400V
12	603 - P4	**8**	Telephone	12	712	**12**	Doorengine 400V
13	500	**9**	GND	8	L40	**13**	Socket 230V AC Car Top 10A
14	100	**10**	Voltage +12V DC	4	L41	**14**	Button Shaft Light
15	101	**11**	Emergency Light Car	3	L51	**15**	Car Light 10A
16	103	**12**	Alert Button Car	2	L6	**16**	Phase uProzessor 10A
17	71	**13**	Zone 1 71	6	N	**17**	Neutral N
18	72	**14**	Zone 2 72	10	715	**18**	Mechanical Lock
19	60D	**15**	Inspection Contactor	14	716	**19**	Mechanical Lock
20	RA16	**16**	free	18	PE	**PE**	Earth
21	RA17	**17**	free				
22	RA18	**18**	free				
23	RA19	**19**	free				
24	RA20	**20**	free				

2.12 DESCRIPTION HANDPROGRMMING UNIT HPG60

Structure Of The Display:

Parametername
Parameter And Value
Controler Mode
Function Of The Push-Buttons

Yellow Push-Buttons:

Push-Button To Increase The Value / Name

Push-Button To Decrease The Value / Name

Red Push-Buttons:

Menu Direction Up

Quit Of The Menu Enter Of The Value

Menu Direction Down

The handprogramming unit HPG60 is a universal In- and Output device for the controller- and inverter-system. It has 6 Buttons, a four line LCD-Display, a red LED, and also a 9-pol. RS232-Interface. With the HPG-60 you have a look on all parameters and you can change it. Actual messages are indicate on the display about the happening in the microcontroller system. There is a memory, in which is a lot of place for 100 entries. You can give calls and make a RESET about the HPG-60, too.

There are three positions, in which you can connect the HPG-60 in order to communicate microprocessorsystem:

1) **Cenral Unit Controller ZR (Casing)**
2) **Car Controller FKR (At the top of the car)**
3) **Optional -Car Calling Controller ITR (In the car panel)**

NORMAL MENU
In the normal menu are among the four main groups of LIFTPARAMETERS / CONTROL PARAMETERS / DIAGNOSIS / INFORMATION stored the parameters of the elevator. Navigation through the red button takes you to the submenu. The change in the values of the parameters using the yellow buttons.

ISTWERT MENU
If you are in the normal menu, so you can (about 1 sec activity.) By pressing the red button to get into the left Istwermenü. Use the yellow buttons you can scroll through the menu of I1 calls to I9, the modem display. In this menu, the current actions, such as existing calls, car position, door movements, state of the safety circuit shown. The return to the normal menu by pressing the red button to the left.

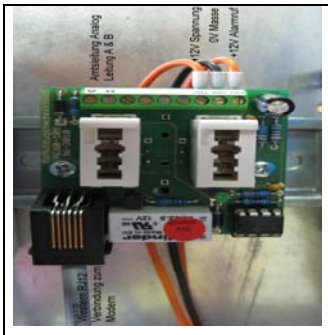
MENU OF THE REGULATOR-UNIT
By pressing the red button to the left, and the lower red button you can access the menu of the Regulator unit. Precondition is the use of KW Liftbaus. Due to the fast data link with a cycle time of 2 ms, the display of parameters and response to key operation in real time. In a DCP-3 connection, e.g. Ziehl-Abegg frequency-inverter, it is also possible to enter the menu of the controller. The screen display is a bit slower, cycle time due to the 17ms. The return to the normal menu is controlled in turn by pressing the red button to the left, and the lower red button.

2.13 DESCRIPTION MODEM ANALOG ANA-16 OR ANA-18

The module ANA-16 and ANA-18 are 56K modems from U.S. Robotics, in collaboration with the board TAE-16 enables the design of remote data connection.

The connection of the modem is on the second serial interface.The settings made in the DAVID-606 central unit in the B621st menu.

2.14 DESCRIPTION TAE-SWITCHING ANALOG



The module TAE60-101 allows the simultaneous connection of local emergency on our equipment and our modem.

With the occurrence of an alarm call, the modem connection is interrupted for 20 minutes so you have the possibility to call back on the local emergency unit.

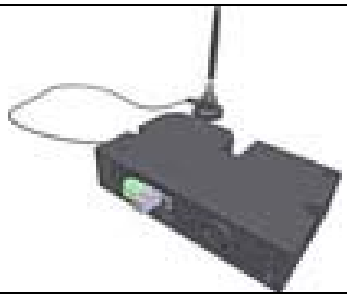
2.15 DECRIPTION MODEM GSM GSM-16

The GSM module 16, as the name implies, a GSM modem new latest design for operation in the D-nets.

The connection of the modem is on the second serial interface.Die settings made in the DAVID-606 central unit in the B621st menu.

2.16 DESCRIPTION EXTERNAL EMERGENCY CALL & MODEM UNITS

Also on the intercom emergency systems Telegaertner GSM 110 or Safeline SL 6 companies allow dial-up connection.
For both systems, there are serial cables for the central unit available.



2.17 DESCRIPTION SOFTWARE KW-LiftControl

VIEW OF THE INPUTS AND OUTPUTS

1.To Give Car-calls

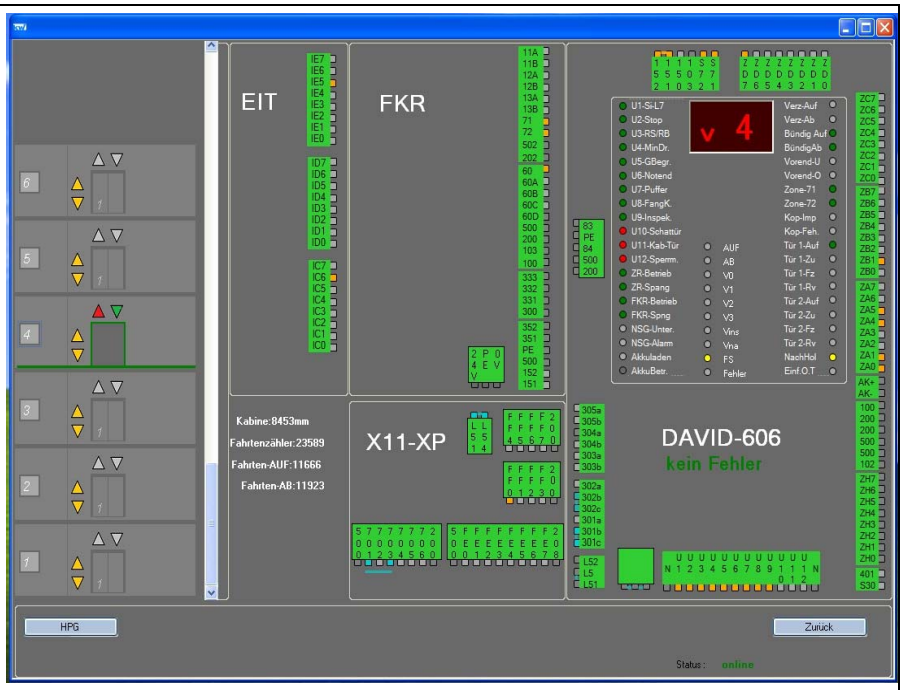
2.To Give Landing-Calls

3.View of the in- and outputs at the
EIT car interface

4. Key figures:
- Cab Stand in mm
- Tavel counter TOTAL
- Tavel counter UP
- Tavel counter DOWN

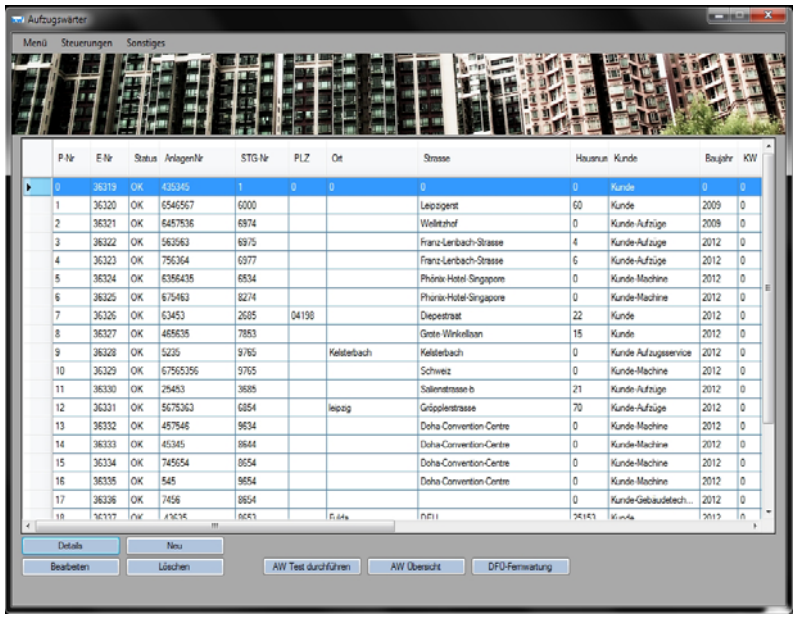
5. View of the inputs and outputs on the FKR (car controller) and X11 XP

6. View of the inputs and outputs on the ZR (Central Processing Unit)



Management of the entire elevator system inventory

With the software it is possible to manage all the lifts on a computer. Through the user friendly interface all relevant data of an elevator system shown at a glance and can be conveniently processed.
A sorting function facilitates the search for specific lifts. Among other things, the import and export of multiple controllers at the same time is made possible or in an Excel spreadsheet.
This can be used to create regular backups of the stored database



„Aufzugswärter“ Lift Attendant

The lift attendant function can now be initiated from a PC in the office.
Here, the cabin light, the leveling, the button door open and emergency button can be checked. For initiating the trip, there are two options available:
The manually controlled and time-controlled lift attendant function.
The presence in the bilding in the old time intervals is no longer necessary. The result of the lift attendant journey is automatically recorded and can be viewed at any time, or be printed. Up to 10 lift maintenance checks can be carried out with different locations per hour.

Ansicht HPG-60

3. MENU DESCRPTION

3.1 MENU- AND PARAMETER STRUCTURE

A-LIFTPARAMETER			
A1 Lift Type		**Factory Setting**	**Plant Setting**
A1. Type	XXXXXXXXXX		
A1.2 Lift No.	XXXXXXXXXX		
A1.3 Controller No.	XXXXXXXXXX		
A1.4 Place	XXXXXXXXXX		
A1.5 Time/Date	xx:xx:xx xx.xx.xxxx		
A1.5 a Summer/Winter	Yes, No		
A1.6 Language	German, English, Polnisch	English	
A1.7 Display Line-1	XXXXXXXXXX		
A1.8 Display Line-2	XXXXXXXXXX		
A1.9 Software Version	D606-1.15f or higher		
A1.10 Password	X X X X		
A2 Steuerung			
A2.1 Type of Drive	Rope-Variable Frequency	X	
	Rope-Variable Voltage		
	Rope-Not Regulated		
	Hydraulik-Variable Frequency		
	Hydraulic-Regulated		
	Hydraulic-Not Regulated		
A2.2 Type of Controller	One Button exclusive		
	One Button deadman		
	Pre-selection contr.		
	Two Buttons UP+DOWN		
	One Button UP+DOWN		
	One Button down coll.	X	
	One Button no coll.		
	Attendand Controling		
	Send-Controlling		
A2.3 Group	No, Yes	No	
A2.4 No. Of Lifts	2 to 8 Lifts	2	
A2.5 Group No.	1 to 8	1	
A3 Shaft			
A3.1 No. Of Floors	2 to 32	8	
A3.2 Main Floor	1 to 32	2	
A3.2 Main Floor 2	No, 1 to 32	No	
A3.3 Lowest Floor	1,2,3,4,5,6,7,8	1	
A3.4 Door Sides	1, 2 Door Sides	1	
A3.5 Shaft Copy	R&S-Copy		
	Minimum Copy		
	Motor-Copy		
	Absolut-Copy		
	Relativ-Copy		
	Standart-copy	X	
A3.6 nominal speed	V-nominal	1,00 m/s	
B-Controllerarameter			
B1 Doorparameter			
B10 Doors in General			
Doorfunction	Normal Operation/ Revision-Door closed/ Door sluice	Normal Operation	
	Automatic no Limit SW		
	Automatic w.Limit SW	X	
	Handdoor w. Cardoor no Limit SW		
	Handdoor w. Cardoor with Limit SW		
	Handdoor no Cardoor		
	No Door		
	Automatic + SW Open		
	Automatik + SW Close		
	Hand/Cargo. + SW Open		
	Hand/Cargo. + SW Close		
Door-1 End-switch	Inverted/ Not Inverted	Inverted	
Door-2 (Only with 2 doorsides!)	Like Door -1	X	

	Automatic no Limit SW		
	Automatic w.Limit SW		
	Handdoor w. Cardoor no Limit SW		
	Handdoor w. Cardoor with Limit SW		
	Handdoor no Cardoor		
	No Door		
	Automatic + SW Open		
	Automatik + SW Close		
	Hand/Cargo. + SW Open		
	Hand/Cargo. + SW Close		
Door-2 End-switch	Inverted/ Not Inverted	Inverted	
Doorengine active	Always on / standby off	Standby off	
Doorengine 2 active	Always on / standby off	Standby off	
Shaftdoor Waiting	0,1 to 2,0 Sek.	0,5 sec	
Cardoor Waiting	0,1 to 2,0 Sek.	0,3 sec	
Later Door Opening	0,0 to 2,0 Sek.	0,5 sec	
Limited Door Opening	No, Yes 1,0 to 10 Sek.	6 sec	
Door Open Timeout	No, Yes 1,0 to 60 Sek.	13 sec	
Door Close Timeout	No, Yes 1,0 to 60 Sek.	20 sec	
Further Travel Delay Car Call	Selektiv, Generell 1,0 bis 20	7 sec	
Further Travel Delay Landing Call	Selektiv, Generell 1,0 bis 20	9 sec	
F. Del. C-C mainf	Selektiv, Generell 1,0 bis 20	7 sec	
F. Del. L-C mainf	Selektiv, Generell 1,0 bis 20	9 sec	
Further-Time-Trigger	No,Yes	No	
Door Rev. Delay	Selektive, Generel 50 to 1000 ms	500 ms	
Dooreng. Stb. off	Selektive, Generel 1 to 60 sec	10 sec	
Dooringine-2 stand-by off	Selektive, Generell 1 to 60 sec	10 sec	
Door standy	Open, Close 1 to 60 sec	open	
Door stby. Main.	Open, Close 1 to 60 sec	open	
Door Control Inspection	Yes, No	Yes	
Button Door op.	Individual, Together, Selective	Together	
Button Holdtime	No, Yes 1,0 to 600 Sec	No	
Button Holdtime Function	Individuel, Together	No	
Button Door Close Function	Individual, Together, Selective	Together	
Button Door Close Reaction	0,0 to 5,0 sec	1 sec	
Door Control Atemps	1 to 10 efforts	3	
Door Open Time	1 to 60 sec	2 sec	
Door-Opening	Normal-Function /Only Door Open B	Normal Function	
Door-Closing	Normal-Function /Only Door Close B	Normal Function	
B11 Table of Entrance		Tür-1 Tür-2	Tür-1 Tür-2
Floor -01	Existing Yes or No	...../.....	...../.....
Floor -02	Existing Yes or No	...../.....	...../.....
Floor -03	Existing Yes or No	...../.....	...../.....
Floor -04	Existing Yes or No	...../.....	...../.....
Floor -05	Existing Yes or No	...../.....	...../.....
Floor -06	Existing Yes or No	...../.....	...../.....
Floor -	Existing Yes or No	...../.....	...../.....
Floor -32	Existing Yes or No	...../.....	...../.....
B12-Safety Photocell			
Safety Photosell	Off/ On / CEDES	Off	
Photocell- Monitor	Off, On 1 to 80 sec	60 sec	
Ramp Travel	Off,ON	Off	
Door Close del.	Off, On 1 to 10 sec	2 sec	
Photocell Input	Not Inverted/Inverted	Inverted	
Reverse Contact	Not Inverted/Inverted	Inverted	
B13-Nudging Function			
Nudging	Off, On 1 to 180 sec	Off	
Nudging Signal	Door-close & A192/193 / only A192/3	Door-close & A192/193	
B14-Entrance Monitor			
Entrance Monitor	No,Yes	No	
Time a. st. Door-1	0,5 to 10 sec	2 sec	
Time a. st. Door-2	0,5 to 10 sec	2 sec	
Entrance Monitor	Not Inverted/Inverted	Inverted	
B15-Mech. Lock			
Pulse Buf. Delay	50 ms to 2000 ms	500 ms	

Lock Delay ON	0,0 to 5,0 sec	0 sec	
Lock Delay OFF	0,0 to 9,9 sec	0 sec	
Lock Handdoor	After Cardoor, Before Cardoor	After Cardoor	
Open after lock	0,0 to 9,9 sec	0 sec	
Mechanical Lock-OFF	10 to 720 Seconds	30 Seconds	
B16-Safety-Circuit			
Pre-Opening Doors	No,Yes	No	
Early Premagn.	No,Yes	No	
Safety Circuit	SIS-60 / SIS-16	SIS-16 (KW)	
B17 Releveling			
Releveling	No,Yes	No	
No Releveling Distance	5 to 50mm	10 mm	
Max. Releveling Distance	10 to 250mm	100 mm	
Leveling-UP	10 to 50mm	0 mm	
Leveling-DOWN	10 to 50mm	0 mm	
Time Limit	3 to 25 sec	20 sec	
Attempt Limit	5 to 25	20	
Limit at Level 1	Releveling, No Releveling	No Limit	
Overload	Releveling, No Releveling	Releveling	
Fault Handling	Block, Go Down & Block	X	
	Only error message		
finereleveling	No,Yes, ALGI, BUCHER	No	
B2-Call Options			
B21 Car Calls			
Door Reverse Car Call	Off,On	Off	
Selectiv Car Calls	No,Yes	No	
Callreset/ Error	directly, 1 to 40 sec	4 sec	
Car Call CPU	EIT / ITR-1 aktiv / ITR-1 & ITR-2 aktiv	EIT aktiv	
Car Call Limit	OFF, 2 to max.floor call erase	Off	
Misure Defence		No	
Button-Buzzer	Off,On	Off	
Car Call Range	Off, 1-2/ 1-3/ 1-4/ 1-5/ 1-6/ 1-7/	Off	
Automatic Car Call Vehicle	Off / ON	Off	
B22-Landing Calls			
Door Reverse Landing Call	Off,On	Off	
Modul	ZR,ER	ZR	
Selectiv Landing Calls	No,Yes	No	
Erase operative Calls	No,Yes	No	
Save Travel	0 to 20 sec	5 sec	
Floor Indicator Blinking	Off / ON	Off	
Button-Buzzer	Off,On	Off	
B23-Car Priority			
Floor Calls	erase, save	erase	
Mail Travel		off	
B24-Landing Priority			
Time call Input	1 to 30 sec	20 sec	
Floor Calls	erase,save	erase	
Priority Car Call	individual / collective / soft	individual	
Hazardous Material Transport	Off,On	Off	
B25 Groupcontroller			
Door Failure	10 to 60 sec	After 60 sec	
ER-IN/OUT 2xC	Free programmable Groupfunction	G01 Call Door-2 UP	
ER-IN/OUT 2xD	Free programmable Groupfunction	G02 Call Door-2 DOWN	
ER-IN/OUT 97A	Free programmable Groupfunction	G04 priority A1-3-5-7	
ER-IN/OUT 98A	Free programmable Groupfunction	G05 priority A2-4-6-8	
ER-IN/OUT 97B	Free programmable Groupfunction	G04 priority A1-3-5-7	
ER-IN/OUT 97B	Free programmable Groupfunction	G05 priority A2-4-6-8	
Parking Zone-1	Off, 1 to 32	Off	
Parking Zone-2	Off, 1 to 32	Off	
Parking Zone-3	Off, 1 to 32	Off	
Parking Zone-4	Off, 1 to 32	Off	
Parking Zone-5	Off, 1 to 32	Off	
Group Dynamic Travel Time Floor	0 to 20 sec	3,0 Sec.	
Group Dynamic Stop Time Floor	0 to 20 sec	8,0 Sec.	
B3-Drive			

B30 Hydraulic Not Regulated			
Start	Star/Delta , Softstart	Softstart	
S/D-Reverse Time	0,1 to 4,0 sec	2 sec	
Direction Up Delayed On	No,Yes –1 to 300 ms.	100 ms	
Direction Up Delayed Off	No,Yes –1 to 2000 ms.	400 ms	
Start with Door Controlling	No,Yes –1 to 3 sek. Verzögert	No	
Inspection Speed	Slow, Quick	slow	
Time to go Down	1 to 15 Minuten	10 Min.	
Fault Handling	No,Yes –Abbruch & Absenken	No	
Travel down at Overload	No,Yes	No	
Signal Top of Ramp	No,Yes	Yes	
Command Down Delay. On	No,Yes	Yes	
Command Down Delay. Off	Yes, No	Yes	
Lock after End-Switch Top	No, Yes	Yes	
Liftbus	OFF, KW-Bus, DCP-3, KW-2 Bus	KW BUS	
Warm Up travel	OFF, Always active, active on E492	OFF	
Warm Up travel after Time	Minutes to 1250		
B31 Hydraulic Regulated			
Start	Star/Delta , Softstart	Softstart	
S/D-Reverse Time	0,1 to 4,0 Sek.	2 sec	
Direction Up Delayed On	No,Yes –10 to 300 ms.	100 ms	
Direction Up Delayed Off	No,Yes –10 to 900 ms.	No	
Start with Door Controlling	No,Yes –10 to 2000 ms.	400 ms	
Start with Door Controlling	No,Yes –1 to 3 sek. Verzögert	No	
Inspection Speed	Slow, Quick, Vinsp	Vi	
Time to Go Down	1 to 15 Minutes	10 Min.	
Fault Handling	No, Interrupt, Block, Block & Go	Yes, Interrrupt	
Travel Down at Overload	No,Yes	No	
Signal Top Of Ramp	No,Yes	Yes	
Command Down Delay. On	No,Yes	No	
Command Down Delay. Off	No,Yes	No	
Lock after End-Switch Top	No, Yes	Yes	
Liftbus	OFF, KW-Bus, DCP-3, KW-2 Bus	KW BUS	
Warm Up travel	OFF, Always active, active on E492	OFF	
Warm Up travel after Time	Minutes to 1250		
Commands Output	Standart, Oildynamic NGV-A3	Standart	
B32 Hydraulic Variable Frequency			
V0 Delayed Off	No,Yes -10 to 300 ms.	No	
Main Conductor Delayed Off	No,Yes -10 to 2000 ms.	600 ms	
Direction Delayed Off	No,Yes -10 to 2000 ms.	1500 ms	
Releveling Speed	Vn, V0	Vn	
Inspektion Speed	Vo, Vinsp.	Vinsp.	
Time to Go Down	1 to 15 Minutes	15 Min.	
Fault Handling	No, Interrupt, Block, Block & Go	No	
Travel Down at Overload	No,Yes	No	
Lock after Top-End-switch	No,Yes	Yes	
Command Output	Bucher / ALGI FRHZ / ALGI FRHZ Vi	Bucher	
C. Down Delay. On	No,Yes	No	
Liftbus	OFF, KW-Bus, DCP-3, KW-2 Bus	KW BUS	
Warm Up travel	OFF, Always active, active on E492	OFF	
Warm Up travel after Time	Minutes to 1250		
B33 Rope 2 Speeds			
Motorventilation	No, Yes - 1 to 600 sec	No	
Direction Contactor Delayed On	No,Yes -10 to 300 ms.	100 ms	
Inspection Speed	Slow, Quick	slow	
Reverse Time out	No,Yes, 1 to 100 ms.	No	
B34 Rope Variable Voltage			
Liftbus	Off, KW-Liftbus, DCP-3	Off	
Mono Fan	No,Yes -1 to 600 sek.	No	
V0 Delayed Off	No,Yes -10 to 3000 ms.	No	
Direction Delayed Off	No,Yes -10 to 3000 ms.	1900 ms	
Main Constructor Delayed off	No,Yes -10 to 3000 ms.	2500 ms	
Reveling Speed	Command Vn / Command V0	Vn	
Fault Handling	Abbruch/Sperre-1.Stör/"-"2.Stör/"-"3.Stör	Abbruch	
Command Output	Standard-GOLIATH/ DIETZ-Freigabe	Standard-GOLIATH	

B 35 Rope Variable Frequency			
Liftbus	Off, KW-Liftbus, DCP-3	KW-Liftbus	
Mono Fan	No,Yes -1 to 600 sek.	No	
V0 Delayed Off	No,Yes -10 to 3000 ms.	No	
Direction Delayed Off	No,Yes -10 to 3000 ms.	1900 ms	
Main Conductor Delayed Off	No,Yes -10 to 3000 ms.	2500 ms	
Releveling Speed	Command Vn / Command V0	Vn	
Fault Handling	Abbruch/Sperre-1.Stör/"-"2.Stör/"-"3.Stör	Abbruch	
Command Output	Standard-GOLIATH / Release-DIETZ	Standard-GOLIATH	
B4-Shaft Copy			
B41 Standart-Copy			
Pulse Buffer Delay	2 to 50 ms	50 ms	
Correction Travel	After call/ automatic	After call	
B42 Relativ Copy			
Pulse Buffer Delay	2 to 50 ms	2 ms	
Correction Travel to	After call/automatic	After call	
2nd Prel. SW bot	No,Yes	No	
2nd Prel. SW top	No,Yes	No	
Short travels	No/1 short tr./2 short tr.	No	
If 1 Short-drive-> Short-drive-1 between	1<->2, 2<->3, 3<->4 ,.....		
If 2 Short-drive-> Short-drive-2 between	1<->2, 2<->3, 3<->4 ,.....		
Distance Prel. SW-ZSW	To Measure in mm	1000 mm	
Decel. Spd V0=>0 Travel up	Distance in mm	5 mm	
Decel. Spd V0=>0 Travel down	Distance in mm	5 mm	
Decel. Spd V1 Travel up	Distance in mm	500 mm	
Decel. Spd V1 Travel down	Distance in mm	500 mm	
Decel. Spd V2 Travel up	Distance in mm	1000 mm	
Decel. Spd V2 Travel down	Distance in mm	1000 mm	
Decel. Spd V3 Travel up	Distance in mm	1500 mm	
Decel. Spd V3 Travel down	Distance in mm	1500 mm	
Learn Drive	V1, V2, V3 execute	V1	
Encoder Termin.	At ZR/FKR	ZR	
Lern Drive Activate	No,Yes	No	
Switch Hysteres Overlapping	Xxx mm	0 mm	
Level. Floor-01 lev. Value	Bündigwert: 000,000 m	000,000 m	
Level. Floor-32 lev. Value	Bündigwert: xxx,xxx m	xxx,xxx m	
B43 Absolut Copy			
Distance-system	Schmersal-USP / Wachendorff	Schmersal-USP	
Floorswitches	no/ Vorend+Zone	No Floorswitches	
Short travels	No/1 short tr./2 short tr.	No	
If 1 Short-drive-> Short-drive-1 between	1<->2, 2<->3, 3<->4 ,.....		
If 2 Short-drive-> Short-drive-2 between	1<->2, 2<->3, 3<->4 ,.....		
Decel. Spd V0=>0 Travel up	Distance in mm	5 mm	
Decel. Spd V0=>0 Travel down	Distance in mm	5 mm	
Decel. Spd V1 Travel up	Distance in mm	500 mm	
Decel. Spd V1 Travel down	Distance in mm	500 mm	
Decel. Spd V2 Travel up	Distance in mm	1000 mm	
Decel. Spd V2 Travel down	Distance in mm	1000 mm	
Decel. Spd V3 Travel up	Distance in mm	1500 mm	
Decel. Spd V3 Travel down	Distance in mm	1500 mm	
Countdirection	Negativ / positiv	Negativ	
Learn Drive	V1, V2, V3 execute	V1	
Learn Drive activate	No,Yes	No	
Synchronisation Floor-1	No,Yes	No	
Level Mode	Floor level// floor distance		
Level. Floor-01 lev. Value	Bündigwert: 000,000 m	000,000 m	
Level. Floor-32 lev. Value	Bündigwert: xxx,xxx m	xxx,xxx m	
B44 Motor Copy			
Pulse Buf. Delay	2 bis 50 ms	2 ms	
Correct. Travel	After call / automatic	After call	
2nd Prel. SW bot	No,Yes	No	
2nd Prel. SW top	No,Yes	No	
Short travels	No/1 short tr./2 short tr.	No	
If 1 Short-drive-> Short-drive-1 between	1<->2, 2<->3, 3<->4 ,.....		

If 2 Short-drive-> Short-drive-2 between	1<->2, 2<->3, 3<->4 ,.....		
Distance Prel. SW-ZSW	To Measure in mm	1000 mm	
Decel. Spd V0=>0 Travel up	Distance in mm	5 mm	
Decel. Spd V0=>0 Travel down	Distance in mm	5 mm	
Decel. Spd V1 Travel up	Distance in mm	500 mm	
Decel. Spd V1 Travel down	Distance in mm	500 mm	
Decel. Spd V2 Travel up	Distance in mm	1000 mm	
Decel. Spd V2 Travel down	Distance in mm	1000 mm	
Decel. Spd V3 Travel up	Distance in mm	1500 mm	
Decel. Spd V3 Travel down	Distance in mm	1500 mm	
Learn Drive	V1, V2, V3 execute	V1	
Encoder Termin.	At ZR/FKR	ZR	
Learn Drive activate	No,Yes	No	
Swiching-hysterese			
Level. Floor-01 lev. Value	Bündigwert: 000,000 m	000,000 m	
Level. Floor-32 lev. Value	Bündigwert: xxx,xxx m	xxx,xxx m	
B45 Minimum Copy			
Pulse Buf. Delay	2 to 50 ms	50 ms	
Correct. Travel	After call / automatic	After call	
B46 R&S copy			
Pulse Buf. Delay	2 to 50 ms	50 ms	
Correct. Travel	After call / automatic	After call	

B5-Indicate

B501 Car Indicate

Cabine	Gray / 1 of N / Binär/ 7-Seg / free	1 of N	
Main-CPU	Gray / 1 of N / Binär/ 7-Seg / free	1 of N	
Floor-CPU	Gray-Code / 1 of N / Binär	1 of N	
Code 7-Segment	Setup for every Floor	U,E,1,2,3,4,5,6,7,..	
Code select	Setup for every Floor	0000 0000 b	
Special Mode Inspect./ manual	ON / OFF	ON	
Special Mode error case	ON / OFF	ON	
Special Mode spezial travel	ON / OFF	ON	
Special Mode Attendant Mode	ON / OFF	ON	
B502 Car Arrow			
Description	Only direction, Direction+ move on		
M-Arrow-OFF	No,Yes 1 to 60 sec	No	
M-A.Door close	No,Yes	Yes	
B503 Floor Arrow			
Arrows	No,Yes – ZR , ER, EAT	No	
ZR: Description	Only direction, Direction+ move on		
ZR:M-Arrow-Off	No,Yes 1 to 60 sec	No	
ER: Description	Only direction	X	
	Direction+ move on		
	Only move on		
ER: ER:M-Arrow-Off	No,Yes 1 to 60 sec	No	
M-A. Door close	No,Yes	Yes	
B504 Gong At The Car			
Gongfunction	No,Yes	No	
Car Call UP	No,one ring,double ring,trible ring	No	
Car Call DOWN	No,one ring,double ring,trible ring	No	
Floor Call UP	No,one ring,double ring,trible ring	One ring	
Floor Call DOWN	No,one ring,double ring,trible ring	Double ring	
Priority Call UP	No,one ring,double ring,trible ring	No	
Priority Call DOWN	No,one ring,double ring,trible ring	No	
Fire Fighter Tr.	No,one ring,double ring,trible ring	No	
Special Travel	No,one ring,double ring,trible ring	No	
Gongfunction Volume	1 to 15	7	
Gongfunction Tone	1 to 15	7	
B505 Gongfunction			
Gongfunction	No,Yes	No	
Car Call UP	No,one ring,double ring,trible ring	No	
Car Call DOWN	No,one ring,double ring,trible ring	No	
Floor Call UP	No,one ring,double ring,trible ring	One ring	
Floorcall DOWN	No,one ring,double ring,trible ring	Double ring	

Priority Call UP	No,one ring,double ring,trible ring	No	
Priority Call DOWN	No,one ring,double ring,trible ring	No	
Fire Fighter TR.	No,one ring,double ring,trible ring	No	
Special Travel	No,one ring,double ring,trible ring	No	
Gongfunction Volume	1 to 15	7	
Gongfunction Tone	1 to 15	7	
Gongimpuls	Short puls, 1sec, 2 sec	Short puls	
B506 LED-Matrix			
Car + Floor	Setup for every Floor	-1,0,1,2,3,4,5,..	
Car Display Errow	No,Yes,Scroll	Scroll	
CAR Segmente	2 / 3 Segments	3 Number	
CAR Text ÜBERLAST laufend	No,Yes,Scroll	Yes	
CAR Text OVERLOAD	No,Yes,Scroll	No	
CAR Text EVACUATION	No,Yes,Scroll	No	
CAR Text FIRETRAVEL	No,Yes,Scroll	NO	
CAR Text SPECIALTRAVEL	No,Yes,Scroll	No	
CAR Text OUT OF ORDER	No,Yes,Scroll	No	
FLOOR ARROWS	No,Yes,Scroll	YES	
FLOOR DISPLAY Segments	2 / 3 Number	2 Number	
FLOOR INDICATOR LIGHT	Off / out of order / spezial travel	No	
FLOOR Text ÜBERLAST laufend	No,Yes,Scroll	No	
FLOOR Text OVERLOAD	No,Yes,Scroll	No	
FLOOR Text EVACUATION	No,Yes,Scroll	No	
FLOOR Text FIRETRAVEL	No,Yes,Scroll	NO	
FLOOR Text SPECIALTRAVEL	No,Yes,Scroll	No	
FLOOR Text OUT OF ORDER	No,Yes,Scroll	No	
MAIN UNIT Display	1 to 32	1 to 32	
B6-Functions			
B600 Monitorfunctions			
Contactor Monitor	OFF, On 500 to 4000 ms	on	
Contactor Moninot Insp.	On,Off	on	
Contactor Monitor Reaction	Stop+Delet Calls, Stop+Block	Stop + Block	
Contactor Monitor Contact Type	NC., NC.+NO., NC. + SAS	NC.	
Carlight Monitor	Off / Current light / Input E525	on	
Starttime Monitor	1 to 60 sec	20 sec	
Journey Time Monitor	1 to 60 sec	40 sec	
Decelation Time Monitor	1 to 60 sec	20 sec	
Stop Time Monitor	1 to 60 sec	10 sec	
Fault Handling	Stop+ block,	Rope	
	Stop+ delete Calls		
	Go down		
	Go down+ block	Hydraulic	
BRAKE SHOE MONITOR	Off,On	OFF	
BRAKE MONITOR	Off,On		
	Stop+ delete Calls	X	
	Stop+ Block		
BRAKE MONITOR INPUT	Not inverted / inverted	Not inverted	
BRAKE MONITOR DELAY	0 to 6000 ms	2000 ms	
BRAKE MONITOR SYNCHRONISATION	0 to 6000 ms	2000 ms	
SWITCH-CABINET T-Max	No, Yes – 30 to 99°C	60 °C	
SWITCH-CABINET T-Min	No, Yes - 0 to 25°C	3 °C	
PTC-Motortemperature	Off, imput 1, imput 2, 1 + 2	Imput 1	
DSK-Impulse	Off, On	On	
ROPE STRETCH	Off, On	OFF	
Batterymonitor	Off, E507, E507 & E508	OFF	
MONITORING A3-CASE	ON, OFF	ON	
B601 Inspection Travel			
Restart locking	No,Yes	No	
Restart locking Door	No,Yes	No	
Speed Button	No,Yes	Yes	
Inspection Stop-Top	ZONE / Prelevel-Switch	ZONE	
Inspectionbulb pit	No / YES	No	
Inspectionbulb pit Reset	No / YES	No	

B602 Emergency Unit			
Alert Push Button Delay	0 to 5 Sec	1 sec	
B603 Car Fan			
Start Of Fan	Push Button, Travel-Start	Travel	
Fan Delay	0 to 600 sec	30 sec	
B604 Load Mearement			
Overload imput	Not inverted/inverted	Not inverted	
Load Measurem. Loadsensor FKR	No,Yes	No	
Overload	120%	120%	
Full Load	100%	100%	
Half Load	50%	50%	
Under Load	10%	10%	
Save Full Load	No,Yes	No	
Save Zero Load	No,Yes	No	
Underload evaluation	No,Yes / 1 / 2 / 3 / 4 Calls	No	
Volllastauswertung	No,Yes	No	
B605 Standby Travel			
Standby Travel	No,Yes	Yes	
Standby Trvl. 1 Floor	Next Floor, Floor1 to max.	Next Floor	
Standby Trvl. 1 OFFSET	OFF, +/- xxxx mm		
Standby Trvl. 2 Floor	Next Floor, Floor1 to max.	Next Floor	
Standby Trvl. 2 OFFSET	OFF, +/- xxxx mm		
Standby Travel Door	Open/close	open	
Standby Travel Floor Indicator	ON/OFF	ON	
Standby Travel Car Indicator	ON/OFF	ON	
B606 Parking Travel			
Parking Travel	No, Yes	No	
Parking Level	Floor 1 to max. Floor	Etage 2	
Start Parking Travel	1 to 15 Min.	1 min	
Door	Open, Close	Open	
B607 Floor Blocking			
Floor Blocking	Input of a blocked Floors	No	
Dynam. Blocking	No, only carcalls		
	only floorcalls, carcalls+floorcalls	No	
B608 Energy saving			
Car Light Automatik off	No,Yes	No	
Delay	1 to 6500 sec	60 sec	
Car Indicator	No,Yes	No	
Delay	1 to 6500 sec	120 sec	
Floor Indicator	No,Yes	No	
Delay	1 to 6500 sec	180 sec	
FU Standby	No,Yes	No	
Delay	1 to 6500 sec	60 sec	
FU Switch Off	No,Yes	No	
Delay	1 to 6500 sec	60 sec	
Door Drive Automatic Off	No,Yes	No	
Delay	1 to 6500 sec	60 sec	
Mode S1	No,Yes	No	
Mode S2	No,Yes	No	
B609 Emergency Power service			
Emergency Power Service	No/yes, generator, accupower,brake	No	
Emergency Power Service floor 1	Next floor, 1 to 32	1	
Entrance Open	1, 2, 1+2	1	
Follow-Circuit	No,Yes	No	
Piezo Buzzer	Off / on	off	
Follow Circuit Deadtime	10 to 360 sec	360 sec	
B610 Emergency Fire Service			
Emergency Fire Service	No, Yes-1, Yes-2, Yes-3, dynamic	No	
1. Priority	1 to max.	2	
1. P. Entrance open	1, 2, 1+2	1	
2. Priority	1 to max.	2	
2.P. Entrance open	1, 2, 1+2	1	
3. Priority	1 to max.	3	
3.P. Entrance open	1, 2, 1+2	1	
Piezo Buzzer	Off , on	off	

Emergency Fire Service Input	Not inverted/ inverted	Not inverted	
Emergency Fire Service Swiss Version	No,Yes	No	
B611 Fire Fighter service			
Firefighter Travel	No,Yes	No	
1. Priority	1 to max.	2	
1.P. Entrance open	1, 2, 1+2	1	
2. Priority	1 to max.	2	
2.P. Entrance open	1, 2, 1+2	1	
3. Priority	1 to max.	2	
3.P. Entrance open	1, 2, 1+2	1	
Firefighter Travel Input	Not inverted/ inverted	Not inverted	
Firefighter Travel Mode	Deutsch / Englisch / Australisch / EN 81-	EN 81-72	
Buzzer on leveling	ON / OFF	OFF	
B612 Rescue Travel			
Rescue Travel	No, Yes	No	
Collection Floor	1 to max.	1	
Collection Floor Wait Time	1 to 720 sec.	600 sec.	
Rescue Floor	1 to max.	2	
Rescue Floor Wait Time	1 to 720 sec.	120 sec.	
Rescue Travel Repeat travel	1 to 10	1	
B613 Guide Mode			
Attandent Travel	No,Yes	No	
B614 Hotel Stopping			
Main Floor	No/Up/Down/Up+Down	No	
B615 Time relay			
Time Relay-1	Off/switch-on delay/off delay/off puls	Off	
Delaytime	0,5 to 300 sec	0,5	
Pulstime	0,5 to 300 sec	0,5	
Time Relay-2	Off/switch-on delay/off delay/off puls	Off	
Delaytime	0,5 to 300 sec	0,5	
Pulstime	0,5 to 300 sec	0,5	
Speed-threshold Vx	0,1 m/s to Vmax	0,8 m/s	
Start-1 Timer-1 to 10	00:00 Clock		
Stopt-1 Timer-1 to 10	00:00 Clock		
Start-2 Timer-1 to 10	00:00 Clock		
Stop-2 Timer-1 to 10	00:00 Clock		
Day Timer-1 to 10	MO TU WE TH FR SA SU		
B616 Elevator Check			
Interval	Off Modem //ev. Week/ ev 2 weeks	Modem	
Weekday	MO TU WE TH FR SA SU		
Start time	xx : xx CLOCK		
Test Action leveling	No,Yes	Yes	
Test Action Car Light	No,Yes	Yes	
Test Action Alarm Button	No,Yes	Yes	
Test Action Door Open Button	No,Yes	Yes	
Reaction	Only message//m. and vblock	Only message	
Floorblocking	No notice/notice blocked floor/ only fixed Blocking	No notice	
Result	Check is o.k./ x failure		
B617 Bolt			
Bolt	Off/ Static/ Mobil	off	
Floor Static	Stop		
Bolt Releveling	No,Yes	No	
Bolt Raising	Distance in mm	64 mm	
Bolt Final Leg	In ms	1000 ms	
Bolt Preassure Leg	In ms	4000 ms	
Bolt GoDown Travel	No,Yes	Yes	
Bolt Floors Mobil	1- 16		
Bolt Fine Releveling Aggregate	No,Yes	No	
B618 Codelock Calls			
Codelock calls floor	No, HS 01 .. HS Max	No	
Codeeinput floor 01 to Max.	4 digit code		
B619 Attendant Mode			
Attendant Mode	OFF , ON	OFF	

Attendant Mode Deactive After	1 to15 Minutes	10 Min.	
B620 Deadman Mode			
Deadman Mode Release By	Over E327 / Car Call	E327	
Deadman Mode Supervice	OFF , ON	OFF	
Deadman Mode Floor Call With	OFF , ON	OFF	
Deadman Mode Chimney Mode	OFF , ON	OFF	
B621 FAX-MODEM-DUN			
Type	Reimann, Fax, Modem, Fax+Modem, Safeline SL6, GSM 110	Modem	
Own Number			
Fax Number 1			
Fax Number2			
MODEM Number 1			
MODEM Number 2			
MODEM Password			
RS232-1:	HPG / PC , HPG / PC & Reimann	HPG / PC	
B622 UCM - Monitoring			
UCM- Type	OFF, KW-UCM, Wittur EOS, GB	OFF	
UCM - Monitoring	No, Oildynamik-NGV, Bucher iValve	No	
B623 OSKAR - Interface			
Oskar - Interface	OFF , ON	OFF	
Call - Deadtime	OFF, 1 ... 120 Seonds	OFF	
B624 Parking Garage			
Parking Garage - Function	OFF , ON	OFF	
Deadtime –Fill Mode	OFF, 1 ... 60 Seonds	30 Sec.	
Deadtime –Clear Mode	OFF, 1 ... 60 Seonds	30 Sec.	
B625 Traffic Capture			
Traffic Capture - Function	ON / OFF	OFF	
Calm Traffic	1 ... 60 Minutes	10 Min.	
Calm Traffic Off after	3... 10 calls	3 calls	
Calm Traffic slow drive	ON / OFF	OFF	
Calm Traffic door slow	ON / OFF	OFF	

B7 Input/ Output			
B73 I/O			
B74 Pulse Buffer Delay			
Pulse Buffer Delay ZR		30 ms	
Pulse Buffer Delay FKR		30 ms	
Pulse Buffer Delay ER		30 ms	
Pulse Buffer Delay ZG		30 ms	

C-Diagnosis			
C0-Controller Reset			
Reset	Yes,No		
C1-Give Calls			
C10-Give Calls	Car Calls		
C11-Floor Calls	Input of Floor Calls		
C12-Random Car Calls	Off/ On	Off	
	Off after :0,5 to 48,0 hours	8,0 hours	
C13-Random Floor Calls	Off, On	Off	
	Off after :0,5 to 48,0 hours	8,0 hours	
C2-In/Output Signals			
All In/Outputs ZR,FKR,ITR,ER	- = no Signal / * = +24V Signal	Exxx = Input Signall	Axx= Output Signal
C3-Event/Fault Log			
C30 Event/Fault Log	Fault Count		
C31 Logposition	Fault Position xxx		
	Number of Fault	Errowtext	
	Time xx:xx:xx	Date xx.xx.xxxx	
C4-INSECTOR			
C40 Run Time Test	All running times are set on 1.0 seconds for the next trip:		
C41 Buffer Trip	With the resend drive speed can be driven downward without delay 13B		
C42 Seat Sample	With the resend drive speed can be driven upward without delay 13A		
C43 Catch Sample	Disconnection of the short-circuit protection with the catch sample		
C44 Driving Abillity	For the driving ability examination with MRL processor		
C45 Break Test	For MRL with electrical manual brake operation		
C46 Remote Trigger	Start up the function remote trigger		
C47 Reset Remote Trigger	Start up function resets remote trigger		

C48 Remote Trigger Counterweight	**Start up the function remote trigger Counterweight**
C49 Reset Remote Tri.	**Start up the function reset remote trigger**
C410 Shaft-Endswitch Top	**Limit switch trip UP with reduction of the V. but over driving concisely Top**
C411 Shaft-Endswitch Bottom	**Limit switch trip Down with reduction of the V. but over driving concisely Bottom**
C412 Temperature-Casing-Test	**Lower the temperature minimum trigger level to immediate reasing**
C413 Motor-PTC-Test	
C414 DSK-Encoder-Test	
C415 Test Sink - Prevention	Excessive switching off the sink - prevention for immediate release
C416 Test UCM drive Off Level	Simulation of the journey from the zone with the door open to EN81-1 / 2-A3
C417 Test Brake Monitor	Excessive disconnection of the braking element software for instant monitoring trigger
C5-Compactness Cotrol	
Expenditure of the current driving cab hoising depth in mm; Consise become with+ or- at over or under drive	
C6-modul Monitor	
Shaftbus 1 to 16	
Shaftbus 17 to 32	
DSC-Pulses	
Revision Number	
ER-Adress prog. Adress	
C7 –Assembly Trip	
Ignoring the SiKr entrances U3 to U12 resent option at assembly option	
C8 – EVENT LOG	
Messages & Events	

D-Informations			
D1-In/Output			
D2-Trip Counter			
All Trips			
Reset Tripcounter			
Tripcounter UP			
Tripcounter DOWN			
Reset Tripcounter			
Floorcounter Floor 1			
Floorcounter Floor max.			
Reset Floorcounter			
D3-Run-Time Counter			
Mainpowercounter			
Travel Time			
Reset Travel Time			
Reset Counter			
D4-Doormove Counter			
Doorside 1			
Reset Doormove- Counter			
Disp. Doormaintan	**Expenditure of message over A126 maintenance counter doors**		
D5-Car Speed			
Speed of the Car in m/s			
Speed of the motor in ups			

4. FUNCTION DESCRIPTION

4.1 GENERAL WORKING WITH THE HPG60 & NAVIGATION

The Hand-held Programming Unit HPG-60 is the universal programming tool for the entire control system. It is equipped with 6 keys, a four-lined LCD-display, one red LED, and a 9-pole RS232-Interface.

The serial cable which is supplied with the unit, has to be connected with the 9-pole interface socket of the HPG-60, and the corresponding socket of the CPU, the FKR, or the ITR. If the access authorization of the HPG-60 is accepted by the CPU, the display will show „A1 Anlagedaten “.

The six keys are separated in two groups.The four red keys are working as a two-axis control, i.e. the upper and the lower key are used to scroll through the menu. There are eight main menus, between which you can change by using the keys „left arrow“ and „right arrow“.The right and the left red buttons will select the individual parameters.The values of the parameters appear on the right side.

The yellow keys are used if parameters are to be changed.The upper yellow key will increase the parameter value, through the lower yellow key the parameter value is reduced.After adjustment, the parameter value will flash on the display.The right, red key (ENTER) must be pressed to store the new setting. In case that the new value is to be disregarded, the left red key must be pressed ESCAPE).

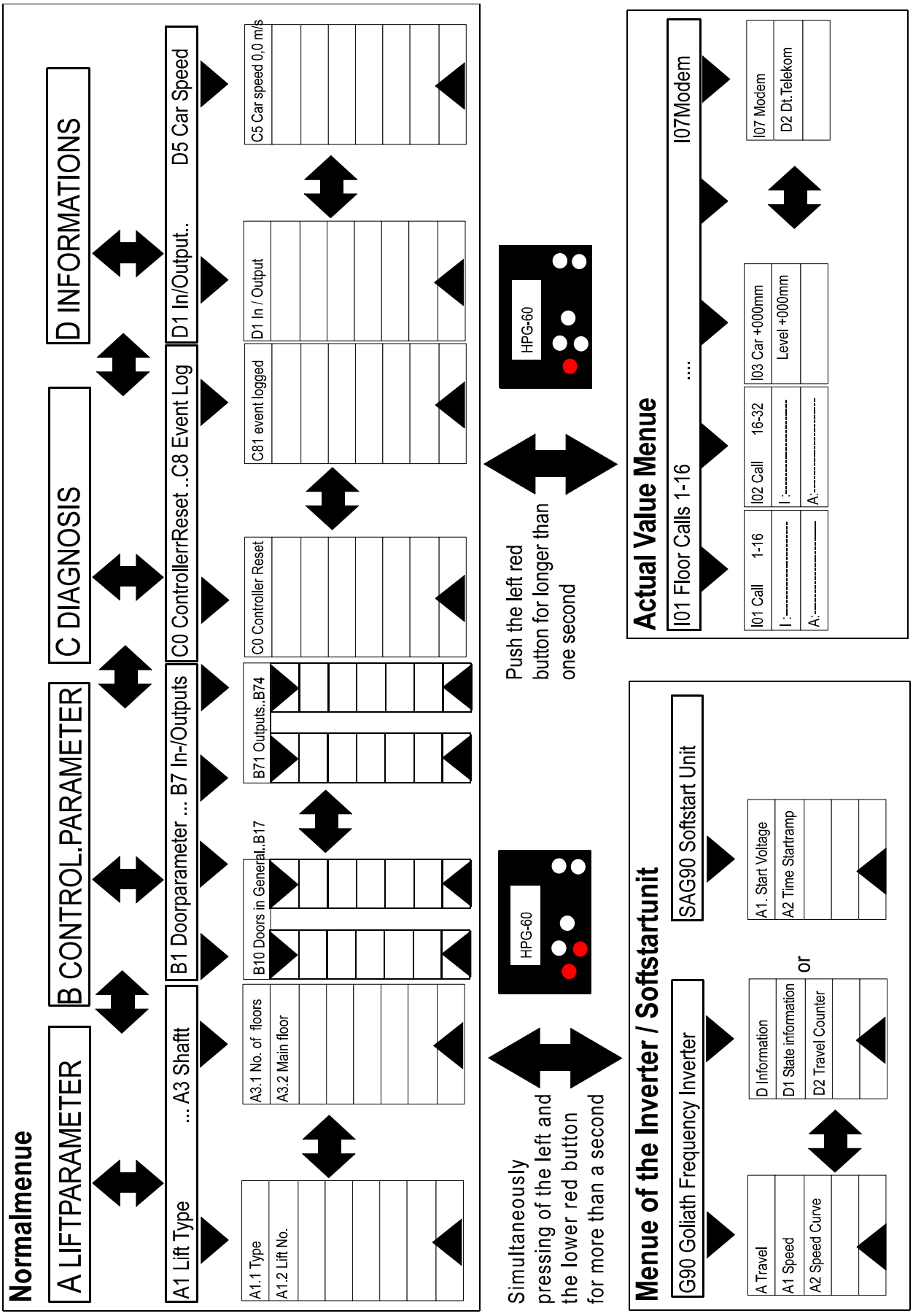
The current key allocation is displayed on the fourth line of the display. Parameters can only be changed in standstill condition, and only if no command has been entered. Mistakes are indicated by flashing of the display.

The display is composed as follows:

1.Line	MENU	e.g.	B10 Door General
2.Line	Menu Element Parameter Value	e.g.	Shaft Door Bounce Suppression 100 ms
3.Line	Status Mode		„Regular Operation“
4.Line	Error Messages		Error 41: Operating Time Surveillance

Switching between menus A up to C and menue D is done by simultaneous pressing of the right red button, and the two yellow buttons.

NAVIGATION WITH THE HPG-60



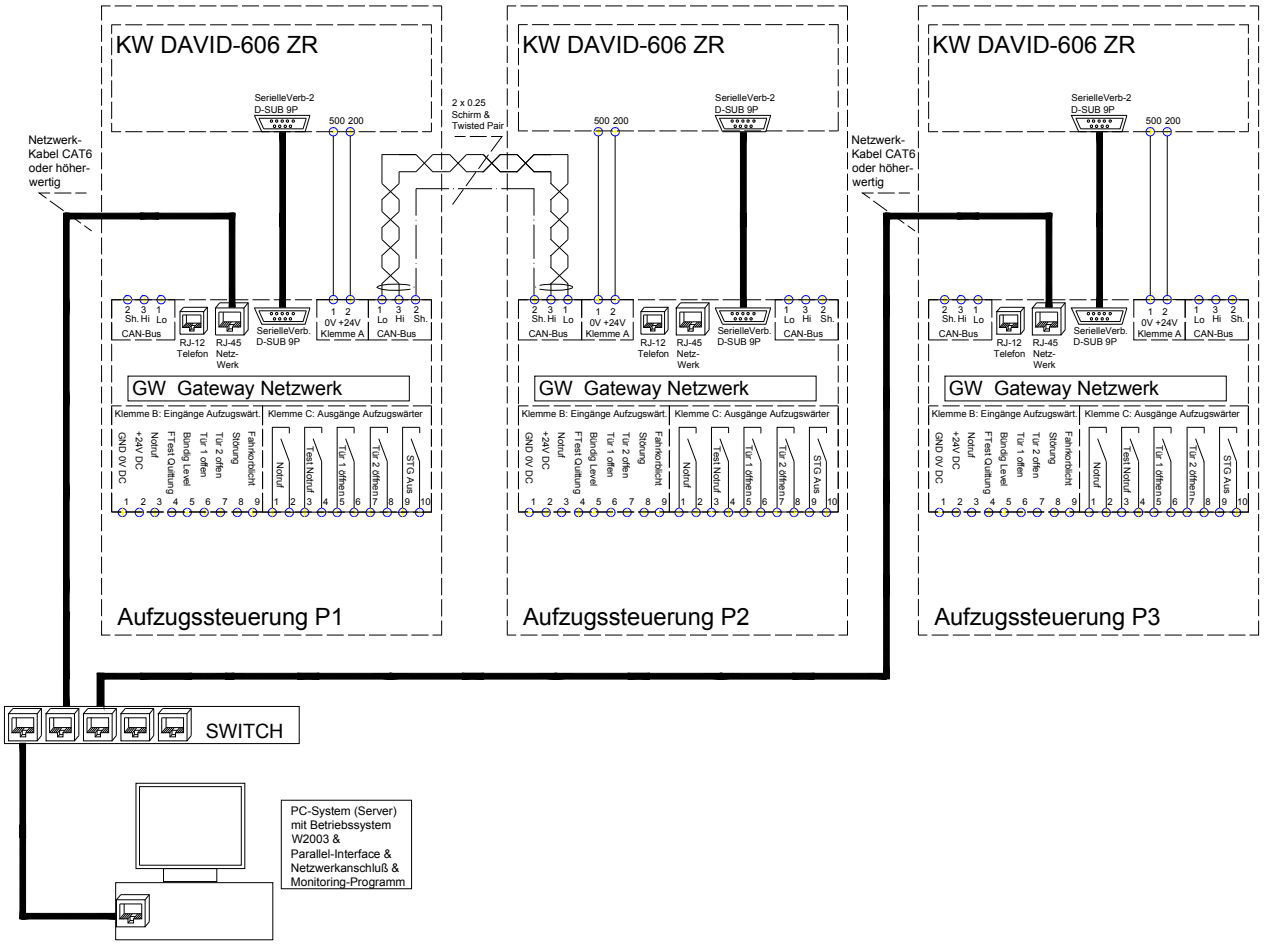
4.2 Serial Interface 1 and 2

The serial interface 1 used to connect the Handprogramming Unit HPG60, and to connect a PC with parametersoftware or Flash software.

The second serial interface is reserved for the DFÜ. The software supports the protocol-files of the Reimann company. You have the access to all data parameters groups A to D.
Optional there two different modems for connections over telephone or Internet TCP/IP.

Optional are two different gateways (LON / BACnet / Profibus / S-bus) as well, via a connection modes (Analog / GSM), respectively, by allowing bus based on TCP / IP.

Example: Gateway TCP/IP



A-LIFTPARAMETER

A1- LIFT TYPE

PARAMETER: A1.1 TYPE
There is a place of 20 characters to put in the name of the type or the company. The whole character-set is 95 characters.

PARAMETER: A1.2 LIFT NUMBER
There is a place of 20 characters to put in the lift number. The whole character-set is 95 characters.

PARAMETER: A1.3 CONTROLLER NUMBER
There is a place of 20 characters to put in the controller-number. The whole character-set is 95 characters.

PARAMETER: A1.4 PLACE
There is a place of 20 characters to put in the name of the place. The whole character-set is 95 characters.

PARAMETER: A1.5 TIME/DATE
You must use the form **xx:xx:xx = time & yy.yy.yyyy = Date** to put in the time and the date.

PARAMETER: A1.5a Summer/Wintertimeswitching
You can make a automaticly or manual switching.

PARAMETER: A1.6 LANGUAGE
There are two languages,which you can choose **German and Englisch**. The standart is German.

PARAMETER: A1.7 & A1.8 - DISPLAYLINE 1 AND 2
There is a place of 20 characters in every line to put in the name of the Building, or the company. These two lines are visible at the start on the HPG-60. The whole character-set is 95 characters.

PARAMETER: A1.9 SOFTWARE VERSION
In this menu the software version will be shown.

PARAMETER: A1.10 CODEWORD INPUT
If the Code-word is >< 0000, then it is active, e.g. after switch off the D606 ZR or put off the HPG-60.

If the parameter code-word is active, you must put in the right code-word, before you can change the others parameters.

In four waye, the code-word protection is active:

- Unit is switched off
- At 00:00 clock
- A wrong code-word is put in
- A new code-word is put in

The following unit are without code-word protection:
- To give car calls
- To give landig calls
- Error memory

A2- Controller

PARAMETER: A2.1 TYPE OF DRIVE
In this parameter, you have to choose the type of drive:
- **Hydraulic-Not regulated**
- **Hydraulic- regulated**
- **Hydraulic-Variable Frequency**
- **Rope- 2 Speeds**
- **Rope- Variable Voltage**
- **Rope- Variable Frequency**

PARAMETER: A2.2 TYPE OF CONTROLLER

With this parameter you can specify the following basic types of controls:

- **One Button Exclusive**
- **One Buttoon Deadmean**
- **Preselection Controlling**
- **Two Button Collection**
- **One Button Up and Down Collection**
- **One Button Down Collection**
- **One Button No Collection**
- **Attendard Controlling**
- **Send-Controlling**

PARAMETER: A2.3 GROUP

In this parameter, you can activate the Group-drive. Please look at the points A2.4 and A2.5.

PARAMETER: A2.4 NO. OF LIFTS

In this parameter, you can put in the numbers of the lifts in the group. The maximum number is 8.

PARAMETER: A2.5 GROUP NO.

Each lift in the group has ist own number. You can give the lift a number between 1 and 8.

A3- Shaft

PARAMETER: A3.1 NO. OF FLOORS

In this parameter, you can put in the value, how many floors the elevator has. The maximum is eight floors.

PARAMETER : A3.2 MAIN FLOOR

In this parameter, you can put in the value, of the main floor.

PARAMETER : A3.3 MAIN FLOOR-2

In this parameter, you can put in the value, of the main floor.

PARAMETER: A3.4 LOWEST FLOOR

If you have a groupe with a different number of floors, you must put in the number of the floor, which is the lowest floor of the elevator.

PARAMETER: A3.5 DOOR SIDES

In this parameter, you can put in the value, how many door sides the elevator has. The maximum is two door sides.

PARAMER: A3.6 SHAFT-COPY

In this parameter, you have to choose the type of shaft-copies:

- **Standart-Copy**
- **Relativ-Copy**
- **Absolut-Copy**
- **Motor-Copy**
- **Minimum-Copy**
- **R&S-Copy**

PARAMETER: A3.7 NOMINAL SPEED

In this parameter, you can put in the value of the nominal speed of the elevator in m/s.

B1- Doorparameter

1.0 Description of the in- and outputchannels of the door-function

Terminal mark	**Hard-ware**	Function
Free choice of the Re-lay Output	Relay Output	**Door command line Door 1 Open**- This output is used to control the door scheme to drive the car or by 400V AC drives to control the reversing contactor K401. If K402 is on, so is K401 software locked.
Free choice of the Re-lay Output	Relay Output	**Door command line Door 1 Close-** This output is used to control the door scheme to drive the car or by 400V AC drives to control the reversing contactor K402. If K401 is on, so is K402 sofware locked.
Free choice of the Re-lay Output	Relay Output	**Door command line Door 2 Open-** This output is used to control the door scheme to drive the car or by 400V AC drives to control the reversing contactor K403. If K404 is on, so is K403 software locked.
Free choice of the Re-lay Output	Relay Output	Door command line Door 2 Close – This output is used to control the door scheme to drive the car or by 400V drives to control the reversing contactor K404. If K403 is on, so is K404 software locked.
(Inputs FF0 or FF4)	24V DC Input	**Photocell input Door 1 or Door 2** The Photocell ist blocked if you have +24V DC at the Input. That mean somebody or something is in Door 1 or Door 2. 0V DC indicates that the Drive-way of the door 1 or door 2 is without obstacles. Evaluation of the photocell input only within the door zone or concise contact with open and/or part-open door. (Working model normally maker NO) **Reaction: Reversion of the door movement to "door open"**
	24V DC Input	**Button Door Open Door 1 / Door 2** If passenger wishes door movement, mean that button Door 1 /button door 2 was oper-ated and you get at the Output + 24V DC (Working model normally maker NO) Reaction: Reversion of the door movement on door open. The door is kept open over in load time duration. For abort ot the load time funktion over the time you have to push the button door close or button door open.
	24V DC Input	Button Door close input Door1 / Door 2 If passenger wishes door movement, mean that button Door 1 /button door 2 was oper-ated and you get at the Output + 24V DC (Working model normally maker NO). Dely-time for the door motion „Close" is programmable.
(Inputs FF1 or FF5)	24V DC Input	**Door reversion entrance Door 1 / Door 2** 24V DC at this input mean that somebody or something is in Door 1 or Door 2. 0V DC mean there is no barriers. (Working model normally maker NO) **Reaction: Reversion of the door movement on door open.**
(Inputs FF2 or FF6)	24V DC Input	**Door limit switch Open Input Door 1/ Door 2** If the Door 1/ Door 2 is completely opened, you have 0V DC at this Input. (Working model normally maker NO) **Reaction: Switch the door command line door 1 open/ door 2 open.**
(Inputs FF3 or FF7)	24V DC Input	**Door limit switch close entrance Door 1/ Door 2** The Door ist completely close, in the end position, that mean 0V DC at this Input. **Reaction: Switch the door dommand line Door 1 close/ Door 2 close.**
U10	230V AC Input	**Shaft-door input Safety-circuit-terminals U10** All shaft doors are electrically closed if you have in the Input 230 V AC.
U11	230V AC Input	**Car-door-inputs Safety-circuit-terminals U11** All car doors are electrically closed if you have in the Input 230 V AC
U12	230V AC Input	**Blockedswitch-imputs Safety-circuit-terminals U12** All Shaft doors are locked, if this input have 203V AC. At the imput is 0V AC, that means actuelly stop don´t locked and the door can be opened.

B10- General

PARAMETER: DOOR FUNCTION
For the software used in this system, the term „Automatic Door“ refers to a telescopic shaft door in connection with a telescopic cabin door, which are jointly operated by an electric system.

PARAMETER: TYPE OF DOOR
In this parameter you can choose the type of the door. The following door types are in the software:

- **No Door**
- **Handdoor no Cardoor**
- **Hand/Cardoor with 2 Endswitch**
- **Hand/Cardoor with Door-Open-Endswitch**
- **Hand/Cardoor with Door-Close-Endswitch**
- **Hand/Cardoor without Endswitch**
- **Automaticdoor with Door-Open-Endswitch**
- **Automaticdoor with Door-Close-Endswitch**
- **Automaticdoor without Endswitch**

In menu A3.4 you can activate “Door 2” and apply the setup “like Door 1”.The doors 1 and 2 have the same setups. But you can change the setup for door 2.

The term of the automatic door mean for the implemented software a telescope shaft door in connection with a telescope car and door car those to be together coupled.

For the automatic door without door limit switches in principle the same description is valid, as with door limit switch. The door instructions Open and Close remain in the final positions.
Some door engines have however no cyclic duration of 100%. Therefore the parameter must be activated” Door engine in standby Off”

The term of the turning door mean for the implemented software a turning door as shaft door in connection with a telescope driving car door or /and a folding door .
The closing of the shaftdoors hapens with the blockedswitch. The control of the blockedswitch can take place again mechanically or with solenoid operated bolt magnet.

PARAMETER: DOOR LIMIT SWITCH
At this parameter you can choose between 2 options. (Opener/ Closer) This parameter come out only if the kind of door with door limit switch are chosen. The standart value is Opener.

PARAMETER: DOOR ENGINE 1 ACTIVE / DOOR ENGINE 2 ACTIVE
At this parameter, you can choose between two values, namely „**always**“ and „**standby off**“. The door-engines, which have no switch-on-time of 100%, you must be choose the value “**standby off**”.

PARAMETER: SHAFTDOOR WAITING
The use of this parameter is to have a delay-time for the shaft-door-contacts in the safety-circuit. When the time is over, the is a interpretation, if the door is open or closed. If you have old doorcontacs in the safety circuit of the shaftdoor, you must set the time high. The best way is always to use new doorcontacts. The standart value is 0,5 seconds.

PARAMETER: CAR DOOR WAITING
The use of this parameter is to have a delay-time for the car-door-contacts in the safety-circuit. When the time is over, the is a interpretation, if the door is open or closed. If you have old doorcontacs in the safety circuit of the cardoor, you must set the time high. The best way is always to use new doorcontacts. The standart value is 0,5 seconds.

PARAMETER: LATER DOOR OPENING
The start of opening the door has a delay-time. The standart value is 0,5 seconds. The maxvalue is 8.0 seconds.

PARAMETER: LIMITED DOOR OPENING
Default value is 6.0 seconds.

PARAMETER: DOOR MONITOR OPEN

Within the watch dog time the door must be opened. If this does not take place, then the door is reversed and closes again. The procedure is repeated dependent on the entered number of door attemps. The universal time for the monitoring amounts to 13.0 seconds.

PARAMETER: DOOR MONITOR CLOSE

Within watch dog time the door must be closed. If this does not take place, then the door is reversed and openes again. The procedure is repeated dependent on the entered number of door attemps. The universal time for the monitoring amounts to 13.0 seconds.

PARAMETER: FURTHER TRAVEL DELAY CAR CALL

If the elevator holds at the stop with car call and other severel calls are present, then this time starts after opening the door. Passengers are to able to leave the cab in this time. Upon the expiration of the driving on time inside the door is closed and driven to the next stop. The standart value is 7,0 sec.

PARAMETER: FURTHER DELAY LANDING CALL

If the elevator holds at the stop with landing call and other severel calls are present, then this time starts after opening the door. Passengers are to able to entry the cab in this time. Upon the expiration of the driving on time outside the door is closed and driven to the next stop. The standart value is 7,0 sec.

PARAMETER: FURTHER DELAY TIME TRIGGER

At expiration of the driving on time the door is closed. If the door is blocked, then it can be decided in this parameter whether after the door reversion the driving on time is started again.The standart value is NO.

PARAMETER: DOOR RESERVE DELAY

If the door is in motion to close and she should be reverse, this means she should be open, then you need a delay time to prevent a mechanical demage of the door. The standart value is 0,5 seconds.

PARAMETER: DOOR ENGINE 1/2 AT STANDBY OFF

In Parameter you can selected the time if the door engine don´t work and the cab stand with closed door. You can use this preference if you choose the parameter„ Door engine“ was selected actively the attitude „always“. (Parks-Standby-Ready)

PARAMETER:DOOR STANDBY MAIN

If there are no car- and landing-calls present in the elevator controller, then the lift is in the Stand-By for future calls. In this condition you can choose for the door between open or close. The standart value is open.

PARAMETER: DOOR ENGINE INSPECTION

In this parameter you can choose whether with manipulation of the inspection controller the door is headed for. However you can operate the door controller over separate control.

PARAMETER: DOOR OPEN

Selective together

Both buttons are parallel. If you push of a button (Button1/ Button2), so opens the last running up to door. When both doors are closed and you push the button (Button1/ Button2) so opens only that door, which are last closed.

Together

Both buttons are parallel. Both doors open by the pushing of the button (Button1/ Button2)

Single

Button-1 opens Door-1, Button-2 opens Door-2

Selectively individually

Both buttons are running individually. If you push of a button (Button1/ Button2) , so opens the last running up to door. When both doors are closed and you push the button (Button1/ Button2) so opens only that door, which are last closed.

PARAMETER: BUTTON HOLDTIME

With this parameter if a time is registered, and the load time tracer operates, then the door can run not for the adjusted time. During the load time if the load time tracer be pushed, then the load time is interruped and the door is closing. The range of values for the load time extends between 1 and 600 seconds.

PARAMETER : HOLDTIME FUNCTION

In that parameter you can choose between ”single” and “ together”. Together means that a load time tracer is responsible for both door sides. Single means that two load time tracers, which react separately for the two door sides.

PARAMETER: BUTTON DOOR CLOSE FUNCTION

In that parameter you can choose between **single**, **together** and **selective**. **Together** mean that the Door-close-button, which connected on Input of the EIT-device ,is responsible for both door sides. **Single** mean that you need 2 Door-close-buttons, which react seperately for the two door sides. During the attitude **selective** is only one door button attached during a selective door control. The reaction of the button is always arranged the last door movemant at Door 1 / Door 2. The standart value is **together**.

PARAMETER: BUTTON DOOR CLOSE REACTION

At this parameter you can choose the delay-time, when the push-button Door-close is active.

PARAMETER: DOOR CONTROL ATTEMPS

At this parameter you can choose how many attemps you can make to close or open the door , before there would be show a door-fault. The standart value is 3 attemps.

PARAMTER: DOOR OPEN TIME

If you have a car-door without endswitches, you can choose in this parameter the time, when the ZR-Unit shows you that the door is open. Please measure the time, whitch the doors needs to open.

PARAMTER:DOOR OPEN

There two possibilities – automaticly -> Normal Function or Only with Door Open-Push-Button.

PARAMETER: DOOR CLOSE

There two possibilities – automaticly -> Normal Function or Only with Door Close-Push-Button.

B11- Table of Entrance

Menu B11 is active only if you choose in menu “ A Liftparameter/ A3 Shaft/ A3.4 Door Sides” the option “2 Door Sides”. For every floor, there are two doorsides prepared. Now you can decide, which door realy exists.

B12- Safery Photocell

PARAMETER: SAFETY PHOTOCELL

Setting S**aftey Photocell:** At an elevator with shaft door without car door the entrance “safety photocell” can be. In the stop or standart drive, i.e. the jets of the safety photocell are not interrrupted, that mean landing and car calls are accepted and progressed. Is there an interruption of the safety photocell, then the input safety photocell is deactivated at the FKR. As a result all calling are erased. The drive is possible only be car calls. The landing calls are not possible.

Setting CEDES: In this setting, you can support the system CEDES LI.

A. Testing the saftey photocell also before lowering travel
B. No lowering travel, if before there was a break in the journey of the saftey photocell. Only possible after reset at the input channel of function E254.
C. No releveling, if before there was a break in the journey of the saftey photocell. Only possible after reset at the input channel of function E254.
D. Locking after there was a break in the journey of the saftey photocell, except when releveling.
E. When CEDES Li, after saftey photocell interruption and subsequent reset the elevator can return with car or landing calls.
F. As long as the input (E187 = 0), no operation is applied, and the landing door is open is in the floor, then you can releveling with open door.

PARAMETER: PHOTOCELL-MONITOR

With this parameter a time can be set in, which is used, if the photocell is permanently blocked. After the adjusted time the photocell is ignored and the door can be closed , if an instruction to start for the park stop or a command comes for the disconnection of the control and the cab light .

PARAMETER: TRAVEL

With this parameter the function of the ramp trip can be selected. If the entrance IE0 goes on the ITR controller on +24V DC, then the ramp trip is active, i.e. the cab can be positioned with open door over the entrances of the inspection control.

PARAMETER: DOOR CLOSE DELAY

With this parameter a time can be stopped, which represents the photocell time. After the photocell was permanently blocked, the door can be closed after applying the adjusted time. The standart value time is 2,0 sec.

PARAMETER: PHOTOCELL

The entrance behavior of the photocell input can be selected here between closer and opener. The standart value is opener.

PARAMETER: REVERSE CONTACT

The entrance behavior of the reversing contact can be selected here between closer and opener. The standart value is opener.

B13- Nudging Function

PARAMETER: NUDGING

With this parameter a time can be stopped, which is used, if the photocell is permanently blocked. The function is reserved for the normal-drive of the elevator. After the adjusted time the photocell is ignored and the door can be closed, if a car or landing call is in present.

Parameter: Nudging –Signal

Setting Door-Close&A192/A193: Here is the NUDGE signal in addition to the door-issued command.

Setting Only A192 / A193: Here, only the NUDGE output signal.

B14- Entrance Monitor

PARAMETER: ENTRANCE MONITOR

This parameter activate function and inputs of the entrance-monitor.

PARAMETER: TIME A START DOOR 1/DOOR 2

With this parameter a time can be set in, which is used, if the door closes. After the adjusted time an Output is switched, which can serve the lobby-monitor.

PARAMETER: ENTRANCE MONITOR

The entrance behavior of the lobby-monitor can be selected here between closer and opener. The standart value is closer.

B15- Mechanical Lock

PARAMETER: PULSE BUF. DELAY
With this parameter you can choose the delay-time of the lock-magnet in order to compensate contact difficulties of the safety-contacts. The standard value is 500 ms.

PARAMETER: LOCK DELAY ON
This parameter allow delayed on the locked magnet. The standart value is without delay.

PARAMETER: LOCK DELAY OFF
With this parameter you can realize an delay-off-function of the lock-magnet. If you have horizontal car doors, you need this function. The standart value is without delay.

PARAMTER: LOCK HANDDOOR
If you have a handdoor and a horizontal car door, you must pay attention at this parameter. You can choose between the following values „Before the car door“ and „After the car door. The standart value is „After the car door“.

PARAMETER: OPEN AFTER LOCK
At the use of automatic shaft- and car doors with lock-magnet (electric sword), it is nessecary to switch off the lock-magnet, before you try to open the car door. The delay-time for the car door is free programmable.

PARAMETER: MECHANICAL LOCK-OFF
This is the maximum time for activating the bold magnet without travel.The standart value is 30 seconds.

B16- Safety-Circuit

PARAMETER: PRE-OPENING DOORS
If the lift-controller have a integrated safety-circuit-pcb, yon can activate the function for drive into the floor with open door. During the drive into the floor, you need the message of the frequency inverter, if the speed is below V < 0,3 m/s. Then the door can be opened.

PARAMETER: EARLY PREMAGN.
When this parameter is actice and the frequency inverter in use support this function, the motor can be set under voltage during the door-close-motion. After the safety circuit is closed, the can start without time-delay. With this function the floor-delay-time can reduced very powerful. Activation and commissioning of the function only after consultation with the technical hotline.

PARAMETER: EARLY PREMAGN.DELAY
You can choose a delaytime between 0.8 and 10 seconds. The standart value is 0, 8 seconds.

PARAMTER: SAFETY CIRCIUTS
In this parameter you can choose the type of the safety-circuit-pcb. Ths standard value is the safety-circuit-pcb SIS-16. For very old controller-systems, like DAVID-2001 you need the SIS-60 (Rekoba).

B17- Releveling

PARAMETER: RELEVELING
If the elevator controller has the option of a safety-circuit-pcb, you can switch on the function releveling in the software.
Depends on the shaft-copy-system in use, you can make it in a digital system with the programming unit HPG-60 in mm stepps, or you have a magnet-system, you have to move the magnets.

PARAMETER: NO REVELING DISTANCE
This option is only necessary by a digital shaft copy system in use. If you have a standard- or simple-shaft-copy the length of the no releveling distance depends on the overcut of the level-distance 12A and 12B.
The standard value for this parameter is 5 mm. The tolerance in the way is 2,5mm over and 2,5mm under the level mark. The exacty value is depending of the art of ropes and the art of use of the elevator.

PARAMETER: MAX. RELEVELING DISTANCE
This option is only necessary by a digital shaft copy system in use. If you have a standard- or simple-shaft-copy the length of the releveling distance depends of the lenght of level-distance 12A or 12B. The length of the level-distance 12A and 12B must be shorter than the zone area.
The standard value for this parameter is 100mm. This is the releveing-way for one direction.
Please look at the lenght of the door-sword!

PARAMETER: LEVELING UP/DOWN
This option is only possible by a digital shaft copy system in use.

PARAMETER: TIME LIMIT
The parameter of the time limit is crucial for a retrieving procedure. The standart value is 20 sec. In this time interval if the retrieving procedure is not successfully brought to end, then it is brocken.

PARAMETER: NUMBER OF ATTEMPS
With this parameter the number of attemps can be limited with the regulation, in order to so e.g. protect the hydraulic aggregate against overheating. The standart value is 20 efforts.

PARAMETER: LIMIT AT LEVEL 1
When car is in bottom level, you can choose in this parameter if the number of the releveling-attemps is reduced, like in parameter before or the is no limit.

PARAMETER: OVERLOAD
With this parameter you can choose, if the releveing-function is aktive when the overload procedure is present. The standart value is the active releveling, according to the EN81.

PARAMETER: FAULT HANDLING
If there is an error at the releveling-function, the following reactions are possible:

- "**Lowering & Block**"- This value can be used for hydraulic elevators. The car is lowered into the lowest stop place, in order to avoid an uncontrolled lowering.
- „**Block Immeadedly**" – This value can be used for rope elevators.
- „**Next Floor & Block**" – This value can be used for rope elevators.
- Only **"Fault Entry"** – no blocking.

PARAMETER: FINE –RELEVELING
The releveling will be handled by an external hydraulic-aggregate. Made the following settings:

1) ALGI - fine releveling
2) BUCHER - fine releveling

B2 Call Options
B21 Car Calls

PARAMETER: DOOR REVERSE CAR CALL
With activation of this function, the closing of the door will be reversed if the control button in the car is pushed at the current landing, i.e. the door stops and reopens.

PARAMETER: SELECTIV CAR CALLS
In this parameter the selective door control activate with a second car call strand. At the Floor with front and back door in each case 2 call buttons are present. Button 1/ 2 opens Door1/ 2.

PARAMETER: SELECTIV CAR CALLS
In this parameter you choose the time after which the car calls are deleted, if an error happens. The standart value is 4,0 sec.

PARAMETER:CAR PANEL CONTROLLER

In this parameter you can indicate whether the selective car calls realise with one or two car controller ITR. To 8 stops the realization you can use an car calling controller, and/or can alternatively second car calling controller ITR.

PARAMETER: MISUSE PROTECTION

The car calls deletes with the next stop ,if 2 following each stops no light barrier interruption takes place.

PARAMETER: BUTTON BUZZER

In this parmeter you can indicate wherther an acoustic messaging at the push button movement.

PARAMETER: CAR CALL RANGE

In this parameter the lift can be divided into two ranges, which will not leave by car calling.

PARAMETER: CAR CALL LIMIT

Car call border: > xx calls delete

Function: If elevator drive into the floor and more car calls indicated than in the parameter is set in, then the car calls will be automically deleted.

Parameter: **Automatic Carcall Vehicle**

At carelevator with two stops, you can set thecarcalls automaticly.

B22- Landing Calls

GENERAL

Since spring 2007 all controls are delivered with remote station for the external control. According to standard selective 2-KS control is present (2xA,2xB,2xC and 2xD) , as well as further four in- and output channels, which are free provable. Later you can funktions realize like landing prioritys and other. The advantage consists of the fact that practically no hardware re-tooling expenditure exists, since all missing functions can be modulated by software.

Standard Setting: In- and Output channels at the Remotestations **ER-2007 / 2009**:

Term	Function at Terminal	Output Menu B71	Input Menu B72
2xA	**Fix: Landing Call Up**		
2xB	**Fix: Landing Call Down**		
2xC	Free programabel -> Standard: Landing Call Door 2 Up	A199 c. mess.-D2 Up	E248 l.call-D2 Up
2xD	Free programabel -> Standard: Landing Call Door 2 Down	A200 c.mess.-D2 Down	E249 l.call-D2 Up
97A	Free programabel -> Standard: Floor arrow Door side 1 Up	A201 ER Arrow D1 Up	E00 no function
98A	Free programabel -> Standard: Floor arrow Door side 1 Down	A202 ER Arrow D1 Down	E00 no function
97B	Free programabel -> Standard: Floor arrow Door side 2 Up	A203 ER Arrow D2 Up	E00 no function
98B	Free programabel -> Standard: Floor arrow Door side 2 Down	A203 ER Arrow D2 Down	E00 no function
RJ-12	KW-Bus-Matrix-indicator, free programable Characterset, Scroll of signs & arrows, A1		
RJ-12	KW-Bus-Matrix-indicator, free programable Characterset, Scroll of signs & arrows, A2		
PZ1	Piezo Bruzzer for doorside 1		
PZ2	Piezo Bruzzer for doorside 2		

In the use of remotestation **ER-2005** there are more In- and output functions and floor gongs.

Specialparameterset: In- and Output at the **Send-and Resend Controller**:

Term	Function at Terminal	Output Menu B71	Input Menu B72
2xA	**Fix: Landing Call Up**		
2xB	**Fix: Landing Call Down**		
2xC	Free programabel -> Standard: Landing Call Door 2 Up	A199 c.mess.-T2 Up	E248 l.call-D2 Up
2xD	Free programabel -> Standard: Landing Call Door 2 Down	A200 c.mess.-T2 Down	E249 l.call-D2 Down
97A	Fix: Landing Call HS 01		
98A	Fix: Landing Call HS 02		
97B	Fix: Landing Call HS 03		
98B	Fix: Landing Call HS 04		
RJ-12	KW-Bus-Matrix-indicator, free programable Characterset, Scroll of signs & arrows, A1		
RJ-12	KW-Bus-Matrix-indicator, free programable Characterset, Scroll of signs & arrows, A2		
PZ1	Piezo Bruzzer for doorside 1		
PZ2	Piezo Bruzzer for doorside 2		

PARAMETER: DOOR REVERSE LEADING CALL

If the door revision is active with landing call, the door movement reverse with pushing the landing call button at the current stop, then the door continues and open.

PARAMETER: MODUL

In this parameter you can indicate if landing calls are received at the central unit ZR or remote station ER-XXXX.

PARAMETER: SELECTIVE LANDING CALLS

In this parameter the selective door control activates with a second landing call strand. At the Floor with front and back door 2 call buttons are present in each case at the two external call sides. Depending on which of the two door sides the extrenal call pushers are operated, there the door opened. The realization is made by the two call entrances 2xC and 2xD at the Remote Station ER-2007 and/or ER-2005.

PARAMETER: ERASE UP AND DOWN CALLS

During the attitude 2KS Up call and Down call can be given faulty operations both calls, i.e. although only one trip desire is present. Thus it comes to unnecessary movements of the lift. If the parameter oportunity call erasement 2KS is active, then the second call, which is given within a short time interval, is suppressed. With entry into the goalstop both calls are deleted. The standart value for this function is off.

PARAMETER: SAVE TRAVEL

During the attitude 2KS you can select, how long is the driving move on direction.

B23- Car Priority

PARAMETER: CAR CALL HANDLING

At this parameter you can choose between Save or Delete as landing call handling at car priority mode.
If deletion is present, after start car priority mode all external calls delete. After switch off this mode, new landing calls can put in. With the mode operation “save”, all landing calls remains.

PARAMETER: MAIL TRAVEL

Switch on for the function:

Door-open-button+Numeric code input over car calls 4-7-1-1 (Messaging: long beep tone). Now the elevator is in the mode “post office trip” and is take out of the group enterprise. As announcement SPEZIAL TRIP appears as scrolling text on the cab condition announcement.
A trip can be release now only if you press at the Door-Close+1 Car call. Now the elevator drives into the desired floor and waits there the next call input or scolded after 15 min automatically again into normal operation.

Switch off the function:

After 15 min this mode is deactivated automatically, if no trip took place. The mail travel mode can be deactivated however purposefully by the following code input: Door-Open-button + Numeric code input over car calls 4-7-1-2(Messaging: short beep tone)

B24- Landing Priority

PARAMETER: TIME CALL INPUT

In order to take the lift not for a long time from normal operation, the time for the input of the priority car calls is limited. The standard value is 20 seconds.

PARAMETER: FLOOR CALLS

At this parameter you can choose between Save or Delete as landing call handling at car priority mode.
If deletion is present, after start car priority mode all external calls delete. With the mode operation “save”, all landing calls remains

PARAMETER: PRIORITY CAR CALL

You can choose between **Separately, Collectively, Seperately softly** and **Separately emptying.**

During the attitude **separately** comes the car, with assigne which the landing priority button. The car comes immediately. Car calls are deleted. Both external flash in the case of the time window call input.

With the mode of operation **collective** is needed only a landing priority button for 2 group of elevators. With the first manipulation the next car comes. With a second manipulation the second cab comes.

With **separately soft** a certain elevator comes, the car and landing controller stay. This function used at unequal groups,the cab drive in all floors.

In the case of **separately emptying** a certain elevator comes, but the lift goes out of the external control and the car calls is processed. The input of new car calls is not possible, until the floor is reached the landing priority. This function is used in order to introduce an hindrance drive without reducing the traffic capacity of the group drastically.

B25- Group

FUNCTION

The group control works according to the principle „flying of the master“ to take over the group control that means that each central computer (ZR) is able to take over the group control. It is possible to interconnect maximally 8 central computers by the group bus and to realize thus groups of eights.
One of the central computer takes over the function of the master, where ZR is the master is unimportent. The group master fail or be switched off, so automatically another central computer takes over this function. By the group bus all branches of landing call, at which the remote station are tied up, are connected with all central computers. Thus all ZR has each other the full access to all remote station independently of. The elevator bus is ased physically on that kind of industrial condition RS485 on one high-speed minutes runs.

INFORMATION EXCHANGE:

The lining up landing calls are read in by the group master and distributed to the central computers (elevators) the available distributes. With the distribution information about door times, track curves and floor distances of the individual lifts is considered. The master knows exactly, how long a trip lasts the door in the started goal stop from floor X to floor Y, how long it lasts, to itself opens and additionally the master knows the average driving on the time in this stop place. Further are well-known the master all lying close interior and other calls well as the loading condition of all elevators. All these information makes an intelligent, optimal traffic management possible.

CALL DISTRIBUTION:

A new landing call is accepted, the group master with the above mentioned information from all lifts the available will measure exactly, which elevator this landing call in the indicated driving direction fastest to serve can pass and the landing call on to this elevator. A fully loaded elevater will start e.g. no landing call, if in these goal floor the elevator has no car calls.
The landing call distribution as well as the exchange of all above mentioned information about the status of the group elevators in real time 10 times per second one updates. That means the fact that landing call this already assigned is e.g. removed from the elevator No.1 again and is assigned to the elevator No.2, if the elevator will be longer No.1 due to a longer driving on time or new interior calls than originally computed on the way.
The driving on direction for each floor is spend on each elevator at the remote station ER.
This should be absolutely represented for each elevator optically, so that the passengers can go before the arrival of the cab to the correct elevator.

ADVANTAGES OF THE STRATEGY

A direct entry and a mechanism of kind of snapping (premagnetion last to the door close motion) the group concept can be supported by the regulation. The advantages of an optimized call dispatching under consideration of the condition model of the single elevators result in the thereby:

- Even extent of utilization of all elevators and balanced energy balance of the individual lifts
- Shorter waiting periods in the individual floors and dynamic adjustment to the call arising
- High availability of the group system
- Optimized processing of the external calls guarantees shortest drives

PARAMETER: DOOR DISTURBANCE AFTER

If door handicaps in a stop of the lift arise, e.g. to photoelectric cell blockings, then the plant goes to applying the adjusted time out of the group enterprise. Other lifts can take over the processing of the available calls and start the blocked stop.

PARAMENTER: ALLOCATION OF THE ENTRANCES AND EXITS FOR THE GROUP ENTERPRISE

Two lifts divide a remote station. On the remote station there are free programmable in- and outputs channels:

Term	Function at Terminal	Output Menu B71	Input Menu B72
2xA	Fix: Landing Call Up		
2xB	Fix: Landing Call Down		
2xC	Free programabel -> Standard: Landing Call Door 2 Up	A199 Mess.LCall-T2 UP	E248 LCall-T2 UP
2xD	Free programabel -> Standard: Landing Call Door 2 Down	A200 Mess.LCall-T2 Dn	E249 LCall-T2 Down
97A	Free programabel -> Standard: Arrow Up, A1	A201 ER Arrow A1 Up	E00 No Function
98A	Free programabel -> Standard: Arrow Down, A1	A201 ER Arrow A1 DW	E00 No Function
97B	Free programabel -> Standard: Arrow Up, A2	A201 ER Arrow A2 Up	E00 No Function
98B	Free programabel -> Standard: Arrow Down, A2	A201 ER Arrow A2 DW	E00 No Function
RJ-12	KW-Bus-Matrix-indicator, free programable Characterset, Scroll of signs & arrows, A1		
RJ-12	KW-Bus-Matrix-indicator, free programable Characterset, Scroll of signs & arrows, A2		
PZ1	Piezo Bruzzer for doorside 1		
PZ2	Piezo Bruzzer for doorside 2		

In the case of use the remote station **ER-2009** are free in- and outputs channels and integrated floor gong outputs.

Term	Function an the terminal	Output Menu B71	Input Menu B72
EA1	Fix: Priority Call A1 Door 1		
EA2	Fix: Priority Call A2 Door 1		
EA3	Fix: Indicator Out of Order elevator A1		
EA4	Fix: Indicator Out of Order elevator A2		
EA5	Fix: Indicator Spezial Drive elevator A1		
EA6	Fix: Indicator Spezial Drive elevator A2		
EA7	Fix: Priority Call A1 Door 2 Setting at 09-2013 Version 1.14g		
EA8	Fix: Priority Call A2 Door 2 Setting at 09-2013 Version 1.14g		
330-31	Piezo Bruzzer for elevator A1		
332-33	Piezo Bruzzer for elevator A2		

These channels can be assigned with certain group functions, and / or determine lifts with their own in- and output functions.

G00	no function	
G01	Landing call door 2 Up	Selective landing call up Door 2
G02	Landing call door 2 Down	Selective landing call down Door 2
G03	Collective priority call	To call the next elevator with priority
G04	Priority landing call elevator 1	To call elevator 1 with priority
G05	Priority landing call elevator 2	To call elevator 2 with priority
G06	Priority landing call elevator 3	To call elevator 3 with priority
G07	Priority landing call elevator 4	To call elevator 4 with priority
G08	Priority landing call elevator 5	To call elevator 5 with priority
G09	Priority landing call elevator 6	To call elevator 6 with priority
G10	Priority landing call elevator 7	To call elevator 7 with priority
G11	Priority landing call elevator 8	To call elevator 8 with priority
G12	Arrow elevator-1 Up	Arrow output Up for elevator 1
G13	Arrow elevator-1 Down	Arrow output Down for elevator 1
G14	Arrow elevator-2 Up	Arrow output Up for elevator 2
G15	Arrow elevator-2 Down	Arrow output Down for elevator 2
G16	Arrow elevator-3 Up	Arrow output Up for elevator 3
G17	Arrow elevator-3 Down	Arrow output Down for elevator 3
G18	Arrow elevator-4 Up	Arrow output Up for elevator 4
G19	Arrow elevator-4 Down	Arrow output Down for elevator 4
G20	Arrow elevator-5 Up	Arrow output Up for elevator 5
G21	Arrow elevator-5 Down	Arrow output Down for elevator 5
G22	Arrow elevator-6 Up	Arrow output Up for elevator 6
G23	Arrow elevator-6 Down	Arrow output Down for elevator 6
G24	Arrow elevator-7 Up	Arrow output Up for elevator 7
G25	Arrow elevator-7 Down	Arrow output Down for elevator 7
G26	Arrow elevator-8 Up	Arrow output Up for elevator 8
G27	Arrow elevator-8 Down	Arrow output Down for elevator 8
G28	In-Output Elevator-1	Free function at elevator 1
G29	In-Output Elevator-2	Free function at elevator 2
G30	In-Output Elevator-3	Free function at elevator 3
G31	In-Output Elevator-4	Free function at elevator 4
G32	In-Output Elevator-5	Free function at elevator 5
G33	In-Output Elevator-6	Free function at elevator 6
G34	In-Output Elevator-7	Free function at elevator 7
G35	In-Output Elevator-8	Free function at elevator 8

PARAMETER PARKINGZONE

In the menu B25-Groupcontroler it is possible to have above 5 different verschiedene Parkingzonen. For each Parkingzone you can put in the priority. The Parkingzone with the highest priority (lowest number) has the quickest drive in.

- Parkingzone-1: OFF / ON, Priority-1/ ON, Priority-2 ….ON, Priority-5/ ON
- Parkingzone-2: OFF / ON, Priority-1/ ON, Priority-2 ….ON, Priority-5/ ON
- Parkingzone-3: OFF / ON, Priority-1/ ON, Priority-2 ….ON, Priority-5/ ON
- Parkingzone-4: OFF / ON, Priority-1/ ON, Priority-2 ….ON, Priority-5/ ON
- Parkingzone-5: OFF / ON, Priority-1/ ON, Priority-2 ….ON, Priority-5/ ON

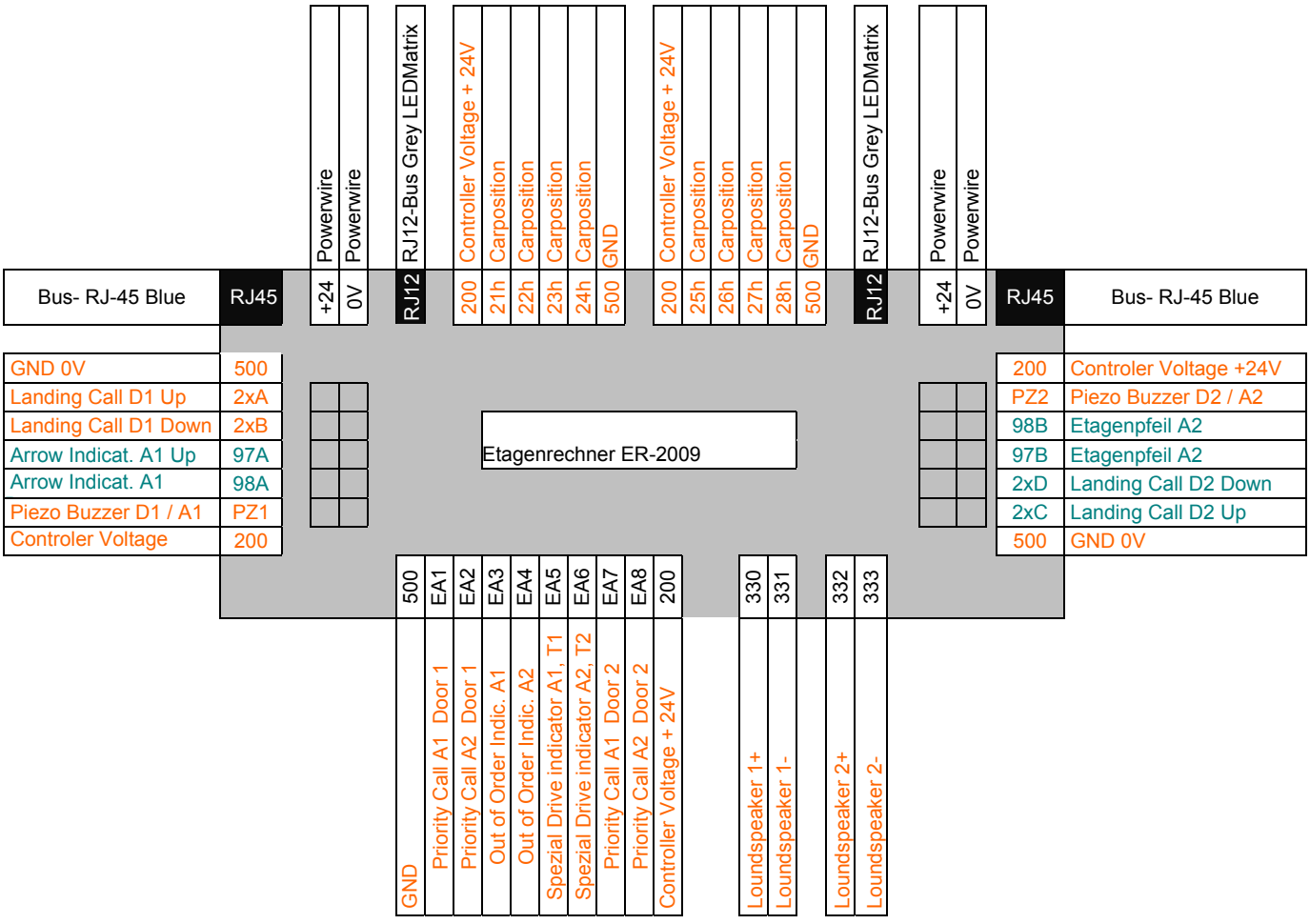
For each active Parkingzone you can put in the day and the time, if the parkingzone is active or tilt for a certain time. For the controlling, you can use certains Timers (Timer-01 to 10). The Timer programming happens in the menu B615-TIMERELAYS.

- Parkingzone-1: always active / Timer-01 / Timer-02…. Timer-10
- Parkingzone-2: always active / Timer-01 / Timer-02…. Timer-10
- .....

Also, you must put in, which floors are members of the parkingzone. The way it is, you must put in the lowest floor and the highest floor of the parkingzone. Has the Parkingzone only one floor, you must put in the same value in the lowest and highest floor.
e.g.:

- Parkingzone-1: lowest floor: 02
- Parkingzone-1: highest floor: 04
- …

Function: If there is no elevator in the Parkingzone, then the next free elevator which has no travel, will drive into the parkingzone and will wait until there is a call.,If a elevator has a active function Prak-in Travel, then he cannot choose for the function Parkingzone. This elevator will drive to his Parkingfloor, if he has no calls.
The door-constellation (open or closed) will be changed in the menu B606.



The output of the car controller conditions effected with group plants codes. An output in “the 1 of N”-format is not possible, but the Binary code and Gray code are available. The output for arrow is selectable between far trip and direction of travel arrows. The output for gong separately takes place for both plants. At the exits 330 & 331 as well as 332 & 333 only one miniature loudspeaker is attached. Volume and pitch, as well as multiple gong are adjusted over the control.
Each remote station needs its own adress in the system.This adress is modulate with the ER-2005 over DIP switch on the PCB.

Adress input remote station 1. group-bus (for 2 elevators)			
Floor	Number / Setup at the Dipp-switch	Floor	Number / Setup at the Dipp-switch
1	000000	9	001000
2	000001	10	001001
3	000010	11	001010
4	000011	12	001011
5	000100	13	001100
6	000101	14	001101
7	000110	15	001110
8	000111	16	001111
Adress input remote station 2. group-bus (for 2 elevators)			
Floor	Number / Setup at the dipp-switch	Floor	Number / Setup at the dipp-switch
1	010000	9	011000
2	010001	10	011001
3	010010	11	011010
4	010011	12	011011
5	010100	13	011100
6	010101	14	011101
7	010110	15	011110
8	010111	16	011111

If you have an elevator group between 17 and 32 floors, you need a second group bus with the following adress:

Floor	Number / Setup at the dipp-switch	Floor	Number / Setup at the dipp-switch
1	010000	32	011111

Parameter: Group Dynamic – Travel Time Floor

In this parameter, the average travel time is specified between two floors.
Together with the holding time can be the approximate travel time for an elevator installation with the present calls extrapolate.

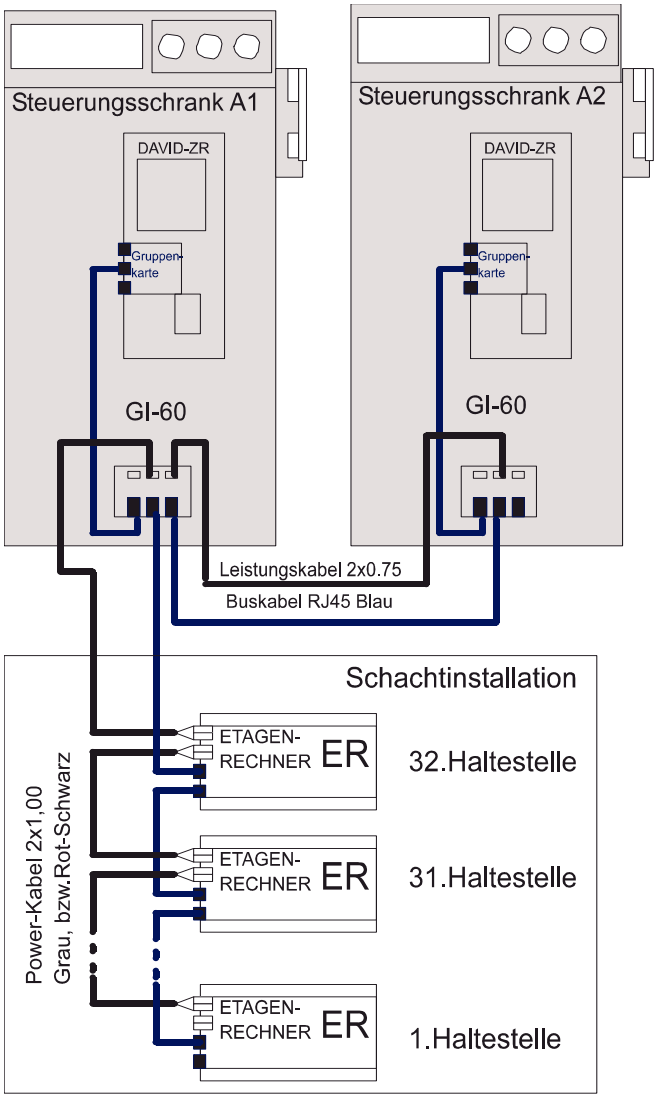
Parameter: Group Dynamic – Stop Time Floor

In this parameter, the average hold time is specified in the floor.
Along with the travel time can be the approximate travel time for an elevator installation with the present calls extrapolate.

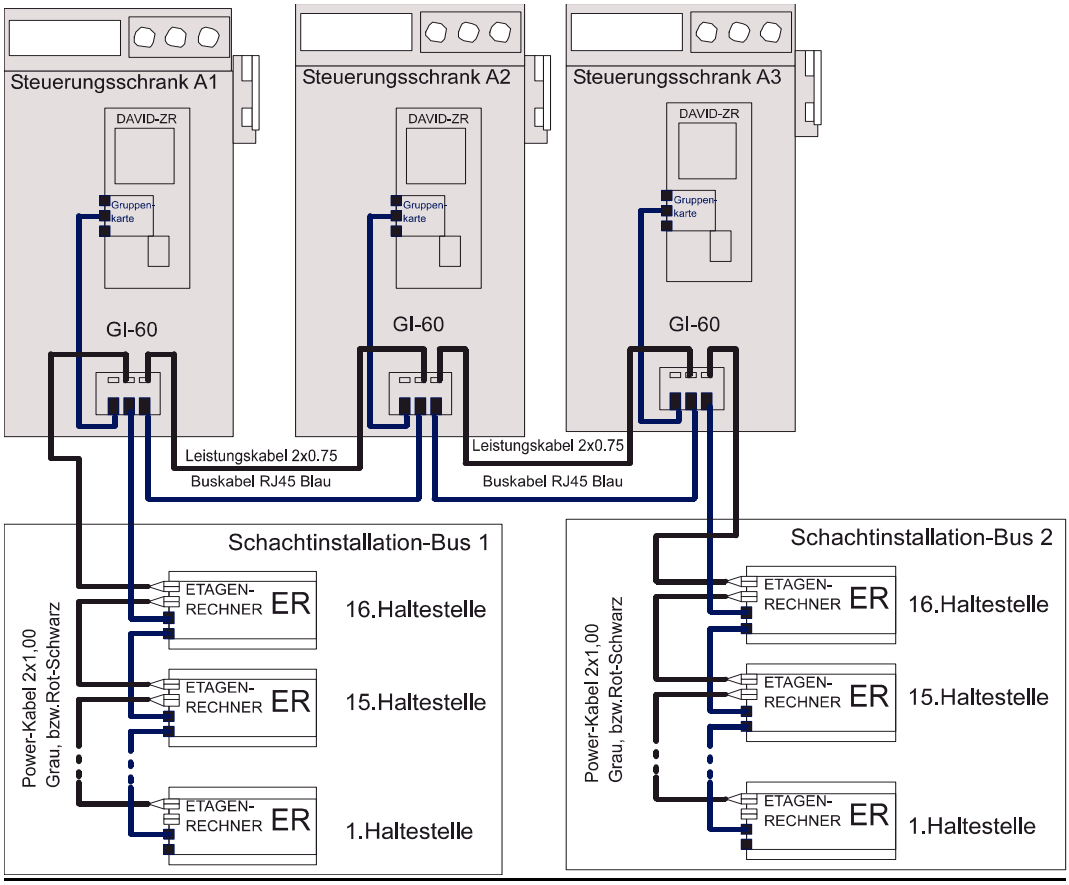
Parameter: Group Dynamic – Call Sharing

Setting the call distribution: "dynamic" or "energy-saving"
Dynamically when hiring a standing lift is preferred for call distribution. If the setting has been selected energy saving, tries to distribute the call to an appropriate moving elevator.

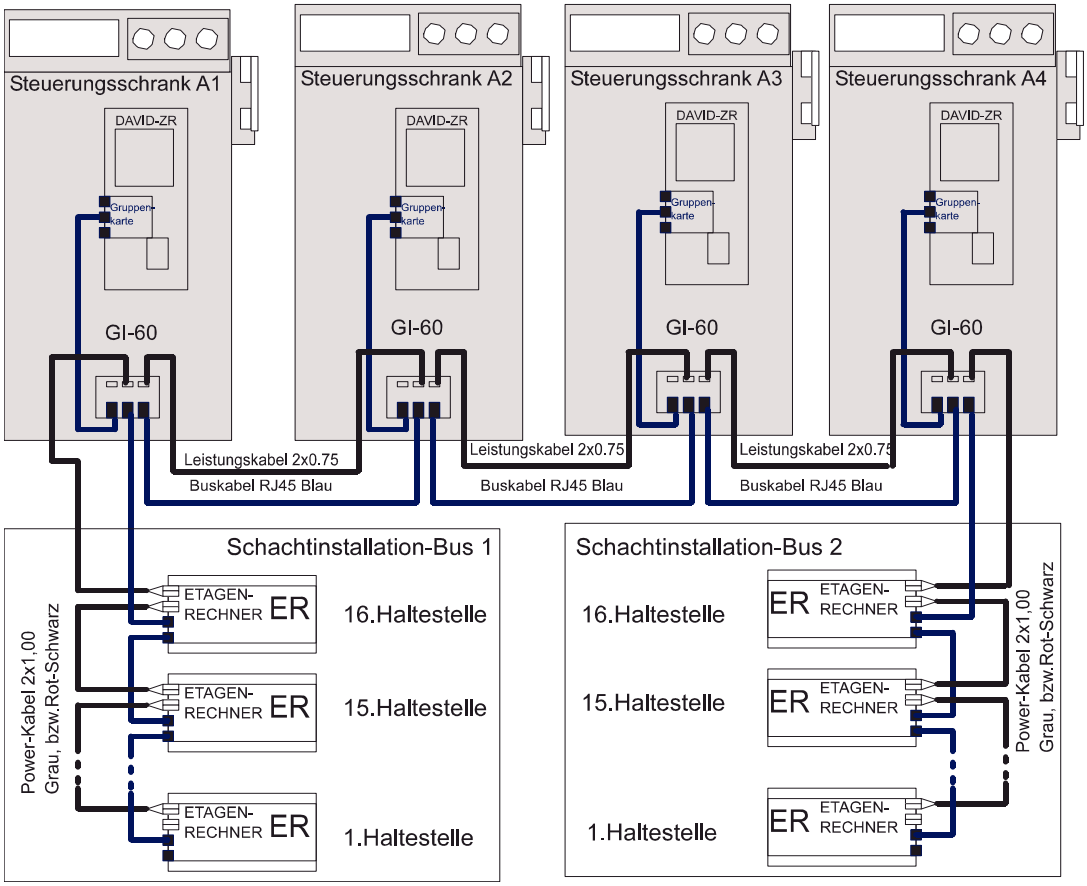
Group wiring at a 2 No.-Group



Group wiring at a 3 No.-Group



Group wiring at a 4 No.-Group



B3 Drive

Contactor switching and Drive-diagram of hydraulic elevators

In principle three pre-signals are sufficient for the hydraulic elevator control, because with the directions also the slow speed V0 is published.

Des.	Pre Controlling	Hydraulics	Robe Frequency	Robe Unregulated
5	**K31**	**K11/K11A Up-Contactor**	K3 Drive Contactor	K1 Up-Contactor
3	**K32**	**K2/K2A Down-Contactor**	K3 Drive Contactor	K2 Down-Contactor
7	**K33**		K5 Main Contactor	K3 Quick-Contactor
9	**K34**	**K12/K13 Changeover S-D**	K7-Brake Contactor	K4 Slow-Contactor

Compare of the contactor switching of different types of drives.

Des.	Drive Instructions	Hydraulics	Rope Frequency Regulated
Down		**Direction Down**	Direction Down
Up		**Direction Up**	Direction Up
Vins		**Speed Vi**	Speed Vins
Vn		**Speed Vn**	Speed Vna
V0		**Speed V0**	Speed V0
V1		**Speed V1**	Speed V1
V2		**Speed V2**	Speed V2
V3		**Drive K73**	Speed V3

Compare of the drive commands of different types of drives.

B30 – Hydraulic – Drives

PARAMETER: START

In this parameter, you can choose two values, namely „ Star/ Delta “ and “ Softstart”.

PARAMETER: S/D-REVERSE TIME

This parameter represents the reverse time between star-protection and triangle-protection. The standard value is 2 seconds.

PARAMETER: COMMAND UP DELAYED ON

If you activate this parameter, you can switch on the up-command with a delay-time. The standard value is 100 ms. You need this function in connection with Bucher-LRV-Regelkarten.

PARAMETER: DIRECTION UP DELAYED

The parameter have a option to switch on retarded the up direction. The standart value is NO.

PARAMETER: COMMAND UP DELAYED

If you activate this parameter, you can switch off the up-command with a delay-time. The standard value is 400 ms.

PARAMETER: START WITH DOOR CONTROLLING

If you activate the parameter, you can start the hydraulic-pump in the same time how the motion to close the door begins. In the standard-parameter set the function is not activated.

PARAMETER: INSPECTION SPEED

Speed:

1.) SPEED SLOW
2.) SPEED HIGH

PARAMETER: TIME TO GO DOWN

The hydraulic elevator must lower late after first of all 15 minutes to the lowest stop place. The time is adjustable by this parameter.

PARAMETER: FAULT HANDLING

By the menu attitude can be selected, as the control has to react to error messages of the regulation.

a. “NO”- regulation does not have a disturbance exit.
b. “STOP + LOWERING”- If there is an error in the regulation, the driving instructions are taken back and the calls are deleted. The car is lowered into the lowest stop place.

PARAMETER: TRAVEL DOWN AT OVERLOAD

Is Overload in the car it must be decided at expiration of the sinking time whether lower or not. The standart value is NO.

PARAMETER: SIGNAL TOP OF RAMP

After reaching „the Top Of the Ramp“ on the softstart unit approach equipment this further announced to the regulation. During the attitude of kind of condition this parameter is active.

PARAMTER: COMMAND DOWN DELAYED ON/OFF

The parameter contains the alternative to switch strainghtening on retarded. This is needed with the employment of a return flow prevention valve (e.g.ALGI-S5). The standart value is NO.

PARAMETER: DETENT END SWITCH TOP

In this parameter you can choose if elevator blocks after leaving upper end switcher and the following emergency sinking. Default value is JES.

PARAMETER : ELEVATOR BUS

After market introduction of the device SAG-90 it is possible that the controller communicates by bus with control.

PARAMETER : WARM UP DRIVE

With this parameter you can operate the termpetature input (Assigned with function E492 temperatur Warm Up Drive). A drive starts to warm up the oil.

PARAMETER : WARM UP DRIVE AFTER XX MINUTS

In this parameter you can choose the start time of the Warm Up Drive. Start time is always after lower drive. The maximum time is 1250 minutes.

B31 – Hydraulic Regulated

PARAMETER: START

In this parameter, you can choose two values, namely „ Star/ Delta “ and “ Softstart”.

PARAMETER: S/D-REVERSE TIME

This parameter represents the reverse time between star-protection and triangle-protection. The standard value is 2 seconds.

PARAMETER: COMMAND UP DELAYED ON

If you activate this parameter, you can switch on the up-command with a delay-time. The standard value is 100 ms. You need this function in connection with Bucher-LRV-Regelkarten.

PARAMETER: DIRECTION UP DELAYED

The parameter have a option to switch on retarded the up direction. The standart value is NO.

PARAMETER: COMMAND UP DELAYED

If you activate this parameter, you can switch off the up-command with a delay-time. The standard value is 400 ms.

PARAMETER: START WITH DOOR CONTROLLING

If you activate the parameter, you can start the hydraulic-pump in the same time how the motion to close the door begins. In the standard-parameter set the function is not activated.

PARAMETER: INSPECTION SPEED

Speed:

1- Speed slow
2- Speed Vi
3- Speed high

PARAMETER: TIME TO GO DOWN

The hydraulic elevator must lower late after first of all 15 minutes to the lowest stop place. The time is adjustable by this parameter.

PARAMETER: FAULT HANDLING

By the menu attitude can be selected, as the control has to react to error messages of the regulation.

a) “NO”- regulation does not have a disturbance exit.
b) “STOP + LOWERING”- If there is an error in the regulation, the driving instructions are taken back and the calls are deleted. The car is lowered into the lowest stop place.

PARAMETER: TRAVEL DOWN AT OVERLOAD

Is overload in the car it must be decided at expiration of the sinking time whether lower or not. The standart value is NO.

PARAMETER: SIGNAL TOP OF RAMP

After eaching „the Top Of the Ramp“ on the softstart unit approach equipment this further announced to the regulation. During the attitude of kind of condition this parameter is active.

PARAMETER: COMMAND DOWN DELAYED ON/OFF

The parameter contains the alternative to switch strainghtening on retarded. This is needed with the employment of a return flow prevention valve (e.g.ALGI-S5). The standart value is NO.

PARAMETER: DETENT END SWITCH TOP

In this parameter you can choose if elevator blocks after leaving upper end switcher and the following emergency sinking. Default value is JES.

PARAMETER: ELEVATOR BUS

After market introduction of the device SAG-90 it is possible that the controller communicates by bus with control.

Parameter: Warm Up Drive

With this parameter you can operate the termperature input (Assigned with function E492 temperature Warm Up Drive). A drive starts to warm up the oil.

Parameter: Warm Up Drive after XX minuts

In this parameter you can choose the start time of the Warm Up Drive. Start time is always after lower drive. The maximum time is 1250 minutes.

Parameter : Command Output

In this parameter can be selected between Standard NGV-A3 attitude and Oildynamic NGV-A3 attitude. If Oildynamic is selected then pilot control will be printed only if input E494 is on.

B32 – Hydraulic Variable Frequency

PARAMETER : V0 DELAYED OFF

The parameter contains the attitude to switch the speed V0 off retarded. The standart value is NO.

PARAMETER : MAIN CONDUCTOR DELAYED OFF

The parameter contains the attitude to switch off the main contactors retarded. The standart value is 600 ms.

PARAMETER: DIRECTION DELAYED OFF

Time-delayed will the removal of the driving direction, in order to ensure stopping without jerking. The deceleration time is adjustable in the menu. As default value are deposited 1500 ms.

PARAMETER : RELEVELING SPEED

Some regulation connot display speed Vn for post-correction. It can be selected by the menu attitude whether the releveling time is accomplished with the speed Vn or V0.

PARAMETER: INSPECTION SPEED

Some regulation have no inspection speed Vi. It can be selected by the menu attitude whether the inspection speed is accomplished with the speed Vi or V0.

PARAMETER: TIME TO GO DOWN

The hydraulic elevator must lower after 15 minutes to the lowest stop place. The time is adjustable by this parameter.

PARAMETER: FAULT HANDLING

By the menu attitude can be selected, as the control has to react to error messages of the regulation.

a) “NO”- regulation does not have a disturbance exit.
b) “STOP + LOWERING”- If there is an error in the regulation, the driving instructions are taken back and the calls are deleted. The car is lowered into the lowest stop place.

PARAMETER: TIME TO GO DOWN AT OVERLOAD

Is overload in the car, it must be decided at expiration of the sinking time whether lower or not. The standart value is NO.

PARAMETER: BLOCKING UPPER LIMIT-SWITCH

If the car was in the upper limit switch in normal operation, then the car is lowered and closed into the lowest floor. During the attitude of kind of condition this paramenter is active.

PARAMETER: COMMAND OUTPUT

With this parameter can be adjusted, as the expenditure for command takes place to the regulation.
Two variants are available:

1) With hydraulic BUCHER SATURN -Alpha
2) With hydraulic ALGI AZFR (code output)

PARAMETER: COMMAND DOWN DELAY ON

The parameter has the opportunity to swich on delayed Down Direction. This needed for usage of reflow preventing valve (ALGI-S5). Default value is NO.

PARAMETER: ELEVATOR BUS

After market introduction of the device SAG-90 it is possible that the controller communicates by bus with control.

PARAMETER: WARM UP DRIVE

With this parameter you can operate the termperature input (Assigned with function E492 temperature Warm Up Drive). A drive starts to warm up the oil.

PARAMETER: WARM UP DRIVE AFTER XX MINUTS

In this parameter you can choose the start time of the Warm Up Drive. Start time is always after lower drive. The maximum time is 1250 minutes.

B33- Robe 2 Speeds

CONTACTOR SWITCHING
In general you need four signals for switching.

Term	**Pre-Switching**		Rope Variable Frequency	**Rope 2 Speeds**
5	**K31**		K3 Main Contactor	**K1 Up Contactor**
3	**K32**		K3 Main Contactor	**K2 Down Contactor**
7	**K33**		K5 Main Contactor	**K3 Quick Contactor**
9	**K34**		K7-Brake Contactor	**K4 Slow Contactor**

1.0 EXPERATION OF TRIP
The trip begins with the control of the high-speed contactor K3 in order to put the current to the fast coil. Time-delayed the up or down contactor activates. The deceleration time is adjustable in the menu. The standard value is 100ms. If the point of delay is reached then that drops high-speed contactor and the slow contactor is activated. With reaching the concise signal become both contactors breaked.

PARAMETER : MOTORVENTILATION
Here you can activate the motor ventilation and put in the time. The standart value is off.

PARAMETER : CONTACTOR DELAYED ON
Time-delayed activates the up or down contactor. The deceleration time is adjustable in the menu. The standard value is 100 ms.

PARAMETER : INSPECTION SPEED
In this parameter you can put in the speed for inspection. You can choose quick or slow speed.

PARAMETER : REVERSE TIME OUT
The switching break is adjustable from the change-over of the high-speed contactor to the slow contactor. Factory setting does not plan a break.

B34- Robe Variable Voltage

Contactor Switching
In general you need four signals for switching.

Term	Pre-switching		**Rope Variable Frequency**	**Rope Variable Voltage**
3	**K31**		K3 Drive contactor	**K1 Up contactor**
5	**K32**		K3 Drive contactor	**K2 Down Contactor**
7	**K33**		K5 Main contactor	**K5 Main contactor**
9	**K34**		K7 Brake contactor	**K7 Brake contactor**

Type		**Rope Variable Frequency**	**Rope Variable Voltage**
Up		Direction Up	**Direction Up**
Down		Direction Down	**Direction Down**
Vins		Speed Vins	**Speed Vins**
Vn		Speed Vn	**Speed Vn**
V0		Speed V0	**Speed V0**
V1		Speed V1	**Speed V1**
V2		Speed V2	**Speed V2**
V3		Speed V3	**Speed V3**

PARAMETER: MOTOR VENTILATION
An free-provable exit of t he central unit and logic unit forthe engine ventilation van be selected.
The attitude for time can be selected in menu.

PARAMETER: DIRECTION DELAYED ON

Time-delayed activates the up or down contactor. The deceleration time is adjustable in the menu. The standard value is 100 ms.

PARAMETER: MAIN CONSTRUCTOR DELAYED OFF

In order to ensure a stopping without jeking, the direction contactors and net contactor retarded break. The standard value is 600 ms.

PARAMETER: RELEVELING SPEED

In this parameter you can put in the speed for releveling. You can chosse speed VN or V0.

PARAMETER: FAULT HANDING

In this parameter you can choose the reaction of the controller, if there is a fault in the inverter-part.

1.) „**Interrupt**“ – If there is a fault in inverter, drive-orders and calls will be erased. If there is a new call, the controller tries again to start.
2.) „**Block**“ – If there is a fault in inverter, drive-orders and calls will be erased. The controller is blocked. Only a RESET-signal can turn on the controller.
3.) „**Block at 2.Fault**“ – If there are two faults in a serie in inverter, drive-orders and calls will be erased. The controller is blocked. Only a RESET-signal can turn on the controller.
4.) „**Block at 3.Fault**“ – If there are three faults in a serie in the inverter, drive-orders and calls will be erased. The controller is blocked. Only a RESET-signal can turn on the controller.

B35- Robe Variable Frequency

1.0 Contactor Switching

In principle the frequency-regular rope elevator needs four vat signals.

Bez.	Vorsteuerung		**Seil Frequenz Geregelt**	Robe Variable Frequency
5	**K31**		**K3 Drive Contactor**	K1 Up Contactor
3	**K32**		**K3 Drive Contactor**	K2 Down Contactor
7	**K33**		**K5 Main Contactor**	K5 Main Contactor
9	**K34**		**K7-Brake Contactor**	K7Brake Contactor

The driving instructions are similar to those with tension-regular plants.

Term		**Rope Frequency Regulated**	Robe Variable Frequency
AB		**Direktion Up**	Direktion Up
AUF		**Direktion Down**	Direktion Down
Vins		**Speed Vins**	Speed Vins
Vn		**Speed Vn**	Speed Vn
V0		**Speed V0**	Speed V0
V1		**Speed V1**	Speed V1
V2		**Speed V2**	Speed V2
V3		**Speed V3**	Speed V3

PARAMETER: LIFT BUS

In the case of activation of the parameter regulations (frequency inverter) can communicate over RS 485 connection with the controller. The change-over between the display of the frequency inverter and the control is made by a combination of keys at the HPG60: The left key must remain pressed and then the lowest key is pressed. As selectable software programs are available: the KW liftbus and DCP-3.

The following inverters ar tested and the communication is stable:

	Ziehl-Abegg	Zetadyn 2CF/ 2CS 3BF / 3CS & 4xx	authorization DCP-3
	Emerson / CT	Commander SP mit DCP-Schnittstelle	authorization DCP-3
	Liftequip / ThyssenKrupp	MFC 20 bzw. MFC 30/31	authorization DCP-3

PARAMETER: MOTOR FAN

An free-provable exit of the central unit can be selected for the engine ventilation. The attitude of the time is adjustable in the menu.

PARAMETER: V0 DELAYED OFF

The parameter contains the attitude to switch off the speed V0 retarded. The standard value is NO.

PARAMETER: DIRECTION DELAYED OFF

Time-delayed will the removal of the driving direction, in order to ensure stopping without jerking. The deceleration time is adjustable in the menu. As default value is deposited 2500 ms.

PARAMETER: MAIN CONSTRUCTOR DELAYED OFF

The driving contactors must become retarded turning-off, in order to hold the car with number of revolutions 0, until the brake contactor drops. The standard value is 2500 ms.

PARAMETER: REVELING SPEED

In this parameter you can put in the speed for releveling. You can choose VN or V0.

PARAMETER: FAULT HANDING

In this parameter you can choose the reaction of the controller, if there is a fault in the inverter-part.

1.) „**Interrupt**“ – If there is a fault in inverter, drive-orders and calls will be erased. If there is a new call, the controller tries again to start.
2.) „**Block**“ – If there is a fault in inverter, drive-orders and calls will be erased. The controller is blocked. Only a RESET-signal can turn on the controller.
3.) „**Block at 2.Fault**“ – If there are two faults in a serie in inverter, drive-orders and calls will be erased. The controller is blocked. Only a RESET-signal can turn on the controller.
4.) „**Block at 3.Fault**“ – If there are three faults in a serie in the inverter, drive-orders and calls will be erased. The controller is blocked. Only a RESET-signal can turn on the controller.

PARAMETER: COMMAND OUTPUT

With this parameter can be adjusted, as the expenditure for command takes place to the regulation.
Two variants are available:

1) With On and Off command (standart GOLIATH)
2) With release and a direction command (DIETZ)

B4 – Shaft Copy

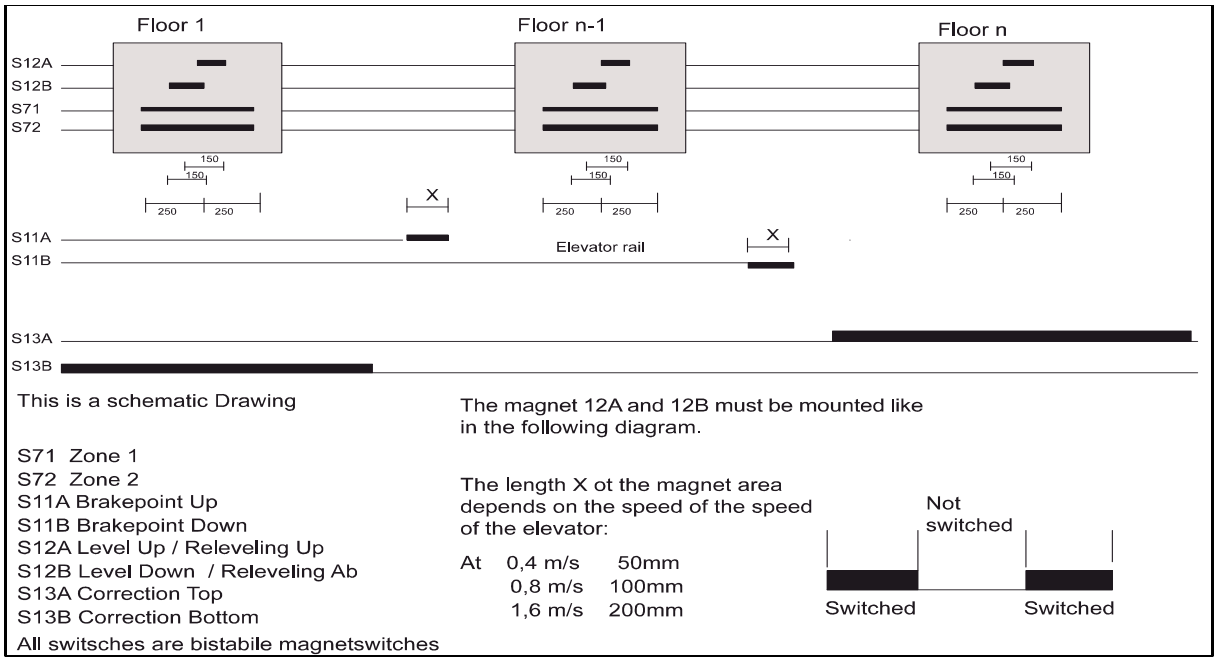
B41 – Standart Copy

1.0 General

The standart-copy is a shaft-copy method, which needs six switches in the shaft.

S11A Brakepoint Up
S11B Brakepoint Down
S12A Level Up
S12B Level Down
S13A Correctionswitch Top
S13B Correctionswitch Bottom

All magnet-switches are biposition-switches with the corresponding round-magnet. For the pinning of the magnets you must use the elevator-rail and shaft-flags.



2.0 Leveling

The leveling depends on the direction. With rope-elevators without pre-opening the door the stopping in direction up is with the magnet-switch 12B, and in direction down with the magnet-switch 12A.
ATTENTION!
There may be a partial overlap of the consice magnet fields with consice position. From bottom to top magnet 12B seen always before 12A. Control recognizes the direction ,with injury to this rule it comes to the fact that floors are counted wrongly by control.
On hydraulic lifts and cable systems with entrance door is open or readjustment is maintained with the stopping of the counter-aligned.
As long as both consice signals overlap themselves,no post-correction is necessary.
As soon as car more deeply sinks or rises more highly so the consice signal lost and the car is after – adjusted into the opposite direction.

3.0 Brakepoints and Correction

The magnet switches 11A and 11B are the brake-switches to drive into the destination floor. If you are driving from the second floor to the first floor you doesn't need a brake magnet! You are braking with the correction switch 13B.
The same story is the drive to the last floor. You are braking with the correction switch 13B.

PARAMETER : PULSE BUFER DELAY

Depend on the assigned solenoids and the switching gap the pulse delay-time must be selected. Factory setting at height of 30 ms represents a good average value.

PARAMETER: CORRECTION TRAVEL

If it comes in the shaft copying to false countings, a correction trip goes on. The time of execution can take place "after call input" or immediately in "automatic" mode.

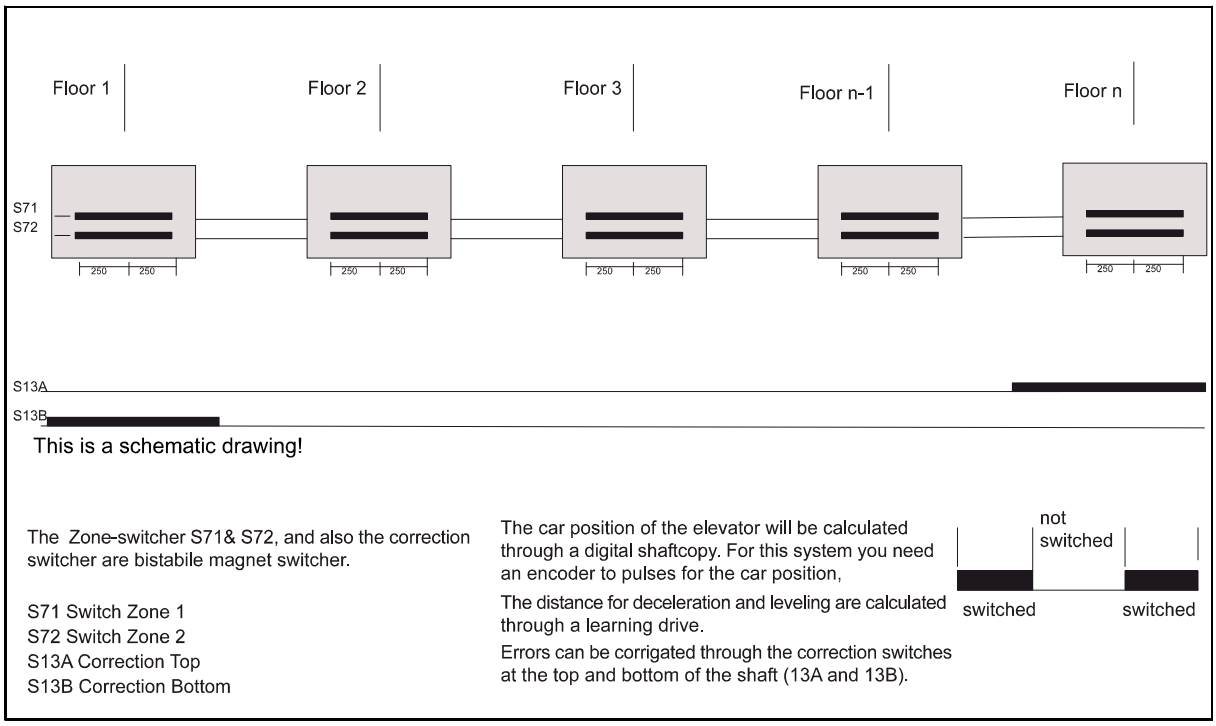
B42 Relative-Copy

1.0 General

The relative-copy is a digital shaft-copy method, which only needs three switches in the shaft.

S72 Zone 1
S72 Zone 2 (Only in case of releveling or pre-opening-doors)
S13A Correctionswitch Top
S13B Correctionswitch Bottom

All magnet-switches are biposition-switches with the corresponding round-magnet. For the pinning of the magnets you must use the elevator-rail. The pulses for the shaft-copy are coming from a decoder.



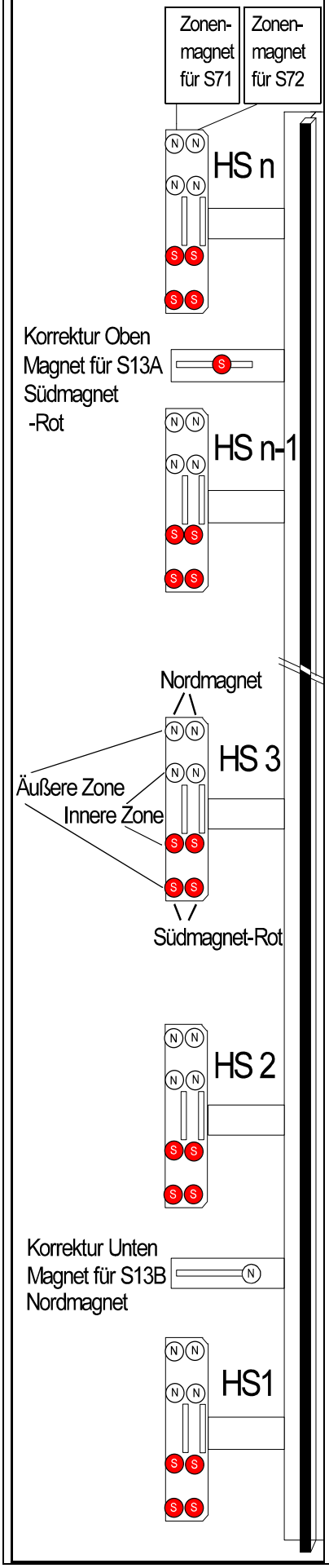
2.0 Releveling

After the learn-drive the middle of the Zone-way is the value of the floor-level. This can be correct by the parameter “Leveling” for each floor. A change of the position of the zone-magnets is forbidden. A very concret description is in the chapter **I01-Activation of the digital shaft presentation.**

3.0 Deceleration and Correction switches

The deceleration for the drive into the destination-floor will be managed by digital shaft-copy. The correction switches are used only for synchronize shaft-copy-system and for a safe deceleration in end-floors in a emergency-situation, like a failure in digital shaft-copy. A change of the position of the correctionswitches-magnets is forbidden. A very concret description is in the chapter **I01- Activation of the digital shaft presentation.**

4.0 Shaftcopy System with UCM Zone



HSK-90 / HSK46 System

The shaft copy system HSK-90 consists of the shaft and the shaft ESF16 flags flags SFH16 holders of the respective magnets and mounting hardware.

On the flag, the North magnets are always on top! Each 4 round magnets of a track-form an exterior and an interior zone. The outer zone is responsible for the driveway with the door open, the interior area for catching up / UCM detection. The shaft reso-lution approximation HSK-90 panel is mounted on the cab roof using the mounting bracket.

At the **HSK46-System** the magnets are mounted directly on the rail.

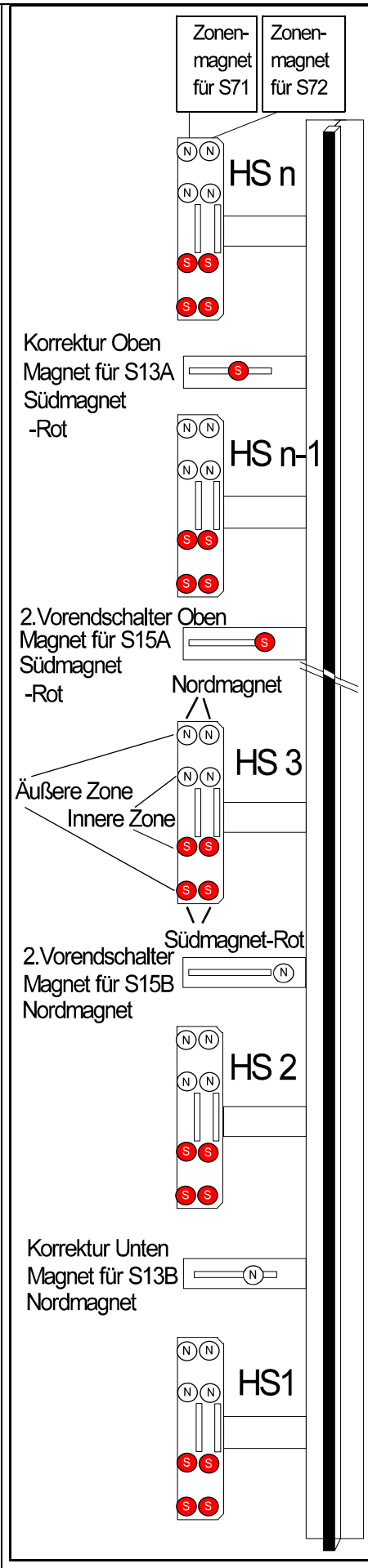
The pre-limit up / top S13A correction is turned on by a magnet south. The magnet must be between the penultimate and last floor!

The pre-limit down / bottom correction S13A is turned on a north magnet. The magnet must be between the 2 - and are lowest floor!

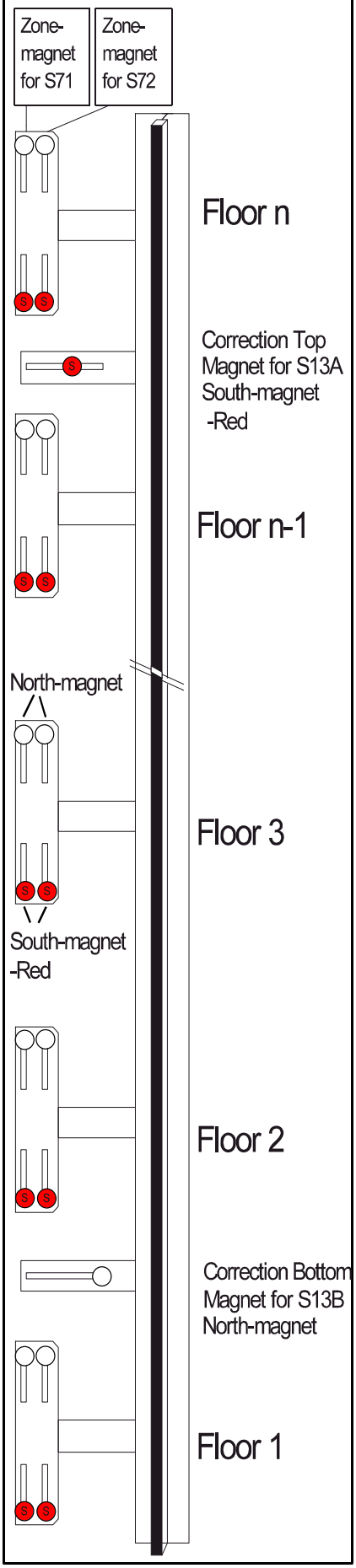
At a higher Speed than 2.0 m/s, or short travel stops, respectively, a second pre-limit switch is necessary.

The second pre-limit up / top S15A turned off-a South magnet. The magnet must be located between the pre-penultimate and penultimate floor.

The second pre-limit down / bottom S15B is turned on a north magnet. The magnet must be between the 3rd and 2nd Floor there.

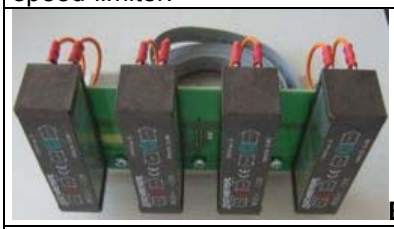


4.0 **Unit Shaft Copying System without special UCM-Zone**



← ESK-90 System ←

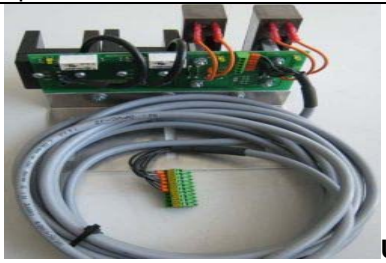
The shaftcopysystem ESK-90 has the following components, like the shaft flag ESF-16 and the shaft flag carrier SFH-16 with the magnets and the fixing material. On the shaft flags are the north magnets always on the top! The magnet switch panel ESK-90 is mounted on the car roof with the help of the mounting metal plate. **The switch distance between the magnet and the magnet switch is regulary 7- 9 mm! Is the distance too short than there are a lot of error switchings!**
The electrical connection is made by a 10 pole flatwire.
Every digital / absolute value system needs an encoder, e.g. at the motor, or an the car roof, or in the shaft, or at the speed-limiter.



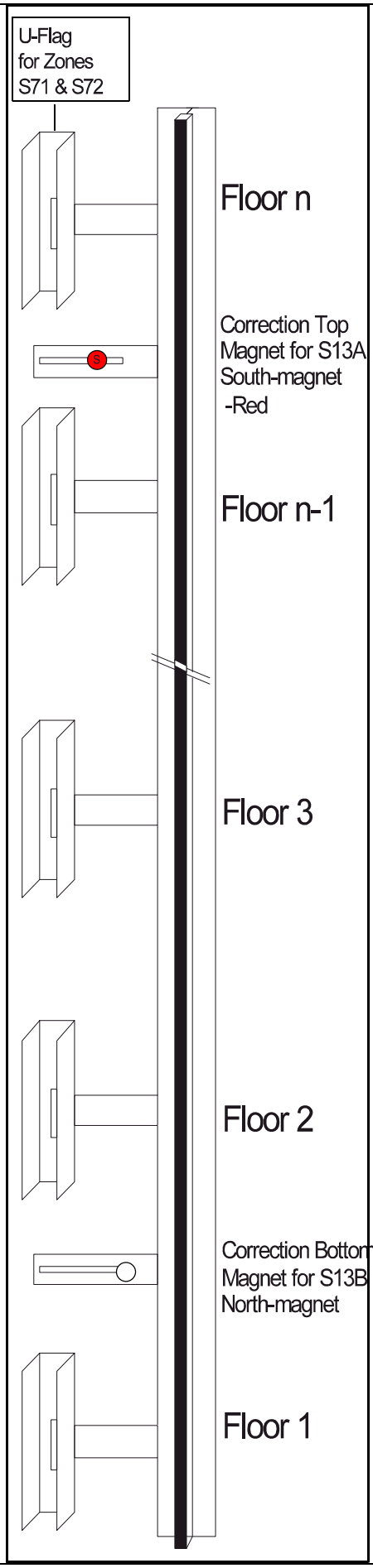
ESK-90

-> USK-90 System ->

The shaftcopysystem USK-90 has the following components, like the U-shaft flag UF-16 and the shaft flag carrier SFH-16 with the fixing material.
The fork photo cell must handle into the U-flag. The fork-photocell-panel USK-90 is mounted on the car roof with the help of the mounting metal plate.
The switch distance for the correction switches S13A & 13B is regulary 7- 9 mm! Is the distance too short than there are a lot of error switchings!
The electrical connection is made by a PVC wire with terminal.
Every digital / absolute value system needs an encoder, e.g. at the motor, or an the car roof, or in the shaft, or at the speed-limiter.



USK-90



PARAMETER: PULSE BUFFER DELAY
There is a pulse buffer-delay-time between 2 and 150ms. Its depends on the type of magnets, you are using. The KW-magnets only needs a delay-time of 2ms.

PARAMETER: CORRECTION TRAVEL
If it comes in the shaft copying to false countings, a correction trip goes on. The time of execution can take place ”after callinput” or immediately in “automatic“ mode.

PARAMETER: 2.PRE- END- SWITCH BOTTOM
There is a golden rule that the pre-end switch bottom must be between 1 and 2. stop. If the 2 stop is a short trip stop, then the distance pre-end switch would not be sufficient down to the zone of the 1 stop with a faulty measurement to brake the carconcisely.

PARAMETER: 2.PRE –END- SWITCH TOP
There is a golden rule that the pre-end switch bottom must be between last and pre-last stop. If the pre-last stop is a short trip stop, then the distance pre-end switch would not be sufficient down to the zone of the last stop with a faulty measurement to brake the carconcisely. In this situation the 2. pre-end-switch can be placed between the pre-last- and pre-pre-last-floor.

PARAMETER: SHORT TRAVELS
With extreme short trip stops is appropriate for two stops within a zone. With this parameter it is adjusted whether this case is present and if like many of these short trip stops is present.

PARAMETER: DISTANCE PRE-END-SWITCH-ZONE BOTTOM
In this parameter the distance center magnet pre-end switch is registered down to the highest magnet of the lowest zone in mm. This value must be determined absolutely accurately. It is important for perfect functioning of the digital shaft copying.
Attention! With hydraulic, unsetteled rope and variable voltage rope plants the input the delay way of both direction takes place. (UP and DOWN-Direction)! With hydraulic and there however only V0 and V-fast are unsetteled rope plants to stop!

PARAMETER: DECELERATION SPEED V0->0
This parameter is the brake-way from the drive-in speed V0 to the stop (0). The value comes automaticly by the learn drive. Nevertheless the value can be change per hand.

PARAMETER: DECELERATION V1
This parameter is the brake-way from the speed V1 to the drive-in speed V0. This value depends on the speed V1 and the deceleration in the inverter. The standart value is 500 mm.

PARAMETER: DECELERATION V2
This parameter is the brake-way from the speed V2 to the drive-in speed V0. This value depends on the speed V2 and the deceleration in the inverter. The standart value is 1000 mm.

PARAMETER: DECELERATION V3
This parameter is the brake-way from the speed V3 to the drive-in speed V0. This value depends on the speed V3 and the deceleration in the inverter. The standart value is 1500 mm.

PARAMETER: LEARN DRIVE WITH
For the learn drive you can choose three speeds like, V1, V2, and V3. If you have a drive with a short distance, you should chosse speed V1. The standart value is speed V1.

PARAMETER: ENCODER INPUT
The encoder for the shaft copying can attache on the Car (FKR) or the machine room (ZR). The location is to be registered in this parameter. As default value ZR is deposited.

PARAMETER: DRIVE ACTIVATE
If the electrical installation is ok and the software-parameters like number of floors,..., is put in, the learn-drive can be started. The car should be in a position between the first and second floor, but it must stand above the correction switch bottom. Then the learn-drive should be started. A very concret description is in the chapter **I01- Activation of the digital shaft presentation.**

PARAMETER: SWITCH HYSTERES OVERLAPPING
After successful learning trip the value of the hysteress was determined for the shaft switches.

PARAMETER: EVELING-FLOOR-XX
After a learn-drive, you must put in this parameter in the level-values for each floor. Here you can corrigate unlevels for every floor.

B43 – Absolut Copy

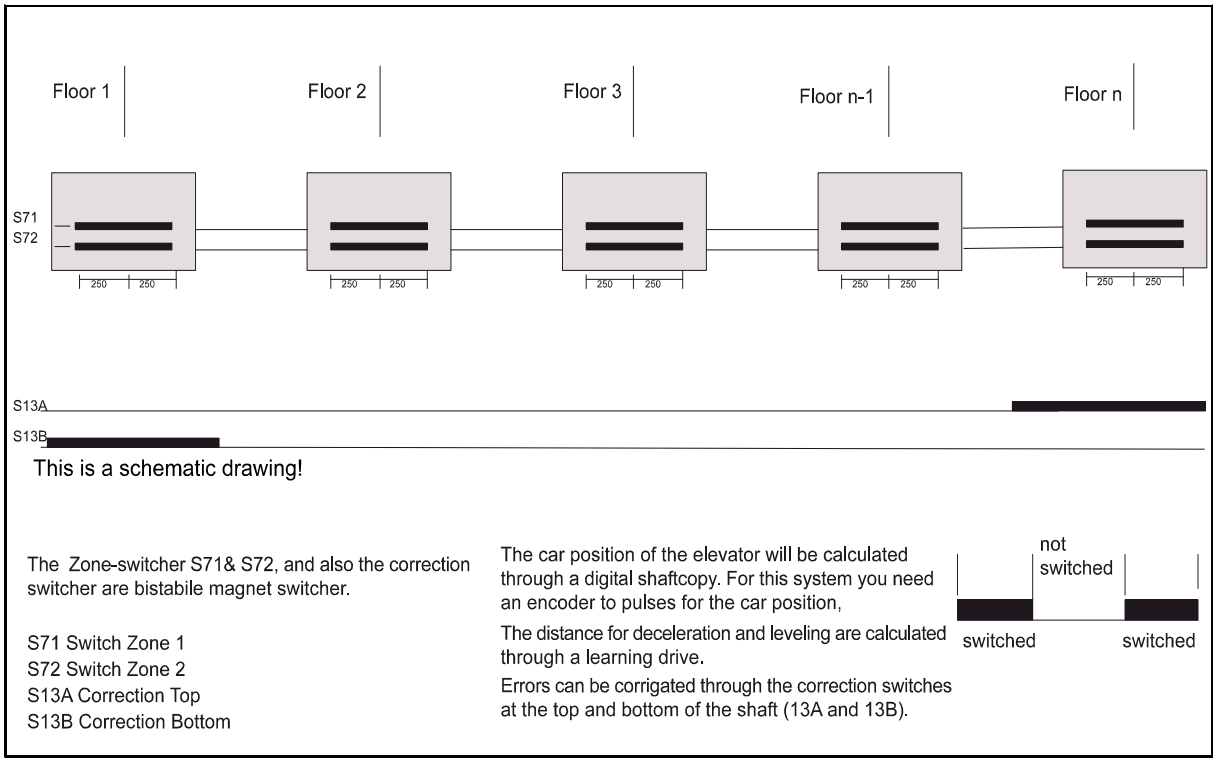
General

The absolute copying represents a digital shaft copying which is operated either without magnet control or with 3-4 magnet control:

Option 1: Without shaft switches

After assembly that of ABS-encoder-system is turned off the car between floor 1 and 2. After start of the parameter way-collection-learn, the car moves downward with the back getting control or the inspection control. Now the control recognized the counting direction. Afterwards the car in the floor 1 (lowest stop) placed concisely. Now the parameter synchronisation stop 01 is activated. The control knows now, the lowest floor possesses which impulse conditions. With reserved pit table (all floors were reserved with calculated concise conditions) the concise correction can take place now in the other stops.

Option 2: With shaft switches



Type 1: Connect at ZR-606/2005: Schmersal UPS SSI

Terminal	Function	USP-30-M24BS SSI-Protocol
Pin 1: PE	Earth	Shield
Pin 2: 81	Clock +	14
Pin 3: 82	Clock -	7
Pin 4: 500	0 V DC	8
Pin 5: 200	+24V DC	9
Pin 6:		
Pin 7:		
Pin 8: 83	Data +	13
Pin 9: 84	Data -	6

ype 2: Connect at FKR-2005-3: SSI-Drehgeber Typ Wachendorff WDG-SL00 - ALT

Terminal	Function	Wachendorff WDG-SL00G-1213
Pin 1: PE	Earth	Shield
Pin 2: 81	Clock +	Lila
Pin 3: 82	Clock -	Yellow
Pin 4: 500	0 V DC	White
Pin 5: 200	+24V DC	Brown
Pin 6: 83	Data +	Grey
Pin 7: 84	Data -	Pink

Type 3: Connect at FKR-2005-3: SSI-ELGO- LIMAX-2 SSI - bin

Terminal	Function	ELGO-LIMAX-2
Pin 1: PE	Earth	Shield
Pin 2: 81	Clock +	Green
Pin 3: 82	Clock -	Yellow
Pin 4: 500	0 V DC	White
Pin 5: 200	+24V DC	Brown
Pin 6: 83	Data +	Grey
Pin 7: 84	Data -	Pink

Type 4: Connect at ZR-606/2005: Windtscheid & Wendel W+W 10EX – SSI -bin

Stecker	Funktion	W&W 10EX - SSI
Pin 1: PE	Erde	Shield
Pin 2: 81	Clock +	Green
Pin 3: 82	Clock -	Yellow
Pin 4: 500	0 V DC	Blue
Pin 5: 200	+24V DC	Lila
Pin 6:		
Pin 7:	Error message internal battery	White
Pin 8: 83	Data +	Black
Pin 9: 84	Data -	Red

Type 5: Connect at FKR-2005-3: SSI- Encoder Typ Wachendorff WDG-SL00 G

Terminal	Function	Wachendorff WDG-SL00 G
Pin 1: PE	Earth	Shield
Pin 2: 81	Clock +	Lila
Pin 3: 82	Clock -	Yellow
Pin 4: 500	0 V DC	White
Pin 5: 200	+24V DC	Brown
Pin 6: 83	Data +	Grey
Pin 7: 84	Data -	Pink

Type 6: Connect at FKR-2005-3: SSI- Encoder Typ Wachendorff WDG-MZS 100 G

Terminal	Function	Wachendorff WDG-MZS 100 G
Pin 1: PE	Earth	Shield
Pin 2: 81	Clock +	Lila
Pin 3: 82	Clock -	Yellow
Pin 4: 500	0 V DC	White
Pin 5: 200	+24V DC	Brown
Pin 6: 83	Data +	Grey
Pin 7: 84	Data -	Pink

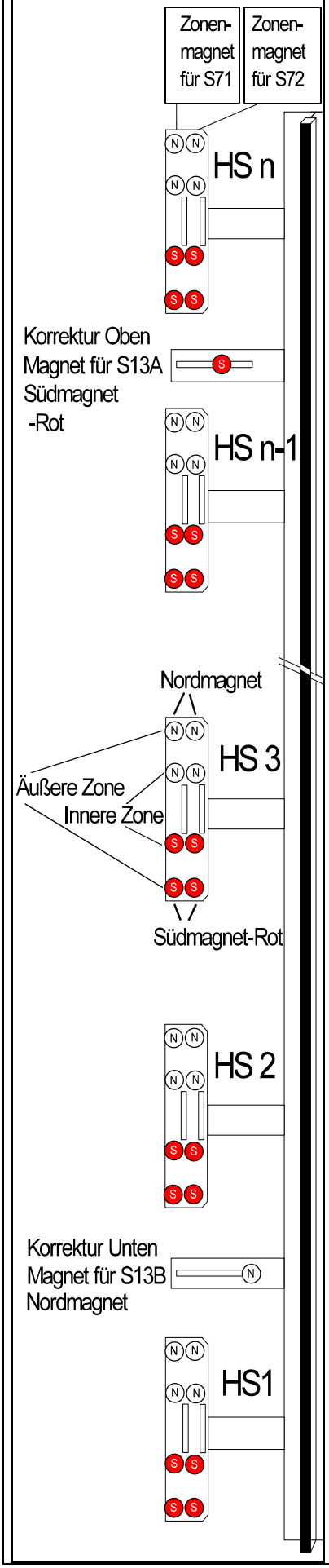
Type 7: Connect at FKR-2005-3: SSI- Encoder Typ Kübler LM2 LM3 SSI

Stecker	Funktion	Kübler LM2 und LM3
Pin 1: PE	Earth	Shield
Pin 2: 81	Clock +	Lila
Pin 3: 82	Clock -	Yellow
Pin 4: 500	0 V DC	White
Pin 5: 200	+24V DC	Brown
Pin 6: 83	Data +	Grey
Pin 7: 84	Data -	Pink

Type 8: Connect at FKR-2005-3: SSI-Encoder Typ Wachendorff WDG-MEMN

Terminal	Function	Wachendorff WDG-MEMN
Pin 1: PE	Earth	Shield
Pin 2: 81	Clock +	Lila
Pin 3: 82	Clock -	Yellow
Pin 4: 500	0 V DC	White
Pin 5: 200	+24V DC	Brown
Pin 6: 83	Data +	Grey
Pin 7: 84	Data -	Pink

4.0 Shaftcopy System with UCM Zone



HSK-90 / HSK46 System

The shaft copy system HSK-90 consists of the shaft and the shaft ESF16 flags flags SFH16 holders of the respective magnets and mounting hardware.

On the flag, the North magnets are always on top! Each 4 round magnets of a track-form an exterior and an interior zone. The outer zone is responsible for the driveway with the door open, the interior area for catching up / UCM detection. The shaft reso-lution approximation HSK-90 panel is mounted on the cab roof using the mounting bracket.

At the **HSK46-System** the magnets are mounted directly on the rail.

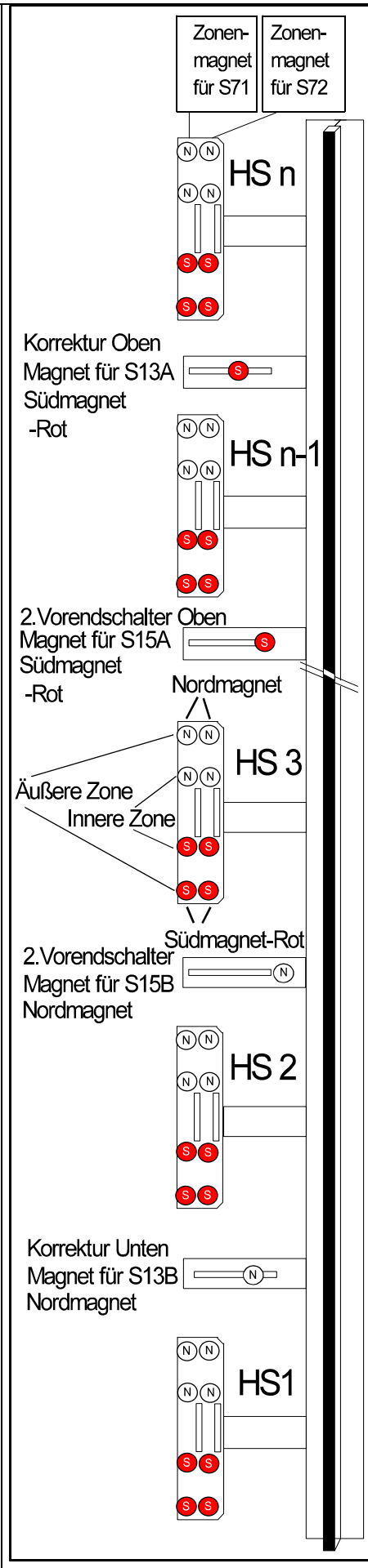
The pre-limit up / top S13A correction is turned on by a magnet south. The magnet must be between the penultimate and last floor!

The pre-limit down / bottom correction S13A is turned on a north magnet. The magnet must be between the 2 - and are lowest floor!

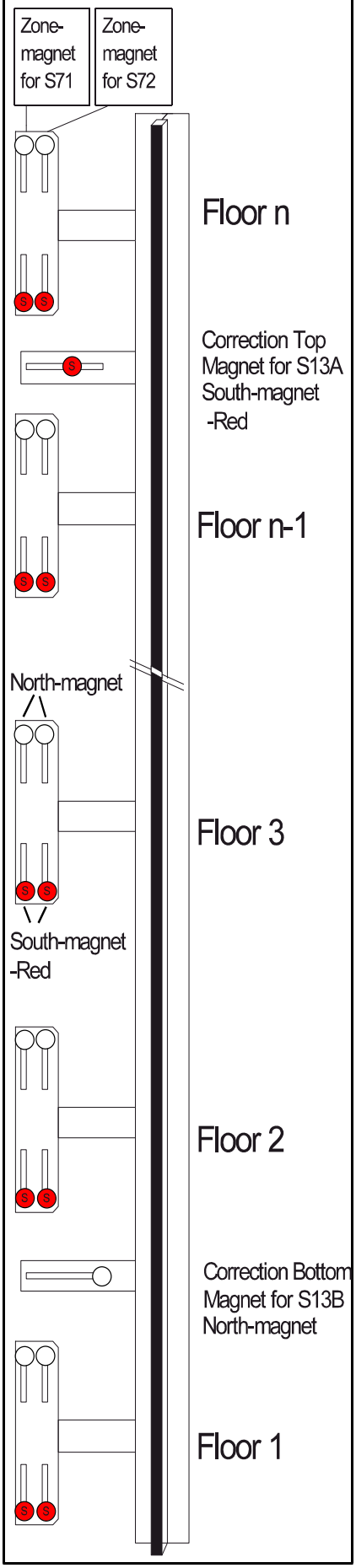
At a higher Speed than 2.0 m/s, or short travel stops, respectively, a second pre-limit switch is necessary.

The second pre-limit up / top S15A turned off-a South magnet. The magnet must be located between the pre-penultimate and penultimate floor.

The second pre-limit down / bottom S15B is turned on a north magnet. The magnet must be between the 3rd and 2nd Floor there.

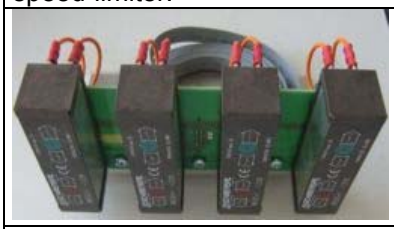


4.0 **Unit shaft copying system Alternative 2, with switches and without UCM Zone**



← ESK-90 System ←

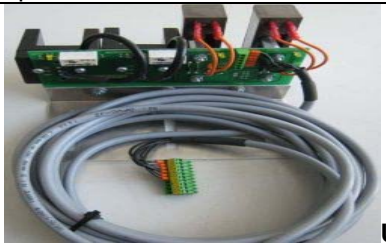
The shaft copy system ESK-90 has the following components, like the shaft flag ESF-16 and the shaft flag carrier SFH-16 with the magnets and the fixing material. On the shaft flags are the north magnets always on the top! The magnet switch panel ESK-90 is mounted on the car roof with the help of the mounting metal plate. **The switch distance between the magnet and the magnet switch is regulary 7- 9 mm! Is the distance too short than there are a lot of error switchings!**
The electrical connection is made by a 10 pole flatwire.
Every digital / absolute value system needs an encoder, e.g. at the motor, or an the car roof, or in the shaft, or at the speed-limiter.



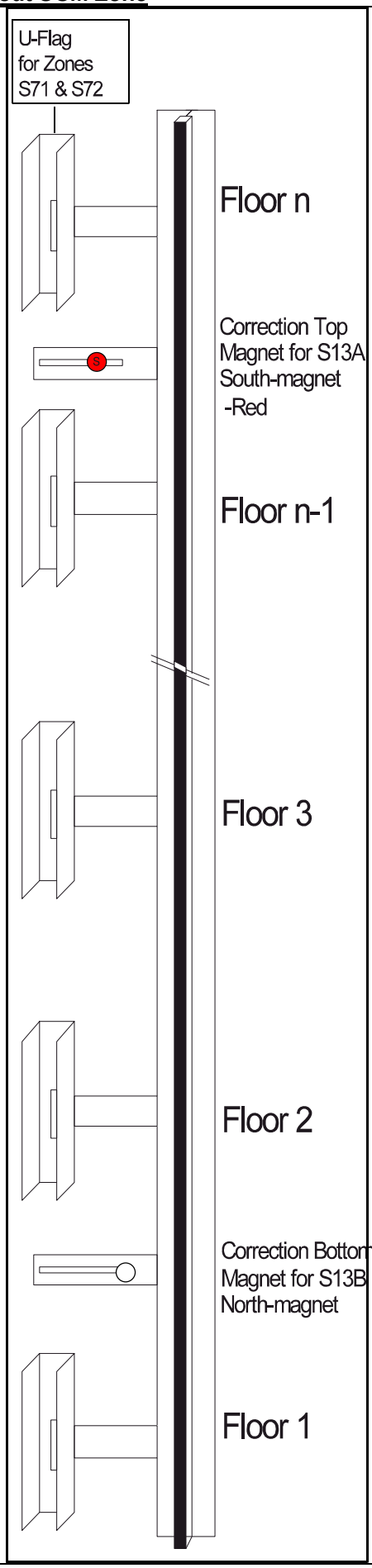
ESK-90

-> USK-90 System ->

The shaft copy system USK-90 has the following components, like the U-shaft flag UF-16 and the shaft flag carrier SFH-16 with the fixing material.
The fork photo cell must handle into the U-flag. The fork-photocell-panel USK-90 is mounted on the car roof with the help of the mounting metal plate.
The switch distance for the correction switches S13A & 13B is regulary 7- 9 mm! Is the distance too short than there are a lot of error switchings!
The electrical connection is made by a PVC wire with terminal.
Every digital / absolute value system needs an encoder, e.g. at the motor, or an the car roof, or in the shaft, or at the speed-limiter.



USK-90



PARAMETER: PULSE BUFFER DELAY
There is a pulse buffer-delay-time between 2 and 150 ms. Its depends on the type of magnets, you are using. The KW-magnets only needs a delay-time of 2ms.

PARAMETER DISTANCE MEASUREMENT
In this parameter the used absolute-value-system can be selected. To the choice the Schmersal UPS system, the ELGO system, W&W Type 2 and the Wachendorff SSI rotation transducer.

PARAMETER: SHAFT SWITCHES
In this parameter you can choose, if you want to use shaft switches or not. It depends of the settings, if some parameter menus are not invisible.
Attention! With hydraulic, unsetteled rope and variable voltage rope plants the input the delay way of both direction takes place. (UP and DOWN-Direction)! With hydraulic and there however only V0 and V-fast are unsetteled rope plants to stop!

PARAMETER : SHORT TRAVELS
With extreme short trip, stops is appropriate for two stops within a zone. With this parameter it is adjusted whether this case is present, and if like many of these short trip stops is present.

PARAMETER: DECELERATION SPEED V0 -> 0
This parameter is the brake-way from the drive-in speed V0 to the stop (0). The value comes automaticly by the learn drive. Nevertheless the value can be change per hand.

PARAMETER: DECELERATION SPEED V1
This parameter is the brake-way from the speed V1 to the drive-in speed V0. This value depends on the speed V1 and the deceleration in the inverter. The standart value is 500 mm.

PARAMETER: DECELERATION SPEED V2
This parameter is the brake-way from the speed V2 to the drive-in speed V0. This value depends on the speed V2 and the deceleration in the inverter. The standart value is 1000 mm.

PARAMETER: DECELERATION SPEED V3
This parameter is the brake-way from the speed V3 to the drive-in speed V0. This value depends on the speed V3 and the deceleration in the inverter. The standart value is 1500 mm.

PARAMETER: LEARN DRIVE (ONLY WITH SHAFT-SWITCHES: PRE-END- & ZONE-SWITCHES)
For the learn drive you can choose three speeds like, V1, V2, and V3. If you have a drive with a short distance, you should choose speed V1. The standart value is speed V1.

PARAMETER: LEARN DRIVE ACTIVATE (ONLY WITH SHAFT-SWITCHES: PRE-END- & ZONE-SWITCHES)
If the electrical installation is ok and the software-parameters like number of floors,..., is put in, the learn-drive can be started. The car should be in a position between the first and second floor, but it must stand above the corrections witch bottom. Then the learn-drive should be started. A very concret description is in the chapter **I02-Activation of the digital shaft presentation.**

PARAMETER: COUNT DIRECTION (ONLY WITH SETUP: WITHOUT SHAFT-SWITCHES)
After installed ABS-encoder-system the counting direction must be determined. In addition the parameter is set to start and with beckgets or inspection drive will be driven downward.

PARAMETER: SYNCHRONISATION COUNT DIRECTION FLOOR (ONLY: WITHOUT SHAFT-SWITCHES)
After way collection learn, the car in the lowest floor are concise-placed and this parameter activated. Thus the control recognizes the level value of the lowest stop.

PARAMETER: UNCORRECTION (ONLY WITH SETUP: WITHOUT SHAFT-SWITCHES)
In this parameter can be decided between two input procedures for the level table. On the one hand the attitude " floor height" with which for each floor the value in the millimeter are registered, on the other hand the attitude "level correction" with which millimeter-uncorrection can be corrected.

PARAMETER: LEVELING FLOOR-XX
After a learn-drive, you must put in this parameter in the level-values for each floor. Here you can corrigate unlevels for every floor. If the consice position was chosen , than the value for every floor can be registered in mm. (For Example Floor1 -0000mm, Floor2 -3000mm….)

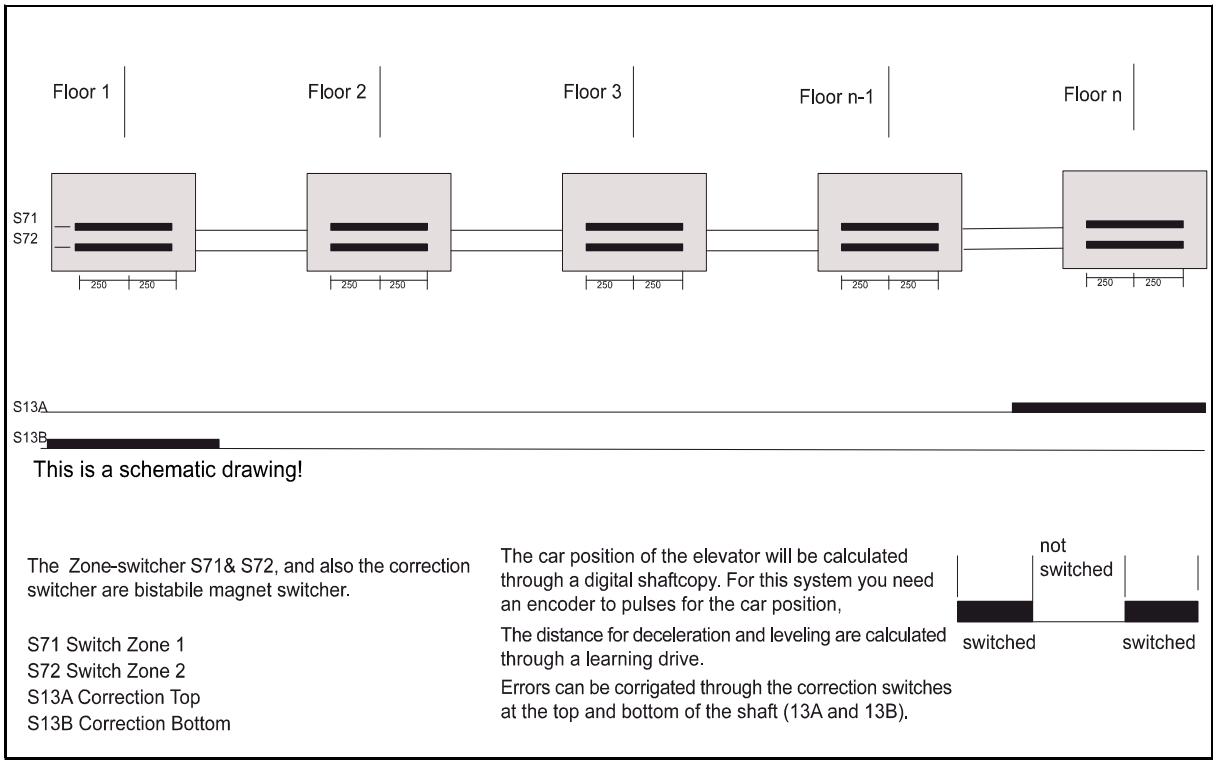
B44 – Motor-Copy

1.0 General

The motor-copy is a digital shaft-copy method, which only needs three switches in the shaft.

S72 Zone 1
S72 Zone 2 (Only necessarity with releveling or entry with open door)
S13A Correctionswitch Top
S13B Correctionswitch Bottom

All magnet-switches are biposition-switches with the corresponding round-magnet. For the pinning of the magnets you must use the elevator-rail. The pulses for the shaft-copy are coming from the resolver of the motor.



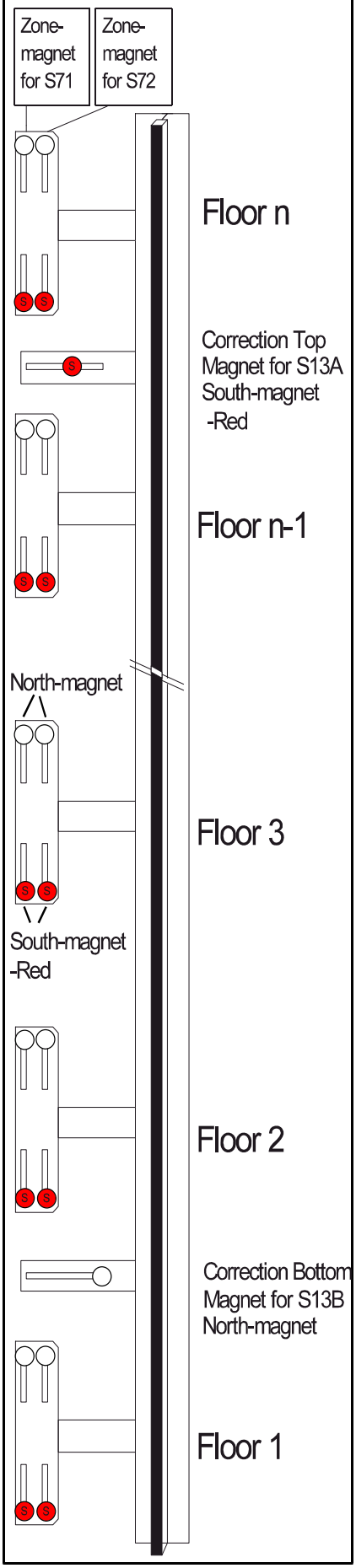
2.0 Releveling

After the learn-drive the middle of the zone-way is the value of the floor-level. This can be corrigate by the parameter “Leveling” for each floor. A change of the position of the zone-magnets is forbidden. A very concret description is in the chapter **I01-Activation of the digital shaft presentation.**

3.0 Deceleration and Correction switches

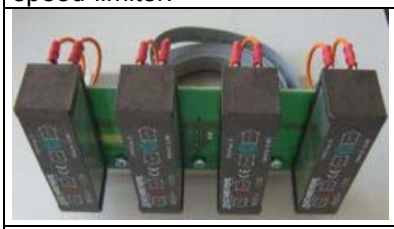
The deceleration for the drive into the destination-floor will be managed by the digital shaft-copy. The correction switches are used only for synchronize the shaft-copy-system and for a safe deceleration in the end-floors in a emergency-situation, like a failure in the digital shaft-copy. A change of the position of the correction switches-magnets is forbidden. A very concret description is in the chapter **I01- Activation of the digital shaft presentation.**

4.0 **Unit shaft copying system**



← ESK-90 System ←

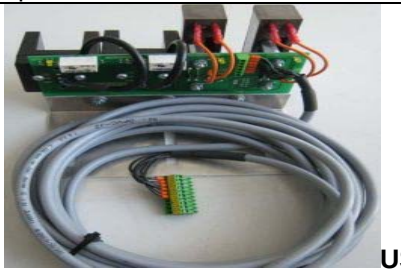
The shaft copy system ESK-90 has the following components, like the shaft flag ESF-16 and the shaft flag carrier SFH-16 with the magnets and the fixing material. On the shaft flags are the north magnets always on the top! The magnet switch panel ESK-90 is mounted on the car roof with the help of the mounting metal plate. **The switch distance between the magnet and the magnet switch is regulary 7- 9 mm! Is the distance too short than there are a lot of error switchings!**
The electrical connection is made by a 10 pole flatwire.
Every digital / absolute value system needs an encoder, e.g. at the motor, or an the car roof, or in the shaft, or at the speed-limiter.



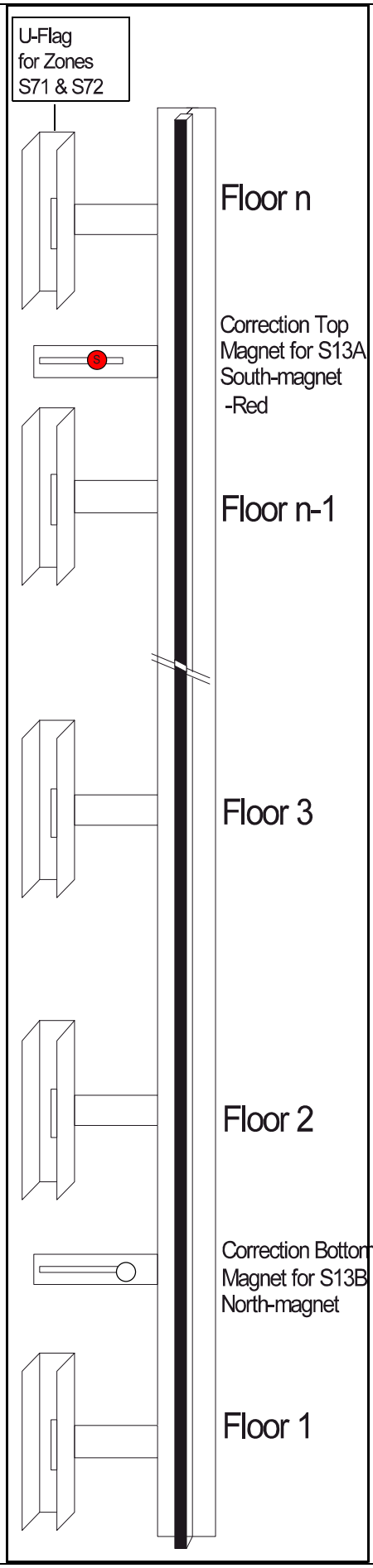
ESK-90

-> USK-90 System ->

The shaft copy system USK-90 has the following components, like the U-shaft flag UF-16 and the shaft flag carrier SFH-16 with the fixing material.
The fork photo cell must handle into the U-flag. The fork-photocell-panel USK-90 is mounted on the car roof with the help of the mounting metal plate.
The switch distance for the correction switches S13A & 13B is regulary 7- 9 mm! Is the distance too short than there are a lot of error switchings!
The electrical connection is made by a PVC wire with terminal.
Every digital / absolute value system needs an encoder, e.g. at the motor, or an the car roof, or in the shaft, or at the speed-limiter.



USK-90



PARAMETER: PULSE BUFFER DELAY
There is a pulse buffer-delay-time between 2 and 150ms. Its depends on the type of magnets, you are using. The KW-magnets only needs a delay-time of 2ms.

PARAMETER: CORRECT TRAVEL
If it comes in the shaft copying to false counting a correction trip is starts. The time of execution can take place "after call input" or immediately in "automatic" mode.

PARAMETER: 2.PRE-END-SWITCH BOTTOM
There is a golden rule that the pre-end switch bottom must be between 1 and 2. stop. If the 2 stop is a short trip stop, then the distance pre-end switch would not be sufficient down to the zone of the 1 stop with a faulty measurement to brake the carconcisely.

PARAMETER: 2.PRE-END-SWITCH TOP
There is a golden rule that the pre-end switch bottom must be between last and pre-last stop. If the pre-last stop is a short trip stop, then the distance pre-end switch would not be sufficient down to the zone of the last stop with a faulty measurement to brake the carconcisely. In this situation the 2. pre-end-switch can be placed between the pre-last- and pre-pre-last-floor.

PARAMETER: SHORT TRAVELS
With extreme short trip stops is appropriate for two stops within a zone. With this parameter it is adjusted whether this case is present and if like many of these short trip stops is present.

PARAMETER: DISTANCE PRE-END-SWITCH-ZONE BOTTOM
In this parameter the distance center magnet pre-end switch is registered down to the highest magnet of the lowest zone in mm. This value must be determined absolutely accurately. It is important for perfect functioning of the digital shaft copying.
Attention! With hydraulic, unsetteled rope and variable voltage rope plants the input the delay way of both direction takes place. (UP and DOWN-Direction)! With hydraulic and there however only V0 and V-fast are unsetteled rope plants to stop!

PARAMETER: DECELERATION SPEED V0
This parameter is the brake-way from the drive-in speed V0 to the stop (0). The value comes automaticly by the learn drive. Nevertheless the value can be change per hand.

PARAMETER: DECELERATION SPEED V1
This parameter is the brake-way from the speed V1 to the drive-in speed V0. This value depends on the speed V1 and the deceleration in the inverter. The standart value is 500 mm.

PARAMETER: DECELERATION SPEED V2
This parameter is the brake-way from the speed V2 to the drive-in speed V0. This value depends on the speed V2 and the deceleration in the inverter. The standart value is 1000 mm.

PARAMETER: DECELERATION SPEED V3
This parameter is the brake-way from the speed V3 to the drive-in speed V0. This value depends on the speed V3 and the deceleration in the inverter. The standart value is 1500 mm.

PARAMETER: LEARN DRIVE WITH
For the learn drive you can choose three speeds like, V1, V2, and V3. If you have a drive with a short distance, you should choose speed V1. The standart value is speed V1.

PARAMETER: ENCODER INPUT
The encoder for the shaft copying can attache on the Car (FKR) or the machine room (ZR). The location is to be registered in this parameter. As default value ZR is deposited.

PARAMETER: LERN DRIVE ACTIVE
If the electrical installation is ok and the software-parameters like number of floors,..., is put in, the learn-drive can be started. The car should be in a position between the first and second floor, but it must stand above the correctionswitch bottom. Then the learn-drive should be started. A very concret description is in the chapter **I01-Activation of the digital shaft presentation.**

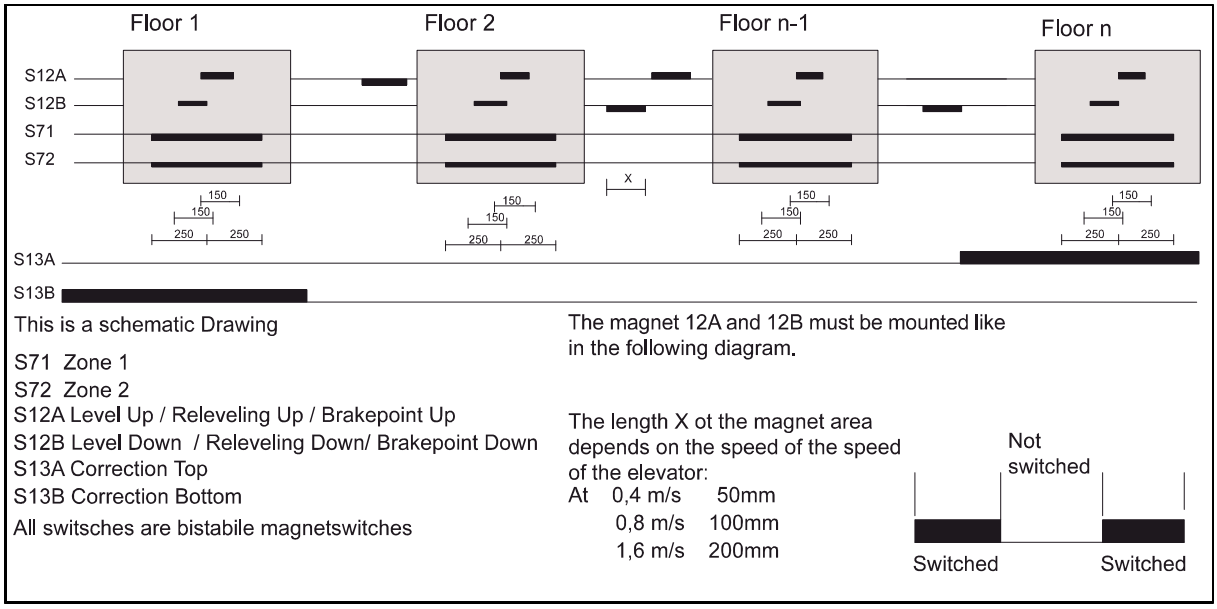
PARAMETER : SWITCH HYSTERES OVERLAPPING
After successful learning trip the value of the hysteress was determined for the shaft switches.

PARAMETER: LEVELING-FLOOR-XX
After a learn-drive, you must put in this parameter in the level-values for each floor. Here you can corrigate unlevels for every floor.

B45 – Minimum-Copy

General

In principle 6 magnet counter are necessary with minimum copying. If the plant does not have releveling function or no entry with open door a magnet counter can be omitted i.e. S72. The concise position takes place related to the direction. All magnet counter are bistabile block switches with the appropriate round magnets. As attachment for the magnets the guide rail, as also the pit flag system can serve ESK04.



1.0 Leveling

The leveling depends on the direction. With rope-elevators without pre-opening the door the stopping in direction up is with the magnet-switch 12B, and in direction down with the magnet-switch 12A.

ATTENTION!

There may be a partial overlap of the consice magnet fields with consice position. From bottom to top magnet 12B seen always before 12A. Control recognizes the direction ,with injury ot this rule it comes to the fact that floors are counted wrongly by control.

On hydraulic lifts and cable systems with entrance door is open or readjustment is maintained with the stopping of the counter-aligned.

As long as both consice signals overlap themselves, no post-correction is necessary.

As soon as car more deeply sinks or rises more highly so the consice signal lost and the car is after – adjusted into the opposite direction.

2.0 **Brakepoints and Correction**

The magnet switches 12A and 12B are also the brake-switches to drive into the destination floor. If you are driving from the second floor to the first floor you doesn't need a brake magnet! You are braking with the correction switch 13B.

The same story is the drive to the last floor. You are braking with the correction switch 13B.

Nevertheless if the delay impulses are set this leads to copying work errors.

PARAMETER: PULSE BUFFER DELAY

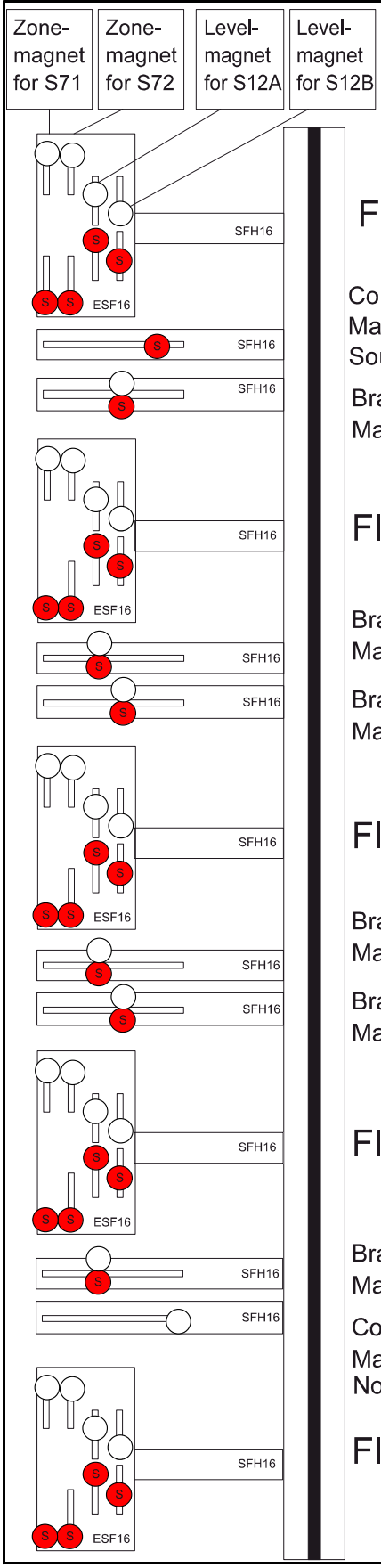
There is a pulse buffer-delay-time between 2 and 150 ms. Its depends on the type of magnets, you are using. The KW-magnets only needs a delay-time of 2 ms.

PARAMETER: CORRECTION TRAVEL

If it comes in the shaft copying to false countings, a correction trip goes on. The time of execution can take place "after call input" or immediately in "automatic" mode.

3.0 Unit shaft copying system

Shaftcopysystem ESK04 & 02



Floor n

Correction Top
Magnet for S13A
South magnet

Brakepoint Down
Magnet for S12B

Floor n-1

Brakepoint Up
Magnet for S12A

Brakepoint Down
Magnet for S12B

Floor 3

Brakepoint Up
Magnet for S12A

Brakepoint Down
Magnet for S12B

Floor 2

Brakepoint Up
Magnet for S12A

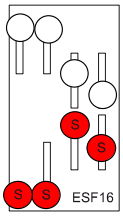
Correction Bottom
Magnet for S13B
North magnet

Floor 1

The minimum shaftcopy can be realized with the shaft flags SFH60 and the shaft flag carrier SFH16, or you handle the mounting by fixing the magnets onto the rail of rthe elevator.

Very important is the direction of the flag and the right positioning of the magnets!

The north magnet is on the top of the shaft flag!



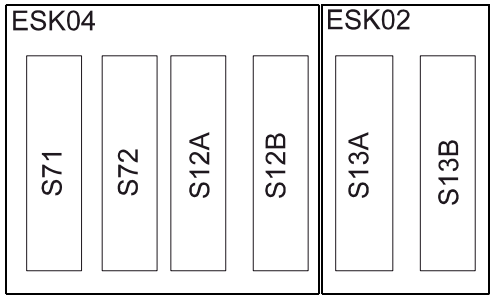
The south magnet is red coloured.

The magnets will switch the magnet switches on the pcb-boards ESK04 and ESK02.

The pcb-board are fixed with a mounting metal plate. It would be mounted on the car roof.

The switch distance between the magnet and the magnet switch is regulary 7 - 9 mm!

Is the switch distance to short it can be happen that there are a lot of error switchings!

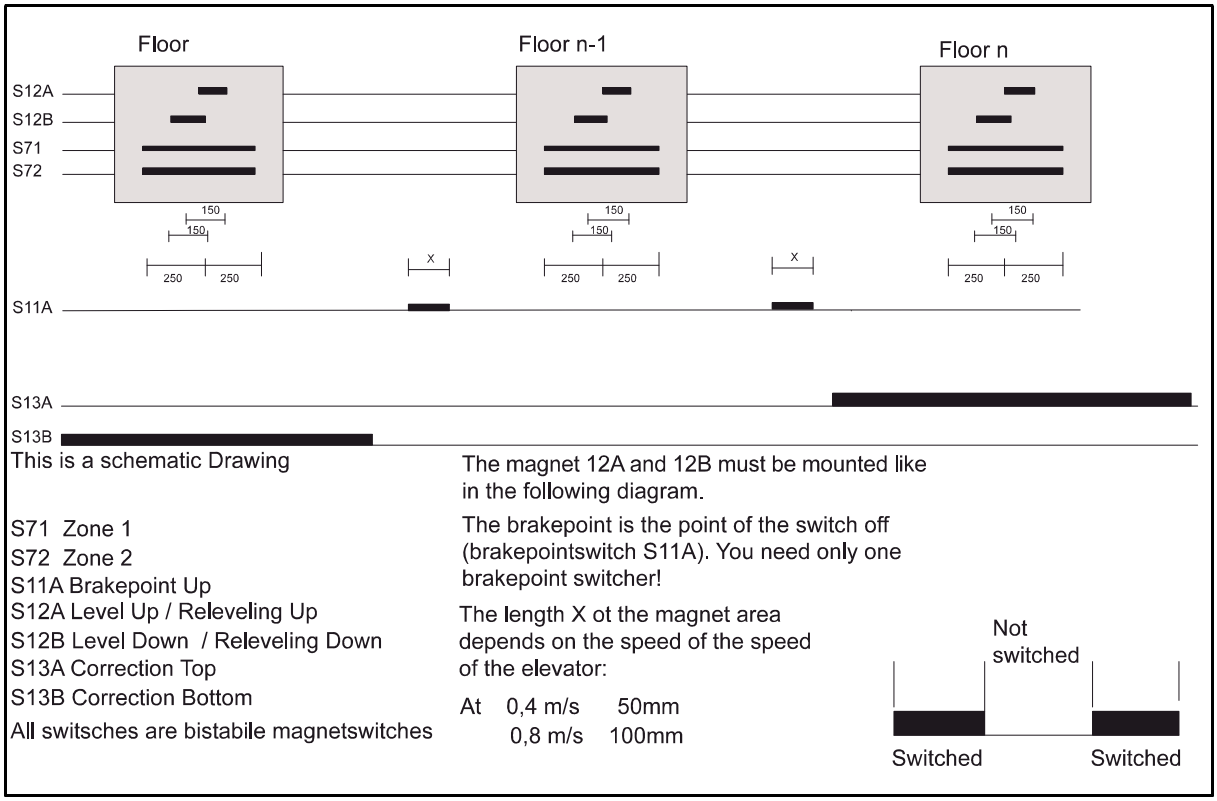


The electrical connection is made by a PVC-wire with terminal.

B 46-R&S-Copy

1.0 General

For R&S copying are needed 5 magnet switcher. If the elevator does not have a releveling function or the entry with open door you can omitted the magnet counters S71 and S72. The concise position takes place related to the direction. All magnet counter are instabile block switches with the appropriate round magnets. As attachment for the magnets the guide rail also the shaft flag system can serve ESK16.



4.0 Consice Position

The consice position is dependent on direction.
With rope elevator systems without entering an open door or readjusting the stop is in an upward direction with magnetic switch S12B, in the downward direction with the magnetic switch S12A.

ATTENTION!
There may be a partial overlap of the consice magnet fields with consice position. From bottom to top magnet 12B seen always before 12A. Control recognizes the direction, with injury ot this rule it comes to the fact that floors are counted wrongly by control.
On hydraulic lifts and cable systems with entrance door is open or readjustment is maintained with the stopping of the counter-aligned.
As long as both consice signals overlap themselves, no post-correction is necessary.
As soon as car more deeply sinks or rises more highly so the consice signal lost and the car is after – adjusted into the opposite direction.

5.0 Brakepoints and Correction

The magnet switches 12A and 12B are also the brake-switches to drive into the destination floor. If you are driving from the second floor to the first floor you doesn't need a brake magnet! You are braking with the correction switch 13B. The same goes for ride from penultimate to last stop (S13A). Switching behavoir of S11A is falling edge (turn-off). In this way only one switch is necessary in shaft. The speed of this method is a limit to the deceleration. Half of distance of the floor is the possible smallest stopping distance.

B5 Indicate

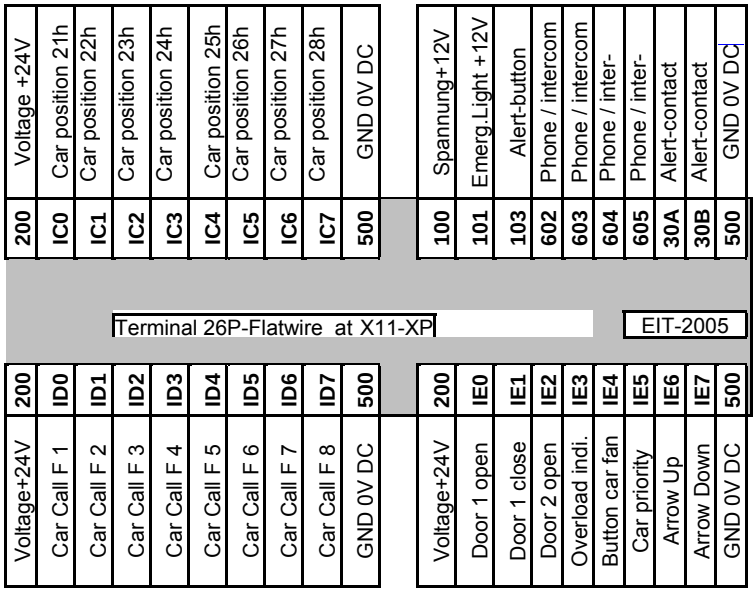
B501- Car Indicators

General

The car-position of the elevator has two output-devicels, namely ZR and ITR. In both of the following parameters you can choose the output of the car-position:

A) Parameter Car Indicate ZR
B) Parameter Car Indicate ITR
C) Description Remote Station ER

There are always 8 output-channels on both of the two units. You can choose the following codes to show the car-position: 1 of N-Code, Binary-Code, Graycode, Digits-Indicator and User-defined character set.



1 of N Code

The 1 of N code has always one output-channel for one floor indicator. Is the car in the first floor so channel 21 h is active (+24V DC).
All other outputs have 0V DC. Lift systems with o1 till 8 stops can be represented in this way.
If there more stops are used, so it must be converted to an encoded representation.

Binarycode

In the binarycode, the floors are a combination of some output channels. Active channels have a “1”. This means that there is a +24V DC level.

Stop	25h	24h	23h	22h	21h
1.Floor	0	0	0	0	1
2.Floor	0	0	0	1	0
3.Floor	0	0	0	1	1
4.Floor	0	0	1	0	0
5.Floor	0	0	1	0	1
6.Floor	0	0	1	1	0
7.Floor	0	0	1	1	1
8.Floor	0	1	0	0	0
9.Floor	0	1	0	0	1
10.Floor	0	1	0	1	0
11.Floor	0	1	0	1	1
12.Floor	0	1	1	0	0
13.Floor	0	1	1	0	1
14.Floor	0	1	1	1	0
15.Floor	0	1	1	1	1
16.Floor	1	0	0	0	0
17.Floor	1	0	0	0	1

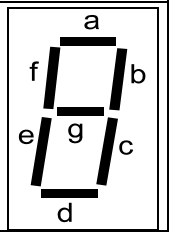
Graycode

In the graycode, the floors are a combination of some output channels. Active channels have a “1”. This means that there is a +24V DC level.

Stop	25h	24h	23h	22h	21h
1.Floor	0	0	0	0	1
2.Floor	0	0	0	1	1
3.Floor	0	0	0	1	0
4. Floor	0	0	1	1	0
5.Floor	0	0	1	1	1
6.Floor	0	0	1	0	1
7.Floor	0	0	1	0	0
8.Floor	0	1	1	0	0
9.Floor	0	1	1	0	1
10.Floor	0	1	1	1	1
11.Floor	0	1	1	1	0
12.Floor	0	1	0	1	0
13.Floor	0	1	0	1	1
14.Floor	0	1	0	0	1
15.Floor	0	1	0	0	0
16.Floor	1	1	0	0	0
17.Floor	1	1	0	0	1

7-Digits-Indicator

In the 7-Digits-code, the floors are a combination of some output channels. Active channels have a “1”. This means that there is a +24V DC level.

Output		
21h	Segment a	
22h	Segment b	
23h	Segment c	
24h	Segment d	
25h	Segment e	
26h	Segment f	
27h	Segment g	

For each floor you can choose the signs of the floor. **The size of the characters and numbers is limited: -> A, b, c, d, E, F, H, U, 0, 1, 2, 3, 4, 5, 6, 7, 8, 9**

Programmable characterset

On the output channels 21h to 28h with ZR and ITR the active output channels can be determined freely.

Indication of the car position in spezial drivers

With the modes of operation **inspection**, **releveling**, **spezial trip** and **case of error**, it can will decide whether the car permament spend all or does nothing spend.

B502- Car Arrows

PARAMETER ARROWS

The output-channel of the car-arrows are at the carpanel-unit ITR. Here you can choose the following type of arrows:

a) Only Direktion Arrows
b) Direction Arrow and move-on Arrow
c) Only move-on Arrows
d)

DISCONNECTION OF THE MOVE ON ARROWS

You can switch off the driving on arrows on two ways.

A) Disconnection by expiration of an adjusted time.
B) Disconnection by closes of the doors.

B503- Floor Indicators

PARAMETER ARROWS

The output-channel of the car-arrows are at the car panel-unit ITR. Here you can choose the following type of arrows:

a) Only Direktion Arrows
b) Direction Arrow and move-on Arrow
c) Only move-on Arrows

DISCONNECTION OF THE DRIVING ON ARROWS

You can switch off the driving on arrows on two ways.

A) Disconnection by expiration of an adjusted time.
B) Disconnection by closes of the doors.

B504- Gong at the Car

In the first parameter of this menu you can activate the car gong function. You can attache a miniature loudspeaker with an impedance by 8 ohms at the clamps 330 and 331 for the door side 1, as well as at the clamps 332 and 333 for the door side 2 of the FKR unit. You can select between accord, two-sound and triad gong. Additionally you can select a different sound function for the up and downwards. The following trip modes can be switched on:

A) Car calls
B) Landing calls
C) Priority calls
D) Fire-brigade enterprise
E) Special trips

In the parameter volume you can be adjusted a value from 1 o 15, whereby 1 represents the lowest volume. The pitch can be adjusted like the volume in a range from 1 to 15. At the value 1 it concerns thereby a very deep pitch. The standart value is 7.

B505- Gong at the Floor

Like the car controller unit FKR, then also the remote station ER 2005 offer the possibility of activating the gong function. You can attache a miniature loudspeaker with an impedance by 8 ohms at the clamps 330 and 331 for the door side 1, as well as at the clamps 332 and 333 for the door side 2 of the FKR unit.
You can select between accord, two-sound and triad gong. Additionally you can select a different sound function for the up and downwards. The following trip modes can be switched on:

A) Car calls
B) Landing calls
C) Priority calls
D) Fire-brigade enterprise
E) Special trips

In the parameter volume you can be adjusted a value from 1 to 15, whereby 1 represents the lowest volume. The pitch can be adjusted like the volume in a range from 1 to 15. At the value 1 it concerns thereby a very deep pitch. The standart value is 7.

OUTPUT ER GONG PULSE

Pulse length for gong impulse on ER adjustable: pulse, 1…10 seconds.

B506- LED-Matrix

The car panel pcb EIT and remote station ER-2007 have RJ-12 (10-pole socket strips) sockets for the control of the matrix displays ANZ-22,-32, -33, -52 and 53.

SEGEMENTS COMMON OR INDIVIDUAL
At the segment **common** for each stop a designation can be selected. The range of the letters and numbers is limited.
If the setting is selected individually, so each can be independently programmed by a string for each of the two segments. Available to all letters, numbers and the minus sign.

FLOOR DISPLAY CAR & REMOTE STATION ER
For each stop a designation can be selected. The range of the letters and numbers is limited.

ARROR DISPLAY CAR
You can choose between:
- No (No expenditure for arrow)
- Yes (Standing arrow)
- Scroll (Current arrow)

SEGMENTS CAR
Depending upon selected matrix unit it can be selected whether 2 or 3 segment matrix display is to be headed for.

RUN TEXTS CAR
You can choose between: overload, evacuation, fire-brigade trip, special trip & out of operation.

ARROR DISPLAY REMOTE STATION
You can choose between:
- No (No expenditure for arrow)
- Yes (Standing arrow)
- Scroll (Current arrow)

SEGEMENTS REMOTE STATION
Depending upon selected matrix unit it can be selected whether 2 or 3 segment matrix display is to be headed for.

INDICATOR FIELD REMOTE STATION
Depending upon selected matrix unit an indicator field present, which can assigned for a type-output .

RUN TEXTS REMOTE STATION
You can choose between: Overload,Evacuation,Fire-brigade trip, special trip & out of operation

CENTRAL UNIT DISPLAY
You can choose between:
- Display 1 to 32
- Display like in the car

.

B6 Special Functions

B600 Monitor Functions

PARAMETER: CONTACTOR MONITOR

Is the contactor-monitor active, the main- and brake contactors will be controlled on two ways:
a) At the start of the travel, after a call, the main- and brake contactors will be controlled, if they switch on. If they do not switch on after a delay-time, which is in the parameter „**Start Time Monitor**“, this means input-channel has a high-level, the car stopped immediately.
b) After a travel, the main- and brake contactors will be also controlled, if they have switched off. If they do not switch off, the car is blocked for the next travel. The is available between 500 ans 4000 ms.
Once the travel is over, i.e. the contactor pilot control is disabled, but the main and brake contactors are not dropped, it is stopped after the elapse of a specified grace period, the system immediately.
If the system is blocked, you can only can turn on the system, when you switch off / on the central unit ZR or activate the parameter **C00 „Controller-RESET**“.

PARAMETER: MONITOR INSPECTION

If the special-mode “inspection-drive” or “re-send-drive” active, the monitor functions are not active.

PARAMETER: MONITOR REACTION

Select between emergency stom & Locking or emergency stop & calls.

PARAMETER: CONTAKTOR MONITOR CHAIN

Select between version with opener chain or the extended version with opener and normally open contact chain.In addition altogether needs two opener entrance monitoring functions (E14 & E356) as well as a normally open contact input function (E474).

PARAMETER: CAR LIGHT MONITOR

Setting Off: There is no car light monitor.
Setting Current Sensor: If the fuse of the carlight is falling out or the light of the car is going out, this means the elektrical power is sinking under 40W at 230V AC, there is a failture in the car light.
Setting Input E525: A light sensor which is connected at the input with the function E525, detects the failure of the cabin illumination.
Reaction:
A rope elevator stops in the next floor and it will be blocked with open doors, until the light is going on.
If the special-mode “inspection-drive” or “re-send-drive” active, the monitor functions are not active.
With a hydraulic elevator an emergency sinking takes place into the lowest stop and the car stay with open doors until the error condition not change.
If the special trip modes “inspection trip” or “ return trip” are active then **cab light monitoring** is deactivated.

PARAMETER: START TIME MONITOR

At the start of the travel, after a call, the main- and brake contactors will be controlled, if they switch on. If they do not switch on after a delay-time, which is in the parameter „**Start Time Monitor**“,the car stopped immediately. If the special-mode “inspection-drive” or “re-send-drive” active, the monitor functions are not active.

PARAMETER: JOURNEY TIME MONITOR

If in the time, which you can put in in this parameter, no pulses are coming from the digital shaft-copy or there is no calculate brake-point of the floors on the way, the system will be blocked. If the special-mode “inspection-drive” or “re-send-drive” active, the monitor functions are not active.

PARAMETER: DECELATION TIME MONITOR

If in the time, which you can put in in this parameter, no zone-switch is coming from the destination-floor, the system will be blocked. If the special-mode “inspection-drive” or “re-send-drive” active, the monitor functions are not active.

PARAMETER: STOP TIME MONITOR

If in the time, which you can put in in this parameter, no stopping is coming after the zone-switch of the destination-floor, the system will be blocked. If the special-mode “inspection-drive” or “re-send-drive” active, the monitor functions are not active.

PARAMETER: FAULT HANDLING

In this parameter there are two possibilities for the fault handling:

a) **“Stop and block”** – This means, if the system is blocked, you can only turn on the system, when you switch off / on the central unit ZR or activate the parameter **C1 „Controller-RESET**“.
b) **“Stop and delete calls”** – this means, after stopping and clear the calls, you can give new calls and system tries to start.

PARAMETER: TEMPERATUR MONITOR MOTOR

If the input-motor PTC becomes active, an entry is made into the next stop. The car remains in this stop until the motor PTC is deactivated. With a hydraulic elevator an emergency sinking takes place in the lowest stop and following bolting device of plant, until the input-motor PTC is deactivated. If the special trip modes are active “inspection trip” or “resent drive” then the drive break and stay in this condition, until the input-motor PTC is deactivated.

PARAMETER: BRAKESHOE MONITOR

If the processor-input for a brake-shoe-monitor becomes active, an entry is made into the next stop with a rope lift. The car remains in this stop until the error condition is repaired. If the special trip modes are active “ inspection trip” or “ resend drive”, then the drive clear and remain in this condition, until the error condition is repaired.

PARAMETER: BRAKE MONITOR

For the protection of unintended car movement away from the landing with the landing door not in the locked position and the car door not in the closed position according to the new standard EN 81-1:1998 + A3: 2009 resp. EN 81-2:1998 + A3: 2009 is done by the security circuit SIS16-101. The security circuit SIS16-101 causes the interruption of the safety circuit and thus acts directly on the drive contactors.

Based on the Position paper of the NB-L (CO-ORDINATION OF NOTIFIED BODIES LIFTS DIRECTIVE 95/16/EC) from 20.07.2011, Version 07, can be omitted in the external monitoring device of the brake control elements on a SIL 3 level. The monitoring is done by independent input channels of brake control elements monitoring of the control unit, or the regulation unit.

The operation of the brake release can be monitored by a processor input. It is expected for a closed brake a +24 V DC level. Now, if the brake contactor is activated, is expected to set a tolerance time that the processor has a 0V input DC level. Likewise, the applying the brake is monitored. Each brake element is a processor input required.

At hydraulic lifts of the company ALGI and the types AZRS and AZFR , according to the new standard EN 81-2:1998 + A3: 2009, the Down Travel is initiatet with two series-connected hydraulic valves, which have a monitoring of the open and closed position. The monitoring is done by independent input channels of brake control elements monitoring of the control unit, or the regulation unit.

With traction elevator systems to EN81-1 with certified braking devices to the new standard EN 81-1:1998 + A3: 2009, like e.g. the types MAYER, Warner, ..., as a operating brake on the drives of the companies Wittur-SAD, Thyssenkrupp-Liftequipe, Ziehl-Abegg, Tornado, Sassi,..., or with A3 Certification brake control unit on the driving wheel, like the types of MAYER, Warner, ..., on the drives of Thyssenkrupp-Liftequipe-NBS, Sassi,...., the monitoring is done by independent input channels of brake control elements monitoring of the control unit, or the regulation unit.

If the elevator system shut down, they can only reset the parameter C00 "RESET CONTROL" of the control systems DAVID D606 / D2005 / D912 be activated again.

PARAMETER: BRAKE MONITOR REACTION

The reaction is adjustable, an immediate emergency stop with following barriers of the elevator or only one emergency stop with deletion of the calls.

PARAMETER: BRAKE MONITOR INPUT
The Input of the brake open monitor is switchable between the function not inverted (high active) or the inverted (low active).

PARAMETER: BRAKE SHOE MONITOR DELAY
The time for the procedure of the brake open can be supervised maximally 6000 milliseconds.

PARAMETER: BRAKE MONITOR SYNCHRONISM
The time for the procedure of the brake open can be supervised maximally 6000 milliseconds.

PARAMETER: SWITCH CABINET T-MAX
The central unit ZR has an electronic circuit for the collection of the temperature. The temperaure threshold for the blocking the elevator can be placed between 30 degrees Celsius and 100 degrees Celsius. The standart value is 60 degrees Celsius. Stopping the plant means an entry with a rope elevator into the next stop. With a hydraulic elevator the execution of an emergency sinking in the lowest stop and refusal of call acceptance to the switchgear cabinet temperature below the limit value threshold sinks.

PARAMETER: SWITCH CABINET T-MIN
Also the minimum temperature can be evaluated with the theshold value.

PARAMETER: MOTOR TEMPERATURE
The entrance for the input-monitor PTC resistor can be adjusted as follows:
1) OFF
2) Input 1 active
3) Input 2 active
4) Input 1 + 2 active

PARAMETER: DSK-IMPULSE
The impulses of the digital shaft copying are supervised in normal operation, i.e. with missing impulses of A or B-trace the lift is stopped and locked. This impuls monitoring is disconnectable.

PARAMETER: ROPE Streching
In this menu it is possible to evaluate the input functions E475 elongation of the error message from Henning to Loadmeasure system.

PARAMETER: BATTERYMONITOR
In this menu it is possible to monitor the input functions or E507 / E508 and the battery-OK messages from Wittur EOS system or over Local emergency systems.

PARAMETER: Monitoring A3-Case
In this Parameter is it possible zo switch ON / OFF the EN-81 A3-case monitoring. The default value is ON.

B601- Inspection Travel

Description Inputs and Outputs of the inspection control

Terminal	Hardware	Function
60	24V DC Input	Inspection control On/Off - This entrance serves for recognizing whether the inspection control switched on. In normal operation rests against this input +24V. Becomes those inspection control switch on then there is a 0V DC.
60A	24V DC Input	It means inspection trip UP +24V DC at this entrance that the trip desire UP lies on. This entrance is locked mutually to hardware and software with the entrance 60B. If both entrances are activated, this trip desire and/or immediate cancelling of the driving or door instructions does not have to the consequence.
60B	24V DC Input	It means inspection trip DOWN +24V DC at this entrance that the trip desire UP lies on. This entrance is locked mutually to hardware and software with the entrance 60A. If both entrances are activated, this trip desire and/or immediate cancelling of the driving or door instructions does not have to the consequence.
60C	24V DC Input	Hurry button- only with hydraulic elevators- with hurry button with hydraulic elevators the high-speed valve (on or off) is activated with inspection enterprise, if we do not drive on a pre-end switcher into final stop direction. Key can be considered only in connection with inspection of the processor.
60D	24V DC	Signal to the activation of the inspection contactor K60.

Description Inputs and Outputs of the resend control

Terminal	Hardware	Function
61	24V DC Input	Return motion control On/Off - This entrance serves for recognizing whether the return motion control switched on. In normal operation rests against this entrance +24V. Becomes those remote motion control switch on then lies 0V DC.
61A	24V DC Input	It means return motion trip UP +24V DC at this entrance that the trip desire UP lies on. This entrance is locked mutually to hardware and software with the entrance 61B. If both entrances are activated, this trip desire and/or immediate cancelling of the driving or door instructions does not have to the consequence.
61B	24V DC Input	It means return motion trip DOWN +24V DC at this entrance that the trip desire UP lies on. This entrance is locked mutually to hardware and software with the entrance 61A. If both entrances are activated, this trip desire and/or immediate cancelling of the driving or door instructions does not have to the consequence.
61D	24V DC	Signal for activation the inspection contactor K60.

PARAMETER: RESTART LOCKING

If this parameter is activated, then the lift stops and the inspection control is off. A start-up of the control can take place either via activation of the back getting control or via RESET of the controller.

PARAMETER: RESTART LOCKING DOOR

Is this parameter active, then the lift move in normal operation only, when the switching doors are opened before the inspection control is switched off.

PARAMETER: SPEED BUTTON

If this parameter is activated, then the speed-push-button in the inspection case can be used.

PARAMETER: INSPECTION STOP UP

You can choose between:

1) ZONE The inspection trip is stopped with beginning of the upper zone.
2) PRE-SWITCH The inspection trip is stopped wih reaching the upper pre-switch button S13A.

The integrated dead time counter scolded the movement off, if taster have been pushed longer than 120 seconds during return/ Insection. Traces must be pressed again.

Parameter: Inspektionsbirne Grube

Is used an inspection controlin the pit, as in the EN 81-20 / 50 required, it must be activated in this parameter. The input functions E528, E529, E530 & E531 can be routed to free input channels at the central unit. If both inspection controls turned on, it can only be driven when S60A & S68a or S68b & S60B be operated jointly.

Function	Hardware	Function - Description
E528 -> 68	24V DC Input	Inspection control I pit On/Off - This entrance serves for recognizing whether the Inspection control in the pit is switched on. In normal operation rests against this entrance +24V. Becomes those remote motion control switch on then lies 0V DC.
E529 -> 68A	24V DC Input	It means inspection trip UP +24V DC at this entrance that the trip desire UP lies on. This entrance is locked mutually to hardware and software with the entrance 68A. If both entrances are activated, this trip desire and/or immediate cancelling of the driving or door instructions does not have to the consequence.
E530 -> 68B	24V DC Input	It means inspection trip DOWN +24V DC at this entrance that the trip desire UP lies on. This entrance is locked mutually to hardware and software with the entrance 68A. If both entrances are activated, this trip desire and/or immediate cancelling of the driving or door instructions does not have to the consequence.
E531 -> 68C	24V DC Input	Hurry button- only with hydraulic elevators- with hurry button with hydraulic elevators the high-speed valve (on or off) is activated with inspection enterprise, if we do not drive on a pre-end switcher into final stop direction. Key can be considered only in connection with inspection of the processor.

Parameter: Inspectionbulb pit Reset

Comes in the pit, an inspection control is used, as in the EN / 50 demanded 81-20, so pit (A68) after switching off the inspection pear passed only in normal operation, when a reset button has been operated in the controller. The reset function inspection pit E532 is a free input function and can be routed to an available input channel to the central unit.

B602- EMERGENCY LIGHT SYSTEM

General

The emergency power equipment is integrated in that central unit controller makes with 12V a maximum river available of 1,2A. This power serves 1.1 AH Akkus, as well as for the supply of the intercom, for the supply of the 12V the alert tracer, the alert horn, the concise announcement and the emergency light.

PARAMETER: ALERT PUSH BUTTON DELAY

The alarm tracer activation can be retarded in the menu option delay alarm from one to five seconds, so that abuse and erroneous manipulation can be mostly prevented. If an error enters the lift, then the alarm delay becomes ineffective, and the notification of emergency imparted.

PARAMETER: ALERT PUSH BUTTON MISUSE PROTECTION

If **Off**: Alarm is released after deceleration time

If **On**: Alarm is not released under the following conditions:

- Elevator is located concisely in floor
- Door is open
- Elevator stands on " normal operation" (no inspection/ resend drive enterprise)
- There is no arror

If one of these conditions is not full filled, the alarm is release.

B603- CAR FAN

Description of the In- & Output channels

terminal	Hardware	Function
A24	Relay common	Phase L5, to supply the car fan
E24	24V DC Input	Input push-button car fan; A level of +24V DC means that the car fan is startet.
A24	24V DC output	If there is a level of +24V DC, is this the indicator for the running car fan.

PARAMETER: START OF FAN

To activate the car fan, there are two possibilities:

A) „**Push-button"** – If you use the push-button of the car fan, the relay switch off and the car fan will be started. The car fan is running, until the delay time is over, or there is a second push on the button of the car fan.

B) „**Travel"** – If you choose this value, the car fan starts automaticly at the start of a travel. The fan switch off after the delay time.

PARAMETER: CAR FAN DELAY

This parameter determines the length of the hunting time of the car fan. Response time up to max. 240 seconds.

B604- LOAD MEASURE

General
In principle you can selected between two load transmitter systems. On the one hand the load sensor of the company KW can be used, on the other hand is present free- provable entrances, at which other makes can be attached by load measuring sensors.

PARAMETER: OVERLOAD IMPUT
The entrances of the overload message are switchable between the function of not inverted (high actively) or inverted (low actively).

Load Measurem. Laodsensor FKR
The KW load measuring sensor has a red ousing and has three coloured marked connection. The lines are to be presented as follows:

Color of the connecting cable		Terminal at Car-controller
Connecting cable green		Terminal **350**
Connecting cable red		Terminal **351**
Conneciting cable yellow		Terminal **352**

The parameter Input FKR must be activated. Load conditions are learned over two load points. On the one hand the condition sized with empty car by activation of the menu option zero-load store. On the other hand the load point full load activated by the activation of the menu option full load store. In addition however the car must be loaded with test weights at height of the full load. The two load points 0% and 100% are now fixed. In the menu options overload, full load and less load can be individually stopped now from 0% to 150%.

FREE ENTRANCES FOR LOAD MEASURING SENSORS

Are used other load measuring sensors must the parameter entrance FKR be placed off .On the car controller FKR now the free entrance FE0 can be occupied as overload entrance and the other entrances than full load entrance, and/ or less load entrance.
Switching attitude (normally open contact or opener) was specified in the first menu option.

LESS LOAD EVALUATION

If this parameter is activated a call threshold can be adjusted from 1 to 4 calls, during whose excess the car calls are deleted an / or ignored. An activation of this parameter is naturally only reasonable, if a less vice identification is attached.

FULL LOAD EVALUATION

If this parameter is activated, landing calls are ignored. (deletion or storage). An activation of this parameter is naturally only reasonable, if a full vice identification is attached.

B605- STANDBY TRAVEL

PARAMETER: STANDBY TRAVEL

In this parameter, you can activate the standby travel. To use the standby-travel, you must put a +24V DC voltage at the input channel.
Takes place during the rest ride a ride reversing, the door remains closed in the standby floor.

PARAMETER: STANDBY TRAVEL 1 FLOOR

One quiescent level can select at rope lifts. At the standart value is regulating the **next level**.
That is the fact that if while driving the +24V DC entrance for the control and light disconnection becomes active. The cab continues and open the doors and switches after a certain time the light off at the next stop. The door position is reely selectable. If the cab is not in full speed, then it remais in the stop and implements the functions described a while ago. Naturally also a certain quiescent level can be indicated. Hydraulic lifts always lower into the lowest level.

Parameter: Standby Travel 1 **- Offset**

You have the possibility to move up (+) or down (-) the car with xxx mm in the floor. zusenken (-).The speed is the V0.

PARAMETER: STANDBY TRAVEL 2 FLOOR

Like the function before, you choose a second floor.

Parameter: Standby Travel 2 **- Offset**

You have the possibility to move up (+) or down (-) the car with xxx mm in the floor. zusenken (-).The speed is the V0.

PARAMETER: DOOR

Here you can choose, if the doors are open or closed in the standby travel floor.

1.) Door 1-2 open
2.) Door 1+2 open/close
3.) Door 1 open
4.) Door 2 open
5.) Door 1 open/close
6.) Door 2 open/close
7.) Door 1+2 always close

Parameter: Standby Travel **– Floor Indicator**

Here you have the possibilty to switch ON or OFF the floor indicator.

Parameter: Standby Travel **– Car Indicator**

Here you have the possibilty to switch ON or OFF the car indicator.

B606 – PARKING TRAVEL

General

The mechanism of park levels at a lift serves to position or the cab / cabs to locally or temporally it can be better reacted changed flow of traffic and so the mechanical handling capacity increase. A position of cabs can be made on two ways:

1) Temporal definition of park levels

During the mechanism of a general park level is met the following paramenter attitudes.

- **Parameter: Park Trip -> Yes**
- **Parameter: Floor -> 1 up to max. number of stops**
- **Parameter: Park after -> Adjustable from 1 to 15 minutes, up to the departure**
- **Parameter: Door position -> Open/Close**

2) Definition of the park levels by input signals

In the menu B72 of inputs an be specified on the free-provale entrances park stop functions for certain levels. On an input with this function tension is applied, then this even is started as park stop, as long as the input is active.

- **Parameter: Park Trip -> Dynamic**
- **Parameter: Parks after -> Adjustable from 1 to 15 minutes, up to the departure**
- **Parameter: Door position -> Open /Close**

PARAMETER: DOOR POSITION PARKING

In the parameter B606 if the park trip was activated, then the door position can be put in the park level in this parameter. The attitudes " open" and " closed" are present, whereby " open" represents the standart value.

Temporal blockage of floors takes place with the timers from the menu B615

B607 – FLOOR BLOCKING

General

In order to regulate teh flow of traffic to ensure and/or an access control it is possible to close certrain levels.

BLOCKAGE OF FLOORS BY PARAMENTER ATTITUDE

The permanent blockage of levels can be met by the parameter attitudes. Landing- and car calls are erased for this floors.

PARAMETER: FLOOR BLOCKING

This parameter activated through to set the indication „*“ on certain floors. These floors are closed in the further enterprise, in those determined floors closed.

PARAMETER: DYNAMIC BLOCKING

If this parameter is activated, the normal landing call handling must take place over the remote station ER. Then the call entrances at the ZR can be used for the floor blockade. The following attitudes exist:

- **Only car calls**
- **Only landing calls**
- **Car calls and landing calls**

PARAMETER: DYNAMIC BLOCKAGE ENTRANCE

You can choose between:
1) Normally With plants of a +24V of level the floor is closed
2) Inverted With plants of a 0V of level the floor is closed

Temporal blockage of floors takes place with the timers from the menu B615.

B608- ENERGY SAVING

PARAMETER: CAR LIGHT AUTOMATIC OFF
Car light can be off if car stands in pease in the stop place without calls or the car is in park stop. This can be deactivated in the paramenter **automatic off**.

PARAMETER: CARLIGHT DELAY
In order to avoid unnecessary in and turn-off processes of the car light one time interval should be selected in the parameter which it can be proceeded that no more calls are present. One time interval is adjustable from 0 to 6500 seconds. Default value is **60 seconds**.

PARAMETER: CAR INDICATOR AUTOMATIC OFF
Car indicater can be off if car stands in pease in the stop place without calls or the car is in park stop. This can be deactivated in the paramenter **automatic off**.

PARAMETER: CAR INDICATER DELAY
Time interval from 0 to 6500 seconds is adjusable. As default value is **120 seconds** selected.

PARAMETER: FLOOR INDICATER AUTOMATIC OFF
Floor indicater can be off if car stands in pease in the stop place without calls or the car is in park stop. This can be deactivated in the paramenter **automatic off**.

PARAMETER: FLOOR INDICATER DELAY
Time interval from 0 to 6500 seconds is adjusable. As default value is **300 seconds** selected.

PARAMETER: FREQUENCY INVERTER STANDBY
Frequency inverter can be in standby modus if teh car stands inoperative in stop place.
The electronics boards are shifted into sleep modus and intermediate circuit are unloaded.
This can be activated in the parameter **Automatic off**.

PARAMETER: FREQUENCY INVERTER STANDBY DELAY
Time interval from 0 to 6500 seconds is adjusable. As default value is **600 seconds** selected.

PARAMETER: FREQUENCY INVERTER SWICH OFF
To the standby mode the frequency inverter becomes additional completely without tension. The procedure is intoduced over the elevator bus. This can be deactivated in the paramenter **automatic off**.

PARAMETER: FREQUENCY INVERTER SWITCH OFF DELAY
Time interval from 0 to 6500 seconds is adjusable. As default value is **900 seconds** selected.

PARAMETER: DOOR DRIVE TRAIN AUTOMATIC OFF
Door Drive Train can be off if car stands in pease in the stop place without calls or the car is in park stop. This can be deactivated in the paramenter **automatic off**.

PARAMETER: DOOR DRIVE TRAIN DELAY
Time interval from 0 to 6500 seconds is adjusable. As default value is **60 seconds** selected.

PARAMETER: MODUS S1
Operation mode S1(sleep mode) is here activatable for the prozessor system.

PARAMETER: MODUS S2
Operation mode S2(deep sleep mode) is here activatable for the processor system.

B609-614 – SPECIAL FUNCTIONS

Titel	Rang	Function	Description
B611	1	**Fire-brigade control**	The fire-brigade control is devided into two functional moduls: a) Fire-brigade priority in the 1st, 2nd or 3nd fire-brigade level. b) Fire-brigade trip in the cab with dead man door control
B609	2	**Emergency power evacuation**	The emergency power evacuation is devided in principle into two variants: a) Emergency power evacuation with single investments without sequence circuit b) Emergency power evacuation at a plant group with sequence circuit
B610	3	**Fire drop evacuations**	With the case of the elevators evacuate at the same time. The fire drop evacuation is divided philosophy conditionally into two rages: a) Until three fire drop levels with different priority. Start to the levels dependently of the active alarms. b) Dynamic fire drop avacuations, which do not drive through the fire source and the car over/ unter the fire level position.
B612	5	**Rescue Travel**	If the floor the obstruction rescue entrance is set actively. The car drives immediately to the stop. The car is occupied with the VIPs and drive to special level . Afterwards the car returns to the departure level.
	6	**Landing control OFF**	In the car the advantages entrance is set actively. (term-low) The landing and car calls are deleted and all acknowledgements of the car call aster flash up to the call input.(no time limit) After effected call input; start for this stop; afterwards again flash the achnowledgement up to the call input on switch off the code switch.
B613	7	**Leader operation**	In the car the entrance for the leader enterprise is set activety (duration High). The landing and car calls are deleted, new set landing calls let the acknowledgements of the car calling aster flash up to the call input. After effected call input, start for this stop; Delete acknowledgement.
B23	8	**Car Priority**	In the car the advantages entrance is set actively (Impuls) The landing calls are stored and car calls deleted; all acknowledgements of the car calls aster to flash and a call input within 20 seconds are expected. After effected call input, start for this stop; afterwards the plant is again in normal operation.
B24	9	**Landing Priority**	In the floor the landing priority input is set actively. The car starts immediately the stop. The landing calls are stored; all car calls deleted; all acknowledgements of the car calls aster to flash and a call input within 20 seconds are expected. After effected call input; start for this stop; afterwards the plant is again in normal operation.
B614	10	**Obligation Stop/ hotel function**	There is one main entrance level with obligation stop with passage (selectable in Up, Down & Up direction , Down direction)
	11	**Normal Operation**	Interior and exterior actively, no special trips.

B609 – EMERGENCY POWER SERVICE

Emergency evacuation in case of individual drivers

Is the emergency evacuation activated for a single driver, only the 230 signal at input 401 is evaluated. 230V AC means normal operating level, 0V is the AC mains failure, the car moves to the preset emergency level and set the door of the door opening side.
Exterior and interior control is disabled. More actions only after ranking. Come on the 230V AC level again to the input 401, the system automatically returns to normal operation.
The input 401 has been assigned before-standard input function with the E01-emergency operation. You can also program any other input to this function.

Emergency evacuation of sequential circuit

Is the emergency evacuation activated with sequential circuit, so only the 230V AC signal at input 401 and evaluated at the entrance to 402nd Input. Input 401 is again the message line. Input 402 is the entrance for the beginning of the emergency trip.
The level at 230V AC input 401 means normal operation. 0V is the AC mains failure and only then is the input evaluated 402nd
The 230V AC level at input 402 is the start of the emergency drive. this means when the input 401 is energized. 0V AC means waiting for the emergency trip. The emergency operation begins when input 401 is energized.
Lies on a 230V AC input 402 then level at, so the car goes into the emergency level set and opens the door to the set side door. Exterior and interior control is disabled.
After reaching the emergency level, the relay 403, the voltage 402 continues to the next elevator, so that it can reach the evacuation level.

Did our elevator, the signal 402 received at the beginning of the emergency trip, but as any errors the door does not close, then after a set time the relay is activated 403, to give other elevators the chance to evacuate.
More actions only after ranking. Come on the 230V AC level at the input 401 again, the system automatically returns to normal operation.

The input 401 "A08-emergency level reached" standard with the input function "E01-emergency mode", the input 402 with the "E02-emergency travel" and the output relay K307 with the preset function. You can also program any other input and output of these functions.

PARAMETER: ENERGENCY POWER SERVICE

In this parameter you can activate the function of the emergency power service. The options are:

1.) Power generator (with emergency diesel generators, UPS or onsite).
2.) Accu Power (With an evacuation unit specifically for the elevator system)
3.) With brake open (UPS opens and closes the brakes again when they reach the zone area by car)

PARAMETER: FLOOR

The floor of the emergency power service is freely chosen. The standart value is the first floor.

PARAMETER: ENTRANCE OPEN

In this parameter the door open can be adjusted after arrival at the evacuation level. With only one side of the door basically the door is always open. On two sides of existing door can be decided whether only the door-side or only one side of the door-2 or both doors are open.

PARAMETER: FOLLOW-CIRCUIT

If this parameter is enabled, it waits before starting the evacuation trip to the input function E02-emergency travel.

PARAMETER: PIECO BUZZER

If you activate this parameters the piezo buzzer of the carpanel-unit ITR can switch on, if there is an emergency power service travel.

PARAMETER: FOLLOW-CIRCUIT-DEADTIME

The set time is available to the elevator to reach the emergency level. If it is not him, it is locked and the output 403 (A08-output function emergency level reached), the voltage switches to the input 402 of the next lift.

B610 – EMERGENCY FIRE SERVICE

Emergency Fire Service
There are the following modes:

A) Fire drop evacuation with one fire evacuation floor (Priority-1)
B) Fire drop evacuation with two fire evacuation floor (Priority-2)
C) Fire drop evacuation with three fire evacuation floor (Priority-3)
D) Dynamic fire drop evacuation with passage of the fire source
E) Dynamic fire drop evacuation without passage of the fire source

UNTIL THREE FIRE DROP LEVELS WITH DIFFERENT PRIORITY
With fire drop evacuations it turned out that 3 fire drop floors with different priority meet the requirements with plants up to 16 stops. If the first drop entrance is active (+24V DC level) then the cab drives into the adjusted 1 fire evacuation floor and the door of the adjusted door side opens. Outside and interior control is deactivated. Further actions only after order of rank. If the +24V DC level leaves at all fire drop entrances then the plant returns automatically to normal operation. If the second fire drop entrance is active, or first and second fire drop entrance actively then into the second fire drop floor one drives. After with all fire drop entrances the + 24V DC level leaves, the plant returnes automatically to normal operation. During the 3 Fire evacuation entrance equivalent is acted. All entrances for the fire drop evaculation know High actively (normally open contacts or as Low actively (openers) o be adjusted.

DYNAMIC FIRE DROP EVACUATION
During the dynamic fire drop evaclation floor fire alarms are present in each stop. It is present a main evacuation floor, into which in principle one evacuates. The exceptions consists of the fact that it burns in the main evacuation floor or on the trip to the main evacuation floor the fire source to be driven. In the sofware two are present dynamic fire drop evacuations. Those can driven through the fire source the oter one stops above the fire source.

Fire evacuation under emergency conditions

In case of a fire evacuation, in the case comes to the emergency, the fire-evacuation levels are approached, in accordance with the priorities. For a composite of several plants, can be disposed of power capacity of emergency diesel to be evacuated as a rule only in succession.
A special case is the emergency evacuation with UPS dar. On hydraulic elevators with single-phase UPS can take place only in the downward direction of evacuation. There is no evacuation level in the lowest level, education levels should be avoided in the evacuation level by using a One-Way-Blocked-Valve. As an example of a 4-stop hydraulic system may be the response of the system in case of fire emergency condition shown below:

Floor	FLOOR FUNCTION	Actuel Car-position	Active Evacuation-alert	Reaction
2		2	Main Evacuation floor	Drive to the main floor(0)
			Second Evacuation floor	Drive to Second Evacuation floor (1)
1	Second Evacuation floor	1	Main Evacuation floor	Drive to the main floor (0)
			Second Evacuation floor	Blocked in Second Evacuation floor (1)
0	Main Evacuation floor	0	Main Evacuation floor	Blocked in the main floor(0)
			Second Evacuation floor	Blocked in the main floor(0)
- 1		- 1	Main Evacuation floor	Blocked in the floor -1
			Second Evacuation floor	Blocked in the floor -1

PARAMETER: OPEN DOORSIDE
In this parameter the door position is adjustable after arrival in the evacuation level. With only door side in principle the door is opened always. With two existing door sides it can be decided whether only the door side 1 or only the door side 2 or both doors are open.
PARAMETER: PIECO BUZZER
If you activate this parameters the piezo buzzer of the carpanel-unit ITR can switch on, if there is an emergency fire service travel.
PARAMETER: INPUT
The entrances of the evacuation levels and/ or the floor fire alarm are switchable between the function of a normally closer(high actively) or the opener (low actively).

B611 FIRE FIGHTER SERVICE

PARAMETER: FIREFIGHTER TRAVEL

In this parameter you can activate the function of the firefighter travel.

MAIN ENTRANCE PLACE

Pressing of the FW-code switch into on position the FW-elevator is called immediately into the main entrance place. The fire-brigade level is freely selectable in the software.
The elevator is located in a floor in stand-by (with closed doors) a direct trip to the main entrance place is automatically introduced.
If the elevator stands on a floor with open doors and the doors close immediately (Door-reverse devices are ineffective with exception of the cosing force limiter) and the elevator drives into direct trip to the main entrance place.
If the elevator is in full speed the trip is continued directly to the main entrance place. If a drive direction change is necessarity this takes place via stopping in the next possible floor without door opening. The door open racer is ineffective.
After arrival in the main entrance place the elevator open door and switches on driving basket light remains blocked.
After engagement of the FW code switch the announcement shines " for EVACUATION REQUEST ELEVATOR LEAVING" at the same time sounds a buzzer in the car. With reaching the buzzer grows silent to the main entrance place.

FIRE BRIGADE PRICE INCREASE IN THE CAR

The manipulation of the fire brigade code switch in the cab in on position causes:

A) The announcement " EVACUATION-REQUEST ELEVATOR LEAVING" expires
B) The announcement " FIRE BRIGADE TRIP" lighs up
C) An unhindered input of driving instuctions is possible.
D) The tracers "DOOR OPEN" and "DOOR CLOSE" are again activated.

A trip can be introduced by the input of a driving instruction. After input of a driving instruction the driving direction is determined. The door closes automatically and the trip is implemented.

Only one driving instruction is accepted and impented. An incorrent driving instruction input can be erased through OFF/ON-switching on of the FW code switch.
Afer arrival into the goal floor the door remains closed. The arrival gong sounds on the car. The door opening takes place after continuing pressing to the door up tracer. When releasing the tracer the door in its momentary position stops.
The door closes as long as the door tracer is operated. During input of a driving instruction the door closes automatically. The reversal of the automatically closing door is possible for registered driving instructions due to only by pressing the door open tracer, whereby the registered driving instruction is deleted.
In the car adjusted that FW key into on position i.e. the car can leave and enter in the goal stop by the FW investigation trip. The car cannot be affected from the outside e.g. the main entrance place. During the resetting of FW code switch into the position "OUT" the car drives automatically into the main entrance place.

BRITISH FIRE BRIGADE MODEL

Deviating to the German model the British model has only in use the door button "OPEN" . Into the goal floor the door can be driven only pressing of "DOOR OPEN BUTTON". If the the push button "door open" is released off during the door opening, then the door drives automatically close. This is always the case, until the door drove open completely. The car door close by car call.

AUSTRALIAN FIRE BRIGADE MODEL

The Ausralian model has a fire brigade lock with three positions in the elevator car. The third position of the lock must be connected with an entrance which is occupied with the function E21 “fire brigade instruction”

EN81-70 FIRE BRIGADE MODEL

EN 81-72 Frankfurt/Main Feuerwehrmodel

Modified by the Feuerwehr Frankfurt/Main, Stand 06 / 2011.
In the interior of the car call control with the door open is stored. By changing the internal call while driving, new car call is stored until the destination floor is reached. If FW-interior-OFF, but FW calling still active, no elevator moves away from Anholung FW → + must be turned on.
Falls from car call for set-power source, the car call is stored, and re mains supply reset.

EN 81-72 Düsseldorf Feuerwehrmodel

Modified by the Feuerwehr Düsseldorf, Stand 09 / 2011.

EN 81-72: Frankfurt/Main Feuerwehrmodel - 2

Like EN81-72 Frankfurt, but the door in moving close automaticly, like in the “German Model“.

B612 Rescue Travel

In the Menue B612 you can activate the rescur drive. This function is used, among other things, to rescue people with walking difficulties in case of fire. In a collective level, the elevator for a certain duration provided and then goes to the rescue plane.

Parameter Rescue Travel
In this Parameter you can activate the rescue drive.
Parameter Collective Floor
The connection floor is in the software free chooseable. At this level, the saving of people the opportunity to enter the elevator car.
Parameter Collective Floor Wait Time
This time period allows the boarding of persons to be rescued in the elevator car. The dwell time is adjustable between 1 and up to 15 minutes. Five seconds before closing the door will sound the buzzer on the inner panel computer EIT / ITR. The photocell is not observed, only the reverse-contact of the door.
Parameter Rescue Floor
The rescue floor is mainly the main floor. There should be a barrier-free and rapid evacuation of persons must be guaranteed.
Parameter Rescue Floor Wait Time
This time period allows the outboarding of persons to be rescued in the elevator car. The dwell time is adjustable between 1 and up to 15 minutes. Five seconds before closing the door will sound the buzzer on the inner panel computer EIT / ITR. The photocell is not observed, only the reverse-contact of the door.
Parameter Rescue Travel Repeat Travel
By entering a number between 1 and 10 in this parameter, it is possible to repeat the process of recovery journey.

B613 GUIDE MODE

In the menu B613 the guide mode can also be authorized. When the signal of the input function E23 is high, then guide mode is activated.
The output function A37 at the same time, the output function of the feedback "Guide mode active" is issued. If the leader is selected, the external call requests according to the type you will see flashing on the landing call signalization as well as the corresponding car call signalization.
The elevator operator can now trigger a reputation as required by entering the corresponding call button in the attachments requested floor. Now before flashing permanently acknowledgment is acknowledged.
In the menu B613 you can also be adjusted, whether the door should be automatic or manual control. With automatic door control system closes the door automatically after entering an car call, with manual door control needs to enter a door close buttonn, which is being pressed to complete closing of the door.
The photocell is not evaluated here. If the door close button is release, before completely closing the door is released, so the door opens again.
In addition, can be set in the menu area B613, if the external call requests after a certain time (1-60 minutes) deleted if they were not approached at this time.

B614 HOTEL OBLIGATION STOP

PARAMETER: HOTEL-OBLIGATION STOP
You can choose between:

- **Upward**
  During all upward trips which were started below the main entrance level an obligation stop is operated in the main entrance level. At expiration of the driving on time on car call the trip continues to goal floor.
- **Downward**
  During all downward trips which were started below the main entrance level an obligation stop is operated in the main entrance level. At expiration of the driving on time on car call the trip continues to goal floor.
- **Upward and Downward**
  Functions like by upward and downward

The interior advantages code switch is operated in the car ist the function hotel obligation stop despite activation out of operation.

B615 TIME REALY

PARAMETER: TIME RELAY 1

By attutude of the operating kind **Time relay 1** and definition of the activation entrance **Entrance time relay-1** and switching exit **Exit time relay-1** in the easily programmable entrances and exits of the menu B7) it is possible to solve further auxiliary functions at elevators .
You can choose between:

- **Suit-retarded**
  The switch-on delay is adjusable in its time.
- **Waste-retarded**
  The switch-off delay is adjustable in its time.
- **Suit-retarded with impulse**
  The switch-on delay and the length of the impulse are adjustable
- **Waste-retarded with impulse**
  The switch-off delay and the length of the impulse are adjustable.

DECELERATION TIME RELAY- 1
In this parameter the deceleration time can be stopped the suit and/or the waste of the time relay 1. The range of adjustment extends from 0,5 to 600 sec.

IMPULSE TIME RELAY-1
In this parameter can be positioned the temporal pulse time delay relay 1. The range of adjustment extends from 05, to 600 sec.

PARAMETER TIME RELAY-2
Equivalent one to the function under the time relay-1.

DECELERATION TIME RELAY- 1
Equivalent one to the function under the time relay-1.

IMPULSE TIME RELAY-2
Equivalent one to the function under the time relay-1.

SPEEDLIMIT Vx
You can put a speedlimit Vx at which a output function goes active.

TIMER 1-10
You can choose up to 10 timers.
Timer-1: Switch-on time-1 **Start-1 at xx:xx h**
Switch-off time-1 **Stop-1 at xx:xx h**
Switch-on time-2 **Start-2 at xx:xx h**
Switch-off time-2 **Stop-2 at xx:xx h**
Weekdays: **Mo Tu We Thu Fr Sa Su**
The timers are assigned in with the appropriate functions / e.g. park trip; base functions)

MENU A1 SUMMER/WINTER TIME
In the menu A1 it can be adjusted whether the summer and winter time are to be set automatically.
The following rules are valid for the time conversion:
For the summer time is valid:
The time conversion takes place on last Sunday in March. Around 2:00 AM the clock is introduced around one hour. That means: " The night is more briefly one hour".
For the winter time (standart time) is valid:
The time conversion takes place on last Sunday in October. Around 3:00 AM is reset the clock around one hour. That means: " The night is longer one hour"

B616 ELEVATOR CHECK

PARAMETER: EXECUTION
In this parameter it can be adjusted whether the elevator attendant examination is activated and when it is accomplished.

- **Immediately**
  The elevator attendant examination is accomplished immediately.
- **Every week**
  The elevator attendant examination is accomplished each week.
- **Every 2 weeks**
  The elevator attendant examination is accomplished every 2 weeks.
- **Every 3 weeks**
  The elevator attendant examination is accomplished every 3 weeks.
- **Every 4 weeks**
  The elevator attendant examination is accomplished every 4 weeks.

PARAMETER: WEEKDAY
In this parameter the weekday of execution can be positioned.

PARAMETER: TIME
In this parameter the time of the start of execution can be positioned.

PARAMETER: ACTION
You can choose between:
1. Test trip Elevator drives first into the lowest floor. Afterwards all car calls are released upward.
- If the elevator reached the highest floor all car calls is released downward.
- If the elevator achieved the lowest floor, the AW is terminated. Elevator opens The doors in lowest floor.

2. Alarm button test Control electromagnets of the alarm racer in expectation of the notification of emergency.
- All doors remain fundamental closed during the AW
- It does not sound a gong
- AW indicated as special trip

PARAMETER: REACTION
In this parameter with incorrect result of the elevator attendant examination the following reaction is determined. To the selection stand:
1) Only message - The incorrect elevator attendant examination is noted in the error memory.
2) Message & Blockade

PARAMETER: FLOOR BLOCKADE
During the elevator attendant examination all floors are started and checked for it is not ok. In this parameter it can be determined whether closed floors are also started.

PARAMETER: RESULT
In this parameter you can see the result of the last Car locking.

B617 BOLT

PARAMETER: BOLT
You can choose between:
A) Statically- i.e. the pin boling devise is installed in the shaft and when activation can certain stops below the pin bolting device not to be started.
B) Mobil- i.e. the pin bolting device is appropriate at the car.

PARAMETER: BOLT STATIC
In the parameter pin bolting device is deposited statically the stop in which the pin bolting device is effective.

PARAMETER : BOLT MOBIL
In the parameter pin bolting device mobilety the stops places registered the pin bolting device is active.

PARAMETER: BOLT RETRIEVING
In this parameter you can decide, the releveling is active (static).

PARAMETER: BOLT WAKE LOWERING
In this parameter you can adjust the wake. Worth 1000ms.

PARAMETER: BOLT PRESSING WAKE
In this parameter you can adjust the pressing wake. Worth 4000ms.

PARAMETER: BOLT SINKING TRIP
In this parameter you can choose the sinking trip.

The following functions must be programmed:

Input options:
E328: if "1" then pin bolting device actively
E329: Feedback " pins driven out"
E330: Feedback " pins driven in"
E364: Button- pins bring in manually (only by Resend/ Inspection and mobile mode)
E365: Button- pins manually drive out (only by Resend/ Inspection and mobile mode)
E366: Negative pressure (If the value is „0", the pump must bestartet in order to generate pressure)
E367: Pressure switch off by lowering onto the bolts (mobile), at low level „0" switch off

Output options:
A286: if „1" then pin drive out
A287: if "1" then pin drive in
A313: Pins move: if A286 or A287 = "1"
A314: Pin feedback driven out (= limit switch E329)
A315: Pin feedback driven in (= limit switch E330)

1.Statically

The bolting device pins are in a firm floor in the shaft. This floor is specified in the menu. If the bolt is activated as the first it is examined whether the elevator is located in a floor above the pins. Otherwise a trip is released there and waited until elevator is located in this floor. Now no further calls more accepted.
The bolts are drive out. Afterwards the calls are again acepted. All floor underneath the bolts are not any longer started is valid also for the sinking trip. With inspection and back getting enterprise the driving commends in driving direction STARTING FROM with reaching the zone switches in the bolt floor are switched off as long as the bolt is active. The bolting device can be activated or deactivated only in the image mode.

2. Mobil

Conditions:
1) Only with DSK absolute shaft copying.
2) The zone S71 must be present

Characteristics:
1. If pit bolding device actively then none „ bringing in with open Door" + no releveling
2. If actively and pins bolts given out then no sinking trip except in the case of error.

With the parameter B617- wake lowering knows the disconnection after lowering retarded become. By the fact it is possible that the rope is easily eased if the cab touches down on the bolts.
The bolting device bolts are a the car and can be driven out in each floor. If the elevator brings in from downside (putting up) into the floor the elevator holds above concise at the end of zone. Then the bolts are driven out and the elevator lower with retrieving speed into the floor.
If the elevator comes from above (Down direction) in into the floor, it holds above concise at the beginning of the zone. Then the bolt are driven out ant the elevator lower with retrieving speed into the floor. With hydraulic elevator the sinking trip is terminated if the point of concise is reached and run off the time.Before if the pressing switching off entrance becomes "LOW" (negative pressure) then also switches off, too. If the pressing switching off entrance is used then the follow-up time should be adjusted on approx 1-2 seconds (functions then only as watchdog time).

With each start the elevator with retrieving speed drives to zone-ends upward. It is all the same whether the goal stop is above or below the floor. The elevator stops there and the bolts drive in. Afterwards the trip is started into the goal floor.

Elevator stands and there are calls in the system:
1) If bolt is outside then the door and DSK shift-ON -> Elevator drive 50mm high
2) Bolt is brought in
3) If BZ-ON, then DSK shift-ON and trip to next floor
4) If BZ-OFF the DSK shift –OFF and trip to next door
5) If bolts brought in and BZ-ON, then DSK shift and start

Elevator drives into floor and the bolts are into the shelter:
1) The elevator stops about the floor in a 50 mm distance, the door remains close
2) The bolts drive out
1. 3) DSK Shift-OFF, elevator drives concisely, door opens

B618 CODELOCK CALLS

Car Calls: In every Floor you can enter only four Number
(0-1-2-3-4-5-6-7-8-9)

The code becomes with programable input function E334-E344 entered. For the input of the code as the latter " #"-button is pressed. If the code was entered correctly an interior call is realeased to the appropriate and one time pieco buzzer. If the code entered wrong, so is beeped 3 times. Per depressing the key the place counter is increased. If longer than 5 seconds no depressing the key taken place or if the input is pressed then the place counter is put back.

PARAMETER: CAR CALLS
With activated parameter can be specified for how much floors a coding is necessary.

PARAMETER: CODE INPUT FLOORS 01 UP TO MAX
With activated parameter a numeric code (with four digits) fo the car call can be deposited for each floor.

The following Inputfunctions are needed:

E334 Code-key Car Call 1	Code- Push-button-1
E335 Code-key Car Call 2	Code- Push-button-2
E336 Code-key Car Call 3	Code- Push-button-3
E337 Code-key Car Call 4	Code- Push-button-4
E338 Code-key Car Call 5	Code- Push-button-5
E339 Code-key Car Call 6	Code- Push-button-6
E340 Code-key Car Call 7	Code- Push-button-7
E341 Code-key Car Call 8	Code- Push-button-8
E342 Code-key Car Call 9	Code- Push-button-9
E343 Code-key Car Call 0	Code- Push-button-0
E344 Code-key Call #	Enter Command

B619 ATTENDANT MODE

In the menu B619 you can acivate the Attendant Mode (C&A) and the activation-time. With a pulse at the input-function E463 (Attendant Mode ON) the attendant mode will be activated.
With a pulse at the input-function E464 (Attendant Mode OFF) the attendant mode will be switched off and all car calls will be erased. An other way to switch off the attendant mode is the ending time in menu B619 (time parameter).
If the attendant mode is active, the output function A371 is high and the photocells are passiv.
All floor blocking is shwitched off. All calls are indicated. They are savedbut not in work.
When the input-function E465 (**Attendant Mode UP**) or E466 (**Attendant Mode DOWN**) is going high, then the door is closing, until the push-button of the input-function is activated.
The elevator begins his travel in this direction, if there is a call. When the push-button is switch off, before the door is closed, then the door opens again.
With a pulse at the input-function E467 (**Attendant Mode Landing calls OFF**), all landingcalls will be erased and the landingcontrol is switched off. The indicator “OUT OF ORDER” is activated.
With a second pulse at the input-function E467 the landing-control is switched on. Until the landing-control is not active, there is a back-message to the output-function A372 (**Attendant Mode Landing calls OFF**).

B620 DEADMAN MODE

In general you must acivate the Deadman Mode in the menu **A2.2 controler Type** with the parameter „**1K-Deadman**“.

In the menu **B620 Deadman Mode** you can switch on the Deadman Mode on two ways, namely there is used a „One-Hand-Operation“ or a „Two-Hand-Operation“.
If the **Parameterinput „Switch on over car calls“** is choosed, you have the „One-Hand-Operation-Mode“, because the car-priority-key is active and the car-call push-button must switch on, until the destination floor is arrived. If the car call is switched off during the travel, the elevator stops and the call is erased.
If the **Parameterinput „Switch on over E327“** is choosed, you have the „Two-Hand-Operation-Mode“ activated. If you want to begin a travel, you must switch on the key für car –priority.
After that you can push a car call and in the same time, the input-channel E327 (**Ready for travel**) must be switched on. The indicators of the car-call are switched off (no output-function).
If the input-function E327 is switched off during the travel, the elevator stops and the call is erased.
If the car-priority active at the end of the travel, it will be determed with a time delay of 10 seconds. When the hand-shaft-door will be opened, then the time-delay will be soon stopped. You can avoid with this methode that the elevator will be started with a landing call.

In the menu **B620 Photocell monitoring** you can switch on or off the work with the photocells. If the parameter is active, there is only a reaction, if the car priority is active (travel with car calls).
If the light of the photocell is broken, the travel will be stopped, or the travel will not be started The input-functions are **„E345 Photocell Door 1“** and **„E349 Photocell Door 2“.** The input-functions are at the input-channels FE0 and FE4 of the FKR.

In the menu on B620 Landing Calls over car call, the external calls via the car call functions are handled -> platform lifts with landing call-dead man.

In Menu mode, the B620 deadman fireplace special function to be activated for fire service lifts. -> Landing call-dead man with temporary activation, depending on the position of the cabin.

B621 Fax-Modem-DUN

In this menu you have the possibility of determining the kind of the monitoring and of specifying the most important attitudes.

Control menu B621 **Settings for unit type** With help of HPG-60 at DAVID-606 you can reach the menu B621. The following attitudes are possible: **1.) OFF** **2.) REIMANN LTP** **3.) FAX** **4.) MODEM** **5.) FAX + MODEM** **6.) GSM-MODEM** **7.) SAFELINE SL6** **8.) TELEGÄRTNER GSM11**	
Settings Telefonnumbers The following attitudes are possible: 1.) Settings: MODEM 2.) Please register tepephone number locally. 3.) First telefon number of fax which should be informed. 4.) Second telefon number of fax which should be informed. 5.) First telefon number of modem which should be informed. 6.) Second telefon number of modem which should be informed. The second number serves in each case as alternative number, if first connection cannot be developed.	
Input of the code word Finally assign a code word from the modem access. Only with valid codeword a telecommunications access from the distance can take place.	
Settings for RS 232-1	
The following attitudes are possible: **1.) HPG/PC** **2.) HPG/PC & REIMANN LTP**	

B622 UCM MONITORING

B622 UCM Monitoring is based on the standard EN 81 1/ 2 –A3 which controlling unintentional movement of the car with open doors in stop.

UCM-Device The following settings are possible: **1.) OFF** **2.) KW-UCM-Circuit** **3.) WITTUR EOS** **4.) Speed Limiter with Anti-Creep**	

WITTUR EOS-UCM

Signal	Input	Output	Menu
ACD-Feedback	E495 UCM Staus-3	--	
Batterymonitor	E507 Batteriymonitor	--	➔ Menu B600
Reaction: If the ACD reporting and feedback comes in the safety circuit interrupts U5 (speed Limiter), the case of Motion of the car with the door open is provided from the bus stop. It depends on the error message "F60 A3-case". Does the battery monitoring of the EOS system counts, it the error message "F42 battery monitoring." A rope elevator keeps the next stop, a hydraulic elevator drives to the bottom floor.			

Speed Limiter with Anti-Creep *

Signal	Input	Output	Menu
Message kontact	E495 UCM Staus-3	--	
Reaction: If after the expiration of the trip thecoil do not fall off, this is reported via the read-back contact and prevent the next ride. It depends on the error message "F60 A3-case".			

* Fabr. Bode Componentes, Jungblutt, Dyntec Star, Liftequipe-ThyssenKrupp

UCM-Monitoringn The following attitudes with A3 are possible: **1.) NO MONITORING** **2.) OILDYNAMIC NGV A3** **3.) BUCHER iValve**	

GMV-Oildynamic: Safety Valve NGV-A3

Signal	Input	Output	Menu
READY	E493 UCM Staus-1	--	
RUN	E494 UCM Staus-2	--	
Reaction: If the sequence is wrong, the case of the traveling motion of the car with the door open. It depends on the error message "F30 UCM check valve".			

BUCHER iValve – Integrated Emergency Stop – Down- Valve

Signal	Input	Output	Menu
+SMA	E493 UCM Staus-1	--	
Reaktion: If the sequence is wrong, the case of the traveling motion of the car with the door open. It depends on the error message "F30 UCM check valve".			

Three different ways to Reset of the error "F60 A3-Case":
1.) In the menu C0 Controller Reset
2.) Simultaneously press the three buttons maintenance call top-down call on the central unit ZR.
3.) De-energizing the FKR in the inspection box.

B623 OSKAR INTERFACE

Safty related parts interface OSKAR was developed on the defaults of the FRAPORT AG for elevators at airport Frankfurt/Main.
Interface supply four input functions and a connection to a LON-net.

PARAMETER OSKAR INTERFACE ON/OFF
Parameter to swich on and off the interface Oskar.

PARAMETER OSKAR CALL DEAD TIME
Parameter are adjustable for allowable time for call input.

B624 PARKING GARAGE

This parking garage funktion allows rationally enterprice for a parking garage of several lifts.
Filling enterprise or empty enterprice can assigned to indivudual lifts. The call algorithm is based on FIFO principle.

PARAMETER PARKING GARAGE FUNCTION
By switching on the parking garage function the existing call algorith will be disabled.
Modes filling enterprise and empty enterprice are selecable about the entry functions E502 and E503.
1.) Filling Mode: active, if the input function E502 is active.
2.) Empty Mode: active, if the input function E503 is active
3.) Filling- and Empty Mode together, if E502+E503 are active

Parameter Filling Mode
The call on the door side-1 is the main access level triggered by landing call door side-1 on the ER. The destination call is made by the driver on the keypad to input functions E334 ..E341.
Upon arrival of the car and then opened the door and break the light barrier car (E440.. E442) of the dialed destination floor as a car call side of the door 2 is passed.
After completion of the auto-positioning (E442 active photocells, E440 + E441 is not active) the door will be closed after a waiting time of 5 seconds, and started the ride.
At the end of the ride when the car left the cabin, is automatically started up again, the main access level.

Parameter Empty Mode
If the call is on the door side-2 is given, is raised in the appropriate parking levels of the landing call door side-2. The car moves to the appropriate floor and opens door-2.
If the car is positioned, the journey is automatically triggered in the exit floor (main entrance level). After leaving the car the next landing call is served. The order of operation of the landing calls is determined by a FIFO function, ie triggered the first landing call is served first.

Filling- and Empty Mode:
If empty and filling Mode are enabled at the same time, the filling operation is carried out only if all the Empty mode runs were completed.

Funktion Special Drive:
If at least 5 seconds, there is no Empty or Filling Mode request (no outside calls empty or filling operations, elevator waiting), then brought over the entrances outside preferred side of the door-1 (E250) or door-2 (E251) for the elevator to the appropriate floor be. Subsequently, a car call can be performed. During this process, the parking garage function Empty or Filling Mode is disabled. At the end of the voyage of the special parking operation is resumed.

B625 TRAFFIC CAPTURE

The traffic capture function offer the energy-save-mode on an elevator.

Parameter Traffic capture function
In this parameter you can activate the traffic capture function.

Parameter Calm traffic ON after
If a traffic calming in elevator operation is detected, can be transferred in a traffic mode. The adjustable tolerance-time is up to 60 minutes. The factory setting beträt 10 minutes.

Parameter Calm traffic OFF after
If an increased requirement for Call detected in the calm traffic mode, the calm traffic mode is abandoned and transferred to normal operation. In this parameter, the number of calls that serve as limit is adjustable.

Parameter Calm traffic slow drive
In response to the calm traffic time, a slower travel speed can be selected.

Parameter Calm traffic door slow
In response to the calm traffic time, a slower door speed can be selected.

B7 Input/ Output

General

In- and Output-channels at the control system DAVID-606 are easily programmable, i. e. the entrances are exits of the computer units ZR, ZG , FKR , EIT and ITR can be occupied freely with the most different in and base functions. In order not hae o occupy with this control system also over 350 input- and otput functions each channel separately, preemption frameworks were introduces which make a preempition possible of the channels. Nevertheless each free-programable entrance and exit with another function can be occupied. In the menu B73 I/O preemption, preemption frameworks are to you at the disposal.

A fundamental proceed is to be planned as follows:

1. In menu **B73 I/O preemption** selects after the needs fitting preemption-frame.
2. Afterwards the entrances and exits are adapted after the control needs. This happen in the menus B71 preemption Outputs and B72 preemption Inputs.

B71 Allocation Outputs

The outputs ZR-, ZG-, FKR-, and ITR-unit can be occupied in principle with the functions specified down.

No.	Display represenation	Function
A0	A00- no function	No function is assigned to the exit/relay.
A1	A01-Door movement	The relay tightens during a door movement.
A2	A02-Nudging	The relay tightens active function nudging with dorr latches.
A3	A03-EVACUATION	The relay energizes emergency power evacuation or fire drop evacuation.
A4	A04-CASE OF FIRE-EVACUATION	The relay energizes the case of fire evacuation.
A5	A05-EMERGENCY POWER	The relay energizes the emergency power.
A6	A06-FIRE-BRIGADE PRIORITY	The relay energizes the fire- brigade priority.
A7	A07-CASE OF FIRE LEVEL	The relay energizes if the case of fire level is reached.
A8	A08-EMERGENCY POWER LEVEL	The relay energizes if the emrgency power level is reached.
A9	A09-FIRE-BRIGADE LEVEL	The relay energizes if the fire brigade level is reached.
A10	A10-DOOR FAULT	The relay falls if door fault is present.
A11	A11-OUT OF OPERATION	The relax falls if out of operation is present.
A12	A12-COLLECTIVE FAULT	The relay falls if motor temperature fault is present.
A13	A13-MOTOR TEMPERATURE	The relay falls if the motor temperature is present.
A14	A14-INSPECTION	Output if inspection service is on.
A15	A15-RESENT	Output if resent service is on.
A16	A16-NORMAL OPERATION	Output if normal operation service is on.
A17	A17-FULL LOAD	Output if full load is on.
A18	A18-OVERLOAD	Output if overload is on.
A19	A19-LESS LOAD	Output if less load is on.
A20	A20-PREFERENCE INSIDE	Output if preference inside is on.
A21	A21-PREFERENCE OUTSIDE	Output if preference outside is on.
A22	A22-PREFERENCE TOTAL	Output if preference total is on.
A23	A23-MOTOR FAN	Output at aktivated motor fan function.
A24	A24-CAR FAN	Output at aktivated car fan function.
A25	A25-CABINET FAN	Output at aktivated cabinet fan function.
A26	A26-ARROW UP	Arrow output Upward.
A27	A27-ARROW DOWN	Arrow output Downward.
A28	A28-HOLD INDICATOR	Output hold indicator.
A29	A29-ENTRY SIGNAL	Output entry signal (Impuls 500ms).
A30	A30-LOCKED	Output locked.
A31	A31-DOOR CONTROL 1 OPEN	Output door control door 1 open.
A32	A32-DOOR CONTROL 1 CLOSE	Output door control door 1 close.
A33	A33-DOOR CONTROL 2 OPEN	Output door control door 2 open.
A34	A34-DOOR CONTROL 2 CLOSE	Output door control door 2 close.
A35	A35-SPECIAL TRIP	Output of the message spezial trip.
A36	A36-RESCUE TRIP	Output of the message rescue trip.
A37	A37-LEADER ENTERPRISE	Output of the message leader enterprise.
A38	A38-LOBBY MONITORING	The relay energizes with expiration of the adjusted time in the parameter B12.
A39	A39- Car door close	The relay energizes if at U 11 tension lies on.(car door close)

A40	A40- Shaft door close	The relay energizes if at U 10 tension lies on.(shaft door close)
A41	A41-out of operation invers	Output if the elevator is out of operation.
A42	A42-collective fault invers	Expenditure, if the plant shows a collecting fault signal.
A43	A43-releveling	Expenditure to control of the protection circuit.
A44	A44-parking level reach	Expenditure if the parking level is reached.
A45	A45 call messagering car fan	Expenditure call messagering at active car fan
A46	A46 nudging door 1	Expenditure of the nudging command for door 1 unter ignoring photoelectric cell
A47	A47 nudging door 2	Expenditure of the nudging command for door 2 unter ignoring photoelectric cell
A48	A48 Car Light	Expenditure for heading for the cab light
A49	A49 Car Position Indicator ZR1	Expenditure of the cab conditions at the central unit ZR channel 1
A50	A50 Car Position Indicator ZR2	Expenditure of the cab conditions at the central unit ZR channel 2
A51	A51 Car Position Indicator ZR3	Expenditure of the cab conditions at the central unit ZR channel 3
A52	A52 Car Position Indicator ZR4	Expenditure of the cab conditions at the central unit ZR channel 4
A53	A53 Car Position Indicator ZR5	Expenditure of the cab conditions at the central unit ZR channel 5
A54	A54 Car Position Indicator ZR6	Expenditure of the cab conditions at the central unit ZR channel 6
A55	A55 Car Position Indicator ZR7	Expenditure of the ca bconditions at the central unit ZR channel 7
A56	A56 Car Position Indicator ZR8	Expenditure of the cab conditions at the central unit ZR channel 8
A57	A57 Car Position Indicator ITR1	Expenditure of the car position at the car calling controller ITR channel 1
A58	A58 Car Position Indicator ITR2	Expenditure of the car position at the car calling controller ITR channel 2
A59	A59 Car Position Indicator ITR3	Expenditure of the car position at the car calling controller ITR channel 3
A60	A60 Car Position Indicator ITR4	Expenditure of the car position at the car calling controller ITR channel 4
A61	A61 Car Position Indicator ITR5	Expenditure of the car position at the car calling controller ITR channel 5
A62	A62 Car Position Indicator ITR6	Expenditure of the car position at the car calling controller ITR channel 6
A63	A63 Car Position Indicator ITR7	Expenditure of the car position at the car calling controller ITR channel 7
A64	A64 Car Position Indicator ITR8	Expenditure of the car position at the car calling controller ITR channel 8
A65	A65 Drive Arrow Ind. Up Stop01	Output of the Journey-Arrow–Up for the Stop 01
A66	A66 Drive Arrow Ind. Up Stop02	Output of the Journey-Arrow–Up for the Stop 02
A67	A67 Drive Arrow Ind. Up Stop03	Output of the Journey-Arrow–Up for the Stop 03
A68	A68 Drive Arrow Ind. Up Stop04	Output of the Journey-Arrow–Up for the Stop 04
A69	A69 Drive Arrow Ind. Up Stop05	Output of the Journey-Arrow–Up for the Stop 05
A70	A70 Drive Arrow Ind. Up Stop06	Output of the Journey-Arrow–Up for the Stop 06
A71	A71 Drive Arrow Ind. Up Stop07	Output of the Journey-Arrow–Up for the Stop 07
A72	A72 Drive Arrow Ind. Up Stop08	Output of the Journey-Arrow–Up for the Stop 08
A73	A73 Drive Arrow Ind. Up Stop09	Output of the Journey-Arrow–Up for the Stop 09
A74	A74 Drive Arrow Ind. Up Stop10	Output of the Journey-Arrow–Up for the Stop 10
A75	A75 Drive Arrow Ind. Up Stop11	Output of the Journey-Arrow–Up for the Stop 11
A76	A76 Drive Arrow Ind. Up Stop12	Output of the Journey-Arrow–Up for the Stop 12
A77	A77 Drive Arrow Ind. Up Stop13	Output of the Journey-Arrow–Up for the Stop 13
A78	A78 Drive Arrow Ind. Up Stop14	Output of the Journey-Arrow–Up for the Stop 14
A79	A79 Drive Arrow Ind. Up Stop15	Output of the Journey-Arrow–Up for the Stop 15
A80	A80 Drive Arrow Ind. Down St.02	Output of the Journey-Arrow–Up for the Stop 02
A81	A81 Drive Arrow Ind. Down St.03	Output of the Journey-Arrow–Up for the Stop 03
A82	A82 Drive Arrow Ind. Down St.04	Output of the Journey-Arrow–Up for the Stop 04
A83	A83 Drive Arrow Ind. Down St.05	Output of the Journey-Arrow–Up for the Stop 05
A84	A84 Drive Arrow Ind. Down St.06	Output of the Journey-Arrow–Up for the Stop 06
A85	A85 Drive Arrow Ind. Down St.07	Output of the Journey-Arrow–Up for the Stop 07
A86	A86 Drive Arrow Ind. Down St.08	Output of the Journey-Arrow–Up for the Stop 08
A87	A87 Drive Arrow Ind. Down St.09	Output of the Journey-Arrow–Up for the Stop 09
A88	A88 Drive Arrow Ind. Down St.10	Output of the Journey-Arrow–Up for the Stop 10
A89	A89 Drive Arrow Ind. Down St.11	Output of the Journey-Arrow–Up for the Stop 11
A90	A90 Drive Arrow Ind. Down St.12	Output of the Journey-Arrow–Up for the Stop 12
A91	A91 Drive Arrow Ind. Down St.13	Output of the Journey-Arrow–Up for the Stop 13
A92	A92 Drive Arrow Ind. Down St.14	Output of the Journey-Arrow–Up for the Stop 14
A93	A93 Drive Arrow Ind. Down St.15	Output of the Journey-Arrow–Up for the Stop 15
A94	A94 Drive Arrow Ind. Down St.16	Output of the Journey-Arrow–Up for the Stop 16
A95	A95 Call Messaging Up St01	Expenditure of the receipt for the landing call up for Stop 01
A96	A96 Call Messaging Up St.02	Expenditure of the receipt for the landing call up for Stop 02
A97	A97 Call Messaging Up St.03	Expenditure of the receipt for the landing call up for Stop 03
A98	A98 Call Messaging Up St.04	Expenditure of the receipt for the landing call up for Stop 04
A99	A99 Call Messaging Up St.05	Expenditure of the receipt for the landing call up for Stop 05
A100	A100 Call Messaging Up St.06	Expenditure of the receipt for the landing call up for Stop 06
A101	A101 Call Messaging Up St.07	Expenditure of the receipt for the landing call up for Stop 07
A102	A102 Call Messaging Up St.08	Expenditure of the receipt for the landing call up for Stop 08
A103	A103 Call Messaging Up St.09	Expenditure of the receipt for the landing call up for Stop 09
A104	A104 Call Messaging Up St.10	Expenditure of the receipt for the landing call up for Stop 10
A105	A105 Call Messaging Up St.11	Expenditure of the receipt for the landing call up for Stop 11
A106	A106 Call Messaging Up St.12	Expenditure of the receipt for the landing call up for Stop 12
A107	A107 Call Messaging Up St.13	Expenditure of the receipt for the landing call up for Stop 13

A108	A108 Call Messaging Up St.14	Expenditure of the receipt for the landing call up for Stop 14
A109	A109 Call Messaging Up St.15	Expenditure of the receipt for the landing call up for Stop 15
A110	A110 Call Messaging Down St.01	Expenditure of the receipt for the landing call down for Stop 01
A111	A111 Call Messaging Down St.02	Expenditure of the receipt for the landing call down for Stop 02
A112	A112 Call Messaging Down St.03	Expenditure of the receipt for the landing call down for Stop 03
A113	A113 Call Messaging Down St.04	Expenditure of the receipt for the landing call down for Stop 04
A114	A114 Call Messaging Down St.05	Expenditure of the receipt for the landing call down for Stop 05
A115	A115 Call Messaging Down St.06	Expenditure of the receipt for the landing call down for Stop 06
A116	A116 Call Messaging Down St.07	Expenditure of the receipt for the landing call down for Stop 07
A117	A117 Call Messaging Down St.08	Expenditure of the receipt for the landing call down for Stop 08
A118	A118 Call Messaging Down St.09	Expenditure of the receipt for the landing call down for Stop 09
A119	A119 Call Messaging Down St.10	Expenditure of the receipt for the landing call down for Stop 10
A120	A120 Call Messaging Down St.11	Expenditure of the receipt for the landing call down for Stop 11
A121	A121 Call Messaging Down St.12	Expenditure of the receipt for the landing call down for Stop 12
A122	A122 Call Messaging Down St.13	Expenditure of the receipt for the landing call down for Stop 13
A123	A123 Call Messaging Down St.14	Expenditure of the receipt for the landing call down for Stop 14
A124	A124 Call Messaging Down St.15	Expenditure of the receipt for the landing call down for Stop 15
A125	A125 Call Messaging Down St.16	Expenditure of the receipt for the landing call down for Stop 16
A126	A126 maintenance doors	Output function for message maintenance doors
A127	A127 car arrow up	Output function for car arrows up
A128	A128 car errow down	Output function for car arrows up
A129	A129 Fire brigade evacuation	Output function until the Fire brigade evacuation floor is reached
A130	A130 Call Messaging D2 Up F01	Receipt of the landing call Up for the selective door side 2 the Stop 01
A131	A131 Call Messaging D2 Up F02	Receipt of the landing call Up for the selective door side 2 the Stop 02
A132	A132 Call Messaging D2 Up F03	Receipt of the landing call Up for the selective door side 2 the Stop 03
A133	A133 Call Messaging D2 Up F04	Receipt of the landing call Up for the selective door side 2 the Stop 04
A134	A134 Call Messaging D2 Up F05	Receipt of the landing call Up for the selective door side 2 the Stop 05
A135	A135 Call Messaging D2 Up F06	Receipt of the landing call Up for the selective door side 2 the Stop 06
A136	A136 Call Messaging D2 Up F07	Receipt of the landing call Up for the selective door side 2 the Stop 07
A137	A137 Call Messaging D2 Up F08	Receipt of the landing call Up for the selective door side 2 the Stop 08
A138	A138 Call Messaging D2 Up F09	Receipt of the landing call Up for the selective door side 2 the Stop 09
A139	A139 Call Messaging D2 Up F10	Receipt of the landing call Up for the selective door side 2 the Stop 10
A140	A140 Call Messaging D2 Up F11	Receipt of the landing call Up for the selective door side 2 the Stop 11
A141	A141 Call Messaging D2 Up F12	Receipt of the landing call Up for the selective door side 2 the Stop 12
A142	A142 Call Messaging D2 Up F13	Receipt of the landing call Up for the selective door side 2 the Stop 13
A143	A143 Call Messaging D2 Up F14	Receipt of the landing call Up for the selective door side 2 the Stop 14
A144	A144 Call Messaging D2 Up F15	Receipt of the landing call Up for the selective door side 2 the Stop 15
A145	A145 Call Messaging D2 Dn F01	Receipt of the landing call Down for the selective door side 2 the Stop 01
A146	A146 Call Messaging D2 Dn F02	Receipt of the landing call Down for the selective door side 2 the Stop 02
A147	A147 Call Messaging D2 Dn F03	Receipt of the landing call Down for the selective door side 2 the Stop 03
A148	A148 Call Messaging D2 Dn F04	Receipt of the landing call Down for the selective door side 2 the Stop 04
A149	A149 Call Messaging D2 Dn F05	Receipt of the landing call Down for the selective door side 2 the Stop 05
A150	A150 Call Messaging D2 Dn F06	Receipt of the landing call Down for the selective door side 2 the Stop 06
A151	A151 Call Messaging D2 Dn F07	Receipt of the landing call Down for the selective door side 2 the Stop 07
A152	A152 Call Messaging D2 Dn F08	Receipt of the landing call Down for the selective door side 2 the Stop 08
A153	A153Call Messaging D2 Dn F09	Receipt of the landing call Down for the selective door side 2 the Stop 09
A154	A154 Call Messaging D2 Dn F10	Receipt of the landing call Down for the selective door side 2 the Stop 10
A155	A155 Call Messaging D2 Dn F11	Receipt of the landing call Down for the selective door side 2 the Stop 11
A156	A156 Call Messaging D2 Dn F12	Receipt of the landing call Down for the selective door side 2 the Stop 12
A157	A157 Call Messaging D2 Dn F13	Receipt of the landing call Down for the selective door side 2 the Stop 13
A158	A158 Call Messaging D2 Dn F14	Receipt of the landing call Down for the selective door side 2 the Stop 14
A159	A159 Call Messaging D2 Dn F15	Receipt of the landing call Down for the selective door side 2 the Stop 15
A160	A160 Call Messaging D2 Dn F16	Receipt of the landing call Down for the selective door side 2 the Stop 16
A161	A161 Universal Output-1	Exit of the universal channel 1
A162	A162 Universal Output -2	Exit of the universal channel 2
A163	A163 Universal Output -3	Exit of the universal channel 3
A164	A164 Universal Output -4	Exit of the universal channel 4
A165	A165 Output time relay-1	Switching exit of the time relay-1
A166	A166 Output time relay-2	Switching exit of the time relay-2
A167	A167 messaging loadtime button1	Receipt load time tracers 1 during the active phase
A168	A168 messaging loadtime button2	Receipt load time tracers 2 during the active phase
A169	A169 pre-control K31	The exit for the pre-end relay K31 UP is set
A170	A170 pre-control K32	The exit for the pre-end relay K32 DOWN is set
A171	A171 pre-control K33	The exit for the pre-end relay K33 Quick / Main is set
A172	A172 pre-control K34	The exit for the pre-end relay K34 Brake/Slow/S-D is set
A173	A173 V03 from car	Expenditure signal of the V<V03 (entry with open door)
A174	A174 V08 from car	Expenditure signal of the V<V08 (entry with open door)
A175	A175 Drive Commands Down	Expenditure of the driving command DOWN

A176	A176 Drive Commands Up	Ependiture of the driving command UP
A177	A177 Drive Commands Vi	Expenditure of the driving command speed of Vi
A178	A178 Drive Commands Vn	Expenditure of the driving command speed of Vn
A179	A179 Drive Commands V0	Expenditure of the driving command speed of V0
A180	A180 Drive Commands V1	Expenditure of the driving command speed of V1
A181	A181 Drive Commands V2	Expenditure of the driving command speed of V2
A182	A182 Drive Commands V3	Expenditure of the driving command speed of V3
A183	A183 normal operation inverts	Expenditure of the status message normal operation inverts= out of operation
A184	A 184 Pre-end switcher Up	Expenditure of the entrance pre-end switcher UP aktive.
A185	A185 Pre-end switcher Down	Expenditure of the entrance pre-end switcher DOWN aktive.
A186	A186 Door closes	Expenditure of the message that the door closes
A187	A187 Door opens	Expenditure of the message that the door openes
A188	A188 car driving Up	Expendure of the message taht teh car move UP
A189	A189 car driving Down	Expendure of the message taht teh car move DOWN
A190	A190 trip counter impulse	Expenditure of an impulse for the trip counter
A191	A191 Drive	Expenditure of the message that the elevatorin is in full swing.
A192	A192 Nudging Door 1	Expenditure of the door instruction to obligation latches of the door 1
A193	A193 Nudging Door 2	Expenditure of the door instruction to obligation latches of the door 2
A194	A194 ready for use	Ready for use it means that no blockade is present.
A195	A195 Calls lie close	Car or landing calls are worked
A196	A196 Trip without Door opening	Correction or park trip is present
A197	A197 Door and Block contacts active	Die safety circuit contacts Shaft-& Car Door, Block (U10,11&12) are closed
A198	A198 Safety circuit actave	Die safety circuit contacts (U2 bis U9) are closed
A199	A199 ER achnowledgement land-ing call Up Door 2	Expenditure on the remote station; Acknowledgement of the external call UP at D2
A200	A199 ER achnowledgement land-ing call Down Door 2	Expenditure on the remote station; Acknowledgement of the external call DOWN at D2
A201	A201 ER Arrow Up Door 1	Expenditure of the Up-arrow on the remote station for door side 1
A202	A202 ER Arrow Down Door 1	Expenditure of the Down-arrow on the remote station for door side 1
A203	A203 ER Arrow Up Door 2	Expenditure of the Up-arror on the remote station for door side 2
A204	A203 ER Arrow Down Door 2	Expenditure of the Down-arror on the remote station for door side 2
A205	A205 light barrier blocks	Expenditure of the message taht the light barrier is blocked
A206	A206 test SI light lattice	Base function to the test of the Cedes left safety light lattice
A207	A207 safety photo cell interrupt	Base function for the expenditure of a break with the cedes left safety light lattice
A208	A208DSK overspeed	Base function for the overspeed (only functional during digital shaft copying)
A209	A209 DSK V> 0,2m/s	Base function for the speed threshold V=0,2 m/s (only functional during digital shaft copying)
A210	A210 DSK V<Vx (m/s)	Base function for the speed threshold Vx (only functional during digital shaft copying)
A211	A211 elevator attendant: Tracer Door Up	Base function for the activation of the electromagnet in the alarm tracer
A212	A212 elevator attendant: Tracer Alarm	Base functions to the activation of the electromagnet in the door-Up-Tracer
A213	A213 elevator attendant: Control OK	Base function elevator attendant examination in order
A214	A214 elevator attendant: Monitor error	Base function elevator attendant examination incorrectly
A215	A215 Remote switcher Car	Base function for the remote release of the car
A216	A216 Reset speed limiter	Base functions for the resetting release of the car
A217	A217 Remote switcher Counter-balance	Base functions for the release of the remote release of the counterweight
A218	A218 Reset speed limiter counter-balance	Base functions for the reserting release of the remote release of the counter-weight
A219	A219 Car-Call-M.Door.1 St.01	Base function acknowledgement car call door side 1 Stop 1
A220	A220 Car-Call-M.Door.1 St.02	Base function acknowledgement car call door side 1 Stop 2
A221	A221 Car-Call-M.Door.1 St.03	Base function acknowledgement car call door side 1 Stop 3
A222	A222 Car-Call-M.Door.1 St.04	Base function acknowledgement car call door side 1 Stop 4
A223	A223 Car-Call-M.Door.1 St.05	Base function acknowledgement car call door side 1 Stop 5
A224	A224 Car-Call-M.Door.1 St.06	Base function acknowledgement car call door side 1 Stop 6
A225	A225 Car-Call-M.Door.1 St.07	Base function acknowledgement car call door side 1 Stop 7
A226	A226 Car-Call-M.Door.1 St.08	Base function acknowledgement car call door side 1 Stop 8
A227	A227 Car-Call-M.Door.1 St.09	Base function acknowledgement car call door side 1 Stop 9
A228	A228 Car-Call-M.Door.1 St.10	Base function acknowledgement car call door side 1 Stop 10
A229	A229 Car-Call-M.Door.1 St.11	Base function acknowledgement car call door side 1 Stop 11
A230	A230 Car-Call-M.Door.1 St.12	Base function acknowledgement car call door side 1 Stop 12
A231	A231 Car-Call-M.Door.1 St.13	Base function acknowledgement car call door side 1 Stop 13
A232	A232 Car-Call-M.Door.1 St.14	Base function acknowledgement car call door side 1 Stop 14

A233	A233 Car-Call-M.Door.1 St.15	Base function acknowledgement car call door side 1 Stop 15
A234	A234 Car-Call-M.Door.1 St.16	Base function acknowledgement car call door side 1 Stop 16
A235	A235 Car-Call-M.Door.1 St.17	Base function acknowledgement car call door side 1 Stop 17
A236	A236 Car-Call-M.Door.1 St.18	Base function acknowledgement car call door side 1 Stop 18
A237	A237 Car-Call-M.Door.1 St.19	Base function acknowledgement car call door side 1 Stop 19
A238	A238 Car-Call-M.Door.1 St.20	Base function acknowledgement car call door side 1 Stop 20
A239	A239 Car-Call-M.Door.1 St.21	Base function acknowledgement car call door side 1 Stop 21
A240	A240 Car-Call-M.Door.1 St.22	Base function acknowledgement car call door side 1 Stop 22
A241	A241 Car-Call-M.Door.1 St.23	Base function acknowledgement car call door side 1 Stop 23
A242	A242 Car-Call-M.Door.1 St.24	Base function acknowledgement car call door side 1 Stop 24
A243	A243 Car-Call-M.Door.1 St.25	Base function acknowledgement car call door side 1 Stop 25
A244	A244 Car-Call-M.Door.1 St.26	Base function acknowledgement car call door side 1 Stop 26
A245	A245 Car-Call-M.Door.1 St.27	Base function acknowledgement car call door side 1 Stop 27
A246	A246 Car-Call-M.Door.1 St.28	Base function acknowledgement car call door side 1 Stop 28
A247	A247 Car-Call-M.Door.1 St.29	Base function acknowledgement car call door side 1 Stop 29
A248	A248 Car-Call-M.Door.1 St.30	Base function acknowledgement car call door side 1 Stop 30
A249	A249 Car-Call-M.Door.1 St.31	Base function acknowledgement car call door side 1 Stop 31
A250	A250 Car-Call-M.Door.1 St.32	Base function acknowledgement car call door side 1 Stop 32
A251	A251 Car-Call-M.Door.2 St.01	Base function acknowledgement car call door side 2 Stop 1
A252	A252 Car-Call-M.Door.2 St.02	Base function acknowledgement car call door side 2 Stop 2
A253	A253 Car-Call-M.Door.2 St.03	Base function acknowledgement car call door side 2 Stop 3
A254	A254 Car-Call-M.Door.2 St.04	Base function acknowledgement car call door side 2 Stop 4
A255	A255 Car-Call-M.Door.2 St.05	Base function acknowledgement car call door side 2 Stop 5
A256	A256 Car-Call-M.Door.2 St.06	Base function acknowledgement car call door side 2 Stop 6
A257	A257 Car-Call-M.Door.2 St.07	Base function acknowledgement car call door side 2 Stop 7
A258	A258 Car-Call-M.Door.2 St.08	Base function acknowledgement car call door side 2 Stop 8
A259	A259 Car-Call-M.Door.2 St.09	Base function acknowledgement car call door side 2 Stop 9
A260	A260 Car-Call-M.Door.2 St.10	Base function acknowledgement car call door side 2 Stop 10
A261	A261 Car-Call-M.Door.2 St.11	Base function acknowledgement car call door side 2 Stop 11
A262	A262 Car-Call-M.Door.2 St.12	Base function acknowledgement car call door side 2 Stop 12
A263	A263 Car-Call-M.Door.2 St.13	Base function acknowledgement car call door side 2 Stop 13
A264	A264 Car-Call-M.Door.2 St.14	Base function acknowledgement car call door side 2 Stop 14
A265	A265 Car-Call-M.Door.2 St.15	Base function acknowledgement car call door side 2 Stop 15
A266	A266 Car-Call-M.Door.2 St.16	Base function acknowledgement car call door side 2 Stop 16
A267	A267 Car-Call-M.Door.2 St.17	Base function acknowledgement car call door side 2 Stop 17
A268	A268 Car-Call-M.Door.2 St.18	Base function acknowledgement car call door side 2 Stop 18
A269	A269 Car-Call-M.Door.2 St.19	Base function acknowledgement car call door side 2 Stop 19
A270	A270 Car-Call-M.Door.2 St.20	Base function acknowledgement car call door side 2 Stop 20
A271	A271 Car-Call-M.Door.2 St.21	Base function acknowledgement car call door side 2 Stop 21
A272	A272 Car-Call-M.Door.2 St.22	Base function acknowledgement car call door side 2 Stop 22
A273	A273 Car-Call-M.Door.2 St.23	Base function acknowledgement car call door side 2 Stop 23
A274	A274 Car-Call-M.Door.2 St.24	Base function acknowledgement car call door side 2 Stop 24
A275	A275 Car-Call-M.Door.2 St.25	Base function acknowledgement car call door side 2 Stop 25
A276	A276 Car-Call-M.Door.2 St.26	Base function acknowledgement car call door side 2 Stop 26
A277	A277 Car-Call-M.Door.2 St.27	Base function acknowledgement car call door side 2 Stop 27
A278	A278 Car-Call-M.Door.2 St.28	Base function acknowledgement car call door side 2 Stop 28
A279	A279 Car-Call-M.Door.2 St.29	Base function acknowledgement car call door side 2 Stop 29
A280	A280 Car-Call-M.Door.2 St.30	Base function acknowledgement car call door side 2 Stop 30
A281	A281 Car-Call-M.Door.2 St.31	Base function acknowledgement car call door side 2 Stop 31
A282	A282 Car-Call-M.Door.2 St.32	Base function acknowledgement car call door side 2 Stop 32
A283	A283 Fine releveling Up	To the control of a fine retrieving aggregate driving direction Up
A284	A284 Fine releveling Up	To the control of a fine retrieving aggregate driving direction down
A285	A285 Brake monitor	Aktiv of error lies close
A286	A286 Bolt drive out	Pit bolting device
A287	A287 Bolt drive out	Pit bolting device
A288	A288 Elevator at the lowest stop	Active if t he elevator is in the lowest stop
A289	A289 elevator drive in the lowest stop	Active by driving in the lowest drive
A290	A290 Time to go Down	Output channel is high (+24V), if thecar is lowering.
A291	A291 Door 2 Closes	OTIS-REM 5.0
A292	A292 Door 2 Opens	OTIS-REM 5.0
A293	A293 Car Position Indicator ZR9	Exediture for driving car condition Stop9 for 1 of N
A294	A294 Car Position Indicator ZR10	Exediture for driving car condition Stop10 for 1 of N
A295	A295 Car Position Indicator ZR11	Exediture for driving car condition Stop11 for 1 of N
A296	A296 Car Position Indicator ZR12	Exediture for driving car condition Stop12 for 1 of N
A297	A297 Position motor close drive (Hyd-OTIS)	Exit is deleted set if on high speed away and if E355= “1”
A298	A298 level is OK	if concise then „1“

A299	A299 Trafic light inside D1	Green= if the door open
A300	A300 Trafic light inside D2	Green= if the door open
A301	A301 Trafic light outside E01 D1	Green= if the door open + Car empty
A302	A301 Trafic light outside E01 D2	Green= if the door open + Car empty
A303	A301 Trafic light outside E02 D1	Green= if the door open + Car empty
A304	A301 Trafic light outside E02 D2	Green= if the door open + Car empty
A305	A301 Trafic light outside E03 D1	Green= if the door open + Car empty
A306	A301 Trafic light outside E03 D2	Green= if the door open + Car empty
A307	A301 Trafic light outside E04 D1	Green= if the door open + Car empty
A308	A301 Trafic light outside E04 D2	Green= if the door open + Car empty
A309	☺A309 Door 1 closes IMPULS	voice output
A310	☺A310 Door 1 opens IMPULS	voice output
A311	☺A311 Door 2 closes IMPULS	voice output
A312	☺A312 Door 2 opens IMPULS	voice output
A313	A313 Bolt move	To control the contactor of the hydraulic motor
A314	A314 bolt drive out	Feedback
A315	A315 Bolt drive in	Feedback
A316	A316 Timer-1	Time switch clock with 2 thresholds
A317	A317 Timer-2	Time switch clock with 2 thresholds
A318	A318 Timer-3	Time switch clock with 2 thresholds
A319	A319 Timer-4	Time switch clock with 2 thresholds
A320	A320 Timer-5	Time switch clock with 2 thresholds
A321	A321 Timer-6	Time switch clock with 2 thresholds
A322	A322 Timer-7	Time switch clock with 2 thresholds
A323	A323 Timer-8	Time switch clock with 2 thresholds
A324	A324 Timer-9	Time switch clock with 2 thresholds
A325	A325 Timer-10	Time switch clock with 2 thresholds
A326	A326 Catch rescue	
A327	A327 Car Indication 1 of N	Floor 13
A328	A328 Car Indication 1 of N	Floor 14
A329	A329 Car Indication 1 of N	Floor 15
A330	A330 Car Indication 1 of N	Floor 16
A331	A331 Car Indication 1 of N	Floor 17
A332	A332 Car Indication 1 of N	Floor 18
A333	A333 Car Indication 1 of N	Floor 19
A334	A334 Car Indication 1 of N	Floor 20
A335	A335 Car Indication 1 of N	Floor 21
A336	A336 Car Indication 1 of N	Floor 22
A337	A337 Car Indication 1 of N	Floor 23
A338	A338 Car Indication 1 of N	Floor 24
A339	A339 Car Indication 1 of N	Floor 25
A340	A340 Car Indication 1 of N	Floor 26
A341	A341 Car Indication 1 of N	Floor 27
A342	A342 Car Indication 1 of N	Floor 28
A343	A343 Car Indication 1 of N	Floor 29
A344	A344 Car Indication 1 of N	Floor 30
A345	A345 Car Indication 1 of N	Floor 31
A346	A346 Car Indication 1 of N	Floor 32
A347	A347 Watchdog timing	Expenditure of the message in the case of active error watching timing
A348	A348 Emergency Stop U9	Expenditure of the message in the case of active emergency stop.
A349	A349 NBS	Drive signale to control the NBS-TSBrake with 1 Sec. delaytime
A350	A350 Door Open Button	Expenditure of the active door up tracer during the door play.
A351	A351 2 Seconds pulse Codekey	
A352	A352 Door-Closed and Drive	
A353	A353 Hydr.Insp.-Down	Inspection-Down at ALGI AZFR
A354	A354 Missbrauch aktiv	Back-message Missbrauchschutz active
A355	A355 Car Elevator D1 AHEAD	Indicator Ahead Doorside 1
A356	A356 Car Elevator D1 STOP	Indicator Stop Doorside 1
A357	A357 Car Elevator D1 RETURN	Indicator Return Doorside 1
A358	A358 Car Elevator D2 AHEAD	Indicator Ahead Doorside 2
A359	A359 Car Elevator D2 STOP	Indicator Stop Doorside 2
A360	A360 Car Elevator D1 RETURN	Indicator Return Doorside 2
A361	A361 Sink Avoiding	Speedlimiter on the car, Always “1”“, without Testing
A362	A362 Controler Cabinet	Controlercabinet Light E459, E460
A363	A363 Traffic Light F05 Door-1	Green=1, if the Door is open and the car is empty
A364	A364 Traffic Light F05 Door-2	Green=1, if the Door is open and the car is empty
A365	A365 Traffic Light F06 Door-1	Green=1, if the Door is open and the car is empty
A366	A366 Traffic Light F06 Door-2	Green=1, if the Door is open and the car is empty

A367	A367 Traffic Light F07 Door-1	Green=1, if the Door is open and the car is empty
A368	A368 Traffic Light F07 Door-2	Green=1, if the Door is open and the car is empty
A369	A369 Traffic Light F08 Door-1	Green=1, if the Door is open and the car is empty
A370	A370 Traffic Light F08 Door-2	Green=1, if the Door is open and the car is empty
A371	A371 Attendant Mode ON	High, if the Attendant Mode is switched on
A372	A372 Attendant Mode Landing Control OFF	High, if the Attendant Mode for landing control is switched off
A373	A373 Attendant Mode Landing UP Call UP	High, if there are car calls above the car
A374	A374 Attendant Mode Landing Call DOWN	High, if there are car calls below the car
A375	A375 Preparing Bolt	Back-message: nächste Aktion: Bolzen werden ausgefahren
A376	A376 Lift deceleration	Message about the braking elevator
A377	A377 Flash Output	Blinking through the input-function E471
A378	A378 Carlight OFF	Message about the Car light -> off
A379	A379 Flap COP	Output for the bolt magnet of the car-panel
A380	A380 DSC V < Vy (m/s)	Second speed-limit
A381	A381 Standby: Frequency. OFF	Switch off the frequency inverter and door engine after time x
A382	A382 Door Drive OFF	Energy saving mode for Switch Off the Door Drive
A383	A383 Universal-Output -5	Is driven by unallocated input
A384	A384 Universal- Output -6	Is driven by unallocated input
A385	A385 Universal- Output -7	Is driven by unallocated input
A386	A386 Universal- Output -8	Is driven by unallocated input
A387	A387 Universal- Output -9	Is driven by unallocated input
A388	A388 Universal- Output -10	Is driven by unallocated input
A389	A389 Universal- Output -11	Is driven by unallocated input
A390	A390 Universal- Output -12	Is driven by unallocated input
A391	A391 Universal- Output -13	Is driven by unallocated input
A392	A392 Universal- Output -14	Is driven by unallocated input
A393	A393 Universal- Output -15	Is driven by unallocated input
A394	A394 Photocell Door 1	Message Photocell Door 1 is active
A395	A395 Photocell Door 2	Message Photocell Door 2 is active
A396	A396 Reverse Contact 1	Message Reverse Contact Door 1 is active
A397	A397 Reverse Contact 2	Message Reverse Contact Door 2 is active
A398	A398 Drive Lock	Output function for EN81-A3 Function
A399	A399 S2 FKR OFF	Energy saving mode S2 to cut off the FKR
A400	A400 Door-2 is opening	Function for the position indicator, active already in drive into the floor
A401	A401 Quickstart Door	Function for the quickstart of the lift
A402	A402 A.F.cl-D1 UP Floor 16	Attendant Function: Visualisation Landing Call UP Door-1 Floor 16
A403	A403 A.F.cl-D1 UP Floor 17	Attendant Function: Visualisation Landing Call UP Door-1 Floor 17
A404	A404 A.F.cl-D1 UP Floor 18	Attendant Function: Visualisation Landing Call UP Door-1 Floor 18
A405	A405 A.F.cl-D1 UP Floor 19	Attendant Function: Visualisation Landing Call UP Door-1 Floor 19
A406	A406 A.F.cl-D1 UP Floor 20	Attendant Function: Visualisation Landing Call UP Door-1 Floor 20
A407	A407 A.F.cl-D1 UP Floor 21	Attendant Function: Visualisation Landing Call UP Door-1 Floor 21
A408	A408 A.F.cl-D1 UP Floor 22	Attendant Function: Visualisation Landing Call UP Door-1 Floor 22
A409	A409 A.F.cl-D1 UP Floor 23	Attendant Function: Visualisation Landing Call UP Door-1 Floor 23
A410	A410 A.F.cl-D1 UP Floor 24	Attendant Function: Visualisation Landing Call UP Door-1 Floor 24
A411	A411 A.F.cl-D1 UP Floor 25	Attendant Function: Visualisation Landing Call UP Door-1 Floor 25
A412	A412 A.F.cl-D1 UP Floor 26	Attendant Function: Visualisation Landing Call UP Door-1 Floor 26
A413	A413 A.F.cl-D1 UP Floor 27	Attendant Function: Visualisation Landing Call UP Door-1 Floor 27
A414	A414 A.F.cl-D1 UP Floor 28	Attendant Function: Visualisation Landing Call UP Door-1 Floor 28
A415	A415 A.F.cl-D1 UP Floor 29	Attendant Function: Visualisation Landing Call UP Door-1 Floor 29
A416	A416 A.F.cl-D1 UP Floor 30	Attendant Function: Visualisation Landing Call UP Door-1 Floor 30
A417	A417 A.F.cl-D1 UP Floor 31	Attendant Function: Visualisation Landing Call UP Door-1 Floor 31
A418	A418 A.F.cl-D1 DOWN Floor 17	Attendant Function: Visualisation Landing Call DOWN Door-1 Floor 17
A419	A419 A.F.cl-D1 DOWN Floor 18	Attendant Function: Visualisation Landing Call DOWN Door-1 Floor 18
A420	A420 A.F.cl-D1 DOWN Floor 19	Attendant Function: Visualisation Landing Call DOWN Door-1 Floor 19
A421	A421 A.F.cl-D1 DOWN Floor 20	Attendant Function: Visualisation Landing Call DOWN Door-1 Floor 20
A422	A422 A.F.cl-D1 DOWN Floor 21	Attendant Function: Visualisation Landing Call DOWN Door-1 Floor 21
A423	A423 A.F.cl-D1 DOWN Floor 22	Attendant Function: Visualisation Landing Call DOWN Door-1 Floor 22
A424	A424 A.F.cl-D1 DOWN Floor 23	Attendant Function: Visualisation Landing Call DOWN Door-1 Floor 23
A425	A425 A.F.cl-D1 DOWN Floor 24	Attendant Function: Visualisation Landing Call DOWN Door-1 Floor 24
A426	A426 A.F.cl-D1 DOWN Floor 25	Attendant Function: Visualisation Landing Call DOWN Door-1 Floor 25
A427	A427 A.F.cl-D1 DOWN Floor 26	Attendant Function: Visualisation Landing Call DOWN Door-1 Floor 26
A428	A428 A.F.cl-D1 DOWN Floor 27	Attendant Function: Visualisation Landing Call DOWN Door-1 Floor 27
A429	A429 A.F.cl-D1 DOWN Floor 28	Attendant Function: Visualisation Landing Call DOWN Door-1 Floor 28
A430	A430 A.F.cl-D1 DOWN Floor 29	Attendant Function: Visualisation Landing Call DOWN Door-1 Floor 29
A431	A431 A.F.cl-D1 DOWN Floor 30	Attendant Function: Visualisation Landing Call DOWN Door-1 Floor 30

A432	A432 A.F.cl-D1 DOWN Floor 31	Attendant Function: Visualisation Landing Call DOWN Door-1 Floor 31
A433	A433 A.F.cl-D1 DOWN Floor 32	Attendant Function: Visualisation Landing Call DOWN Door-1 Floor 32
A434	A434 A.F.cl-D2 UP Floor 16	Attendant Function: Visualisation Landing Call UP Door-2 Floor 16
A435	A435 A.F.cl-D2 UP Floor 17	Attendant Function: Visualisation Landing Call UP Door-2 Floor 17
A436	A436 A.F.cl-D2 UP Floor 18	Attendant Function: Visualisation Landing Call UP Door-2 Floor 18
A437	A437 A.F.cl-D2 UP Floor 19	Attendant Function: Visualisation Landing Call UP Door-2 Floor 19
A438	A438 A.F.cl-D2 UP Floor 20	Attendant Function: Visualisation Landing Call UP Door-2 Floor 20
A439	A439 A.F.cl-D2 UP Floor 21	Attendant Function: Visualisation Landing Call UP Door-2 Floor 21
A440	A440 A.F.cl-D2 UP Floor 22	Attendant Function: Visualisation Landing Call UP Door-2 Floor 22
A441	A441 A.F.cl-D2 UP Floor 23	Attendant Function: Visualisation Landing Call UP Door-2 Floor 23
A442	A442 A.F.cl-D2 UP Floor 24	Attendant Function: Visualisation Landing Call UP Door-2 Floor 24
A443	A443 A.F.cl-D2 UP Floor 25	Attendant Function: Visualisation Landing Call UP Door-2 Floor 25
A444	A444 A.F.cl-D2 UP Floor 26	Attendant Function: Visualisation Landing Call UP Door-2 Floor 26
A445	A445 A.F.cl-D2 UP Floor 27	Attendant Function: Visualisation Landing Call UP Door-2 Floor 27
A446	A446 A.F.cl-D2 UP Floor 28	Attendant Function: Visualisation Landing Call UP Door-2 Floor 28
A447	A447 A.F.cl-D2 UP Floor 29	Attendant Function: Visualisation Landing Call UP Door-2 Floor 29
A448	A448 A.F.cl-D2 UP Floor 30	Attendant Function: Visualisation Landing Call UP Door-2 Floor 30
A449	A449 A.F.cl-D2 UP Floor 31	Attendant Function: Visualisation Landing Call UP Door-2 Floor 31
A450	A450 A.F.cl-D2 DOWN Floor 17	Attendant Function: Visualisation Landing Call DOWN Door-2 Floor 17
A451	A451 A.F.cl-D2 DOWN Floor 18	Attendant Function: Visualisation Landing Call DOWN Door-2 Floor 18
A452	A452 A.F.cl-D2 DOWN Floor 19	Attendant Function: Visualisation Landing Call DOWN Door-2 Floor 19
A453	A453 A.F.cl-D2 DOWN Floor 20	Attendant Function: Visualisation Landing Call DOWN Door-2 Floor 20
A454	A454 A.F.cl-D2 DOWN Floor 21	Attendant Function: Visualisation Landing Call DOWN Door-2 Floor 21
A455	A455 A.F.cl-D2 DOWN Floor 22	Attendant Function: Visualisation Landing Call DOWN Door-2 Floor 22
A456	A456 A.F.cl-D2 DOWN Floor 23	Attendant Function: Visualisation Landing Call DOWN Door-2 Floor 23
A457	A457 A.F.cl-D2 DOWN Floor 24	Attendant Function: Visualisation Landing Call DOWN Door-2 Floor 24
A458	A458 A.F.cl-D2 DOWN Floor 25	Attendant Function: Visualisation Landing Call DOWN Door-2 Floor 25
A459	A459 A.F.cl-D2 DOWN Floor 26	Attendant Function: Visualisation Landing Call DOWN Door-2 Floor 26
A460	A460 A.F.cl-D2 DOWN Floor 27	Attendant Function: Visualisation Landing Call DOWN Door-2 Floor 27
A461	A461 A.F.cl-D2 DOWN Floor 28	Attendant Function: Visualisation Landing Call DOWN Door-2 Floor 28
A462	A462 A.F.cl-D2 DOWN Floor 29	Attendant Function: Visualisation Landing Call DOWN Door-2 Floor 29
A463	A463 A.F.cl-D2 DOWN Floor 30	Attendant Function: Visualisation Landing Call DOWN Door-2 Floor 30
A464	A464 A.F.cl-D2 DOWN Floor 31	Attendant Function: Visualisation Landing Call DOWN Door-2 Floor 31
A465	A4653 A.F.cl-D2 DOWN Floor 32	Attendant Function: Visualisation Landing Call DOWN Door-2 Floor 32
A466	A466 Traffic Light Flash	Function for Car-Elevators
A467	A467 A3-Case Active	If you have an A3-Case (Error F60) it is active
A468	A468 Piezo Buzzer	Active at FirefighterFunction or Inspection or Door blocking after 2 minutes
A469	A469 OSCAR activ	If Level = „1“, than active
A470	A470 Brake Open	If Level = „1“, than Brake open (Depends on E25 invert.).
A471	A471 Error Shaft-Door-Heating	Error Shaft-Door Floor-Heating
A472	A472 Impuls Main-Hour-Counter	Impulslenght 1 Sec.
A473	A473 Impuls Operation-Counter	Impulslänge 1 Sek.
A474	A474 Impuls Door-Counter-1	Impulslänge 1 Sek
A475	A475 Impuls Door-Counter-2	Impulslänge 1 Sek
A476	A476 Error Car-Fan-Monitoring	
A477	A477 Error Car-Light-Monitoring	
A478	A478 Error Endswitch Top	
A479	A479 Error Endswitch Bottom	
A480	A480 Error Leveling	
A481	A481 Error Electric Socket	
A482	A482 Stand-by	If Level = „1“, than Stand-by-Operation (Message)
A483	A483 Maintenance	If Level = „1“, than E258 active (Message)
A484	A484 Calmed Operation	If Level = „1“, than Calm traffic (Message)
A485	A485 FireFighter Level in Floor	Level-Indicator for FireFighter-Operation in the Car

B72 Allocation Inputs

The Inputs ZR-, ZG-, FKR-, and ITR-unit can be occupied in principle with the functions specified down.

No.	Display Representation	Function
E0	E00- NO FUNCTION	No function is assigned to the entrance.
E1	E01- EMERGENCY POWER OPERATION	Entrance for the message of the emergency power operation
E2	E02- EMERGENCY POWER DRIVE	Entrance for the beginning of the emergency power trip
E3	E03- START LOCKING	Entrance for the barrier of the restart
E4	E04-AGAIN IN ENTERPRISE	Entrance for the restarting operation of the system
E5	E05- CAB LIGHT OFF	Entrance for the disconnection of the cab light
E6	E06-Release regulation	Entrance for the automatic controller message release
E7	E07-Stop regulation	Entrance for the automatic controller message stop
E8	E08-Disturbance regulation	Entrance for the automatic controller message distrubance.
E9	E09-Si-circuit zone	Entrance for the message of the protection circuit - the zone is active
E10	E10-Si-Circuit status	Entrance for the message of the protection circuit over your status
E11	E11-Overload	Entrance for the overload message
E12	E12-Full load	Entrance for the full load message
E13	E13-Less load	Entrance for the less message
E14	E14- Contact monitoring	Entrance for the contactor feedback
E15	E15- External control off	Entrance for switching the external control off
E16	E16-/control & Light off/	Entrance for switching the control and teh cab light off
E17	E17-Fire brigade outside 1 Priorität	Entrance for the FW lock for landing call 1.th floor
E18	E18-Fire brigade outside 2 Priorität	Entrance for the FW lock for landing call 2.th floor
E19	E19-Fire brigade outside 3 Priorität	Entrance for the FW lock for landing call 3.th floor
E20	E20-Fire-brigade inside	Entrance for the FW lock in the cab
E21	E21-Fire-brigade instruction	Entrance for the KW control after Australien model
E22	E22-Ramp trip	Entrance for the ramp trip
E23	E23- Leader enterprise	Entrance for the switch for the leader enterprise
E24	E24- Traser ventilator	Entrance for the tracer for the activation of the cab exhaust
E25	E25- Brake ventilating monitoring	Entrance for the brakeventilation monitoring opening & Latches brake
E26	E26-Brake wear monitoring	Entrance for the monitoring of the brake lining
E27	E27-maintenance doors close	Entrance for the activation of the catch of the doors for 15 minutes
E28	E-28 Call lowest HS	Entrance for the call of the lowest floor
E29	E29- Call highest HS	Entrance for the call of the highest floor
E30	E30-Rescue trip	Entrance for teh rescue trip
E31	E31-Lobby control D1	Entrance of the lobby monitor of the door 1
E32	E32-Lobby control D1	Entrance of the lobby monitor of the door 2
E33	E33-Button Door 1 Open	Entrance for the tracer door 1 open
E34	E34-Button Door 1 Close	Entrance for the tracer door 1 close
E35	E35-Button Door 2 Open	Entrance for the tracer door 2 open
E36	E36-Button Door 2 Close	Entrance for the tracer door 2 close
E37	E37-Load time tracer door 1	Entrance for the load time tracer door 1
E38	E38Load time tracer door 2	Entrance for the load time tracer door 2
E39	E39- Disconnection group	Entrance for extracting an elevator from the groop > own landing calls
E40	E40- Fire drop level Prioritat 1	Entrance for the fire drop evaclation into the first evacuation level
E41	E41- Fire drop level Prioritat 2	Entrance for the fire drop evaclation into the second evacuation level
E42	E42- Fire drop level Prioritat 3	Entrance for the fire drop evaclation into the third evacuation level
E43	E43- Fire Detector St.01	Entrance for floor fire alarms of the Stop 01
E44	E44- Fire Detector St.02	Entrance for floor fire alarms of the Stop 02
E45	E45- Fire Detector St.03	Entrance for floor fire alarms of the Stop 03
E46	E46- Fire Detector St.04	Entrance for floor fire alarms of the Stop 04
E47	E47- Fire Detector St.05	Entrance for floor fire alarms of the Stop 05
E48	E48- Fire Detector St.06	Entrance for floor fire alarms of the Stop 06
E49	E49- Fire Detector St.07	Entrance for floor fire alarms of the Stop 07
E50	E50- Fire Detector St.08	Entrance for floor fire alarms of the Stop 08
E51	E51- Fire Detector St.09	Entrance for floor fire alarms of the Stop 09
E52	E52- Fire Detector St.10	Entrance for floor fire alarms of the Stop 10
E53	E53- Fire Detector St.11	Entrance for floor fire alarms of the Stop 11
E54	E54- Fire Detector St.12	Entrance for floor fire alarms of the Stop 12
E55	E55- Fire Detector St.13	Entrance for floor fire alarms of the Stop 13
E56	E56- Fire Detector St.14	Entrance for floor fire alarms of the Stop 14
E57	E57- Fire Detector St.15	Entrance for floor fire alarms of the Stop 15
E58	E58- Fire Detector St.16	Entrance for floor fire alarms of the Stop 16
E59	E59- Fire Detector St.17	Entrance for floor fire alarms of the Stop 17

E60	E60- Fire Detector St.18	Entrance for floor fire alarms of the Stop 18
E61	E61- Fire Detector St.19	Entrance for floor fire alarms of the Stop 19
E62	E62- Fire Detector St.20	Entrance for floor fire alarms of the Stop 20
E63	E63- Fire Detector St.21	Entrance for floor fire alarms of the Stop 21
E64	E64- Fire Detector St.22	Entrance for floor fire alarms of the Stop 22
E65	E65- Fire Detector St.23	Entrance for floor fire alarms of the Stop 23
E66	E66- Fire Detector St.24	Entrance for floor fire alarms of the Stop 24
E67	E67- Fire Detector St.25	Entrance for floor fire alarms of the Stop 25
E68	E68- Fire Detector St.26	Entrance for floor fire alarms of the Stop 26
E69	E69- Fire Detector St.27	Entrance for floor fire alarms of the Stop 27
E70	E70- Fire Detector St.28	Entrance for floor fire alarms of the Stop 028
E71	E71- Fire Detector St.29	Entrance for floor fire alarms of the Stop 29
E72	E72- Fire Detector St.30	Entrance for floor fire alarms of the Stop 30
E73	E73- Fire Detector St.31	Entrance for floor fire alarms of the Stop 31
E74	E74- Fire Detector St.32	Entrance for floor fire alarms of the Stop 32
E75	E75- Floor Blockade St.01	Entrance for the flor blockade of the Stop 01
E76	E76- Floor Blockade St.02	Entrance for the flor blockade of the Stop 02
E77	E77- Floor Blockade St.03	Entrance for the flor blockade of the Stop 03
E78	E78- Floor Blockade St.04	Entrance for the flor blockade of the Stop 04
E79	E79- Floor Blockade St.05	Entrance for the flor blockade of the Stop 05
E80	E80- Floor Blockade St.06	Entrance for the flor blockade of the Stop 06
E81	E81- Floor Blockade St.07	Entrance for the flor blockade of the Stop 07
E82	E82- Floor Blockade St.08	Entrance for the flor blockade of the Stop 08
E83	E83- Floor Blockade St.09	Entrance for the flor blockade of the Stop 09
E84	E84- Floor Blockade St.10	Entrance for the flor blockade of the Stop 10
E85	E85- Floor Blockade St.11	Entrance for the flor blockade of the Stop 11
E86	E86- Floor Blockade St.12	Entrance for the flor blockade of the Stop 12
E87	E87- Floor Blockade St.13	Entrance for the flor blockade of the Stop 13
E88	E88- Floor Blockade St.14	Entrance for the flor blockade of the Stop 14
E89	E89- Floor Blockade St.15	Entrance for the flor blockade of the Stop 15
E90	E90- Floor Blockade St.16	Entrance for the flor blockade of the Stop 16
E91	E91- Floor Blockade St.17	Entrance for the flor blockade of the Stop 17
E92	E92- Floor Blockade St.18	Entrance for the floor blockade of the Stop 18
E93	E93- Floor Blockade St.19	Entrance for the floor blockade of the Stop 19
E94	E94- Floor Blockade St.20	Entrance for the floor blockade of the Stop 20
E95	E95- Floor Blockade St.21	Entrance for the floor blockade of the Stop 21
E96	E96- Floor Blockade St.22	Entrance for the floor blockade of the Stop 22
E97	E97- Floor Blockade St.23	Entrance for the floor blockade of the Stop 23
E98	E98- Floor Blockade St.24	Entrance for the floor blockade of the Stop 24
E99	E99- Floor Blockade St.25	Entrance for the floor blockade of the Stop 25
E100	E100- Floor Blockade St.26	Entrance for the floor blockade of the Stop 26
E101	E101- Floor Blockade St.27	Entrance for the floor blockade of the Stop 27
E102	E102- Floor Blockade St.28	Entrance for the floor blockade of the Stop 28
E103	E103- Floor Blockade St.29	Entrance for the floor blockade of the Stop 29
E104	E104- Floor Blockade St.30	Entrance for the floor blockade of the Stop 30
E105	E105- Floor Blockade St.31	Entrance for the floor blockade of the Stop 31
E106	E106- Floor Blockade St.32	Entrance for the floor blockade of the Stop 32
E107	E107- Parking Floor St.01	Entrance for start to the park Stop 01
E108	E108- Parking Floor St.02	Entrance for start to the park Stop 02
E109	E109- Parking Floor St.03	Entrance for start to the park Stop 03
E110	E110- Parking Floor St.04	Entrance for start to the park Stop 04
E111	E111- Parking Floor St.05	Entrance for start to the park Stop 05
E112	E112- Parking Floor St.06	Entrance for start to the park Stop 06
E113	E113- Parking Floor St.07	Entrance for start to the park Stop 07
E114	E114- Parking Floor St.08	Entrance for start to the park Stop 08
E115	E115- Parking Floor St.09	Entrance for start to the park Stop 09
E116	E116- Parking Floor St.10	Entrance for start to the park Stop 01
E117	E117- Parking Floor St.11	Entrance for start to the park Stop 11
E118	E118- Parking Floor St.12	Entrance for start to the park Stop 12
E119	E119- Parking Floor St.13	Entrance for start to the park Stop 13
E120	E120- Parking Floor St.14	Entrance for start to the park Stop 14
E121	E121- Parking Floor St.15	Entrance for start to the park Stop 15
E122	E122- Parking Floor St.16	Entrance for start to the park Stop 16
E123	E123- Parking Floor St.17	Entrance for start to the park Stop 17
E124	E124- Parking Floor St.18	Entrance for start to the park Stop 18
E125	E125- Parking Floor St.19	Entrance for start to the park Stop 19
E126	E126- Parking Floor St.20	Entrance for start to the park Stop 20
E127	E127- Parking Floor St.21	Entrance for start to the park Stop 21

E128	E128- Parking Floor St.22	Entrance for start to the park Stop 22
E129	E129- Parking Floor St.23	Entrance for start to the park Stop 23
E130	E130- Parking Floor St.24	Entrance for start to the park Stop 24
E131	E131- Parking Floor St.25	Entrance for start to the park Stop 25
E132	E132- Parking Floor St.26	Entrance for start to the park Stop 26
E133	E133- Parking Floor St.27	Entrance for start to the park Stop 27
E134	E134- Parking Floor St.28	Entrance for start to the park Stop 28
E135	E135- Parking Floor St.29	Entrance for start to the park Stop 29
E136	E136- Parking Floor St.30	Entrance for start to the park Stop 30
E137	E137- Parking Floor St.31	Entrance for start to the park Stop 31
E138	E138- Parking Floor St.32	Entrance for start to the park Stop 32
E139	E139- Landing Priority St.01	Entrance for the landing priority in the Stop 01
E140	E140- Landing Priority St.02	Entrance for the landing priority in the Stop 02
E141	E141- Landing Priority St.03	Entrance for the landing priority in the Stop 03
E142	E142- Landing Priority St.04	Entrance for the landing priority in the Stop 04
E143	E143- Landing Priority St.05	Entrance for the landing priority in the Stop 05
E144	E144- Landing Priority St.06	Entrance for the landing priority in the Stop 06
E145	E145- Landing Priority St.07	Entrance for the landing priority in the Stop 07
E146	E146- Landing Priority St.08	Entrance for the landing priority in the Stop 08
E147	E147- Landing Priority St.09	Entrance for the landing priority in the Stop 09
E148	E148- Landing Priority St.10	Entrance for the landing priority in the Stop 10
E149	E149- Landing Priority St.11	Entrance for the landing priority in the Stop 11
E150	E150- Landing Priority St.12	Entrance for the landing priority in the Stop 12
E151	E151- Landing Priority St.13	Entrance for the landing priority in the Stop 13
E152	E152- Landing Priority St.14	Entrance for the landing priority in the Stop 14
E153	E153- Landing Priority St.15	Entrance for the landing priority in the Stop 15
E154	E154- Landing Priority St.16	Entrance for the landing priority in the Stop 16
E155	E155- Landing Call Up St.01	Input for the landing call Up in the Stop 1
E156	E156- Landing Call Up St.02	Input for the landing call Up in the Stop 2
E157	E157- Landing Call Up St.03	Input for the landing call Up in the Stop 3
E158	E158- Landing Call Up St.04	Input for the landing call Up in the Stop 4
E159	E159- Landing Call Up St.05	Input for the landing call Up in the Stop 5
E160	E160- Landing Call Up St.06	Input for the landing call Up in the Stop 6
E161	E161- Landing Call Up St.07	Input for the landing call Up in the Stop 7
E162	E162- Landing Call Up St.08	Input for the landing call Up in the Stop 8
E163	E163- Landing Call Up St.09	Input for the landing call Up in the Stop 9
E164	E164- Landing Call Up St.10	Input for the landing call Up in the Stop 10
E165	E165- Landing Call Up St.11	Input for the landing call Up in the Stop 11
E166	E166- Landing Call Up St.12	Input for the landing call Up in the Stop 12
E167	E167- Landing Call Up St.13	Input for the landing call Up in the Stop 13
E168	E168- Landing Call Up St.14	Input for the landing call Up in the Stop 14
E169	E169- Landing Call Up St.15	Input for the landing call Up in the Stop 15
E170	E170- Landing Call Down St.01	Input for the landing call Down in the Stop 1
E171	E171- Landing Call Down St.02	Input for the landing call Down in the Stop 2
E172	E172- Landing Call Down St.03	Input for the landing call Down in the Stop 3
E173	E173- Landing Call Down St.04	Input for the landing call Down in the Stop 4
E174	E174- Landing Call Down St.05	Input for the landing call Down in the Stop 5
E175	E175- Landing Call Down St.06	Input for the landing call Down in the Stop 6
E176	E176- Landing Call Down St.07	Input for the landing call Down in the Stop 7
E177	E177- Landing Call Down St.08	Input for the landing call Down in the Stop 8
E178	E178- Landing Call Down St.09	Input for the landing call Down in the Stop 9
E179	E179- Landing Call Down St.10	Input for the landing call Down in the Stop 10
E180	E180- Landing Call Down St.11	Input for the landing call Down in the Stop 11
E181	E181- Landing Call Down St.12	Input for the landing call Down in the Stop 12
E182	E182- Landing Call Down St.13	Input for the landing call Down in the Stop 13
E183	E183- Landing Call Down St.14	Input for the landing call Down in the Stop 14
E184	E184- Landing Call Down St.15	Input for the landing call Down in the Stop 15
E185	E185- Landing Call Down St.16	Input for the landing call Down in the Stop 16
E186	E186 /Car priority/	Input function for the car priorty
E187	E187 Safety photo cell	Input function for safety photo cell with special switching
E188	E188 - Landing Priority D.2 St.01	Entrance landing priority the selective door 2 in the stop 01
E189	E189 - Landing Priority D.2 St.02	Entrance landing priority the selective door 2 in the stop 02
E190	E190 - Landing Priority D.2 St.03	Entrance landing priority the selective door 2 in the stop 03
E191	E191 - Landing Priority D.2 St.04	Entrance landing priority the selective door 2 in the stop 04
E192	E192 - Landing Priority D.2 St.05	Entrance landing priority the selective door 2 in the stop 05
E193	E193 - Landing Priority D.2 St.06	Entrance landing priority the selective door 2 in the stop 06
E194	E194 - Landing Priority D.2 St.07	Entrance landing priority the selective door 2 in the stop 07
E195	E195 - Landing Priority D.2 St.08	Entrance landing priority the selective door 2 in the stop 08

E196	E196 - Landing Priority D.2 St.09	Entrance landing priority the selective door 2 in the stop 09
E197	E197 - Landing Priority D.2 St.10	Entrance landing priority the selective door 2 in the stop 10
E198	E198 - Landing Priority D.2 St.11	Entrance landing priority the selective door 2 in the stop 11
E199	E199 - Landing Priority D.2 St.12	Entrance landing priority the selective door 2 in the stop 12
E200	E200 - Landing Priority D.2 St.13	Entrance landing priority the selective door 2 in the stop 13
E201	E201 - Landing Priority D.2 St.14	Entrance landing priority the selective door 2 in the stop 14
E202	E202 - Landing Priority D.2 St.15	Entrance landing priority the selective door 2 in the stop 15
E203	E203 - Landing Priority D.2 St.16	Entrance landing priority the selective door 2 in the stop 16
E204	E204 - Landing Call D.2 Open St.01	Entrance car call up at the selective door 2 in the stop 01
E205	E205 - Landing Call D.2 Open St.02	Entrance car call up at the selective door 2 in the stop 02
E206	E206 - Landing Call D.2 Open St.03	Entrance car call up at the selective door 2 in the stop 03
E207	E207 - Landing Call D.2 Open St.04	Entrance car call up at the selective door 2 in the stop 04
E208	E208 - Landing Call D.2 Open St.05	Entrance car call up at the selective door 2 in the stop 05
E209	E209 - Landing Call D.2 Open St.06	Entrance car call up at the selective door 2 in the stop 06
E210	E210 - Landing Call D.2 Open St.07	Entrance car call up at the selective door 2 in the stop 07
E211	E211 - Landing Call D.2 Open St.08	Entrance car call up at the selective door 2 in the stop 08
E212	E212 - Landing Call D.2 Open St.09	Entrance car call up at the selective door 2 in the stop 09
E213	E213 - Landing Call D.2 Open St.10	Entrance car call up at the selective door 2 in the stop 10
E214	E214 - Landing Call D.2 Open St.11	Entrance car call up at the selective door 2 in the stop 11
E215	E215 - Landing Call D.2 Open St.12	Entrance car call up at the selective door 2 in the stop 12
E216	E216 - Landing Call D.2 Open St.13	Entrance car call up at the selective door 2 in the stop 13
E217	E217 - Landing Call D.2 Open St.14	Entrance car call up at the selective door 2 in the stop 14
E218	E218 - Landing Call D.2 Open St.15	Entrance car call up at the selective door 2 in the stop 15
E219	E219 - Landing Call D.2 Open St.01	Entrance landing call down at the selective door 2 in the stop 01
E220	E220 - Landing Call D.2 Open St.02	Entrance landing call down at the selective door 2 in the stop 02
E221	E221 - Landing Call D.2 Open St.03	Entrance landing call down at the selective door 2 in the stop 03
E222	E222 - Landing Call D.2 Open St.04	Entrance landing call down at the selective door 2 in the stop 04
E223	E223 - Landing Call D.2 Open St.05	Entrance landing call down at the selective door 2 in the stop 05
E224	E224 - Landing Call D.2 Open St.06	Entrance landing call down at the selective door 2 in the stop 06
E225	E225 - Landing Call D.2 Open St.07	Entrance landing call down at the selective door 2 in the stop 07
E226	E226 - Landing Call D.2 Open St.08	Entrance landing call down at the selective door 2 in the stop 08
E227	E227 - Landing Call D.2 Open St.09	Entrance landing call down at the selective door 2 in the stop 09
E228	E228 - Landing Call D.2 Open St.10	Entrance landing call down at the selective door 2 in the stop 10
E229	E229 - Landing Call D.2 Open St.11	Entrance landing call down at the selective door 2 in the stop 11
E230	E230 - Landing Call D.2 Open St.12	Entrance landing call down at the selective door 2 in the stop 12
E231	E231 - Landing Call D.2 Open St.13	Entrance landing call down at the selective door 2 in the stop 13
E232	E232 - Landing Call D.2 Open St.14	Entrance landing call down at the selective door 2 in the stop 14
E233	E233 - Landing Call D.2 Open St.15	Entrance landing call down at the selective door 2 in the stop 15
E234	E234 - Landing Call D.2 Open St.16	Entrance landing call down at the selective door 2 in the stop 16
E235	E235 Universal Input-1	Entrance of the universal channel 1
E236	E236 Universal Input-2	Entrance of the universal channel 2
E237	E237 Universal Input-3	Entrance of the universal channel 3
E238	E238 Universal Input-4	Entrance of the universal channel 4
E239	E239 Entrance delay relay 1	Activation entrance the time delay relay1
E240	E239 Entrance delay relay 2	Activation entrance the time delay relay1
E241	E241-Obligation Delay V1 up	Opener contact interrupted , speed of V1 up taken away
E242	E242-Obligation Delay V1 up	pener contact interrupted , speed of V2 up taken away
E243	E243-Obligation Delay V1 up	Opener contact interrupted , speed of V3 up taken away
E244	E244-Obligation Delay V1 down	Opener contact interrupted , speed of V4 down taken away
E245	E245-Obligation Delay V1 down	Opener contact interrupted , speed of V5 down taken away
E246	E246-Obligation Delay V1 down	Opener contact interrupted , speed of V6 down taken away
E247	E247-Selection Door	If the opener-contact is interrupted, Stop at the next floor
E248	E248-ER landing call up D2	Input function at the remote station; Landing call Up Door 2
E249	E249-ER landing call down D2	Input function at the remote station; Landing call Down Door 2
E250	E250-Priority Call D1	Input function at the remote station ER: Priority call at doorside 1
E251	E251- Priority Call D1	Input function at the remote station ER: Priority call at doorside 2
E252	E252 Blockade Door side 1	In the case of activation of the entrance-> Door side 1 not opened. (fire drop gate)
E253	E253 Blockade Door side 2	In the case of activation of the entrance-> Door side 2 not opened. (fire drop gate)
E254	E254 Reset Safety Photo Cell	Input function for the Reset-button for CEDES LI-Safety photocell
E255	E255 Monitor Safety Photo Cell	Input function for the contactor monitor for CEDES LI-Safety photocell
E256	E256 HYD Top of the ramp	If there is a high level (+24V) the input channel is activated. If there is no input channel, the output geginns after 7 seconds.
E257	AW emergency call function	Input function for the activation of the alarm horn
E258	E258 Service Button	Output messages will be delated
E259	E259 Swing apron	If the swing apron is closed, the level is „1“
E260	E260 Button Remote Switcher	If „1“ and appropriate inspector function actively then appropriate exit

		actively.
E261	E261 Car Call Aera	Splitting der calls in two aeras
E262	E262 Car Call Door 1 St.01	Input Functions Car Call Door Side 1 Stop1
E263	E263 Car Call Door 1 St.02	Input Functions Car Call Door Side 1 Stop2
E264	E264 Car Call Door 1 St.03	Input Functions Car Call Door Side 1 Stop3
E265	E265 Car Call Door 1 St.04	Input Functions Car Call Door Side 1 Stop4
E266	E266 Car Call Door 1 St.05	Input Functions Car Call Door Side 1 Stop5
E267	E267 Car Call Door 1 St.06	Input Functions Car Call Door Side 1 Stop6
E268	E268 Car Call Door 1 St.07	Input Functions Car Call Door Side 1 Stop7
E269	E269 Car Call Door 1 St.08	Input Functions Car Call Door Side 1 Stop8
E270	E270 Car Call Door 1 St.09	Input Functions Car Call Door Side 1 Stop9
E271	E271 Car Call Door 1 St.10	Input Functions Car Call Door Side 1 Stop10
E272	E272 Car Call Door 1 St.11	Input Functions Car Call Door Side 1 Stop11
E273	E273 Car Call Door 1 St.12	Input Functions Car Call Door Side 1 Stop12
E274	E274 Car Call Door 1 St.13	Input Functions Car Call Door Side 1 Stop13
E275	E275 Car Call Door 1 St.14	Input Functions Car Call Door Side 1 Stop14
E276	E276 Car Call Door 1 St.15	Input Functions Car Call Door Side 1 Stop15
E277	E277 Car Call Door 1 St.16	Input Functions Car Call Door Side 1 Stop16
E278	E278 Car Call Door 1 St.17	Input Functions Car Call Door Side 1 Stop17
E279	E279 Car Call Door 1 St.18	Input Functions Car Call Door Side 1 Stop18
E280	E280 Car Call Door 1 St.19	Input Functions Car Call Door Side 1 Stop19
E281	E281 Car Call Door 1 St.20	Input Functions Car Call Door Side 1 Stop20
E282	E282 Car Call Door 1 St.21	Input Functions Car Call Door Side 1 Stop21
E283	E283 Car Call Door 1 St.22	Input Functions Car Call Door Side 1 Stop22
E284	E284 Car Call Door 1 St.23	Input Functions Car Call Door Side 1 Stop23
E285	E285 Car Call Door 1 St.24	Input Functions Car Call Door Side 1 Stop24
E286	E286 Car Call Door 1 St.25	Input Functions Car Call Door Side 1 Stop25
E287	E287 Car Call Door 1 St.26	Input Functions Car Call Door Side 1 Stop26
E288	E288 Car Call Door 1 St.27	Input Functions Car Call Door Side 1 Stop27
E289	E289 Car Call Door 1 St.28	Input Functions Car Call Door Side 1 Stop28
E290	E290 Car Call Door 1 St.29	Input Functions Car Call Door Side 1 Stop29
E291	E291 Car Call Door 1 St.30	Input Functions Car Call Door Side 1 Stop30
E292	E292 Car Call Door 1 St.31	Input Functions Car Call Door Side 1 Stop31
E293	E293 Car Call Door 1 St.32	Input Functions Car Call Door Side 1 Stop32
E294	E294 Car Call Door 2 St.01	Input Functions Car Call Door Side 2 Stop1
E295	E295 Car Call Door 2 St.02	Input Functions Car Call Door Side 2 Stop2
E296	E296 Car Call Door 2 St.03	Input Functions Car Call Door Side 2 Stop3
E297	E297 Car Call Door 2 St.04	Input Functions Car Call Door Side 2 Stop4
E298	E298 Car Call Door 2 St.05	Input Functions Car Call Door Side 2 Stop5
E299	E299 Car Call Door 2 St.06	Input Functions Car Call Door Side 2 Stop6
E300	E300 Car Call Door 2 St.07	Input Functions Car Call Door Side 2 Stop7
E301	E301 Car Call Door 2 St.08	Input Functions Car Call Door Side 2 Stop8
E302	E302 Car Call Door 2 St.09	Input Functions Car Call Door Side 2 Stop9
E303	E303 Car Call Door 2 St.10	Input Functions Car Call Door Side 2 Stop10
E304	E304 Car Call Door 2 St.11	Input Functions Car Call Door Side 2 Stop11
E305	E305 Car Call Door 2 St.12	Input Functions Car Call Door Side 2 Stop12
E306	E306 Car Call Door 2 St.13	Input Functions Car Call Door Side 2 Stop13
E307	E307 Car Call Door 2 St.14	Input Functions Car Call Door Side 2 Stop14
E308	E308 Car Call Door 2 St.15	Input Functions Car Call Door Side 2 Stop15
E309	E309 Car Call Door 2 St.16	Input Functions Car Call Door Side 2 Stop16
E310	E310 Car Call Door 2 St.17	Input Functions Car Call Door Side 2 Stop17
E311	E311 Car Call Door 2 St.18	Input Functions Car Call Door Side 2 Stop18
E312	E312 Car Call Door 2 St.19	Input Functions Car Call Door Side 2 Stop19
E313	E313 Car Call Door 2 St.20	Input Functions Car Call Door Side 2 Stop20
E314	E314 Car Call Door 2 St.21	Input Functions Car Call Door Side 2 Stop21
E315	E315 Car Call Door 2 St.22	Input Functions Car Call Door Side 2 Stop22
E316	E316 Car Call Door 2 St.23	Input Functions Car Call Door Side 2 Stop23
E317	E317 Car Call Door 2 St.24	Input Functions Car Call Door Side 2 Stop24
E318	E318 Car Call Door 2 St.25	Input Functions Car Call Door Side 2 Stop25
E319	E319 Car Call Door 2 St.26	Input Functions Car Call Door Side 2 Stop26
E320	E320 Car Call Door 2 St.27	Input Functions Car Call Door Side 2 Stop27
E321	E321 Car Call Door 2 St.28	Input Functions Car Call Door Side 2 Stop28
E322	E322 Car Call Door 2 St.29	Input Functions Car Call Door Side 2 Stop29
E323	E323 Car Call Door 2 St.30	Input Functions Car Call Door Side 2 Stop30
E324	E324 Car Call Door 2 St.31	Input Functions Car Call Door Side 2 Stop31
E325	E325 Car Call Door 2 St.32	Input Functions Car Call Door Side 2 Stop32
E326	E326 Floor blockage waive	Input function for the abolition of the floor blockage
E327	E327 Totman Car call ON	Input function for activation the car calls of a Totman controlling

E328	E328 bolt device activate	Entrance for pin bolting device
E329	E329 Bolt driven out	Feedback that tha bolts drove out
E330	E330 Bolt drive in	Feedback that the bolt drove in
E331	E331 Resend control E/A	If „ 0 „ then resend operation
E332	E332 Resend control UP	If „ 1“ then UP
E333	E333 Resend control Down	If „1“ than DOWN
E334	Code key of car call 1	Code- button-1
E335	Code key of car call 2	Code- button-2
E336	Code key of car call 3	Code- button-3
E337	Code key of car call 4	Code- button-4
E338	Code key of car call 5	Code- button-5
E339	Code key of car call 6	Code- button-6
E340	Code key of car call 7	Code- button-7
E341	Code key of car call 8	Code- button-8
E342	Code key of car call 9	Code- button-9
E343	Code key of car call 0	Code- button-0
E344	E344 Code lock of car calls #	Input confirming
E345	E345 Light barrier Door 1	Entrance function light barrier Door 1
E346	E346 Reversing contact Door 1	Entrance function reversing Door 1
E347	E347 Limit switch open Door 1	Entrance function limit switch open Door 1
E348	E348 Limit switch close Door 1	Entrance function limit switch close Door 1
E349	E349 Light barrier Door 2	Entrance function limit barrier Door 2
E350	E350 Reversing contact Door 2	Entrance function reversing contact Door 2
E351	E351 Limit switch open Door 2	Entrance function limit switch open Door 2
E352	E352 Limit switch close Door 2	Entrance function limit switch close Door 2
E353	E353 Case of fire reset	Function of the Swiss fire drop evacuation, BF-> normal operation
E354	E354 floor gong off	Function for external switching of the floor gong, high gong off
E355	E355 position motor off (Hydr OTIS)	Switch off for position motors of OTIS hydraulic
E356	E356-Contactor Monitor No.2	Is a AND contection with Input E13
E357	E357 Group off	
E358	E358 Emgine temperature rise	If „1“ than OK
E359	E359 Door 1 open	If „1“ then the door opens (Auxiliary entrance for traffic light circuit)
E360	E360 Door 2 open	If „1“ then the door opens (Auxiliary entrance for traffic light circuit)
E361	E361 slowly drive V1	If „1“ then drives elevator only with V1
E362	E362-Control & Light off #2	Rest-Driven, like E16
E363	E363 Gas trip	If „ but wait 1 „ then gas trip, like interior preference/ advantage to light barrier
E364	E364 Bolt manually drive in	Only with Insp/ releveling+ mobile bolting device
E365	E365 Bolt manually drive out	Only with Insp/ releveling+ mobile bolting device
E366	E366 Bolt Under pressure	If „ 0 „ then negative pressure
E367	E367 Bolt pressure swich off	If „0 „ then negative pressure
E368	E368 Call Blockade Inside D1 St.01	
E369	E369 Call Blockade Inside D1 St.01	
E370	E370 Call Blockade Inside D1 St.01	
E371	E371Call Blockade Inside D1 St.01	
E372	E372Call Blockade Inside D1 St.01	
E373	E373Call Blockade Inside D1 St.01	
E374	E374Call Blockade Inside D1 St.01	
E375	E375Call Blockade Inside D1 St.01	
E376	E376Call Blockade Inside D1 St.01	
E377	E377Call Blockade Inside D1 St.01	
E378	E378Call Blockade Inside D1 St.01	
E379	E379Call Blockade Inside D1 St.01	
E380	E380Call Blockade Inside D1 St.01	
E381	E381Call Blockade Inside D1 St.01	
E382	E382Call Blockade Inside D1 St.01	
E383	E383Call Blockade Inside D1 St.01	
E384	E384Call Blockade Inside D2 St.01	
E385	E385Call Blockade Inside D2 St.02	
E386	E386Call Blockade Inside D2 St.03	
E387	E387Call Blockade Inside D2 St.04	
E388	E388Call Blockade Inside D2 St.05	
E389	E389Call Blockade Inside D2 St.06	
E390	E390Call Blockade Inside D2 St.07	
E391	E391Call Blockade Inside D2 St.08	
E392	E392Call Blockade Inside D2 St.09	
E393	E393Call Blockade Inside D2 St.10	
E394	E394Call Blockade Inside D2 St.11	

E395	E395Call Blockade Inside D2 St.12	
E396	E396Call Blockade Inside D2 St.13	
E397	E397Call Blockade Inside D2 St.14	
E398	E398Call Blockade Inside D2 St.15	
E399	E399Call Blockade Inside D2 St.16	
E400	E400Call Blockade Outside D1St.01	
E401	E401Call Blockade Outside D1 St.02	
E402	E400Call Blockade Outside D1 St.03	
E403	E403Call Blockade Outside D1 St.04	
E404	E404Call Blockade Outside D1 St.05	
E405	E405Call Blockade Outside D1 St.06	
E406	E406Call Blockade Outside D1 St.07	
E407	E407Call Blockade Outside D1 St.08	
E408	E408Call Blockade Outside D1 St.09	
E409	E409Call Blockade Outside D1 St.10	
E410	E410Call Blockade Outside D1 St.11	
E411	E411Call Blockade Outside D1 St.12	
E412	E412Call Blockade Outside D1 St.13	
E413	E413Call Blockade Outside D1 St.14	
E414	E414Call Blockade Outside D1 St.15	
E415	E415Call Blockade Outside D1 St.16	
E416	E416Call Blockade Outside D2 St.01	
E417	E417Call Blockade Outside D2 St.02	
E418	E418Call Blockade Outside D2 St.03	
E419	E419Call Blockade Outside D2 St.04	
E420	E420Call Blockade Outside D2 St.05	
E421	E421Call Blockade Outside D2 St.06	
E422	E422Call Blockade Outside D2 St.07	
E423	E423Call Blockade Outside D2 St.08	
E424	E424Call Blockade Outside D2 St.09	
E425	E425Call Blockade Outside D2 St.10	
E426	E426Call Blockade Outside D2 St.11	
E427	E427Call Blockade Outside D2 St.12	
E428	E428Call Blockade Outside D2 St.13	
E429	E429Call Blockade Outside D2 St.14	
E430	E430Call Blockade Outside D2 St.15	
E431	E431Call Blockade Outside D2 St.16	
E432	E432 Pahse reversal monitoring	If „1“ ok, if “0” then errors
E433	E433 Brake- & Blockvoltage	If „1“ ok, if “0” then errors
E434	E433 Less pressure	If „1“ ok, if “0” then errors
E435	E435 Landing call off	During active entrance to ER is switched off external control
E436	E436 LED matrix out of operation	During active entrance LED matrix becomes to ER powr down
E437	E437 Car Person Senor	
E438	E438 Brake open monitor 2. coil	
E439	E439 Brake open monitor 3. coil	
E440	E440 Car Elevator Photocell D1	Car Elevator Photocell in the car for Car position
E441	E441 Car Elevator Photocell D2	Car Elevator Photocell in the car for Car position
E442	E442 Car Elevator Photocell Middle	Car Elevator Photocell in the car for Car position
E443	E443- Lobbymonitor D1-F 01	
E444	E444- Lobbymonitor D1-F 02	
E445	E445- Lobbymonitor D1-F 03	
E446	E446- Lobbymonitor D1-F 04	
E447	E447- Lobbymonitor D1-F 05	
E448	E448- Lobbymonitor D1-F 06	
E449	E449- Lobbymonitor D1-F 07	
E450	E450- Lobbymonitor D1-F 08	
E451	E451- Lobbymonitor D2-F 01	
E452	E452- Lobbymonitor D2-F 02	
E453	E453- Lobbymonitor D2-F 03	
E454	E454- Lobbymonitor D2-F 04	
E455	E455- Lobbymonitor D2-F 05	
E456	E456- Lobbymonitor D2-F 06	
E457	E457- Lobbymonitor D2-F 07	
E458	E458- Lobbymonitor D2-F08	
E459	E459-Controlercabinet Door Open	High signal, if the door is open
E460	E460 Controlercabinet Door Open Invers	Low signal, if the door is open
E461	E461 Startdelay UP	High signal for Waiting (Door Open Command)

E462	E462 Battery-evacuation	Normal Travel with Battery / USV are possible
E463	E463 Attendant Mode ON	If there is a pulse, then switch ON
E464	E464 Attendant Mode OFF	If there is a pulse, then switch OFF
E465	E465 Attendant Mode UP	During the High signal, the door is closing and after that ist starts up.
E466	E466 Attendant Mode DOWN	During the High signal, the door is closing and after that ist starts down.
E467	E467 Attendant Mode Land.Con.Off	Toggle-Input for switching off the landing Control
E468	E468 Send Controler	When the input is high, then Send-Controlling
E469	E469 Reset all calls	When "1" then all adjacent calls cleared
E470	E470 Door Slice-OFF	When "1" then the door lock function is turned off, if active
E471	E471 Flash Output	Highsignal for the Blink Output
E472	E472 Release Door	
E473	E473 Flap COP	
E474	E474 Main Contactor No.	Additional contactor monitoring chain via normally open contacts
E475	E 475 Rope Stretching	By using the Weight Watcher Henning loadmeasuresystems the error rope stretching can be evaluated by the controller.
E476	E 476 Startdelay UP & Down	Function for the Acceleration
E477	E 477 Deadman Mode	If the input is active the controller is transferred to the dead man mode.
E478	E478 Universal-input -5	Input for Universal-Output-5
E479	E479 Universal-input –6	Input for Universal-Output -6
E480	E480 Universal-input –7	Input for Universal-Output -7
E481	E481 Universal-input –8	Input for Universal-Output -8
E482	E482 Universal-input –9	Input for Universal-Output -9
E483	E483 Universal-input –10	Input for Universal-Output -10
E484	E484 Universal-input -11	Input for Universal-Output -11
E485	E485 Universal-input –12	Input for Universal-Output -12
E486	E486 Universal-input –13	Input for Universal-Output -13
E487	E487 Universal-input -14	Input for Universal-Output -14
E488	E488 Universal-input -15	Input for Universal-Output -15
E489	E489 Timerrelay 1 Reset	Input for Reset the timerelay 1
E490	E490 Timerrelay 2 Reset	Input for Reset the timerelay 2
E491	E491 Floorcalls OFF	Landing calls are not accepted
E492	E492 Temerature Heat Travel	Thermostat input for the heating function
E493	E493 UCM Status 1	Input channel for the EN81-A3 Function for UCM-Status 1
E494	E494 UCM Status 2	Input channel for the EN81-A3 Function for UCM-Status 2
E495	E495 UCM Status 3	Input channel for the EN81-A3 Function for UCM-Status 3
E496	E496 TV60-1	Synchronous monitoring channel 1 of the TV60-1
E497	E497 TV60-2	Synchronous monitoring channel 2 of the TV60-1
E498	E498 OSKAR Release	FRAPORT – Safety system OSKAR
E499	E498 OSKAR Wait	FRAPORT – Safety system OSKAR
E500	E500 OSKAR Block	FRAPORT – Safety system OSKAR
E501	E501 OSKAR OFF	FRAPORT – Safety system OSKAR
E502	E502 Parking Fill	When the level is „1“ then the fill-operation is active.
E503	E503 Parking Empty	When the level is „1“ then the empty-operation is active.
E504	E504 TV60-3	Synchronous monitoring channel 1 of the TV60-2
E505	E505 TV60-4	Synchronous monitoring channel 2 of the TV60-2
E506	E506 RESET Brake monitoring	Possibility of external reset during braking control elements and A3 case.
E507	E507 Batterymonitoring 1	Monitoring of the battery of EOS or other units
E508	E508 Batterymonitoring 2	Monitoring of the battery of EOS or other units
E509	E509 Rubber Skirt	Function for Monitoring the rubber skirt
E510	E510 Fire Sensor Floor 01 Door 2	Input for Fire Evaquation - Fire Sensor Floor 01 Door 2
E511	E511 Fire Sensor Floor 02 Door 2	Input for Fire Evaquation - Fire Sensor Floor 02 Door 2
E512	E512 Fire Sensor Floor 03 Door 2	Input for Fire Evaquation - Fire Sensor Floor 03 Door 2
E513	E513 Fire Sensor Floor 04 Door 2	Input for Fire Evaquation - Fire Sensor Floor 04 Door 2
E514	E514 Fire Sensor Floor 05 Door 2	Input for Fire Evaquation - Fire Sensor Floor 05 Door 2
E515	E515 Fire Sensor Floor 06 Door 2	Input for Fire Evaquation - Fire Sensor Floor 06 Door 2
E516	E516 Fire Sensor Floor 07 Door 2	Input for Fire Evaquation - Fire Sensor Floor 07 Door 2
E517	E517 Fire Sensor Floor 08 Door 2	Input for Fire Evaquation - Fire Sensor Floor 08 Door 2
E518	E518 Door 1 Manual Opening	Input channel for Door 1 Manual Opening
E519	E519 Door 1 Manual Closing	Input channel for Door 1 Manual Closing
E520	E520 Door 2 Manual Opening	Input channel for Door 2 Manual Opening
E521	E521 Door 2 Manual Closing	Input channel for Door 2 Manual Closing
E522	E522 Hazardous Transport Off	Input function to switch off the Hazardous Transport
E523	E523 Reset Door is Ready	Input channel for Reset funktion Door is Ready
E524	E524 Quickstart Monitor	Input channel for monitoring the relay function of K69
E525	E525 Car Light Sensor	Input channel for the car light sensor to monitor the car light
E526	E526 Car Preference Call Pulse	
E527	E527 Car Preference Call Release	
E528	E528 Inspection E-A 68	Inspection ON / OFF in the pit, „0“=ON / „1“ = OFF

E529	E529 Inspection UP 68A	Inspection UP in the pit, „1“ = UP
E530	E531 Inspection DOWN 68B	Inspection DOWN in the pit, „1“ = DOWN
E531	E532 Inspection FAST 68C	Inspection Schnelltaster in the pit, „1“ = FAST
E532	E532 Inspection Pit: Reset	Reset fort he Shaft-Door Bottom (EN81-20/50) „1“ = Reset
E533	E533 Automatic Car-Call	If the level is „1“, than the automatic Car-Call is OFF in the Menü B21
E534	E534 Puls Energy	Counterlevel Energy-Counter is increasing for 1 KWh
E535	E535 Puls Recover Energy	Counterlevel Recover Energy-Counter is increasing for 1 KWh
E536	E536 Overvoltage Monitor	If the level is „1“, than there is Message Overvoltage of the Monitoring
E537	E537 Fan Monitor	If the level is „0“, than Errormessage of the Cabinet-fan
E538	E538 Light Monitor	If the level is „0“, than Errormessage of the Carlight (One Light is Out-of-order)
E539	E539 Doorstep-Heating-1	If the level is „0“, than Error
E540	E540 Doorstep-Heating -2	If the level is „0“, than Error
E541	E541 Doorstep-Heating -3	If the level is „0“, than Error
E542	E542 Doorstep-Heating -4	If the level is „0“, than Error
E543	E543 Electric Socket Monitoring	If the level is „0“, than Error
E544	E444 Fan Monitoring Active	If the level is „1“,than Monitoring-function E537 is active
E545	E545 Carfan Monitoring	If the level is „0“, than Error
E546	E546 Carfan Monitoring Active	If the level is „1“, than Monitoring-function E545 is active
E547	E547-Controler & Light OFF-3	Like Standby travel E16, but with errormessage
E548	E548- Controler & Light OFF t Aus-4	Like Standby travel E362, but with errormessage
E549	E549-USV-System	If the level is „1“, than ok
E550	E550-USV Accu	If the level is „1“, than ok
E551	E551 FF CarCall Reset	FireFighter: Erase the Carcalls (FW-Düsseldorf)

B73- I/O Setup

	Frame-30	Frame-31	Frame-32	Frame-33	Frame-34	Frame-35
	0KS-4HS Hydraulic	**1KS-7HS Hydraulic**	**1KS- Hydraulic-ER**	**2KS-6HS Hydraulic**	**2KS- Hydraulic-ER**	**2KS- Hydraulic-GR**
K301	Pre-controlling S-D	Pre-controlling S-D	Pre-controlling S-D	Pre-controlling S-D	Pre-controlling S-D	Pre-controlling S-D
K302	Pre-controlling Down	Pre-controlling Down	Pre-controlling Down	Pre-controlling Down	Pre-controlling Down	Pre-controlling Down
K303	Pre-controlling Up	Pre-controlling Up	Pre-controlling Up	Pre-controlling Up	Pre-controlling Up	Pre-controlling Up
K304	Valve slow V0	Valve slow V0	Valve slow V0	Valve slow V0	Valve slow V0	Valve slow V0
K305	Valve fast V2	Valve fast V2	Valve fast V2	Valve fast V2	Valve fast V2	Valve fast V2
K401	Door-controlling D1 open	Door-controlling D1 open	Door-controlling D1 open	Door-controlling D1 open	Door-controlling D1 open	Door-controlling D1 open
K402	Door-controlling D1 close	Door-controlling D1 close	Door-controlling D1 close	Door-controlling D1 close	Door-controlling D1 close	Door-controlling D1 close
K403	Door-controlling D2 open	Door-controlling D2 open	Door-controlling D2 open	Door-controlling D2 open	Door-controlling D2 open	Door-controlling D2 open
K404	Door-controlling D2 close	Door-controlling D2 close	Door-controlling D2 close	Door-controlling D2 close	Door-controlling D2 close	Door-controlling D2 close
K405	Car Fan	Car Fan	Car Fan	Car Fan	Car Fan	Car Fan
ZA-0	SiS-State	SiS-State	SiS-State	SiS-State	SiS-State	SiS-State
ZA-1	SiS-Zone	SiS-Zone	SiS-Zone	SiS-Zone	SiS-Zone	SiS-Zone
ZA-2	Releveling output	Releveling output	Releveling output	Releveling output	Releveling output	Releveling output
ZA-3	Hyd. Drive top of the ramp	Hyd. Drive top of the ramp	Hyd. Drive top of the ramp	Hyd. Drive top of the ramp	Hyd. Drive top of the ramp	Hyd. Drive top of the ramp
ZA-4	Overload Input	Overload Input	Overload Input	Overload Input	Overload Input	Overload Input
ZA-5	Return E/A	Return E/A	Return E/A	Return E/A	Return E/A	Return E/A
ZA-6	Return Up	Return Up	Return Up	Return Up	Return Up	Return Up
ZA-7	Return Down	Return Down	Return Down	Return Down	Return Down	Return Down
ZB-0	Contactor monitoring	Contactor monitoring	Contactor monitoring	Contactor monitoring	Contactor monitoring	Contactor monitoring
ZB-1	Outside control Off	Outside control Off	Outside control Off	Outside control Off	Outside control Off	Outside control Off
ZB-2	Pre-controlling Up	Pre-controlling Up	Pre-controlling Up	Pre-controlling Up	Pre-controlling Up	Pre-controlling Up
ZB-3	Button Door 1 open	Case of fire prio. 1	Case of fire prio. 1	Case of fire prio. 1	Case of fire prio. 1	Case of fire prio. 1
ZB-4	Button Door 1 close	Arrow on Down St 02	Case of fire prio. 2	Arrow on Down St 02	Case of fire prio. 2	Case of fire prio. 2
ZB-5	Photocell D1	Arrow on Down St 03	Collect faulf signal	Arrow on Down St 03	Collect faulf signal	Collect faulf signal
ZB-6	Car stand St 02	Arrow on Down St 04	Not in Use	Arrow on Down St 04	Not in Use	Not in Use
ZB-7	Car stand St 03	Arrow on Down St 05	Control& light off	Arrow on Down St 05	Control& light off	Control& light off
ZC-0	Car Call – St 01	Arrow on Down St 06	Fire Detector St 01	Arrow on Down St 06	Fire Detector St 01	Fire Detector St 01
ZC-1	Car Call – St 02	Arrow on Down St 07	Fire Detector St 02	Arrow on Up St 01	Fire Detector St 02	Fire Detector St 02
ZC-2	Car Call – St 03	Arrow on Up St 01	Fire Detector St 03	Arrow on Up St 02	Fire Detector St 03	Fire Detector St 03
ZC-3	Car Call – St 04	Arrow on Up St 02	Fire Detector St 04	Arrow on Up St 03	Fire Detector St 04	Fire Detector St 04
ZC-4	L. Call Down St 01	Arrow on Up St 03	Fire Detector St 05	Arrow on Up St 04	Fire Detector St 05	Fire Detector St 05
ZC-5	L. Call Down St 02	Arrow on Up St 04	Fire Detector St 06	Arrow on Up St 05	Fire Detector St 06	Fire Detector St 06
ZC-6	L. Call Down St 03	Arrow on Up St 05	Fire Detector St 07	L. Call Down St 02	Fire Detector St 07	Fire Detector St 07
ZC-7	L. Call Down St 04	Arrow on Up St 06	Fire Detector St 08	L. Call Down St 03	Fire Detector St 08	Fire Detector St 08
ZD-0	S13B Correction bottom	L. Call Down St 01	Floor Blockade St 01	L. Call Down St 04	Floor Blockade St 01	Floor Blockade St 01
ZD-1	S13A Correction top	L. Call Down St 02	Floor Blockade St 02	L. Call Down St 05	Floor Blockade St 02	Floor Blockade St 02
ZD-2	S12B Level Down	L. Call Down St 03	Floor Blockade St 03	L. Call Down St 06	Floor Blockade St 03	Floor Blockade St 03
ZD-3	S12A Level Up	L. Call Down St 04	Floor Blockade St 04	L. Call Up St 01	Floor Blockade St 04	Floor Blockade St 04
ZD-4	Fast button Insp.	L. Call Down St 05	Floor Blockade St 05	L. Call Up St 02	Floor Blockade St 05	Floor Blockade St 05
ZD-5	Inspection Down	L. Call Down St 06	Floor Blockade St 06	L. Call Up St 03	Floor Blockade St 06	Floor Blockade St 06
ZD-6	Inspection Up	L. Call Down St 07	Floor Blockade St 07	L. Call Up St 04	Floor Blockade St 07	Floor Blockade St 07
ZD-7	Inspection on/off	Controller& light off	Floor Blockade St 08	L. Call Up St 05	Floor Blockade St 08	Floor Blockade St 08
401	Emergency power operation	Emergency power operation	Emergency power operation	Emergency power operation	Emergency power operation	Emergency power operation
S30	Car Light Off	Car Light Off	Car Light Off	Car Light Off	Car Light Off	Car Light Off
Description car Controller FKR:						
FE-0		Overload	Overload	Overload	Overload	Overload
FE-1		Security photo cell	Security photo cell	Security photo cell	Security photo cell	Security photo cell
FE-2		Full load	Full load	Full load	Full load	Full load
FE-3		No Function	No Function	No Function	No Function	No Function
FE-4		No Function	No Function	No Function	No Function	No Function
FE-5		No Function	No Function	No Function	No Function	No Function
FE-6		No Function	No Function	No Function	No Function	No Function
FE-7		No Function	No Function	No Function	No Function	No Function
FF-0		Photo cell D1	Photo cell D1	Photo cell D1	Photo cell D1	Photo cell D1
FF-1		Reverse contact D1	Reverse contact D1	Reverse contact D1	Reverse contact D1	Reverse contact D1
FF-2		Door end switcher Open D1	Door end switcher Open D1	Door end switcher Open D1	Door end switcher Open D1	Door end switcher Open D1
FF-3		Door end switcher Close D1	Door end switcher Close D1	Door end switcher Close D1	Door end switcher Close D1	Door end switcher Close D1
FF-4		Photo cell D2	Photo cell D2	Photo cell D2	Photo cell D2	Photo cell D2
FF-5		Reverse-contact D2	Reverse-contact D2	Reverse-contact D2	Reverse-contact D2	Reverse-contact D2
FF-6		Door end switcher Open D2	Door end switcher Open D2	Door end switcher Open D2	Door end switcher Open D2	Door end switcher Open D2
FF-7		Door end switcher Close D2	Door end switcher Close D2	Door end switcher Close D2	Door end switcher Close D2	Door end switcher Close D2

Car Call PCB EIT						
IC-0		A- Car Pos. Indic.-1	A- Car Pos. Indic.-1	A- Car Pos. Indic.-1	A- Car Pos. Indic.-1	A- Car Pos. Indic.-1
IC-1		A- Car Pos. Indic.-2	A- Car Pos. Indic.-2	A- Car Pos. Indic.-2	A- Car Pos. Indic.-2	A- Car Pos. Indic.-2
IC-2		A- Car Pos. Indic.-3	A- Car Pos. Indic.-3	A- Car Pos. Indic.-3	A- Car Pos. Indic.-3	A- Car Pos. Indic.-3
IC-3		A- Car Pos. Indic.-4	A- Car Pos. Indic.-4	A- Car Pos. Indic.-4	A- Car Pos. Indic.-4	A- Car Pos. Indic.-4
IC-4		A- Car Pos. Indic.-5	A- Car Pos. Indic.-5	A- Car Pos. Indic.-5	A- Car Pos. Indic.-5	A- Car Pos. Indic.-5
IC-5		A- Car Pos. Indic.-6	A- Car Pos. Indic.-6	A- Car Pos. Indic.-6	A- Car Pos. Indic.-6	A- Car Pos. Indic.-6
IC-6		A- Car Pos. Indic.-7	A- Car Pos. Indic.-7	A- Car Pos. Indic.-7	A- Car Pos. Indic.-7	A- Car Pos. Indic.-7
IC-7		A- Car Pos. Indic.-8	A- Car Pos. Indic.-8	A- Car Pos. Indic.-8	A- Car Pos. Indic.-8	A- Car Pos. Indic.-8
ID-0		Car Call – St 01	Car Call – St 01	Car Call – St 01	Car Call – St 01	Car Call – St 01
ID-1		Car Call – St 02	Car Call – St 02	Car Call – St 02	Car Call – St 02	Car Call – St 02
ID-2		Car Call – St 03	Car Call – St 03	Car Call – St 03	Car Call – St 03	Car Call – St 03
ID-3		Car Call – St 04	Car Call – St 04	Car Call – St 04	Car Call – St 04	Car Call – St 04
ID-4		Car Call – St 05	Car Call – St 05	Car Call – St 05	Car Call – St 05	Car Call – St 05
ID-5		Car Call – St 06	Car Call – St 06	Car Call – St 06	Car Call – St 06	Car Call – St 06
ID-6		Car Call – St 07	Car Call – St 07	Car Call – St 07	Car Call – St 07	Car Call – St 07
ID-7		Car Call – St 08	Car Call – St 08	Car Call – St 08	Car Call – St 08	Car Call – St 08
IE-0		Door 1 Button Open	Door 1 Button Open	Door 1 Button Open	Door 1 Button Open	Door 1 Button Open
IE-1		Door 1 Button Close	Door 1 Button Close	Door 1 Button Close	Door 1 Button Close	Door 1 Button Close
IE-2		Door 2 Button Open	Door 2 Button Open	Door 2 Button Open	Door 2 Button Open	Door 2 Button Open
IE-3		Overload Display	Overload Display	Overload Display	Overload Display	Overload Display
IE-4		Fan Button	Fan Button	Fan Button	Fan Button	Fan Button
IE-5		Car Priority	Car Priority	Car Priority	Car Priority	Car Priority
IE-6		Car Arrow Up	Car Arrow Up	Car Arrow Up	Car Arrow Up	Car Arrow Up
IE-7		Car Arrow Down	Car Arrow Down	Car Arrow Down	Car Arrow Down	Car Arrow Down
Description Remote Station Outputs:						
2xC		Landing Call D.2. Up	Landing Call D.2. Up	Landing Call D.2. Up	Landing Call D.2. Up	Landing Call D.2. Up
2xD		Landing Call D. 2 Up	Landing Call D. 2 Up	Landing Call D. 2 Up	Landing Call D. 2 Up	Landing Call D. 2 Up
97A		A201 ER Arrow D1 Up	A201 ER Arrow D1 Up	A201 ER Arrow D1 Up	A201 ER Arrow D1 Up	A201 ER Arrow D1 Up
98A		A202 ER Arrow D1 Down	A202 ER Arrow D1 Down	A202 ER Arrow D1 Down	A202 ER Arrow D1 Down	A202 ER Arrow D1 Down
97B		A203 ER Arrow D2 Up	A203 ER Arrow D2 Up	A203 ER Arrow D2 Up	A203 ER Arrow D2 Up	A203 ER Arrow D2 Up
98B		A203 Er Arrow D2 Down	A203 Er Arrow D2 Down	A203 Er Arrow D2 Down	A203 Er Arrow D2 Down	A203 Er Arrow D2 Down
Descript Expansion Unit:						
21g	Elevator in drive	Elevator in drive	Elevator in drive	Elevator in drive	Elevator in drive	Elevator in drive
22g	Door & Block contact	Door & Block contact	Door & Block contact	Door & Block contact	Door & Block contact	Door & Block contact
23g	Safety switch	Safety switch	Safety switch	Safety switch	Safety switch	Safety switch
24g	Ready For Use	Ready For Use	Ready For Use	Ready For Use	Ready For Use	Ready For Use
25g	Calls are present	Calls are present	Calls are present	Calls are present	Calls are present	Calls are present
26g	Com. Door1 open	Com. Door1 open	Com. Door1 open	Com. Door1 open	Com. Door1 open	Com. Door1 open
27g	Com. Door1 close	Com. Door1 close	Com. Door1 close	Com. Door1 close	Com. Door1 close	Com. Door1 close
28g	Drive without door opening	Drive without door opening	Drive without door opening	Drive without door opening	Drive without door opening	Drive without door opening
29g	/normal operation/	/normal operation/	/normal operation/	/normal operation/	/normal operation/	/normal operation/
30g	Com. Door2 open	Com. Door2 open	Com. Door2 open	Com. Door2 open	Com. Door2 open	Com. Door2 open
31g	Com. Door2 close	Com. Door2 close	Com. Door2 close	Com. Door2 close	Com. Door2 close	Com. Door2 close
32g	free	free	free	free	free	
33g	free	free	free	free	free	
34g	free	free	free	free	free	
35g	free	free	free	free	free	
36g	free	free	free	free	free	
37g	free	free	free	free	free	
38g	free	free	free	free	free	
39g	free	free	free	free	free	
40g	free	free	free	free	free	
41g	free	free	free	free	free	
42g	free	free	free	free	free	
43g	free	free	free	free	free	
44g	free	free	free	free	free	

	Frame-36	Frame -37	Frame -38	Frame -39	Frame -40	Frame 41
	0KS-4HS Rope	**1KS-7HS Rope**	**1KS- Rope-ER**	**2KS-6HS Rope-Ung**	**2KS- Rope-ER**	**2KS- Rope-GR**
K301	Pre-controlling Down	Pre-controlling Down	Pre-controlling Down	Pre-controlling Down	Pre-controlling Down	Pre-controlling Down
K302	Pre-controlling Up	Pre-controlling Up	Pre-controlling Up	Pre-controlling Up	Pre-controlling Up	Pre-controlling Up
K303	Pre contr. fast	Pre contr. fast	Pre contr. fast	Pre contr. fast	Pre contr. fast	Pre contr. fast
K304	Pre contr. slow	Pre contr. slow	Pre contr. slow	Pre contr. slow	Pre contr. slow	Pre contr. slow
K305	Locked magnet	Locked magnet	Locked magnet	Locked magnet	Locked magnet	Locked magnet
K401	Door-controlling D1 open	Door-controlling D1 open	Door-controlling D1 open	Door-controlling D1 open	Door-controlling D1 open	Door-controlling D1 open
K402	Door-controlling D1 close	Door-controlling D1 close	Door-controlling D1 close	Door-controlling D1 close	Door-controlling D1 close	Door-controlling D1 close
K403	Door-controlling D2 open	Door-controlling D2 open	Door-controlling D2 open	Door-controlling D2 open	Door-controlling D2 open	Door-controlling D2 open
K404	Door-controlling D2 close	Door-controlling D2 close	Door-controlling D2 close	Door-controlling D2 close	Door-controlling D2 close	Door-controlling D2 close
K405	Car Fan	Car Fan	Car Fan	Car Fan	Car Fan	Car Fan
ZA-0	SiS-State	SiS-State	SiS-State	SiS-State	SiS-State	SiS-State
ZA-1	SiS-Zone	SiS-Zone	SiS-Zone	SiS-Zone	SiS-Zone	SiS-Zone
ZA-2	Releveling output	Releveling output	Releveling output	Releveling output	Releveling output	Releveling output
ZA-3	Brake open monitor	Brake open monitor	Brake open monitor	Brake open monitor	Brake open monitor	Brake open monitor
ZA-4	Overload Input	Overload Input	Overload Input	Overload Input	Overload Input	Overload Input
ZA-5	Return E/A	Return E/A	Return E/A	Return E/A	Return E/A	Return E/A
ZA-6	Return Up	Return Up	Return Up	Return Up	Return Up	Return Up
ZA-7	Return Down	Return Down	Return Down	Return Down	Return Down	Return Down
ZB-0	Controlling D1 Open	Controlling D1 Open	Controlling D1 Open	Controlling D1 Open	Controlling D1 Open	Controlling D1 Open
ZB-1	Controlling D1 Close	Controlling D1 Close	Controlling D1 Close	Controlling D1 Close	Controlling D1 Close	Controlling D1 Close
ZB-2	Outdoor control Off	Controlling D2 Open	Controlling D2 Open	Controlling D2 Open	Controlling D2 Open	Controlling D2 Open
ZB-3	Remote Switcher	Controlling D2 Close	Controlling D2 Close	Controlling D2 Close	Controlling D2 Close	Controlling D2 Close
ZB-4	Controlling D1 Op.	Arrow on Down F02	Case of fire prio. 1	Arrow on Down F02	Case of fire prio. 1	Case of fire prio. 1
ZB-5	Controlling D1 Cl.	Arrow on Down F03	Collect faulf signal	Arrow on Down F03	Collect faulf signal	Collect faulf signal
ZB-6	Car Pos. Ind.HS02	Arrow on Down F04	Not in Use	Arrow on Down F04	Not in Use	Not in Use
ZB-7	Car Pos. Ind.HS03	Arrow on Down F05	Controller & light off	Arrow on Down F05	Controller & light off	Controller & light off
ZC-0	Car Call – St 01	Arrow on Down F06	Fire Detector St01	Arrow on Down F06	Fire Detector St 01	Fire Detector St 01
ZC-1	Car Call – St 02	Arrow on Down F07	Fire Detector St02	Arrow on Up F01	Fire Detector St 02	Fire Detector St 02
ZC-2	Car Call – St 03	Arrow on Up F01	Fire Detector St03	Arrow on Up F02	Fire Detector St 03	Fire Detector St 03
ZC-3	Car Call – St 04	Arrow on Up F02	Fire Detector St04	Arrow on Up F03	Fire Detector St 04	Fire Detector St 04
ZC-4	L. Call Down St 01	Arrow on Up F03	Fire Detector St05	Arrow on Up F04	Fire Detector St 05	Fire Detector St 05
ZC-5	L. Call Down St 02	Arrow on Up F04	Fire Detector St06	Arrow on Up F05	Fire Detector St 06	Fire Detector St 06
ZC-6	L. Call Down St 03	Arrow on Up F05	Fire Detector St07	L. Call Down St 02	Fire Detector St 07	Fire Detector St 07
ZC-7	L. Call Down St 04	Arrow on Up F06	Fire Detector St08	L. Call Down St 03	Fire Detector St 08	Fire Detector St 08
ZD-0	S13B Correction bot.	L. Call Down St 01	Floor Blockade St01	L. Call Down St 04	Floor Blockade St 01	Floor Blockade St 01
ZD-1	S13A Correction top	L. Call Down St 02	Floor Blockade St 02	L. Call Down St 05	Floor Blockade St02	Floor Blockade St 02
ZD-2	S12B Level Down	L. Call Down St 03	Floor Blockade St 03	L. Call Down St 06	Floor Blockade St03	Floor Blockade St 03
ZD-3	S12A Level Up	L. Call Down St 04	Floor Blockade St 04	L. Call Up St 01	Floor Blockade St04	Floor Blockade St 04
ZD-4	Fast button Insp.	L. Call Down St 05	Floor Blockade St 05	L. Call Up St 02	Floor Blockade St05	Floor Blockade St 05
ZD-5	Inspection Down	L. Call Down St 06	Floor Blockade St 06	L. Call Up St 03	Floor Blockade St06	Floor Blockade St 06
ZD-6	Inspection Up	L. Call Down St 07	Floor Blockade St 07	L. Call Up St 04	Floor Blockade St07	Floor Blockade St 07
ZD-7	Inspection on/off	Control & Light off	Floor Blockade St 08	L. Call Up St 05	Floor Blockade St08	Floor Blockade St 08
401	Emergency power operation	Emergency power operation	Emergency power operation	Emergency power operation	Emergency power operation	Emergency power operation
S30	Car Light Off	Car Light Off	Car Light Off	Car Light Off	Car Light Off	Car Light Off
Fahrkorbrechner FKR						
FE-0		Overload	Overload	Overload	Overload	Overload
FE-1		Security photo cell	Security photo cell	Security photo cell	Security photo cell	Security photo cell
FE-2		Full Load	Full Load	Full Load	Full Load	Full Load
FE-3		No Function	No Function	No Function	No Function	No Function
FE-4		No Function	No Function	No Function	No Function	No Function
FE-5		No Function	No Function	No Function	No Function	No Function
FE-6		No Function	No Function	No Function	No Function	No Function
FE-7		No Function	No Function	No Function	No Function	No Function
FF-0		Photo cell D1	Photo cell D1	Photo cell D1	Photo cell D1	Photo cell D1
FF-1		Reverse contact D1	Reverse contact D1	Reverse contact D1	Reverse contact D1	Reverse contact D1
FF-2		Door end switcher Open D1	Door end switcher Open D1	Door end switcher Open D1	Door end switcher Open D1	Door end switcher Open D1
FF-3		Door end switcher Close D1	Door end switcher Close D1	Door end switcher Close D1	Door end switcher Close D1	Door end switcher Close D1
FF-4		Photo cell D2	Photo cell D2	Photo cell D2	Photo cell D2	Photo cell D2
FF-5		Reverse-contact D2	Reverse-contact D2	Reverse-contact D2	Reverse-contact D2	Reverse-contact D2
FF-6		Door end switcher	Door end switcher	Door end switcher	Door end switcher	Door end switcher

		Open D2	Open D2	Open D2	Open D2	Open D2
FF-7		Door end switcher Close D2	Door end switcher Close D2	Door end switcher Close D2	Door end switcher Close D2	Door end switcher Close D2
Innentableauplatine EIT						
IC-0		O- Car Pos. Indic.-1	O- Car Pos. Indic.-1	O- Car Pos. Indic.-1	O- Car Pos. Indic.-1	O- Car Pos. Indic.-1
IC-1		O- Car Pos. Indic.-2	O- Car Pos. Indic.-2	O- Car Pos. Indic.-2	O- Car Pos. Indic.-2	O- Car Pos. Indic.-2
IC-2		O- Car Pos. Indic.-3	O- Car Pos. Indic.-3	O- Car Pos. Indic.-3	O- Car Pos. Indic.-3	O- Car Pos. Indic.-3
IC-3		O- Car Pos. Indic.-4	O- Car Pos. Indic.-4	O- Car Pos. Indic.-4	O- Car Pos. Indic.-4	O- Car Pos. Indic.-4
IC-4		O- Car Pos. Indic.-5	O- Car Pos. Indic.-5	O- Car Pos. Indic.-5	O- Car Pos. Indic.-5	O- Car Pos. Indic.-5
IC-5		O- Car Pos. Indic.-6	O- Car Pos. Indic.-6	O- Car Pos. Indic.-6	O- Car Pos. Indic.-6	O- Car Pos. Indic.-6
IC-6		O- Car Pos. Indic.-7	O- Car Pos. Indic.-7	O- Car Pos. Indic.-7	O- Car Pos. Indic.-7	O- Car Pos. Indic.-7
IC-7		O- Car Pos. Indic.-8	O- Car Pos. Indic.-8	O- Car Pos. Indic.-8	O- Car Pos. Indic.-8	O- Car Pos. Indic.-8
ID-0		Car Call – St 1	Car Call – St 1	Car Call – St 1	Car Call – St 1	Car Call – St 1
ID-1		Car Call – St 2	Car Call – St 2	Car Call – St 2	Car Call – St 2	Car Call – St 2
ID-2		Car Call – St 3	Car Call – St 3	Car Call – St 3	Car Call – St 3	Car Call – St 3
ID-3		Car Call – St 4	Car Call – St 4	Car Call – St 4	Car Call – St 4	Car Call – St 4
ID-4		Car Call – St 5	Car Call – St 5	Car Call – St 5	Car Call – St 5	Car Call – St 5
ID-5		Car Call – St 6	Car Call – St 6	Car Call – St 6	Car Call – St 6	Car Call – St 6
ID-6		Car Call – St 7	Car Call – St 7	Car Call – St 7	Car Call – St 7	Car Call – St 7
ID-7		Car Call – St 8	Car Call – St 8	Car Call – St 8	Car Call – St 8	Car Call – St 8
IE-0		Door 1 Button Open	Door 1 Button Open	Door 1 Button Open	Door 1 Button Open	Door 1 Button Open
IE-1		Door 1 Button Close	Door 1 Button Close	Door 1 Button Close	Door 1 Button Close	Door 1 Button Close
IE-2		Door 2 Button Open	Door 2 Button Open	Door 2 Button Open	Door 2 Button Open	Door 2 Button Open
IE-3		Overload Display	Overload Display	Overload Display	Overload Display	Overload Display
IE-4		Fan Button	Fan Button	Fan Button	Fan Button	Fan Button
IE-5		Car priority	Car priority	Car priority	Car priority	Car priority
IE-6		Car Arrow Up	Car Arrow Up	Car Arrow Up	Car Arrow Up	Car Arrow Up
IE-7		Car Arrow Down	Car Arrow Down	Car Arrow Down	Car Arrow Down	Car Arrow Down
Description Remote Station ER Outputs:						
2xC		Landing call D2 up	Landing call D2 up	Landing call D2 up	Landing call D2 up	Landing call D2 up
2xD		Landing call D2 up	Landing call D2 up	Landing call D2 up	Landing call D2 up	Landing call D2 up
97A		A201 ER Arrow D1 Up	A201 ER Arrow D1 Up	A201 ER Arrow D1 Up	A201 ER Arrow D1 Up	A201 ER Arrow D1 Up
98A		A202 ER Arrow D1 Down	A202 ER Arrow D1 Down	A202 ER Arrow D1 Down	A202 ER Arrow D1 Down	A202 ER Arrow D1 Down
97B		A203 ER Arrow D2 Up	A203 ER Arrow D2 Up	A203 ER Arrow D2 Up	A203 ER Arrow D2 Up	A203 ER Arrow D2 Up
98B		A203 ER Arrow D2 Down	A203 ER Arrow D2 Down	A203 ER Arrow D2 Down	A203 ER Arrow D2 Down	A203 ER Arrow D2 Down
Descript expansion Unit:						
21g	Elevator in drive	Elevator in drive	Elevator in drive	Elevator in drive	Elevator in drive	Elevator in drive
22g	Door& block contact	Door& block contact	Door& block contact	Door& block contact	Door& block contact	Door& block contact
23g	Safety switch	Safety switch	Safety switch	Safety switch	Safety switch	Safety switch
24g	Ready For Use	Ready For Use	Ready For Use	Ready For Use	Ready For Use	Ready For Use
25g	Calls are present	Calls are present	Calls are present	Calls are present	Calls are present	Calls are present
26g	Com. Door1 open	Com. Door1 open	Com. Door1 open	Com. Door1 open	Com. Door1 open	Com. Door1 open
27g	Com. Door1 close	Com. Door1 close	Com. Door1 close	Com. Door1 close	Com. Door1 close	Com. Door1 close
28g	Drive without door opening	Drive without door opening	Drive without door opening	Drive without door opening	Drive without door opening	Drive without door opening
29g	/normal operation/	/normal operation/	/normal operation/	/normal operation/	/normal operation/	/normal operation/
30g	Com. Door2 open	Com. Door2 open	Com. Door2 open	Com. Door2 open	Com. Door2 open	Com. Door2 open
31g	Com. Door2 close	Com. Door2 close	Com. Door2 close	Com. Door2 close	Com. Door2 close	Com. Door2 close
32g	free	free	free	free	free	
33g	free	free	free	free	free	
34g	free	free	free	free	free	
35g	free	free	free	free	free	
36g	free	free	free	free	free	
37g	free	free	free	free	free	
38g	free	free	free	free	free	
39g	free	free	free	free	free	
40g	free	free	free	free	free	
41g	free	free	free	free	free	
42g	free	free	free	free	free	
43g	free	free	free	free	free	
44g	free	free	free	free	free	

	Frame-42	Frame -43	Frame -44	Frame -45	Frame -46	Frame -47
	0KS-4HS Rope F	**1KS-7HS Rope F-4**	**1KS-7HS Rope-F-A**	**1KS-ER Rope-F-4**	**1KS-ER Rope-F-A**	**2KS- 6HS-Rope-F-4**
K301	Controlling D1 open	Controlling D1 open	Controlling D1 open	Controlling D1 open	Controlling D1 open	Controlling D1 open
K302	Controlling D1 close	Controlling D1 close	Controlling D1 close	Controlling D1 close	Controlling D1 close	Controlling D1 close
K303	Controlling locked magnet	Controlling locked magnet	Controlling locked magnet	Controlling locked magnet	Controlling locked magnet	Controlling locked magnet
K304	Controller Reset speed limiter	Controller Reset speed limiter	Controller Reset speed limiter	Controller Reset speed limiter	Controller Reset speed limiter	Controller Reset speed limiter
K305	Controller Remote switcher	Controller Remote switcher	Controller Remote switcher	Controller Remote switcher	Controller Remote switcher	Controller Remote switcher
K401	Door-controlling D1 open	Door-controlling D1 open	Door-controlling D1 open	Door-controlling D1 open	Door-controlling D1 open	Door-controlling D1 open
K402	Door-controlling D1 close	Door-controlling D1 close	Door-controlling D1 close	Door-controlling D1 close	Door-controlling D1 close	Door-controlling D1 close
K403	Door-controlling D2 open	Door-controlling D2 open	Door-controlling D2 open	Door-controlling D2 open	Door-controlling D2 open	Door-controlling D2 open
K404	Door-controlling D2 close	Door-controlling D2 close	Door-controlling D2 close	Door-controlling D2 close	Door-controlling D2 close	Door-controlling D2 close
K405	Car Fan	Car Fan	Car Fan	Car Fan	Car Fan	Car Fan
ZA-0	SiS-State	SiS-State	SiS-State	SiS-State	SiS-State	SiS-State
ZA-1	SiS-Zone	SiS-Zone	SiS-Zone	SiS-Zone	SiS-Zone	SiS-Zone
ZA-2	Releveling output	Releveling output	Releveling output	Releveling output	Releveling output	Releveling output
ZA-3	Brake open monitor	Brake open monitor	Brake open monitor	Brake open monitor	Brake open monitor	Brake open monitor
ZA-4	Overload Input	Overload Input	Overload Input	Overload Input	Overload Input	Overload Input
ZA-5	Return E/A	Return E/A	Return E/A	Return E/A	Return E/A	Return E/A
ZA-6	Return Up	Return Up	Return Up	Return Up	Return Up	Return Up
ZA-7	Return Down	Return Down	Return Down	Return Down	Return Down	Return Down
ZB-0	Contactor monitor	Contactor monitor	Contactor monitor	Contactor monitor	Contactor monitor	Contactor monitor
ZB-1	Landing Calls Off	Landing Calls Off	Landing Calls Off	Landing Calls Off	Landing Calls Off	Landing Calls Off
ZB-2	Remote release reset	Controlling D1 Open	Controlling D1 Open	Controlling D1 Open	Controlling D1 Open	Controlling D1 Open
ZB-3	Photo cell D1	Controlling D1 Close	Controlling D1 Close	Controlling D1 Close	Controlling D1 Close	Controlling D1 Close
ZB-4	Car Pos. Ind.St 01	Arrow on Down St 02	Arrow on Down St 02	Fire evacuation Pri.1	Fire evacuation Prio.1	Arrow on Down St 02
ZB-5	Car Pos. Ind.St 02	Arrow on Down St 03	Arrow on Down St 03	Collect faulf signal	Collect faulf signal	Arrow on Down St 03
ZB-6	Car Pos. Ind.St 03	Arrow on Down St 04	Arrow on Down St 04	/Out of Operation/	/Out of Operation/	Arrow on Down St 04
ZB-7	Car Pos. Ind.St 04	Arrow on Down St 05	Arrow on Down St 05	Controll & Light off	Controll & Light off	Arrow on Down St 05
ZC-0	Car Call – St 1	Arrow on Down St 06	Arrow on Down St 06	Fire Detector St 01	Fire Detector St 01	Arrow on Down St 06
ZC-1	Car Call – St 2	Arrow on Down St 07	Arrow on Down St 07	Fire Detector St 02	Fire Detector St 02	Arrow on UP St 01
ZC-2	Car Call – St 3	Arrow on UP St 01	Arrow on UP St 01	Fire Detector St 03	Fire Detector St 03	Arrow on Up St 02
ZC-3	Car Call – St 4	Arrow on Up St 02	Arrow on Up St 02	Fire Detector St 04	Fire Detector St 04	Arrow on Up St 03
ZC-4	L. Call Down St 01	Arrow on Up St 03	Arrow on Up St 03	Fire Detector St 05	Fire Detector St 05	Arrow on Up St 04
ZC-5	L. Call Down St 02	Arrow on Up St 04	Arrow on Up St 04	Fire Detector St 06	Fire Detector St 06	Arrow on Up St 05
ZC-6	L. Call Down St 03	Arrow on Up St 05	Arrow on Up St 05	Fire Detector St 07	Fire Detector St 07	L. Call Down St 02
ZC-7	L. Call Down St 04	Arrow on Up St 06	Arrow on Up St 06	Fire Detector St 08	Fire Detector St 08	L. Call Down St 03
ZD-0	13B Correction bott	L. Call Down St 01	L. Call Down St 01	Floor Blockade St 01	Floor Blockade St 01	L. Call Down St 04
ZD-1	13A Correction top	L. Call Down St 02	L. Call Down St 02	Floor Blockade St 02	Floor Blockade St 02	L. Call Down St 05
ZD-2	12B Level Down	L. Call Down St 03	L. Call Down St 03	Floor Blockade St 03	Floor Blockade St 03	L. Call Down St 06
ZD-3	12A Level Up	L. Call Down St 04	L. Call Down St 04	Floor Blockade St 04	Floor Blockade St 04	L. Call Up St 01
ZD-4	Fast button Insp.	L. Call Down St 05	L. Call Down St 05	Floor Blockade St 05	Floor Blockade St 05	L. Call Up St 02
ZD-5	Inspection Down	L. Call Down St 06	L. Call Down St 06	Floor Blockade St 06	Floor Blockade St 06	L. Call Up St 03
ZD-6	Inspection Up	L. Call Down St 07	L. Call Down St 07	Floor Blockade St 07	Floor Blockade St 07	L. Call Up St 04
ZD-7	Inspection on/off	Controll & Light off	Controll & Light off	Floor Blockade St 08	Floor Blockade St 08	L. Call Up St 05
401	Emergency power operation	Emergency power operation	Emergency power operation	Emergency power operation	Emergency power operation	Emergency power operation
S30	Car Light Off	Car Light Off	Car Light Off	Car Light Off	Car Light Off	Car Light Off
Description Car Controller FKR:						
FE-0		Overlaod	Overload	Overload	Overload	Overload
FE-1		Security photo cell	Security photo cell	Security photo cell	Security photo cell	Security photo cell
FE-2		Full Load	Full Load	Full Load	Full Load	Full Load
FE-3		No Function	No Function	No Function	No Function	No Function
FE-4		No Function	No Function	No Function	No Function	No Function
FE-5		No Function	No Function	No Function	No Function	No Function
FE-6		No Function	No Function	No Function	No Function	No Function
FE-7		No Function	No Function	No Function	No Function	No Function
FF-0		Photo cell D1	Photo cell D1	Photo cell D1	Photo cell D1	Photo cell D1
FF-1		Reverse contact D1	Reverse contact D1	Reverse contact D1	Reverse contact D1	Reverse contact D1
FF-2		Door end switcher Open D1	Door end switcher Open D1	Door end switcher Open D1	Door end switcher Open D1	Door end switcher Open D1
FF-3		Door end switcher Close D1	Door end switcher Close D1	Door end switcher Close D1	Door end switcher Close D1	Door end switcher Close D1
FF-4		Photo cell D2	Photo cell D2	Photo cell D2	Photo cell D2	Photo cell D2
FF-5		Reverse-contact D2	Reverse-contact D2	Reverse-contact D2	Reverse-contact D2	Reverse-contact D2

FF-6		Door end switcher Open D2	Door end switcher Open D2	Door end switcher Open D2	Door end switcher Open D2	Door end switcher Open D2
FF-7		Door end switcher Close D2	Door end switcher Close D2	Door end switcher Close D2	Door end switcher Close D2	Door end switcher Close D2
Innentableauplatine EIT						
IC-0		A- Car Pos. Indic.-1	A- Car Pos. Indic.-1	A- Car Pos. Indic.-1	A- Car Pos. Indic.-1	A- Car Pos. Indic.-1
IC-1		A- Car Pos. Indic.-2	A- Car Pos. Indic.-2	A- Car Pos. Indic.-2	A- Car Pos. Indic.-2	A- Car Pos. Indic.-2
IC-2		A- Car Pos. Indic.-3	A- Car Pos. Indic.-3	A- Car Pos. Indic.-3	A- Car Pos. Indic.-3	A- Car Pos. Indic.-3
IC-3		A- Car Pos. Indic.-4	A- Car Pos. Indic.-4	A- Car Pos. Indic.-4	A- Car Pos. Indic.-4	A- Car Pos. Indic.-4
IC-4		A- Car Pos. Indic.-5	A- Car Pos. Indic.-5	A- Car Pos. Indic.-5	A- Car Pos. Indic.-5	A- Car Pos. Indic.-5
IC-5		A- Car Pos. Indic.-6	A- Car Pos. Indic.-6	A- Car Pos. Indic.-6	A- Car Pos. Indic.-6	A- Car Pos. Indic.-6
IC-6		A- Car Pos. Indic.-7	A- Car Pos. Indic.-7	A- Car Pos. Indic.-7	A- Car Pos. Indic.-7	A- Car Pos. Indic.-7
IC-7		A- Car Pos. Indic.-8	A- Car Pos. Indic.-8	A- Car Pos. Indic.-8	A- Car Pos. Indic.-8	A- Car Pos. Indic.-8
ID-0		Car Call – St 1	Car Call – St 1	Car Call – St 1	Car Call – St 1	Car Call – St1
ID-1		Car Call – St 2	Car Call – St 2	Car Call – St 2	Car Call – St 2	Car Call – St 2
ID-2		Car Call – St 3	Car Call – St 3	Car Call – St 3	Car Call – St 3	Car Call – St 3
ID-3		Car Call – St 4	Car Call – St 4	Car Call – St 4	Car Call – St 4	Car Call – St 4
ID-4		Car Call – St 5	Car Call – St 5	Car Call – St 5	Car Call – St 5	Car Call – St 5
ID-5		Car Call – St 6	Car Call – St 6	Car Call – St 6	Car Call – St 6	Car Call – St 6
ID-6		Car Call – St 7	Car Call – St 7	Car Call – St 7	Car Call – St 7	Car Call – St 7
ID-7		Car Call – St 8	Car Call – St 8	Car Call – St 8	Car Call – St 8	Car Call – St 8
IE-0		Door 1 Button Open	Door 1 Button Open	Door 1 Button Open	Door 1 Button Open	Door 1 Button Open
IE-1		Door 1 Button Close	Door 1 Button Close	Door 1 Button Close	Door 1 Button Close	Door 1 Button Close
IE-2		Door 2 Button Open	Door 2 Button Open	Door 2 Button Open	Door 2 Button Open	Door 2 Button Open
IE-3		Overload Display	Overload Display	Overload Display	Overload Display	Overload Display
IE-4		Fan Button	Fan Button	Fan Button	Fan Button	Fan Button
IE-5		Car priority	Car priority	Car priority	Car priority	Car priority
IE-6		Car Arrow Up	Car Arrow Up	Car Arrow Up	Car Arrow Up	Car Arrow Up
IE-7		Car Arrow Down	Car Arrow Down	Car Arrow Down	Car Arrow Down	Car Arrow Down
Description Remote Station ER Outputs:						
2xC		L. Call Door 2 Up	L. Call Door 2 Up	L. Call Door 2 Up	L. Call Door 2 Up	L. Call Door 2 Up
2xD		L. Call Door 2 Up	L. Call Door 2 Up	L. Call Door 2 Up	L. Call Door 2 Up	L. Call Door 2 Up
97A		A201 ER Arrow D1 Up	A201 ER Arrow D1 Up	A201 ER Arrow D1 Up	A201 ER Arrow D1 Up	A201 ER Arrow D1 Up
98A		A202 ER Arrow D1 Down	A202 ER Arrow D1 Down	A202 ER Arrow D1 Down	A202 ER Arrow D1 Down	A202 ER Arrow D1 Down
97B		A203 ER Arrow D2 Up	A203 ER Arrow D2 Up	A203 ER Arrow D2 Up	A203 ER Arrow D2 Up	A203 ER Arrow D2 Up
98B		A203 Er Arrow D2 Down	A203 Er Arrow D2 Down	A203 Er Arrow D2 Down	A203 Er Arrow D2 Down	A203 Er Arrow D2 Down
Descript Expansion Unit:						
21g	Elevator in drive	Elevator in drive	Elevator in drive	Elevator in drive	Elevator in drive	Elevator in drive
22g	Door& block contact	Door& block contact	Door& block contact	Door& block contact	Door& block contact	Door& block contact
23g	Safety switch	Safety switch	Safety switch	Safety switch	Safety switch	Safety switch
24g	Ready For Use	Ready For Use	Ready For Use	Ready For Use	Ready For Use	Ready For Use
25g	Calls are present	Calls are present	Calls are present	Calls are present	Calls are present	Calls are present
26g	Com. Door1 open	Com. Door1 open	Com. Door1 open	Com. Door1 open	Com. Door1 open	Com. Door1 open
27g	Com. Door1 close	Com. Door1 close	Com. Door1 close	Com. Door1 close	Com. Door1 close	Com. Door1 close
28g	Drive without door opening	Drive without door opening	Drive without door opening	Drive without door opening	Drive without door opening	Drive without door opening
29g	/normal operation/	/normal operation/	/normal operation/	/normal operation/	/normal operation/	/normal operation/
30g	Com. Door2 open	Com. Door2 open	Com. Door2 open	Com. Door2 open	Com. Door2 open	Com. Door2 open
31g	Com. Door2 close	Com. Door2 close	Com. Door2 close	Com. Door2 close	Com. Door2 close	Com. Door2 close
32g	free	free	free	free	free	
33g	free	free	free	free	free	
34g	free	free	free	free	free	
35g	free	free	free	free	free	
36g	free	free	free	free	free	
37g	free	free	free	free	free	
38g	free	free	free	free	free	
39g	free	free	free	free	free	
40g	free	free	free	free	free	
41g	free	free	free	free	free	
42g	free	free	free	free	free	
43g	free	free	free	free	free	
44g	free	free	free	free	free	

	Frame -48	Frame -49	Frame -50	Frame -51	Frame -52
	2KS- 6HS-Rope-F-A	**2KS-ER-Rope-F-4**	**2KS-ER-Rope-F-A**	**2KS-GR-Rope-F-4**	**2KS-GR-Rope-F-A**
K301	Car position St 01	Controlling D1 open	Car position St 01	Controlling D1 open	Car position St 01
K302	Car position St 02	Controlling D1 close	Car position St 02	Controlling D1 close	Car position St 02
K303	Car position St 03	Controlling locked magnet	Car position HS03	Controlling locked magnet	Car position St 03
K304	Controller Reset speedlim	Controller Reset speedlim	Controller Reset speedlim	Controller Reset speedlim	Controller Reset speedli
K305	Controller Remote switcher	Controller Remote switcher	Controller Remote switcher	Controller Remote switche	Controller Remote switche
K401	Door-controlling D1 open	Door-controlling D1 open	Door-controlling D1 open	Door-controlling D1 open	Door-controlling D1 open
K402	Door-controlling D1 close	Door-controlling D1 close	Door-controlling D1 close	Door-controlling D1 close	Door-controlling D1 close
K403	Door-controlling D2 open	Door-controlling D2 open	Door-controlling D2 open	Door-controlling D2 open	Door-controlling D12open
K404	Door-controlling D2 close	Door-controlling D2 close	Door-controlling D2 close	Door-controlling D2 close	Door-controlling D2 close
K405	Car Fan	Car Fan	Car Fan	Car Fan	Car Fan
ZA-0	SiS-State	SiS-State	SiS-State	SiS-State	SiS-State
ZA-1	SiS-Zone	SiS-Zone	SiS-Zone	SiS-Zone	SiS-Zone
ZA-2	Releveling output	Releveling output	Releveling output	Releveling output	Releveling output
ZA-3	Brake open monitor	Brake open monitor	Brake open monitor	Brake open monitor	Brake open monitor
ZA-4	Overload Input	Overload Input	Overload Input	Overload Input	Overload Input
ZA-5	Return E/A	Return E/A	Return E/A	Return E/A	Return E/A
ZA-6	Return Up	Return Up	Return Up	Return Up	Return Up
ZA-7	Return Down	Return Down	Return Down	Return Down	Return Down
ZB-0	Contactor monitor	Contactor monitor	Contactor monitor	Contactor monitor	Contactor monitor
ZB-1	Outdoor control Off	Outdoor control Off	Outdoor control Off	Outdoor control Off	Outdoor control Off
ZB-2	Controlling D1 Open	Controlling D1 Open	Controlling D1 Open	Controlling D1 Open	Controlling D1 Open
ZB-3	Controlling D1 Close	Controlling D1 Close	Controlling D1 Close	Controlling D1 Close	Controlling D1 Close
ZB-4	Drive on Down St 02	Fie evacuation priority 1	Fie evacuation priority 1	Fie evacuation priority 1	Fie evacuation priority 1
ZB-5	Drive on Down St 03	Collect faulf signal	Collect faulf signal	Collect faulf signal	Collect faulf signal
ZB-6	Drive on Down St 04	Not in Use	Not in Use	Not in Use	Not in Use
ZB-7	Drive on Down St 05	Controller& Light off	Controller& Light off	Controller& Light off	Controller& Light off
ZC-0	Drive on Down St 06	Fire Detector St 01	Fire Detector St01	Fire Detector St 01	Fire Detector St 01
ZC-1	Drive on Up St 01	Fire Detector St 02	Fire Detector St 02	Fire Detector St 02	Fire Detector St 02
ZC-2	Drive on Up St 02	Fire Detector St 03	Fire Detector St 03	Fire Detector St 03	Fire Detector St 03
ZC-3	Drive on Up St 03	Fire Detector St 04	Fire Detector St 04	Fire Detector St 04	Fire Detector St 04
ZC-4	Drive on Up St 04	Fire Detector St 05	Fire Detector St 05	Fire Detector St 05	Fire Detector St 05
ZC-5	Drive on Up St 05	Fire Detector St 06	Fire Detector St 06	Fire Detector St 06	Fire Detector St 06
ZC-6	I. Call Down St 02	Fire Detector St 07	Fire Detector St 07	Fire Detector St 07	Fire Detector St 07
ZC-7	I. Call Down St 03	Fire Detector St 08	Fire Detector St 08	Fire Detector St 08	Fire Detector St 08
ZD-0	I. Call Down St 04	Floor Blockade St 01	Floor Blockade St 01	Floor Blockade St 01	Floor Blockade St 01
ZD-1	I. Call Down St 05	Floor Blockade St 02	Floor Blockade St 02	Floor Blockade St 02	Floor Blockade St 02
ZD-2	I. Call Down St 06	Floor Blockade St 03	Floor Blockade St 03	Floor Blockade St 03	Floor Blockade St 03
ZD-3	I. Call Up St 01	Floor Blockade St 04	Floor Blockade St 04	Floor Blockade St 04	Floor Blockade St 04
ZD-4	I. Call Up St 02	Floor Blockade St 05	Floor Blockade St 05	Floor Blockade St 05	Floor Blockade St 05
ZD-5	I. Call Up St 03	Floor Blockade St 06	Floor Blockade St 06	Floor Blockade St 06	Floor Blockade St 06
ZD-6	I. Call Up St 04	Floor Blockade St 07	Floor Blockade St 07	Floor Blockade St 07	Floor Blockade St 07
ZD-7	I. Call Up St 05	Floor Blockade St 08	Floor Blockade St 08	Floor Blockade St 08	Floor Blockade St 08
401	Emergency power oper.	Emergency power oper.	Emergency power oper.	Emergency power oper.	Emergency power oper.
S30	Car Light Off	Car Light Off	Car Light Off	Car Light Off	Car Light Off
FE-0	Overload	Overload	Overload	Overload	Overload
FE-1	Security photo cell	Security photo cell	Security photo cell	Security photo cell	Security photo cell
FE-2	Full Load	Full Load	Full Load	Full Load	Full Load
FE-3	No Function	No Function	No Function	No Function	No Function
FE-4	No Function	No Function	No Function	No Function	No Function
FE-5	No Function	No Function	No Function	No Function	No Function
FE-6	No Function	No Function	No Function	No Function	No Function
FE-7	No Function	No Function	No Function	No Function	No Function
FF-0	Photo cell D1	Photo cell D1	Photo cell D1	Photo cell D1	Photo cell D1
FF-1	Reverse contact D1	Reverse contact D1	Reverse contact D1	Reverse contact D1	Reverse contact D1
FF-2	Door end switch Open D1	Door end switch Open D1	Door end switch Open D1	Door end switch Open D1	Door end switch Open D1
FF-3	Door end switch Close D1	Door end switch Close D1	Door end switch Close D1	Door end switch Close D1	Door end switch Close D1
FF-4	Photo cell D2	Photo cell D2	Photo cell D2	Photo cell D2	Photo cell D2
FF-5	Reverse-contact D2	Reverse-contact D2	Reverse-contact D2	Reverse-contact D2	Reverse-contact D2
FF-6	Door end switch Open D2	Door end switch Open D2	Door end switch Open D2	Door end switch Open D2	Door end switch Open D2
FF-7	Door end switch Close D2	Door end switch Close D2	Door end switch Close D2	Door end switch Close D2	Door end switch Close D2
IC-0	A- Car Pos. Indic.-1	A- Car Pos. Indic.-1	A- Car Pos. Indic.-1	A- Car Pos. Indic.-1	A- Car Pos. Indic.-1
IC-1	A- Car Pos. Indic.-2	A- Car Pos. Indic.-2	A- Car Pos. Indic.-2	A- Car Pos. Indic.-2	A- Car Pos. Indic.-2
IC-2	A- Car Pos. Indic.-3	A- Car Pos. Indic.-3	A- Car Pos. Indic.-3	A- Car Pos. Indic.-3	A- Car Pos. Indic.-3
IC-3	A- Car Pos. Indic.-4	A- Car Pos. Indic.-4	A- Car Pos. Indic.-4	A- Car Pos. Indic.-4	A- Car Pos. Indic.-4
IC-4	A- Car Pos. Indic.-5	A- Car Pos. Indic.-5	A- Car Pos. Indic.-5	A- Car Pos. Indic.-5	A- Car Pos. Indic.-5
IC-5	A- Car Pos. Indic.-6	A- Car Pos. Indic.-6	A- Car Pos. Indic.-6	A- Car Pos. Indic.-6	A- Car Pos. Indic.-6
IC-6	A- Car Pos. Indic.-7	A- Car Pos. Indic.-7	A- Car Pos. Indic.-7	A- Car Pos. Indic.-7	A- Car Pos. Indic.-7
IC-7	A- Car Pos. Indic.-8	A- Car Pos. Indic.-8	A- Car Pos. Indic.-8	A- Car Pos. Indic.-8	A- Car Pos. Indic.-8
ID-0	Car Call - HS1	Car Call - HS1	Car Call - HS1	Car Call - HS1	Car Call - HS1
ID-1	Car Call – St 2	Car Call – St 2	Car Call – St 2	Car Call – St 2	Car Call – St 2
ID-2	Car Call – St 3	Car Call – St 3	Car Call – St 3	Car Call – St 3	Car Call – St 3

ID-3	Car Call – St 4	Car Call – St 4	Car Call – St 4	Car Call – St 4	Car Call – St 4
ID-4	Car Call – St 5	Car Call – St 5	Car Call – St 5	Car Call – St 5	Car Call – St 5
ID-5	Car Call – St 6	Car Call – St 6	Car Call – St 6	Car Call – St 6	Car Call – St 6
ID-6	Car Call – St 7	Car Call – St 7	Car Call – St 7	Car Call – St 7	Car Call – St 7
ID-7	Car Call - HS8	Car Call – St 8	Car Call – St 8	Car Call – St 8	Car Call – St 8
IE-0	Door 1 Button Open	Door 1 Button Open	Door 1 Button Open	Door 1 Button Open	Door 1 Button Open
IE-1	Door 1 Button Close	Door 1 Button Close	Door 1 Button Close	Door 1 Button Close	Door 1 Button Close
IE-2	Door 2 Button Open	Door 2 Button Open	Door 2 Button Open	Door 2 Button Open	Door 2 Button Open
IE-3	Overload Display	Overload Display	Overload Display	Overload Display	Overload Display
IE-4	Fan Button	Fan Button	Fan Button	Fan Button	Fan Button
IE-5	Car priority	Car priority	Car priority	Car priority	Car priority
IE-6	Car Arrow Up	Car Arrow Up	Car Arrow Up	Car Arrow Up	Car Arrow Up
IE-7	Car Arrow Down	Car Arrow Down	Car Arrow Down	Car Arrow Down	Car Arrow Down
2xC	L. Call Door 2 Up	L. Call Door 2 Up	L. Call Door 2 Up	L. Call Door 2 Up	L. Call Door 2 Up
2xD	L. Call Door 2 Up	L. Call Door 2 Up	L. Call Door 2 Up	L. Call Door 2 Up	L. Call Door 2 Up
97A	A201 ER Arrow D1 Up	A201 ER Arrow D1 Up	A201 ER Arrow D1 Up	A201 ER Arrow D1 Up	A201 ER Arrow D1 Up
98A	A202 ER Arrow D1 Down	A202 ER Arrow D1 Down	A202 ER Arrow D1 Down	A202 ER Arrow D1 Down	A202 ER Arrow D1 Down
97B	A203 ER Arrow D2 Up	A203 ER Arrow D2 Up	A203 ER Arrow D2 Up	A203 ER Arrow D2 Up	A203 ER Arrow D2 Up
98B	A203 ER Arrow D2 Down	A203 ER Arrow D2 Down	A203 ER Arrow D2 Down	A203 ER Arrow D2 Down	A203 ER Arrow D2 Down
21g	Elevator in drive	Elevator in drive	Elevator in drive	Elevator in drive	Elevator in drive
22g	Door& block contact	Door& block contact	Door& block contact	Door& block contact	Door& block contact
23g	Safety switch	Safety switch	Safety switch	Safety switch	Safety switch
24g	Ready For Use	Ready For Use	Ready For Use	Ready For Use	Ready For Use
25g	Calls are present	Calls are present	Calls are present	Calls are present	Calls are present
26g	Com. Door1 open	Com. Door1 open	Com. Door1 open	Com. Door1 open	Com. Door1 open
27g	Com. Door1 close	Com. Door1 close	Com. Door1 close	Com. Door1 close	Com. Door1 close
28g	Drive without door opening	Drive without door opening	Drive without door opening	Drive without door opening	Drive without door openin
29g	/normal operation/	/normal operation/	/normal operation/	/normal operation/	/normal operation/
30g	Com. Door2 open	Com. Door2 open	Com. Door2 open	Com. Door2 open	Com. Door2 open
31g	Com. Door2 close	Com. Door2 close	Com. Door2 close	Com. Door2 close	Com. Door2 close
32g	free	free	free	free	free
33g	free	free	free	free	free
34g	free	free	free	free	free
35g	free	free	free	free	free
36g	free	free	free	free	free
37g	free	free	free	free	free
38g	free	free	free	free	free
39g	free	free	free	free	free
40g	free	free	free	free	free
41g	free	free	free	free	free
42g	free	free	free	free	free
43g	free	free	free	free	free
44g	free	free	free	free	free

B74- PULSE BUFFER DELAY

Times for debouncing of entrances can be changed by this menu range.Following four ranges are available:

1.) Times for debouncing ZR. Default value for central processing unit amounts to 30 ms.
2.) Times for debouncing FKR. Default value for car controler amounts to 30 ms.
3.) Times for debouncing ER. Default value for remote station amounts to 30 ms.
4.) Times for debouncing ZG. Default value for expansion unit amounts to 30 ms.

5.0 Actual value menu, Diagnosis and fault handling

Actual value menu

The new actual menu is the fastest possibility to get informations about lift system “in Motion”.
Seven several menus give a comprehensive overview.
The menu switching from normal menu to actual menu takes place via keypress the left key (QUIT- red) longer than 0.8 seconds.
The return into the normal menu takes place via a short keypress the left key (QIUT- red).

I1-Actual value menu Calls for floors 1 to 16

I1 1.....Calls....16
I: ----------
A: ----------
Floor:01 ^ ^ZZ

In this actual menu car calls and priority calls for the floors 1 to 16 are indicated.
In the 4th line are indicated the current Stop, the driving direction and information for concisely Up/Down and two zones.

I2-Actual value menu Calls for floors 17 to 32

I1 17....Calls... 32
I: ----------
A: ----------
Floor:01 ^ ^ZZ

In this actual menu car calls and priority calls for the floors 17 to 32 are indicated.
In the 4th line are indicated the current Stop, the driving direction and information for concisely Up/Down and two zones.

I3-Actual value menu Car Position

I3 car: +xxxxxxmm
Conc: +xxxxxmm
<I>
Floor:01 Drive:V

In this actual value menu the current cab position is indicated in mm. The second value indicates the learned concise value in mm.
In the 4th line are indicated the current Stop and the driving direction up and down.

I4-Actual value menu door position, door switch, door controller, safety photocell

I4 Door1:<> LRV AZ az
Door2:>< LRV AZ az
U10:- U11:- U12:-
Floor:01

1./2.line : L: safety photocell Door1/2
R: reverse contact Door 1/2
V: entrance monitor Door 1/2
A: door command-Open Door 1/2
Z: door command ZU Door 1/2
a: end switcher open Door 1/2
z: end switch close Door 1/2

3.line : safety circuit Doors: U10/U11/U12

I5-Actual value menu safety circuit

I5 Safety circuit
U1.....U12

Floor:01

In this actual value menu the current cab position is indicated in mm. The second value indicates the learned concise value in mm.
In the 4th line are indicated the current Stop and the driving direction up and down.

I6-Actual value menu car command

I6 Commands
VAin01234
K31 K32 K33 K34
Floor:01

2.line: Drive commands
3.line: pilot control K31..K34

I7-Actual value menu Modem; aktive, available, standby, communication..

I7 Modem: ready
Sig:050% T-Mobile D
Floor:01

1.line: Condition Modem
(off/ready/search/online/connection clearing)
2.line (only GSM-Modem): Reception intensity – network provider run command

C0 Controller reset

In submenu **CO RESET** is possible to put bach the controller unit. If during assemby enterprise or error tracing come to a condition that the controller locked, so a control reset can be released by the HPG60.
For example it is possible by settings car calls to move car again.

C1 Give calls

In **submenu C1 give** calls is possible to call C10 car calls. Car calls can be set with the help of teh two right keys and enter key. Car calls are processed by control.
Because the HPG60 can be put in central computer, car computer and car calling controller . So one has the possibility to admit car calls from different places.
Menu option **C11 priority calls** is not activalbe now.

In menu **C12 random calls inside** the random number generator can be activated for car calls. The function can be sheduled temporally by input of a temporal upper limit of up to 48 hours.

In menu **C13 random calls car** the random number generator can be activated for priority calls. The function can be sheduled temporally by input of a temporal upper limit of up to 48 hours.

C2 In / Output Signals

In the submenu C2 of In/Out Signals it is possible to regard lining up signals to regonize as well as the progreammed output and input functions on this clamp!

The desired plugin can be selected by upper and lower red-key. The bits can be selected with two right yellow keys.	In alternating representation the bit and deposited output and input function are represented. For example terminal ZA0 has no output function but a input function. “Safety Circuit off”. Terminal ZA0 has no tension.

Plug	**Device**	**Bit 0 to 7**	
ZA	ZR	ZA0 to ZA7	**legend:**
ZB	ZR	ZB0 to ZB7	
ZC	ZR	ZC0 to ZC7	„- „ no tension on terminal
ZD	ZR	ZD0 to ZD7	„* “ tension +24V on terminal
FE	FKR	FE0 to FE7	
FF	FKR	FF0 to FF7	
IC	EIT	IC0 to IC7	
ID	EIT	ID0 to ID7	
IE	EIT	IE0 to IE7	

C3 FAULT LOG

Error memory is accommodated in **submenu C3** in C 31. Error memory prossesses a depth of 100 possible error registrations. The most current entry always stands on position one and shifts all following entries on a deeper position. After return the highest error position, the error memory can be cleared by menu C30.Error memory is stored in Akku RAM of the clock component and is secured against power failure.

Following additional information for error situation can be called up through **push of a yellow key upward:**

Line top	**Floor and drive direction**	**Shaft switch (Top & Buttom, consice Top & Down, Zone 1 & Zone 2)**
Line bottom	**Ausgabe der Kommandos (Auf, Ab, Vi, Vn,V0,V1,V2,V3)**	**Output of contactor control (Up, Down, K5, K7)**

C4 Mot-approval

This chapter describe briefly all individual Mot functions. A specification and execution of the function find in the chapter: **„I04 - COMMISSIONING THE INSPECTOR FUNCTIONS C40 to C418 “.**
In **submenu C40 run time test** it is possible to limit all running times for the next rrip on 1.0 secondes.

In the **submenu C41 buffer trip** is possible to drive with the back getting control downward. (without obligation delay by the before-finalswitched 13B on the cab buffers) But only if the limit switch down by technical personal at the strip of passing pressed.

In the **submenu C42 seat sample** is possible to drive with the back getting control downward.
(without obligation delay by the before-finalswitched 13B on the counterweight buffers) But only if the limit switch down by technical personal at the strip of passing pressed. The speed for this trip is to be positioned in the regulation.

In the **submenu C43 catch sample** is possible it the sort-circuit protection and the monitoring function V<0,2 m/s to deactivate.

In the submenu **C44 driving abillity** will spend the speed of the car as well as the number of revolutions of drive.

In the **submenu C45 break test** the processor system DAVID-606 is possible during switched resent control the short-circuit protection and the monitoring function V<0,2 m/s. to deactivate.
Security the monitoring function becomes V>Vnenn activates which braked with exceeding of the nominal speed terminated.(both brake coils become without tension)

In the submenu **C46 remote trigger** of the processor system DAVID-606 is possible switching on of the function remote release for the cab over the tracer the S50 on operates. After releas in tracer the S50 is again deactivated the function.

In the submenu **C47 Reset remote trigger** of the processor system DAVID-606 is possible to put back by switching on of the function on with ramble remote releases for the cab with resetting coil over the tracer S50 for these.

In the submenu **C48 remote trigger Counterweight** of the processor system DAVID-606 is possible by switching on of the function remote release for the counterweight over the tracer the S50 on to operation. After releasing tracer the S50 is again deactivated the function.

In the submenu **C49 reset remote trigger** of the proseccor system DAVID-606 is possible it to put back by switching on of the function on with racable remote releases for the counterweight with resetting tracer the S50 is again deacivated the function.

In the **submenu C410 limit switch trip up** the processor system DAVID-606 is possible above it o over-drive by switching on of the function on for the upper concise and drive in such a way on the upper limit swich.

The **submenu C411 limit switch trip down** the processor system DAVID-606 is possible it to over-drive by switching on of the function on for the lower concise and drive in such a way on the lower limit switch.

In **submenu C412 switchgear cabinet temperature test** of the processor system DAVID-606. You can lower through contactors of the function the threshold value of the temperature monitoring in such a way that error registration takes place immediately.

In the **submenu C414 DSK encoder test** of the processor system DAVID-606 it is possible to switch off the encoder of the shaftcopy for one travel. The shaft copying software technically produce an error response. A condition is natural that in the menu B600 monitoring functions is the DSK monitoring active.

In the **submenu C415 test Sink Prevention** of the processor system DAVID-606 is possible to activate the function Test Sink Prevention over the Switch S50 on the operating panel of the controlercabinet in order to switch off the coil of the speedlimiter. After put off the switch S50, the function is switched off.

In the **submenu C416 Test UCM-drive** of the processor system DAVID-606 is possible to activate the function to test by turning on the emergency operation function and the UCM-zone trip, the area leaving the door with the door open to EN 81-1/2 A3 - 9.13.2 simulated.

In the **submenu C417 test brake monitor** of the DAVID-606 processor system, it is possible for a trip to switch off surveillance of brake element 1 or 2 or 3 by software in order to generate an error response. This is required for regulated medical braking elements, the failure of a braking element according to EN 81-1/2 A3 - 9.13.2. to simulate.

C5 Leveling control

In the submenu **C5 Leveling control** is spent the current position of the car in mm. If the car is located concisely in the stop additionally a second numerical value provided with a sign is spent. A minus means that the car is located in purchase to the measured position too low. A plus means that it stands too highly.

C6 Modul Monitor

In the menu **C60 equipment control** is spend in the subitem ER 00 to 16 and ER16 to 32 the condition of all devices at the pit bus i.e. all floor computers and auxiliary`s groups.

Legend:
"-" it is not missing a remote station at this address
"*" remote station at this adress is correct
"?" remote station at this adress has a defect

In addition the **pulse conditions** can be regarded during **digital shaft copying**. For normal counting it is necessary that the impulse conditions increase in the one direction and decrease in the other direction.
In addition finds the **revision number** of the individual operating system of blocks there.
For the programming of the ER-2007 remote station serves **the parameter remote station adress program.**
The remote station ER-2007 which can be programmed is connected with the RJ-45 cable with the central unit. All other floor computers may not be connected. Those program-bends at the ER-2007 must be set. By the choise of the floor number (01 to 32) ER-2007 gets its adress. Afterwards the ER-2007 is installed into the appropriate floor.

C7 ASSEMBLING TRAVEL

In the **submenu C7 point C70** Assembly travel can be activated during active resend control of these parameters.
When the assembling of a lift switches of the safety circuit are not yet set at the beginning. This function makes although the safety entrances are U3 to U12 tension a movement possible with the resend control. A condition is that against U1 and U2 clamping rests.
This reaches automatically use of a KW assembly pear. Becomes if the resend control break this parameter is automatically deactivated.

C8 EVENT LOG

In the **submenu C8, point C81 Event Log**

Event Log with the last 30 Events messages:
- Message-00: Power -ON
- Message -10: Emergency Fire Service -ON
- Message -11: Emergency Fire Service Level
- Message -12: Emergency Fire Service -OFF

C9 Doorcontrol manuel

	In the menue C9, Point C90 Door 1 OPEN / CLOSE The doors can be controlled manually only in the inspection operation with the two yellow button P-UP (door 1 - OPEN) and P-DOWN (1 door CLOSED).
	In the menue C9, Point C91 Door 2 OPEN / CLOSE The doors can be controlled manually only in the inspection operation with the two yellow button P-UP (door 2 - OPEN) and P-DOWN (2 door CLOSED).

F01 Error messages - description Controller

Code-No.	Error entry	Description
F00	**Phase Emergency Unit**	The power line for the cabin light resp. the emergency power supply is missing. Either circuit breaker F5 is activated or L2 of the main power connection is missing.
F02	**Security Circuit U1**	Safety Circuit power is missing. Either circuit breaker F7 is activated or L1 of the main power connection is missing.
F03	**Security Circuit U2**	The emergency stop has been activated and thus the safety circuit was opened.
F04	**Security Circuit U3**	The shaft door has been opened or the contact of the control strain weight was activated, which opens the safety circuit.
F05	**Security Circuit U4**	The maintenance door has been opened or the contact of the rope loose switch was activated, which opens the safety circuit.
F06	**Security Circuit U5**	The contact of the speed limiter has been activated, which opens the safety circuit.
F07	**Security Circuit U6**	The emergency stop switch Top or Bottom has been activated, which opens the safety circuit.
F08	**Security Circuit U7**	One of the buffer contacts has been activated and opened the safety circuit.
F09	**Security Circuit U8**	The catch contact on the cabin has been activated, which opens the safety circuit.
F10	**Security Circuit U9**	The contact of the rope loose contact cabin, the hatchway contact or the emergency stop cabin has been activated and opened the safety circuit.
F11	**Security Circuit U10**	One of the shaft doors has been opened during travel, which opens the safety circuit.
F12	**Security Circuit U11**	One of the cabin doors has been opened during the travel, which opens the safety loop.
F13	**Security Circuit U12**	One locking device contact has opened during travel and opened the safety circuit.
F14	**Voltage 24V ZR**	The ZKR's +24V DC power supply is in overload conditions, resp. shorted in the system.
F16	**Voltage 24V FKR**	The FKR's +24V DC power supply is in overload conditions, resp. shorted in the system.
F18	**Carlight defect**	The carlight in the cabin is out of order
F20	**Correction switch Top and Bottom activated - locking**	Both pre-end switches are activated. Either one of both switches is defect or one is mounted incorrectly. The installation is locked.
F21	**Correction switch Up defect**	The top pre-end-switch S13A is not switching, although the car has reached the top floor.
F22	**Correction switch Down defect**	The bottom pre-end-switch S13B is not switching, although the car has reached the lowest floor.
F23	**Correction switch Up and Down defect**	The top pre-end-switch S13A and the bottom pre-end-switch S13B are not switching, although the car is driven to both end floors.
F24	**2. Correction switch Up and Down aktive-Blockade**	Both second pre-end switches are activated. Either one of both switches is defect or one is mounted incorrectly. The installation is locked.
F25	**2. Correction switch Up and Down defect**	The second top pre-end-switch S15A is not switching, although the car has reached the top floor.
F26	**2.Pre-end switch Down defect**	The second bottom pre-end-switch S15B is not switching, although the car has reached the lowest floor.
F27	**2. Correction switch Down and Up defect**	The second bottom pre-end-switch S15A is not switching, although the car has reached the highest floor.
F30	**UCM Error Block Valve**	Error Message of Bucher ivalve or Oildynamic NGV-A3
F36	**Releveling distance**	With the releveling the releveling area was left.

F37	**Releveling- time**	With the releveling the maximum releveling time wasexceeded.
F38	**Releveling Attemps**	With the releveling the maximum number of attempts was exceeded.
F39	**Quick Start**	This message is entered, if the Quick Launch the feedback E524 is not right. Only fault entry, no interruption of movement. The journey starts in case of error without quick start.
F41	**Regulation Fault**	The regulation (inverter) has a problem
F42	**Batterymonitor**	The Battery of EOS or other external Units is too low
F43	**Temperature Switchcabinet 1**	The switchcabinet temperature is too cold –> limit 1
F44	**Temperature Switchcabinet 2**	The switchcabinet temperature is too hot –> limit 2
F45	**Motor temperature**	The PTC of the engine has activated. Reaction according configuration.
F46	**Journey Time Start**	The configured delay for the Start Time Monitor has elapsed. After a configured number of trials, the installation is locked.
F47	**Journey Time Travel**	The configured delay for the Journey Time Monitor has elapsed. Reaction according configuration.
F48	**Journey Time Deceleration**	The configured delay for the Deceleration Time Monitor has elapsed. Reaction according configuration.
F49	**Journey Time Stop**	The configured delay for the Stop Time Monitor has elapsed. Reaction according configuration.
F51	**Brake opening monitor**	There is no expected signal levels at the monitoring braking inputs of the control DAVID-606
F52	**Brake shoe monitor**	The monitor for the brake wear has been activated. Reaction according configuration.
F53	**Contactor Stop**	The monitor for the main and brake relay has been activated. Reaction according configuration.
F54	**Brake opening synchronization**	The monitoring of the braking elements has been activated. One of the monitor inputs is out of order or it is slower than the other (s) channel. Please check it.
F55	**Contactor Travel**	The monitor for the main and brake relay has been activated. Reaction according configuration.
F56	**Phase Change**	The ranking of the phases U,V,W is wrong
F57	**Brake & Bolt Voltage**	The voltage monitor of the brake & bolt has send an error
F58	**Low Pressure**	The pressure of the hydraulic is too low
F59	**Rope Stretching**	Error message loadmeasurement-systemes about an uneven stretching of a rope.
F60	**A3 - Case**	The car has left the floor with the door open and the lift was blocked. (Even in Simmulation!) **Three different ways to Reset of the error "F60 A3-Case":** 1.) In the menu C0 Controller Reset 2.) Simultaneously press the three buttons maintenance call top-down call on the central unit ZR. 3.) De-energizing the FKR in the inspection box.
F61	**Door Close**	The door could not be closed within the configured time.
F62	**Separation Door**	The door could not be opened within the configured time.
F63	**Flap Apron**	The folding apron does not drive although the lowest Stop became to leave.
F65	**Push-Button landing call up**	Tracer landing call up wedges
F66	**Push-Button landing call down**	Tracer landing call down wedges
F67	**Push-Button Door open**	It takes place an entry if the tracer is operated longer than 45 seconds in the stop and/ or in normal operation.
F68	**Photocell blocked**	It takes place an entry if the lght barrier is operated longer than 45 seconds in the Stop and/ or in normal operation.

F69	**Revers Contact blocked**	It takes place an entry if the contact is operated longer than 45 secods in the Stop and/or in normal operation
F70	**Blocked – Endswitch**	The hydraulic elevator is driven into the top end-switch. After leaving the top-end-switch the elevator has lowered and blocked in the lowest Stop.
F71	**Blocked Journey time**	The hydraulic elevator lowered after the occurance of a run time arror
F72	**Blocked- TV60-1**	Two inputs channels of the TV60-1 are monitored for synchronization.
F73	**Blocked- TV60-2**	Two inputs channels of the TV60-2 are monitored for synchronization.
F78	**DSC 2. Pre-switch Bottom**	The digital shaft copying started that the counted impulse conditions do not agree with the impulse conditions at the pre-end switcher down. A correction was implemented.
F79	**DSC 2. Pre-switch Top**	The digital shaft copying started that the counted impulse conditions do not agree with the impulse conditions at the pre-end switcher up. A correction was implemented.
F80	**Communication I/O CPU**	The central unit and logic unit is internally disturbed. Ask customer service- reasonable.
F81	**Communication I/O FKR**	Communication to the car controller is disturbed. That is 15 pole. D-Subkabel correctly put or damages?
F82	**Communication I/O ITR 1**	Communication to the car calling controller 1 is disturbed. Is the hanging cable correctly put or for veins damaged?
F82A	**Communication I/O ITR 2**	Communication to the car calling controller 2 is disturbed. Is the hanging cable put or for veins damages?
F83	**DSC Change Puls**	The encoder pulses of the shaft encoder must be exchanged. (Input 81 and 82)
F84	**DSC No pulses**	From the pulse generator of the digital pit copying no impuses come. Are the giver and impuls entry correct?
F85	**DSC Floornumber**	The floor number determined by the learning trip does not agree with the registered. Examine please enty in the software and zone switch fpr switching gap and function.
F86	**Correction ZONE**	Correction trip released by counter deviation the zone.
F87	**Correction Pre-Switch Down**	Correction trip released by counter deviation Pre-end-switch down
F88	**Correction Pre-Switch Top**	There is a difference between the counter of the digital shaft-copy and the position of the Pre-switch top. The counter was corrigate.
F90	**Watchdog-Reset**	Internal reset – damage in the hardware
F91	**Reset-Groupbus**	Interner Reset durch Fehler auf dem Gruppenbus
F92	**Security circuit**	The security circuit has send an error. A cause a missing or retarded zone.
F93	**Liftbus Communication**	On the Liftbus (communication regulation STG) an error was send.
F94	**Test Safety Photocell**	An error was announced of the safety Photocell which was determined with the self check.
F95	**Interrupt Safety Photocell**	An error was announced of the safety Photocell which was determined during the travel.
F97	**Zone Switches**	The Contacts of the Zone switches have a lot of switching acts
F98	**Prelevel-Switch-UP**	The Contact of the Prelevel-switch UP has a lot of switching acts.
F99	**Prelevel-Switch-DOWN**	The Contact of the Prelevel-switch Down has a lot of switching acts
F101	**IPM -Overcurrent** – Error message caused through wrong motor datas (**Nominalspeed** – Motor datas)! – Error message caused through wrong motor datas (**Nominalcurrent** – Motor datas)! – Old machines: Please switch off the **possition regulator**! Or change the settings ! – Gearless: Is the motorwire correctly installed (U – V – W) ? – Overcurrent because there is a shortcut in the motorwire ? – Is the encoder wire right connected? Perhaps you must change the channels A and B ? - Is the car easily running ? Have the fixing shoes enough oil ? Is the half-load OK ?	

F102	**Overcurrent U - Overcurrent because there are wrong motor datas or oscillations of the car** – Error message caused through wrong motor datas (**Nominalspeed** – Motor datas)! – Error message caused through wrong motor datas (**Nominalcurrent** – Motor datas)! – Old machines: Please switch off the **possition regulator**! Or change the settings ! – Gearless: Is the motorwire correctly installed (U – V – W) ? – Overcurrent because there is a shortcut in the motorwire ? – Is the encoder wire right connected? Perhaps you must change the channels A and B ? - Is the car easily running ? Have the fixing shoes enough oil ? Is the half-load OK ?
F103	**Overcurrent V - Overcurrent because there are wrong motor datas or oscillations of the car** – – Error message caused through wrong motor datas (**Nominalspeed** – Motor datas)! – Error message caused through wrong motor datas (**Nominalcurrent** – Motor datas)! – Old machines: Please switch off the **possition regulator**! Or change the settings ! – Gearless: Is the motorwire correctly installed (U – V – W) ? – Overcurrent because there is a shortcut in the motorwire ? – Is the encoder wire right connected? Perhaps you must change the channels A and B ? - Is the car easily running ? Have the fixing shoes enough oil ? Is the half-load OK ?
F104	**Overcurrent W - Overcurrent because there are wrong motor datas or oscillations of the car** – Error message caused through wrong motor datas (**Nominalspeed** – Motor datas)! – Error message caused through wrong motor datas (**Nominalcurrent** – Motor datas)! – Old machines: Please switch off the **possition regulator**! Or change the settings ! – Gearless: Is the motorwire correctly installed (U – V – W) ? – Overcurrent because there is a shortcut in the motorwire ? – Is the encoder wire right connected? Perhaps you must change the channels A and B ? - Is the car easily running ? Have the fixing shoes enough oil ? Is the half-load OK ?
F105	**Dissipator Temperature: Temperature Dissipator too high –** - The Inverter is overloaded or the controller casing is too hot. Is the power class of the inverter in according to the motor ? - Has the controller cabinet an air ventilation? Is above the inverter casing enough air room? - Ate the fans of the inverter OK? - Are there any dirt on the pcb-board or in the heatsink ?
F106	**DC-Overvoltage:** – There is no brake resistor connected or the type is wrong -> Please measure the Ohm-value! – Main supply voltage too high -> Please check it – you must have a voltage of 400V AC! – There are voltage peaks on the main supply ? - Is the frequency inverter connected with the earth ?
F107	**DC-Undervoltage**:–The supply voltage is too low or the maincontactor is switched off during the travel: - The DC voltage is too low –> Please control the supply voltage ! - The maincontactors are switched off during the travel -> A phase of the supply voltage is missing ! - The power class of the inverter is too low for the motor !
F108	**Main Contactor-Start:** - At the start, the maincontactors do not switch ON -> The power supply is too low ? - At the start, the maincontactors do not switch ON -> The safety circuit is interrupted (Doorcontacts) - At the start, the maincontactors do not switch ON -> The Fuse is switched OFF ?
F109	**Main-Contactor-Travel:** - During the travel, the maincontactors switch OFF -> The power supply is too low ? - During the travel, the maincontactors switch OFF -> The safety circuit is interrupted (Doorcontacts) During the travel, the maincontactors switch OFF -> The Fuse is switched OFF ?
F110	**No Release:** - Drive direction UP or DOWN is missing at the end of the travel o Controller: Delay for switch off the direction! - Drive direction UP or DOWN is missing at the end of the travel o Safety circuit, check the door mangement ! - Drive direction UP or DOWN is missing at the end of the travel –> Delay time for switching off the contactors to 1500 ms.
F111	**Release UP + DOWN** You must have only one drive direction -> In case of certain controller, which works only with one direction, please change the parametersetting in the inverter!

F112	**Wrong Direction** - Please change the encoder channels A/B, because the machine rotates in the wrong direction! - Perhaps it is the wrong type of encoder? -> **Menu A4 Motor/Gearbox -> Encodersystem** - The number of pulses are wrong? -> **Menu A4 Motor/Gearbox -> Encoder Pulses** - The encoderwire is out of order or too long (>30m) ! -> Please increase the encoder voltage ! - The encoder-shield is not connected on both sides -> Change it immedately! - The encoderwire is parallel to the motorwire -> Change it immedately! - The encoder coupling or the encoder is not mechanical fixed with the Motorwave -> Please check it!
F113	**Speed Variance** – The motor works, but the encoder is out of order or wrong connected. -> Control the pining! - Perhaps it is the wrong type of encoder? -> **Menu A4 Motor/Gearbox -> Encodersystem** - The number of pulses are wrong? -> **Menu A4 Motor/Gearbox -> Encoder Pulses** - The encoderwire is out of order or too long (>30m) ! -> Please increase the encoder voltage ! - The encoder-shield is not connected on both sides -> Change it immedately! - The encoderwire is parallel to the motorwire -> Change it immedately! - The motor and his metal socket is grounded very bad -> Change it immedately! - The frequency inverter is not connected with the earth -> Change it immedately! - The motorwire-shield is not connected on both sides -> Change it immedately! - The brakeresistorrwire-shield is not connected on both sides -> Change it immedately! - The encoder coupling or the encoder is not mechanical fixed with the Motorwave -> Please check it! - The frequency inverter has a current limit (full power) -> Power class too low - Is the car easily running ? Have the fixing shoes enough oil ? Is the half-load OK ?
F114	**No Encoder Pulse** - The motor works, but the encoder is out of order or wrong connected. -> Control the pining! - Perhaps it is the wrong type of encoder? -> **Menu A4 Motor/Gearbox -> Encodersystem** - The number of pulses are wrong? -> **Menu A4 Motor/Gearbox -> Encoder Pulses** - The encoderwire is out of order or too long (>30m) ! -> Please increase the encoder voltage ! - The encoder-shield is not connected on both sides -> Change it immedately! - The encoderwire is parallel to the motorwire -> Change it immedately! - The motor and his metal socket is grounded very bad -> Change it immedately! - The frequency inverter is not connected with the earth -> Change it immedately! - The motorwire-shield is not connected on both sides -> Change it immedately! - The brakeresistorrwire-shield is not connected on both sides -> Change it immedately!! - The encoder coupling or the encoder is not mechanical fixed with the Motorwave -> Please check it
F115	**DC Precharge**: - After switch ON the inverter, the DC-voltage is too low -> Earth connection of the brake resistor wire - After switch ON the inverter, the DC-voltage is too low -> Earth connection of the brake resistor wire - After switch ON the inverter, the DC-voltage is too low -> The little two fuses into the inverter are out of order !
F116	**Release Change during the travel – Lift controller error** – Error of the lift controller or wrong settings in the parameter oft the controller / inverter!
F117	**Liftbus communiction during the travel is out of:** - Wrong Liftbus parameter ! - Wrong Liftbuscable or the shield not connected
F118	**SSI-Communication:** - Is there really **SSI-encoder connected**? -> **Menu A4 Motor/Gearbox -> Encodersystem** - The encoder is out of order, e.g. after the test of the safetygear ? - The encoder is wrong connected -> Please check the pining -> Do you use the right adapter ? - The encoderwire is out of order or too long (>30m) ! -> Please increase the encoder voltage ! - The encoderwire is parallel to the motorwire -> Change it immedately! - The encoder coupling or the encoder is not mechanical fixed with the Motorwave -> Please check it!
F119	**EnDat-Communication:** - Is there really **EnDat-encoder connected**? -> **Menu A4 Motor/Gearbox -> Encodersystem** - The encoder is out of order, e.g. after the test of the safetygear ? - The encoder is wrong connected -> Please check the pining -> Do you use the right adapter ? - The encoderwire is out of order or too long (>30m) ! -> Please increase the encoder voltage ! - The encoderwire is parallel to the motorwire -> Change it immedately! The encoder coupling or the encoder is not mechanical fixed with the Motorwave -> Please check it!

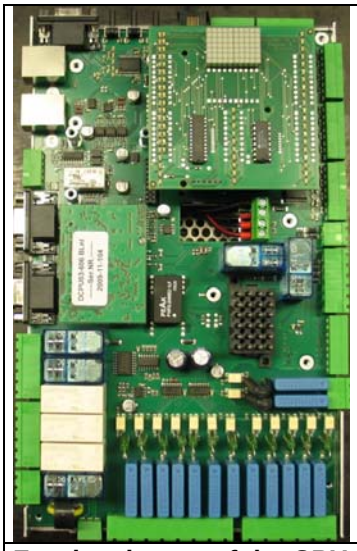
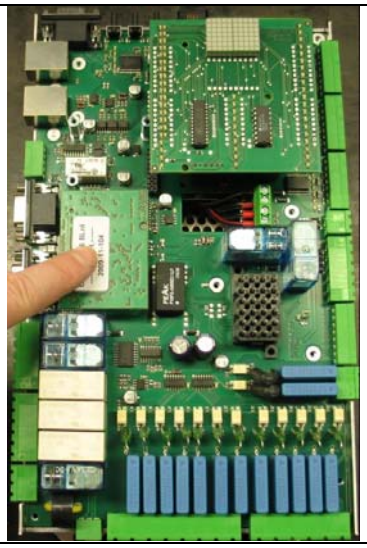
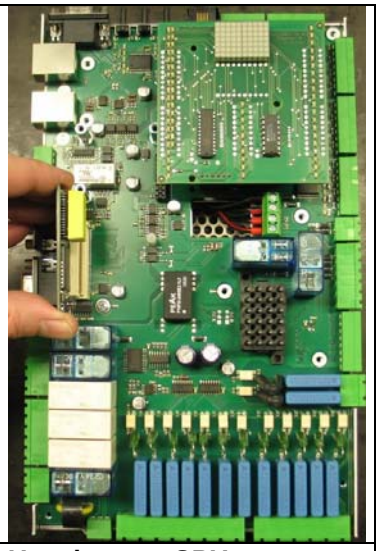
F120	**Hiperface Communication:** - Is there really **Hiperface-encoder connected**? ->**Menu A4 Motor/Gearbox-> Encodersystem** - The encoder is out of order, e.g. after the test of the safetygear ? - The encoder is wrong connected -> Please check the pining -> Do you use the right adapter ? - The encoderwire is out of order or too long (>30m) ! -> Please increase the encoder voltage ! - The encoderwire is parallel to the motorwire -> Change it immedatly! - The encoder coupling or the encoder is not mechanical fixed with the Motorwave -> Please check it!
F121	**Sin/Cos Communication:** - Is there really **Sin/Cos-encoder connected**? -> **Menu A4 Motor/Gearbox -> Encodersystem** - The encoder is out of order, e.g. after the test of the safetygear ? - The encoder is wrong connected -> Please check the pining -> Do you use the right adapter ? - The encoderwire is out of order or too long (>30m) ! -> Please increase the encoder voltage ! - The encoderwire is parallel to the motorwire -> Change it immedatly! - The encoder coupling or the encoder is not mechanical fixed with the Motorwave -> Please check it!
F122	**Angle Variance:** - The number of pulses are wrong -> Please change the setting - The encoder channels are out of order -> Please change the encoder ! ? - The encoder is wrong connected -> Please check the pining -> Do you use the right adapter ?
F123	**Encoder Voltage-too low:** - Short cut at the encoder terminal -> Please check the pining -> Do you use the right adapter ? - The encoder is out of order, e.g. after the test of the safetygear ? - The encoder is wrong connected -> Please check the pining -> Do you use the right adapter ? - The encoderwire is out of order or too long (>30m) ! -> Please increase the encoder voltage ! - Is the right type of **encoder connected**? -> **Menu A4 Motor/Gearbox -> Encodersystem**
F124	**Motor Temperature-too high:** - The temperature of the area is too high - The motor is overloaded - The motor fan is out of order
F125	**Command Voltage-too low: Short cut at the 24V-Terminal, 24V-Terminal is overloaded:** - Short cut at the output terminal +24V -> Please check soon as possible ! - The output channel +24V is overloaded -> please use an external power supply !
F126	**24V Output Driver** - Short cut at the output terminal -> Please check the pining The output channels EA1 to EA8 are overloaded -> Perhags the is a short cut or the current is too high -> Please check it, pherhaps you must use external relays!
F127	**Relay Monitor-1:** Internal Relay-1 is out of order or the open-contact is clewing -> The switching load is too big (Inductive)! Please use a contactor to switch big loads, like the brake-magnet!
F128	**Relay Monitor -2:** Internal Relay-2 is out of order or the open-contact is clewing -> The switching load is too big (Inductive)! Please use a contactor to switch big loads, like the brake-magnet!
F129	**Relay Monitor -3:** Internal Relay-3 is out of order or the open-contact is clewing -> The switching load is too big (Inductive)! Please use a contactor to switch big loads, like the brake-magnet!
F130	**Monitor Brake-1:** - Brake-circuit-1 do not open / close during the travel -> Are the settings OK? Do you have opener or closer-contacts? 0V (NPN-Thyssen) or+24V (z.B. Ziehl-Abegg,..) - Do have connected the brakewires rightly? - Do you have observed, if the brakes open ? -> Brakewires ? - Are the brake-contacts OK ? -> If you have any douts, make a measurement !
F131	**Monitor Brake-2:** - Brake-circuit-2 do not open / close during the travel -> Are the settings OK? Do you have opener or closer-contacts? 0V (NPN-Thyssen) or+24V (z.B. Ziehl-Abegg,..) - Do have connected the brakewires rightly? - Do you have observed, if the brakes open ? -> Brakewires ? Are the brake-contacts OK ? -> If you have any douts, make a measurement !
F132	**Monitor Brake-3:** - Brake-circuit-3 do not open / close during the travel -> Are the settings OK? Do you have opener or closer-contacts? 0V (NPN-Thyssen) or+24V (z.B. Ziehl-Abegg,..) - Do have connected the brakewires rightly? - Do you have observed, if the brakes open ? -> Brakewires ? - Are the brake-contacts OK ? -> If you have any douts, make a measurement !

F133	**Monitor Brake-4:** - Brake-circuit-4 do not open / close during the travel -> Are the settings OK? Do you have opener or closer-contacts? 0V (NPN-Thyssen) or+24V (z.B. Ziehl-Abegg,..) - Do have connected the brakewires rightly? - Do you have observed, if the brakes open ? -> Brakewires ? - Are the brake-contacts OK ? -> If you have any douts, make a measurement !
F134	**Monitor Main Contactor:** - One of the main contactor can not be switched ON -> Please control the contactors! - Please check the opener-contacts, clean it or change it! - Are the opener-contacts for 24V DC ? -> Please look at the data sheet!
F135	**ADC1-Zero-Offset:** - The currentsensor-U is out of order. It is an internal Error. Please contact our Hotline.
F136	**ADC2-Zero-Offset:** - The currentsensor-V is out of order. It is an internal Error. Please contact our Hotline.
F137	**ADC1-Offset:** - The AD-Changer-V is out of order. It is an internal Error. Please contact our Hotline.
F138	**ADC2-Offset**: - The AD-Changer-U is out of order. It is an internal Error. Please contact our Hotline.
F139	**Eart Fault:** - The motor ist out of order, please measure each coil of the motor and compare it! - Please check, if the motorwire or resistorwire have any connection to earth!
F140	**IPM-Error: or Supply voltage to low:** - Overtemperature in the IGBT-Chip -> Are there any dirt on the pcb-board or in the heatsink ? - The voltage of board is too low! -> Is the main supply voltage OK ?
F141	**Position Regulation:** - The difference at the start handling is too high, wrong Parameter (**Nominalspeed** -> motor-datas,..)! - The motor works, but the encoder is out of order or wrong connected. -> Control the pining! - Perhaps it is the wrong type of encoder? -> **Menu A4 Motor/Gearbox -> Encodersystem** - The number of pulses are wrong? -> **Menu A4 Motor/Gearbox -> Encoder Pulses** - The encoderwire is out of order or too long (>30m) ! -> Please increase the encoder voltage ! - The encoderwire is parallel to the motorwire -> Change it immedately! - The encoder-shield is not connected on both sides -> Change it immedately! Old machines: Please switch off the **possition regulator**! Or change the settings!
F142	**NTC-Dissipator ::** - The Temperature sensor deliever the wrong value: Please check the connection! - The Temperature sensor is out of order. Please contact our Hotline.
F143	**DC Battery Voltage:** At the evaquation-travel with battery, the voltage of the battery was too low. Please check the battery voltage!
F144	**Watchdog-Reset** There is an internal Reset by the Watchdog. Please contact our Hotline.
F145	**Monitor Brake wear-1:** The input channel for the Brake wear monitor is active.You need a new brake shoe or brake is not exactly adjust!
F146	**Monitor Brake wear-2:** The input channel for the Brake wear monitor is active.You need a new brake shoe or brake is not exactly adjust!
F147	**Monitor Brake wear-3:** The input channel for the Brake wear monitor is active.You need a new brake shoe or brake is not exactly adjust!
F148	**Monitor Brake wear-4:** The input channel for the Brake wear monitor is active.You need a new brake shoe or brake is not exactly adjust!
F149	**Offset measure Pole Number:** There is a difference between the parameter motor type and the actual type!
F150	**Offset measur Brake:** During the offset measure, the motor do not rotate – please check the brake, because it is not open!
F151	**Offset measure Invalid :** The measured offset angle is not valid – check electric wiring and make the offset measure a second time!
F152	**Brake Resistor:** There is a short cut at the brake resistor!

F153	**Hydraulic – Pressure Sensor:** The input channel for Pressure Sensor is low.Please check the wire to the Pressure Sensor.
F154	**Hydraulic – Turbine:** The input channel for Turbine is low.Please check the wire to the Turbine.
F155	**Hydraulic – Low Pressure:** If the low Pressure-Function is activate, there is an error**.** The pressure is too low, because there is a problem in the hydraulic system or the limit-setting of the parameter is too high.
F201	**Mains Frequency**: - The softstart unit can not synchronizice with the power supply ! - Wrong Power frequency? -> Has the power supply a frequency of 50 Herz ? - If there is a power supply with 60 Hz Netz – Please chang the parameter B6 to 60 Hz !
F202	**Phase Failure:** - There are not all three phases at the power input ! - One phase is missing ! -> Please check voltage and current !
F203	**Phase Sequence:** - The phase sequence at the power input is wrong ! - Right: L1 – L2 – L3 Wrong: L2 – L3 – L1 or..L3 – L1 – L2
F204	**Phase Rotation**: - The phase rotation at the power input is no right-rotation-field! Right: L1 – L2 – L3 Wrong: L2 – L1 – L3 or.. -> Please check it and make a right rotation field !
F205	**Dissipator Temperature too High**: - The softstart is overloaded, is the power class of the unit ok? - The Temperature sensor deliever the wrong value: Please check the connection! The Temperature sensor is out of order. Please contact our Hotline.
F206	**Motor Temperature - Motor and oil too hot:** - The temperature of the area is too high ! - The motor is overloaded ! - The number of travels is too high ? -> Do you need an oil-cooling?
F207	**Relay-1 Contactor:** Internal Relay-1 is out of order or the open-contact is clewing -> The switching load is too big (Inductive)! Please use a contactor to switch big loads, like the valve-magnet!
F208	**Relay-2 Contactor:** Internal Relay-2 is out of order or the open-contact is clewing -> The switching load is too big (Inductive)! Please use a contactor to switch big loads, like the valve-magnet!
F209	**Main Contactor Monitoring:** - One of the main contactor can not be switched ON -> Please control the contactors! - Please check the opener-contacts, clean it or change it! - Are the opener-contacts for 24V DC ? -> Please look at the data sheet!
F210	**Liftbus Communication is interrupted:** - Wrong Liftbus parameter ! - Wrong Liftbuscable or the shield not connected!
F240	**Fan Monitoring Controller-Cabinet** The fan of the controller-cabinet is out of order. Please check the Fuse, Wiring & the Fan.
F241	**Carlight Monitoring** One of the lights of the carlights is out of order. Please check the Fuse, Wiring & Light
F243	**Monitoring Doorstep Heating – 1** The heating of the shaft-doorstep is out of order. Please check the Fuse, Wiring & the Heating
F244	**Monitoring Doorstep Heating – 2** The heating of the shaft-doorstep is out of order. Please check the Fuse, Wiring & the Heating
F245	**Monitoring Doorstep Heating – 3** The heating of the shaft-doorstep is out of order. Please check the Fuse, Wiring & the Heating
F246	**Monitoring Doorstep Heating – 4** The heating of the shaft-doorstep is out of order. Please check the Fuse, Wiring & the Heating
F247	**Carfan Monitoring** The fan of the car is out of order. Please check the Fuse, Wiring & the Fan.
F248	**Electric Socket Monitoring** The electric socket in the pit is out of order. Please check the Fuse, Wiring & the socket.

W01 Exchange of the processor map

Before you proceed to replace the CPU card, all fuses and switches are turned off. Set the car at the lowest level flush, with activated emergency operation (car doors closed).

			
For the change of the CPU map the cover of the ZR-unit must be opened. The map is left down in the body.	**Do not affect other parts on the lare printed circuit board. With two finers you can loosen the prited circuit board.**	**Take new CPU map from the ESD protective plastic film and insert the old one.**	**Use the new CPU map carefully. Convince yourselves that the map sits correctly. Close afterwards the cover again.**

6.0 Information

D1 IN / OUTPUT

The submenu D1 is not realized yet.

D2 Trip counter

In the submenu D2 the trip counter is realized. Two trip counters are available:

Total trip counter	Not erasable
Total trip counter	Erasable for the statistics evaluation
Total trip counter Up	Erasable for the statistics evaluation
Total trip counter Down	Erasable for the statistics evaluation
Floor trip counter for each floor	Erasable for the statistics evaluation

D3 Run time counter

In the submenu D3 the hour meter is realized. Two hour meters are available:

Net hour meter	Time counting since creation of the tension; not erasable
Hour meter	Time counting of the trips, not erasable
Hour meter	erasable for the statistics evaluation

The last point of parameter in this menu is requirement for reset of the hour meter.

D4 Door motion counter

In the submenu D4 the door transaction counter is realized. Two door transaction counters are available for 2 door sides:

Indicate the door movements door 1	Activity count, erasable
Indicate the door movements door 2	Activity count, erasable
Delete door transaction counters	Erasable, for the statisics evaluation
Indicate door maintenance	Adjust the number of the door movements, starting from one
	Message takes place. Range of adjustment from 100 to 100.000

7.0 Start-up of the lift

I00 Assembling Travel

In the submenu C7 assembly trip can be activated during active back getting control of these parameters. At the beginning at the assembling of a lift the switches of the safety circuit are not yet set. This function makes although the safety entrances are U3 to U12 without tension, a movement possible with the back getting control. A condition is that against U1 and U2 tension rests. Becomes if the back getting control break this parameter is automatically deactivated.

I01- Commissioning with digital relative/motor copying w. incremental encoder

1.0 General

The fundamental operational sequence of the start-up of digital copying runs off in the following stepps:

- Examination of the software attitudes and input of teh ranking distance of the lower pre-end switch.
- Examination of the electrical installations and attitude of pre-end switch.
- Execution of the leaning trip.
- Choise of the driving speeds by adjusting the braking distances.
- Fairs of the level is not ok and correction oft the concise values.
- Optionally: Attitude of the releveling.

2.0 Examination oft the electrical installations and attitude of the pre-end-switch

- All contact switches in the safety circuit should be attached.
- The incremental giver should be functionally installed. You can install the incremental giver at the car or at the speed limiter. The entrances are at the central unit as also at the car controller available. The linesare to be presented as follows:

Incremental encoder		Controller	Description
U_B oder U_{Ver}		Terminal 200	Voltage +24V DC
GND oder Masse		Terminal 500	GND 0V
Kanal A		Terminal 83	Channel A
Kanal B		Terminal 84	Channel B

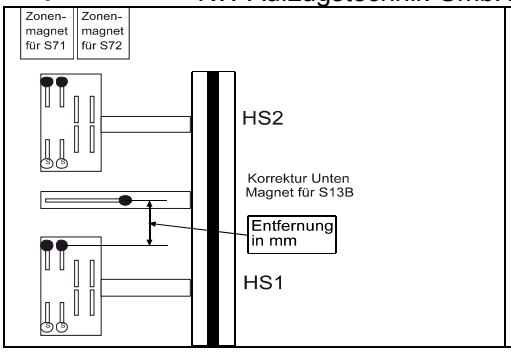
- The zone switches S71 and S72 (for EoT & Releveling) and /or S 71 should be functionally installed. The length of the zone should be symmetrical to the concise line maximally 250 mm into both directions to extend. The more accurately the concise line is met the smaller fails later the concise correction.
- The pre-emd-switch 13A and 13B is to be adjusted on the that braking distance of the learning trip maximally which can be expected. The function of the pre-end-switcher should be examined with the inspection trip. As approximate reference point one can take the values specified down which can naturally differ by the adjusted delay values.

Approximate braking distance with 0,8 m/s^2 delay		Maximum driving speed
1000 mm		0,63 m/s
1200 mm		1,00 m/s
1800 mm		1,20 m/s
2300 mm		1,60 m/s
3000 mm		2,00 m/s

The bringing in way may be longer than in normal operation, since the Pre-end-switch is bridged there and the brake point by digital copying is spent. The pre-end switcher is not however synchronization points for the control and may after learning trip any more not be changed. The pre-end switcher down 13B must lie however between the 1st and 2nd stop.
Equivalent one is to be placed the pre-end switcher above 13A between the next to last and last floor. This rule is to be kept also with short trip stop!

3.0 Examination of the attitudes and the braking distance of the lower Pre-end-switch

Before with the learning trip begins you should examine the data in the plant parameters (Stpp number, kind of copying,...). In addition you should again examine your regulation whether the adjusted delay values meet your braking distances. In the menu B42-relative copying you stop please the following parameter " distance pre-end zone flag down" the numerial value exactly.



Here (Please measure from the center of each magnet!) will be the distance between the magnet of the lower limit switch and the first magnetic zone is entered.
These distances are used for the conversion of pulses in millimeter unit.

4.0 Execution of the leaning trip

1.) As the first you position the learning speed in the menu learning trip. You can choose between three speeds of V1, V2 and V3. Remember that each driving motor for a trip with slow speed is not suitable over the complete hoisting depth. If the lift exhibits short trip stops, one should with V1 the learning trip would drive throuh.
2.) Please position the car above the lower pre-end witcher with the inspection or back getting control. You scolded afterwards in the control panel the external control out. After a switching to normal operation you activate please the learning trip in the menu **learning trip activate-> Yes.**

The learning trip runs off in three phases:

1. Phase: The elevator drives now downward with slow Speed-V0 to the lower pre-end switch and brings in into the door zone of the lowest stop. With reaching the zone the elevator is electrically stopped. At the same time the necessary way for the final delay V0->0 is measured. If the counting direction of the incremental giver for the shaft copying polarized the error message appears " F83-DSK- Impulse echanges". Please in this case the two impulse trades A+B of the incremental giver exchange and measuring trip again with point B) start!
2. Phase: Afterwards the car drives upward and takes up all zone positions and the position of the pre-end switch Up.
3. Phase: Subsequently the car drives downward and takes up all zone positions. If deviations should be recognized with reading the switch positions in (oo many or too few zones) during the learning trip the errow message appears " F85-DSK floor number". In this case the zone magnets as well as their position are to be examined, if necessary with inspection speed a switching of the solenoids on and off examine (solenoids may do when over driving the magnet only 1 x scolded). Start B) the measuring trip again afterwards with point. After successful learning trip appears terminated in the display of the HPG60 " learning trip". The concise position are disributed on the center of the repsective zone ranges. The delay ways V3, V2, V1 are reserved automatically with the registered distances in the menu B42. The delay V0->0 likewise reserved with a learning value. In the chess table you find all determined concise values. All values are put down in millimeters and ascending order, i.e. the stop 1 has the lowest value and the highest stop has the lowest value. A learning trip must be compellingly implemented, if the door zones or the pre-end switcher in its position were changed!
If a new learning trip is implemented then its result is only taken over after a successful 3. Phase. If the learning trip was broken off, then the elevator for normal operation is closed and in the 4 diplay zone appears invalid the message "learning trip".

5.0 Choice of the driving speeds by adjusting the braking distances

If you want to use only the speed of V3 at your lift, then you can give a pair of car calls now in order to examine the approach mode the plant. If you want to drive in addition with the V1 and/ or V2, or even short trip stops to have must enter you the delay ways for V1 and/or V2.
Please consider during the input:
braking distance V1 < Braking distance V2 < Braking Distance V3
With the choice of the braking distance you also specify, with which speed the elevator control starts the stops. If a delay way for a speed was set to the value zero then this speed is not more used also by the control. E.g. the floor distance of two floor is smaller than the entered value " B43 delay in V3" during this trip the speed of V2 is selected automatically.(e.g. floor trip with fasst plants). The floor distance is smaller than the entered value " B43 delay in V2" during this trip the speed of V1 is selected automatically.(e.g. short trip stop) The foor distance is smaller than the entered value " B42 delay in V1" during this trip the speed of V0 is selected automatically.(extreme short trip stop, few cm)
The parameters delay V0-> 0 and delay V3 must always exhibit a value.

6.0 Fairs of the level is not ok and correction of te concise values.

The control was now examined i.e. the car not overdrive the stops and drive in the cab is possible. Connect yours HPG60 with the car calling in the car. From there out comfortably the “level is not ok” can measured and directly into the system will enter. Go with the car into the first stop and select yourselves you the parameter concise value level 1. Retaining inaccuracies be stopped by operation of the yellow Plus or Minus-Buttons.

If your car stands too highly then you register the millimeter value which your car stands too highly by manipulation of the Minus-Button.

If your car stands too low then by manipulation of the plus button the millimeter value is registered which your car stands too low.

The determined concise value is corected automatically.

Repeat the procedure for the other stops.

7.0 Setting the releveling

Before you enable the releveling, you must meet the following parameter setting in the B17-releveling:

1) The parameter max. Releveling Distance adjust the length of the road to catch up. The Releveling Distance should always be shorter than the half-zone area. Please also note the following facts: The zone area must be set so that it is shorter, as the door bar length.

2) The releveling-tolerance parameters set the starting point for the beginning of the catch-. As a default, you should not be less than 5 - 10mm go, because otherwise lead to unnecessary Releveling Operations any cable vibrations.Have the entries made above, the parameter can be catch-activated.

I02-Comming with digital Absolute copying with pre-end & zone -switch

1.0 General

The fundamental operational sequence of the start-up of absolute copying with pre-end & zone switch runs off in the following steps: Examination of the electrical installations and attitude of the pre-end switch.

- Examination of the software attitudes and input of the raking distance of the lower pre-end switch.
- Examination of the electrical installations and attitude of the pre-end switch.
- Execution of the leaning trip.
- Choice of the driving speeds by adjusting the braking distances.
- Fairs of the level is not ok and correction of the concise values.
- Optionally: Attitude of the releveling.

2.0 Examination of the electrical installations and attitude of the pre-end switcher

- All contact switches in the safery circuit should be attached.
- The absolute value device system should be functionally installed. This can be on the car or at the switchboard. The entrances are represented in the connection diagram.
- (Page 7).
- The zone switches S71 and S72 (for EoT & releveling) and /or S71 should be functionally. The length of the zone should be symmetrical to the concise line maximally 250 mm into both directions to extend. The more accurately the concise line is met the smaller fails later the concise correction.
- The pre-end switcher 13A and 13B is to be set to that braking distance of the learning trip maximally which can be expected. The function of the pre-end switcher should be examined with the inspection trip. As approximate value one can take the value specified down, which can naturally differ by the adjusted delay values.

Approximate braking distance with 0,8 m/s^2 delay		Maximum driving speed
1000 mm		0,63 m/s
1200 mm		1,00 m/s
1800 mm		1,20 m/s
2300 mm		1,60 m/s
3000 mm		2,00 m/s

The bringing in way may be longer than in normal operation, since the pre-end switch is bridged there and the brake point by digital copying is spent. The pre-end-switch is not however synchronization points for the control and may after learning trip any more not be changed. The pre-end switcher down 13B must lie however between the 1st and 2nd stop.
Equivalent one is to be placed the pre-end-switch above 13A between the next to last and last floor. This rule is to be kept also with short trip stop!

3.0 Examination of the attitudes and the braking distance of the lower pre-end-switch

Before with the learning trip begins you should examine the data in the plant parameters (Stop number, kind of copying,...). In addition you should again examine your regulation whether the adjusted delay values meet your braking distances. In the menu B42-relative copying you stop please the following parameter " distance pre-end zone flag down" the numerial value exactly.

4.0 Execution of the leaning trip

1.0 As the first you position the learning speed in the menu learning trip . You can choose between three speeds of V1, V2 and V3. Remember that each driving motor for a trip with slow speed is not suitable over the complete hoisting depth. If the lift exhibits short trip stops, one should with V1 the learning trip would drive throuh.

2.0 Please position the car above the lower pre-end switcher with the inspection or back getting control. You scolded afterwards in the control panel the external control out. After a switching to normal operation you activate please the learning trip in the menu **learning trip activate-> Yes.**

The learning trip runs off in three phases:

1. Phase: The elevator drives now downward with slow Speed-V0 to the lower pre-end switch and brings in into the door zone of the lowest stop. With reaching the zone the elevator is electrically stopped. At the same time the necessary way for the final delay V0->0 is measured. If the counting direction of the incremental giver for the shaft copying polarized the error message appears " F83-DSK- Impulse echanges". Please in this case the two impulse trades A+B of the incremental giver exchange and measuring trip again with point B) start!

2. Phase: Afterwards the car drives upward and takes up all zone positions and the position of the pre-end switch Up.
3. Phase: Subsequently the car drives downward and takes up all zone positions. If deviations should be recognized with reading the switch positions in (oo many or too few zones) during the learning trip the errow message appears " F85-DSK floor number". In this case the zone magnets as well as their position are to be examined, if necessary with inspection speed a switching of the solenoids on and off examine (solenoids may do when over driving the magnet only 1 x scolded). Start B) the measuring trip again afterwards with point. After successful learning trip appears terminated in the display of the HPG60 " learning trip". The concise position are disributed on the center of the respective zone ranges. The delay ways V3, V2, V1 are reserved automatically with the registered distances in the menu B42. The delay V0->0 likewise reserved with a learning value. In the chess table you find all determined concise values. All values are put down in millimeters and ascending order, i.e. the stop 1 has the lowest value and the highest stop has the lowest value. A learning trip must be compellingly implemented, if the door zones or the pre-end-switcher in its position were changed!
If a new learning trip is implemented then its result is only taken over after a successful 3. Phase. If the learning trip was broken off, then the elevator for normal operation is closed and in the 4 diplay zone appears invalid the message "learning trip".

5.0 Choice of the driving speeds by adjusting the braking distances

If you want to use only the speed of V3 at your lift, then you can give a pair of car calls now in order to examine the approach mode the plant. If you want to drive in addition with the V1 and/ or V2, or even short trip stops to have must enter you the delay ways for V1 and/or V2.
Please consider during the input:
braking distance V1 < Braking distance V2 < Braking Distance V3
With the choice of the braking distance you also specify, with which speed the elevator control starts the stops. If a delay way for a speed was set to the value zero then this speed is not more used by the control. E.g. the floor distance of two floor is smaller than the entered value " B43 delay in V3" during this trip the speed of V2 is selected automatically.(e.g. floor trip with fast plants). The floor distance is smaller than the entered value " B43 delay in V2" during this trip the speed of V1 is selected automatically.(e.g. short trip stop) The foor distance is smaller than the entered value " B42 delay in V1" during this trip the speed of V0 is selected automatically.(extreme short trip stop, few cm)
The parameters delay V0-> 0 and delay V3 must always exhibit a value.

6.0 Measurement of the level is not ok and correction of the concise values.

The control was now examined i.e. the car not overdrive the stops and drive in the cab is possible. Connect yours HPG60 with the car calling in the car. From there out comfortably the "level is not ok" can measured and directly into the system will enter. Go with the car into the first stop and select yourselves you the parameter concise value level 1. Retaining inaccuracies be stopped by operation of the yellow Plus or Minus-Buttons.
If your car stands too highly then you register the millimeter value which your car stands too highly by manipulation of the Minus-Button.
If your car stands too low then by manipulation of the plus button the millimeter value is registered which your car stands too low.
The determined concise value is corected automatically.
Repeat the procedure for the other stops.

7.0 Attitude of the releveling

Before you activate the releveling you must meet following parameter attitude in the menu **B17-releveling:**
1) In the parameter you stop max. retriving the length of the retrieving way. The retrieving way should be ever shorter than he half zone range. Consider please the following circumstances: The zone range must be adjusted that it is shorter as the door sword length.
2) In the parameter you stop tolerance retrieving starting point for the beginning of retrieving. As default value you should go unter 5-10 mm since otherwise existing rope oscillations lead to unnecessary releveling procedures. If the inputs described above were transacted the parameter **releveling** can be activated.

I03- Commissioning with digital absolute copying without shaft switches

1.0 Examination the electrical installations and attitude of the pre-end switch

All switches in the safety circuit should be attached. The absolute value device system should be functionally installed. This can be on the car or at the switchboard. The entrances are presented in the connection diagram.
(Page S-07).

2.0 Allocation of the compactness

You scolded “consice input” in the menu on the attitude floor height. Now you can be registered for each floor the value in the millimeter (e.g. HS01-0000mm, HS02-3000mm..). After all floors were reserved you scolded back on the attitude concise correction.

3.0 Execution of the determination of the „ counter direction“

The control does not know yet the counting direction of the ABS-absolute-value-encoder. The factory setting value of the parameter counter direction is “negative”. Set from there the value to “**lerning: Drive Downward**” and proceed the car with the manual control (releveling control or inspection control) a small piece more deeply until the control terminates the trip.The control learned the counting direction now.

4.0 Execution of the synchronisation in the lowest stop

Now the ABS-absolute-value-encoder with the control must be synchronize, that mean the controller has to allocate the announced impulse conditions of the abs giver of the individual floors. In addition you drive the car with the manual control (releveling control or inspection control) into the lowest floor concisely and activate the menu option synchronizing HS01.

5.0 Choice of the driving speeds by adjusting the braking distances

If you want to use only the speed of V3 at your lift, then you can give a pair of car calls now in order to examine the approach mode the plant. If you want to drive in addition with the V1 and/ or V2, or even short trip stops to have must enter you the delay ways for V1 and/or V2.
Please consider during the input:
braking distance V1 < Braking distance V2 < Braking Distance V3
With the choice of the braking distance you also specify, with which speed the elevator control starts the stops. If a delay way for a speed was set to the value zero then this speed is not more used by the control. E.g. the floor distance of two floor is smaller than the entered value “ B43 delay in V3” during this trip the speed of V2 is selected automatically.(e.g. floor trip with fast plants). The floor distance is smaller than the entered value “ B43 delay in V2” during this trip the speed of V1 is selected automatically.(e.g. short trip stop) The foor distance is smaller than the entered value “ B42 delay in V1” during this trip the speed of V0 is selected automatically.(extreme short trip stop, few cm)
The parameters delay V0-> 0 and delay V3 must always exhibit a value.

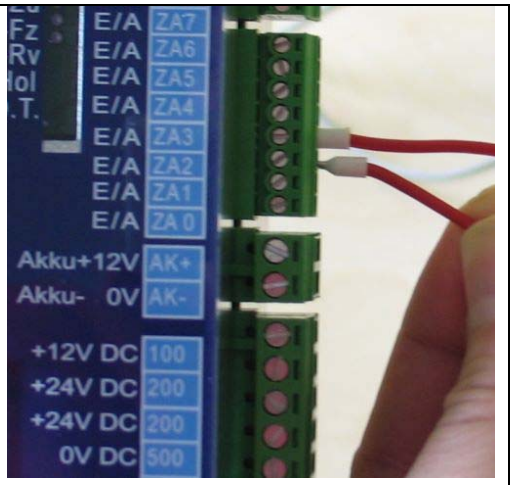
Braking distance at 0,8 m/s^2 Deceleration		Maximum Speed
1000 mm		0,63 m/s
1200 mm		1,00 m/s
1800 mm		1,25 m/s
2300 mm		1,60 m/s
3000 mm		2,00 m/s

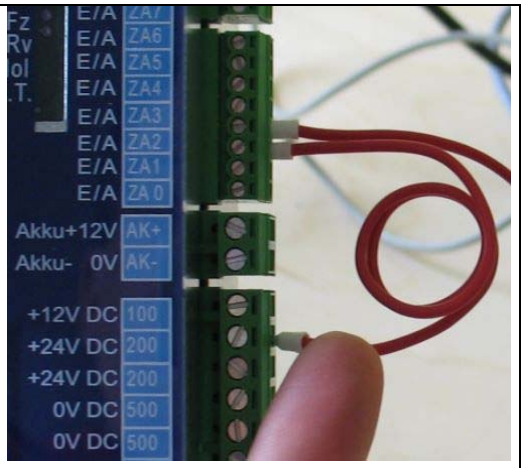
6.0 Measurement of the level is not ok and correction of the concise values.

The control was now examined i.e. the car not overdrive the stops and drive in the cab is possible. Connect your HPG60 with the car calling in the car. From there out comfortably the “level is not ok” can measured and directly into the system will enter. Go with the car into the first stop and select yourselves you the parameter concise value level 1. Retaining inaccuracies be stopped by operation of the yellow plus or Minus-Buttons.
If your car stands too highly then you register the millimeter value which your car stands too highly by manipulation of t he Minus-Button.
If your car stands too low then by manipulation of the plus button the millimeter value is registered which your car stands too low.
The determined concise value is corected automatically.
Repeat the procedure for the other stops.

I04 Function test – Self-Monitoring of the Braking Elements after EN81-1/2:1998+A3:2009

Generally
Due to the development of the software, the function of the brake elements in-plant monitoring at KW Aufzugstechnik GmbH in the testing, as well as in the on-site commissioning of the lift system must be examined. The description of the functional test is part of the manual.

Test cable break - Monitoring Input 1	
1.) Switch off the Signal line at the monitoring input channel 1. 2.) Return Motion Drive UP or DOWN 3.) The Controller DAVID 606/613/2005 gives the error message "F54 – Brake Element Synchronization" and locks. More trips are not possible! 4.) Switch on the Signal line at the monitoring input channel 1. 5.) With the Return-Drive to try to take a ride. A drive may be not possible! 6.) In the menu C0 the Controller DAVID 606/613/2005 can be unlocked in the fault memory by selecting the error. The elevator system is ready to start again.	 Removing the monitoring channel 1

Test cable bridge - Monitoring Input 1	
1.) Switch off the Signal line at the monitoring input channel 1 and put in a jumper between terminal 200 (+24 V DC) and channel 1. 2.) Return Motion Drive UP or DOWN 3.) The Controller DAVID 606/613/2005 gives the error message "F51 – Brake Element Function" and locks. More trips are not possible! 4.) Put off the jumper between the terminal 200 and channel 1. Switch on the Signal line at the monitoring input channel 1. 5.) With the Return-Drive to try to take a ride. A drive may be not possible! 6.) In the menu C0 the Controller DAVID 606/613/2005 can be unlocked in the fault memory by selecting the error. The elevator system is ready to start again.	 Setting the jumper between 20o and Channel 1

Repeat the test steps
After the two test steps were carried out for the monitoring braking element 1, then for all other brake circuits have now equivalent to the test steps are carried out!

I05 Functional test – Bypass of the Door- and bolt magnet

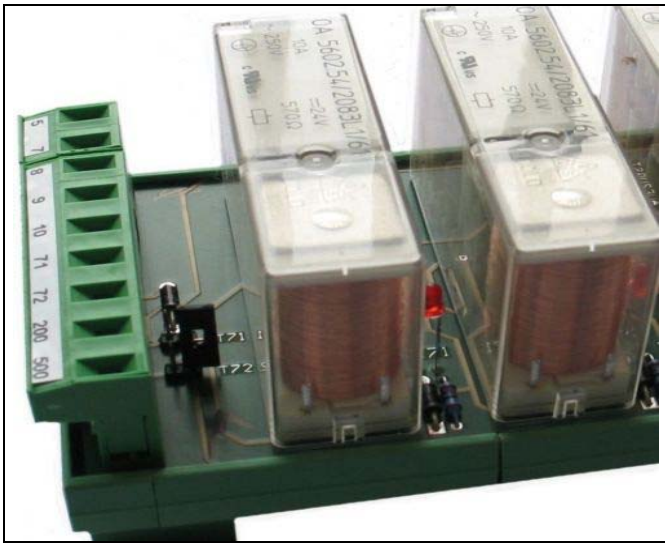


Illustration:

Security circuit SIS16-101 with the two contacts strips T71 and T72, and one Jumper. Here you can set a Jumper for permanently activation of the safety-relais for the zone 71 or zone S72 in order to simulate a no opening contact set of a zone-switch.

General

The zone switches S71 and S72 are installed after the defaults in the solenoid plan and the switching contacts are closed, i. E. the car is within the zone range.

Experation

Give a call to any floor and keep you closed with the start of the car the zone switch to S71. In addition you push a Jumper over the upper Dil-contact strip T71 with the clamp 71.
At the entry into the finish level now no bypass of the door contacts and the check central switch take place. The green LED „status“ does not shine any longer and the next trip remains closed.

Procedure for systems with external Servicepaneel

Give you a call in any floor and hold it at the start of the car closed the zone switch S71. This is the terminal to 71 to 200 bridges.
At the entrance to the destination floor now takes no bridging de door contacts and the locking means switch instead. In the HPG, the error message “F92 – safety ciruit”.

Properties

With elevators with hydraulic drive and adjusted sinking trip an error of the protection circuit 16-101 leads not to an immediate blockage during the next trip, but only after the emergency sinking and reaching the sinking level. With rope elevator plants the reaction is adjustable in the menu production circuit.

Unblocking

Ater you removed the Jumper over the Dil contact strip T71 you must switching off and on the controller. The accumulator buffering must be interrupted however likewise at short notice(to take off emergency powe akkus).

Repetition

The same procedure must be repeated now for the zone switch S72. Therefore the Dil contact strip T72 is to you at the disposal. The further operational sequence the reaction as well as the unblocking is an equivalent procedure.

※ Attention!

Remote the put Jumper in any case after the functional test!

I06 Functional test – Detection of an unintended car movement EN 81-1/2 – 9.13.2

	To initiate the journey from the zone, note the following: 1.) Stopping the elevator car flush with the bottom landing (top stop) . 2.) Turning the Return Motion Drive -> Close the doors. 3.) Function “UCM-zone drive” in the TÜV Menue-C416 activate 4.) Return Motion Drive UP (DOWN), until the security circuit SIS16-101 interrupt. 5.) Open the shaft door and measure the stopping distance. 6.) Close the shaft door 7.) In the **C0 RESET menu** error „F60 A3-case“ reset 8.) Cabin with Return Motion Drive downwards (top down) drive. 9.) Return Motion Drive off -> door opens -> normal operation 10.) Repeated process for the top stop on your way down zone -> () note entries!

General

According to the new standard EN 81-1:1998 + A3: 2009 resp. EN 81-2:1998 + A3: 2009 “protection of unintended car movement away from the landing with the landing door not in the locked position and the car door not in the closed position” the car must leave the door zone and must come to a halt within the legal stopping distance.
As a worst-case scenario here, the “Motor-driven exit” door opener in the zone with acceleration values of the normal operation is considered.

Basically, the simulation of the process never done with an open door!

To facilitate this, a separation in the control terminal,is availabel a Relay “K69”, the safety circuit of the door lock of SIS16-101 / feedforward separates drive contactors in the simulation case. In order to allow the elevator to the start of the journey, is a software function in TüV menu of the control computer of the series D606, D912 and D2005 activates the security circuit for a drive, so that the drive and braking elements contactors are energized until they leave the zone. After leaving the zone, the drive is disconnected and so the car comes to a stop. You can now open the landing door with the emergency release and determine the stopping distance, based on the hatch door to the cabin doorway clamp.

Experation

The elevator car is parked in the lowest landing floor and turned on the Return Motion Drive. This will be the landing and car door closed and a Call input over indoor and outdoor control is suppressed.
Please listen in with the local intercom in the cabin, if there are people in it. You can take the handheld terminal HPG-60 in the control computer to the TÜV menu 416th UCM-zone drive. The UCM-zone drive is set to ON. Now you can start with the Return Motion Drive Switch UP holt the drive, which ends when you leave the zone. Automatically increase the speed to rated speed and the acceleration was increased to 100% (in conjunction with GOLIATH inverter).
The stopping distance is displayed in mm on the display. The system is locked with the error “F60 A3-case”. Optionally, you can open the Landing door chess with the emergency release and measure the stopping distance (Chess doorway to the cabin door threshold).
After re-closing the landing door and turning off the safety circuit fuse F7. Before switching on the safety fuse F7 in the circuit, **C0 RESET menu** must be reset the A3 error then you can drive with the Return Motion Drive Switch DOWN, the elevator car in the lowest station.

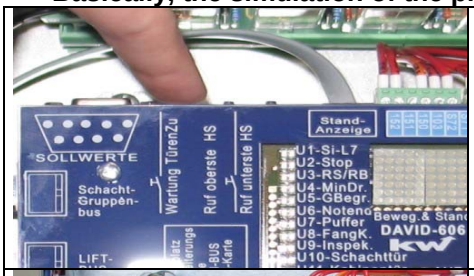
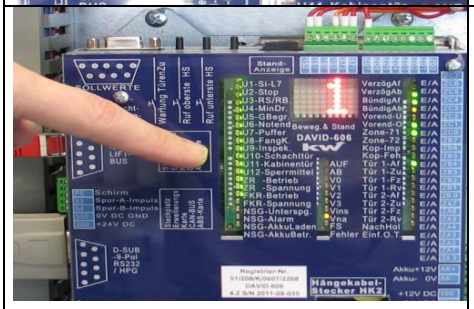
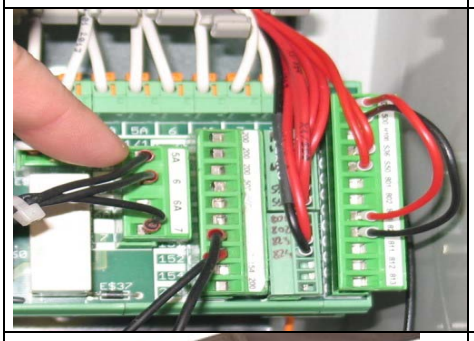
Repetition

The same process must now be repeated for the top stop. Therefore, the elevator car at the top station is placed flush with the zone and performs way down.

I07 Functional test – Mech. Brake-Opening in landing and the car door is not in the closed position EN 81-1/2 - 9.13.2

General

According to the new standard EN 81-1:1998 + A3: 2009 resp. EN 81-2:1998 + A3: 2009 “protection of unintended car movement away from the landing with the landing door not in the locked position and the car door not in the closed position” the car must leave the door zone and must come to a halt within the legal stopping distance. **Basically, the simulation of the process never done with an open door!**

	**1.) Stopping the elevator car aligned in a middle floor.** **2.) Listening-with the phone, if there are people in the elevator car.**
	**3.) If there any persons, then pusk the service-button on the upper left of the central unit D606 / D2005 to close the doors.** **4.) All the doors are closed, when all the LED lights are green of the Safety-Circuit-Positions U1 to U12!** **5.) Switch off the landing control via the switch S36 in the service panel in right position.**
	**6.) Please switch off the fuse F7 of Safety-Circuit.** **7.) Please put away the connector X1/10 with the designations 5A-6-6A-7.** **8.) Please switch on the fuse F7 of Safety-Circuit.** **9.) Now the LEDs are red for the Safety-Circuit-Positions of the doors, but in reality are the doors closed!**
	10.) Mechanical press brake lever until the safety circuit SIS16-101 interrupts the journey when leaving the zone, or at a safety device with anti-creep until the catch engages.
	11.) The Communicator HPG-60 shows the error F60 A3 case. The elevator system is locked! **12.) Please open the shaft door and possibly measure the stopping distance. Then close shaft door again.** **13.) Please switch off the fuse F7 of Safety-Circuit.** **14.) Please put in the connector X1/10 with the designations 5A-6-6A-7.** **15.) Please switch on the fuse F7 of Safety-Circuit.** **16.) Reset the error "F60 A3-case" in the C0-RESET menu.** **17.) Switch on the landing control via the switch S36 in the service panel in right position.**

I08 Inspector-session

4.0 Execution of the Watchdog Timing

In the submenu **C40 run time** test of the processor system DAVID-606 is possible it to limit all running times for the next trip on 1,0 seconds.

1	The car is in a stop concisely place
2	Adjust the menu C-Diagnosis/ Inspection-session, **C40 run time** test in the processor DAVID-606. All running times are set on one second
3	Call input by lowest/ highest call at the top side of the DAVID-606 central processing unit in the menu C-Diagnosis /C- Call input
4	The plant opposes with run time error when going away from the stop
5	Unblocking the plant by In-/ Offswitching the switch S33 or releasing of the reset in the menu C-Diagnosis / C0-Reset
6	The system is again in normal operation

4.1 Execution of the buffer trip

In the **submenu C41 buffer trip** is to be driven it possible with the back getting control downward. without obligation delay by the before-finalswitched 13B on the cab buffers) But only if the limit switch down by technical personal at the strip of passing pressed.

1	The back getting control S61 switch on
2	Adjust the menu C-Diagnosis/ Inspection-session, **C41 buffer trip** in the processor DAVID-606. the pre-end switch Down S13B is not considered.
3	Switch over hand terminal (HPG-60) into the parameters of the frequency changer (Goliath-60). Increace the parameter “speed Vi” in the menu “ desired value” to the desigred worth.
4	The protection F7 switch off and emergency limit switch down bridge. Protection F7 restart.
5	The car drive with the releveling control upwards on the buffer.
6	After examination the car drive upward from the buffer. Bridge from the safety circuit remove and the speed back of Vi put to the the regular value .
7	The releveling control S61 switch off. The control returns to normal operation.

4.2 Execution of the seat sample

In the **submenu C42 seat sample** is to be driven it possible with the back getting control downward. (without obligation delay by the before-final-switched 13B on the counterweight buffers) But only if the limit switch down by technical personal at the strip of passing pressed. The speed for this trip is to be positioned in the regulation.

1	The back getting control S61 switch on
2	Adjust the menu C-Diagnosis/ Inspection-session, **C42 seat sample** in the processor DAVID-606. the pre-end switch Up S13A is not considered.
3	Switch over hand terminal (HPG-60) into the parameters of the frequency changer (Goliath-60). Increace the parameter “speed Vi” in the menu “ desired value” to the desigred worth.
4	The protection F7 switch off and emergency limit switch down bridge. Protection F7 restart.
5	The car drive with the releveling control upwards on the buffer.
6	After examination the car drive upward from the buffer. Bridge from the safety circuit remove and the speed back of Vi put to the the regular value .
7	The releveling control S61 switch off. The control returns to normal operation.

4.3 Execution of the Claw Test of the elevator car

In order to implement the catch sample with the elevator car the car must arrive into the overspeed. This is only possible if that short-circuit protection and the monitoring function V<0,2 m/s deactivated.

1	The car in the center and/or in the upper half of the pit concisely place.
2	Invite the test weights into the elevator car.
3	The releveling control S61 switch on.
4	Adjust the menu C-Diagnosis/ Inspector-session, **C43 Claw Test** in the processor system DAVID-606. By this parameter that becomes short-circuit protection in frequenz inverter of the series Goliath-60. The monitoring function is waived which prevents the brake opening at a speed of more largely 0,2 m/s.
5	The emergency freeing switch S80 activate and the brake opening key S81 press unto the car has impris-oned.
6	Switch over the hand terminal the HPG-60 into the parameter frequence inverter Goliath-60. In the menu drive out /stop the parameter catch freeing activate. Thus for short time the current is increased on 2.0 sub-ject of the rated current.
7	The car with the releveling control in upward direction from the catch pull.
8	The back getting control S61 switch off. The control returns to normal operation.

4.4 Driving abillity with fixed counterbalance

1	The car is in a highest stop concisely place
2	The back getting control S61 switch on
3	Adjust the menu C-Diagnosis/ Inspection-session, **C44 speed in the processor** DAVID-606. In this menu are spend the speed of the car and the number of revolutions of the drive.
4	The car move upward with the releeling control. If the car comes to short time to a halt, evidently at the speed of 0 m/s but the number of revolutions of the drive larger 0 rpm is waived the driving ability and the examination successfully terminates. If the speed does not drop to 0 m/s the driving ability is too high.
5	The car with the releeling control upwards from the upper emergency limit awitch move.
6	The releveling control S61 switch off. The control returns to normal operation.

4.5 Brake test

In the **submenu C45 break test** the processor system DAVID-2005-606 is possible during switched resent control the short-circuit protection and the monitoring function V<0,2 m/s to deactivate. Security the monitoring function becomes V>Vnenn activates which bracked with exceeding of the nominal speed terminated(both brake coils become without tension).

	Attention! The following activities may be accomplished only by authorized technical personal. Thus all irregu-laties and disturbances can when assembling and with operated a lift to be recognized and re-paired. Regardless of the safety regulation specified in this guidance in the user country valid laws regula-tions are to keep guidelines and standarts.
1	The car must be at least two floors below the highest stop
2	Please pay attention of the empty car. You scolded the resend control S61 and drive the cab outside of the door zone. The doors remain closed.
3	Adjust the menu C-Diagnosis/Inspector-session, **C45 brake test**. By this parameter that becomes short contactor power down in the frequency inverter of the series Goliath-60. The monitoring function is waived (those the brake opening at a speed of more largely 0,2 m/s prevented).
4	Give an car call with the HPG-60 or press at the central unit the calling button for the lowest stop place.
5	After the car has started moving you must activate the break-test key button S82 by a rotation to the right. Press the brake opening racer S 82A. Now the brake is opened permanently.
6	Operate now the brake opening tracer S81A. The security circle interrupted the brake coil A is still under tension and remains open, but the brake coil B drops.
7	The brake coil B which can be examined closes, rake coil A is still unter tension. The minimum delay value for a brake circuit amounts to 0.4 m/s2, and/or the maximum stopping distance with Vnenn= 1.0 m/s amounts to 1,8 m and/or with Vnenn= 1. m/s of 3,5m!
8	Test procedure for the second brake circuit repeat!
9	After successful braking code switch S82 braked switches off and keys off takes.

4.6 Execution of the Remote Trigger Car

In the submenu **C46 Remote Trigger Car** of the processor system DAVID-606 is possible to activate the function Remote Trigger Car over the Switch S50 on the operating panel of the controlercabinet in order to switch on the coil of the speedlimiter. After put off the switch S50, the function is switched off.

4.7 Execution of the Reset Remote Trigger Car

In the submenu **C47 Reset Remote Trigger Car** of the processor system DAVID-606 is possible to activate the function ResetRemote Trigger Car over the Switch S50 on the operating panel of the controlercabinet in order to switch on the Reset-coil of the speedlimiter. After put off the switch S50, the function is switched off.

4.8 Execution Remote Trigger Counterweight

In the submenu **C48 Remote Trigger Counterweight** of the processor system DVID-606 is possible to activate the function Remote Trigger Counterweight over the Switch S50 on the operating panel of the controlercabinet in order to switch on the coil of the speedlimiter of the counterweight. After put off the switch S50, the function is switched off.

4.9 Execution Reset Remote Trigger Counterweight

In the submenu **C49 Reset Remote Trigger Counterweight** of the proseccor system DAVID-606 is possible to activate the function Reset Remote Trigger Counterweight over the Switch S50 on the operating panel of the controlercabinet in order to switch on the Reset-coil of the speedlimiter of the counterweight. After put off the switch S50, the function is switched off.

4.10 Execution Endswitch Travel Top

In the submenu **C410 Endswitch Travel Top** of the processor system DAVID-606 it is possible to over-drive the highest Levelpoint by switching on the function. The travel ends in the Endswitch Top.

4.11 Execution Endswitch Travel Bottom

The submenu **C411 Endswitch Travel Bottom** of the processor system DAVID-606 it is possible to over-drive the lowest Levelpoint by switching on the function. The travel ends in the Endswitch Bottom.

4.12 Execution Switchcabinet Temperature Test

In submenu C412 switchcabinet temperature test of the processor system DAID-606. You can decrease the temperature limit, inorder to produce an error message. It is very important that the switchcabinet temperature function is active in the menu B600 monitoring functions.

4.13 Execution Motor-PTC Test

In the submenu **C413 motor PTC test** of the processor system DAVID-606 it is possible to simulate a motor PTC error for one travel, inorder to generate an error in the controllersystem. It is very important that the PTC-function is active in the menu B600 monitoring functions.

4.14 Execution DSC-Pulse-Encoder Test

In the submenu **C414 DSK encoder test** of the processor system DAVID-606 it is possible to switch off the encoder of the shaftcopy for one travel. The shaft copying software technically produce an error response. A condition is natural that in the menu B600 monitoring functions is the DSK monitoring active.

4.15 Execution test Sink-prevention

In the submenu **C415 test Sink Prevention** of the processor system DAVID-606 is possible to activate the function Test Sink Prevention over the Switch S50 on the operating panel of the controlercabinet in order to switch off the coil of the speedlimiter. After put off the switch S50, the function is switched off.

4.16 Functional test – Test UCM – Driveout of the Level EN 81-1/2 – 9.13.2

	To initiate the journey from the zone, note the following: 1.) Stopping the elevator car flush with the bottom landing (top stop) . 2.) Turning the Return Motion Drive -> Close the doors. 3.) Function “UCM-zone drive” in the TÜV Menue-C416 activate 4.) Return Motion Drive UP (DOWN), until the security circuit SIS16-101 interrupt. 5.) Open the shaft door and measure the stopping distance. 6.) Close the shaft door 7.) In the **C0 RESET menu** error „F60 A3-case“ reset 8.) Cabin with Return Motion Drive downwards (top down) drive. 9.) Return Motion Drive off -> door opens -> normal operation 10.) Repeated process for the top stop on your way down zone -> () note entries!

General

According to the new standard EN 81-1:1998 + A3: 2009 resp. EN 81-2:1998 + A3: 2009 “protection of unintended car movement away from the landing with the landing door not in the locked position and the car door not in the closed position” the car must leave the door zone and must come to a halt within the legal stopping distance.
As a worst-case scenario here, the “Motor-driven exit” door opener in the zone with acceleration values of the normal operation is considered.

Basically, the simulation of the process never done with an open door!

To facilitate this, a separation in the control terminal,is availabel a Relay “K69”, the safety circuit of the door lock of SIS16-101 / feedforward separates drive contactors in the simulation case. In order to allow the elevator to the start of the journey, is a software function in TüV menu of the control computer of the series D606, D912 and D2005 activates the security circuit for a drive, so that the drive and braking elements contactors are energized until they leave the zone. After leaving the zone, the drive is disconnected and so the car comes to a stop. You can now open the landing door with the emergency release and determine the stopping distance, based on the hatch door to the cabin doorway clamp.

Experation

The elevator car is parked in the lowest landing floor and turned on the Return Motion Drive. This will be the landing and car door closed and a Call input over indoor and outdoor control is suppressed.
Please listen in with the local intercom in the cabin, if there are people in it. You can take the handheld terminal HPG-60 in the control computer to the TÜV menu 416th UCM-zone drive. The UCM-zone drive is set to ON. Now you can start with the Return Motion Drive Switch UP holt the drive, which ends when you leave the zone. Automatically increase the speed to rated speed and the acceleration was increased to 100% (in conjunction with GOLIATH inverter).
The stopping distance is displayed in mm on the display. The system is locked with the error “F60 A3-case”. Optionally, you can open the Landing door chess with the emergency release and measure the stopping distance (Chess doorway to the cabin door threshold).
After re-closing the landing door and turning off the safety circuit fuse F7. Before switching on the safety fuse F7 in the circuit, **C0 RESET menu** must be reset the A3 error then you can drive with the Return Motion Drive Switch DOWN, the elevator car in the lowest station.

Repetition

The same process must now be repeated for the top stop. Therefore, the elevator car at the top station is placed flush with the zone and performs way down.

Basics about brake control elements monitoring to the new standard EN 81-1:1998 + A3: 2009 resp. EN 81-2:1998 + A3: 2009

For the protection of unintended car movement away from the landing with the landing door not in the locked position and the car door not in the closed position according to the new standard EN 81-1:1998 + A3: 2009 resp. EN 81-2:1998 + A3: 2009 is done by the security circuit SIS16-101. The security circuit SIS16-101 causes the interruption of the safety circuit and thus acts directly on the drive contactors.

Based on the Position paper of the NB-L (CO-ORDINATION OF NOTIFIED BODIES LIFTS DIRECTIVE 95/16/EC) from 20.07.2011, Version 07, can be omitted in the external monitoring device of the brake control elements on a SIL 3 level. The monitoring is done by independent input channels of brake control elements monitoring of the control unit, or the regulation unit.

At hydraulic lifts of the company ALGI and the types AZRS and AZFR , according to the new standard EN 81-2:1998 + A3: 2009, the Down Travel is initiatet with two series-connected hydraulic valves, which have a monitoring of the open and closed position. The monitoring is done by independent input channels of brake control elements monitoring of the control unit, or the regulation unit.

With traction elevator systems to EN81-1 with certified braking devices to the new standard EN 81-1:1998 + A3: 2009, like e.g. the types MAYER, Warner, ..., as a operating brake on the drives of the companies Wittur-SAD, Thyssenkrupp-Liftequipe, Ziehl-Abegg, Tornado, Sassi,..., or with A3 Certification brake control unit on the driving wheel, like the types of MAYER, Warner, ..., on the drives of Thyssenkrupp-Liftequipe-NBS, Sassi,...., the monitoring is done by independent input channels of brake control elements monitoring of the control unit, or the regulation unit.

If the elevator system shut down, so they can be unlocked only by reset (Menu **C00 RESET)**

4.17 Implementation of the simulation- Failure of the braking element according to the new standard EN81-1/ 2-A3- 9.13.2

In the menu C417 test brake monitor of the DAVID-606 processor system, it is possible for a trip to switch off surveillance of brake element 1 or 2 or 3 by software in order to generate an error response. This is required for regulated medical braking elements, the failure of a braking element according to EN 81-1/2 A3 - to simulate 9.13.2.

INDEX

A

Absolute dig. copy 85
Actual Value Menu 147

B

Brake-open-monitor 100
Brake-shoe-Monitor 100

C

Car calls 64
Car controller FKR 29
Car fan 104
Car light 108
Car locking 63
Car priority 66
Car position indicator 96
Central Unit ZR 20
Code-key 118
Teach In Absolutecopy w. Switshes 164
Teach In Absolutecopy without Switches 165
Inspector Functions 167
Controller Reset 138

D

Deviations
- Central Unit ZR 20
- Car controller FKR 29
- Safety Circuit 24

Diagnose 148
DFU 120
Doors in general 59
Door Move Counter 160
Door Nudging 62
Door Parameter 58
Drive Hydraulic Regulated 75
Drive Hydraulic Frequen. 78
Drive in with open Door 63

E

EG-Declaration 8
Elevator indication 98
Energy Safe Mode 108
Emergency power service 110
Emergency fire service 112
Event Messages 152
Expansion Unit ZG24 24

F

Fault Description 150
Fire fighter Service 112
Fire Evacuation 111
Fire Static 111
Fire Dynamic 111

G

General working with the HPG 53
Gong at the Floor 98
Gong in the Car 98
Group Control 68

H

Handprogramm. Unit HPG60 39
Hanging Wire 38
Hotel Stop 114
Hydraulic Drives 74
Hydraulic Regulated 75
Hydraulic Regulate valve RV 37
Hydraulic Frequency Inverter 78

I

Input Functions 130
Input & Output Signal 149
Inspection Travel 103
Inspection Session 167

L

Landing Calls 65
Landing Priority 66
Language 35
Leader / Guide Function 114
Liftparameter 56
Load Measurement 104
Locked Magnet 63

M

Menu Description 42
Minimum Copy 93
Monitoring Drive Process 116
Monitor Functions 100
Motor Digital Copy 90

N

Nominal Speed 56

O

Output Functions 123

P

Parking Travel 106
Password 56
Photocell 63
Priority Calls 66

H

Hanging Wire 38
Hotel Stop 114

R

Relative Digital Copy 81
Releveling 63
Remote Station 34
Resend-Drive 103
Rescue Travel 114
Rope Frequency Inverter 78
Rope 2 Speeds 77
Rope Variable Voltage 59
Run Time Counter 160
Random Calls 149

S

Safety circuit-parameter 63
Safety circuit PCB 24
Safety Condition 7
Serial Interfaces 55
Shaft Copy system 80
- Absolute Digital Copy 85
- Minimum Copy 93
- Motor Digital Copy 90
- Relativ Digital Copy 81
- Standart Copy 80

Start Up / Teach In 161

T

Table of Entrance 61
Transfer 7
Temperature monitor casing 101
Temperature monitor motor 100
Time Relays 115
Trip Counter 160
Type of Drive 74

U

Units / Modul Controlling 158

W

Winter & Sommer Time 56
Weektimer 115